

Land South of A259, Angmering

Travel Plan Statement

Client: Redrow Homes

i-Transport Ref: DS/GT/ITB16357-003A

Date: 11 October 2021

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Quality Management

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FIGURE 1	Site Location Plan
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GA-003 Rev E	Site Access Arrangement
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SECTION 1 Introduction

1.1 Introduction

- 1.1.1 Redrow Homes has appointed i-Transport LLP to provide highways and transport advice in relation to a full planning application for a proposed residential development of 76 dwellings with associated car parking and landscaping, on land south of the A259 in Angmering.
- 1.1.2 This Travel Plan Statement has been prepared to support the Transport Assessment (TA) (Reference: *ITB16357-002*) accompanying the development proposal which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), both of which require a Travel Plan (TP) to be submitted alongside proposals for developments that are likely to result in a significant travel demand.

1.2 Location

- 1.2.1 The site is located on the eastern edge of Angmering village, immediately adjacent to the existing settlement boundary. The site is bounded to the north by the A259 Littlehampton Road, to the east by 'Artists in Stone' commercial premises, to the south by the West Coastway Railway Line and the west by the B2140 Old Worthing Road and residential development.
- 1.2.2 The location of the site is shown on **Figure 1**, an extract of which is provided as **Image 1**.

Image 1: Site Location



Source: Figure 1

1.3 **Scope of Travel Plan Statement**

1.3.1 This TPS has been developed having regard to the *'West Sussex County Council Development Travel Plan Policy'* draft guidance document and presents a comprehensive strategy to encourage sustainable travel at the development.

1.3.2 The planning application is submitted in full with the resolution of all matters. This TPS is informed by the analysis presented in the TA and includes objectives, a monitoring and evaluation strategy and a programme for implementing the TPS for first occupation of the site.

1.4 **Structure of Travel Plan Statement**

1.4.1 The TPS is presented in the following structure:

- Section 2 provides background information on the development proposal;
- Section 3 considers the existing accessibility of the site by walking, cycling and public transport, and describes the existing travel characteristics of the local area;
- Section 4 sets out the policy background and identifies the aims, objectives and targets for the TPS;
- Section 5 describes the infrastructure measures that will be provided to encourage non-car travel to the site, and to manage travel demand;
- Section 6 sets out the 'soft' measures that will be provided to encourage and incentivise residents to travel to the site by sustainable modes;
- Section 7 describes how the TPS will be managed and implemented;
- Section 8 outlines how the success of the TPS will be monitored; and
- Section 9 provides a summary of the TPS.

SECTION 2 Background

2.1 Development Proposal

- 2.1.1 The proposed development provides for a total of 76 dwellings, of which 70%w will comprise open market dwellings the remaining 30% will comprise affordable dwellings. The accommodation schedule is summarised in **Table 2.1**.

Table 2.1: Schedule of Accommodation

Type	Quantum / Size
Private	
2-bed House	8
3-bed House	10
4-bed House	35
Affordable	
1-bed Apartment	8
2-bed House	8
3-bed House	7
Total	76

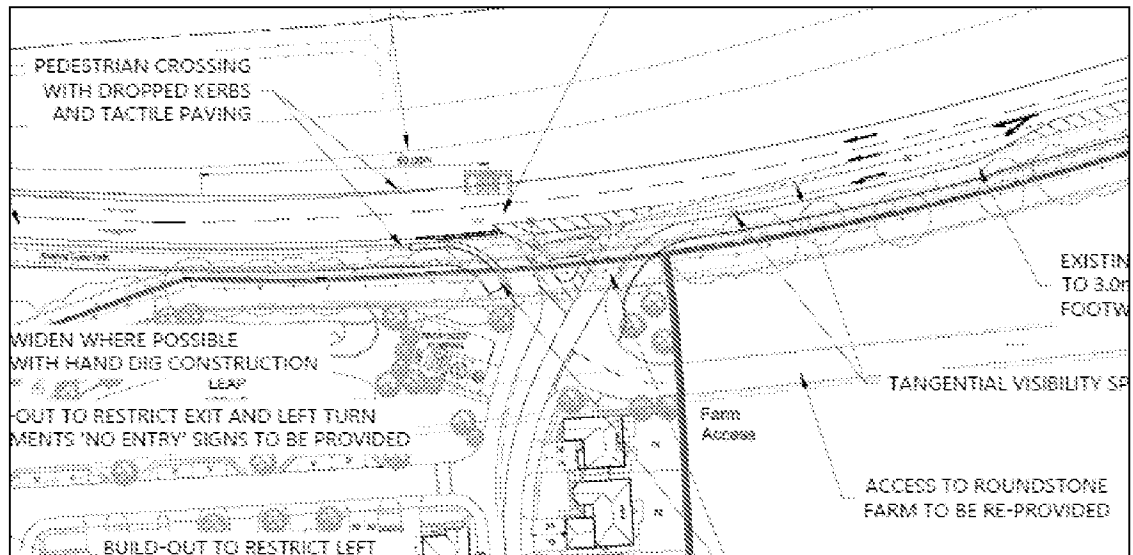
Source: Redrow Homes

2.2 Vehicular Access

- 2.2.1 The site is currently accessed via a field gate onto the B2140 Old Worthing Road roundabout junction with the A259 Littlehampton Road. This access links within the site to the existing left in / left out access from the A259 Littlehampton Road serving the Artists In Stone commercial premises.
- 2.2.2 It is proposed to utilise a similar access arrangement to that agreed as part of previous planning application on the site, which was deemed acceptable by the local highway authority. The arrangement comprises:
- A new Left In / Left Out type arrangement onto the A259 Littlehampton Road to the west of the roundabout.
 - Retention of the existing access from the roundabout as an 'Entry Only' to the site.

- 2.2.3 The Left In / Left Out site access is located within a 50mph limit and as such, the site access has been designed in accordance with design guidance laid out in the Design Manual for Roads and Bridges (DMRB). The proposed site access arrangement is presented in **Drawing ITB16357-GA-003E**, an extract of which is shown in **Image 2.1**.

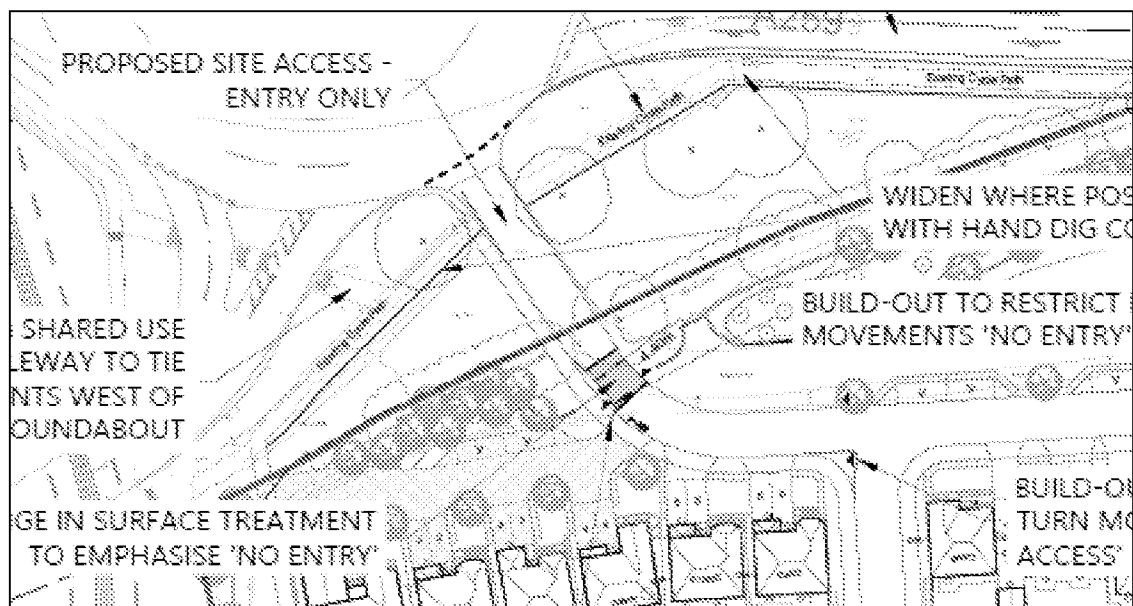
Image 2.1: Site Access Extract



Source: ITB16357-GA-003 Rev E

- 2.2.4 The retention of the existing access as an 'entry only' is also presented in **Drawing ITB16357-GA-003 Rev E**, an extract of which is provided in **Image 2.2**. Measures are proposed to restrict use of the access for egress.

Image 2.2: Measures to Restrict Egress



SECTION 3 Site Accessibility and Travel Opportunities

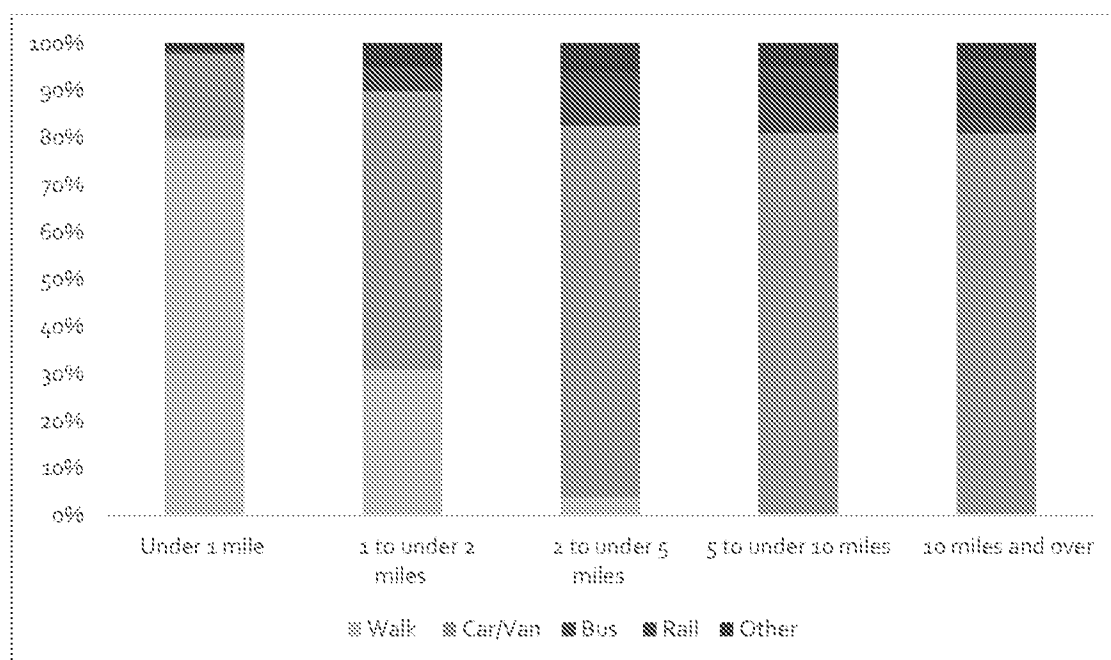
3.1 Introduction

3.1.1 The section of the TPS describes the existing accessibility of the site by walking, cycling and public transport and considers the existing travel characteristics of the local area.

3.2 Local Facilities and Services

3.2.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 3.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

3.2.2 The vast majority (80%) of trips are undertaken on foot for journeys up to one mile, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.

3.2.3 The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

3.2.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

3.2.5 Against this background, the following walking distances are identified:

- 1,600m – a distance where most people (circa 80%) will walk and offers "the greatest potential to replace short car trips"; and
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

3.2.6 **Figure 2** and **Table 3.1** demonstrates that there is a very good variety of local services and facilities within a 'reasonable' walking distance of the site including significant employment, education, retail, leisure and healthcare.

3.3 Cycling Distances

3.3.1 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school."

3.3.2 The DfT's Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.

3.3.3 There is a wealth guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

3.4 Key Destinations

3.4.1 The primary destinations for future residents of the proposed development within the local area are listed in **Table 3.1**, and also shown on **Figure 2**.

Table 3.1: Local Destinations

Journey Purpose	Destination	Distance (m)	Walking (mins)	Cycling (mins)
Leisure	Hangleton Farm Equestrian Centre	1300	15	5
	East Preston Football Club	1400	17	5
	Worthing RFC	1500	18	6
	Highdown Vineyard	1500	18	6
	The spotted Cow Public House	1700	20	6
	The Henty Arms Public House	1700	20	6
	Angmering Community Centre	1800	21	7
	Glebelands Recreation Ground	1800	21	7
	Ferring Village Hall	1800	21	7
	Ferring Football Club	2000	24	8
	Langmead Recreation Ground	2100	25	8
	Worthing Hockey Club	2300	27	9
	Angmering Village Hall	2500	30	9
Retail	Roundstone Bypass Retail Park	600	7	2
	Costcutter	900	11	3
	Asda	950	11	4
	The Co-operative Food (Ferring)	1800	21	7
	The Co-operative Food (Angmering Rail Station)	1900	23	7
	Sainsbury's	2100	25	8
	The Co-operative Food (Angmering)	2400	29	9
Education	East Preston Junior School	1500	18	6
	East Preston Village Pre-School	1900	23	7
	Ferring CoE Primary School	2200	26	8
	Georgian Gardens Community Primary School	2400	29	9
	The Angmering School	2400	29	9
	Angmering Village Pre-School	2500	30	9
Employment	Hangleton Industrial Estate	1100	13	4

Journey Purpose	Destination	Distance (m)	Walking (mins)	Cycling (mins)
	Littlehampton Road Industrial Estate	1900	23	7
	Rushington Trading Estate	3500	42	13
Healthcare	Asda Chemist	950	11	4
	Lloyds Pharmacy	1800	21	7
	Kamsons Pharmacy	1900	23	7
	Willow Green Surgery	2000	24	8
	Ferring Dental Clinic	2000	24	8
	Angmering Medical Centre	2500	30	9

Source: Google Maps and Consultant Estimates

- 3.4.2 As demonstrated on **Figure 2** and in **Table 3.1**, a range of local facilities are accessible within reasonable walking and cycling distances, including education, retail, leisure and employment opportunities.

3.5 Walking and Cycling Facilities

Walking

A259 Littlehampton Road

- 3.5.1 The A259 Littlehampton Road runs parallel to the north side of the site, running east through Hangleton and west towards Angmering and Preston. A shared footway/cycleway is provided on the south side of the carriageway, tying into the proposed access-only road at the northwest corner of the site. The shared footway/cycleway routes east from the site to a toucan crossing arrangement at the access junction to the ASDA superstore. The shared footway/cycleway continues eastward through Hangleton to a merged toucan/equestrian crossing providing access north across the A259 to the large industrial area on Hangleton Lane.

- 3.5.2 It should also be noted the street lighting is provided along the extent of Littlehampton Road and the straight nature of the carriageway affords both motorists and pedestrians good visibility.

Old Worthing Road

- 3.5.3 Old Worthing Road forms the southern arm of the A259 Littlehampton Road / Old Worthing Road / Roundstone By-Pass Road / A280 roundabout to the north west of the site. Footways are provided on both sides of the carriageway with the southern footway tying into the proposed

access-only road to the site. Both footways continue southwest through a residential area into Preston. Old Worthing Road is street-lit along its extent with good natural surveillance provided by surrounding residential properties. A 30mph posted speed limit ensures vehicle speeds are low when routing alongside pedestrians.

A259 Roundstone By-Pass

3.5.4 The A259 Roundstone By-Pass Road routes west from the A259 Littlehampton Road / Old Worthing Road / Roundstone By-Pass Road / A280 roundabout to the northwest of the site. An uncontrolled pedestrian crossing comprising dropped kerbs and a pedestrian refuge island is provided across this arm of the roundabout.

3.5.5 A single footway is provided on the north side of the A259 Roundstone By-Pass Road, separated from the carriageway via a wide grass verge. This footway gives access to a number of retail units including Hobbycraft and Haskins Garden Centre. To the west, an uncontrolled pedestrian crossing comprising dropped kerbs, tactile paving and a pedestrian refuge island is provided at the A259 Roundstone By-Pass Road / Roundstone Lane roundabout. From here, onward pedestrian travel opportunities continue along Roundstone Lane north and south.

A280

3.5.6 Whilst there are no designated pedestrian routes along the A280, an uncontrolled pedestrian crossing point comprising dropped kerbs and tactile paving is provided across this arm of the A259 Littlehampton Road / Old Worthing Road / Roundstone By-Pass Road / A280 roundabout to the northwest of the site.

Cycling

3.5.7 The shared footway/cycleway along the A259 Littlehampton Road provides an off-carriageway route to Hangleton. The low vehicle speeds, street lighting and residential nature of Old Worthing Road provides an environment conducive to in-carriageway cycle without the need for designated cycle facilities. The A259 Roundstone By-Pass Road is subject to a 50mph speed limit and can therefore accommodate the majority of cyclists within the carriageway. Roundstone Lane is subject to a 30mph speed limit in both a northbound and southbound direction; this allows for safe cycle travel within the carriageway.

3.6 Public Rights of Way

3.6.1 An extensive PRow network is available in the vicinity of the site, providing numerous alternative off-road routes to surrounding destinations. The extent of the local PRow is outlined in **Image 3.2** below.

Image 3.2: Local PRow Network



Source: West Sussex County Council iMap

3.7 Public Transport

Bus

2.1.1 The closest bus stops to the site are located along the A259 circa 100m to 150m from the site and take the form of a flag and pole arrangement. **Table 3.2** summarises the local bus services accessible from these stops and identify the site's accessibility to bus services.

Table 3.2: Bus Services available from A259 Littlehampton Road

Service	Route	Operation		
		Monday- Friday	Saturday	Sunday
8	Worthing - Goring by Sea - South Ferring	One service per day to Angmering at 08:30, to Worthing at 15:40	-	-
9	Hoimbush Shopping Centre - Arundel	Hourly service First service to Shoreham-by-Sea at 08:11, to Arundel at 06:57. Last service from Shoreham-by-Sea at 17:38, from Arundel at 17:14.	Hourly service First service to Shoreham-by-Sea at 08:19, to Arundel at 08:02. Last service from Shoreham-by-Sea at 17:38, from Arundel at 17:08.	-
700	Brighton - Wick	3-6 services per hour. First service to Brighton at 06:13, to Littlehampton at 05:45. Last service from Brighton at 20:50, from Littlehampton at 22:34.	2-5 services per hour. First service to Brighton at 07:15, to Littlehampton at 06:13. Last service from Brighton at 20:50, from Littlehampton at 20:22.	1-3 services per hour. First service to Brighton at 07:38, to Littlehampton at 07:36. Last service from Brighton at 19:15, from Littlehampton at 20:54.

Source: Bluestar and Traveline Southeast

Correct as of April 2021

- 3.7.1 **Tables 3.2** demonstrates that there are regular bus services operating along the A259 Littlehampton Road in the vicinity of the site. The 700 service provides a frequent service between Littlehampton and Brighton Monday to Sunday whilst bus route 9 serves Angmering Rail Station. Additional services are available to surrounding destinations such as Arundel and Worthing.

Rail

- 2.1.2 Angmering rail station is located around 1.8km west of the proposed site and is accessible by foot and by cycle. The station provides 123 car parking spaces with 3 accessible spaces along with 142 cycle parking spaces. As mentioned earlier, the station is also directly accessible via the 9 bus route operating from the A259 Littlehampton Road.

- 3.7.2 **Table 3.3** below summarises the details and frequencies of rail services from Angmering Station during both peak and off-peak periods.

Table 3.3: Rail Services from Angmering Station

Destination	Typical Frequency (trains per hour)		Average Journey Duration
	Peak	Off-Peak	
Littlehampton	1-2 direct services per hour	1 direct service per hour	11 minutes
Brighton	2-4 services per hour	2 services per hour	37 minutes
Portsmouth	1-2 direct services per hour	1 direct service per hour	48 minutes
Southampton	1 direct service per hour	1 direct service per hour	74 minutes
London	2 direct services per hour	1-2 direct services per hour	103 minutes

Source: National Rail Enquiries

- 3.7.3 **Table 3.3** demonstrates that Angmering Station provides rail services to a number of high order destinations including Portsmouth, Southampton, London and Brighton. This provides the opportunity for future residents to travel further afield for leisure, employment and retail opportunities via direct connections.

SECTION 4 Policy, Aims, Objectives and Targets

4.1 National Policy

- 4.1.1 The National Planning Policy Framework (NPPF) (February 2019) sets the policy basis for the development of Travel Plans.
- 4.1.2 Paragraphs 108 and 110 of the NPPF state that plans should protect and exploit opportunities for the use of sustainable transport modes, and a key tool to facilitate this is a Travel Plan. All developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.
- 4.1.3 Therefore, this TPS has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Local Policy

- 4.1.4 This Travel Plan has been prepared having regard to the *'West Sussex County Council Development Travel Plan Policy'* draft document. This document identifies that Residential Travel Plans should provide a ***"commitment to delivering a range of measures to promote sustainable modes of transport"***. The draft document also sets out the thresholds for when a Travel Plan will be required in line with the former DfT *'Guidance on Transport Assessments'* (GTA).
- 4.1.5 Policy T SP1 of the adopted Arun Local Plan (2018) reiterates national policy, stating that ***"...the Council will support transport and development which is supported by an effective and deliverable Travel Plan..."***.

4.2 Aims and Objectives

- 4.2.1 In line with the current national and local guidance, this TPS seeks to promote sustainable lifestyles amongst new residents. The primary aims of the TPs are as follows:

- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF; and
- To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

4.2.2 The TPS also contains the following additional sub-objectives:

- To support a range of sustainable transport alternatives to provide future residents of the site with viable travel options;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment.

4.3 Targets

4.3.1 The inclusion of targets within the TPS will enable monitoring of progress against the objectives to be carried out and will ensure that the TPS seeks to actively meet its objectives.

4.3.2 The key target of the TPS has been set as follows:

Over the period of the plan, achieve a 12-hour vehicle trip rate that is 10% lower than was forecast in the Transport Assessment for the site.

4.3.3 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focuses on reducing the traffic generation of the site as a whole.

4.4 Baseline Position and Interim Targets

4.4.1 The forecast 12-hour vehicle trip rate has been obtained from the TA accompanying the application. **Table 4.1** summarises the 12-hour trip rate and resultant vehicle trips:

Table 4.1: 12-Hour Vehicle Trips (Two-Way)

Trip Rate (per dwelling) 07:00 – 19:00	Vehicle Trips (76 dwellings)
4.764	362

Source: ITB16357-002 R

4.4.2 On this basis, the baseline target is to:

Reduce the number of daily car trips generated by the site by 36 movements by the end of the Travel Plan period.

4.4.3 The overarching target of the plan will be to achieve a year-on-year reduction car trips from the development site to achieve the 10% reduction by the end of the TP period. Given the scale of the development, a standard 5-year TP period is appropriate.

4.4.4 In addition to car reduction targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this TPS are delivered. The action targets are as follows:

- Nominate a Travel Plan Co-ordinator (TPC) prior to sales and marketing phase of development, and retain the TPC for the duration of the TP;
- Undertake first phase of monitoring during the first year of occupation;
- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following SAM monitoring; and
- Once agreed with WSCC, update TP with any necessary revisions to measures.

SECTION 5 Site Layout and Infrastructure Measures

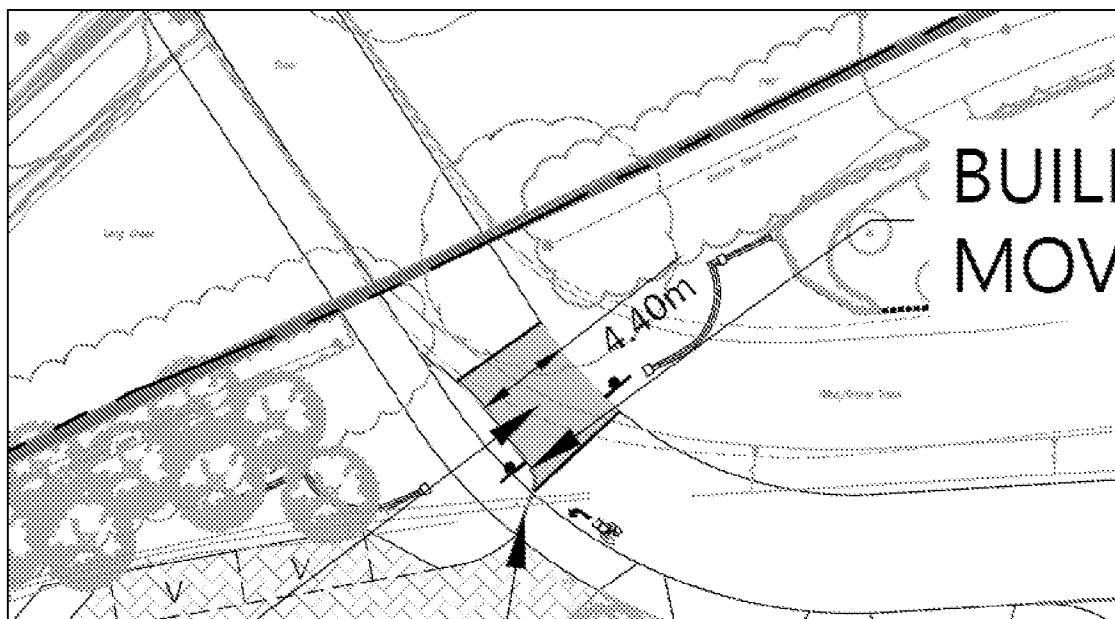
5.1 Introduction

- 5.1.1 This section of the TPS describes the on-site and off-site infrastructure measures which will encourage residents to travel using sustainable modes.
- 5.1.2 The development seeks to pro-actively encourage the use of sustainable transport to influence travel behaviour from the outset. To support this, the development seeks to 'front-load' the provision of sustainable infrastructure, as opposed to introducing penalties for not achieving targets by the end of the plan period. Such an approach enables positive travel behaviours to be developed from occupation, whereas influencing established and long-standing travel behaviours is less likely to achieve the desired car trip reductions.

5.2 On Site Infrastructure Measures

- 5.2.1 The layout promotes sustainable movement and provides for a comprehensive network of footways and routes within the site to provide pedestrian and cycle permeability. To promote walking and cycling, the following principles have been used in the design of the site layout:
- Creation of a permeable site layout which provides convenient opportunities from the site to link into local facilities, particularly the foot and cycleway network surrounding the site;
 - Delivery of a network of roads within the site that are designed as low speed streets, suitable for movement by all modes of travel, particularly walking and cycling; and
 - To encourage cycling, the Development will provide good quality cycle parking in line with Arun/WSCC parking standards.
- 5.2.2 A pedestrian cycle link is to be formed adjacent to the 'entry only' access from the B2140/A259 roundabout, providing a connection between the site and existing pedestrian and cycle infrastructure. The connection is shown in **Drawing ITB16357-GA-003 Rev E**, an extract of which is provided at **Image 5.1**.

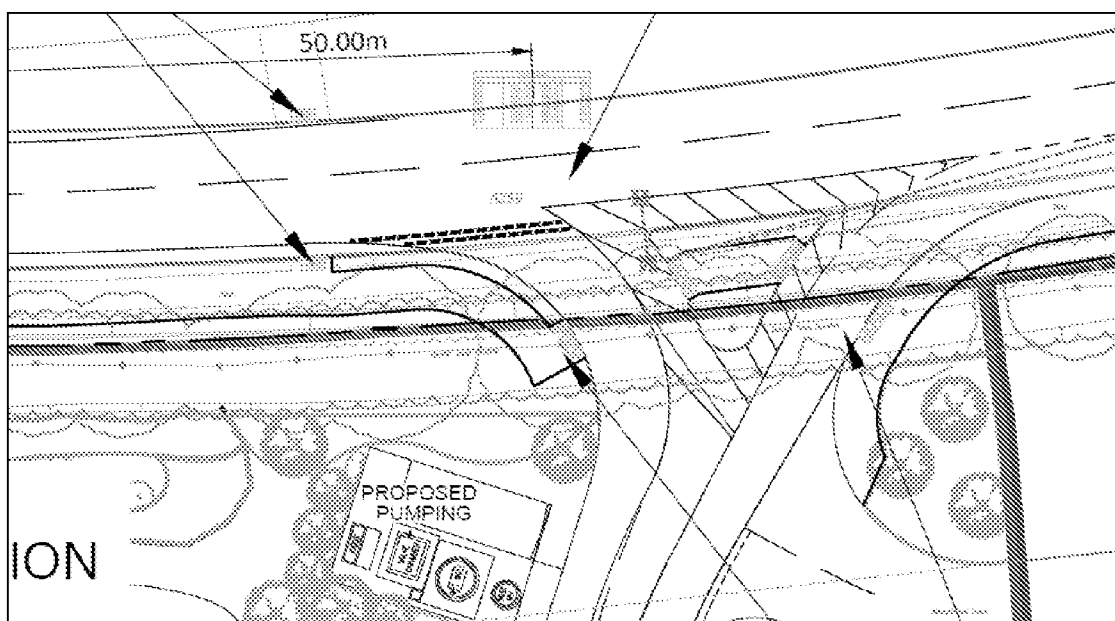
Image 5.1: Western Cycle Connection



Source: ITB16357-GA-003 Rev D

- 5.2.3 A connection will also be formed via the 'left in, left out' access to provide a connection for pedestrians and cyclists to the existing infrastructure adjacent to the A259. This connection is shown in the extract of **Drawing ITB16357-GA-003 Rev E** shown in **Image 5.2**.

Image 5.2: Northern Cycle Connection



Source: ITB16357-GA-003 Rev E

5.3 Off Site Infrastructure Measures

- 5.3.1 To the north of the development site, it is understood that planned improvement to widen the cycleway on the southern side of the A259 and east of the A280 has been removed from the scope of the Phase 1 A259 Improvements; WSCC has indicated that it would be expected that improvements be delivered as part of any development proposal.
- 5.3.2 On the basis, it is proposed to widen the east-west section of the route to the south of the A259, as identified in **Drawing ITB16357-GA-003 Rev E**. However, due to the constraints posed by the TPO Lime trees adjacent to the roundabout a hand dug construction may be required through this section.

SECTION 6 Soft Measures

6.1 Introduction

6.1.1 This section of the TPS describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development; it covers:

- Measures to encourage residents to walk and cycle;
- Measures to encourage residents to use public transport;
- Measures to encourage residents to car share, and;
- Information provision.

6.2 Promotion and Communications

6.2.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the Development, and staff will be trained in personal journey planning so that this service can be offered to new residents shortly after completion of their purchase. This will offer an in-depth, personalised approach to identifying the sustainable travel choices available to residents and will be advertised through the welcome pack. The staff will be fully briefed on the content and purposes of the TP and will be able to highlight the incentives to prospective purchasers.

6.2.2 Within seven days of occupying their home residents will be provided with a letter/leaflet informing them about the TP.

6.2.3 To ensure access to up-to-date information for residents, a community notice boards will be located within the site or set up electronically. These boards will contain up to date bus and rail timetable information, and information on car sharing. The board will also provide walking and cycling facilities maps.

6.2.4 The TPC will also set up a Community Travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It will also provide an interactive travel planning resource; for example, residents will be able to discuss TP matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful

information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

6.3 Residential Travel Information Packs

6.3.1 The first occupier of each household will be provided with a residents' travel information pack within seven days of occupying their new home. The pack will contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage the use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- A plan of the new development, highlighting local facilities, the walking and cycling routes to these with indicative travel times, locations of local cycle parking, and the location of bus stops;
- A £150 sustainable travel voucher for the first owner of each dwelling that can be used for one of the following measures:
 - A bus travel voucher to encourage travel by bus;
 - A cycle purchase voucher to assist with the purchase of a bicycles; and
 - A voucher towards a rail season ticket to encourage travel by rail.
- Information about the community travel website and the locations of community notice board providing local travel information;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local School Travel Plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through WSCC's lift share scheme (<https://westsussexcarshare.com/>);
- Copies of WSCC's cycle plans;

- Information about cycling training courses for school children (<https://www.westsussex.gov.uk/roads-and-travel/road-safety/cycle-safety-courses-for-school-children/>);
- Promotion of West Sussex cycle and multi-modal journey planning website:
 - <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/rail-air-and-ferrytravel/plan-your-train-journey/>
 - <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/plan-your-journey/>); and
- Information about home delivery services offered by local supermarkets.

6.4 Car Sharing

6.4.1 The use of car sharing will be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of travelling to work for the individual, but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets.

6.4.2 Measures will be taken to promote car sharing to new residents by providing information found on the Liftshare website about their lift sharing scheme (www.liftshare.com). This provides an accessible and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Walking and Cycling

6.5.1 All new residents will be issued with a Residents Travel Pack which will include details of journey planning websites, walking and cycle maps, local cycle shops and bus timetable information. Residents will also receive such information via other ongoing communication.

6.5.2 Other measures that will be implemented to promote walking and cycling include:

- All dwellings will be provided with cycle parking in line with current local parking standards;

- The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores; and
- The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

6.6 Public Transport

- 6.6.1 Information on the public transport routes and infrastructure serving the new development will be made available to new residents through the Residents' Travel Information Pack.
- 6.6.2 Residents will be kept up-to-date through notice boards within the development and via a Travel Plan website of changes to public transport timetables, events/issues/works potentially affecting public transport journeys, and the cost of season tickets.
- 6.6.3 In addition, the TPC will collaborate with local public transport operators to discuss whether there is the opportunity to provide an improved, more frequent service, improved bus waiting areas, ticket discounts and trial initiatives.

6.7 Summary

- 6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys through promoting car sharing. The proposed measures aim to achieve the objectives set out in Section 4 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset. **Table 6.1** presents a summary of the measures.

Table 6.1: Sustainable Transport Strategy

	Measure	Timescale
Cross-Objective	Develop and maintain community website	Prior to occupation
	Prepare and distribute Travel Welcome Packs	Prior to occupation
	Provide community notice boards	Phased with development
	Provide EV charging infrastructure	Phased with development
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development

	Measure	Timescale
Promotion of Walking and Cycling	Provision of walking and cycling maps	Prior to occupation
	Pedestrian connection to the A259	Phased with development
	Offer a £50 travel voucher to each dwelling for cycle equipment purchase	On occupation
	Provision of cycle storage within each unit	Phased with development
	Set up a Bicycle User Group (BUG)	Six months after Occupation
Promotion of Public Transport	Negotiation of Bus Taster Ticket with local operators	On occupation
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/community/west-sussexcarshare	Prior to Occupation
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation -- retained for five years from occupation
	Training of the sales team about the Travel Plan	Training as part of induction process
	Production of Sales Stage Travel Packs	To be developed before 1 st occupation
	Review content and objectives	Throughout lifetime of the plan
	Steering Group	Meeting every 6 months for the first three years after first occupation, annual meetings thereafter
Monitoring	Traffic Surveys at the site access	Year one, three and five
	Travel Questionnaires	Annually (for five years)
	Monitoring Report	Year one, three and five

SECTION 7 Management and Implementation

7.1 Travel Plan Management

- 7.1.1 The Developer will nominate an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to WSCC prior to first occupation of the Development.
- 7.1.2 The TPC will be supported by a steering group, potentially comprising representative of any housing association(s), the highway authority (WSCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport), and voluntary residents' representatives.
- 7.1.3 The steering group will meet every 6 months during the first two-years and then again during SAM monitoring years. This extensive management period will enable the TP to be well established by the time the developer leaves the site. A framework for the long-term continuation of the TP is set out at Section 7.7.

7.2 Role of Travel Plan Co-ordinator

- 7.2.1 The role of the TPC will be as follows:
- To implement the TPS for first occupation of the new homes;
 - To manage the day-to-day delivery of the TPS measures;
 - To set up and act as Chairperson to the Steering Group, through which the progress of the TP will be monitored, and key decisions taken as necessary;
 - To market the TP to encourage interest and involvement of residents;
 - To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
 - To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
 - To negotiate discounts with local cycle shops for residents;

- To organise monitoring of the TP in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the Sales Office and provided with a Residents' Travel Information Pack on completion of their purchase. The information pack will be kept up to date for the duration of the travel plan.

7.3.2 The TPC will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The TPC will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the website and reporting the results of the monitoring;
- Involvement of resident volunteers in the monitoring process (to be recruited by the TPC); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The TPC will be nominated three months before the first occupation of the new development, in order to commence preparation of the initial TP measures in time for the first occupations.

Table 7.1 sets out an action plan:

Table 7.1: Action Plan

Measure		Timescale	Responsibility
Infrastructure Measures as per Section 5		To be phased in line with the development.	Developer
Travel Plan Co-ordinator		Nominated three months prior to 1 st occupation.	Developer
Steering Group		1 st meeting six months after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation.	TPC
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.	Developer
	Production of Travel Plan information for sales packs	To be developed before 1 st occupation.	TPC
	Production of Residents' Travel Information Packs	To be developed before 1 st occupation.	TPC
Develop community travel website		To be developed before 1 st occupation.	TPC
Sustainable Travel Voucher		A £150 voucher to be included in resident's travel packs at 1 st occupation for each dwelling.	Developer
Community travel noticeboard		To be phased in line with development.	TPC
Promote car share schemes		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Walking / cycling / local facilities / rail maps and journey planning services		With Residents' Travel Information Pack and on website/community notice boards.	TPC

Source: i-Transport

7.5 Funding

7.5.1 The Developer will fund the following items:

- i The transport infrastructure outlined in Section 5 of the TPS;
- ii The TPC role for the duration of the plan period;
- iii The initial implementation of the measures outlined in Sections 5 and 6 and Table 7.1; and
- iv The monitoring surveys outlined in Section 8.

7.5.2 Going forward, the most likely source of funding for the TP will be through management charges. The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete.

7.6 Enforcement

7.6.1 The implementation of the Travel Plan will be secured as either a condition or obligation to the planning consent. The condition will secure the following matters;

- Implementation of the TPS, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan
- Secure payment for the payment of a monitoring fee; and
- Appointment of a Travel Plan Coordinator to be responsible for implementing the plans, who will be retained for the duration of the travel plan period.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the monitoring period the developer will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

SECTION 8 Monitoring

8.1 Monitoring

8.1.1 The total monitoring programme of the TP will run for the duration of the plan period, with a final survey being undertaken after the site is complete and occupied. Monitoring will be primarily undertaken in two ways:

- TRICS SAM Surveys; and
- A travel questionnaire.

SAM Surveys

8.1.2 In accordance with WSCC's guidance, formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). The TPC will supply WSCC with observed statistical data showing how the residents travel to the development and details of the measures employed to encourage sustainable travel.

8.1.3 The first TRICS SAM survey will be carried out following full occupation of the site. This will ensure that the survey captures information about an established critical mass of residents. Subsequent TRICS SAM surveys will be undertaken every other year until the end of the 5-year TP period – e.g. years 3, 5, and a further survey if the objectives of the TP have not been met at the end of the TP period.

Travel Questionnaires

8.1.4 Questionnaire surveys will also be used to determine the effectiveness of the TPS measures and enable residents to remain involved in the process. The first questionnaire survey will be undertaken following full occupation of the site and then year during non-SAM monitoring years (e.g. years 2 and 4) following first occupation.

8.1.5 The surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan and to monitor travel patterns at the site over set periods of time to quantify modal shift.

- 8.1.6 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 20% or more, it will be re-distributed to residents after 6 months, with further promotion and greater incentives for taking part.
- 8.1.7 The results of the surveys and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets updated accordingly.

Use of Surveys

- 8.1.8 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 8.1.9 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the Steering Group. The use of newsletters will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.2 Reporting

- 8.2.1 During SAM monitoring years, a monitoring report will be prepared and submitted to WSCC. The report will set out the results of the travel survey against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters, the community travel website and notice boards. The following information is likely to be provided:

- Recap of the site travel plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not met; and
- Proposals to further develop the Travel Plan for the future.

- 8.2.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the Travel Plan is operating.

SECTION 9 Summary

- 9.1 Redrow Homes has appointed i-Transport LLP to provide highways and transport advice in relation to a full planning application for a proposed residential development of circa 76 dwellings with associated car parking and landscaping, on land south of the A259 in Angmering.
- 9.1.1 This Travel Plan Statement has been prepared to support the Transport Assessment (TA) (Reference: *ITB16357-002*) accompanying the development proposal which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), both of which require a Travel Plan (TP) to be submitted alongside proposals for developments that are likely to result in a significant travel demand.
- 9.1.2 Access to the site is proposed via a simple priority left in, left out junction with the A259. The access has been designed in accordance with Manual for Streets principles. An entrance only access will also be provided via the A259 / A280 / Old Worthing Road roundabout in the north-western corner of the site.
- 9.1.3 There are a good range of everyday services and facilities accessible to residents of the proposed development within a reasonable walking or cycling distance. In addition, the site offers the opportunity for residents to access frequent and direct bus services to Littlehampton, Brighton, Shoreham-by-Sea and Arundel. In addition to this, regular rail services from Angmering rail station can be accessed to Littlehampton, Brighton, Portsmouth, Southampton and London.
- 9.1.4 Pedestrian and cycle connections are to be formed on the western and northern boundaries, and improvement of the cycle route to the south of the A259 will be delivered as part of the site access works.
- 9.1.5 To achieve the aims and objectives of the TP, a package of 'soft measures' designed to encourage residents to consider sustainable travel opportunities has been developed that support the 'hard' infrastructure improvements. The TPS identifies the following measures:
- Provision of a residents 'Residents Travel Information Pack', to provide information of travel opportunities and to promote travel;
 - Offer of a sustainable travel voucher to be used either on public transport or on cycle equipment;

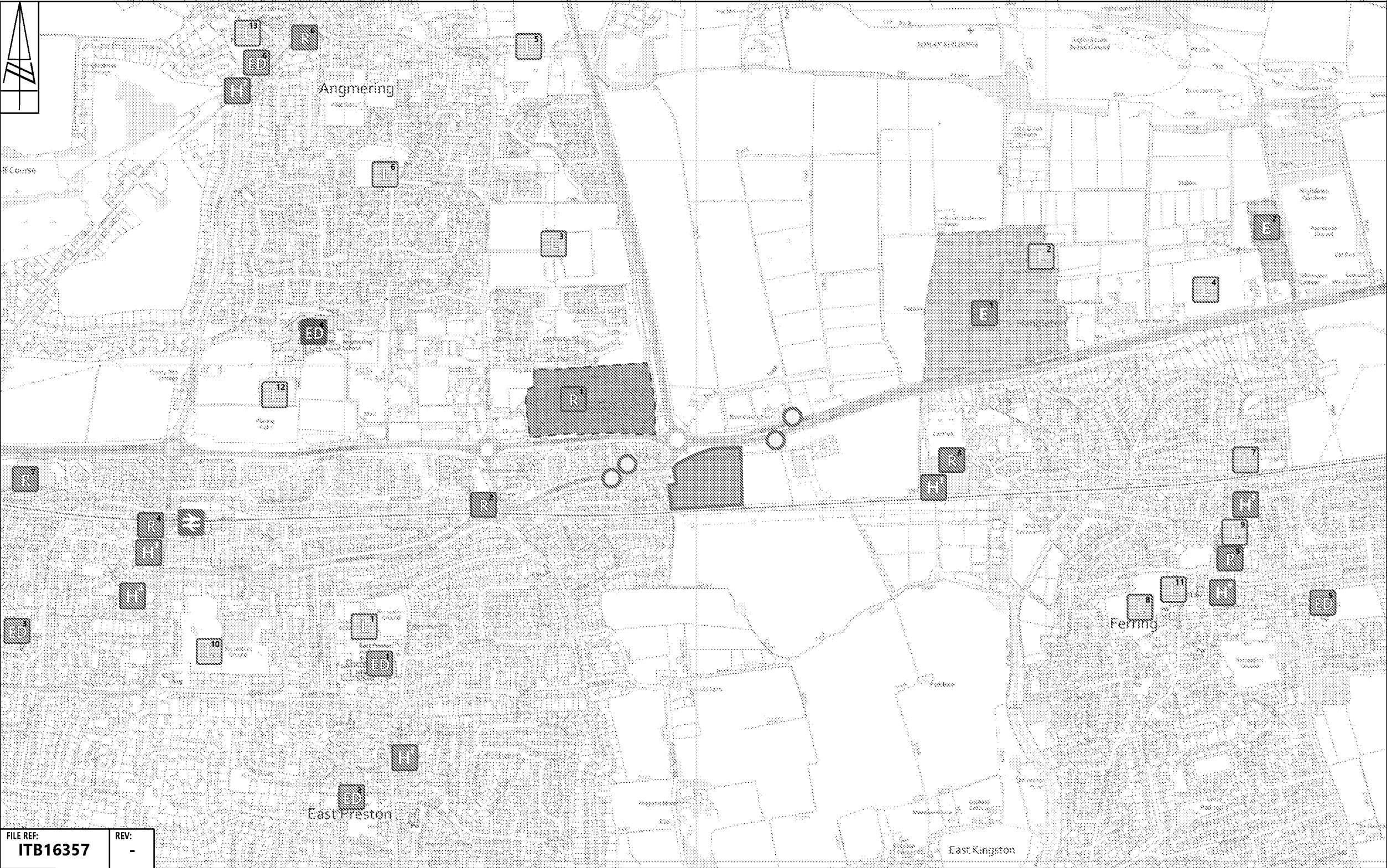
- Creation of a community travel website, to provide travel information to residents;
- Creation of a steering group consisting of local residents to guide and oversee the delivery of the TP;
- Community noticeboards to identify travel opportunities and incentives; and
- Promotion of local car-share and bicycle user groups.

9.1.6 The progress against the plan targets will be monitored through the life of the TP through using Residents Travel Survey and the TRICS SAM. These surveys will be used to identify resident travel patterns and to set objectives of the TP.

FIGURES



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FILE REF:
ITB16357

REV:
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- ASDA**
- THE COOPERATIVE FOOD**
- THE COOPERATIVE FOOD**
- THE COOPERATIVE FOOD**
- SAINSBURY'S**

- EDUCATION**
- EAST PRESTON JUNIOR SCHOOL**
 - EAST PRESTON VILLAGE PRE-SCHOOL**
 - GEORGIAN GARDENS COMMUNITY PRIMARY SCHOOL**
 - THE ANGMERING SCHOOL**
 - FERRING CoE PRIMARY SCHOOL**
 - ANGMERING VILLAGE PRE-SCHOOL**

- HEALTHCARE**
- ASDA CHEMIST**
 - LLOYDS PHARMACY**
 - KAMSONS PHARMACY**
 - WILLOW GREEN SURGERY**
 - ROWLANDS PHARMACY**
 - FERRING DENTAL CLINIC**
 - ANGMERING MEDICAL CENTRE**

- KEY**
- SITE BOUNDARY**
 - ANGMERING RAIL STATION**
 - RETAIL AREA**
 - EMPLOYMENT AREA**
 - BUS STOP**
- LEISURE**
- EAST PRESTON FOOTBALL CLUB**
 - HANGLETON FARM EQUESTRIAN CENTRE**
 - WORTHING RFC**
 - HIGHDOWN VINEYARD**
 - THE SPOTTED COW PUB**
 - ANGMERING COMMUNITY CENTRE**
 - THE HENTY ARMS PUB**
 - GLEBELANDS RECREATION GROUND**
 - FERRING VILLAGE HALL**
 - LANGMEDE RECREATION GROUND**
 - FERRING FOOTBALL CLUB**
 - WORTHING HOCKEY CLUB**
 - ANGMERING VILLAGE HALL**
- EMPLOYMENT**
- HANGLETON INDUSTRIAL ESTATE**
 - LITTLEHAMPTON ROAD INDUSTRIAL ESTATE**
- RETAIL**
- ROUNDSTONE BYPASS RETAIL PARK**
 - COSTCUTTER**



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TITLE:
**LAND SOUTH OF A259,
ANGMERING
LOCAL FACILITIES PLAN**

FIGURE No:
FIGURE 2



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DRAWINGS

