

Discharge of Planning Condition 19 of Planning Application No. AWDM/0323/19

West Sompting Development, Sompting, West Sussex

Residential Travel Plan prepared on behalf of Persimmon Homes Thames Valley

August 2023

MILESTONE TRANSPORT PLANNING

West Sompting Development, Sompting, West Sussex

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1. Introduction

Scope of Residential Travel Plan

1.1 This Residential Travel Plan (RTP) has been prepared by Milestone Transport Planning (MTP) on behalf Persimmon Homes Thames Valley (*'the applicant'*) to address the requirements of Condition 19 of an approved hybrid planning application (Reference: AWDM/0323/19) for up to an including 469 residential units on land south of West Street and West of Loose Lane in Sompting, West Sussex.

1.2 Planning consent for the hybrid planning application was granted by the Local Planning Authority, Adur & Worthing Council (A&WC's) on 20th September 2020. The hybrid planning application comprised: -

- (1) Outline planning permission (all matters reserved with the exception of access) for the erection of up to and including 373 dwellings, community orchard/growing space, non-vehicular links between the site and Worthing, traffic calming measures, associated landscaping, open space/recreation areas, ecological enhancements including improvements and extension to Cokeham Brooks Local Wildlife Site, and all other associated development works.
- (2) Full planning permission for 96 dwellings (part of the overall 469 dwellings comprising 2 no. 1-bed, 37 no. 2-bed, 40 no. 3-bed and 17 no. 4-bed homes, including 30% affordable housing) and all other associated development works, provision of formal playing pitches (Phase 1).
- (3) Change of use of land south of Hamble Recreation Ground to community/education and agricultural/horticultural uses associated with a new Community Farm. (Development site includes Land West of Dankton Lane leading from the East of Upper Brighton Road Sompting) AMENDED PLANS AND DESCRIPTION, including reduction in total number of units, changes to housing design and layout and new traffic calming scheme in Loose Lane.

1.3 Condition 19 of the Decision Notice dated 8th August 2023 states *"no dwelling shall be first occupied until a Residential Tavel Plan has been submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan once approved shall therefore be implemented as specified within the approved document. The Residential Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority."*

1.4 The residential development (herein referred to as the West Sompting Development) comprises an area of circa 30.35-hectares and comprises of two parcels of flat, arable land located to the north and south of West Street. The Northern Land Parcel is located to the west of Dankton Lane and north of West Street. The Southern Land Parcel is located to the west of Loose Lane and south of West Street. The site lies entirely within the Local Planning Authority, Adur Borough Council (ABC).

1.5 The site is located to the south of the A27 Upper Brighton Road and north of the West Coastway rail line. It is situated approximately 1.5-kilometres west of Sompting Village, 2.5-kilometres west of Lancing Village and 4.0-kilometres east of Worthing Centre. The site in context with the widerl area and highway network is shown in Figure 1.

Figure 1 Site Location Plan – Wider Context



1.6 As defined in the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government's (DLUHC's) National Planning Practice Guidance (6th March 2014) on '*Travel Plans, Transport Assessments and Statements in decision-making*', *"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)….Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."*

1.7 A Transport Assessment (Reference: JDW/RS/ITB12233-004B) and Framework Travel Plan (Reference: JW/RS/ITB12233-008A R), prepared by iTransport were submitted in support of the approved hybrid planning application in February 2018. The Framework Travel Plan (FTP) set out an initial strategy for promoting sustainable travel patterns and behaviour amongst future households and visitors. In accordance with national, regional, and local planning best practice guidance, the document included an assessment of the baseline conditions, vehicular trip rate and mode share targets, a range of 'soft' information-led measures, and a management structure to ensure the FTP achieves set aims and objectives.

1.8 Building on the FTP that was prepared by iTransport, the main purpose of this document is to provide a long-term strategy aimed at encouraging future end-users (i.e. households and visitors) of Phases 1, 2, and 3 to reduce their dependency on travelling by single occupancy vehicles (SOVs) in favour of the more sustainable modes including car sharing, public transport, walking and cycling. To accomplish this aim, the RTP sets out measures and initiatives, appropriate to future households and visitors, thereby ensuring a targeted approach is applied.

1.9 Since details of future households are not yet known, it is not possible to derive site specific targets. In this regard, provisional trip rate and more share targets, based on the multi-modal trip generation of the approved residential development are presented in this document. In accordance with the Local Highway Authority, West Sussex County Council's (WSCC's) SMART (specific, measurable, achievable, realistic and time-bound) principle, as outlined in the '*Development Travel Plan Policy*' publication, the main targets aim to: -

- Reduce the number of vehicle trips generated over a 12-hour period (weekday 07:00 – 19:00) by the site by 15%; and
- Reduce the number of vehicle trips generated by the site during the morning peak hour (08:00 – 09:00) and evening peak hour (17:00 – 18:00) by 15%, to ensure there is no 'material impact' on the surrounding highway network.

1.10 This document therefore represents an updated strategy for encouraging future households of the West Sompting Development (WSD) to adopt long-term sustainable travel patterns and behaviour for various journey purposes. It is designed to be a flexible document, which will evolve over time, thereby ensuring that it remains relevant to all future households.

Policy Background

1.11 In preparing this RTP, reference is made to the National Planning Policy Framework (July 2021), WSCC's Local Transport Plan 3 (LTP3) 2011-2026 (February 2011), West Sussex Walking and Cycling Strategy 2016 – 2026 (April 2017), WSCC's Development Travel Plan Policy, and the Adur Local Plan (December 2017).

National Planning Policy Framework (NPPF)

1.12 The Ministry of Planning, Communities and Local Government (MHCLG) initially published the National Planning Policy Framework (NPPF) in March 2012. This document was revised in July 2018, and updated in February 2018, and July 2021, respectively.

1.13 Promoting sustainable transport is a key thread of the NPPF and paragraph 104 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

- a) "the potential impacts of development on transport networks can be addressed;
- b) 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;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;

- d) 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
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

1.14 Paragraph 105 goes on to state that "*The planning system should actively manage patterns of growth…Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…*"

1.15 Paragraph 108 states that "in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *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;*
- *c) 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*
- *d) 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."*

1.16 Paragraph 111 continues to state that '*…development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

1.17 Paragraph 112 requires that *"applications for development should:*

- *a) 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;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) 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;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

1.18 The importance of Travel Plans is recognised in Paragraph 13, which states *"all developments that will generate significant amounts of movements should be required to provide a travel plan…."*

West Sussex Local Transport Plan (2011-2026)

1.19 West Sussex Council published its third Transport Plan in February 2011, lasting until 2026. The document focuses on a number of key Long-Term Strategies, including:

- *'To reduce unnecessary trips by motorised vehicles and encourage use of more sustainable modes of transport. This will be achieved by continuing to secure travel plans for new residential and employment developments and encouraging members of the community to work with existing groups to instil positive changes in travel behaviour and nurture a culture which embraces sustainable travel'; P. 11*
- *'To reduce the need to travel at all by encouraging the provision of local services. This will be achieved by requiring that transport assessments assess accessibility to key services and have clear links with travel plans and encouraging home working and the promotion of home delivery services through workplace and residential travel plans'; P. 12*

West Sussex Walking and Cycling Strategy (2016-2026)

1.20 The West Sussex County Council's Walking and Cycling Strategy (2016-2026) 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:

- *'All new (development) and improvement / maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers'. P.17*
- *'In partnership with the Local Planning Authorities we will continue to secure and agree Travel Plans for appropriate new employment and residential development sites'. P.22*
- *'We will make the full list of potential schemes, and those additional schemes that may be added over time, available on the WSCC website with the expectation that, where and when possible schemes, irrespective of their position on the list, are promoted via other agreed works or development'. P.28*

Adur Local Plan 2017

1.21 The Adur Local Plan sets out a vision and strategy for development in Adur up to 2032. It identifies the sites and strategic locations for new development and delivery of appropriate infrastructure. One of the key issues of the Local Plan regarding transport is:

> *"The need to address road congestion and related pollution – air and noise – without improving the existing transport network and facilitating the development of sustainable transport measures."*

1.22 Policy 6 of the Adur Local Plan describes the strategic allocation on land at West Sompting, which from a travel plan perspective comprises the *"provision of sustainable transport infrastructure including improved public transport, a package of site-specific travel behaviour initiatives to encourage sustainable modes of transport (This should include travel behaviour initiatives such as residential travel plans), and footpath improvements along West Street."*

Report Structure

1.23 The remainder of this RTP is structured as follows: -

- Section 2 assesses the site's accessibility credentials in regards to existing public transport infrastructure / services and the pedestrian and cycling network;
- Section 3 details the main aims and objectives of the RTP;
- Section 4 provides an overview of the WSD including access, parking, delivery and servicing arrangements;
- Section 5 proposes a structure for managing the RTP including a description of the responsibilities of the appointed Travel Plan Co-ordinator;
- Section 6 sets out a range of measures aimed at encouraging future households to adopt sustainable travel patterns and behaviour, primarily for their journeys to and from various workplace destinations; and
- Section 7 sets out provisional mode share targets, which seek to achieve a progressive decrease in private car use and a corresponding increase in those travelling by sustainable means.

2. Site Description and Accessibility Credentials

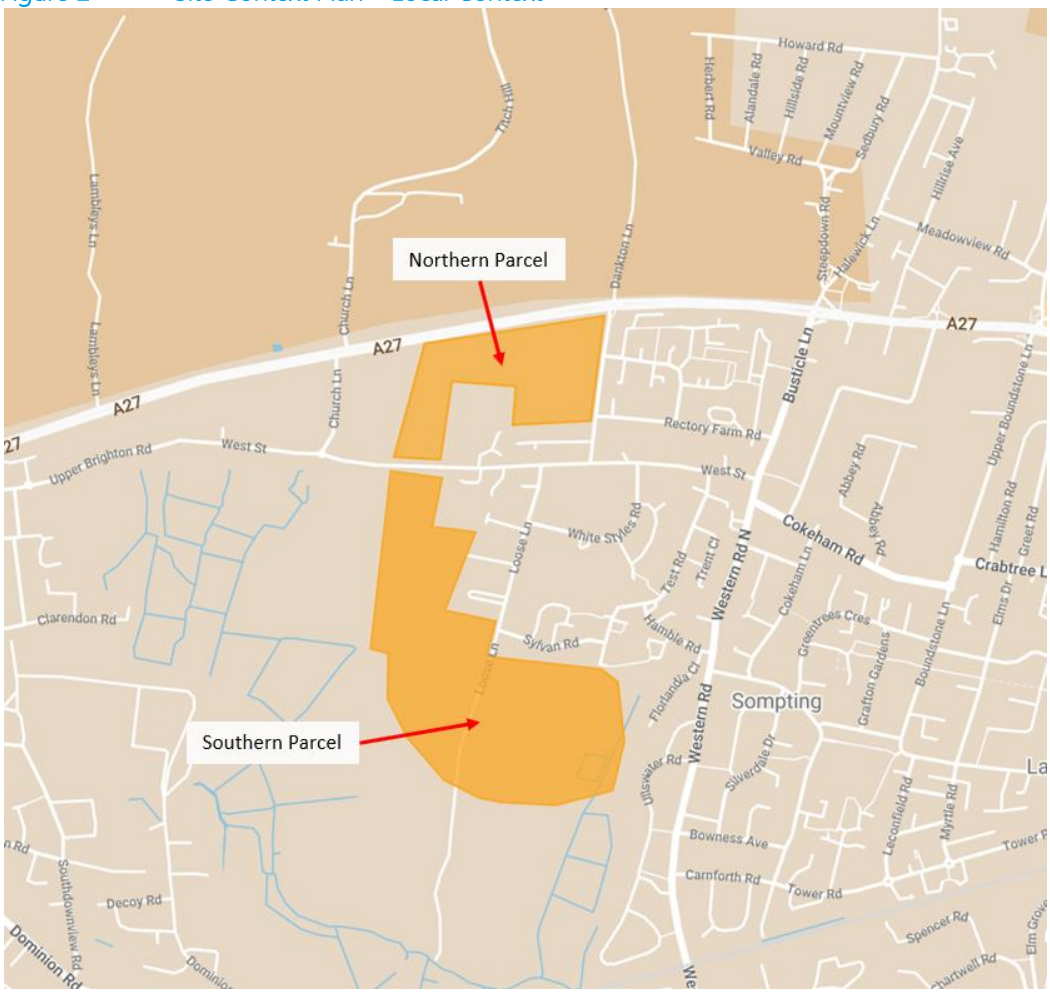
2.1 To gain an understanding of the potential for future households to adopt long-term sustainable travel patterns and behaviour for various journey purposes, this section of the RTP evaluates the existing provision of transport infrastructure and services within the vicinity of the WSD.

Site Description and Context

2.2 The WSD site encompasses two parcels of land with a combined total of 30.35-hectares located between the A27 and West Street (Northern Land Parcel); and Sompting Fringe, south of West Street, adjacent to the built-up area of Sompting in West Sussex. Both land parcels principally comprises of arable use (Grade 2 and 3b agricultural land).

2.3 The Northern Land Parcel is bound by the A27 to the north, Dankton Lane to the east, residential dwellings comprising St Marys Close and Malthouse Close to the south, and open land / Church Lane to the west. The Southern Land Parcel is bound by West Street and existing dwellings along Street Barn to the north, Loose Lane and residential dwellings along Peveril Close and Tristram Close to the east with neighbouring farmland to the south and west. Figure 2 shows the location of the WSD in context with the local area and highway network.

Figure 2 Site Context Plan – Local Context



Local Highway Network

2.4 The Northern Land Parcel will be accessed via the creation of a give-way priority junction located off the western side of Dankton Lane. The northern section of Dankton Lane, which contains no footway provision connects to the westbound carriageway of the A27 Upper Brighton Road via a '*left-in*' and '*left-out*' junction. The southern end of Dankton Lane widens to circa 5.5 to 6.0-metres in carriageway width and adjoins to West Street via a give-way priority junction. A segregated footway measuring circa 2.0-metres in width is present along the eastern side of Dankton Lane, to the south of the junction with Dankton Gardens.

2.5 West Street splits the site in two, providing an entrance heading into the Southern Land Parcel from its northern extent. The route is a two-way single carriageway minor road which heads in an east/west direction. Within the vicinity of the site, West Street has carriageway widths of circa 5.5m to 6m with a footway present on the southern side of approximately 1.5m in width. To the east of the site the carriageway widens out to circa. 7.0-metres with footways present on at least one side of the carriageway, these are separated by grass verges. In the West, between Church Road and Upper Brighton Road, the carriageway reflects a rural lane with reduced carriageway widths up to 5.0-metres with narrow footways adjacent to the carriageways on at least one side.

2.6 Loose Lane facilitates access onto the Southern Land Parcel from the eastern side. Commencing at the priority give-way junction with West Street, it runs south for approximately 400-metre before continuing as a private track which runs a further 700-metres south. Footways, separated by grass verges, are present on both sides of the carriageway in the section between White Styles Road and Sylvan Road. North of this point the footways are situated on the western side and southbound from Sylvan Road the footway is located on the eastern side. Carriageway widths on Loose Lane are circa. 5.5 – 6.0-metres.

2.7 The A27 Upper Brighton Road is a major dual-carriageway route which runs past the northern extent of the Northern Land Parcel. To the west it passes to the north of Worthing, Goring and Littlehampton reaching a terminus as a dual carriageway route at Crossbush Roundabout near Arundel. To the east, the A27 runs north of Shoreham into East Sussex through Brighton and Pevensey.

Accessibility by Non-Car Modes

2.8 The planning process at national and local level seeks to ensure that development proposals are located in areas where the need to travel will be minimised and opportunities for encouraging sustainable travel behaviour and patterns can be maximised. Consequently, this section of report assesses the existing provision of transport infrastructure and services by mode within the vicinity of the site.

Walk and Cycle Accessibility

2.9 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys to be undertaken by private car, thus reducing the level of traffic on the surrounding highway network.

2.10 Good links offer safe and convenient access into Lancing and Worthing for walking and cycling facilitated by the continuous pedestrian network along the local streets as well as the quiet residential nature of the local highway network surrounding the site. As highlighted within the local highway network section above, the majority of routes to key destination contain footways separated from the main carriageway by grass verge which provide a safe walking route for pedestrians.

2.11 There are a number of public rights of way near to the site which can help to facilitate safe routes away from traffic to reach local destinations. From West Street, FP2070 heads south-east, passing through the recreation ground and Test Road to reach Lotts Lane. From this point FP2069 can be reached a short distance north along Cokeham Lane which runs due east towards Lancing's centre near Lancing Football Club.

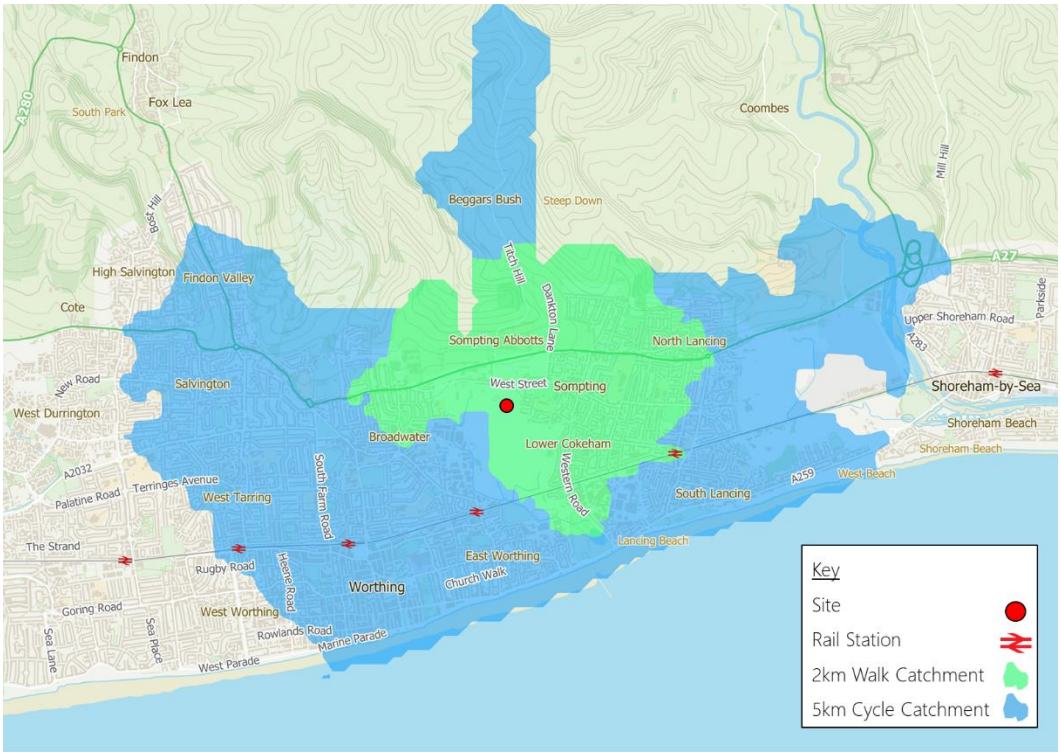
2.12 The WSD is also situated close to the South Downs National Park which has a variety of walking routes best suited for undertaking leisure trips for both walking and cycling. It can be reached across the A27 Brighton Road, with the South Downs Way walking and cycle routes reachable from Steyning.

2.13 Within various national, regional, and local planning policy and best practice guidance documents, the '*active*' modes of walking and cycling are recognised as having the potential to replace short journeys undertaken by private car.

2.14 The Chartered Institute of Highways and Transportation's (CIHT's) publication '*Providing for Journeys on Foot*' (2000), states the average length of a walk journey is 1.0 kilometre. It further suggests a preferred maximum walking distance of 2.0 kilometres for commuting / school journeys and 1.2 kilometres for other journey destinations. Other national planning guidance / best practice publications have previously recommended a maximum distance of 5.0 kilometres for reasonably fit individuals to cycle to / from workplace destinations.

2.15 As shown in Figure 3, Sompting and Lancing are within reach within the suggested walking distance with Worthing town centre within a suitable cycling distance with the maximum distance reaching close to the edge of Shoreham-by-Sea.

Figure 3 Walk and Cycle Catchment Plan (Source: Ordnance Survey)



Public Transport Accessibility

Bus Services

2.16 The nearest bus stops to the WSD are located on either side of West Street (White Styles Road), Loose Lane, and Sylvan Road (Avon Close), approximately 560-metres (7-minutes walking distance) and 264-metres (3-minutes walking distance) of the Northern and Southern Land Parcels, respectively.

2.17 These stops currently comprise of simple flagpoles with no timetable information or sheltered seating available to bus patrons. They are served by Route No.'s 7 and 16, which operate on a frequent basis, connecting the WSD to a number of local and regional destinations including Durrington, Lancing, and Worthing via several employment areas (Downlands Business Park / Retail Centre, Lyons Farm, Downsbrook Trading Estate, and Hams Bridge Trading Estate).

2.18 Of note, Route No. 7 Connect, operated by Compass Travel on behalf of Stagecoach runs between Lancing and High Salvington every 90 minutes. Route No. 16 runs 4 daily services through Somting to Lancing and West Tarring.

2.19 In addition, the '*PULSE*' bus route, which operates on a higher frequency (i.e. once 12-minutes) is accessible on-foot from bus stops located along Cokeham Road (Berriedale Road) and Western Road North (Northgate Close), approximately 700-metres from the access points of the Northern and Southern Land Parcels, respectively.

2.20 The '*PULSE*', operated by Stagecoach runs on a frequent basis between West Durrington and Lancing through Worthing Town Centre runs near to the site on Western Road North. This service also continues into the evening offering connectivity outside of typical working hours. A summary of all bus routes within walking distance of the WSD is set out in Table 2.1.

Table 2.1 Summary of Local Bus Services Accessible On-Foot from WSD

Nearest Bus Stops	Route No.	Route	Frequency	Service Pattern		
				Dir.	First Service	Last Service
West Street/Loose Lane	7/7 Connect	Salvington – Durrington – Tarring - Worthing – Sompting – Lancing	Mon – Sat: Every 90mins	Salvington	08:01	17:31
				Lancing	08:40	17:40
N. Western Rd, Adj Northgate Close	PULSE	Lancing – Worthing – Goring – Durrington	Mon – Sat: Every 12mins Sun: Every 20mins	Lancing	06:35	22:42
				Durrington	06:17	22:57
West Street	16	Lancing – Worthing – West Tarring	Mon – Fri: Hourly	Tarring	10:21	13:21
				Lancing	10:29	13:29

2.21 Opportunities for interchange with mainline rail services available from Lancing rail station can be achieved via Route No. 16 and the 'PULSE' bus services.

Rail Services

2.22 Lancing rail station is located off the southern side of Sompting Road, approximately 2.5-kilometres (i.e. less than 10-minutes by cycle and 30-minutes on-foot) to the east of the WSD. The rail station is managed by Southern Railway and is situated on the West Coastway Line. It provides frequent, direct rail services to a host of local and regional destinations including London Victoria, Brighton, Southampton Central and Worthing. Table 2.2 provides a summary of rail services accessible from Lancing rail station including typical daytime frequency and journey times to key local and regional destinations.

Table 2.2 Summary of Rail Services Available at Lancing Rail Station

Destination	Services (Per Hour)	Journey Time (Minutes)
Worthing	4	5
Brighton	2	20
Bognor Regis	1	30
Littlehampton	2	30
Chichester	1	35
Gatwick Airport	2	45
Clapham Junction	2	70
London (Victoria)	2	80

2.23 The rail station contains storage racks with capacity for 24 cycles, providing an opportunity for future households to travel by a multitude of modes to various local, regional and national destinations. Access to the platforms is achieved by the level crossing outside the station on South Street, which has a footbridge to cross the railway line when the crossing barriers are closed.

Accessibility to Local Amenities

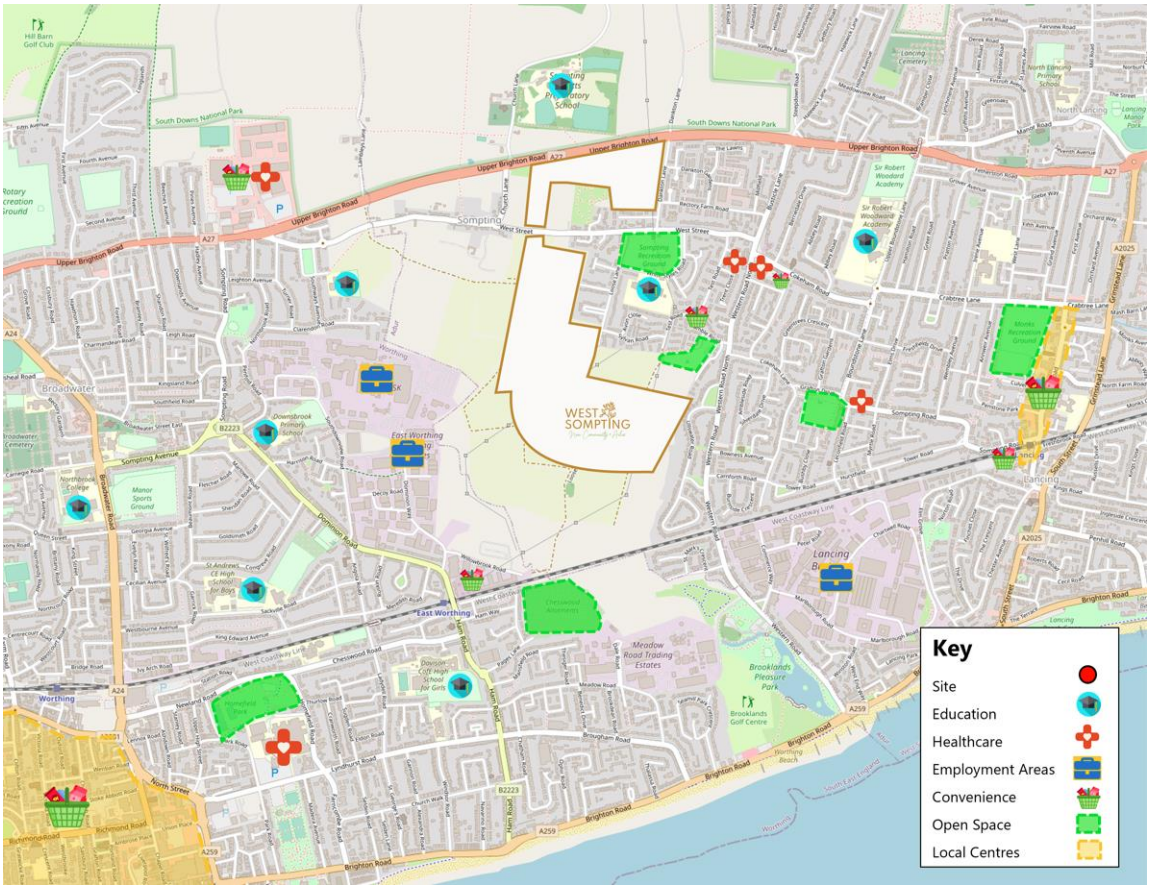
2.24 As identified in Table 2.3 and Figure 4, both the Northern and Southern Land Parcels of WSD benefit from being accessible on-foot and by cycle to a broad range of amenities, which are likely to cater for the convenience, education, healthcare, retail, and leisure needs of future households.

Table 2.3 Summary of Local Amenities Accessible On-Foot and By Cycle

Type of Amenity	Destination	Northern Land Parcel			Southern Land Parcel		
		Distance / m	Walk Journey Time / mins	Cycle Journey Time / mins	Distance / km	Walk Journey Time / mins	Cycle Journey Time / mins
Convenience / Retail	The Co-Operative	800	10	3	1450	18	5
	Village Convenience Stores	1100	14	4	1650	21	6
	One Stop	1150	14	4	1000	13	4
	Lyons Farm Retail Park	1850	23	7	2100	26	8
	Downsbrook Trading Estate	2200	28	8	2400	30	9
	Magnet News	2300	29	9	2200	28	8

Education	Sompting Village Primary	550	7	2	650	8	2
	Big Teds Nursery	550	7	2	650	8	2
	Boundstone Nursery	1700	21	6	1600	20	6
	Bramber Primary School	1700	21	6	1950	24	7
	The Globe Primary School	2050	26	8	1950	24	7
	St Andrews High School for Boys	3450	-	13	3750	-	14
	Davidson High School for Girls	3850	-	14	4300	-	16
	Worthing High School	3950	-	15	4400	-	17
Healthcare	Ball Tree Surgery	950	12	4	1000	13	4
	Cokeham Pharmacy	1150	14	4	1000	13	4
	Lancing Dental	1250	16	5	1850	23	7
	Boots	2150	27	8	2600	-	10
	Craigwell Dental Practice	2200	28	8	2100	26	8
	Wilmushurst Pharmacy	2250	28	8	2200	28	8
	Worthing Hospital	4450	-	17	4750	-	18
Leisure	Sompting Recreation Ground	450	6	2	500	6	2
	Sompting Village Hall	600	8	2	600	8	2
	The Marquis	850	11	3	1100	14	4
	Alishaan Indian Restaurant	900	11	3	1150	14	4
	The Crabtree Inn	1800	23	7	1650	21	6
	Worthing United Football Club	2100	26	8	2400	30	9
	Lancing Town Centre	2200	28	8	2100	26	8
	Worthing Town Centre	4150	-	16	4250	-	16
Employment	Lancing Business Park	1900	24	7	2400	30	9
	Rectory Farm Road Industrial Units	1150	14	4	700	9	3
	Downland Business Park	2000	25	8	2200	28	8
	Downsbrook Trading Estate	2200	28	8	2400	30	9

Figure 4 Local Amenity Plan



Summary

2.25 It is evident that the WSD is well connected to the local highway network with good sustainable access to Lancing, Worthing and Sompting with a comprehensive range of local and accessible services and local sustainable transport with a good level of service.

2.26 The accessibility of the WSD by alternative modes to travelling by private car is evidenced by the 2011 National Census '*Method of Travel to Work*' data (detailed further in Section 5), which demonstrates that up to 21% of the working age population travel to work by sustainable modes.

2.27 The location of the WSD therefore reflects the requirements of the NPPF and local policy in ensuring the patterns of growth make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are sustainable. The WSD provides a realistic choice in travel mode to cater for a number of day-to-day journeys which would act to reduce occupant's reliance on the private car.

3. Aims, Objectives, and Benefits

Aims

3.1 In accordance with WSCC's 'Development Travel Plan Policy' guidance, the RTP provides a *"commitment to delivering a range of measures to promote sustainable modes of transport."*

3.2 The primary aim of the RTP is to promote healthy and sustainable lifestyles amongst new households by reducing the need to travel by private car (i.e. single occupancy car drivers) and promoting non-car travel options for journeys to / from the WSD. The secondary aims of the RTP are to: -

- Promote and enhance the accessibility of the WSD by non-car modes of transport (i.e. walking, cycling, public transport, and car sharing) thereby generating a modal shift away from private car.
- Improve safety for vulnerable road users such as pedestrians and cyclists.
- Raise awareness of the environmental issues, especially those, which have an impact on personal heath.

Objectives

3.3 To achieve this aim, the RTP is supported by objectives that are in accordance with national, regional, and local planning policies. The key objectives of the RTP are to:

- Promote the use of all alternative methods of travel to the private car, including walking, cycling, public transport and car-sharing.
- Minimise travel by private car where practically possible, to achieve fewer private car trips during the AM and PM peak hour periods.
- Reduce congestion on the local highway network and the effects of development related traffic on emissions, noise, visual intrusion and road traffic accidents.
- Identify a range of '*hard*' infrastructural and '*soft*' information-led measures, which will influence households to travel by sustainable modes including car sharing, public transport, walking and cycling in favour of private car;
- Raise awareness of the financial, environmental and personal health / fitness benefits associated with the '*active*' travel modes of walking and cycling; and
- Address the needs of new households in terms of accessing a full range of amenities including convenience, education, employment, healthcare, leisure and recreation.

Benefits

3.4 The preparation and '*active*' implementation of the RTP will deliver a number of benefits for both future households of WSD and the surrounding local community of Sompting. These are outlined in-turn overleaf.

Residents

3.5 The potential benefits to future residents would comprise:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility through provision of travel choices;
- Increased opportunities for socialising with existing and new households; and
- Enhanced environment within the WSD and its immediate environs through reducing vehicular movements and parking pressures.

Local Community

3.6 The potential benefits to the local community would comprise:

- Enhanced sustainable transport infrastructure providing safe and convenient access to local destinations;
- Improved connectivity in the local area through creating a more permeable and cohesive community; and
- Reducing the impact of development related vehicular traffic movements on the local highway network / area with regards to minimising levels of congestion, noise and atmospheric pollution created by vehicular trips to and from the site.

4. West Sompting Development

Overview

4.1 The approved WSD comprises of 469 dwellings (Use Class C3) of mixed size, tenure, and type, a community orchard / growing space, non-vehicular links to Worthing, traffic calming measures, landscaping, open space / recreation areas, ecological enhancements including extension to Cokeham Brooks Local Wildlife Site (LWS) and associated cycle / refuse storage, car parking, and soft landscaping.

4.2 The WSD will be delivered in 3 distinct phases: -

- Phase 1 – comprises the erection of 96 residential units including the creation of community facilities (i.e. playing fields), farm / orchard, improvements to the Cokeham Brooks LWS, and associated cycle / refuse storage, car parking, and soft landscaping on part of the Southern Land Parcel.
- Phase 2 – comprises the erection of an additional 95 residential units on the Northern Land Parcel.
- Phase 3 – comprises the erection of 278 residential units on the Southern Land Parcel.

4.3 The various phases of the WSD in context with the local area is shown in Figure 5.

Figure 5 WSD Phase Plan



4.4 At the time of writing, only the accommodation for Phase 1 of the WSD had been '*fixed*'. As shown in Table 4.1, approximately 31% (30) of the proposed residential units will be comprised of affordable housing (i.e. 22 affordable rent and 8 shared ownership). The remaining 69% (66) of the proposed residential units will comprise of private open market housing.

4.5 Regarding mix of accommodation, Phase 1 of the WSD will comprise of: -

- 2 x one-bed units;
- 37 x two-bed units;
- 40 x three-bed units; and
- 17 x four-bed units.

Table 4.1 Schedule of Accommodation for Phase 1

Tenure	Housing Type	No. of Units
		Phase 1
Private Open Market (POM)	1 Bedroom Unit	-
	2 Bedroom Unit	23
	3 Bedroom Unit	30
	4 Bedroom Unit	13
Affordable Rent	1 Bedroom Unit	2
	2 Bedroom Unit	12
	3 Bedroom Unit	6
	4 Bedroom Unit	2
Shared Ownership	1 Bedroom Unit	-
	2 Bedroom Unit	2
	3 Bedroom Unit	4
	4 Bedroom Unit	2
TOTAL		96

4.6 The accommodation schedules for Phases 2 and 3 are currently under decision and the mix of residential units had not been finalised at the time of writing.

4.7 The Phase 1 Masterplan for the WSD is attached at Appendix 1 of this plan.

Consented Access Arrangements

4.8 As mentioned previously, the Northern Land Parcel (Phase 2) will be accessed via a priority give-way junction located off the western side of Dankton Lane, south of the '*left-in*' and '*left-out*'-only junction with the A27 Upper Brighton Road.

4.9 The creation of a new access will be accompanied by a number of improvements along Dankton Lane, which include: -

- Re-aligning Dankton Lane to within the site;
- Re-aligning Dankton Lane / Dankton Gardens junctions;
- Re-designing the Dankton Lane / A27 Off-Slip which will provide a de-acceleration lane; and
- Amending the safety barrier to suit pedestrian crossing.

4.10 The Southern Land Parcel (Phase 3) will be accessed via two priority give-way junctions located off West Street and Loose Lane, respectively. The new junction layout for West Street will involve a change of priority.

Internal Access

4.11 The access road serving the Northern and Southern Land Parcels will initially measure 6.2-metres and then narrow to 5.5-metres in width to enable the simultaneous entry and exit of two large vehicles to access the WSD. A 2.0-metre-wide footway will be provided along West Street to connect with pedestrian access points.

Pedestrian and Cycle Access

4.12 There will be a number of access points for pedestrians and cyclists in addition to the main vehicular access points.

4.13 The Northern Land Parcel will contain a pedestrian only route onto the northern side of West Street, as part of a pedestrian only route which continues through the southern site along the western side of the development. There will also be access from the A27 where the existing public right of way is retained. These footways will have a width of 2.0-metres.

4.14 Access to the Southern Land Parcel for pedestrians and cycles only will also be facilitated through routes from the end of Peveril Drive and the southern end of Test Road with additional access from the south from Cokeham Brooks and the adjacent fields, the routes from Test Road and Peveril Drive will be 2.0-metre-wide footways with the route from the south being 3.0-metre wide allowing for a shared foot / cycle route.

Consented Parking Arrangements

Car

4.15 Car parking standards applicable to the development proposals are set out in WSCC's '*Guidance on Parking at New Developments*' (August 2019). Parking standards for new residential developments are split into 5 Parking Behaviour Zones. The site is located within Zone 4 and the relevant parking standards have been reproduced below in Table 4.2.

Table 4.2 WSCC Residential Parking Demand - Zone 4

Number of Bedrooms	Number of Habitable Rooms	Spaces Per Dwelling
1	1 to 3	0.9
2	4	1.1
3	5 to 6	1.7
4+	7 or more	2.2

4.16 The consented parking for the WSD is summarised in Table 4.3 below.

Table 4.3 Proposed Parking Provision

House Market	House Type	Parking Provision Provided Per Unit
Market	2-Bed House	2 spaces
	3-Bed House	2 spaces
	4-Bed House	Between 2 and 3 spaces
Affordable	1-Bed Flat	1 space
	2-Bed House	Between 1 and 2 spaces
	3-Bed House	2 spaces
	4-Bed House	2 spaces
Overall	Unallocated / Visitor Parking	26 spaces

4.17 As shown on the approved Parking Strategy Plan, a total of 242 car parking spaces will be provided for the Phase 1 Masterplan including 229 allocated and 48 unallocated spaces. The allocated provision will comprise a mixture of private driveways and garages (measuring 6.0 x 3.0-metres). A total of 6 motorcycle parking spaces will be provided. A copy of the Parking Strategy Plan is attached at Appendix 2 of this plan.

Cycle

4.18 Cycle parking provision will be provided for Phases 1, 2, and 3 of the WSD in accordance with Table 1 of WSCC's '*Guidance on Parking at New Developments*' (August 2019) publication. These have been reproduced in Table 4.4 below.

Table 4.4 Residential Minimum Cycle Parking Provision Standards

Type of Housing	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise 1 space)
	4+ rooms (3+ bed)	1 space

4.19 Cycle parking for the houses will be provided in garages, or in sheds located in the rear gardens of each residential unit. For apartment blocks, the covered and secure cycle parking will be provided in the communal areas. A proportion of the cycle parking (i.e. 12 spaces) will be unallocated to cater for visitor demand and promote more efficient use of the resource.

5. Management

Travel Plan Co-ordinator

5.1 The applicant will be responsible for appointing a Travel Plan Coordinator (TPC) to ensure the delivery the RTP over a 5-year period after initial occupation (i.e. within the first 3-months) and once the vehicle trip rate and mode targets have been achieved, prior to the role being transferred to a Residents Association.

5.2 The TPC will be responsible for the implementation, communication, monitoring and management of the overall aims and objectives defined in the RTP, including:

- Overseeing the development and implementation of the sustainable transport strategy;
- Raising awareness of the RTP by designing and implementing effective marketing campaigns to promote sustainable transport patterns and behaviour;
- Acting as the point of liaison for future households / end-users of the WSD as well as other external organisations (i.e. WSCC's Travel Plan Officer, Rights of Way Officer and Public Transport Operators etc);
- Coordinating the on-going monitoring process of the RTP in accordance with the Trip Rate Information Computer System (TRICS) UK Standard Assessment Methodology (aka TRICS SAM), to assess the performance of the RTP in achieving set targets on a regular basis.
- Promoting the RTP through the provision of effective communication at all levels.

5.3 The applicant has appointed Milestone Transport Planning (MTP) to fulfil the role of TPC over the 5-year period. The contact details of the appointed TPC are as follows: -

- Name: Tony Wares
- E-mail: mail@milestonetp.co.uk
- Tel: 01483 397888

5.4 WSCC's Travel Plan Officer will be notified of any change to the contact details of the TPC.

Residents Association

5.5 The TPC will set up a Residents Association once the WSD is fully occupied to continue the long-term promotion of sustainable travel patterns and behaviour. The Residents Association will transition into this role after the fifth-year anniversary of implementation and subject to the set trip rate target being satisfactorily achieved.

Communication

5.6 The success of the RTP will rely on the support of future households, and the TPC will need to ensure that the principles and initiatives within the document are fully understood. The TPC will act as the first point of contact for any travel planning related issues or queries.

5.7 All future households / end-users will be made aware of the RTP, its key aims / objectives and package of '*hard*' infrastructural and '*soft*' information-led measures aimed at encouraging the use of sustainable modes in favour of the private car, prior to relocating to the WSD through the preparation of a Travel Information Pack.

5.8 Promotional material will also be used periodically to highlight the RTP initiatives. The promotional material including sales literature will include advice on the appropriate channels for raising specific transport-related matters, encouraging households to contact the nominated TPC who in turn will liaise with the appropriate authorities.

5.9 If appropriate, the TPC will notify future households / end-users with information / updates on changes to local highway and transport networks / services, which may affect journeys to / from the WSD. The TPC will also liaise with the Residents Association to maintain a two-way communication flow regarding travel to and from the WSD.

Monitoring

5.10 The RTP is a strategy that will evolve over time. Although the objectives of the document are to '*educate*' future households and end-users and to facilitate travel by sustainable modes will not change, it may be possible over time to define or re-define specific targets. The RTP will therefore be the subject of a regular monitoring and review process to ascertain success or otherwise and to identify the potential for improvements to the travel initiatives being offered.

5.11 A programme of monitoring and review will be in place to gather data on the travel patterns / behaviour of households / end-users. This information will be used to evaluate the performance of the RTP over a 5-year period following initial occupation, particularly in terms of establishing whether the 15% vehicle trip rate target has been successfully achieved. The appointed TPC will be responsible for implementing the monitoring and review strategy.

Formal Methodology

5.12 In accordance with WSCC's '*Development Travel Plan Policy*' the monitoring and review strategy will comprise a combination of formal and informal survey methodologies to identify the modal split, travel choice / behaviour and the actual degree of mode shift achieved.

5.13 The formal methodology for monitoring the RTP will require the applicant to commission an accredited data collection company to conduct 3 (multi-modal TRICS Standard Assessment Methodology (SAM) surveys at WSD over a 5-year period. The first survey will be conducted at a point in time when 50% occupation has been achieved. This process will then be repeated on a biennial basis (i.e. once every two years) at Years 3 and 5.

5.14 Data from each survey will need to be verified by managers, prior to being incorporated into the national TRICS database. The cost of each survey will be borne by the applicant.

5.15 Following completion of each TRICS SAM survey a monitoring report will be prepared to summarise the results in context with the 15% trip rate reduction target. The monitoring report together with an audit fee of £500 per survey will be issued to WSCC's Travel Plan Officer, to enable them to assess the performance of the RTP.

Informal Methodology

5.16 In addition to the formal TRICS monitoring, an informal online questionnaire will be issued to all households / end-users of WSD to gather insight into the reasons influencing travel choice / behaviour for various journey purposes. More specifically, the questionnaire will cover a range of topics and aim to gather both quantitative and qualitative data on the following aspects: -

- The average number of trips by each travel mode per day;
- The reasons influencing households / end-users to travel by private car to / from workplace destinations;
- The barriers / reasons preventing households / end-users to travel to / from workplace destinations by sustainable means;
- The uptake of free travel vouchers to the first owners / occupiers of each residential unit;
- The levels of uptake / interest in WSCC's car sharing scheme;
- The use of on-site cycle parking facilities including new infrastructure at Lancing rail station;
- Comments / feedback from future households / end-users and local public transport operators (e.g. Stagecoach / Southern Rail).

5.17 The re-issue of the informal questionnaire to all households / end-users will offer the opportunity to gather new information about wider attitudes to travel. Analysis of the travel questionnaire results will also yield up to date information for comparison with data derived at the introduction of the RTP. The questionnaire will be re-issued on the third and fifth anniversary of the first survey.

5.18 The results of the informal monitoring will be used by the TPC to monitor the success of individual Travel Plan measures, assess the reasons for travel choice, identify improvements or new incentives and measure achievements against set targets. The data will be stored by the TPC to enable comparisons and long-term trends between various measures to be determined over a period of time.

Biennial Monitoring Report

5.19 The results of the formal and informal methodologies will be presented in a biennial monitoring report, which will be prepared and submitted to WSCC's Travel Plan Officer within 3-months of the TRICS SAM and household / end-user questionnaires being undertaken. The appointed TPC will be responsible for ensuring that the biennial progress reports are submitted to WSCC's Travel Plan Officer over the 5-year monitoring period.

5.20 The biennial monitoring report will incorporate the following:

- Details of any changes within the WSD over the time period that could affect travel patterns;
- An outline of the monitoring processes undertaken, as well as analysis of the results from data collection exercises in terms of performance against targets / milestones set within preceding period; and
- Details of new RTP related activities / measures for the proceeding 2-year period.

5.21 In line with WSCC's '*Development Travel Plan Policy*' the biennial monitoring report will be structured as follows: -

- Executive Summary;
- Development Overview;
- Summary of Agreed Travel Plan;
- Targets;
- Implementation Timetable;
- Monitoring Timetable;
- TRICS Validation Report;
- Analysis of Monitoring Results;
- Issues, Constraints and Reasons for Progress;
- Corrective Measures; and
- Conclusions.

Administration

5.22 Specifically, in relation to the operation of the RTP, the TPC will be required to maintain:

- Details of travel patterns: This information will be derived from the travel questionnaire and will be retained for input to the review process;
- Monitoring Records: Feedback from the monitoring procedures will be maintained for input to the review process; and
- Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer-term effectiveness of the Plan.

Funding

5.23 The applicant will provide the appointed TPC with an annual budget to deliver all of the '*hard*' infrastructural and '*soft*' information-led measures including the on-going monitoring and review of the RTP for a minimum period of 5-years, and subject to the set vehicle trip rate target being successfully achieved.

5.24 In addition, the TPC will liaise with WSCC to ensure sufficient financial support is available for the on-going promotion and support of the TPC role.

Securing

5.25 In terms of planning obligations, it is intended that the RTP will be secured by way of a planning condition.

6. Travel Measures and Initiatives

6.1 This section outlines the range of '*hard*' physical and '*soft*' information-led management measures / initiatives, which will be implemented by the TPC over the 5-year period to facilitate a change in travel behaviour and patterns amongst future households and end-users.

6.2 As far as is possible, the travel initiatives outlined are designed to be suitable for review and monitoring. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.

6.3 Whilst some of the travel initiatives may be implemented from the commencement of occupation of the development, others will need to be determined once a review of the initial travel survey has been completed.

Sales and Marketing

6.4 Past Travel Planning research has demonstrated that modal shift away from use of the private car to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, it is recognised by both Transport Planning practitioners and academics that the lifetime event of home relocation, which is of relevance to new households, represents a change in the situational context, providing a '*window of opportunity*' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.

6.5 When this is combined with the provision of information on sustainable alternatives (e.g. public transport timetables and walking / cycling maps), it is likely that new households will be more preconceived to changing their travel behaviour towards the use of sustainable modes such as public transport, walking and cycling.

6.6 Consequently, the applicant will work closely with the Sales and Marketing Team of PHTV to ensure that they are aware of the aims / objectives of the RTP in terms of encouraging sustainable means of travel and reduce dependency on use of the private car for various journey purposes.

6.7 In this regards, potential purchasers, will be provided with information about the benefits of the RTP and the site's accessibility by sustainable modes of transport prior to relocating to the development and travel behaviour becoming habitual. The Sales and Marketing team will be trained to be able to advise on sustainable travel and have an information pack to distribute to potential purchasers.

Travel Information Pack (Welcome Pack)

6.8 An introductory Travel Information Pack (TIPs) will be provided to all households and end-occupiers of the commercial aspect of the WSD to raise awareness of the RTP and associated measures. The TIP will include:

- An outline of the main aims / objectives and the role of individuals in achieving the aspirations of the RTP;
- Details of the financial, environmental and personal health benefits associated with the '*active*' travel modes of walking and cycling;
- Local walking and cycling route maps including information on dedicated cycle parking facilities;

- Information on WSCC's free adult cycle training courses and the online cycle journey planner (https://cyclejourneyplanner.westsussex.gov.uk/);
- Public transport fares, service timetables, and maps showing the location of the nearest bus stops along West Street, Loose Lane, Sylvan Road, and Lancing rail station;
- A map showing the range of local facilities / services in Sompting, Lancing and Worthing, which are available and accessible on-foot and by cycle including major employment areas, health care services (hospitals, doctor's surgeries, and dentists), leisure facilities / services etc;
- Details of financial incentives aimed at encouraging sustainable travel (i.e. £150 travel voucher, discounted travel cards and offers at local cycle retailers); and
- Contact details of the appointed TPC.

6.9 The information will be prepared immediately prior to initial occupation of the residential and commercial aspects of the WSD. It will be updated on a biennial basis as part of the review process. A copy of the Travel Information Pack is attached at Appendix 3 of this plan.

Personal Sustainable Travel Planning

6.10 The TPC will be offered the opportunity to discuss their individual travel needs with the TPC through organising Personal Travel Planning meetings. The purpose of the meeting will be to raise awareness of the various travel options available to households as well as gain an understanding of the main aims and objectives of the RTP.

Sustainable Travel Voucher

6.11 To incentivise future households to travel by sustainable means of travel, the applicant will as part of the TIP, issue Sustainable Travel Vouchers to the first homeowners / occupiers of each residential unit. The Sustainable Travel Voucher will be to the value of £150, which can be exchanged for the following: -

- A season ticket for the local bus service;
- A rail season ticket or network card;
- A contribution towards the purchase of a new bicycle and / or equipment; and
- Cycle training up to 4 members of the household.

On-Site Infrastructure

6.12 As part of the development proposals, a number of internal and external segregated foot / cycleways will be provided to connect to the wider pedestrian / cycle network.

6.13 In accordance with national, regional, and local planning policy, all residential units will be provided with secure and sheltered cycle storage facilities capable of accommodating cycles of various size and type. The provision of secure storage will increase the likelihood of new households owning and using their cycles. Further information on cycle routes and storage facilities at other local destinations including Lancing rail station will be contained within the TIPs.

6.14 In addition, all residential units will be provided with broadband service capability, to enable future households to work from home, and hence reduce the need to travel for various journey purposes including commuting over the course of a typical weekday. The provision of broadband services will also enable future households to purchase goods and services online and for these delivered to be individual properties, further minimising the number of private car journeys.

Walking and Cycling

6.15 In addition to the provision of new infrastructure such as segregated cycleways and footways within the vicinity of the WSD and information on safe walking / cycling routes, the TPC will create a Bicycle User Group (BUG) comprised of households and other end-users interested in promoting cycling as a mode of travel.

6.16 The TPC and BUG will be responsible for negotiating discounts with local cycle retailers on behalf of new households regarding the purchase of cycles and associated equipment. The BUG will meet regularly to discuss issues related to cycling to / from the WSD and surrounding area. Households will be encouraged to manage the meetings themselves and to provide feedback / comments to the TPC and WSCC's Travel Plan Officer.

6.17 The BUG would also provide information regarding the Government backed '*Cycle-to-Work*' scheme, which allows employees to purchase a cycle tax-free via their employer. There are a number of benefits associated with this scheme, which include: -

- Reduced cost of purchasing a cycle to an employee, equivalent to saving on Income Tax and National Insurance.
- An employer would save National Insurance contributions since the scheme is based on a salary sacrifice and would redeem the VAT on the purchase; and
- The information provided by BUG would provide households with the necessary information to encourage their employer to implement a '*Cycle-to-Work*' scheme.

6.18 The TPC will promote walk and cycle campaigns in conjunction with national travel awareness events including '*Walk to School Week*', '*National Bike Week*', '*Cycle to Work Day*', and '*European Mobility Week*'.

Public Transport

6.19 The WSD will be well-connected to the existing network of footways and streets, which are served by several bus routes. To encourage future households and visitors to travel by public transport, the following measures will be delivered to enhance local bus services: -

- Contribution towards improving and enhancing existing bus services, specifically in respect to promoting services, which operate longer hours;
- Contributions towards improving bus stop infrastructure along West Street and Loose Lane; and
- The Phase 2 part of WSD will be designed to ensure bus penetration can be provided in the event that an operator may wish to access the site in the future.

6.20 To further promote the use of existing public transport services, the TPC will liaise with local bus operators (Stagecoach and Compass Bus) to negotiate free '*bus taster*' tickets for each first owner / occupier of each household. Up-to-date and relevant timetable / route map information would also be sought from the operator for inclusion within the TIP.

6.21 The provision of these financial initiatives would help influence new households to reconsider their travel patterns and behaviour, in favour of using existing public transport services, thereby reducing dependency on the private car for various journey purposes.

6.22 Details of local public transport services will be included within the Travel Information Pack and on notice boards. This will include the location of bus stops, operator websites and the ticket types and discounts available.

Car Sharing

6.23 Car sharing involved two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible, and cost-effective mode of travel if car sharers live and work in similar locations.

6.24 Liftshare is the UK's largest car share database with over 600,000 registered members. Liftshare operates over 1200 car share schemes around the UK. Typically, around 45% of registered members regularly car share, often as part of their journey to and from work.

6.25 The Liftshare website provides a '*savings calculator*' to enable members to work out the cost savings of car sharing as part of a regular journey. It is noteworthy that for journeys comprised of 5-miles, an individual can potentially save in the order of £334 per annum if travelling within a standard sized vehicle (i.e. between 1.4 and 2.0 litres).

6.26 It is anticipated that a car share scheme could deliver a reduction in private car use in the region of 1% - 3%. To encourage future households to car share with other individuals undertaking similar journeys, details of WSCC's Carshare scheme (https://liftshare.com/uk/community/westsussexcarshare) and Liftshare's national car share database including information on how to register for free and identify suitable journey matches will be promoted within the TIPS.

Homeworking

6.27 All residential units within the proposed development will be provided with the necessary telecommunication facilities that will enable households to connect to broadband through the various internet providers. This will in turn, provide households with the possibility of working from home in addition to gaining access to online shopping, banking and websites administered by public transport operators, the Local Authority, local taxi companies and local cycle shops etc.

7. Targets

7.1 To determine the effectiveness of the Travel Plan strategy in accomplishing the set aims and objectives, targets based on the DfT's '*Specific, Measurable, Achievable, Realistic and Time-bound*' (SMART) criteria are detailed in this section of the document.

7.2 It is generally considered that the predominant indicator of a successful Travel Plan is the change in the modal share of trips to and from a development, in which a greater proportion of journeys are made by sustainable means as opposed to by private car, particularly as single occupancy car drivers.

7.3 Since the travel patterns and behaviour of future households of the WSD have not yet been established, the multi-modal trip rates and corresponding generation over the course of a typical 12-hour weekday, as presented in Section 6 of iTransport's Transport Assessment (TA), which was submitted in support of the outline planning application has been used to provide to derive the main target of the RTP.

7.4 As identified in Paragraph 6.4.3 of the TA, when combining the Northern and Southern Land Parcels, the WSD is anticipated to generate between 228 and 270 two-way vehicular movements during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

Trip Rate Target

7.5 In line with WSCC's Development Travel Plan Policy, the main target of the RTP will seek to achieve the following trip rate targets:

- To reduce the number of vehicle trips generated by WSD over a 12-hour period (weekday 07:00 – 19:00) by the site by 15%; and
- To reduce the number of vehicle trips generated by WSD during the AM peak hour (08:00 – 09:00) and PM peak hour (17:00 – 18:00) by 15%, to ensure there is no '*material impact*' on the surrounding highway network.

7.6 As identified in Section 6 of iTransport's TA submitted in support of the consented scheme for WSD, the trip rates used to derive the anticipated vehicular traffic generation were taken from the Adur Local Plan and Shoreham Harbour Transport Study undertaken by Parsons Brinckerhoff in 2013. The trip rates included an allowance of 30% affordable housing.

7.7 When combining the trip generation of both the Northern and Southern Land Parcels, the WSD is anticipated to generate in the order of 228 and 270 two-way vehicular movements in the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. It is noted that the daily trip rates / vehicular generation was not presented in the Adur Local Plan and Shoreham Harbour Transport Study.

7.8 Consequently, the trip rate target aims to achieve a reduction of 34 and 41 two-way vehicular movements to / from the WSD during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

7.9 It is proposed that a TRICS SAM survey will be undertaken at a point in time when 50% occupation of WSD has been achieved (anticipated to be 2024).

Mode Share Target

7.10 In line with national and local planning objectives, the mode share target of the RTP would seek to achieve a 10% decrease in the number of single occupancy car driver trips and corresponding increase in sustainable modes (e.g. public transport, walking and cycling) to / from the development during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, over the 5-year lifetime of the document.

7.11 Based on '*Method of Travel to Work*' data for the '*Adur 006*' Middle Layer Super Output (MSOA), and as shown in Table 7.1, the mode share target would seek to reduce the proportion of households travelling as single occupancy car drivers by 10% with there being a corresponding increase in sustainable travel modes (i.e. car sharers, public transport, on-foot, and by cycle) over a 5-year period.

Table 7.1 Baseline and Interim Targets

Mode	Baseline % Modal Share	Target – End of Year 1	Target – End of Year 3	Target – End of Year 5	Percentage Point Change
Car Driver	67.2%	67.2%	57.2%	57.2%	-10.0%
Car Passenger	6.6%	6.6%	8.6%	9.6%	+2.0%
Public Transport	12.4%	12.4%	16.4%	18.4%	+6.0%
On foot	6.9%	6.9%	8.9%	9.9%	+3.0%
Bicycle	4.8%	4.8%	6.8%	7.8%	+3.0%
Other	0.3%	0.3%	0.3%	0.3%	0.3%
TOTAL	100%	100%	100%	100%	-

7.12 However, it is not until the baseline travel survey has been completed, reviewed and analysed that specific modal shift targets can be identified. Thereafter the RTP will be revised to contain suggested targets against which the success of measures can be determined. The targets will then form a continual part of the review process over subsequent years with revised targets set in conjunction with WSCC's Travel Plan Officer on an agreed basis.

8. Action Plan

8.1 The primary aim of the RTP is to increase awareness of sustainable travel options and to encourage their use, with the objective of reducing demand for private car-based travel. Progress of the RTP will be assessed in the context of specific targets.

8.2 In order to achieve the aims and objectives of the RTP, a framework of targets and milestones for implementation is required, against which the success of the Travel Plan can be judged. The targets and milestones defined herein are designed to be transparent, realistic, and justified in the context of current national and regional guidance.

8.3 The implementation of the RTP will be structured in the form of an Action Plan that will define targets and milestones for the first 5 years of implementation. The Action Plan will be reviewed by the TPC prior to the annual review to check performance and identify the need for any corrective actions that may need to be put in place for the following period. Details of the Action Plan for the proposed development are outlined in Table 8.1.

Table 8.1 Action Plan

Action	Responsibility	Timescale
Provide infrastructure (i.e. cabling) for '*broadband*' connections and secure cycle parking facilities for each dwelling.	Applicant	During construction phase of development
Ensure pedestrian and cycle links and bus stop enhancements are in place.	Applicant	During construction phase of development
Appoint organisation to perform the role of the TPC.	Applicant	Prior to the occupation of the development
Implement Travel Plan process.	TPC	Prior to 1st occupation
Produce TIPs.	Applicant and TPC	Prior to occupation of the development.
Issue TIPs including Sustainable Travel Vouchers to all new households, prior to them relocating to the new development.	TPC	Prior to the occupation of the development.
Liaise with local cycle retailers to obtain discounts on behalf of new households for the purchase of cycles and accessories.	TPC	Prior to the occupation of the development.
Liaise with local bus operators to obtain '*bus taster*' tickets on behalf of new households.	TPC	Prior to the occupation of the development.
Conduct TRICS SAM and household questionnaires.	TPC	Within 3 months of 50% occupation
Set up a BUG	TPC	Within 6 months of 50% occupation
Submit results of the initial surveys to WSCC's Travel Plan Advisor	TPC	Within 3 months of issuing the questionnaire to households
Repeat TRICS SAM and household questionnaires.	TPC	Years 3 and 5 years after the initial survey

Submit a Review Report to WSCC's Travel Plan Advisor	TPC	Within 3 months of re-issuing the travel surveys

Remedial Measures

8.4 In the event that the 12-hour weekday and AM / PM vehicular trip rate, and mode share targets have not been achieved after 5-years of implementation, the TPC will meet with WSCC's Travel Plan Officer to discuss a number of remedial measures, which can be introduced to further reduce the number of vehicular movements to / from the WSD. The remedial measures are not exhaustive but may include: -

- Re-distribution of Sustainable Travel Vouchers to each household;
- Cycle training;
- Additional promotion of walking and cycling campaigns such as '*Walk-to-School*' and '*National Bike Week*' and car sharing; and
- Extending Personalised Travel Planning service to all households.

Appendix 1

West Sompting

Housetype	Description	Beds	Storeys	Units
Market				
811 DANB	Danbury	2B3P	2	23
968 SHER	Sherwood	3B4P	2	6
1012 CHAR	Charnwood	3B5P	2	18
1035 SAUN	Saunton	3B4P	2.5	6
1259 WHIT	Whiteleaf (+ Bay)	4B5P	2	3
1259 WHIT	Whiteleaf (+ Dbl Bay)	4B5P	2	3
1415 KIEL	Kielder	4B5P	2	4
1415 KIEL	Kielder (+ Bay)	4B5P	2	3
TOTAL				**66**
Affordable				
Affordable Rent				
1BWCM	1 Bed W/Chair Maisonette	1B2P	2	2
2BM	2 Bed Maisonette	2B3P	2	2
2420+	2420A+	2B4P	2	10
3420+	3420+	3B4P	2	6
4525A+	4525A+	4B5P	2.5	2
TOTAL				**22**
Affordable Intermediate				
2420+	2420A+	2B4P	2	2
3420+	3420+	3B4P	2	4
4525A+	4525A+	4B5P	2.5	2
TOTAL				**8**
Overall Total on Site				**96**

- Extent of Hybrid Planning Application
- Extent of Full Planning Application
- Extent of Neighbouring Land within Applicant's Control
- Illustrative trees, please refer to detailed landscape design for exact position and details
- Focal 'Key' Building

Maximum size U9 - U10 Mini Soccer Pitch (54.9m x 36.6m) Run Off (60.9m x 42.6m)

Maximum size U13 - U14 Community Soccer Pitch (82m x 50m) Run Off (88m x 56m)

FUTURE DEVELOPMENT -PRELIMINARY-

Rev		Date
-	-	-
B	House Types Derwent / Greenwood replaced with Charnwoods + Sports Pitches and Landscaping updated, as per LPA comments.	23.12.20
A	Layout revised to adress Highways forward visibility splay comments and additional visitor parking spaces.	01.09.20

PERSIMMON
Together, we make a home

Persimmon Homes Thames Valley
Persimmon House, Knoll Road,
Camberley, Surrey GU15 3TQ
Tel: 01276 808080

Site: West Sompting Phase 1

Date: April 2020

Scale: 1:500@A0P

Drg No: 601_PL_101

Drawing Title: Planning Layout - Colour

Drawing Status: SUBMITTED

Drawn by: AT | Checked by: RC

Rev: B

0 metres 25 (1:500)

Appendix 2

WEST STREET

West Street

ST MARY'S CLOSE

St Mary's Close

STREET BARN

NEWMAN'S GARDENS

TRISTRAM CLOSE

PEVERIL DRIVE

PEVERIL CLOSE

LOOSE LANE

Community Centre

Old Scout Hut

Hall

Sylvan Road

0.6m flint wall wrapping path

Raised Table

Maximum size U9 - U10
Mini Soccer Pitch
(54.9m x 36.6m)
Run Off (60.9m x 42.6m)

Maximum size U13 - U14
Community Soccer Pitch
(82m x 50m)
Run Off (88m x 56m)

Changing Hut / Store

car park

FUTURE DEVELOPMENT
-PRELIMINARY-

SHARED SURFACE

PRIVATE DRIVE

THE CRESCENT

STREET 01

THE AVENUE SOUTH

UTILITIES EASEMENT (10M)

PED/CYCLE LINK

5M EASEMENT FOR POWER CABLE

APARTMENT A

APARTMENT B

N

0 metres 25
(1:500)

LEGEND - PARKING ALLOCATION

194	Allocated Parking (incl. Carbarns) 194 spaces total
18	6m x 3m Garage 35 spaces total ($\frac{35}{2}$= 17.5) 0.5 of allocated parking
30	Visitors Parking 30 spaces total
6	Unallocated Visitor Motorcycle Parking 6 spaces total
2	Cycle Visitor Parking 12 spaces total (min required $\frac{96}{8}$= 12)

Total of 242 car parking spaces proposed on site.

LEGEND - ELECTRIC VEHICLE CHARGE POINTS (EV's)

'Active' Communual Charging Point with 5 metre cable distance offset

'Active' Individual Charging Point with 5 metre cable distance offset

* All remaining plots are designated as 'Passive EV Points' and will have ducting, future connections and infrastructure in place for future EV Point provisions.

Total of 80 'Active' EV Points proposed on site as per the 33% requirement in 2021 set out by WSCC.

Rev		Date
C	Additional EV charge points provided on site to meet 2021 policy req.	03.09.2021
B	House Types Derwent / Greenwood replaced with Charnwoods + Sports Pitches and Landscaping updated, as per LPA comments.	23.12.2020
A	Visitor Parking allocation increased due to Highways comments. Layout amended to accommodate forward visibility splays.	28.08.2020

PERSIMMON
Together, we make a home

Persimmon Homes Thames Valley
Persimmon House, Knoll Road,
Camberley, Surrey GU15 3TQ
Tel: 01276 808080

Site: West Sompting Phase 1

Date: April 2020

Scale: 1:500@A0P

Drg No: 601_PL_105

Drawing Title: Parking Strategy Plan

Drawing Status: SUBMITTED

Drawn by: AT

Checked by: RC

Rev: C

Appendix 3

WEST SOMPTING

TRAVEL INFORMATION PACK





WEST SOMPTING
New Community • Adur

CHARLES CHURCH

Persimmon
Together, we make a home.

INTRODUCTION

This Travel Welcome pack has been produced for residents in the West Sompting Development, as part of a Residential Travel Plan initiative.

Within this pack you'll find information on how you can travel to / from your home using sustainable means such as:

Walking

Cycling

Public Transport

and,

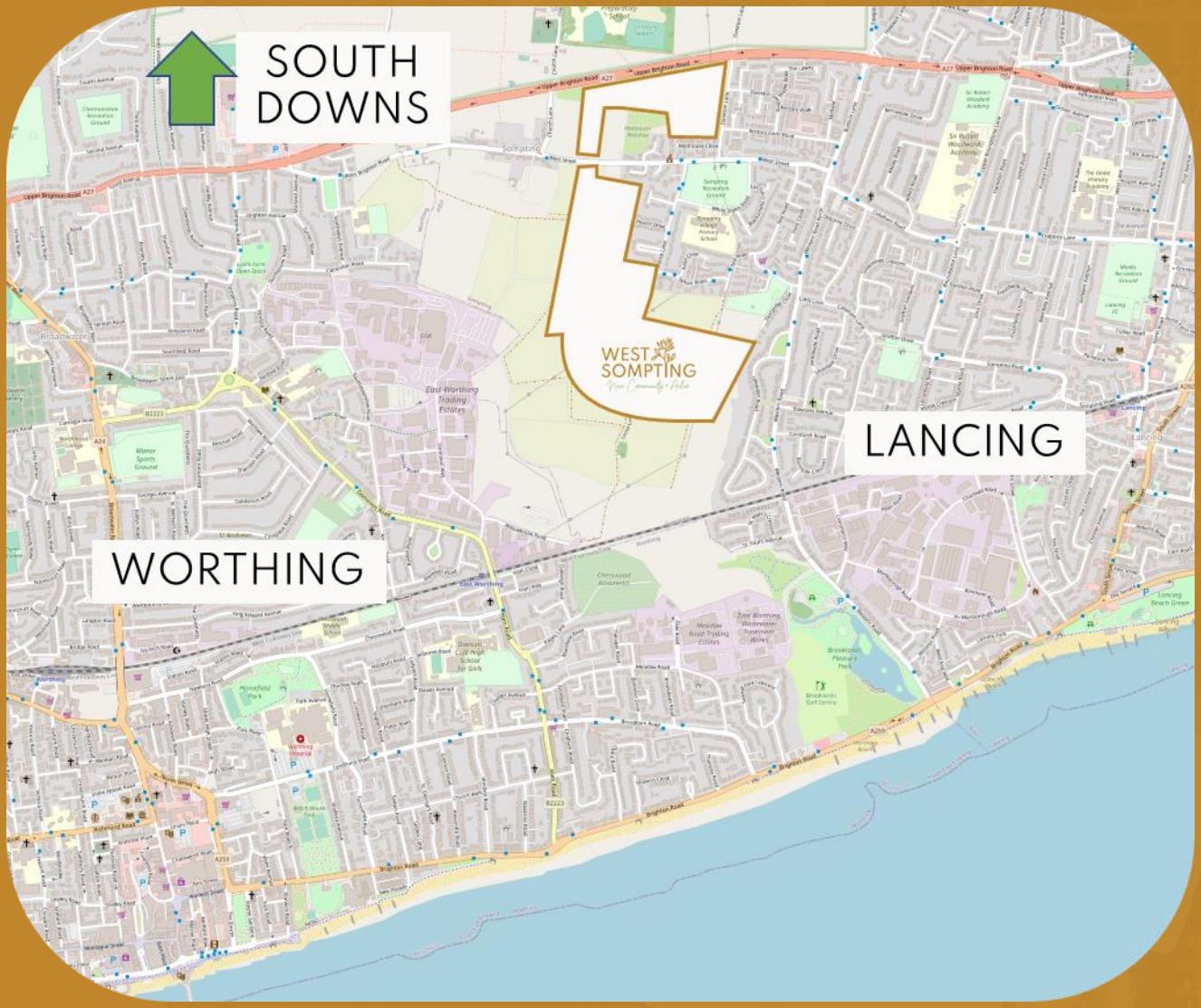
Car Sharing





WEST SOMPTING
New Community • Adur

YOUR LOCAL AREA



WEST SOMPTING
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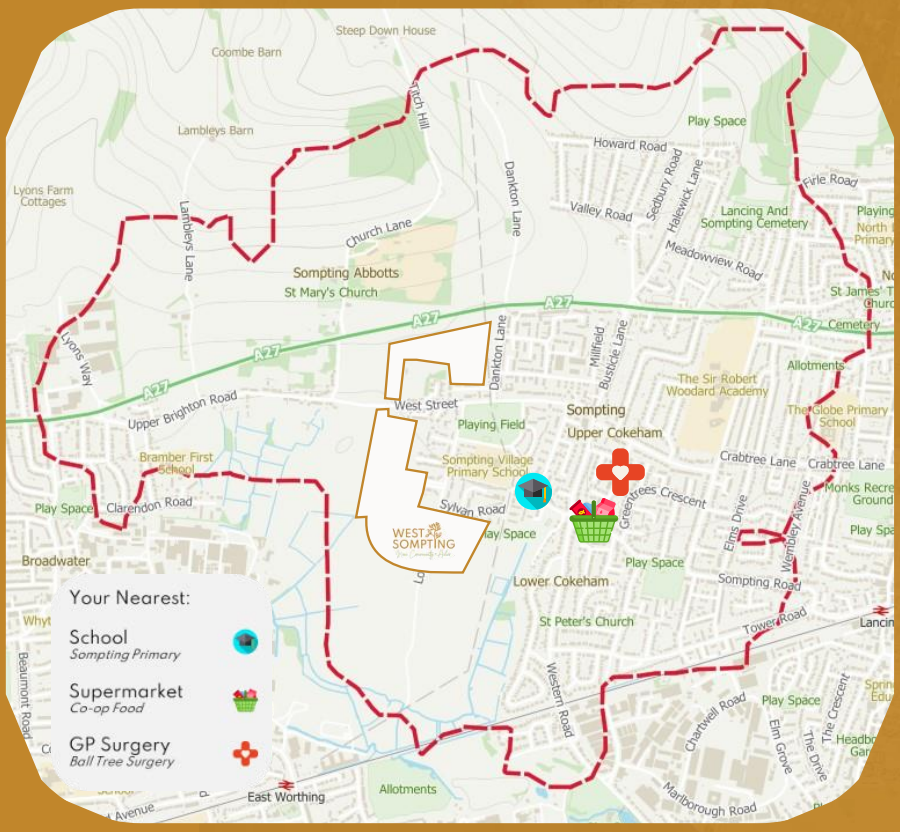
WALKING

There are lots of great places that are within walking distance in the local area, whether it be for reaching nearby services or enjoying the area at your leisure

This map shows where you can get to in just 20 minutes:





Lancing is less than a 20 minute walk from West Sompting



The South Downs National Park is an great location for quiet countryside walks with stunning views across the hills.

For more info about walking:
gojauntly.com
ramblers.org.uk

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CYCLING

It’s easy to reach many places nearby by bike from West Sompting:



Worthing Town Centre is only a 15 minute cycle from West Sompting

Lancing Station is less than 10 minutes away by bike and has dedicated bike storage





Join National Route 2 by Lancing Beach to take you along the coast to Shoreham and Brighton

Your nearest bike shops are:

Store Name	Address	Online
South Downs Bikes	41 Broadwater St W, Broadwater, Worthing BN14 9BY	Southdownsbikes.com
TMS Bikes	163 Tarring Rd, Worthing BN11 4HH	-

If you are considering cycling to work, take advantage of the ’Cycle to Work’ Scheme which allows you to purchase a bicycle and equipment tax free from your employer.

cyclescheme.co.uk Bike2Work Scheme Tax Free Cycles

For more info about cycling:
Sustrans.org.uk
Letsridelocal.co.uk
cyclejourneyplanner.westsussex.gov.uk

WEST SOMPTING New Community • Adur

TRAVELLING BY BUS

You can reach Lancing and Worthing town centres by bus in less than 10 minutes. Catch the 7 or 16 bus on West Street or Loose Lane.

Head to Western Road North where you can catch the PULSE, which runs every 12 minutes to Durrington, Worthing and Lancing

Your Nearest Bus Stops:



Stagecoach

You can buy your tickets before boarding using the Stagecoach App



For more info on travelling by bus:
stagecoachbus.com
traveline.info
bustimes.org

WEST SOMPTING
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TRAVELLING BY TRAIN

Your Nearest Station is Lancing. It is less than a 10 minute cycle from West Sompting, you can catch frequent services on the West Coastway Line to destinations such as Brighton, Gatwick Airport, and London

SOUTHERN

Journey Times From Lancing:

Brighton	20 minutes
Chichester	30 minutes
Gatwick Airport	45 minutes
London	80 minutes

The flexi season ticket offers you 8 days travel in 28 days, ideal for flexible working weeks



For more info on travelling by train:
southernrailway.co.uk
nationalrail.co.uk
citymapper.com

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USING A CAR

Car Sharing

If it's not so easy for you to walk or cycle to work, consider car sharing. Car sharing can benefit you, offering the convenience of driving while reducing costs, congestion and pollution.

Search for West Sussex Carshare to find other people already car sharing in the area or contact your Travel Plan Coordinator who can help to match with individuals taking a similar journey.

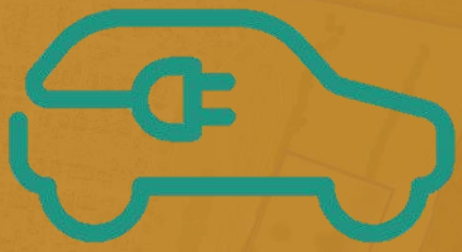
liftshare
travel happy

Electric Vehicles

Choosing to travel by an electric vehicle (EV) could benefit you by lowering your vehicle running costs. Your new home has facilities for electric vehicle charging so you will be all set to drive from the moment you move in.

Having an EV offers a quiet and comfortable drive, an exemption road tax and savings of up to 10p per mile compared to a standard petrol car

You could be eligible for a grant of up to £1,500 on the purchase of a new EV, speak to your local dealership to find out more



For more info on lift sharing:
liftshare.com

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