



Travel Plan Statement

Project: Yapton Lane
Walberton

Client: Land Allocation Ltd

Reference: C86484-NE-66-XX-RP-T-1002 P01

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1 INTRODUCTION

1.1 Background

- 1.1.1 Newell Edwards have been commissioned by Land Allocation Ltd to prepare a Travel Plan Statement (TPS) for a proposed residential development of up to 75 dwellings on land at Yapton Lane, Walberton. It is intended that the TPS will accompany and support an Outline Planning Application.
- 1.1.2 The location of the Site can be seen in Figure 1-1 below shaded and edged red in context of the wider area of Walberton.

Figure 1-1: Site Location



- 1.1.3 The site comprises greenfield agricultural land and appears to be served by an informal vehicle crossover close to its north-western corner, opposite Manser Road. The site is bound to the north and east by Avisford Park Golf Club, to the south by another parcel of agricultural land and to the west by the B2132 Yapton Lane. Agricultural land is located along the south-east and north-east boundaries of the site.
- 1.1.4 This Travel Plan Statement has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2021) and the West Sussex Transport Plan 2011 – 2026 (2011) (LTP3).
- ### **1.2 Travel Plan Requirements**
- 1.2.1 A Travel Plan Statement was requested at the Highways Pre – Application stage, as the dwelling quantum of up to 75 units is just below the typical threshold of 80 units that would require a Travel Plan as defined by the Department for Transport’s ‘Guidance on Transport Assessment’ document.

1.3 Travel Plan Benefits

1.3.1 This Travel Plan Statement provides a number of benefits to future residents and their visitors, as well as the local community and surrounding environment. Those are as follows:

- 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 surroundings as vehicular movements are minimised and parking pressures are reduced.

1.4 Travel Plan Statement Objectives

1.4.1 The objectives of the Travel Plan Statement are as follows:

- To provide a safe environment within and around the development for all residents and visitors;
- To minimise dependency on car travel to and from the residential development;
- To encourage the use of alternative modes of transport to car travel;
- To promote the effects of healthy living and raise awareness of the environmental impacts of car travel, particularly with regards to air quality;
- To promote travel incentives and alternative forms of transport, which are more sustainable than the private car.

1.5 Report Structure

1.5.1 The Travel Plan Statement comprises the following sections:

- **Section 2: Baseline Conditions and Accessibility:** This section summarises the travel characteristics of the site including accessibility to local facilities using various modes of transport.
- **Section 3: Development Proposals:** This section summarises the development proposals including vehicular and cycle parking.
- **Section 4: Aims and Objectives:** This section sets out the aims and objectives of this Travel Plan Statement.
- **Section 5: Travel Plan Measures:** This section contains the measures designed to promote sustainable travel in favour of the private car.
- **Section 6: Targets and Mode Share:** This section contains the mode share targets that the measures in this TPS are intended to achieve.
- **Section 7: Action Plan:** This section contains the action plan for implementing the proposed measures contained within section 5 of the report.
- **Section 9: Conclusions:** This section concludes the intentions of this Travel Plan Statement.

2 BASELINE CONDITIONS AND ACCESSIBILITY

2.1 Introduction

- 2.1.1 This section provides information on the existing site, providing a baseline in terms of the development proposals. It outlines the existing walking, cycling and public transport facilities which can be accessed in the vicinity of the site.

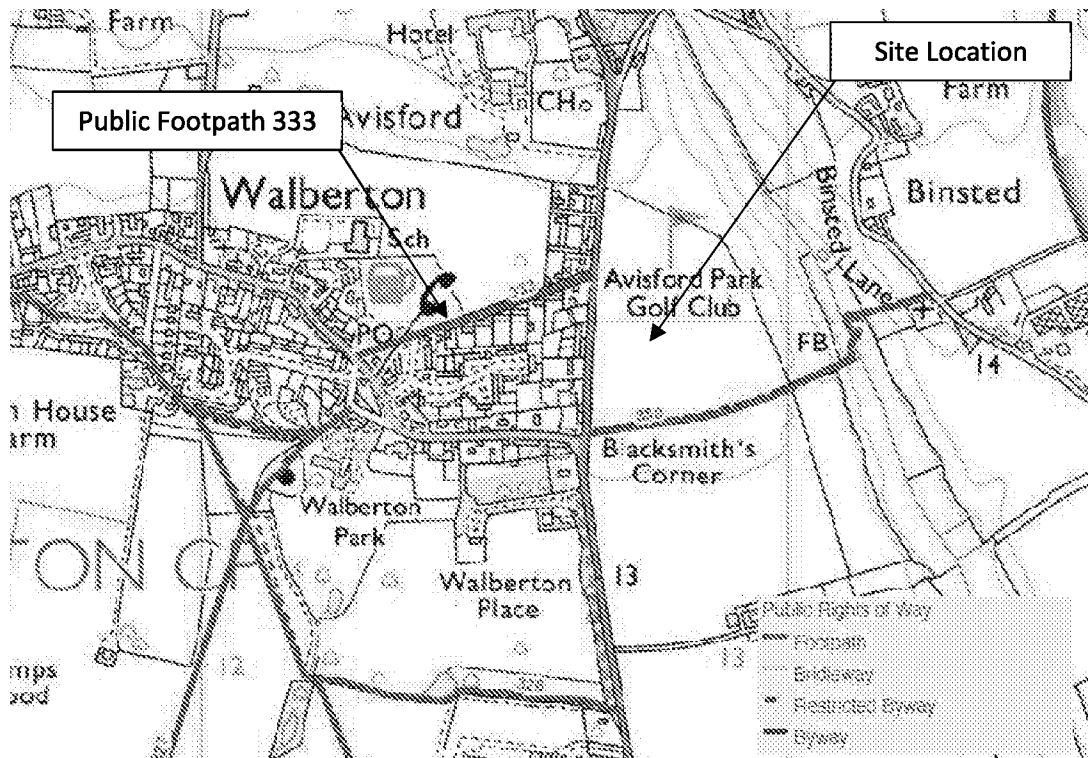
2.2 Site Location

- 2.2.1 The site is located east of Walberton, Arun, West Sussex. Walberton village centre (taken to be Maple Parade) is located approximately 500m due west as the crow flies.

2.3 Local Highway Network

- 2.3.1 Yapton Lane is located immediately adjacent to the western boundary of the site and is a single carriageway road. It is approximately 5.5 metres wide and subject to a speed limit of 30mph along the frontage of the site. The speed limit on Yapton Lane increases to 40mph approximately 10m to the north of the north-western-most point of the site, however it is noted that as part of an adjacent development (Land east of Tye Lane, Walberton (WA/44/17/OUT) – hereafter referred to as ‘the Tye Lane development’), this speed limit is to be moved 60m further north, away from the development site proposed herein.
- 2.3.2 Approximately 700 metres to the north of the site, Yapton Lane meets the A27 Arundel Road at a left turn only priority junction. The A27 Arundel Bypass takes a general east – west alignment in this area, towards Chichester, Portsmouth and Southampton in the west and Arundel, Worthing and Brighton in the east. From its junction with A27 Arundel Bypass at Fontwell East roundabout, the A29 takes a general north east – south west alignment, towards Bognor Regis in the south west and towards Horsham, Guildford, Crawley and onwards towards London in the north east.
- 2.3.3 A footway is provided on the western side of Yapton Lane between Avisford Park Golf Club in the north and the three-arm roundabout junction between Yapton Lane and The Street in the south. Footways continue from this point to the west along The Street for a short distance on the north side of the carriageway and to the south a short distance along Yapton Lane on the east side of the carriageway. Some street lighting is provided along Yapton Lane, including at the three-arm roundabout junction with The Street.
- 2.3.4 A range of Public Rights of Way are present in close vicinity of the site, providing pleasant off – carriageway access to many nearby villages and the surrounding countryside. A map of these routes is provided in Figure 2-1 overleaf.

Figure 2-1 Public Rights of Way Map (Courtesy of West Sussex County Council)



- 2.3.5 Most notably Public Footpath 333 follows the alignment of Avisford Park Road for approximately two thirds of its length and provides pedestrian connectivity towards the centre of Walberton. While it is noted that Avisford Park Road serves as a vehicular access for several residential dwellings with no separate footway provision, the routes status as a public footpath highlights its suitability for use as a pedestrian route.

2.4 Public Transport – Bus

- 2.4.1 The CIHT's 'Buses in Urban Developments' (2018) publication considers 400m as a maximum walking distance to bus stops. It recognises that in some instances it may be appropriate to increase this distance to 500m in order to access services on core bus corridors. For bus stops served by lower frequency routes, the recommended maximum walking distance reduces to 300m.
- 2.4.2 The nearest bus stops to this site are located on Yapton Lane, immediately adjacent to the primary site access with the 85 and 85A services calling at these stops.
- 2.4.3 Approximately 150m to the south of the proposed site access location, access to the 66a, 66C and 665 services is provided from stops to the south of Yapton Lane's junction with The Street (Walberton Blacksmith's Corner).
- 2.4.4 Table 2-1 overleaf details the services available from this stop and their respective frequencies.

Table 2-1 Bus Services and Frequencies

Service and Operator	Route	Frequency			Approx. Journey Times
		Weekday	Saturday	Sunday	

85 – Compass Travel	Arundel – Walberton – Fontwell - Chichester	4 Daily Services	No Service	No Service	Arundel – 12 minutes Fontwell – 6 minutes Chichester – 43 minutes
85A – Compass Travel	Arundel – Walberton – Barnham - Chichester	2 Daily Services	No Service	No Service	Arundel – 14 minutes Barnham (Railway Station) – 6 minutes Chichester – 43 minutes
66A – Compass Travel	Bognor Regis – Barnham – Yapton – Walberton – Bognor Regis	3 Daily Services	3 Daily Services	No Service	Barnham (Railway Station) – 9 minutes Bognor Regis – 32 minutes
66C – Compass Travel	Bognor Regis – Barnham – Walberton – Yapton - Bognor Regis	3 Daily Services	3 Daily Services	No Service	Yapton – 7 minutes Barnham (Railway Station) – 16 minutes Bognor Regis – 36 minutes
665 – Stagecoach South	Wickbourne – Littlehampton – Yapton – Walberton – Barnham – Westergate	1 Daily Service (School Service)	No Service	No Service	Yapton – 7 minutes Littlehampton – 20 minutes Barnham (Railway Station) – 6 minutes Westergate – 14 minutes

2.4.5 The above routes provide a service to other local villages and larger towns across the week, including towards Barnham Railway Station, which may be suitable for commuters. Route 665 provides a service to local schools.

2.5 Public Transport – Rail

2.5.1 The nearest railway station to the site is Barnham, approximately 3.8km to the south by road equating to a journey time of approximately 6 minutes by car, 9 minutes by bus or 12 minutes

by bicycle. Barnham railway station is managed by Southern and is located on the West Coastway Line between Brighton and Southampton.

- 2.5.2 Table 2-2 below summarises the services operating from Barnham railway station during a typical AM peak hour (08:00-09:00) of a weekday.

Table 2-2 Existing Rail Services at Barnham Railway Station (08:00-09:00)

Destination	AM Peak Departures
London Victoria	3
Southampton Central	2
Bognor Regis	4
Portsmouth & Southsea	3
Brighton	2

Source

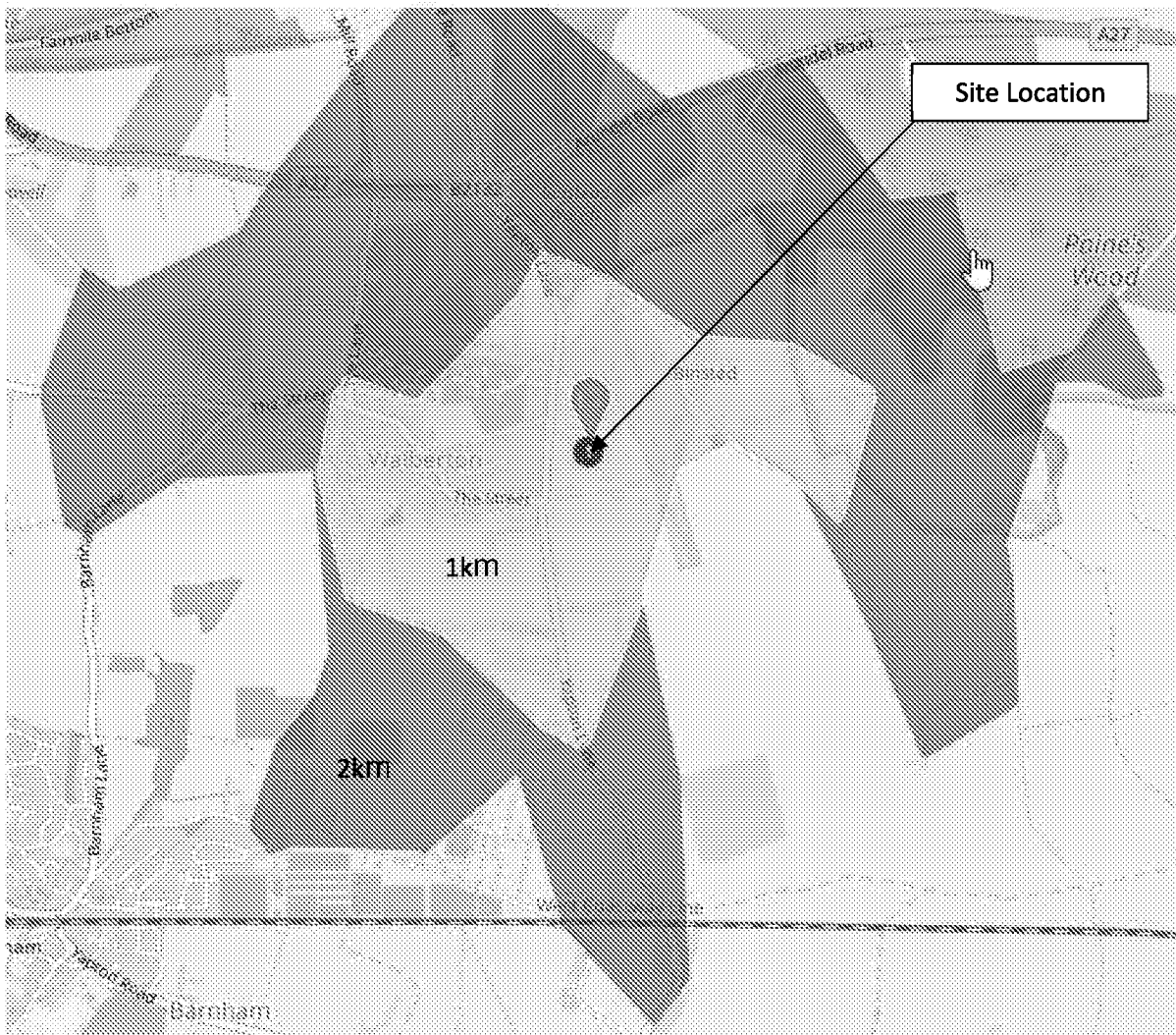
- 2.5.3 There are 62 bicycle parking spaces at the station and 130 car parking spaces. A staffed ticket office and ticket machines are also available for passengers.

2.6 Walking and Cycling Facilities

Walking

- 2.6.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.
- 2.6.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.
- 2.6.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:
- a) Town centres: 800m;
 - b) Commuting/school/sightseeing: 2,000m; and
 - c) Elsewhere: 1,200m.
- 2.6.4 Figure 2-2 overleaf shows the areas which fall within a 2km walking distance of the site.

Figure 2-2 2km Walking Isochrone



- 2.6.5 The walking isochrone in Figure 1-1Figure 2-2 above (as with the cycling isochrone in Figure 2-3 below) has been generated utilising the software available at [REDACTED]
- 2.6.6 There are several local amenities and facilities located within a reasonable walking distance. As noted above, public transport is accessible from the site, providing connectivity to a wider range of amenities in nearby larger settlements. Facilities within walking distance include a Pre School, Primary School, Convenience store, Post Office, Church, GP Surgery and Dental Surgery.
- 2.6.7 Walking distances have measured from the dedicated pedestrian access adjacent to Avisford Park Road, briefly north along Yapton Lane and then south west along Public Footpath 333 which uses the alignment of Avisford Park Road, and onwards into the village. A summary of distances to local amenities, measured along walking routes from the site and not taken 'as the crow flies', is provided in Table 2-3 overleaf.

Table 2-3 Site Accessibility to Local Services

Facility	Walking Distance (m)	Walking Time (Minutes)
Nearest Local Bus Stops	Adjacent to site access	1
Church	380	5
Pre School	440	6
Convenience Store	440	6
Dental Surgery	460	6
Launderette	460	6
Hairdresser	460	6
Post Office	480	6
Estate Agent	480	6
Village Hall	480	6
GP Surgery	520	7
Public House	600	8
Walberton & Binsted C of E Primary School	800	10

Cycling

- 2.6.8 CIHT's 'Planning for Cycling' (2014) guidance document states that the majority of cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.
- 2.6.9 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.
- 2.6.10 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 2-3 overleaf shows the destinations within an 8km cycling distance of the site.

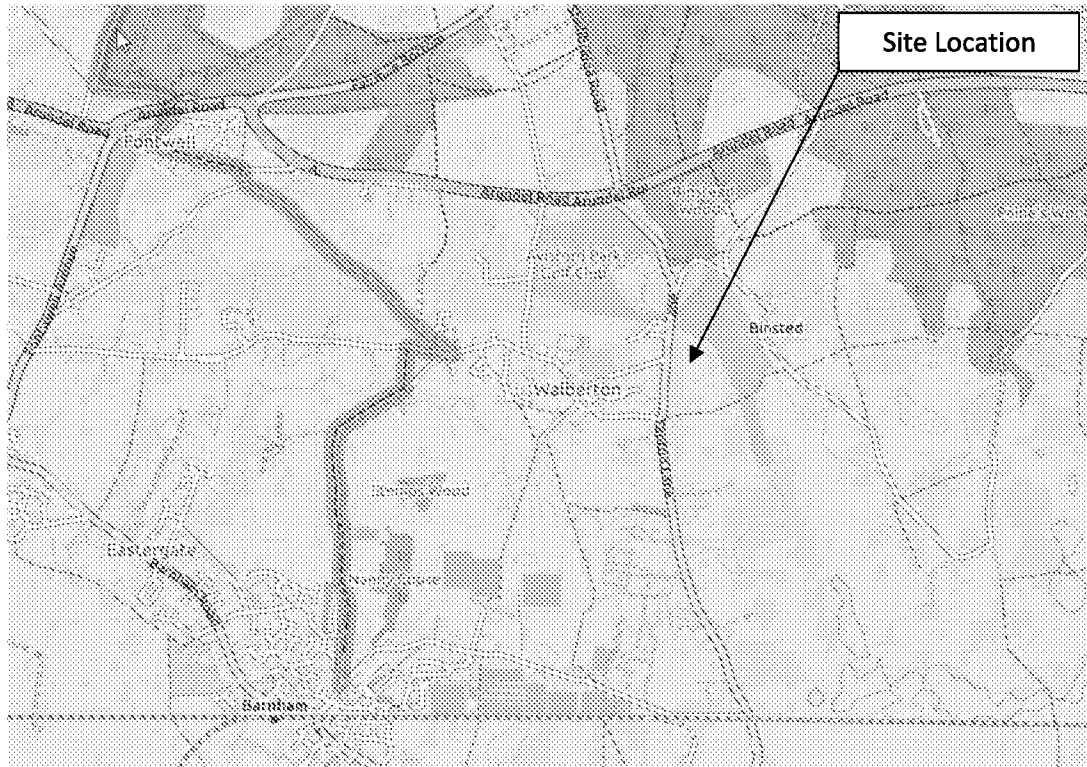
Figure 2-3 8km Cycling Isochrone



- 2.6.11 As shown in Figure 2-3 a range of destinations are within an 8km cycling distance of the site. This includes Walberton itself, Yapton, Barnham, Eastergate, Westergate and Arundel.

- 2.6.12 A Local Cycle Route between Gumber Corner and Barnham (via Fontwell and Slindon Wood) takes a general north to south alignment, running just to the west of Walberton. Its route in the vicinity of Walberton can be seen in Figure 2-4 below.

Figure 2-4 Local Cycle Route Map



- 2.6.13 The distance between the proposed site access location and the closest point of this cycle route (at the junction between Walberton Lane and Eastergate Lane) is approximately 1.4km, as measured by the shortest cycling route, equating to a journey time of approximately 4 minutes. A further 2km cycle south via this local route brings the user into Barnham, in the vicinity of the Barnham Railway Station. A one-way cycle journey to Barnham Railway Station utilising this route would equate to a total distance of 3.4km (approximately 1.4km of which would be off – carriageway) and a total journey time of 11 minutes.

2.7 Summary

- 2.7.1 A review of the existing walking, cycling and public transport provision has confirmed that there are several opportunities to travel by sustainable modes in the vicinity of the proposed development.

3 DEVELOPMENT PROPOSALS

3.1 Background

- 3.1.1 This section of the Travel Plan Statement discusses the development proposals for the site which will form part of an Outline Planning Application.

3.2 Proposals

- 3.2.1 The development proposals comprise the construction of up to 75 dwellings on a greenfield site on land east of Yapton Lane, Walberton. The proposals will be submitted as part of an outline planning application, with all matters reserved except access. The Indicative Site Layout 'CAL020920.MP.Ind05' is provided within **Appendix A** at the rear of this report.
- 3.2.2 Given that the application seeks outline permission only, certain aspects of the indicative layout may be subject to change as part of a future reserved matters application. As a result, matters such as the dwelling mix have not been considered at this stage.

3.3 Vehicular Access

- 3.3.1 The proposed development will be served by one point of access onto Yapton Lane which will take the form of a priority junction. It is proposed that the site access is located approximately 120 metres north of the three – arm roundabout junction between Yapton Lane and The Street.
- 3.3.2 The proposed development will be served via a new priority 'T' junction. The access road will measure 5.5m in width and feature 6m kerb radii.
- 3.3.3 The site access arrangements showing visibility splays achievable in accordance with the stipulated requirements set out within the pre-application consultations with WSCC (detailed within the Transport Assessment **C86484-NE-66-XX-RP-T-1001**) can be seen to the rear of this report as '**C86484-NE-66-XX-DR-C-2001 P02 - Site Access GA**' attached at the rear of this report.

3.4 Pedestrian Access

- 3.4.1 2m wide footways are proposed out of the site on both sides of the carriageway.
- 1.1.1 An existing bus stop (opposite The Street) is located immediately to the south of the proposed site access location on the eastern side of Yapton Lane, and it is proposed that the existing stop (consisting of a flag and post within the grass verge) is upgraded, with a new flag and post, bus shelter raised kerb arrangement and new road markings provided in this location. The bus stop further to the south on the western side of Yapton Lane (adjacent The Street) will also be upgraded with new road markings and a raised kerb arrangement.
- 3.4.2 To the north of the site access, an uncontrolled pedestrian crossing with dropped kerbs and tactile paving will be provided, linking in with the existing footway on the western side of Yapton Lane. This is in accordance with the principal desire line west towards the centre of Walberton via Avisford Park Road.
- 3.4.3 An alternative pedestrian access will be provided in the vicinity of Avisford Park Road, linking the site with the western footway on Yapton Lane. This provides connectivity with the