CALA Homes Ltd

PROPOSED RESIDENTIAL DEVELOPMENT FOR 249 DWELLINGS AT NEW MONKS FARM, LANCING

Residential Travel Plan

VN201575

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1 INTRODUCTION

1.1 Background

1.1.1 Vectos has been commissioned by CALA Homes Ltd to prepare a Residential Travel Plan for the first phase of residential development at New Monks Farm in Lancing, west of Brighton.

1.1.2 Land at New Monks Farm is located south of the A27 between Mash Barn Lane and the built-up area of Lancing. It is a large site that currently consists of fallow grassland and a network of ditches and watercourses, bound by residential development to the west, a railway line to the south and the A27 to the north.

1.1.3 The first phase of residential development is located on the western side of the site adjacent to the residential area of Lancing. Vehicular access will be provided to this phase of development from Grinstead Lane via Hayley Road and the Mash Barn estate.

1.2 New Monks Farm Development Proposals

1.2.1 **Plan 1** shows the boundaries of the residential development at New Monks Farm. The wider development proposals at New Monks Farm consist of a mixed-use development to help meet the employment, housing and community needs of the local area comprising:

- Up to 600 homes;
- An IKEA (up to 32,900sqm of non-food retail floor space);
- A country park, a primary school, and related infrastructure; and
- A relocated and expanded Withy Patch Gypsy and Traveller site.

1.2.2 The first phase of development includes the provision of 249 residential dwellings with access provided from Grinstead Lane via Hayley Road and the Mash Barn estate.

1.2.3 As part of the wider redevelopment of the site, a new access will ultimately be provided on the A27 in the form of a high capacity, signalised roundabout. This is advocated within the Adur Local Plan (2017) and forms part of an overall access strategy considering speed limits, rationalisation of existing points of access on the A27, network capacity and the movement of non-motorised users (NMUs).

1.2.4 The main access from the A27 will lead to an internal network providing access to the non-food retail area and residential dwellings within the New Monks Farm site (to the west). Upon completion of the new access onto the A27, the access via Hayley Road will be used by pedestrians, cyclists and buses only.

1.3 Planning Permission

1.3.1 A hybrid planning application (Ref: AWDM/0961/17) was submitted for the redevelopment of the entire site in July 2017 with permission granted in February 2020. The first part of the application, to which this Residential Travel Plan relates, sought full planning permission for the demolition of existing buildings and the erection of 249 residential dwellings with temporary access via Grinstead Lane, a County Park, relocation and extension of the Withy Patch Gypsy and Traveller Site, permanent access via a new roundabout on the A27, landscaping, two additional football pitches and other associated infrastructure.

1.3.2 Condition 27 of the Adur District Council Planning Permission requests that prior to occupation a Residential Travel Plan is required. It states that:

"27. No dwelling shall be first occupied until a Residential Travel Plan has been submitted to and approved, in writing, by the Local Planning Authority. The Residential Travel Plan once approved shall thereafter 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.

***Reason:** In the interests of encouraging sustainable transport and to minimise any adverse impact on the local highway network."*

1.3.3 As previously noted, the Residential Travel Plan relates to the first part of the planning permission and considers the delivery of the first 249 residential dwellings. It is intended to discharge Condition 27 of the planning permission and builds upon the original Framework Travel Plan that was submitted and approved as part of the original hybrid application.

1.4 Residential Travel Plan Objectives

1.4.1 This Travel Plan is a long-term strategy for reducing dependence on travel by private car. It reflects the following objectives which are intended to achieve current government policy in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those living on or visiting the site;
- Minimise car travel in the area surrounding the site; and
- Contain car parking demand.

1.5 Report Detail

1.5.1 This Residential Travel Plan has been prepared to consider travel to and from the New Monks Farm development and should be read in conjunction with the original Transport Assessment (TA) and Framework Travel Plan prepared by Vectos. It notes:

- Context of the Site;
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Updated Action Plan.

2 LOCAL CONTEXT

2.1 Site Location

2.1.1 The New Monks Farm site is located on the edge of the existing built environment to the east of Lancing. It is a large site that currently consists of fallow grassland and a network of ditches and watercourses. There are also a number of farm buildings and barns located within the site associated with previous agricultural uses.

2.1.2 To the west of the site, the area is predominantly residential with a local road network providing vehicular and pedestrian access to facilities in and around Lancing. Brighton and Hove Albion Football Club's Training Academy is also located adjacent to the existing residential dwellings and the New Monks Farm site.

2.1.3 The A27 runs along the northern boundary of New Monks Farm and serves as an existing access in to the site. Access to the site is also provided from Mash Barn Lane (via Grinstead Lane) and the existing residential road network. Although these points of access have historically accommodated a number of daily vehicular trips, they are currently used infrequently by New Monks Farm, for occasional maintenance activities.

2.1.4 There is no access to the New Monks Farm site from the south. The main railway line into Brighton runs along the southern boundary of the site providing a barrier to movement.

2.1.5 The first phase of residential development will be located on the western side of the wider masterplan site adjacent to the existing built-up area of Lancing. An access road will be provided to the residential properties from Grinstead Lane. The site location in relation to the local context and the masterplan and residential development boundaries are illustrated in **Plan 1**.

2.2 Highway Network

2.2.1 A full review of both the local and strategic highway network in the vicinity of the site is presented in the TA prepared by Vectos. A summary is provided here for completeness, accompanied by **Plan 2**.

A27 Old Shoreham Road (Strategic Network)

2.2.2 The A27 in the vicinity of the site forms part of the strategic road network. It is a key east-west link providing access between Brighton, Shoreham, Lancing, Worthing and destinations further afield. In the vicinity of the site, the A27 is a dual carriageway providing two lanes in either direction and has a speed limit of 70mph.

2.2.3 A continuous shared foot/cycle path is provided along the southern side of the A27 carriageway. This is separated from the main traffic lanes with a section of verge. At crossing points on the route, dropped kerbs and tactile paving are provided. The route provides access between Lancing, employment sites on Old Shoreham Road and Shoreham via the Shoreham Tollbridge.

2.2.4 Controlled, at-grade crossing infrastructure is provided to facilitate north-south connectivity. This includes a staggered crossing approximately 100 metres to the east of the A27/Grinstead Lane roundabout and a crossing incorporated into the design of the A27/Old Shoreham Road/Coombes Road signal junction.

2.2.5 Bus stops are provided on the A27 corridor within the 70mph and 40mph limits, some with laybys to minimise disruption to through traffic. This is discussed further in subsequent sections, including details on service times and routes.

A27 Upper Brighton Road (Strategic Network)

2.2.6 The A27 corridor continues to the west of the site along Upper Brighton Road. This continues to provide two lanes in either direction with a speed limit of 40mph. Footways continue to be provided along either side of the carriageway. There is an additional controlled crossing on the A27 approximately 190 metres to the west of the A27 Grinstead Lane roundabout. This provides a link between residential communities north and south of the A27 and minimises potential severance.

Old Shoreham Road (Local Network)

2.2.7 Old Shoreham Road is a single carriageway accessed directly from the A27 strategic network. It is not a through route and instead provides access to local employment sites and Shoreham Airport.

2.2.8 As well as providing access to existing employments sites, Old Shoreham Road forms part of a key east-west link for pedestrians and cyclists across the River Adur via the Shoreham Toll Bridge. A shared foot/cycle path is provided along one side of the carriageway which links with similar facilities on the A27 (as previously described). Approximately halfway along Old Shoreham Road, pedestrians and cyclists are able to use the carriageway. This link is straight with good forward visibility, has low vehicle flows and has low speeds which all assist in managing potential conflict.

2.2.9 At the Shoreham Toll Bridge, access is provided to a public footpath (PRoW Ref: 2049) which runs along the banks of the River Adur, facilitating north-south movement.

Grinstead Lane (Local Network)

2.2.10 Grinstead Lane forms part of the local highway network and is the responsibility of West Sussex County Council (WSCC). It provides one of only a few north-south links in the vicinity of the site connecting the A27 corridor with the coastal corridor and residential areas in between. It provides direct access to a number of residential dwellings and also serves as a route for public transport services within Lancing.

2.2.11 Grinstead Lane is a wide single carriageway which is straight with good forward visibility. The speed limit is 30mph with signage provided along the route. Footways are provided along either side of the carriageway providing an interconnected network with adjacent side roads and infrastructure along the A27. Pedestrian refuge islands are provided at regular intervals with dropped kerbs and tactile paving creating a number of uncontrolled crossing points.

2.2.12 A controlled crossing is also provided on Grinstead Lane in the vicinity of the junction with Mash Barn Lane to facilitate pedestrian movements between residential areas and local shops, services and amenities.

Mash Barn Lane, Shadswell Road and Curvins Way Residential Network

2.2.13 Mash Barn Lane and Curvins Way provide access from Grinstead Lane to a residential estate with an interconnected road network. The speed limit is 30mph but the carriageway widths and slight curves in the horizontal alignments assist in managing low vehicle speeds through the residential network.

2.2.14 Footways are provided along either side of the carriageways within the residential areas with street lighting provided at regular intervals. Dropped kerbs are provided at informal crossing points.

3 SITE ACCESSIBILITY

3.1 Walking

3.1.1 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 1km and 2km catchment of the New Monks Farm site, equivalent to a 12 minutes and 24 minutes' walk respectively. An indicative walking catchment is illustrated in **Plan 3**.

3.1.2 The 1km catchment encompasses a large residential community within Lancing which also incorporates a number of local amenities, education, and leisure opportunities, as well as open green space. The 2km catchment includes additional services within Lancing, including employment opportunities. A sample of local facilities in the vicinity of the site is included in **Table 3.1**.

Facility	Location	Approx. Distance/Time	Route
GP Surgery	Old Shoreham Road	800 metres / 10 mins	via Shadswell Road and Manor Way
Leisure Centre	Lancing Manor	850 metres / 11 mins	via Shadswell Road, Manor Way and controlled crossing at the A27
Open Green Space / Playground	Manor Road	900 metres / 12 mins	via Shadswell Road, Manor Way and controlled crossing at the A27
Public House	Grinstead Lane	1,200 metres / 15 mins	via Shadswell Road and controlled crossing at Grinstead Lane
Primary School	Mill Road	1,400 metres / 18 mins	via Shadswell Road, Manor Way, controlled crossing at the A27 and Manor Road
Employment Site	Old Shoreham Road	1,500 metres / 19 mins	Via A27 and Old Shoreham Road
Convenience Store	North Road	1,750 metres / 22 mins	via Shadswell Road, controlled crossing at Grinstead Lane and Grinstead Avenue
Newsagents			
Bank			
Post Office			
Pharmacy			
Health Centre	Penstone Park	1,850 metres / 24 mins	via Shadswell Road, controlled crossing at Grinstead Lane, Grinstead Avenue and North Road
Library			
Food Superstore	South Street	2,000 metres / 26 mins	via Shadswell Road, controlled crossing at Grinstead Lane, Grinstead Avenue and North Road

Table 3.1: Sample of Local Facilities

3.1.3 As previously noted, the existing pedestrian facilities in the vicinity of the site are generally of a good standard. Footways are provided in the vicinity of the site with controlled and uncontrolled crossing facilities (i.e. dropped kerbs and tactile paving) to facilitate connectivity with the local area.

3.1.4 It is considered that the pedestrian network previously described in the area around the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

3.2 Cycling

3.2.1 To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan 4**. This encompasses all of the urban area of Lancing and also extends to the fringes of Worthing and Shoreham.

3.2.2 Within the 5km catchment, cycle maps produced by Adur Council and WSCC have been examined to identify available routes. As previously noted, a shared foot-cycle path is provided adjacent to the A27 along the New Monks Farm site frontage. This provides a tarmac surface, dropped kerbs and signage to identify the shared nature of the route. Connections are made with the local residential network where cycling is accommodated on the carriageway and speed limits are 30mph or lower.

3.2.3 Based on observations, it is noted that the link from Old Shoreham Road to Coombes Road is a popular cycle desire line, predominantly for leisure trips. Cyclists have the option of using the carriageway to complete this manoeuvre or a controlled crossing at the A27.

3.2.4 National Cycle Route 2 is located to the south of the site within approximately 2.3km of the New Monks Farm site. The route is signed and provides a combination of on-road and traffic-free sections linking to Worthing, Shoreham, and Brighton.

3.2.5 To the east of the site, National Cycle Route 223 provides a north-south link along the River Adur. It can be accessed from the A27 foot-cycle path, Old Shoreham Road and then the Shoreham Toll Bridge. The route provides a link to the South Downs National Park and is predominantly a leisure cycle route. It is noted that some of the route is only suitable for mountain bikes. From this route, access is provided to the South Downs Way which is a local leisure cycle route for walkers, cyclists, and horse riders through the national park.

3.2.6 It is considered that cycling can be promoted as a sustainable mode for a range of journey purposes utilising existing signed routes, advisory cycle lanes, cycle parking and crossing facilities.

3.3 Public Transport – Bus

3.3.1 The nearest bus stops are located on Shadwells Road within 400 metres of the site. These provide a flag pole and timetable information. Bus services using these stops include:

- Service No. 9: Littlehampton – Worthing – Lancing – Shoreham (hourly on weekdays).

3.3.2 Service No. 9 links Shoreham, Lancing, Worthing and Littlehampton and operates hourly from between 0700-1900hrs on weekdays and Saturdays. Bus journey times to Shoreham and Worthing are approximately 15 minutes and 20 minutes respectively. In addition to linking the town centres, this service also provides links to Southlands Hospital (in Shoreham) and Worthing Hospital, along with links to the Holmbush Retail Park in Shoreham.

3.3.3 Additional bus stops are located on Grinstead Lane within 800 metres of the site. These also provide a flag pole with timetable information. Service No. 7 operates along Grinstead Lane on weekdays and Saturdays between 0700-1800hrs. It provides a link to High Salvington via Worthing and Sompting and the Retail Park at Lyons Farm.

3.3.4 Also available within Lancing is a service known locally as the Pulse which operates from Crabtree Lane approximately 800 metres from the site. This service operates within Lancing connecting the station and surrounding residential areas to Worthing. It operates on weekdays on a 10-minute frequency, on Saturdays on a 12-minute frequency and Sunday on a 20-minute frequency. Although above the advisory 400 metres from the site, the level of service and destinations served make this an attractive option and therefore some people may be willing to walk the extra distance.

3.3.5 The review of infrastructure and services available in the vicinity of the New Monks Farm site suggests that buses can be promoted as a sustainable mode for a variety of trip purposes on weekdays and weekends.

3.4 Public Transport – Rail

3.4.1 Lancing rail station is approximately 1.7km to the south west of the site. The station offers a frequent train service on the following key routes:

- West Worthing – Brighton (every 30 minutes);
- Portsmouth/Southampton – Brighton (every 30 minutes); and
- Littlehampton – Gatwick, Croydon and London (every 60 minutes).

3.4.2 It should be noted that the services passing through Lancing combine to provide approximately 4 services per hour into Brighton. Journey times into Brighton are approximately 21 minutes with access to Worthing in 5 minutes and Shoreham in 4 minutes. Access can also be provided to Gatwick in 47 minutes and East Croydon in 64 minutes where connections can be made for journeys into and out of London.

3.4.3 The station features 36 parking spaces (with 4 accessible spaces) and 24 cycle parking spaces. It has a ticket counter, automatic ticket machines, step-free access and ramps for train access. Details of local taxi numbers are provided, and bus stops are located directly outside the station entrance on Sompting Road to facilitate connections for onward journeys.

3.4.4 The station provides a number of frequent services throughout the day (both weekdays and weekends) such that rail travel could be promoted as part of a multi-modal trip for commuter, retail or leisure purposes.

3.5 Summary

3.5.1 It is considered that the existing New Monks Farm site is accessible by a range of sustainable modes. There are a number of local shops, services and amenities within acceptable walking distances with defined cycle routes providing options for a range of journey purposes.

3.5.2 Public transport services currently access the existing residential areas around Lancing and facilitate access to a range of destinations throughout the day on weekdays and weekends. Rail services provide a frequent link into larger urban centres suitable for commuters or retail/leisure trips and the station provides facilities to assist multi-modal travel. Overall, it is considered that the existing location has excellent potential for reducing the need to travel, promoting sustainable modes and reducing single occupancy car trips.

4 DEVELOPMENT PROPOSALS

4.1 Development Scale

4.1.1 The wider development proposals at New Monks Farm consist of a mixed-use development to help meet the employment, housing and community needs of the local area comprising:

- Up to 600 homes;
- An IKEA (32,900sqm of non-food retail floor space);
- A country park, a primary school, and related infrastructure; and
- A relocated and expanded Withy Patch Gypsy and Traveller site.

4.1.2 The first phase of development relates to the development of the 249 residential dwellings with access provided via Grinstead Lane.

4.2 Site Access and Layout

4.2.1 The access strategy for the wider masterplan site is outlined within the TA prepared by Vectos for the planning application. Access to the initial phase of residential development will be taken from the western side of the site via an access connecting these properties to Grinstead Lane. The internal road network will be designed to adoptable standards with footways and street lighting provided along all residential roads. Connections will be provided to the existing pedestrian and cycle networks surrounding the site.

4.2.2 The provision of an internal road network will open up new routes for pedestrians, cyclists and equestrians that previously did not exist. The proposed internal network will include a combination of dedicated pedestrian footways, on-carriageway cycle facilities within the low-speed residential areas and off-carriageway shared foot/cycle paths.

4.2.3 Ultimately, a new access is proposed to be delivered onto the A27. At this time, the access to and from Grinstead Lane via Hayley Road and the Mash Barn estate will be for pedestrians, cyclists and buses only. Further details will be provided in this as part of future Residential Travel Plan updates.

4.2.4 Within the residential element of the New Monks Farm development, the internal layout will promote key principles outlined in the '*Manual for Streets*' (2007 and 2010) relating to low-speed environments, active frontages and priority for pedestrians and cyclists (on carriageway) over motor vehicles.

4.3 Parking

4.3.1 Car parking associated with the residential element will be in accordance with Adur Council's '*Parking Standards and Transport Contributions*' (2005) supplementary planning guidance. The development will seek to provide the required level of parking through a mix of parking bays within the curtilage of individual dwellings, garages and small parking courtyards.

4.4 Service, Delivery and Refuse

4.4.1 The residential network has been designed so as to accommodate large refuse vehicles, delivery vehicles and buses. Vehicles will be able to circulate around the network, avoiding the need to reverse for excessively long distances.

4.5 Public Transport

4.5.1 Early discussions have already been coordinated with local bus operators regarding how best to service the New Monks Farm development so that sustainable modes can be actively promoted. It should be noted that there is a desire from commercial operators to provide bus services within the New Monks Farm development.

4.5.2 During the early phases, it is envisaged that the bus stops and services on the A27, and within the residential network around Mash Barn Lane, will initially facilitate access to the New Monks Farm development. In addition, there are services that operate along, or in the vicinity of Grinstead Lane to the west of the site. The combination of existing services and new infrastructure provides options to divert and extend existing services into the site.

4.5.3 Discussions are currently ongoing with operators regarding the extension of the Pulse service to provide further travel options for residents in the early years. Further details will be made available in subsequent Residential Travel Plan updates.

4.5.4 Overall, it is considered that the availability of existing services, the willingness of commercial operators to consider service extensions, diversions and new routes in the future and the commitment from the developer to provide financial support, combine to ensure that public transport can be promoted as a sustainable mode, and a realistic alternative to private car travel.

4.6 Reducing the Need to Travel

4.6.1 As noted in the Department for Transport's Circular 02/2013 '*The Strategic Road Network and the Delivery of Sustainable Development,*' consideration must be given to how development proposals will seek to reduce the need to travel, particularly by car.

4.6.2 The New Monks Farm development is located on the edge of the existing built environment around Lancing. There are a number of local shops, services and amenities within acceptable walking and cycling distances, with bus stops also provided on the A27 providing links into Lancing, Worthing, Shoreham and Brighton. The location ensures that sustainable modes can be promoted over single occupancy car trips for a variety of trip purposes.

4.6.3 In addition to local off-site services and amenities, the New Monks Farm development will ultimately include a mix of uses such that the development may generate a proportion of internalised trips. This provides further opportunities to minimise the development impact on the surrounding local and strategic highway network. Infrastructure will be provided within the site to encourage walking and cycling, as previously noted.

5 ADMINISTRATION

5.1.1 The administration of the Residential Travel Plan will be the responsibility of the Travel Plan Co-ordinator (TPC) at CALA Homes. At this stage a TPC has not yet been identified, however a TPC will be appointed prior to first occupation with the contact details of this person provided to the Council.

5.1.2 The TPC will assume a role acting as the initial primary contact for the residential development when considering sustainable travel modes. The Travel Plan Co-ordinator post will run for the lifetime of the Plan, which is typically 5 years and the duties will generally include:

- The operation of the Plan;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

5.1.3 Financial measures will be considered at an appropriate time and a suitable budget will be set aside for the Residential Travel Plan and its initiatives. The Travel Plan is fully supported by CALA Homes. The Action Plan for the implementation of the Residential Travel Plan is discussed in subsequent sections of this document.

6 AIMS, OBJECTIVES AND INITIAL TARGETS

6.1 Travel Plan Aims

6.1.1 The purpose of this Residential Travel Plan is to set out the parameters for the long-term Travel Plan Management of the residential element of the New Monks Farm development. The overarching aim of this plan is to reduce the level of car demand to and from the development. This will be achieved by:

- Informing residents of the development on the alternative transport options available;
- To promote the advantages and potential for travel by environmentally friendly modes; and
- To implement a package of measures that will improve the accessibility of the development through a range of sustainable modes.

6.1.2 This represents an important element in pursuing the overall aims of the National Planning Policy Framework (NPPF) which references travel plans as a key tool to facilitating sustainable travel, stating that:

"*All developments which generate significant amounts of movement should be required to provide a Travel Plan*".

6.2 Objectives

6.2.1 A Residential Travel Plan is a long-term strategy for reducing dependence on travel by private car. This plan reflects the following objectives which are intended to achieve current government policy in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those living on or visiting the site;
- Minimise car travel in the area surrounding the site, cutting down on associated costs (environmental, financial, health, etc.); and
- Contain car parking demand.

6.2.2 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:

- Improved air quality (less dirt and fumes) and noise levels;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

6.3 Initial Targets

6.3.1 Mode split targets for the Residential Travel Plan will be set following occupation of the site (as described below). These will be based on traffic flow counts, cycle and car park surveys and questionnaires and will therefore have a solid evidence base.

6.3.2 Notwithstanding this, initial targets have been considered as a guide. These will ensure compliance with the Travel Plan policy of WSCC which states:

"Where the occupier of the development is unknown outline targets should still be proposed, these can be reassessed once the occupier is identified and base data has been collected".

6.3.3 The following targets have been set to help to monitor and measure the success of the Travel Plan in meeting the objectives. These targets are 'SMART' in nature, which is described as follows:

- **S**pecific, to say precisely what is being achieved;
- **M**easurable over the duration of the target;
- **A**ppropriate and linked the overall objectives of the local authority accessibility strategy;
- **R**ealistic in terms of the potential for being achieved; and
- **T**ime bound.

6.3.4 The overall aim of the Travel Plan is to achieve a 15% reduction in the 12-hour weekday vehicle trips generated by the proposed development. To inform this initial Travel Plan target, reference has been made to the data presented in the original Transport Assessment. It should be noted that the original Transport Assessment utilised peak hour trip rates from the '*Adur Local Plan and Shoreham Harbour Transport Study*' (2013). As such, to derive the 12-hour weekday total, factors have been applied to the previously utilised peak hour trip rates using average daily profile data from the TRICS database.

6.3.5 **Table 6.1** provides an indicative summary of the potential total 12-hour vehicle trips for the site and the proposed reduction in these trips as a result of the implementation of the Travel Plan.

Scenario	Total Two-way Trip Movements
Baseline	1,276
15% Travel Plan Reduction	191
Following Implementation of the Travel Plan	1,084

Table 6.1: Indicative 12-hour Weekday Vehicular Trips (07:00 – 19:00) for 249 Dwellings

6.3.6 Although presented at this stage using trip data from the original Transport Assessment, a sense check on the baseline flows will be conducted within 12 months of first occupation. This is likely to include a vehicle count at the main site access.

6.3.7 The aim is for this reduction to be achieved within the first 5-years of occupation with monitoring occurring over the 5-year period to ensure sustainable travel practices are maintained. This will be achieved by promoting sustainable travel and encouraging a mode shift.

6.3.8 Baseline travel mode information cannot be established until the residential dwellings have been occupied. Therefore, to inform this Travel Plan indicative modal split targets have been based upon results from the 2011 Census for the local area, which incorporates the site (Reference E02006540: Adur 007). The mode splits have been generated based on how current residents within Adur travel to work. On this basis the indicative mode split targets are provided in **Table 6.2** below.

Mode	Census Mode Split	Year 1	Year 2	Year 3
Car Driver	67%	64% (-3%)	61% (-3%)	58% (-3%)
Car Passenger	6%	7% (+1%)	7%	7%
Motorcycle	2%	2%	2%	2%
Walking	7%	7%	8% (+1%)	9% (1%)
Cycling	4%	5% (+1%)	6% (+1%)	7% (1%)
Bus	7%	8% (+1%)	9% (+1%)	9%
Train	8%	8%	8%	9% (1%)

** numbers rounded to nearest integer*

Table 6.2: Indicative Mode Split and Suggested Travel Targets

6.3.9 Based on the indicative mode split sourced from Census data, initial targets have been set for the first three years of the site's occupation. A validation exercise will be undertaken as part of the initial travel survey in the first year to ensure the best data is presented and analysed as part of the monitoring program. Targets for year four and five will be set after the second year of operation once the success of the Travel Plan is known and areas for improvement are identified.

6.3.10 In the first year of occupation the Residential Travel Plan will focus on encouraging residents to swap single car occupancy journeys for car sharing or using the bus services provided to the west of the site. As the overall masterplan site continues to be developed and pedestrian/cycle paths developed, the Residential Travel Plan will shift focus on encouraging trips by walking and cycling.

7 MONITORING AND REVIEW

7.1 General Strategy

7.1.1 The Residential Travel Plan is a strategy which can evolve over time and is a flexible document which will respond to changes, although the underlying objectives of the Plan will not change. A programme of monitoring and review has been designed to generate information which will evaluate the success of the Plan. Monitoring and review will be the responsibility of the TPC and initially covers the following elements:

- Monitoring the use of car trips to and from the site via traffic surveys;
- Monitoring the take up of a potential car share scheme; and
- Recording of comments/observations received on transport and travel to the site.

7.2 Baseline Survey and Committed Targets

7.2.1 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. The travel surveys will be used to update the initial mode splits outlined in **Section 6** of this plan. The surveys will initially include overall traffic flow counts (i.e. ATC data).

7.2.2 It is considered that initial surveys will be conducted within 6 months of first occupation. This will capture the travel patterns during the occupation of the first phase and will assist in the overall monitoring of Travel Plan targets. It should be noted that the works to construct the new access on the A27 are likely to overlap with the occupation of the first surveys and therefore subsequent surveys will be conducted following completion of the A27 access. From this point, annual surveys will form part of the overall monitoring programme.

7.2.3 Following the initial data collection, a short note will be prepared and submitted to the Local Authority setting out the updated mode split and revise the initial targets outlined in **Table 6.1**.

7.3 On-Going Monitoring and Review

Multi-Modal Monitoring Surveys

7.3.1 The Travel Plan will be monitored in accordance with the TRICS UK Standard Assessment Methodology (SAMS) with three multi-modal surveys conducted over the 5-year implementation period of the Travel Plan. These surveys will assist in considering the success of the Travel Plan and whether the 15% reduction in trips has been achieved.

7.3.2 A SAMS survey or a suitably comparable survey – with the specification agreed with WSCC – will be commissioned by the TPC. The first survey will occur once the development is 50% occupied, with follow-up surveys conducted when the development is 75% occupied and the final survey conducted when the development is fully occupied. This schedule will provide a review on the success of the Travel Plan and whether any changes are required to ensure the Travel Plan meets its intended goal.

Intervening Travel Questionnaires

7.3.3 Additional data collection will be coordinated in the year that the TRICS SAM surveys are not completed and will follow the completion of the new access on the A27. These surveys will extend for a total period of 5 years from the first occupation of the residential dwellings. The follow-up surveys will reflect the initial surveys and be for a typical day within a similar week.

7.3.4 Following the review, a Residential Travel Plan Review will be completed in line with the survey programme and will include the production of a short review note which will be submitted to the Local Authority for information. The review of the Plan will include:

- Analysis of the latest travel surveys;
- The latest bus, cycle, and walking route information;
- Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
- Review of targets for the future year;
- Any additional measures, any changes/refinements to existing measures; and
- Evaluation of the success of the various measures implemented to date.

7.4 Enforcement

7.4.1 Consideration will be given to the implementation of additional measures and Travel Plan budget should the overall 5-year target not be met.

8 RESIDENTIAL TRAVEL PLAN MEASURES AND INITIATIVES

8.1 Residential Travel Plan

8.1.1 To satisfy the objectives, a range of measures and initiatives are provided within this document. These are targeted towards residents of the site, but visitors are also included where appropriate measures are identified.

8.1.2 A number of measures are discussed in the following section which are intended to encourage travel by sustainable modes. Where it is not possible to make journeys to/from the site either on foot, cycle, or public transport, car sharing will be promoted as the next most sustainable alternative.

8.1.3 As far as possible, the measures set out in this section are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures will be added to the list as part of the ongoing monitoring process for the Residential Travel Plan.

8.1.4 It is important for the Travel Plan to be flexible and to respond to changing circumstances and innovations. Once it has been implemented, the TPC will investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

8.2 Development Provision for Sustainable Travel Modes

8.2.1 As outlined previously, the development will facilitate links to sustainable transport, as summarised below:

- Pedestrian/cycle infrastructure available within the site and linking to existing routes;
- Site within walking distance of amenities including the local centre and school;
- Cycle parking/storage within each residence.

8.3 Residential Travel Information Pack

8.3.1 Given that this Residential Travel Plan focuses on the first phase of residential development within the site, particular focus is provided on the Residential Travel Information Pack which has been prepared and will be provided to new residents (see **Appendix A**).

8.3.2 The Pack is the main means of providing information to residents regarding the mode-specific measures during the early years. The Pack will also promote the wider benefits of sustainable travel, in particular the health benefits associated with walking and cycling and the environmental benefits associated with all means of sustainable travel. It is in a form that can be easily updated as the development builds out over time and can therefore account for changes so as to provide the best information to new residents.

8.3.3 General information relating to sustainable transport opportunities is included within the Pack with walking and cycling maps and links to various websites which already present information and resources to encourage sustainable travel including an interactive travel map, bus timetables and digital walking/cycling maps. A list of local taxi company's contact details is available within the Residential Travel Information Pack along with details of existing car sharing links to promote in the first instance. Information will also be provided on the CALA Homes website.

8.4 Sustainable Travel Voucher

8.4.1 A budget will be set aside to allow each household to apply for a Sustainable Travel Voucher, which will be worth at least £150. The voucher could be exchanged for or used to contribute towards one of the following:

- A season ticket for the local bus service;
- A rail season ticket;
- A contribution towards the purchase of a new bicycle or for the maintenance of an existing cycle;
- Cycle training for up to four members of each household; and/or,
- 12 months free membership to a local Car Club.

8.4.2 Depending on the outcome of the ongoing monitoring, the TPC will investigate the potential to provide additional measures. Should there be signs that the 5-year vehicle trip rate reduction target is not going to be achieved, then each unit will be offered a second (and final) travel voucher.

8.5 Subsequent Phases of Development

8.5.1 As previously noted, the provision of information is key during the occupation of the early phases of development. Following completion of the travel surveys within 6 months of first occupation, further information and mode specific measures will be promoted to encourage travel by sustainable modes. Further details will be provided in subsequent Residential Travel Plan updates, but a list of measures already being considered are listed below.

Walking

8.5.2 Measures to encourage walking as part of a multi-modal journey will include:

- TPC liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained;
- Review of local pedestrian facilities to ensure access widths are appropriate and gradient changes allow for comfortable wheelchair and parent with child access;
- Simple review of local street furniture such as bollards and seating to ensure locations are appropriate and do not introduce hazard to the visually impaired; and
- Review of on-site signage to ensure appropriate information provided to direct pedestrians to local bus and rail services and appropriate cycle routes.

Cycling

8.5.3 Further measures to encourage cycling will include:

- Making residents aware of the local cycle routes;
- Providing promotional material on bicycle maintenance to residents;
- Advertisement of a local bicycle user group to new residents;
- Special travel events could be promoted at the site (e.g. a 'Dr Bike' style event);
- Promote the Cycle2Work salary sacrifice scheme to new residents;
- Liaise with local bike shops to secure discounts for residents; and,
- The TPC to liaise with the Highway Authority and the Management Company to ensure that cycle routes are appropriately maintained.

Public Transport Services

8.5.4 As previously noted, bus services are available in the vicinity of the site with the future potential to enable services to pass through the development. Based on discussions with operators to date, the existing Pulse service remains an option which can be extended and ultimately the diversion of services through the site from the A27 will further facilitate access. At the time of writing this Residential Travel Plan, discussions are ongoing regarding the phased timing of delivery and further details will be provided is subsequent Residential Travel Plan updates.

8.5.5 In the interim, the use of public transport will be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:

- Up to date information provided on bus and train services, including route information and service frequencies (to be provided via the Residential Travel Information Pack and possibly on a development website);
- The TPC to liaise with the Local Authority and the public transport operators to ensure that information remains valid; and
- The TPC to bring to the bus and rail operators attention any issues raised to ensure that the potential for the use of these services to the site is maximised.

8.5.6 The TPC will also investigate the scope to provide free bus 'taster' tickets to residents and enquire whether they can secure any discounted tickets with bus operators.

easitADUR&WORTHING

8.5.7 The easitADUR&WORTHING scheme was launched in conjunction with Adur & Worthing Councils' sustainability programme Sustainable AW. The scheme delivers discounted travel options, particularly around public transport and cycling, to help make sustainable travel options more attractive for commuting and business travel.

8.5.8 The easitADUR&WORTHING (https://www.easit.org.uk/network/easitADUR%20&%20WORTHING-19) scheme will be promoted to residents on the community website and social media pages as the scheme may be available to residents working for employers that are easit members.

Car Sharing

8.5.9 A car sharing scheme for residents will be promoted for the development. There is currently a West Sussex Car Sharing Scheme (www.westsussexcarshare.com) which is operated by Liftshare. The County Council has produced a leaflet about this scheme which is available on their website.

8.5.10 The TPC will also investigate the potential to provide two Car Club spaces within the development for the anticipated development scale of 250 dwellings. This would provide access to a car for residents who do not own a car or wish to own a car if they require one on a temporary basis. Additional vehicles would need to be added should further units be provided in the future over and above the 250 this TP relates to. Discussions with potential operators are currently ongoing.

9 UPDATED ACTION PLAN

9.1.1 The following list describes the measures that are to be taken to help achieve the overall Residential Travel Plan objectives. The measures are presented in the form of an Updated Action Plan as outlined in **Table 9.1**. It will continue to be updated at regular intervals.

Measure	Target Date	Ownership	Completion
Prior to Construction			
Appointment of Travel Plan Coordinator	As per planning approval	CALA	
Preparation of Residential Travel Plan	Prior to occupation of first dwelling	Vectos	✓
Preparation of Residential Travel Information Pack	Prior to occupation of first dwelling	Vectos	✓
During Construction			
Installation of on-site infrastructure for sustainable travel	As per planning approval and phased delivery	CALA/Developer	
Construct pedestrian and cycle links (where appropriate)	As per planning approval and phased delivery	CALA/Developer	
Within 6 Months of First Occupation			
Conduct travel surveys	Within 6 months of first occupation	TPC	
Analysis of travel surveys and setting of baseline targets	Within 6 months of first occupation	TPC	
Preparation of update report for the Council	Within 1 month following completion of travel surveys	TPC	
Short Term (1 – 2 years)			
Continued provision of Residential Travel Information Packs (RTIP) for each dwelling	Upon individual occupation	TPC	
Provision of bus and rail travel information to residents	Upon individual occupation	TPC (via RTIP)	
Provide details of local cycle routes and cycle shops, etc	Upon individual occupation	TPC (via RTIP)	
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	TPC (via RTIP)	
Advertise car sharing initiatives and active travel information	Upon individual occupation	TPC (via RTIP)	
Medium Term (2-5 years)			
Conduct further travel surveys	Every year following completion of the new access on the A27	TPC	
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	TPC	
Review of site pedestrian and cycle infrastructure (to identify any shortfalls)	On-going	TPC	
Ensure travel information is periodically kept up to date and made available for residents	On-going	TPC	
Complete a review of the Travel Plan and provide an update report for Local Authority	Annually	TPC	

Table 9.1: Residential Action Plan Update