

Land North of Toddington Lane
Littlehampton

Framework Travel Plan



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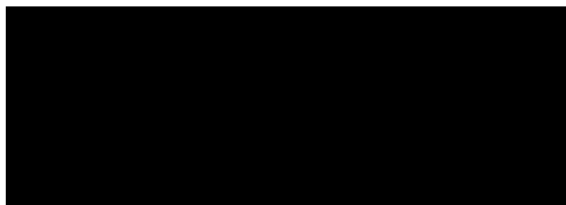
Framework Travel Plan

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SKP/23104-02 FTP

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Appendix A Indicative Site Masterplan



1.0 INTRODUCTION

1.1 This Framework Travel Plan (FTP) has been prepared by David Tucker Associates (DTA) on behalf of T&L Crawley No. 2 LLP, in respect of outline proposals for up to 71 dwellings. The indicative site layout is provided at **Appendix A**.

1.2 A Travel Plan (TP) is a term used for a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. TP's are site specific and are dependent upon not only the location of the site but the size and type of development located there. They also require continuous monitoring and refinement in order to be successful.

1.3 This TP therefore sets out the initiatives that will be put in place to encourage non car use by residents. The overall objectives of the TP are to:

- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
- Promote healthy lifestyles and a sustainable community;
- Encourage good urban design principles that open up the permeability of the development for walking and cycling; and
- Provide safe and easy access to the site for residents and visitors, with increasing awareness of choice of travel mode to encourage the use of more sustainable modes of transport.

1.4 The TP includes:

- A strategy for setting target modal share for access to the site;



- A strategy for achieving the target;
- A process for monitoring progress towards achieving the target.
- Public transport initiatives;
- Cycling incentives and facilities; and
- Walking incentives.

1.5 In producing the residential TP, reference has been made to 'Making residential travel plans work: good practice guidelines' published by the Department for Transport (DfT) in September 2005 and the DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009). This document considers the TP as a 'pyramid of measures and actions'.

1.6 At the base of the pyramid is the choice of location. The TP considers the site location in detail including all aspects of accessibility of the site and its proximity to existing facilities and services. The next level of the pyramid comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage. Details of design measures incorporated into the development masterplan are also considered.

1.7 The resource required to facilitate and develop the measures featuring in the final levels of the pyramid and the individual measures designed to build upon the advantages of the location in order to encourage more sustainable travel are described.

1.8 Finally, the TP provides a strategy for marketing and promotion of the TP to ensure adequate take up of the measures put forward.



2.0 EXISTING CONDITIONS

2.1 Introduction

- 2.1.1 The overall objective of the TP is to reduce the proportion of people travelling to and from the site, and in particular single occupancy car use. This chapter reviews the overall impact travel planning could have at reducing car mode share.

2.2 Outcomes

- 2.2.1 The Good Practice Guidelines identifies that good practice has evolved from previous guidance into a single main approach to travel planning. It states that:

“The ‘outcomes’ approach, specifies outcomes linked to specific targets that can also be strengthened with sanctions if these are not met. This approach is distinct from that which focuses wholly on the establishment of a list of measures, e.g. the provision of a shuttle bus or cycle shelter. Many, if not the majority of, travel plans combine the two approaches, depending upon the type of travel plan and what it is designed to achieve. However, the establishment of outcomes is important.”

- 2.2.2 With the outcomes approach, the focus is placed on ensuring the performance of the TP – for example, meeting modal shift targets. The applicant/ developer is then required to commit to meeting these targets, and agrees to a monitoring and review process.

2.3 Base Mode Share

- 2.3.1 The 2011 Census Journey to Work data suggests that of those who live and work in the “Arun 004” Middle Super Output Area containing the site, 12% walk, 7% use public transport, and 60% are car drivers. **Table 1** summarises the mode share.



Table 1 – Travel to Work Modal Splits

Method of Travel to Work	Percentage
Primarily Work From Home	8%
Car Driver	60%
Walking	20%
Car Sharing	4%
Bus	5%
Train	2%
Cycling	7%
Other	2%

2.4 Targets

- 2.4.1 A 5% mode shift reduction target in car use has been set against a baseline mode share of 60%. This is to be achieved over a five year implementation period, through the implementation of measures set out in **Chapter 4**.

Table 2 – Car Driver Mode Share Target

Car Driver Modal Share*					
Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
60%	59%	58%	57%	56%	55%

**to be reviewed following travel survey*



3.0 TRAVEL PLAN OBJECTIVES AND TARGETS

3.1 Indicators

3.1.1 The Good Practice Guidelines highlights the importance of distinguishing between outcome targets and indicators. Whereas the target for the proposed development is focussed on reducing the number of car trips, the indicators are used to monitor how the site is being accessed and how effectively different modes are meeting travel needs. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year.

3.1.2 A number of indicators will be measured at the proposed development. The responsibility for measuring these indicators lies with the Travel Plan Coordinator (see **Section 4.2**), and will include the following:

- % walking;
- % cycling;
- % using public transport;
- % driving; and
- % car sharing.

3.2 Objectives

3.2.1 The overarching objectives of this TP are to:

- 1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes;
- 2) Achieve a minimum number of car traffic movements to and from the development;



-
- 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share in a safe and secure manner;
 - 4) Provide adequately for those with mobility difficulties; and
 - 5) Promote healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the Travel Plan through the local area where possible.



4.0 TRAVEL PLAN MANAGEMENT

4.1 Introduction

4.1.1 This section of the TP reviews implementation and management, and provides a toolkit of measures for facilitating and encouraging travel by sustainable modes. The list of measures provided is not exhaustive and the occupiers may find their own unique ways of helping to deliver the targets set within this TP.

4.2 Travel Plan Coordinator

4.2.1 Three months prior to first occupation, the developer will appoint a Travel Plan Co-ordinator (TPC) to implement the TP. The TPC would be in place for a minimum of five years following 100% occupation of the development, with contact details provided to Arun District Council once appointed.

4.2.2 The TPC would be responsible for:

- Explaining and marketing the TP;
- Arranging promotional events;
- Ensuring the health, wealth and environmental benefits of sustainable travel are publicised;
- Producing questionnaires, promotional and informative material;
- Liaising with Arun District Council and external stakeholders as appropriate; and
- Organising surveys, analysing these and the presenting the results externally.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 The Good Practice Guidelines refers to 'hard measures' as the "*provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users*", and 'soft measures' as the "*provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use*".

5.1.2 This section of the TP details 'hard' and 'soft' measures to be implemented for the site.

5.2 Walking and Cycling

5.2.1 The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. This will include the provision of the following where appropriate in line with the DfT's MfS and MfS2:

- A good level of street and path lighting
- On-site roads will be designed to 20mph
- Tactile and coloured surfacing

5.2.2 Cycle parking will be provided within the confines of a garage/ shed, or alternatively provided in secure, well lit, covered cycle storage facilities.

5.3 Car Parking Provision

5.3.1 Car parking provision will be provided in accordance with local standards during the subsequent reserved matters application stage.



5.4 Initial Marketing

5.4.1 Residents need to be made aware of the available travel and access options at the site from the onset. The accessibility benefits of the site in terms of the availability of public transport and the proximity of facilities will be actively marketed within sales literature and by sales staff.

5.4.2 This initial marketing will help potential residents consider their travel options with knowledge of the wider choices available to them.

5.5 Sustainable Travel Pack

5.5.1 A sustainable travel information pack will be provided to all new households which will contain specific information on the location of facilities, bus services and walking/cycling routes. This is to be presented in a clear and concise format with the aim of providing an initial overview of travel choices available to residents and an ongoing reference guide.

5.5.2 The information will include:

- Bus network map with details of bus number, hours of operation and frequency;
- Bus and rail timetables;
- Map of bus stop locations;
- Pedestrian and cycle routes to the site indicating shared and dedicated facilities; and
- Car sharing information.

5.5.3 This information will be kept up to date by the TPC and circulated as and when services change.



6.0 TRAVEL PLAN MONITORING AND AUDIT

6.1 Monitoring

- 6.1.1 As stated within the DfT's Good Practice Guidelines, Travel Plans are living documents that need to be updated regularly and implementing a Travel Plan involves *"a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances"*.
- 6.1.2 The TPC will be responsible for monitoring progress in implementing the TP. This would include collating the monitoring data for analysis and summarising this information for submission to Arun District Council.
- 6.1.3 The TP will be monitored for a period of five years following 100% occupation of the development. An initial (baseline) survey will be undertaken upon occupation of 50% of the development. Further surveys will be undertaken at Years 3 and 5 with an automatic traffic counter placed at the site accesses to record vehicular flows during the survey period.
- 6.1.4 The results of the surveys will be analysed and reported within three months of the survey being undertaken. The survey results will be compared against the baseline and previous survey results and used to assess whether targets have been met.



Appendix A

Indicative Site Masterplan

Rev	Amendments	By	Chld	Date

Drawing is based on the following information:

- OS Plan, received 13/09/19.
- Survey undertaken by Encompass Surveys dated 18 June 2021.
- SLB1 Rev. E - Landscape Proposals (Sheet 1 of 2) dated 06/03/18 from application LU/278/17/RES



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Project	
Land North of Toddington Lane Littlehampton	

Drawn by	Checked by	HNW Project No.	Date Created
GP	DS	21023	09/04/21

Scale

A1- 1 : 500

 ISO 9001 Quality Management
ISO 14001 Environmental Management

Drawing Title

Indicative Site layout

Drawing status	Revision
Preliminary	

Drawing Name
21023-HNW-ZZ-00-DR-A-2001

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