Appendix 12

Interim Residential Travel Plan

the Civil Engineering Practice

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INTERIM

Residential Travel Plan

For housing development at

Roundstone Lane
Angmering

On behalf of

Barratt David Wilson Southampton

(Pre-Occupation)

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1 Introduction

1.1 The information in this Travel Plan has been put together to help the residents of the new housing development at Roundstone Lane, Angmering travel to and from their new homes by sustainable modes of transport with reduced reliance on the private car.

1.2 Barratt David Wilson Southampton working with West Sussex County Council aim to raise awareness of the problems associated with unnecessary car use and to help find practical and economic ways of helping people to reduce car use and find alternative ways to travel.

1.3 The aim of the Travel Plan is to promote travel by sustainable modes; walking, cycling, buses and trains whilst being aware of the importance of the private car for long distance journeys which are more difficult to make by sustainable travel modes.

1.4 Where there is a need to use a car, the plan seeks to promote the use of car clubs and car sharing to reduce single occupant car use and in turn reduce cost and excessive parking.

1.5 The Travel Plan is committed to by Barratt David Wilson Southampton and West Sussex County Council and will operate for a minimum of five years. The main objectives are:

- To provide sustainable transport choice for residents at the earliest opportunity.
- To aim to reduce single occupancy car use by 10% over a five year period. This can be achieved by a reduction of just 2% each year.

1.6 It is important to understand that the schemes set out within the Travel Plan should not be seen as anti-car but instead as providing viable alternatives to travelling by car for residents. There are various potential benefits to this in terms of financial cost, health, community and the environment.

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2 Roles

2.1 The Developer

2.1.1 Barratt David Wilson Southampton as developer of the properties commissioned this Travel Plan and made a commitment at the Planning Stage to appoint a Travel Plan Coordinator to promote the Plan for five years

2.1.2 The Travel Plan Coordinator will be appointed prior to occupation of the first house.

2.2 The Travel Plan Coordinator

2.2.1 The Travel Plan Coordinator will maintain and organise the Travel Plan.

2.2.2 The Travel Plan Coordinator's responsibilities include:

- Making all residents aware of the Travel Plan and providing all new occupants with an Introductory Travel Pack.
- Implementing and promoting the schemes and initiatives of the Travel Plan
- Commissioning Travel Surveys on behalf of the Developer
- Supplying West Sussex County Council with Survey data
- Monitoring the effectiveness of the Travel Plan
- Updating the Travel Plan
- Informing all residents and West Sussex County Council of progress and any new or revised targets

2.3 West Sussex County Council

2.3.1 West Sussex County Council are committed to promoting sustainable travel choice in the County as a whole and work with local businesses, residents associations, developers and local communities.

2.3.2 West Sussex County Council will audit each Travel Survey and independently monitor the effectiveness of the Travel Plan for comparison with the findings of the Travel Plan Coordinator.

2.4 The Residents of Roundstone Lane

2.4.1 This Travel Plan is for the residents at Roundstone Lane and they are encouraged to use it for their benefit as an aid towards a less car dependent neighbourhood.

3 Local Transport Information

3.1 By Foot and Cycle

3.1.1 There is a 1.8m wide footway along the full length of the west side of Roundstone Lane and a 1.8m wide footway on the east side of Roundstone Lane which extends northwards from the northwest corner of the site to the High Street.

3.1.2 There is a traffic signal controlled pedestrian crossing on the A259 on the route towards Angmering Railway Station together with several other uncontrolled crossing points at the junctions with Roundstone Lane and Angmering Bypass and a footbridge over the A259 Roundstone Bypass adjacent to Station Road.

3.1.3 In addition to the public footways there are public footpaths along the southern and eastern boundaries which connect Roundstone Lane to the A259 to the south and the High Street to the north.

3.1.4 There is a segregated footway cycleway through the residential estate to the west, a dedicated off road cycle route to the south of the site following the alignment of the A259 and an off carriageway shared cycle route along the A280 Angmering Bypass between Water Lane and the A27.

3.2 By Bus

3.2.1 Stagecoach and Compass Bus operate bus services in the vicinity of the site.

3.2.2 The closest bus stop is located immediately outside the main entrance on Roundstone Lane.

3.2.3 There are also stops on Roundstone Lane at its intersection with the footpath which follows the southern site boundary.

3.2.4 All stops provide access to the Stagecoach number 9 bus which offers an hourly service between Southwick and Littlehampton as well as Angmering and Rustington centres and Angmering Railway Station.

3.2.5 Compass Bus number 84 can be accessed from the village green approximately 1km to the west and provides two services Mondays to Saturdays to Arundel and Chichester.

3.2.6 The Stagecoach 700 Coastliner Service stops on Littlehampton Road 1km to the south and provides up to 6 services per hour in each direction between Brighton and Southsea including Ferring, Goring, Worthing, Lancing, Shoreham, Portslade and Hove to the east and continuing to Rustington, Littlehampton, Arundel, Yapton, Bognor Regis, Chichester, Bosham, Southbourne, Emsworth, Havant, Hilsea and Portsmouth to the west.

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3.2.7 The remaining services within Angmering provide access to schools and supermarkets and are typically one service per day which can be caught from either the Village Green or Dell Drive to the west.

3.3 By Train

3.3.1 Angmering Railway Station is located approximately 2km from the site, a 25 minute walk or 12 minute cycle ride.

3.3.2 The number 9 bus provides direct access between the site and the Railway Station and has an hourly frequency.

3.3.3 There is a well established pedestrian route to Angmering Railway Station with a traffic signal controlled pedestrian crossing on the A259.

3.3.4 Trains from Angmering Station travel west to Littlehampton, Chichester, Portsmouth and Southampton and east to Worthing, Hove, Brighton, Gatwick and London Victoria.

3.4 By Car

3.4.1 The B2225 Roundstone Lane links the High Street with the A259.

3.4.2 The A280 Angmering Bypass provides access to the A27 and can be accessed from Roundstone Lane either via the A259 to the south or via Weavers Hill and Water Lane to the north.

3.4.3 The A27 can also be accessed from the B2225 Arundel Road via the High Street although it is restricted to operating left in left out only.

3.4.4 Angmering Station Taxis and Black Knight Taxis operate from Angmering Station

3.4.5 There is the opportunity for all who live and work in West Sussex to use the Liftshare.com website.

3.4.6 The service is free to register with and free to use and offers the possibility to find drivers and passengers for car sharing throughout the county online instantly

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4 Travel Survey Data

4.1 Parking Levels

4.1.1 A survey of available parking spaces will be undertaken within three months from the occupation of the 75th house. This survey will be updated biennially and the results incorporated into the Travel Plan Review with any recommendations which may be suitable for implementation.

4.2 Traffic Levels

4.2.1 The Transport Assessment submitted with the Planning Application identifies the anticipated vehicular traffic for the residential development as follows:

	Arrivals	Departures
12 Hour Daytime	507	507

Table 1: Predicted Traffic

4.2.2 A Level 2 TRICS survey (known in this context as SAM: Standard Assessment Methodology) or similar will be undertaken within three months from occupation of the 75th house which will better define the starting point for the Travel Plan.

4.2.3 The Travel Survey will collect data on car parking provision and use, inbound and outbound movements by all travel modes on a typical day and on car occupancy.

4.2.4 A summary of that Travel Survey will be appended to this Plan and will be updated at every review.

4.3 Travel Mode Choice

4.3.1 In the absence of the first Travel Survey the predicted travel choice of residents has been taken from the Transport Assessment for the development which is as follows:

Pedestrians and Cyclists	14.0%
Public Transport	7.0%
Vehicle Driver	70.1%
Vehicle Passenger	6.3%
Other	2.6%

Table 2: Predicted Travel Mode Choice

4.4 Future Surveys

4.4.1 The Travel Survey will be repeated in years 3 and 5 of the Plan and the Travel Plan updated accordingly.

5 Initiatives to Encourage Sustainable Transport

5.1 Updating

5.1.1 This section will be updated with new ideas and schemes as the Travel Plan evolves with the understanding of the travel needs and opportunities to cater for them using sustainable travel choices.

5.2 Introductory Travel Pack

5.2.1 An Introductory Travel Pack will be given to new owners of the properties and will include the following information:

- A plan showing pedestrian infrastructure and distances to public transport stops, shops, amenities and the village centre
- Details of safe routes to local schools
- Details of approximate journey times by foot, cycle, bus and rail to likely destinations
- Information on bicycle maintenance and bike shops offering discounts to residents
- Details of local businesses providing home delivery services
- Information on the Liftshare.com car share scheme and any local car clubs
- Contact details and information on local Taxi firms

5.2.2 The Introductory Travel Pack will include a £150 voucher valid for the purchaser upon first occupation of each house which may be exchanged for one of the following:

- Rail or bus season tickets
- Contribution towards the purchase of a new bicycle or cycling equipment
- Up to three West Sussex County Council 3-in-1 cards, a concessionary fare scheme for 5-19 year olds
- Cycle training up to 4 members of the household

6 Travel Plan Targets

6.1 Purpose

6.1.1 An important part of the Travel Plan process is for targets to be set and travel from Roundstone Lane to be monitored. This helps the Travel Plan Coordinator and West Sussex County Council understand if the initiatives in the Travel Plan are making a difference and if the Plan needs to be altered or improved.

6.2 Updating

6.2.1 Targets will be updated at each review but are based on an overall target of a 10% shift in car journeys over five years. The targets will be monitored by the Travel Plan Coordinator on a biennial basis and where appropriate to set new modal choice targets.

6.3 Current Targets

6.3.1 The target modal choice shift over five years based on the predicted percentage mode choice from the Transport Assessment is as follows:

Pedestrians and Cyclists	14 - 21%
Public Transport	7 - 14%%
Vehicle Driver	63.1%
Vehicle Passenger	6.3 - 13.3%
Other	2.6%

Table 3: Target Mode Choice Over 5 Years

	Arrivals	Departures
12 Hour Daytime	456	465

Table 4: Five Year Target Vehicular Traffic

6.3.2 The target for Year 1 of the Travel Plan is a 2% reduction in car journeys based the pre-survey available data as flows:

	Arrivals	Departures
12 Hour Daytime	496	496

Table 5: Predicted First Year Target Vehicular Traffic

6.3.3 Subsequent Targets will be based on a 2% reduction each year of the plan's life and based on directly surveyed data.

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7 Monitoring and Review

7.1 Monitoring

7.1.1 The Travel Plan will be monitored in year 1, 3 and 5 following occupation of the 75th house using a Level 2 TRICS SAM survey or similar which will be commissioned directly by the Travel Plan Coordinator on behalf of the Developer.

7.1.2 The Travel Plan Coordinator will produce monitoring reports and will inform all residents and West Sussex County Council of progress and any new or revised targets for the subsequent years.

7.2 Review

7.2.1 The Travel Plan Coordinator will listen to feedback and ideas from residents and encourage them to play an active role in the evolution and progression of the Travel Plan for the benefit of all the users.

7.2.2 The Travel Plan Coordinator will also hold discussions with West Sussex County Council and will make residents aware of any developments or alterations to the Travel Plan prompted by those discussions.

7.3 Auditing

7.3.1 The Developer will pay West Sussex County Council a £500 auditing fee for each survey.

7.3.2 25% of this will be returnable if targets are met and no remedial actions are required.

7.1 Updating

7.1.1 This Travel Plan is a strategy for the indefinite future and will evolve over time although the key objectives and principles of the Travel Plan to inform residents and to facilitate travel by sustainable modes will not change.

7.1.2 The Travel Plan will be updated biennially if required by progress, new ideas, feedback and Travel Survey.

7.4 Enforcement

7.4.1 In the event that the five year target is not met either a second round of £150 travel vouchers will be issued to each house or an equivalent sum paid to West Sussex County Council specifically for upgrades to public transport or cycle infrastructure used by residents of the site.

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8 Quick Reference Directory

Travel Plan Coordinator

Person A [To be confirmed]

Highway Authority

West Sussex County Council

Person B [To be confirmed by WSCC]

01243 777100

www.westsussex.gov.uk

Planning Authority

Arun District Council

Person C [To be confirmed by Arun DC]

01903 737756

planning@arun.gov.uk

Transport Contacts

Cycling Information and Bikeability Training	West Sussex County Council	01243 777100
	www.westsussex.gov.uk/cycling	
Bus Information	Compass Buses	01903 690025
	www.compass-travel.co.uk	
	Stagecoach	08712 002233
	www.stagecoachbus.com	
Rail Information	National Rail Enquiries	08457 484950
Liftshare	www.liftshare.com	
Taxi Services	Angmering Station Taxis	01903 773366
	Black Knight Taxis	01903 787777

West Sussex County Council 3-in-1 cards

Local Transport Information

Department of Transport Journey Planning Website