



Ford Airfield

Framework Travel Plan

Client: Redrow Homes Ltd/ Wates Development
Ltd

i-Transport Ref: DS/AI ITB13091-009E R

Date: 27 July 2020

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SECTION 1 Introduction

1.1 Introduction

- 1.1.1** i-Transport has been appointed by Redrow Homes Limited and Wates Development Limited to provide highways and transport advice for the proposed development of Ford Airfield.
- 1.1.2** Ford Airfield is identified as a Strategic Site Allocation SD8 in the adopted Arun District Council (ADC) Local Plan 2011-2031. Ford Airfield is also allocated in the adopted Ford Neighbourhood Plan as Policy SA1.
- 1.1.3** The proposed development comprises up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding.
- 1.1.4** An outline planning application has been prepared which seeks consent for the principle of development on the land. All detailed matters (such as scale, layout and appearance and landscaping) are reserved with the exception of 'access', which is a matter for consideration and determination as part of this application. However, an illustrative masterplan is provided at **Appendix A** to identify how the development could be delivered on the land.
- 1.1.5** This Framework Travel Plan (FTP) has been prepared to support the Transport Assessment (TA) (Reference: *ITB13091-003C R*) accompanying the development proposal which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), both of which require a Travel Plan to be submitted alongside proposals for developments that are likely to result in a significant travel demand.

1.2 Other Travel Plans

Employment

- 1.2.1 The employment aspect of the development is submitted in outline form and the type of employment space to be provided is not set (e.g. the development could equally provide for office, warehousing of manufacturing uses).
- 1.2.2 On this basis, it is not realistic to develop an Employment Travel Plan at this time as the objectives, targets and strategies to encourage behavioural change may differ between the use types. Therefore, as the employment floor space progresses through Reserved Matters Applications, and prior to the occupation of any employment space implemented as part of the development, an Employment Travel Plan will be developed by the Travel Plan Coordinator and will be coordinated with the Residential Travel Plan.

School

- 1.2.3 A School Travel Plan will be developed by the School prior to occupation and will be developed by a designated School Travel Plan Co-ordinator, in liaison with the site wide Travel Plan Co-ordinator of the Development.

Local Centre

- 1.2.4 The proposed retail and leisure uses are of a scale that do not provide sufficient critical mass to encourage modal shift from the uses on the site. Therefore, no specific travel plan for these uses will be developed but means of encouraging access by sustainable transport to the uses will be incorporated into the site-wide Travel Plan.

1.3 Site Location and Context

- 1.3.1 The site is located on the existing Ford Airfield, to the west of Ford and south of the village of Yapton. It is bounded by Yapton Road and residential properties to the west, Rudfield Industrial Estate to the south, Ford Road to the east and Ford Lane to the north. A site location plan is included at **Figure 1**.

1.4 Scope of Framework Travel Plan

- 1.4.1 This Framework Travel Plan (FTP) 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.
- 1.4.2 The planning application is submitted in outline form with all matters reserved except access. This FTP is therefore informed by the analysis presented in the TA and includes objectives, a monitoring and evaluation strategy and a programme for developing the full travel plan in line with this framework document.

1.5 Structure of Framework Travel Plan

- 1.5.1 The FTP is presented in the following structure:
- Section 2 provides background information on the development proposal;
 - Section 3 considers the existing accessibility of the site by walking, cycling and public transport, and describes the existing travel characteristics of the local area;
 - Section 4 sets out the policy background and identifies the aims, objectives and targets for the FTP;
 - 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 FTP will be managed and implemented;
 - Section 8 outlines how the success of the FTP will be monitored; and
 - Section 9 provides a summary of the FTP.

SECTION 2 Background

2.1 Development Proposal

- 2.1.1 The development will provide for up to 1,500 new dwellings, of which some 30% will be affordable dwellings, in addition to a local centre, primary school, 9,000 sqm of employment use and sports and recreational facilities.
- 2.1.2 The planning application seeks outline planning consent and matters including the precise quantum and mix of development, as well as the site layout will be confirmed as part of subsequent Reserved Matters Applications (RMA).

2.2 Site Access Arrangements

- 2.2.1 The NPPF, at paragraph, 108 requires that;

“Safe and Suitable access to the site can be achieved for all people”

- 2.2.2 To achieve safe and suitable access, the development proposal includes the provision of 2 points of vehicular access to the residential element of the development, provided from Ford Lane and Yapton Road. In addition, further dedicated pedestrian and cycle accesses will be provided onto Rollaston Park, Ford Road, Horsemere Green Lane and Ford Lane.
- 2.2.3 A detailed assessment of the access arrangements is set out in the TA accompanying the outline planning application and the arrangements are summarised below.

Vehicular Access – Yapton Road

- 2.2.4 Vehicular access from Yapton Road will take the form of a 4-arm roundabout with an inscribed circle diameter of 40m. Two of the arms will provide for the continuation of Yapton Road to both the north and the south, a third arm will provide access to the Development and the fourth a stub arm serving agricultural fields. The access arrangements are presented in **Drawing ITB13091-GA-001 Rev E**, which can be found at the end of this TP.
- 2.2.5 Yapton Road is subject to a 40mph speed limit in the vicinity of the site access and an Automatic Traffic Count (ATC) placed on Yapton Road establishes that recorded 85th percentile speeds are consistent with a 40mph road. Therefore, the access has been designed in accordance with Design Manual for Roads and Bridges standards and visibility parameters.

- 2.2.6** The design of the junction has been informed by vehicular swept path analysis, and this assessment establishes that large single or double decker buses (i.e. those in use on the Stagecoach 700 'Coastliner' service) can manoeuvre safely through the junction to and from all arms.
- 2.2.7** Junction capacity testing of the roundabout establishes that the junction will operate with little queuing or delay both upon opening of the development and at the end of the Arun Local Plan period (2031).

Vehicular Access – Ford Lane

- 2.2.8** Vehicular access from Yapton Road will take the form of a 4-arm roundabout with an inscribed circle diameter of 40m. Two of the arms will provide for the continuation of Ford Lane to both the east and west, the third arm will provide access to the Development and the fourth arm will provide access to the consented anaerobic digester plant to the north of Ford Lane (located at Wicks Farm). The access arrangements are presented in **Drawing ITB13091-GA-004 Rev A**, which can be found at the end of this TP.
- 2.2.9** Ford Lane is subject to a 40mph speed limit in the vicinity of the site access. Therefore, the access has been designed in accordance with Design Manual for Roads and Bridges standards and visibility parameters. The design of the junction has also been informed by vehicular swept path analysis, and this assessment establishes that large single or double decker buses (i.e. those in use on the Stagecoach 700 'Coastliner' service) can manoeuvre safely through the junction, to and from all arms.
- 2.2.10** Junction capacity testing of the roundabout establishes that the junction will operate with little queuing or delay both upon opening of the development and at the end of the Arun Local Plan period (2031).

Pedestrian and Cycle Accesses

- 2.2.11** Cycle and pedestrian accesses are to be provided at the following locations:
- Rollaston Park – providing access to pedestrian infrastructure to the north west of the site into Yapton which is to be improved as part of the development proposal (discussed in Section 5.3 of this FTP);

- Horsemere Green Lane – providing access to off-road infrastructure along Church Lane that is proposed as part of the development (discussed in Section 5.3 of this FTP) and onwards to the National Cycle Network Route 2 and Climping Beach; and
- Ford Road – providing access to pedestrian infrastructure along Ford Road, as well as off-road cycle and pedestrian route to Ford Railway Station that is included in the development proposals (discussed in Section 5.3 of this FTP).

2.2.12 In addition to the above, connections to existing Public Rights of Way (PROW) will be made to further enhance the connectivity of the site and provide further points of pedestrian and cycle access. These include:

- Footpath 363, which runs east-west across the northern section of the site on the line on the old canal, and provides a connection to Footpaths 170, 200.2 and 360 on towards Burndell and Yapton;
- Footpath 366 and 366.1, which provide a connection to Ford Lane and the opportunity to connect north via Footpath 365; and
- Footpath 175, which provides an alternative pedestrian onto Ford Road at the southern end of the site.

2.2.13 The location of the pedestrian and cycle accesses are summarised in **Figure 2** which can be found at the end of this FTP.

2.3 Illustrative Masterplan

2.3.1 Whilst the details of the layout will be determined as part of a subsequent Reserved Matters Application, the principles of the site layout have been considered and are presented to provide context to the application to demonstrate how the development can be brought forward.

2.3.2 The site layout will be designed in accordance with contemporary design guidance, namely the Department for Transport's '*Manual for Streets*' and West Sussex County Council's '*Local Design Guide*' and '*Cycle Design Guide*', following the principles outlined below:

- Main Spine – circa 6.2m-6.5m wide carriageway (in order to accommodate bus services), with 2.0m-3.0m footway/cycleways on the primary routes through the development;
- Primary Street – minimum 5.5m carriageway with 2.0m footways on the primary routes through the development;

- Secondary Streets – 5.0m wide carriageways operating as either a shared surface with service margin or as a carriageway with a distinct footway provision, designed to enable access for refuse vehicles; and
- Private driveways – narrower shared surface areas where refuse vehicles do not need to enter.

2.3.3 The illustrative site layout is provided at **Appendix A** and demonstrates how these principles can be delivered on the land.

2.4 Parking

2.4.1 Future RMAs will consider the provision of car parking, which will be provided in accordance with the car parking standards at that time.

2.4.2 A statement of intent with regard to parking is as follows:

- Car and cycle parking to be provided in accordance with local parking standards as set out in adopted guidance;
- Non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within parking courts, a proportion of parking would be unallocated to provide for efficient use;
- On-street parking where appropriate to be provided within discrete parking bays on the main routes; and
- Provision of Electric Vehicle Charging explored as part of each phase with reference to adopted standards.

2.4.3 The illustrative masterplan demonstrates a feasible layout which can deliver a level of parking consistent with the current adopted parking standards.

Cycle Parking

2.4.4 Future RMAs would provide details of cycle parking provision for each individual property. Adequate cycle parking facilities will be provided for the proposed homes in secure covered parking, such as within a garage or shed, in accordance with the adopted cycle parking standards at that time.

2.5 Summary

- 2.5.1** The development will provide for up to 1,500 new dwellings, of which some 30% will be affordable dwellings, in addition to a local centre, primary school, 9,000 sqm of employment use and sports and recreational facilities.
- 2.5.2** Vehicular access to the site will be provided from Yapton Road and Ford Lane. The roundabout arrangements at both junctions have been designed in accordance with the Design Manual for Roads and Bridges standards and delivers sufficient geometry and visibility to ensure the safe movement of vehicles through the junction.
- 2.5.3** The development will deliver a permeable site layout and will offer a number of different connections to the local walking and cycling networks, to ensure the site is accessible by all users. This includes the provision of pedestrian and cycle access to Yapton Road, Horsemere Green Lane and Ford Road.
- 2.5.4** In this regard, it is demonstrated that the site will deliver safe and suitable access, and that the proposed development complies therefore with para 108 of the NPPF.
- 2.5.5** The development will deliver car and cycle parking in line with adopted guidance and will promote a site layout that has developed in accordance with the principles of Manual for Streets.

SECTION 3 Site Accessibility and Travel Opportunities

3.1 Introduction

3.1.1 The section of the FTP describes the existing accessibility of the site by walking, cycling and public transport and considers the existing travel characteristics of the local area.

3.2 Local Facilities and Services

3.2.1 The primary destinations within the local area available to future residents of the proposed development are listed in **Table 3.1**. These include facilities for education, leisure, retail, employment and health, and the locations are shown in **Figure 3**.

Table 3.1: Key Local Destinations

Purpose	Destination	Total Distance	Walking Journey Time (mins)	Cycle Journey Time (mins)
Employment	Rudfield Industrial Estate	1,100	13	4
	Ford Lane Industrial Estate	1,900	23	7
	Ford Airfield Industrial Estate	600	7	2
Education	Yapton C of E Primary School	2,300	27	9
	Yapton Community Pre School	2,300	27	9
Retail	Yapton Co-Op	1,500	18	6
	Merry Meats Butchers	1,500	18	6
	Blisham Local stores	1,700	20	6
	Windmill Shopping Village	3,100	37	12
Leisure	Yapton Chippy Takeaway	1,550	18	6
	Silhouette Hair Salon	1,550	18	6
	Recreation Ground	1,600	19	6
	Village Hall	1,650	20	6
	Free Church	1,950	23	7
	Allotments	1,900	23	7
	St Mary C of E Church	2,300	27	9
Healthcare	Avisford Medical Group	2,100	25	8

Purpose	Destination	Total Distance	Walking Journey Time (mins)	Cycle Journey Time (mins)
	Meadowcroft Surgery	1,750	21	7

✓✓✓ = 'comfortable' walking (1,600m)/cycle distance (3.2km)

✓✓ = 'Reasonable' walking (3,200m)/cycle distance (5km)

3.3 Key Destinations

3.3.1 The 2011 Census has been analysed to assist in understanding established travel patterns for people living in Ford and Yapton. **Table 3.2** summarises the work destinations (excluding those that work from home) of existing residents.

Table 3.2: Journey to Work Destinations (excluding work from home) – Ford and Yapton

Destination	% Journey to Work
Chichester	24.6%
Littlehampton	13.9%
Bognor Regis	9.9%
Ford / Yapton	8.5%
Worthing	8.1%
Eastergate	5.8%
Arundel	4.1%
Horsham	3.0%
Angmering	2.9%
Felpham	2.5%
London	1.8%
Crawley	1.4%
Portsmouth	1.3%
Brighton	1.2%
Shoreham - by - Sea	1.0%
Havant	0.7%
Lewes	0.7%
Fareham	0.6%
Ferring	0.5%
Eastleigh	0.4%
Other	7.2%
Total	100%

Source: 2011 Census for the 'Arun 006' MSOA

- 3.3.2** The Census data identifies that some 50% of the residents of Ford and the surrounding area work within Arun district, with 9% of those working within Ford/ Yapton itself and 14% in Littlehampton. Chichester is the largest employment draw for residents with 25% of residents working in Chichester.

3.4 Walking and Cycling Facilities

- 3.4.1** The local highway network in the vicinity of the site provides a range of pedestrian and cycling opportunities. This section of the FTP should be read in conjunction with the Local Facilities Plan provided at **Figure 3** and the Local Highway Network Plan provided at **Figure 4**.

Ford Road/Station Road/Church Lane

- 3.4.2** Ford Road is situated to the east of the development and provides for a continuous footway circa 2.5m on the western side of the carriageway. Along a majority of its length the footway is set back from the edge of the carriageway by a verge circa 1.0m wide. Dropped kerb crossing points are provided at all minor road junctions, and street lighting is provided for a section of the footway adjacent to HMP Ford.
- 3.4.3** To the north, Ford Road leads into Station Road. The footway continues north to, and past, Ford Railway Station and comprises a 2.0-2.5m footway. Along the majority of its length the footway is separated by a wide grass verge circa 2.5m wide.
- 3.4.4** To the south Ford Road leads into Church Lane where the route continues on the western side of the carriageway. A pedestrian refuge island is provided to the north of the access to Rudford Industrial Estate allowing pedestrians to cross to the eastern side of the carriageway. The footway on the western side ends to the south of the junction with Horsemere Green Lane, but the route continues on to the A259 on the eastern side.

A259

- 3.4.5** A 3.0m wide foot/cycleway is situated to the north of the A259 carriageway. The route was implemented by WSCC in 2018; NCN Route 2, a long-distance cycle route between Dover and St Austell, is to be diverted onto the new facility in 2019.
- 3.4.6** The junction of Church Lane/A259 is formed of a roundabout arrangement and, as part of the Climping Strategic Development, the roundabout is to be replaced by a larger roundabout arrangement. On the Church Lane arm of the junction, a pedestrian refuge island with dropped

kerbs and tactile paving is provided (and will re-provided as part of the new junction arrangement) enabling pedestrians and cyclists to cross to the new foot/cycleway for westbound journeys.

- 3.4.7** A Toucan crossing, situated to the west of the Church Lane roundabout, is to be provided as part of the Climping Strategic Development and will enhance crossing provision over the A259 and onwards to Climping Beach. It also offers an alternative means to the use of the staggered refuge island crossing, to the east of the roundabout, for pedestrians and cyclists to cross the A259 in order to access the continuation of NCN Route 2 via Ferry Road to Littlehampton.

Yapton Road/Burndell Road/North End Road

- 3.4.8** B2233 Yapton Road is located to the west of the development site and no footways are present along the route.
- 3.4.9** To the north of its junction with Rollaston Park, Yapton Road joins with Burndell Road. A 2.0m wide footway is provided on the eastern side of the carriageway and dropped kerb crossings are provided at the junctions with Fordwater Gardens, Goodhew Close and Downview Road.
- 3.4.10** A footway on the western side of Burndell Road, circa 1.5m wide, commences to the north of Goodhew Close. A pedestrian refuge island crossing with dropped kerbs and tactile paving is provided at the mini roundabout with Bilsham Road. Street lighting is provided, and majority of this road is overlooked by residential properties.
- 3.4.11** A footway circa 2.0m wide is provided along the eastern side of B2132 North End Road from the junction with Burndell Road. A footway on the western side commences approximately 50m north of the junction and continues to reach Yapton C of E Primary School. The footway on the western side ends north of the Avisford Medical Centre but commences again after approximately 50m where the footway is separated from the carriageway by a wide grass verge.

3.5 Public Rights of Way

- 3.5.1** There is a substantial network of Public Rights of Way that run through and/or close to the site as shown in **Figure 5**, including:
- Footpath No. 175 provides an east-west connection between Church Lane and Yapton Road to the south of the site;

- Footpath No. 366 provides an east-west connection between Ford Lane and The Towpath;
- Footpath No. 200_2 connects Footpath 366 with Burndell Road;
- Footpath 170 provides a north - south connection between Footpath 366_1 and Burndell Road via Fordwater Gardens; and
- Footpath No. 200_3 provides a connection to Ford Road in the northeast corner of the site.

3.6 Non- Motorised User Audit Routes

3.6.1 The routes which future residents of the site would use to access the local facilities within Ford and Yapton have been assessed as part of a Non-Motorised User Audit. The Audit has identified any deficiencies in the existing network which may require improvement to encourage future occupants of the Development to walk and cycle to local services and facilities. The Audit is presented in **Appendix B**.

Route 1- Ford Road between proposed development and Ford Railway Station

3.6.2 This route provides a direct connection between the site and Ford Railway Station for onward journeys to destinations further afield including Littlehampton, Brighton, Portsmouth, and London. The route utilises pedestrian footways between the proposed site and Ford Railway station, via Ford Road and Station Road.

3.6.3 An assessment of the route identifies that it is:

- Convenient for pedestrians – the route provides a direct connection from the site to Ford Railway Station;
- Accessible for pedestrians – footways are present for the route with appropriate crossing provision;
- Safe for pedestrians – the footway is in generally good condition with smooth, hard surfaces suitable for walking;
- Comfortable for pedestrians – there is a good width footway circa 1.5m wide. MfS identifies 1.5m as sufficient to allow a wheelchair user or pushchair user to pass a pedestrian; and

- Attractive – the nature of the route is attractive with well-maintained footways providing a direct link from the site to Ford Railway Station.

3.6.4 There is no specific cycle infrastructure along this route, with cyclists required to share the carriageway. It is noted that the route has been identified for a strategic pedestrian/cycle infrastructure improvement as part of the Infrastructure Delivery Plan associated with the adopted Arun Local Plan.

Route 2- Proposed development along the B2233 Yapton Road/ Burndell Road towards the Yapton Village

3.6.5 This route provides a direct connection between the site and Yapton Village from the pedestrian access from the site onto Rollaston Park Road, using the northern footway, then onwards using Burndell Road/ B2233 footway into Yapton Village centre.

3.6.6 An assessment of the route identifies that it is:

- Convenient for pedestrians – there are existing footways provided along the entire route on the eastern side of the carriageway that provide access to bus services and local facilities;
- Accessible for pedestrians – dropped kerbs are provided at the junctions with Burndell Road, however tactile paving is absent. Informal pedestrian crossing facilities are provided at the Burndell Road and Bilsham Road junction with dropped kerbs and tactile paving provided. The signalised puffin crossing facilities located in Yapton village centre provide a safe route for pedestrians;
- Safe for pedestrians – the route is safe with footways in good condition with smooth, good quality surfaces suitable for walking. The route benefits from natural surveillance from residential properties and is street lit from Rollaston Park Road along Burndell Road all the way to the facilities situated in Yapton;
- Comfortable for pedestrians – footways are provided along the route and remain between 1.5m and 2m wide for entirety of the footway with no pinch points. The footway allows for two pedestrians to pass one another and is a comfortable width for wheelchair users and prams; and
- Attractive for pedestrians – the nature of this route is attractive with street lighting provided along the route and well-maintained footways.

- 3.6.7 There is no specific cycle infrastructure along this route, with cyclists required to share the carriageway. To address this, a scheme of cycle enhancement has been explored to provide cycle facilities that connect infrastructure within the site to Yapton and onwards infrastructure from Yapton secured from other Local Plan development proposals.

Route 3- A259 along Ferry Road east towards Littlehampton

- 3.6.8 Route 3 provides a connection between the site and Littlehampton Town Centre, which is located to the south-east of the site. Residents can access the route via either the pedestrian/cycle access onto Horsemere Green Lane or PROW FP175 onto Ford Road.

- 3.6.9 The route then turns south along Church Road on the approach to the A259, transitioning onto the shared footway/ cycleway on the northern side of the carriageway. A pedestrian refuge island crossing is located west of Ferry Road, and the route continues southward along Ferry Road to the foot/cycle bridge access into Littlehampton.

- 3.6.10 An assessment of the route identifies that the majority of it, with the exception of facilities on Horsemere Green Lane and Church Lane, is:

- Convenient - there is an existing footway provided along the entirety of Ferry Road and the A259 on the northern sides of the carriageway. The footway provides a distinct provision along Ferry Road heading east towards the town of Littlehampton;
- Accessible with improvement - the bridge over the River Arun provides access across to Littlehampton for both pedestrians and cyclists and forms part of the National Cycle route 2;
- Safe with improvement - the route is safe, with the footways in relatively good condition with hard surfaces which are suitable for walking;
- Comfortable with improvement - footways along Ferry Road are separated from the carriageway by a grass verge; and
- Attractive - the nature of this route is pleasant and is attractive. Ferry Road is lightly trafficked making it suitable for cycling on the carriageway. The existing footway provides an attractive route as it is separated from the carriageway.

- 3.6.11 Consented Local Plan development at Climping, to the south of Horsemere Green Lane, is to deliver a number of improvements to enhance connection to the A259 via Church Lane. In addition, the proposed development has identified a scheme of improvements along Horsemere

Green Lane to complete the 'missing links' in the footway, and an alternative scheme of improvements adjacent to Church Lane to accommodate off-road cycle and pedestrian provision has also been identified.

Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach

3.6.12 This route consists of Byway 197, providing a connection between Crookthorn Lane and Climping Beach to the south of the site. The route begins at Crookthorn Lane and routes west past Clymping C of E Primary School. Byway 197 then routes south for approximately 975m before reaching Climping Beach.

3.6.13 An assessment of the route identifies that the route is:

- Convenient - the route provides a direct link between Crookthorn Lane and Climping Beach. A wider PROW network, including footpaths 171, 172 and 169, is accessible off Byway 197 that provide connections to Climping Street and Ferry Road.
- Accessible subject to maintenance - the route is accessible for walking and cycling, however, despite being classified as a byway, vehicular travel is not possible given the quality of the track surface in some sections and routine maintenance of the link is required to make it accessible to all users including pedestrians and cyclists;
- Safe subject to maintenance - the byway is not fit for access by general vehicular travel and provides no route for through traffic; as a result, pedestrians and cyclists are not at risk from collisions involving vehicles.
- Comfortable subject to maintenance - the route is predominantly flat however some sections of the track display potholes and uneven surfaces that are in need of routine maintenance; and
- Attractive subject to maintenance - the nature of this route is predominately pleasant and attractive. The gravel track is bordered on both sides by well-maintained farmland, with views to surrounding fields, however routine maintenance of the route is required.

Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun

3.6.14 This route provides a connection between Station Road, to the east of the site, and Footpath 206 along the River Arun. Footpath 206 provides onward routes north towards Arundel and south towards Littlehampton.

3.6.15 An assessment of the route identifies that the route is:

- Not convenient - the route provides a direct off-carriageway link between Station Road and Footpath 206 to the east of the site for pedestrians, although the onward section of FP206 becomes submerged during high tide. Alternative direct routes are available for pedestrians and cyclists;
- Not accessible at all times or to all users - the route is a designated Footpath and is accessible only via walking. The first part of the footpath consists of a wide gravelled track, used to provide vehicular access to the Church of Saint Andrew. The remainder of the route is made up of grass or earth tracks. A section of Footpath 206 crosses a slipway that serves the Ship and Anchor Marina; during periods of high water, the footpath is submerged;
- Safe - the route diverges from the main carriageway, separating pedestrians from the main flow of vehicular traffic. Despite the first part of the route consisting of a vehicular access track, this section is signposted as private and is very lightly trafficked. The rural part of the route is well defined and wide enough for 2 people to pass in opposing directions. The track surfaces are even with little debris;
- Comfortable subject to high tide - the track surfaces are predominantly level with one section of moderate gradient change lasting approximately 6m. At periods of high tide part of the route becomes submerged and impassable/wet;
- Attractive - the first part of the route is bordered to the north by residential gardens and to the south by agricultural fields. The rural section of the route is bordered in some sections by vegetation and agricultural fields in others. The lack of urban scenery makes the route pleasant with views of the River Arun and rural landscapes.

3.7 Public Transport

Bus

- 3.7.1 The closest existing bus stops to the site are located on Yapton Road approximately 500m from the centre of the site. These stops are served by the regular flagship Stagecoach 700 'Coastliner' bus service. In addition, School Service 665 connects with Littlehampton and Westergate. There is a shelter and timetables provided at these stops. **Table 3.4** summarises the services available from the stop:

Table 3.4: Ford Bus services

Service	Route	Service Frequency			First Bus (Mon – Fri)	Last Return (Mon- Fri)
		Weekdays	Saturdays	Sundays		
700	Littlehampton – Chichester	20-minute service	20-minute service	½ Hourly Service	05:27 to Chichester 06:01 to Littlehampton	21:23 from Chichester 22:34 from Littlehampton
665	Littlehampton – Westergate	School Service	-	-	2 services – depart at 07:31 and 07:38	14:50 from Westergate

Source: Traveline southeast

3.7.2 The Coastliner 700 service provides a genuine opportunity to travel to key destinations including Chichester and Littlehampton and offers a realistic alternative to using the car.

3.7.3 In addition, school bus services are available to numerous local schools including: Westergate Community School, Orniston Six Villages Academy (via service 228), and Littlehampton Academy (via service 615).

Rail

3.7.4 Ford Rail Station is located approximately 2km to the northeast of the site and provides rail services operated by Southern. **Table 3.4** summarises the services available from the station:

Table 3.4: Ford Rail services

Destination	Service Frequency (per hour)			Average Journey Time
	Weekdays	Saturdays	Sundays	
Littlehampton	2 services	2 services	1 service	5 minutes
Portsmouth	2 services	3 services	2 services	46 minutes
Southampton	2 services	2 services	2 services	1hr 15 mins
Brighton	2-3 services	2 services	2 services	43 minutes
London	3-4 services	3 services	2 services	1hr 37 minutes

Source: National Rail

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 FTP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Local Policy

- 4.1.4 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' draft document. This document identifies that Residential Travel Plans should provide a **"commitment to delivering a range of measures to promote sustainable modes of transport"**. 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 FTP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the FTP are as follows:

- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF; and
- To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

4.2.2 The FTP 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 FTP will enable monitoring of progress against the objectives to be carried out and will ensure that the FTP seeks to actively meet its objectives.

4.3.2 The key target of the FTP 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 peak hour residential trip generation has been obtained from Section 7 of the TA. A factor of 6.22 has been applied to this figure to calculate the Annual Average Daily Traffic, consistent with the methodology set out in Chapter 10 of the Environmental Statement accompanying the planning submission. On this basis, the baseline target is to:

“Reduce the number of vehicular trips generated by the site by 647 movements by the end of the Travel Plan period”

- 4.4.2 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 Travel Plan period. As the site will deliver some 1,500 homes the length of the monitoring period will extend beyond the typical 5-year length of a Travel Plan. The final round of SAM monitoring will take place after all homes have been constructed and occupied.
- 4.4.3 It is forecast that the construction of the site will take a period of 10 years, with the trajectory associated with the Arun Local Plan identifying occupations commencing in 2020. As this will not be achieved, the FTP will be updated prior to first occupation to refine the monitoring of the development against its targets in accordance with the construction and occupation programme.
- 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 FTP are delivered. The action targets are as follows:
- Nominate a Travel Plan Co-ordinator (TPC) prior to sales and marketing phase of development, and retain the TPC for the duration of the FTP;
 - Undertake first phase of monitoring during the first year of occupation;
 - Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following SAM monitoring; and
 - Once agreed with WSCC, update FTP with any necessary revisions to measures.

SECTION 5 Site Layout and Infrastructure Measures

- 5.1.1** This section of the FTP describes the on-site and off-site infrastructure measures which will 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 Travel Plan period. Such an approach enables positive travel behaviours to be developed from occupation, whereas influencing established and long-standing travel behaviours is less likely to achieve the desired car trip reductions.

5.2 On Site Infrastructure Measures

- 5.2.1** To promote sustainable movement, the layout of the site will provide for a comprehensive network of footways and routes within the site to provide pedestrian and cycle permeability.
- 5.2.2** To promote walking and cycling the following measures are proposed:
- Creation of a permeable site layout which provides multiple and convenient opportunities from the site to link into local facilities, particularly the foot and cycleway network surrounding the site;
 - The main spine road through the site, as well as the access junctions onto Ford Lane and Yapton Road, have been designed to accommodate bus services. A service will be provided that provides a connection to Barnham Railway Station and Littlehampton Town Centre, and discussions with Stagecoach regarding the potential diversion of the Coastliner 700 Service through the site are on-going;
 - Services and facilities required by day-to-day residential living, such as education, retail, leisure and community use will be provided on site, thus minimising journey distances;
 - The layout of the site will place an emphasis on making access to the Local Centre by sustainable modes of travel easy and convenient. The central location of facilities will minimise journey distance for all residents, and the parking strategy for these buildings will be subject to thorough consideration to discourage the use of cars for short journeys;

- Delivery of a network of roads within the site that are designed as low speed streets, suitable for movement by all modes of travel, particularly walking and cycling; and
- To encourage cycling, the Development will provide good quality cycle parking in line with WSCC's parking standards. The precise quantum, location and specification of these facilities will be determined at the reserved matters stage.

5.3 Off Site Infrastructure Measures

- 5.3.1 To encourage walking and cycling trips and address the issues identified in the Non-Motorised User Audit, a package of infrastructure improvements has been developed.

West of Site

- 5.3.2 A scheme of works is proposed to enhance the existing pedestrian route between the site via Rollaston Park and Burndell Road, to facilitate pedestrian journeys between the site and Yapton. The proposed improvements are shown in **Drawings ITB13091-GA-200, 201, 202, 203 and 204**, and comprise the following:

- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on the Johnson Way/ Rollaston Park junction;
- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on Rollaston Park;
- The provision of an uncontrolled pedestrian crossing with tactile paving on existing dropped kerbs on Yapton Road next to the bus shelter;
- A new proposed footway extension immediately north of the bus shelter on Yapton Road to tie into the proposed uncontrolled pedestrian crossing;
- Provision of vehicle crossovers and narrowing of pedestrian crossing distance at both junctions leading into Drake Grove from the B2233/ Burndell Road;
- The provision of tactile paving at the existing dropped kerb on the Fordwater Gardens and Burndell Road junction; and
- The provision of tactile paving at the existing dropped kerb on the Goodhew Close and Burndell Road junction.

5.3.3 In addition, a scheme of cycle improvements has been identified to enhance connectivity between the site and Yapton. The proposed improvements are shown in **Drawings ITB13091-GA-059 Rev A - 061 Rev A**, and comprise:

- The provision of on-carriageway cycle lane demarcation extending from Rollaston Park (and forming an onward connection to cycle/pedestrian facilities routing through the development site from Rollaston Park through to Horsemere Green Lane and to the A259 in the south) through to Burndell Road/Bilsham Road junction;
- Hatched green marking across junctions along the length of the route to denote the presence of cyclists and cyclist priority;
- Connection to Yapton Village hall, to the east of the Bilsham Road/Burndell Road junction; and
- Onward connection, shown indicatively, to the potential Yapton-Barnham cycle route associated with planning consent Y/91/17 and Y/92/17. The termination of the route will be agreed as part of the detailed design of the route in accordance with infrastructure present at the time of implementation.

South East of Site

5.3.4 A scheme of pedestrian improvements on Horsemere Green Lane has been identified to complete the 'missing links' and provide connectivity to the bus stop on Yapton Road. The scheme of works is presented in **Drawing ITB13091-GA-058**.

5.3.5 A scheme of works is proposed to enhance the existing pedestrian route between Horsemere Green Lane and NCN Route 2 (at the Church Lane Roundabout). The improvements will provide a shared-use pedestrian/cycleway to facilitate cycle and pedestrian journeys between the site and Littlehampton to the east and Bognor to the west. The proposed improvements are shown in **Drawing ITB13091-GA-600**, and comprise:

- The widening of the existing footway to provide a 2.5m-3.0m wide pedestrian/cycleway on the eastern side of Church Lane to connect with Horsemere Green Lane;
- Widening of the carriageway at the Church Lane/Horsemere Green Lane junction to accommodate a 3.0m wide path on the approach to a dropped kerb and tactile paving crossing; and
- A tie-in to the existing/diverted NCN Route 2 pedestrian/cycleway to the north of the A259 carriageway.

North East of Site

- 5.3.6 A scheme of works is proposed to enhance the existing pedestrian route between Ford Lane and Ford Railway Station in order to provide an off-road shared use pedestrian/cycleway between the site and the station.
- 5.3.7 This route will encourage access to regular rail services available at the station and provide an alternative means of undertaking medium-long journeys by modes other than private car. The proposed improvements are shown in **Drawings ITB13091-GA-006 Rev A – GA-010 Rev A** and comprise the following:
- The provision of an uncontrolled crossing, formed of dropped kerbs and tactile paving, at the Ford Lane/Ford Road junction;
 - The realignment of Station Road to enable a shared pedestrian/cycleway to be provided between the junction of Ford Lane and Ford Railway Station on the western side of the Station Road carriageway.

East of the Site

- 5.3.8 A new connection to Footpath 206 is to be provided over land under the control of the Applicant. The route comprises a 3m wide shared use pedestrian/cycle facility as shown in **Drawing ITB13091-GA-400**.
- 5.3.9 In addition, the scheme includes minor widening on Ford Road to provide a refuge island crossing of Ford Road to enhance connectivity from the proposed development site.

SECTION 6 Soft Measures

6.1 Introduction

6.1.1 This section of the FTP describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development; it covers:

- Measures to encourage residents to walk and cycle;
- Measures to encourage 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 Travel Plan 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 FTP.

6.2.3 To ensure access to up to date information for residents, a community notice boards will be located within the site. 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. The location of the boards will be identified as part of future Reserved Matters Applications in relation to site layout, and it is envisaged that a total of 3 boards will be provided.

6.2.4 The Travel Plan Co-ordinator will also set up a Community travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It will also provide an interactive travel planning resource; for example, residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable

residents to post their own helpful information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

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 Travel Plan, 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 Travel Plan, 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 (or a value equivalent to £150 as of 1st February 2020) 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 cycle and multi-modal journey planning website:
 - <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/rail-air-and-ferrytravel/plan-your-train-journey/>
 - <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/plan-your-journey/>); and
- Information about home delivery services offered by local supermarkets.

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 Several pedestrian and cycle access points to the site are proposed, enabling local journeys to key destinations to be undertaken on foot or by bicycle. 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.

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;

- A bicycle user group (BUG) will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys;
- The Travel Plan Co-ordinator will assist with the dissemination of information regarding the user group and will help residents get in contact with one another. Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores; and
- The Travel Plan Coordinator 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 Travel Plan Coordinator 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.

6.7 Car Club

- 6.7.1** The provision of car club vehicles and dedicated parking spaces will be explored with local providers (e.g. Enterprise Car Club). Subject to the agreement of suppliers, a minimum of 3 car club vehicles will be provided across the development accessible to both residents of the development and the general public.
- 6.7.2** The provision of car club parking spaces will be incorporated into the design of layout through Reserved Matters Application and the introduction of vehicles phased in accordance with advice from specialist providers.

6.8 Summary

6.8.1 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
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Package of Walking and Cycling 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 travel voucher to each dwelling for cycle equipment purchase	On occupation (within Travel Information Packs)
	Set up a Bicycle User Group (BUG)	6 months after occupation
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
	Installation of car club parking spaces and vehicles	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 Travel Plan to be well established by the time the developer leaves the site. A framework for the long-term continuation of the Travel Plan is set out at Section 7.7.

7.2 Role of Travel Plan Co-ordinator

- 7.2.1** The role of the Travel Plan Co-ordinator will be as follows:
- To prepare the Full Travel Plan prior to first occupation of the new homes and to prepare the Employment Travel Plan prior to occupation of the commercial space;
 - To manage the day to day delivery of the FTP measures;
 - To set up and act as Chairperson to the Steering Group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
 - To market the Travel Plan to encourage interest and involvement of residents;
 - To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
 - To 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 Travel Plan 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 Travel Plan information by the Sales Office and provided with a Residents' Travel Information Pack on completion of their purchase. The Travel information pack will be kept up to date for the duration of the travel plan.

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

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

7.4 Framework for Implementation

7.4.1 The Travel Plan Co-ordinator will be nominated three months before the first occupation of the new development, in order to commence preparation of the initial Travel Plan 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
Develop bicycle user group		6 months after occupation	TPC

Source: i-Transport

7.5 Funding

7.5.1 The Developer will fund the following items:

- i The transport infrastructure outlined in Section 5 of the FTP;
 - ii The TPC role for the duration of the plan period;
 - iii 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 Travel Plan will be through Management charges. The aim will be to take steps to enable the Travel Plan to become self-funding by the time that the development is complete.

7.6 Enforcement

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

- Implementation of the Framework Travel Plan, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan;
- Preparation and agreement of a Full Travel Plan prior to first occupation of the development (or a specific phase thereof);
- Preparation of an Employment Travel Plan prior to occupation of the commercial space; 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.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the travel plan monitoring period the developer will no longer be responsible for the management of the Travel Plan. However, the Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group.

SECTION 8 Monitoring

8.1 Monitoring

8.1.1 The total monitoring programme of the travel plan 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 Travel Plan Co-ordinator 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 plan period – e.g. years 3, 5, 7, 9 and post full occupation.

Travel Questionnaires

8.1.4 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then year during non-SAM monitoring years (e.g. years 2, 4, 6, 8 and 10) following first occupation. An example questionnaire is included as **Appendix C**.

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 Travel Plan, or the first monitoring reports, with the Travel Plan 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 Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the Steering Group. The use of newsletters will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.2 Reporting

- 8.2.1** During SAM monitoring years, a monitoring report will be prepared and submitted to WSCC. The monitoring report will set out the results of the travel survey against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via newsletters, the community travel website and notice boards. The following information is likely to be provided:

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

- 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.

8.3 Remedial Measures

- 8.3.1** Should the Travel Plan targets not be met by the end of the monitoring period, the Developer will use reasonable endeavors to work with WSCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track. This will include a second and final £150 (or equivalent value as at 1st February 2020) to all residents in the event that the trip rate reduction target is not achieved.
- 8.3.2** The traffic assessments carried out in the supporting TA are based upon a 'without Travel Plan' situation and demonstrate that the impact of the development on the local highway network, after highway improvements, is acceptable in highway and safety terms. On this basis, the Development is not dependent upon the success of the Travel Plan in making it acceptable in terms of traffic impact on the local highway network.
- 8.3.3** The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in development generated car movements to be achieved. This will provide further benefit to the operation of the local highway network, as well as offering health, cost and lifestyle benefits to local people.

SECTION 9 Summary

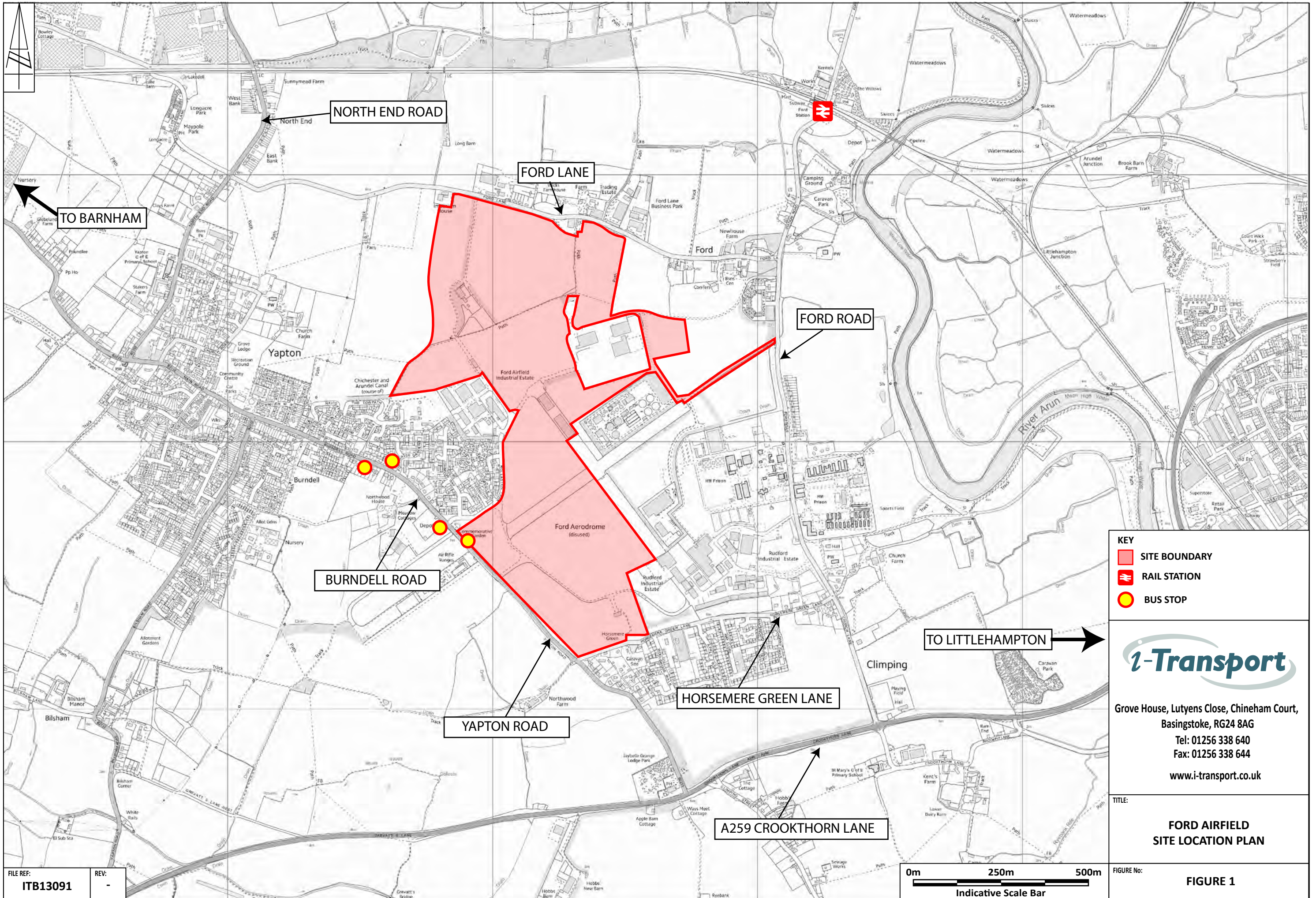
- 9.1.1** i-Transport has been appointed by Redrow Homes Limited and Wates Development Limited to provide highways and transport advice for the proposed development of Ford Airfield of up to 1,500 new homes, a local centre, a primary school including nursery, 9,000sqm of employment/business uses (use class B1) and a number of sport and recreation facilities.
- 9.1.2** This FTP has been produced to outline the measures to be used to encourage travel modes other than the use of private car for residents of the proposed development. The FTP has been developed in accordance with the 'West Sussex County Council Development Travel Plan Policy' draft guidance document.
- 9.1.3** There is a good range of everyday services and facilities within a reasonable walking and cycling distance from the site including education, employment, and leisure facilities providing opportunities for many journeys to be satisfied locally by sustainable modes, particularly walking and cycling.
- 9.1.4** Pedestrian and cycle access will be provided from the site onto Ford Lane, Ford Road, Rollaston Park and Horsemere Green Lane in order to access existing pedestrian and cycle infrastructure in the vicinity of the site.
- 9.1.5** A range of network improvements are proposed as part of the development, including:
- Enhancement of the pedestrian and cycle route into Yapton to the north west of the site;
 - The introduction of a shared pedestrian/cycleway between Ford Lane and Ford Railway Station; and
 - The improvement of pedestrian facilities on Horsemere Green Lane and the introduction of a shared pedestrian/cycleway between Horsemere Green Lane and the Church Lane/A259 roundabout to connect into NCN Route 2.
- 9.1.6** The illustrative layout of the site has been designed to accommodate bus movements, and this principle will be retained as the design develop. Bus services will be provided through the site to connect to Barnham Railway Station and Littlehampton Town Centre. The potential to divert the 700 'Coastliner' bus service through the site is subject of ongoing discussion with Stagecoach.

9.1.7 To achieve the aims and objectives of the FTP, a package of 'soft measures' designed to encourage residents to consider sustainable travel opportunities has been developed. The FTP 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 Travel Plan;
- Community noticeboards to identify travel opportunities and incentives; and
- Promotion of local car-share and bicycle user groups.

9.1.8 The progress against the Plan targets will be monitored through the life of the plan 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 Travel Plan.

FIGURES



- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - BUS STOP



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Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**FORD AIRFIELD
SITE LOCATION PLAN**

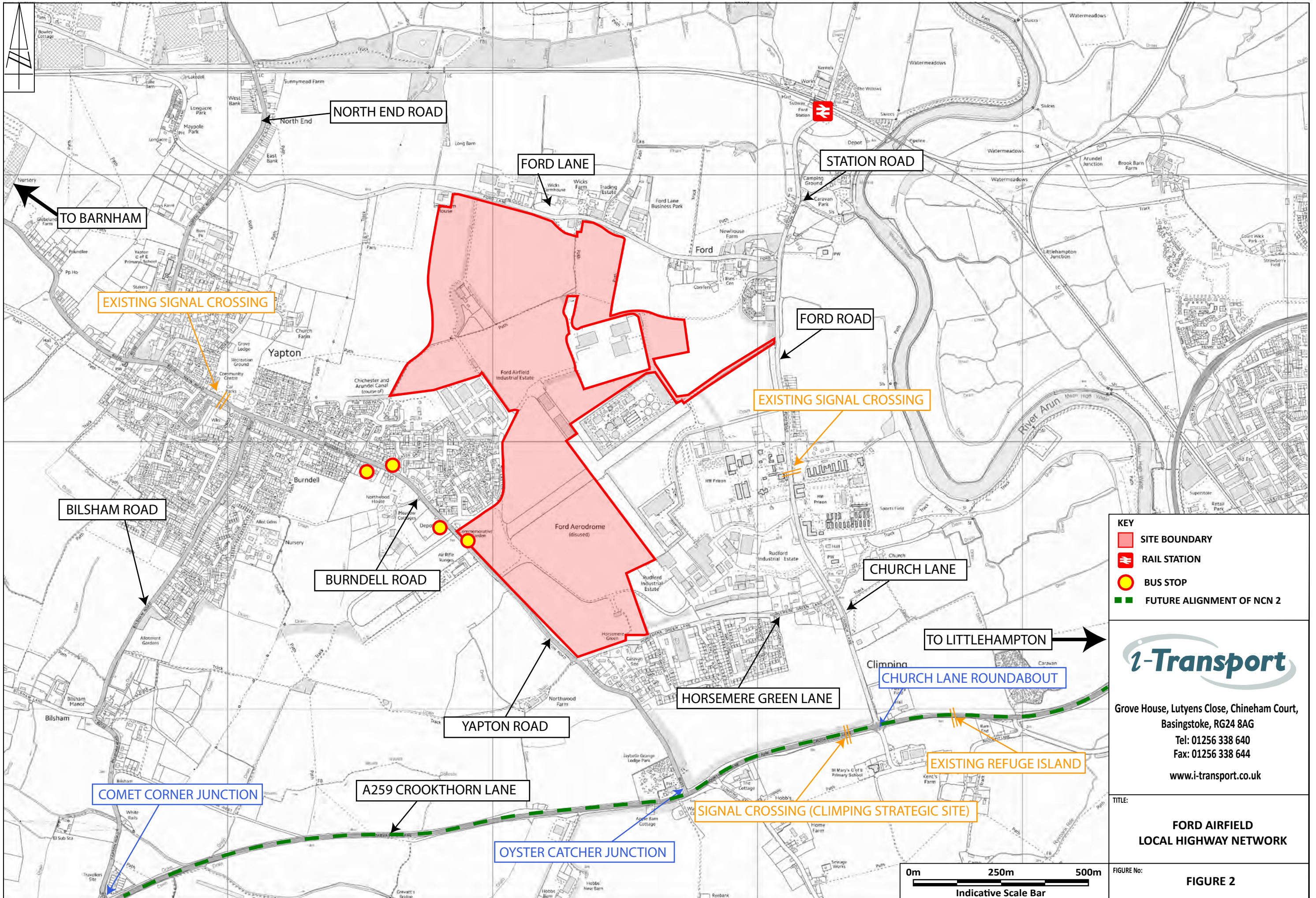
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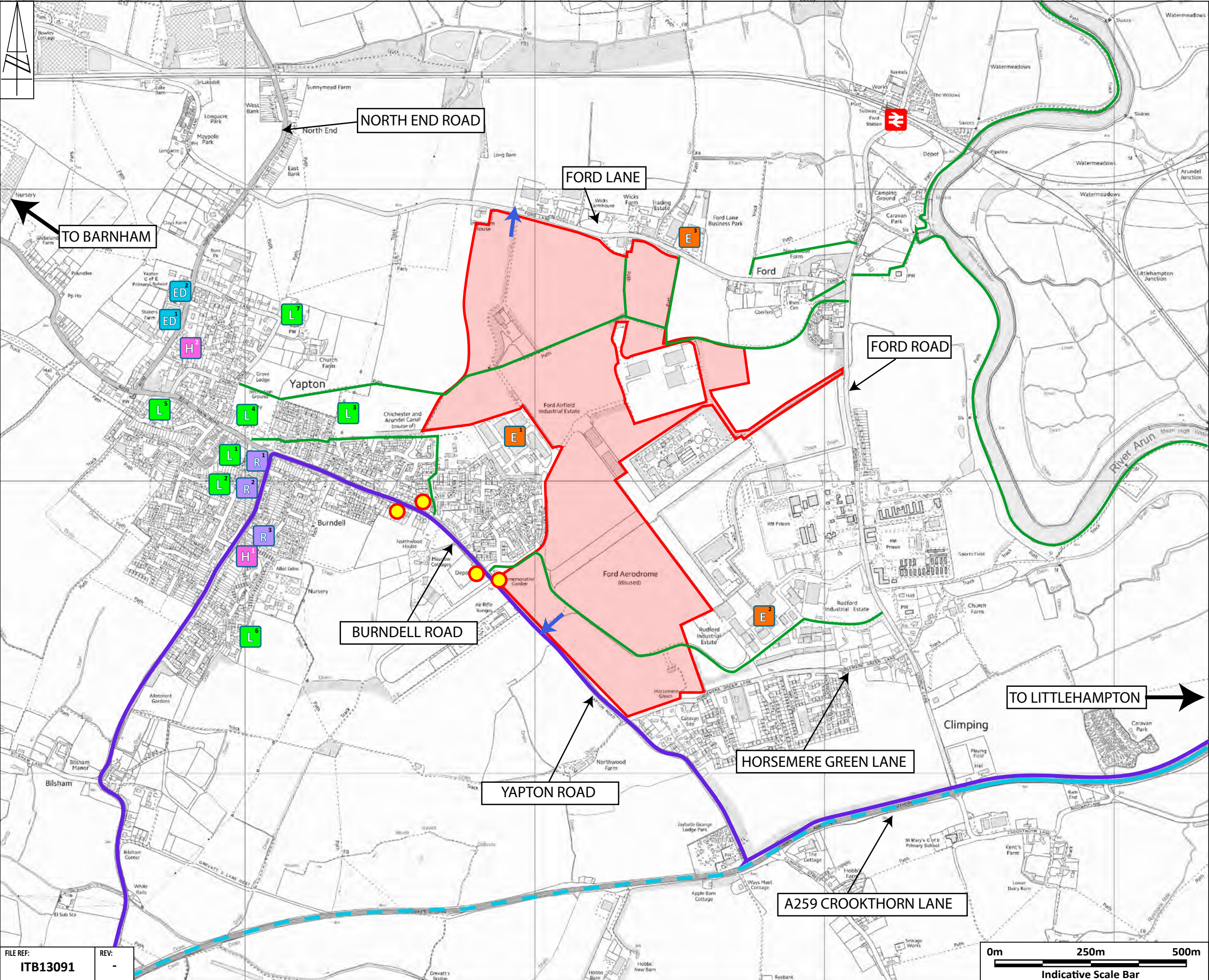
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ITB13091

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0m 250m 500m
Indicative Scale Bar

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- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - BUS STOP
- LEISURE**
- L¹ YAPTON TAKEAWAY
 - L² SILHOUETTE HAIR SALON
 - L³ YAPTON RECREATION GROUND
 - L⁴ VILLAGE HALL
 - L⁵ YAPTON FREE CHURCH
 - L⁶ ALLOTMENTS
 - L⁷ ST MARYS C OF E CHURCH
- EMPLOYMENT**
- E¹ RUDFIELD INDUSTRIAL ESTATE
 - E² FORD AIRFIELD INDUSTRIAL ESTATE
 - E³ FORD LANE INDUSTRIAL ESTATE
- RETAIL**
- R¹ YAPTON CO-OP (INC. PO)
 - R² MERRY MEATS BUTCHERS
 - R³ BLISHAM LOCAL STORE
- EDUCATION**
- ED¹ YAPTON C OF E PRIMARY SCHOOL
 - ED² YAPTON COMMUNITY PRE SCHOOL
- HEALTHCARE**
- H¹ AVISFORD MEDICAL GROUP
 - H² MEADOWSCROFT SURGERY
- NATIONAL CYCLE ROUTE 2
 - NATIONAL CYCLE ROUTE 2 IMPROVEMENTS
 - VEHICULAR ACCESS
 - PUBLIC FOOTPATH
 - BUS SERVICE 700



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Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
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TITLE:

**FORD AIRFIELD
LOCAL FACILITIES PLAN**

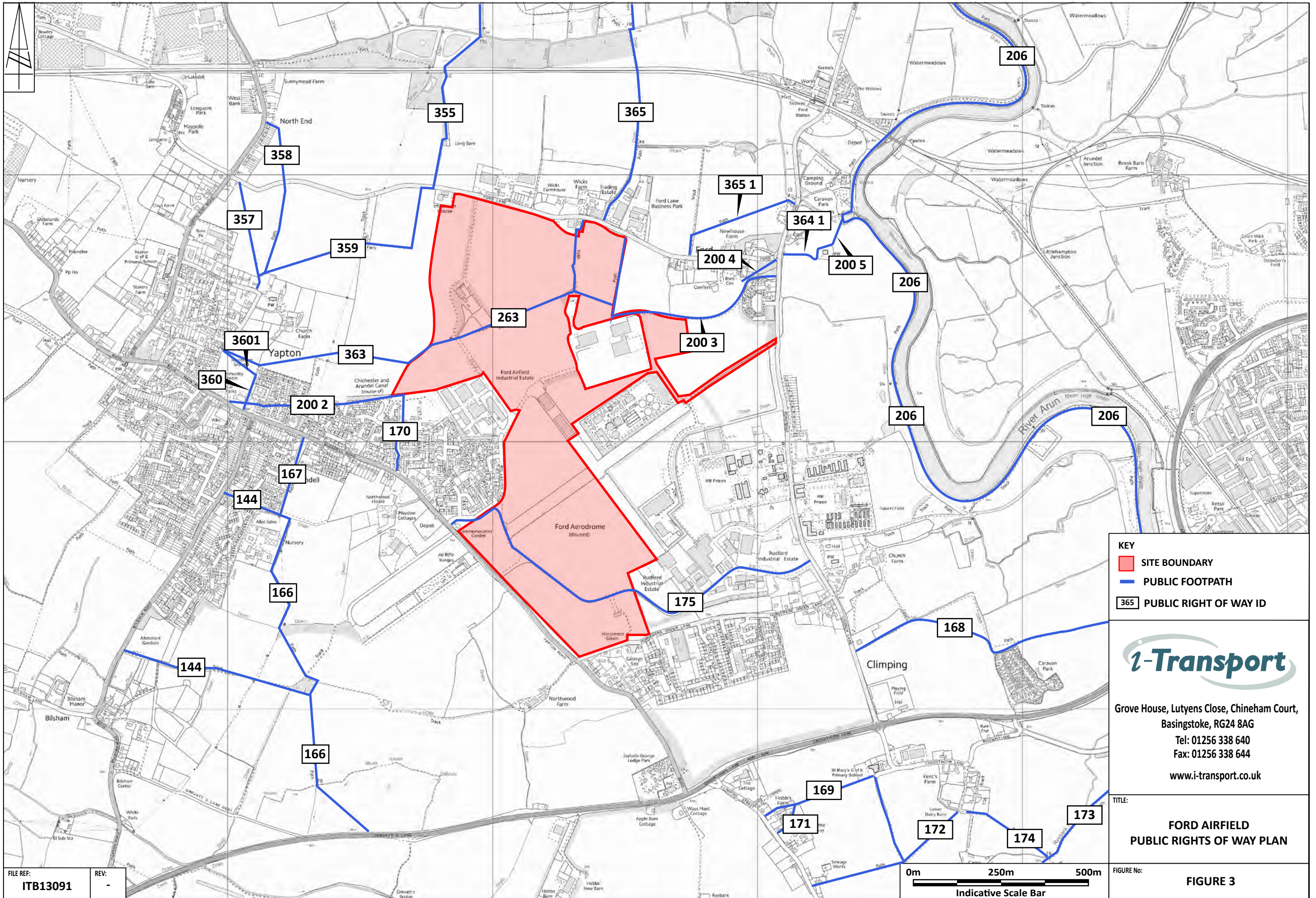
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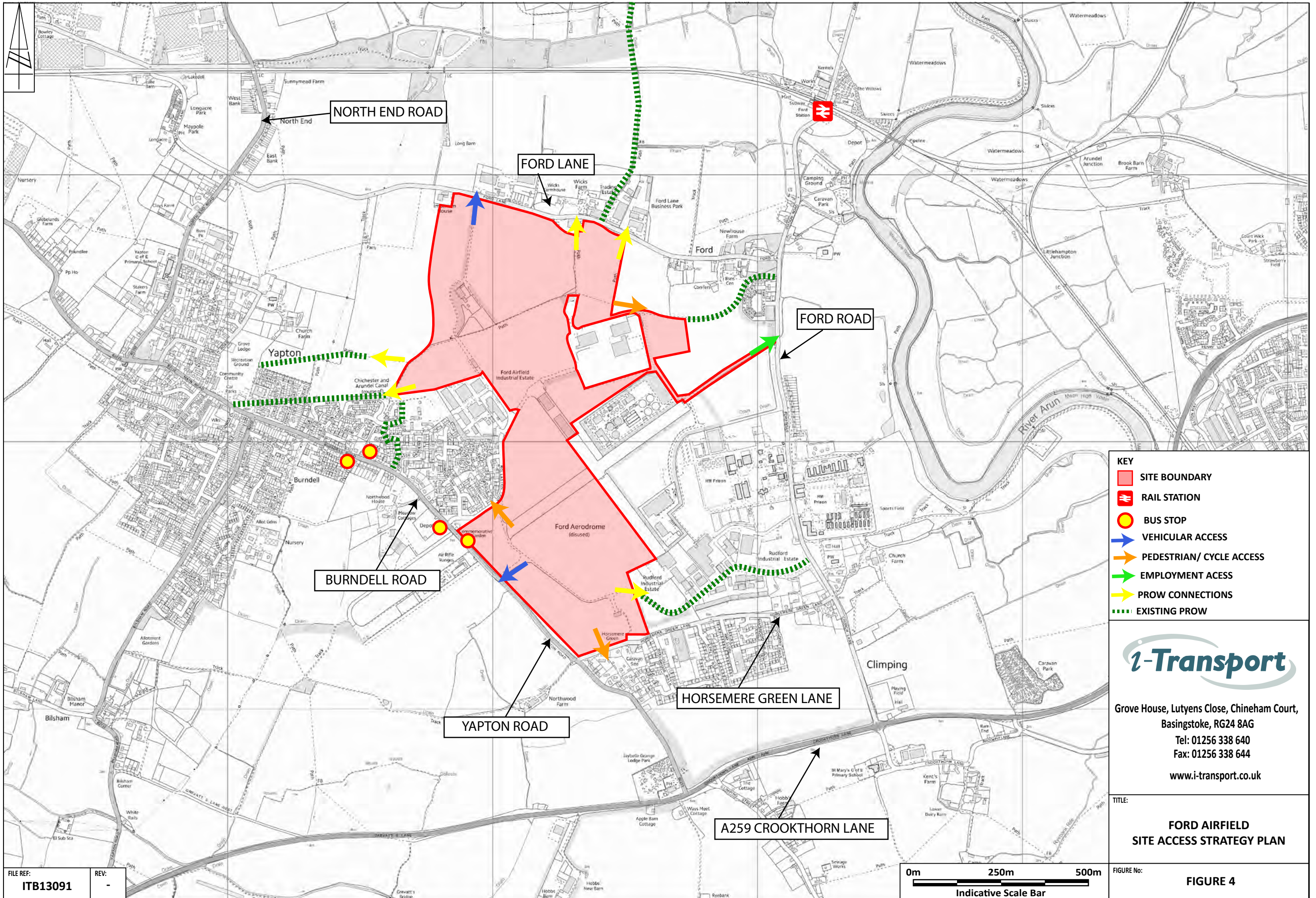
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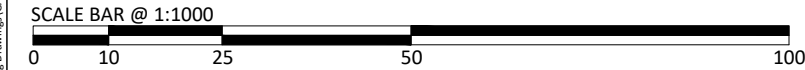
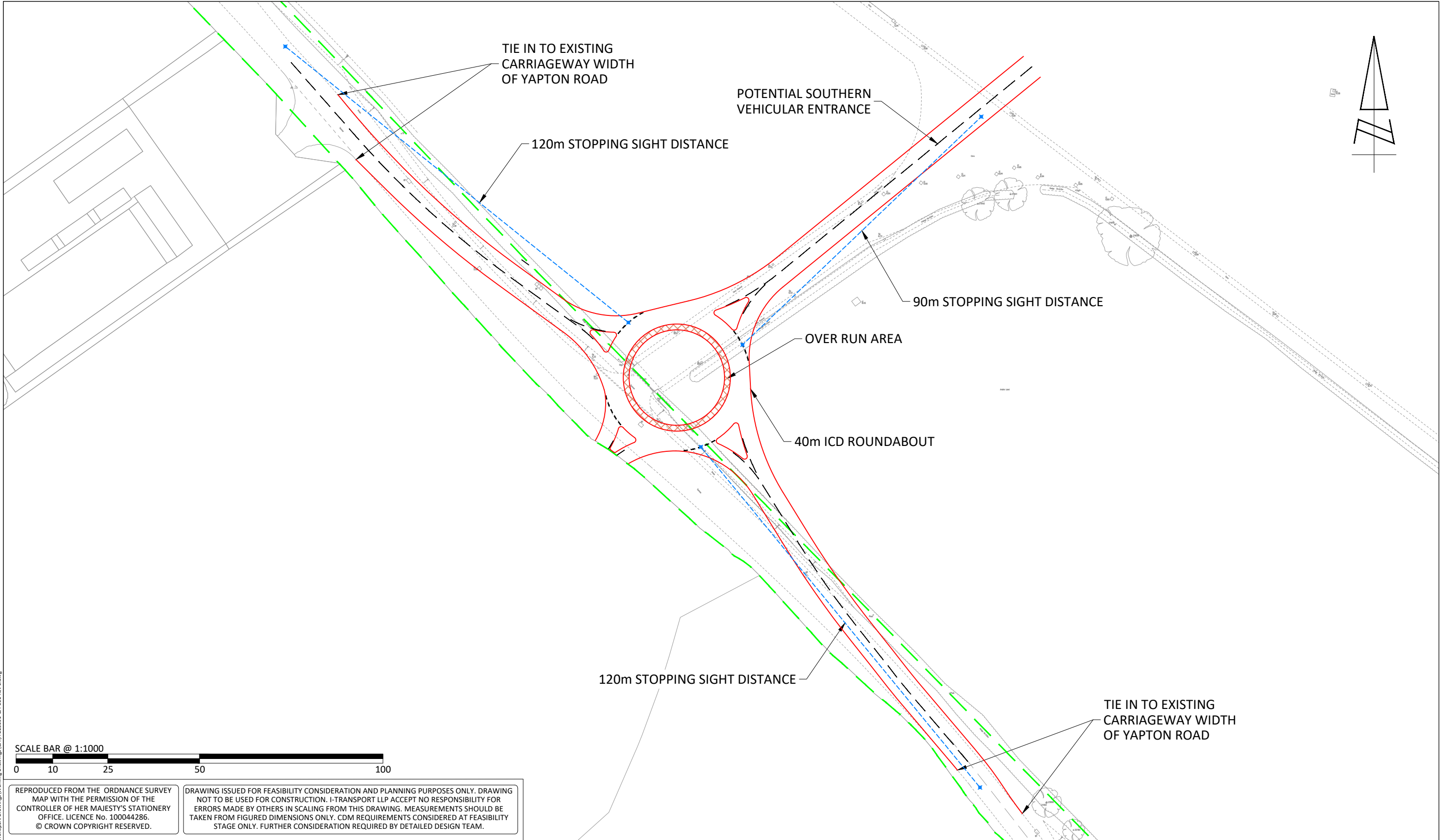
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DRAWINGS

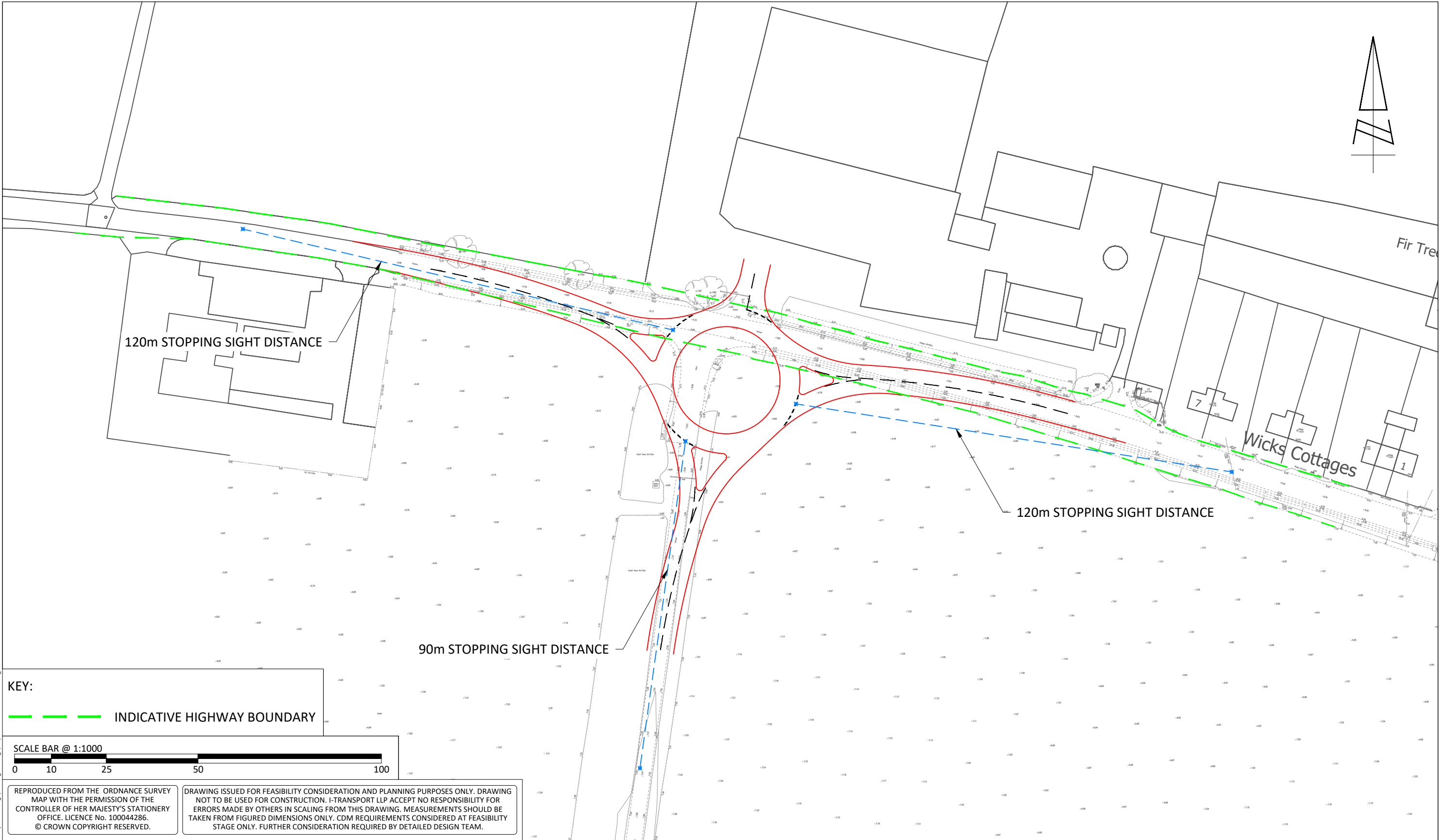


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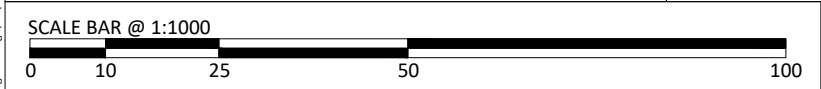
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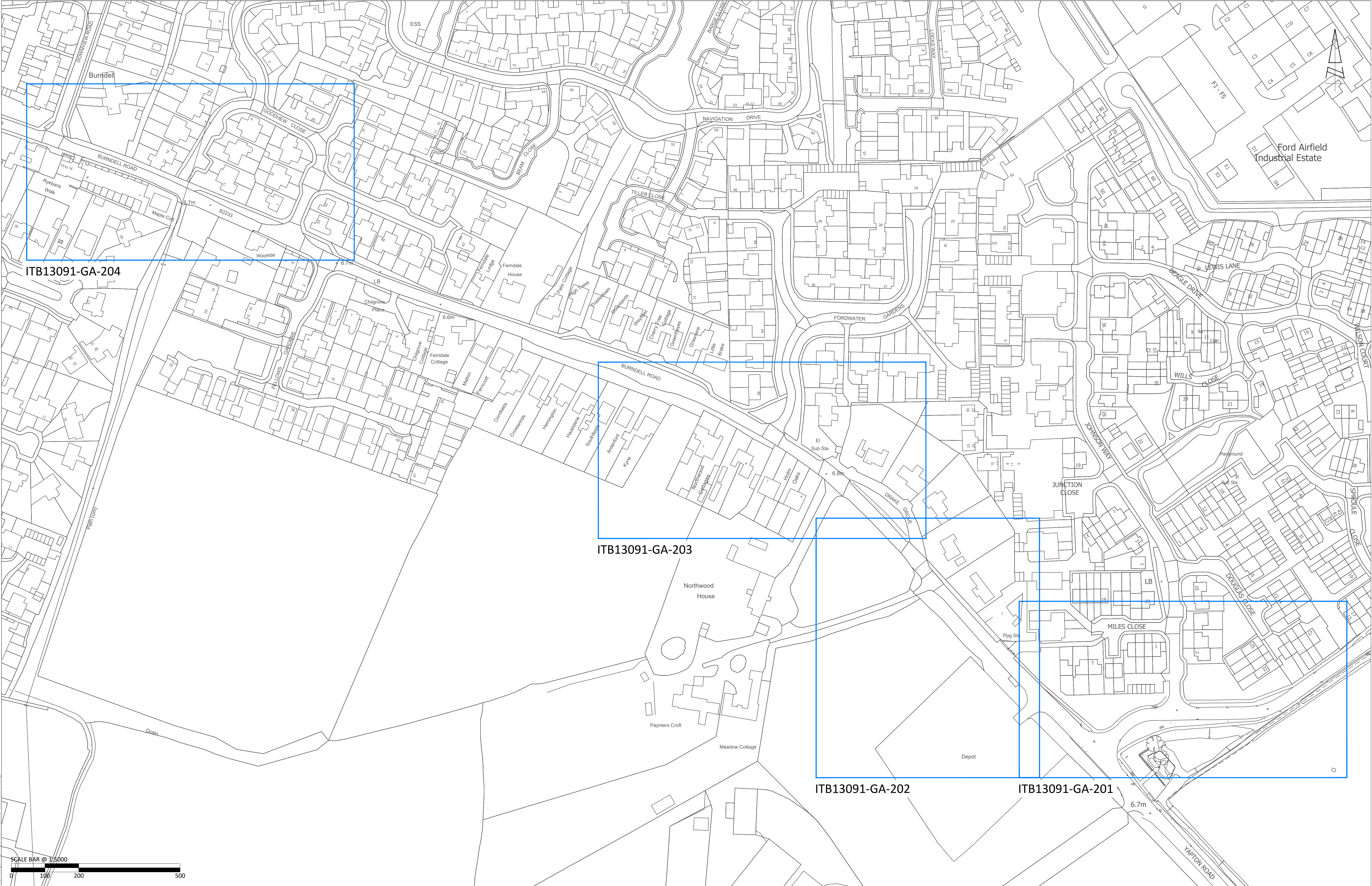
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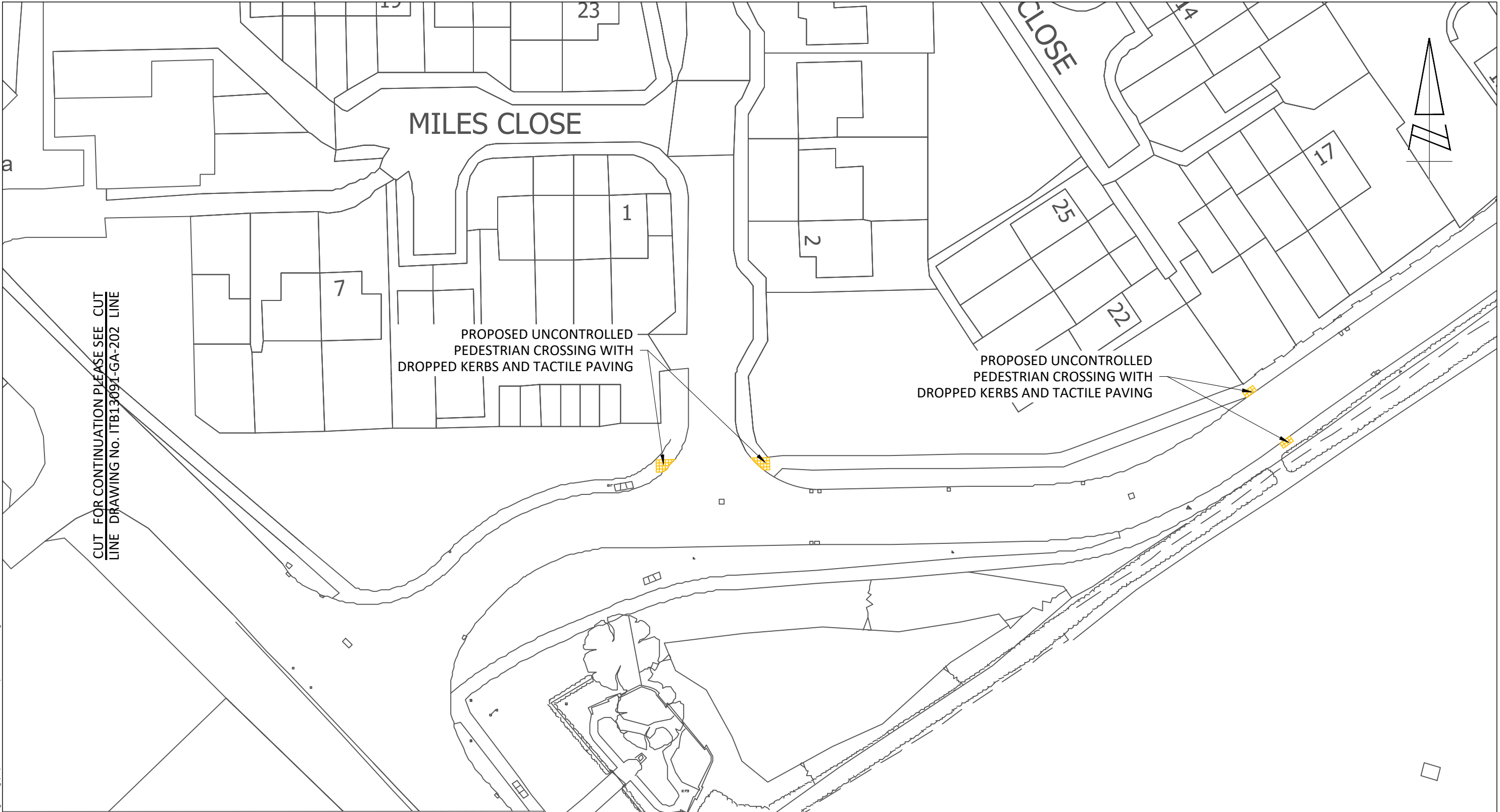


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STATUS: DRAFT											





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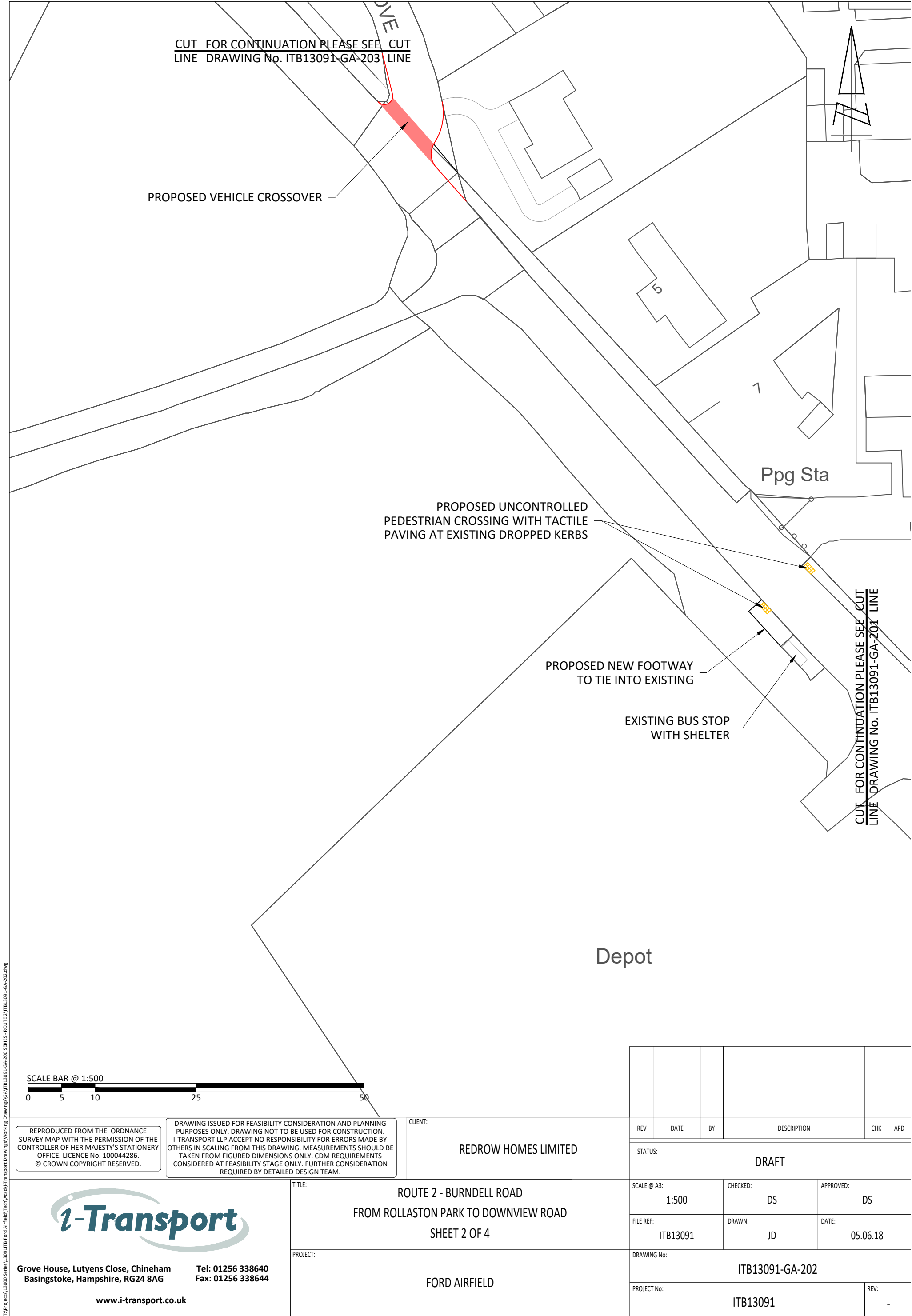


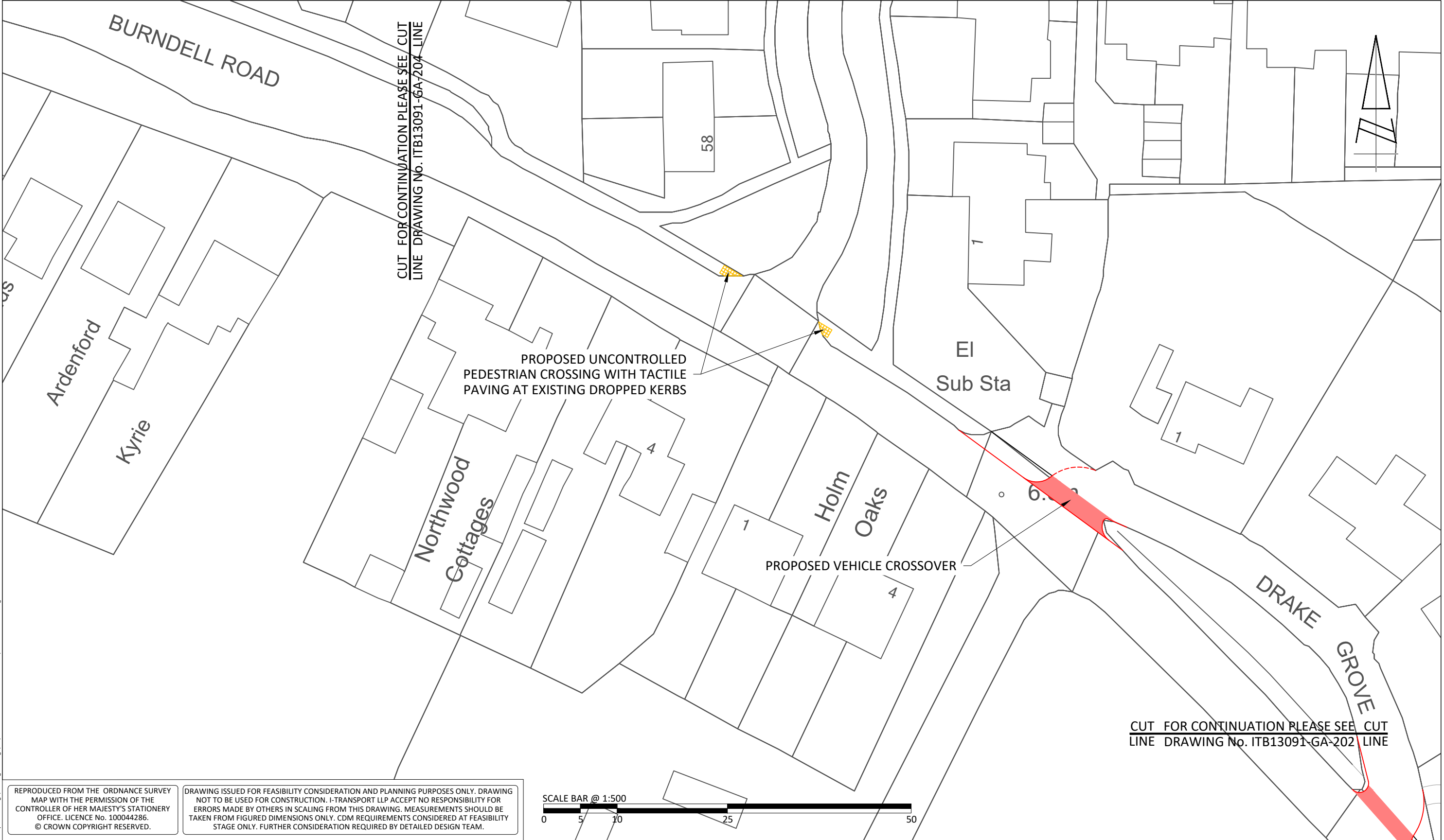
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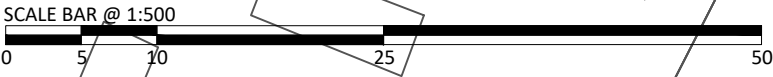
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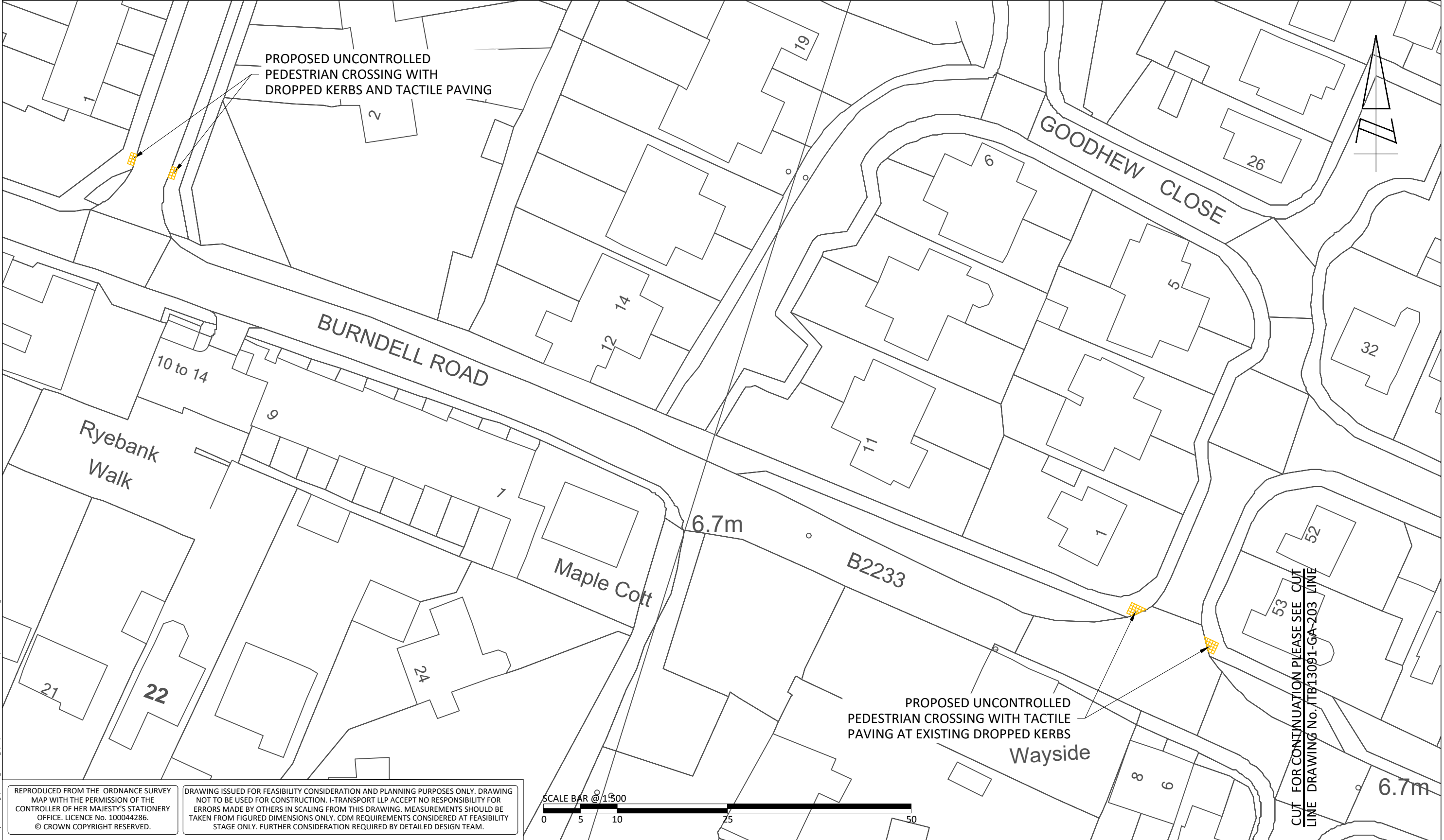


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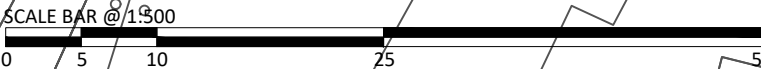


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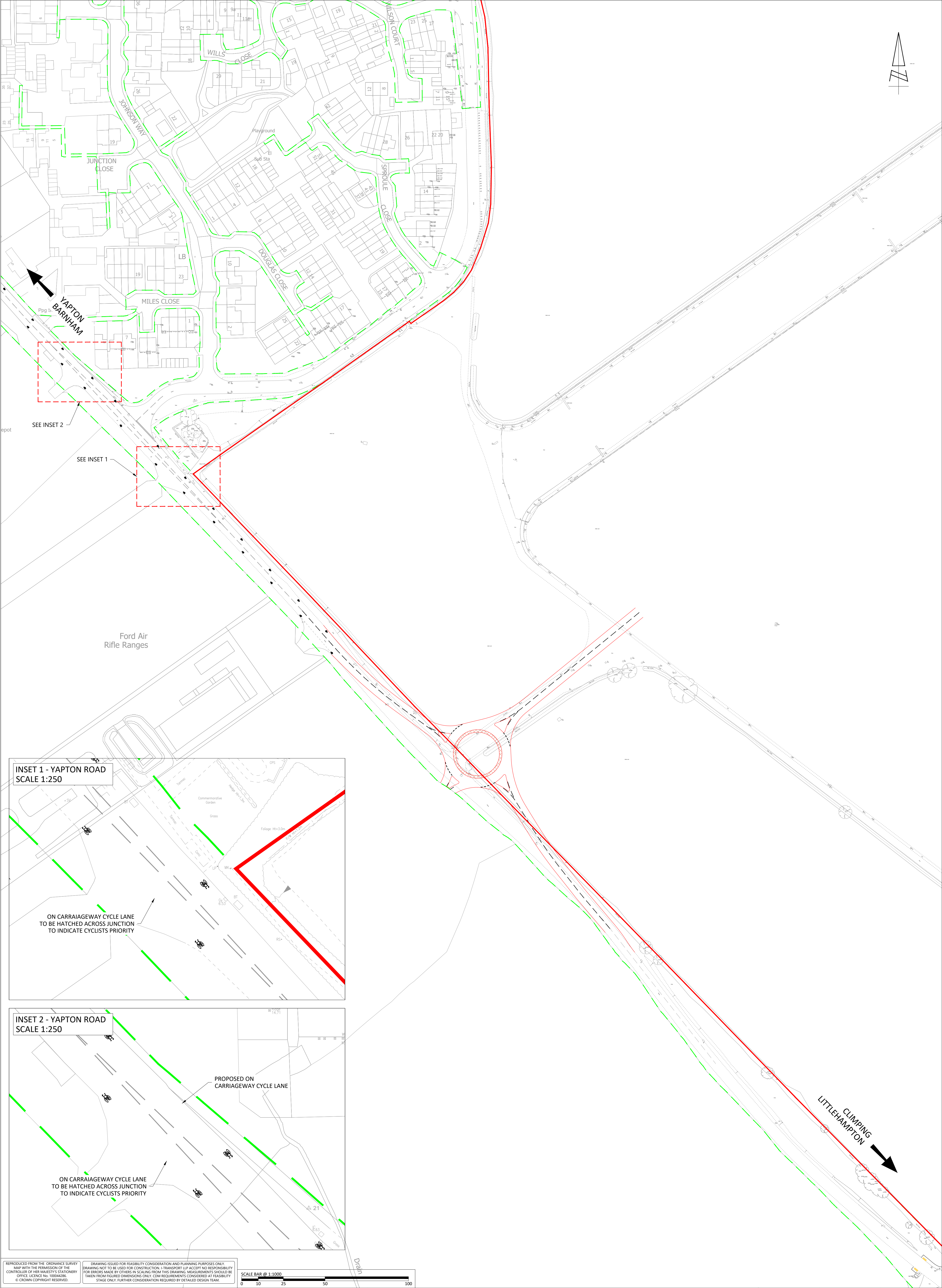


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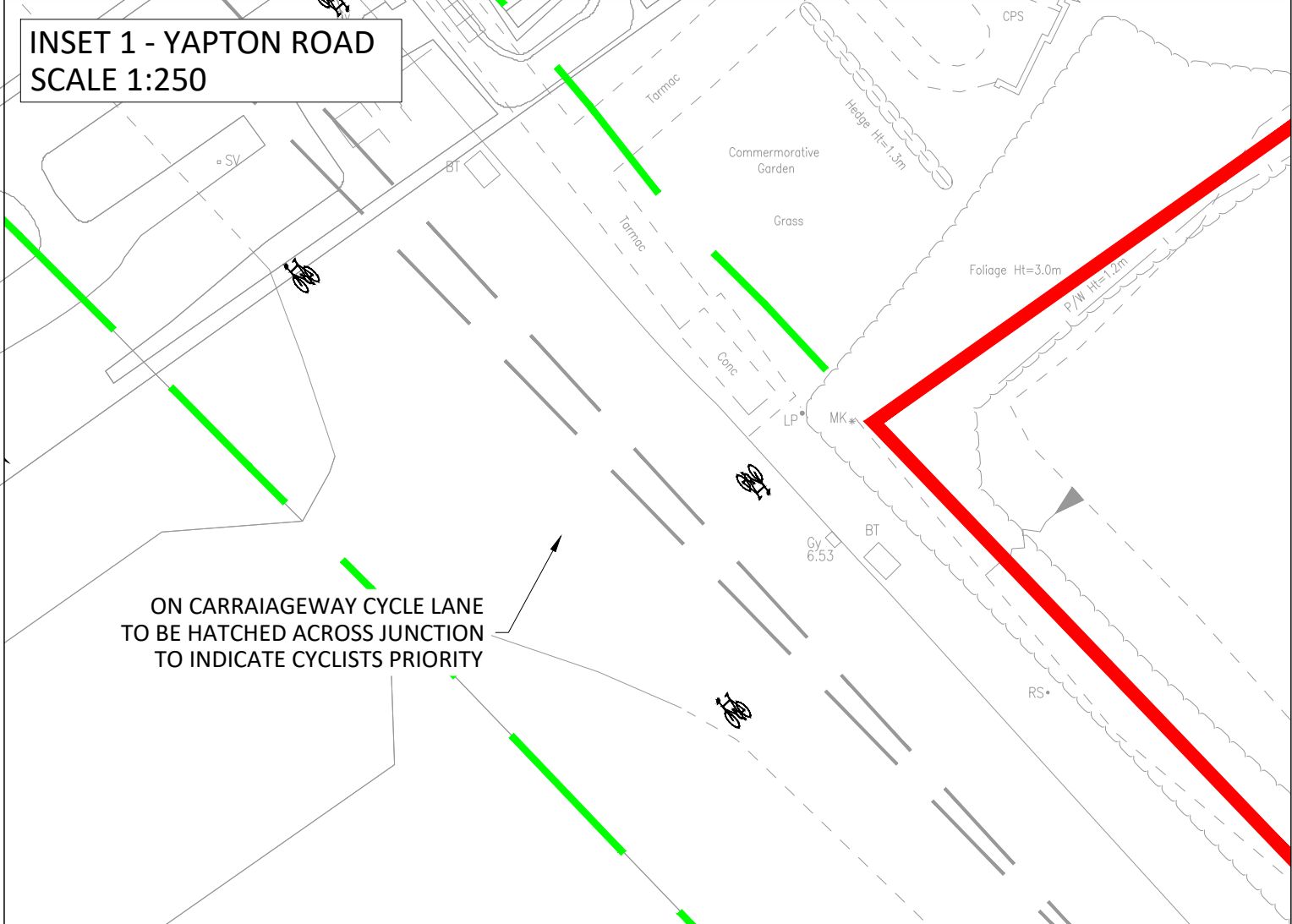
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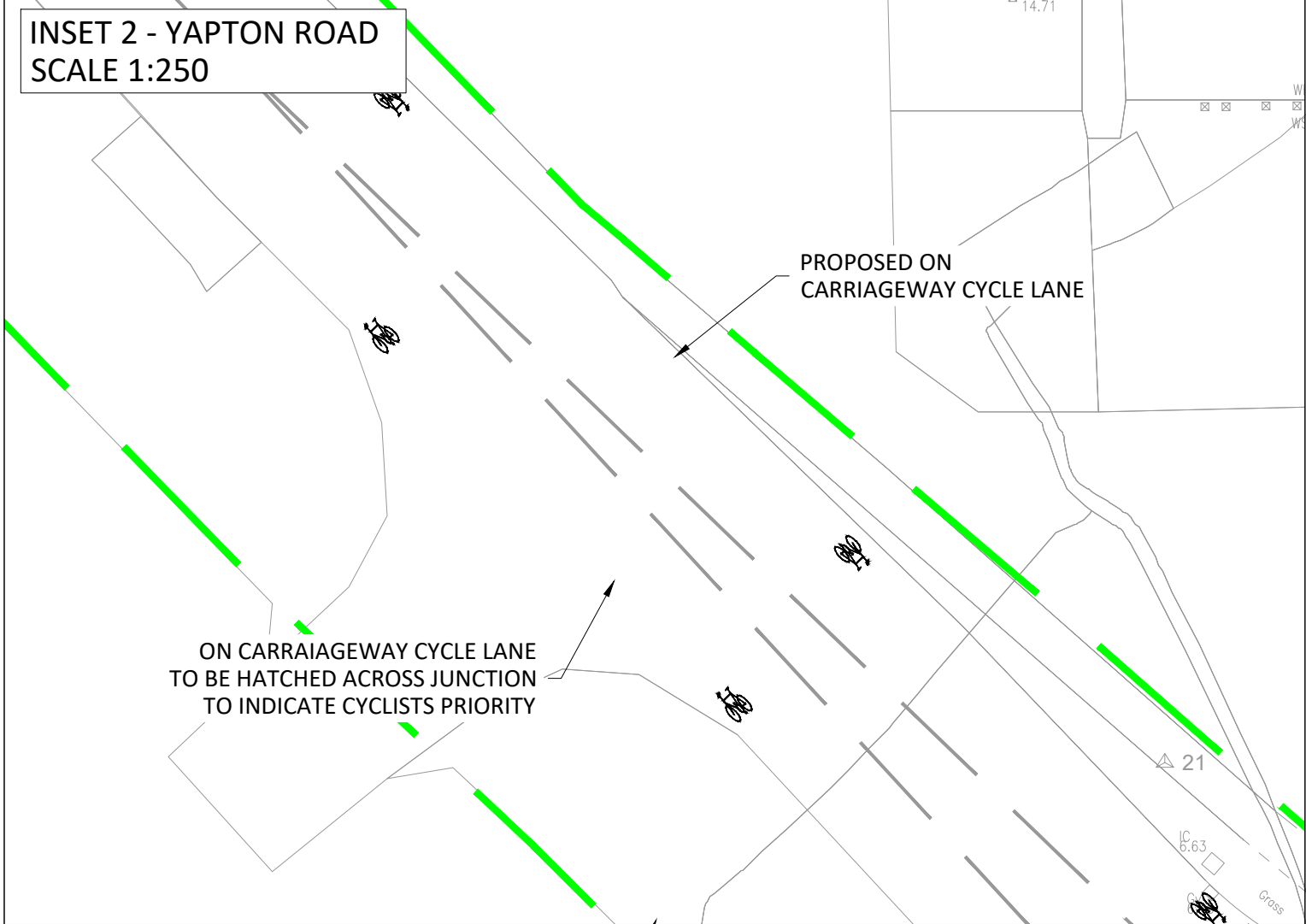
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INSET 1 - YAPTON ROAD
SCALE 1:250



INSET 2 - YAPTON ROAD
SCALE 1:250



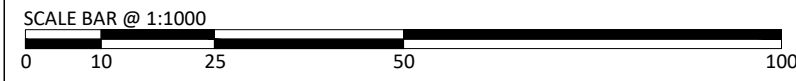
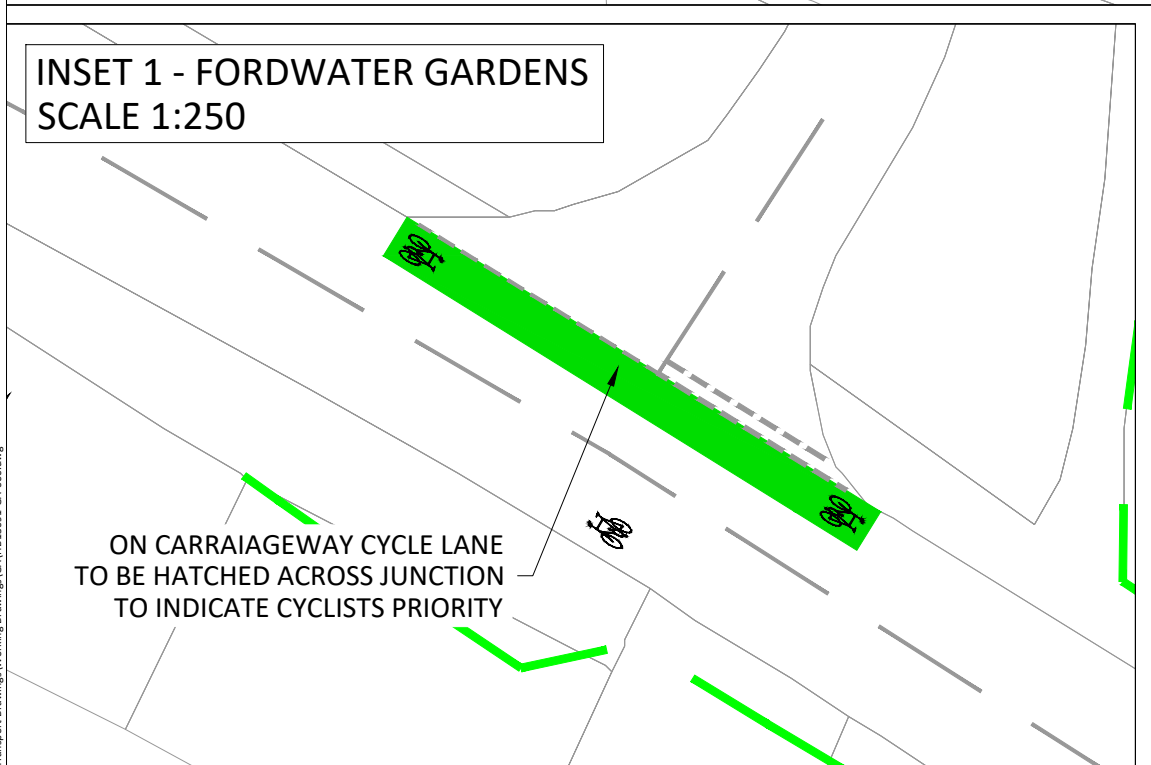
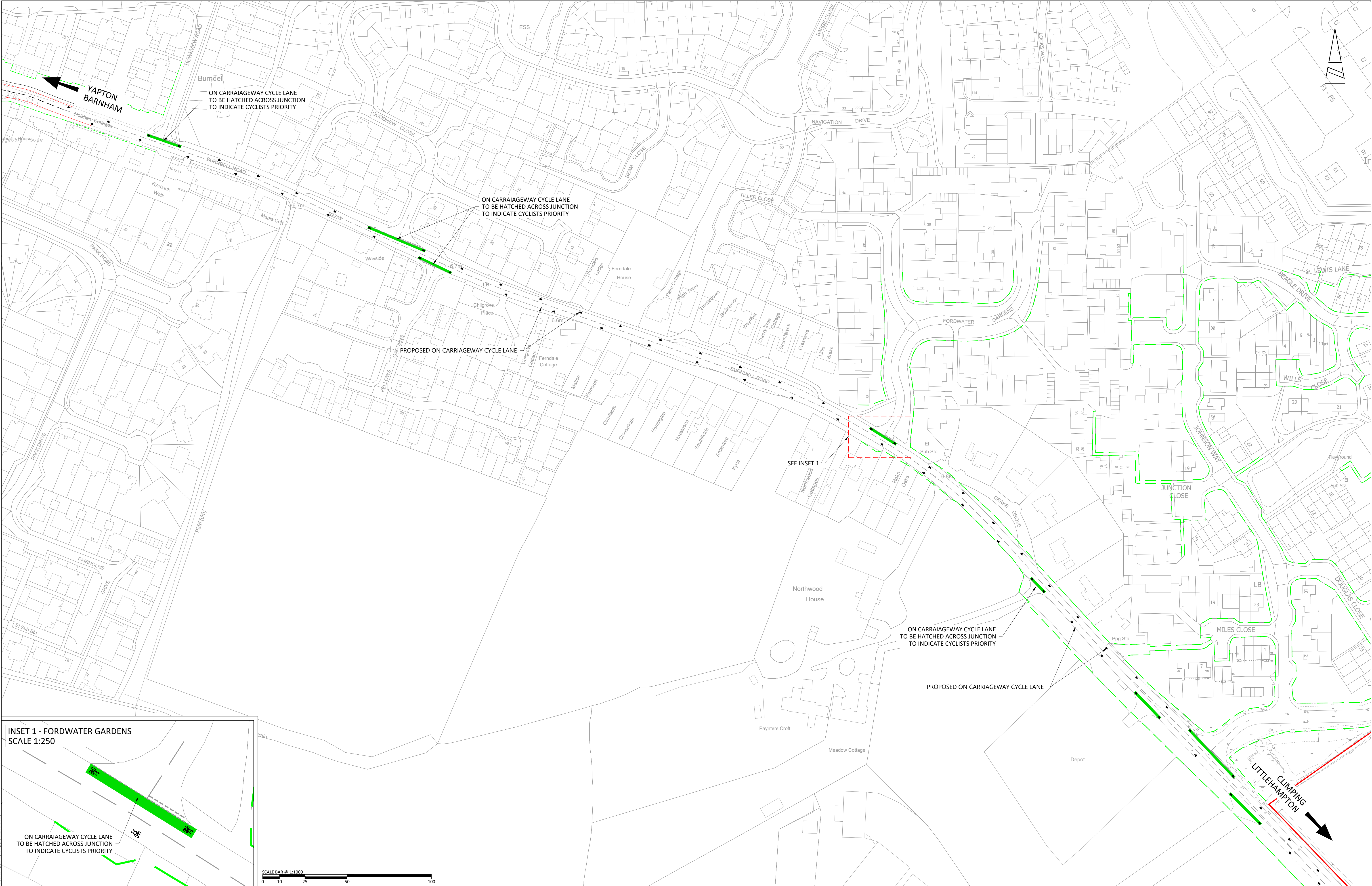
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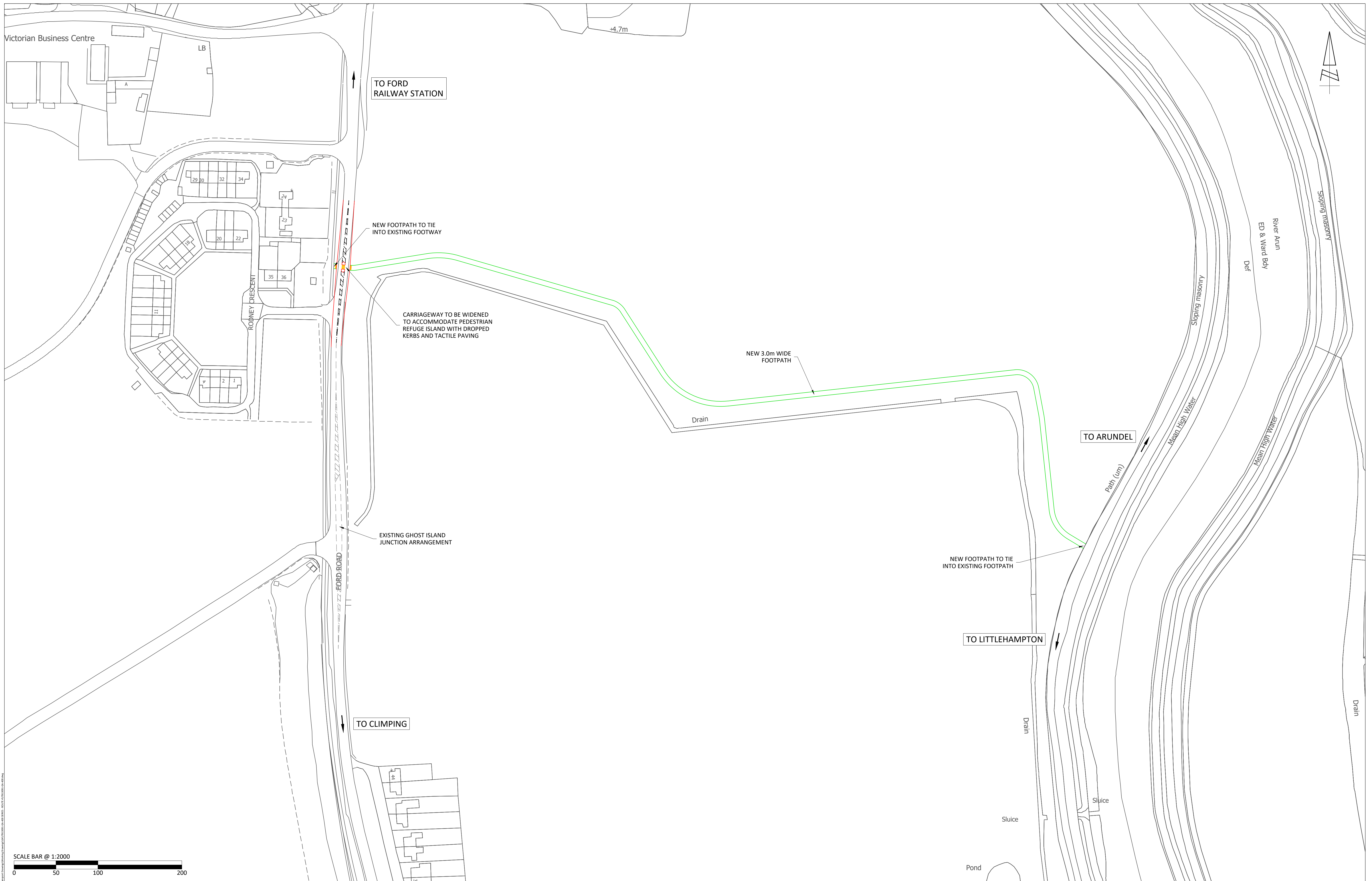
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FOR INFORMATION

FORD AIRFIELD

REDROW HOMES LIMITED & WATES DEVELOPMENTS

APRIN DISTRICT COUNCIL PRODUCT



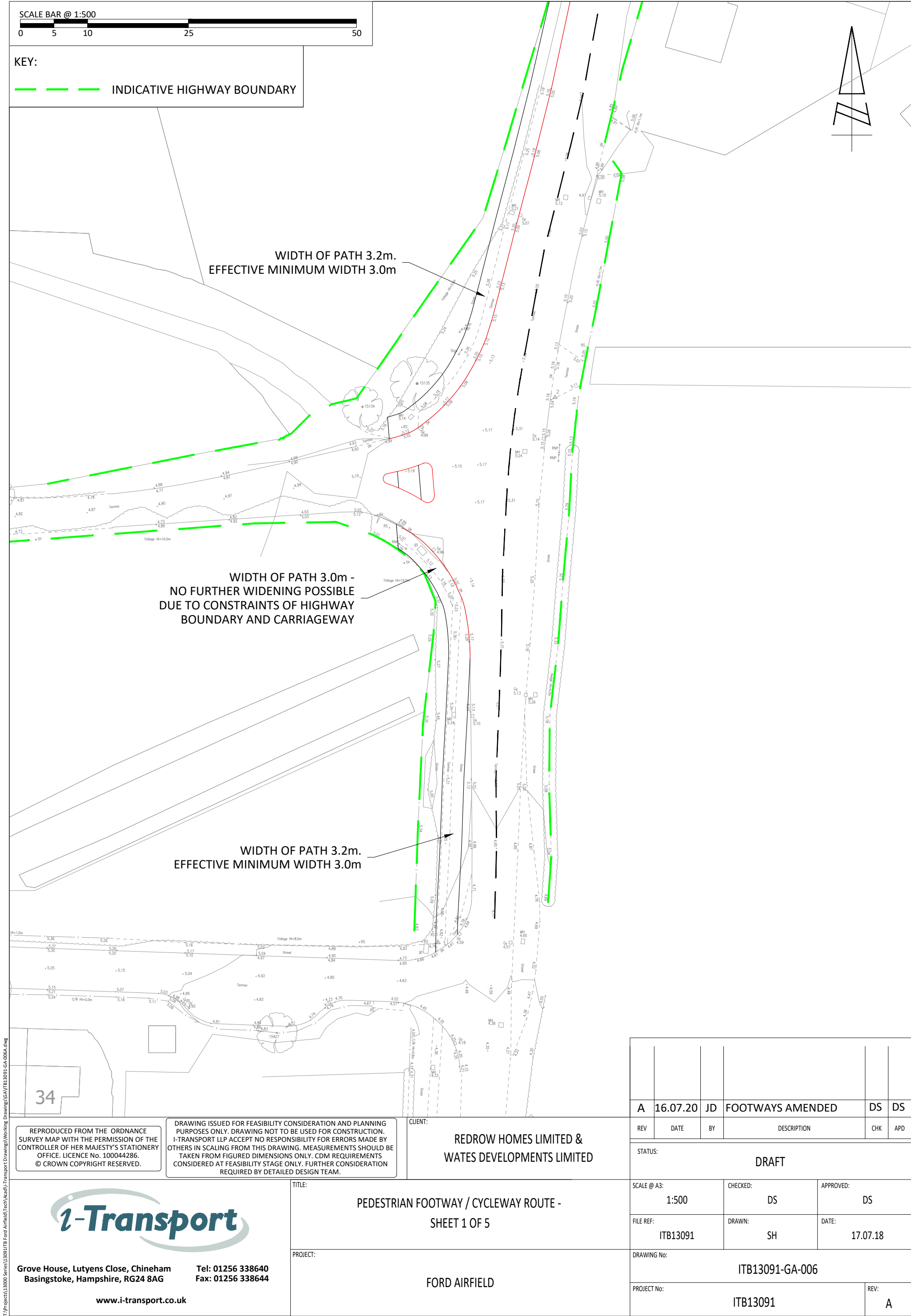
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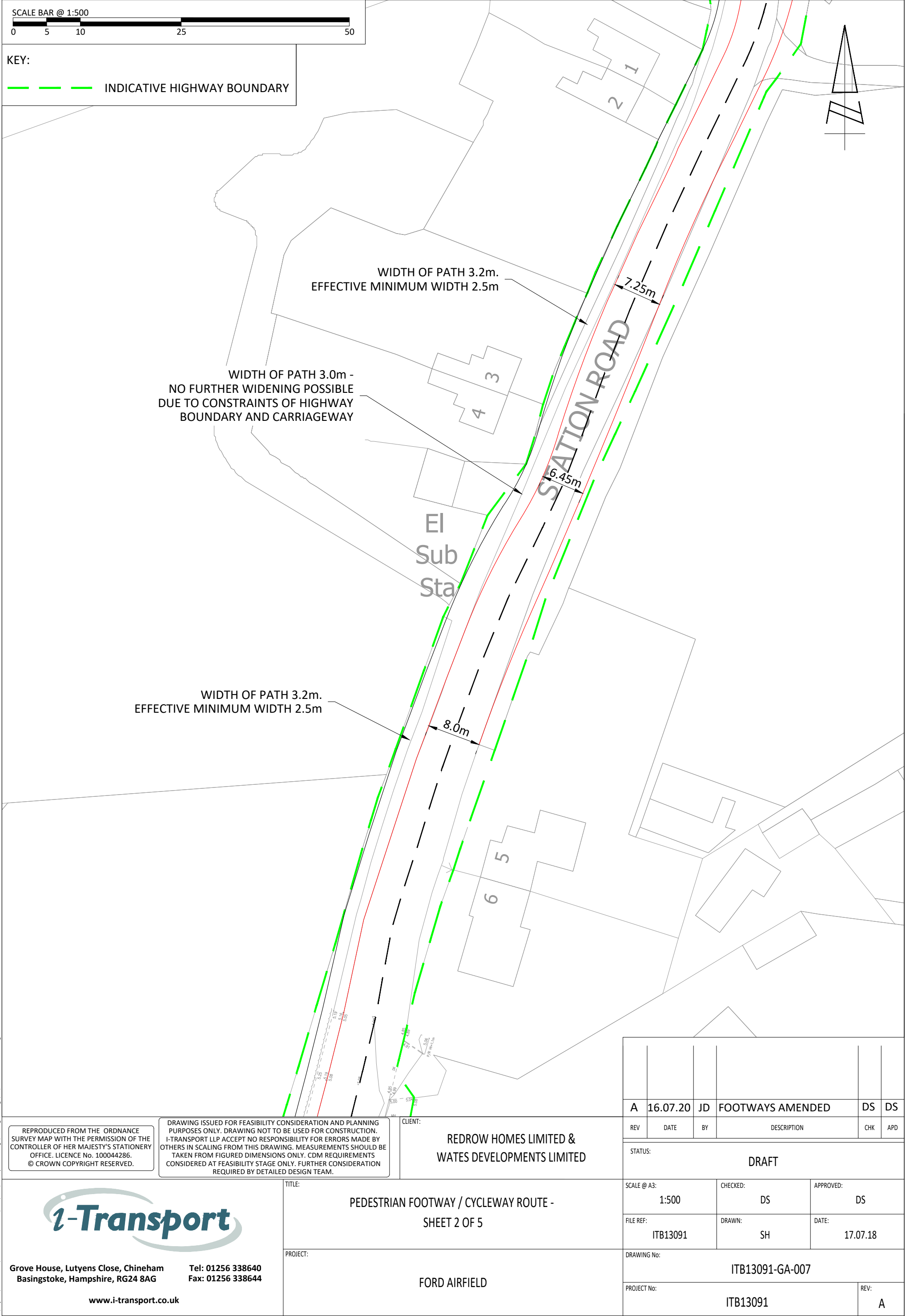
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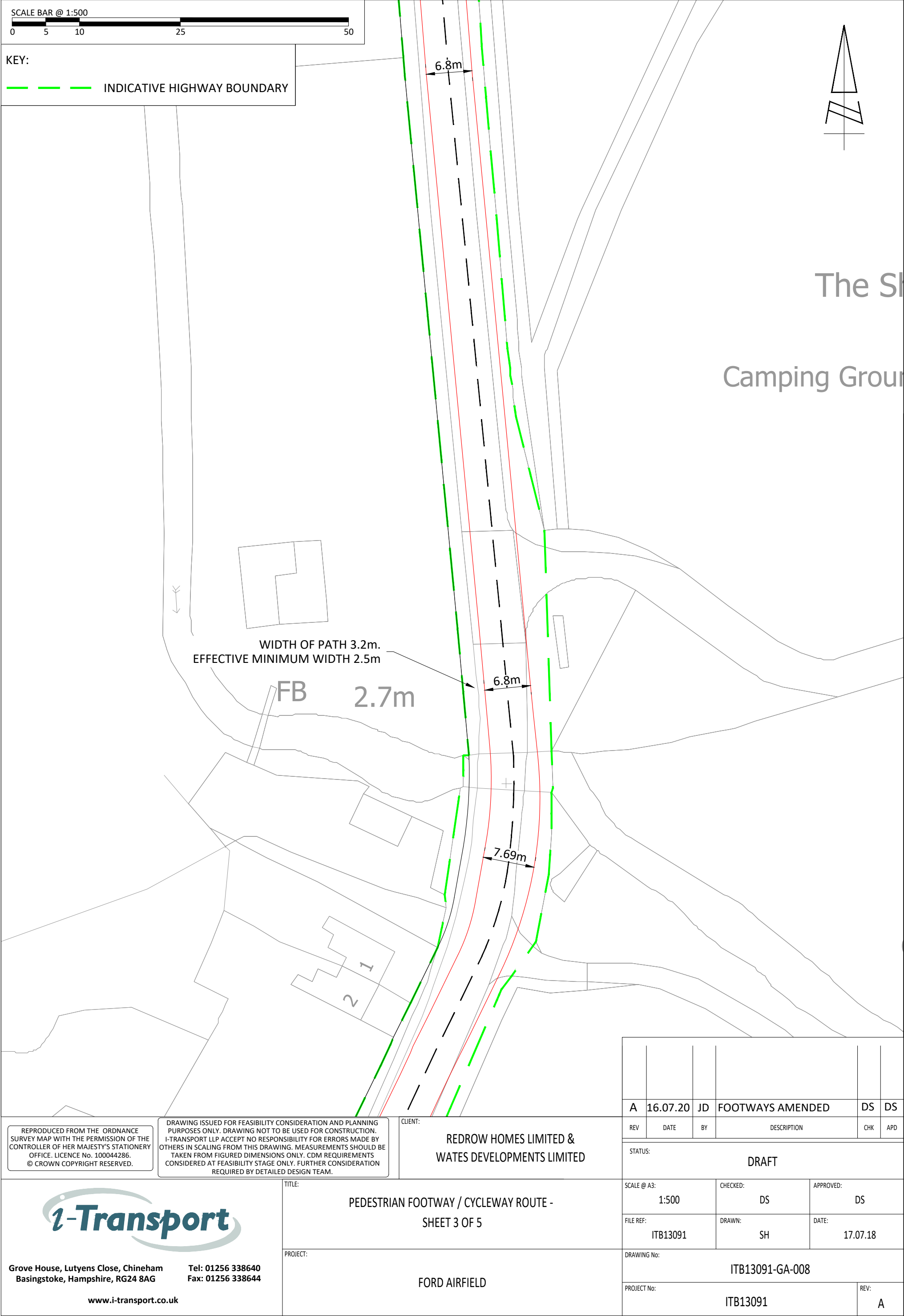


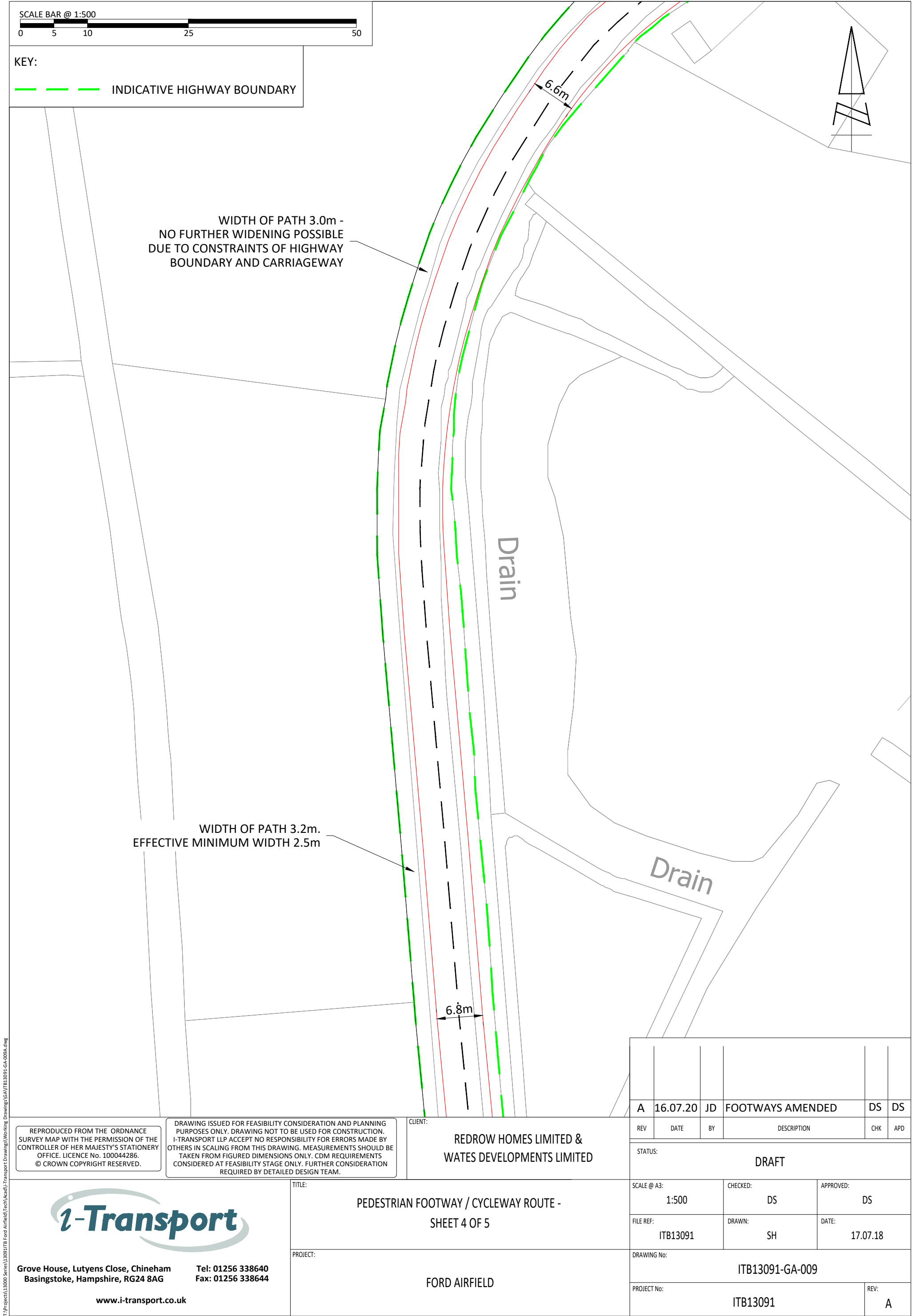
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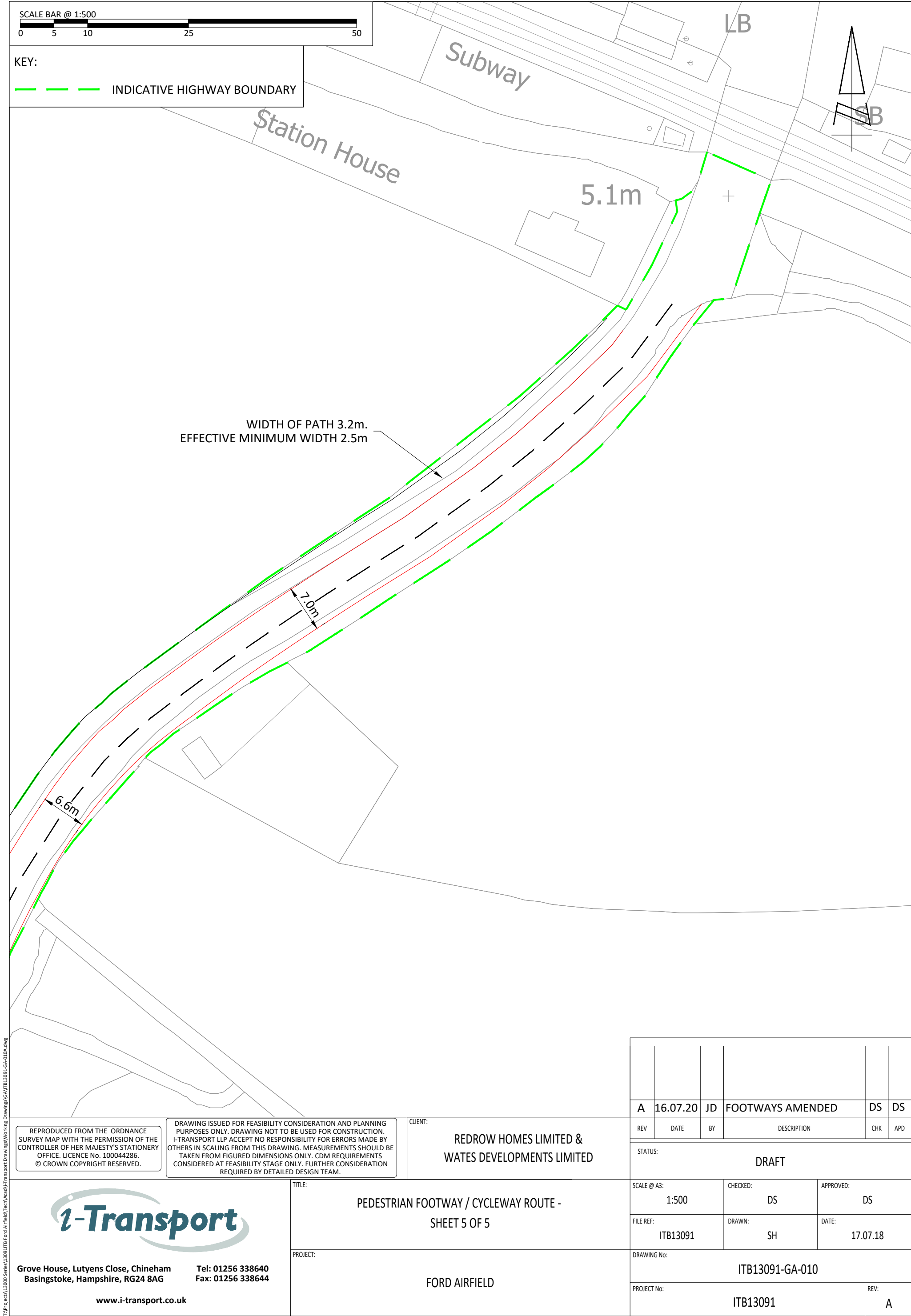


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APPENDIX A. Illustrative Masterplan



Project
FORD AIRFIELD



Drawing Title
Illustrative Masterplan

Date	Scale	Drawn by	Check by
31.05.19	1:2500@A1	DS	D.S.
Project No	Drawing No	Revision	
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APPENDIX B. NMU Audit

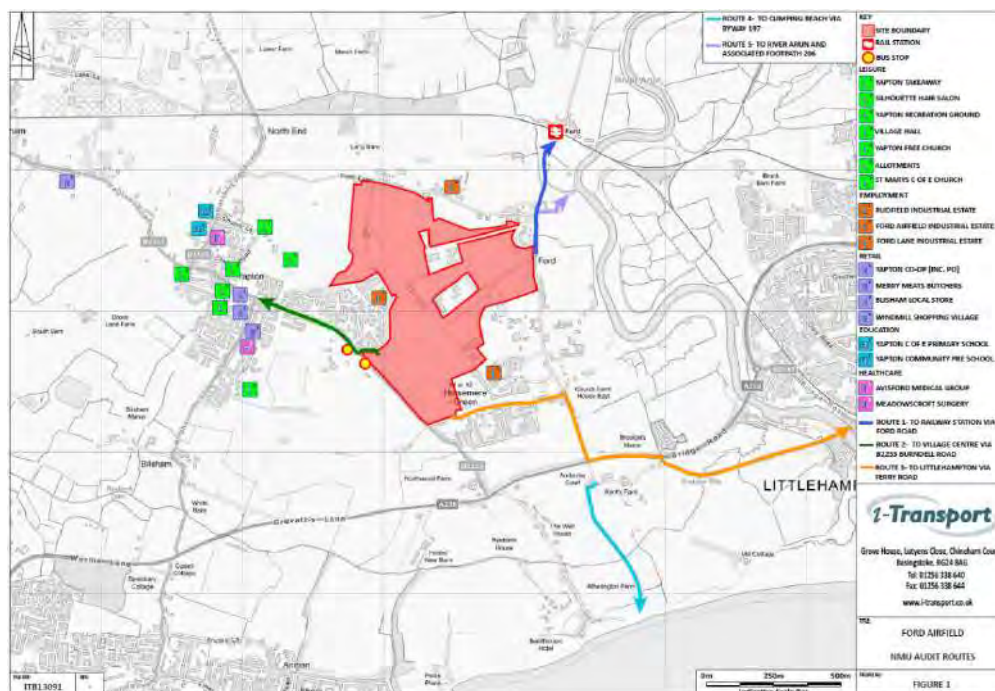
TECHNICAL NOTE

Project No: ITB13091
Project Title: Ford Airfield
Title: Non-Motorised User Audit
Ref: DS/SN/ITB13091-004 TN
Date: 21 May 2018

SECTION 1 INTRODUCTION

- 1.1 This Technical Note provides a Non-Motorised User (NMU) audit of the local highway network surrounding the proposed development site at Ford Airfield. The audit considers the adequacy of local walking and cycling infrastructure to accommodate the additional travel demands from the proposed development.
- 1.2 This audit considers the following key routes between the site and local destinations, including into the centre of Yapton and its associated local services and facilities:
- Route 1 – Proposed development along Ford Road towards Ford Railway Station;
 - Route 2 – Proposed development along the B2233 Yapton Road towards the Yapton Village; and
 - Route 3 – Proposed development along Ferry Road towards Littlehampton;
 - Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach; and
 - Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun.
- 1.3 These routes are illustrated in **Image 1** with a detailed photographic audit of these routes contained in **Section 2 of this report**.

Image 1: NMU Routes Plan



1.4 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance.

1.5 These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delay as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe, and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.6 The audit has been undertaken with reference to the West Sussex Walking and Cycling Strategy 2016-2026. The objectives of this walking and cycling strategy are:

“To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;

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 support economic development by facilitating travel to work and services without a car;

To reduce congestion and pollution by encouraging and enabling people to travel without a car;

To increase levels of physical activity to help to improve physical health;

To help to maintain good mental health and staying independent later in life;

To increase the vitality of communities by improving access by bicycle and on foot; and

To help people to access rural areas and enjoy walking and cycling”.

1.7 Sections 2 provides a detailed analysis of the three routes. This audit was primarily based upon a detailed site visit undertaken in May 2018, supplemented by additional desktop research. A summary and resulting recommendations arising from the audit is presented in Section 3.

SECTION 2 ROUTE AUDIT

Route 1 – Ford Road between proposed development and Ford Railway Station

- 2.1 This route provides a connection between the site and Ford Railway Station for onward journeys to destinations further afield including Littlehampton, Brighton, Portsmouth, and London.

Table 2.1: Audit of Route 1

Route 1 – Ford Road between proposed development and Ford Railway Station	
Description of route	- Exit the site from the Ford Road access; - Head north from the development site along Ford Road using the footway provided on the western side; - Cross the junction with Ford Lane and continue along Ford Road using the footway provided until you reach Ford Railway Station and level crossing. Total Distance: 1,000m
Provision for cyclists	This route is suitable for use by cyclists using the carriageway along Ford Road. Ford Road is subject to high volumes of traffic especially during the peak hours making it suitable for cyclists with more moderate skills.
Is the route convenient?	The route is convenient and provides a direct route from the site to Ford Railway Station.
Is the route accessible?	Dropped kerbs are provided on the Ford Lane with Ford Road junction but tactile paving is absent as shown in Image 2.1
Is the route safe?	The route is safe, with the provided footway generally in good condition with smooth, hard surfaces suitable for walking and cycling as shown in Image 2.2 . The footway on Ford Road is separated from the carriageway making it safe for pedestrians and cyclists. There is an absence of street lighting from this route.
Is the route comfortable?	The route is comfortable with good width footway/ cycleway circa 1.5m wide. MfS identifies 1.5m as sufficient to allow a wheelchair user or pushchair user to pass a pedestrian and 0.9m as sufficient width for a wheelchair user to proceed. The route is generally 1.5m wide with 1.6m at it's widest sections narrowing to a minimum of 1.1m where the bridge crosses the water course as shown in Image 2.3 .
Is the route attractive?	The nature of the route is attractive with well-maintained footways providing a direct link from the site to Ford Railway Station. Ford Road is heavily trafficked during peak hours however flows are reduced outside of the peak hours, with traffic flow and noise significantly lower.

Image 2.1: Dropped kerbs on Ford Lane/ Ford Road junction and commencement of footway towards Ford Railway Station



Image 2.2: Footway from Ford Road towards Ford Railway Station



Image 2.3: Footway approaching Ford Station along Ford Road



Image 2.4: Footway provision on Ford Road



- 2.1.1 In summary, Route 1 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to Ford Railway Station.
- 2.1.2 The width of the footway could be improved in some sections, however the existing surface provides a suitable route for pedestrians. The potential to widen this stretch of footway to a 3.0m wide shared pedestrian/ cycleway will be considered.

Route 1- Recommendations

- 2.1.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:
- Provide tactile paving on the Ford Lane/ Ford Road junction with the existing dropped kerb to improve accessibility for visually impaired users; and
 - Provision of street lighting along Ford Road to allow pedestrians to access the station outside of daylight hours safely.

Route 2 – Proposed development along the B2233 Yapton Road/ Burndell Road towards the Yapton Village

- 2.2 Route 2 provides access to the facilities of Yapton Village including the Co-op, local butchers, GP surgery and primary school.

Table 2.2: Audit of Route 2

Route 2 – Proposed development along B2233 Yapton Road/ Burndell Road towards the Yapton Village	
Description of route	1. Exit the site from the pedestrian access on Rollaston Park Road; 2. Head west along Rollaston Park Road using the pedestrian footways provided; 3. Cross Rollaston Park Road junction to the northern footway; 4. Head North on the eastern footway along Burndell Road; 5. Cross the junctions with Fordwater Gardens, Goodhew Close, Downview Road; 6. Proceed along the footway into Yapton Village. Total Distance: 1,200m
Provision for cyclists	Blisham Road forms part of Route 2 of the National Cycle Network and is therefore suitable for on carriageway cycling.
Is the route convenient?	There are existing footways provided along the entire route on the eastern side of the carriageway circa 1.5m in width as shown in Image 2.7 The footway provides access to the bus services and to the facilities available in Yapton village centre.
Is the route accessible?	Dropped kerbs are provided at the junctions with Burndell Road however tactile paving is absent. Informal pedestrian crossing facilities are provided at the Burndell Road and Blisham Road junction with dropped kerbs and tactile paving provided. The signalised puffin crossing facilities located in Yapton village centre provide a safe route for pedestrians.
Is the route safe?	The route is safe with footways in good condition with smooth, good quality surfaces suitable for walking. The route benefits from natural surveillance from residential properties and is street lit from Rollaston Park Road along Burndell Road all the way to the facilities situated in Yapton village centre.
Is the route comfortable?	Footways are provided along the route and remain between 1.5m and 2m wide for the duration of the footway with no pinch points (Image 2.6). The footway allows for two pedestrians to pass one another and is a comfortable width for wheelchair users and prams.
Is the route attractive?	The nature of this route is attractive with street lighting provided along the route with well-maintained footways as demonstrated in Image 2.8 .

Image 2.5: Rollaston Park Road and Yapton Road junction and footway provision



Image 2.6: Footway provision from Rollaston Park Road along Yapton Road heading north west



Image 2.7: Footway and bus stop provision on Burndell Road



Image 2.8: Footway on Burndell Road approaching local facilities in Yapton



- 2.2.1 In summary, Route 2 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to the facilities in Yapton village centre and bus services to further afield.
- 2.2.2 The existing surface is suitable for walking, is street lit and is a well maintained pedestrian route to the local facilities available in Yapton village centre.

Route 2- Recommendations

2.2.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Provide tactile paving on the Rollaston Road/ Yapton Road junction with the existing dropped kerbs to improve accessibility for visually impaired users;
- Provide dropped kerbs with tactile paving with crossing point to bus stop on the western side of Yapton Road approximately 60m northwest from the Rollaston Park Road junction; and
- Provision of tactile paving at the following junctions with B2233 Burndell Road:
 - Johnson Way junction;
 - Fordwater Gardens;
 - Goodhew Close; and
 - Downview Road.

Route 3 –A259 along Ferry Road east towards Littlehampton

- 2.3 There are a large number of local services and facilities located in Littlehampton town centre east of the site. It is likely that this route will be used by future residents of the development to access Littlehampton which is within a reasonable cycle distance from the site.

Table 2.3: Audit of Route 3

Route 3 – A259 along Ferry Road east towards Littlehampton	
Description of route	1. Exit the site from the pedestrian access provided onto Horsemere Green Lane; 2. Head east along Horsemere Green Lane and at the junction with Church Lane head south; 3. On approach to the A259 join with the shared footway/cycleway on the northern side of the carriageway for approximately 500m; Cross the A259 at the pedestrian refuge island provided to the west of Ferry Road; 4. Head South along Ferry Road; 5. At the end of Ferry Road use the footbridge over the River Arun to access Littlehampton. Total Distance: 3,000m
Provision for cyclists	A shared footway/ cycleway is provided along the section of the A259 between Church Lane and Ferry Road. This route forms part of Route 2 of the National Cycle Network and is therefore suitable for on carriageway cycling. The route extends across the footbridge over the River Arun into the town of Littlehampton as shown in Image 2.10 .
Is the route convenient?	There is an existing footway provided along the entirety of Ferry Road on the northern side of the carriageway. The footway provides a segregated footway along Ferry Road heading east towards the town of Littlehampton with a width of circa 1m (Image 2.9).
Is the route accessible?	The footbridge over the River Arun provides access across to Littlehampton for both pedestrians and cyclists and forms part of the National Cycle route 2 as shown in Image 2.10 .
Is the route safe?	This route is safe, with the footways in relatively good condition with segregated hard surfaces which are suitable for walking.
Is the route comfortable?	Footways along Ferry Road are separate from the carriageway by a grass verge as shown in Image 2.9 .
Is the route attractive?	The nature of this route is pleasant and is attractive. Ferry Road is lightly trafficked making it suitable for cycling on the carriageway. The existing footway provides an attractive route as it is separated from the carriageway.

Image 2.9: Footway provision along Ferry Road



Image 2.10: Footbridge over the River Arun to Littlehampton



- 2.3.1 In summary, Route 3 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to further facilities in the town of Littlehampton.

Route 3- Recommendations

- 2.3.2 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:
- Enhance provision on eastern side of carriageway to provide connection to National Cycle Network Route 2.

Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach

- 2.4 This route consists of Byway 197, providing a connection between Crookthorn Lane and Climping Beach to the south of the site.

Table 2.4: Audit of Route 4

Route 4 – Ford Road between proposed development and Ford Railway Station	
Description of route	1. Route west on Brookpits Lane for approximately 75m, passing Clymping C of E Primary School; 2. Continue south along Byway 197 for the remaining 975m to Climping Beach; Total Distance: 1,050m
Provision for cyclists	The route from Crookthorn Lane to Climping Beach is classified as a Byway; these are deemed suitable for cycle travel. The width of the track remains consistent along its extent, approximately 4.3m.
Is the route convenient?	The route provides a direct link between Crookthorn Lane and Climping Beach. A wider PROW network, including footpaths 171, 172 and 169, is accessible off Byway 197 that provide connections to Climping Street and Ferry Road as shown in Image 2.11 .
Is the route accessible?	The route is accessible via walking cycling however, despite being classified as a byway, vehicular travel is not possible given the quality of the track surface in some sections.
Is the route safe?	The byway is not fit for vehicular travel and is not situated near any carriageways. As a result pedestrians and cyclists are not at risk from collisions involving vehicles.
Is the route comfortable?	The route is predominantly flat however some sections of the track display potholes and uneven surfaces as shown in Image 2.12 .
Is the route attractive?	The nature of this route is pleasant and is attractive. The gravel track is bordered on both sides by well-maintained farmland, with views to surrounding fields as shown in Image 2.13 .

Image 2.11: Additional Footways off Byway 197



Image 2.12: Uneven Track Surface



Image 2.13: Route Aesthetics



2.4.1 In summary, Route 4 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to Climping Beach to the south of the site.

2.4.2 The route consists of a wide track, the majority being flat with a good standard of surfacing. Additional footpaths are accessible off the main track, providing connections to Climping Street and Ferry Road.

Route 4 - Recommendations

2.4.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Re-surfacing works on the uneven or damaged sections of footpath.

Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun

- 2.5 This route provides a connection between Station Road to the east of the site and Footpath 206 along the River Arun. Footpath 206 provides onward routes north towards Arundel and south towards Littlehampton.

Table 2.5: Audit of Route 5

Route 5 – Between Station Road and Footpath 206	
Description of route	1. Exit the site from the Ford Road access; 2. Head north from the development site along Ford Road using the footway provided on the western side; 3. Cross the junction with Rodney Crescent and Ford Lane; 4. Cross Station Road onto Footpath 364_1, following the route past the northern side of the Church of St Andrew. 5. Continue along Footpath 200_5 towards the Ship and Anchor Marina where the route joins Footpath 206. Total Distance: 644m
Provision for cyclists	Cycle travel is not permitted on designated Footpaths.
Is the route convenient?	The route provides a convenient off-carriageway link between Station Road and Footpath 206 to the east of the site.
Is the route accessible?	The route is a designated Footpath and is accessible only via walking. The first part of the footpath consists of a wide gravelled track (Image 2.14), used to provide vehicular access to the Church of Saint Andrew. The remainder of the route is made up of grass or earth tracks (Image 2.15). A section of Footpath 206 crosses a slipway that serves the Ship and Anchor Marina. During periods of high water, the footpath is submerged; this may require a diversion of the public right of way (Image 2.16).
Is the route safe?	The route diverges from the main carriageway, segregating pedestrians from the main flow of vehicular traffic. Despite the first part of the route consisting of a vehicular access track, this section is signposted as private and the volume of vehicles is low. The rural part of the route is well defined and wide enough for 2 people to pass in opposing directions. The track surfaces are even with little debris (Image 2.17).
Is the route comfortable?	The track surfaces are predominantly level with one section of moderate gradient change lasting approximately 6m (Image 2.18).
Is the route attractive?	The first part of the route is bordered to the north by residential gardens and to the south by agricultural fields. The rural section of the route is bordered in some sections by vegetation and agricultural fields in others. The lack of urban scenery makes the route pleasant with views of the River Arun and rural landscapes (Image 2.19).

Image 2.14: Gravel track forming the first section of the route



Image 2.15: Rural section of the route



Image 2.16: Obstruction of Footpath 206



Image 2.17: Even track surfaces

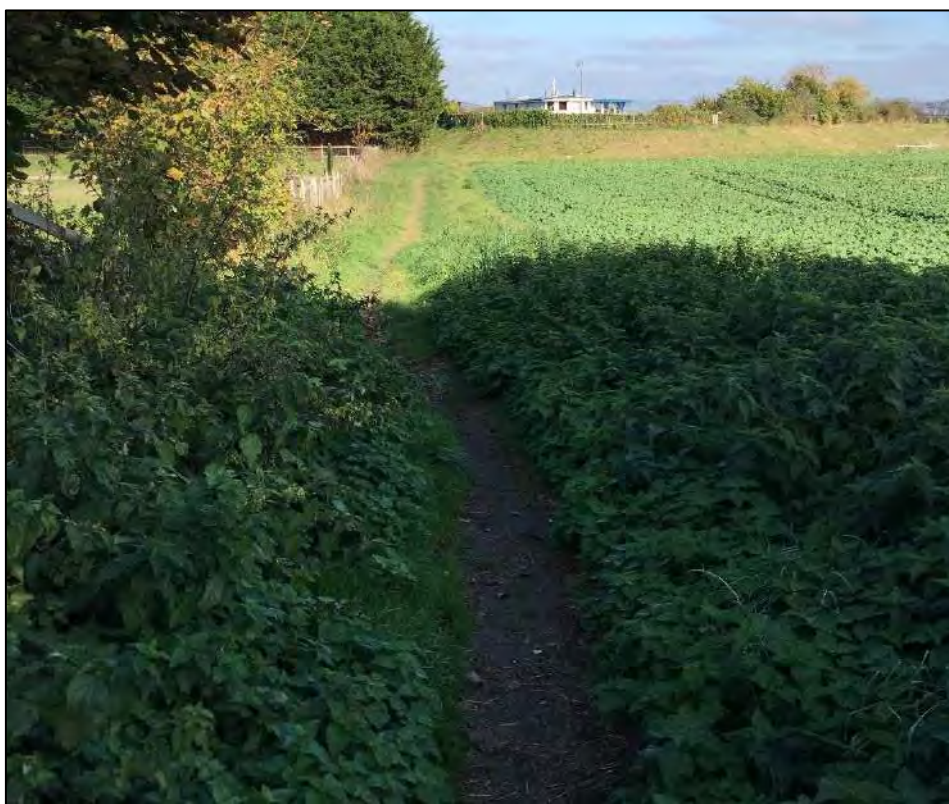


Image 2.18: Moderate gradient change



Image 2.19: Route aesthetics



2.5.1 In summary, Route 5 is in line with the five core principles for walking routes and provides pedestrians with access to Footpath 206 for onward travel opportunities to Arundel and Littlehampton.

2.5.2 The route consists of both grass tracks and a hardstanding private road. The majority of the route remains a consistent gradient with the exception of a 6m stretch of track, leading up to the western bank.

Route 5 - Recommendations

2.5.3 To improve the pedestrian accessibility along this route the following improvements are proposed:

- Re-routing of Footpath 206 to avoid obstruction during periods of high water.

SECTION 3 SUMMARY

- 3.1 This audit demonstrates that the routes considered in the NMU Audit address the key desire lines for likely travel to and from the site and fulfil the five core principles common to both pedestrians and cyclists identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance. The audit is also in line with WSCC Walking and Cycling Strategy 2016-2026 and will help to encourage future residents to choose walking and cycling as the preferred mode of travel to local destinations and help promote a healthier lifestyle.
- 3.1.1 The audit identifies that the local pedestrian/cycle infrastructure meets the five key tests, with footways typically sufficiently wide to allow a pedestrian to pass a wheelchair user. Local roads are generally lightly trafficked and crossing facilities are provided in most locations along the routes considered. Traffic speeds are low (20/30mph) and road conditions support on road cycling where there is no formal cycle provision. Route 1 provides a lightly trafficked route along Ford Road from Ford Lane to Ford Railway Station for onwards journeys to destinations further afield. Route 2 provides a route from the west of the site along Burndell Road into the village of Yapton. Route 3 provides a route suitable for cyclists and pedestrians along Ferry Road from the A259 towards the town of Littlehampton.
- 3.1.2 All of these routes are safe, suitable and provide generally attractive connections to the local facilities and services. Designated footways are provided for the routes identified and route 2 provides street lighting for the entirety of the route.
- 3.1.3 Notwithstanding, the generally good standard of pedestrian infrastructure, further enhancements including crossing points with dropped kerbs and the provision of tactile paving and street lighting as outlined in this audit are proposed to improve accessibility for future pedestrians and cyclists using these routes.

APPENDIX C. Travel Questionnaire Example

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender

Male

Female

5. Age Group

Under 18

18 - 34

35 - 44

45 - 60

60+

6. Number of people in household

1

2

3

4+

7. Number of cars per household

1

2

3

4+

8. Number of bicycles per household

1

2

3

4+

9. Do you have a disability that affects your travel arrangements?

Yes

No

About your job

10. Do you work?

1 - 3 days

4 days

Full time

Shifts

Other, please specify

11. What hours do you normally work?

Regular Office

Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None

Attend meetings

Visit site / clients

Other

Travel to work

13. How do you normally travel to work?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile

1 - 3 miles

3 - 10 miles

10 - 20 mile

Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins

16 - 30 mines

30 - 60 mins

60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency

Covered and secure cycle parking

Changing / locker facilities

Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes

No

I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner		Financial incentives for car shares	
Free transport home in an emergency		Pool car available for business use	
Priority parking for car sharers			
Other, please specify			

20. Is bus or train travel a possibility?

Yes		No		Both	
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Which is most convenient?

Bus		Train	
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21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route		Pool car available for business use	
More frequent services		More reliable services	
Better information on times and fares			
Regular link between station/bus stop and place of work			
Other, please specify			

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

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

