

Windmill Views, Barnham

Travel Plan

Client: Redrow Homes Limited

i-Transport Ref: DS/ITB16700-001

Date: 20 April 2021

Windmill Views, Barnham

Travel Plan

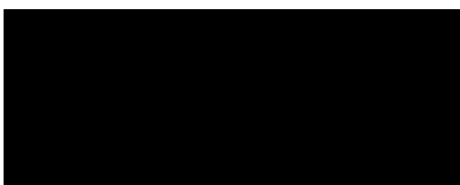
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i-Transport LLP

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Quality Management

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Contents

SECTION 1	Introduction	1
SECTION 2	Background	3
SECTION 3	Site Accessibility and Travel Opportunities	5
SECTION 4	Policy, Aims, Objectives and Targets	12
SECTION 5	Site Layout and Infrastructure Measures	15
SECTION 6	Soft Measures	17
SECTION 7	Management and Implementation	22
SECTION 8	Monitoring	26
SECTION 9	Summary	29

Figures

FIGURE 1	LOCAL FACILITIES PLAN
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Appendices

APPENDIX A.	CONSENTED SITE LAYOUT
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SECTION 1 Introduction

1.1 Introduction

1.1.1 Redrow Homes Limited has appointed i-Transport LLP to provide transport and highways advice in relation to the implementation of planning consent at the site known as Windmill Views, Barnham (planning consent ref: BN/B4/20/PL).

1.1.2 As part of the aforementioned consent, Condition 21 sets out the following requirement:

“The development, hereby approved, shall not be occupied until a Travel Plan has been provided in accordance with recognised WSCC guidelines and good practice – detailed to be submitted and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason: To encourage sustainable access to and from the development and reduce the need to travel by private car in accordance with Policy T SP1 of the Arun Local Plan.”

1.1.3 Accordingly, this Travel Plan (TP) has been prepared to set out the methodology, management and monitoring of the sustainable access strategy and to address the requirements of the Condition 21.

1.2 Scope of Framework Travel Plan

1.2.1 This TP has been developed having regard to the ‘West Sussex County Council Development Travel Plan Policy’ draft guidance document and presents a comprehensive strategy to encourage sustainable travel at the development.

1.2.2 The TP is presented in the following structure:

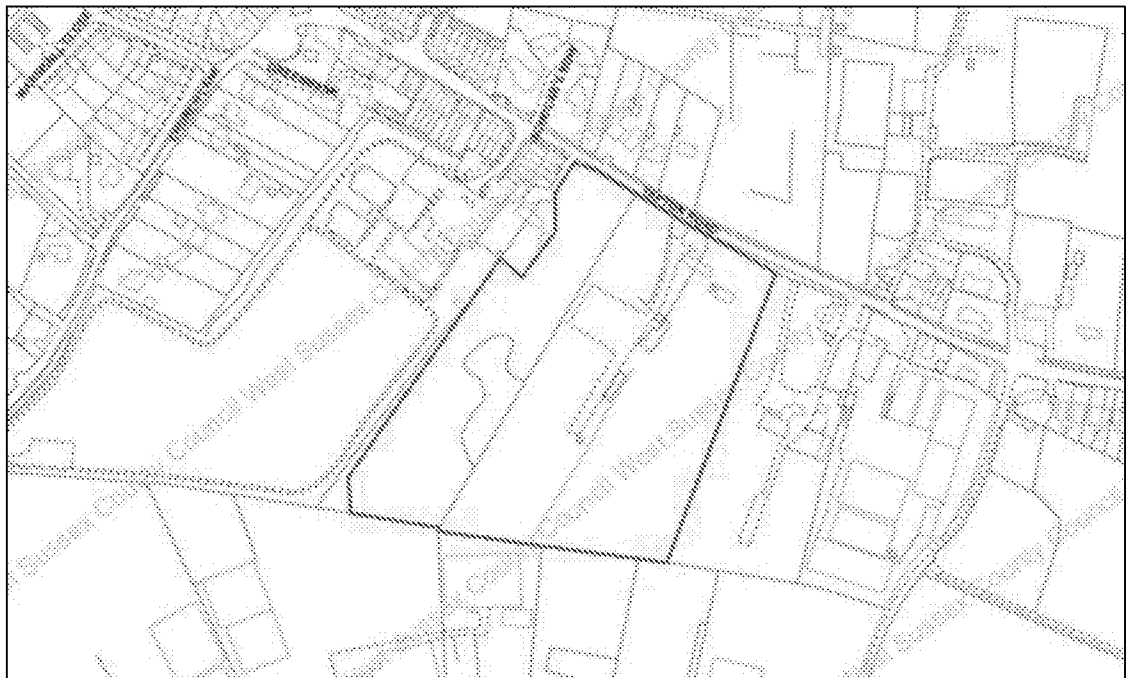
- Section 2 provides background information on the development proposal;
- Section 3 considers the existing accessibility of the site by walking, cycling and public transport, and describes the existing travel characteristics of the local area;
- Section 4 sets out the policy background and identifies the aims, objectives and targets for the TP;
- Section 5 describes the infrastructure measures that will be provided to encourage non-car travel to the site, and to manage travel demand;

- ♦ Section 6 sets out the 'soft' measures that will be provided to encourage and incentivise residents to travel to the site by sustainable modes;
- ♦ Section 7 describes how the TP will be managed and implemented;
- ♦ Section 8 outlines how the success of the TP will be monitored; and
- ♦ Section 9 provides a summary of the TP.

SECTION 2 Background

2.1 Site Location

- 2.1.1 Windmill Views is located on the former Angel's Nursery site, to the south of the B2233 Yapton Road and to the south east of Barnham village. The redline boundary of the site as defined by planning consent BN/84/20 is shown in **Image 2.1**.

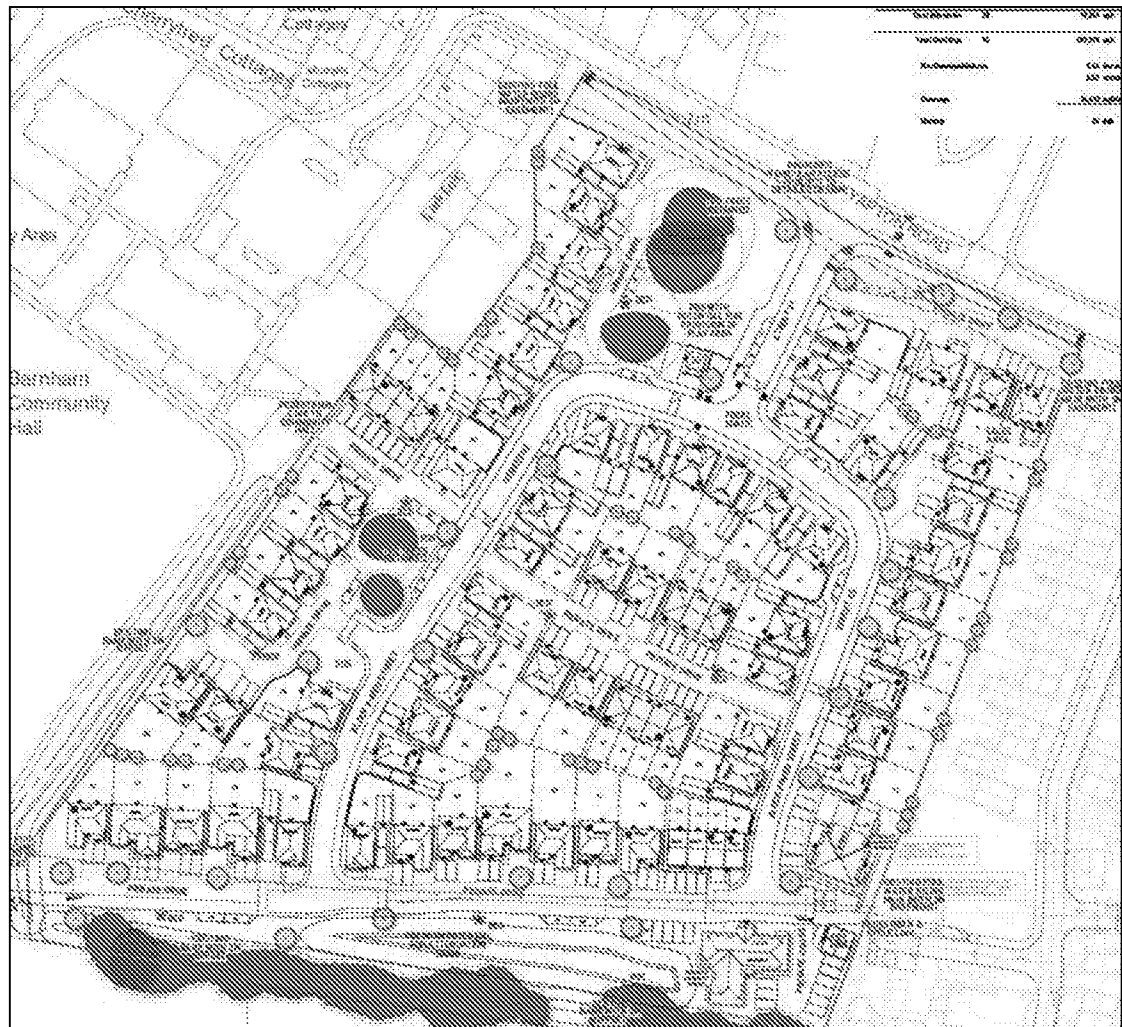


Source: BN/84/20 – Huw Thomas Architects drawing 2124/00

2.2 Development

- 2.2.1 Planning consent has been granted for the development of 95 new homes. Access to the site is achieved via Yapton Road in the form of a simple priority junction with ghost right hand turn lane facility.
- 2.2.2 Pedestrian and cycle connections are provided from the site to connect into established off-site infrastructure, including the provision of a 3m wide shared cycle and pedestrian route that runs along the site frontage.
- 2.2.3 A copy of the consented site layout arrangements is provided at **Appendix A**, an extract of which is shown in **Image 2.2**, overleaf:

Image 2.2: Consented Site Layout



Source: IllustrBN/84/20 – SiPegasus Design Drawing P19-0723-10

SECTION 3 Site Accessibility and Travel Opportunities

3.1 Introduction

- 3.1.1 The section of the TP 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 Local Facilities and Services

- 3.2.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

- 3.2.2 The National Travel Survey 2019 (Table NTS0308) confirms that some 80% of all trips under 1 mile (circa 1.6km) are walking journeys, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.

- 3.2.3 The Department for Transport’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school.”

- 3.2.4 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2017. For many people, these journeys are perfectly suited to cycling and walking.

3.2.5 There is a wealth of guidance on walking and cycling distances. What is clear is that 1.6km (circa 1 mile) is a walk distance that many people will walk and as such is a reasonable walk distance, whilst 8km (circa 5 miles) is a reasonable cycle distance for many people.

3.2.6 On that basis, the primary destinations within the local area available to future residents of the proposed development are listed in **Table 3.1** and shown in **Figure 1**.

Table 3.1: Key Local Destinations

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Murrells Field	200	3	1
	The Murrell Arms	320	4	2
	Barnham Community Hall	200	3	1
	Barnham Play Park	200	3	1
Retail	Earley Butchers	360	4	2
	Barnham Trading Post	480	7	3
	Tesco Express	480	7	3
	Barnham Village Centre	640	9	3
	Windmill Shopping Village	640	9	3
Employment	Fordingbridge Industrial Estate	1,760	22	6
	Orchard Business Park	2,240	27	7
Education	St Philip Howard Catholic School	1,280	16	4
	Barnham Primary School	1,280	16	4
	Yapton CE Primary School	2,080	26	7
Healthcare	Five Villages Pharmacy	800	10	3
	Chantry House Dental Practice	1,600	20	5
	The Croft Surgery	2,240	29	7

Note: Distances measured from the centre of the site

 = Reasonable walking distance (1,600m)

 = Reasonable cycling distance (8,000m)

- 3.2.7 **Table 3.1** demonstrates that there are a wide range of everyday facilities within a reasonable walking distance of residents including education, convenience retail, healthcare, a range of leisure facilities and employment opportunities, and of the services and facilities outlined are within a reasonable cycling distance.

3.3 Key Destinations

- 3.3.1 An assessment of the 2011 Census Journey to Work data for the Arun 003 Super Output Area, which comprises Eastergate, Westergate and Barnham has been reviewed to identify the likely destinations that development traffic is likely to travel to. **Table 3.2** demonstrates that majority of trips are local trips within Barnham itself and towards Chichester, Littlehampton and Bognor Regis.

Table 3.2: Journey to Work Destinations

Destination	% Journey to Work
Barnham	44.8%
Chichester	14.9%
Littlehampton	8.3%
Bognor Regis	8.0%
Yapton	7.0%
Worthing	2.2%
Other North	2.2%
Arundel	2.0%
Other West	1.4%
Portsmouth	1.1%
Havant	1.0%
Other	7.0%
Total	100.0%

Source: 2011 Census for the 'Arun 003' MSA

3.4 Walking and Cycling Facilities

Walking

- 3.4.1 A footway is located on the northern side of the B2233 carriageway, providing an east-west connection and facilitating pedestrian journeys into Barnham.

- 3.4.2 Immediately to the west of Windmill Views, a footway commences on the southern side of the carriageway that extends to, and beyond, the access to the Barnham Community Hall. This footway provides a continuous pedestrian connection along Yapton Road and into Barnham village.
- 3.4.3 As part of the development, the footway on the southern side of the carriageway is to be extended, and a 3m wide shared use cycle and footway is to be introduced along the site frontage from the western to the eastern boundary.
- 3.4.4 In addition to this new infrastructure, a pedestrian refuge island is to be introduced as part of the site access arrangements. This provides a designated location for pedestrians to transition between the footway on the northern and southern sides of the carriageway.

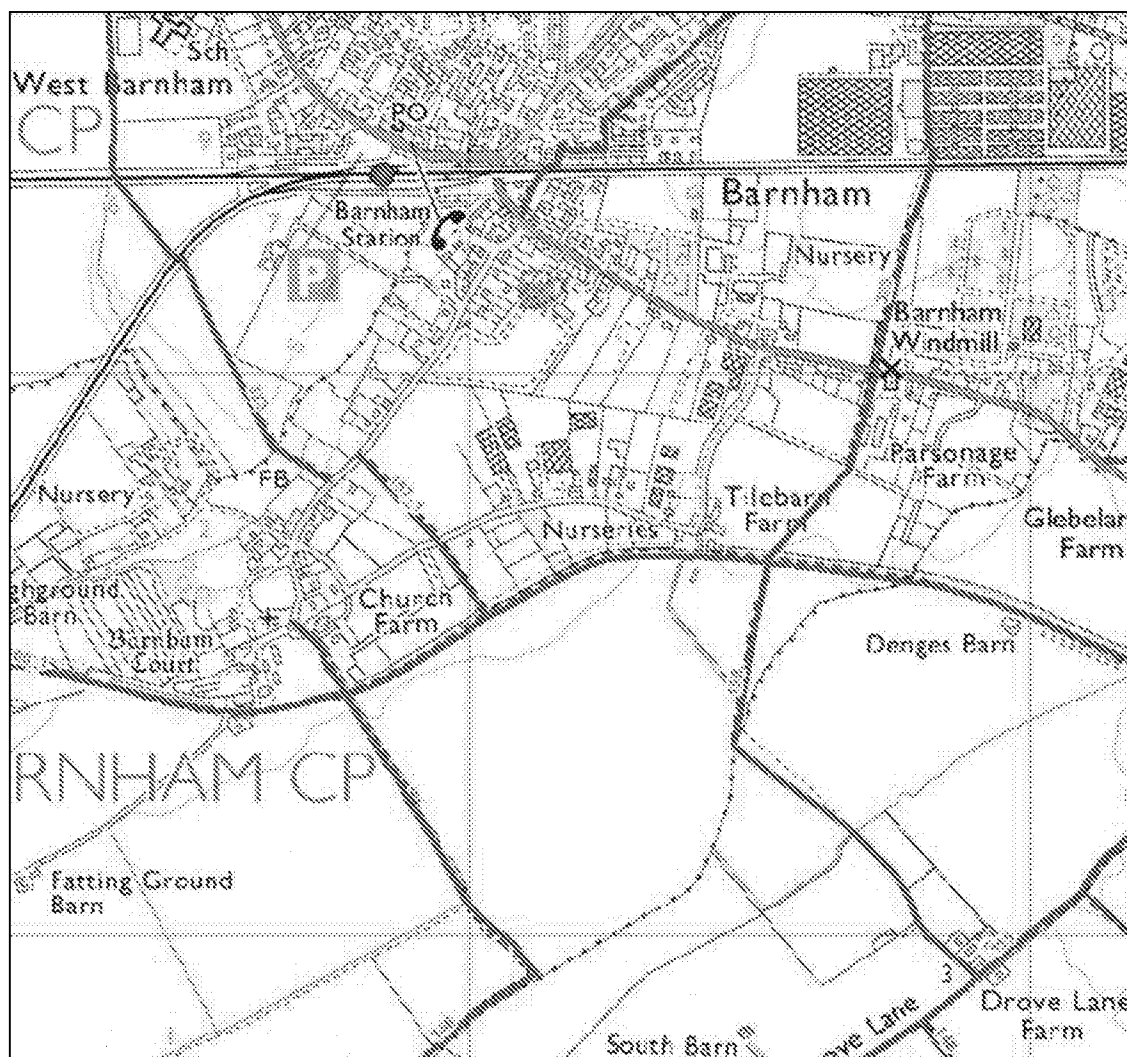
Cycling

- 3.4.5 The road network surrounding the site and within the village of Barnham is suitable for on street cycling, being made up of street lit, single carriageway roads with 30mph speed limits. All of Barnham lies within a reasonable cycling distance of the site.
- 3.4.6 The Barnham Cycle Link is located to the southern end of Church Lane, providing connections for pedestrians and cyclists through to Felpham and Bognor, where it joins a shared pedestrian/cycle link adjacent to the A259 carriageway for onward connection.
- 3.4.7 Pedestrians and cyclists can also access the Walberton Cycle Link at Lake Lane, which uses a network of quiet lanes to provide access to Walberton, Fontwell and the South Downs National Park.

3.5 Public Rights of Way

- 3.5.1 There are no Public Rights of Way in the immediate vicinity of the site, however, there exists an established network of routes across the wider area, as identified in the extract of the WSCC Rights of Way Map shown in **Image 3.1**.

Image 3.1: Local Public Rights of Way



Source: West Sussex iMap

- 3.5.2 Importantly, this includes Right of Way 146, identified at the bottom of the image below. This route extends south from Church Lane and forms the 'Barnham Link' cycle and pedestrian route, providing a connection through to onward cycle and pedestrian facilities adjacent to the A259 towards Flansham and Bognor.

3.6 Public Transport

Rail

- 3.6.1 The nearest railway station is Barnham Railway Station is located approximately 600m to the north west of Windmill View. Barnham is on the West Coastway line between Brighton and Southampton. A summary of the services available is provided in **Table 3.3**.

Table 3.3: Summary of Local Railway Services

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Chichester	5	5	7
Brighton	2	2	50
Littlehampton	3	2	10
Bognor Regis	4	4	7
London Victoria	4	4	87
Southampton Central	2	2	64
Portsmouth Harbour	1	1	36

Source: National Rail

- 3.6.2 **Table 3.3** identifies that there will be frequent train services available to residents of the development and provide excellent opportunities to undertake journeys by rail to both local towns and larger destinations further afield. The station is located within a 5-minute walk of the site enabling access on foot or by bicycle.

Bus

- 3.6.3 Bus services are accessible from bus stops located immediately to the west of Windmill Views, adjacent to the Barnham Community Hall junction. Additional school services are available at stops at Lake Lane and Barnham Road. **Table 3.4** summarises the bus services available from these stops.

Table 3.4: Summary of Local Bus Services and Frequencies

Bus Stop	Bus Service	Destinations	Frequency		
			Monday-Friday	Saturday	Sunday
Community Hall	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:57, 13:16 and 17:13)	Three services a day (08:57, 13:16 and 17:13)	-
Lake Lane	66A	Bognor Regis - Yapton - Bognor Regis	Three services a day (07:48, 10:58 and 15:25)	Two services a day (10:58 and 15:25)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:11 and 14:11)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:41)	-	-
Barnham Road	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:38, 12:57 and 16:56)	Three services a day (08:38, 12:57 and 16:56)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:12 and 14:12)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:42)	-	-

Source: Traveline

- 3.6.4 The information presented in **Table 3.4** establishes that residents will have access to regular bus services withing a comfortable walking distance from the application site, with services provided to larger urban destinations such as Chichester and Bognor Regis.

SECTION 4 Policy, Aims, Objectives and Targets

4.1 National Policy

- 4.1.1 The National Planning Policy Framework (NPPF) (February 2019) sets the policy basis for the development of Travel Plans.
- 4.1.2 Paragraphs 108 and 110 of the NPPF state that plans should protect and exploit opportunities for the use of sustainable transport modes, and a key tool to facilitate this is a Travel Plan. All developments which generate significant amounts of movement are 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 private car journeys.
- 4.1.3 Therefore, this TP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of Windmill Views, by promoting walking, cycling and public transport use as alternative methods.

Local Policy

- 4.1.4 This TP 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"***. 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).
- 4.1.5 Policy T SP1 of the Adoption Arun Local Plan (2018) reiterates national policy, stating that ***"...the Council will support transport and development which is supported by an effective and deliverable Travel Plan..."***.

4.2 Aims and Objectives

- 4.2.1 In line with the current national and local guidance, this TP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the TP 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.

4.2.2 The TP also contains the following additional sub-objectives:

- To support a range of sustainable transport alternatives to provide future residents of the site with viable travel options;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- 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
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment.

4.3 Targets

4.3.1 The inclusion of targets within the TP will enable monitoring of progress against the objectives to be carried out and will ensure that the TP seeks to actively meet its objectives.

4.3.2 The key target of the TP has been set as follows:

Over the period of the plan, achieve a 12-hour vehicle trip rate that is 10% lower than was forecast in the Transport Assessment for the site.

4.3.3 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focuses on reducing the traffic generation of the site as a whole.

4.4 Baseline Position and Interim Targets

4.4.1 The forecast 12-hour vehicle trip rate has been obtained from the traffic generation data contained within Section 4.1 and Appendix C of the Transport Assessment (ref: PMR/WSCC/09/1067/TA01) submitted in support of the initial outline application (ref: BN/27/09)

and subsequently referenced in subsequent applications as being the basis for the consideration of traffic impacts.

Table 4.1: 12-Hour Vehicle Trips

Trip Rate (per dwelling) 07:00 – 19:00	Vehicle Trips (95 dwellings)
5.037	479

Source: TRICS

4.4.2 On this basis, the baseline target is to:

Reduce the number of daily car trips generated by the site by 48 movements by the end of the Travel Plan period.

4.4.3 The overarching target of the plan will be to achieve a year-on-year reduction car trips from the development site to achieve the 10% reduction by the end of the TP period. Given the scale of the development, a standard 5-year TP period is appropriate.

4.4.4 In addition to car reduction targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this TP 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 TP;
- 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 SAM monitoring; and
- Once agreed with WSCC, update TP with any necessary revisions to the document to seek to achieve the headline target.

SECTION 5 Site Layout and Infrastructure Measures

5.1 Introduction

- 5.1.1 This section of the TP describes the on-site and off-site infrastructure measures which designed to encourage residents to travel using sustainable modes.
- 5.1.2 The development seeks to pro-actively encourage the use of sustainable transport to influence travel behaviour from the outset. To support this, the development seeks to 'front-load' the provision of sustainable infrastructure, as opposed to introducing penalties for not achieving targets by the end of the plan period. Such an approach enables positive travel behaviours to be developed from occupation, whereas seeking to alter and influence established and long-standing travel behaviours is less likely to achieve the desired car trip reductions.

5.2 Infrastructure Measures

- 5.2.1 The layout of the site, as shown as Appendix A, has been designed to facilitate sustainable movement, and the layout includes a comprehensive network of footways and routes within the site to provide pedestrian and cycle permeability.
- 5.2.2 Access to the wider network is achieved the extension of the footway, that terminates immediately to the west of the site, along the site frontage and to the edge of the eastern site boundary. This is to be provided at a width of 3m, to safeguard the potential future cycle connections into the route.
- 5.2.3 This route also extends into the site and, in accordance with LTN01/20 guidance, discharges cyclists onto the internal site roads to enable shared use of the carriageway by cyclists within the site.
- 5.2.4 In addition to this, pedestrian and cycle links are being formed along the southern boundary of the site, to Murrell Fields in the west and neighbouring land to the east. Further, a pedestrian link is to be provided in the centre of the western site boundary to provide for a direction connection into the community facilities at this location.
- 5.2.5 All properties are to be provided with cycle parking in accordance with the WSCC and Arun Parking Standards. This parking will be provided in sheltered and secure facilities, either within

the garages of properties or, where a garage does not exist, within storage facilities at the rear of the property.

- 5.2.6 Car parking provision has been provided with reference to Arun and WSCC standards, and agreed with officers of the highway authority to ensure that the amount of car parking is appropriate for the nature and location of the site, and not result in supply of parking in excess of the forecast demand that may encourage greater levels of car ownership and a dependency on private motor vehicles.

SECTION 6 Soft Measures

6.1 Introduction

6.1.1 This section of the TP 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 residents to use public transport;
- Measures to encourage residents to car share, and;
- Information provision.

6.2 Promotion and Communications

6.2.1 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 staff will be trained in personal journey planning so 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 TP and will be able to highlight the incentives to prospective purchasers.

6.2.2 Within seven days of occupying their home residents will be provided with a letter/leaflet informing them about the TP.

6.2.3 To ensure access to up-to-date information for residents, a community notice boards will either be located within the site in a location with high pedestrian volume (i.e play area or area of open space) or made available as an internet-based community resource. These boards 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.

6.2.4 The TPC will also set up a Community Travel website or social media site / group which would enable the dissemination of the information above. It will also provide an interactive travel planning resource; for example, residents will be able to discuss TP 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.

6.3 Residential Travel Information Packs

6.3.1 The first occupier of each household will be provided with a residents' travel information pack within seven days of occupying their new home. The pack will contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage the use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- A plan of the new development, highlighting local facilities, the walking and cycling routes to these with indicative travel times, locations of local cycle parking, and the location of bus stops;
- A £150 sustainable travel voucher for the first owner of each dwelling that can be used for one of the following measures:
 - A bus travel voucher to encourage travel by bus;
 - A cycle purchase voucher to assist with the purchase of a bicycles; and
 - A voucher towards a rail season ticket to encourage travel by rail.
- Information about the community travel website and the locations of community notice board providing local travel information;
- 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;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through WSCC's lift share scheme (<https://westsussexcarshare.com/>);
- Copies of WSCC's cycle plans;

- 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 'Plan Your Journey' and 'Cycle Journey Planner' pages:
 - <https://www.westsussex.gov.ukroads-and-travel/travel-and-public-transport/rail-air-and-ferry-travel/plan-your-train-journey/>
 - <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/>; and
- Information about home delivery services offered by local supermarkets.

6.4 Car Sharing

6.4.1 The use of car sharing will be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of travelling to work for the individual, but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets.

6.4.2 Measures will be taken to promote car sharing to new residents by providing information found on the Liftshare website about their lift sharing scheme (www.liftshare.com). This provides an accessible and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Walking and Cycling

6.5.1 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 bus timetable information. Residents will also receive such information via other ongoing communication. This will include promotion of the WSCC Cycle Journey Planner (<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/>)

6.5.2 Other measures that will be implemented to promote walking and cycling include:

- All dwellings will be provided with cycle parking in line with current local parking standards;

- The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores; and
- The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

6.6 Public Transport

- 6.6.1 Information on the public transport routes and infrastructure serving the new development will be made available to new residents through the Residents' Travel Information Pack.
- 6.6.2 Residents will be kept up to date through notice boards within the development and via a Travel Plan website of changes to public transport timetables, events/issues/works potentially affecting public transport journeys, and the cost of season tickets.
- 6.6.3 In addition, the TPC will collaborate with local public transport operators to discuss whether there is the opportunity to provide an improved, more frequent service, improved bus waiting areas, ticket discounts and trial initiatives. This will include exploring the potential for Stagecoach to supply free 'taster' tickets for each resident and discount Megarider tickets.

6.7 Summary

- 6.7.1 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: Sustainable Transport Strategy

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Develop website / twitter feed	Prior to Occupation
	Distribute Travel Welcome Packs	Prior to Occupation
Reduce the Need to Travel	Deliver connections to broadband network	Prior to Occupation and Phased with Development
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Infrastructure improvements as set out in Section 5 + cycle storage	Phased with Development
	Delivery of MFS layout – interconnecting streets, shared streets and home zones	Phased with Development
	Offer of a £150 sustainable travel voucher to each dwelling	On occupation (within Travel Information Packs)
Promotion of Public Transport	Promotion of digital travel applications (including the Stagecoach App)	Prior to Occupation
	Provision of bus stop infrastructure in the site	Phased with Development
	Offer of £150 Bus Taster ticket	On occupation (within Travel Information Packs)
Managing Car Demand	Promotion of car sharing schemes through WSCC/Liftshare	Ongoing
	Installation of electric vehicle charging facilities	Phased with Development

SECTION 7 Management and Implementation

7.1 Travel Plan Management

- 7.1.1 The Developer will nominate an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to WSCC prior to first occupation of the Development.
- 7.1.2 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.
- 7.1.3 The steering group will meet every 6 months during the first two-years and then again during SAM monitoring years. This extensive management period will enable the TP to be well established by the time the developer leaves the site. A framework for the long-term continuation of the TP is set out at Section 7.7.

7.2 Role of Travel Plan Co-ordinator

- 7.2.1 The role of the TPC will be as follows:
- To prepare the full TP prior to first occupation of the new homes;
 - To manage the day to day delivery of the TP measures;
 - To set up and act as Chairperson to the Steering Group, through which the progress of the TP will be monitored, and key decisions taken as necessary;
 - To market the TP 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 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 negotiate discounts with local cycle shops for residents;

- To organise monitoring of the TP in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the Sales Office and provided with a Residents' Travel Information Pack on completion of their purchase. The information pack will be kept up to date for the duration of the travel plan.

7.3.2 The TPC will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The TPC will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the website and reporting the results of the monitoring;
- Involvement of resident volunteers in the monitoring process (to be recruited by the TPC); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The TPC will be nominated three months before the first occupation of the new development, in order to commence preparation of the initial TP measures in time for the first occupations.

Table 7.1 sets out an action plan:

Table 7.1: 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 st occupation.	Developer
Full Travel Plan		Prior to 1 st occupation	TPC
Steering Group		1 st 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 st occupation.	TPC
	Production of Residents' Travel Information Packs	To be developed before 1 st occupation.	TPC
Develop community travel website		To be developed before 1 st occupation.	TPC
Sustainable Travel Voucher		A £150 voucher to be included in resident's travel packs at 1 st 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

Source: i-Transport

7.5 Funding

7.5.1 The Developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the TP;
- The TPC role for the duration of the plan period;
- The initial implementation of the measures outlined in Sections 5 and 6 and Table 7.1; and

- iv The monitoring surveys outlined in Section 8.

7.5.2 Going forward, the most likely source of funding for the TP will be through management charges. The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete.

7.6 Enforcement

7.6.1 The implementation of the Travel Plan will be secured as either a condition or obligation to the planning consent. The condition will secure the following matters;

- Preparation and agreement of a full TP prior to first occupation of the development (or a specific phase thereof);
- Implementation of the TP, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan; and
- Appointment of a Travel Plan coordinator to be responsible for implementing the plans, who will be retained for the duration of the travel plan period.

7.6.2 In the event that the TP is unsuccessful in achieving the 5-year trip rate reduction, a second £150 travel voucher will be offered to all households.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the monitoring period the developer will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

SECTION 8 Monitoring

8.1 Monitoring

8.1.1 The total monitoring programme of the TP will run for the duration of the plan period, with a final survey being undertaken after the site is complete and occupied. Monitoring will be primarily undertaken in two ways:

- TRICS SAM Surveys; and
- A travel questionnaire.

SAM Surveys

8.1.2 In accordance with WSCC's guidance, 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.

8.1.3 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. Subsequent TRICS SAM surveys will be undertaken every other year until the end of the 5-year TP period – e.g. years 3, 5, and a further survey post full occupation if the objectives of the TP have not been met at the end of the TP period.

Travel Questionnaires

8.1.4 Questionnaire surveys will also be used to determine the effectiveness of the TP measures and enable residents to remain involved in the process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then year during non-SAM monitoring years (e.g. years 2 and 4) following first occupation.

8.1.5 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.

- 8.1.6 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, with further promotion and greater incentives for taking part.
- 8.1.7 The results of the surveys and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets updated accordingly.

Use of Surveys

- 8.1.8 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.
- 8.1.9 The TPC will monitor and review the progress and success of the TP 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.

8.2 Reporting

- 8.2.1 During SAM monitoring years, a monitoring report will be prepared and submitted to WSCC. The report will set out the results of the travel survey against the targets and objectives identified within the TP. 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.

- 8.2.2 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.

SECTION 9 Summary

9.1.1 Redrow Homes Limited has appointed i-Transport LLP to provide transport and highways advice in relation to the implementation of planning consent at the site known as Windmill Views, Barnham (planning consent ref: BN/84/20/PL).

9.1.2 As part of the aforementioned consent, Condition 21 sets out the following requirement:

“The development, hereby approved, shall not be occupied until a Travel Plan has been provided in accordance with recognised WSCC guidelines and good practice – detailed to be submitted and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason: To encourage sustainable access to and from the development and reduce the need to travel by private car in accordance with Policy T SP1 of the Arun Local Plan.”

9.1.3 Accordingly, this Travel Plan (TP) has been prepared to set out the methodology, management and monitoring of the sustainable access strategy and to address the requirements of the Condition 21.

9.1.4 Access to the site is achieved via Yapton Road in the form of a simple priority junction with ghost right hand turn lane facility.

9.1.5 Pedestrian and cycle connections are provided from the site to connect into established off-site infrastructure, including the provision of a new 3m wide shared cycle and pedestrian route that runs along the site frontage connecting into the existing footway on the southern side of the Yapton Road carriageway that currently terminates at the western site boundary.

9.1.6 An established footway is located on the northern side of the carriageway, and a pedestrian refuge island is to be introduced as part of the site access arrangement to assist in crossing manoeuvres over the B2233.

9.1.7 A direct pedestrian connection to the Community Hall is provided at the centre of the western site boundary, and a pedestrian cycle connection along the southern boundary of the site providing a through connection to Murrell Field to the west and adjacent land to the east of Windmill Views.

9.1.8 There are a good range of everyday services and facilities accessible to residents of the proposed development within a reasonable walking or cycling distance. In addition, the site offers the opportunity for residents to access frequent and direct rail services from Barnham Station, some

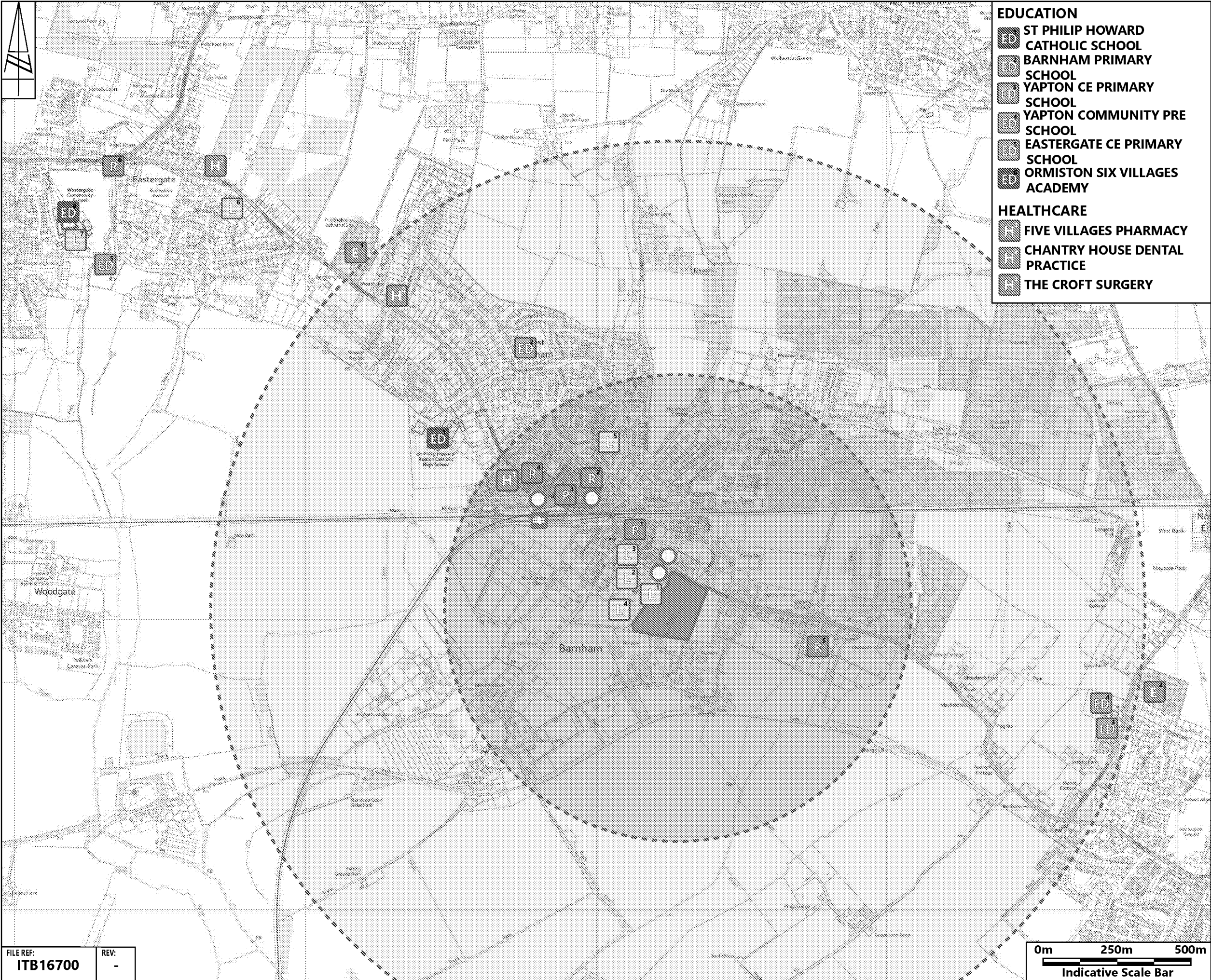
5-minute walking journey from the site, or by bus from bus stops located immediately to the west of the site adjacent to the Community Hall access.

9.1.9 To achieve the aims and objectives of the TP, a package of 'soft measures' designed to encourage residents to consider sustainable travel opportunities has been developed. The TP identifies the following measures:

- Provision of a residents 'Residents Travel Information Pack', to provide information of travel opportunities and to promote travel;
- Offer of a sustainable travel voucher to be used either on public transport or on cycle equipment;
- Creation of a community travel website, to provide travel information to residents;
- Creation of a steering group consisting of local residents to guide and oversee the delivery of the TP;
- Community noticeboards to identify travel opportunities and incentives; and
- Promotion of local car-share and bicycle user groups.

9.1.10 The progress against the plan targets will be monitored through the life of the TP and until such a time construction of the site is completed and dwelling occupied. The plan will be monitored using Residents Travel Survey and the TRICS SAM. These surveys will be used to identify resident travel patterns and used to set objectives of the TP.

FIGURES



- EDUCATION**
- ST PHILIP HOWARD CATHOLIC SCHOOL
 - BARNHAM PRIMARY SCHOOL
 - YAPTON CE PRIMARY SCHOOL
 - YAPTON COMMUNITY PRE SCHOOL
 - EASTERGATE CE PRIMARY SCHOOL
 - ORMISTON SIX VILLAGES ACADEMY
- HEALTHCARE**
- FIVE VILLAGES PHARMACY
 - CHANTRY HOUSE DENTAL PRACTICE
 - THE CROFT SURGERY

- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - TOWN CENTRE
 - EMPLOYMENT AREA
 - BUS STOP
 - 800M CATCHMENT
 - 1600M CATCHMENT
- LEISURE**
- BARNHAM COMMUNITY HALL
 - BARNHAM PLAY PARK
 - THE MURRELL ARMS
 - MURRELLS FIELD
 - FARNHURST ROAD PLAY PARK
 - EASTERGATE PARISH HALL
 - SIX VILLAGES SPORTS CENTRE

- EMPLOYMENT**
- FORDINGBRIDGE INDUSTRIAL ESTATE
 - ORCHARD BUSINESS PARK

- RETAIL**
- EARLEY BUTCHERS
 - BARNHAM TRADING POST
 - TESCO EXPRESS
 - BARNHAM VILLAGE CENTRE
 - WINDMILL SHOPPING VILLAGE
 - EASTERGATE POST OFFICE



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TITLE:
**WINDMILL VIEWS, BARNHAM
LOCAL FACILITIES PLAN**

FIGURE No: **FIGURE 1**

FILE REF:
ITB16700

REV:
-

0m 250m 500m
Indicative Scale Bar

APPENDIX A. CONSENTED SITE LAYOUT



Accommodation Schedule

Open Market Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Buxton	2	2	4	727	2,908
Stratford Lifestyle	3	2	11	1218	13,398
Oxford Lifestyle	3	2	13	1318	17,134
Leamington Lifestyle	3	2	8	1417	11,336
Marlow	4	2	11	1289	14,179
Cambridge	4	2	7	1393	9,751
Shaftesbury	4	2	3	1427	4,281
Harrogate	4	2	4	1555	6,220
Henley	4	2	6	1769	10,614
Total OM			67		89,821 sqft

Affordable Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Block 1 - Apartment Type A	1	1/3	2	538	1,076
Block 1 - Apartment Type B	1	1/2	1	538	538
Block 1 - Apartment Type C	1	1/3	4	538	2,152
Block 1 - Apartment Type D	1	1/2	1	538	538
Block 2 - Apartment Type A	2	1/3	3	658	1,974
Block 2 - Apartment Type B	2	1/3	3	658	1,974
Block 2 - Apartment Type C	2	1/3	3	655	1,965
Tavy	2	2	11	832	9,152
Total Affordable			28		19,369 sqft
Total Dwellings			95		109,190 sqft

Net Developable Area	2.66 hectares 6.57 acres
Coverage	16,612 sqft/acre
Density	36 dph

