Pell Frischmann

Land at Bonham's Field, Yapton

Green Travel Plan

ARUN DISTRICT COUNCIL Y/26/22/DOC

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1. Introduction

General

1.1.1. Pell Frischmann is commissioned by Seaward Properties (the 'Applicant') to provide transport planning and highways consultancy services in connection with proposals for the development of land at Bonham's Field (the 'Site'), Yapton, in the district of Arun, West Sussex.

1.1.2. This Green Travel Plan, also referenced as a Full Travel Plan (TP) has been prepared to discharge planning Condition 21 (planning reference: Y/1/17/OUT) of the approved development of 56 units at the site.

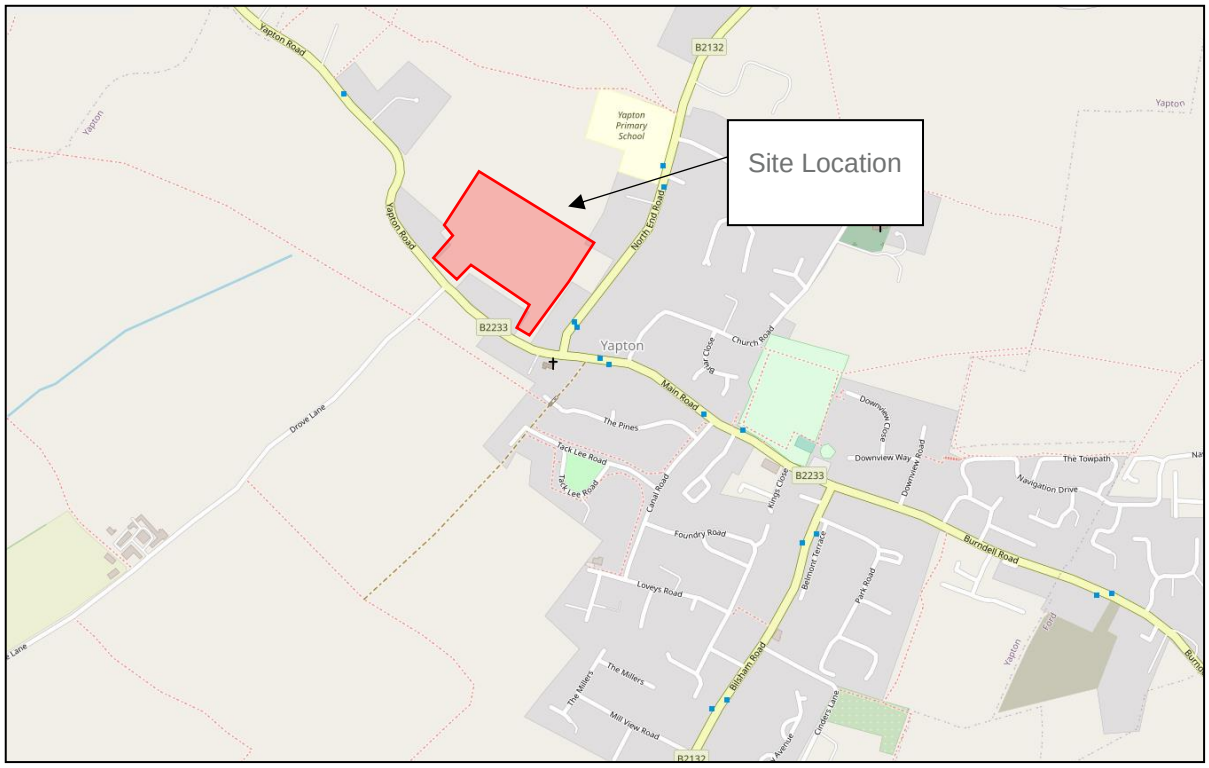
1.1.3. The Local Planning Authority (LPA) is Chichester District Council (CDC), and the Local Highways Authority (LHA) is West Sussex County Council (WSCC).

1.1.4. This TP will be secured via a Section 106 agreement.

Site Location and Description

1.1.5. The site is located to the north of Main Road, Yapton located to the west of North End Road. The site location is shown in Figure 1.1.

Figure 1.1: Site Location



Source: OpenStreetMap (2022) with Pell Frischmann annotations.

What is a Travel Plan?

1.1.6. Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.

1.1.7. TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or site and implementing measures to reduce identified adverse effects of such transportation.

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1.1.8. A TP is essentially a series of initiatives that are introduced by an organisation to provide all users of a site with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable modes of travel such as walking, cycling, and public transport.

Benefits of a Travel Plan

1.1.9. The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.

1.1.10. There is however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Healthier residents and visitors;
- Energy savings – through reduced fossil fuel use;
- Improved use of public transport – through TP initiatives;
- An improved environment for pedestrians and cyclists;
- Cost savings – to residents as travel becomes more efficient; and • Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

1.1.11. The four stated objectives of this TP are:

- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Encourage safe and viable alternatives for accessing the site for residents;
- To reduce the environmental impact associated with development traffic by raising travel awareness amongst residents and encouraging the use of alternative modes to private cars; and
- Reduction in overall vehicle mileage

Travel Plan Structure

1.1.12. This TP is divided into the following chapters:

- **Chapter 2:** Policy Review
- **Chapter 3:** Baseline Transport Conditions
- **Chapter 4:** Development Proposals
- **Chapter 5:** Objectives and Targets
- **Chapter 6:** Travel Plan Management
- **Chapter 7**: Travel Plan Initiatives
- **Chapter 8:** Summary

2. Policy Review

Introduction

2.1.1. This chapter of the TP examines the context of the site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.

2.1.2. The current agenda regarding transport and development is moving away from one of providing significant new highway capacity, through 'predict and provide' schemes. Instead, policies have been adopted in national guidelines such as the most recent Transport White Paper (2011) that seeks to encourage more sustainable modes than the car and a planning system which places more emphasis on the link between transport and land use planning policies.

2.1.3. The following national and regional planning documents have been reviewed:

National Policy

- The National Planning Policy Framework (NPPF) (2021);

Regional Policy

- WSCC Local Transport Plan 3 (2011-2026) (2011);
- WSCC 'Guidance for Parking in New Residential Developments' (2020);
- WSCC Walking and Cycling Strategy (2016); and • WSCC Cycling Design Guide (2019).

Local Policy

- Arun District Local Plan (2018).
- Arun DC SPD Car Parking Standards (2020)

National Policy

The National Planning Policy Framework (NPPF) (2021)

2.1.4. The Government's National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. It was adopted in 2012, most recently updated in July 2021. The new NPPF replaces previous editions of the NPPF, which itself replaced the majority of previous Planning Policy Statement (PPS) and Planning Policy Guidance Note (PPG) documents on 27th March 2012.

2.1.5. It is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

2.1.6. At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that "*the purpose of the planning system is to contribute to the achievement of sustainable development'. At a very high level, the objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs".*

2.1.7. The NPPF defines the delivery of sustainable development through three roles:

- an economic objective;
- a social objective; and
- an environmental objective.

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2.1.8. Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 104 (page 30) states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *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;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *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*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.1.9. Paragraph 110 (p.32) states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- 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."

2.1.10. Paragraph 111 (p.32) notes that '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'.

2.1.11. Within this context, paragraph 112 notes that *"applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Regional Policy

WSCC Local Transport Plan 3 (2011-2026)

2.1.12. The West Sussex Local Transport Plan 3 (LTP3) sets out the transport strategy for the region, and covers the period from 2011 to 2026. The document provides a transport strategy that supports economic growth in West Sussex, whilst also ensuring the plan takes note of relevant strategic planning and delivery documents. LTP3 is divided into two parts; the 'Long-Term Strategy' and the 'Implementation Plan'.

2.1.13. The main objectives of LTP3 are as follows:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing; and
- Improving safety, security and health.

2.1.14. The highest priorities for West Sussex transport include improvements to an A27 trunk road, maintaining the highway network and continuing to work with the community to improve safety record on local roads, increasing the use of healthy and sustainable modes of transport, and providing access to services.

WSCC 'Guidance for Parking in New Residential Developments' (2020)

2.1.15. WSSC Parking Guidance provides a method of calculating the demand for car parking to guide the provision provided at new residential developments. The site is located within a Zone 1 Parking Behaviour Zone (PBZ), and as such the residential parking demand should be calculated as follows:

- 1.5 spaces per 1 bedroom / 1-3 habitable room dwelling;
- 1.7 spaces per 2 bedroom / 4 habitable room dwelling;
- 2.2 spaces per 3 bedroom / 5-6 habitable room dwelling; and
- 2.7 spaces per 4+ bedroom / 7+ habitable room dwelling.

2.1.16. The document also sets out a minimum provision for of cycle parking to be provided at new residential developments. The minimum required standards applicable to the proposed development are as follows:

- 1 space per 1 & 2 bedroom / up to 4 habitable room houses; and
- 2 spaces per 3+ bedroom / 5+ habitable room houses.

2.1.17. Furthermore, the guidance also provides standards for Electric Vehicle Charging Point (EVCP) infrastructure to be provided at new residential developments. It states that 'active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide passive provision for these spaces to be upgraded in future'.

WSCC Walking and Cycling Strategy (2016)

2.1.18. The WSCC Walking and Cycling 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."*

2.1.19. The Key Objectives of the Strategy are to:

- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
- To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
- To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;
- To support economic development by facilitating travel to work and services without a car;
- To reduce congestion and pollution by encouraging and enabling people to travel without a car;
- To increase levels of physical activity to help to improve physical health;
- To help to maintain good mental health and staying independent later in life;
- To increase the vitality of communities by improving access by bicycle and on foot; and
- To help people to access rural areas and enjoy walking and cycling.

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West Sussex Cycling Design Guide (2019)

2.1.20. This document conveys our vision for better cycling infrastructure in West Sussex. It is intended to support decision makers and set out more clearly what is expected of developers. The document takes a Manual for Streets based approach to setting guidance for the internal layout design to better accommodate cyclists.

2.1.21. In respect of cycle parking the document states "*All cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development ('Sheffield' stands preferred). Garages should be designed to allow space for car plus storage of cycles in line with 'Principle G' of the County Council's 'Guidance on Parking in New Developments 2019".*

Local Policy

Arun District Council Local Plan (2018)

2.1.22. The Arun District Council Local Plan was adopted in 2018 and sets out the strategic planning objectives and policy for Transport for the local area.

2.1.23. Policy TSP1 sets out 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 and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- *Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- *Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- *Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking 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, and;*
- *Explains how the development has been designed to. i. accommodates the efficient delivery of goods and supplies; ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities; iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter; iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and v. consider the needs of people with disabilities by all modes of transport*
- *Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."*

2.1.24. Further Policy TDM1 states that proposals for all new development must:

- *'Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*

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- *Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents.*
- *Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work.'*
- *Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and places of work, education, leisure and food retail; ii. the South Downs National Park, iii. along the coast particularly between Bognor Regis and Littlehampton, iv. along the coast to Chichester, v. Bognor Regis to Arundel, and vi. Littlehampton to Goring.'*

Arun District Council Parking Standards Supplementary Planning Document (2020)

2.1.25. This SPD adopted by ADC builds on the evidence base of the WSCC Car Parking guidance for parking at new developments. The main recommendations of the SPD that alter from the WSCC guidance relate to EVCPs, Car Parking Demand and recommended levels of cycle parking.

2.1.26. The site is location in a Zone 1 Parking behaviour Zone and as such the residential parking demand should be calculated as follows which is rounded up compared to the WSCC figures:

- 2 spaces per 1 bedroom / 1-3 habitable room dwelling;
- 2 spaces per 2 bedroom / 4 habitable room dwelling;
- 2 spaces per 3 bedroom / 5-6 habitable room dwelling; and
- 3 spaces per 4+ bedroom / 7+ habitable room dwelling

2.1.27. In respect of cycle parking the SPD requires 1 spaces (if communal storage otherwise same as 1 and 2 bed houses) per 1 and 2 bedroom / up to 3 habitable room flats as opposed to 0.5 within WSCC standards.

Summary

2.1.28. Key policy guidance at all levels has been identified within this chapter of the report, ensuring that the development proposals meet this guidance with regards to transport. The proposed development is considered to be compliant with all relevant national, regional and local policy, as will be demonstrated within this report.

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3. Baseline Transport Conditions

Introduction

3.1.1. This chapter details the existing, or baseline, transport conditions considered, including public transport, walking, cycling, highways and traffic conditions. It is important that baseline conditions are accurately established so that the context of any potential future development at the site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

Site Location and Description

3.1.2. The site is located to the north of Main Road, Yapton located to the west of North End Road. The site location is shown in Figure 1.1.

Local Highway Network

3.1.3. The site is bordered by Main Road to the south of the site with two existing dwellings which separates the two sections of the site frontage to the carriageway. To the east there are residential properties located on North End Road, with existing agricultural use to the north and south on the opposite side of Main Road.

Main Road / Yapton Road B2233

3.1.4. Towards the southern boundary of the site, Main Road is a two-way single carriageway road and is subject to a 30mph speed restriction. The A2233 runs in a north-west / south-east direction between the A259 Grevatt's Lane / Crookthorn Lane and the A29 Nyton Road. There are intermittent footways on the northern and southern sides of the carriageway to aid pedestrian movement. On the southern side of the carriageway is a lay-by which provides some informal parking provision. To the west of Drove Lane this becomes Yapton Road.

North End Road

3.1.5. North End Road is located towards the east of the site and runs in a broadly north-east / south-west direction between the B2233 Main Road / Yapton Road and the A27 Arundel Road. The road is a two-way single carriageway road with footways on both sides. Street lighting is present at regular intervals and a bus stop is located towards the mini-roundabout junction between Yapton Road and Main Road.

Drove Lane

3.1.6. Drove Lane is located opposite the site and joins the B2233 Main Road / Yapton Road via a priority junction. The road is a single lane, private road which provides access to / from Drove Lane Farm.

Public Rights of Way

3.1.7. The West Sussex County Council Public Rights of Way Map has been reviewed and whilst there are a number of links shown close to the site, including route 329 to the north of the site, 362 to the east and 200_1, 155 and 157 to the south of the site, there are no routes traversing the site (see Figure 3.1).

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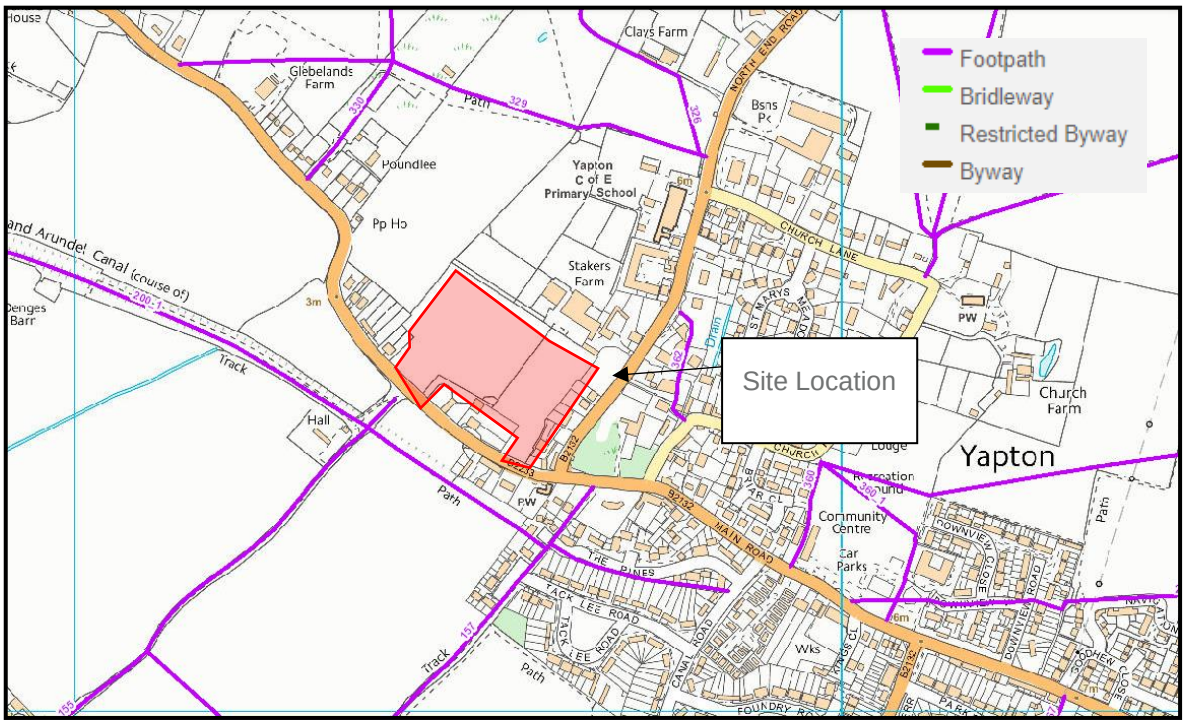
Figure 3.1: West Sussex Public Rights of Way Map



Source: West Sussex County Council (2022)

Accessibility by Non-Car Modes

Bus Links

3.1.8. Bus services offer a realistic option for the journey to work, being best suited for medium distance journeys. According to the 2011 Census, bus use represents approximately 8% of all journeys to work on a national scale and 3% of journeys in the local area.

3.1.9. The site is located within walking distance of existing bus stops located on North End Road / Main Road approximately 250m east of the proposed site access, which provide access to services number 66. There is also service numbers 228 and 665 which use these stops also the services are limited to a single journey per day.

Rail Links

3.1.10. Barnham Railway Station is located 2km to the west of the site. Rail services run north to London east to Brighton and west to Bognor Regis, Portsmouth and Southampton. There are 2 trains per hour (tph) to London Victoria, 2 tph to Brighton, 2 tph to Littlehampton, 2 tph to Southampton Central and 3 trains per hour to Portsmouth and Southsea of which 2 continue to Portsmouth Harbour and 4 tph to Bognor Regis.

Pedestrian Links

3.1.11. The site is afforded good accessibility to various key amenities and services located in Yapton, and Barnham village centre, located approximately 1.7km north west of the site. A number of facilities are located within walking and cycling distances of the site which ensures it represents a suitable location in terms of the opportunities for travel by sustainable modes.

3.1.12. Within Yapton itself, there are local amenities including a hardware shop, hair salon, post office, The Co-operative foodstore, chip-shop, village hall, a small business park, a Primary School and a garden nursery.

Cycling Links

3.1.13. A review of the Sustrans National Cycle Map shows that National Cycle Route 2 is located towards the east of the site and runs along Bilsham Road and Burndell Road. It is a long distance cycle route which, when complete, will link Dover with St. Austell via the south coast of England.

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4. Development Proposals

Introduction

4.1.1. This section of the TP introduces and outlines the development proposals for the site. It includes a summary of the description of the land use and schedule of accommodation, and access and servicing arrangements.

Development Description

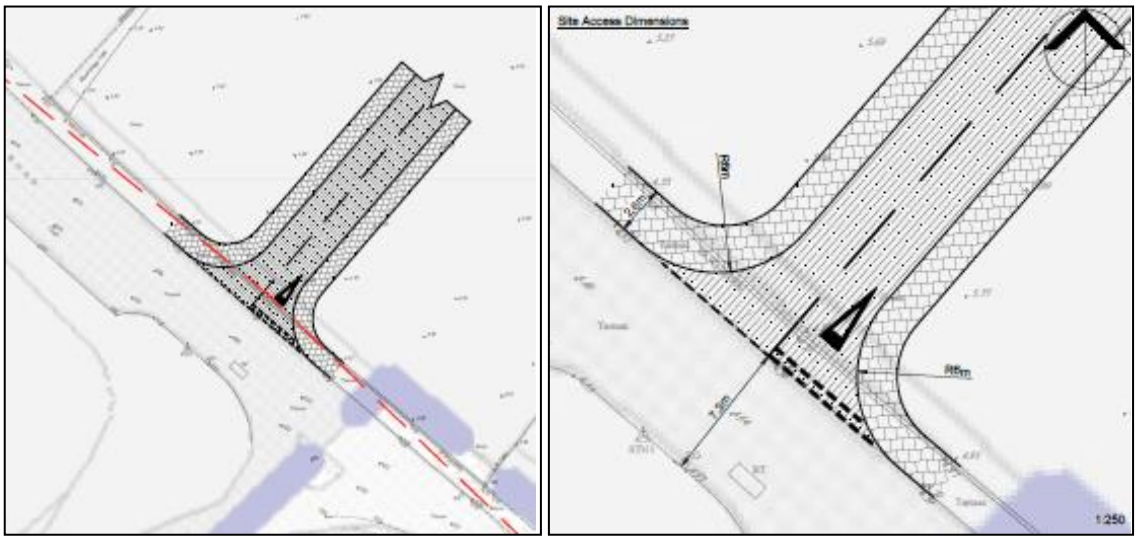
4.1.2. Extant outline planning permission was granted in December 2017 for the development of the site to provide 56 residential dwellings (planning reference: Y/1/17/OUT).

Access

Vehicle

4.1.3. Vehicular access into the site will be taken from Main Road in accordance with the agreed access arrangements set out within the Transport Assessment prepared by Iceni Projects to support the planning application Y/1/17/OUT. **Figure 4.2** comprises an extract from the Site Access Plan (01 Rev D) that formed the only detailed matter approved by ADC as part of the outline consent. The figure shows that the access was been designed to provide a 6m access road into the site, with a 2m wide footway on the western side of the carriageway. Kerb radii of 8m are provided.

Figure 4.1: Site Access Arrangement



Source: Pell Frischmann (2020)

Road Safety Audit

4.1.4. A Stage 1 Road Safety Audit and Designer's Response was undertaken within this report and concluded "*it is clear that the proposed site access can be accommodated on Yapton Road with no detriment to the safety of the existing highway.*"

Car Parking

4.1.5. The proposed car parking provision has been calculated utilising both the WSCC guidance for parking at new developments and Arun DC Car Parking standards (2020).

4.1.6. All houses with driveways and garages will be provided with an Electric Vehicle Charging Point. This is in excess of the minimum 20% required to accord with both WSCC guidance and ADC SPD. This is illustrated in **Appendix A**.

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Cycle Parking

4.1.7. Cycle parking for the proposed development will be provided in accordance with the standards provided in the WSCC 2020, this is illustrated in the figure in **Appendix A**, which are as follows:

- 1 space per 1 and 2 bedroom / up to 4 habitable room houses;
- 2 spaces per 3+ bedroom / 5+ habitable room houses;
- 1 spaces (if communal storage otherwise same as 1 & 2 bed houses) per 1 & 2 bedroom / up to 3 habitable room flats; and
- 1 space 4+ bedroom / 4+ habitable room flats.

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5. Objectives and Targets

The Focus of the Travel Plan

5.1.1. This TP is primarily focused on residents of the proposed development site, and the majority of measures proposed are intended to encourage travel to and from the site using sustainable modes. This chapter outlines the objectives of this TP, and the targets by which the success of this TP will be measured.

Objectives

5.1.2. There are a number of objectives that the implementation of the TP is intended to help fulfil, which are set out below:

- To influence travel behaviour of residents.
- To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
- To reduce the number of short-trip car journeys;
- Reduction in overall mileage generated;
- To help improve the health of residents; and
- Accommodating those journeys that need to be made by car as sustainably as possible.

Targets

5.1.3. The objectives given previously provide the framework for the TP measures. Where applicable, targets can be included in a TP to help achieve the identified objectives and there are two main types that are applicable. The most easily demonstrated are the commitment to deliver the package of measures set out in the plan. These measures are set out in the next chapter and include initiatives to promote increases in the use of cycling, walking, car-sharing and public transport.

5.1.4. The second form of target is aspirational and related to proportional changes in the travel modes used to get to the site. At this stage, it is difficult to define exactly the aspirational targets in advance of the development opening, as the modal split of residents is not known. However, possible targets could be to reduce the number of single occupancy car trips between 5% - 10% over a five year period, which is considered achievable.

5.1.5. The results of any resident travel questionnaire surveys (to be undertaken within 6 months of the residential units being 50% occupied) will provide more accurate information on the prevailing travel choices of residents and hence will provide a basis for the setting of aspirational targets in the later revision of the final TP.

5.1.6. Based on evaluation of similar sites and using the primary objectives of the TP, the interim TP targets are outlined in Table 5.1.

Table 5.1: Interim Travel Plan Targets

Target	Action	Timeline
Aim to reduce single occupancy travel by 5%	Provide up to date information of public transport and local pedestrian and cycle routes, the promotion of schemes and groups, the provision of cycle parking for each dwelling.	Within 5 Years of the Initial Survey

5.1.7. The modal split for residents will be determined following the subsequent surveys and Table 5.2 will be updated to provide existing modal split and targets based on those outlined in Table 5.1.

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Table 5.2: Multi-Modal Trip Generation Assessment

Mode	Baseline Modal Split	Year 3 Target	Year 5 Target
Train	6%	7%	7%
Bus, minibus or coach	2%	3%	3%
Motorcycle, scooter or moped	1%	1%	2%
Driving a car or van	75%	72%	70%
Passenger in a car or van	6%	7%	7%
Bicycle	3%	3%	4%
On foot	6%	7%	8%
Total	100%	100%	100%

Source: 2011 Census and Pell Frischmann calculations

5.1.8. The baseline data provided in Table 5.2 is based on the 2011 Census Method of Travel to Work data for the residents of Arun 0063 Middle Super Output Area (MSOA), which incorporates the site. This data should only be taken as a guideline as surveys of the actual residents will be undertaken once the development is occupied. It should also be noted that the 2011 Census data took place pre COVID-19, and as such travel behaviour has changed.

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6. Travel Plan Management

6.1.1. In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the site using sustainable modes of transport. It is important that there is a point of contact for residents and the local authority, as well as someone who will be responsible for the implementation of the various measures included in this TP. To achieve this, a Travel Plan Co-ordinator (TPC) will be appointed.

The Travel Plan Co-ordinator and Associated Support

6.1.2. The TP will be implemented under the control of a Travel Plan Co-ordinator (TPC), who will work in conjunction with WSCC, the local community and other stakeholders for the continuing progression of the TP. The TPC will be appointed by the developer prior to first occupation of the development.

- The role of the TPC will be as follows:
- To promote and encourage the use of travel modes other than the car, including publicity;
- To provide a point of contact and travel information for residents;
- To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed within the TP travel packs;
- To promote the car-sharing scheme within the site;
- To arrange for travel surveys to be undertaken where necessary;
- To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

Monitoring and Review Mechanisms

6.1.3. An objective of this TP is that there will be an on-going improvement process including annual monitoring to be conducted at the end of each year following the opening of the site. The whole TP will then be reviewed in consultation with WSCC. The TPC will form a contact point for communication with the local authority.

6.1.4. The travel habits of residents will act as the baseline data with regular monitoring being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

6.1.5. Questionnaire surveys of the resident's travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after the residential development is 50% occupied. These will be of a more basic nature, seeking to determine any change in the modal split and uptake of TP initiatives.

Sustaining Interest

6.1.6. It is important to sustain interest and commitment to the TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date that residents are aware of the TP and the travel options available to them.

6.1.7. The initiation of residents walking and cycling user groups will assist in sustaining interest in sustainable travel, with members taking an active role in promoting and encouraging active travel.

Marketing and Communication

6.1.8. In addition to the initiatives already outlined with the TP, there will be an ongoing marketing and communication of information following the launch.

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On-going Marketing

6.1.9. The TP will be launched on the opening of the site and will be continually marketed through the provision and updating of travel information and leaflets. The information contained within the travel packs will be periodically reviewed and updated and reissued as appropriate.

Funding

6.1.10. The implementation of the TP, once agreed with WSCC, is to be funded by the developer. This will include all cycle parking provision and accommodating facilities within the site and all costs associated with the implementation, management, marketing and monitoring of the TP.

6.1.11. The on-going monitoring of the TP measures will illustrate their effectiveness in meeting the objectives of the plan. In the event that the TP is not on track to meet its targets the annual review will outline any additional or remedial measures that may be used to get back on track. Remedial measures could include:

- Allocation of resources for further promotional activities; and
- Funding further improvements to infrastructure for non-car modes, such as additional cycle parking spaces for residents.

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7. Travel Plan Initiatives

7.1.1. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged by the TPC.

Measures to Reduce Car Use for Residents

7.1.2. The parking provision across the site will be in accordance with WSCC parking standards. Parking will be provided at a level to ensure that residents do not need to park on the surrounding highway.

7.1.3. Given the accessibility of the site and the likely level of car ownership, the aim of this TP is not to inhibit car ownership, but to encourage people to think about their travel choices and, where practical, using alternative modes of travel.

7.1.4. The following measures will be considered to reduce car use for future residents of the proposed development;

- Information on public transport links and services;
- Potential discounts on bus and rail travel;
- Promotion of local car share and walking buddy schemes;
- Promotion of local and national sustainable travel events, such as walk to work and cycle to work week.

Cycle Parking

7.1.5. Secure and covered cycle parking will be provided for residents and visitors at convenient locations within the site in accordance with WSCC standards. This provision will be reviewed periodically.

Provision of Travel Information

7.1.6. In order to promote the use of sustainable modes further, information relating to potential means of non-car access to the site will be included within travel packs provided on occupation of the site. All residents will be made aware of this information to increase awareness of the travel options available to them. The travel packs will hold up to date information about the TP and the reasons for implementing it, providing:

- Information on health benefits;
- Cycle routes;
- Pedestrian access;
- Public transport links;
- Bus and train timetables and contact information;
- Bus discount vouchers;
- Details of council run transport schemes such as, free school transport;
- Details of any discounts secured at local cycle shops;
- Details of local car share and walking buddy schemes;
- Contact details of local sustainable transport groups and organisations; and
- Details of local and national sustainable travel events, such as walk to work and cycle to work week.

Measures to Promote and Facilitate Cycling

7.1.7. There are currently no formal cycle routes within vicinity of the site but due to the rural, lightly trafficked residential roads surrounding the site, use of cycles is encouraged.

7.1.8. Consideration will be given to providing the following facilities to further encourage cycling to and from the site:

- Provision of secure and covered cycle parking in accordance with parking standards to be contained within curtilage of houses either within garages where provided or cycle stores located in rear gardens;
- Information on the local cycle network routes to be provided to residents by including this information on maps made available within travel packs;
- Health benefits of cycling promoted in Travel Packs;
- Financial benefits of commuting by bike outlined;
- Promote a bicycle users group (BUG). To be undertaken by the TPC to commence on opening;
- Promote a cycle buddy scheme to encourage residents to cycle to work and local places of recreation with other residents;
- Details of any discounts available at local cycle stores (to be negotiated by the TPC);
- Provide details of local cycling clubs; and
- Provide details of cycle to work week.

Measures to Promote Walking

7.1.9. Measures aimed at increasing the viability of walking to/from the site will be based around consideration of the provision of the following facilities and benefits prior to the opening of the site:

- Information on the 'on and off highway' pedestrian network routes to be provided to residents by including this information on maps which is to be produced by the occupiers and made available within travel packs;
- Promote a 'walking buddy' scheme for residents, similar to car sharing to be implemented by the TPC on opening and accessed via the national 'walkbudi' scheme www.walkbudi.liftshare.com;
- Health benefits of walking promoted in travel packs;
- Provide details of local ramblers/walking groups;
- Improvements to existing footway; and
- Provide details of walk to work week.

Measures to Promote and Facilitate Public Transport Use

7.1.10. Increased accessibility to, and use of, public transport is considered to be a key element of any TP. The provision of a crossing point at the site access road will improve the current walking facilities between the site and the village centre. The site benefits from good public transport accessibility, with frequent bus services accessible within a reasonable walking distance of the site. Access to these facilities by foot and cycle is also good.

7.1.11. Travel packs will be provided to residents and will include the following to encourage public transport use:

- Provide up-to-date public transport information including timetables and bus and train company contact information within travel packs;
- Provision of discounted bus travel vouchers in travel packs;
- Improved links to bus stop locations will be provided by the improved footway link; and
- Provide information on council run transport schemes such as, free school transport.

Car Sharing

7.1.12. Car sharing is a good means of reducing single-occupancy car use. The main benefits of car sharing are as follows:

- Reduction in travel costs;
- Reduced demand for car parking;
- Reduction in wear and tear on vehicles;
- An opportunity to socialise with neighbours;
- Shared driving and reduced stress; and

- Less cars on the road, so less congestion and pollution.

7.1.13. The main reasons for not wanting to car share are often found to be as follows:

- Reduced flexibility to meet job requirements;
- Less freedom to combine trips to and from the destination with other journeys; and
- Difficulties in keeping to agreed schedules.

7.1.14. The practicalities of car sharing for residents may be limited due to the varying start and finish times and destinations of residents, however, the developer, through the TPC, will endeavour to promote car sharing for residents within 6 months of opening to encourage those driving from home to nearby locations to offer lifts to neighbours.

7.1.15. Given the complexity of matching potential car sharers, residents will be encouraged to sign up to WSCC Car Share, a car share club for people living and working throughout West Sussex. Full details can be obtained on the WSCC Car Share website https://westsussexcarshare.liftshare.com

Personal Travel Planning

7.1.16. The TPC will offer Personal Travel Planning (PTP) to all residents. Through a brief discussion and completion of a questionnaire the TPC will be able to advise on potential changes residents could make to the way they travel for different journey purposes with a view to reducing single occupancy car trips. As with car sharing, reducing the number of car trips made will result in lower expenditure on fuel and improved health and wellbeing for residents from walking and cycling.

7.1.17. The TPC will provide relevant maps, contact details and timetable information to enable each individual recipient of PTP to have all of the information they need to travel more sustainably.

8. Summary

8.1.1. The measures and initiatives recommended within this TP are considered to be sufficient to encourage residents of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car.

8.1.2. The monitoring and review process will ensure the plan remains a live document and will sustain the necessary efforts for it to reach its objectives.

8.1.3. This TP identifies that the site has good opportunities for residents to use existing modes of transport other than the car. The developer and TPC will undertake the following to ensure the TP meets its objectives:

- Secure cycle parking for residents and visitors;
- To provide regularly updated bus and train timetable information and cycle route plans within resident travel packs; and
- Implement a range of measures to encourage residents to minimise the number of single occupancy car trips they make.

8.1.4. This TP will be secured via a S106 agreement.

Appendix A: Bicycle and EV Parking Locations

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1 Proposed Electric Vehicle Charging Point Locations

1 : 500

REV:	DATE:	REVISIONS:	REV:	DATE:	REVISIONS:

SCALES:

1:50@A1 — 3 M
1:500@A1 — 30 M
1:100@A1 — 6 M
1:1000@A1 — 60 M
1:200@A1 — 12 M
1:2000@A1 — 120 M

CLIENT	Seaward Properties Ltd	PROJECT	Bonhams Field, Yapton
SCALE	1 : 500 (A1 ORIGINAL)	DRAWING	Proposed Electric Vehicle Charging Point Locations
DRAWN	DA		
DATE	10/09/21	18076	P109

architecture planning masterplanning
Broadmede House, Farnham Business Park,
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info@osparchitecture.com www.osparchitecture.com
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