LAND WEST OF TYE LANE, WALBERTON

TRAVEL PLAN

December 2020

David Wilson Homes

ARUN DISTRICT COUNCIL WA/68/20/OUT

RESIDENTIAL DEVELOPMENT
LAND WEST OF TYE LANE
WALBERTON

TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	041.0071/TP/3		
Status:	Original	*Copy No:*	

	Name	*Signature*	*Date*
Prepared by:	Martha Woodley		August 2020
Checked by:	Shannon Betteridge		August 2020
Approved by:	Mark Smith		August 2020

Revision Record					
Rev.	*Date*	*By*	*Summary of Changes*	*Chkd*	*Aprvd*
2	10.09.20	SB	Client Comments	MS	MS
3	16.12.20	SB	Inclusion of WSCC Comments	MS	MS

Disclaimer
This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

DAVID WILSON HOMES
WHERE QUALITY LIVES

David Wilson Homes
Tollbar House
Tollbar Way
Hedge End
Southampton
SO30 2UH

paulbasham associates

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

RESIDENTIAL DEVELOPMENT
LAND WEST OF TYE LANE
WALBERTON

TRAVEL PLAN

Contents

1. INTRODUCTION 2
2. TRAVEL PLAN POLICY 5
3. EXISTING CONDITIONS AND SITE ACCESSIBILITY 10
4. PROPOSED DEVELOPMENT 20
5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS 25
6. TRAVEL PLAN STRATEGY 28
7. MARKETING AND COMMUNICATIONS 32
8. IMPLEMENTATION AND MONITORING 35
9. SUMMARY AND CONCLUSIONS 38

Figures

Figure 1 – Approximate Site Location
Figure 2 – Local Site Surroundings
Figure 3 – ProW Map
Figure 4 – WSCC Cycle Improvement Schemes 2016-2026
Figure 5 – E04009877 Walberton Output Area

Tables

Table 1 – Local Amenities and Services
Table 2 – CIHT Guidance for Providing Journeys on Foot
Table 3 – Local Bus Services
Table 4 – Key Travel Resources
Table 5 – WSCC Car Parking Standards
Table 6 – WSCC Cycle Parking Standards
Table 7 – 2011 Census Travel to Work Data for Walberton
Table 8 – Interim Modal Share Targets based on Census Data
Table 9 – Existing and Target Trip Generation
Table 10 – Travel Plan Monitoring Strategy

Appendices

Appendix A – Accessibility Map
Appendix B – Census Data
Appendix C – Example Travel Survey
Appendix D – Action Plan

ARUN DISTRICT COUNCIL WA/68/20/OUT

1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of David Wilson Homes to support an outline planning application for up to 155 dwellings at Land West of Tye Lane, Walberton. The site location is outlined in **Figure 1**.

Figure 1: Approximate Site Location

1.2 A Transport Assessment (TA) and Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) have also been prepared by Paul Basham Associates in support of the application.

1.3 An '*Outline application with all matters reserved, other than means of access, for the construction of up to 155no. dwellings*' (application reference: WA/68/20/OUT) was submitted in October 2020, for which West Sussex County Council (WSCC) highways officers provided a response in relation to the TP. As such, this report has been amended to include the comments raised, which specifically relate to the following:

- A target reduction of 10% against 12-hour weekday vehicle trips should be included:
- The inclusion of TRICS SAM surveys to form part of the monitoring strategy:
- Additional information regarding the Financial incentive to be offered to each household: and
- A section on enforcement and remedial measures to be included.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Travel Plan Principles

1.4 A TP is a strategy for managing travel demand to a development site by meeting the travel needs of its users, reducing the impacts of car travel, supporting a reduced need to travel and an increase in sustainable travel where appropriate and possible.

1.5 This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community. The TP contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel.

Travel Plan Objectives

1.6 This TP aims to reduce the impact of the development's travel demands through raising awareness of and promoting more sustainable travel practices. The TP has been written to support the following objectives:

- Mitigate the impact of the development on the local road network by reducing single occupancy car trips;
- To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes;
- Encourage the use of local facilities/services;
- Promote initiatives that reduce the need to travel; and
- Promote healthy lifestyles and create a sustainable community;

Travel Plan Benefits

1.7 The preparation and delivery of a successful TP, combined with a package of suitable infrastructure measures, will deliver a number of benefits for both future residents and the existing local community and surrounding environment. For residents, these benefits include:

- 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 surrounding areas as a result of reduced vehicular movements and parking pressures.

ARUN DISTRICT COUNCIL WA/68/20/OUT

1.8 The implementation of the TP will lessen the impact of the development on the environment in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site. This will contribute to both local air quality management and national climate change reduction targets.

Travel Plan Structure

1.9 The remainder of this TP adheres to the following structure:

- Chapter 2: Travel Plan Policy
- Chapter 3: Existing Conditions and Site Accessibility
- Chapter 4: Proposed Development
- Chapter 5: Indicative Baseline and Target Travel Patterns
- Chapter 6: Travel Plan Strategy
- Chapter 7: Marketing and Communications
- Chapter 8: Implementation and Monitoring
- Chapter 9: Summary and Conclusions

ARUN DISTRICT COUNCIL WA/68/20/OUT

2. TRAVEL PLAN POLICY

2.1 The objectives of this TP have been designed to work alongside those set at national, regional and local levels. For reference these objectives particularly relate to:

- National Planning Policy Framework (NPPF):
- West Sussex Transport Plan (LTP3) (2011-2026):
- West Sussex County Council's Walking and Cycling Strategy (2016 – 2026):
- Arun District Local Plan (2011 – 2031):
- Arun Housing and Economic Land Availability Assessment (2019): and
- Walberton Neighbourhood Development Plan (2015 – 2035)

National Planning Policy Framework (NPPF)

2.2 The NPPF acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. As defined in the NPPF's Annex 2: Glossary, a Travel Plan is '*a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist. ***(NPPF Para.84)***
Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: *a) The potential impacts of development on transport networks can be addressed;* *b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;* *c) Opportunities to promote walking, cycling and public transport use are identified and pursued;* *d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and* *e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.* ***(NPPF Para.102)***
The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestions and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. ***(NPPF Para.103)***

ARUN DISTRICT COUNCIL WA/68/20/OUT

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. **(NPPF Para. 109)**
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. ***(NPPF Para. 111)***
Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. ***(NPPF Para.181)***

Regional Planning Policy

West Sussex County Council's Local Transport Plan (LTP3) (2011 – 2026)

2.3 The West Sussex Transport Plan 2011-26 (LTP3) sets the strategy for guiding investment in highways and transport infrastructure and sets a framework for considering transport infrastructure requirements associated with future development.

2.4 The overall vision of LTP3 is "to achieve efficient, safe and less congested transport networks, which contribute towards:

- A more competitive and thriving economy
- Reductions in emissions
- Improved access to services
- Jobs and housing, especially for those in need
- Improved quality of life for all those who live and work within our beautiful and unique County."

2.5 For the Arun district specifically, the implementation plan (section 2.2.1) comprises:

- Increasing use of sustainable modes of transport
- Improving network efficiency in order to improve journey times and air quality
- Improving safety for all road users
- Discouraging HGVs from using unsuitable roads
- Improving accessibility between communities within the District."

ARUN DISTRICT COUNCIL WA/68/20/OUT

West Sussex County Council's Walking and Cycling Strategy (2016 – 2026)

2.6 The strategy outlines the design and safety principles for walking and cycling that the County Council will follow, and developers will be expected to follow when implementing infrastructure schemes. It also provides a mechanism by which schemes can be identified and prioritised, enabling the council to direct future investment.

2.7 A number of schemes have been identified in the vicinity of the proposed site, which are considered further later in this report.

Local Planning Policy

Arun District Local Plan (2011 – 2031)

2.8 The Arun District Local Plan was adopted in July 2018 and sets out the spatial vision, objectives and a sustainable strategy for delivering the needed growth of the district over the period 2011 – 2031. The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the district is appropriate to meet local need.

2.9 Chapter 15 of the Local Plan sets out strategic objectives specifically for Transport in Arun. Those relevant to this TP are outlined below:

- Reduce the need to travel and promote sustainable forms of transport;
- Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
- Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers and enhanced quality of life to all.

2.10 Policy T SP1 'Transport and Development' also states that the council will support transport and development which:

- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services:
- Gives priority to pedestrian and cycle movements:
- Incorporates appropriate levels of parking in line with WSCC guidance: and
- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan which is effective and deliverable.

2.11 Policy T DM1 'Sustainable Travel and Public Rights of Way' also states that '*New developments must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community*'.

Arun Housing and Economic Land Availability Assessment (2019)

2.12 The Housing and Economic Land Availability Assessments (HELAA) provides background evidence on the potential availability of sites (but does not set policy or specifically allocate land).

2.13 Site reference 17WA1 relates to the area of the proposed development site, as land north of North Pound and west of Tye Lane. Following a successful 'Call for sites' in 2017, the site has been listed as a 'deliverable' site and is recognised as having future potential for residential development due to "*its accessibility to facilities, job opportunities and public transport, and because there are no insurmountable constraints*."

2.14 The site has been identified as suitable for the promotion of approximately 146 dwellings within this document.

Walberton Neighbourhood Development Plan (2015 – 2035)

2.15 The Walberton Neighbourhood Development Plan has been implemented to not only give local people a say as to what goes on in their villages and towns, but it also sets out important guidance. The aims of the Plan are:

- "Locate the new development and extend the choice and quality of housing
- Help improve safe connections to local amenities and to the SDNP
- Improve safe access to the Parish's open spaces
- Improve availability of other community amenities, such as public transport and health services
- Enhance the character and image of the Parish
- Identify steps to an environmentally, socially, and economically sustainable future"

2.16 The Plan also sets out a number of transport aims which are listed below:

- "Provide more sustainable transport links
- Endeavour to solve current congestion and "rat running" problems
- Address parking issues
- Avoid increasing access by HGVs

ARUN DISTRICT COUNCIL WA/68/20/OUT

2.17 Policy GA2, Footpath Bridleway and Cycle Path Network, states that "*Support will be given to proposals that improve and extend the existing footpath, bridleway and cycle path network, allowing easier and safer safe access to the local amenities and services, to green spaces, to any new housing and to the open countryside. The loss of existing footpaths, bridleways and cycle paths will be resisted*."

2.18 Policy GA5, Traffic Management, states that "*Proposals that significantly increase the level of traffic within the villages will be resisted particularly in the case of HGV movements."*

ARUN DISTRICT COUNCIL WA/68/20/OUT

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 The development site, located on the north-western side of the village of Walberton, is approximately 14km east of Chichester and 6km west of Arundel. Located on greenfield land to the west of Tye Lane and north of the existing residential areas off The Street, the site is very well situated in relation to the facilities available in the village and for access to the A27. The site and its surroundings are demonstrated in **Figure 2**.

Figure 2: Local Site Surroundings

Local Road Network

3.2 Tye Lane is an unclassified, single carriageway road which runs north to south from the A27 Arundel Road to The Street, and therefore serves as a key route within the local area. Tye Lane has varying widths of between 4.8m and 6m, with the width outside the site frontage measuring approximately 5m. The road is subject to a 60mph speed limit outside the site frontage and up to the junction with the A27. To the south, Tye Lane is subject to a 30mph speed limit for the first 100m from the junction with The Street.

3.3 Tye Lane connects to The Street via a T-junction approximately 200m south of the proposed site access. The Street, which runs east to west from Yapton Lane to West Walberton Lane where it continues as Barnham Lane, provides the main vehicular route between the site and the local facilities and amenities within the village centre. The street is subject to a 30mph speed limit and is typical of a local village route, with on street parking prevalent for its duration.

ARUN DISTRICT COUNCIL WA/68/20/OUT

3.4 In the wider vicinity, the site is situated approximately 500m south of the A27 which provides a direct route between Portsmouth and Chichester to the west to Eastbourne to the east. The section of the A27 near the development site provides a link to the A29 to the west. In addition, the B2132 and A284 are accessible to the east, albeit with access to the A284 from turning left out of Tye Lane and doubling back along the A27.

3.5 The A29 provides access north to Pulborough and Billingshurst and links to the A272. The A284 provides a link between the A29 and the A27.

Local Accessibility

3.6 The application site access is approximately 500m from the village centre. The site's proximity to existing local amenities, pedestrian, cycle, public transport and equestrian networks, presents a good opportunity to encourage the use of sustainable transport and create a sustainable development.

3.7 A summary of the local facilities and amenities in the vicinity of the site and their associated walking/cycling distances measured from the site access is shown in **Table 1** and illustrated in an 'Accessibility Map' included in **Appendix A**.

Amenity/Facility	Distance from Site Access	Walking Time (minutes)	Cycle Time (minutes)
Walberton Baptist Church	210m	3	1
Bus Stops	220m	3	1
The William Booker Yard (Industrial Units)	280m	4	1
Holly Tree Pub	350m	5	2
Walberton Play Centre	400m	5	2
Walberton and Binsted Primary School	450m	6	2
Walberton Village Hall	450m	6	2
Walberton Newsagent	550m	7	3
Walberton Post Office	550m	7	3
Walberton Dental Practise	550m	7	3
Flintcroft Surgery	550m	7	3
Walberton Cricket Ground	700m	9	3
Littlewoods Nursery	1.3km	20	5
Walberton Golf Club	1.6km	20	6

Table 1: Local Amenities and Services

ARUN DISTRICT COUNCIL WA/68/20/OUT

3.8 The Chartered Institution of Highways and Transportation (CIHT) outlines guidance for 'Providing for Journeys on Foot' (2000), which identified desirable, acceptable and preferred maximum walking distances for local amenities, as outlined in **Table 2**.

	Local Centre (m)	Commuting/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 2: CIHT Guidance for Providing for Journeys on Foot (2000)

3.9 **Table 2** demonstrates that there are numerous facilities within close proximity which are within the desirable (bus stops, school, sports pitches, industrial estate), acceptable (doctors and dental practices) and the preferred maximum (local centre) walking distances for journeys on foot. This therefore highlights that there are realistic opportunities to promote and encourage sustainable travel for local journeys, particularly to school and to the local centre.

Pedestrian Network

Tye Lane

3.10 A footway flanks the western side of Tye Lane for approximately 10m from the junction with The Street, before this terminates, and pedestrians walk within the carriageway. In the immediate vicinity of the site, there is no pedestrian infrastructure and therefore opportunities to both encourage walking from the site on Tye Lane and through alternative arrangements are explored later in this report as well as within both the TA and WCHAR. The existing pedestrian infrastructure on Tye Lane is demonstrated in **Photograph 1**.

Photograph 1: Tye Lane Footway

ARUN DISTRICT COUNCIL WA/68/20/OUT

The Street

3.11 Tye Lane connects to The Street approximately 200m south of the proposed site. At this junction, The Street benefits from pedestrian footways on both sides of the carriageway which measure approximately 1.5m in width. Dropped kerbs are provided across Tye Lane to facilitate the safe and continuous movement of pedestrians in this area. The pedestrian infrastructure at this junction is demonstrated in **Photograph 2**.

Photograph 2: Tye Lane/The Street Junction

3.12 The Street provides the key pedestrian route through the village and towards the facilities and amenities. The Street is supported by a continuous pedestrian footway on the southern side of the carriageway, with northern footways provided intermittently. Dropped kerbs and tactile paving are provided where appropriate throughout the village, again ensuring a safe and continuous route for all non-motorised users in the area. The pedestrian infrastructure along The Street is demonstrated in **Photographs 3** and **4**.

Photograph 3: The Street Footway

Photograph 4: The Street Pedestrian Infrastructure

Route to School

3.13 The Street provides the main pedestrian route to the local school (Walberton and Binsted Primary School). A continuous route between the site and the school is provided, albeit with pedestrians required to cross The Street at several points to ensure that they can walk on a footway. It is important to note that given the nature of the village, pedestrians and cyclists are already utilising the carriageway with vehicle speeds and volumes relatively low.

3.14 The Street benefits from a footway on the northern side for approximately 50m east of Tye Lane before it terminates at the bus stop. A new dropped kerb and tactile paving crossing has been implemented outside the Baptist Church in this location which provides a safe route to the bus stop for all non-motorised users, as demonstrated in **Photographs 5** and **6**.

Photograph 5: Crossing Facility Outside Baptist Church

Photograph 6: Termination of Footway at Bus Stop

3.15 Prior to the Baptist Church, there is an opportunity to cross pedestrians onto the southern footway, with a new dropped kerb crossing that can be provided as part of the proposed development. The detail of this crossing is included within the TA.

3.16 Once pedestrians have crossed the carriageway and onto the southern footway, the remainder of the route to school can be taken from this footway, before crossing back onto the northern side at school. The footway is a minimum of 1.5m in width and is provided with dropped kerbs and flush crossings where appropriate. The conditions along The Street towards the school are demonstrated in **Photographs 7** and **8**.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Photograph 7: Southern Footway on The Street

Photograph 8: Southern Footway on The Street

3.17 A new dropped kerb crossing facility is provided at the junction with the William Booker Yard as demonstrated in **Photograph 9**.

Photograph 9: Crossing facility at The Street/William Booker Yard Junction

3.18 Approximately 40m east of the William Booker Yard junction, students would need to cross the carriageway in order to enter the school premises. **Photographs 10** and **11** demonstrate the visibility from the southern footway at this location, enabling a safe route across The Street and into the school grounds.

Photograph 10: Primary Direction Visibility

Photograph 11: Secondary Direction Visibility

3.19 The route identified between the site and the primary school ensures that a safe and continuous route is provided for all non-motorised site users. The implementation of a new crossing facility will ensure that pedestrians don't need to walk within the carriageway (something that is common in the area already however), and therefore enhancing pedestrian safety in this area and on the route to both school and to the village centre.

Wider Pedestrian Network

3.20 A number of Public Rights of Way (PRoW) have also been identified within the vicinity of the site, with footpath no.332 providing an alternative route between the site and the village centre. The location of the local PRoW's is demonstrated in **Figure 3**.

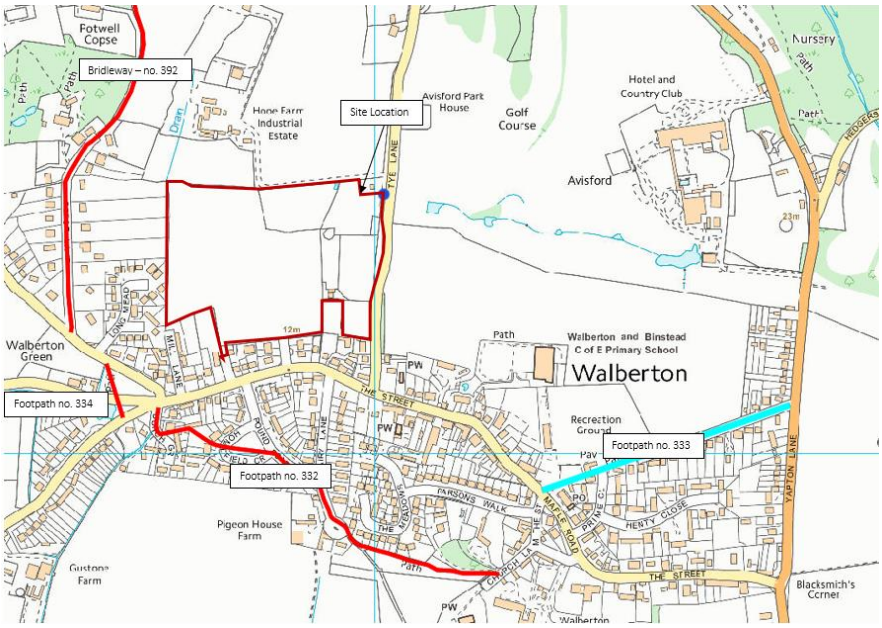


Figure 3: PRoW Map (Source: WSCC)

ARUN DISTRICT COUNCIL WA/68/20/OUT

3.21 Footpath no.333 provides a route between the local shops and facilities on The Street and is situated approximately 550m east of the proposed site. As the new Linden Homes development (application reference: WA/95/18/RES) will provide a connection onto Tye Lane, the proposed development site users will most likely utilise the route through the Linden scheme to access Yapton Lane and therefore it is not anticipated that many residents associated with proposed development will use footpath no.333.

3.22 Bridleway no. 392 is located to the west of the proposed development site and provides a route between the A27 (and beyond) to the north to Copse Lane to the south. The Bridleway is available for use by pedestrians and equestrians for approximately 350m as it also provides access to a number of residential properties.

Cycle Network

3.23 There are currently no formal off-road cycle networks in the vicinity of the site, however, it is common for cyclists to cycle within the carriageway in and around the village. This is promoted using signage on the key cycle routes to make drivers aware and to help reduce vehicle speeds. The existing cycle infrastructure in the vicinity of the site area is demonstrated in **Photographs 12** and **13**.

Photograph 12: Cycle Routes

Photograph 13: Cycle Signage

3.24 As part of the West Sussex Walking and Cycling Strategy (2016 - 2026) a number of routes in the vicinity of the site were suggested and identified as potential improvement schemes. These include enhancing the links between Walberton and nearby villages of Barnham and Fontwell as well as Arundel. The location of the improvement schemes in relation to the proposed site is demonstrated in **Figure 4**.

ARUN DISTRICT COUNCIL WA/68/20/OUT

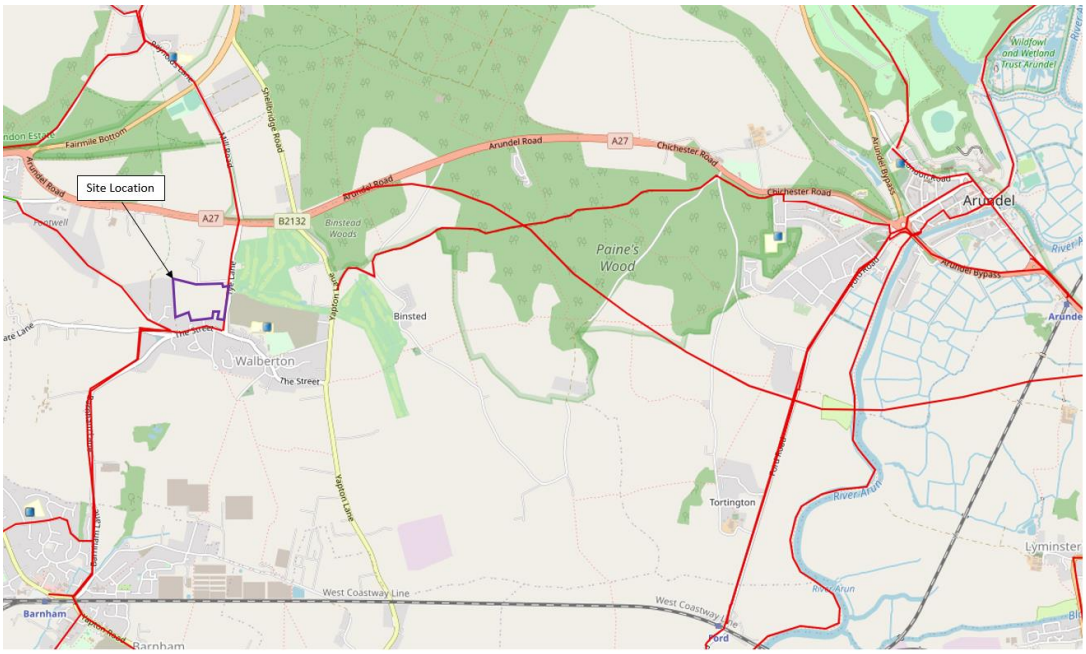


Figure 4: WSCC Cycle Improvement Schemes 2016 - 2026 (Source: WSCC)

Public Transport

3.25 The closest bus stops to the site are situated on The Street. The eastbound bus stop is approximately 50m from the Tye Lane/The Street junction, with the westbound stop located approximately 70m from the junction. Both bus stops comprise a single pole and timetable. The services available from these bus stops are summarised in **Table 3**.

Service Number	Route	Frequency		
		Monday – Friday	Saturday	Sunday
85	Arundel – Walberton – Fontwell – Chichester	0808, 1208, 1608	No Service	No Service
85A	Arundel – Walberton – Barnham – Chichester	1008, 1408	No Service	No Service
66A (The Old Vicarage)	Bognor Regis – Barnham – Yapton – Walberton – Bognor Regis	0742, 1051, 1519, 1814	1051, 1519, 1814	No Service
66C	Bognor Regis – Barnham – Walberton – Yapton – Bognor Regis	0843, 1302, 1701	0843, 1302, 1701	No Service

Table 3: Local Bus Services

3.26 The bus services available present an opportunity to encourage bus travel by residents to local destinations, with journeys to Arundel taking approximately 15 minutes, journeys to Bognor Regis taking 40 minutes and journeys to Chichester taking approximately 30 minutes.

ARUN DISTRICT COUNCIL WA/68/20/OUT

3.27 Barnham Station is located approximately 2.4km from the site and is accessible via cycle or bus. Bus service no. 66 presents an opportunity to encourage a bus-train-bus commuter journey, with bus journeys to the station taking 15 minutes.

3.28 Barnham Station is served by Southern Rail, with direct trains to destinations including Bognor Regis Littlehampton, Brighton, Chichester, Portsmouth, Southampton and London. Journeys to Bognor Regis take approximately 7 minutes, journeys to Chichester take approximately 7 minutes and journeys to London take approximately 90 minutes.

Key Travel Resources

3.29 Sustainable travel opportunities are supported locally. **Table 4** provides a summary of key resources that would be available to future residents and visitors.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Fix My Transport	Online facility for resolving local transport infrastructure problems	www.fixmytransport.com
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
West Sussex Cycle Planner	Online cycle journey planner	https://cyclejourneyplanner.westsussex.gov.uk/
Traveline	Online travel journey planner	www.traveline.info
West Sussex Travelwise	West Sussex' Travel information Website	https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/

Table 4: Key Travel Resources

Summary

3.30 To summarise, the site is located on the eastern side of Tye Lane and within 500m of the village centre. The location of the site presents a good opportunity to encourage sustainable travel options for local journeys (specifically to school and the village centre), with the opportunity to travel by bus and train providing realistic alternatives to the private car for destinations further afield.

ARUN DISTRICT COUNCIL WA/68/20/OUT

4. PROPOSED DEVELOPMENT

4.1 The proposed development would consist of up to 155 dwellings with associated car parking. It is anticipated that a proportion of the dwellings would be provided as affordable housing. Whilst the accommodation schedule is unknown at this stage, it is anticipated that a mixture of 1 – 5-bedroom properties will be provided.

Car Parking

4.2 Car parking will be provided in accordance with WSCC Guidance on Parking at New Developments (June 2020) which identified Walberton as forming part of Zone 1. The parking standards for Zone 1 are summarised in **Table 5**.

Number of Bedrooms	Number of Habitable Rooms	PZ1 (spaces per dwelling)
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4+	7 or more	2.7

Table 5: WSCC Car Parking Standards

4.3 Car parking will be wholly contained on site to ensure that no overspill is placed on the local road network. The parking provided will ensure that an overprovision is not provided which would discourage the use of sustainable travel modes.

4.4 All parking spaces would measure 2.4m x 4.8m in accordance with Manual for Streets (MfS) design guidance with a 6m aisle width where appropriate. Where garages are provided, internal measurements of 3m x 6m will be provided in accordance with MfS design guidance. For parallel parking bays, the spaces will measure a minimum of 2.4m x 6m.

4.5 Visitor parking will also be provided in accordance with the guidance. National research suggests that '*no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling*'.

4.6 A minimum of 20% of all parking spaces will be provided as active charging points and will therefore be suitable for electric vehicles.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Cycle Parking

4.7 Cycle parking will also be provided in accordance with the standards which are summarised in **Table 6**.

Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 & 2 Bed	1 space
	3+ Bed	2 spaces
	Multiple Occupation	1 space
Flats	1 & 2 Bed	0.5 spaces (if communal storage otherwise same as 1 & 2 Bed house)
	3+ Bed	1 space

Table 6: WSCC Cycle Parking Standards

4.8 For every house provided with a garage, the dimensions of the garage are at least 3m x 6m to accommodate the cycle parking requirements. All other houses would be provided with a secure shed within the rear garden of the property, with direct access to the rear garden either via a side gate or rear gate. Any flats or maisonettes on the development will be provided with secure cycle stores.

Access Strategy

4.9 The proposed site would be served by a single vehicular access onto Tye Lane. The type of vehicular access required has been established using the likely trip generation for the site and the observed conditions whilst on site.

4.10 The access would be provided in the form of a bellmouth arrangement. The access road would measure 6m in width and would be supported by 6m corner radii. This access design ensures that two vehicles can pass simultaneously when turning in and out of the access. The access design is further discussed within the TA.

Pedestrian Access

4.11 Given the lack of infrastructure along Tye Lane, a suitable alternative pedestrian route has been assessed. It is noted that as part of the pre-application discussions, North Pound was to be considered however this is not within highways ownership.

4.12 A second option through Field Close has been assessed, which is located in the south western corner of the site boundary. Whilst it is noted that the pre-application comments suggested that a route in this area is not favourable given the additional distance to the local facilities and amenities, the landowner has right of access through this route and therefore a safe alternative to Tye Lane can be provided.

ARUN DISTRICT COUNCIL WA/68/20/OUT

4.13 Field Close is situated in the south-western corner of the proposed site, and currently provides access to 3 dwellings. The existing condition are demonstrated in **Photographs 14** and **15**.

Photograph 14: Field Close Conditions

Photograph 15: Field Close connection to Site

4.14 Field Lane joins The Street via a priority junction approximately 50m south of the proposed pedestrian site access. An existing footway is provided on the northern side of The Street in this location which ensures a safe and continuous route is provided between the site and Tye Lane (where the route then becomes the same as previously identified for the route to school). Visibility from this junction is good (as demonstrated in **Photograph 16**) and therefore provides an opportunity for residents to cross onto the southern footway.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Photograph 16: Field Close Visibility

4.15 To the south of Field Close, Pound Road provides access to public footpath no. 332 which connects The Street to Church Lane. This provides an alternative route for pedestrians between the site and the village centre amenities. The footpath route is of a good condition for its duration, however additional advisory signage would be beneficial to illustrate the route to the village centre specifically on Pound Road and upon entrance to the fields (as two paths emerge). The footpath route is demonstrated in **Photographs 17** to **20.**

Photograph 17: Signage on Homefield Crescent

Photograph 18: Footpath on Pound Road

Photograph 19: Footpath route towards Church Lane

Photograph 20: Footpath Signage

Offsite Highways Improvements

4.16 Through the WCHAR which has been submitted alongside this report, opportunities to improve the pedestrian network were identified. In particular, this has identified that a new crossing facility from the northern footway on The Street circa 20m east of the junction with Tye Lane would be beneficial in order to ensure pedestrians can safely cross onto the southern footway to continue their journeys into the village centre.

4.17 The crossing will be provided with dropped kerbs and tactile paving, ensuring a safe and continuous route is provided between the site and the local centre.

4.18 In addition, improving the existing pedestrian provision on Tye Lane is also being explored as part of the application, with a footway to be provided on either the eastern or western side of the carriageway.

ARUN DISTRICT COUNCIL WA/68/20/OUT

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

5.1 Travel data is important for setting objectives and targets. It will provide a baseline from which progress can be measured. It also provides information on current travel habits within the local areas and a good indication of what sustainable modes of transport might become popular with future residents.

Census Travel to Work Data

5.2 For the purposes of this TP, SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets have been derived using the 2011 Census: Method of Travel to Work data (Ref: QS701EW), published by the Office for National Statistics. The Census data is included in **Appendix B** for reference.

5.3 Using data from the 'E04009877: Walberton' output area (see **Figure 5**) to yield the most representative sample, percentage figures have been calculated for different modes of travel included within the TP (discounting those that work from home).

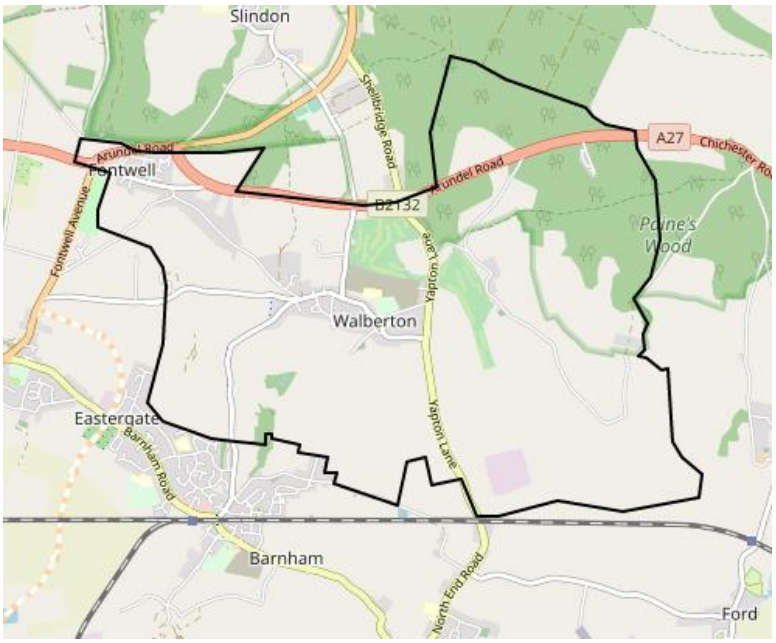


Figure 5: E04009877 Walberton Output Area

5.4 **Table 7** outlines that currently 79% of residents living within Walberton currently drive to work in a private vehicle (car/van/motorbike) with 3% travelling as a passenger. The second most popular mode of travel was on foot which accounted for 8% of trips, followed by 7% of trips which are made by train. Collectively, all modes of public transport (bus/train/taxi) accounted for 8% of journeys to work, with cycling only accounting for 2% of commuting trips.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Mode of Travel to Work	%
Driving a car or van	79
On foot	8
Train	7
Passenger in a car or van	3
Bicycle	2
Bus, minibus or coach	1
Motorcycle, scooter or scoped	0
Underground, metro, light, rail, tram	0
Total	100%

Table 7: 2011 Census Travel to Work data for Walberton

5.5 **Table 8** shows interim targets based on the 2011 Census Travel to Work data. Final targets will be set in consultation with the local highways officers following the baseline survey results. Overall, a 10% target modal shift away from single occupancy vehicle trips is sought over a 5-year period, achieving a 70% single occupancy modal split.

Mode of Transport	Indicative Baseline (%)	End of Year 1 Target (%)	End of Year 3 Target (%)	End of Year 5 Target (%)
Single Occupancy Vehicle	79	75 (-4)	73 (-2)	70 (-3)
Car/Van Passenger	3	5 (+2)	6 (+1)	7 (+1)
Public Transport	8	9 (+1)	9	10 (+1)
Pedestrians	8	8	9 (+1)	10 (+1)
Cycle	2	3 (+1)	3	3

Table 8: Interim Modal Share Targets based on Census Data

5.6 The actual baseline modal share for this development will be determined by a travel survey. As outlined in the following sections, the baseline would be completed upon 50% occupation to ensure that the TP can be informed as early as possible whilst still allowing for a sufficient sample size.

5.7 Comments received as part of the application from WSCC highways officers have also requested that the target should also seek to provide a 10% reduction from the 12-hour weekday vehicle trips as set out within the TA. As such, **Table 9** below sets out the existing and target trip generation.

ARUN DISTRICT COUNCIL WA/68/20/OUT

	Vehicular Trip Generation (TA)			Target Vehicular Trip Generation (10% Reduction)		
	In	Out	Total	In	Out	Total
Vehicular Trip Rate (per dwelling) 07.00-19.00	2.417	2.527	4.944	2.175	2.274	4.450
Vehicle Trips 07.00-19.00	375	392	766	337	352	690

Table 9: Existing and Target Trip Generation

5.8 Information on how the TP is performing in accordance with the 12-hour weekday flows will be confirmed during survey years when TRICS SAM surveys are undertake. The monitoring strategy for the site is assessed further in **Section 8**.

ARUN DISTRICT COUNCIL WA/68/20/OUT

6. TRAVEL PLAN STRATEGY

6.1 The following section proposes a combination of 'hard' and 'soft' measures that are to be implemented in order to encourage more sustainable travel practices and facilitate progress towards achieving the Travel Plan's objectives and targets.

6.2 Hard measures have been incorporated into the proposed site layout and are reflected within the offsite highways improvements that have been proposed as part of the development. These include:

- On-site cycle parking;
- A new pedestrian access onto Field Close; and
- A dropped kerb crossing on the Street;

6.3 The package of 'soft' measures is to be adopted and refined by the Travel Plan Coordinator (TPC) throughout the lifetime of the TP. The success of the TP will ultimately be determined by the level of engagement in its development and the extent to which a sense of Travel Plan awareness and ownership is created among residents. The following strategy of measures supporting sustainable travel is created with this in mind.

Initial Tasks

6.4 In order to meet the aim and objectives of the TP, it is essential that a number of measures be implemented at an early stage. Completing the tasks set out within the preliminary section of the Action Plan would help to embed the TP and local's awareness of it.

6.5 The TPC would be required to provide contact details and a finalised Action Plan complete with dates, costs and measures to West Sussex County Council's (WSCC's) Travel Plan Officer (TPO) within the preliminary period. Ongoing discussions between WSCC'S TPO and the TPC would ensure the pre-occupation works are being undertaken.

Post-Occupation Tasks

6.6 The TP would become fully active upon 50% occupation and completion of the preliminary occupations and the baseline travel survey. The TP would then remain active for a 5-year period. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and to see it firmly embedded within the local community.

6.7 During this time, activities defined in the preliminary stage would be expanded upon. These measures would be determined by the TPC in conjunction with residents, local businesses, local authorities and other stakeholders such as public transport operators and other TPC's operating in the local area.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Modal Measures: Walking and Cycling

6.8 Located approximately 500m from the village centre, the site's proximity to existing local amenities and pedestrian/cycle networks presents a good opportunity to encourage the use of active modes of travel and create a sustainable development.

6.9 Encouraging a familiarity with the walking and cycling opportunities early on both within and outside of the site will help to embed walking and cycling as important modes of transport for local journeys. The TPC would work with walking and cycling campaigns e.g. Sustrans, ADC and WSCC and support local and national campaigns and events. Residents will be provided with information on local cycle and walking routes upon moving into their new homes to help inform transport choices from the offset.

6.10 The TPC would be responsible for promoting the Travelwise Campaign, a national campaign that encourages people to cut down on their car journeys and use sustainable transport. The West Sussex Travelwise website in particular https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/ has a variety of useful tips and tools to help encourage sustainable travel within the county. These include Cycling Routes and Maps, a public rights of way iMap in addition to a cycle journey planner https://cyclejourneyplanner.westsussex.gov.uk/, all of which would be promoted to local residents by the TPC.

6.11 To incentives walking and cycling the TPC should secure discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily communising or occasional leisure.

6.12 The TPC will be responsible for promoting 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested. The TPC will also investigate opportunities to hold Bike Doctor events on-site, providing a convenient cycle maintenance and repair service for residents.

Public Transport

6.13 Maximising resident use of public transport would be supported through raising awareness off the local bus services and highlighting the benefits in comparison to single-occupancy vehicle use. The attractiveness of bus travel would also be supported through tailored incentives or promotions resulting from dialogue with Sussex's bus companies.

ARUN DISTRICT COUNCIL WA/68/20/OUT

6.14 Information on the public transport routes and facilities serving the new development will be made available to new residents within the Travel Information Pack as well as via the other means of communications as outlined in Chapter 7. The TPC would be responsible for keeping up-to-date with and promoting public transport promotions and discounts to future resident.

Car Sharing

6.15 Car sharing is a simple and effective way to reduce the number of lone car trips to/from a development and subsequently reduce congestion and pollution. As well as offering financial benefits, car sharing also offers social benefits such as increased resident interaction and communication. It is anticipated that a large percentage of future residents may travel to either Chichester or Bognor Regis for work and therefore the nature of the proposed development lends itself to car-sharing as an alternative to single-occupancy travel.

6.16 The national www.liftshare.com website and https://liftshare.com/uk/community/westsussexcarshare allow members to find potential car-sharing partners and should be promoted by the TPC. The TPC will promote the benefits of car sharing within site-specific marketing material, including community noticeboards, residents' newsletters and the developments Travel Plan webpage (more information below).

6.17 WSCC have also teamed up with Co-Wheels to provide two car clubs in West Sussex. Vehicles are available to hire from just £4.75 per hour, plus 18p per mile for fuel costs. The scheme provides the benefits of owning a car without the hassle of MOTs, tax, insurance and petrol bills. The schemes cars are all low-emission, either hybrid or electric and therefore provide a cheaper, convenient and greener option for future residents. The TPC would be responsible for the promotion of the scheme to residents and responsible for advertising the benefits include health, financial and environmental factors.

Modal Measures: Sustainable Private Vehicle Use

6.18 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.19 As more towns and cities are being required by government to implement Clean Air Zones, the industry is aiming to provide a greater network of electric charging points, encouraging the greater uptake of electric and hybrid vehicles. Altering resident's perceptions on hybrid, but in particular electric vehicles, is fundamental for creating a more sustainable development.

ARUN DISTRICT COUNCIL WA/68/20/OUT

6.20 Electric vehicles now have significant ranges, with some vehicles achieving up to 160/180 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8 year warranties on some models.

6.21 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Home/Remote Working

6.22 Options for working from home, teleconferencing, and utilising mobile technology to enable remote working in public locations are becoming popular working practices for many companies. Whilst the TP has limited scope to influence workplaces it can ensure that residents are aware of the development in smarter working technology and encourage them to enquire with their employers regarding their implementation.

Local Area and Other Site Users

6.23 This TP should not evolve in isolation to the local area and community as maximising the use and enjoyment of the local area is essential to providing an effective Travel Plan. The TPC should promote the local area's facilities, whilst actively engaging with local community groups, schools/colleges and employers at events such as open days and fair. Engagement with other active local Travel Plans (e.g. the TP for Linden Homes' Avisford Grange development to the west of Tye Lane) would provide an opportunity for a 'joined up' working approach to maximise resources and share best practice.

Visitors

6.24 A TP should aim to encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel practices should have a knock-on-effect to visitors. Visitors will have access to the Travel Plan website (outlined in Chapter 7) similarly to local residents and will be able to make an informed decision on how they travel to and from the development.

ARUN DISTRICT COUNCIL WA/68/20/OUT

7. MARKETING AND COMMUNICATIONS

7.1 A lack of information often acts as a barrier to the uptake of sustainable travel. Improving awareness of sustainable travel options and its benefits therefore plays an important role in achieving a modal shift, reducing carbon dioxide emissions and improving air quality.

Travel Information Pack

7.2 In order to increase resident's awareness of the TP, each household will be provided with a Travel Information Pack upon moving into their new home. The pack will provide useful information on the travel choices available to residents and help inform their future travel patterns. Information will include:

- Details of bus routes, frequencies and nearest stops;
- Information on local rail services;
- Information on pedestrian and cycle routes towards nearby facilities;
- An accessibility map detailing the location of local services and amenities; and
- Information on local and national sustainable travel events.

7.3 The Travel Information Pack would feature an easily identifiable logo synonymous with the TP, developed by the TPC. This would be used on all TP material and used throughout the co-ordinated marketing campaign and communications.

Personalised Travel Planning

7.4 Upon moving into their new home, households will be offered free personalised Travel Planning advice. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer term targets for the site. The literature forwarded to each household will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Travel Plan Website

7.5 A dedicated Travel Plan website (such as https://tpc-paulbashamassociates.com/) may also act as a useful tool to keep residents up to date with latest changes to travel services, news and events. Such a website would further complement the marketing strategy and could be used to assist with the Personalised Travel Planning services.

ARUN DISTRICT COUNCIL WA/68/20/OUT

7.6 It is suggested that the webpage would contain information such as:

- An introduction to the Travel Plan objectives and strategy;
- Accessibility Map;
- Online resident forum for sharing advice, tips and ideas promoting sustainable travel;
- Links to public transport timetables and journey planners;
- An online copy of the Travel information Pack;
- Travel Plan Survey Results;
- Local Travel Plan forum meeting minutes and updates; and
- Relevant sustainable travel news and advertisements (E.g. cycling promotions, bus timetables changes and travel events).

Sustainable Travel Incentive

7.7 Upon completion of the Resident Travel Survey each household will be provided with a sustainable travel incentive such as a pre-paid bus ticket or monetary voucher towards purchasing sustainable travel goods.

7.8 As requested by WSCC highways officers, each household would be provided with a £150 voucher with options to choose from at this stage being identified as:

- A voucher that could be used for the purchase of up to four adult cycle training courses offered by WSCC:
- A ticket for use on the local buses (length of ticket to be explored by the TPC):
- A contribution towards the purchase of a bicycle/equipment: and
- A rail season ticket or network card.

7.9 The TPC will be responsible for liaising with service providers once timescales for the development are established to ensure the incentives are in place ahead of first occupation.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Other Measures

7.10 Other measures aimed at raising awareness of the TP and encouraging the uptake of sustainable transport to and from the development will include the following:

- Maps illustrating the cycle and pedestrian routes to nearby facilities will be provided to residents;
- Awareness of the health benefits of active travel will be raised through posters, leaflets and/or newsletters (including West Sussex County council's free poster resources https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/travel-plans/travel-plan-resources/#promote-your-travel-plan_tab) ;
- Events such as Walk to School Week will be promoted to future residents.

ARUN DISTRICT COUNCIL WA/68/20/OUT

8. IMPLEMENTATION AND MONITORING

Travel Plan Co-ordinator

8.1 The Travel Plan Co-ordinator (TPC) position would be part-time over the course of the TP which at this stage is anticipated to be the preliminary period followed by five years of implementation, beginning at 50% occupation. The TPC would be responsible for the day to day implementation and monitoring of the Travel Plan to ensure that it meets its targets. The early stages of a TP are relatively time intensive and the budget should be front loaded to take into account the work that is required to establish the TP.

8.2 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support;
- Designing and implementing an effective marketing strategy and raising awareness;
- Staying informed on campaigns, promotions, services and facilities;
- Organisation of Travel Incentives and liaison with relevant stakeholders;
- Acting as the point of call for all TP enquiries; and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

8.3 On appointment of the TPC (at least three months prior to first occupation), contact details and a final action plan for the TP will be provided to WSCC to ensure clear dialogue is possible from first introduction of the TP and that measures stated within this TP are being conducted in a satisfactory manner.

Surveys and Feedback

8.4 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales;
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
- Adoption of the TP by local residents beyond the TP's active period; and
- The successful delivery of the TP in co-ordination with other local developments and communities.

ARUN DISTRICT COUNCIL WA/68/20/OUT

8.5 This TP's approach to monitoring acknowledges the above requirements and is summarised in **Table 10**.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Travel survey upon Occupation and TRICS SAM at 50% occupation	Resident Travel Survey	Resident Travel Survey	TRICS SAM Survey	Resident Travel Survey	TRICS SAM Survey

Table 10: Travel Plan Monitoring Strategy

8.6 A baseline resident survey would be undertaken as residents move into the development, with a TRICS SAM survey undertaken at 50% occupation to establish and confirm TP objectives and targets. Travel surveys would then be undertaken at the end of Years 1, 2 and 4. It is suggested that TRICS SAM surveys are also undertaken at the end of Years 3 and 5, in accordance with TRICS specifications. An example of a travel survey is included in **Appendix C**.

8.7 The results of the surveys will be included in resident newsletters, presented on the dedicated travel plan website, and displayed on community boards where appropriate. If a resident association is also to be set up, the results of the survey could be discussed at these meetings.

8.8 After each travel survey has been conducted and an acceptable response rate from residents has been achieved, a monitoring report will be produced and submitted to WSCC within 3 months of the survey taking place. The report will outline how the TP has been implemented since the last review along with a presentation of survey results and analysis of the data trends. The report will conclude with an outline of any proposed modifications to the monitoring strategy moving forwards and any revisions to targets if necessary.

Action Plan

8.9 An action plan has been developed identifying all the measures to be implemented and the person/organisation responsible for their implementation and timescales for delivery. The Action Plan is attached within **Appendix D**.

Community Embedding and Handover

8.10 Following the successful completion of the TP's 5-year strategy the site should be operating more sustainably with opportunities for the TP's principles and practices to become embedded in the development and the wider local area.

ARUN DISTRICT COUNCIL WA/68/20/OUT

8.11 Local resident engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with WSCC'S Travel Plan Officer as the TP draws to an end. The TPC should seek to join or set up at local community steering group on social media which will help to identify residents who may wish to continue delivering the TP after the 5 year strategy is complete.

Overcoming Barriers to Success

8.12 A potential barrier to implementing a successful TP could be that the management of the TPC is not satisfactory for the tasks required. The developer will be required to appoint a TPC and the 5-year budget for implementing the Travel Plan Coordination works should be sufficient to ensure that remedial measures could be implemented. Such as, if one measure is not working in Year 1, there is available budget in Year 2 to rectify this and adopt new measures if necessary.

8.13 If the five-year target is not achieved, the requirement for remedial measures would be explored and could (if necessary) include offering a second round of £150 vouchers to dwellings.

ARUN DISTRICT COUNCIL WA/68/20/OUT

9. SUMMARY AND CONCLUSIONS

9.1 This Travel Plan has been prepared by Paul Basham Associates on behalf of David Wilson Homes to support a planning application for up to 155 dwellings at Land West of Tye Lane, Walberton. A Transport Assessment and Walking, Cycling and Horse-Riding Assessment and Review have also been prepared by Paul Basham Associates in support of the application.

9.2 A Travel Plan is a strategy that aims to manage the access demands of a site by ensuring that the travel needs of its users are met by a range of transport modes. A Travel Plan is an evolving process informed by site visits and discussions between key stakeholders including West Sussex County Council to ensure the targets remain relevant and achievable.

9.3 This TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes thus creating a sustainable development by reducing the impact of the developments travel demands and by raising awareness of sustainable travel practices available to residents and visitors.

9.4 An indicative baseline modal split and associated targets have been established for the proposed development site, although targets and measures would be reviewed where necessary (including after the TRICS SAM survey to be completed upon 50% occupation) and agreed with WSCC. The overall target of the TP is to create a 10% shift in modal choice away from single occupancy car trips and through the 12-hour weekday vehicle trips.

9.5 In order to meet the key objectives of this TP, a number of measures are proposed from for implementation from an early stage. Hard measures include the provision of on-site cycle parking, a new pedestrian access onto Field Close and a dropped kerb crossing on the Street.

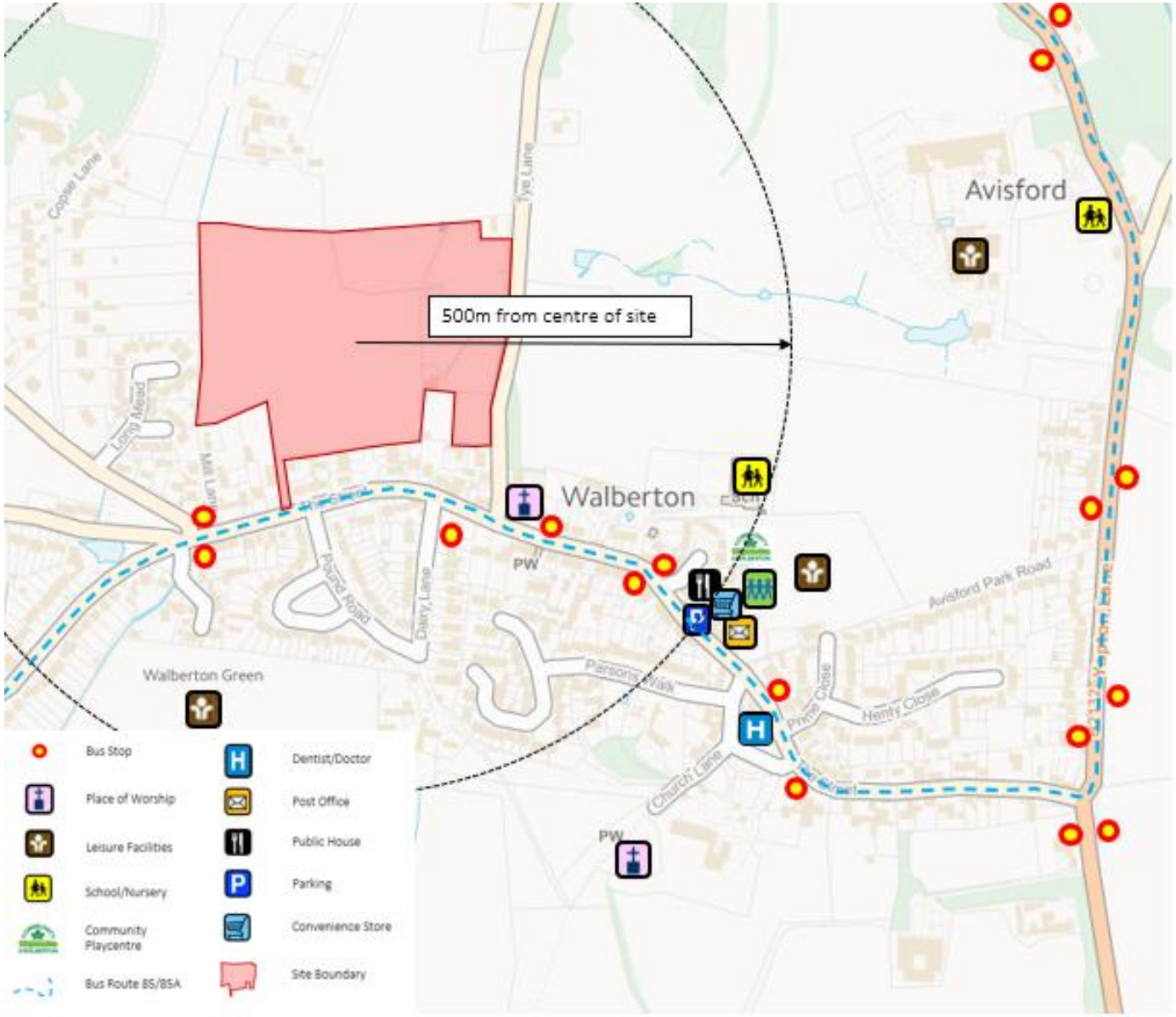
9.6 The package of 'soft' measures is to be adopted and refined by the Travel Plan Coordinator (TPC) throughout the lifetime of the TP. In addition, each household will be offered a £150 voucher for use towards sustainable travel options upon completion of the Travel Surveys. The success of the TP will ultimately be determined by the level of engagement in its development and the extent to which a sense of Travel Plan awareness and ownership is created among residents.

ARUN DISTRICT COUNCIL WA/68/20/OUT

9.7 The TPC will organise surveys and subsequently liaise with WSCC to ensure accurate baseline travel trends against which the TP targets are set. Survey results will be used to update and revise the content of the TP's Action Plan to ensure it remains an active process, becomes increasingly integrated into and adopted by the local community, and maximises available opportunities to increase levels of sustainable travel.

ARUN DISTRICT COUNCIL WA/68/20/OUT

Appendix A



Project Number: 041.0071	Title: Accessibility Map	paulbasham associates	Checked By: JL	Checked Date: 10.08.2020	Scale: N/A
Project Name: Land West of Tye Lane, Walberton			Drawn By: SB	Drawn Date: 10.08.2020	Drawing No: N/A

Appendix B

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 18 August 2020]

population	All usual residents aged 16 to 74
units	Persons
area type	parishes 2011
area name	E04009877 : Walberton
rural urban	Total

Method of Travel to Work	**2011**	%
Underground, metro, light rail, tram	2	0.2%
Train	65	7.3%
Bus, minibus or coach	5	0.6%
Taxi	0	0.0%
Motorcycle, scooter or moped	5	0.6%
Driving a car or van	697	78.6%
Passenger in a car or van	27	3.0%
Bicycle	18	2.0%
On foot	68	7.7%
Total	887	100.0%

Appendix C

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.
Don't forget to fill out your details at the end!
You can send your completed survey via:

- **Post using the pre-paid envelope:** Paul Basham Associates, Office Address, Office Address, Office Address
- Or you can fill this out via **Survey Monkey** on https://www.surveymonkey.com/s/xxxxxxx
- **Email:** travelplan@paulbashamassociates.com

SITE NAME

Hello SITE NAME resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)
   - ☐ Car Alone
   - ☐ Car Share
   - ☐ Walk
   - ☐ Cycle
   - ☐ Public Transport
   - ☐ Other (please specify_____)

2. How often do you use another form of transport?
   - ☐ Never
   - ☐ Very rarely/sometimes
   - ☐ Once a month
   - ☐ Once a fortnight
   - ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:
   - ☐ Cycle
   - ☐ Walk
   - ☐ Train
   - ☐ Bus
   - ☐ Car Share
   - ☐ Other please specify

   _____

4. What is your most frequent journey for?
   - ☐ Work/Education
   - ☐ Leisure/Retail
   - ☐ Health (doctors/hospital)
   - ☐ Visiting friends/family
   - ☐ Other

5. How far do you usually travel for your most frequent journey?
   - ☐ 0-10 Miles
   - ☐ 11-20 Miles
   - ☐ 21-30 Miles
   - ☐ 31-40 Miles
   - ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?
   - ☐ 0-10 Minutes
   - ☐ 11-20 Minutes
   - ☐ 21-30 Minutes
   - ☐ 31-45 Minutes
   - ☐ 46-60 Minutes
   - ☐ Over 1 hour

7. To which location do you travel the most regularly?
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ Other please specify

   _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)
   - ☐ Yes (Please go to question 10)
   - ☐ No (Please complete next question)

9. I would like to claim:
   - ☐ £XX Bus Pass
   - ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name:_____

House/Flat number: _____

Street Name:_____

Postcode:_____

Email Address:_____

INSERT DEVELOPER LOGO

Appendix D

LAND WEST OF TYE LANE, WALBERTON
TRAVEL PLAN ACTION PLAN

Actions	Responsibility	Timescale
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with West Sussex County Council (WSCC)	Developer/TPC	3 months prior to first occupation
Relevant TP 'logo' and identity to be established	TPC	3 months prior to first occupation
Contact WSCC TPO for information on local travel events and confirm Action Plan	TPC	3 months prior to first occupation
TPC to establish contact with local service providers including bus services and WSCC TPO.	TPC	Prior to first occupation
Prepare and distribute a Resident Welcome Pack	TPC	Prior to first occupation
Determine communication strategy including attendance at resident meetings, newsletters, webpage and use of any external communication forms	TPC	Prior to first occupation
Site visit	TPC	Prior to first occupation
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	Prior to first occupation
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation
Monitoring Stages - Surveys and Feedback		
Baseline TRICS SAM Survey	TPC	Upon 50% Occupation
End of Preliminary Phase Report and revise targets where necessary	TPC/WSCC	End of Preliminary Phase

Actions	Responsibility	Timescale
Liaison with residents re: PTP	TPC	Ongoing
Attend Resident Association Event / Group meetings	TPC	Ongoing
Seek to secure discounts at local cycle stores/with bus operators		
Promote car sharing and local 'Car Club'/'Co-wheels' schemes	TPC	Ongoing
Keep up to date on local walking, cycling, public transport and car-sharing initiatives, changes and promotions	TPC	Ongoing
Promote local area key facilities, including walking and cycling	TPC	Ongoing
Promote West Sussex Travelwise Campaign		
Promote Walk to Work Week	TPC	Ongoing
Promote Sustrans Big Cycle and Walk Challenge	TPC	Ongoing
Promote Bike Week	TPC	Ongoing
Promote Lift share	TPC	Ongoing
Promote 'Bikeability' cycle training and investigate opportunites to hold Bike Doctor event		
Provision of information on local road network routes, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing
Encourage residents to promote sustainable travel to visitors	TPC	Ongoing
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing
Marketing and Communications		
Newsletters	TPC	Bi-annual
Website	TPC	Bi-annual
Site Visit	TPC	Annual Event
Monitoring Stages - Surveys and Feedback		
Annual Progress Review	TPC	End of Each Year
Liaison with WSCC	TPC/CCC	End of Each Year
Resident Travel Survey	TPC	Upon Occupation and Years 1, 2 and 4
TRICS SAM Surveys	TPC	End of Year 3 & Year 5
Handover	TPC	End of Year 5

Disbursements		
Subscription to Online Survey Tool	TPC	

Project Details	
Scheme	Land West of Tye Lane, Walberton
No. of Units	160
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Barratt Homes
Local Authority	West Sussex County Council
LA Travel Plan Officer	Andy Mouland
Travel Plan Author	MW
Travel Plan Co-ordinator	TBC

Version	Date	PBA Author
1	Aug-20	MW