

principal desire line along Avisford Park Road towards the centre of Walberton, without requiring pedestrians to walk along the footway on the western side of Yapton Lane. This crossing will be provided in an uncontrolled form with dropped kerbs and tactile paving.

- 3.4.4 A bus stop and an uncontrolled pedestrian crossing point are already located in the vicinity of Manser Road, and a footway link to these existing facilities will be made at this point.

3.5 Residential Parking

- 3.5.1 Arun District Council adopted its own parking standards on the 15th of January 2020. Residential parking requirements for new development are set out within this document – “Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020)”.

- 3.5.2 For the purposes of parking standards Arun is split into ‘Parking Behaviour Zones’, with Walberton being located within Parking Behaviour Zone 1 - Rural. Accordingly, the below extract has been taken from Table 3.1 of the Parking Standards SPD:

- 1 Bedroom (1 - 3 Habitable Rooms) – 2 parking spaces per dwelling;
- 2 Bedrooms (4 Habitable Rooms) - 2 parking spaces per dwelling;
- 3 Bedrooms (5 – 6 Habitable Rooms) – 2 parking spaces per dwelling; and
- 4 or more Bedrooms (7 or more Habitable Rooms) – 3 parking spaces per dwelling.

- 3.5.3 Unallocated / visitor parking spaces should be provided at a rate of 0.2 spaces per dwelling, which for this development of up to 75 dwellings would equate to 15 spaces.

- 3.5.4 On plot EV charging points will also be provided in line with the required standards.

- 3.5.5 Consideration will be given to providing one of the visitor parking space as an EV charging point.

- 3.5.6 It is noted that a rapid charging point is available at the nearby Shell service station at Fontwell, while two fast charging points are also available at Barnham railway station.

3.6 Cycle Parking

- 3.6.1 Cycle parking will be provided to the Arun District Council standards, within the residential curtilage of each dwelling.

3.7 Summary

- 3.7.1 It is reiterated that the layout is indicative at this stage and as such an in-depth assessment of the parking requirements of the site should be undertaken at the reserved matters stage.

4 AIMS AND OBJECTIVES

4.1 Aims

4.1.1 The Travel Plan Statement has two main aims that are supported by a number of objectives. Those aims are as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To increase the uptake of journeys made via sustainable modes of travel.

4.2 Objectives

4.2.1 In order to meet the aim, the Travel Plan Statement will seek to:

- Provide a safe environment with suitable on-site facilities such as secure covered cycle storage that will encourage residents to use alternative modes of travel;
- Minimise dependency on car travel to and from the residential development through measures designed to reduce the need to travel (home shopping, working from home);
- Ensure that all residents are provided with sufficient information and advice to allow them to make 'smarter' travel choices with regards to sustainable transport;
- Encourage the use of bus and rail services to access destinations beyond walking and cycling distances;
- Promote walking to amenities and work as a viable alternative for residents who are within a 2km walking distance of their destination; and,
- Promote the effects of healthy living and benefits associated with the use of sustainable travel such as cost savings, environmental benefits, reduced congestion and its impacts upon air quality.

4.2.2 The measures designed to support the above are set out in section 5 overleaf.

5 TRAVEL PLAN MEASURES

5.1 Overview

- 5.1.1 A package of measures has been developed which collectively aim to encourage sustainable travel behaviours among residents of the proposed development.
- 5.1.2 The measures are intended to facilitate the success of the Travel Plan objectives and sufficiently encourage a modal shift towards sustainable forms of travel.
- 5.1.3 It will be the responsibility of the Travel Plan Co-Ordinator to oversee and deliver the measures set out within this Travel Plan Statement.

5.2 Travel Plan Coordinator

- 5.2.1 A Travel Plan Co-Ordinator (TPC) will be appointed to implement the Travel Plan Statement over a period of five years from the first occupation of the site.
- 5.2.2 It is expected that the Travel Plan Co-Ordinator will be a member of the housing developers' sales and marketing team who will carry out the role alongside their usual employment duties. Alternatively, the developer may wish to appoint an experienced Travel Plan Co-Ordinator.
- 5.2.3 The main responsibilities of the TPC are as follows:
- Leading the delivery of this Travel Plan Statement and overseeing the implementation of its measures;
 - Acting as the main point of contact for residents, ensuring residents can easily discuss matters with the TPC when appropriate;
 - Providing sustainable travel updates to residents announcing any changes to local public transport services and timetables;
 - Conduct an initial Travel Audit to be submitted to WSCC's Travel Plan Officer within 3 months of occupation in the form of an updated Travel Plan Statement, in line with WSCC's Guidance for Travel Plan Statements; and
 - Investigating the possibility of providing bus vouchers to the value of £150 per each dwelling.

5.3 Travel Plan Statement Measures

- 5.3.1 The measures below are designed to ensure future residents of the site are aware of the sustainable travel opportunities available to them.
- 5.3.2 The measures are not intended to be as extensive as those that might be considered within a full Travel Plan. This is because considerably larger sites place a greater impact on the demands for travel and the measures targeted at achieving modal shift are supported by extensive travel planning budgets which are not feasible for smaller developments whose impact is significantly lower.

5.4 Travel Information Pack

5.4.1 To ensure residents are aware of the sustainable travel options available to them from the outset, travel information packs (widely referenced as Welcome Packs) will be provided to residents. The TPC will be responsible for preparing and distributing the welcome packs, which will contain the following information:

- The name of the TPC and their contact details;
- Information on the benefits of sustainable travel, including those related to cost savings, health and the environment. Posters such as those provided by WSCC (available at [REDACTED] points;
- Advice on how to reduce the need to travel where appropriate, such as local home delivery services for groceries;
- Maps showing local amenities and facilities, highlighting their location in relation to the proposed development and how they can be accessed by sustainable modes (this may be developed using Newell Edward's Site Location Plan to the rear of this report);
- Details of local walking and cycling routes which can be used for leisure and commuting purposes to destinations such as Barnham Railway Station;
- Websites including [W](#) [REDACTED] [REDACTED] will be referenced in future documentation, including the Welcome Packs;
- Information on car sharing and its benefits, specifically that of West Sussex Liftshare: [REDACTED]
- Provide residents with a list of useful websites (including those referenced above) which relate to sustainable travel and the details of local taxi service operators.

5.4.2 If the TPC is appointed externally, they may wish to seek assistance from the sales team to determine when each dwelling is due to be occupied and arrange for the travel information pack to be provided. Dependent on the length of the occupation process, it may be appropriate for the TPC to review the contents of the welcome pack every six months to ensure the information has not been superseded.

5.5 Sustainable Travel Events

5.5.1 The TPC will actively encourage residents to participate in sustainable travel events throughout the calendar year. Such events could include but will not be limited to those listed in Table 5.1 overleaf.

Table 5.1: Sustainable Events

<u>National Awareness Event</u>
<u>Walk to School Week</u>
<u>National Bike Week</u>
<u>Cycle to Work Day</u>
<u>European Mobility Week / Travelwise Week</u>
<u>National Liftshare Week</u>
<u>International Walk to School Month</u>
<u>Road Safety Week</u>

*The TPC must maintain an up to date record of planned national events. Events do not strictly take place on the same date/week each year and some 2020/2021 events were rescheduled due to Coronavirus.

- 5.5.2 The marketing of the above events will be carried out by the TPC approximately 4-6 weeks prior to the event. Information could be shared through posters or a newsletter, depending on the resources and contact details which are available.

5.6 Smartphone Applications

- 5.6.1 Smartphones and third-party applications are widely used, with many apps available to download which provide access to sustainable travel information. The TPC should collate a list of suitable smartphone applications which promote sustainable travel and share this information with residents.
- 5.6.2 Many applications offer real-time transport information and journey planning functions, which will enable residents to appropriately plan their journeys using sustainable travel modes. Many apps are designed to simplify the journey planning process and can be tailored to the needs of the user, such as providing alerts for when to set off or service disruptions. Through raising awareness of these services, residents may be encouraged to try using sustainable transport due to the additional information and support they can access through their smartphone.
- 5.6.3 Raising awareness of sustainable transport applications could take the form of an appendix to the welcome pack or a poster which is shared with residents.

6 TARGETS AND MODE SHARE

6.1 Targets

6.1.1 For any Travel Plan Statement to be successfully implemented, it is essential that targets are set to give the development something to aim towards.

6.1.2 These targets are measurable goals and should be SMART, meaning they meet the following criteria:

- Specific to ensure the targets are clear and easily understood;
- Measurable to ensure the progress of the Travel Plan can be assessed;
- Achievable whilst also requiring effort to attain;
- Realistic based on the nature of the development; and,
- Time bound with clearly defined periods over which they will be measured.

6.1.3 The Travel Plan Statement aims to achieve a modal shift comprising a reduction in car trips and an increase in trips made by sustainable modes of transport. This will be measured through establishing modal share targets for the proposed residential development. The Travel Plan aims to achieve its targets within five years of the site's occupation though as this is a statement, no formal monitoring is expected to take place.

6.2 Baseline Modal Share

6.2.1 The baseline modal share of travel methods has been determined from 2011 'Method of Travel to Work' census data for the sites output area (E02006544: Arun 003). Further detail is provided within the Transport Statement.

6.2.2 The baseline modal share along with target modal share can be seen in Table 6.1 below with raw data provided as **Appendix A**.

Table 6.1: 2011 Baseline Modal Share and Site Modal Share Targets

Method of Travel		2011 Census Data Modal Share		Target Modal Share for Residential Development	Net Change
Car Driver		76%		66%	- 10%
Car Passenger		5%		10%	+5%
Motorcycle / Scooter		1%		1%	No Change
Taxi		0%		0%	No Change
Sustainable Modes of Transport	Walking	5%	Total: 18%	23%	+5%
	Cycling	3%			
	Bus	1%			
	Train	9%			
	Metro/light rail/tram	0%			

6.2.3 The above targets seek to achieve a reduction in single occupancy vehicular (SOV) travel of 10% over the course of the 12 – hour weekday over the 5-year period that the Travel Plan

Statement is to be implemented compared to that predicted for the site in the Transport Assessment assuming a Travel Plan were not implemented.

- 6.2.4 Of the 10% reduction in SOV travel, a 5% increase in car sharing is planned and a 6% increase in journeys made using active or sustainable modes of travel. The above targets are set on the basis that in rural areas, car sharing typically has the greatest potential to accommodate modal shift from single occupancy vehicular travel. This is because the opportunity to use other sustainable forms of travel are often limited and active travel is constrained to the abundance of facilities, amenities, and employment opportunities accessible within acceptable walking and cycling distances.
- 6.2.5 It is important to remember that travel planning is not intended to remove all vehicular movements but encourage a shift towards the uptake of smarter more sustainable travel choices, after all, targets must remain SMART.

7 ACTION PLAN

7.1 Overview

7.1.1 This section addresses the delivery of the Travel Plan Statement and the actions which are triggered by the measures outlined previously. The responsibility of the Travel Plan Statement will lie with the Travel Plan Coordinator once appointed though support should be provided by the developer where appropriate.

7.1.2 Table 7.1 below sets out the Action Plan for the proposed residential development.

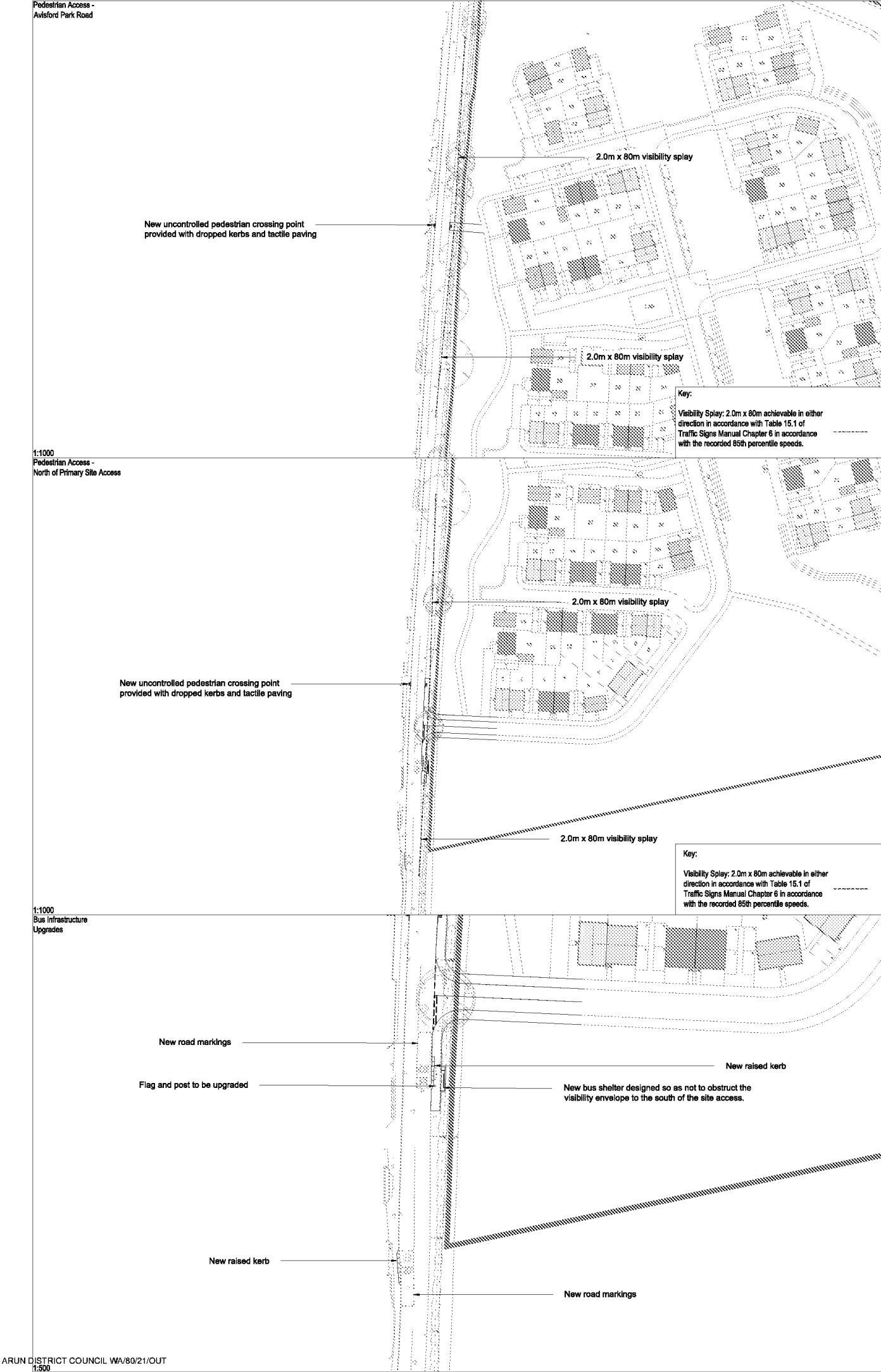
Table 7.1: Proposed Development Travel Plan – Action Plan

Objective	Approximate Timescales	Responsibility
Appoint a Travel Plan Co-Ordinator	Appoint prior to first occupation of the site.	Newell Edwards / Developer
Prepare a travel information pack which provides residents with sustainable travel information and advice	- Welcome pack to be prepared upon appointment of the TPC. - Welcome pack to be provided to new residents upon occupation of their dwelling.	TPC
Promote sustainable travel events to residents	Promote each event 4-6 weeks before it occurs.	TPC
Disseminate updated sustainable travel information and promote smartphone apps	Upon occupation of each dwelling and annually thereafter for five years. Contents of the Travel Information Pack to be reviewed every six months.	TPC
Conduct an initial Travel Audit to be submitted to WSCC's Travel Plan Officer	Within 3 months of occupation	TPC
Investigate the possibility of providing bus vouchers to the value of £150 per dwelling	Prior to first occupation	TPC

8 CONCLUSION

- 8.1.1 This Travel Plan Statement (TPS) has been produced to accompany the Transport Statement in supporting an Outline Planning Application for up to 75 dwellings on land at Yapton Lane, Walberton.
- 8.1.2 The aim of the Travel Plan Statement is to minimise the impact of the development on the surrounding highway network through promoting the uptake of sustainable forms of travel. There are a number of environmental, financial, and social benefits associated in doing so.
- 8.1.3 The TPS has identified that whilst the site is located within a village setting, opportunities exist to access local facilities and amenities within nationally regarded acceptable walk and cycle distances. Those facilities are to be promoted to residents within a Travel Information Pack.
- 8.1.4 Local bus services are relatively infrequent though will be promoted to future residents as an uptake in bus travel contributes towards the viability and operation of existing and potential services. The site is well situated and in proximity of existing stops which in turn will naturally assist in the uptake of travel by bus, particularly as pedestrian connectivity to local bus stops is set to be improved as part of these proposals.
- 8.1.5 While Census 2011 data indicates that a relatively high percentage of existing residents within the sites output area commute via SOV, it is considered that this can be improved upon via careful implementation of the measures outlined above.
- 8.1.6 A Travel Information Pack is to be prepared by an appointed Travel Plan Coordinator (TPC) which may be a member of the developers' sales and marketing team. The Travel Information Pack will ensure that future residents are fully informed of the sustainable travel opportunities available to them.
- 8.1.7 The sites TPC would be responsible for implementing and overseeing the Travel Plan Statements measures which aim to encourage sustainable travel to the site through the promotion of events and increasing awareness.
- 8.1.8 The targets set within this report seek a 10% reduction in journeys made by single occupancy car travel compared to the baseline modal share determined from 2011 census data. A corresponding uptake is intended for active and sustainable modes of travel.
- 8.1.9 The Travel Plan Statement and its measures are to be implemented for a period of five years following first occupation of the site. It is expected that after five years, sustainable travel will be entrenched within the mindsets of the sites residents and they will continue to travel using sustainable choices thus no further promotion of the Travel Plan Statement will be necessary.

FIGURES / DRAWINGS



Revision history

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Rev.	Date	Description	Drawn/Checked/Approved
P02	26.07.21	Revised following layout update	
P01	15.07.21	Revised following layout update	

Subsidiary:

S2 - Suitable for Information

Client:

Land Allocation Ltd

Job:

Yapton Lane, Walberton

Title:

Site Access General Arrangement

Classification:

FL 60_20

Scale @ A1:

As Shown

Project - Originator - Values/System - Level/Location - Type - Client/Job - Number

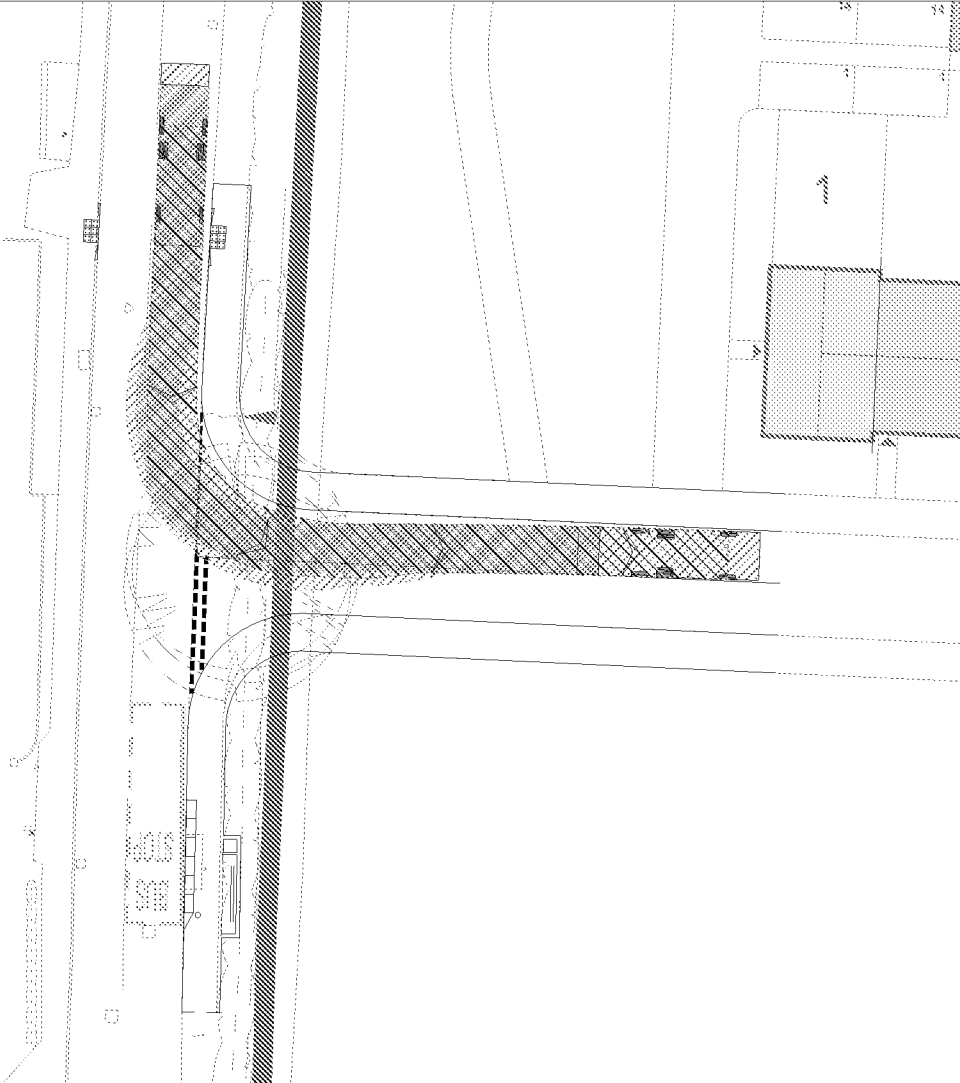
C86484 - NE -66-XX-DR-C-2001

Revision:

P02

Document/Drawing Number

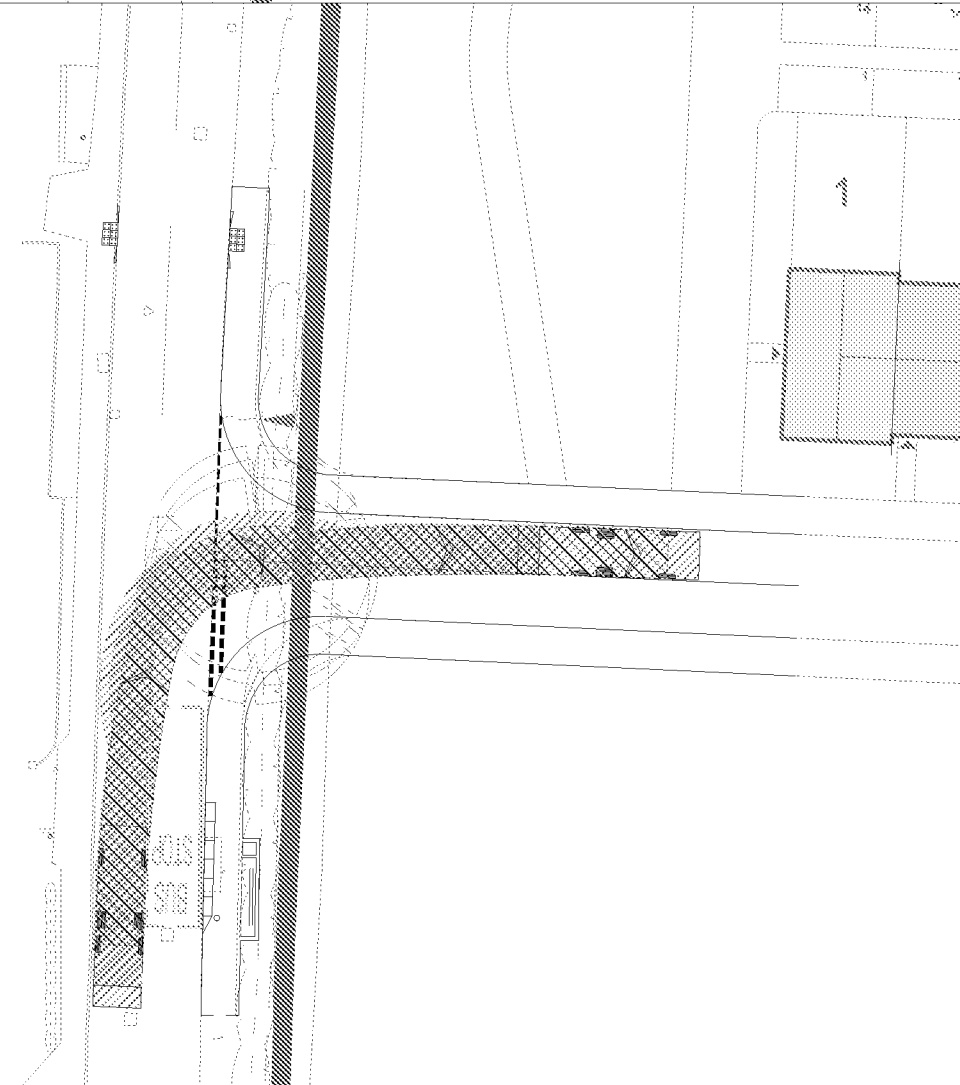
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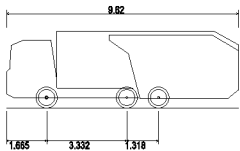
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Right In



Right Out



Phoenix 2-18W (with Elite 2 6x2RS chassis)
Overall Length 9.620m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

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HAZARD IDENTIFICATION BOX

This table is provided to assist the Principal Contractor to fulfil their obligations under the CDM Regulations 2015

Hazard Ref	Hazard Type	Hazard Description	Mitigation Measures/Residual Risk
	Construction/Operational/Environmental		

Rev	Date	Description	Drawn/Checked/Approved
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Submittal:

S2 - Suitable for Information

Client:

Land Allocation Ltd

Job:

Yapton Lane, Walberton

Title:

Refuse Swept Path Analysis

Classification:

FL_60_20

Scale @ A1:

1:200



Project: Originator: Value/Status: Level/Location: Type: Classification: Number

C86484 - NE - 66 - XX - DR - C - 2002

Document/Revision Number

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HAZARD IDENTIFICATION BOX

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Hazard Ref	Hazard Type	Hazard Description	Mitigation Measures/Residual Risk
	Overhead/Underground Cables/Services		



Rev.	Date	Description	Drawn/Checked/Approved
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Submittal: S2 - Suitable for Information

Client: Land Allocation Ltd

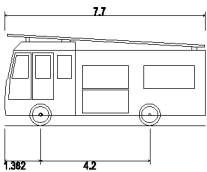
Job: Yapton Lane, Walberton

Title: Fire Tender Swept Path Analysis

Classification: FL 60_20	Scale @ A1: 1:200	HAZARD	HAS	Construction	HAZARD
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Project: Originator: Value/Status: Level/Location: Type: Classification: Number: C86484 - NE - 66 - XX - DR - C - 2003

Revised: -



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m