



Travel Plan

Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA

Prepared for Comer Homes Group

By YES Engineering Group Ltd

July 2021



Revision History

Revision N ^o	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K Backhouse		July 2021
Reviewed by	P Willis		July 2021
Approved by	K Backhouse		July 2021
on behalf of	YES Engineering Group Ltd		

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YES Engineering Group Ltd has been instructed by Comer Homes Group to prepare a Travel Plan in support of a prior approval planning application for 235 residential units at Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA.

The development proposal is for a residential scheme comprising of 155 no. one-bedroom flats, 65 no. two-bedroom flats, and 15 no. three-bedroom flats. The proposals include the 522 car parking spaces. The proposed site layout plan is attached at **Appendix A**.

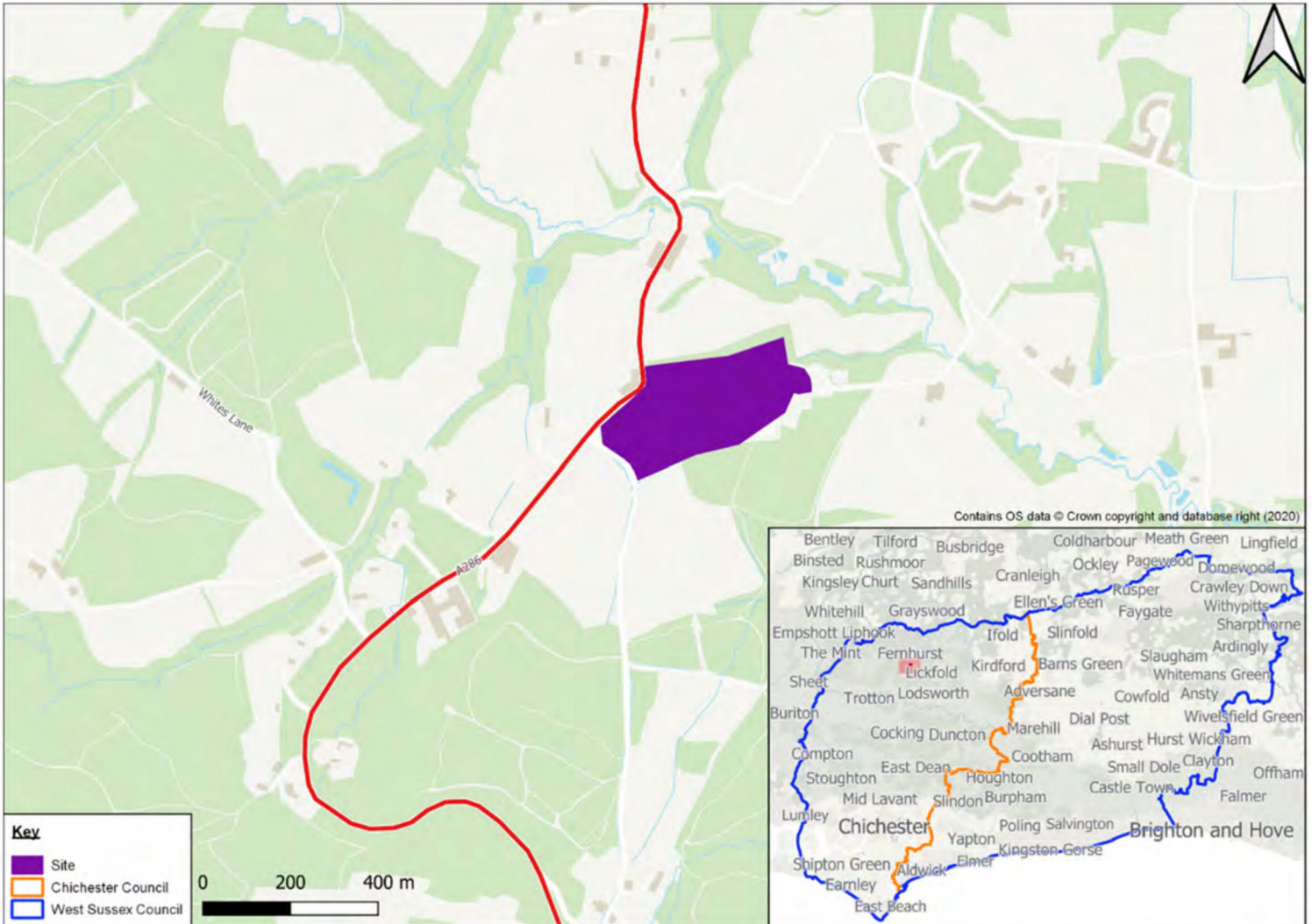
- a** Comer Homes Group are the developers of this proposed development and responsible for the development of the Travel Plan
- b** This report demonstrates that the site is accessible by modes of transport other than the private car, with a good level of access to public transport facilities (including local bus and train services), as well as good connections to the established cycle and pedestrian networks
- c** Baseline traffic forecasts have been determined using the 2011 Census data for the Fernhurst Ward. These will be reviewed through consultation with SDNPA and through agreed and compliant surveys
- d** A series of targets for mode shift towards sustainable modes of travel have been included within this Travel Plan in conjunction with a series of measures to achieve those targets. Both targets and measures will be agreed with SDNPA prior to the implementation of the Travel Plan and will be subject to review following initial and on-going resident travel surveys. Any and all changes to the content of the Travel Plan including measures and targets will be agreed through consultation with SDNPA.
- e** This Travel Plan outlines the roles and responsibilities of Comer Homes Group and an appointed Travel Plan Coordinator in terms of implementation, monitoring and reviewing the Travel Plan, requiring on-going consultation and agreement with SDNPA throughout the life of the Travel Plan, with both Comer Homes Group and an appointed Travel Plan Coordinator being responsible for the on-going development of the Travel Plan.

1 Introduction

YES Engineering Group Ltd has been instructed by Comer Homes Group to prepare a Travel Plan in support of a prior approval planning application for 235 residential units at Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA.

As shown in **Figure 1.1** it can be seen that the site is situated on the eastern side of Midhurst Road in Fernhurst, West Sussex.

Figure 1.1 – Location Plan



The site lies within the administrative areas of South Downs National Park Authority (SDNPA), Chichester District Council (CDC), and West Sussex County Council (WSSC).

The development site's full address is:

Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA.

This Travel Plan has been prepared by:

Kathryn Backhouse, YES Engineering Group Limited, Suite E, Maples Business Centre, 144 Liverpool Road, London, N1 1LT.

1.1 Existing Site Use

The site comprises an office building of some 18,630m² of floor space and associated car parking. The car parking is to be retained for the residential development.

1.2 Development Proposals

The development proposal is for a residential scheme comprising of 155 no. one-bedroom flats, 65 no. two-bedroom flats, and 15 no. three-bedroom flats. The proposals include the 522 car parking spaces. The proposed site layout plan is attached at **Appendix A**.

As shown in **Appendix A** the proposed development site will be served by the two existing junctions onto Henry Old Road.

Refuse collection will be undertaken within the site. It is proposed that each flat block has its own bin store located within easy access to the central spine road within the site to allow kerbside collection. All refuse storage areas will provide adequate space to accommodate waste storage for all the waste streams and within the required collection distance for waste management operatives.

The refuse storage and collection arrangements are in accordance with Chichester District Council's Waste Storage and Collection Guidance for New Housing Developments within the Chichester District (2017). The waste collection contractor is not expected to collect and carry wastes more than 25 meters from the internal access roads.

Delivery vehicles (Amazon, supermarket deliveries, etc) will be undertaken within the site.

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

The Parking Calculator was completed using the Fernhurst Ward (where the site resides) and the proposal to allocate two parking spaces per residential unit. A copy of the completed spreadsheet is attached as **Appendix B** where it can be seen that 521 car parking spaces are required for the 235 residential units.

It is the intention to retain 522 car parking spaces on-site as shown in **Appendix A**. A total of 26 car parking spaces (5%) will be Blue Badge parking in accordance with the SPD. The parking provision would comfortably ensure that there would be no parking overspill from the proposed development.

The SPD requires that the flats will have for long stay purposes 1 cycle space per bedroom and 1 short stay cycle space per 5 flats. The long stay provision needs to accommodate 1 larger cycle per 5 flats and the short stay provision 1 larger cycle per 10 flats. The development of 235 flats is to have a total of 330 bedroom, which equates to 330 long stay spaces and 47 short stay spaces. Of these 47 of the long stay spaces (5% of flats) and 24 of the short stay spaces (10% of flats) will be capable of accommodating larger cycles.

1.3 Policy

Travel Plans

A Travel Plan is a long-term management strategy that seeks to deliver sustainable transport objectives through action and is set out in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Travel plan benefits include:

- Improving site access and travel choice
- Reducing parking pressures and local traffic congestion
- Providing opportunities for active, healthy travel
- Enhancing environmental credentials and reputation for corporate responsibility
- Making financial savings (e.g. by cutting back on car mileage)
- Ensuring adequate provision for people with disabilities

A Travel Plan provides an overview of existing transport arrangements at a site. It also includes a list of objectives and targets, and sets out measures that will be introduced in order to achieve these.

This Travel Plan covers all users of the residential development. Travel plans represent a continuous process for improvement. These are monitored and reviewed on a regular basis to ensure they remain relevant to those using the site.

The development of this travel plan has taken account of relevant policy and best practice, including:

- National Planning Policy Framework (2019)
- SDNPA Local Plan (2019)
- SDNPA Parking SPD (2021)

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport, paragraph 102 of the framework details *'the need for transport issues to be considered at the early stages of plan making and development proposals, so 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*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

Considering development proposals, paragraph 108 states *'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) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

NPPF paragraph 109 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

In the context of this guidance, 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*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

NPPF paragraph 111 states all *'developments which generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed.'*

South Downs Local Plan (2019)

The South Downs Local Plan was adopted on 2nd July 2019. Section 6A of this document relates to transport and the associated policies are set out below.

Strategic Policy SD19: Transport and Accessibility

1. Development proposals will be permitted provided that they are located and designed to minimise the need to travel and promote the use of sustainable modes of transport.
2. Development proposals that are likely to generate a significant number of journeys must be located near existing town and village centres, public transport routes, main roads and, where relevant, the cycle network. Such developments will be required to provide a transport assessment or transport statement.
3. Development proposals must demonstrate the continued safe and efficient operation of the strategic and local road networks.
4. The following improvements to transport infrastructure will be supported:
 - a) Public transport waiting facilities, particularly those with reliable and accessible information;
 - b) Infrastructure supporting the transfer of freight from road to rail and water;
 - c) Improvements to walking, cycling and bus connectivity at all transport interchanges; and
 - d) Improvements to the quality and provision of cycle parking at railway stations and key bus stops.
5. In town and village centres, development will be permitted which appropriately provides for improved footways and cycle routes, cycle parking, and measures to restrict the impact of heavy goods vehicles and other traffic on historic streets.

Strategic Policy SD20: Walking, Cycling and Equestrian Routes

1. Development proposals will be permitted provided they contribute to a network of attractive and functional non-motorised travel routes, with appropriate signage, throughout the National Park.
2. The following disused railway line routes within the National Park, as shown on the Policies Map, are safeguarded for existing, and potential future use as non-motorised travel routes. Development proposals that facilitate such use will be permitted. Development proposals that adversely affect their future potential as non-motorised transport routes will be refused:
 - a) Bordon to Bentley;
 - b) Petersfield to Pulborough (via Midhurst);
 - c) Chichester to Midhurst (Centurion Way);
 - d) Wickham to Alton (Meon Valley Trail);

- e) Guildford to Shoreham-by-Sea (Downs Link);
- f) Liss to Longmoor;
- g) Devil's Dyke Route; and
- h) New Alresford to Kingsworthy (Watercress Way).

3. The following corridors, as shown on the Policies Map, are safeguarded for future restoration to their respective historic uses. Development proposals will not be permitted where they would adversely affect their future potential for such restoration. Proposals for restoration to their historic uses will be supported:

- a) The original course of the former Lewes – Uckfield railway line; and
- b) The Wey and Arun Canal.

4. Development proposals will be permitted provided they protect and enhance existing crossings provided for non-motorised travel routes across major roads, railways and watercourses. Proposals for sensitively designed new crossings, and proposals to upgrade the safety of existing crossings, will be supported.

5. Development proposals will be permitted provided they incorporate attractive, accessible public links through the site, which are suitable for pedestrians, cyclists, mobility scooters and equestrians as appropriate, which connect to the nearest convenient point on the public rights of way network and/or local footway network.

6. Development proposals will be permitted provided that they:

- a) Maintain existing public rights of way; and
- b) Conserve and enhance the amenity value and tranquillity of, and views from, non-motorised travel routes and access land.

Development Management Policy SD21: Public Realm, Highway Design and Public Art

1. Development proposals will be permitted provided that they protect and enhance highway safety and follow the principles set out in the document, Roads in the South Downs, or any future replacement.

2. Development will not be permitted where it would reduce the biodiversity, landscape and amenity value and character of historic rural roads. Particular attention will be given to new access points and other physical alterations to roads, and to the impacts of additional traffic.

3. Site layout must be designed to protect the safety and amenity of all road users. The design and layout of new development must give priority to the needs of pedestrians, users of mobility aids, cyclists and equestrians. Movement through the site must be a safe, legible and attractive experience for all users, with roads and surfaces that contribute to the experience rather than dominate it.

4. Street design and management proposals must be context-sensitive, responding to the specific character, activities, heritage, built form and layout, materials and street furniture of

the location. Highway design must pay particular attention to the role and location of buildings, doors and entry points.

5. Appropriately designed and located new public art will be supported, in particular within settlements. New public art should be site specific, reflecting and respecting the site and its context.

Development Management Policy SD22: Parking Provision

1. Development proposals for new, extended or re-located public parking will be permitted provided that they are located in or adjacent to the settlements listed in Policy SD25: Development Strategy, or have a strong functional link to an established cultural heritage, wildlife or landscape visitor attraction, provided that:

- a) There is evidence that overriding traffic management or recreation management benefits can be achieved;
- b) It is a component of a strategic traffic management scheme which gives precedence to sustainable transport; and
- c) The site is close to and easily accessible from main roads by appropriate routes, and well connected to the PRow network.

2. Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.

3. All new private and public parking provision will:

- a) Be of a location, scale and design that reflects its context; and
- b) Incorporate appropriate sustainable drainage systems.

4. All new public parking provision will comply with the following:

- a) Wherever feasible, electric vehicle charging facilities must be provided. Where located with potential for onward travel by mobility scooter, this should include charging facilities for such scooters; and
- b) Where located with good accessibility to the bridleway network, include provision for horse box parking.

South Downs National Planning Authority Parking Supplementary Planning Document (2021)

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

2 Roles and Responsibilities

The effective management of the Travel Plan with clearly defined roles, responsibilities and targets is central to achieve the objectives.

Comer Homes Group will appoint a Travel Plan Coordinator, details of which to be provided to SDNPA prior to occupation of the units.

The implementation and day to day management of the Travel Plan will be the responsibility of the Travel Plan Coordinator, the ultimate responsibility of the success of the Travel Plan lies with the occupier (Comer Homes Group).

The Travel Plan Coordinator post will include the following responsibilities:

- Overseeing the development and implementation of the Travel Plan
- Mode shift targets agreed by SDNPA must be met by years 3 and 5 of the Travel Plan. It is the Travel Plan Coordinator's responsibility to inform the occupier whether the targets are met and to prepare the survey results to be approved by SDNPA for years 3 and 5
- Designing and implementing effective marketing and awareness-raising campaigns to promote the travel plan
- Setting up, co-ordinating and attending steering groups, working groups etc
- Co-ordinating the necessary data collection exercises (surveys) required to develop the Travel Plan
- Liaising with local residents and external organisations, e.g. local authorities, transport operators etc
- Co-ordinating the monitoring programme

3 Objectives

The principal objective of this Travel Plan is to 'facilitate sustainable travel' to and from the proposed development.

The objectives in developing this travel plan are:

- Ensure the site is accessible to all users and respects the needs of vulnerable groups e.g. those with mobility problems
- Use of sustainable transport modes (walking and cycling)
- Creating awareness of the Travel Plan of the residents and visitors
- Influence the travel behaviour of visitors
- Improve the health of residents and minimise the development impacts on the environment

These objectives support the principles of the wider Travel Plan policy.

4 Site Audit and Baseline Travel Data

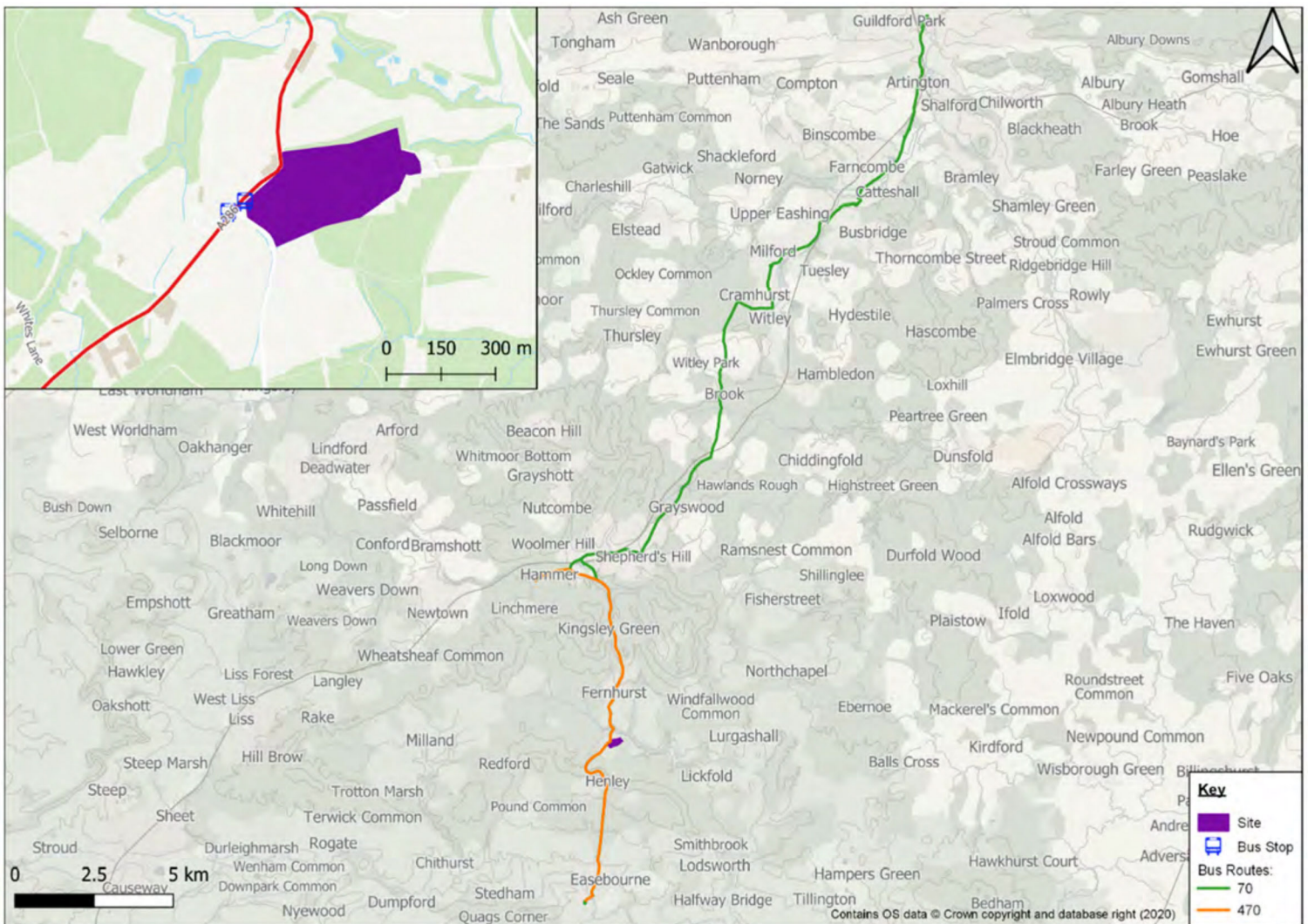
4.1 Site Audit

To accord with transport policy objectives and travel planning guidance for a more sustainable environment it is necessary to consider the accessibility of the site by alternative modes of transport to the private car.

Buses

The nearest bus stops to the site are situated on the A286 either side of the junction with Henry Old Road. Two bus services (routes 70 and 470) operates in the locality as shown in **Figure 4.1** below.

Figure 4.1 – Bus services near the Site



Details of the bus service with regards to the route and the general frequency of the service provision are outlined in **Table 4.1** below.

Table 4.1 – General Daytime Frequency of Bus Services (frequency per hour)

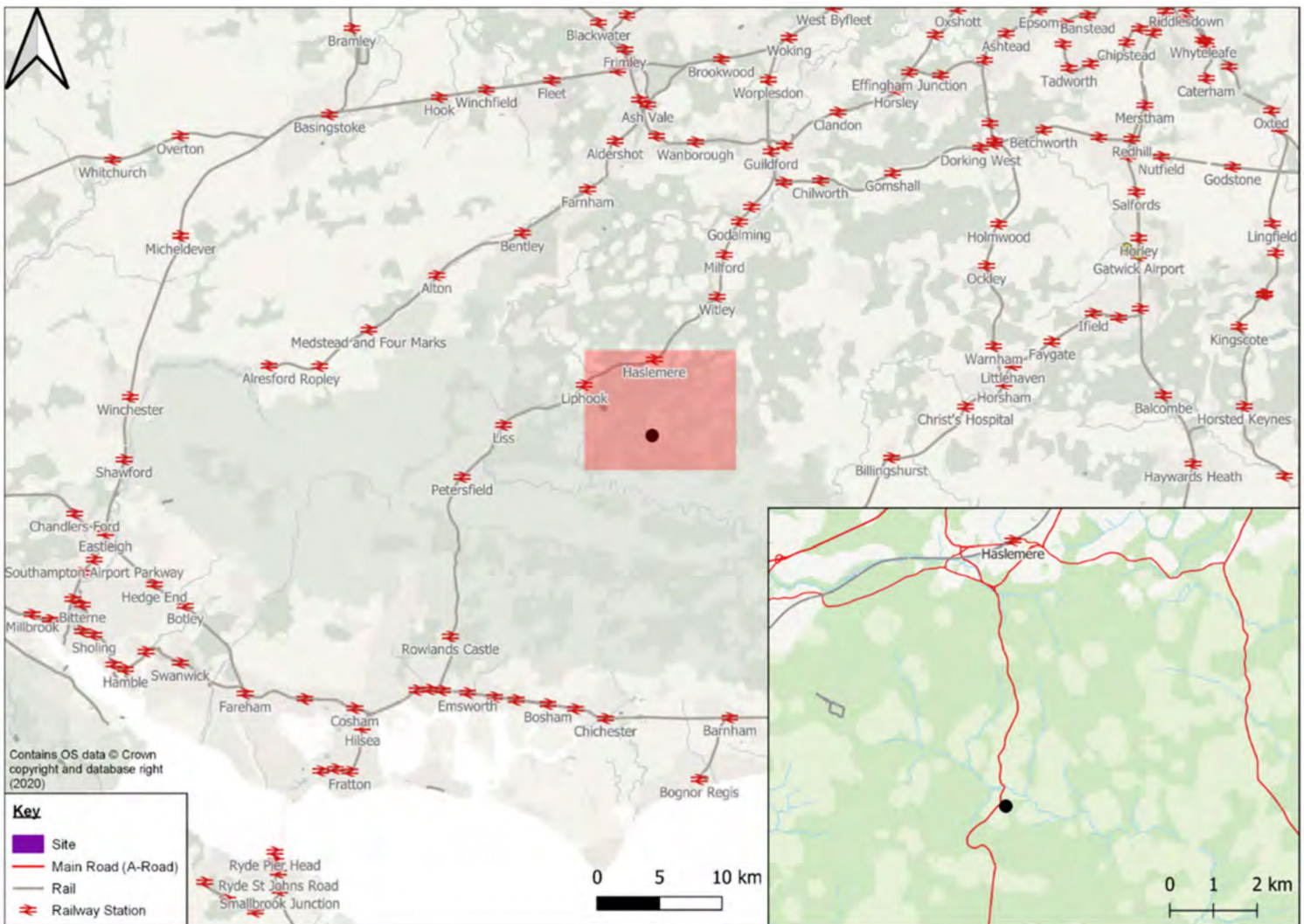
Number	Route	Monday – Friday	Saturday	Sunday
70	Midhurst – Guildford	1	1	-
470	Hammer Hill Estate – Midhurst	1 bus per day	-	-

Rail

The nearest railway station to the site is in Haslemere approximately 5-miles to the north. Haslemere Station provides access to fast train services between Portsmouth Harbour and London Waterloo. There are 4 trains an hour in each direction operated by South Western Railways. Season tickets for car parking for commuters is available at this station.

The location of Haslemere Station can be seen on **Figure 4.2**.

Figure 4.2 – Rail connections from Haslemere Station



Walking and Cycling

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 2.1** below.

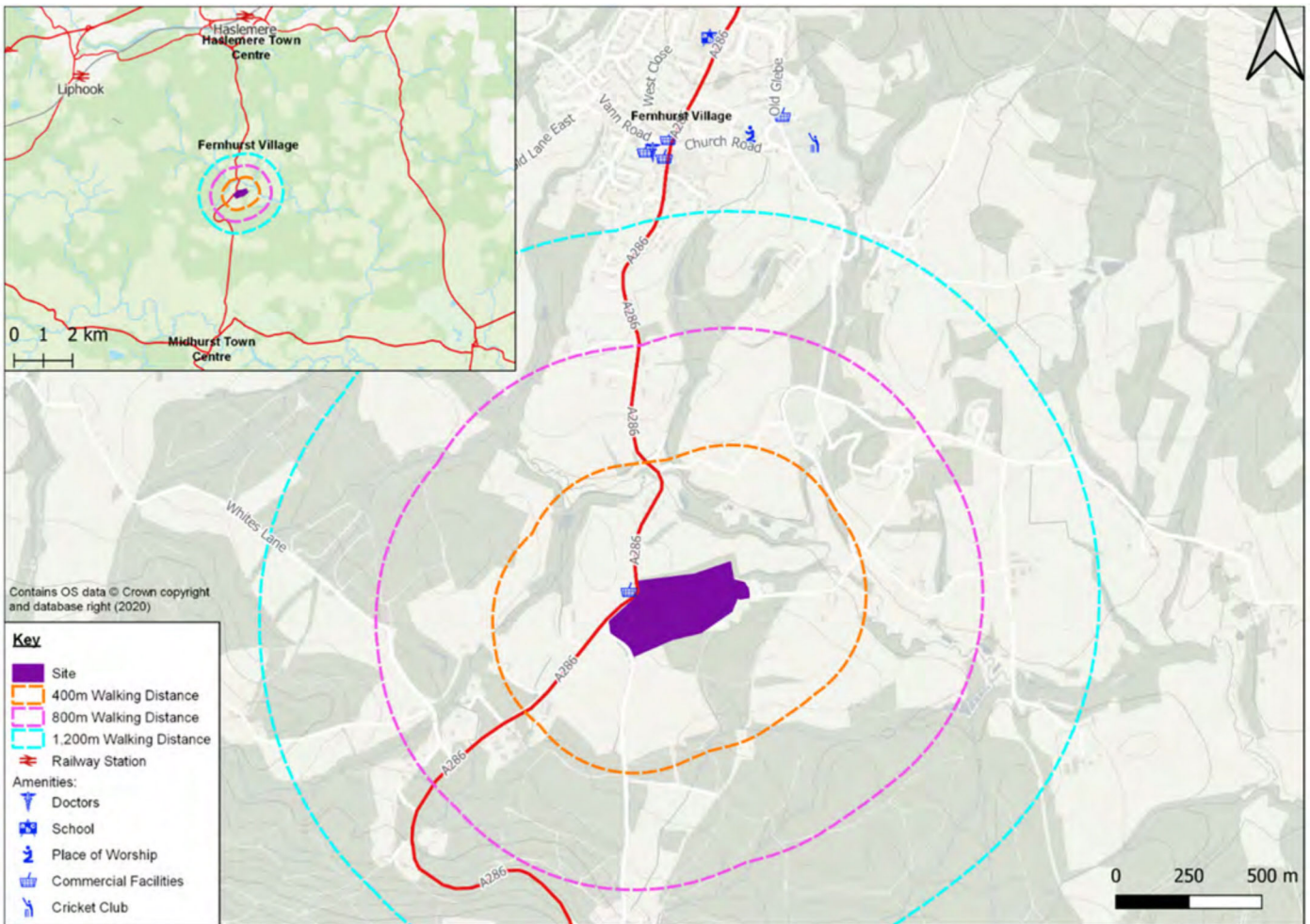
Table 2.1 - Maximum Walking Distance

Criteria	Commuting/School	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

The Department for Transport published a draft report in March 2016 for consultation entitled 'Cycling and Walking Investment Strategy'. This document aspires to double cycling in the UK by 2025 with a focus on this as being the choice of mode for journeys up to 3 miles in length.

Figure 4.3 shows the local facilities within walking distance of the site.

Figure 4.3 – Local Facilities



The King's Arms Public House on the A286 is located directly opposite the site.

Approximately 2km to the north the village of Fernhurst has a village hall, primary school, a selection of shops, takeaways, a doctors surgery and a church. The village of Fernhurst is accessible in 25-minutes on foot or within 12 minutes by bicycle.

4.2 Baseline Travel Data

The 2011 Census Data was obtained for the method of travel to work for the Fernhurst Ward. A copy of the information is attached at **Appendix C** and has been set out in **Table 4.2** overleaf.

Table 4.2 – Method of Travel to Work (Fernhurst Ward)

Main Mode	Number of Trips	Percentage Trips
Work mainly from home	297	8%
Underground, Metro, Light Rail and Tram	8	0%
Train	336	9%
Bus, Minibus or Coach	24	1%
Taxi	5	0%
Motorcycle, Scooter or Moped	28	1%
Driving a Car or Van	1,545	43%
Passenger in a Car or Van	89	2%
Bicycle	17	0%
On Foot	164	5%
Other Method of Travel to Work	23	1%
Not in Employment	1,075	30%
Total	3,611	100%

The Census Data for the area of the site confirms that the site is reasonably sustainable as 43% of residents between 16 and 74 years use a car to travel to work.

There are 3,611 people of employment age living in 2,094 households in the Fernhurst Ward giving an average number of people of employment age per household of 1.72. When this is applied to the 235 residential units proposed there is expected to be around 404 people of employment age living in the Highfield House development.

5 Action Plan

The Action Plan responds to the needs of the development and represents detailed information about the measures and Action Plan that may be recommended to improve travel options for residents. All measures and the Action Plan will be agreed with SDNPA prior to implementation of the Travel Plan.

5.1 Measures

A series of proposed measures will be incorporated into the Travel Plan by the management Travel Plan Coordinator. The measures are provided in order to promote sustainable transport modes and reduce vehicle use. The measures will need to be developed and prioritised after the baseline travel survey has been conducted. The measures can be introduced and be updated and reissued throughout the life of the Travel Plan.

Travel Pack

A Travel Pack containing details of local bus, rail and trams services, cycle routes and local facilities such as shops, local attractions and restaurants will be provided to residents on occupation. Travel Pack information can also be displayed at key locations in the development to encourage sustainable resident travel and provide information – for example, including information points with displays about local transport routes, walking maps, etc.

The Travel Pack will also contain details of the website links giving live travel information, journey planning etc. The Travel Plan Coordinator will investigate the possibility of communicating with residents by email (subject to GDPR regulations), which can be used to pass on relevant transport updates and improvements to services for maximum effect.

Pedestrians

Walking as the main mode of travel should be encouraged for journeys of less than one mile. Walking can be combined with, for example, passenger transport to cover longer distance journeys. The Travel Coordinator will encourage residents to walk by:

- promoting discussion of the health benefits of walking (i.e. reduced stress and improved fitness)
- provision of walking maps which show the distance and time taken to walk to surrounding areas and transport links †
- providing information and advice concerning safe pedestrian routes to public transport and other facilities
- liaising with the Planning and Highway Authorities to ensure that pedestrian routes are properly maintained

† This map will be available to residents as part of the Travel Packs as well as permanently displayed at a prominent information point for residents.

Cycling

The benefits of cycling are similar to those for walking, with improved health and cost savings being the main considerations for users.

The SPD requires that the flats will have for long stay purposes 1 cycle space per bedroom and 1 short stay cycle space per 5 flats. The long stay provision needs to accommodate 1 larger cycle per 5 flats and the short stay provision 1 larger cycle per 10 flats. The development of 235 flats is to have a total of 330 bedrooms, which equates to 330 long stay spaces and 47 short stay spaces. Of these 47 of the long stay spaces (5% of flats) and 24 of the short stay spaces (10% of flats) will be capable of accommodating larger cycles. Publications will be provided showing routes in relation to local facilities such as: sport centres, cinemas and shops to encourage linked trips.

The Travel Coordinator will encourage residents to cycle by:

- promoting discussion of the health benefits of cycling (i.e. reduced stress and improved fitness)
- providing information and advice to residents on cycle routes to the development
- organising promotion events such as 'Bike to Work Week'

Public Transport

Public Transport should be regarded as a practical and positive alternative mode to the private car.

Current bus, train and underground timetables and location information will be available within the Travel Pack and the Travel Plan Coordinator will maintain a supply of timetables to be made available to residents when appropriate.

Car Sharing

Car sharing is considered an effective method of reducing the number of private vehicles on the road network, it is recommended that the car sharing is promoted as part of the Travel Plan. The Travel Plan Coordinator will seek to promote the use of car sharing, through the introduction of a residential car sharing database and promoting the benefits of car sharing, i.e. cost saving and reduced congestion and pollution.

Details of a car sharing club initiative will be included within the Travel Pack to encourage residents to share journeys and responsibilities of driving. The Travel Plan Co-ordinator could set up a car sharing database for residents if there is sufficient interest.

Car sharing would be monitored by the Travel Plan Coordinator through the implementation of the Travel Plan and through the travel surveys.

Internet

The provision of high-speed broadband for all residents of the development will encourage working from home where appropriate and help reduce the need to travel by car.

5.2 Action Plan

Table 5.1 sets out the action plan, benefits of the various measures offered and the timescale for their implementation.

Table 5.1 - Action Plan

	Measure	Actions	Timescale	Responsibility
1	Appoint TP Co-ordinator (TPC)	Comer Homes Group will appoint an appropriate member of staff to act as the TPC. Residents will be made aware of the TPC.	At least 1 month prior to occupation	Comer Homes Group
2	Travel Pack	Providing information on Public Transport, to and from the site to residents keeping it up to date.	On occupation	TPC
3	Providing information on safe pedestrian routes to Public Transport	A plan of pedestrian routes around the development will be displayed within the reception area of the flats.	On occupation	TPC
4	Identifying safe cycle routes around the development and keeping it up to date	A plan of cycle routes will be provided within the Travel Pack for residents.	On occupation	TPC
5	Set Up a Car Sharing Database	TPC will encourage residents to car share through promotion within the Travel Pack and possibly set up a car sharing database	Within 1st year of occupation	TPC
6	Steering Group	Establish a stakeholder and residents Steering Group which can feedback to the TPC.	Within 1 year of occupation	Stakeholders/ residents

6 Targets

The objectives of the Travel Plan are supported by a set of SMART (Specific, Measurable, Achievable, Realistic and Timed) targets so that progress towards achieving them can be measured.

Targets are measurable goals by which the progress of the Travel Plan will be assessed. They are essential for monitoring the progress and success of the Travel Plan over its lifetime, usually 5 years. The targets support the objectives detailed above through the promotion of sustainable transport modes and reduced use of the private car.

Upon 1 year of occupation a comprehensive site user travel survey will be undertaken. These surveys will allow a better understanding of the specific travel characteristics of residents. Any travel surveys undertaken will be agreed through consultation with SDNPA.

The targets set out below are initial targets. Specific targets will be developed once the Site is occupied which would be agreed and signed off by the SDNPA.

The initial targets of this Travel Plan for the proposed residential development are set out in **Table 6.1** and the forecast trips for the 404 residents of employment age to be living in the 235 flats are set out in **Table 6.2**.

Table 6.1 – Residential Modal Share, Years 1, 3, and 5

Mode	Percentage Trips (Year 1)	Percentage Trips (Year 3)	Percentage Trips (Year 5)
Work mainly at or from home	8%	8%	8%
Underground	0%	0%	0%
Train	9%	10%	11%
Bus, minibus or coach	1%	2%	3%
Taxi	0%	0%	0%
Motorcycle, scooter or	1%	1%	1%
Driving a car or van	43%	41%	39%
Passenger in a car or van	2%	2%	2%
Bicycle	0%	0%	0%
On foot	5%	5%	5%
Other method of travel to	1%	1%	1%
Not in employment	30%	30%	30%
Total	100%	100%	100%

Table 6.2 – Residential Trips Years 1, 3, and 5

Mode	Number of Peak Trips (Year 1)	Number of Peak Trips (Year 3)	Number of Peak Trips (Year 5)
Work mainly at or from home	32	32	32
Underground	0	0	0
Train	36	40	44
Bus, minibus or coach	4	8	12
Taxi	0	0	0
Motorcycle, scooter or	4	4	4
Driving a car or van	174	166	158
Passenger in a car or van	8	8	8
Bicycle	0	0	0
On foot	20	20	20
Other method of travel to	4	4	4
Not in employment	121	121	121
Total	03†	403†	403†

† Error due to rounding

Targets will be developed once the baseline data has been established. The baseline data will provide a better understanding about what is achievable and what mode share targets should be set.

It should be noted that the modal share is based on the 2011 Census data and therefore the current modal share does not reflect the increase of residents working from home due to COVID-19 restrictions. The proportion of residents working from home will be reflected in the baseline travel survey.

7 Monitoring and Review

7.1 Monitoring and Reviews

The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to our organisation and those using the site.

Full travel surveys will take place within 1 year of occupation. If required, any amendments to the targets as a result of the initial baseline survey can be approved and agreed with SDNPA within 3 months of the initial survey taking place.

Further surveys will be carried out at years 3 and 5 in order to monitor performance and the initiatives in place within the action plan. The Travel Plan Coordinator will ensure the surveys discussed and agreed through consultation with SDNPA, and will aim to achieve a minimum 25% response rate.

The Travel Plan Coordinator will be responsible for monitoring the Travel Plan and to ensure the occupiers are made aware is the Travel Plan obligations. **Table 7.1** details the monitoring and review actions and timescales of the Travel Plan.

Table 7.1 – Monitoring and Review Timescales

Action	Detail	Timescale
Organising Travel Survey on occupation	The TPC will ensure the survey is discussed and agreed through consultation with SDNPA.	Within 1 year of occupation
Reporting the results of the Travel Surveys	The TPC will prepare a short report summarising the results of the survey for occupiers/ stakeholders and SDNPA if requested.	1 month after survey is complete
Cycle parking	Provision/ demand will be monitored.	Years 1, 3 and 5
Car Parking	Provision/ demand will be monitored.	Years 1, 3 and 5
Organising Travel Surveys	The TPC will ensure the survey is SDNPA compliant and aim to achieve a minimum 25% response rate.	Years 1, 3 and 5

8 Publicity and Promotion

Awareness Campaigns

The Travel Plan Coordinator, with the active support of the residents will be responsible for raising awareness of the TP amongst residents promoting alternatives to the car. Marketing and awareness raising strategies are an important part of all Travel Plans. They cover the involvement and engagement of residents and raise awareness of travel options and the benefits of more sustainable travel. The primary means by which the plan will be marketed are:

- Travel Packs
- Notice boards
- Emails (subject to GDPR)
- Newsletters

Travel Plan actions are contained in the action plan, including the measures, monitoring and review actions that will be implemented in order to achieve the targets and a timescale for how these actions will be prioritised.

Appendices

Appendix A – Proposed Site Layout Plan



NOTES:

LEGEND

- ▲ +9.450 Height Levels
- ▬ +9.450 Proposed Floor Finished Levels
- ▬ Section Marks
- ▬ Site Boundary
- ▬ Outline of Existing Building

KEY TO MATERIALS

Site Boundary

REV. DATE: DETAILS:

INITIALS: REV. DATE: DETAILS:

INITIALS: NORTH POINT: KEY PLAN:



PLUS ARCHITECTURE
Chancery Lane, Dublin 8, Ireland
W: www.plusarchitecture.ie T: 353 (0)1 521 3378

PROJECT: **Highfield House**
CLIENT: **Corner Homes Group**
TITLE: **Site Plan**
ISSUE TYPE: **Information**

PROJECT NO.: **476** DATE: **06.07.2021**
DRAWING NO.: **476_B1_01_01** REVISION
DRAWN BY: **LC** SCALE AT A1: **1:1000**
CHECKED BY: **GW** SCALE AT A3:

Appendix B – Parking Calculator

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05007612 : Fernhurst
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	3,611
Work mainly at or from home	297
Underground, metro, light rail, tram	8
Train	336
Bus, minibus or coach	24
Taxi	5
Motorcycle, scooter or moped	28
Driving a car or van	1,545
Passenger in a car or van	89
Bicycle	17
On foot	164
Other method of travel to work	23
Not in employment	1,075

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C – 2011 Census Data – Fernhurst Ward

SOUTH DOWNS NATIONAL PARK AUTHORITY CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	Fernhurst
District	Chichester
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2011-2033	1.076
District Tempro Factor 2011-2033	1.100

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to <https://www.nomisweb.co.uk/reports/lmp/ward2011/contents.aspx> and input postcode. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.



GUIDANCE NOTE

The Parking Demand Tool should be used with reference to South Downs National Park Authority Residential Parking Policy Guidance. The tool uses Census 2011 Car Ownership and Tempro projections to 2033 to predict residential development parking demand. The tool is not a definitive but a guide to the expected level of car ownership. For more information please refer to the guidance document or contact planningpolicy@southdowns.gov.uk.

STAGE 2

Please input the unit type, tenure, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING Spaces (Per Unit)	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total		
A	Flats	Owner-Occupied	2	1	155	2	310	0.01	2.06	0.20	31.00	343.06
B	Flats	Owner-Occupied	3	2	65	2	130	0.01	0.87	0.20	13.00	143.87
C	Flats	Owner-Occupied	4	3	15	2	30	0.07	1.03	0.20	3.00	34.03
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					235		470	3.96	47.00	520.96		

Total Parking Demand for Development

Spreadsheet tool developed by:



www.pelhamtransportconsulting.co.uk