Land off Arundel Road, Fontwell, West Sussex

Draft Travel Plan

Final Report
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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 This Draft Travel Plan (TP) has been produced by DHA on behalf of Harlequin Developments in support of the planning application concerning Land off Arundel Road, in Fontwell, West Sussex.

1.1.2 The planning application is submitted in full for the erection of up to 64 residential dwellings.

1.1.3 This Draft TP has been produced to ensure that future residents of the site have access to suitable information about local transport infrastructure and are provided with on-site facilities to allow them to make sustainable travel choices. This Draft Travel Plan has been prepared in line with West Sussex County Council Travel Plan guidance.

1.2 HOW A TRAVEL PLAN CAN BENEFIT THE PROPOSALS

1.2.1 Whilst primarily being of benefit to the environment, TPs can also bring a number of other real benefits:-

- Individuals can benefit from improved health, cost and timesaving, reduced stress and a general improvement in their quality of life; and
- Local communities can enjoy reduced congestion on local roads and possibly improvements to public transport services funded by future investment.

1.2.2 By reducing the amount of car travel and the use of vehicles generally, the local environment can benefit from improved air quality, less noise and dirt and a reduction in CO_2 emissions that can contribute to other national and global environmental problems, such as global warming.

1.3 PURPOSE OF THIS TRAVEL PLAN

1.3.1 The main reasons for implementing this TP are to:-

- Demonstrate to the Local Planning and Highway Authorities a commitment to provide the development with suitable facilities that will encourage residents to travel to and from the site in a sustainable manner;
- Set out the necessary survey and monitoring requirements needed to assess the performance of the TP;
- Reduce users' dependency on car-borne trips;
- Reduce the need for unnecessary travel to and from the site;

- Improve the local environment and thus contribute to a better quality of life; and
- Inform users of the health benefits of sustainable travel.

1.4 AIMS OF TRAVEL PLAN

1.4.1 The above outcomes will be achieved through the promotion of sustainable travel targets encouraged by national and local planning policy. The primary objective of this TP is to encourage the use of sustainable transport by residents, in order to reduce the site's vehicular trip generation, particularly by single occupancy cars.

1.4.2 This process will be completed by:-

- Promoting and encouraging walking and cycling where viable as part of a journey in conjunction with other modes of transport;
- Promoting and encouraging the use of public transport;
- Promoting the TP and its specific measures; and
- Making alternative travel information available.

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

2.1.1 The site is located to the north of Arundel Road in Fontwell and approximately 2.6km north of Barnham. The location of the site in local context is shown in Figure 2-1.

FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE EARTH)

2.1.2 The site comprises a triangular parcel of grazing land which is bound by the A27 to the north and east, Arundel Road to the south, and a Public Footpath and residential dwellings to the west.

2.1.3 Vehicular access to the site is currently achieved via a field gate located in the south-east on Arundel Road, approximately 70m to the west of the junction with the A27.

2.2 LOCAL HIGHWAY INFRASTRUCTURE

2.2.1 Arundel Road is a single carriageway road, with an approximate carriageway width of 7m, and is subject to a 30mph speed limit. To the east, it connects with the A27 via a left-in, left-out slip-road junction. To the west, it routes through Fontwell village before connecting with the A27 and the A29 at a four-arm roundabout.

2.2.2 Traffic calming is present on Arundel Road in the form of speed humps between its junctions with West Walberton Lane and London Road.

2.2.3 The A27 is a dual carriageway Trunk Road, subject to the national speed limit (i.e. 70mph). It provides a route towards Arundel, Worthing and Brighton to the east, and to Chichester and Portsmouth to the west.

2.2.4 It is therefore evident that the site enjoys ready access to the primary and strategic road network and consequently to a range of local and regional destinations.

2.3 WALKING AND CYCLING INFRASTRUCTURE

2.3.1 On the section of Arundel Road which bounds the site, there is a footway subject to street lighting on the southern side of the carriageway, measuring approximately 1m in width.

2.3.2 A pedestrian and cycle crossing point is present approximately 35m to the west of the mini-roundabout junction with West Walberton Lane, comprising dropped kerbs with tactile paving. This crossing connects to a shared footway/cycleway on the northern side of Arundel Road, leading west to the London Road mini-roundabout junction. A 1.0m width footway continues along the southern side of the road.

2.3.3 In terms of Public Rights of Way (PRoW), a Footpath is present along the western site boundary, leading from Arundel Road northwards towards the Fontwell East Roundabout. Dropped kerbs are provided on the southern arm of this junction, which allows pedestrians to cross to a further Footpath which route eastwards towards Slindon Common. The PRoW network within the site vicinity is illustrated in Figure 2-2 overleaf, where Public Footpaths are indicated in purple, while Bridleways are indicated in green.

FIGURE 2-2: PUBLIC RIGHTS OF WAY (COURTESY OF WSCC)

2.3.4 In terms of cycle infrastructure, the aforementioned footway/cycleway forms part of a local cycle route between Gumber Corner and Barnham and is highlighted in Figure 2-3 below.

FIGURE 2-3: LOCAL CYCLE ROUTES (COURTESY OF OPENCYCLEMAP)

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 The closest bus stops are located on Arundel Road, approximately 120m from the western boundary of the site. These stops are served by Route 85 between Arundel and Chichester, which provides three services per day in each direction on Mondays to Fridays.

2.4.2 Additional bus services can be accessed from other stops within Fontwell, as summarised in Table 2-1.

SERVICE NUMBER	BUS STOP	ROUTE	FREQUENCY
1B	Fontwell Village	Rackham - Chichester	1 service per day on Monday
1D	Fontwell Village (WB only)	Rackham - Chichester	1 service per day on Thursday
1E	Fontwell Village (WB Only)	Rackham - Chichester	1 service per day on Wednesday
85	Barnfield Cottages / Fontwell Village / Fontwell Roundabout	Arundel - Chichester	Mon-Fri: 3 services per day
500	Fontwell Roundabout	Littlehampton – Barnham – Fontwell – Tangmere - Chichester	Mon-Sat: 2 per hour Sunday: 1 per hour
658	Fontwell Roundabout (NB Only)	Chichester – Halnaker – Tangmere – Fontwell - Westergate	School Service

TABLE 2-1: LOCAL BUS SERVICES

2.4.3 The closest railway station to the site is Barnham, situated approximately 2.6km to the south 'as the crow flies'. This station can be accessed via the Route 500 bus service. This station is provided with step free access and also has 64 cycle parking spaces. The train services available from Barnham are summarised below in Table 2-2.

DESTINATION	APPROX. JOURNEY TIME	APPROX WEEKDAY FREQUENCY
Bognor Regis	5-10 mins	4 per hour
Littlehampton	10-15 mins	1 per hour
Horsham	30-40 mins	4 per hour
Brighton	45-50 mins	4 per hour
Gatwick Airport	50-70 mins	4 per hour
East Croydon	70-80 mins	4 per hour
London Victoria	90-100 mins	4 per hour

TABLE 2-2: SUMMARY OF TRAIN SERVICES FROM BARNHAM

2.5 ACESSIBILITY

2.5.1 It is noted that a number of local facilities are present within walking distance of the site, as summarised in Table 2-3.

FACILITY	APPROXIMATE WALKING DISTANCE	APPROXIMATE WALKING TIME
Bed & Breakfast	200m	2 minutes
Off Licence	450m	6 minutes
Petrol Station	700m	9 minutes
Fast Food Outlet	700m	9 minutes
Hotel	700m	9 minutes
Convenience Store	700m	9 minutes
Public House (The Old Stables)	800m	10 minutes

TABLE 2-3: FACILITIES WITHIN WALKING DISTANCE OF SITE

2.5.2 Further employment, education and retail facilities can be accessed a short cycle or bus journey distance to the south of the site in Barnham.

2.6 DEVELOPMENT PROPOSALS

2.6.1 The development proposals comprise the construction of 64 residential dwellings, including 46 houses, and 18 apartments, alongside associated parking and landscaping.

2.6.2 All proposed apartments will comprise 1-bed dwellings. The proposed houses will include:

- 15no. 2-bed dwellings;
- 23no. 3-bed dwellings; and
- 8no. 4-bed dwellings.

2.6.3 Vehicular access to the site will be taken from the northern side of Arundel Road approximately 130m to the east of West Walberton Lane.

2.6.4 Pedestrian access to the site will be achieved via 1.8m width footways on both sides of the vehicular access. Uncontrolled pedestrian crossing points are proposed on the site access road and also on Arundel Road on both sides of the site access. The western footway will connect to the footway on the inner side of the access loop, and the easteern footway will route to the proposed apartment complex at the east of the site.

2.6.5 PRoW WAL 2585 which routes along the west site boundary will provide further pedestrian access to the development, tying in with footpaths linking to the shared surface arrangements along the west of the site.

2.6.6 An informal footpath will be provided along the sites northeastern boundary, providing access to a "play-as-you-go" sequence along the path, and play space at the northwest corner of the site.

2.6.7 The proposals include the provision of 149 parking spaces; comprising 127 spaces allocated to the residential dwellings and 22 visitor spaces.

2.6.8 For allocated parking:

- All of the 18no. 1-bed apartments will have 1.5 spaces per dwelling;
- All 15no. 2-bed houses and all 23no. 3-bed houses will have 2 spaces per dwelling; and
- All 8no. 4-bed houses will have 3 spaces per dwelling, of which 1no. dwelling will include a triple-tandem parking arrangement, and 2no. dwellings will feature a layby space outside the curtilage of the dwelling.

2.6.9 The 22no. visitor parking spaces will be provided as parallel parking bays, and are evenly distributed throughout the site.

2.6.10 A total of 8 parking spaces will be provided as disabled parking bays, including 4 of the 12no. spaces within the parking court for the 8no. flats at the east of the site, and 4no. visitor parking bays.

2.6.11 Every dwelling will be provided with 1 parking space featuring an Electric Vehicle (EV) charging point, in line with the requirements of Approved Document S of the Building Regulations 2010, and compliant with the Arun Parking Standards.

2.6.12 Cycle parking will be provided in accordance with requirements within the Arun Parking Standards SPD and the Arun Design Guide SPD. All houses will be provided with 2 cycle parking spaces situated within sheltered and secure cycle stores within rear gardens of dwellings. All rear gardens will be accessible to cycle users without the need to travel through the dwellinghouse.

2.6.13 The proposed apartments will be provided with 1 cycle parking space per dwelling, situated within communal cycle stores close to the apartment building entrance, and will be sheltered and lockable, allowing access to be restricted to residents only.

3 OBJECTIVES AND TARGETS

3.1 OVERVIEW

3.1.1 This section sets out the objectives of the Draft TP, as well as draft targets for the early years of the development.

3.1.2 Objectives are the high-level aims of the TP, providing direction and focus for the Plan. It is important that realistic targets and objectives are set so that the TP can be monitored and reviewed to show whether they have been met. The objectives are set with the overall aim to reduce private vehicle use and encourage a shift towards sustainable transport modes by residents and visitors to the development.

3.2 MODE SPLIT

3.2.1 Data has been sourced from the Census 2011 to ascertain the existing mode split of residents for journeys to work commencing within the Middle-layer Super Output Area (MSOA) Arun 003. This is summarised in Table 3-1 below.

MODE	PERCENTAGE OF RESIDENTS
Walk	6%
Cycle	3%
Bus	1%
Car/Van	76%
Liftshare	5%
Rail	9%
Other	1%
Total	**100%**

TABLE 3-1: BASELINE RESIDENT TRAVEL MODE SHARE FOR MSOA ARUN 003

3.2.2 Within three months of occupation of the development, detailed travel surveys will be conducted to confirm the actual mode share of residents, which will inform the targets of the TP. The following sections give consideration to these potential targets.

3.3 TRAVEL PLAN TARGETS

3.3.1 The overarching objectives of this Draft TP are to overcome the challenges and optimise the opportunities of the proposed development by:-

- Providing the required information and incentives to users to encourage travel to and from the site via sustainable methods of transport;

- Reducing the transport-related environmental impacts associated with residents / visitors / servicing at the site; and

- Where possible, designing measures which could be incorporated into a wider TP network.

3.3.2 An initial target has been set below to cover the first five-year period post-occupation of the development. This will be reviewed and amended as required following completion of the baseline travel surveys:-

- A minimum of 10 percent increase in sustainable transport.

4 TRAVEL PLAN MANAGEMENT

4.1 OVERVIEW

4.1.1 A TP strategy that sets out the stages by which the Plan will be developed and implemented is important. The TP strategy for the proposed development is contained within this section. It discusses how the Plan will be managed and marketed, as well as who the key partners will be.

4.1.2 Given the scale of development, it is not deemed necessary to appoint a dedicated Travel Plan Coordinator and therefore the marketing suite for the development will be responsible for issuing Resident Welcome Packs and completing travel surveys.

4.2 MARKETING

4.2.1 Marketing and awareness form an important part of all TPs. The TP will be marketed via the following means:-

- Information in communal areas for residents and visitors to the site;
- Newsletters and/or emails distributed to residents on a regular basis; and
- Travel Information Packs issued to new residents upon their occupation of the site.

4.2.2 TP 'branding' is a key part of the promotion of any Plan. It is important for all users to have a brand that they recognise as it reinforces the TP, its initiatives and what it seeks to achieve.

4.3 TRAVEL INFORMATION PACK

4.3.1 To increase awareness of the TP, future residents will be presented with a Travel Information Pack upon occupation of the development. This will include the following information:-

- Details of the TP measures and its objectives and targets;
- Plans of existing and proposed walking and cycling routes in the area;
- Passenger transport timetable information for services in the vicinity of the site and onward connections;
- Contact details for bus / train operators for ticket ordering; and
- Contact details for local cycling groups and shops and information on cycle training courses.

4.3.2 The development of the Travel Information Pack is a crucial element of the TP. It is essential that it contains the necessary information to suitably inform recipients.

To ensure that the benefits of receiving the Welcome Pack go beyond the initial residents, provision will be made to supply this information to future residents, at least during the initial five-year period of the TP.

5 MEASURES

5.1 OVERVIEW

5.1.1 This section sets out the package of measures which will be implemented in order to influence the way individuals travel to and from the proposed development.

5.1.2 The results of the resident travel surveys may suggest that some measures included in this chapter may not be suitable, or alternatively, additional measures may be identified. At this juncture, the TP targets and measures will be updated.

5.2 WALKING INITIATIVES

5.2.1 Walking is the most sustainable method of travel, has a number of proven health benefits and is a key source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car.

5.2.2 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.). As with cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.

5.2.3 The effective promotion of walking is a key part of encouraging people to move away from private car use. However, there are certain factors such as weather conditions, daylight / light levels and physical barriers to movement (including major roads, watercourses and railway lines) that affect the number of residents willing to use this mode. In order to encourage people to walk, the Plan will:-

- Promote the existing pedestrian infrastructure within the area, showing residents the local network, as well as the new on- and off-site pedestrian infrastructure that is proposed as part of the development;
- Highlighting the health benefits of walking via information boards and the Welcome Packs; for example: "*Walking one mile in 15 minutes burns a similar number of calories as running one mile in nine minutes*"; and
- Regularly seeking information from all residents who walk to understand ways in which facilities may be improved.

5.2.4 The proposed development includes the installation of two new pedestrian crossings on Arundel Road to the east and west of the site access to enhance safe permeability and access to local services, facilities and public transport nodes.

5.3 CYCLING INITIATIVES

5.3.1 Cycling is cheap, offers reliable journey times and is environmentally friendly. Encouragement of cycling can help to improve people's health. In order to encourage residents to cycle, the Plan will:-

- Provide cycle route information within the Welcome Packs and communal areas;
- Publicise local initiatives being offered to promote safe cycling;
- Provide safe, secure, lit cycle parking facilities; and
- Promote accessibility of the site by bike.

5.3.2 Cycling is considered a suitable mode of transport for future residents of the site, with cycle parking facilities proposed for each dwelling in line with the locally adopted parking standards.

5.4 PUBLIC TRANSPORT INITIATIVES

5.4.1 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy, particularly for journeys of more than 5km.

5.4.2 Provision of information within the Welcome Packs will include the latest bus and train service timetables, ticket prices and available discounts. Maps identifying the location of suitable routes to nearby bus stops and railway stations will also be displayed.

5.4.3 There is a pair of bus stops within a two-to-three minute walk of the site access providing access to daily services to Arundel and Chichester.

5.5 MANAGING CAR USE

5.5.1 The Welcome Packs will include measures to encourage car / lift sharing amongst residents. The proposed development will also include the provision of Electric Vehicle (EV) charging points for each dwelling.

6 MONITORING AND REVIEW

6.1 OVERVIEW

6.1.1 This TP is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the site in future years. This section sets out the proposals for monitoring and reviewing the TP over the first five years of the operational life of the development.

6.2 MONITORING

6.2.1 Monitoring the TP will help to analyse and assess the progress that has been made towards the targets. By reviewing the Plan, it will also be possible to identify if initiatives are failing.

6.2.2 An annual review will serve to be both informational and promotional, advising on the progress of individual actions, setting out initiatives for the following period and commenting on the overall success of the TP. Travel surveys will be undertaken by the marketing suite within three months of occupation and then annually for the first two years.

6.3 REPORTING

6.3.1 As noted in the Action Plan below, the marketing team will report the baseline survey results to WSCC within one month of the surveys. The County Council will then review the results and, if necessary, the marketing team will revise the targets accordingly. The results of the travel surveys will be included in the following revision of the Plan.

6.3.2 If agreed targets are not met, the marketing team will agree measures with the County Council which seek to address the identified issues. They will be responsible for communicating the results of the monitoring surveys and resulting amendments to the TP.

7 ACTION PLAN

7.1.1 This section draws together the proposals for the TP implementation, monitoring and review. The actions which will be undertaken are summarised in Table 7-1 below.

ACTION	RESPONSIBILITY	TIMESCALE
Preparation of Welcome Packs	Developer's Marketing Team	Prior to occupation of the site / ongoing
Identify locations for communal notice boards	Developer's Marketing Team	Prior to occupation of the site
Install appropriate on-site cycle infrastructure	Developer	Prior to occupation of the site
Complete baseline travel surveys	Developer's Marketing Team	Within three months of full occupation
Review baseline survey data, produce monitoring report and modify / agree TP	Developer's Marketing Team	One month after undertaking surveys
Review TP with surveys	Developer's Marketing Team	Annually

TABLE 7-1: ACTION PLAN