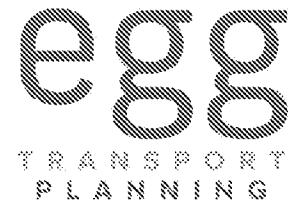




**Proposed Care Facility
8 Ford Road in Arundel, West Sussex**

Framework Travel Plan

Prepared on behalf of
Consensus Healthcare



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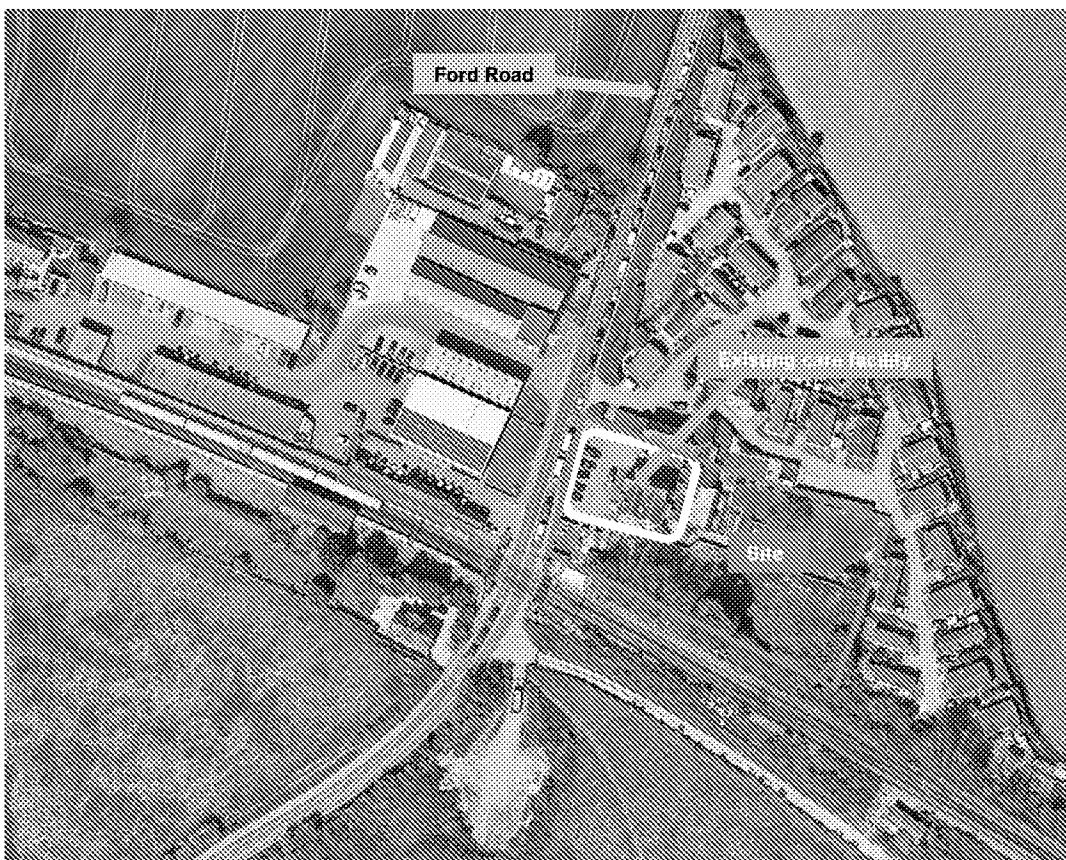
1 Introduction

1.1 Preamble

1.1.1 Egg Transport Planning has been commissioned by Consensus Healthcare ('the applicant') to provide advice in relation to a planning application for a proposed health care facility at 8 Ford Road in the village of Ford near Arundel in West Sussex, BN18 0BH ('the site').

1.1.2 The site is located close to Ford railway station but sits on the eastern side of Ford Road, as shown on **Figure 1.1**.

Figure 1.1 – Site Location



Source: google earth

1.1.3 The proposals involve constructing four 1-bedroom terraced bungalows (C3(b) use) and a small office which ancillary to the care facility, in the rear garden of a building which currently operates as a care facility for disabled adults.

- 1.1.4 The applicant has undertaken pre-app discussions with the relevant Local Planning Authority (LPA), which is Arun District Council (ADC). The discussions based on draft plans which showed that the proposed bungalows would provide 9 parking spaces. These spaces would primarily be used by residents and staff of the bungalows but could also be used by staff and residents of the existing care facility.
- 1.1.5 The following comments were provided by the relevant Local Highway Authority (LHA), which is West Sussex County Council (WSCC):

"As 1-bed units in Zone 1, each dwelling would require 2 spaces, 9 have been shown. This appears excessive, especially as the proposal is purported for use in connection with the established care facility use. It could be that a holistic approach is taken with parking, the Arun Parking Standards require sites under C2 use to be informed by a Travel Plan, there may be opportunities to reduce onsite parking for each of the units if a flexible approach is taken with existing on-site parking."

- 1.1.6 This Framework Travel Plan (FTP) has been produced in response to the comments made by the LHA and sets out key parameters that relate to the full Travel Plan (TP) that will be implemented once the proposed bungalows are occupied.
- 1.1.7 The full TP will implement a series of targeted measures which will promote sustainable travel to staff and residents at both the existing and proposed care facilities. The ultimate aim of the full TP would be to reduce single-occupancy car trips which would, in turn, limit the demand for parking at the site.

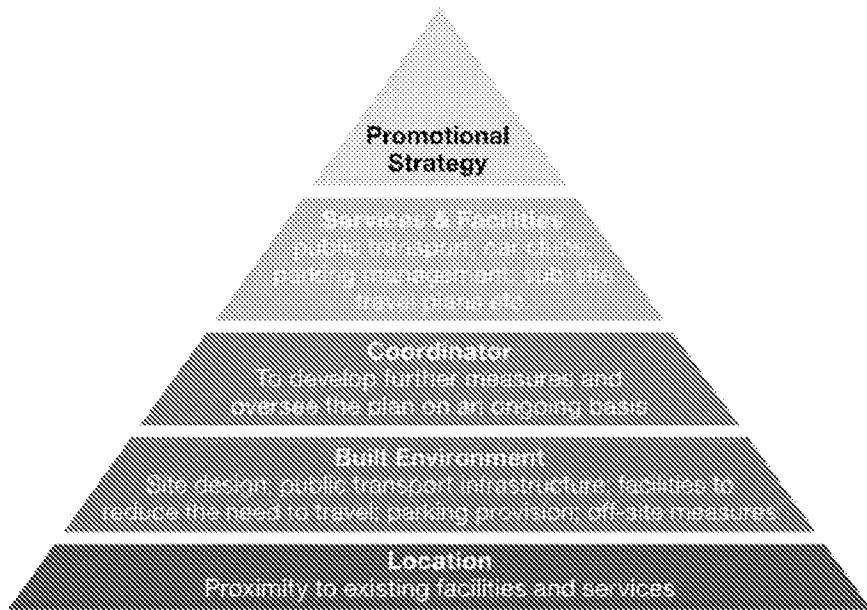
2 Travel Plan Context

2.1 Background to Travel Plans

2.1.1 A TP is a package of practical measures that aims to reducing the traffic impacts of a development. The main objective of a TP is usually to reduce single occupancy car trips whilst simultaneously encouraging travel via sustainable modes of transport.

2.1.2 The DfT's document 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

Figure 2.1 – Travel Plan Pyramid



Source: Making Residential Travel Plans Work, Department for Transport, 2007

2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.

2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services.

2.1.5 In terms of location, the site is located very close to Ford railway station and within reasonable cycling distance of residential areas such as Yapton, Arundel and Climping, which makes it feasible for staff to travel to the site via rail and by bike.

- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in promoting sustainable travel modes. In this instance the layout could include cycle parking for staff and residents and could be secured through a suitably worded planning condition.
- 2.1.7 As indicated in Level 3 of the pyramid, the Travel Plan Coordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development.
- 2.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice.
- 2.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.
- 2.1.10 Future staff based of the proposed development will be made aware of the aims of the TP and will be informed of sustainable travel choices that are available.

2.2 Objectives of the Plan

- 2.2.1 The key objectives of this TP are to:

- minimise single occupancy car trips for staff;
- promote car sharing, walking and cycling as safe, efficient, affordable alternatives to the private car; and
- highlight the health and environmental benefits of using sustainable travel modes.

2.3 Benefits of the Plan

- 2.3.1 A large number of benefits could be derived from the successful implementation of the TP, for staff based at the site as well as the wider community. These include:
 - improved health and fitness through increased levels of walking and cycling;
 - increased flexibility offered through wider travel choices;
 - the social aspects of sharing transport with others; and
 - improvements to the environment surrounding the site as vehicular movements are minimised and parking demands are reduced.

2.4 Targets

- 2.4.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.

2.4.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.

2.4.3 Action targets include actions such as appointing a TPC, and launching the TP.

2.4.4 The aim targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.

2.4.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled 5 years thereafter.

2.5 Initial Travel Research

2.5.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, the travel behaviour of staff based at the site at the start of the TP will be collected, once the proposed bungalows built out and the additional staff are employed at site.

2.5.2 Without this initial baseline data, the modal split of the workplace population has been forecast using census dataset (WP703EW - Method of travel to work (Workplace population) for the census area 'Arun 006' in which the development is situated. The modal split of people who work in this area is shown in **Table 2.1**.

Table 2.1 – Modal Split of Commuting Trips

Mode	Modal Split
Public Transport	4%
Car Driver or Motorcycle	79%
Car Passenger or Taxi	8%
Bicycle	4%
On Foot	6%
Total	100%

2.5.3 The census data presented in **Table 2.1** gives an initial indication of commuting patterns at the site prior to the initial travel surveys being carried out and without the influence of TP measures. It shows that 21% of people working in the area around the site use sustainable travel modes such as public transport, cycling, walking or car sharing.

2.5.4 **Table 2.2** gives an example of the approximate modal shift that could be achieved with effective TP measures in place.

Table 2.2 – Potential Modal Shift

Mode	Modal Split of Commuters		
	Current	Modal Shift	Future
Public Transport	4%	0%	4%
Car Driver or Motorcycle	79%	-3%	76%
Car Passenger or Taxi	8%	+1%	9%
Bicycle	4%	+1%	5%
On Foot	6%	+1%	7%
Total	100%	0%	100%

2.5.5 The figures in **Table 2.2** are indicative only and would be considered fully when travel surveys have been undertaken.

2.5.6 Once the site is fully occupied, employees would be surveyed sustainable travel initiatives (such as those described in section 4) would be implemented.

2.5.7 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and the second survey, sufficient time should have passed for a shift in travel patterns to occur.

3 Sustainable Connectivity

3.1 Background

3.1.1 This section of the report examines the accessibility of the site by alternative modes of transport to the car by considering the following:

- Walking and Cycling
- Public Transport

3.2 Walking and Cycling

Walking

3.2.1 The Institute for Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suggested walking distances which may be used for development planning purposes. The document recognises that the preferred maximum walking distance for commuting trips is 2km. This document also states that "*walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile*" (Paragraph 1.12, Page 11). In other words, around 80% of trips of less than 1 mile are made on foot.

3.2.2 The site is located within the village of Ford so sits within an established area which accommodates some residential development. This comprises 'The Willows' residential park which is located immediately north-east of the site.

3.2.3 To the north of the village, Ford Road is without footways and so there is limited prospect of people walking to the staff from areas located north of the site. A footway is however, in place to the south of the site and provides a pedestrian connection to houses in and around Rodney Close also Nelson Row. The areas of residential development are within 1.4km from the site, making it feasible for people living in these areas to walk to the site.

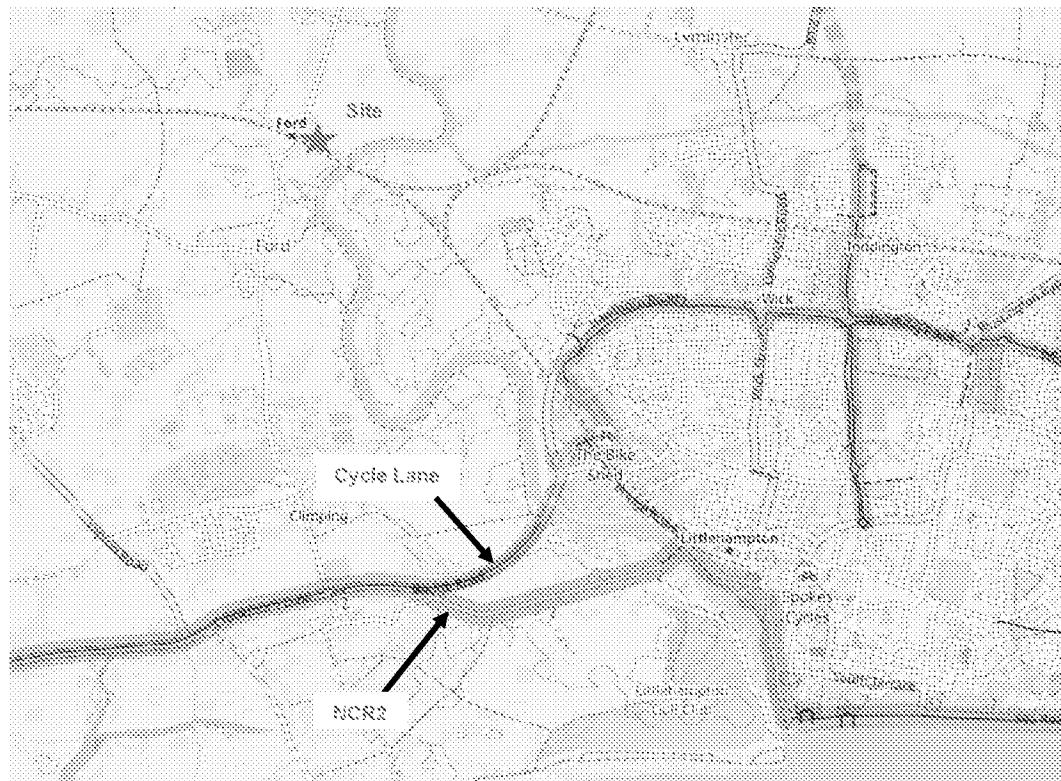
Cycling

3.2.4 It is generally accepted that cycling has the greatest potential to substitute for short car trips, particularly those less than 5km.

3.2.5 Residential areas that are located within 5km of the site include the whole of Arundel town which lies to the north of the site. The villages of Climping (c.2.6km) and Yapton, to the south of the site and also parts of Littlehampton to the south-east are within the 5km threshold.

3.2.6 Figure 3.1 shows a map showing cycle facilities on roads near the site.

Figure 3.1 – Cycle Map



Source: openstreetmap.org

3.2.7 Figure 3.1 shows that site is located fairly close to a section of National Cycle Route 2, which is shown as the red route on the plan provides a connection between Littlehampton and the A529 Crookthorn Lane. Within the built-up parts of Littlehampton, on-street cycle lanes are present. Cycle parking could be provided at the site which would encourage staff and residents to cycle.

3.3 Public Transport

3.3.1 The site is not served by bus routes, but it is located very close to Ford railway station which provides direct services to Arundel, Pulborough, Littlehampton, Barnham and Chichester, as well as stations further afield such as London and Portsmouth. Around 10 trains per hour stop at Ford station during weekdays.

3.4 Summary

3.4.1 The site is located within the village of Ford and staff based at the site could access the site on foot or on bike. Ford railway station is located next to the site and provides regular connections to surrounding towns. Overall, the site is in a sustainable location and there is a potential for people to access the site via non-car modes.

4 Measures

4.1 Introduction

4.1.1 Implementation of the full TP will require the following commitments, as a starting point:

- appoint a Travel Plan Coordinator (TPC);
- undertake travel surveys; and
- implement targeted measures.

4.2 Travel Plan Coordinators

4.2.1 The TPC will act as a liaison point for any issues relating to the TP and will be responsible for developing the full TPs, which will be brought into action within 3 months of the first staff surveys. In terms of the roles and responsibilities, the TPC will be expected to:

- coordinate the travel surveys;
- administer/manage the TP and implement the plans with the LPA;
- ensure travel awareness amongst staff;
- promote and encourage the use of travel modes other than the car and car-sharing, where appropriate; and
- ensure that all staff and volunteers are made aware of the existence of the TP and its aims.

4.3 Travel Surveys

4.3.1 The first step to developing the operational TP is to establish how the staff make journeys to and from the site.

4.3.2 A travel survey for people based at the development will be conducted initially and then every two years thereafter as part of the monitoring and review process. The surveys will be performed in order to ascertain existing 'baseline' travel patterns from which to measure changes in travel as a result of the TP.

4.3.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle, car share, or use public transport, but are unable to do so), what are the most significant deterrents to using sustainable transport and what would encourage people to reduce car use.

4.3.4 The full TP will be submitted to the LPA and LHA within 3 months of the first surveys.

4.4 Potential Measures

4.4.1 The results of the travel surveys would be used to identify measures that would be effective in encouraging sustainable travel. The following is a list of measures that may be suitable for people working at the site:

- agreeing to set up a 'Cycle to work' scheme whereby the costs of buying a bike is paid for through instalments and taken from employee salaries before taxation;
- setting up of a car share scheme; or
- funding of passes for public transport.

5 Travel Plan Monitoring

5.1 Introduction

5.1.1 The monitoring and review programme will be designed to generate information which will be used to evaluate the effectiveness of the TPs, revise measures and refine the plan over a 5-year period.

5.1.2 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of people travelling by sustainable forms of transport.

5.2 Monitoring

5.2.1 Monitoring would include items such as:

- establishing travel habits / modal split; and
- general feedback from staff, including identifying any barriers to using sustainable travel modes.

5.2.2 Information gathered as part of the continuous monitoring process would be made available to the LPA. Through this medium, future strategies for further TP objectives can be considered in partnership between the occupiers of the site and the LPA.

5.3 Action Plan

5.3.1 Preliminary action targets for the TP are set out in **Table 5.1**.

Table 5.1 – Actions and Target Dates

ACTION	Target Dates
Appoint TPC and inform the LPA of contact details	Prior to full occupation of development
Undertake initial travel surveys	Within 3 months of the occupation of the new bungalows
Submit full TP to the LPA, agree on preliminary modal split targets with the LPA and measures.	Within 3 months of the surveys

5.4 Plan Review

5.4.1 The travel questionnaire would be re-issued every two years and will provide the opportunity to gather new information regarding staff attitudes to travel and on the modal splits compared to the previous results.