

FRAMEWORK TRAVEL PLAN

LAND EAST OF TYE LANE, WALBERTON

JUNE 2017

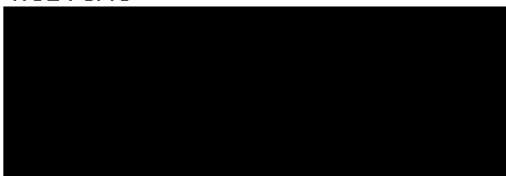


FRAMEWORK TRAVEL PLAN

LAND EAST OF TYE LANE, WALBERTON

Client: Wates Developments

i-Transport LLP
Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG



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QUALITY MANAGEMENT

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SECTION 1 INTRODUCTION AND POLICY FRAMEWORK

1.1.1 i-Transport has been appointed by Wates Developments to provide highway and transport advice in relation to the outline application for up to 175 dwellings, new vehicular access, together with associated car parking, landscaping and community facilities to include allotments, play space and community orchard on Land East of Tye Lane, Walberton, in Arun District, West Sussex.

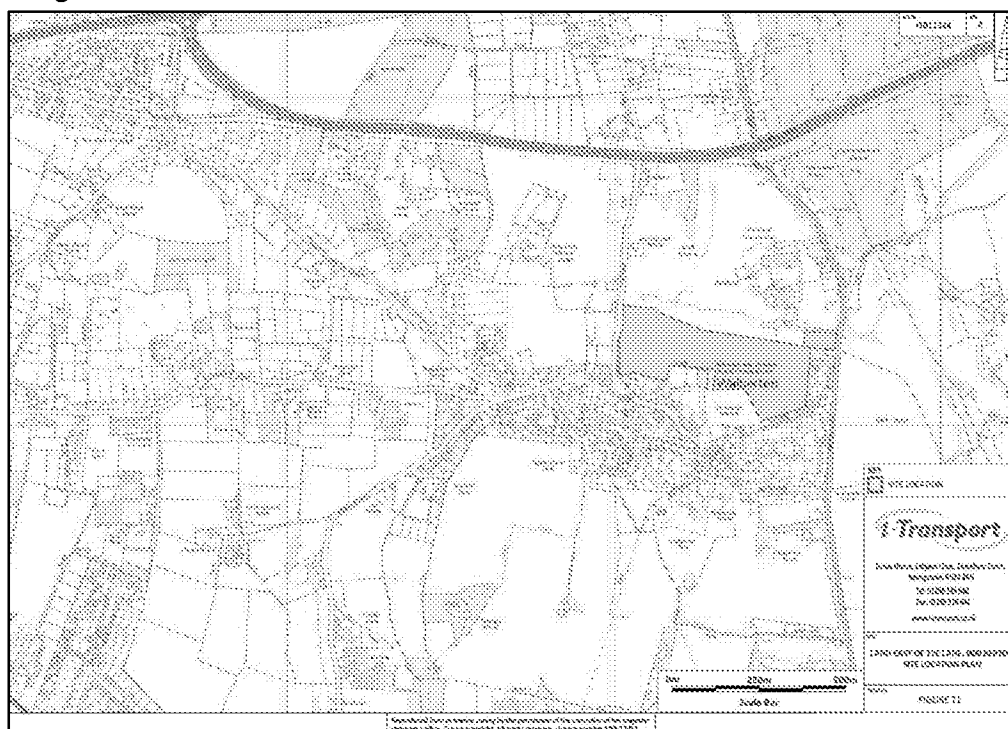
1.1.2 An outline planning application has been prepared which seeks permission for the principle of residential development on the land. All detailed matters are reserved at this stage apart from access which is a detailed matter for consideration as part of this application. An illustrative masterplan is provided at **Appendix A**.

1.1.3 This Framework Travel Plan (FTP) accompanies Transport Assessment (TA) (report ref ITB11324-004B R) for the development proposal, which considers the wider transport implications of the proposed development.

1.2 Site Location

1.2.1 The site is located to the north of Walberton village and south of the Avisford Park Hotel and Golf Club. The site comprises approximately 11.25ha of agricultural land. The location of the site is shown indicatively at **Image 1.1 (Figure T1)**.

Image 1.1: Site Location



1.3 Relevant Transport Policy

1.3.1 The National Planning Policy Framework (March 2012) sets the policy background for the development of Travel Plans. Paragraphs 35 and 36 state that plans should protect and exploit opportunities for the use of sustainable transport modes. A key tool to facilitate this will be a Travel Plan. Paragraph 34 of the NPPF states that “**All developments which generate significant amounts of movement should be required to provide a Travel Plan**”. The 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 the private car.

1.4 Scope of 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 document and presents a comprehensive strategy to encourage sustainable travel at the development.

1.4.2 As the travel patterns of residents are not yet known and the planning application is submitted in outline, this Framework Travel Plan (FTP) is informed by the outcomes of the TA and includes objectives, a monitoring and evaluation strategy and programme for developing and submitting the full Travel Plan.

1.5 Structure of Travel Plan

1.5.1 The remainder of this FTP is structured as follows:

- Section 2 describes the principles, objectives and benefits of the Travel Plan;
- Section 3 considers the existing accessibility of the site by non-car modes;
- Section 4 sets out the targets for the Travel Plan;
- Section 5 sets out the development proposal as well as the infrastructure measures that will be provided to encourage non-car mode travel;
- Section 6 sets out the ‘soft’ measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 7 provides a strategy for Travel Plan delivery and management;
- Section 8 outlines how the Travel Plan will be monitored; and
- Section 9 provides a summary of the Travel Plan.

SECTION 2 PRINCIPLES, OBJECTIVES, AND BENEFITS

2.1 Principles and Objectives

2.1.1 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' guidance. This document identifies that Residential Travel Plans should provide a ***“commitment to delivering a range of measures to promote sustainable modes of transport”***.

2.1.2 This FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journey; and influencing modal shift. This is in line with national and local government guidance.

2.1.3 This FTP sets out a sustainable transport strategy for the proposed development on the site. In line with national and local guidance, the headline aims for the plan are:

- 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.

2.1.4 The plan also has the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide the future residents with options for travel to / from the site;
- To develop an awareness of the options for sustainable travel to and from the site and local area 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 minimise the impacts of car based travel to the site on the local and highway network and environment.

2.2 Benefits

2.2.1 The development of a FTP has a number of benefits for future residents as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

2.2.2 The sustainable transport strategy and the infrastructure proposed will benefit existing residents in the local area in a number of ways.

2.2.3 The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

- Improved connectivity in the local area, creating a more permeable and cohesive community and providing for safe and direct travel;
- Improved sustainable transport infrastructure for the benefit of all residents; and
- A reduced impact of the development on the local environment in terms of reduced congestion, noise and atmospheric pollution created by vehicle trips to and from the site.

2.2.4 Overall, it is anticipated that the FTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in Walberton.

SECTION 3 EXISTING CONDITIONS AND TRAVEL PATTERNS

3.1.1 This section of the FTP describes the existing accessibility of the site by walking, cycling and public transport. Section 3 of the TA provides further detail.

3.2 Site Location

3.2.1 The site is located to the north of Walberton village and south of the Avisford Park Hotel and Golf Club. A site location plan is provided as **Figure T1**.

3.3 Journey Purpose

3.3.1 The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 3.1**.

Table 3.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Commuting	16%
Personal business and other escort	19%
Shopping	19%
Visiting friends	15%
Education (including escort)	12%
Business	3%
Other Leisure	16%

Source: National Travel Survey Statistics 2015 (Table NTS0401)

3.3.2 Travel demand is well spread between a number of journey purposes including leisure, shopping, commuting / business and education / escort education trips which account for around two thirds of all journeys.

3.3.3 **Table 3.2** demonstrates the model split of journeys to work of residents who live within Arun 003 (excluding those who work from home and not in employment) – this is based on the available data from the 2011 census.

Table 3.2: Modal Split of Journeys to Work (excluding work from home) Arun 003

Mode	%
Car Driver	76.0
Car Passenger	4.5
Bus	0.6
Foot	6.1
Bicycle	2.4
Train	8.6
Motorcycle	0.8
Other	0.9
Total	100%

Source: Census 2011 – Note rounded to one decimal place

3.4 Propensity to Travel by Non-Car Modes

- 3.4.1 To consider the potential for trips to be made by walking, cycling and public transport, consideration is given to the distances that people are likely to travel.

Walking Distances

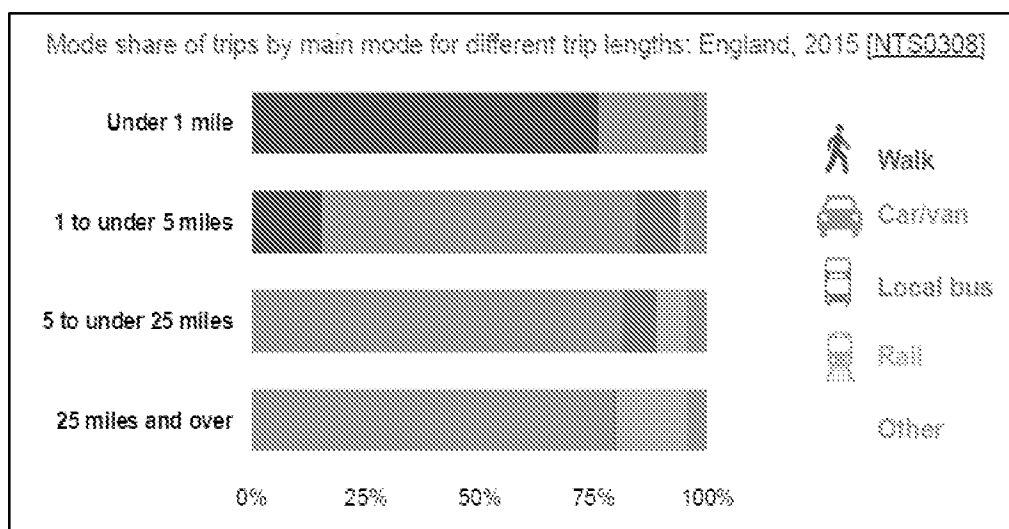
- 3.4.2 Paragraph 4.4.1 of the Manual for Streets identifies that ***“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas”***. MfS also notes that ***“this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”***

- 3.4.3 CIHT ‘Planning for Walking’ (Section 6.3) identifies that most people will walk if their destination is less than a mile away (1.6km):

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years.

- 3.4.4 This is corroborated by the National Travel Survey (NTS) 2015 which identifies the mode share of journeys of different lengths (**Image 3.1**).

Image 3.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2015 – Department for Transport 8 September 2016

- 3.4.5 Therefore, the vast majority (76%) of trips of up to one mile (1,600m) are undertaken on foot. Furthermore, 32% of journeys between 1 and 2 miles (1,600m – 3,200m) are likely to also be undertaken on foot.

3.4.6 On this basis, the following walking distances are identified:

- 800m – A comfortable and attractive walking distance in line with the walkable neighbourhood's concept;
- 1,600m – A reasonable walking distance i.e. the distance within which circa three-quarters of all journeys are made on foot;
- 3,200m – A maximum walking distance i.e. the distance within which a significant proportion (circa one-third) of journeys will still be on foot.

3.5 Cycling Distances

3.5.1 The Design Manual for Roads and Bridges (DMRB) TA 91/05 'Provision for Non-Motorised Users' paragraph 2.11 states:

"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles."

3.5.2 Guidance within CIHT "Planning for Cycling" also states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)..."

3.5.3 Paragraph 1.5 in the Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (October 2008) states that:

"Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon."

3.5.4 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

3.5.5 On this basis, the following cycling distances are identified:

- Up to 3,200m - an attractive and short cycle trip;
- Up to 5,000m - a 'reasonable' everyday cycle distance; and
- Up to 8,000m - the 'maximum' cycling distance for regular (non-leisure) trips.

3.6 Local Facilities and Services

3.6.1 The key local destinations within the context of the local walking and cycling catchments are illustrated on **Figure T2** and **Figure T3** and are listed in **Table 3.3**, which includes facilities for education, leisure, retail, employment and health.

Table 3.3: Local Facilities

Facility	Destination	Distance	Walking	Cycling
Education	Walberton and Binsted Primary School	675m	✓✓✓	✓✓✓
	Walberton Pre-School	550m	✓✓✓	✓✓✓
	Littlewoods Nursery (@Avisford Hotel)	700m	✓✓✓	✓✓✓
	St. Philip Howard High School	3,250m	✓	✓✓
Employment	The William Booker Yard	575m	✓✓✓	✓✓✓
	Hooe Farm Industrial Estate	750m	✓✓✓	✓✓✓
	Avisford Park Hotel	800m	✓✓✓	✓✓✓
	Tokar Industrial Park	1,350m	✓✓	✓✓✓
	Nurseries (Fresh Acres/Toddington)	2,050m	✓	✓✓
Leisure	The Holly Tree PH	575m	✓✓✓	✓✓✓
	Walberton Cricket Club	550m	✓✓✓	✓✓✓
	Walberton Recreation Ground	550m	✓✓✓	✓✓✓
	Walberton Village Hall	550m	✓✓✓	✓✓✓
	Avisford Golf Club	575m	✓✓✓	✓✓✓
	The Cedar Restaurant	825m	✓✓	✓✓✓
	The Black Horse PH	950m	✓✓	✓✓✓
	Allotments	1,250m	✓✓	✓✓✓
	Fontwell Park Race Course	2,925m	✓	✓✓
	Walberton Baptist Church Hall	475m	✓✓✓	✓✓✓
Retail / Personal Business	Walberton Village Centre • Newsagent and Green Grocer • Post Office • Laundrette • Hairdresser • Estate Agent	500m	✓✓✓	✓✓✓
	St. Mary's Church	775m	✓✓✓	✓✓✓
	Service Station	2,825m	✓	✓✓
	Barnham Centre	3,125m	✓	✓✓
Health	Walberton Dental Surgery	500m	✓✓✓	✓✓✓
	Flintcroft Surgery	600m	✓✓✓	✓✓✓
	Croft Surgery	3,625m	-	✓✓
Transport	Tye Lane Bus Stop	500m	✓✓✓	✓✓✓
	Manser Road (Yapton Lane) Bus Stop	475m	✓✓✓	✓✓✓
	Dairy Lane / Holly Tree Bus Stop	550m	✓✓✓	✓✓✓
	Barnham Railway Station	3,025m	✓	✓✓

Source: Consultant (all distances are estimated walk distances measured from the centre of the site on Google Maps)

Notes: Walk Distances – ✓✓✓ less than 800m ✓✓ between 800m and 2km, ✓ between 2km and 3.2km
Cycle Distances – ✓✓✓ less than 2km ✓✓ between 2km and 5km, ✓ between 5km and 8km

3.6.2 The assessment demonstrates that there is a wide range of everyday facilities within a comfortable and attractive walking distance of the site, including primary education, convenience retail, personal business services, a range of leisure facilities and employment opportunities.

3.6.3 All of the services and facilities outlined in **Table 3.3** are within the maximum walking distance of 3.2km, except Croft Surgery, and all fall within reasonable cycling distance.

3.7 Adequacy of Walking and Cycling Facilities

3.7.1 The proposed development offers a number of connections to the local walking and cycling network. To consider the adequacy of connections, a Non-Motorised User Audit of local routes has been undertaken and is presented in **Appendix B**. A summary of each route is described in the following paragraphs:

Pedestrian and Cycle Access to Yapton Lane

3.7.2 A designated footway is proposed along the access road to Yapton Lane. Yapton Lane has an existing footway on the western side which provides for onward travel north to Avisford Park Golf Club / Hotel, and south towards the bus stops and wider public rights of way network.

3.7.3 The route is partially street lit and the existing footway network is sufficiently wide for likely usage. There are however some minor deficiencies noted:

- The existing southbound bus stop facilities at Yapton Lane lack adequate crossing facilities and waiting area; and
- There are inadequate crossing facilities of Yapton Lane at Blacksmiths Corner to access the Public Footpath leading towards Binsted.

Pedestrian Access to Avisford Park Road

3.7.4 The proposals include the provision of a pedestrian access to Avisford Park Road which forms part of FP333. The proposals would connect to FP333 at the western end of Avisford Park Road, minimising interaction with vehicles using the private road and travel distances. Avisford Park Road is unmade but in generally adequate condition, whereas to the west a designated footpath connects to the recreation ground, pre-school, community facilities and local shops and services.

- 3.7.5 The route is considered adequate and attractive to encourage walking trips between the site and local village services.

Pedestrian and Cycle Access to Tye Lane

- 3.7.6 The development proposals identify two connections to Tye Lane, one to the north to provide access to Hooe Farm Industrial Estate opposite, and one to the south of the site to connect towards The Street.
- 3.7.7 There is no footway on Tye Lane along the site frontage, with the footway network commencing to the south of the site at The Street. The lightly trafficked nature of Tye Lane makes it suitable for walking the short distance from the southern access to The Street (100m). There is a lack of crossing facilities to cross to the southern footway on The Street outside the Baptist Church.

Pedestrian and Cycle Access to Barnham

- 3.7.8 To the west of Tye Lane there is continuous footway provision and the road is lightly trafficked (circa 100 vph), making on-road cycling suitable. To the west of the Green, a designated off-road footway / cycleway has recently been constructed and provides an excellent connection to Barnham village and station.

Access to the Wider Public Rights of Way Network

- 3.7.9 Section 2 has provided detailed information about the local rights of way network. FP333 (forming part of Avisford Park Road) is considered a suitable and attractive route, and discussion with WSCC Rights of Way officers identify no requirement for improvement of the Footpath in connection with the development.
- 3.7.10 Further afield, WSCC has an aspiration to deliver improvements to FP350 which routes from Yapton Lane at Blacksmiths Corner, through Avisford Park Golf Course, and onwards towards Binsted village. WSCC is seeking to improve the surface of the public footpath to make it more attractive to walkers and potentially to introduce cycling uses. The route is unmade along a field boundary between Blacksmiths Corner and the Golf course, from which point it becomes a wide track of a relatively good surface. To the east of the golf course, the track becomes unmade again, leading to Binsted Lane, emerging at St Mary's Church.

Potential Walking and Cycling Improvements

3.7.11 Following a detailed review of local walking and cycling routes, it is demonstrated that the development site is well placed to connect to local infrastructure and to access local facilities and services. In order to further encourage walking and cycling, and to maximise opportunities for sustainable travel, a number of potential improvements have been identified:

- Improvement to the eastern bus-stop on Yapton Lane, to include enhanced crossing facilities and waiting area;
- Delivery of improved crossing facilities to PF350 at Blacksmiths Corner;
- Improvement to FP350 in line with WSCC aspirations to improve surface of route and potentially to provide cycle use;
- Delivery of dropped kerb crossing improvements at:
 - The Street opposite William Booker Yard;
 - The Street outside the Baptist Church; and
 - The Street at Dairy Lane.

3.8 Public Transport

Bus Travel

3.8.1 The site is well located to existing bus services which provide opportunity for trips to be made to local services and facilities beyond the village by sustainable modes. Existing bus services provide travel to key destinations such as Arundel, Chichester, Barnham, Bognor Regis and Fontwell. There are also school bus services to Chichester High School, Ormiston Academy and St Philip Howard School.

3.8.2 **Table 3.4** provides a summary of the locations served and the frequencies of the bus services while **Figure T2** illustrates the accessibility of the site to the local bus network, as well as the routing of bus services within Walberton.

Table 3.4: Local Bus Services

Route	Bus Stop	Destinations	Service Frequency	
			Weekday	Saturdays
85 / 85A	Manser Road	Arundel - Walberton - Fontwell - Chichester	Every 2 Hours First outbound at 0712 last at 1412. First inbound at 0930, last at 1659.	Every 2 Hours First outbound at 0712 last at 1412. First inbound at 0930, last at 1659.
66	The Street – Old Viacarge / Post Office	Bognor Regis - Yapton - Walberton – Barnham - Bognor Regis (circular route)	Every 4-5 Hours First service at 0748 last at 1814.	Every 4-5 Hours First service at 0748 last at 1814.
School Services				
228	Tye Lane	Ormiston Six Villages Academy – Walberton	Return from Ormiston Academy at 1550.	No Service
665	The Street	Walberton – Barnham Station - Ormiston Six Villages Academy - Chichester High School &	Depart at 0748 Return from Ormiston Academy at 1450. Return from Chichester High School at 1533.	No Service
602	The Street	Walberton - St Philip Howard School	Departs at 0822. Return at 1515.	No Service

Source: Traveline

3.8.3 Whilst bus frequencies are relatively low in Walberton, consistent with its village location, bus travel remains a realistic option for a number of trip purposes, including particularly secondary and higher education trips, and daytime travel to higher order centres including Arundel, Chichester and Bognor Regis.

3.8.4 However, there is a limited hardstanding on the eastern side of Yapton Lane for the southbound bus stop. In order to improve local facilities, a short section of footway and an uncontrolled crossing facility, comprising of dropped kerbs and tactile paving is proposed. Upgrades to both the northbound and southbound bus stop infrastructure on Yapton Lane, in the form of new bus stop flags and timetable boards are also proposed.

Rail Travel

3.8.5 Barnham Railway Station is located some 3km from the centre of the site and is directly accessible via bus route 66 and 85A from The Street, as well as by walking or cycle (**Figure T3**). The bus times provide the opportunity for commuter journeys to/from Barnham railway station (arriving at 07:53 and departing at 18.01) and Bognor Regis railway station (arriving at 08:10 and departing at 17:32).

3.8.6 **Table 3.5** shows the direct services from Barnham Railway Station, including their typical frequency and journey time during both peak and off-peak periods. Destinations accessible by rail include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton.

Table 3.5: Rail Services and Destinations

Destination	Typical Daytime Frequency		Typical Journey Time (approx.)
	Peak Services	Off-Peak Services	
Chichester	Every 8-10 minutes	Every 12 minutes	8 minutes
Bognor Regis	Every 15-20 minutes	Every 15 minutes	8 minutes
Littlehampton	Every 30-60 minutes	Every 30 minutes	9 minutes
Portsmouth	Every 20 - 30 minutes	Every 30 minutes	39 minutes
Brighton	Every 20 - 30 minutes	Every 30 minutes	43 minutes
Southampton Central	Every 20 -45 minutes	Every 30 minutes	1 hour 5 minutes
London Victoria via Horsham	Every 15 minutes	Every 15 minutes	1 hour 25 minutes

Source: National Rail / Southern Rail

3.8.7 A new designated off-road shared footway / cycleway has been provided to connect Walberton with Barnham. This provides an excellent and attractive connection between Walberton and Barnham that is observed to be well used. From Barnham railway Station, direct services are accessible to Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton, and so provides for longer distance travel.

SECTION 4 TARGETS

4.1 Overview

- 4.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to the site.
- 4.1.2 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.

4.2 Targets

- 4.2.1 Census data has been used at this stage as a proxy for the likely mode share for trips made from the development site. This is because the actual mode share data will not be fully understood until the first travel surveys have been analysed.
- 4.2.2 However, it is sensible to set some interim mode share targets which can then be reviewed following the first round of travel surveys. A sample travel survey has been included in **Appendix C**.
- 4.2.3 The overarching target will be to achieve a reduction in single occupancy car trips from the development site by a reduction of 10% from the baseline position. The objective is to achieve this target within 5 years of the first occupation. Interim mode split targets have been established and will be subject to on-going review.
- 4.2.4 Targets should follow the SMART principle (specific, measurable, adjustable, realistic, and time-bound) and focus on reducing the trip generation of the site as a whole, along with single car occupancy travel to the site.

Baseline Position and Interim Targets

- 4.2.5 For the purpose of the Framework Travel Plan, the baseline modal split is based on travel to work data within 2011 census for 'Arun 003' middle layer super output area.
- 4.2.6 The single occupancy car use mode share targets are summarised below in **Table 4.1**.

Table 4.1: Baseline and Interim Targets

	Baseline	Y1	Y3	Y5
Car	76.0%	76.0%	72.2%	68.4%
Foot	6.1%	6.1%	6.9%	7.7%
Bicycle	2.4%	2.4%	3.2%	3.9%
Bus	0.6%	0.6%	1.3%	2.1%
Car Pass	4.5%	4.5%	5.3%	6.0%
Train	8.7%	8.7%	9.5%	10.2%
Motorcycle	0.8%	0.8%	0.8%	0.8%
Other	0.7%	0.7%	0.7%	0.7%
Taxi	0.1%	0.1%	0.1%	0.1%
TOTAL	100.0%	100.0%	100.0%	100.0%

Source: Consultants Estimates

- 4.2.7 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 8 of this Framework Travel Plan refers) this will update the baseline position and the interim mode shift targets will be reviewed by trip purpose.
- 4.2.8 In addition to mode share targets, it is important to identify a number of targets which will ensure that the commitments made by the developer, through this travel plan are delivered.
- 4.2.9 The first phase of targets is therefore action related. They are as follows:
- Appoint Travel Plan Coordinator prior to sales and marketing phase;
 - Travel Plan Coordinator to become familiarised with the agreed monitoring process;
 - Undertake residential travel surveys and traffic counts, as first phase of monitoring following occupation of the 50th dwelling or one year after first occupation (whichever is sooner);
 - Review measures to ensure that they remain appropriate; and
 - Once agree with WSCC and update Travel Plan with any necessary revisions to measures.

SECTION 5 SITE LAYOUT AND INFRASTRUCTURE MEASURES

5.1 Proposed Development

5.1.1 The proposed residential development of Land to the East of Tye Lane, Walberton, will provide for up to 175 dwellings along with parking and open space, of which some 30% will be affordable dwellings, with all vehicular access to be provided from Yapton Lane to the east.

5.1.2 The planning application seeks outline consent only at this stage, and other than access, all matters including the precise quantum and mix of development, as well as the site layout, will be confirmed at the reserved matters stage. Means of access is however a detailed matter for determination as part of the outline application.

5.1.3 The development will deliver a mix of private and affordable dwellings to help meet Arun District Council's housing requirements. To inform the planning application, an indicative accommodation schedule has been produced, as set out in **Table 5.1**. The final development mix will be determined through reserved matters applications.

Table 5.1: Indicative Accommodation Schedule

	Beds	Type	No.
Private	1-bed	Apartment	6
	2-bed	House	50
	3-bed	House	55
	4-bed	House	9
	5-bed	House	3
		Sub-Total	123
Affordable	1-bed	Apartment	13
	2-bed	Apartment	12
	2-bed	House	12
	3-bed	House	13
	4-bed	House	2
		Sub-Total	52
Total Dwellings			175

Source: Illustrative Masterplan

5.2 Illustrative Site Layout and Development Principles

5.2.1 Whilst the details of the layout are still to be determined, the 'principles' of the site layout are presented to demonstrate how the development can be brought forward. The illustrative masterplan is provided as **Appendix A** (extract at **Image 5.1**).

Image 5.1: Illustrative Masterplan



Source: Omega Architects

Street Hierarchy and Design Principles

5.2.2 The following highway parameters have been used during the preparation of the masterplan (in conjunction with the WSCC 'Local Design Guide - Supplementary Guidance for Residential Development Proposals' and the 'Manual for Streets'):

- **Primary Street** – minimum 5.5m carriageway, sufficient for a car and a large vehicle to pass, with 2.0m footways either side;
- **Secondary Streets** – 5.0m shared surfaces on secondary routes through the development - designed to enable refuse vehicle access; and
- **Private driveways** – narrower shared surface areas where refuse vehicles do not need to enter.

Car and Cycle Parking

5.2.3 Layout, mix and scale are reserved matters and as such the provision for car and cycle parking cannot be accurately determined at this stage.

5.2.4 It is proposed to provide both car and cycle parking in accordance with the guidance contained within the WSCC Guidance for 'Parking in New Residential Developments' SPD (September 2010) and the associated Car Parking Demand Calculator. Applying the illustrative development mix in **Table 5.1** into the car parking demand calculator yields the requirement for 413 allocated spaces and 44 visitor / unallocated spaces.

This is presented in **Table 5.2**.

Table 5.2: Car Parking Provision Calculation

Dwelling Size	No Dwellings	Allocated Spaces	Unallocated Spaces	Total
1-bed flat	19	19	6	25
2-bed flat	12	24	2	26
2-bed house	62	124	17	141
3-bed house	68	204	16	220
4-bed house	11	33	2	35
5-bed house	3	9	1	10
Total	175	413	44	457

Source: WSCC Car Parking Demand Calculator

5.2.5 The design, location and layout of car and cycle parking will be determined at the reserved matters stage, but a statement of intent with regards 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; and
- On-street parking where appropriate to be provided within discrete parking bays on the main routes.

5.2.6 The illustrative masterplan (**Appendix A**) demonstrates a feasible layout which can deliver a level of parking consistent with the current adopted parking standards.

5.2.7 Cycle parking will be provided in accordance with WSCC's cycle parking standards and will be provided in sheds in gardens or garages.

5.3 Proposed Site Access Arrangements

5.3.1 The primary access is via a simple priority junction from Yapton Lane 45m south of the existing access to Avisford Park Golf Course and directly north of the residential dwellings on Yapton Lane. There will also be 2m wide footway on the southern side of the access to tie into the existing footway on the western side of Yapton Lane.

5.3.2 **Drawing ITB11324-GA-001 Ref F** illustrates the proposed access arrangement onto Yapton Lane.

5.4 Access by Sustainable Modes

5.4.1 A number of pedestrian and cycle connections to the site are proposed to the site (**Drawing ITB11324-GA-011 Rev B** and illustrative masterplan at **Appendix A**) to ensure a connected and permeable development to include:

- All moves access to Yapton Lane, including access for pedestrians and cyclists;
- A 2m wide pedestrian access to Public Footpath 333 on Avisford Park Road;
- A 3m wide pedestrian, cycle and emergency access in the north-western corner of the site to Tye Lane (widening to 3.7m at the junction); and
- A 3m wide pedestrian / cycle access in the south-western corner to Tye Lane.

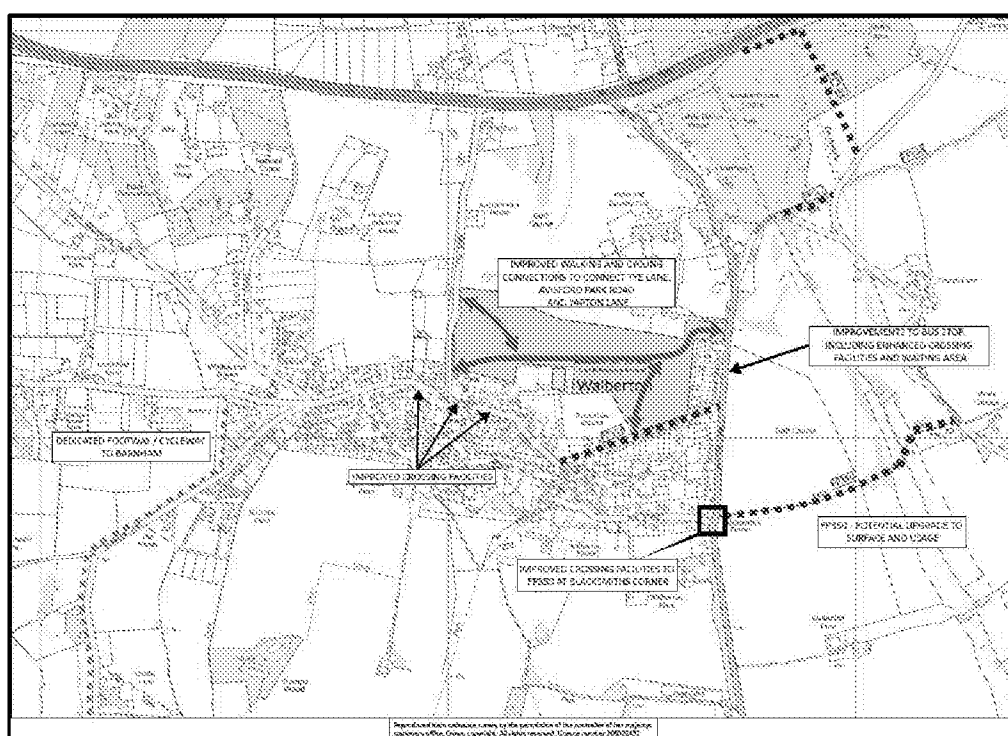
5.4.2 The proposed pedestrian and cycle access points will deliver connected, intuitive and direct connections between the site and local facilities. The combination of a permeable and connected development, and delivery of walking and cycling routes within the site, also offers a wider benefit for local Walberton village residents by better connecting existing Public Rights of Way and movement corridors.

5.4.3 As presented in Section 4, a Non-Motorised User Audit has been carried out to consider the adequacy of local non-car infrastructure. This Audit identified a series of off-site improvements which are proposed to be delivered by the development:

- Improvement to the eastern bus-stop on Yapton Lane, to include enhanced crossing facilities and waiting area;
- Delivery of improved crossing facilities to PF350 at Blacksmiths Corner;
- Improvement to FP350 in line with WSCC aspirations to improve surface of route and potentially to provide cycle use;
- Delivery of dropped kerb crossing improvements at:
 - The Street opposite William Booker Yard;
 - The Street outside the Baptist Church; and
 - The Street at Dairy Lane.

- 5.4.4 To encourage cycling, in addition to the access improvements described above, the site will deliver good quality cycle parking facilities within the development, in line with the West Sussex County Council parking standards.
- 5.4.5 To encourage access to local bus facilities, in addition to the walking improvements identified to enhance connections to local bus stops, a bus stop improvement at Yapton Lane is proposed to improve waiting facilities and bus information.
- 5.4.6 **Image 5.2** presents a location plan identifying the local sustainable transport improvements to be provided by the development.

Image 5.2: Improved Sustainable Transport Connections



SECTION 6 SOFT MEASURES

6.1.1 A number of measures and initiatives will be implemented to encourage sustainable travel awareness and usage amongst residents, and visitors. These will aim to reduce reliance on the private car by influencing travel behaviour in favour of walking, cycling and public transport from the outset. The measures comprise:

- Measures to encourage residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage residents to car-share; and
- Information provision.

6.2 Promotion of Walking and Cycling

6.2.1 As described in Section 5, the development will be positively designed to facilitate walking and cycling, in particular for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards.

6.2.2 A Travel Plan Coordinator will be appointed to disseminate information regarding sustainable travel and alternatives to the private car.

6.2.3 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 local public rights of ways. Residents will also receive such information via other ongoing communication described on other parts of this travel plan.

6.2.4 A bicycle user group will be set up which will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys.

6.2.5 Where possible, the Travel Plan Coordinator will attempt to negotiate discounts or promotions for residents at local cycle stores. The Travel Plan Coordinator will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions.

6.2.6 To encourage cycle purchase, a £150 sustainable travel voucher will be provided to each new household to offset the costs of cycling equipment purchase.

6.3 Promotion of Public Transport

- 6.3.1 Information on the public transport routes and facilities will be made available to new residents through the residents' travel information pack. Residents will be kept up-to-date of changes to public transport timetables through notice boards within the development and via a Travel Plan website.
- 6.3.2 The Residents Information Pack will include the offer of a £150 sustainable travel voucher, which can either be used to purchase a bus or rail taster ticket. This combined with the increased awareness of the public transport provision will encourage new residents to try alternative modes. In addition, the Travel Plan Coordinator will seek to collaborate with local public transport operators to explore possible ticket discounts and trial initiatives.

6.4 Car Sharing Scheme

- 6.4.1 Car sharing will be promoted to new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.
- 6.4.2 Residents will be provided with information about car sharing via the West Sussex car share website (<https://liftshare.com/uk/community/westsussexcarshare>). A leaflet explaining the benefits of the car share scheme and how to register will be included in the residents' travel information packs.

6.5 Information Provision and Marketing

- 6.5.1 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. A number of community notice boards will be located around the site. These boards will contain up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling facilities maps.
- 6.5.2 A website will be developed and maintained by the Travel Plan Co-ordinator. Residents will be kept informed of travel options and the success of the Travel Plan through the monitoring surveys at least once a year for the duration of the travel plan.

6.6 Residential Travel Information Packs

6.6.1 The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- A sustainable transport voucher for every household up to a value of £150 (first owner of each dwelling only) with residents being able to choose from a menu of incentives such as: financial contribution towards a bus or train season ticket, or towards a new bicycle;
- Contact details of the Travel Plan Car;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- 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;
- Information about the community travel website and the locations of community notice boards providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destination (if base mapping is made available from WSCC and their current suppliers);

- Links / web address details for West Sussex County Council's cycle routes (<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/>);
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk;
- Information about car sharing through the West Sussex car share website (<https://liftshare.com/uk/community/westsussexcarshare>); and
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use.

6.7 Summary

6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing. The proposed measures aim to ensure that the objectives set out in Section 2 of this report are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

6.7.2 **Table 6.1** provides a summary of the comprehensive package of measures to be delivered to encourage sustainable access to and from the site.

Table 6.1: Sustainable Transport Strategy Measures

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Develop web-site	Prior to Occupation
	Distribute Travel Welcome Packs	Prior to Occupation
	Provide community notice boards	Phased with Development
Reduce the Need to Travel	Deliver broadband connections	Prior to Occupation
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Pedestrian / cycleway connections to Tye Lane, Avisford Park Road and Yapton Lane - to connect to wider area	Phased with Development
	Improved uncontrolled pedestrian crossings within the village	Contribution to WSCC
	Improvements to FP350	Contribution to WSCC
	Provision of improved wayfinding	Prior to Occupation
	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)
	Provision of secure cycle storage	Phased with Development
	Set up a Bicycle User Group (BUG)	6 months after occupation
Promotion of Public Transport	Delivery of a Bus Stop improvement at Yapton Lane	Phased with Development
	Offer of £150 Travel Voucher	On occupation (within Travel Information Packs)
Encourage Car Sharing	Promotion of car sharing schemes through liftshare.com	Prior to Occupation and Ongoing

SECTION 7 MANAGEMENT AND IMPLEMENTATION

7.1 Introduction

- 7.1.1 This section of the report describes the framework through which the measures contained herein will be implemented and managed.

7.2 FTP Management

- 7.2.1 The developer will appoint an individual or company to act as the Travel Plan Coordinator (TPC) for the site. Contact details will be supplied to WSCC prior to first occupation of the development proposal.
- 7.2.2 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.
- 7.2.3 The steering group will meet every 6 months during the first two-years and annually thereafter up to a total period of 5 years. This period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan post developer involvement is set out below.

7.3 Role of Travel Plan Coordinator

- 7.3.1 The role of the TPC will be as follows:
- To manage the day to day delivery of the measures contained in the FTP;
 - To prepare the Full Travel Plan within eighteen months of site occupation;
 - To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored;
 - 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 both 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 for residents with local cycle shops, to promote the bicycle user group;
- To organise annual monitoring of the Travel Plan in line with the strategy outlined in Section 8 of the FTP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

7.4 Involvement of Residents

7.4.1 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.

7.4.2 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.

7.5 Framework for Implementation

7.5.1 The TPC will be appointed three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations. **Table 7.1** provides an initial framework for implementation of the measures set out in Sections 5 and 6 of this FTP.

Table 7.1: Framework for Implementation

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		Within 18 months of occupation of the site (6 months after first survey period)	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. Initial occupations to have simplified version of pack.	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		By 100 th occupation.	TPC

Source: Consultants' Estimates

7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the FTP;
- The TPC role for 5 years;
- The initial implementation of the measures outlined in Section 5 and 6 and **Table 7.1**; and
- The monitoring surveys outlined in Section 8 including setting aside an amount of money to undertake the surveys two years after full occupation.

7.6.2 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.

7.7 Enforcement

7.7.1 The implementation of the Travel Plan will be secured within a Section 106 obligation with WSCC. The obligation 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 within 18 months of occupation of the site (six months after the first monitoring period); and
- Appointment of a Travel Plan coordinator to be responsible for implementing the plan, who will be retained for the duration of the travel plan period.

7.8 Framework for Handover at End of the Developer Involvement

7.8.1 At the end of the five-year monitoring period the developer will no longer be responsible for the management of the Travel Plan. 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 monitoring of the effectiveness of the Travel Plan in encouraging sustainable travel and reducing car-borne journeys from the development will be undertaken during the 5 years after initial occupation of the new residential development. Monitoring will primarily be undertaken in two ways:

- Surveys of arrivals and departures to/from the site by all modes (SAM methodology); and
- The issue of a travel questionnaire (**Appendix C**).

8.2 The first TRICS SAM survey will be carried out after occupation of the 50th dwelling on the site or within 12 months (whichever is sooner). This will ensure that the survey captures information about an established critical mass of residents, and will allow time for the measures contained within the Travel Plan to take effect. Subsequent TRICS SAM surveys will be undertaken annually until 5 years after first occupation.

8.3 The first questionnaire survey will be undertaken after occupation of the 50th dwelling on the site or 12 months after first occupation of the first unit (whichever is the sooner) and then annually until 5 years after first occupation.

8.3.1 Travel Plan review meetings shall also be held which will involve the TPC, representatives from WSCC, public transport operators and the community representatives. These will occur for years one, three and five.

Use of Surveys

8.3.2 The results of these surveys and the feedback from the travel questionnaires will form the basis of discussions with the local authorities to examine the effectiveness of the Travel Plan, its influence on travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.3.3 The TPC will monitor and review the 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 and Local Highway Authority, as well as the TPC.

Reporting

8.3.4 An annual monitoring report over the period of the Travel Plan will be submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via newsletters and community 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 not met; and
- Proposals to further develop the Travel Plan for the future.

8.4 Remedial Measures

8.4.1 At the review meetings to be held with WSCC at year's one, three and five, remedial measures will be discussed if progress is not being made towards the targets. Remedial measures that could be implemented are as follows:

- Re-allocation of car parking spaces to car sharers;
- Allocation of additional funds and resources; and
- Funding infrastructure improvements.

8.4.2 At the end of the monitoring period outlined above, the developer will use reasonable endeavours to work with WSCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

8.4.3 The traffic assessments carried out in the supporting transport assessments 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 the development acceptable in terms of traffic impact on the local highway network.

SECTION 9 SUMMARY

9.1 This Framework Travel Plan (FTP) accompanies the Transport Assessment (TA) (report ref ITB11324-004B R) for the development proposal, which considers the wider transport implications of the proposed development.

9.2 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.

9.3 The following main target has been set:

“To reduce the number of single occupancy vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by 10 percent from the baseline position”

9.4 The objective is to achieve this target within 5 years from first occupation.

9.5 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards. The proposed development will provide opportunities for future residents to make local journeys to key local destinations by walking and by bicycle instead of using the car.

9.6 A comprehensive sustainable transport strategy is proposed for the development, including pedestrian and cycle links and provision of sustainable travel information. This will provide new residents with excellent opportunities to travel by sustainable modes to the key destinations in the area.

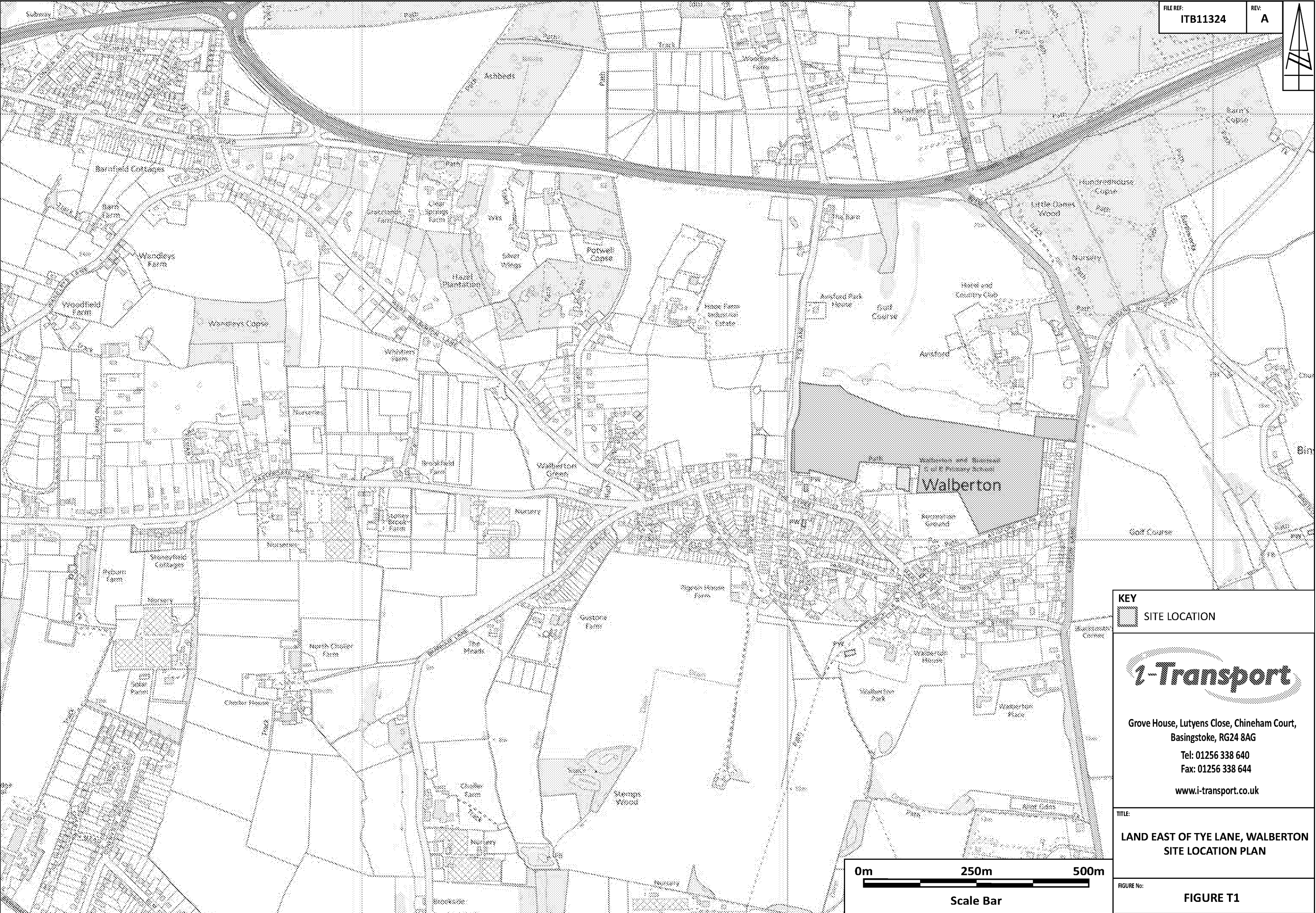
9.6.1 The Travel Plan presents a range of non-infrastructure or ‘soft’ measures aimed at influencing modal choice for travel to the site, including:

- Measures to promote walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
- A sustainable travel voucher for every household up to a value of £150 (first owner of each dwelling only) with residents being able to choose from a menu of incentives (financial contribution towards a bus or train season ticket, or towards a new bicycle);

- Promotion of public transport, including provision of public transport timetable and route information;
- Promotion of West Sussex car sharing scheme;
- A resident's travel information pack; and
- Provision of up to date travel information by other means, including a community travel website and community notice boards.

- 9.7 A framework for management and implementation of the Travel Plan is set-out. A Travel Plan Co-ordinator will be appointed by the developer until 5 years after first occupation of the new residential development. The Travel Plan Co-ordinator will be appointed prior to first occupation of the proposed development to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been put forward.
- 9.8 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority, residents etc. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.
- 9.9 A monitoring strategy is proposed in accordance with the TRICS Standard Assessment Methodology, as well as questionnaire surveys to promote the involvement of residents.
- 9.10 Annual monitoring reports over the period of the Travel Plan will be submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

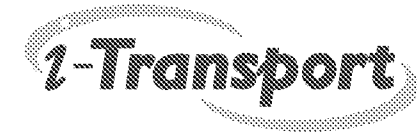
FIGURES



FILE REF:
ITB11324

REV:
A

KEY
SITE LOCATION



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
LAND EAST OF TYE LANE, WALBERTON
SITE LOCATION PLAN

FIGURE No:
FIGURE T1

KEY

SITE LOCATION

WALBERTON VILLAGE CENTRE INCLUDING:

- WALBERTON NEWSAGENT AND GROCER

- WALBERTON POST OFFICE

- THE OUT OF TOWN LAUNDRETTE

- SADHANA HAIRDRESSING

- SIMS WILLIAMS ESTATE AGENTS

- WALBERTON DENTAL SURGERY

BARNHAM VILLAGE CENTRE

WALBERTON CRICKET CLUB

WALBERTON RECREATION GROUND AND PLAY AREA

WALBERTON VILLAGE HALL

THE HOLLY TREE PUB

AVISFORD PARK GOLF CLUB

HILTON, AVISFORD PARK

- TENNIS COURTS AND POOL,

- HEALTH CLUB

- RESTAURANT

- HOTEL

- CONFERRING

THE BLACK HORSE PUB

FONTWELL PARK RACE COURSE

ALLOTMENTS

THE WILLIAM BOOKER YARD

HOOE FARM INDUSTRIAL ESTATE

TOKAR INDUSTRIAL PARK

NURSERIES - INCLUDING:

- FRESH ACRES NURSERIES

- WALBERTON NURSERY

- TODDINGTON NURSERIES

FLINTCROFT SURGERY

THE CROFT SURGERY

WALBERTON AND BINSTED CofE PRIMARY SCHOOL

WALBERTON PRE SCHOOL

LITTLEWOODS NURSERY

BARNHAM PRIMARY SCHOOL

ST. PHILIP HOWARD CATHOLIC HIGH SCHOOL

WALBERTON BAPTIST CHURCH HALL

WALBERTON BAPTIST CHURCH

COMMUNITY PLAY CENTRE

ST. MARY'S CHURCH

SERVICE STATION INCLUDING RESTAURANT AND PETROL STATION

BARNHAM RAIL STATION

BUS STOPS

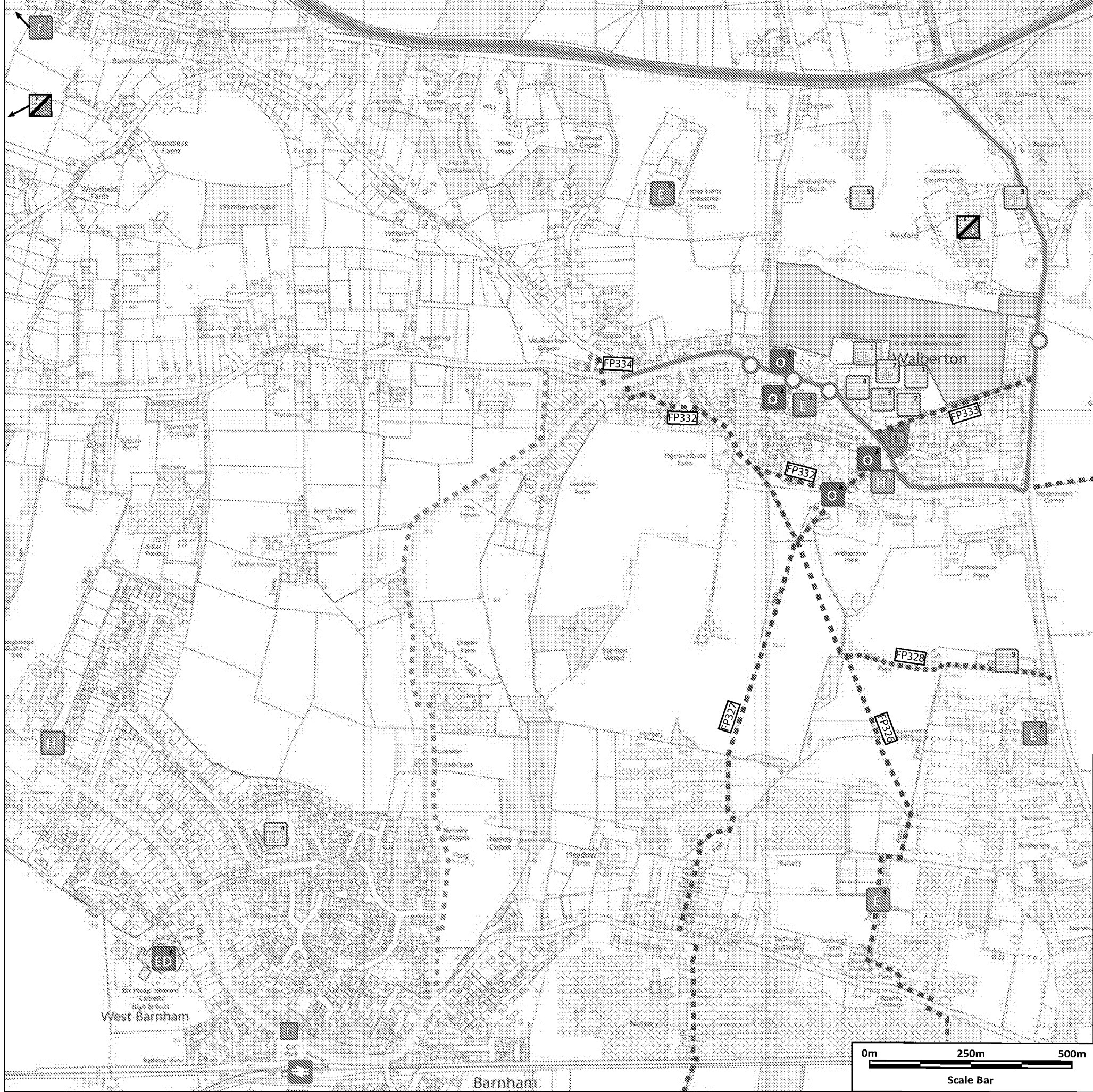
ROUTE - 85

ROUTE - 85A

ROUTE - 66

CYCLE PATH

PUBLIC FOOTPATH



FILE REF: ITB11324

REV: A

1-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

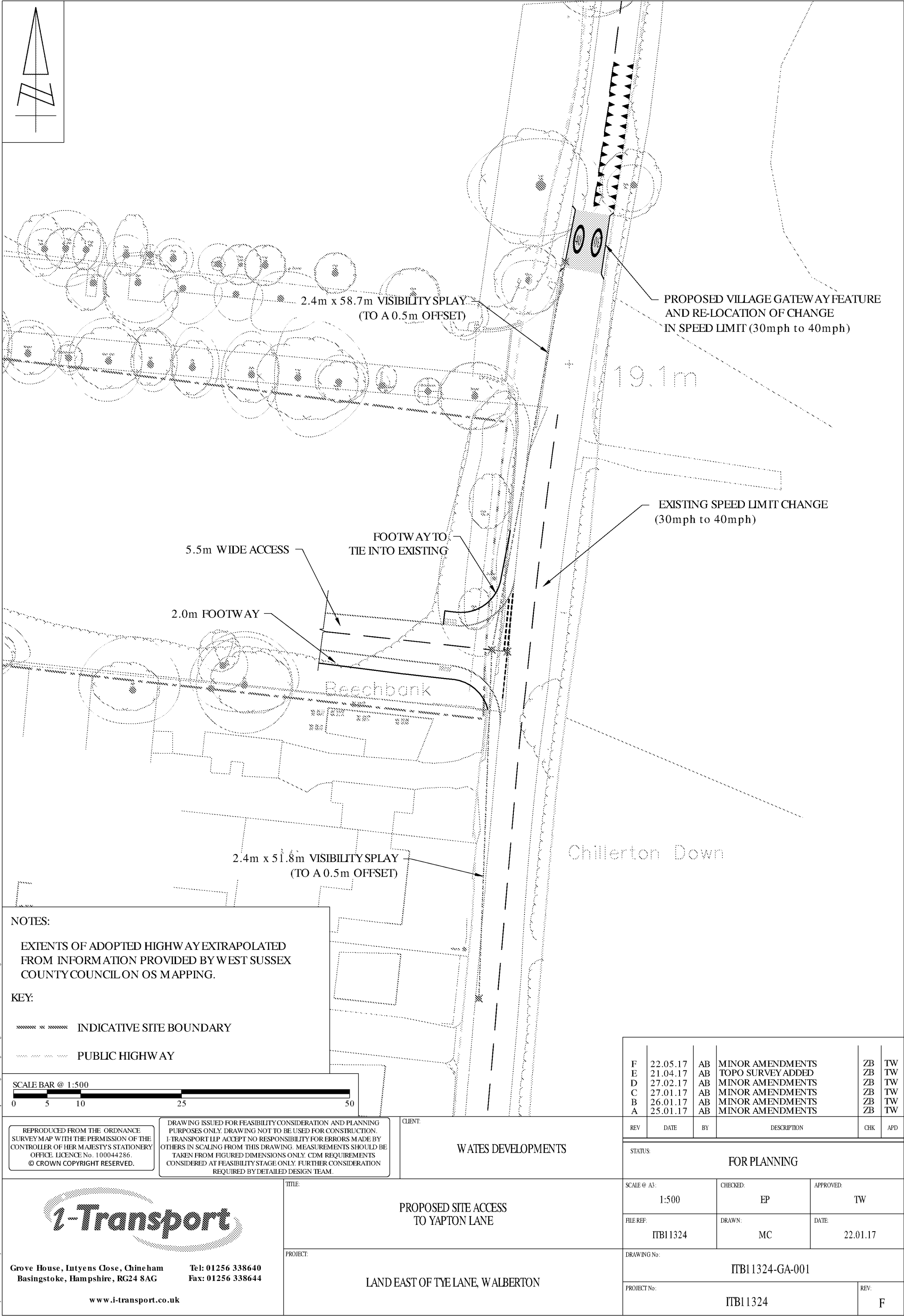
TITLE:

LAND EAST OF TYE LANE, WALBERTON
ACCESSIBILITY PLAN - WIDER AREA

FIGURE No:

FIGURE T3

DRAWINGS



NOTES:

EXTENTS OF ADOPTED HIGHWAY EXTRAPOLATED FROM INFORMATION PROVIDED BY WEST SUSSEX COUNTY COUNCIL ON OS MAPPING.

KEY:

INDICATIVE SITE BOUNDARY

PUBLIC HIGHWAY



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CLIENT:

WATES DEVELOPMENTS



Grove House, Intyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

TITLE:

PROPOSED SITE ACCESS TO YAPTON LANE

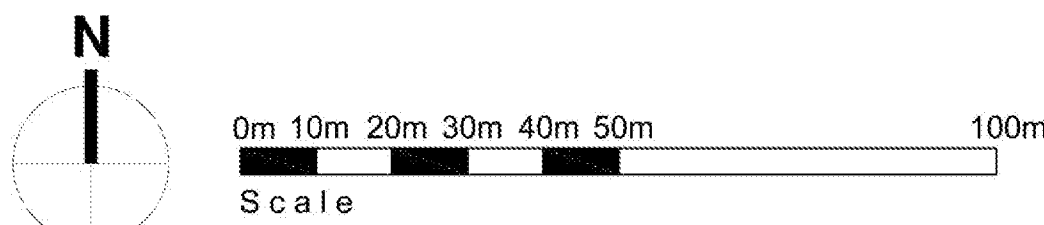
PROJECT:

LAND EAST OF TYE LANE, WALBERTON

F	22.05.17	AB	MINOR AMENDMENTS	ZB	TW
E	21.04.17	AB	TOPO SURVEY ADDED	ZB	TW
D	27.02.17	AB	MINOR AMENDMENTS	ZB	TW
C	27.01.17	AB	MINOR AMENDMENTS	ZB	TW
B	26.01.17	AB	MINOR AMENDMENTS	ZB	TW
A	25.01.17	AB	MINOR AMENDMENTS	ZB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR PLANNING					
SCALE @ A3: 1:500		CHECKED: EP		APPROVED: TW	
FILE REF: ITB11324		DRAWN: MC		DATE: 22.01.17	
DRAWING No: ITB11324-GA-001					
PROJECT No: ITB11324				REV: F	

APPENDIX A

ILLUSTRATIVE MASTERPLAN



Wates
DEVELOPMENTS

OMEGA
PARTNERSHIP

Omega Partnership Limited, Architects and Urban Designers
Unit 6, AC Court, High Street, Thames Ditton, Surrey, KT7 0SR
T: 01372 470 313 W: www.omegapartnership.co.uk

client
WATES DEVELOPMENTS

project
LAND EAST OF TYE LANE, WALBERTON

description
ILLUSTRATIVE MASTERPLAN

scale
1:1000 @ A1

date
JUNE 2017

status
PLANNING

2507-A-1005-A

APPENDIX B

NON-MOTORISED USER AUDIT

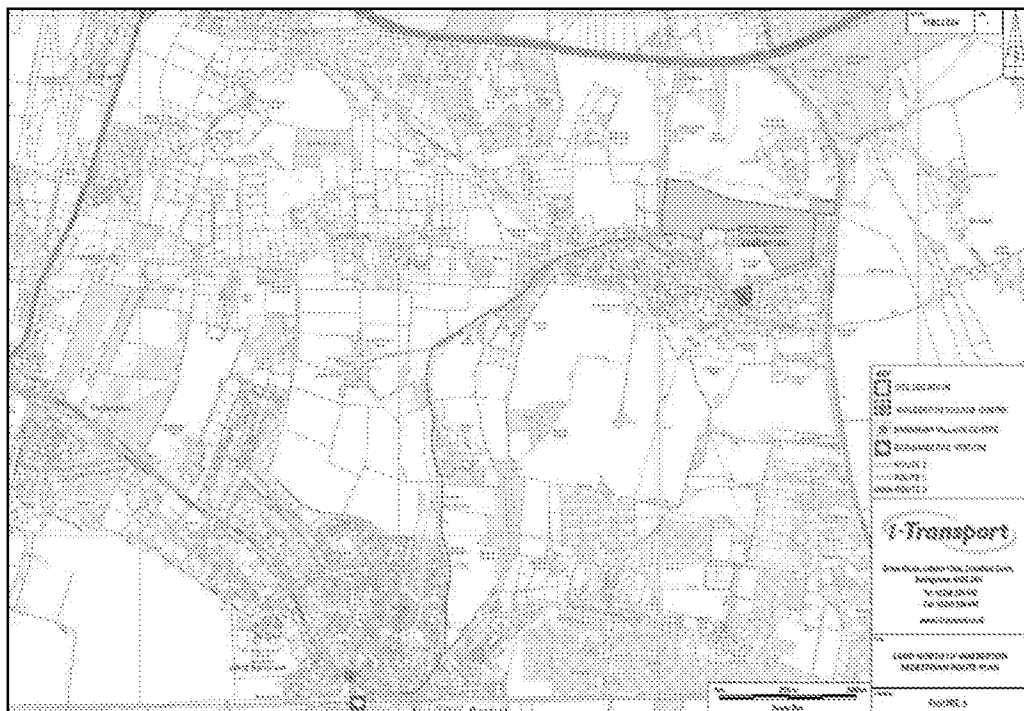
TECHNICAL NOTE

Project No: ITB11324
Project Title: Land North of Walberton
Title: Non-Motorised User Audit
Ref: TW/RS/ITB11324-006A TN
Date: 06 June 2017

SECTION 1 INTRODUCTION

- 1.1.1 i-Transport has been appointed by Wates Developments to provide highway and transport advice to support an outline planning application for a proposed residential development of up to 175 dwellings, on Land North of Walberton in West Sussex.
- 1.1.2 A Non-Motorised User (NMU) Audit was undertaken on Monday 8 May 2017 to assess the existing infrastructure for travelling by walking and cycling between the site and key local destinations as well as to public transport facilities.
- 1.1.3 **Image 1** shows the location of the site in relation to Walberton as well as the routes which have been assessed as part of the Audit.

Image 1: Extract of Pedestrian Route Plan



1.2 These three routes provide links to the main local facilities of Walberton and Barnham including the following:

- Walberton Village Centre via Yapton Lane and Avisford Park Road – **Route 1**;
- Walberton Village Centre via The Street and Tye Lane - **Route 2**; and
- To Barnham Town Centre via Tye Lane – **Route 3**.

1.3 The three routes identified are likely to be those used by future residents to access local services and facilities from the proposed development.

1.4 Each route has been assessed against the quality of pavement and crossing facilities currently provided and improvements have been identified where necessary. Given the nature of local roads in Walberton village, which are generally likely trafficked, it is envisaged that cycling journeys can be predominantly accommodated on road.

1.5 The audit of each route is presented in Section 2.

SECTION 2 NON-MOTORISED USER AUDIT

Route 1: Walberton Village Centre via Avisford Park Road		
Description of route and distances	1. Leaving the site onto Yapton Lane head south using the footway on the western side of the carriageway. 2. At the junction with Avisford Park Road head west along Public Footpath 333 (which is an unmade shared surface private road), and continue west through the gate parallel with the recreation ground (Image 2.1). 3. Alternatively, leave the site using the designated footpath connection to Avisford Park Road which joins the Public Footpath immediately west of the recreation ground; 4. Use the existing designated footpath connecting Avisford park Road to the Street towards the village centre. 5. Use The Street to access local facilities. Total Distance: 900m using Yapton Lane, 500m using Avisford Park Road. <i>Relevant Notes</i> This route has street lighting towards the entrance of the public footpath on Yapton Lane, however this is limited along Yapton Lane. It is overlooked by residential properties for the majority of the route on the western side.	Image 2.1 – Public Footpath 333 
Are routes wide enough?	1. The existing footway along Yapton Lane has a typical width of circa 1.7m wide which is sufficient to accommodate likely demands. 2. Along Avisford Park Road the footpath follows the existing shared surface road which is sufficiently wide for at least vehicles and pedestrians to safely pass. Although there is no footway provision on Avisford Park Road, this is a very lightly trafficked road and a speed limit of 10mph (Image 2.2). 3. Towards the western end of the footpath (Image 2.3), the footpath narrows to a typical width of between circa 1.3-1.5m. 4. At the end of the public footpath this then widens to circa 1.6m.	Image 2.2: Carriageway on Avisford Park Road 

Ref: TW/RS/ITB11324-006A TN

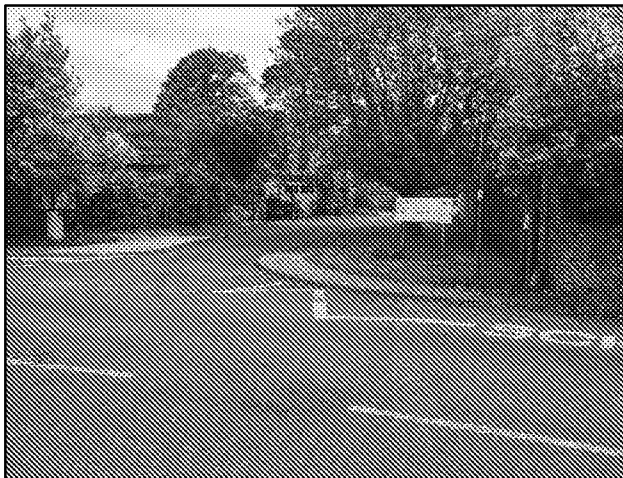
Date: 06 June 2017

Route 1: Walberton Village Centre via Avisford Park Road		
		Image 2.3: Public Footpath 333 
Are there any obstructions?	1. To the western end of Avisford Park Road as seen previously in Image 2.1 there are staggered barriers at the start of the narrow section of the footpath. This is also found at the end of the footpath at The Street (Image 2.4). These barriers ensure that pedestrians approach The Street slowly and with caution, and do not impede access.	Image 2.4: Barriers at the either end of the footpath 

Route 1: Walberton Village Centre via Avisford Park Road		
Crossing Provision	1. Along this route, the footways and footpaths are continuous to Walberton Village Centre and therefore crossing provision is not required. 2. However, for those wanting to access the southbound bus stop on Yapton Lane, crossing to the eastern side of Yapton Lane is required. Dropped kerbs and tactile paving is not present at this section on either side of Yapton Lane (Image 2.5). 3. Additionally, there is inadequate crossing provision at the Blacksmiths Corner junction to provide safe access to PF350 towards Binsted.	Image 2.5 – Lack of Crossing Provision to Bus Stop on Yapton Lane 
Quality of Surfaces	1. The footway along Yapton Lane and the western end of Public Footpath 333 are hard surfaced with a generally even finish (Image 2.3). These are adequate for likely usage. 2. Along Avisford Park Road the existing road is unmade but in reasonable condition, commensurate with its use as a private road and public right of way (Image 2.6). Between Avisford Park Road and The Street, the footpath is tarmac surfaced and in reasonable condition.	Image 2.6 – Avisford Park Road 

Route 2: Walberton Village Centre via Tye Lane		
Description of route and distances	1. From the potential pedestrian access to the west of the site travel south on Tye Lane. 2. At the junction of Tye Lane and The Street travel east using the footway on the northern side of The Street. 3. Opposite the Church, cross over to the southern side of The Street to continue using the footway (Image 2.7). 4. Continue travelling east along The Street until reaching Walberton Village Centre. Total Distance: – 600m from potential pedestrian access onto Tye Lane <i>Relevant notes</i> There is limited street lighting present along The Street, with no street lighting along Tye Lane. Once on The Street the route is largely overlooked residential properties, ensuring some surveillance of the route.	Image 2.7: Footway Provision along The Street 

Are routes wide enough?	1. Along Tye Lane there is currently no footway provision for this section of the route (Image 2.8). 2. Once on the The Street, the footway on the northern side is found to be circa 0.95m wide. 3. Crossing onto the southern side of The Street the footway widens to 1.7m opposite the church (Image 2.7). 4. Travelling further east along this footway the width varies between 1m to 1.3m wide. 5. The footway outside the Primary School is found to be circa 1.5m wide. 6. Opposite the village centre, the footway width decreases to 0.90m wide.	Image 2.8: Lack of Footway Provision along Tye Lane 
Are there any obstructions?	1. Obstructions for pedestrian's form in terms of on street parking. Along The Street, there are several vehicles parked, with some on the footways. This could narrow the useable footway width as well as restricting those crossing to either side of the carriageway and those wanting to continue along the footway (Image 2.9).	Image 2.9: On Street Parking along The Street 

Crossing Provision	1. As previously mentioned the footways alternate to the northern and southern side of The Street. Opposite the Church there are no dropped kerbs or tactile paving on either side of the footway (Image 2.10). 2. Opposite the William Booker Yard the footway continues on either side of the carriageway however, although there are dropped kerbs on one side, there is not dropped kerb on the north side to provide a complete level crossing. 3. At the junction with the school there are no dropped kerbs or tactile paving on the western side and only dropped kerbs on the eastern side (Image 2.11). 4. From the School entrance to the southern side of The Street there are no crossing provisions to access this footway. 5. Opposite the local shops in the centre there is no crossing provision apart from dropped kerbs on the southern side.	Image 2.10 – Lack of Crossing Provision along The Street near Tye Lane.  Image 2.11 – Lack of Crossing Provision at the Primary School. 
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Quality of Surfaces	1. All footways along The Street are hard surfaced with a broadly even finish (Image 2.12). 2. Although there is a lack of footways along Tye Lane, the road surface is of a good condition and would be suitable for pedestrians and cyclists (Image 2.8).	Image 2.12: Conditions of Footways along The Street 
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Route 3: Barnham Town Centre from Tye Lane / The Street		
Description of route and distances	1. From Tye Lane / The Street continue west along The Street using the footway on either side. 2. At the junction of Dairy Lane cross onto the northern side of The Street to carry on west using the footway provision. 3. Once past the North Pound junction continue using the footway on either side of The Street. 4. At the junction of West Walberton Lane, Eastergate Lane and Barnham Road use the footway on the southern side of The Street to travel south west. 5. Continue along Barnham Lane travelling south west. 6. Use the footway on the eastern side of Barnham Lane and continue until the first entrance of the Walberton Cycle Path or the second entrance where the footway terminates (Image 2.13). 7. Continue south using the cycle path, crossing the side road at the junction with Barnham Lane. 8. Continue until the off-road cycle path terminates and cross back onto the eastern side Barnham Lane.	Image 2.13 – Second Entrance to Cycle path 

Route 3: Barnham Town Centre from Tye Lane / The Street		
	9. Using the footway/cycle path, continue south towards Barnham. 10. Approximately 35m from the Lake Lane junction cross onto the northern side of the Barnham Lane/Lake Lane. 11. Continue along Lake Lane/Barnham Road to arrive at Barnham Town Centre. Total Distance: 3.55km from Yapton Lane Site Access Total Distance: 2.75km from Tye Lane Site Access <i>Relevant notes</i> This route provides access to Barnham Town Centre via Barnham Lane and the off-road cycle route. The Tye Lane route does contain sections that does not have footway provision. There is limited street lighting along these routes, which is found near Walberton Village Centre and Barnham Local Centre.	
Are routes wide enough?	1. From the junction of Tye Lane / The Street the footways on the southern side when present are found to be between 1.3m and 1.75m wide. 2. On the northern side of The Street the footways when present along the route are between circa 1m and 1.65m wide (Image 2.14). 3. On the eastern side of Barnham Lane the footway is approximately between 1.4m and 1.65m. 4. Near the end of the footway provision the footway narrows to 1.24m. 5. Along the off-road cycle path this is circa 2.45m wide, which provides plenty of space of both cyclists and pedestrians (Image 2.15). 6. At one section of the cycle path, it narrows to 1.7m due to overgrown vegetation. 7. When the cycle path transfers to the eastern footway on Barnham Lane there is a width of approximately 3.9m wide, again providing plenty of space for both pedestrians and cyclists. 8. Once approaching Barnham the footway narrows to between 1.5m and 2m wide. 9. Into the Town Centre widths of circa 1.8m can be used on the western side.	Image 2.14 – Footways on the northern side of The Street 

Route 3: Barnham Town Centre from Tye Lane / The Street		
		Image 2.15: Wideway Cycle path from Walberton and Barnham 
Are there any obstructions?	Along this route there are no obstructions than those previously mentioned for Routes 1 and 2.	
Crossing Provision	1. At the junction of Dairy Lane there are no dropped kerbs or tactile paving either side. Due to the footway on the southern side terminating there is also no crossing provision to the northern footway (Image 2.16) 2. Following the northern footway there are no dropped kerbs or tactile paving at the junctions with side roads, however the footway is continuous. 3. At the bus stop on the northern side of the footway there is no crossing provision to reach the southern side of the footway. 4. To access the cycle path on Barnham Lane there is no crossing provision, although there are dropped kerbs on the western side (Image 2.17). 5. When the cycle path terminates on the western side, dropped kerbs and tactile paving are available in order to gain access onto the eastern side. 6. To gain access onto Lake Lane tactile paving and dropped kerbs are present.	Image 2.16 – Lack of Crossing Provision at Dairy Lane junction 

Route 3: Barnham Town Centre from Tye Lane / The Street		
		Image 2.17 – Crossing Provision from the Cycle Path 
Quality of surfaces	1. All footways along Barnham Lane are hard surfaced with a broadly even finish, especially at the southern end (Image 2.18). The Walberton Cycle Path is hard surfaced and has an excellent finish, making it very suitable for pedestrians and cyclists to travel to Barnham (Image 2.15).	Image 2.18 – Hard Surfaced Footway / Cycle Path 

SECTION 3 SUMMARY AND CONCLUSIONS

3.1 The three routes identified as part of the audit connect the site to the key services and facilities within Walberton and Barnham, including education, employment and retail opportunities as well as links to public transport facilities. All routes have been assessed as part of this audit in terms of existing pedestrian and cyclist infrastructure.

3.2 In general, the following is noted about each route:

- **Route 1** – This is a predominantly residential route with continuous footways on the western side of Yapton Lane. Along Avisford Park Road there are no footways however this is a lightly trafficked carriageway. Avisford Park Road is also Public Footpath 333 and provides a connection to Walberton Village Centre. The route provides pedestrians and cyclists a safe route to the local centre of Walberton and the local primary school;
- **Route 2** – This route is predominately residential except for Tye Lane and provides an opportunity to travel to the local school and the village centre. Tye Lane currently does not have footways however, it is very lightly trafficked and suitable for on-road walking and cycling. Footways are provided along The Street; and
- **Route 3** – This route provides the opportunity to access Barnham, including Barnham Railway Station. Along this route there is at least one footway either side of the carriageway, until the start of the off-road cycle path where this could also be used by pedestrians. This route could be improved by providing uncontrolled crossing points at the junctions such as Dairy Lane. However, this route has good surfaces, especially along the Walberton Cycle Way which provides a safe opportunity for cyclists and pedestrians to access Barnham.

3.3 In summary, all routes likely to be used are suitable for increased walking and cycling useage. However, a series of potential improvements have been identified including the following works:

- Improvement to the eastern bus-stop on Yapton Lane, to include enhanced crossing facilities and waiting area;
- Delivery of improved crossing facilities to PF350 at Blacksmiths Corner;

- Delivery of dropped kerb crossing improvements at:
 - The Street opposite William Booker Yard;
 - The Street outside the Baptist Church; and
 - The Street at Dairy Lane;

APPENDIX C

SAMPLE TRAVEL SURVEY

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	
-----	----------------------	-------	----------------------

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.



Engine Oil Transport Co. Ltd.

www.transport.co.uk

Grove House, Lutyens Close
Chineham Court, Basingstoke
Hampshire RG24 8AG

Centurion House
129 Deansgate
Manchester M3 3VR

4 Lombard Street
London
EC3V 9HD