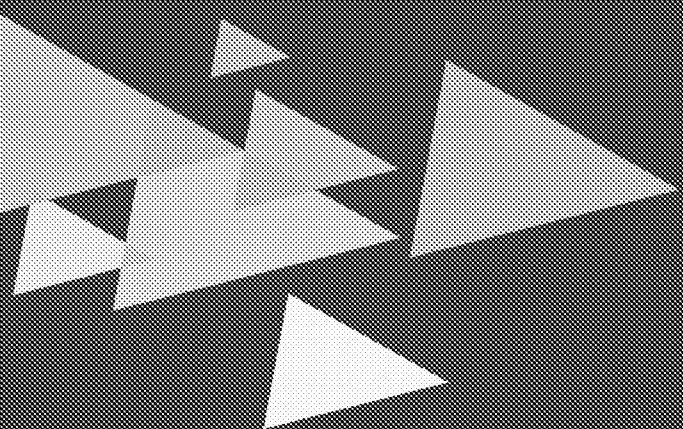




Proposed Day Nursery
Land at Aldingbourne Country Centre, West
Sussex

Travel Plan Statement

For

Aldingbourne Trust

Document Control Sheet

Proposed Day Nursery

Land at Aldingbourne Country Centre, West Sussex

Aldingbourne Trust

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Travel Plan Statement has been prepared on behalf of the Aldingbourne Trust to support a planning application for change of use of an existing vacant building within Aldingbourne Country Centre, West Sussex, to a children's day nursery.
- 1.2 The site is located to the west of Blackmill Lane, north of the A27, approximately 9.5 kilometres north-east of Chichester. The site falls within the administrative boundaries of Arun District Council and West Sussex County Council (WSCC), on the edge of the South Downs National Park (SDNP).
- 1.3 The proposals include re-use of an existing vacant building of approximately 61 square metres gross internal area (GIA), which was previously used as a shop associated with the Country Centre. The shop relocated into the visitor centre, completed approximately three years ago. As such, the building has become surplus to requirements. The proposed nursery will cater for up to 21 children between the ages of 2 and 5 years and will operate between 08:30 and 16:30 hours Monday to Friday, 48 weeks per year. The nursery will employ up to six full-time members of staff. It is intended that the nursery will be operated by an independent third part, "Seasons" providing a day nursery where children will be able to make use of the wide range of existing facilities present within the Country Centre. An existing area of grasscrete adjacent to the Country Centre visitor centre car park will be used for staff and visitor parking, which is estimated to have capacity for circa 10 to 14 vehicles to park. Sheltered cycle parking will also be provided on site.

Policy

- 1.4 A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government.
- 1.5 The 2021 National Planning Policy Framework (NPPF) promotes incorporation of sustainable transport in development proposals (paragraph 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (paragraph 105).
- 1.6 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:
"All development that will generate significant amounts of movement should be required to provide a travel plan."
- 1.7 The importance of encouraging more sustainable travel choices is also recognised in local policy contained within the Arun Local Plan (July 2018) and Aldingbourne Neighbourhood Plan (July 2021).
- 1.8 WSCC's Travel Plan guidance for development (undated) and Transport Assessment Methodology (July 2007) references thresholds within former national guidance for the preparation of Travel Plans and Travel Plan Statements. Applications for day nurseries over 500 square metres floorspace should be accompanied by a Travel Plan Statement, whilst a full Travel Plan should be prepared for such development over 1,000 square metres. The existing building to which the application relates is approximately 61 square metres. As such, there is no requirement for a Travel Plan or Travel Plan Statement to support the application. However, this document has been prepared as a means of encouraging more active and sustainable travel choices among staff of the day nursery, in view of the location of the site.

Scope

- 1.9 This Travel Statement Plan concentrates on sustainability issues and outlines a number of measures to encourage and support use of active and/or sustainable modes of transport to and from the site and reduce reliance on the private car. The Statement seeks to primarily influence staff travel, although some measures may be applicable to parents/carers dropping off and collecting children from the nursery.
- 1.10 The overall objective of a Travel Plan Statement is to minimise the number of private car trips from the outset and seek to encourage the use of active and sustainable travel modes wherever possible.
- 1.11 The Travel Plan Statement will be a live document that will form part of the nursery management and is structured as follows:
 - ✦ Section 2 provides an overview of the site, its surroundings, and reviews the accessibility of the site by active and/or sustainable modes of transport.
 - ✦ Section 3 outlines the objectives of the Travel Plan Statement and describes the measures to be implemented.

2.0 Baseline Conditions

Site & Surrounding Area

- 2.1 The site is located within land forming Aldingbourne Country Centre, positioned to the west of Blackmill Lane, north of the A27, approximately 9.5 kilometres north-east of Chichester. The site falls within the administrative boundaries of Arun District Council and West Sussex County Council (WSCC), on the edge of the South Downs National Park (SDNP). The surrounding area is predominantly rural in character and the A27 runs to the south of Blackmill Lane and the site. The location of the Country Centre and application site within this wider area is identified on the plan below.

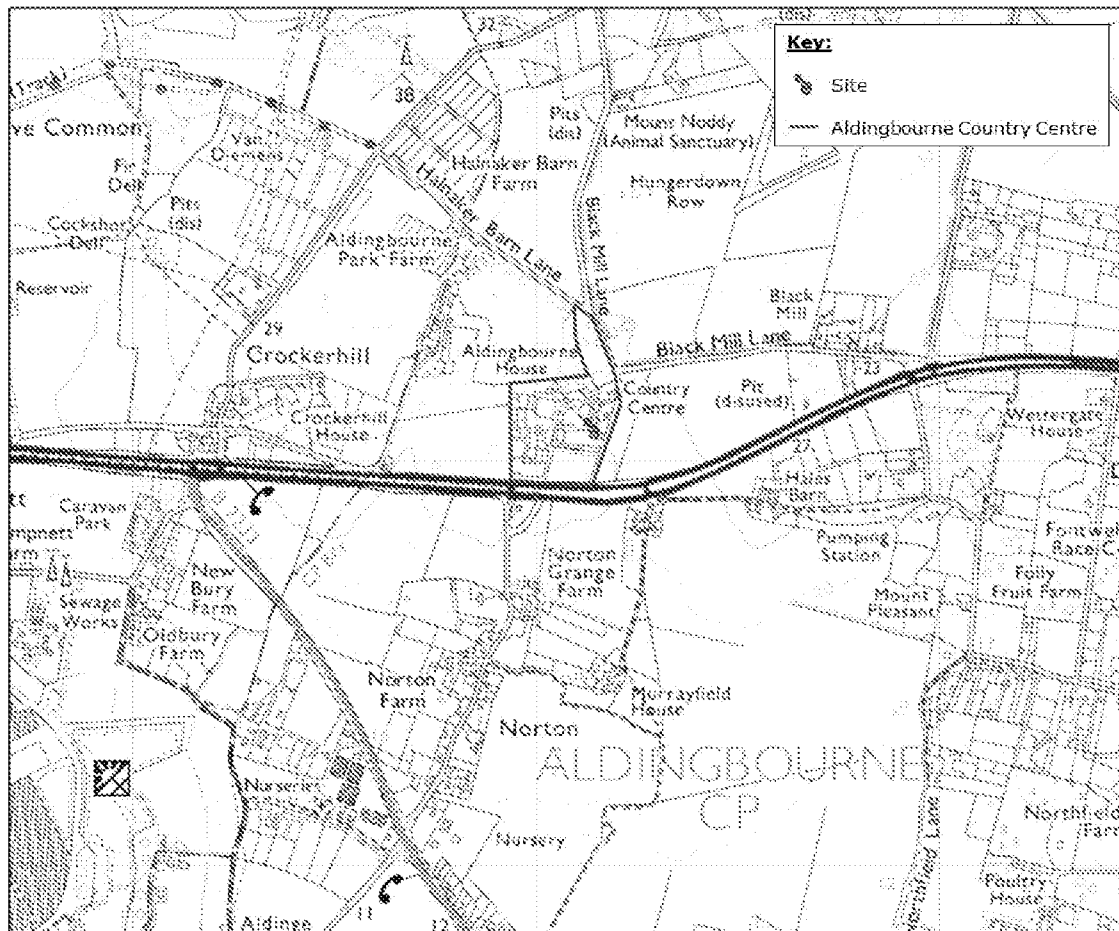


Figure 2.1 - Site Location

- 2.2 The site comprises an existing vacant building of approximately 61 square metres within the wider Aldingbourne Country Centre. The building was previously used as a shop associated with the Country Centre, by the Aldingbourne Trust. The Trust supports young adults with learning disabilities and/or autism in education, training, and specialist care, particularly through partnerships with local businesses. The Country Centre provides a host of facilities including for example a small animal farm, cafe, gift shop, garden centre, soft play area, outdoor play, woodland walk, craft workshops, furniture workshops and conference facilities. These facilities are staffed and supported by young people and are open to the public seven days a week between 10:00 and 16:00 hours. The shop is now located within a new visitor centre and so the building where it was previously located is surplus to requirements.

- 2.3 Planning permission was granted in April 2013 for the provision of a new visitor building with extension and reconfiguration of existing facilities (offices, conference centre and café, kitchens for example) and new landscaping and parking at Aldingbourne Country Centre. The application (planning reference: AL/110/12) was accompanied by a Transport Statement and Outline Travel Plan (both dated October 2012). It is understood that the new visitor centre opened in August 2018.

Highway Network

- 2.4 There are two points of existing access to Aldingbourne Country Centre, off the southern section of Blackmill Lane. The northern access currently provides access to deliveries, wood sales and horse rug wash and an informal parking area, with the southern point providing access to the visitor centre and car park.
- 2.5 Blackmill Lane is a single carriageway road and is subject to a 60 miles per hour (mph) speed limit. As described above the section of Blackmill Lane leading south provides access to the Country Centre and includes a series of passing places.
- 2.6 Approximately 800 metres to the east of the Country Centre, Blackmill Lane connects with Britten's Lane, where access to the A27 eastbound can be gained, and an exit for westbound traffic. The A27 forms part of the strategic road network managed by National Highways, providing a connection between Portsmouth and Eastbourne. Fontwell West Roundabout is located approximately 1 kilometre east along the A27 of this junction, which provides access to the A27 westbound towards Chichester, or continuing east towards Arundel.
- 2.7 The section of Blackmill Lane leading north from the site connects to Halnaker Barn Road, enroute to Crockerhill where further access to/exit from the A27 east is available. Blackmill Lane continues north into the South Downs National Park, towards Eartham and the A285 at Ides Common.

Sustainable Transport Networks

Overview

- 2.8 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ✧ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ✧ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 2.9 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".
- 2.10 Paragraph 110 of the NPPF (referenced in section 2) indicates that, in assessing planning applications, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location. It is acknowledged that there are limited opportunities to travel to the site by more sustainable forms of transport and as such, the private vehicle will likely be the predominant means of travel to the site, particularly for parents/carers dropping off and collecting children to the proposed nursery. The following paragraphs provide an overview of the accessibility of the site by walking, cycling and public transport for completeness.

Accessibility on Foot

- 2.11 There are no existing footways on Blackmill Lane or the surrounding roads, which therefore operate as shared surfaces. Survey data presented in the Transport Statement accompanying the application identifies that Blackmill Lane is lightly trafficked. The site is situated in a remote location, which limits the potential for walking due to the distance to nearby settlements and the A27 restricts access to villages to the south. However, existing pedestrian/cycle crossings are available in the vicinity of the A27 junction with Britten's Lane, Norton Lane and Crockershill providing onward access to the residential areas of Eastergate and Westergate, and Aldingbourne. However, these do not provide direct routes and require users to cross two lanes of traffic in each direction and routes to the south also generally do not benefit from footways.

Accessibility by Cycle

- 2.12 Similarly, there are no dedicated cycle routes on the roads in the immediate vicinity of the site and so cyclists also use the carriageway. There is a shared pedestrian/cycle route along the southern side of the A27, which can be accessed via the crossing points described previously.

Accessibility by Bus

- 2.13 The nearest bus stops to the site are located approximately 1.9 kilometres west of the site on Nyton Road to the south of the A27 at Crockerhill. These stops (known as 'Marsh Lane') are served by routes 85 and 85A. These stops comprise a simple flag and post. A summary of the bus services available from these stops is provided in the table below, based on information available on the WSCC and Traveline websites.

Service	Route	Approximate Weekday Frequency
85	Arundel-Walberton-Fontwell-Barnham-Chichester	4 buses a day; 2 in the morning between 06:55-08:38 and 2 in the afternoon between 12:00-13:00 and 15:55-16:38
85A	Arundel-Walberton-Fontwell-Barnham-Chichester	2 buses a day; one between 9:00-10:00 and one between 13:00-14:00

Table 3.3 – Existing Bus Services

Accessibility by Rail

- 2.14 Barnham railway station is located approximately 5.2 kilometres to the south-east of the site, equating to an approximate 18-minute cycle journey. The station forms part of the network managed by Southern and benefits from services to Brighton, Havant, Littlehampton, Bognor Regis, Chichester, London, Portsmouth and Southampton. The station also includes parking for circa 60 cycles and 130 cars (with car parking requiring payment).

Baseline Travel

- 2.15 In order to assess the relative attractiveness of the sustainable modes of transport that the site has access to, the 2011 Census has been interrogated to establish how people working in the area currently travel to work (Output Area E02006544 includes the site).

Mode	Output Area E02006544	Arun District
Underground	0%	0%
Rail	7%	3%
Bus	1%	3%
Car/van driver	73%	67%
Car/van passenger	6%	7%
Motorcycle	1%	1%
Pedal cycle	4%	5%
On foot	7%	14%
Taxi	0%	0%
Other	1%	1%
TOTAL	100%	100%

Table 3.4 – Travel to Work Data (2011 Census) – Workday Population

- 2.16 As with the rest of Arun District, the data above indicates that the predominant mode of transport for travelling to work in the area is the private car. However, it is noteworthy that circa 25% of people that work in the identified output area travel via sustainable modes of transport (i.e. public transport, walking, cycling and car sharing. However, it is noted that the output area also includes the settlements of Eastergate, Westergate and Barnham, with the site being a more remote location within the output area.

Summary

- 2.17 It is acknowledged that there are limited opportunities to travel to the site by more sustainable forms of transport and as such, the private vehicle will likely be the predominant means of travel to the site, particularly for parents/carers dropping off and collecting children to the proposed nursery.

3.0 Objectives and Measures

Objectives

- 3.1 The location of the site in terms of accessibility to walking, cycling and public transport limits the opportunities for more active and sustainable travel. The nature of the proposed use further restricts the practicality of visitors in particular travelling on foot, by cycle or public transport. Therefore the Travel Plan Statement focuses on realistic measures to reduce single occupancy car use where possible among staff, and identify opportunities to reduce the need to travel and complete journeys in more sustainable ways.
- 3.2 The objectives set out here dictate the overall direction of the Travel Plan Statement and have been used to determine the measures outlined in this section. These objectives have been carefully considered in order to assure the short, medium and long-term success of the Statement.
- 3.3 The objectives of this Travel Plan Statement are to:
- ✧ Increase the occupancy rate of cars travelling to/from the site.
 - ✧ Support and promote the use of active and/or sustainable travel modes for staff travel, where possible, by making use of such modes more convenient for staff and nursery users and provide information about travel opportunities that helps staff choose and make use of active and/or sustainable travel;
 - ✧ Promote awareness of transport issues and the impact of traffic on the local environment; and,
 - ✧ Raise awareness of the benefits of active and/or sustainable travel.

Management

- 3.4 A Travel Plan Coordinator (TPC) will be appointed who will have the responsibility for implementing the Travel Plan Statement. It is envisaged that a member of nursery staff will be appointed as TPC. The success of the Statement will rely not only on the TPC but also on the support of staff, senior management and parents/carers.
- 3.5 The TPC will be responsible for the following:
- ✧ Overseeing development and implementation of the Travel Plan Statement;
 - ✧ Obtaining and maintaining commitment and support from staff and parents/carers;
 - ✧ Designing and implementing effective marketing and awareness raising campaigns to promote the Travel Plan Statement;
 - ✧ Acting as point of contact for all staff and parents/carers requiring information; and
 - ✧ Liaising with stakeholders as appropriate (e.g. local authorities, transport operators, cycle retailers, etc).

Measures

Provision of Travel Information

- 3.6 The provision of relevant travel information can be important for encouraging people to change their travel habits towards greater use of active and/or sustainable modes. It is anticipated that travel information will be provided in a communal staff/rest areas and/or travel information pack, which staff will be notified of at the time of appointment or induction.

3.7 Information could include:

- ✧ contact details for the Travel Plan Coordinator and an outline of their role;
- ✧ the health, financial and environmental benefits of using active and/or sustainable modes of transport;
- ✧ details of all modes of transport available for journeys to and from the site;
- ✧ on-site infrastructure available in support of active and/or sustainable travel;
- ✧ key amenities within walking/cycling distance of the site;
- ✧ lift sharing schemes;
- ✧ cycle maintenance and skills training opportunities, along with details of cycle hire schemes;
- ✧ safety tips for cyclists and walkers;
- ✧ Personalised Travel Planning – consideration of travel options available to each individual; and
- ✧ any financial support provided by the company, e.g. being part of the Government's Cycle to Work scheme, if applicable.

3.8 If appropriate, a notice board will be provided on site in a suitable communal area where it can be seen by staff, which will be used by the Travel Plan Coordinator as a means of ongoing communication with staff, i.e. by displaying up to date travel information.

Walking & Cycling

3.9 As highlighted in section 2 of this Statement, the site is in a remote location, which limits the potential for walking and cycling due to the distance to nearby settlements, as well as the shared-use nature of the nearby highway network and obstacle of the A27, which further reduce the attractiveness of active travel, particularly for parents/carers escorting children in view of the nature of the proposed use. The measures to encourage more active travel are therefore focused on road safety and staff movements only. These include:

- ✧ Provision of maps identifying nearby walking/cycling routes and crossing points.
- ✧ Ensuring staff have access to high visibility jackets and consider potential for road safety/cycle training, should members of staff express desire to walk/cycle to work.
- ✧ Ensure suitable space is available to securely store personal belongings and dry umbrellas/coats.
- ✧ Provision of sheltered cycle parking (two hoops providing parking for four cycles) and changing facilities.
- ✧ Promote the health benefits of walking and provide advice/ support regarding pedestrian/cyclist/road safety.
- ✧ Investigate the Cycle to Work scheme and promotion of any WSCC arranged discounts with bicycle retailers for employees of companies with Travel Plans.

3.10 Relevant information on the above will be made available to staff in travel packs and/or communal staff areas. Provision of cycle maintenance equipment (e.g. bicycle pump, puncture repair kit) could also be provided on site to further encourage the uptake of cycling.

3.11 The Travel Plan Coordinator will investigate the practicality of the company taking part in the Government's Cycle to Work scheme through which staff would be able to make a tax-free purchase of a bicycle (and related equipment) that they would use for their commute.

Public Transport

- 3.12 The site location in respect of access to public transport services is limited, as described in the previous section. In order to increase awareness of the potential for public transport to replace car journeys, information about local bus and rail services (such as timetables and maps), and potentially weblinks to journey planners, will be provided to staff either in a travel information pack or a communal area.
- 3.13 The Travel Plan Coordinator will explore opportunities to arrange lifts to nearby bus stops/railway stations, should nearby services be an option for staff (in terms of timing/frequency and destinations, for example). This could be coordinated with the Aldingbourne Trust/Country Centre.

Lift Sharing

- 3.14 Lift sharing represents a relatively convenient alternative to travelling by single occupancy vehicle and there is some potential to reduce the total private mileage of staff by either, publicising and implementing an in-house scheme, or by utilising existing local and/or national car sharing websites such as www.westsussexcarshare.com. Information will be provided on local lift sharing schemes in a communal area and/or staff travel information pack.
- 3.15 The Travel Plan Coordinator will liaise with staff and the Aldingbourne Trust to explore opportunities for lift sharing among nursery staff and those employed on the wider site.

Parking

- 3.16 Provision will be made for sheltered cycle parking as part of the development proposal, including two cycle hoops, accommodating parking for four cycles.
- 3.17 An existing area of grasscrete adjacent to the Country Centre visitor centre car park will be used for staff and visitor parking, which is estimated to have capacity for circa 10 to 14 vehicles to park.
- 3.18 Suitable provision will be made for electric vehicle charging facilities for staff, anticipated to be secured by appropriate planning condition.
- 3.19 Provision for car and cycle parking is considered to be adequate to cater for demand arising from the proposed nursery. The Travel Plan Coordinator will informally monitor the use of cycle parking and any electric vehicle charging points and liaise with nursery management should additional provision be required.

Reducing the Need to Travel

- 3.20 Staff of the nursery will be able to use the facilities of the adjacent Country Centre, such as the café, to reduce the need to travel off-site during the day.
- 3.21 Further parents/carers will be encouraged to combine journeys to the nursery with a visit to the Country Centre and/or as part of their journey to work. Children remaining on site for a full day will also reduce the number of trips to the site.

Coordination with the Aldingbourne Trust

- 3.22 The Travel Plan Coordinator will liaise with the Aldingbourne Trust/Country Centre to explore whether there are any measures to support more active and sustainable travel employed by the Trust, that could be extended to cover staff of the day nursery. Such measures could include:
- » Lift sharing arrangements/scheme.
 - » Provision of any mini-bus services to nearby bus stops/train stations.
 - » Coordinating servicing/delivery activities, where possible.
 - » Whether any discounts for staff have been secured to encourage travel by public transport.

Informal Monitoring & Review

- 3.23 There is no formal requirement to monitor or review Travel Plan Statements. However, the Travel Plan Coordinator will informally monitor and review measures set out in the Statement to support active/sustainable travel choices and update where necessary to reflect changes in local transport provision, technology, for example and monitor use of cycle parking and electric vehicle charging.

Further Measures

- 3.24 Additional measures to be explored by the nurse operator and Travel Plan Coordinator for potential implementation include:
- ✧ A local recruitment strategy (for example in filling support/service type roles, and consideration will be given to using local suppliers/services) for employing staff, where possible.
 - ✧ Providing a 'guaranteed ride home' for staff.
 - ✧ Provision of personalised journey planning.
 - ✧ The Travel Plan Coordinator will also explore the potential to take part in sustainable travel events. e.g. national/local events, sponsored walks, exploration of the local area, road safety walks and promotion of active/sustainable travel through newsletters, for example, to further raise awareness.