



GLADMAN DEVELOPMENTS LTD

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

Residential Travel Plan

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Croft Transport Solutions

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Contents

1	INTRODUCTION.....	2
1.1	Preamble.....	2
1.2	The Travel Plan.....	3
1.3	Residential Travel Information Pack	3
1.4	Plan Administration	3
2	ACCESSIBILITY BY NON-CAR MODES.....	5
2.1	Introduction	5
2.2	Accessibility on Foot.....	5
2.3	Access by Cycle.....	10
2.4	Access by Bus	10
2.5	Accessibility by Rail	12
2.6	Accessibility Summary.....	12
3	MANAGEMENT MEASURES	13
3.1	Introduction	13
3.2	Residential Travel Information Pack	13
3.3	Travel Awareness and Information.....	14
3.4	Promotion of Car Sharing	14
3.5	Encouraging Walking/Cycling	15
4	TRAVEL PLAN TARGETS	16
4.1	Introduction	16
4.2	Potential Targets.....	16
4.3	Plan Monitoring and Assessment	17

(See Transport Assessment for Plans)

1 INTRODUCTION

1.1 Preamble

1.1.1 Croft have been instructed by Gladman Developments Ltd (Gladman) to advise on the traffic and transportation issues relating to a proposed residential development on land to the west of Arundel Road in Angmering. The location of the site in relation to the surrounding area is presented in **Plan 1**

1.1.2 It is proposed to develop the site to provide up to 200 residential units. An indicative site layout is included within other documents submitted as part of the planning application.

1.1.3 Following discussions with the local planning authority, the proposals also include the provision of a full size adult football pitch that will form a focal point to the development and assist in promoting a healthy and active lifestyle for new and existing residents.

1.1.4 Given the potential scale of the development and in accordance with current Department for Transport guidance for C3 (residential dwellings) land uses, the proposals fall within the threshold requiring a full Transport Assessment and Travel Plan.

1.1.5 In light of the above, this Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

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

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

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

1.2 The Travel Plan

- 1.2.1 The aims of the Travel Plans are as follows:

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

1.3 Residential Travel Information Pack

- 1.3.1 The principal measure will consist of a Residential Travel Information Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.4 Plan Administration

- 1.4.1 The developer will be required to designate a Travel Plan Co-ordinator for the development.
- 1.4.2 Essentially this Co-ordinator will provide a liaison in implementing the plan with the local authority.
- 1.4.3 Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies.

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

2 ACCESSIBILITY BY NON-CAR MODES

2.1 Introduction

- 2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.
- 2.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.
- 2.1.3 The accessibility of the proposed site has been considered by the following modes of transport:
- Accessibility on foot.
 - Accessibility by cycle.
 - Accessibility by bus.
 - Accessibility by rail.

2.2 Accessibility on Foot

- 2.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 2.2.2 An existing pedestrian footway of around 2 metres in width is located to the east of the site on the western side of Arundel Road, this footway provides pedestrian links throughout Angmering and provides direct linkages to the nearby day to day amenities within the village.

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

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

Table 2.1 – IHT 'Providing for Journeys on Foot' Walk Distances

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

2.2.7 **Table 2.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 2.2 – Manual for Streets Walk Distances

2.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 2.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 2.3 – DfE Walk Distances to Schools

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

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

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

2.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 2.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

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

Table 2.4 – WYG Report/NTS Data Walk Distances

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

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

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

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

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

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

2.2.16 **Table 2.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria:

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

Table 2.5 - Distance from Site to Local Facilities

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

2.3 Access by Cycle

- 2.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 2.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Little Hampton, East Preston, Ferring and Rustington.
- 2.3.3 National cycle route 2 is located approximately 5km from the centre of the site, this cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.
- 2.3.4 The site can therefore be considered as being accessible by cycle.

2.4 Access by Bus

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

- 2.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 2.6** below.

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

Table 526 - Existing Bus Services Operating Past the Site

- 2.4.3 As can be seen from Table 5.6, the nearest bus stops to the site provides 1 service in the peak periods to East Preston, Worthing and Lancing.
- 2.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 8.00am to around 6.00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 2.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 2.7** below.

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

Table 2.7- Example Bus Journey Times from the Site

- 2.4.6 The above table demonstrates that East Preston is just a 10-minute bus journey from the site and Worthing is just a 32-minute bus journey.

2.4.7 It is therefore concluded that the proposed development site is accessible by bus.

2.5 Accessibility by Rail

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

2.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

2.6 Accessibility Summary

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

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

- The site is accessible on foot and these provisions will be improved as part of the works on the development site.
- Cycling is also an alternative to the private car, with the site being located approximately 5 kilometres from National cycle route 2.
- The services from the bus stops on Arundel Road, travelling to East Preston, Worthing and Lancing, shows that the proposed development can be accessed by bus.
- The site is accessible via rail with Angmering train station located just a bus journey from the site.

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

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be considered:

- i) Residential Travel Information Pack (RTIP)
- ii) Travel Awareness and Information
- iii) Promotion of Car Sharing
- iv) Encouraging Walking/Cycling

3.2 Residential Travel Information Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 It is recommended that an RTIP is provided for the occupants of each new residential unit, prior to the occupation of the first unit.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Residential Travel Information Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Residents Travel Information Pack will be the responsibility of the house builder.

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

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available on request to residents on purchasing a property.

3.3.2 As mentioned previously, Residential Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.4 Promotion of Car Sharing

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

3.4.2 Further details can be found at the following location www.liftshare.com

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

3.5 Encouraging Walking/Cycling

- 3.5.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes. Information on these schemes is available on the following websites www.walkbudi.com/www.bikebudi.com
- 3.5.2 The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.
- 3.5.3 The WalkBUDi/BikeBUDi schemes aim to help individuals to meet others wanting to travel the same way. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer.
- 3.5.4 As part of these schemes the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

4 TRAVEL PLAN TARGETS

4.1 Introduction

- 4.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.
- 4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.
- 4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.
- 4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with the Council and included in the final Travel Plan for the development.

4.2 Potential Targets

- 4.2.1 Targets which according to the DfT may potentially be included in the Travel Plan include the following:
- Car trips per household - targets set on the basis of predicted trip rates for the development.
 - Uptake of alternatives - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.

- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

4.3 Plan Monitoring and Assessment

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

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

4.3.2 The monitoring could include items such as:

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

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

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



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