



## **FRAMEWORK TRAVEL PLAN**

### **LAND SOUTH OF WATER LANE, ANGMERING**

**Client: Rydon Homes and Gleeson Developments Ltd**



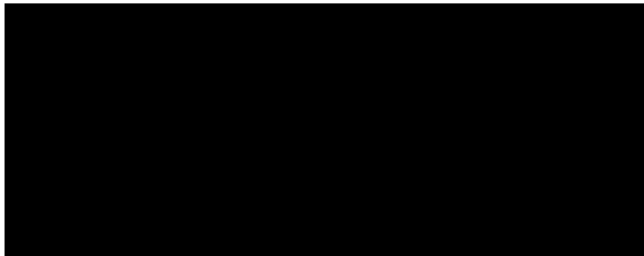
**1-Transport**

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### **LAND SOUTH OF WATER LANE, ANGMERING**

**Client: Rydon Homes and Gleeson Developments Ltd**

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Date: 4 May 2017

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## SECTION 1 INTRODUCTION

### 1.1 Introduction

1.1.1 Rydon Homes and Gleeson Developments Ltd are proposing development of up to 175 dwellings on Land to the South of Water Lane, Angmering. At this stage outline consent for the development of the land is sought with all matters reserved apart from access. Rydon Homes and Gleeson Developments Ltd also control land to the north of Water Lane, Angmering, and the overall site is currently being promoted for development through Arun District Council's emerging Local Plan.

1.1.2 i-Transport has been appointed to provide highways and transport advice in relation to the proposed development.

1.1.3 This Framework Travel Plan (FTP) has been produced to support the Transport Assessment (TA) (*ITB9105-007R*) 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.

### 1.2 Site Location and Context

1.2.1 The site is located to the east of Angmering Village some 800m from Angmering Village Centre. The site is located to the south of Water Lane and is bounded by the A280 to the east, Weavers Hill to the west and High Street to the south. A site location plan is provided at **Figure T1**.

### 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.

## SECTION 2 BACKGROUND

### 2.1 Development Proposal

2.1.1 The development proposal is for up to 175 residential dwellings on Land South of Water Lane, Angmering, West Sussex. An illustrative masterplan is provided in **Appendix A**.

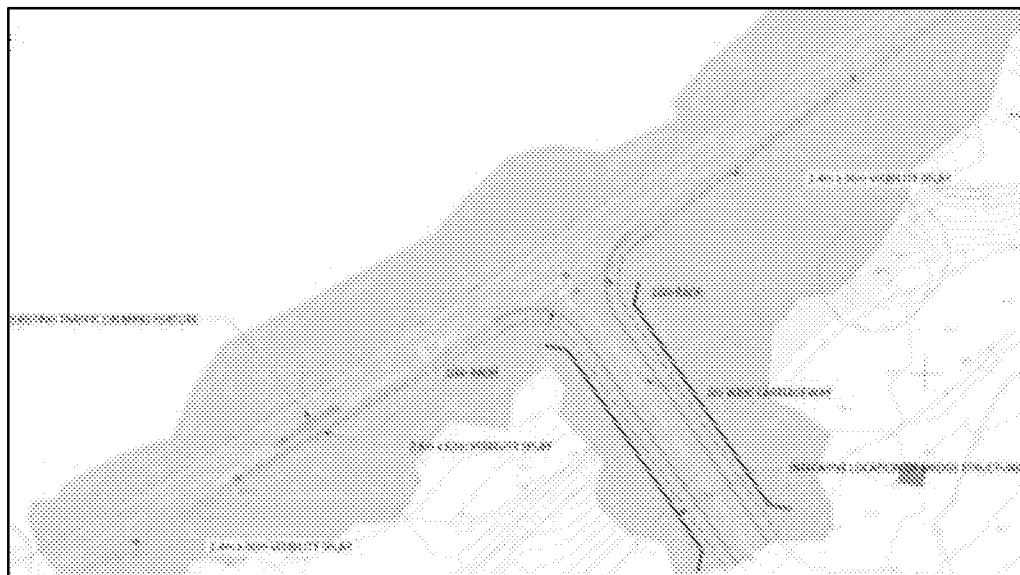
### 2.2 Site Access

2.2.1 The illustrative masterplan identifies three points of access, with the sole vehicular access proposed onto Water Lane to the north, a pedestrian/ cycle link onto Weavers Hill to the west and a pedestrian/cycle link to the south to High Street. The Site Access Strategy is presented on **Figure T4**.

#### Vehicular Access

2.2.2 It is proposed to access the site from a simple priority junction onto Water Lane. The access arrangement has been designed in accordance with design guidance contained in Manual for Streets (MfS) 1 and 2. **Appendix B** identifies the proposed access arrangements to the development sites with an extract provided at Image 2.2.

**Image 2.2: Site Access to Water Lane**



Source: Drawing ITB9105-GA-022

2.2.3 The access is proposed as a 6.0m wide carriageway and 10m radii to Water Lane to ensure the safe and effective manoeuvring of likely vehicles.

- 2.2.4 The access road will need to be raised over the existing water course running to the south of Water Lane. This will be provided in the form of a bridge structure.

#### Pedestrian and Cycle Access

- 2.2.5 A footway / cycleway connection is proposed between the site and Weavers Hill to the west of the site, which will provide a connection to the existing pedestrian facilities along Cumberland Road that provide for onward journeys to a number of local services and facilities provided in the village centre. This will provide stagger barriers at the end to control cyclists speeds and to make clear the need for cyclists to give way. The access is shown on Drawing ITB9105-GA-026 in **Appendix C**.
- 2.2.6 A footway / cycleway connection is also proposed between the site and High Street to the south of the site. This will deliver a 3m wide connection to High Street and will connect into the improvement works to the east of the High Street to be implemented as part of the Manor Nurseries committed development site. Cyclists will be able to access on to the carriageway as this is a very lightly trafficked route and suitable for cyclists. These proposals are shown on Drawing ITB9105-GA-029 in **Appendix D**.
- 2.2.7 Both points of access will also be available as emergency accesses in the (unlikely) event that the main vehicular route is 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.

## 2.4 **Parking**

- 2.4.1 Car and Cycle parking would be provided in accordance with adopted car parking standards at the time of the future reserved matters application.
- 2.4.2 Adequate visitor and casual parking will be provided in line with WSCC's Parking Standards.

## **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 within 800m of the development, and offers a good range of local facilities including a health centre, library, newsagent, café / restaurant and hairdressers. There are significant further facilities within a reasonable walking distance (within 2km) which include schools, employment and local services.
- 3.2.2 Angmering village centre can be accessed via Weavers Hill to the west of the site via Cumberland Road. Cumberland Road is subject to a 30mph speed limit and is street lit with a footway present on its southern side continuously to the junction with Water Lane. Water Lane has a footway present on its southern side which provides access from Cumberland Road into the village centre where there is a signal crossing to provide access to the north.
- 3.2.3 An additional connection to the centre of Angmering is currently available using the High Street which runs to the south of the site. At its eastern (site) end, there is no footway but the lane serves only a very small number of properties. A committed development at Manor Nurseries will bring forward a footway to the east of the High Street. This will connect into existing footway provision to the west and south and will therefore provide continuous footway to the west of the site onto the High Street and into Angmering village centre.
- 3.2.4 There are no footways along Water Lane in the vicinity of the site with footway provision currently commencing to the west of Dappers Lane, from which point a continuous footway is provided to Angmering Village Centre, with street lighting provided along the route.
- 3.2.5 There are a number of public footpaths within the local area, including public footpath 2149, which runs to the north of the site connecting to Dappers Lane.
- 3.2.6 To the south of the site there is a footway on the west of Roundstone Lane which provides continuous lit footway with dropped kerb crossings towards the A259.

### 3.3 Cycling

3.3.1 Water Lane is suitable for use by cyclist within the carriageway, which connects to Angmering 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.

3.3.2 Local streets are of a residential nature within Angmering and a number are subject to traffic calming measures. In part local roads are subject to a 20mph speed limit and carry low traffic volumes. As such local streets are generally considered suitable for cycling trips in accordance with 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).**

#### Non-Motorised User Audit

3.3.3 There are two key pedestrian routes between the site and local services and facilities in Angmering and these have both been considered in detail in a Non-Motorised User Audit presented in Appendix C of the TA. Route 1 provides a link between the site and village centre via Weavers Hill and Route 2 provides a link via the High Street.

#### Route 1 – Site towards Weavers Hill, Cumberland Road and Water Lane

3.3.4 This route provides a direct connection to the local services in Angmering centre as well as the bus stops. The route crosses Weavers Hill and follows Cumberland Road before joining Water Lane. An assessment of the route identifies that it is:

- **Convenient** – The route offers direct access to the village;
- **Accessible** – Existing footways offer segregated pedestrian access to the village centre with (generally) appropriate crossing facilities;
- **Safe** – Segregated, street-lit, 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 adjacent streets and provision of street lighting mean the route is attractive.

3.3.5 Overall the route is of a good standard and is attractive for pedestrians and cyclists. There are a number of missing dropped kerbs which could be delivered to improve the route.

Route 2 – Site towards High Street and Roundstone Lane

3.3.6 Route 2 provides access to a number of facilities within Angmering including the rail station and The Angmering School. The route assessment identifies that it is:

- **Convenient** – The route offers direct access to local facilities;
- **Accessible** – Aside from the first section of High Street, existing footways offer segregated pedestrian access to local facilities;
- **Safe** – Segregated footways are in good condition and adjacent roads are lightly trafficked with natural surveillance and street lighting;
- **Comfortable** – Footways are sufficiently wide to pass two pedestrians; and
- **Attractive** – Footways are generally separated from the carriageway by a verge and much of the route benefits from attractive landscaping.

3.3.7 Overall the audit demonstrates that the route is of a good standard and is suitable for use by pedestrians and cyclists.

### 3.4 Public Transport

Bus

3.4.1 The closest bus stops to the site are located on Weavers Hill some 300m from the centre of the site if accessed via the proposed pedestrian access onto Weavers Hill. These stops are served by the regular local bus Service 9. The facilities provided at these bus stops are a simple flag pole with timetable. Table 3.1 shows details of local bus services.

**Table 3.1 – Angmering Bus Services**

| Service                 | Operator            | Routing                                                                | Frequency                                                                                                                  |
|-------------------------|---------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| 9                       | Stagecoach<br>South | Shoreham-by-Sea – Lancing –<br>Worthing – Angmering –<br>Littlehampton | Hourly Service<br>(No service on Sundays)<br>First service departs at 0701<br>with last return journey<br>arriving at 1902 |
|                         |                     | Littlehampton – Angmering –<br>Worthing – Lancing –<br>Shoreham-by-Sea | Hourly Service<br>(No service on Sundays)<br>First service departs at 0805<br>with last return journey<br>arriving at 1919 |
| Destination             |                     | Average Travel Time from Weavers Hill                                  |                                                                                                                            |
| Angmering Train Station |                     | 10mins                                                                 |                                                                                                                            |
| Littlehampton           |                     | 34mins                                                                 |                                                                                                                            |
| Worthing                |                     | 32 mins                                                                |                                                                                                                            |
| Lancing                 |                     | 49 mins                                                                |                                                                                                                            |
| Shoreham by Sea         |                     | 72 mins                                                                |                                                                                                                            |

Source: TraveLine SE and Stagecoach South

3.4.2 Bus service 9 provides an hourly service between Shoreham-by-Sea and Littlehampton, including access to Angmering train station, with bus stops within close proximity of the site (some 300-400m), as shown on **Figure T3**.

3.4.3 The site is therefore shown to be accessible to a regular bus service that provides connections to key destinations nearby, such as Worthing, Littlehampton and Lancing. This accommodates a range of journey purposes including travel to/from work, education, leisure and retail trips.

### Rail

3.4.4 Angmering rail station is located to the south west of the site and is operated by Southern. Angmering Station provides links to a number of destinations such as Littlehampton, Worthing, Brighton, London Victoria, Portsmouth and Southampton which demonstrates that the site has access to a frequent rail service. Table 3.2 summarises the train services currently operating from the station.

**Table 3.2 Angmering Station Rail Services**

| Destination         | Typical Frequency (per hour) |          |          | Average Journey Duration |
|---------------------|------------------------------|----------|----------|--------------------------|
|                     | Peak                         | Off-Peak | Sunday's |                          |
| Littlehampton       | 3                            | 3        | 2        | 10mins                   |
| Worthing            | 5                            | 4        | 3        | 11mins                   |
| Bognor Regis        | 2-3                          | 2        | 2        | 25mins                   |
| Brighton            | 5                            | 4        | 3        | 38mins                   |
| Portsmouth Harbour  | 2-3                          | 2        | 2        | 50mins                   |
| Southampton Central | 2                            | 2        | 1        | 70 mins                  |
| London Victoria     | 5                            | 4        | 2        | 100 mins                 |

Source: National Rail

3.4.5 In terms of bus access, service 9 provides a direct connection between the site and the station on an hourly basis. This offers a realistic and attractive option for accessing the rail network and reduces the costs that would be associated with accessing the station by car such as car parking.

3.4.6 In relation to cycling, the station is located just over 2km from the site and so falls within a reasonable cycle distance (a 10-minute cycle) from the site. Section 3 has demonstrated that there is ample existing cycle parking available at the station. Cycling is therefore a realistic option for accessing the station for onward travel. There is ample available cycle parking at the station.

3.4.7 For those trips that will be undertaken by car, Angmering Rail Station car park has adequate capacity to accommodate trips made to the rail station.

### 3.5 Local Facilities and Services

3.5.1 The key destinations for local journeys are summarised in Table 3.3 and illustrated in **Figure T3**.

3.5.2 Table 3.3 illustrates that there is a wide range of local services and facilities within close proximity of the site including convenience retail stores, schools, leisure facilities and pubs. These facilities are shown to be accessible to the site by a range of travel modes.

**Table 3.3 Key Local Destinations**

| Purpose                | %   | Destination                          | Accessibility by Non-Car Modes |      |       |     |      |
|------------------------|-----|--------------------------------------|--------------------------------|------|-------|-----|------|
|                        |     |                                      | Distance (m)                   | Walk | Cycle | Bus | Rail |
| Leisure Other          | 26% | The Spotted Cow Pub                  | 260                            | ✓✓✓  | ✓✓✓   | N/A | N/A  |
|                        |     | The Lamb at Angmering Pub            | 740                            | ✓✓✓  | ✓✓✓   | N/A | N/A  |
|                        |     | Angmering Village Hall               | 930                            | ✓✓   | ✓✓✓   | N/A | N/A  |
|                        |     | Angmering Community Centre           | 1,020                          | ✓✓   | ✓✓✓   | N/A | N/A  |
|                        |     | Bramley Green Park                   | 1,020                          | ✓✓   | ✓✓✓   | N/A | N/A  |
|                        |     | Worthing Rugby Football Club         | 1,090                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | Ham Manor Golf Course                | 2,730                          | ✓    | ✓✓    | N/A | N/A  |
|                        |     | Rustington Golf Course               | 3,340                          | -    | ✓✓    | N/A | N/A  |
|                        |     | Virgin Active Rustington             | 3,340                          | -    | ✓✓    | N/A | N/A  |
|                        |     | Out of Bounds                        | 3,340                          | -    | ✓✓    | N/A | N/A  |
| Retail                 | 19% | Angmering Village Centre             | 800                            | ✓✓✓  | ✓✓✓   | ✓   | N/A  |
|                        |     | The Co-Operative Food                | 800                            | ✓✓✓  | ✓✓✓   | ✓   | N/A  |
|                        |     | Haskins Garden Centre                | 1,920                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | Hobby Craft                          | 1,950                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | Sainsbury's                          | 2,480                          | ✓    | ✓✓    | N/A | N/A  |
|                        |     | Halfords                             | 2,740                          | ✓    | ✓✓    | N/A | N/A  |
|                        |     | Rustington Retail Park               | 2,740                          | ✓    | ✓✓    | N/A | N/A  |
|                        |     | Wyevale Garden Centre                | 2,900                          | ✓    | ✓✓    | ✓   | N/A  |
|                        |     | Asda                                 | 3,000                          | ✓    | ✓✓    | ✓   | N/A  |
| Commuting/<br>Business | 19% | Angmering Village Centre             | 800                            | ✓✓✓  | ✓✓✓   | N/A | N/A  |
|                        |     | West End Nursery                     | 1,300                          | ✓✓   | ✓✓✓   | N/A | N/A  |
|                        |     | Rustington Retail Park               | 2,740                          | ✓    | ✓✓    | N/A | N/A  |
|                        |     | Rustington Trading Park              | 3,860                          | -    | ✓✓    | N/A | N/A  |
|                        |     | Littlehampton                        | 6,600                          | -    | ✓     | ✓   | ✓    |
|                        |     | Worthing Leisure Centre              | 6,900                          | -    | ✓     | ✓   | ✓    |
|                        |     | Worthing                             | 10,000                         | -    | -     | ✓   | ✓    |
|                        |     | Lancing Business Park                | 14,000                         | -    | -     | ✓   | ✓    |
| Education              | 12% | Angmering Village Pre-School         | 930                            | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | St Wilfred's Catholic Primary School | 1,075                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | Angmering Day Nursery                | 1,130                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | The Angmering School                 | 1,550                          | ✓✓   | ✓✓✓   | N/A | N/A  |
|                        |     | St Margaret's CofE Primary School    | 1,640                          | ✓✓   | ✓✓✓   | ✓   | N/A  |
| Personal<br>Business   | 10% | Cornerways Dental Practice           | 460                            | ✓✓✓  | ✓✓✓   | ✓   | N/A  |
|                        |     | Lloyds Pharmacy                      | 980                            | ✓✓   | ✓✓✓   | ✓   | N/A  |
|                        |     | Angmering Medical Centre             | 980                            | ✓✓   | ✓✓✓   | ✓   | N/A  |
| Other                  | 4%  | Bus Stop on Weavers Hill             | 360                            | ✓✓✓  | ✓✓✓   | N/A | N/A  |
|                        |     | Angmering Rail Station               | 2,280                          | ✓    | ✓✓    | ✓   | N/A  |

Source: i-Transport

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

### Key Destinations

- 3.5.3 An analysis of the likely travel destinations for future residents of the site (based on Census data for the local area and a gravity model) is presented in Table 3.4. This considers trips that would normally be carried out by car.

**Table 3.4 Key Destinations – Residents of 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 Walkerton | 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%              |
| <b>Total</b>                      | <b>100%</b>       |

Source: 2011 Census

- 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.

3.5.5 Table 3.5 summarises key destinations for future residents and also identifies the accessibility of those destinations by existing public transport services.

**Table 3.5 Key Destinations –Accessibility by Public Transport**

| Destination       | Employment Trips | Bus | Rail |
|-------------------|------------------|-----|------|
| Worthing          | 27.8%            | ✓   | ✓    |
| Angmering         | 9.6%             | ✓   | -    |
| Littlehampton     | 8.9%             | ✓   | ✓    |
| Horsham           | 7.9%             | -   | -    |
| Chichester        | 6.8%             | -   | ✓    |
| Shoreham-by-Sea   | 4.5%             | ✓   | ✓    |
| Brighton and Hove | 4.3%             | -   | ✓    |

Source: Consultants Research and 2011 Census

3.5.6 Overall it is shown that existing public transport services offer realistic and viable travel options for travel to key local destinations. Rail services are also available to destinations further afield including London, Portsmouth, and Bognor Regis.

## 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 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. This is in line with national and local government guidance.

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.

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 is considered to be ambitious, but also relevant and achievable.

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 at the development have been undertaken this 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 of the current modal share by year five.

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**

| Mode              | Baseline - 2011 Census |            | Year 1 Target |            | Year 3 Target |            | Year 5 Target |            |
|-------------------|------------------------|------------|---------------|------------|---------------|------------|---------------|------------|
|                   | %                      | Total No.  | %             | Total No.  | %             | Total No.  | %             | Total No.  |
| Car Driver        | 74%                    | 666        | 74%           | 666        | 71%           | 639        | 67%           | 603        |
| Car Passenger     | 5%                     | 45         | 5%            | 45         | 6%            | 54         | 7%            | 63         |
| On Foot           | 7%                     | 63         | 7%            | 63         | 8%            | 72         | 9%            | 81         |
| Train/underground | 6%                     | 54         | 6%            | 54         | 7%            | 63         | 7%            | 63         |
| Bicycle           | 4%                     | 36         | 4%            | 36         | 4%            | 36         | 5%            | 45         |
| Bus               | 2%                     | 18         | 2%            | 18         | 3%            | 27         | 4%            | 36         |
| Motorcycle/Moped  | 1%                     | 9          | 1%            | 9          | 1%            | 9          | 1%            | 9          |
| Other             | 0%                     | 0          | 0%            | 0          | 0%            | 0          | 0%            | 0          |
| <b>Total</b>      | <b>100%</b>            | <b>899</b> | <b>100%</b>   | <b>899</b> | <b>100%</b>   | <b>899</b> | <b>100%</b>   | <b>899</b> |

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.

## 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 The site will benefit from a comprehensive network of footways and routes within the site to improve the pedestrian and cycle permeability. This will include a central spine through the development to provide a connected walking and cycling network that will link residents directly with Weavers Hill and High Street, and so facilitate direct walking and cycling journeys. **Appendix A** presents an illustrative masterplan to demonstrate how this will be achieved.

5.2.2 The provision of adequate cycle parking close to each property will encourage the use of cycling for residents. The specific number and nature of cycle parking facilities will be determined at the Reserved Matters stage.

### 5.3 Off-Site Infrastructure Measures

5.3.1 A package of infrastructure improvements has been developed to improve local walking and connections. These comprise:

- The provision of a new footway / cycleway link to the west of the site onto Weavers Hill to allow access into central Angmering along Cumberland Road;
- The provision of a new footway / cycleway link to the south of the site to connect to High Street (**Appendix D**);
- Relocation of the existing bus stop on Weavers Hill and provision of improved waiting facilities, as shown on Drawing ITB9105-GA-026 (**Appendix C**);
- 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.

5.3.2 In addition, WSCC is proposing to implement a traffic calming scheme in Angmering. This will consist of refreshing existing and implementing new traffic calming features along Water Lane, Roundstone Lane and through central Angmering.

## **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 connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.

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. The Travel Plan Co-ordinator (see Section 8) will assist with the dissemination of information regarding the user group, and will help residents get in contact with one another.

6.2.4 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.

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

### **6.3 Promotion of Public Transport**

- 6.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the Residents' Travel Information Pack and on the noticeboard provided on site.
- 6.3.2 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. This combined with the increased awareness of the public transport provision will encourage new residents to try alternative modes.

### **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 from the outset – including leaflets about the sustainability credentials of the proposal during the purchase process. 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 To ensure access to up to date information for residents, 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 as well as provide walking and cycling facilities maps, and information on any travel events occurring locally.
- 6.5.3 A local website and twitter account will also be established and maintained 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: Travel Plan Measures**

| 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                             |
|                                  | Provide community notice boards                                                 | Phased with Development                         |
| 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                             |
|                                  | Pedestrian / cycleway connection to Weavers Hill                                | Prior to Occupation                             |
|                                  | Pedestrian / cycleway connection to High Street                                 | Prior to relevant phase of Development          |
|                                  | Improved uncontrolled pedestrian crossings to the village centre                | 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 Stop improvement at Weavers Hill                              | Prior to agreed occupation                      |
|                                  | Offer of £150 Bus Taster ticket                                                 | On occupation (within Travel Information Packs) |
| Encourage Car Sharing            | Promotion of car sharing schemes through liftshare.com                          | Prior to Occupation and Ongoing                 |

## **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 FTP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

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

- An information leaflet about the FTP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel website and the locations of community notice board providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these with indicative travel times, locations of local cycle parking, and the location of bus stops;
- 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;
- 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 bicycle; and
  - A voucher towards a rail season ticket to encourage travel by rail.
- Copies of WSCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. [www.nationalrail.co.uk](http://www.nationalrail.co.uk) and [www.travelinesoutheast.co.uk](http://www.travelinesoutheast.co.uk);
- Information about car sharing through WSCC's lift share scheme (<https://westsussexcarshare.com/>);
- 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.

## **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 manage the day to day delivery of the FTP measures;
  - To prepare the Full Travel Plan within eighteen months of occupation of the site;
  - 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;
  - To negotiate discounts with local cycle shops for residents;

- 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 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.

**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 1 <sup>st</sup> occupation.                                                                            | Developer      |
| Full Travel Plan                                                               |                                                       | Within 18 months of occupation of the site (6 months after first survey period)                                                        | TPC            |
| Steering Group                                                                 |                                                       | 1 <sup>st</sup> meeting six months after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation. | TPC            |
| Information Development and Provision                                          | Training of sales team about the Travel Plan          | Training as part of induction process.                                                                                                 | Developer      |
|                                                                                | Production of Travel Plan information for sales packs | To be developed before 1 <sup>st</sup> occupation.                                                                                     | TPC            |
|                                                                                | Production of Residents' Travel Information Packs     | To be developed before 1 <sup>st</sup> occupation. Initial occupations to have simplified version of pack.                             | TPC            |
| Develop community travel website                                               |                                                       | To be developed before 1 <sup>st</sup> occupation.                                                                                     | TPC            |
| Sustainable Travel Voucher                                                     |                                                       | A £150 voucher to be included in resident's travel packs at 1 <sup>st</sup> 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                                                     |                                                       | By 100 <sup>th</sup> 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.

## **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);
- Appointment of a Travel Plan coordinator to be responsible for implementing the plan, 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.

## 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
- The issue of 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 TPC will supply WSCC with observed statistical data showing how the residents travel to the development and details of the measures employed to encourage sustainable travel.

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 E**.

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.

- 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 Following each travel survey 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:

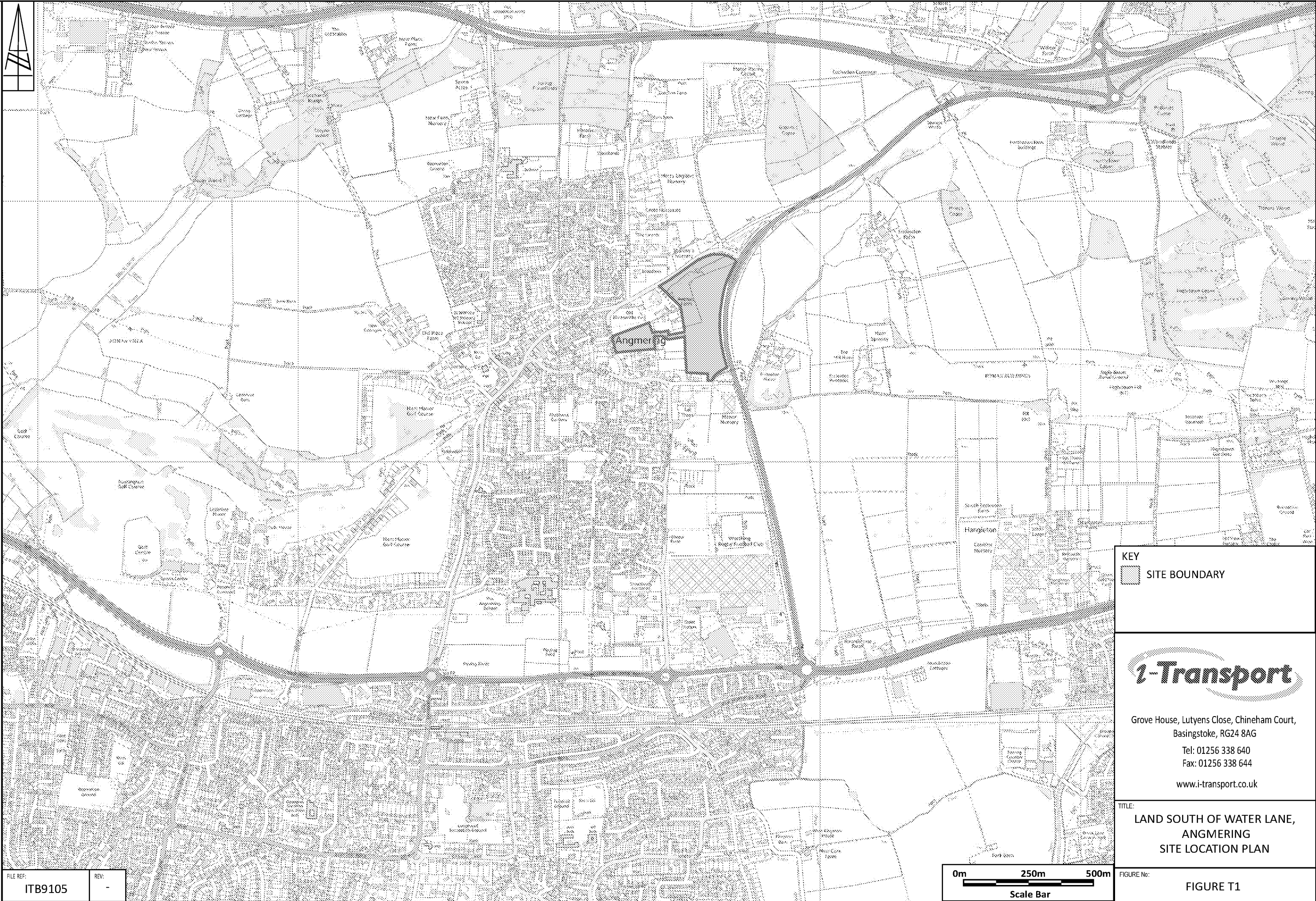
- Recap of the site travel plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not met; and
- Proposals to further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

- 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 assessments 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.

## FIGURES



KEY  
SITE BOUNDARY



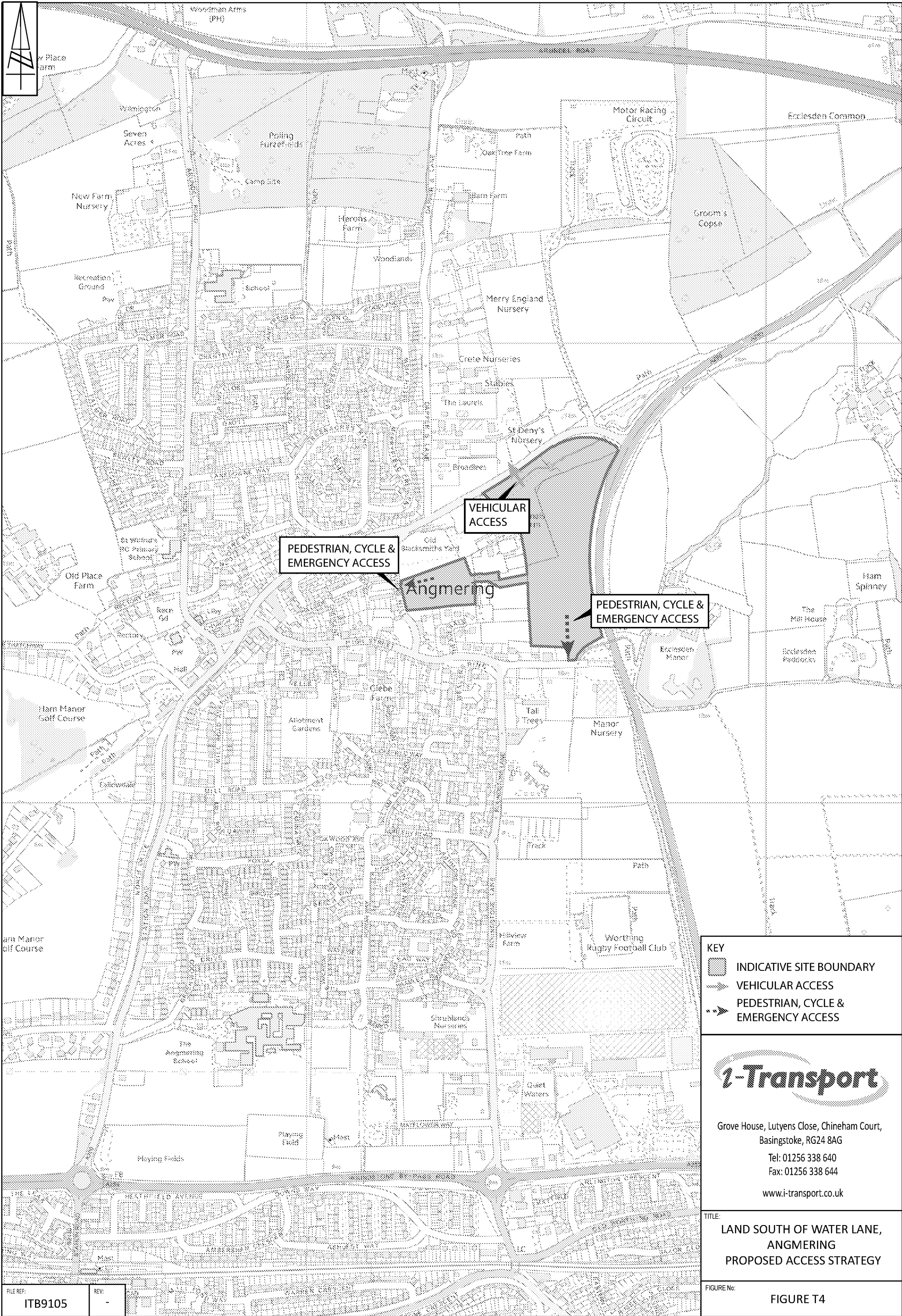
Grove House, Lutyens Close, Chineham Court,  
Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
LAND SOUTH OF WATER LANE,  
ANGMERING  
SITE LOCATION PLAN

FIGURE No:  
FIGURE T1

FILE REF:  
ITB9105  
REV:  
-





## **APPENDIX A    ILLUSTRATIVE MASTERPLAN**



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# Land South of Water Lane - Masterplan - For Illustrative Purposes Only

| REV. | DATE     | AMENDMENTS                             | DRAWN | CHECKED |
|------|----------|----------------------------------------|-------|---------|
| A    | 19.07.16 | Prepared for Pre-App consultation      | DB    | XX      |
| B    | 23.09.16 | Updated following Pre-App consultation |       |         |
| C    | 20.10.16 | Updates following Transport comments   |       |         |

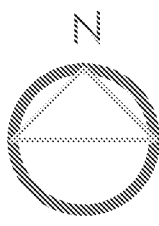
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Only scale from this drawing for the purposes of determining a planning application. Do not scale from this drawing for construction purposes.

Any discrepancies between this and any other consultant's drawings should be reported to the Architect immediately. The contractor must check all dimensions before commencing work on site and all discrepancies reported to the Architect. No deviation from this drawing will be permitted without the prior consent of the Architect.

## KEY

- Site Boundary
- Existing Watercourse
- Existing Tree
- Proposed Tree
- Curtilage (gardens)
- Groundcover Planting/Hedgling
- New Screen Planting
- Existing Screen Planting
- Open Space Used For Sustainable Drainage
- Local Equipped Area For Play 400m2 with 20m buffer on Village Green
- Local Area For Play 100m2 with 5m buffer
- New Bridge
- Access Road
- Primary Road, 5.5m wide 2m Footway
- Parking
- New Dwelling (Apartments)
- New Dwelling (Detached House, Garage)
- Listed Building
- Footway/Cycleway

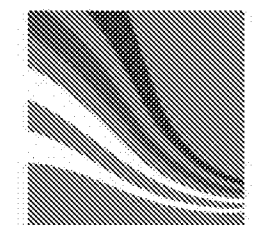


CLIENT:  
**Gleasons Strategic Land and Rydon Group**  
PROJECT:  
**Angmering Land adj. Water Lane**

DRAWING:  
**Illustrative Masterplan**

SCALE: **1:1250 @ A1** DWG NO: **1911/P 03**

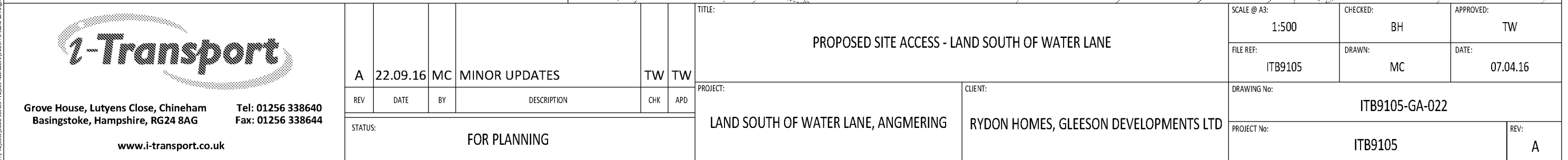
DATE: **June 16** REV: **C**



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## **APPENDIX B**

## **PROPOSED SITE ACCESS TO WATER LANE (ITB9105-GA-022)**



## **APPENDIX C**

## **PROPOSED SITE ACCESS TO WEAVERS HILL (ITB9105-GA-026)**



## **APPENDIX D**

## **PROPOSED SITE ACCESS TO HIGH STREET (ITB9105-GA-029)**



## **APPENDIX E    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 | <input type="text"/> | Financial incentives for car shares | <input type="text"/> |
| Free transport home in an emergency | <input type="text"/> | Pool car available for business use | <input type="text"/> |
| Priority parking for car sharers    | <input type="text"/> |                                     |                      |
| Other, please specify               | <input type="text"/> |                                     |                      |

**20. Is bus or train travel a possibility?**

|     |                      |    |                      |      |                      |
|-----|----------------------|----|----------------------|------|----------------------|
| Yes | <input type="text"/> | No | <input type="text"/> | Both | <input type="text"/> |
|-----|----------------------|----|----------------------|------|----------------------|

Which is most convenient?

|     |                      |       |                      |
|-----|----------------------|-------|----------------------|
| Bus | <input type="text"/> | Train | <input type="text"/> |
|-----|----------------------|-------|----------------------|

**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                             | <input type="text"/> | Pool car available for business use | <input type="text"/> |
| More frequent services                                  | <input type="text"/> | More reliable services              | <input type="text"/> |
| Better information on times and fares                   | <input type="text"/> |                                     |                      |
| Regular link between station/bus stop and place of work | <input type="text"/> |                                     |                      |
| Other, please specify                                   | <input type="text"/> |                                     |                      |

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

|                           |                      |                           |                      |
|---------------------------|----------------------|---------------------------|----------------------|
| Education for self        | <input type="text"/> | Education for dependants  | <input type="text"/> |
| Access to Health services | <input type="text"/> | Access to retail services | <input type="text"/> |
| Leisure                   | <input type="text"/> |                           |                      |
| Other, please specify     | <input type="text"/> |                           |                      |

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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