Travel Plan Statement

Skywaves,

Ivy Arch Road,

Worthing,

BN11 8BX









Client: Hampshire Homes Limited

Ref: 12465D

Date: September 2025

Index

Executive Summary 2

1 Introduction 3

2 Existing Site Details 7
Local Highway Network 8

3 Proposed Development 9

4 Site Travel Opportunities 10
Proximity to Local Services and Facilities 10
Cycle Provisions 14
Taxis 19
Car Parking 19
Car Sharing 19

5 Aims & Objectives 20
Aims 20
Objectives 20

6 Travel Plan Coordinator 23

7 Marketing and Promotion 24

8 Conclusions 26

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	09-2025	TS	LNS	LNS

Executive Summary

The site is located at Skywaves House, Ivy Arch Road in Worthing town centre. The area is administered by Worthing Borough Council and West Sussex County Council.

Demolition of existing building and erection of three-storey building comprising 21 residential units providing temporary accommodation and b1(a) office space on the ground floor. In addition, the ground floor space will be used to provide mental health support to individuals and groups. It will include teaching areas, private counselling, and clinic rooms as well as a flexible learning space for residents and visitors. Most use will be ancillary to the accommodation, but it is likely that there will also be prearranged appointments and perhaps some drop-ins. The service will operate seven days per week and possibly early evenings.

Vehicular access to the site will be retained via Ivy Arch Road to serve the proposed parking spaces. Pedestrian access is also taken from Ivy Arch Road, which benefits from continuous footways on both sides of the carriageway. A bus stop is located approximately 35 metres from the site (around a 1-minute walk), providing convenient access to local and regional services. Worthing railway station is also within a short walking distance.

This Travel Plan Statement sets out a strategy of targets and measures to encourage sustainable modes of travel by residents, with an emphasis on reducing reliance on the private car.

The primary objectives of the travel plan statement are to help and encourage residents to achieve the following:

- To encourage a modal shift to active modes such as walking and cycling;
- To increase resident awareness of the advantages and availability of sustainable/active modes of transport;
- To promote the health and fitness benefits of active travel to all users;
- To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes.

The Travel Plan Co-ordinator will be responsible to ensure that the Travel Plan is promoted and adapted.

1 Introduction

1.1 This Travel Plan Statement has been prepared for Hampshire Homes Limited in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 West Sussex County Council Development Travel Plan Policy Document gives thresholds for the requirements for Travel Plans and Travel Plan Frameworks in Appendix C of the document. For C3 Dwelling Houses, no assessment is required if the number of houses is <80 dwellings.

1.3 However, as a measure to encourage more sustainable modes of transport to and from the proposed development site, a Travel Plan Statement has been provided. The development falls below the threshold in accordance with the WSCC Travel Plan policy.,. This TPS will ensure that walking, cycling and use of public transport is accounted for at the beginning of the development for this to be a realistic, reliable modal choice for residents instead of use of the private car.

1.4 At the time of writing, the most recent guidance is: "WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments)", as of August 2025.

1.5 In accordance with the WSCC guidance, the Travel Plan Statement will cover the following:

- Introduction – Brief description of the development proposal and the reason for the Travel Plan Statement;
- Site Accessibility – Description of the existing and proposed accessibility by all modes;
- Policy/Policy Compliance – Detail relevant policy including NPPF, LTP and WSCC's Travel Plan guidance;
- Objectives – The development of several objectives to encourage non car travel;
- Proposed range of measures – Several actions will be suggested for each transport mode, which will aim to encourage non-car trips to and from the site and encourage the use of more sustainable modes;
- Travel Plan Co-ordinator name and role
- Travel Plan Statement Audit – A simple survey of travel habits of future residents
- Conclusion – Summary and conclusion of the Travel Plan Statement.

1.6 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS) 1 & 2;
- Worthing Borough Council Local Plan (2023-2036);
- West Sussex County Council Local Transport Plan (2022-2036).
- West Sussex County Council Travel Plan Statement Policy

Travel Plan Background – West Sussex County Council Development Travel Plan Policy

1.7 Travel Plans have become an essential tool for the delivery of national, regional and local transport policy as they can assist in increasing accessibility and improving public health whilst reducing congestion and local air pollution.

1.8 A Travel Plan is a long-term management strategy for an organisation or site that establishes a structured strategy with clear objectives, supported by suitable policies, which ensures that sustainable transport objectives are delivered through action.

1.9 A Travel Plan is a living document involving the identification of an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Other objectives could include:

- Improving site access and travel choice;
- Meeting an organisation's environmental standards;
- Increasing business efficiency and equality;
- Reducing congestion and demand for parking spaces;
- Ensuring adequate provision for people with disabilities;
- Providing opportunities for active, healthy travel;
- Providing choice and quality access to key services (such as hospitals, education, shops and employment);
- Delivering local environmental improvements from reduced congestion, pollution and noise;
- This is particularly appropriate to developments within or adjacent to Air Quality;
- Management Areas (AQMAs) or environmentally sensitive locations.

1.10 By influencing travel behaviour and contributing to a reduction in trips made by car, Travel Plans can help to reduce emissions and air pollutants, climate change gases and noise to the benefit of people who live or work in West Sussex and visitors to our county.

1.11 An early start to Travel Planning enables future occupiers to adapt their travel behaviour to match the travel opportunities and constraints of a development site. It is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the occupiers and those using the site.

1.12 A Travel Plan is part of a process capable of achieving a great deal. It is the intention of this guidance to assist in the development and implementation of good quality, effective Travel Plans to support developments in West Sussex.

Benefits to residents, visitors and the community

- Improved accessibility, public transport provision and travel choice for reaching local facilities by residents and the wider community;
- Enhanced social inclusion for those experiencing accessibility difficulties;
- A sense of community;
- Reduction in the inequalities that may exist between car / non car owners;
- Improved understanding of the benefits of not using the car when alternatives exist;
- Reduced need to travel by provision of on-site facilities and access to information and services through the internet;
- More households changing their travel behaviour and adopting positive lifestyle choices;
- A more attractive environment that contributes to regeneration and renewal initiatives;
- Increased scope for child friendly housing layouts with fewer roads, vehicle movements and parking areas;
- Scope to complement nearby Travel Plans and possibly even assisting them in achieving more ambitious initiatives;
- Existing residents in the surrounding community will enjoy a less polluted environment and improved road safety that will especially benefit children and other vulnerable groups.

Benefits to the environment

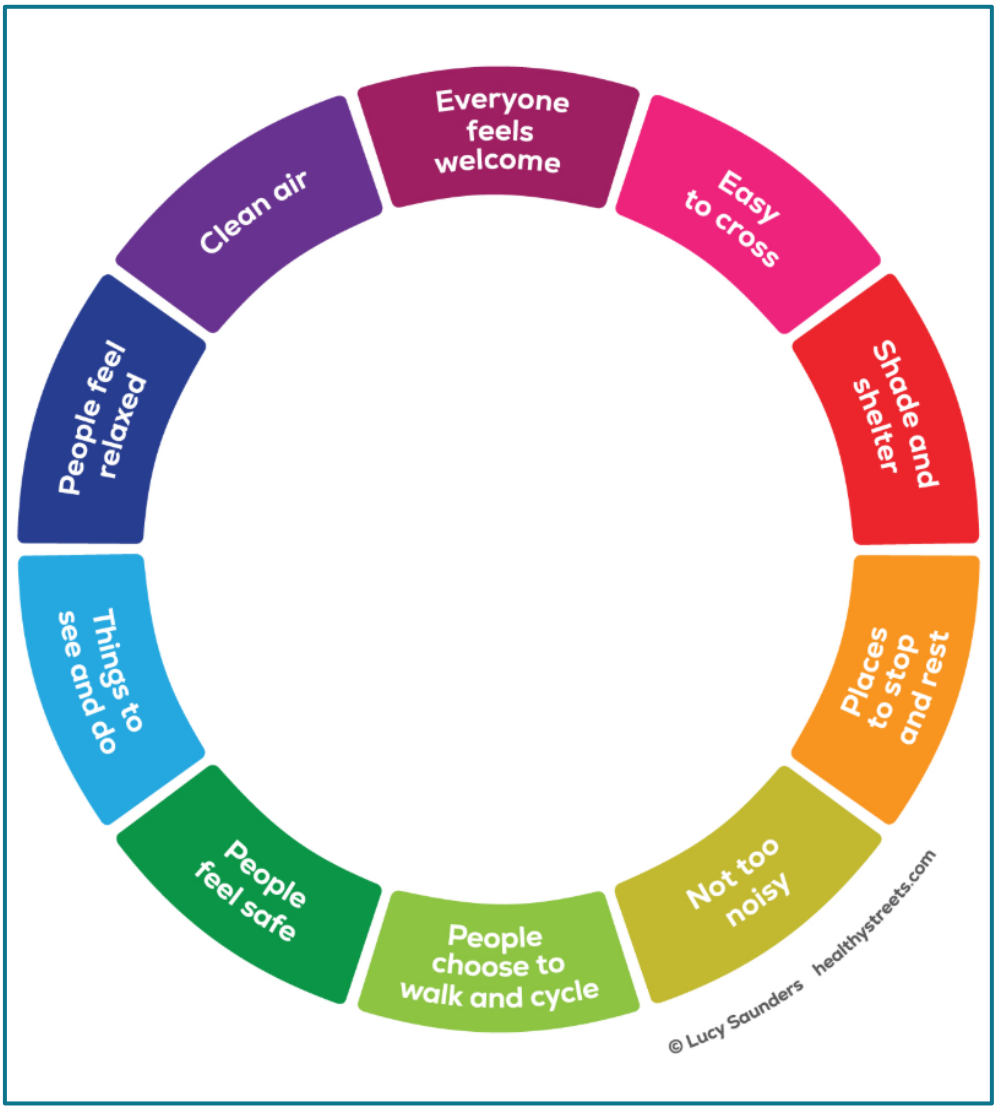
- Reducing the need for car use
- Less congestion
- Improved personal and road safety
- Improved air quality
- Reductions in noise pollution
- Improved quality of the public space
- Lower carbon footprint

Healthy Streets

1.13 Whilst this site is not located in London, the urban characteristics make this site a suitable choice for walking and cycling first, in combination with public transport, following principles of the 15-minute city approach. The characteristics of the site align with the Healthy Streets approach as detailed below.

1.14 **Figure 1.1** shows the Healthy Streets Approach.

Figure 1.1 – Healthy Streets Approach



2 Existing Site Details

2.1 The site is accessed directly from Ivy Arch Road, which connects onto King Edward Avenue, providing access to Broadwater Road (A24) and the wider strategic road network. Controlled parking, including double yellow lines and Permit Holder restrictions, exists along Ivy Arch Road; immediately adjacent to the site, the road is protected by double yellow lines, preventing commuter parking.

2.2 Continuous footways along Ivy Arch Road and surrounding streets provide safe pedestrian access, while the site also benefits from cycle routes in the area. A bus stop is located approximately 35 metres from the site. A range of town centre amenities are within walking and cycling distance.

2.3 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area.

Figure 2.1 – Aerial View of Existing Site



Local Highway Network

2.4 The site is accessed directly from Ivy Arch Road, which is subject to a 30mph speed limit. Footways are provided on both sides of the carriageway, offering safe pedestrian routes to the surrounding town centre. The area has benefitted from recent public realm improvements delivered through the Worthing Growth Programme, particularly around Worthing station, including widened pavements, enhanced lighting, improved crossing points, and additional cycle parking.

2.5 Ivy Arch Road connects with King Edward Avenue, which provides access to Broadwater Road (A24) to the east. The A24 is a key north–south corridor, linking Worthing with Findon, Horsham, and the M25, and forms a primary route for local and regional bus services. Around 3.3km northwest, the A24 intersects with the A27, the main east–west route along the south coast, which supports bus routes connecting Worthing with Brighton, Chichester, Portsmouth, and Eastbourne. These well-connected routes provide frequent public transport options, encouraging residents to travel sustainably rather than relying on private cars.

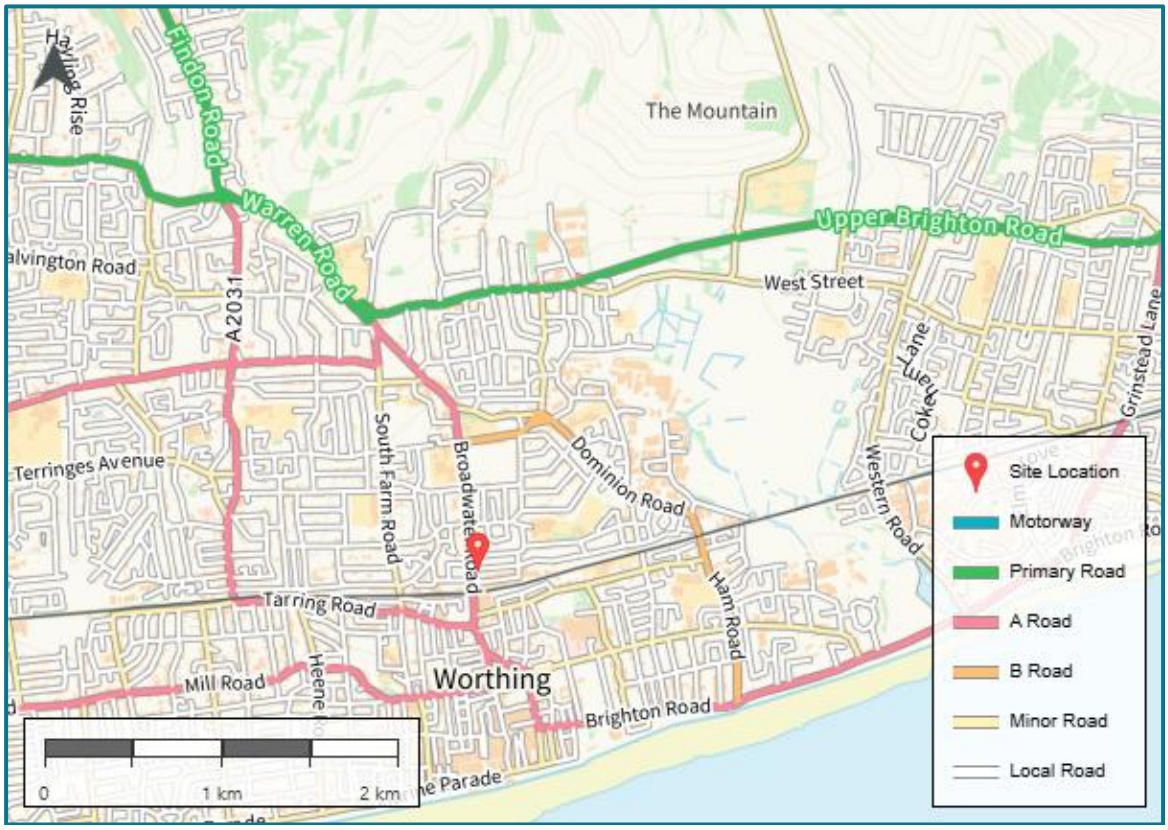
2.6 Worthing railway station is located approximately 380m (around a 6-minute walk and a 2-minute cycle) from the site. The station offers frequent direct services to destinations including London Victoria, Brighton, Chichester, Portsmouth, and Southampton, providing excellent opportunities for sustainable longer-distance travel.

2.7 Bus stops are located immediately outside Worthing railway station, providing regular services to the town centre, surrounding residential areas, and coastal settlements. In addition, a bus stop is situated approximately 35m from the site on Ivy Arch Road, served by routes 1, 16, 23, 23X, 69, and N700, offering convenient local and regional connections. The surrounding area reflects many of the Healthy Street's principles, with wide footways, dropped kerbs with tactile paving, suitable street lighting, greenery, public seating, and sheltered areas. Dedicated cycle lanes further enhance connectivity and support active travel, helping residents access key destinations sustainably.

2.8 In summary, the site is highly accessible by all modes of transport. It benefits from direct access to the local road network, proximity to strategic routes (A24 and A27), excellent rail links, and enhanced pedestrian and cycling infrastructure, ensuring convenient and sustainable travel choices for future residents.

2.9 **Figure 2.2** shows the local highway network in the vicinity of the site.

Figure 2.2 – Local Highway Network



3 Proposed Development

3.1 Demolition of existing building and erection of three-storey building comprising 21 residential units providing temporary accommodation and b1(a) office space on the ground floor. In addition, the ground floor space will be used to provide mental health support to individuals and groups. It will include teaching areas, private counselling, and clinic rooms as well as a flexible learning space for residents and visitors. Most use will be ancillary to the accommodation, but it is likely that there will also be prearranged appointments and perhaps some drop-ins. The service will operate seven days per week and possibly early evenings.

4 Site Travel Opportunities

Proximity to Local Services and Facilities

4.1 Worthing is a major coastal town in West Sussex that provides a comprehensive range of employment, retail, education, and healthcare opportunities. The town centre contains numerous high-street shops, supermarkets, cafés, and essential services, all within a short walk of the site.

4.2 Several primary and secondary schools are located within walking and cycling distance, alongside healthcare provision including GP surgeries and pharmacies. Worthing Hospital, which offers a full range of acute services including Accident & Emergency, is situated approximately 1km from the site.

4.3 The site is located only 380 metres from Worthing railway station, which provides frequent direct services to London Victoria, Brighton, Chichester, Portsmouth and Southampton. Bus stops are located approximately 35 metres from the site at Broadwater Bridge. This stop is served by routes 1, 16, 23, 23X, 69, and N700, providing convenient local and regional connections. The town centre is also only a short walk away, placing retail, employment, and community services within immediate reach.

4.4 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.1** and listed below in There are a number of facilities and services available to future residents this including (but not limited to):

4.5 **Figure 4.1** Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.1 – Local Amenities Nearby Site

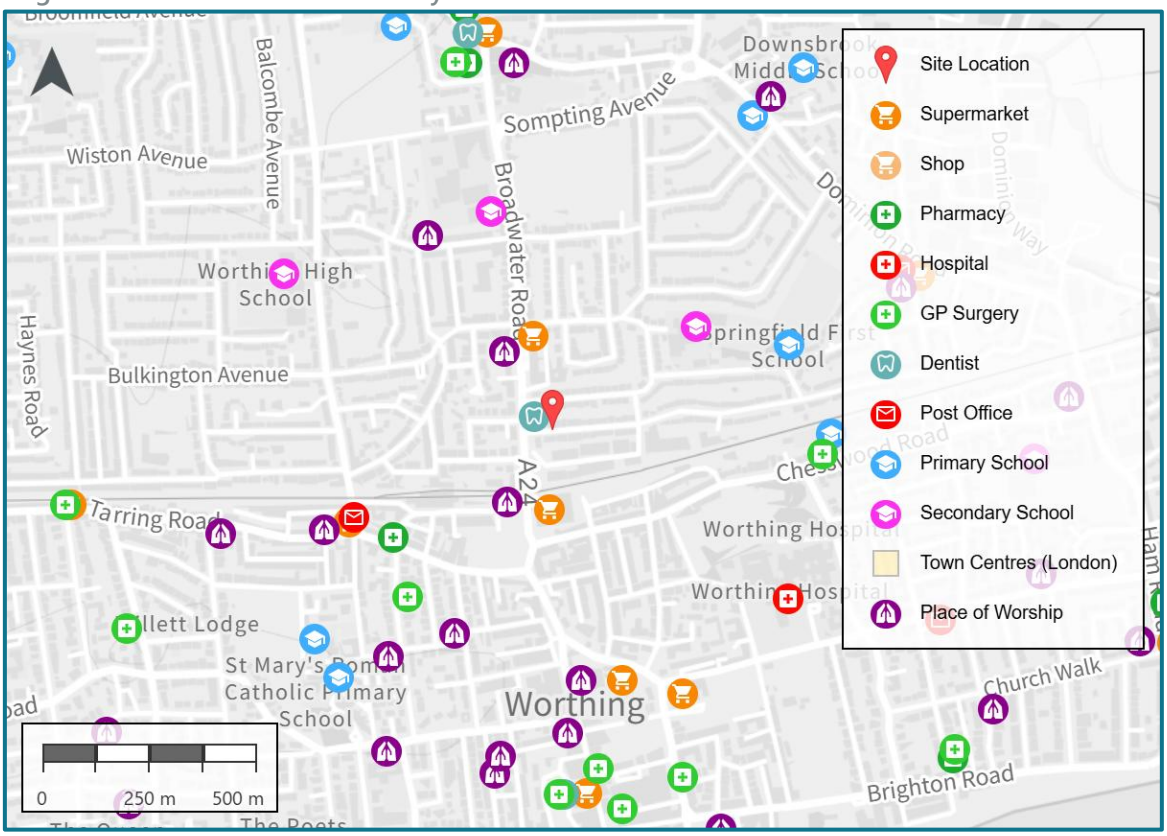


Table 4.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Place of Worship (Worthing Mosque)	180m	3	1
Supermarket (Morrisons)	450m	6	2
Pharmacy (Paydens)	500m	7	2
Secondary School (St Andrew's CE High School)	570m	8	2
Green Space (Homefield Park and Playground)	630m	9	2
Homefield Primary School	850m	11	3
Hospital (Worthing Hospital)	1000m	13	4

Accessibility by Foot

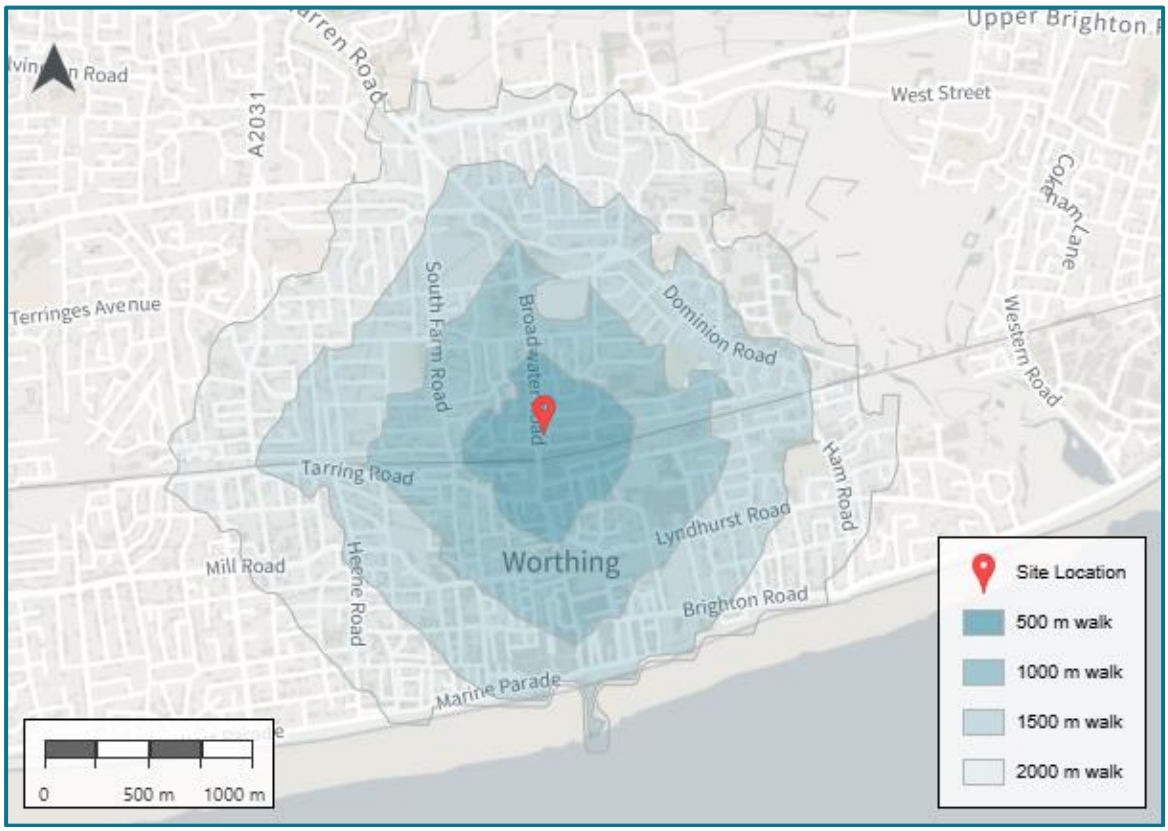
4.6 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.7 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74).

4.8 **Figure 4.2** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.2 – 2km Walking Isochrone



4.9 As demonstrated by the isochrone map above, the main built-up area of Worthing is accessible on foot from the site access point, with walking distances of less than 2km.

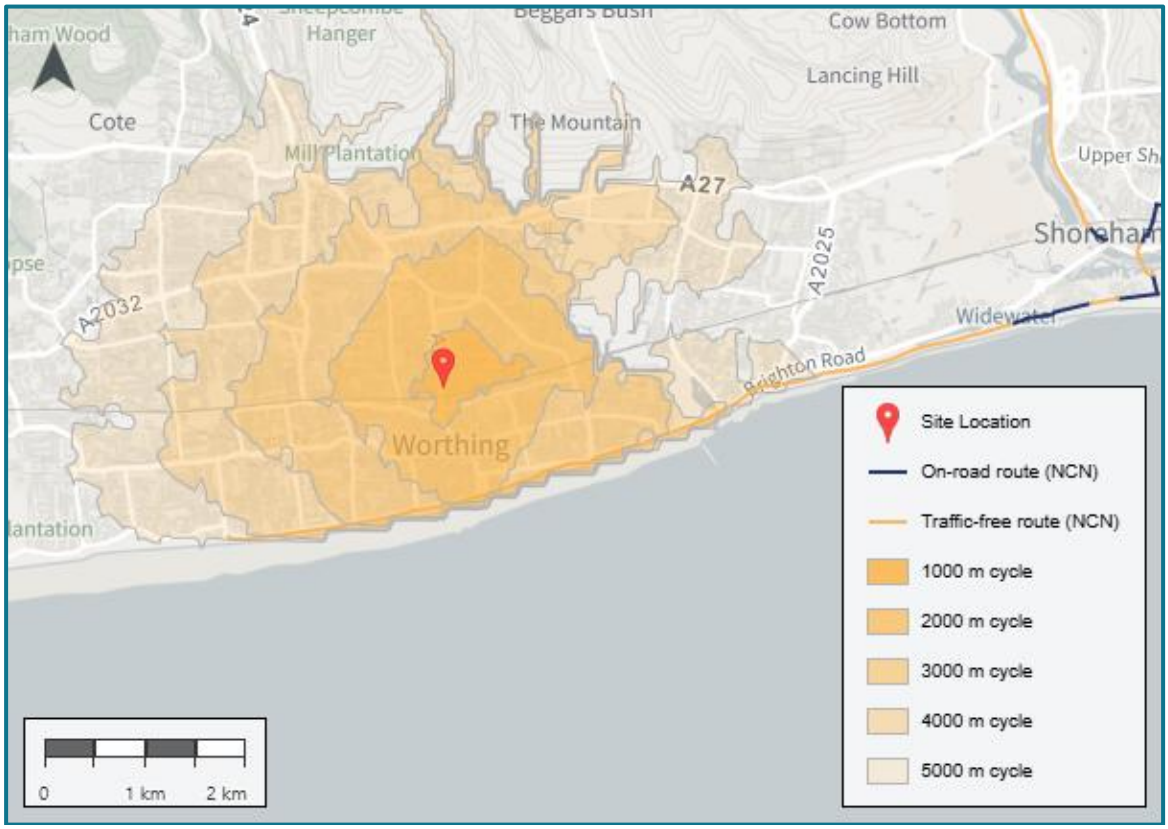
Accessibility by Cycle

4.11 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.12 **Figure 4.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.3 – 5km Cycle Isochrone



4.13 Key local destinations are easily accessible by cycling from the site, with most reachable within 1 to 4 minutes. For example, Morrisons supermarket is just a 2-minute cycle ride away, while the secondary school and local pharmacy are both around 2 minutes by bike. Other important facilities such as secondary schools, green spaces, and healthcare are also within a short cycling distance, typically under 5 minutes. The area's flat terrain and roads make cycling a practical and attractive travel option for daily trips. **Figure 4.3** also highlights the presence of traffic-free cycle routes in Worthing.

Cycle Provisions

4.14 The development will provide a total of 10 secure cycle parking spaces will be provided close to the main entrance.

4.15 The site is particularly well suited to encourage cycling. Worthing benefits from a very flat topography and an established cycle network, including on-road cycle lanes and shared-use paths that provide direct connections across the town and to the wider coastal area. The central location of the site places the town centre, railway station, schools, healthcare facilities, and employment areas all within easy cycling distance.

4.16 To encourage residents of the site to walk and cycle, the following measures will be promoted:

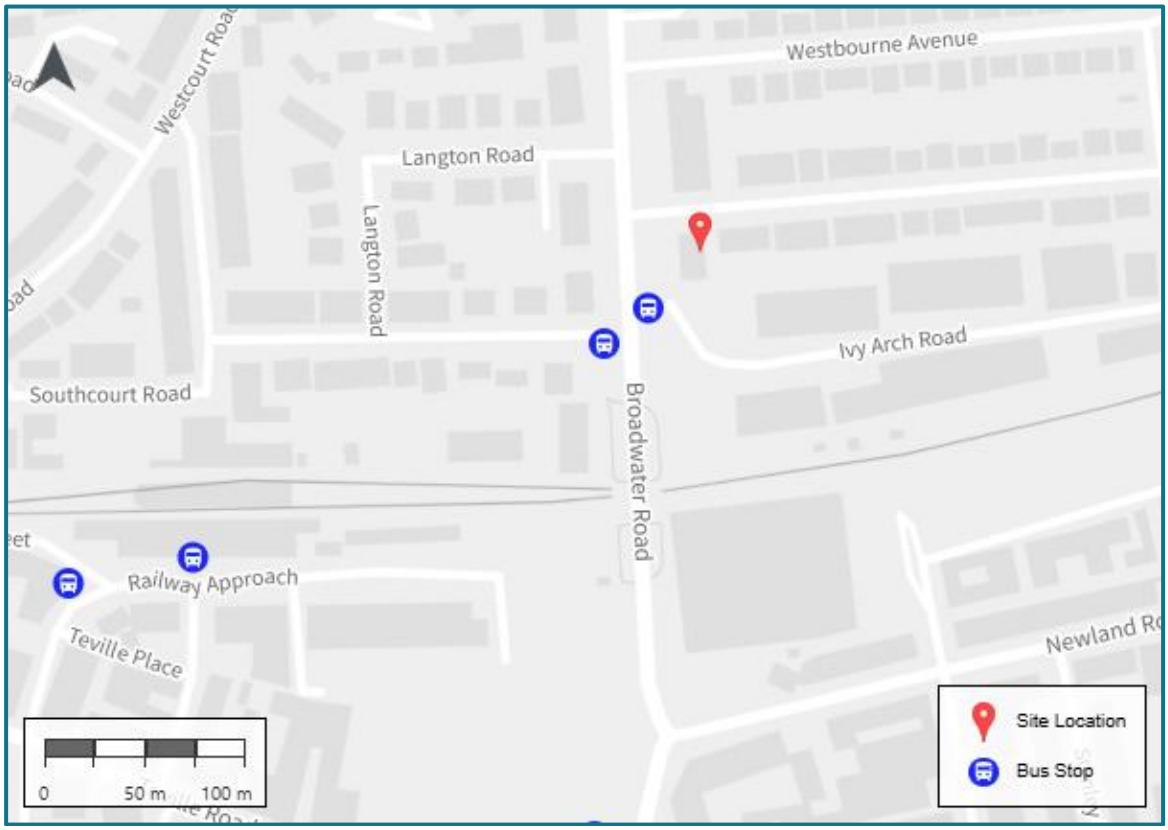
- Provision of 10 secure, sheltered cycle storage spaces in a communal store;
- Distribution of information on local walking and cycling routes;
- Promotion of cycle-to-work schemes;
- Encouragement of local cycle hire schemes such as Donkey Republic;
- Opportunities for residents to access cycle maintenance support, organised in partnership with local providers where demand exists;
- Promotion of community-based walking initiatives, including links with local schools for walk-to school events;
- Signposting residents to sustainable travel resources such as Sustrans;
- Promotion of free health and travel apps that encourage walking and cycling.

4.17 PPG 13 considers cycling at paragraph 80 and states: *"cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport."*

Bus Services

4.18 Bus stops are conveniently located within a 1-minute walking distance of the site, as shown in **Figure 4.4**.

Figure 4.4 – Nearest Bus Stops to Site



4.19 The nearest bus stop is located at Broadwater Road Bridge, approximately 35 metres north of the site, around a 1-minute walk. This stop is served by routes 1, 5, 7, 16, 23, 23X, 69, and N700, providing a wide range of local and regional destinations within convenient reach of the site.

Table 4.2 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Broadwater Bridge	**1**	Worthing - Midhurst	1 per hour	1 per hour	6 per day
Broadwater Bridge	**5**	Worthing – Broadwater - Durrington	3 per hour	3 per hour	2 per hour
Broadwater Bridge	**7**	Worthing – High Salvington	7 per day	7 per day	No Service
Broadwater Bridge	**16**	West Tarring – Lancing Broadway	8 per day	9 per day	No Service
Broadwater Bridge	**23**	Crawley Bus Station – Horsham, Bus Station	1 per hour	1 per hour	9 per day
Broadwater Bridge	**23X**	Crawley Bus Station – Worthing Pier	1 per day	1 per day	No Service
Broadwater Bridge	**69**	Alfold – Worthing via Pulborough	Tuesday's/Friday's – 1 per day	No Service	No Service
Broadwater Bridge	**N700 - Coastliner**	Brighton – Durrington via Shoreham-by-Sea, South Lancing & Worthing	4 per day	4 per day	4 per day

4.20 As **Table 4.2** demonstrates, there is a high frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient and sustainable modal choice for residents and visitors of the proposed development. It should be noted that **Table 4.2** only includes the closest bus stops to the site and does not represent all bus services available in the wider area.

4.21 **Figure 4.5** Displays the bus network map for Worthing

Figure 4.5 – Worthing Bus Network Map



Rail Services

4.22 The nearest railway station is Worthing, located 380m from the site, as shown in **Figure 4.6**.

Figure 4.6 – Nearest Rail Stations to Site



4.23 The journey times and service frequencies are set out below in **Table 4.6**.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Worthing	Brighton	4 / hour	20 mins
Worthing	London Victoria	2 / hour	1 hour 25 mins
Worthing	Shoreham-By-Sea	6 / hour	6 mins
Worthing	Littlehampton	3 / hour	21 mins
Worthing	Chichester	4 / hour	25 mins
Worthing	Brighton	4 / hour	26 mins
Worthing	Portsmouth & Southsea	1 / hour	57 mins
Worthing	Southampton Central	2 / hour	1 hour 27 mins

4.24 Worthing railway station provides excellent transport connections, with frequent services to London Victoria, Brighton, Chichester, Portsmouth and Southampton. It is easily accessible on foot making it well suited for daily commuting and wider regional travel.

Taxis

4.25 There are several taxi companies operating in the nearby area to the site. For example:

- Arrow Taxi Group
- M & D Radio Cars
- Wortax
- Uber

Car Parking

4.26 The proposed development has 3 car parking spaces at the front of the building.

4.27 The Teville Gate public car park is located 320 metres from the site (a 5-minute walk) and provides more than 50 spaces, including disabled bays, available via pay-and-display or the MiPermit app. This offers convenient short-stay and long-stay options for visitors and employees if required. The site is located within Parking Zone N. On-street parking is available Monday to Saturday between 09:00 and 17:00, with a maximum stay of two hours and no return within two hours. Outside of these hours, including evenings and Sundays, parking is unrestricted. In addition, permit holders are permitted to park throughout the day without time restrictions.

Car Sharing

4.28 A car sharing app called Liftshare has been launched as a means of reducing the number of private car trips in the UK, lowering fuel emissions, aiding the environment, minimising traffic and saving people money.

4.29 All residents will be encouraged to use this scheme as well as the West Sussex car share website, to make more efficient use of existing private car journeys within the development parcel, creating fewer journeys.

4.30 The website: www.westsussexcarshare.com is a scheme that has been set up by West Sussex County Council to enable people who live or work in the county to car share for commuting and other journeys. The scheme is part of the Liftshare.org network. It is easy to set up and use. Residents will be encouraged to fill out relevant journey details and driving habits such as destinations and the times needed for travel. This will help the website and database generate a suitable or close match and allow other people using the site to connect. Residents will be directed to their residential welcome travel packs which will be provided upon residents moving into the property.

5 Aims & Objectives

5.1 This Travel Plan Statement is an evolving document. While the primary objectives of the Travel Plan Statement will not change, the measures used to achieve the primary objectives may evolve. The monitoring programme will allow the Travel Plan Statement document to be revised, refined, and improved.

Aims

5.2 The core aims of this Travel Plan Statement (TPS) are to:

- set out the scope and objectives of the TPS;
- set out initiatives and measures to promote accessibility by non-car modes through dissemination of information, including surveys of resident's travel habits.

Objectives

5.3 The Travel Plan Statement is a strategy for minimising traffic congestion and single-occupancy vehicles accessing the site. Therefore, the main objectives of this plan are to minimise the demand or travel specifically by car and to maximise the opportunities for travel by other means. The primary objectives can be broken down into three points as follows:

- To minimise the number of car journeys made from the site;
- To promote travel by more sustainable and active modes of transport;
- To manage the overall transport impacts of the development.

5.4 A fundamental change in attitude by most people is required. It must be gradually instilled by education on benefits of alternative travel, by providing and supporting viable alternative modes of transport and encouraging a change in outlook and expectation.

5.5 Secondary objectives are to achieve the following:

- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- Minimise the impact on the local community by minimising noise and pollution from traffic associated with the site;
- Reduce the adverse effects on health associated with increased car use;
- Reduce air pollution and the consumption of fossil fuels;
- Promote sustainable travel by walking, cycling and public transport;
- Promote walking and cycling as a health benefit to residents;
- Promote social inclusion by widening the travel options available for non-car owning residents;
- Reduce the perceived safety risk associated with the alternatives of walking and cycling.

Baseline Travel Patterns

5.6 In line with WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments) January 2024, a baseline travel survey will be conducted within 3 months of full occupation of the site in order to establish baseline travel patterns for the site and monitor the performance of the Travel Plan in achieving set objectives, most notably reducing single occupancy vehicle (SOV) trips to the site.

5.7 The survey will be undertaken by SurveyMonkey, with surveys delivered to all households via post with the option to fill in the survey online or via letter to be posted back to the Travel Plan Coordinator.

5.8 The resident survey will collect details on:

- How residents/visitors currently travel to the site;
- How many people work in the same postcode area to assess the potential for car sharing;
- Journey purpose;
- Car occupancy;
- What facilities are lacking/are needed to encourage more sustainable travel.

5.9 The results of the survey will be submitted to the Travel Plan Officer at West Sussex County Council in the form of an updated Travel Plan Statement.

Travel Plan Co-ordinator

5.10 The Travel Plan Co-ordinator will be responsible for implementing and promoting the Travel Plan Statement. This will be awarded to the Management Company for the development, which will be responsible to co-ordinate the Travel Plan Statement.
After the first initial travel survey has been conducted, with the Travel Plan Statement updated, and details given to WSCC as appropriate.

Travel Plan Measures

5.11 The list of initiatives and measures are summarised in **Table 5.1** and, where it is possible, these will be implemented before occupation of the development in order to maximise the opportunity to influence resident travel patterns and minimise single occupancy car journeys. These measures and initiatives may be subject to change as the TPS evolves.

5.12 All the below measures will be reviewed as the Travel Plan Statement progresses and as monitoring
highlights which measures have been successful. At this stage, measures will be subject to change to ensure the Travel Plan Statement continues to target influential areas of travel behaviour change.

Table 5.1 – Proposed Measures

Measure	Responsibility	Timescale
PROMOTIONAL MEASURES		
Information in all marketing and sales material on sustainable transport options and the car-free nature of the development.	TPC	Pre-occupation
Provide a Residential Welcome Pack for residents, including: local walking and cycling routes, public transport information (bus stops, train services, times and frequencies), health benefits of active travel, local shops and grocery delivery services, cycle hire options, and Travel Plan contact details.	TPC	On occupation
Promote sustainable travel campaigns such as European Mobility Week, Bike Week, and Modeshift Travelwise Week.	TPC	On-going
Promote journey planning websites and apps such as Traveline, National Rail Enquiries, Uber, and local taxi services.	TPC	On occupation
WALKING & CYCLING MEASURES		
Secure, covered communal cycle storage providing 24 spaces for residents.	Developer	On occupation
Include local walking and cycling route maps and information in the Residential Welcome Pack.	TPC	On occupation
Promote national and local walking and cycling initiatives (e.g., cycle-to-work schemes or walking challenges) through the Welcome Pack and TPC events.	TPC	Post-occupation
Engagement with Sustrans to provide residents with route planning, group rides, and basic cycle maintenance guidance.	TPC	On-going
PUBLIC TRANSPORT MEASURES		
Encourage residents to use local bus services (Stagecoach South, Compass Travel, Metrobus) and provide information on tickets, routes, and journey planning.	TPC	On occupation
Promote rail travel via National Rail, including journey planning tools and discounted tickets where available.	TPC	On-going
REDUCING CAR-BORNE TRIPS		
Promote car sharing using www.liftshare.com and www.westsussexcarshare.com within the Welcome Pack.	TPC	On occupation
Encourage homeworking and active travel to reduce car trips through guidance and promotional material in the Welcome Pack.	Developer/TPC	On occupation

6 Travel Plan Coordinator

6.1 The Travel Plan Co-ordinator (TPC) will be responsible for the successful implementation of the Travel Plan Statement, and the primary means of contact for residents that will be using measures implemented by the Travel Plan Statement.

6.2 The details of the Travel Plan Coordinator will be provided following planning consent, but it is anticipated that it will be handed to the Management Company responsible for the development.

6.3 The TPC will be responsible for overseeing the development of the TPF obligations and its day-today operation; acting as liaison between the Council, and residents; managing the initiatives; and monitoring and reviewing targets.

6.4 The Travel Plan Co-ordinator will be easily contactable so that any concerns or queries with the travel plan can be expressed and information can be gathered in order to ensure that the travel plan is being implemented properly and successfully.

6.5 The TPC will be in charge of disseminating the resident travel surveys via SurveyMonkey to understand the existing travel behaviour and current mode splits. An initial travel survey will be carried out by the TPC after 3 months of full site occupation in order for resident initial travel patterns to be determined.

7 Marketing and Promotion

7.1 First residents of each new dwelling will receive travel information packs in order to promote the use of sustainable and non-car means of travel for their commute. The travel packs will also raise awareness of bus facilities available in vicinity of the development and provide information on timetables and frequencies and information on how to access the related websites to produce personalised planned journeys.

7.2 Travel packs will include;

- A map of the local area highlighting key facilities and nearby bus stops;
- Public transport information times and frequencies;
- Areas served by local buses;
- Cost comparison with car travel + parking;
- Details about grocery home delivery services operated by local shops and supermarkets;
- Information on health benefits of active travel and local public transport and bicycle shop discounts;
- Details of the location of local schools and amenities;
- Road safety queries;
- Information on the benefits of sustainable transport on health and the environment;
- Details of the Travel Plan Statement.

7.3 Websites that residents should also be aware of for travel purposes include:

- Journey planner: https://www.traveline.info/ & https://citymapper.com/ (The City Mapper app is also available for download on iPhone and Android).
- Cycle journey planner: https://www.sustrans.org.uk/ & https://cyclejourneyplanner.westsussex.gov.uk/ & Cycle Streets App (Cycle Streets is available to download on iPhone, Android and Windows).
- Cycle maps and cycle information: https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/.
- Train Information: https://www.nationalrail.co.uk/# & www.westsussex.gov.uk/publictransport & https://www.thetrainline.com/. (The National Rail and Trainline apps are also available for download on iPhone and Android).
- Care share sites: https://liftshare.com/uk (The Liftshare app is also available for download on iPhone and Android).
- Walking planner: https://www.routeyou.com/ & https://www.komoot.com/. (The Komoot app is available for download on iPhone and Android).
- Walking Events: https://www.livingstreets.org.uk/get-involved/campaign-with us/nationalwalking- month & https://www.ramblers.org.uk/.
- Road Safety Information: http://www.westsussex.gov.uk/roadsafety.

7.4 The websites will provide residents with information on how they can travel by non-car means and the environmental benefits of doing so.

Review

7.5 An initial travel survey will be carried out by the TPC after 3 months full occupation in order for initial travel patterns to be determined.

7.6 The initial surveys will give a good measure of how residents currently travel or plan to travel and what measures should be further incentivised in order to maximise active travel and reduce single occupancy car use.

7.7 At the end of the year, the Travel Plan Co-ordinator will undertake a review of the Travel Plan. The objective of the review will be to assess the success of the Plan and to identify any new measures required to help meet the aims and objectives of the Travel Plan.

7.8 The travel plan review will consider the following;

- • The potential for people to transfer car trips to non-car modes;
- • The success rate of specific travel plan initiatives;
- • Whether to revise the incentives based on the results of more recently available data, and;
- • To investigate any remedial measures to assist meeting the aims and objectives.

7.9 It is proposed that, by using methods contained within this Travel Plan, the reliance on the private car could be reduced over the monitored 5 years, along with changed behaviour from residents due to consistent annual promotional material and events.

8 Conclusions

8.1 This Travel Plan has set out a plan of targets and measures to encourage sustainable travel, with an emphasis on encouraging a car-free development.

8.2 The primary objectives of the travel plan are to help and encourage residents to achieve the following:

- To encourage a modal shift to active modes such as walking and cycling;
- To increase resident awareness of the advantages and availability of sustainable/active modes of transport;
- To promote the health and fitness benefits of active travel to all users; and;
- To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes.

8.3 Travel information will be available to all new residents to maximise awareness of the transport modes available to them and what facilities are available in the local area.

– End of Report –



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk
GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02

Citation ISO Certification Quality management ISO 9001: 2015 REGISTERED
Certificate No:89542021
Smas Registered
We are a Living Wage Employer