

LAND NORTH OF WATER LANE, ANGMERING

FRAMEWORK TRAVEL PLAN

Client: Rydon Homes and Gleeson Development Ltd



i-Transport

ARUN DISTRICT COUNCIL A/20/18/OUT

FRAMEWORK TRAVEL PLAN

LANE NORTH OF WATER LANE, ANGMERING

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SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 Rydon Homes and Gleeson Strategic Land Ltd are promoting development of Land North of Water Lane for up to 525 dwellings and 3ha (6,000 sqm) of commercial development. The development proposal is being brought forward in accordance with the draft strategic allocation policy SD9 of the draft Arun District Local Plan and accords with both current and emerging policies. i-Transport has been appointed to provide highways and transport advice in relation to the proposed development.

1.1.2 An outline planning application has been prepared which seeks permission for the principle of development on the land. All detailed matters (such as scale, layout and appearance) are reserved at this stage apart from 'access' which is a matter for consideration and determination as part of this application. An illustrative masterplan is provided at **Appendix A** to identify how the development could be delivered.

1.1.3 This Framework Travel Plan (FTP) has been produced to support the Transport Assessment (TA) (*ITB9105-0017R*) for 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) which both require a Travel Plan to be submitted alongside proposals for developments that are likely to result in a significant travel demand.

Employment Use – Employment Travel Plan

1.1.4 This travel plan relates to the residential elements of the development proposal. The employment development is at outline stage and it is unclear what form of employment space this will deliver (i.e. offices, workshops, distribution). On that basis, it is not realistic to develop an Employment Travel Plan at this time. Prior to the occupation of the Employment space, an Employment Travel Plan will be developed by the Travel Plan Coordinator and will be coordinated with the residential travel plan.

1.2 Site Location and Context

1.2.1 The site is located some 850m east of Angmering village centre. The site is located to the north of Water Lane and to the south of the A27. To the west of the site is Dappers Lane and the A280 runs to the east. A location plan is shown at **Figure T1**.

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1.3 Scope of Framework Travel Plan

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

1.3.2 Future travel patterns of residents at the site are not yet known and the planning application is submitted in outline form only (with all matters reserved except access). This FTP is therefore informed by the analysis presented in the TA and includes objectives, a monitoring and evaluation strategy and a programme for developing and submitting the full travel plan in line with this framework document.

1.4 Structure of Framework Travel Plan

1.4.1 The FTP 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 and objectives for the FTP;
- Section 5 sets targets for the FTP;
- Section 6 describes the infrastructure measures that will be provided to encourage non-car travel to the site, and to manage travel demand;
- Section 7 sets out the 'soft' measures that will be provided to encourage and incentivise residents to travel to the site by sustainable modes;
- Section 8 describes how the FTP will be marketed and promoted;
- Section 9 provides a strategy for the management of the FTP; and
- Section 10 outlines how the success of the FTP will be monitored.

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SECTION 2 BACKGROUND

2.1 Development Proposal

2.1.1 The development will provide for up to 525 dwellings, of which some 30% will be affordable dwellings, in addition to 3ha of employment use yielding some 6,000sqm employment floorspace for use within the B Use Classes. An illustrative masterplan is provided in **Appendix A**. As outlined in Section 1, this FTP relates to the residential elements of the development. A separate Employment Travel Plan will be developed for the employment development in due course.

2.2 Site Access

Vehicular Access

2.2.1 Access to the main development from Water Lane will be in the form of a ghost island priority junction as shown in principle on **Drawing ITB9105-GA-101**. A visibility splay of 2.4m X 120m is achievable to the west, which is in line with the guidance set out in 'Design Manual for Roads and Bridges (DMRB)' for a design speed of 70kph and recorded speeds (Table 4.5). Visibility to the east is available to the junction of the A280 with Water Lane (i.e. 2.4m x 84m).

2.2.2 An additional point of access will be provided via a simple priority junction on Dappers Lane approximately 100m north of the junction with Water Lane at St Deny's South. This will provide access for a discrete development parcel of 30 dwellings only and will not provide vehicular access to the wider site. Visibility splays of 2.4m x 43m are achievable to the north and south in line with the design speed (see Table 4.5), with a carriageway width of 5.0m and a 2.0m wide footway on the southern side of the access road to connect to a proposed footway on Dappers Lane, illustrated in **Drawing ITB9105-GA-117.**

Pedestrian and Cycle Access

2.2.3 Footpath 2149 routes through the site providing a connection from Water Lane to Dappers Lane. At present the footpath is a mainly unmade track and provides for occasional pedestrian use. As part of the proposals the Footpath will be upgraded to provide a 3m cycle track, and legal rights for cycle use will be dedicated.

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2.2.4 A 1.5m wide footway connection is proposed adjacent to the site access on Dappers Lane to connect Water Lane with Merryfield Crescent, shown on **Drawing ITB9105-GA-106**. This would continue to the main vehicular access along the northern side of Water Lane and provide a connection between the site and the village centre. An uncontrolled crossing point (with pedestrian refuge island) would also be provided on Water Lane opposite the access to the Land South of Water Lane development site to ensure community connectivity. This is shown on **Drawing ITB9105-GA-102**.

2.2.5 A footway/cycleway connection to Dappers Lane will be provided to the north of Oak Tree Farm. This will be in the form of a 3m shared use footway/cycleway and would connect onto Dappers Lane to provide onward connection to the Public Right of Way network. The Footpath through the site will be upgraded to a cycleway.

2.2.6 A third pedestrian/cycle connection is also proposed onto Dappers Lane south of Culberry Nurseries. This would provide access for bus services to route into the site and would facilitate walking and cycling access to Dappers Lane and onto Merryfield Crescent. General vehicular traffic will be prohibited from using this connection. This is shown on **Drawing ITB9105-GA-118.**

2.2.7 These footway/cycleway and bus connections would also operate as emergency accesses should the primary site access be blocked.

2.3 Street Hierarchy

2.3.1 The site layout will be designed in accordance with the guidance contained in MfS 1 and 2 and the following street hierarchy is proposed:

- **Primary Street** – Between 5.5m and 6m carriageway with 2m footways on the primary routes through the development;
- **Secondary Street** – 5m shared surface carriageways on secondary routes through the development where refuse access is required; and
- **Private Driveways** – narrower shared surface areas where refuse vehicles do not need to enter.

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2.4 Parking

2.4.1 A future reserved matters application would deal with the provision of car parking, which would be provided in accordance with the car parking standards at that time.

2.4.2 A statement of intent with regards to parking is as follows:

- Car and cycle parking to be provided in accordance with local parking standards as set out in adopted guidance;
- Non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within parking courts, a proportion of parking would be unallocated to provide for efficient use; and
- On-street parking where appropriate to be provided within discrete parking bays on the main routes.

2.4.3 The illustrative masterplan **(Appendix A)** demonstrates a feasible layout which can deliver a level of parking consistent with the current adopted parking standards.

Cycle Parking

2.4.4 Future reserved matters applications would provide details of cycle parking provision. Adequate cycle parking facilities would be provided for the proposed homes in secure covered parking, such as within a garage or shed. Accordingly, cycle parking would be provided in accordance with the standards set out in **Table 2.1**.

Table 2.1: Cycle Parking Standards

Dwelling Type	Size	Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Source: West Sussex County Council Guidance for Car Parking in New Residential Developments (September 2010)

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SECTION 3 SITE ACCESSIBILITY AND TRAVEL OPPORTUNITIES

3.1 Introduction

3.1.1 This section of the FTP 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 Walking

3.2.1 Angmering village centre is approximately 850m west of the development and offers a good range of local facilities including a health centre, library, newsagent, café / restaurant and hairdressers. In addition to these facilities, there are significant further facilities within a reasonable walking distance (within 2km) of the site which include schools, employment and local services.

3.2.2 A plan showing local facilities is provided at **Figure T3**.

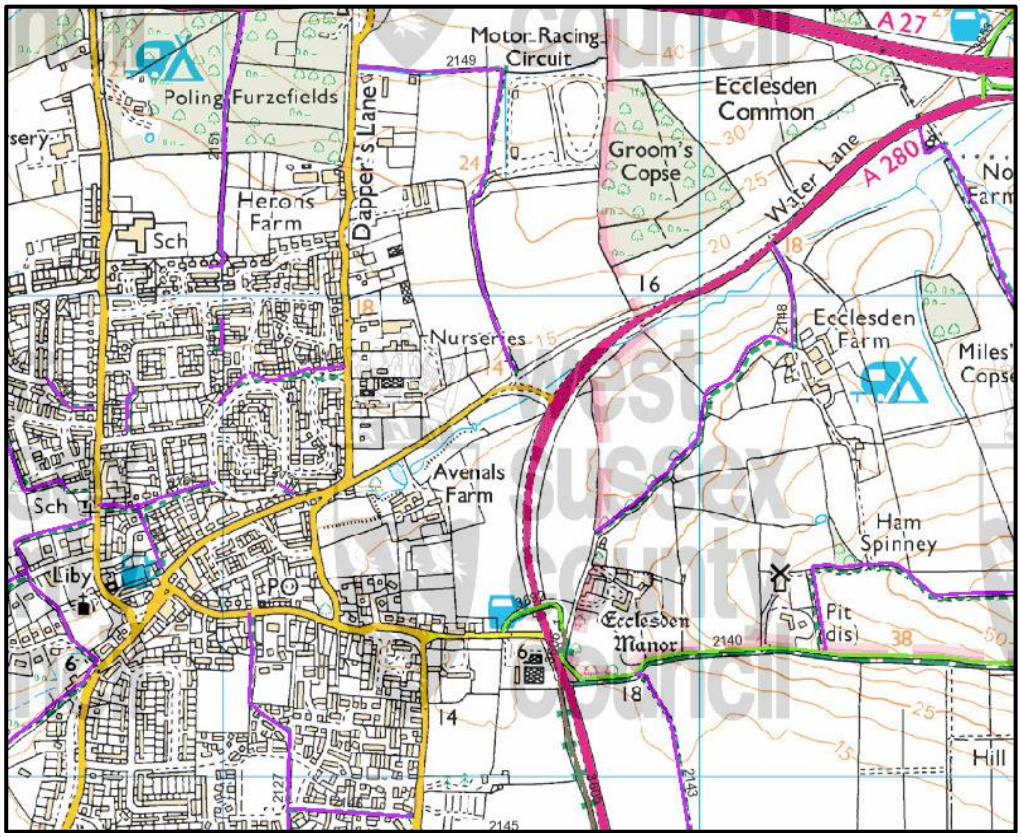
3.2.3 There are no footways on Dappers Lane to the west of the site nor on the southern boundary of the site along Water Lane. The footway commences immediately west of the Dappers Lane junction from which point continuous footway is provided into Angmering Village Centre, with street lighting provided continuously along the route.

3.2.4 Merryfield Crescent provides an alternative walking route west towards the village centre and the schools and facilities located on Arundel Road. Merryfield Crescent, Greenacres Ring and Lansdowne Way are lightly trafficked residential streets with footways provided on both sides of the carriageway.

3.2.5 There is a network of Public Rights of Way (PROWs) in proximity to the site. Footpath 2149 routes through the site connecting Dappers Lane with Water Lane, largely following the alignment of the access road. In addition, footpath number 2153 provides a link west from Greenacres Ring to St Wilfrid's RC Primary School and 2150 connects to the village centre from south of Lansdowne Road (**Image 3.1**).

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Image 3.1: Location of Public Rights of Way



Source: West Sussex County Council Public Rights of Way iMap

3.2.6 The routes which future residents would use to access the local facilities within Angmering have been assessed as part of a Non-Motorised User Audit. This audit has identified any deficiencies in the existing network which may require improvement to encourage future occupants of the development to walk and cycle to the local services and facilities. The Audit is presented in **Appendix C** of the TA *(report ref: 9105-017A).*

Non- Motorised User Audit Routes

Route 1 – Development to village centre via Merryfield Crescent and Lansdowne Road

3.2.7 This route provides a direct connection to the local services in Angmering centre. The route crosses Dappers Lane before using Merryfield Crescent and Lansdowne Road. In addition, PROW 2150_1 can be used to reach St Wilfrid's School. An assessment of the route identifies that it is:

- **Convenient** – The route offers direct access to the village and primary school;
- **Accessible** – Existing footways offer segregated pedestrian access to the village centre with (generally) appropriate crossing facilities;

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- **Safe** – This route is street-lit and has natural surveillance from residential properties, footways separate traffic from pedestrians and the route follows slow and lightly trafficked routes;
- **Comfortable** – Footways are sufficiently wide to pass two pedestrians and the route is generally flat, making walking comfortable; and
- **Attractive** – The slow speed of the residential streets and provision of street lighting mean the route is attractive.

3.2.8 The route is of a good standard and is attractive for pedestrians. There are some crossing points where dropped kerbs could be delivered to improve the route.

Route 2 – Proposed development towards St Margaret's C of E Primary School

3.2.9 Route 2 provides access to St Margaret's C of E Primary School and an alternative route into the village. The route assessment identifies that it is:

- **Convenient** – The route offers direct access to the Primary School;
- **Accessible** – The existing footways offer good pedestrian access to the primary school with (generally) appropriate crossing facilities;
- **Safe** – Segregated footways are in good condition and adjacent roads are lightly trafficked with natural surveillance and street lighting;
- **Comfortable** – The route is relatively flat and footways are sufficiently wide to pass two pedestrians; and
- **Attractive** – The footways follow low speed roads for the majority of the route and are separated by a grass verge along Chantryfield Road.

3.2.10 The route is of a good standard and is suitable for use by pedestrians. There are some missing dropped kerbs which could be delivered to improve this route.

3.3 Cycling

3.3.1 Water Lane is suitable for use by cyclist within the carriageway, which connects to the village centre with shuttle-working traffic calming features on the southern side of the carriageway. There are on-road / hard surfaced cycle routes available to the north of the A27, between the A284 and A280.

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3.3.2 Other local streets are generally of a residential nature within Angmering and are subject to traffic calming measures. In part local roads are subject to a 20mph speed limit and low traffic volumes. As such cycle trips can be accommodated on the carriageway as per Manual for Streets (MfS) guidance.

> **"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street" (MfS, para, 6.4.1)."**

3.4 Public Transport

Bus

3.4.1 The closest bus stops to the site are located on Merryfield Crescent circa 500m from the centre of the site. These stops are served by the regular local bus Service 9. There is a timetable and flag attached to a lamp post on the southern side of the road. **Table 3.1** shows details of local bus services which are also shown on **Figure T2**.

Table 3.1 – Angmering Bus Services

Bus stop	Service	Operator	Routing	Frequency
Merryfield Crescent	9	Stagecoach South	Shoreham-by-Sea – Lancing – Worthing – Angmering – Littlehampton	Hourly Service (No service on Sundays) First service departs at 0702 with last return journey arriving at 1903
			Littlehampton – Angmering – Worthing – Lancing – Shoreham-by-Sea	Hourly Service (No service on Sundays) First service departs at 0804 with last return journey arriving at 1918
Village Green	X4	Compass Travel	Bognor Regis – Arundel – Shoreham-by-Sea (Holmbush Centre)	Wednesdays Only (Free bus service to Shoreham-by-Sea, 1022 AM pick up, PM drop off at 1250)

Destination	Average Travel Time from Angmering (Bus Stop Merryfield Crescent, Bus Service 9)
Angmering Train Station	11mins
Durrington-on-Sea	20mins
Goring by Sea	23mins
Littlehampton	37mins
Worthing	36mins
Lancing	58mins
Shoreham by Sea	83mins

Source: Traveline

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3.4.2 Service 9 provides an hourly service between Shoreham-by-Sea and Littlehampton, including access to Angmering rail station, as shown on **Figure T2**. This service provides good service coverage between Monday and Saturday.

3.4.3 Bus service X4 provides an additional free weekly 'pick up' and 'drop off' service from Bognor Regis to Holmbush Shopping Centre from the Angmering Village Centre.

Rail

3.4.4 Angmering rail station is located to the south-west of the village with rail services operated by Southern. **Table 3.2** summarises existing services from the station.

Table 3.2 – Angmering Station – Rail Services

Destination	Typical Frequency (per hour)			Average Journey Duration
	Peak	Off-Peak	Sunday's	
Littlehampton	2-3	3-4	2	10mins
Worthing	4-5	3	3	11mins
Bognor Regis	2-3	2	2	25mins
Brighton	4-5	4	3	35mins
Portsmouth Harbour	2-3	2	2	50mins
Southampton Central	2	2	1	75 mins
London Victoria	3-4	4	2	100 mins

Source: National Rail

3.4.5 **Table 3.2** demonstrates that the site has access to a frequent rail service to key destinations such as Littlehampton, Worthing, Brighton, London Victoria, Portsmouth and Southampton.

3.4.6 Bus service 9 provides services which connect well with the train times for services to destinations such as Brighton and Bognor Regis, with trains leaving at 0734 and 0817 for services to Bognor returning at 1756 and 1846, and with trains to Brighton leaving at 0726 and 0823 and returning at 1643, 1800 and 1900.

3.5 Local Facilities and Services

3.5.1 The primary destinations for future residents of the proposed development within the local area are listed in **Table 3.3**, which includes facilities for education, leisure, retail, employment and health (also shown on **Figure T3**).

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3.5.2 The accessibility to each local destination is assessed by each mode of transport to determine whether there are realistic opportunities for sustainable travel.

Table 3.3: Key Local Destinations – Distance and Journey Time from Centre of Site

Purpose	Destination	Code	Distance from Site (m)	Walk	Cycle
Education	Angmering Village Pre-School	ED1	1300	✓✓	✓✓✓
	St Wilfred's Catholic Primary School	ED2	1400	✓✓	✓✓✓
	Angmering Day Nursery	ED3	1800	✓✓	✓✓✓
	St Margarets CofE Primary School	ED4	2000	✓✓	✓✓✓
	The Angmering School	ED5	2200	✓✓	✓✓✓
Health	Cornerways Dental Practice	H1	970	✓✓	✓✓✓
	Lloyds Pharmacy	H2	1300	✓✓	✓✓✓
	The Coppice and Angmering Medical Centre	H3	1300	✓✓	✓✓✓
Retail	Angmering Village Centre including Woodies News Super Shop, Post Office, Hair Salon, Estate Agents, Opticians and Takeaways	-	1200	✓✓	✓✓✓
	The Co-Operative Food	R2	1200	✓✓	✓✓✓
	Haskins Garden Centre	R3	2600	✓✓	✓✓✓
	Hobby Craft	R4	2700	✓✓	✓✓✓
	Sainsbury's	R5	3000	✓	✓✓✓
	Rustington Retail Park	R6	3000	✓	✓✓✓
	Halfords	R7	3100	✓	✓✓✓
	Asda	R8	3540	-	✓✓✓
	Wyevale Garden Centre	R9	3600	-	✓✓✓
Employment	Angmering Village Centre	EM1	1300	✓✓	✓✓✓
	Rustington Retail Park	EM2	3000	✓	✓✓✓
	Rustington Trading Park	EM3	3600	-	✓✓
Leisure	The Lamb at Angmering Pub	L1	1100	✓✓	✓✓✓
	The Spotted Cow Pub	L2	1200	✓✓	✓✓✓
	Angmering Village Hall	L3	1300	✓✓	✓✓✓
	Worthing Rugby Football Club	L4	1700	✓✓	✓✓✓
	Bramley Green Park	L5	1800	✓✓	✓✓✓
	Angmering Community Centre	L6	1800	✓✓	✓✓✓
	Ham Manor Golf Club	L7	3000	✓	✓✓✓
	Rustington Golf Course	L8	3000	✓	✓✓✓
	Out of Bounds	L9	3000	✓	✓✓✓
	Virgin Active Rustington	L10	3000	✓	✓✓✓
Other	Bus Stop on Merryfield Crescent	-	500	✓✓✓	✓✓✓
	Angmering Rail Station	-	2700	✓	✓✓✓

Source: Consultant's Estimates – Measured from centre of the site

Notes: Walk Distances – ✓✓✓ 800m or less ✓✓ between 801m and 1.6km, ✓ between 1.6km and 3.2km
Cycle Distances – ✓✓✓ less than 2km ✓✓ between 2km and 5km, ✓ between 5km and 8km

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Key Destinations

3.5.3 The 2011 Census has been analysed to assist in understanding establishing travel patterns for people living in Angmering. **Table 3.4** summarises the work destinations (excluding those that work from home) for residents of Angmering.

Table 3.4: Journey to Work Destinations (excluding work from home) - Angmering

Destination	% Journey to Work
Arun	33.9%
Angmering	9.6%
Littlehampton	8.9%
Rustington	3.6%
Bognor Regis	3.2%
East Preston	2.9%
Arundel	2.0%
Yapton	1.9%
Ferring	1.0%
Eastergate, Barnham and Walberton	0.8%
Worthing	27.8%
Horsham	7.9%
Chichester	6.8%
Shoreham-by-Sea	4.5%
Brighton and Hove	4.3%
Crawley	3.7%
Burgess Hill	0.8%
Haywards Heath	0.8%
Lewes	0.8%
Havant	0.6%
Portsmouth	0.6%
London	2.6%
Other	4.9%
Total	**100%**

3.5.4 The Census data identifies that some 34% of the residents of Angmering and the surrounding area work within Arun district, with 10% of those working within Angmering itself and 9% in Littlehampton. Worthing is the largest employment draw for residents with 28% of Angmering residents working in Worthing.

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SECTION 4 POLICY, AIMS, OBJECTIVES AND TARGETS

4.1 National Policy

4.1.1 The National Planning Policy Framework (NPPF) (March 2012) sets the policy basis for the development of Travel Plans.

4.1.2 Paragraphs 35 and 36 of the NPPF state that plans should protect and exploit opportunities for the use of sustainable transport modes. A key tool to facilitate this will be a Travel Plan and all developments which generate significant amounts of movement should be 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 the private car.

4.2 Local Policy

4.2.1 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"***.

4.2.2 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).

4.3 Aims and Objectives

4.3.1 In line with the current national and local guidance, this FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journey; and influencing modal shift.

4.3.2 The primary aims of the FTP 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.

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4.3.3 The FTP also contains the following additional sub-objectives:

- Reduce the need to travel;
- Promote walking for local journeys;
- Promote cycling as an alternative to short car trips;
- Promote public transport for short-medium length journeys; and
- Encourage car sharing.

4.4 Targets

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

4.4.2 The key target of the FTP has been set as follows:

> **"To reduce the number of single occupancy vehicle trips to and from the site over a 12-hour weekday by 10% from the baseline position by year five of the FTP."**

4.4.3 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.

4.5 Baseline Position and Interim Targets

4.5.1 For the purpose of the Framework Travel Plan, no site-specific data is available. As such, the baseline travel modal split is taken from travel to work data within the 2011 Census for the 'Arun 002 and Arun 005' MSOA. This identifies a baseline Car Driver mode share of 74% (with an additional 5% car passengers).

4.5.2 Against this baseline, the Interim Target is to

> **"Achieve car driver mode share on the site of 67% or less by Year 5 of the Travel Plan."**

4.5.3 Once the first monitoring surveys have been undertaken and analysed this baseline target will be updated and thereafter the target will be annually reviewed.

4.5.4 The overarching target will be to achieve a year on year reduction in single occupancy car trips from the development site to achieve a 10% reduction by year five.

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4.5.5 As such the following car driver mode share targets are proposed:

- Year 1: no greater than current census levels - 74% (to be reviewed following first travel survey);
- Year 3: 71% (to be reviewed following the first travel survey); and
- Year 5: 67% (to be reviewed following the first travel survey).

Table 4.1: Interim Modal Split Targets and Daily Trips

Mode	Baseline - 2011 Census		Year 1 Target		Year 3 Target		Year 5 Target	
	%	Total No.	%	Total No.	%	Total No.	%	Total No.
Car Driver	74%	2,298	74%	2,298	71%	2,205	67%	2,081
Car Passenger	5%	155	5%	155	6%	186	7%	217
On Foot	7%	217	7%	217	8%	248	9%	280
Train/underground	6%	186	6%	186	7%	217	7%	217
Bicycle	4%	124	4%	124	4%	124	5%	155
Bus	2%	62	2%	62	3%	93	4%	124
Motorcycle/Moped	1%	31	1%	31	1%	31	1%	31
Other	0%	0	0%	0	0%	0	0%	0
Total	**100%**	3,106	**100%**	3,106	**100%**	3,106	**100%**	3,106

Source: 2011 Census, Consultant's Estimates

4.5.6 Once the first monitoring surveys have been undertaken and analysed (see Section 9) the baseline position and the interim and mode shift targets will be reviewed and updated as necessary, in consultation with West Sussex County Council.

4.5.7 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP 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 FTP;
- 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 the surveys in years 3 and 5; and
- Once agreed with WSCC, update FTP with any necessary revisions to measures.

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SECTION 5 SITE LAYOUT AND INFRASTRUCTURE MEASURES

5.1.1 This section describes the on-site and off-site infrastructure measures which will encourage residents to travel using sustainable modes.

5.2 On Site Infrastructure Measures

5.2.1 To promote sustainable movement, the masterplan will deliver a comprehensive network of footways and routes within the site to provide pedestrian and cycle permeability of the site including a central walking and cycling spine formed by upgrading the status of Footpath 2149 through dedicating cycle rights (**Appendix A)**.

5.2.2 To encourage cycling, the site will deliver good quality cycle parking facilities within the development, in line with the West Sussex County Council parking standards. The precise quantum, location and specification of these facilities will be determined at the reserved matters stage.

5.2.3 To promote public transport, the development would deliver a bus connection to Dappers Lane to enable the diversion of Stagecoach Service 9 into the site **(Drawing ITB9105-GA-118)**, along with delivery of two sets of bus stops in the site.

5.3 Off Site Infrastructure Measures

5.3.1 To encourage walking and cycling trips and address the issues identified in the Non-Motorised User Audit, a package of infrastructure improvements has been developed:

- The provision of a new 3m wide footway / cycleway along Water Lane to connect the site access with Dappers Lane, including provision of a pedestrian and cycle refuge island crossing of Water Lane to connect to the proposed development at Land South of Water Lane (**Drawing ITB9105-GA-102**);
- The provision of a new 1.5m wide footway on the western side of Dappers Lane to connect the site access to Merryfield Crescent and Water Lane (**Drawing ITB9105-GA-106**) and to integrate with the improvements being delivered by committed developments on Dappers Lane;
- Delivery of improved informal crossing facilities on the approach to the village centre comprising dropped kerbs and tactile paving; and
- Provision of wayfinding signage in the site.

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5.3.2 WSCC recently consulted on its plans to provide a significant traffic calming scheme in the Angmering Village, which is now approved and scheduled to be implemented in Spring 2018. This will involve the extension of the existing 20mph speed limit south on Station Road to Mill Road, and east on Water Lane to replace the existing 30mph speed limit. In addition, raised tables will be installed at the road junctions in Station Road and Water Lane along with speed cushions with the existing priority pinch points to be removed.

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SECTION 6 SOFT MEASURES

6.1 Introduction

6.1.1 This section of the FTP 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 the use of public transport;
- Measures to encourage residents to car-share; and
- Information provision.

6.2 Promotion of Walking and Cycling

6.2.1 As described in Section 5, the development has been designed to facilitate walking and cycling, in particular to key local destinations.

6.2.2 To support the delivery of physical infrastructure, 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 local public rights of ways. Residents will also receive such information via other ongoing communication described on other parts of this travel plan.

6.2.3 A bicycle user group will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle rides and journeys.

6.2.4 The Travel Plan Co-ordinator (see Section 8) will assist with the dissemination of information regarding the user group and will help residents to connect.

6.2.5 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at a local cycle store for the purchase of cycling equipment.

6.2.6 To encourage cycle purchase, a £150 sustainable travel voucher will be provided to each new household to offset the costs of cycling equipment purchase.

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6.3 Promotion of Public Transport

6.3.1 The development delivers a bus connection to Dappers Lane to facilitate the diversion of Service 9 into the site. Stagecoach, the service operator, has confirmed it will divert the service. This will therefore bring regular bus services into close proximity of the proposed development and will encourage bus use.

6.3.2 Information on the public transport routes and facilities serving the new development will be made available through the Residents' Travel Information Pack.

6.3.3 The information pack will include the offer of a £150 sustainable travel voucher, which can either be used to purchase a bus or rail taster Ticket (such as Stagecoach Taster Tickets). This combined with the increased awareness of the public transport provision will encourage new residents to try alternative modes and encourage a reduction in single occupancy vehicle journeys.

6.4 Car Sharing Scheme

6.4.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour impacts on routes between the site and local employment areas.

6.4.2 Residents will therefore be provided with information about car sharing via West Sussex County Council car sharing scheme (https://westsussexcarshare.com/). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Information Provision and Marketing

6.5.1 New residents will be provided with travel information during the purchase of their property including leaflets about the sustainability credentials of the development. Upon occupation of each dwelling, a Residents' Travel Information Pack will be provided. Full details and other marketing measures, are provided in Section 7.

6.5.2 A community notice board will be provided within a prominent area of the site. This board will contain up to date bus and rail timetable information, and information on car sharing, walking and cycling maps, and information on any travel events locally.

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6.5.3 A local website and twitter account will also be established and maintained by the Travel Plan Co-ordinator and residents to inform residents of travel choices. It will also help to provide up-to-date and relevant local transport information.

6.6 Summary

6.6.1 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

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Develop web-site / twitter feed	Prior to Occupation
	Distribute Travel Welcome Packs	Prior to Occupation
Reduce the Need to Travel	Deliver connections to broadband network	Prior to Occupation
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Improvement of Footpath 2149 to accommodate cyclists, including dedication of legal rights	Prior to Occupation
	Delivery of a 3m Shared Footway / Cycleway along Water Lane to connect to Dappers Lane, including provision of crossing facility of Water Lane	Prior to Occupation
	Pedestrian and Cycle connections to Dappers Lane	Prior to relevant phase of Development
	Provision of a 1.5m footway on western side of Dappers Lane to connect Water Lane with Merryfield Crescent	Phased with Development
	Improved uncontrolled pedestrian crossings to the village centre, in line with NMU Audit	Prior to Occupation
	Provision of improved wayfinding	Prior to Occupation
	Delivery of MfS layout – interconnecting streets, shared streets and home zones	Phased with Development
	Offer of a £150 travel voucher to each dwelling for cycle equipment purchase	On occupation (within Travel Information Packs)
	Provision of cycle storage within each unit	Phased with Development
	Set up a Bicycle User Group (BUG)	6 months after occupation
Promotion of Public Transport	Delivery of a Bus Link to Dappers Lane to facilitate diversion of Service 9 into site	Prior to relevant phase of Development
	Provision of bus stop infrastructure in the site to service the diverted Service 9	Prior to relevant phase of Development
	Promotion of digital travel applications (including the Stagecoach App)	Prior to Occupation
	Offer of £150 Bus Taster ticket	On occupation (within Travel Information Packs)
Managing Car Demand	Promotion of car sharing schemes through liftshare.com	Prior to Occupation and Ongoing
	Installation of electric vehicle charging facilities throughout the development	Phased with Development

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SECTION 7 MARKETING AND PROMOTION

7.1 Information Provision and Marketing

7.1.1 New residents of the development site 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 in order 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 travel plan and will be able to highlight the incentives to prospective purchasers.

7.1.2 Within one month of first occupation of the development site, residents will be provided with a letter/leaflet informing them about the FTP.

7.1.3 To ensure access to up to date information for residents, a community notice board will be located within the site. This board 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.

7.1.4 The Travel Plan Co-ordinator 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 would also provide an interactive travel planning resource; for example, residents will be able to discuss Travel Plan 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.

7.2 Residential Travel Information Packs

7.2.1 The first occupier of each household will be provided with a Residents' Travel Information Pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

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7.2.2 It is proposed that the following items will be included in the pack:

- An information leaflet about the Travel Plan, 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 to be used for 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/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/ and 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.

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SECTION 8 MANAGEMENT AND IMPLEMENTATION

8.1 Travel Plan Management

8.1.1 The developer will nominate an individual or company to act as the Travel Plan Co-ordinator for the site. Contact details will be supplied to WSCC prior to first occupation of the development proposal.

8.1.2 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.

8.1.3 The steering group will meet every 6 months during the first two-years and then again following the surveys in years 3 and 5. This extensive management period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the long-term continuation of the Travel Plan is set out at Section 8.7.

8.2 Role of Travel Plan Co-ordinator

8.2.1 The role of the Travel Plan Co-ordinator will be as follows:

- To prepare the Full Travel Plan within eighteen months of occupation of the site and to prepare the Employment Travel Plan prior to occupation of the commercial space on site;
- To manage the day to day delivery of the FTP measures;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored and key decisions taken as necessary;
- To market the Travel Plan 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;

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- 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 Travel Plan in line with the strategy outlined in Section 9; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

8.3 Involvement of Residents

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

8.3.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

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

8.4 Framework for Implementation

8.4.1 The Travel Plan Co-ordinator will be nominated three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations. **Table 8.1** below sets out an action plan.

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Table 8.1: 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 1st occupation.	Developer
Full Travel Plan		Within 18 months of occupation of the site (6 months after first survey period)	TPC
Steering Group		1st 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 1st occupation.	TPC
	Production of Residents' Travel Information Packs	To be developed before 1st occupation.	TPC
Develop community travel website		To be developed before 1st occupation.	TPC
Sustainable Travel Voucher		A £150 voucher to be included in resident's travel packs at 1st 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
Develop bicycle user group		6 months after occupation	TPC

Source: i-Transport

8.5 Funding

8.5.1 The developer will fund the following items:

i) The transport infrastructure outlined in Section 5 of the FTP;

ii) The TPC role for 5 years;

iii) The initial implementation of the measures outlined in Sections 5 and 6 and Table 8.1; and

iv) The monitoring surveys outlined in Section 9.

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

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8.6 Enforcement

8.6.1 The implementation of the Travel Plan will be secured within a Section 106 obligation with WSCC. The obligation will secure the following matters;

- Implementation of the Framework Travel Plan, including the measures outlined in the Action Plan (Table 8.1) and the ongoing monitoring of the plan;
- Preparation and agreement of a Full Travel Plan within 18 months of occupation of the site (six months after the first monitoring period);
- Preparation of an Employment Travel Plan prior to occupation of the commercial space;
- 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; and
- Commitment to providing a second travel voucher for the value of £150 if the five-year target is missed.

8.7 Framework for Handover at End of the Developer Involvement

8.7.1 At the end of the five-year monitoring period the developer will no longer be responsible for the management of the Travel Plan. The Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group.

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SECTION 9 MONITORING

9.1 Monitoring

9.1.1 The total monitoring programme of the travel plan will run until five years after first occupation. Monitoring will be primarily undertaken in two ways:

- SAM Surveys; and
- A travel questionnaire.

SAM Surveys

9.1.2 In accordance with WSCC's guidance, it is proposed that formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). The Travel Plan Co-ordinator 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.

9.1.3 The first TRICS SAM survey will be carried out during the first year of occupation on the site. This will ensure that the survey captures information about an established critical mass of residents, and will allow time for the measures contained within the Travel Plan to take effect. Subsequent TRICS SAM surveys will be undertaken in years 3 and 5 following first occupation.

Travel Questionnaires

9.1.4 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures, and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then in years 3 and 5 following first occupation. An example questionnaire is included as **Appendix B**.

9.1.5 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.

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9.1.6 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, following further promotion and greater incentives for taking part.

9.1.7 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets updated accordingly.

Use of Surveys

9.1.8 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.

9.1.9 The TPC will monitor and review the progress and success of the Travel Plan 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.

9.2 **Reporting**

9.2.1 In year 1,3 and 5 after first occupation of the new residential development, a monitoring report will be prepared and submitted to WSCC. The monitoring report will set out the results of the travel survey against the targets and objectives identified within the Travel Plan. 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.

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9.2.2 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.

9.3 Remedial Measures

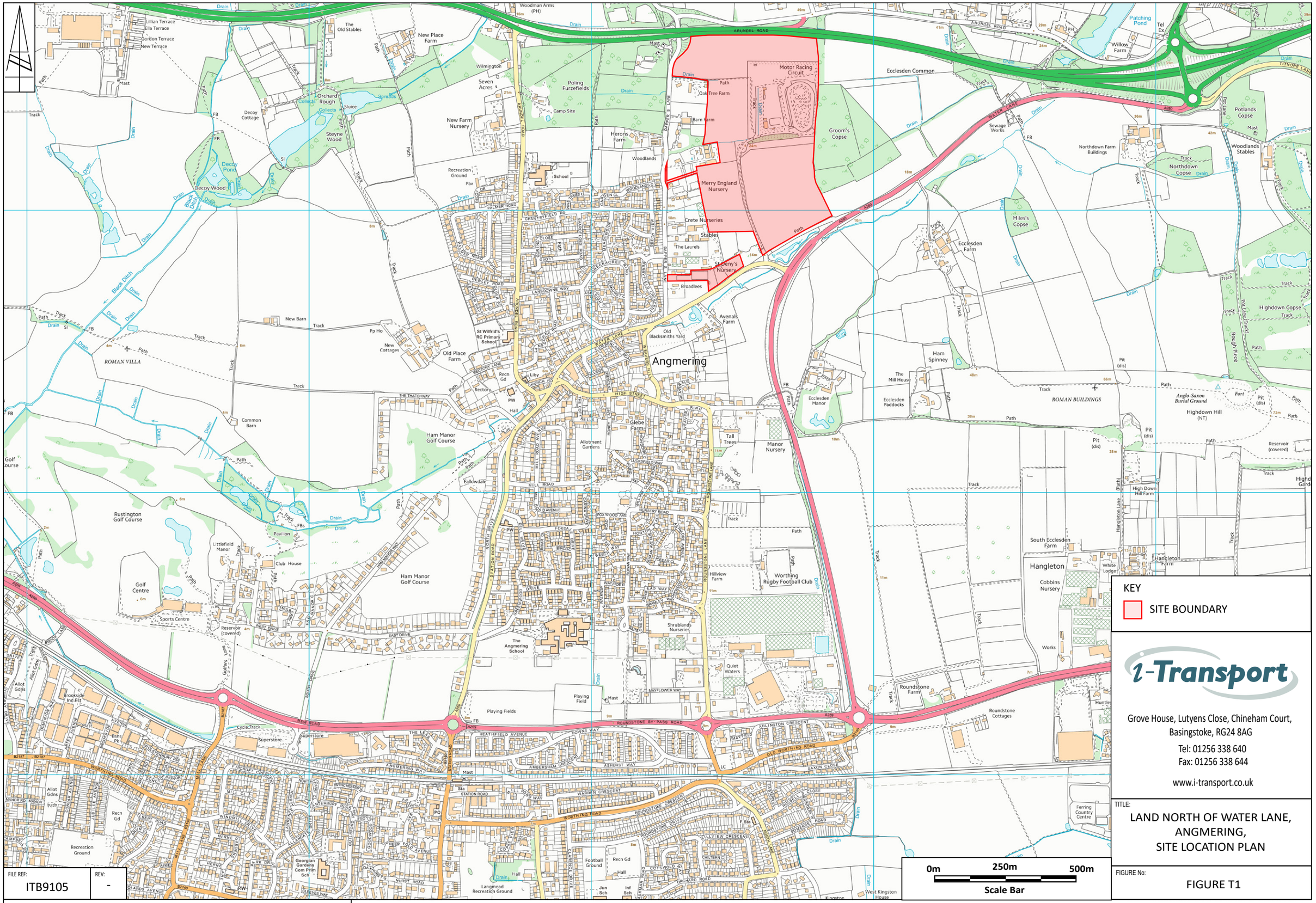
9.3.1 Should the Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavors to work with WSCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

9.3.2 The traffic assessments carried out in the supporting transport assessment are based upon a 'without Travel Plan' situation and demonstrate that the impact of the development on the local highway network, after highway improvements, is acceptable in highway and safety terms. On this basis, the development is not dependent upon the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

9.3.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in single occupancy traffic flows associated with the development to be achieved. This will provide further benefit to the operation of the local highway network, as well as offering health, cost and lifestyle benefits to local people.

ARUN DISTRICT COUNCIL A/208/17/OUT

FIGURES



KEY

SITE BOUNDARY

i-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LAND NORTH OF WATER LANE,
ANGMERING,
SITE LOCATION PLAN

FIGURE No:

FIGURE T1

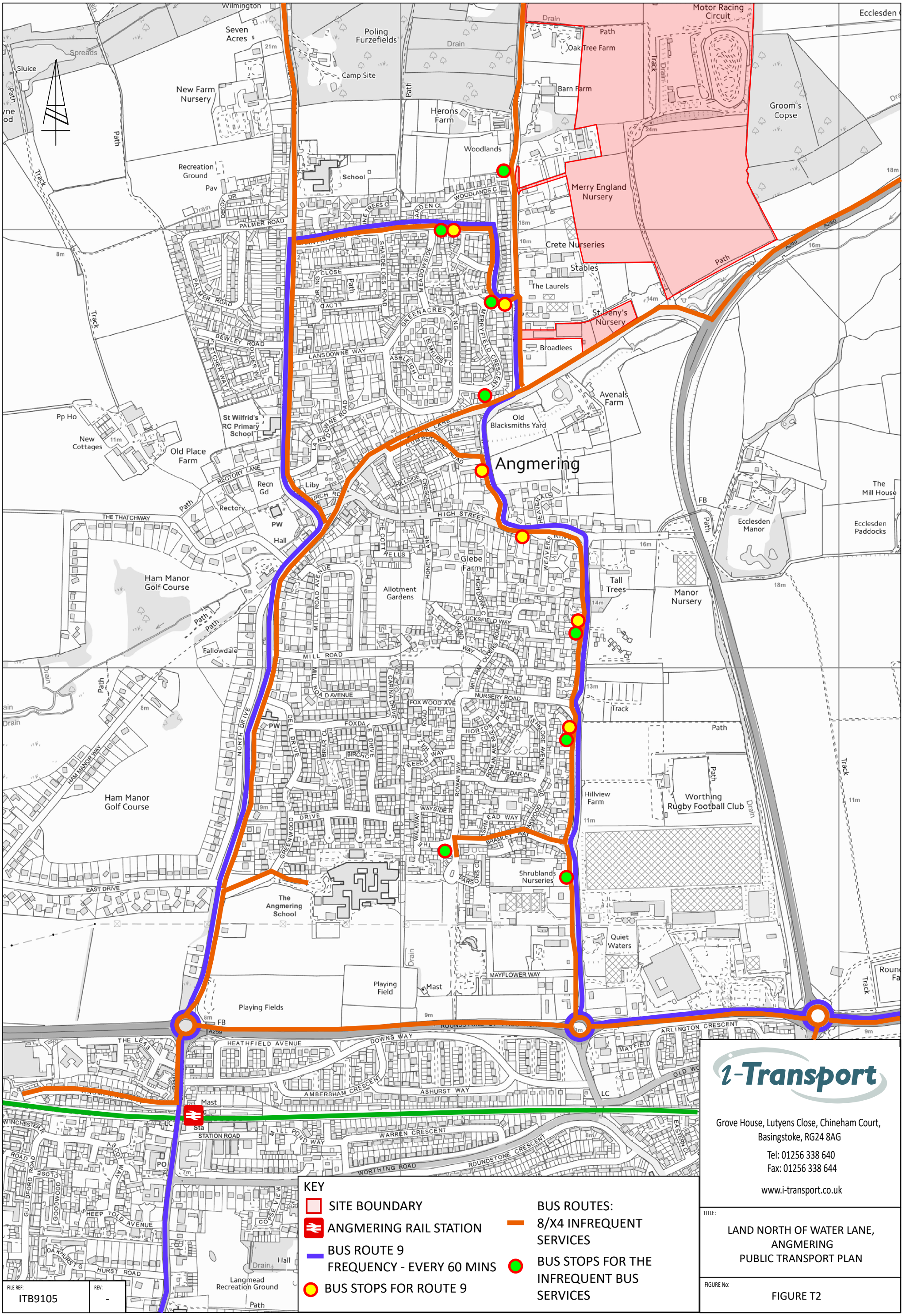
FILE REF: ITB9105

REV: -

0m 250m 500m

Scale Bar

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REV: -

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LAND NORTH OF WATER LANE, ANGMERING
PUBLIC TRANSPORT PLAN

FIGURE No:

FIGURE T2

KEY

- SITE BOUNDARY
- ED1 ANGMERING VILLAGE PRESCHOOL
- ED2 ST WILFRED'S CATHOLIC PRIMARY SCHOOL
- ED3 ANGMERING DAY NURSERY
- ED4 ST MARGARETS CofE PRIMARY SCHOOL
- ED5 THE ANGMERING SCHOOL
- R2 THE CO-OPERATIVE FOOD
- R3 HASKINS GARDEN CENTRE
- R4 HOBBY CRAFT
- R5 SAINSBURYS
- R6 RUSTINGTON RETAIL PARK
- R7 HALFORDS
- R8 ASDA
- R9 WYEVALE GARDEN CENTRE
- L1 THE LAMB AT ANGMERING PUB
- L2 THE SPOTTED COW PUB
- L3 ANGMERING VILLAGE HALL
- L4 WORTHING RUGBY FOOTBALL CLUB
- L5 BRAMLEY GREEN PARK
- L6 ANGMERING COMMUNITY CENTRE
- L7 HAM MANOR GOLF CLUB
- L8 RUSTINGTON GOLF COURSE
- L9 OUT OF BOUNDS
- L10 VIRGIN ACTIVE RUSTINGTON
- E1 ANGMERING VILLAGE CENTRE
- E2 RUSTINGTON RETAIL PARK
- E3 RUSTINGTON TRADING ESTATE
- H1 CORNERWAYS DENTAL PRACTICE
- H2 LLOYDS PHARMACY
- H3 THE COPPICE & ANGMERING MEDICAL CENTRE
- ANGMERING VILLAGE CENTRE
- ANGMERING RAIL STATION

0m 250m 500m

Scale Bar

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Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640

Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LAND NORTH OF WATER LANE, ANGMERING, LOCAL SERVICES AND FACILITIES PLAN

FIGURE No:

FIGURE T3

FILE REF: ITB9105

REV: -

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DRAWINGS

EXISTING HEADWALL TO BE RETAINED

EXISTING HEADWALL TO BE RETAINED

6.5m WIDE CARRIAGEWAY WITH 3.0m SHARED FOOTWAY/CYCLEWAY AND 2.0m FOOTWAY

BARRIERS OR BOLLARDS TO BE PROVIDED (DETAILS AND EXACT LOCATION TO BE AGREED WITH WSCC AT DETAILED DESIGN STAGE)

3.0m SHARED FOOTWAY/CYCLEWAY TO BE PROVIDED ALONG NORTHERN SIDE OF WATER LANE BETWEEN SITE ACCESSES TO THE NORTH AND SOUTH LAND PARCELS

10m RADII

2.4m x 120m VISIBILITY SPLAY (TO TANGENT POINT)

10m RADII

2.4m x 85m VISIBILITY SPLAY (TO TANGENT POINT)

GHOST ISLAND JUNCTION DESIGNED TO TD42/95 70kph DESIGN SPEED

CARRIAGEWAY TO BE REALIGNED TO PROVIDE A 3.0m SHARED FOOTWAY/CYCLEWAY ALONG WATER LANE

2.4m x 120m VISIBILITY SPLAY

PROPOSED ROUNDABOUT IMPROVEMENT SCHEME

POND AREA

WATER LANE

SCALE BAR @ 1:250

0 1 2 5 10 25

KEY:

SITE BOUNDARY - BASED ON ORDNANCE SURVEY

HIGHWAY BOUNDARY - BASED ON ORDNANCE SURVEY

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i-Transport

Grove House, Lutyens Close, Chineham
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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
C	05.02.18	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	TW	TW
B	30.01.18	MC	MINOR AMENDMENTS	TW	TW
A	29.01.18	MC	MINOR AMENDMENTS	TW	TW

STATUS: ISSUE

TITLE: PROPOSED SITE ACCESSES - LAND NORTH AND SOUTH OF WATER LANE

PROJECT: LAND NORTH OF WATER LANE, ANGMERING

CLIENT: RYDON HOMES / GLEESON DEVELOPMENTS LTD

SCALE @ A1:	CHECKED:	APPROVED:
1:250	TW	TW
FILE REF:	DRAWN:	DATE:
ITB9109	MC	07.08.17

DRAWING No: ITB9150-GA-101

PROJECT No: ITB9105 REV: C

ARUN DISTRICT COUNCIL A/0003/2017

WORKS TO BE IMPLEMENTED AS PART OF APPLICATION A/142/16/OUT

TIE INTO EXISTING FOOTWAY NETWORK ALONG MERRYFIELD CRESCENT

2.4m x 43m VISIBILITY SPLAY

3.0m FOOTWAY/CYCLEWAY TO CONNECT THE SITE TO DAPPERS LANE AND TO CONNECT THE NORTH AND SOUTHERN SITES

PROPOSED 5.0m ACCESS WITH 2.0m FOOTWAY ON SOUTHERN SIDE

2.4m x 43m VISIBILITY SPLAY

2.0m x 43m VISIBILITY SPLAY

EXISTING TRAFFIC CALMING FEATURE

WORKS TO BE IMPLEMENTED AS PART OF APPLICATION A/27/16/PL

SITE ACCESS TO SOUTH OF WATER LANE SITE

BARRIERS OR BOLLARDS TO BE PROVIDED (DETAILS AND EXACT LOCATION TO BE AGREED WITH WSCC AT DETAILED DESIGN STAGE)

BARRIERS OR BOLLARDS TO BE PROVIDED (DETAILS AND EXACT LOCATION TO BE AGREED WITH WSCC AT DETAILED DESIGN STAGE)

6.5m WIDE CARRIAGEWAY WITH 3.0m SHARED FOOTWAY/CYCLEWAY AND 2.0m FOOTWAY

2.4m x 85m VISIBILITY SPLAY (TO TANGENT POINT)

GHOST ISLAND JUNCTION DESIGNED TO TD42/95 70kph DESIGN SPEED

2.4m x 120m VISIBILITY SPLAY

3.0m SHARED FOOTWAY/CYCLEWAY ALONG WATER LANE

2.0m x 43m VISIBILITY SPLAY

PROPOSED ROUNDABOUT IMPROVEMENT SCHEME

KEY:

SITE BOUNDARY - BASED ON ORDNANCE SURVEY

HIGHWAY BOUNDARY - BASED ON ORDNANCE SURVEY

SCALE BAR @ 1:1000

0 10 25 50 100

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REV	DATE	BY	DESCRIPTION	CHK	APD
G	15.03.18	MC	TITLE AMENDED	TW	TW
F	05.02.18	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	TW	TW
E	31.01.18	MC	MINOR AMENDMENTS	TW	TW
D	31.01.18	MC	MINOR AMENDMENTS	TW	TW
C	30.01.18	MC	MINOR AMENDMENTS	TW	TW

STATUS: ISSUE

TITLE: SITE ACCESS TO WATER LANE AND DAPPERS LANE

PROJECT: LAND NORTH OF WATER LANE, ANGMERING

CLIENT: RYDON HOMES / GLEESON DEVELOPMENTS LTD

SCALE @ A2:	CHECKED:	APPROVED:
1:1000	TW	TW
FILE REF:	DRAWN:	DATE:
ITB9105	MC	08.08.17

DRAWING No: ITB9105-GA-102

PROJECT No: ITB9105

REV: G

I:\Projects\9000 Series Project Numbers\9105\TB Land at Angmering, Arun Dists W Sx\Tech\Acad\1 iTransport Drawings\Working Drawings\GA\105 Series\ITB9105-GA-102G.dwg

KEY:

- HIGHWAY BOUNDARY
- SITE BOUNDARY
- FOOTWAY IMPROVEMENTS AS PART OF APPLICATION A/142/16/OUT
- FOOTWAY IMPROVEMENTS AS PART OF APPLICATION A/27/16/PL

PROPOSED 1.5m FOOTWAY TO TIE INTO WORKS TO BE IMPLEMENTED AS PART OF THE MERRY ENGLAND NURSERY COMMITTED DEVELOPMENT SITE

WORKS TO BE IMPLEMENTED AS PART OF APPLICATION A/142/16/OUT

TIE INTO EXISTING FOOTWAY NETWORK ALONG MERRYFIELD CRESCENT

0.8m x 22m PEDESTRIAN VISIBLITY

PROPOSED VEHICULAR AND PEDESTRIAN ACCESS VIA PIRILLI LAND

CARRIAGEWAY REDUCED TO MINIMUM 5.5m

PROPOSED FOOTWAY 1.5m BETWEEN MERRYFIELD CRESCENT AND WORKS TO BE IMPLEMENTED AS PART OF THE EXTRA CARE HOME COMMITTED DEVELOPMENT SITE

WORKS TO BE IMPLEMENTED AS PART OF APPLICATION A/27/16/PL

SCALE BAR @ 1:1250

0 10 25 50 100 125

REV	DATE	BY	DESCRIPTION	CHK	APD
D	07.02.18	MC	UPDATES AS PER STAGE 1 RSA	TW	TW
C	31.01.18	MC	MINOR AMENDMENTS	TW	TW
B	29.01.18	MC	MINOR AMENDMENTS	TW	TW
A	26.10.17	MC	HIGHWAY BOUNDARY OVERLAID	TW	TW

STATUS: ISSUE

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Fax: 01256 338644

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TITLE: PROPOSED PEDESTRIAN ACCESS STRATEGY VIA DAPPERS LANE

PROJECT: LAND SOUTH OF WATER LANE, ANGMERING

CLIENT: RYDON HOMES / GLEESON DEVELOPMENTS LTD

SCALE @ A3:	CHECKED:	APPROVED:
1:1250	TW	TW
FILE REF:	DRAWN:	DATE:
ITB9105	MC	25.10.17

DRAWING No: ITB9105-GA-106

PROJECT No:	REV:
ITB9105	D

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T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Sussx\Tech\Acad\i-Transport Drawings\Working Drawings\GA\100 Series\ITB9105-GA-106D.dwg

KEY:

SITE BOUNDARY - BASED ON ORDNANCE SURVEY

HIGHWAY BOUNDARY - BASED ON ORDNANCE SURVEY

2.4m x 43m VISIBILITY SPLAY (TO A 0.5m OFFSET)

UNCONTROLLED CROSSING WITH DROPPED KERBS AND TACTILE PAVING

TREE TO BE REMOVED

PROPOSED 5.0m ACCESS WITH 2.0m FOOTWAY ON SOUTHERN SIDE

TREES TO BE REMOVED

UNCONTROLLED CROSSING WITH DROPPED KERBS AND TACTILE PAVING

TREES TO BE REMOVED

2.4m x 43m VISIBILITY SPLAY (TO A 0.5m OFFSET)

SCALE BAR @ 1:500

0 5 10 25 50

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CLIENT: RYDON HOMES, GLEESON DEVELOPMENTS LTD

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:

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Fax: 01256 338644

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TITLE: PROPOSED ACCESS FROM DAPPERS LANE

PROJECT: LAND SOUTH OF WATER LANE, ANGMERING

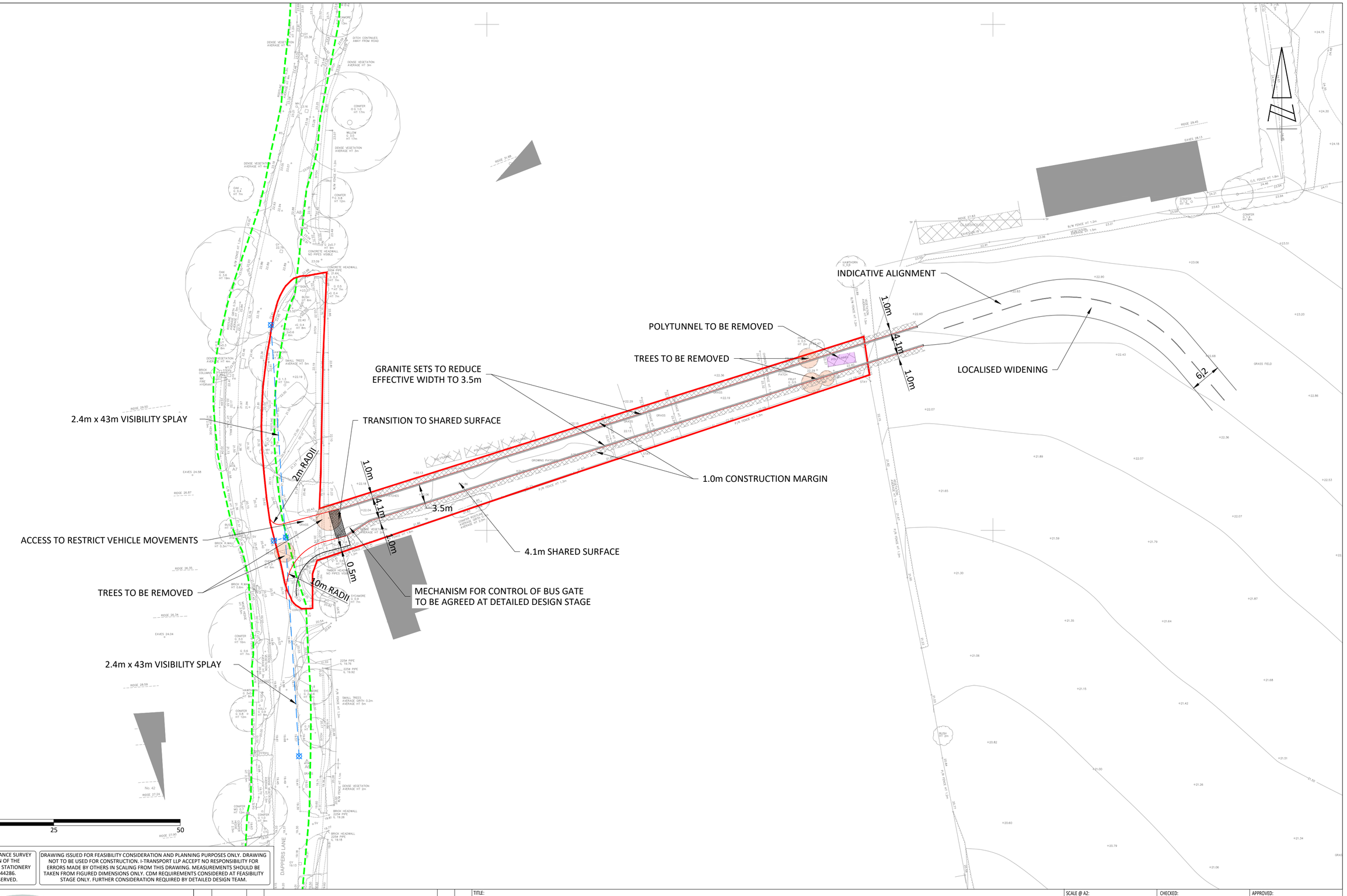
SCALE @ A3:	CHECKED:	APPROVED:
1:500	TW	TW
FILE REF:	DRAWN:	DATE:
ITB9105	MC	31.01.18

DRAWING No: ITB9105-GA-117

PROJECT No: ITB9105

REV: -

T:\Projects\9000 Series Project Numbers\9105\TB Land at Angmering, Arun Distr., W Suss\Tech\Acad\i-Transport Drawings\Working Drawings\GA\100 Series\ITB9105-GA-117.dwg



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	15.03.18	MC	TITLE AMENDED	TW	TW
A	07.02.18	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	TW	TW

STATUS: FOR INFORMATION

TITLE: ACCESS LINK FROM DAPPERS LANE SHOWING BUS/CYCLE/PEDESTRIAN ACCESS

PROJECT: LAND SOUTH OF WATER LANE, ANGMERING

CLIENT: RYDON HOMES / GLEESON DEVELOPMENTS LTD

SCALE @ A2:	CHECKED:	APPROVED:
1:500	MC	TW
FILE REF:	DRAWN:	DATE:
ITB9105	MC	31.01.18

DRAWING No: ITB9105-GA-118

PROJECT No: ITB9105 REV: B

T:\Projects\9000 Series Project Numbers\9105\TB Land at Angmering, Arun Dist. W Sussex\Tech\Acad\Transport Drawings\Working Drawings\GA\100 Series\ITB9105-GA-118B.dwg

ARUN DISTRICT COUNCIL A/2/18/OUT

APPENDIX A **ILLUSTRATIVE MASTERPLAN**

ARUNDEL ROAD

Mast

Track

Kickabout Space / Junior Football Pitches

MUGA

NEAP

LAP

LEAP

Swale

Groom's Copse

Ponds

Water Feature

Post

Culberry

Greenways

Consent No: A-142-16-OUT

Brindles

Highdown

Merry England Nursery

Styles Field

Consent No: A-142-14-PL

1.2m footpath

Jays Roost

High Trees

Consent No: A-178-17

Crete Nurseries

The Acre

Stables

1 to 4

Woolven House

The Laurels

Stonehurst

Westbury

St Denys North

Consent No: A-31-15-PL

St Deny's Nursery

St Denys South

The Cottage

Redcroft

The Gables

The Bungalow

Consent No: A-27-16-PL

Broadlees

DARTERS LANE

MERRYFIELD CRESCENT

BEECH VIEW

FERNDALE

WALK

ETYNE CLOSE

ANDS CLOSE

Disabled Spaces Proposed car parking

Lorry Turning

Proposed cycle store

Disabled spaces

90m visibility splay with 2m set back

Pond

Swale

12.7m

KEY

- Site Boundary
- Existing Tree
- Proposed Tree
- Existing Screen Planting
- New Screen Planting, including bio-diverse species for ecological enhancement
- Access Road
- Primary Road, 6.5 or 5.5m wide, 2m pavement
- New Dwelling (House, garage, plot number)
- New Dwelling (Apartments)
- Parking
- Curtilage (gardens)
- Groundcover Planting/Hedging
- Footway/Cycleway with Information Board
- Equipped Play Areas: LAP,LEAP,NEAP,MUGA
- Open Space Used For Sustainable Drainage
- Ancient Woodland (with 15m buffer)
- Adjoining Consented Development
- Employment Buildings

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ARUN DISTRICT COUNCIL A/202/17/RES

0 100 200 M

N

REV:	DATE:	AMENDMENTS:	DRAWN:	CHECKED:
-				
A	26.10.17	Issued for comment		
B	03.01.18	Roundabout junction shown		
C	26.01.18	Landscape comments augmented. SUDs updated		

CLIENT:
Rydon Group
Gleeson Strategic Land

PROJECT:
Angmering,
Land North of Water Lane

DRAWING:
Illustrative layout

DATE:
Sept'17

SCALE: **1:1250 @ A1**

DWG NO: **1911 P 103**

REV: **C**

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APPENDIX B TRAVEL QUESTIONNAIRE

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male ☐ Female ☐

5. Age Group

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60+ ☐

6. Number of people in household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

7. Number of cars per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

8. Number of bicycles per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

9. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

About your job

10. Do you work? 1 -3 days ☐ 4 days ☐ Full time ☐ Shifts ☐

Other, please specify

11. What hours do you normally work? Regular Office ☐ Flexi ☐

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None ☐ Attend meetings ☐ Visit site / clients ☐ Other ☐

Travel to work

13. How do you normally travel to work?

Walk/jog	☐	Bicycle	☐	Bus	☐
Train	☐	Taxi	☐	Motorbike	☐
Car on own	☐	Car Share	☐		

Other (please specify) ☐

14. What alternatives do you occasionally use?

Walk/jog	☐	Bicycle	☐	Bus	☐
Train	☐	Taxi	☐	Motorbike	☐
Car on own	☐	Car Share	☐		

Other (please specify) ☐

15. How far do you travel to work? (one way)

Up to 1 mile	☐	1 - 3 miles	☐	3 - 10 miles	☐
10 - 20 mile	☐	Over 20 miles	☐		

16. How long does it normally take you to get to work? (one way)

0 - 15 mins	☐	16 - 30 mines	☐
30 - 60 mins	☐	60 mins +	☐

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency	☐	Covered and secure cycle parking	☐
Changing / locker facilities	☐	Pool car available for business use	☐

Other (please specify) ☐

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes	☐	No	☐	I already car share	☐

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner ☐ Financial incentives for car shares ☐

Free transport home in an emergency ☐ Pool car available for business use ☐

Priority parking for car sharers ☐

Other, please specify ☐

20. Is bus or train travel a possibility?

Yes ☐ No ☐ Both ☐

Which is most convenient?

Bus ☐ Train ☐

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route ☐ Pool car available for business use ☐

More frequent services ☐ More reliable services ☐

Better information on times and fares ☐

Regular link between station/bus stop and place of work ☐

Other, please specify ☐

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self ☐ Education for dependants ☐

Access to Health services ☐ Access to retail services ☐

Leisure ☐

Other, please specify ☐

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

* establish travel patterns to site;

* to assist with setting objectives for the Travel Plan which may be implemented in the future

* to monitor travel patterns at the site over set periods of time to quantify modal shift.



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ARUN DISTRICT COUNCIL A/[illegible]/RT