

TECHNICAL NOTE

Project No: ITB13052
Project Title: Land at New Barn Lane, North Bersted
Title: Travel Plan Statement
Ref: JCB/MS/ITB13052-005A TN
Date: 21 June 2018

SECTION 1 INTRODUCTION

1.1 Introduction

1.2 Linden Homes South have appointed i-Transport to provide transport and highways advice with regard to a revised reserved matters application for 90 homes and a full planning application for 10 new homes at New Barn Lane, North Bersted. As part of the 'reserved matters' application a Travel Plan Statement (TPS) is required in order to discharge Condition 28 of planning application BE/18/17/PL, which states:

"No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority."

1.3 An earlier TPS was produced in respect of an 'original' reserved matters planning application (approved under BE/113/17/RES), also for 90 homes. That TPS was scrutinised and accepted by the local highway authority West Sussex County Council (WSCC).

1.4 This note provides a TPS in respect of the revised reserved matters application for 90 homes and a full planning application for 10 new homes on the site. The TPS is:

- Written in line with West Sussex County Council's (WSCC) Travel Plan Statement Guidance (February 2017), which identifies that small residential developments require a Travel Plan Statement (TPS); and
- Based on the agreed TPS for the original reserved matters planning application.

1.5 Structure of Travel Plan Statement

1.5.1 The remainder of this TPS is structured as follows:

- Section 2 describes the principles of the TPS, as well as its objectives and benefits;
- Section 3 considers the existing accessibility of the site by walking, cycling and public transport;
- Section 4 sets out the existing travel characteristics for the area;
- Section 5 sets out the measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 6 provides a strategy for the implementation and management of the TPS; and
- Section 7 provides a summary of the TPS.

SECTION 2 PRINCIPLES, OBJECTIVES AND BENEFITS

2.1 Principles

- 2.1.1 The TPS focuses on promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car; providing non-car mode travel options for local journeys; and influencing modal choice.

2.2 Objectives

- 2.2.1 The plan has the following objectives:

- i) To support a range of sustainable transport alternatives to provide residents with options for travel to/from the site;
- ii) To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- iii) To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- iv) To manage car parking demand across the development, and to minimise the impacts of car based travel on the local and strategic highway network and environment.

2.3 Objectives

- 2.3.1 The development of a TPS has a number of benefits for future residents as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate area as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

2.3.2 The sustainable transport strategy for the development proposal will benefit existing residents in the local area in a number of ways, e.g.:

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and
- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to/from the site. This will contribute to both local air quality management and national climate change reduction targets.

SECTION 3 EXISTING CONDITIONS

3.1 Introduction

- 3.1.1 This section of the TPS describes the existing accessibility of the site by walking, cycling and public transport.

3.2 Site Location

- 3.2.1 The site is located off New Barn Lane to the north west of North Bersted, which is situated to the north west of Bognor Regis.

3.3 Walking and Cycling

- 3.3.1 New Barn Lane is a residential road which is subject to a 30mph speed limit. Towards the western part of New Barn Lane there is footway provision on the eastern side of the carriageway, which continues north along until the start of Brazwick Avenue where footway provision is found either side of the carriageway. Along the eastern part New Barn Lane there is footway provision both sides continuing onto the B2259 Chichester Road.
- 3.3.2 The B2259 Chichester Road is principal north-south road running through North Bersted and is subject to a 30mph speed limit. It connects with North Bersted to the north and South Bersted and Bognor Regis to the south, in addition to the local facilities. Along this stretch of road there is footway provision on both sides of the carriageway as the road is street lit.
- 3.3.3 Footpath 134 runs to the south of the site from New Barn Lane connecting with 136 and 137 to the west. Footpath 3665 is also present to the eastern side of New Barn Lane which provides a connection to Braemar Way.
- 3.3.4 A Sustrans local cycle route runs directly along the eastern frontage of the site on New Barn Lane. This is a north-south route from Bognor Regis to Chichester and has a combination of on-road and traffic free sections.

3.4 Public Transport

Bus

3.4.1 The nearest bus stops are located on the B2259 Chichester Road, 425m from the centre of the site. The bus services available from these stops are as follows:

- Bus Service 700: Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth. Monday to Saturday (2-3 services per hour);
- Bus Service 700: Littlehampton – Bognor Regis – Chichester. Monday to Friday (2-3 services per hour) and Sunday (Every 30 minutes); and
- Bus Service U7: Chichester – Bognor Regis. Monday-Friday (1 service every two hours).

3.4.2 Other bus services include school service 141, which provides an opportunity to travel to Bishop Luffa School in Chichester and bus service 905 which is a night service for Chichester University. Bus service U7N also provides a night service between Bognor and Chichester.

Rail

3.4.3 The nearest Railway Station is Bognor Regis, located 2.7km south from the centre of the site. This station has 90 car park spaces and 184 cycle storage spaces. Key destinations from the station include London Victoria, Barnham, Littlehampton, Crawley and Gatwick Airport.

SECTION 4 EXISTING TRAVEL CHARACTERISTICS

4.1 Journey Purpose

- 4.1.1 The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in Table 4.1.

Table 4.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Commuting	16%
Personal business and other escort	19%
Shopping	19%
Visiting friends	15%
Education (including escort)	12%
Business	3%
Other Leisure	16%

Source: National Travel Survey Statistics 2015 (Table NTS0401)

- 4.1.2 The main reasons for travelling include leisure, shopping, commuting / business and education / escort education trips, which together account for around two thirds of all journeys.
- 4.1.3 Table 4.2 demonstrates the model split of journeys to work of residents who live within Arun 012¹ (excluding those who work from home and not in employment) – this is based on the available data from the 2011 census.

Table 4.2: Breakdown of Trips by Mode

Mode	% Split from Census Data
Car Driver	72%
On Foot	7%
Bus, Minibus or Coach	4%
Train/ Underground	2%
Bicycle	5%
Car Passenger	8%
Motorcycle/ Moped	1%
Other	1%
TOTAL	100%

Source: 2011 Census

¹ The Census Output Area in which the development proposal is located.

SECTION 5 MEASURES

5.1 Introduction

5.1.1 This section of the TPS describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Information provision; and
- A new resident's travel pack.

5.1.2 The strategy for a Travel Plan Co-ordinator, implementation, funding and management of the TPS is provided in Section 6.

5.2 Promotion of Walking and Cycling

5.2.1 The development will be designed to facilitate walking and cycling, in particular, for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards.

5.2.2 Information on the walking and cycling routes and facilities within the development will be made available to new residents through the residents' welcome pack and the other means described below. An example will include using the information on WSCC website which provide maps and guides of local cycle routes and paths and the WSCC cycle journey planning facility which provides information of the fastest or quietest routes.

5.2.3 WSCC provide a link on their website to local cycle stores which offer discounts to members of the West Sussex Travel Plan Network. The Welcome Pack will inform residents of these potential discounts.

5.2.4 With these promotions, health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack, and posters will be obtained from WSCC Travelwise Officer.

5.3 Promotion of Public Transport

5.3.1 Information on the public transport routes, facilities and timetables serving the new development will be made available to new residents through the residents' Welcome Pack and other means described below. Visitors travelling to the site will also be encouraged to use sustainable modes where by using the information mentioned above.

5.3.2 Residents will be made aware of WSCC's multi-modal journey planning website. This provides route information and allows for journey times, carbon saving and calories burned to be compared for all land-based modes. Further information about public transport from the WSCC website will also be provided.

5.4 Home Deliveries

5.4.1 Residents will be encouraged to reduce the amount of deliveries to the site. For this, supermarket delivery services will be promoted through the Welcome Pack.

5.5 Car Sharing Scheme

5.5.1 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 congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

5.5.2 Residents will therefore be provided with information about car sharing via the West Sussex car share website (www.westsussexcarshare.com) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the Welcome Pack. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

5.6 Travel Audit

5.6.1 A voluntary questionnaire will be undertaken within the first three months of occupation. This will seek to enable an understanding of how the residents travel to and from the site, how many people live/work in the same area, what facilities already exist or will be provided, and which facilities are required to encourage more sustainable travel.

5.6.2 This will inform the information that will be provided in subsequent Welcome Packs.

5.7 Travel Voucher

5.7.1 A travel voucher worth £150 will be provided to the initial occupants of each residential dwelling. This voucher can be used for:

- Season ticket for the local bus service;
- Rail season ticket or network card;
- A contribution towards the purchase of a new bicycle and/or equipment;
- Bikeability training of up to 4 members of the household; and
- 12 months free membership to any local Car Club.

5.8 Welcome Packs

5.8.1 New residents 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 sales staff will be briefed on the sustainable travel options afforded by the site

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

5.8.3 Information will be provided via a travel plan leaflet. An example of a plan leaflet is included at **Appendix A**.

5.8.4 It is proposed that the following items will be included in the Welcome Pack:

- An information leaflet about the TPS, its aims and objectives, and how to get involved;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Links / web address details for local cycle route maps;
- Bus and rail maps and timetable information;
- Information about journey planning services through the West Sussex multi-model journey planning website (www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/);
- Information about car sharing through the West Sussex car share website (www.westsussexcarshare.com);
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
- £150 travel voucher for the first occupant of each new dwelling to be used for sustainable travel; and
- Information about the home delivery services offered by supermarkets in the local area.

5.9 Summary

5.9.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing and car club initiatives. The proposed measures aim to ensure that the objectives set out in Section 2 of this TPS are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the TPS amongst residents from the outset.

SECTION 6 MANAGEMENT AND IMPLEMENTATION

6.1 Introduction

6.1.1 This section of the report describes the framework through which the measures contained herein will be implemented and managed.

6.2 TPS Management

6.2.1 At this stage, the Travel Plan Co-ordinator (TPC) for the site will be James Bevis from i-Transport. Contact details will be supplied to WSCC prior to first occupation of the development proposal.

6.2.2 The role of the TPC will be as follows:

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site;
- To manage the delivery of the measures contained in Section 5 of the TPS; and
- To market the TPS to encourage interest and involvement of residents.

6.3 Involvement of Residents

6.3.1 The 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 the Welcome Pack on completion of their purchase.

6.3.2 A voluntary questionnaire will be undertaken within the first three months of occupation. This will seek to enable an understanding of how the residents travel to and from the site, how many people live/work in the same area, what facilities already exist or will be provided, and which facilities are required to encourage more sustainable travel.

6.4 Framework of Implementation

6.4.1 The TPC will be appointed three months before the first occupation of the new development, in order to commence development of the initial TPS measures in time for the first occupations. Table 6.1 provides an initial framework for implementation of the measures set out in Sections 4 of this TPS.

Table 6.1: Framework for Implementation

Measure		Timescale
Travel Plan Co-ordinator		Appointed at least 3 months prior to 1 st occupation.
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.
	Production of Travel Plan information for sales packs	To be developed before 1 st occupation.
	Production of Welcome Packs	To be developed before 1 st occupation.
Travel Audit		Three months after first occupation
Updated Welcome Packs		Following review of Travel Audit results

Source: Consultant

SECTION 7 SUMMARY AND CONCLUSIONS

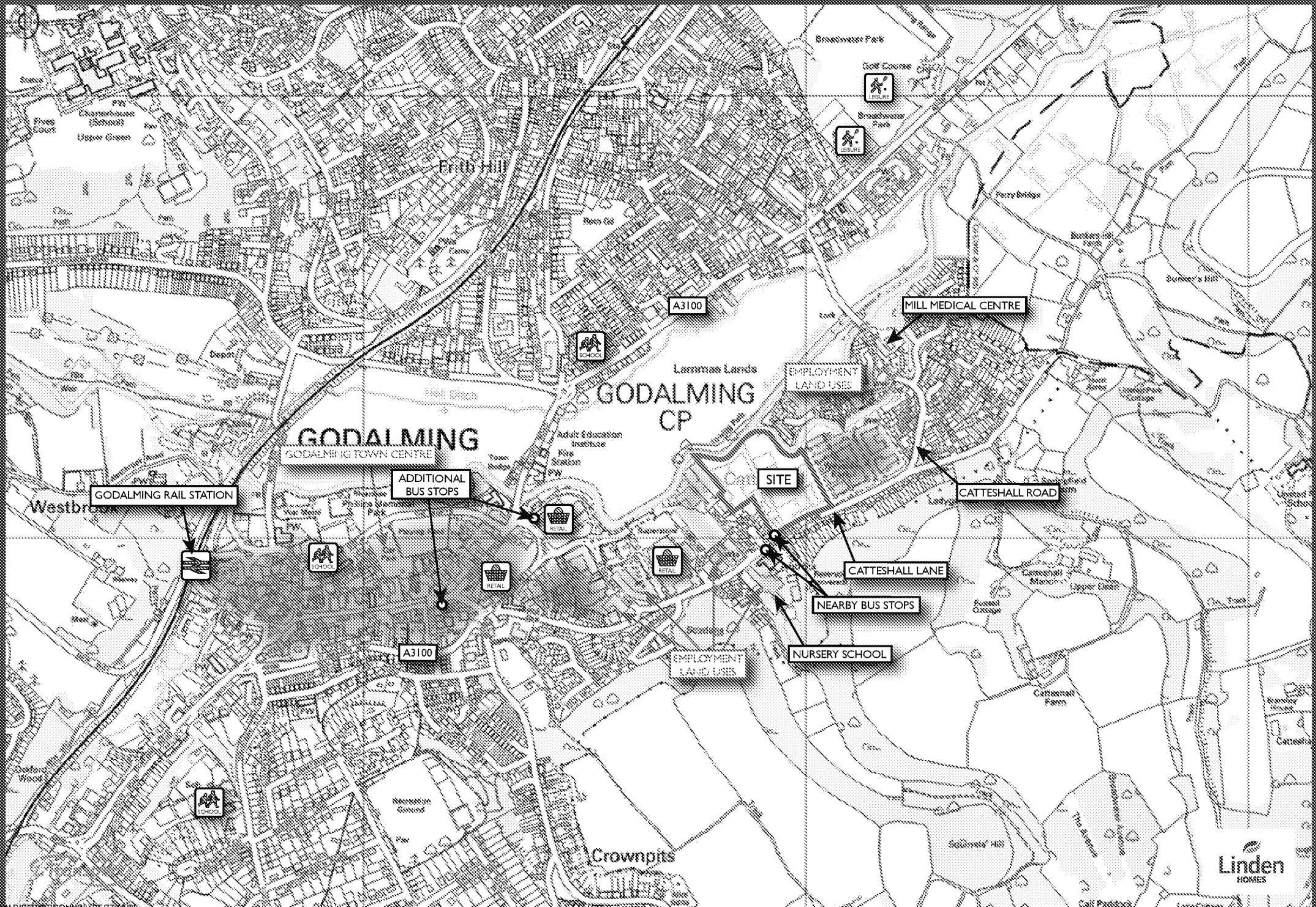
- 7.1.1 This Travel Plan Statement (TPS) is submitted in relation to a revised reserved matters planning application for 90 homes and a full planning application for 10 dwellings on Land at New Barn Lane, North Bersted.
- 7.1.2 As part of the reserved matters application a TPS is required to discharge Condition 28 of planning permission BE/18/17/PL. The TPS has been produced in line with an earlier TPS submitted in relation to a reserved matters planning application for 90 homes (*ref: ITB13052-001 TN* submitted to BE/113/17/RES). That TPS was scrutinised and accepted by WSCC.
- 7.1.3 The TPS 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 journeys; and influencing modal choice.
- 7.1.4 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards. The proposed development will assist in bringing forward a range of new / improved high quality off-site pedestrian and cycling facilities to connect with existing walking and cycling routes to provide opportunities for future residents at the proposed development to make local journeys to key local destinations by walking and by bicycle instead of using the car.
- 7.1.5 The TPS puts forward a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Measures to promote walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
 - Promotion of public transport, including provision of public transport timetable and route information;
 - Promotion of West Sussex car sharing scheme;
 - Promotion of home supermarket delivery services;

- £150 travel voucher for new occupants for each dwelling to be used for sustainable travel;
- Travel Audit Questionnaire; and
- A resident's welcome pack.

7.1.6 A framework for management and implementation of the TPS is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been identified.

APPENDIX A

EXAMPLE OF TRAVEL PLAN LEAFLET



RAIL

Godalming railway station is 1.6km from the site, which is approximately equivalent to a 20 minute walk, and can also be reached by local buses.

Route...

London Waterloo - Clapham Junction - Guildford - GODALMING -
Petersfield - Portsmouth Harbour

Frequency...

Mon - Sat: 2 per hour each direction (approx)

Sun: 1 per hour each direction (approx)

Example cost to Waterloo...

Anytime Return - £26.50 (£34.10 incl. Travel Card)

Off Peak Return - £16.99 (£21.70 incl. Travel Card)

More info...

BUSES

The bus stops just outside on Catteshall Lane are served by route 42/44 on the 'Guildford - Cranleigh' route. All buses connect with the town centre and railway station, and run approximately hourly in each direction during the day.

More info...

CAR SHARING

LOCAL TAXI COMPANIES

WALKING

The plan on the opposite side of this leaflet shows the local area. The vibrant town centre is only 1km (10 mins walk) away and local schools are nearby.

More info...

CYCLING

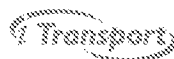
The town centre and railway station can be accessed more quickly by bike. Secure cycle parking can be found at both locations. More information on cycling can be found at:

More info...

Local Bike Shop...

Information correct as of Jan 2013

Leaflet produced by:



Travelling Sustainably to and from your New Home

Find us on Facebook:
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and 'Like' the page for updates

*One fifth of greenhouse emissions
are caused by road traffic.*

*Lower car use helps the global
and local environment.*

*Use the car less to save
money and improve health.*

Useful information inside...


Linden
HOMES