

Travel Plan
for
46 new dwellings
at Land off Roundstone Lane, Angmering
by:



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To:

**Arun District Council,
Council Offices,
Maltravers Road,
Littlehampton,
West Sussex,
BN17 5LF**

For the attention of: Mr N Crowther

Dear Sir,

**Re: 46 Dwellings, Residential development at Former Pound Nursery
Roundstone Lane, Angmering**

As developers we are committed to achieving the highest level of sustainability that it is reasonable and economic to achieve within our developments. This extends from sustainable building procedures, improved insulation and recycling opportunities to a Travel Plan on new residents. This document contains the basis of our arrangements to instigate a sustainable Travel Plan.

As a responsible and progressive organisation we recognise that this development will be a significant generator of traffic and that all the future residents should be made aware of the consequences of travel to and from the site. In this respect we are committed to introducing an effective Travel Plan to encourage a sustainable method of transport in the way people travel when they go about their normal daily life by influencing their travel behaviour.

The site is located close to a number of major educational facilities and close to good public transport. Despite providing high levels of car parking within the development we aim to encourage all new tenants get into the habit of thinking before they use the car, especially with single-occupancy journeys.

This Travel Plan represents a commitment on our part towards delivering a sustainable development and we look forward to working with you towards the successful implementation of this Travel Plan.

Yours sincerely,

**On behalf of Barratt Homes Southampton
James Dunne
Technical Director**

1. INTRODUCTION

- 1.1 Barratt David Wilson Homes (BDW) have been granted permission by Arun District Council (ADC) for the development off Roundstone Lane in the parish of Angmering to create 46 new residential dwellings. As part of a Section 106 Agreement associated with planning application A/167/14/PL, we are required to submit a Travel Plan to Arun District Council for approval, pursuant to Condition 12 of the planning permission.
- 1.2 A draft Travel Plan has already been submitted with the planning application to start the consultation on this matter. This amended plan is a revision of that draft document having taken under consideration and into account the comments from West Sussex County Council during the planning consultation process. It also weighs the contribution towards sustainable travel that will be encouraged through the more physical infrastructure improvements that the Section 106 agreement obliges.
- 1.3 The Travel Plan is aimed at reducing the reliance on the use of the private motor car by occupants of the development and which encourages the use by those occupants of alternative means of transport which have less of an adverse impact on the environment. This plan is aimed at influencing the behaviour of the occupants of the new residential units.
- 1.4 The site is located close to a number of major educational establishments and close to a number of high frequency bus services. Hence residents will have a realistic choice of travel by non-car modes to all parts of the adjoining area for work, school, retail and leisure purposes. This plan sets out to encourage the maximum use of non-car travel.

2. OBJECTIVES OF THE TRAVEL PLAN

The seven day automatic traffic volume and speed survey was undertaken adjacent to the kerbed build out between 18 and 25th June 2012. The survey recorded a 7 day average of 1373 vehicles northbound and 1652 southbound. The transport assessment which was completed during the design process identified that the likely daily traffic generation for the site would be 938 vehicle movements. Peak hour movements (AM & PM) are predicted at between 130-140 trips. The assessment also identified the predicted amount of non-car trips would be around 30 walk, cycle and bus trips

To meet the requirements set out by West Sussex County Council the aim of this travel plan is to achieve a 12 hour week day trip rate that is 10% lower than predicted rate for the site as shown in the transport assessment. This is assuming a travel plan were not implemented. The aim is to achieve this within 5 years and sustained for a 5 year monitoring period.

The more detailed objectives can be summarised as:

- a) increasing travel awareness.
- b) to reduce the need to travel during peak periods.
- c) to minimise the dependence on use of the private car and vans.
- d) to reduce the number of single occupancy journeys by car
- e) to encourage the use of non-car modes of travel.
- f) to maximise the safety of people travelling from the site.

2.2 The benefits of a residential travel plan are often identified as;

- reduced need to travel by the provision of on-site facilities and access to information and services through the internet
- improved choice of travel options available to all residents
- improved quality of the public space
- enhanced social inclusion and sense of community
- less congestion

3. NATIONAL AND LOCAL AUTHORITY POLICY

3.1 In the 1998 Transport White Paper 'A New Deal for Transport : Better for Everyone' the government indicated its intention of working with local authorities to encourage all major employers to introduce green commuter plans and green transport plans. Although the names have now changed, the 2004 White Paper 'The Future of Transport – a network for 2030' continued this theme by encouraging the introduction of Travel Plans at all workplaces.

3.2 The government planning guidance 'PPG13 Transport' (March 2001) advised that local authorities should set local targets for the adoption of travel plans by business and should also set an example by adopting their own plans. Whilst pointing out that there is no standard format for Travel Plans and each is tailored to suit a particular site it makes no mention at all residential travel plans, which are a relatively new concept.

3.3 Current national guidance is summarised on the DfT web-site (www.local-transport.dft.gov.uk/travelplans/index.htm) and at the web site www.transportenergy.org.uk/travelplannetwork . Other documents of relevance to this Travel Plan are the DfT report 'Using the Planning Process to secure travel plans – Best Practice Guide July 2002 and the DfT Report 'Making Residential Travel Plans Work' June 2007.

3.4 Further information on residential travel plans is included on the West Sussex website under the heading of 'Travelwise' and can be found at:

http://www.westsussex.gov.uk/living/roads_and_transport/travelwise.aspx

4. SITE AUDIT

4.1 The purpose of a site audit is to identify how well the site caters for a range of sustainable travel movements and access requirements. It is the first step in creating a 'self-help' process for analysing travel opportunities and any potential deficiencies and problems related to the site.

4.2 With a residential Travel Plan the most important characteristics in influencing the travel habits of residents are:

- a) the location of the site and
- b) what access residents have to either a motor car or to alternative modes of travel.

The location of this site and many of the features designed into the scheme will ensure that the travel characteristics of residents will be as sustainable as possible.

4.3 The physical features of the location of the site that are relevant in influencing the choice of travel mode are:

i) The proximity of the site to a wide range of local facilities all of which are easily accessible on foot (say up to 1500m). These include (with an approximate walking distance from the edge of the site):

• bus-stops (Roundstone Road)	75m
• Angmering Village Hall	500m
• local shops in Roundstone Road	600m
• railway station	1000m
• Sainsbury superstore	1200m
• town centre	2000m

4.4 In addition, the various design features incorporated into the scheme include:

- cul-de-sac layout to increase the amenity for pedestrians and cyclists
- shortest route to most facilities by walk / cycle
- ample secure cycle parking on site
- improved pedestrian links out of the site
- internal layout designed to create low speeds
- improved future access into and out of the site

Public Transport

4.5 The site is well served by a number of good bus services. The service frequencies and period of operation are summarised below.

Holmbush Centre ● Lancing ● Worthing ● Angmering ● Littlehampton 9

MONDAYS TO SATURDAYS except Public Holidays

low floor easyaccess

	M-F	M-F	S						
Holmbush Shopping Centre	0649	0739		39		1539	1639	1739	1839
Southlands Hospital	0654	0745		45		1545	1645	1745	1845
Shoreham Rail Station	0658	0750		50		1550	1650	1750	1850
Mash Barn Shadwells Road	0710	0804		04		1604	1704	1804	1904
Lancing Rail Station	0714	0809		09		1609	1709	1809	1909
Western Road Carnforth Road	0718	0813		13		1613	1713	1813	1913
Worthing Hospital	0724	0821		21		1621	1721	1821	1921
Worthing Marine Parade (arr)	0729	0826		26		1626	1726	1826	1926
Worthing Marine Parade (dep)	0638	0733	0733	30		1630	1730	1830	
Goring Road Wallace Avenue	0650	0745	0745	42		1642	1742	1842	
The Causeway Golden Lion	0654	0749	0749	46		1646	1746	1846	
Maybridge The Avenue	0658	0753	0753	50		1650	1750	1850	
Roundstone Garden Centre			0856	56		1656			
Angmering Chantryfield Road	0708	0803	0803	03		1703	1801	1901	
Angmering Green	0711	0807	0807	07		1707	1805	1905	
Angmering Rail Station	0716	0811	0811	11		1711	1809		
Rustington Shops The Street	0723	0817	0817	17		1717	1815		
Beaumont Park Shops	0729	0824	0824	24		1724	1822		
Littlehampton Anchor Springs	0738	0835	0835	35		1735	1833		

Littlehampton ● Angmering ● Worthing ● Lancing ● Holmbush Centre 9

MONDAYS TO SATURDAYS except Public Holidays

low floor easyaccess

	M-F	M-F	S	M-F	S	M-F	S						
Littlehampton Anchor Springs						0740	0840		40		1640	1740	1840
Beaumont Park Shops						0750	0850		50		1650	1750	1849
Rustington Shops The Street						0758	0858		58		1658	1758	1857
Angmering Rail Station						0805	0905		05		1705	1805	1904
Angmering Green						0809	0814	0909	09		1709	1809	1908
Angmering Chantryfield Road						0812	0817	0912	12		1712	1812	1911
Roundstone Garden Centre								0918	18		1718		
Maybridge The Avenue	0631		0726	0731	0825	0828	0925		25		1725	1822	1921
The Causeway Golden Lion	0635		0730	0735	0829	0832	0929		29		1729	1826	1924
Goring Road Wallace Avenue	0639		0734	0739	0834	0836	0934		34		1734	1830	1928
Worthing Marine Parade (arr)	0649		0747	0749	0847	0847	0947		47		1747	1842	1938
Worthing Marine Parade (dep)	0610	0651	0655	0751	0751	0851	0951		51		1751		
Worthing Hospital	0614	0655	0659	0755	0755	0855	0955		55		1755		
Western Road Carnforth Road	0620	0702	0706	0802	0802	0902	1002		02		1802		
Lancing North Road Shops	0624	0707	0711	0807	0807	0907	1007		07		1807		
Mash Barn Shadwells Road		0710	0714	0810	0810	0910	1010		10		1810		
Shoreham Rail Station	0636	0725	0728	0825	0825	0925	1025		25		1825		
Southlands Hospital	0641	0730	0732	0830	0830	0930	1030		30		1830		
Holmbush Shopping Centre	0647	0737	0737	0837	0837	0937	1037		37		1837		

M-F = Mondays to Fridays only; S = Saturdays only

Although we make every effort to provide easy access buses where advertised, there may be exceptional circumstances when we need to substitute another bus rather than miss a journey.



- 4.6 The nearest bus stops are in Roundstone Road, some 75m from the site.

5. SCOPE AND INITIATIVES OF THE TRAVEL PLAN

Objectives:

- 5.1 The main thrust of the Travel Plan is to influence the travel habits of residents. The main objectives of the residential travel plan are;
- address resident's needs for access to a full range of facilities and activities without the need to use a motor car
 - reduce the traffic generated by the development
 - encourage good design principles and support the local community
- 5.2 Ensuring that these travel plan principles are in place from the outset can also provide an opportunity to make a fundamental shift towards the provision of streets for people and social activity rather than purely a means of access to properties.
- 5.3 A typical structure for a Residential Travel Plan is the 'travel plan pyramid' comprising;
- promotional strategy –welcome packs, bus discounts, cycle incentives
 - services and facilities - provision of good public transport, access to car clubs; use of home delivery services
 - Travel Plan Co-ordinator on site
 - built environment – features designed into the scheme
 - location – proximity to local facilities
 - Two stage survey to identify the effectiveness of the travel plan and ways in which it can be improved.

Proposed measures

- 5.4 The following sets out the proposed measures for the site. They have been tailored to suit the particular location and availability of services.

a) Design

The site layout is based on a cul-de-sac arrangement that includes a pedestrian link in a direction where there is no vehicle link, so providing a far more convenient route towards the major local attractions. This pedestrian route also leads to the nearest bus stop.

Each residential unit will have access to a secure cycle storage space

b) Initiatives

BDW Sales Adviser will be appointed to act as the Travel Plan Coordinator (TPC) during the period of selling the new homes to the future owners. The sales particulars will include a simple 'Travel Plan Welcome Pack to be included as part of the developer's 'Move-in File' paperwork. This will include:

- a summary of these Travel Plan initiatives
- The aims and benefits of the Travel Plan;
- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops and leisure facilities etc.
- Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking.
- Information on how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
- Information about the local railway station, including approximate journey times and a cost comparison with car travel + parking.
- Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- Information about local bike shops offering discounts to residents living on the development. The county council has negotiated discounts on behalf of developers and further details can be found on the council's web site.
- details of the West Sussex Cycle route planner available at: <http://cyclejourneyplanner.westsussex.gov.uk/>
- details of the 'West Sussex Carshare' initiative available at: <https://westsussexcarshare.liftshare.com/aboutus.asp#>
- other relevant local information (play groups, nurseries, play areas etc)
- The name and contact detail of the TPC
- Details of the 3in1 Student Travel Card available in West Sussex for those aged 5-19 years. Details at: <http://www.yourspacewestsussex.co.uk/default.aspx?page=510>

5.8 Included in the Travel Pack will be a questionnaire which the householder will be asked to carry out on two occasions. The first will be carried out once 50% of the units have been occupied and the second once the final occupation has been completed.. (Appendix A). This simple survey will ask for details of regular journeys (i.e. one made at least 3 times per week) each householder makes; whether there is an alternative travel mode they have considered and could use, and what is stopping them from using this alternative mode of travel (i.e. having to collect or drop-off another person on route to destination)

5.9 Barratt Homes has appointed a Residential Estate Management Company, called 'Remus', who will take on the role of Travel Plan Co-ordinator when the new homes selling process has completed and all the properties are occupied or owned.

- 5.10 A Travel Voucher will be provided to each household, to the value of £150 and aimed towards encouraging the purchase of bicycles. We will work towards finding a local cycle shop to partner with on this initiative.
- 5.11 In addition information on the government assisted Cycle-to-Work scheme whereby the cost of purchasing a new cycle or cycle equipment by staff through their employer is reduced by 50% through a salary sacrifice scheme will be available in the first instance from the TPC, although this arrangement is made through individual employers
- 5.12 Once full occupation has occurred, as part of the annual year-end notification to all owners for the next year's arrangements, the Managing Agent will provide a summary of West Sussex Travel Wise initiatives for the following year as the example below:

2014 dates	Event	Further information
19-23 May	National Walk to School Week	www.westsussex.gov.uk/walktoschool
14-22 June	National Bike Week	www.bikeweek.org.uk
15-21 September	National Travelwise Week / European Mobility Management Week	www.mobilityweek.eu
22 September	European Car Free Day - "In town without my car"	www.mobilityweek.eu
6-10 October	National Liftshare Week	www.westsussexcarshare.com
October	International Walk to School Month	www.walktoschool.org.uk
17-23 November	Road Safety Week	www.roadsafetyweek.org.uk

6. TARGETS , MONITORING, COORDINATOR AND IMPLEMENTATION

Targets

- 6.1 The target is to reduce the 12-hour weekday vehicle trip rate (as predicted in the Transport Assessment) by 10% at year 5 of the monitoring period. The predicted vehicle trip rate for the development is 938 vehicle movements. A 10% target reduction in vehicle movements would achieve 844 daily vehicle movements.
- 6.2 In order to achieve the 10% reduction in vehicle trips, many sustainable travel features for new residents will be available, including:
- A Travel Plan Coordinator in post – The Sales Advisor
 - A Travel Plan welcome pack to be included with the 'Move-In' file
 - A Travel voucher for £150 to exchange for either free bus travel or the purchase of a cycle and/or protective clothing
 - Secure cycle parking to each property

- New public transport links, including new bus shelter.
- Linked pedestrian footways.

It is predicted that 70.1% of residents will travel by private car.

A targeted increase for sustainable methods of travel as follows:-

Mode	Current	Increase	Target
Pedestrian	8.3%	2%	10.3%
Cyclists	5.7%	3%	8.7%
Bus	1.8%	2%	3.8%
Train	5.2%	2%	7.2%
Vehicle Passenger	6.3%	1%	7.3%
Totals	<u>22.1%</u>	<u>10%</u>	<u>31.1%</u>

- 6.3 As occupation increases, there will be feedback from the travel questionnaire which will give an insight into what concerns or affects residents.
- 6.4 Once the travel characteristics of the new residents are known then it will be possible to refine the various initiatives and targets.
- 6.5 The Travel Plan can then be modified with new initiatives.

Monitoring

- 6.6 A TRICS survey multi modal survey will be carried out in phases 1, 3, and 5. This will be administered by Paul Basham Associates on behalf of Barratt homes. Results will be coordinated and returned to WSCC for review. The surveys will help to validate any assumptions about the transport impacts of the development.

Travel Plan Co-ordinator

- 6.7 The agreed Travel Plan measures will be in place prior to occupation of the first new dwelling. A travel plan co-ordinator will be appointed to deliver the travel plan. This will take the form of a sales advisor and will be based on site within the sales office. Barratt David Wilson Southampton will provide the County Council with the details of the TPC one appointed.

The TPC will ensure that regular surveys are conducted in order to monitor progress towards targets.

The TPC will provide a basic personal journey planning service to residents.

The TPC will be appointed prior to occupation of the first dwelling and will be in place until the results of the final survey are established.

Once the results are known and implemented the TPC will then be responsible for trying to identify a local person would be interested in continuing with the duties of the TPC after the sales team has left. This could be either a resident or others persons involved within the community.

If such a person is not identified the TPC function will continue, and the role will be undertaken either by the management company or a transport consultant.

Travel Plan Voucher

- 6.8 A travel plan voucher will offered to the initial occupants of the residential units. Vouchers will be worth £150 per dwelling and will be exchangeable for one of / contribution to the following schemes:

1. A season ticket for the local bus service.
2. A rail season ticket or network card.
3. A contribution towards the purchase of a new bicycle and / or equipment.
4. Up to three West Sussex County Council 3 in 1 cards (concessionary fare scheme for 5-19 year olds)
5. Bikeability training up to 4 members of the household

Stagecoach tickets may be available as a free “taster tickets” for each resident and also discounted Megarider tickets. The Travel Plan Co-ordinator will contact Stagecoach for more information once the travel plan has been established.

The Travel Plan Co-ordinator will refer the resident to the local car sharing scheme and cycle journey planner. This will be included within the individual residents welcome packs.

EV Charging Points

- 6.9 The site will utilise the existing network of 20 EV charging points within the West Sussex area. The TPC will promote the “Charge you Car” scheme referring residents to the local authority’s website for further information and positioning of EV points.

Promotion and Publicity

- 6.10 The TPC will actively promote national awareness events including events such as bike week, travelwise week, car free day, liftshare week and walk to school week.

7. CONCLUSIONS

- 7.1 The key elements of the Travel Plan and Travel Initiatives are:

- increasing travel awareness
- a commitment to reducing the reliance on the use of the motor car
- to encourage the use of non-car modes of travel (ie bus, train, walk, cycle).
- to maximise the safety of people travelling to the site.
- to reduce the number of single occupancy journeys by private car during peak periods.

- 7.2 The other elements will take longer to achieve and the scope for a small development is less than a large one. Nevertheless it will remain as a target for all to achieve.

Appendix A:

**Dear: Owner/Occupier
Property Address:**

Dear Sir or Madam,

Re: Travel Plan and *Travelwise* for Residents of Barratt Homes at Swanbourne Park, Angmering

As part of our on-going commitment aimed towards promoting a more sustainable lifestyle through the promotion of 'Travelwise' initiatives, the Travel Plan for Swanbourne Park, Angmering is based upon the principal of continuous improvement informed by feedback that is based upon understanding the travel behaviour of residents.

On that basis, we would be most grateful for a few minutes of your time to answer some simple questions that will allow us to tailor our on-going guidance and recommendations to you as your Travel Plan Coordinator.

Could you please:

Tell us the details of any regular journeys that you make at least 3 times per week:

Advise if there is an alternative travel mode that you have considered and could use:

Inform us of the main barrier to using this alternative mode of travel i.e. having to collect or drop-off another person on route to destination:

Thank you for your valuable time in completing our questionnaire. Please return your completed form within 1 months of receiving it to our Sales Office on site. This information will is very important in tailoring our on-going advice to suit your needs and the on-going development of your travel plan.