

**GLADMAN DEVELOPMENTS LTD**

**PROPOSED RESIDENTIAL DEVELOPMENT  
LAND OFF ARUNDEL ROAD  
ANGMERING**

**Residential Travel Plan**

**July 2019**

**Croft Transport Solutions**

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# 1 EXECUTIVE SUMMARY

- 1.1.1 A Travel Plan is a long-term management strategy for an organisation or site that establishes a structured strategy with clear objectives, supported by suitable policies, which ensures that sustainable transport objectives are delivered through action.
- 1.1.2 The site audit has demonstrated that the site is accessible by a range of sustainable modes, including walking cycling and public transport. Footways in the area are of good standard and potential exists for the proposed development to assist in delivering (at least in part) the off-carriageway cycle connection from Angmering village to the existing facility on the A27, which is being pursued as part of West Sussex's Walking & Cycling Strategy.
- 1.1.3 Bus stops are located just a short walk away from the site on Arundel Road offering services to Arundel, Shoreham-by-Sea, Worthing and Lancing. The nearest train station to the site is Angmering, which although outside the 2 kilometre walking catchment, is accessible via a 9-minute bus journey or could form part of a multi-modal journey with cycling.
- 1.1.4 A series of measures will be implemented at the site as part of the Travel Plan including personal travel planning, making sure residents are aware of the Travel Plan and its aims, promoting car sharing and encouraging walking, cycling and the use of public transport.
- 1.1.5 The principal measure of the Travel Plan will consist of a Residential Travel Information Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.
- 1.1.6 In relation to reducing car travel, it is intended to aim for a 12-hour vehicle trip rate that is 10% lower than the level of trips predicted in the TA, as detailed in Section 5.
- 1.1.7 The current site has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

## 2 INTRODUCTION

### 2.1 Preamble

- 2.1.1 Croft have been instructed by Gladman Developments Ltd (Gladman) to advise on the traffic and transportation issues relating to a proposed development on land to the west of Arundel Road in Angmering. The location of the site in relation to the surrounding area is presented in **Plan 1**
- 2.1.2 The proposals refer to an *“Outline planning application for the demolition of industrial units and one bungalow and the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDS) and vehicular access point from Arundel Road; together with up to 557 square metres (6,000 square feet of B1/B2 units with associated parking provision and vehicular access point from Arundel Road; and land made available for expansion of the current sports pitch provision to form a sports-hub. All matters reserved except for means of access.”*
- 2.1.3 A Development Framework has been prepared and is included within other documents submitted as part of the planning application.
- 2.1.4 Following discussions with the local planning authority, the proposals also include the provision of land being made available for expansion of the current sports pitch provision that will form a focal point to the development and assist in promoting a healthy and active lifestyle for new and existing residents.
- 2.1.5 Given the potential scale of the development and in accordance with current Department for Transport guidance for C3 (residential dwellings) land uses, the proposals fall within the threshold requiring a full Transport Assessment and Travel Plan.
- 2.1.6 In light of the above, this Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

2.1.7 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

2.1.8 Further guidance is available within the Council's Supplementary Planning Guidance Document entitles 'Travel Plans' published in 2007. The document states that the Council is committed to promoting more sustainable forms of travel and a greater choice in mode of transport. The document goes on to state that *"Travel Plans are considered an important role in delivering sustainable transport objectives"*.

## **2.2 The Travel Plan**

2.2.1 The aims of the Travel Plans are as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

## **2.3 Residential Travel Information Pack**

2.3.1 The principal measure of the Travel Plan will consist of a Residential Travel Information Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 5.

## **3 INTRODUCTION**

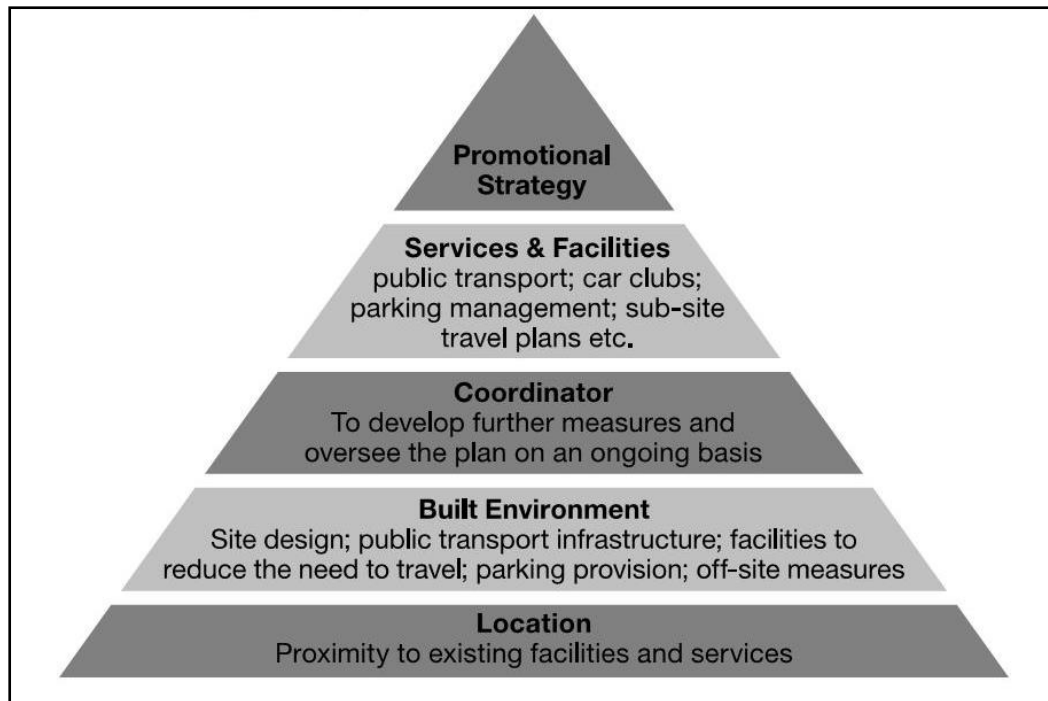
### **3.1 Travel Planning Policy**

- 3.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.
- 3.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *“Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site”*.

### **3.2 Travel Planning Guidance**

- 3.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.
- 3.2.2 The document, entitled *‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’* sets out an overview of the process and delivery of Travel Plans and states that *“A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*
- 3.2.3 The DfT document entitled *“Making Residential Travel Plans Work”* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”* and goes on to say *“Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”*.

- 3.2.4 The DfT's '*Making Residential Travel Plans Work*' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 3.1** below;



**Figure 3.1 – The Travel Plan Pyramid**

- 3.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 3.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 3.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

- 3.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 3.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

## **4 ACCESSIBILITY BY NON-CAR MODES**

### **4.1 Introduction**

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

### **4.2 Accessibility on Foot**

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 An existing pedestrian footway of around 2 metres in width is located to the east of the site on the western side of Arundel Road, this footway provides pedestrian links throughout Angmering and provides direct linkages to the nearby day to day amenities within the village.

- 4.2.3 The CIHT document ‘Planning for Walking’ from 2015 states, in paragraph 2.1, that in 2015 that 78% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 4.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

| Suggested Preferred Maximum Walk |                  |           |
|----------------------------------|------------------|-----------|
| Town Centre                      | Commuting/School | Elsewhere |
| 800m                             | 2,000m           | 1,200m    |

**Table 4.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances**

- 4.2.5 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that ‘walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km’.
- 4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*

4.2.7 **Table 4.2** below summarises this guidance in tabular form.

| <b>'Comfortable'<br/>Walk</b> | <b>'Preferred<br/>Maximum' Walk</b> |
|-------------------------------|-------------------------------------|
| 800m                          | 2,000m                              |

**Table 4.2 – Manual for Streets Walk Distances**

4.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 4.3**.

| <b>Children under 8<br/>Walk Distance</b> | <b>Children over 8 Walk<br/>Distance</b> |
|-------------------------------------------|------------------------------------------|
| 3,200m                                    | 4,800m                                   |

**Table 4.3 – DfE Walk Distances to Schools**

4.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, that the 85<sup>th</sup> percentile walk distance for:

- All journey purposes – 1,930 metres.
- Commuting – 2, 400 metres.
- Shopping – 1,600 metres.

- Education – 3,200 or 4,800 metres.
- Personal business – 1,600 metres.

4.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85<sup>th</sup> percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85<sup>th</sup> percentile walk distances suggested as guidelines in the WYG Study.

| 85 <sup>th</sup> Percentile Walk Distances |           |          |              |          | Overall<br>Recommen<br>ded<br>Preferred<br>Max |
|--------------------------------------------|-----------|----------|--------------|----------|------------------------------------------------|
| All<br>Journeys                            | Commuting | Shopping | Education    | Personal |                                                |
| 1,950m                                     | 2,100m    | 1,600m   | 3,200/4,800m | 1,600m   | 1,950m                                         |

**Table 4.4 – WYG Report/NTS Data Walk Distances**

4.2.11 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

4.2.12 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

*‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death’.*

4.2.13 A 20 minute walk equates to a walking distance of around 1,600 metres.

4.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 4. The 2,000 metre pedestrian catchment illustrates that the majority of Angmering can be accessed along various amenities such as St Margaret's Church of England Primary School, The Woodman Arms, A Local Play Area, Angmering Library, St Margaret's Church, Big Fry Fish and chip shop, The Cooperative, The Lamb at Angering Public House, Lloyds Pharmacy and Ham Manor Golf Club.

4.2.16 **Table 4.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria:

| Local Amenity                                  | Distance | Guidance Criteria | Meets with Guidance? |
|------------------------------------------------|----------|-------------------|----------------------|
| St Margaret's Church of England Primary School | 350m     | 1,600m            | YES                  |
| The Woodman Arms                               | 610m     | 1,600m            | YES                  |
| Local Play Area                                | 1,040m   | 1,600m            | YES                  |
| Angmering Library                              | 1,110m   | 1,600m            | YES                  |
| St Margaret's Church                           | 1,120m   | 1,600m            | YES                  |
| Big Fry Fish and Chip Shop                     | 1,180m   | 1,600m            | YES                  |
| The Cooperative                                | 1,220m   | 1,600m            | YES                  |
| The Lamb at Angering Public House              | 1,230m   | 1,600m            | YES                  |
| Lloyds Pharmacy                                | 1,330m   | 1,600m            | YES                  |
| Ham Manor Golf Club                            | 1,700m   | 1,600m            | YES                  |

**Table 4.5 - Distance from Site to Local Facilities**

- 4.2.17 As can be seen in the above table, the site is located within close proximity to a number of local amenities including primary services as well as leisure facilities.
- 4.2.18 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest convenience store, pharmacy and nearest primary school, are around the 800 metres 'comfortable walk' from the site as contained within MfS guidance.
- 4.2.19 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

### **4.3 Access by Cycle**

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Little Hampton, East Preston, Ferring and Rustington.
- 4.3.3 National cycle route 2 is located approximately 5km from the centre of the site, this cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.
- 4.3.4 From discussions with WSCC, the applicant is aware of the West Sussex's Walking & Cycling Strategy.
- 4.3.5 It is understood that there are a number of listed schemes within the strategy that are aspirational at this stage although it is understood that some routes may be delivered by WSCC, while others may possibly be secured through new development opportunities. One of the aspirational routes, identified in the strategy i.e. scheme ID = 39 refers to the provision of an off-carriageway cycle connection from Angmering village to the existing cycle facility on the A27.

4.3.6 Given the location of the development, potential exists for the proposed development to assist in delivering this route (at least in part) and hence improve the existing cycling infrastructure in the area. Cycling will be promoted through the Travel Plan and the delivery of such a route would assist in encouraging and facilitating trips to and from the site by cycle.

4.3.7 The site can therefore be considered as being accessible by cycle and this could be improved as part of the proposals.

## 4.4 Access by Bus

4.4.1 The nearest bus stops to the site are located to the south of the site with an approximate walking distance of 600 metres from the centre of the site consisting of a shelter, a bus stop pole with passing services shown and a bus service timetable. There are also further bus stops located further along Arundel Road and Chantyfield Road. All the nearest bus stops to the site are shown on Plan 3.

4.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

| Service No | Route                                                              | Monday – Friday<br>Frequency per hour |        |         |     | Sat | Sun |
|------------|--------------------------------------------------------------------|---------------------------------------|--------|---------|-----|-----|-----|
|            |                                                                    | AM Peak                               | Midday | PM Peak | Eve |     |     |
| 9          | Arundel - Shoreham-by-Sea<br>- East Preston - Worthing-<br>Lancing | 1                                     | 1      | 1       | 0   | 1   | 1   |

**Table 4.6 - Existing Bus Services Operating Past the Site**

4.4.3 As can be seen from Table 5.6, the nearest bus stops to the site provides 1 service in the peak periods to East Preston, Worthing and Lancing.

- 4.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 8.00am to around 6.00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.7** below.

| Destination  | Duration   |
|--------------|------------|
| East Preston | 10 Minutes |
| Worthing     | 32 Minutes |
| Lancing      | 52 Minutes |

**Table 4.7- Example Bus Journey Times from the Site**

- 4.4.6 The above table demonstrates that East Preston is just a 10-minute bus journey from the site and Worthing is just a 32-minute bus journey.
- 4.4.7 It is therefore concluded that the proposed development site is accessible by bus.

## 4.5 Accessibility by Rail

- 4.5.1 The nearest train station to the site is Angmering. Although this is situated outside of the 2 kilometres, it is accessible via a 9-minute bus journey. This train station is managed by Southern and has 2 platforms, offering 8 services per hour to destinations such as London Victoria and Southampton Central.
- 4.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

## 4.6 Accessibility Summary

- 4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

4.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions will be improved as part of the works on the development site.
- Cycling is also an alternative to the private car, with the site being located approximately 5 kilometres from National cycle route 2.
- It should also be noted that potential exists for the proposed development to assist in delivering (at least in part) the off-carriageway cycle connection from Angmering village to the existing facility on the A27 (scheme ID = 39), which is being pursued as part of West Sussex's Walking & Cycling Strategy. This will be discussed further with the highway authority.
- The services from the bus stops on Arundel Road, travelling to East Preston, Worthing and Lancing, shows that the proposed development can be accessed by bus.
- The site is accessible via rail with Angmering train station located just a bus journey from the site.

4.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

## **5 MANAGEMENT MEASURES**

### **5.1 Introduction**

5.1.1 The following Travel Plan measures will be considered:

- i) Appointment of a Travel Plan Co-ordinator
- ii) Residential Travel Information Pack (RTIP)
- iii) Travel Awareness and Information
- iv) Promotion of Car Sharing
- v) Encouraging Walking/Cycling
- vi) Establish a Bike Users Group (BUG)
- vii) Residents Travel Survey

### **5.2 Appointment of a Travel Plan Co-ordinator**

5.2.1 The administration of the Travel Plan will be the responsibility of the developer, in this case Gladman. The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the development. Essentially this Co-ordinator will provide a liaison in implementing the Plan with the residents and the local authority.

5.2.2 Details of the nominated Travel Plan Co-ordinator will be submitted to West Sussex Council's Sustainable Travel Officer and the appropriate local bus companies. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.

5.2.3 West Sussex CC's Sustainable Travel Officer will be informed by the Travel Plan Co-ordinator when building work on the proposed development commences.

5.2.4 The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel.

- 5.2.5 The post of the Travel Plan Co-ordinator of the residential development will be overseen by the housing management company or developer (in this case Gladman). However, once the site is fully completed it is likely that the role of Travel Plan Co-ordinator will be transferred to a housing management company, the Council will be informed of any changes to the contact details of the Travel Plan Co-ordinator.
- 5.2.6 Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack could form part of a Prospective Buyers Information Pack.
- 5.2.7 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.
- 5.2.8 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

### **5.3 Residential Travel Information Pack**

- 5.3.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 5.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.
- 5.3.3 It is recommended that a Residential Travel Information Pack (RTIP) is provided for the occupants of each new residential unit, prior to the occupation of the first unit.
- 5.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers.

- 5.3.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.
- 5.3.6 Within the Residential Travel Information Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Residents Travel Information Pack will be the responsibility of the house builder.
- 5.3.7 The RTIP's will include the following:
- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
  - Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel and parking.
  - Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel and parking.
  - Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel and parking.
  - Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO<sub>2</sub> and greater convenience.
  - Information about bike shops offering discounts to residents living on developments where a Travel Plan is operating.

- 5.3.8 It is understood that the County Council has negotiated various discounts on behalf of developers and further details can be found on the following website:

<https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/>

- 5.3.9 The provision of a Residential Travel Information Pack will form part of the terms of the sale or occupancy of the dwellings and therefore residents are aware in advance of what is required of them within the Travel Plan.

## **5.4 Travel Awareness and Information**

- 5.4.1 All residents will be made aware of the existence of the Travel Plan.
- 5.4.2 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.
- 5.4.3 Travel Information for residents will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.
- 5.4.4 As part of the Travel Information, residents will also be offered personalised journey planners, which is a free service offered by Traveline.
- 5.4.5 To cater for this, a form will be included within the 'Travel Pack' for residents to request a journey planner. The residents will complete the form including a start and end point of their journey and this can be either sent to Traveline or completed by the Travel Co-ordinator on their behalf.
- 5.4.6 Some residents will of course be able to do this for themselves providing they have access to a computer.

- 5.4.7 Some helpful websites to aid residents which will also be included in the Travel Pack in planning their travel are:

[www.travelline.org.uk](http://www.travelline.org.uk)

[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

[www.walkit.com](http://www.walkit.com)

[www.sustrans.org](http://www.sustrans.org); and

[www.acttravelwise.org](http://www.acttravelwise.org).

- 5.4.8 In addition to the above, information on existing key local services and publicity material from West Sussex's website and Traveline will be included.

## **5.5 Promotion of Car Sharing**

- 5.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to in the area if they are offering a lift or need a lift to their destination.

- 5.5.2 Further details can be found at the following location [www.liftshare.org](http://www.liftshare.org)

- 5.5.3 Travel Plan Co-ordinator could also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the Lift Share scheme will be more beneficial to local residents.

## **5.6 Encouraging Walking/Cycling**

- 5.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes. Information on these schemes is available on the following websites [www.walkbudi.com](http://www.walkbudi.com)/[www.bikebudi.com](http://www.bikebudi.com)

- 5.6.2 The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.
- 5.6.3 The WalkBUDi/BikeBUDi schemes aim to help individuals to meet others wanting to travel the same way. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer.
- 5.6.4 As part of these schemes the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

## **5.7 Residents Travel Survey**

- 5.7.1 In order to establish the travel modes of residents (once the units are 50% occupied) a Residents Travel Survey will be undertaken.
- 5.7.2 This information will be used to define the 'interim' targets and will determine which modes of travel will need to be promoted/encouraged the most.
- 5.7.3 Repeat surveys will be used for the Travel Plan monitoring process and establish where additional incentives may be required to encourage travel by non-car modes.
- 5.7.4 Snap shot surveys could take the form of door-to-door surveys to establish the travel characteristics of residents in between the full Residents Surveys. These surveys could be supplemented with traffic counts at points into and out of the site to assess motorised vehicle, cycle and pedestrian movements in and out of the site and counts at local bus stops to determine their relative use.
- 5.7.5 A representative sample of residents could also be encouraged to keep travel diaries to provide a long-term process of data collection.

## **5.8 Encouraging Travel by Public Transport**

- 5.8.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.
- 5.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.
- 5.8.3 To assist this, all households will be offered a free 'taster' bus ticket (with a value of £150 per household) which could be arranged through Stagecoach with a view to providing discounted Megarider tickets. The Travel Plan co-ordinator will contact Stagecoach for more information prior to residents moving into the development, as providing these from the on-set will assist in encouraging good travel habits.

## **5.9 Marketing and Promotion**

- 5.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.
- 5.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

## **5.10 Publicity**

- 5.10.1 Residents will also be made aware of National awareness events, such as those listed below, should be promoted by the TPC:

- [Walk to School Week](#)
- [National Bike Week](#)
- [European Mobility Week](#)
- [National Liftshare Week](#)
- [International Walk to School Month](#)
- [Road Safety Week](#)

5.10.2 It is understood that the County Council has developed a suite of posters, which can be used to promote sustainable and active modes of travel. The artwork may be used free of charge and can be downloaded from the following web site:

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/travelwise/supporting\\_material.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx)

## **6 TRAVEL PLAN TARGETS**

### **6.1 Introduction**

6.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

6.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

6.1.3 In order to set the targets further information (e.g. through a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode).

### **6.2 Targets**

6.2.1 Following feedback from the Sustainable Travel officer at West Sussex CC it has been established that the expected headline target for the Travel Plan would be to achieve a 12-hour weekday vehicle trip rate that is 10% lower than predicted in the Transport Assessment (TA). This is based on the site being classed being located in a rural location.

6.2.2 **Table 5.1** below sets out the trip generation using the 12-hour trip rates from the TRICS data in the TA (Appendix 2).

| Peak Hour | Trip Generation |     | Target Including 10% Reduction |     |
|-----------|-----------------|-----|--------------------------------|-----|
|           | Arr             | Dep | Arr                            | Dep |
| 12hr      | 476             | 504 | 428                            | 454 |

**Table 5.1 - Trip Generation with 10% Vehicle Reduction Applied**

6.2.3 The site-specific measures that are proposed as part of the Travel Plan should all work towards achieving the above targets.

6.2.4 In selecting modal shift targets, it is important that they are realistic in terms of the site in question and the measures provided and that they reflect the reductions in car use expected as a result of the plan measures.

## 6.3 Milestones

6.3.1 In order to be able to assess the progress of the Travel Plan against the agreed targets, annual milestones should be set. They will demonstrate how successful the Travel Plan is and act as triggers if the Travel Plan is not on track to meet its overall objectives.

6.3.2 The targets and milestones will be reviewed annually in consultation with West Sussex County Council once the results of the annual monitoring surveys are available.

## 6.4 Action Plan

6.4.1 **Table 5.2** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

| Action                                     | Target Date                                               | Indicator/Measured by                                  | Responsibility |
|--------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------|----------------|
| Appointment of TPC                         | TPC appointed one month prior to first occupation of site | Appointment of TPC by target date                      | Developer      |
| Production of Residents Travel Pack        | Upon Occupation                                           | Resident travel survey                                 | Developer/TPC  |
| Undertake initial travel surveys           | Within 1 month of reaching 50% occupation of development  | Receipt of survey results                              | TPC            |
| Agree Travel Plan Targets                  | 1 month after initial travel survey undertaken            | Receipt of written agreements of target                | TPC            |
| Achieve target to reduce 12hr trips by 10% | 5 years after initial travel survey                       | Residents travel surveys conducted in years 1, 3 and 5 | TPC            |

**Table 5.2 – Travel Plan Action Plan and Timescales**

- 6.4.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

## 6.5 Annual Review

- 6.5.1 A Travel Plan should achieve the agreed Targets within the agreed time period – normally 5 years from the date of occupation. Where a development is continually failing to meet the milestone targets a review of the Travel Plan should be undertaken and additional measures rolled out.
- 6.5.2 These targets will be reviewed annually in consultation with West Sussex County Council once the results of the TRICS survey are available.

6.5.3 The annual review will be used to assess how the Travel Plan is performing and trigger any additional measures necessary to ensure that the targets are met.

6.5.4 These additional measures should be agreed with WSCC and may include Travel Plan measures that are aimed at achieving wider reduction in traffic growth.

## **6.6 Plan Monitoring and Assessment**

6.6.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.6.2 The monitoring could include items such as:

- Full residential surveys to be completed between every 2 to 3 years and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.6.3 Consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development.

6.6.4 Appropriate monitoring arrangements will be discussed and agreed with the Council.

## **6.7 Monitoring and Auditing**

- 6.7.1 The Travel Plan should be monitored in accordance with the TRICS UK Standard Assessment Methodology (aka TRICS SAM). This involves 3 multi-modal surveys over a 5-year period whereupon the 10% trip rate reduction target should be achieved or further TP measures implemented.
- 6.7.2 The developer/Travel Plan Coordinator should commission these directly with the TRICS organisation and should be secured through a Section 106 agreement.
- 6.7.3 Consideration will need to be given as to when the first of the TRICS SAM surveys should be conducted. The final survey should be conducted following final occupation. Therefore 50% occupation may prove to be a reasonable trigger point for the initial survey.
- 6.7.4 WSCC require the developer to pay an auditing fee of £500 per survey. If the results show the TP is on track then a meeting to discuss remedial actions will not be required, and hence we will be able to offer a 25% discount on the fee.

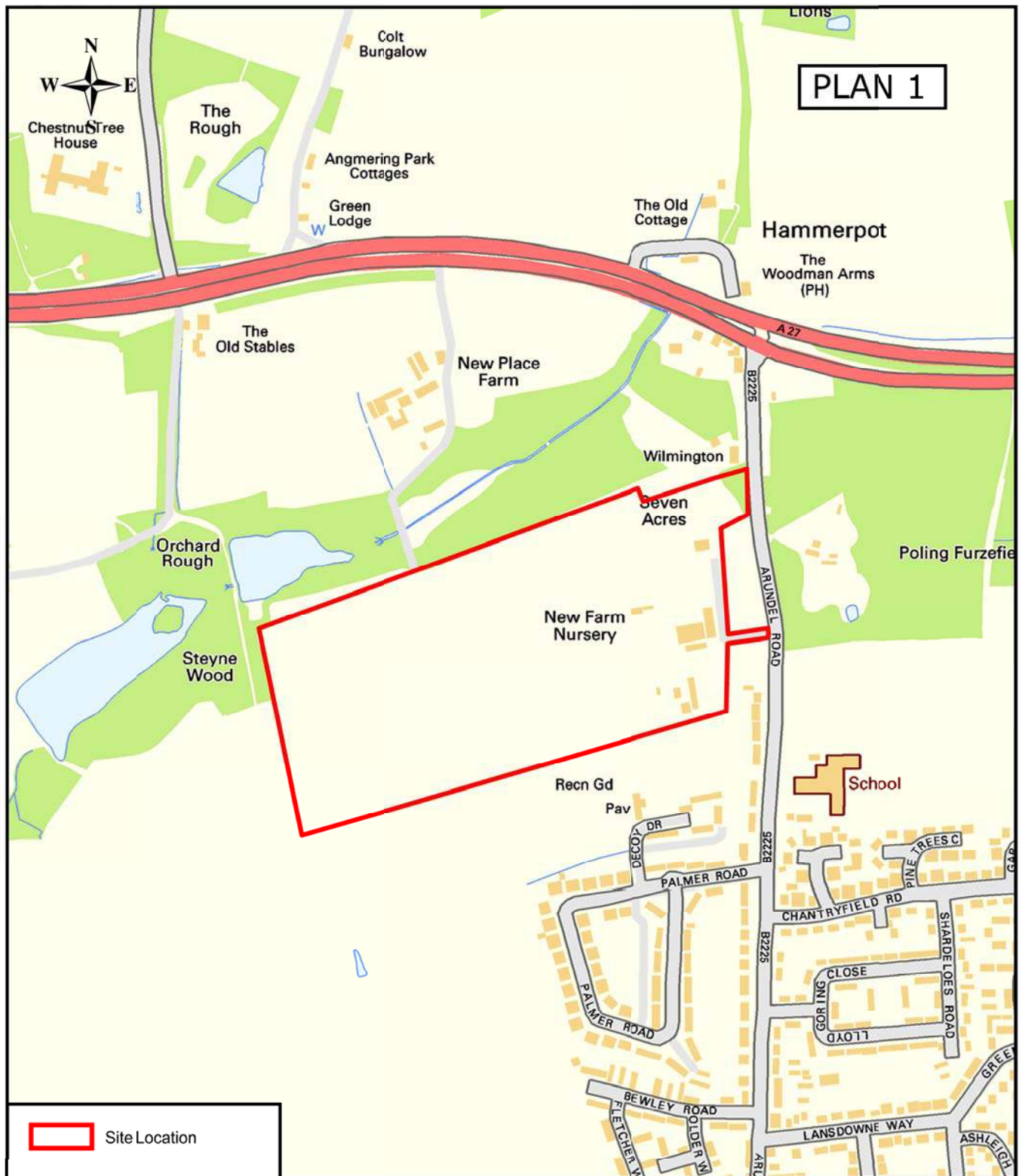
## **6.8 Enforcement**

- 6.8.1 The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met.
- 6.8.2 Following feedback from the Travel Planning Officer at the Council, the applicant is committed to ensuring that the Travel Plan targets remain on track.
- 6.8.3 As set out in paragraph 5.8.3, each household will receive a travel voucher to the value of £150 within the Residents Welcome Packs.
- 6.8.4 The applicant is therefore willing to commit to the provision of a second round of £150 travel vouchers to be offered to each dwelling should the 10% trip rate reduction target not be achieved by year 5.

## **7 CONCLUSIONS**

- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development. The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
  - reduce the reliance on single car occupancy journeys; and
  - generally reduce traffic related pollution and noise.
- 7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.6 A detailed Resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.
- 7.1.7 The site has been demonstrated to benefit from good non-car accessibility and these will be improved as part of the proposals, it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 7.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

## PLANS



|                                                                                   |          |          |          |        |                                                                                       |  |
|-----------------------------------------------------------------------------------|----------|----------|----------|--------|---------------------------------------------------------------------------------------|--|
| GLADMAN DEVELOPMENTS                                                              |          |          |          |        |  |  |
| PROPOSED RESIDENTIAL DEVELOPMENT<br>ARUNDEL ROAD, ANGMERING<br>SITE LOCATION PLAN |          |          |          |        |                                                                                       |  |
|                                                                                   |          |          |          |        | Email: info@crofts.co.uk<br>Tel: 0161 667 3746<br>Web: www.crofts.co.uk               |  |
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| DRAWN:                                                                            | DATE:    | CHECKED: | DATE:    | SCALE: | DRAWING NUMBER:                                                                       |  |
| GM                                                                                | 20.11.17 | PJW      | 20.11.17 | N.T.S  | 2020-01                                                                               |  |
|                                                                                   |          |          |          |        | REVISION:                                                                             |  |
|                                                                                   |          |          |          |        | .                                                                                     |  |



NORTH SOUTH AERIAL VIEW

Wilmington

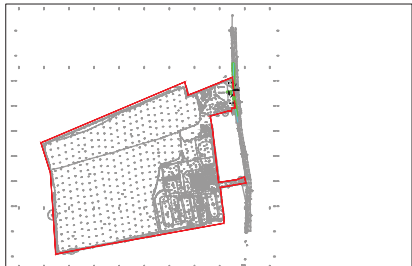
506700

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NOTES

DRAWING IS INDICATIVE ONLY AND WILL BE SUBJECT TO CHANGE AS DESIGN IS PROGRESSED WITH LOCAL AUTHORITY



SITE LAYOUT NTS

INDICATIVE SITE BOUNDARY

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

CLIENT:  
**GLADMAN**

PROJECT:  
**ARUNDEL ROAD, ANGMERING**

DRAWING TITLE:  
**PROPOSED ACCESS ARRANGEMENT**

SCALES:  
**1:500 @ A3**

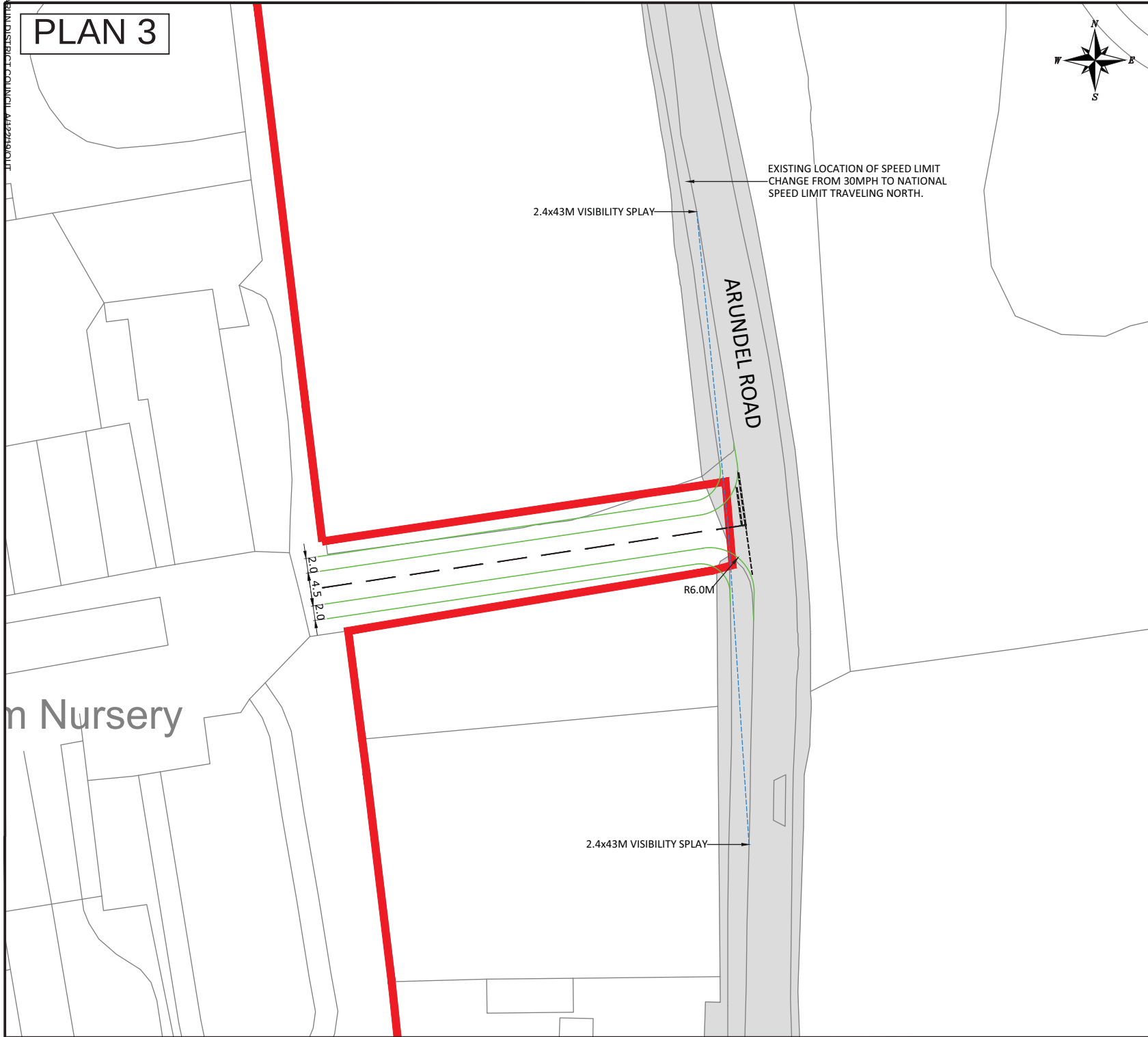
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| DRAWN: MC | CHECKED: MC | DATE: OCT 2017 |
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|                                    |                       |
|------------------------------------|-----------------------|
| DRAWING NUMBER:<br><b>2020-F01</b> | REVISION:<br><b>-</b> |
|------------------------------------|-----------------------|

# PLAN 3



## NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & CONFIRMATION OF HIGHWAY/THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

|      |         |       |         |      |
|------|---------|-------|---------|------|
| REV. | DETAILS | DRAWN | CHECKED | DATE |
|      |         |       |         |      |

CLIENT: **GLADMAN**

PROJECT: **ARUNDEL ROAD, ANGMERING**

DRAWING TITLE: **POTENTIAL SECONDARY ACCESS ARRANGEMENT**

SCALES: **1:500 @ A3**

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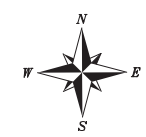
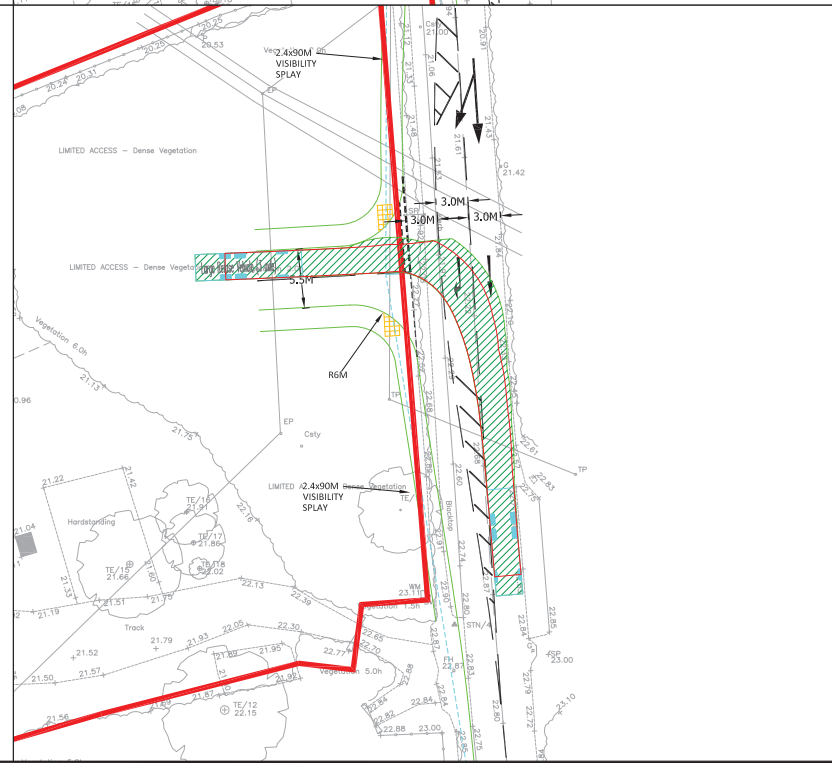
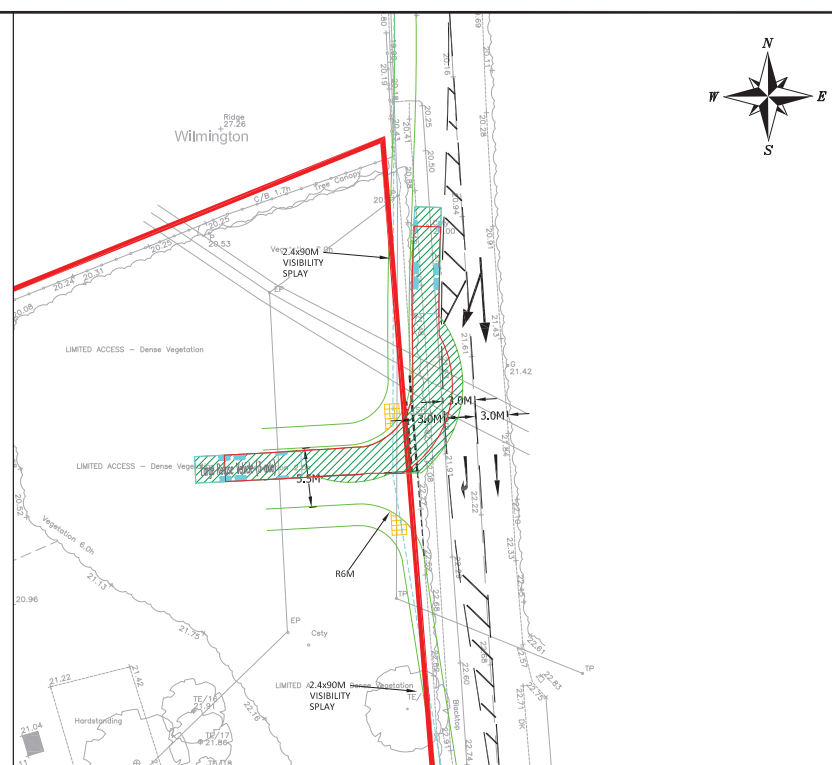
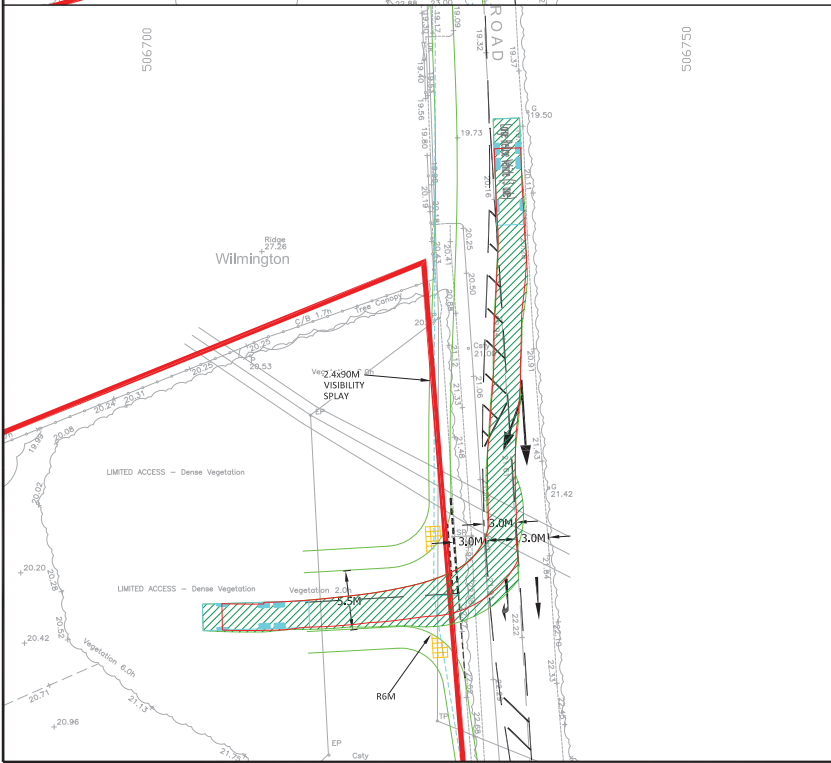
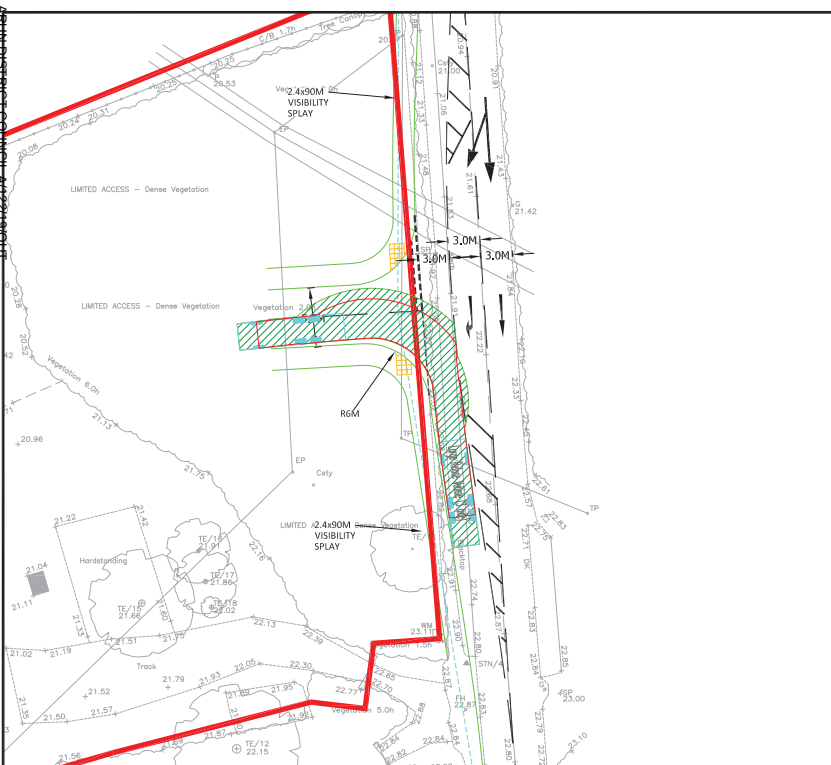
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**croft**  
Transport Solutions

|                                 |                    |
|---------------------------------|--------------------|
| DRAWING NUMBER: <b>2020-F03</b> | REVISION: <b>.</b> |
|---------------------------------|--------------------|

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# PLAN 4

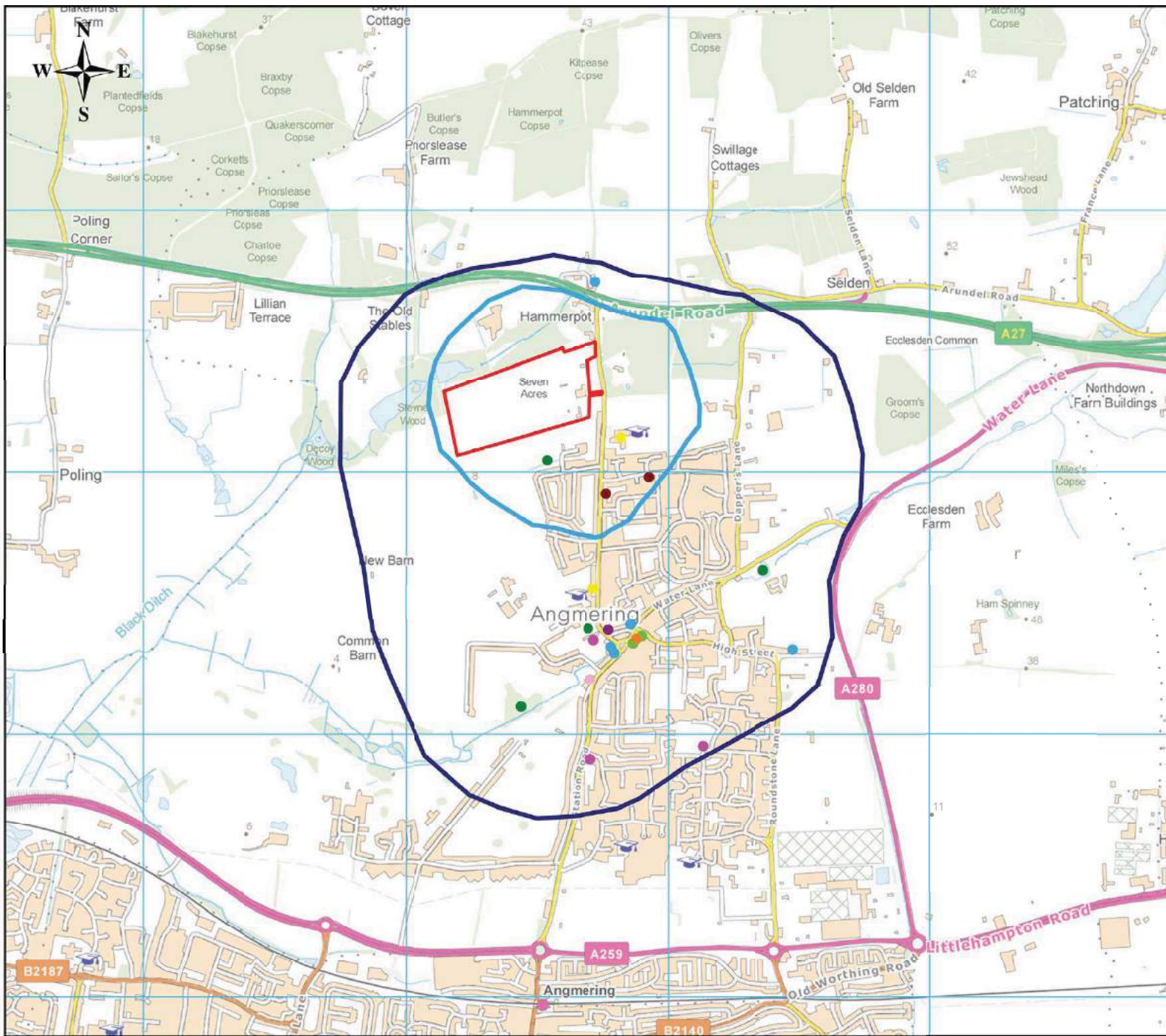
Large Refuse Vehicle (3 axle)

|                             |        |
|-----------------------------|--------|
| Overall Length              | 9.860m |
| Overall Width               | 3.450m |
| Overall Body Height         | 3.814m |
| Min Body Ground Clearance   | 0.366m |
| Track Width                 | 2.450m |
| Lock to lock time           | 4.00s  |
| Kerb to Kerb Turning Radius | 9.500m |

Large Refuse Vehicle (3 axle)

| REV.                                                                                                                                                 | DETAILS | DRAWN              | CHECKED | DATE                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------|---------|-----------------------|
| CLIENT:<br><b>GLADMAN</b>                                                                                                                            |         |                    |         |                       |
| PROJECT:<br><b>ARUNDEL ROAD, ANGMERING</b>                                                                                                           |         |                    |         |                       |
| DRAWING TITLE:<br><b>SWEPT PATH ANALYSIS</b>                                                                                                         |         |                    |         |                       |
| SCALES:<br><b>1:500 @ A3</b>                                                                                                                         |         |                    |         |                       |
| DRAWN: <b>GM</b>                                                                                                                                     |         | CHECKED: <b>MR</b> |         | DATE: <b>JAN 2018</b> |
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| DRAWING NUMBER:<br><b>2020-SP01</b>                                                                                                                  |         |                    |         | REVISION:<br><b>.</b> |





NOTES

PLAN 5

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearst Bus Stops
- Education
- Leisure/Sport
- Cafe/Takeaway/Public House
- Retail
- Pos. Office
- Healthcare/Medical
- Community Facilities
- Library

|      |         |       |         |      |
|------|---------|-------|---------|------|
| REV. | DETAILS | DRAWN | CHECKED | DATE |
|      |         |       |         |      |

CLIENT:  
**GLADMAN DEVELOPMENTS**

PROJECT:  
**PROPOSED RESIDENTIAL DEVELOPMENT  
ARUNDEL ROAD, ANGMERING**

DRAWING TITLE:  
**800M & 2KM PEDESTRIAN  
CATCHMENT WITH AMENITIES**

SCALE: **15000 @ A3**

|           |              |                |
|-----------|--------------|----------------|
| DRAWN: GM | CHECKED: PJW | DATE: 21.11.17 |
|-----------|--------------|----------------|

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| DRAWING NUMBER:<br><b>2020-03</b> | REVISION: |
|-----------------------------------|-----------|



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