

LINDEN HOMES SOUTH

LAND EAST OF TYE LANE WALBERTON

RESIDENTIAL TRAVEL PLAN

REPORT REFERENCE NO. 183240

PROJECT NO. 183240-07

OCTOBER 2018

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RESIDENTIAL TRAVEL PLAN

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	REVIEWED	APPROVED	DATE
~	Draft Client Issue	STC	DH	DRAFT	18.10.15
~	Final	STC			

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1.0 CONTEXT

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Linden Homes South to provide highways and transportation advice to support a Reserved Matters planning application, submitted pursuant to the grant of Outline Planning Ref. WA/44/17/OUT.
- 1.2 This TP will be submitted to Arun District Council as planning authority. West Sussex County Council (WSCC) are the local highway authority.
- 1.3 The purpose of this TP is to provide a strategy through which journeys to and from the site are managed. This TP provides a package of measures tailored to the needs of the site to promote more sustainable and active travel choices, reducing reliance on the private vehicle.

Policy Background

- 1.4 In preparing this TP, ACE has reviewed relevant national guidance including the *National Planning Policy Framework (NPPF)*; White Paper *Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen*; and WSCC Travel Planning Guidance.
- 1.5 The White Paper entitled 'Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen', which was published in January 2011, sets out the Government's commitment to a sustainable local transport system which supports the economy and reduces carbon emissions.
- 1.6 The White Paper states that action taken locally is best placed to support economic growth and deliver reductions in transport-related carbon emissions. This can be achieved by providing people with options to choose sustainable modes for everyday local transport

choices to, for example, help boost economic growth by facilitating access to local jobs.

1.7 The *National Planning Policy Framework* (NPPF) was adopted in July 2018. It sets out the Government's planning policies for England and how they are expected to be applied. The *NPPF* superseded the former NPPF, Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide a single simplified, concise and consolidated policy document.

1.8 Effective transport planning is an important aspect to consider when seeking optimal sustainability and *NPPF* acknowledges this within a series of criteria which should be met by new development:

A) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

B) safe and suitable access to the site can be achieved for all users; and

C) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

(NPPF, page 31, paragraph 108).

1.9 In accordance with *NPPF*, this FTP and the associated TA provide an appraisal of the application site's accessibility to sustainable and vehicular modes of transport.

- 1.10 The Department for Health publication *Choosing Health: Making Healthy Choices Easier* (2004) recognises the health benefits of walking or cycling. Active travel can therefore be encouraged as part of a Travel Plan to allow people enjoy these health benefits as part of their daily routine.
- 1.11 The WSCC Travel Planning Guidance states that "*Travel Plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process, where they can be critical to the acceptability of a development*".
- 1.12 The document further states that "*A well-developed Travel Plan can mitigate the adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.*"
- 1.13 Furthermore, the document states that an 'off the shelf' Travel Plan is not acceptable as they should reflect the unique nature of a site and the measures should also reflect the proposed objectives. In order to meet these requirements, this document has been constructed specifically to meet the requirements of future residents of the site.

2.0 EXISTING SITE USE AND LOCATION

Local Context / Highway Network

- 2.1 The site, as shown in **Plate 1**, is bounded by Yapton Lane to the east, Tye Lane to the West and open agricultural land to the south.

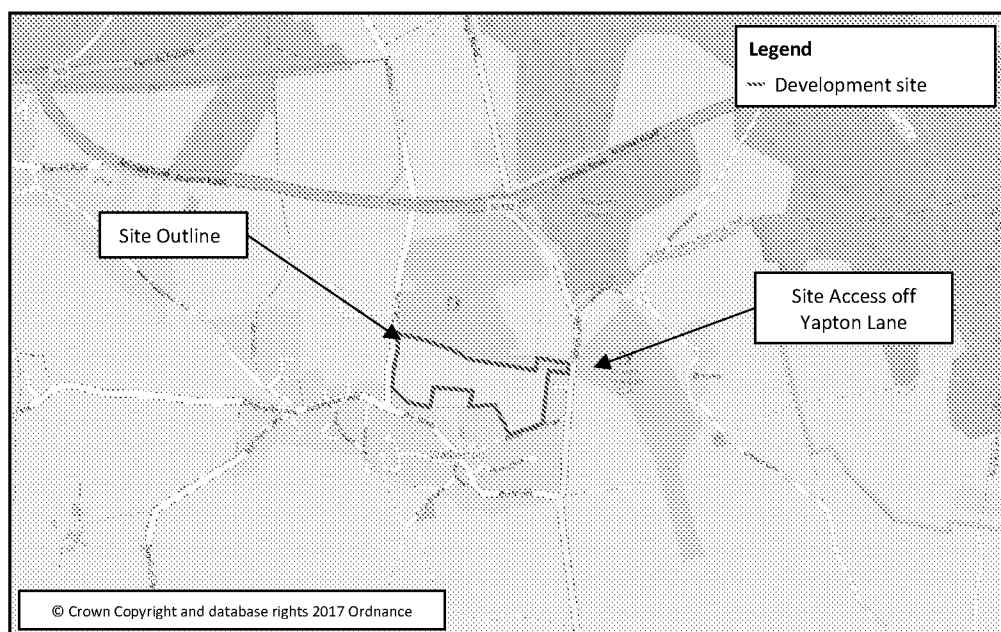


Plate 2.1: Site Location

- 2.2 Yapton Lane is a two-way single carriageway road of varying width, between 6.5m and 7.1m, and has a footway along its western side that runs to Walberton Village Centre.

Pedestrian and Cycling Infrastructure

- 2.3 The development connections to local roads will be improved as a part of this application. A list of these improvements and the connections to the centre of Walberton village and the wider area are provided below:

- Yapton Lane – Proposed site access will contain footways which will connect to the existing footways along the western site of Yapton Lane; and
 - A shared pedestrian / cycle path will be provided to the west of the site that will connect to Tye Lane.
- 2.4 In addition to the above, Tye Lane is lightly trafficked and although there are no dedicated footways, it is regularly used by cyclists and walkers.
- 2.5 There is also a new shared cycle/pedestrian route that runs between Walberton and Barnham railway station which provides an off-road route.
- 2.6 On the basis of the above, it is reasonable to state that the existing pedestrian and cycling infrastructure will be conducive for future residents to undertake sustainable forms of transport.

Public Transport Accessibility

Bus Services

- 2.7 The nearest bus stops in relation to the site are located on Yapton Lane, approximately 475m to the east of the centre of the site or a 6 minute walk. Facilities in the form of bus flagpole and timetable information are provided and these will be upgraded as part of the application.
- 2.8 Further stops are located 550m from the site at The Street, adjacent to the Holly Tree Junction.
- 2.9 The bus stops are served by two regular services, the 85/85A and 66, which operate Monday to Saturday. A summary of the frequencies of these services are provided within **Table 2.1** below.

Table 2.1: Bus Service Frequency

Route	Bus Stop	Destination	Service Frequency		
			Weekday	Saturdays	Sundays
85/85A	Yapton Lane	Arundel – Walberton – Fontwell – Chichester	Every 2 Hours	Every 2 Hours	-
66	The Street – Old Vicarage / Post Office	Bognor regis – Yapton – Walberton – Barnham – Bognor Regis (circular Route)	Every 4-5 Hours	Every 4-5 Hours	-

- 2.10 In addition to the above, there are also three school services from the bus stop at The Street which travel to Ormiston Six Villages Academy, Chichester High School and St Philip Howard School.

Rail Services

- 2.11 Barnham Railway Station is located some 3km from the centre of the site and is accessible via bus route 66 / 85A.
- 2.12 In addition to using the bus, future residents could also use the previously mentioned designated off-road shared footway / cycleway that runs between Walberton and Barnham.
- 2.13 In terms of facilities at Barnham railway station, there are 142 car parking spaces, 2 accessible spaces and 62 secure cycle storages spaces.
- 2.14 Destinations from this station include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton. Up to date information regarding timetables can be accessed www.nationalrail.co.uk.

Local Amenities and Services

2.15 The site is situated within close proximity of several shops and amenities within Walberton Village Centre. The location of these facilities are summarised below within **Table 2.2**:

Table 2.2: Local Service / Amenities

Service / Amenity	Road Name	Distance from Site
Laundrette	The Street	500m South
Dentist	The Street	500m South
Convenience Store	The Street	500m South
Public House (The Holly Tree)	The Street	575m South

2.16 The Chartered Institution of Highways and Transportation (CIHT) document "Guidelines for Providing For Journeys on Foot" (2000) notes in paragraph 1.12 that walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips. The list above therefore illustrates that the site is suitable located to promote sustainable travel within the local area.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The development proposals seek to construct 170 residential units, associated internal highway network, and a proposed access with Yapton Lane. The proposed scheme layout is attached for illustrative purposes at **Appendix A**.
- 3.2 The proposals provide on-site vehicular parking which will be in line with the demand. These spaces are provided through a combination of on-plot provision, spaces within a parking court and spaces provided along the internal highway.
- 3.3 Cycle parking spaces are provided in-line with WSCC requirements. For houses this is located within the curtilage of each dwelling, within a garage or shed; whilst for the flatted units spaces are be provided within a shared cycle store.

4.0 ANTICIPATED MODAL SPLIT

- 4.1 It is necessary to establish initial "Baseline" travel patterns to understand what the likely modal split would be when the development is occupied, although these are only able to be established once the development is built-out and occupied. Therefore, for a Travel Plan prepared in advance of occupation, such as in this case, the Plan should initially be assessed against the assumed anticipated modal split, with this assessment updated in the full Travel Plan prepared following occupation of the development.
- 4.2 We have predicted weekday modal split associated with the proposed scheme was derived using the 2011 Census Travel to Work data for Census Output Area and is summarised within **Table 4.1** below. A single output areas (E02006544) have been chosen as they both border application site.

Table 4.1: Proposed Modal Split

Method of Travel to Work	E02006544	Modal %
Train	200	7%
Bus, minibus or coach	25	1%
Taxi	11	0%
Motorcycle, scooter or moped	31	1%
Driving a car or van	2,096	73%
Passenger in a car or van	173	6%
Bicycle	115	4%
On foot	201	7%
Total	2,852	100%

- 4.3 As illustrated above, the majority of trips to and from the site will likely be undertaken by vehicles. A copy of the 2011 Census Travel to Work output is located within **Appendix B**.

5.0 AIMS, OBJECTIVES AND TARGETS

Aims and Objectives

5.1 This TP represents a long-term strategy to promote more sustainable travel reduce vehicular movements associated with the scheme.

5.2 The main objectives of this TP are to: -

- Increase the use of sustainable and active modes of travel to and from the site;
- Promote healthy lifestyles and sustainable, vibrant communities; and
- Encourage use of good urban design principles that increase the opportunity for walking and cycling.

5.3 These objectives are designed to achieve the overall aim of the Travel Plan which is to promote the use of sustainable and active modes of travel, by achieving a change in attitude to travel and increasing awareness.

Targets, Monitoring and Management

5.4 Targets, monitoring and management measures ensure that the objectives of the Plan are achieved and that it remains sustainable over the longer term.

5.5 Targets should be both achievable and stretching, ideally the overall target should be expressed in terms of reducing car driver trips to/from the site, typically as percentage points. This measurement would allow progress to be judged over time.

5.6 Targets should be 'SMART' to ensure that the outcomes can be qualified and compared year-on-year.

Specific; Measurable; Achievable; Realistic; Time-bound

5.7 Taking into consideration the above, two targets will be set prior to occupation of the development and these will be monitored using surveys at year 1, 3 and 5 (following occupation) with base line surveys being undertaken at 50% of occupation. These targets are: -

- "To reduce the number of vehicle trips generated by the site over a 12 hour period (Weekday 7am to 7pm) by 10%; and
- Increase the number of public transport trips generated over a 12 hour period by 5%.

6.0 MEASURES AND INITIATIVES

6.1 A Travel Plan should set out the long term management strategy for an existing or proposed developments, and seek to integrate proposals for increasing sustainable travel by the future residents of the site.

6.2 Initial measures are detailed below.

Residential Travel Packs

6.3 Residential Travel Packs will be prepared and issued to each household by the site sales office upon first occupation. This will provide details of the following: -

- The existence and identity of the Travel Plan Co-ordinator (see below);
- The cycle route network in the area, on-site cycle parking facilities, local cycle shops (for repairs/maintenance);
- Locations of the nearest bus stops and details of the routes that serve them and current timetable information and websites providing information on bus travel;
- Location of Barnham railway Station and the destinations which can be directly reached there by train, together with current timetable information and websites providing information on train travel; and
- Details of local taxi companies

On-site Infrastructure

- 6.4 Cycle parking is to be provided to serve the development, in-line with local standards, within garages/sheds for the houses and dedicated cycle stores for flats. The use of these spaces will be monitored as part of this TP, and if demand for cycle parking (monitored by the Travel Plan Co-ordinator, see below) regularly exceeds the supply, the provision of additional spaces will be investigated.
- 6.5 All units within the development will be provided with broadband connection points to facilitate use of the internet by residents and so maximising the potential for home working and shopping, so reducing the need to travel

Travel Plan Co-ordinator

- 6.6 Prior to first occupation of the development, a Travel Plan Co-ordinator (TPC) will be appointed to implement the TP, promote its existence to residents, and undertake regular monitoring of travel behaviour (see below). It is anticipated that the TPC will be fulfilled by the Site Management Company (SMC) and its on-going funding calculated into the site management fee for the life of the TP. The amount of time to be dedicated to this role will be set out in the detailed TP.
- 6.7 The TPC will be responsible for the following: -
- Offering a Personalised Travel Planning service for residents;
 - Distributing information on updated bus and train timetables to residents;
 - Acting as the contact for all matters concerning travel, such as adequacy and maintenance of cycle parking facilities;
 - Liaising with TPCs at other nearby developments to promote car sharing and car club use in conjunction with residents of other nearby schemes.

- 6.8 Contact details of the TPC will be provided to ADC and WSCC once they have been appointed.

Implementation and Management

- 6.9 Following approval, the principles set out in this RTP will be implemented, with further detail, such as the identity of the TPC, provided prior to occupation.
- 6.10 The TPC would be required to implement and promote the Travel Plan. They would also be responsible for organising and reviewing the travel surveys, in accordance with recommendations from WSCC's Travel Plan Officer.
- 6.11 The Travel Plan will be reviewed on an annual basis for 5 years from implementation (to be extended if targets are not achieved), with the TPC liaising with WSCC's Travel Plan Officers regarding its success.

Remedial Measures

- 6.12 If targets are not achieved, then several potential mitigation options will be considered. Examples of these measures are listed below:
- TPC coordinating Travel Plan forums where information on the benefits of sustainable travel are discussed amongst employees of the site;
 - Monthly cycle to work breakfasts are provided in order to encourage employees to cycle to work; and
 - Personalised travel planning services will be offered to all employees.

Funding

- 6.13 On agreement of the detailed TP with WSCC, this would be handed over to the SMC/TPC. The operational costs of the TP will be calculated

into the site management fee by the SMC to enable its on-going funding.

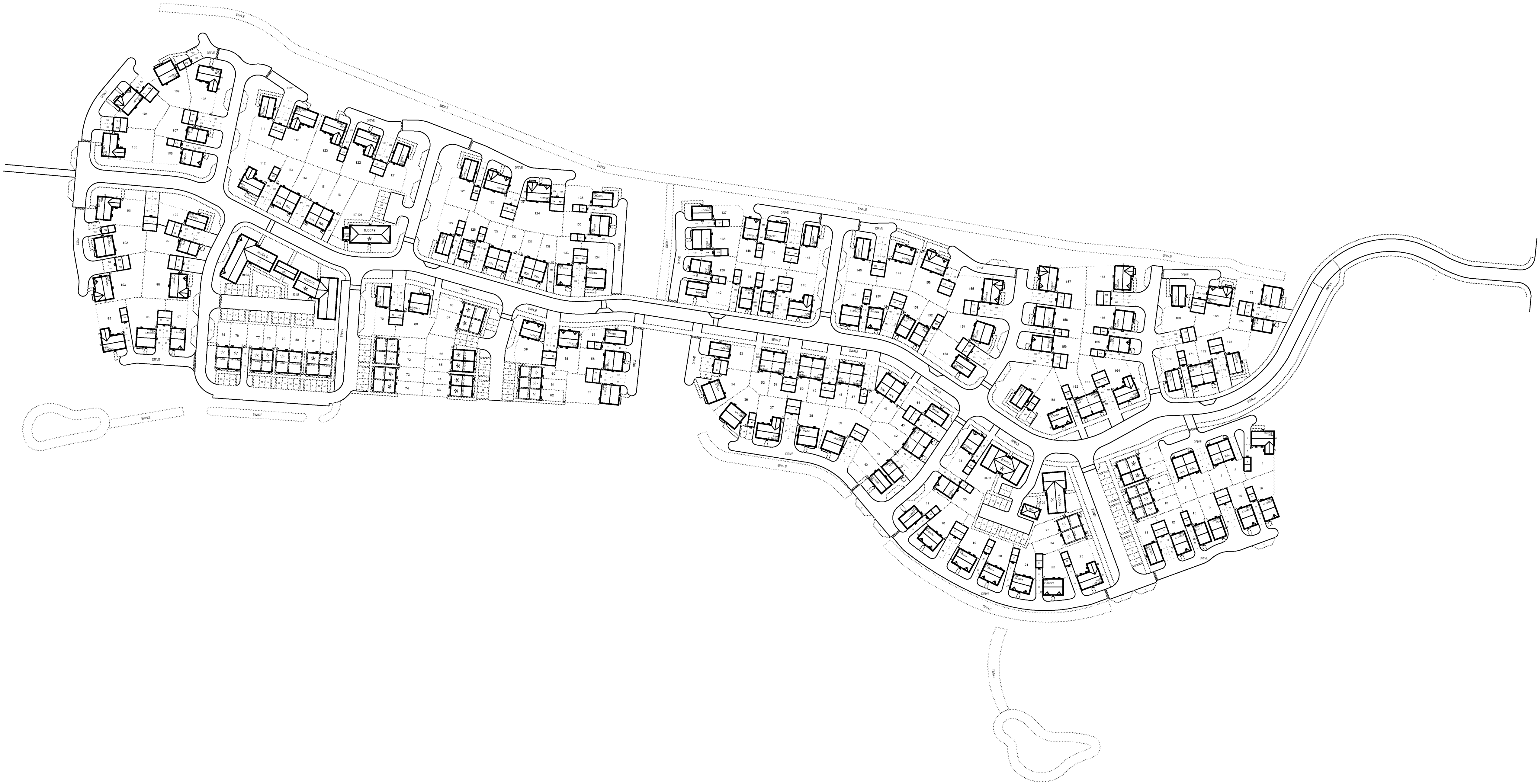
Action Plan

- 6.14 A number of actions are required to ensure the implementation and management of the TP and achieve its targets. Anticipated actions, timescales and responsibilities are set out in **Table 6.1**.

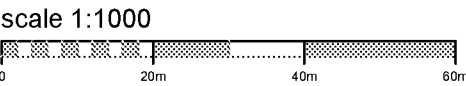
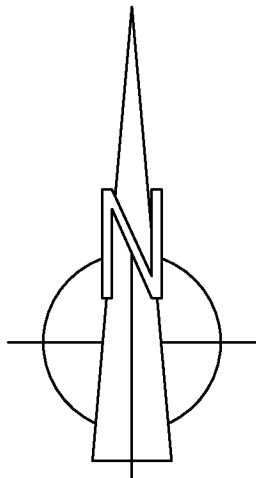
Table 6.1: Action Plan

Action	Responsibility	Target Date
Production of detailed TP	Developer	Prior to occupation
Agree Interim Targets and timelines with WSCC	Developer & WSCC	Prior to occupation
Agree details of monitoring and review with WSCC	Developer & WSCC	Prior to occupation
Implementation of physical measures (cycle parking, car parking, pedestrian links)	Developer	During construction
Appoint TPC	Developer/SMC	3 months prior to first occupation
Timeline for implementation of soft measures	TPC/SMC	Prior to occupation
TP launch	Developer/TPC/SMC	On first occupation
Implementation of TP measures	TPC/SMC	Upon opening
Submission of Baseline Travel Survey results to WSCC	TPC/Consultant	Within 1 month of TPC receiving survey results
Review findings of Travel Survey with WSCC and agree targets	TPC/Consultant/WSCC	Within 1 month of SCC receiving survey results
Repeat Travel Surveys	TPC/Consultant	Years 1, 3 and 5
Submission of Monitoring Report and discussion on progress with WSCC	TPC/Consultant/WSCC	1 month after receiving each set of survey results

Appendix A



NOTES				
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REV	DESCRIPTION	DATE	AUTHOR	CHK'D
P1	Preliminary Issue 1	31.08.18	MD	
P2	Preliminary Issue 2	20.09.18	MD	
P3	Preliminary Issue 3	04.10.18	MD	
P4	Preliminary Issue 4	08.10.18	MD	



- KEY:
- Application Boundary
 - Property Boundary Line - Ref Boundary Materials Layout and details for detailed specification
 - Boundary Walling - Ref Boundary Materials Layout and details for detailed specification
 - Shared Ownership
 - Affordable/Social Rent
 - Garden Gate
 - Bin Collection Point

NOTE: For Landscape/Boundary/Surface Materials Please Refer To Hard & Soft Landscape Drawings.
NOTE: For specific location of retaining structures & steps please refer to engineers drawings.

PRELIMINARY



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PROJECT
Land East of Tye Lane
Walberton
For: Linden Homes Southern

DRAWING
Site Layout

SCALE	DATE	AUTHOR	CHK'D
1:1000@ A1	Aug 18	MD	
JOB NO.	DRAWING NO.	REV	
LIND171208	SL.01	P4	
CLIENT REF.			

Appendix B

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 15 October 2018]

population All usual residents aged 16 to 74 in employment in the area the week before th
units Persons
date 2011

Method of travel to work	msoa2011:E02006544 : Arun 003	%
Train	200	7%
Bus, minibus or coach	25	1%
Taxi	11	0%
Motorcycle, scooter or moped	31	1%
Driving a car or van	2,096	73%
Passenger in a car or van	173	6%
Bicycle	115	4%
On foot	201	7%
Total	2,852	100%

In order to protect against disclosure of personal information, records have been swapped between different ge