

Pell Frischmann

Barnham Eastergate Westergate (BEW)
Parcel SC1

Framework Travel Plan (FTP)

Revised Final Issue – 8 November 2022

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Report Ref.		A13394 BEW FTP 2022-11-08				
File Path		P:\133--\A13394-VAA Barnham Eastergate Westergate\40 Reports\FTP\A13394 BEW FTP 2022-11-08.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
D1		Draft for client review	27/08/2021	PA	SM	PS
D2		Draft for client review	04/10/2021	PA	SM	PS
F1		Final	13/01/2022	PA	SM	PS
F2		Final	29/04/2022	IC	SM	PS
F3		Revised final issue following WSCC comments dated 20 October 2022	08/11/2022	BB	SME	PDS
Ref. reference. Rev revision. Suit suitability.						

Prepared for
C.C. Projects (alongside Ashmarden Ltd and
Hanbury (PM) Ltd)

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1 Introduction and Context

1.1 Overview

Pell Frischmann has been commissioned by C.C. Projects Limited (alongside Ashmarden Ltd and Hanbury (PM) Ltd) (promoting the site together as 'The Southern Consortium') to provide transport planning and highways consultancy services in connection with emerging masterplan proposals for a strategic residential-led mixed use development on land forming part of the site allocation at Barnham/ Eastergate/ Westergate, (BEW), West Sussex. The application site comprises land south of Barnham Road and north of the railway as well as the route of the A29 realignment including the early connection referred to as the Hanbury Link (the 'Site'). The development is referred to as BEW Parcel SC1.

A site location plan is shown in Figure 1.1.

Figure 1.1: Site Location Plan



The Development Site forms part of the allocated site in the Arun Local Plan 2011-2031 under policy H SP2c, as strategic allocation SD5 Barnham/Eastergate/Westergate. The application is for:

Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.

The Transport Assessment (TA) and this accompanying Framework Travel Plan (FTP) have been prepared to assess the impact of the proposed development, and to provide the framework of overarching principles that would inform the phase and land use specific travel plans.

1.2 Purpose of the FTP

A Framework Travel Plan (FTP) seeks to provide a long-term travel strategy for the proposed development, and to encourage residents of the proposed development to travel by sustainable modes as opposed to car based travel.

The FTP provides the framework for subordinate Travel Plans individualised to each development parcel/s, to be progressed as they come forward.

This FTP will provide a package of measures aimed at promoting sustainable travel and reducing car reliance among residents of the proposed development, taking into consideration the existing opportunities for non-car based travel to and from the site. Travel habits among residents will be monitored on a medium to long-term basis and will seek to meet the targets set out in this FTP.

To be successful, TP's must be site-specific documents that are targeted to the residents and visitors of the development they represent. By being submitted prior to occupation, this document is intended to form a framework strategy for the site that will be developed further, and detail added following occupation of the site.

This TP has been written in accordance with the WSCC 'Development TP Policy' and has followed the principles of the 'TRACES' (Transparent, Realistic, Achievable, Committed, Enforceable, Sustainable) evaluation criteria.

1.3 Benefits of a Travel Plan

Travel Plans are important management tools and, when implemented as part of a comprehensive transport strategy, make it possible to achieve modal shift away from private vehicles towards more sustainable forms of travel.

A Travel Plan can be provided as part of a development proposal to reduce private car-based travel to and from the site. Implementing a TP will result in several benefits for the developments residents and visitors. Examples of these benefits include:

- Better accessibility for residents and visitors by public and sustainable travel modes
- An improved environment for pedestrians and cyclists;
- Increasing the health and fitness of residents and visitors by encouraging walking and cycling more, leading to an improved quality of life;
- Reduced travel costs for residents and visitors;
- Better relations with neighbours and nearby properties, by helping to alleviate congestion around the development;
- Reduced parking congestion around the site;
- More satisfied and happier residents, workers and visitors increasing the attractiveness of the development;
- Reducing emissions and improving air quality around the development; and
- Tackling climate change by reducing emissions.

1.4 Report structure

The remainder of this report is structured as follows:

- Chapter 2 – provides an overview and description of national and regional policies;
- Chapter 3 – presents a summary of the existing conditions of the site, including a review of the accessibility of the site by non-car modes;
- Chapter 4 – provides a summary of the proposed development at the site,
- Chapter 5 – sets out the base data and prediction of how people will travel to the site;
- Chapter 6 – sets out the objectives of this FTP for the development;

- Chapter 7 – provides the targets that this FTP has proposed;
- Chapter 8 – highlights the package of proposed measures included in the FTP;
- Chapter 9 – provides an overview of the implementation of the FTP including the action plan;
- Chapter 10 – presents details of the proposed management of the FTP;
- Chapter 11 – presents the FTP monitoring strategy;
- Chapter 12 – presents the proposed enforcement of the FTP; and
- Chapter 13 – presents the proposed action plan for the FTP.

2 Transport Policy Review

2.1 Introduction

This chapter of the report examines the context of the site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal. The following national and regional planning documents have been reviewed:

National Policy

- The National Planning Policy Framework (NPPF) (2021)
- National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

Regional Policy

- The National Planning Policy Framework (NPPF) (2021) West Sussex Transport Plan (2011-2026)
- West Sussex County Council Walking and Cycling Strategy (2016-2026)
- West Sussex County Council Cycling Design Guide (2019)
- West Sussex County Council Guidance on Parking at New Developments (2020)

In addition to the documents aforementioned the 'WSCC Development TP Policy' and WSCC 'Model Comments for Residential Development Travel Plans', received direct from the WSCC Travelwise team have also been reviewed. The local policies are reviewed in the Transport Assessment.

2.2 National Policy

2.2.1 National Planning Policy Framework (NPPF) (2021)

The NPPF is defined as being the document that 'sets the Government's planning policies for England and how these are expected to be applied.' The current version of the NPPF was adopted in February 2019 and last updated in July 2021. The NPPF is not a transport specific document, rather it sets out the Government's general requirements for the planning system. The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, '*is to contribute to the achievement of sustainable development*,' with three 'objectives' identified as supporting this, these objectives are:

- Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- Environmental – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating, and adapting to climate change, including moving to a low carbon economy.

The transport focus of the NPPF is with regards to promoting sustainable travel. More specifically it is identified that the planning system '*should actively manage patterns of growth*,' **Table 2-1** outlines the key points from the NPPF and how the proposed development supports or complies with these.

Table 2-1: Policy review - National Planning Policy Framework (NPPF) (2021)

National Planning Policy Framework (NPPF) (2021)	
Policy content	Development support/ compliance
Potential impacts of development on transport networks can be addressed.	This transport assessment has been undertaken with reference to WSCC guidance and the scope and findings of the study have been discussed with WSCC. Where the transport modelling has identified impacts, it is considered that the schemes included within the existing local mitigation studies, or proposed as part of the transport package for other developments mitigate the impact of the proposed development.
Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location, density of development that can be accommodated.	The masterplan for the proposed development has been developed to integrate the site with the surrounding transport networks. Parking provision will be in line with local policy requirements and considered in more detail as part of reserved matter applications.
The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.	An Environmental Impact Assessment has been undertaken as part of the planning application for the proposed development and further information regarding the mitigation of environmental impacts is included in this.
Patterns of movement, streets parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.	The masterplan for the proposed development has been developed by a qualified master-planner with input from relevant technical disciplines. The detail of the design will be determined as part of reserved matter applications.
The NPPF's overarching thrust on transport is that <i>'significant developments should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'</i> However, the policy also acknowledges that <i>'sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision-making.'</i>	The proposed development is considered to be sustainable due to the planned walking and cycling connections, proximity (and sustainable connections) to Barnham train station, bus strategy proposals, and provision of local facilities including a primary school within close proximity of the new homes.
The NPPF states that <i>'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'</i>	This FTP has been provided to support the proposed development application. The transport assessment for the development assesses the impact on surrounding transport networks.
The NPPF continues to state that <i>'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'</i>	It is considered that the impacts of the proposed development can be mitigated and there are no residual cumulative impacts on the road network. This is discussed further as part of the traffic modelling presented in this transport assessment.

2.2.2 National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

The National Planning Guidance document on Travel Plans, Transport Assessments, and Transport Statements was published in March 2014. **Table 2-2** highlights how the application has considered this.

Table 2-2: Policy review - National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)

National Planning Guidance: Travel Plans, Transport Assessments and Statements (2014)	
Policy content	Development support/ compliance
Chapter 2, Travel Plans, the document gives more details about Travel Plans and the need for and scope of them. Paragraph 010 states that <i>“the anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.”</i> Paragraph 011 states that: <i>“Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). [...] These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.”</i>	This FTP has been submitted alongside the transport assessment for the proposed development.
Chapter 3, Transport Assessments and Statements, the guidance emphasises that: <i>“The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.”</i> And mentions that <i>“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years).”</i>	The scope of the transport assessment and technical work for the traffic modelling has been discussed and agreed with WSCC. The transport modelling required an update of the strategic model and included all Local Plan allocations and committed developments. Forecast years of 2031 and 2038 were considered.
The guidance outlines some content suggestions for Transport Assessments, including: ➤ <i>“information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);</i> ➤ <i>information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;</i> ➤ <i>data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;</i> ➤ <i>a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;</i> ➤ <i>an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);</i> ➤ <i>data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;</i> ➤ <i>an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area; and</i> ➤ <i>measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;”</i>	This transport assessment covers the topics listed in the NPG document.

2.3 Regional Policy

2.3.1 West Sussex Local Plan (2011-2026)

The third West Sussex Local Transport Plan (LTP3) was published in February 2011 and sets out the transport strategy for the county for the next 15 years. The document details a number of proposals, which given the size of the proposed allocation, are material for consideration in providing an integrated transport strategy for the site.

According to the Plan's Summary, *"The main objective of this Plan is to improve quality of life for the people of West Sussex by:*

- *promoting economic growth*
- *tackling climate change*
- *providing access to services, employment & housing*
- *improving safety, security & health"*

Which will be achieved via the priorities of:

1. Improvements to the A27 trunk road
2. Programmed improvements to the A23 trunk road
3. Maintaining the highway network
4. Working with the community to improve safety on local roads

Part 1 of the LTP3 is about Long Term Strategy. Section 1.4 is about Transport Modes in West Sussex. Within 1.4, section 1.4.1 discusses the Strategic Road Network (SRN). The document says

"It is vital that strategic roads provide a good level of service to meet the objectives of this Plan and support our aspirations for the three economic areas in the County. [...] Securing delivery of significant new commercial and residential development is also crucial to achieve our objectives and dependent on a SRN that is capable of meeting these needs."

In this way, the proposed development relies on the ongoing maintenance of the SRN, and the development in turn supports economic growth, providing access to services and housing, etc.

The SRN in West Sussex contains a number of roads, such as the M23, A23 and A27. The purpose of the SRN is to serve journeys such as:

- *"longer distance traffic*
- *traffic passing completely through the County without stopping*
- *traffic travelling between the main urban centres in the County*
- *traffic from urban centres to more distant places outside West Sussex*
- *the main Heavy Goods Vehicle (HGV) flows"*

Part 2 of the LTP3 is the Implementation Plan, containing a section for each District council within the County. Section 2.3 focuses upon Chichester. Characterising Chichester, the LTP3 says

"Chichester District contains a diverse range of local communities, all with their own character, needs and aspirations. The District is the largest in the County, with a long coastline stretching from Selsey to Thorney Island'.

Discussing the Implementation Plan for Chichester, the LTP3 aims :

"To tackle the identified transport issues as and when funding becomes available. We will make certain that all new schemes and developments contribute and support in some way the following:

- *increasing use of sustainable modes of transport*
- *improving network efficiency in order to improve journey times and air quality*
- *improving safety for all road users*
- *discouraging HGVs from using unsuitable roads*
- *improving accessibility between communities and larger towns within the District"*

Thereafter follows a long list of the County's aims for Chichester, of which the most relevant to the proposed development are:

- *'Working with the Highways Agency and other partners to secure a package of improvements to the junctions on the A27 at Chichester which reduce congestion, improve journey times for public and private transport and improve air quality*
- *All new development should be designed to promote 'local living', which encourages sustainable travel behaviour by locating shops, jobs and homes close together.*
- *Safeguard against new development overloading the highway network. Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion, for example through the use and introduction of intelligent transport systems and encouraging more use of public transport.*
- *Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.*
- *Introducing measures to reduce the speed of traffic within residential and built-up areas where there are benefits and this is supported by the community.*
- *Supporting opportunities which will improve and protect the public right of way network throughout the District'.*

2.3.2 West Sussex County Council Walking and Cycling Strategy (2016-2026)

The Walking and Cycling Strategy aims to “*determine the Council's priorities for funding reflecting the overall walking and cycling aspirations of the Council, and provide guidance in support of prioritising cycling and walking infrastructure in new development*”. It also seeks “*to provide a framework through which local interest and community groups can make suggestions for the development of cycling and walking improvements*”. It has nine objectives, the most relevant of which are repeated here:

- *To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey*
- *To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads*
- *To increase the vitality of communities by improving access by bicycle and on foot*
- *To help people to access rural areas and enjoy walking and cycling”*

Chapter 3 of the document mentions some delivery goals for new infrastructure improvements:

- *“segregated paths following major high speed (40 mph+) corridors*
- *leisure facilities that are mainly off-road or less busy lanes*
- *a safer built-up environment based on area wide safety management and,*
- *where appropriate, reallocation of road space to create improved facilities”*
- *and “all new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers”*

Of the above four delivery goals, the first two are the most relevant for the proposed development. The document outlines its priority cycling ambition as creating “*a network of high quality segregated inter-community routes*”, and states that this will require:

- *“A sound economic case that is likely to attract various funding sources.*
- *Routes where existing highway land is sufficient and / or other land ownership is either agreed or easily attainable*
- *Local demand and support from key stakeholders including business is high”* Mainly due to the costs involved in acquiring land.

For the off-road or less busy routes, they might follow Public Rights of Way (of which West Sussex has an excellent variety) and would have to be designed to include not just cyclists but other non-motorised users. Providing these routes would require:

- *“A sound economic case that is likely to attract various funding sources; routes where land owners' and users' needs can be met,*

- *Local demand and support from key stakeholders such as The South Downs National Park Authority is high and where future development can be confidently predicted so that facilities are already in place when sites become occupied.”*

2.3.3 West Sussex County Council Cycling Design Guide (2019)

The West Sussex Cycle Design Guide is intended to describe the council’s “*vision for better cycling infrastructure in West Sussex. It is intended to support decision makers and set out more clearly what is expected of developers.*”

How does this document fit into the West Sussex Walking and Cycling strategy mentioned above? It is intended to deliver some of the aims of the strategy, and it “*aims to draw attention to key issues and to outline the application of contemporary cycle design thinking from across the country in the West Sussex context.*”

After describing how walking cycling should be best incorporated into development masterplans, the document goes on to discuss the Connectivity of Sites to Existing Network. Paragraph 2.3.1. states:

“Connections for motor vehicles to the existing highway network from a new development are usually restricted to a small number of points. All opportunities therefore need to be explored to supplement these points with pedestrian and cycle user only links, particularly at points furthest from the site access road junction(s) and corners of the site. The aim is to ensure that the distance required to make a journey by bicycle is minimised.”

Specifications about cycle parking refer to the Manual for Streets, and Paragraph 2.4.1 says: “*All cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development (‘Sheffield’ stands preferred).*”

In Part 3, cycle facility specifications are made for both quieter and busier streets, with design requirements set according to both the number of non-motorised users expected to use the facilities and the Annual Average Daily Traffic (AADT) of the road. For Highgrove Farm, the relevant section of the standards is reproduced in Table 2-3

Table 2-3: Table 2a in Cycle Design Guide: Summary of minimum provision of cycle infrastructure on highways

Speed Limit	Annual Average Daily Traffic (AADT)	Anticipated peak hour number of non-motorised users per hour (either 1-way or 2-way depending on the Cycle Route Type	Cycle Route Type	Desirable Minimum Effective Width	Absolute Minimum Effective Width
20 or 30 mph	Below 2,500	Any	Cycle-friendly street design		
20 or 30 mph	2,500-5,000	<150	Cycle Lanes (Mandatory or Advisory)* **	2.0m	1.5m
20 or 30 mph	5,000+	<150	1 way cycle track (including stepped cycle track)* **	2.5m	1.5m
		150-750		3.0m	2.5m
		>750		4.0m	3.5m
30mph	5,000+	<150	2-way cycle track or shared path **	3.0m	2.5m
		>150	2-way cycle track (segregated from pedestrians) **	4.0m	3.5m
* Where the minimum width cannot be attained over the majority of its length, cycle lanes should not normally be provided. In such circumstances, and where demarcation of a route is deemed appropriate, the use of signing and cycle symbol logo patches located 1.5m from the kerb may be an alternative option. ** Light forms of cycle lane segregation, such as wands or armadillos, can also be considered.					

2.3.4 West Sussex County Council Guidance on Parking at New Developments (2020)

The West Sussex County Council Guidance on parking at new development was updated in September 2020. Principle E : Design considerations states that new residential developments must consider the following:

‘To ensure that developments function efficiently and as intended, detailed consideration needs to be given to the following at the design stage:

a) Providing garages of sufficient size at new residential developments - If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 and calculations of parking demand will take this into account.

b) Providing adequate visitor parking at new residential developments - Adequate visitor parking is required and this will be influenced by the level of unallocated parking. Table 2 (Residential Parking Demand) should be used to ensure sufficient visitor parking is provided.

c) Where ‘active’ electric vehicle charging points are provided, if these spaces are dedicated to electric vehicles only, they should be included in the ‘total demand’ as allocated spaces (see Principle B).

d) Likely cycle ownership and storage – Although good cycle storage facilities are important, requirements should take account of dwelling size and type, and have regard to existing levels of cycle ownership. The minimum levels of cycle parking provision are set out In Table 2-4. The distinction has been made for cyclists on the basis of space requirements, availability of secure communal storage facilities and the anticipated occupants of flats.

e) Spaces for people with disabilities – Provision should be consistent with ‘manual for streets’

f) Motorcycle parking – Provision should be consistent with ‘manual for streets’

Table 2-4: Residential Parking Demand (Spaces per dwelling)

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise the same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

The guidance states that 20% of car parking spaces should be provided with electric vehicle charging points. Principle B: Electric Vehicle Charging Infrastructure 4.7 states that “Active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future’. However, the guidance states that in order to respond to changing needs, the developer should consider how the demand for electric vehicle charging points is likely to change over time:

‘To allow for increased sales in EVs over time and an increasing proportion of the overall vehicle fleet, it is proposed that current base levels of EV car sales in West Sussex be used as an index to base levels of active provision for EVs at new developments’.

WSCC take a starting percentage of 20% active EV provision and use a linear growth between 2018 and 2030, producing a set of yearly EV provision indexes. WSCC require these to be used as a guide to the level of active EV spaces to be provided within the year of construction. Table 2.5 shows the percentages of spaces requiring active EV charging facilities for 2020-2025.

Table 2-5: Electric Vehicle Space Allocations

Year	% Growth Index	% Spaces for EV Charging Facilities
2020	8	28
2021	13	33
2022	17	37
2023	21	41
2024	25	45
2025	29	49

Blue badge parking provision will be provided in accordance with the WSCC guidance:

‘Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. For sites with no or low parking provision due to site constraints, justification of exclusion of disabled person parking places should be clearly set out in planning applications. However, it is advisable that a minimum of one disabled parking space is provided’.

2.4 Summary

Key policy guidance at all levels has been identified within this chapter of the report, ensuring that the development proposals meet this guidance with regards to transport. The site lies in an accessible location that lends itself to sustainable travel, and development proposals will seek to encourage travel by sustainable modes. The proposed development is considered to be compliant with all relevant national, regional and local policy, as will be demonstrated within this report and in the TA (Appendix D1 to the Environmental Statement (ES)), and car and cycle parking will be provided in accordance with adopted standards.

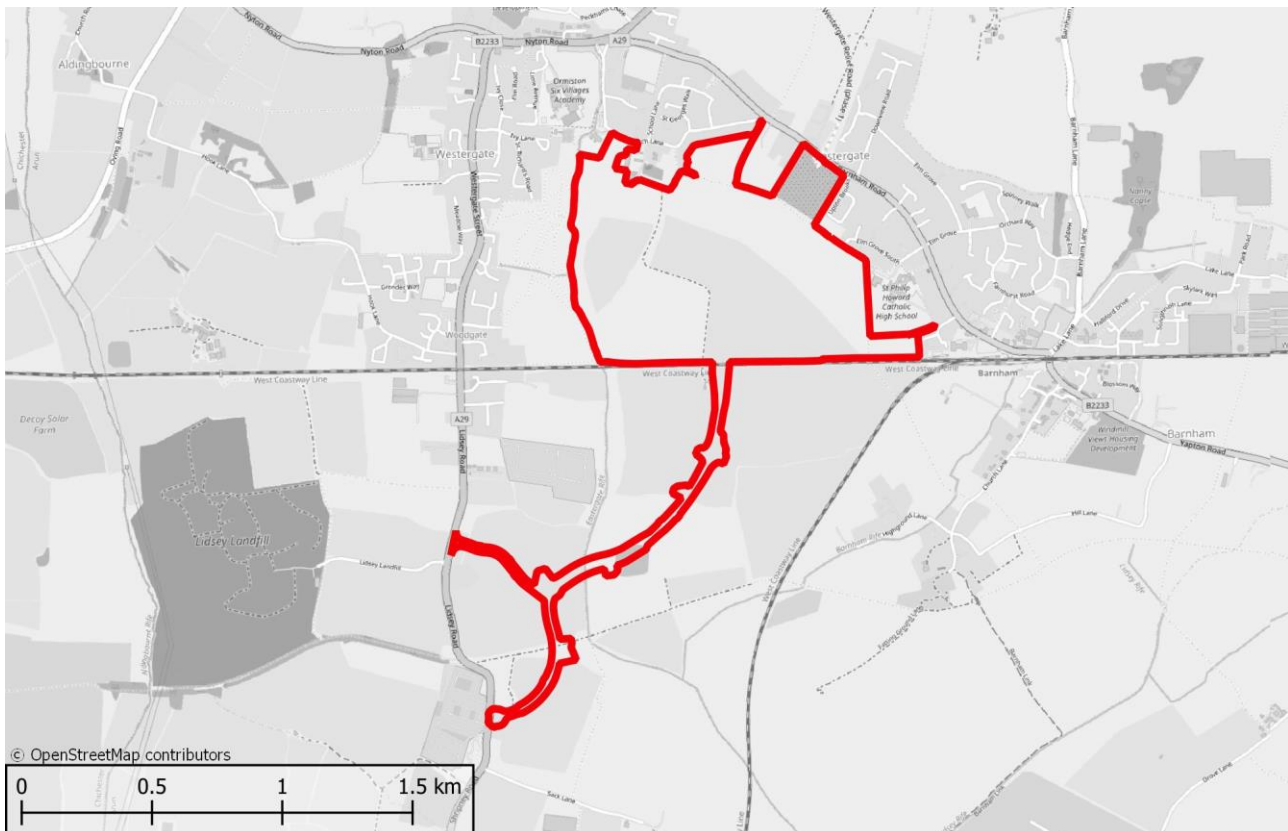
3 Existing Travel Situation and Accessibility

This chapter details the existing, or baseline, transport conditions considered, including public transport, walking, cycling, highways and traffic conditions. It is important that baseline conditions are accurately established so that the context of any potential future development at the site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.1 Site location and surroundings

The site is located south of Eastergate, to the southwest of Barnham and to the west of Westergate. The location of the site is shown in Figure 3.1.

Figure 3.1: Site Location Plan



For a full assessment of the Existing Transport conditions, please refer to the TA at Appendix D1 to the Environmental Statement (ES).

4 Proposed Development

4.1 General

The scope of the transport assessment and the A29 design has been discussed with WSCC throughout the pre-application process. Preliminary designs of the A29 scheme have been shared with WSCC, with comments received in March 2021 and July 2021, and incorporated where appropriate. An A29 Design Statement accompanies this planning application, and this sets out the design standards and principles for the section between Barnham Road and the existing A29 Lidsey Road.

The location of the proposed development site is identified in Figure 4.1.

Figure 4.1: Strategic Site Location Plan



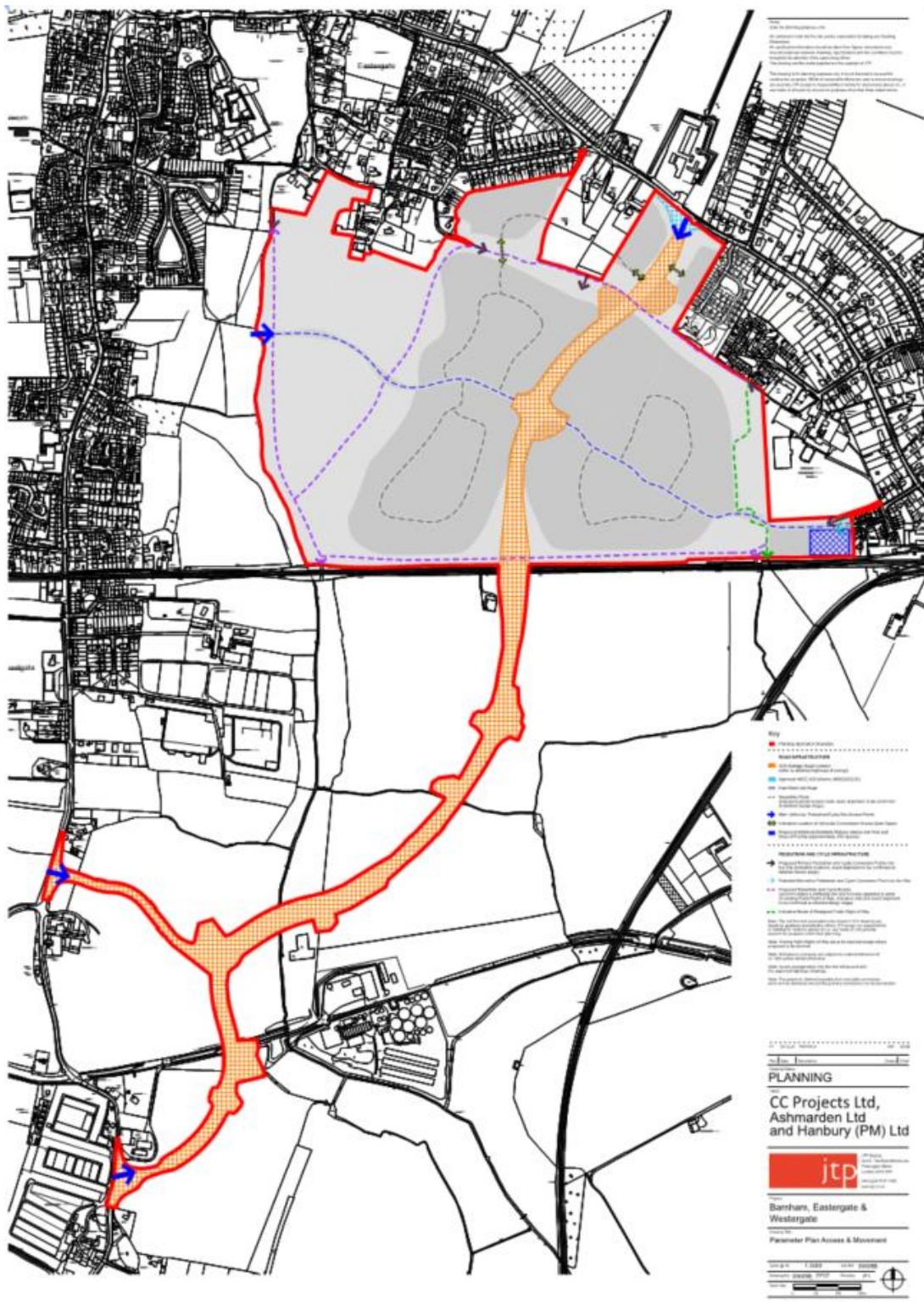
The Development Site is allocated in the Arun Local Plan 2011-2031 under policy H SP2c, as part of strategic allocation SD5 Barnham/Eastergate/ Westergate. The application is for:

Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.

The remaining land within the site allocation not included in this application will be delivered either by other landowners/promoters, or by a later planning application by the Southern Consortium (in relation to land south of the West Coastway railway line).

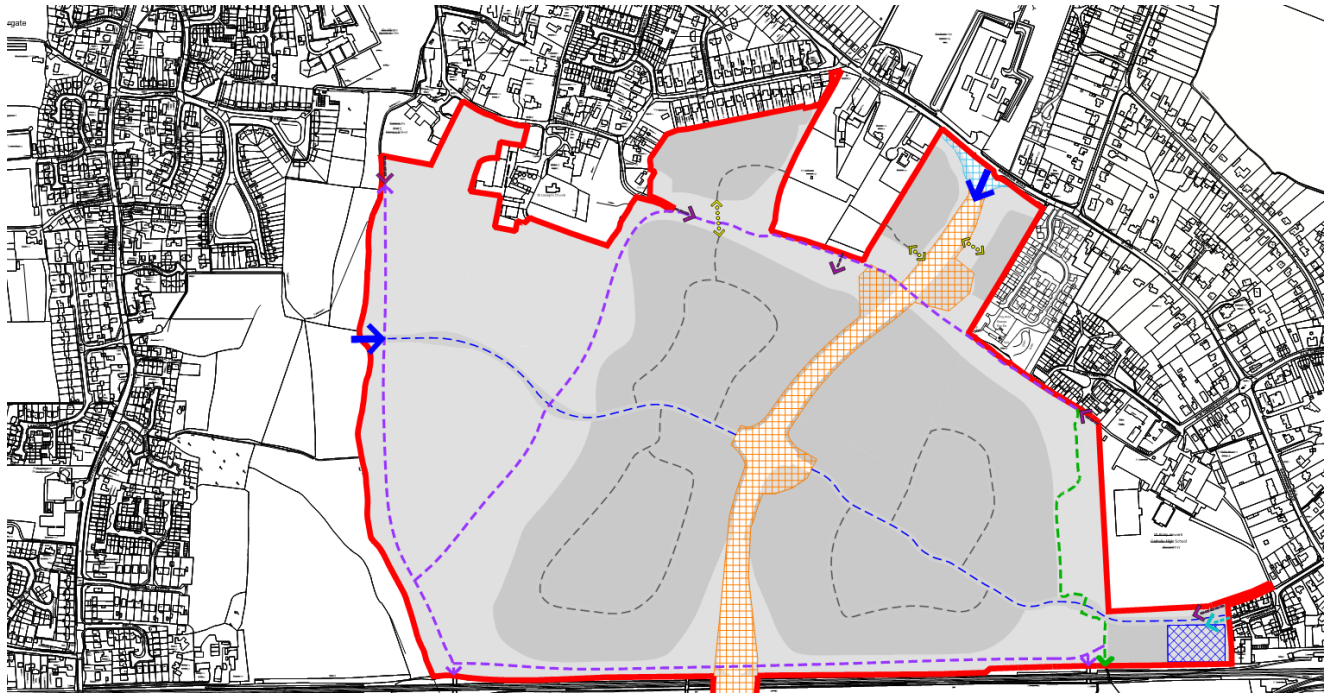
The Access and Movement parameter plan serves as a masterplan for the internal transport elements of the site application, and is shown in Figure 4.2.

Figure 4.2: Indicative Access and Movement Parameters Plan (by JTP)



Source: JTP

Figure 4.3: Section of Access and Movement Parameters Plan (by JTP)



Marked in orange is the A29 Strategic Road Corridor, which is discussed later in this chapter under the heading 'Realigned A29 and access junctions'. The western end of the link road connecting to the existing A29 will be designed by CALA and delivered as part of a planning application for the allocation land to the west of the application site.

The pedestrian links are widespread across the Site. The public rights of way (PROWs) across the Site will be accommodated after the development is built.

The proposed development provides for cycling via the widespread cycle routes across the Site. The internal cycle routes would be designed in accordance with LTN 1/20 (coherent, direct, safe, comfortable, and attractive) and the detail would be confirmed as part of reserved matters applications. These cycle and pedestrian routes will connect both east-west and north-south (including the South Downs to Coast route through the Lidsey Rife Linear Park), enabling all homes to have safe and direct access to the amenities and nearby facilities located in section 3.7 above.

It is proposed that on the main A29, the pedestrian/cycle route is protected from traffic and is 4 metres wide, constructed using a different coloured asphalt. A delineation strip is also proposed, separating the pedestrians from the cyclists. A shared route is shown on the East-west link road which crosses the A29 Strategic Road Corridor, as well as on the Barnham Station Link and the Hanbury Link, and this is proposed to be 3 metres wide.

Pedestrian and cycle crossings of the realigned A29 would be provided both at junctions and mid-block. Pedestrian and cycle links are proposed to continue under the Network Rail bridge and are shown on the bridge drawings. The pedestrian crossing at the northern Green Link has been carefully considered, including the potential for a bridge, and it was decided that an at-grade signalised crossing is the most appropriate preferable option as it is more convenient to use and more desirable from a personal safety point of view. Additionally the DMRB has been used to guide the most appropriate type of crossing and the selection of a signalised crossing is supported by a design approach outlined in TA 91/05. would be more appropriate

The proposed development contains a pedestrian/cycle crossing on average every 300m for land north of the West Coastway railway line, and crossings are shown approximately every 150-200m in the middle/southern section (the exact positioning of crossings will be determined as the masterplans for the land parcels south of the West Coastway railway line come forward). These will be a mixture of signalised (toucan) and parallel

(pedestrian and cycle) zebra crossings, all at-grade, as per DMRB guidance and pre-application comments received from WSCC. The only parallel zebra crossings are on roundabout arms as this is consistent with the guidance document CD119 Geometric Design of Roundabouts, all other crossings will be signalised. The layouts of these are shown in the design drawings.

Side road crossings are planned to be uncontrolled. 6 metre radii will be introduced on side roads to reduce potential traffic speeds. Raised tables can be considered across side roads to complement the cycle infrastructure but this will need to be aligned with the proposed parcel design.

4.1.1 Public transport

Discussions have been held with Stagecoach regarding how a bus service could be provided through the development. They advise that the key destinations would be Chichester and Littlehampton rather than Bognor, and they would propose a new bus service essentially following the B2233 corridor via the site.

The provision of the bus service is subject to agreement and further discussions during determination. Stagecoach is keen to explore interventions to improve bus reliability to and from Chichester, and how a new bus route would interact with other developments coming forward across the area.

In terms of schools transport, secondary school children would initially access the school in Ford, through a phased introduction of a school bus service, to accommodate demand in line with buildout of the proposed development. In the longer term, a 'Canal route' cycle route alongside the disused canal between the masterplan and Yapton would be explored as part of the application for the site south of the West Coastway railway line.

4.1.2 Car and cycle parking

The car and cycle parking requirements are set out in the following policy documents:

- West Sussex County Council: Guidance on Parking at New Developments (September 2020)
- Arun District Council – Parking Standards Supplementary Planning Document (January 2020)

The car and cycle parking provision would be dealt with as part of reserved matters applications for the site.

5 Base Data and Prediction

A robust trip generation and modal share assessment has been undertaken for the proposed development, the full assessment is provided within the TA at Appendix D1 to the Environmental Statement (ES). A summary is provided in the following section.

5.1 Trip Generation and Mode Share Summary

The multi-modal trip generation of the homes and school associated with the outline application has been forecast using a combination of vehicle trip rates from the WSCC strategic transport model, 2011 Census travel to work statistics, and data from TRICS. These were all discussed and agreed with WSCC during the project scoping. The methodology for each land use is as follows:

- Residential
 - The trip rates used in the assessment of the impact of the development are consistent with those used in the A29 modelling assessment business case. The mode share for residential land use has been based on the 2011 Census.
- Care Home
 - The trip rates and mode share for the care home has been based on comparable TRICS sites.
- Primary School
 - The vehicle trip rates per pupil were calculated using TRICS. The school is likely to primarily serve the proposed development and therefore the majority of trips to and from the school could be made by more sustainable modes of transport. It is considered that the walking and cycling infrastructure proposed as part of the development would encourage primary age children to walk, cycle and scoot to school.

5.1.1 Internalisation

For the purposes of reporting the analysis is split by land use. It is noted that it was agreed with WSCC that there would be 100% internalisation of trips associated with local centre land uses and 90% internalisation of trips associated with the primary school.

5.2 Distribution and Assignment

The TA includes network and junction modelling, A summary of what was undertaken is as follows:

- Strategic model update
 - The CATM is a SATURN model and was recently updated to inform the business case for the A29 realignment scheme which was completed by WSP in February 2019. This model was updated for use by WSP to inform the Barnham Eastergate Westergate Transport Assessment. Henceforth in this report this is referred to as the “updated WSCC A29 CATM model (operated by WSP)”.
- Strategic model scenarios and peak hours
 - The scope of the assessment was discussed and it was agreed with WSCC that the forecast year scenarios would be 2031 and 2038, the without Cala scheme modelling excludes the Cala development and the east-west connection through the Cala site, including:
 - 2031 with Cala do minimum
 - 2031 with Cala do something
 - 2031 without Cala do minimum
 - 2031 without Cala do something
 - 2038 do minimum
 - 2038 do something
- The assessment time periods agreed with WSCC were:
 - Weekday AM peak (8am to 9am)
 - Weekday PM peak (5pm to 6pm)

The future years of 2031 and 2038 have been calculated including background growth which consists of predicted traffic growth as a result of general increase in driving over time. The strategic modelling includes NTEM-adjusted TEMPro growth, known committed developments, and the allocated sites within adopted local plans.

The trip distribution used in the model for the development was calculated by WSP using donor zones in the model. The outputs of the CATM model were input into the Junctions9 models. The CATM model provided demand flows for the AM and PM peak hour turning movements at the junctions being considered as part of the transport assessment. Existing Modal Split Data

For the residential element, Census middle super output area 003, which contains the Site, was used to derive the mode split. The residential mode split calculated from the travel to work data is summarised in Table 5-1. It is noted that the 2011 Census data shows no people working from home. Given that the uptake of home-working is likely to be sustained in part after Covid-19 (thereby reducing trips on the highway network).

Table 5-1: Residential mode split

Method of Travel	Mode share
Work mainly at or from home	0%
Underground, metro, light rail or tram	0%
Train	9%
Bus, minibus or coach	1%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	76%
Passenger in a car or van	5%
Bicycle	3%
On foot	6%
Other method of travel to work	0%
Total	100%

6 Objectives

This chapter sets out the overarching objectives for the FTP. Further information on monitoring and review of the TP can be found in **Chapter 11**.

- Objectives are the high-level aims of the Travel Plans. They help to give a Travel Plan direction and provide a clear focus.
- Targets are the measurable goals by which progress will be assessed. This Travel Plan sets interim targets which will be refined once a staff survey has been completed.

6.1 Objectives

The FTP's overriding objective is:

'To engage with and encourage both residents and visitors to use more sustainable ways of travelling to / from the development site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.'

The sub-objectives are:

- **Sub-objective 1:** To increase resident and visitor awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate resident and visitor travel by sustainable modes; and
- **Sub-objective 4:** To reduce unnecessary use of the car, particularly for single occupancy, when travelling to and from the Site.

The overall objective of the FTP is to see an increase in the levels of walking and cycling as well as public transport to and from the development. This will be monitored using resident travel surveys.

7 Targets

This chapter provides an overview of targets that could be included in the Full TP that accompany the identified measures, which will achieve a reduction in development trip rates and predict the accompanying increase in use of sustainable modes. This document is a Framework TP as such no set numerical targets have been provided, as different targets for each company type are needed and will be set following the baseline surveys.

7.1 Travel Plan targets

Targets are measurable goals by which the progress of the plan will be assessed. Targets are essential for monitoring the progress and success of the Plan and have been designed to be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound).

- Specific – the targets will aim to specifically promote walking and cycling to those residents working within a reasonable distance of the site. Those that can combine public transport travel will be actively encouraged. The targets will be set using the travel mode results from the baseline travel survey.
- Measurable – the targets would be measurable, based on the results of the baseline travel survey and review surveys thereafter, to be carried out at key milestones over the lifecycle of the Travel Plan.
- Achievable and Realistic – the targets should be achievable and not unrealistic, they should be set in relation to the results of the baseline travel survey.
- Time-bound – The lifetime of the Travel Plan will be continuous through the construction and completion of the proposed development, with monitoring expected on a biennial basis for five years.

Targets come in two forms – 'Action' and 'Aim' targets. Action targets are non-quantifiable actions that need to be achieved by a certain milestone, whereas aim targets are quantifiable and generally relate to the degree of modal shift the Travel Plan seeks to achieve.

7.1.1 Action targets

The key action targets for the TP are set out below:

- To appoint the Travel Plan Coordinator (TPC) prior to occupation.
- To install physical/hard Travel Plan measures (that form part of the proposed development e.g. cycle parking, car sharing bays) at a time in conjunction with the relevant land parcel coming forward.
- To agree the scope of the multi-modal site-wide baseline travel survey with WSCC prior to the first one being undertaken, and undertake that survey within one month of 75% occupation (for residential parcels)
- To agree the scope of the multi-modal site-wide baseline travel survey with WSCC prior to the first one being undertaken, and undertake that survey within three months of first occupation (for employment/business parcels)
- To undertake monitoring surveys on or around the anniversary of the baseline travel survey at one, three and five years after that initial baseline survey.
- To collate and submit monitoring survey results to WSCC, within two months of survey date, for review and consideration.
- To set up a steering group by a specified date agreed with WSCC and set out in the Full TP.

7.1.2 Aim targets

The specific targets for measuring the progress of the plan will be set in agreement with WSCC once the baseline TRICS UK Standard Assessment Methodology (SAM) compliant multi-modal survey or comparable has been undertaken and the future agreement of the aims with WSCC will be secured through the TP planning condition. However, the provisional aim targets for the site will be as follows:

- Reduce the level of car trips, by 10% as per the WSCC Residential Development TP guidance;
- To promote the use of Ultra Low Emission Vehicles (ULEVs);
- To promote car club and car share;

- To ensure minimal negative impact on air quality or congestion occurs as a result of the proposed development;
- To increase the number of people walking or cycling;
- To increase the number of people using public transport.

Targets will be monitored through the baseline surveys as part of the Travel Plan monitoring process, and at one, three and five years after baseline travel surveys whereby the 10% trip rate reduction target should be achieved, if not, further TP measures may need to be implemented.

Specific numerical targets will be defined in each Travel Plan, as different targets for each company type are needed. This will allow targets to be ambitious and realistic for each company rather than applying the same targets to all.

8 Framework Travel Plan Measures

8.1 Introduction

The following section outlines a range of measures that may be implemented so that a variety of suitable, easily accessible alternatives to single-occupancy car travel are available to residents, employees and visitors. With the proposed measures in place, the proposed development will contribute towards national and local sustainability objectives, ensuring new residents are aware of the choice of sustainable travel options available to them in this location.

It is expected that a detailed Travel Plan will be secured and funded by planning condition and/or via the Section 106.

To encourage sustainable travel amongst residents, employees and visitors, the measures used must be considered attractive and convenient. Every effort has been made to include measures appropriate to the proposed development's location and the initiatives provided are by no means exhaustive. Travel Plans are evolving documents in response to new travel and transport opportunities that may arise, and as such, future reviews may result in an update of current measures.

These measures can be split into two types:

- 'Hard' or 'Physical' Measures - engineering / architectural measures incorporated into the design of the proposed development e.g. cycle parking provision; and
- 'Soft' Measures - marketing and management measures implemented as part of the proposed development on an on-going basis in order to maximise the uptake of sustainable travel measures and in order to reduce dependency on private cars, particularly single occupancy trips.

The developer or future developers of individual phases will retain responsibility for the provision of 'hard' measures until the site or the relevant phase is completed, ready for occupation. The hard measures, such as pedestrian and cycle infrastructure and its network reach throughout the development, will be developed concurrently with the proposed layouts for each phase. The Travel Plan will identify the specific hard measures and ensure their incorporation within the site.

The proposed development will be phased and so as each phase is delivered, responsibility passes to the occupier or a relevant management company who will appoint a TPC, who then will be responsible for direct contact with WSCC. Full details of the TPC role are provided in Chapter 10 .

Each occupier/ management company will be required to produce, maintain and manage their own Travel Plan, which is subordinate to this FTP as mentioned in the Introduction chapter.

8.2 Marketing, promotion and Publicity

In order to properly promote and market the sustainable travel options of the site, it is key that residents will be provided with all the relevant information prior to and upon occupation of the site.

8.2.1 Sales promotion

The accessibility of the site by walking and cycling will be marketed to potential future residents and employees from the outset, sales and management staff will be made aware of their Travel Plan and the information contained within it.

8.2.2 Travel pack

All new residents and employees (first occupants only) will be provided with travel packs as a part of, or alongside, their welcome pack. The packs will be used to raise awareness of sustainable initiatives being

implemented throughout the lifecycle of the Travel Plan including the promotion of key services and facilities, online shopping, car-share databases and promotion of membership to local cycling clubs and campaigns.

The composition of the travel packs will be written in accordance with WSCC TP guidance, and could include the following:

- An overview of the overarching aims and objectives of the relevant Travel Plan, and why it is in place;
- The benefits of the Travel Plan to residents, employees and the wider community;
- Incentives being offered to residents and employees to encourage them to use sustainable and active forms of travel;
- A map of the local area highlighting local schools, shops, major employment, hospitals, doctor's surgeries, dentists, bus and rail stations/stops and leisure facilities;
- Details about grocery home delivery services operated by local shops and supermarkets;
- Local public transport timetables;
- Local walking and cycling routes;
- Information on local car share and car club databases;
- Information on local Ultra Low Emission Vehicle infrastructure;
- Contact details for local taxi companies;
- Information on bike purchase schemes and bike maintenance shops;
- TPC contact details; and
- Local services and facilities within walking / cycling distance of the proposed development.

8.2.3 Newsletter/ Email

The TPC will produce a biannual newsletter during the active phase (five years) of the Travel Plan which will detail the progress towards targets and results of the Travel Plan monitoring. The newsletter will be provided in either a leaflet form or electronically.

The newsletter will act as a promotion tool for the Travel Plan by publicising any new measures, national sustainable travel campaigns and improvements to sustainable travel facilities in the local area.

8.2.4 National Events

The TPC will include the details of national sustainable travel campaigns including the following:

- Walk to School Week;
- National Bike Week;
- Cycle to Work Day;
- European Mobility Week / Travelwise Week;
- Cycle September;
- National Liftshare Week;
- International Walk to School Month; and
- Road Safety Week.

8.3 Measures to promote public transport use

The FTP recognises the importance of promoting public transport use to residents and employees, in order for it to be recognised as a viable alternative to private car use.

Residents and businesses will be provided with timetable, route and fare information for local bus and rail services so that they are able to consider these options for both commuter and leisure journeys. This information will be distributed within the Travel Plans to residents with reference to the respective service providers' websites as appropriate.

8.4 Measures to promote walking and cycling

To maximise the attractiveness of walking and cycling to future residents of the proposed development, the following measures will be considered:

- Walking and cycling route maps – These will be provided within the Travel Plans, and will be provided to all new occupants with all of the relevant information on local walking and cycling routes and distances to key services and facilities;
- Personalised journey/travel planning – The TPC could provide personalised travel planning advice to any residents at the proposed development who require it. This could include information on the fastest route for accessing public transport services and stations, or advice on safer cycling routes; and
- Cycle Parking – Cycle parking will be provided in accordance with the relevant standards in both the residential and employment development.

8.5 Measures to promote electric vehicles

Where private car usage does occur, it is important to consider how any emissions generated by private vehicles can be reduced as much as possible through the promotion and eventual use of Electrical Vehicles (EVs) and Ultra Low Emission Vehicles (ULEVs). Measures intended to promote the use of these vehicles include the following:

- Infrastructure – the Travel Pack will provide information regarding the availability and support for EVs and ULEVs, such as local dealerships and garages for servicing and maintenance, and the locations and availability of off-site charging infrastructure; and
- Benefits– the TPC will ensure that residents of the proposed development are aware of the environmental benefits and financial incentives of ownership and use of EVs and ULEVs.

In relation to the proposed development the following targets are appropriate:

- ensure new developments provide EV charging points where practical; and
- promote and support low and ultra-low emission vehicles.

The Proposed Development will aim to both promote EV and ULEV and investigate the possibility of implementing new infrastructure, thus supporting the aim to improve cleaner air for all in West Sussex.

8.6 Measure to promote car shares

To maximise the attractiveness of sustainable travel and move away from private car use for future residents of the proposed development, the following measures will be considered:

- Promotion of lift sharing (<https://liftshare.com/uk/community/westsussexcarshare>) will be promoted through the newsletter/email/travel pack supplied by the TPC. The information provided will include the web address to sign-up, the benefits of car sharing and a car sharing leaflet provided on the West Sussex County Council website;
- There are currently two car clubs in West Sussex. Both clubs are operated by Co-Wheels, which has a network of over 400 cars available to members in over 50 towns and cities across the UK. Future residents will be provided with information of the car club through the travel pack with reminders through the newsletter/email. The information provided will include car club location, how to sign-up benefits of joining a car club and how to set-up a car club.

Car club provision would be a condition of planning addressed as part of reserved matters/ dealt with on a phase-by-phase basis.

8.7 Travel website or social media account

The TPC/s will investigate the possibility of creating a site-wide travel website or social media account that should outline travel information relating to the site, and events to encourage sustainable and active trips to the site. It is likely that all site-wide communications will be branded the same to provide a consistent approach to promoting sustainable and active travel. A link to the website would be included on all site-wide communications. The website may include the following:

- local amenities map;
- information on public transport and active travel options;
- information and promotion of incentives;
- information and promotion of measures;
- on-going promotion of sustainable travel events;
- PDF version of the Travel Plan for download and circulation.

The travel website will be the responsibility of the TPC/s and they should ensure that the information contained on the website is relevant and up to date.

9 Implementation

9.1 Delivering Travel Plans

In order to ensure that Travel Plans are successful in achieving modal shift and meeting the Trip Rate targets it is essential to ensure that there is a mechanism in place that will secure its delivery. A Travel Plan can be secured in two ways, through planning condition or through a legal S106 agreement.

It is preferable for Full Travel Plans to be secured through embodiment in a section 106 agreement of the Town and Country Planning Act 1990. This method will give elected representatives, officers and the company itself a greater sense of purpose and confidence in what has been agreed.

9.2 Management Structure

A steering group including the Travel Plan Co-ordinator, local authority representatives, occupiers, public transport providers and even community representatives will be established. This group will ensure effective communication and co-ordination of actions.

There are several elements required for successful management of a Travel Plan:

- The appointment of a Travel Plan Coordinator;
- Mechanisms for management at different stages of the Travel Plan;
- Management structures, steering groups management companies, community trusts and other options; and
- Long term sustainability.

9.3 Action Plan

A series of measures proposed to be provided across the proposed development were outlined in Chapter 8 of this FTP. These measures would be provided either prior to or at occupation of the proposed development, and will be timed in order to maximise the early uptake of sustainable travel options from the outset.

The relevant TPC will be responsible for ensuring the delivery of each measure within a suitable timeframe. A Travel Plan action plan, summarising the implementation timeline for the delivery of each measure, is provided in Table 9-1.

Table 9-1: Action Plan timetable

General Site Actions					
Action	Target Values	Target Date	Funding	Indicator	Responsibility
Appointment of Travel Plan Coordinator (TPC)	N/A	TPC appointed at least 1 month prior to first occupation	Developer	Appointment of TPC on or before target date	Developer
Provision of cycle parking	Cycle parking spaces	Prior to occupation	Developer	Provision of all cycle parking spaces for appropriate phase/unit	Developer

Electric vehicle charging infrastructure	EV charging infrastructure to be incorporated into a proportion of the residential units and business units	Prior to occupation	Developer	Installation of charging infrastructure	Developer
Provision of broadband in homes	All homes and businesses to be broadband enabled	Prior to occupation	Developer	Site wide travel survey / questionnaire	Developer
Production of travel packs	Produce travel pack prior to first occupation and distributed upon occupation	Prior to occupation	Developer	Site Wide travel survey / questionnaire	Developer & TPC
Walking / cycling / public transport promotion	Ensure that relevant walking, cycling and public transport promotion campaigns are promoted to residents	Ongoing	Relevant TPC's Budget	TPC to monitor whether campaigns are effective	TPC
Promotion of car share / car club	Promotion through the Travel Pack / Newsletter / Email	Prior to occupation then ongoing	TPC (car share) and Developer (car club)	TPC to monitor	TPC / Developer
Personalised travel planning sessions/ national events	TPC to offer planning services for new residents and businesses	Ongoing	Relevant TPC's Budget	TPC to keep record of which resident/ employee have utilised the service	TPC
Undertake baseline multi-modal travel surveys	N/A	Within one month of 75% occupation (residential) or within three months of first occupation (employment)	Relevant TPC's Budget	Receipt of travel survey results	TPC
Agree target values for car driver mode split with Travel Plan Officers	Targets subject to negotiation following baseline travel survey results	After baseline travel survey results being received	Relevant TPC's Budget	Receipt of written agreement of targets from WSCC	TPC

9.4 Funding

In the context of the proposed development being brought forward in phases, the relevant developer will be responsible for the appropriate funding of all measures outlined within this Travel Plan for the duration of the plan through a service charge, as well as for the implementation of the plan itself.

Costs associated with the monitoring and surveys will be agreed and set out in the Section 106 accompanying the planning application and will be paid prior to occupation (for the monitoring fee).

10 Management and Responsibility

10.1 Overall responsibility

As mentioned in the Introduction chapter, the FTP provides the framework for subordinate Travel Plans individualised to each development parcel, to be progressed by each site occupier as they come forward. All site developers and occupiers will be required to be covered by a relevant Travel Plan created in accordance with (and subordinate to) this FTP (or later approved updates). This requirement will be secured by planning condition for the site as a whole.

Each element of the proposed development will be covered by a Travel Plan created by an appointed management company relevant to the parcel of proposed development land being taken forward. The management company will be appointed by the occupier/developer.

All Travel Plans will be implemented in consultation with the WSCC as the local highway authority, as outlined in Chapter 8 of this FTP.

10.2 Travel Plan Co-ordinator

For each Travel Plan, it is recommended that a Travel Plan TPC is appointed to take responsibility for that part of the proposed development, to manage the Plan and ensure its delivery. The TPC role will be fulfilled by an appointed consultant, or a member of the relevant management company. It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the site. The roles and responsibilities of the TPC are set out below:

- implementation and management of the Travel Plan including bi-annual newsletter;
- awareness-building and engagement with stakeholders;
- marketing and communications;
- measuring success and monitoring change;
- providing a 'face' for the Travel Plan, that can explain its purpose and the opportunities on offer. This may include offering services such as personal travel planning advice; and
- helping establish and promote individual measures within the Travel Plan.

The TPC will overall be responsible for the day-to-day management of the Travel Plan and will provide the main point of contact for residents and businesses of the proposed development. The TPC will report on progress in delivering the Travel Plan against the agreed targets, in a manner to be agreed with WSCC.

10.3 Hand Over

The Full TP will include arrangements for the handover of the plan to occupiers of the site or another relevant body at the end of the monitoring period.

11 Monitoring and Review

11.1 Monitoring plan

Due to the full site build-out expected to last approximately 10 years, it is important to ensure that the Travel Plan is implemented in a gradual and phased manner. If baseline travel surveys which inform subsequent targets and monitoring are carried out too soon, and without subsequent follow-up, there will be insufficient new residents and occupants within the site for the results to be considered reflective of travel patterns across the site as a whole. On the other hand, starting baseline travel surveys too late will reduce the opportunity to encourage the earliest occupiers into a sustainable travel mindset.

Travel Plan's hard measures will begin to be implemented as each phase is built out. Travel Plan soft measures will begin to be implemented within one month of first occupation of the site and remaining measures will be implemented gradually as more of the site is built-out and occupied.

With regards to the residential baseline travel survey, the TPC will arrange an initial TRICS UK Standard Assessment Methodology (SAM) compliant multi-modal survey or comparable to be undertaken within one month of 75% occupation of the first phase of the residential portion of the site. Further, the full multi-modal travel surveys will then be undertaken on or around the first anniversary of the initial survey and biennially thereafter (for up to five years from the date of the baseline survey). These subsequent surveys will include the additional residents that have moved into the site in the meantime. Therefore, the survey sample will increase year-on-year and in turn become more representative of the site population as a whole.

With regards to the business baseline travel survey, the TPC will arrange an initial multi-modal travel survey to be undertaken within three months of first occupation. The survey will take a similar form as the resident survey described just above, but will be weighted towards commuter travel. The travel surveys will be undertaken by the TPC (or a surveying company commissioned by the TPC) and will inform the individual employers' travel targets.

The specification and scope of the multi-modal surveys will be agreed with WSCC prior to the first one being undertaken, with consideration given to the consistency of each subsequent survey (in order that they remain comparable when monitoring takes place). The surveys are likely to comprise the following components:

- TRICS UK Standard Assessment Methodology (SAM) compliant multi-modal survey;
- questionnaire surveys– including open questions focusing on reasons for car use and barriers / constraints to using sustainable travel modes, awareness of alternative modes and incentives;
- cycle parking utilisation survey; and
- car parking utilisation survey.

11.2 Reporting

The TPC will report the monitoring survey results to WSCC after each survey. As appropriate, key survey and/or monitoring findings and associated sustainability messages will also be disseminated amongst residents potentially via the steering group.

12 Enforcement

This FTP will help ensure that future development will be accessible and sustainable via alternatives to single occupancy car use. Therefore the enforcement of Full TPs are essential to ensure that targets are met and the impact of development is managed, monitored and mitigated successfully.

The development's Full TP will clearly demonstrate the sanctions that will apply in the event that targets are not met. An examples of penalties that might apply include:

- Funding of additional annual TRICS SAM surveys until such time as the targets are met; and
- Implementation of additional mitigation measures, which may be held in reserve. Such measures could be implemented either on or off site (or both) and would be costed and agreed with WSCC prior to the Travel Plan being approved.

As previously mentioned the Full TP will be monitored on a biennial basis for 5 years from the date of first occupation, at the end of this period the overall success of the Travel Plan will be assessed against the final year targets.

At the end of the 5 year monitoring period the Travel Plan will be assessed against the following set of criteria to determine the level of success and what mitigation, if any, is required.

- The % the Targets within the Travel Plan have been missed/ exceeded;
- The resulting effect on capacity of key junctions;
- The resulting effect on road safety; and
- The level of site occupancy.

13 Conclusion

This FTP has been created to support the planning application for a mixed used proposed development.

This FTP sets out the strategy, aims and objectives for the continual improvement of the sustainability of travel to/from and within the proposed development. The FTP provides the framework for subordinate Travel Plans individualised to each development parcel, to be progressed by each site occupier/developer as the phases come forward.

This FTP provides a site-specific package of measures which can be used to promote access using sustainable modes to/from the Proposed Development.

Management and monitoring processes have been proposed through a Travel Plan Coordinator for each subordinate Travel Plan.

An action plan has been proposed to highlight the timescales and responsibility for all incentives and measures proposed in this FTP.

