



**WINGS NURSERY, LIDSEY
ROAD, WOODGATE, WEST
SUSSEX**

Residential Development

Travel Plan

**Prepared on behalf of Michael
Bish**

ADMA/17/3711s

October 2017

RGP – Transport Planning and Infrastructure Design Consultants

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1 INTRODUCTION

- 1.1.1 This Residential Travel Plan (RTP) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Michael Bish to support an outline planning application for a residential development comprised of 55 dwellings on land to the west of the A29 Lidsey Road, Woodgate, West Sussex.
- 1.1.2 This RTP has been designed to mitigate the long-term effect of traffic impacts associated with the development and to encourage residents to use sustainable travel methods as an alternative to travel by private car. Building on the highly accessible nature of the site, this RTP sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented prior to new residents occupying the development.
- 1.1.3 In developing this Residential Travel Plan, RGP has reviewed relevant national guidance and best practice. In addition, the production of this RTP meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credit TRA5: Travel Plan, as well as contributing towards TRA1: Public Transport Accessibility, TRA2: Proximity to Amenities, TRA3: Cyclist Facilities and TRA4: Maximum Car Parking Capacity.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment whilst providing a range benefits to individuals and the local community, including financial savings.
- 1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and school and help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.
- 1.2.3 In addition, the key lifetime event of home relocation represents an ideal opportunity for new residents to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.
- 1.2.4 For **residents**, a RTP can:
- (i) improve access to essential services and employment opportunities;
 - (ii) help provide less stressful options for travel, particularly in relation to regular commuter journeys;

- (iii) present opportunities to incorporate physical exercise into daily routines;
- (iv) reduce journey times to local destinations;
- (v) reduce the cost of travel, or eliminate the need to buy a car; and
- (vi) provide a more vibrant community to live in.

1.2.5 For the **local community**, a RTP can:

- (i) make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) enhance public transport services and associated infrastructure;
- (iii) improve the environment and the routes available for cycling and walking; and
- (iv) help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For **developers**, a RTP can:

- (i) satisfy the requirements of local planning and highway authorities, permitting development; and
- (ii) enhance an establishment's image ('green credentials' and 'social corporate responsibility').

1.3 The "Life Cycle" of a Travel Plan

- 1.3.1 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from the future end-user / operator of the development. **Figure 1.1** below illustrates the "life-cycle" of the Travel Plan from its inception, through to the implementation and monitoring stages.

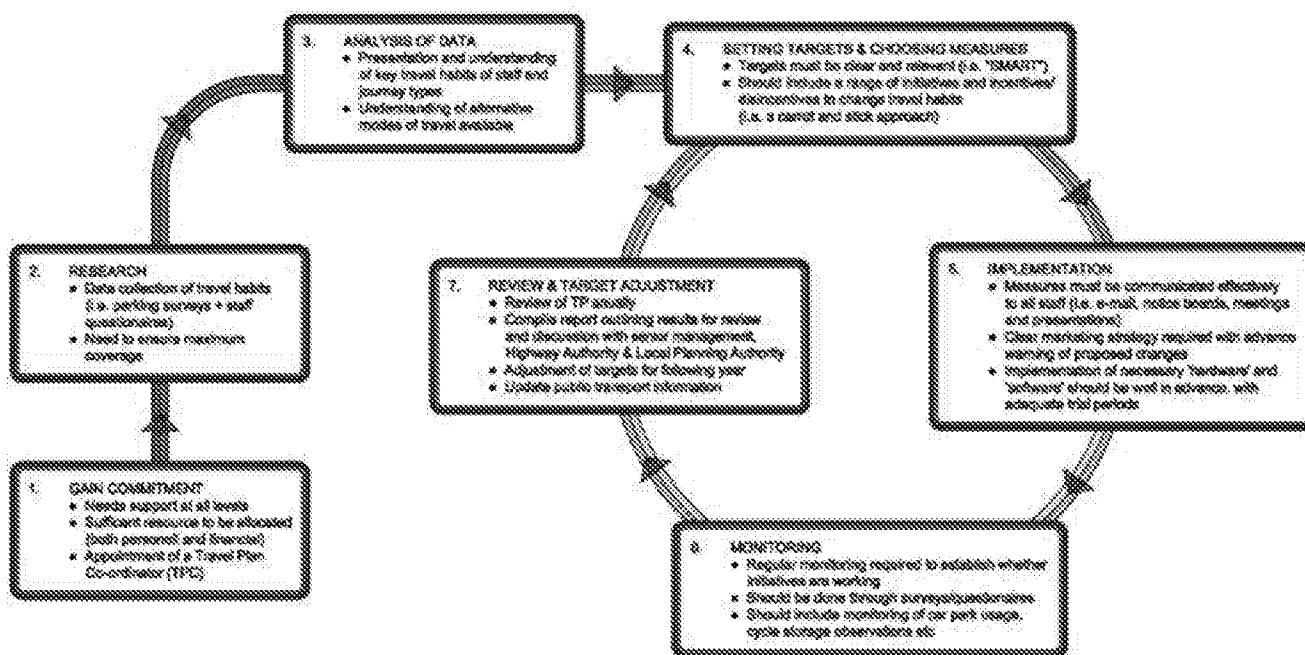


Figure 1.1: Travel Plan 'Life Cycle'

1.3.2 As illustrated by **Figure 1.1**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.

1.4 Travel Plan Coordinator

1.4.1 One aspect that will be vital to the success of the Residential Travel Plan is the role of Travel Plan Coordinator (TPC). The role of the TPC is imperative to the success of the Travel Plan and is further discussed in **Section 6** of this report.

2 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 Introduction

- 2.1.1 This section reviews the existing provision of public transport infrastructure, services and amenities situated within the vicinity of the site.

2.2 Site Description

- 2.2.1 The application site (circa 2.4 ha) is located on the western side of the A29 Lidsey Road, approximately 260m to the south of Woodgate and 1km to the south of Westergate as shown in **Plan 01**. The site is currently comprised of open fields and a horticultural nursery.

2.3 Accessibility Credentials

Pedestrian Accessibility

- 2.3.1 Lidsey Road is supported by good quality, lit footways along either side of the carriageway. These provide access to local bus stops, day-to-day amenities and the established residential areas of Woodgate, Westergate and Eastergate to the north and north-east. To the south of the site's access the footway extends to a distance of approximately 100m.
- 2.3.2 In addition, a public footpath which follows the alignment of the disused Chichester to Arun Canal can be accessed approximately 0.8km to the south of the site's access. The footpath provides an attractive walking route to the nearby hamlets of Colworth, Merston and the Puncton to the west, and Barnham, Yapton and Ford to the east.
- 2.3.3 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown on the attached **Plan 01**, the local bus stops and convenience shopping facilities are within 1km of the site.

Cycle Accessibility

- 2.3.4 Owing to its semi-rural location, there is limited provision of dedicated on/off-street cycleway infrastructure within the vicinity of the site. A short section of the National Cycle Network Route 2 (St Austell to Dover) which connects Bognor Regis to Middleton-on-sea, Yapton, Climping and Littlehampton can be accessed via the A29 Lidsey Road, approximately 5.5km to the south of the site. The local cycle routes are demonstrated in **Plan 02**.

- 2.3.5 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The surrounding villages of Fontwell, Walberton and Barnham, including Barnham railway station are therefore accessible by bicycle.

Accessibility by Bus

- 2.3.6 The site benefits from a bus stop located in the immediate vicinity of the site which serves both northbound and southbound buses. These stops are served by No.66A and 66C (Compass Travel), which operate on a reasonably frequent basis Monday to Saturday, providing access to local destinations including Bognor Regis, Westergate and Yapton.
- 2.3.7 In addition, the bus services provide opportunities for interchange with local and national rail services at both Bognor Regis and Barnham railway stations. A summary of available bus services is provided in **Figure 2.1**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
66A	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 3-4 hours	Mon-Fri: 07:23-17:52 Sat: 07:27-18:13
66C	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 4 hours	Mon-Sat: 08:27-16:47

Figure 2.1: Bus Services Available from Willows Caravan Park Bus Stops

Accessibility by Train

- 2.3.8 Barnham rail station is located approximately 4km (via Westergate and Eastergate) to the east of the site. The station provides access to regular rail services, operated by Southern to a host of local and regional destinations as shown in **figure 2.2**. Given the site's semi-rural location it is considered to benefit from having a good level of accessibility to rail services.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

Figure 2.2: Rail Services Available from Barnham Railway Station

Accessibility by Taxi

- 2.3.9 Barnham Station Taxis operate within the Woodgate area provide a range of services including airport runs, 6-8 seater taxis, and pre-booked taxis.

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development is comprised of 55 residential dwellings and associated access. A site plan demonstrating the proposed layout is provided in **Appendix A**.

3.2 Pedestrian and Cycle Infrastructure

- 3.2.1 Manual for Streets (MIS) guidance suggests that the provision of appropriate pedestrian and cycle links between housing and local facilities is essential to create sustainable travel habits for residents and reduce the reliance on private car trips.
- 3.2.2 The sites footways connect seamlessly with the existing infrastructure facilitating pedestrian access to and from the site and into Woodgate.
- 3.2.3 In addition, the site's internal design would encourage low vehicle speeds allowing cyclists to use the internal carriageways safely.

3.3 Vehicular & Pedestrian Access

- 3.3.1 The proposed development would be served from 2 accesses adjoining the western side of the A29 Lidsey Road. The main access to the site would be flanked by 1.8m wide footways on either side of the carriageway, tying in with the existing footways on the A29 Lidsey Road. Crossing facilities in the form of dropped kerbs and tactile paving would be provided to facilitate pedestrian movements across the access.

3.4 Car and Cycle Parking Provision

- 3.4.1 Vehicle parking will be provided in line with WSCC Residential Parking Demand Calculator tool. Cycle parking would be provided in line with WSCC residential cycle parking standards within secure cycle parking will be provided for each dwelling either within units' integral design or in garages/ storage sheds.

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead the approach has been to reduce the need to travel by increasing travel choice.
- 4.1.2 Research has shown that modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. In addition, it is known that once travel patterns of individuals have been established it is more difficult to encourage them to change. A vital element is therefore to encourage new residents to consider the benefits of using sustainable transport prior to moving into their new home by providing information (i.e. public transport timetables and walk / cycle route maps) and incentives.
- 4.1.3 The overall aim of this Residential Travel Plan therefore is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.
- 4.1.4 This is most effectively achieved through the provision of clear and concise information, including:
- (i) routing, timetable and ticketing information for bus and train services;
 - (ii) cost data comparing public transport and private car journeys;
 - (iii) the health benefits of walking and cycling, safety advice and recommended routes; and
 - (iv) details of West Sussex's Car Share scheme.
- 4.1.5 Without such information, the car is often perceived to be the easiest travel option, even if from a cost and duration of journey perspective this may not be the case. Similarly, if a resident is unaware of the availability of local shops and services then they may choose to travel a greater distance than they need to in order to access a service, which would undoubtedly impact upon their modal choice.
- 4.1.6 The objectives of this RTP can therefore be summarised as follows:
- (i) To reduce the number of households travelling as single occupancy car drivers for various journey purposes to and from the residential development;

- (ii) To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private car trips to and from the residential development, thereby leading to a corresponding increase in the proportion of residents travelling by sustainable modes such as public transport, car sharing, walking and cycling;
- (iii) To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
- (iv) To address the everyday needs of residents with regards to accessing a full range of facilities and services providing employment, education, medical, and leisure opportunities;
- (v) To promote the TP and encourage participation amongst new households within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

4.2.1 Targets are important since they give the Travel Plan direction from its inception, providing a measurable goal to aim for. The DfT's 'Making Residential Travel Plans Work: Guidelines for New Development' (2007) document, states that targets are required as they provide the TP with a clear and measurable direction over the initial 5-year lifecycle.

4.2.2 Site specific targets have been based on the DfT's "SMART" criteria so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

4.2.3 Since the aim is to reduce the dependency on private car trips for various journey purposes, it seems appropriate to set a target that is clear and concise and relates well to the overall aim of the RTP.

4.2.4 This TP would seek to reduce trips by 10% of the first year's vehicle trip generation over a 5-year period. This will be based on initial surveys conducted on the sites traffic generation after the first year of developments completion.

4.2.5 It is recognised that milestone / action targets have an important role within the monitoring and review of the Travel Plan and as such these are discussed in **Section 6** of this report.

5 MEASURES AND INITIATIVES

5.1 Background

- 5.1.1 To assist in achieving these targets this section considers the Residential Travel Plan initiatives that will be introduced, refined and expanded upon during the initial 5-year life of the RTP.
- 5.1.2 As with any Travel Plan, it is important to identify a range of measures which will actively encourage new households relocating to the proposed development to travel by alternatives to the private car for a variety of journey purposes. It is also necessary to ensure that selected measures are appropriate to the site's location, having regard to the existing provision of transport infrastructure / services and demographics of households within the surrounding area.
- 5.1.3 The implementation of 'hard' measures relate to the provision of off / on-site infrastructure to support sustainable travel behaviour and typically take the form of new foot / cycleways and enhanced bus stops. 'Soft' measures predominately involve the distribution of travel information.
- 5.1.4 While the proposed measures are primarily tailored towards new households at the proposed development, it is recognised that other end-users (i.e. visitors) will also benefit from the provision of infrastructure and information aimed at encouraging sustainable travel behaviour. The list is not exhaustive and the appointed Travel Plan Co-ordinator will actively investigate other potential initiatives, which are likely to reduce the number of single occupancy vehicle journeys.

5.2 Measures and Initiatives

Travel Information – Travel Welcome Pack

- 5.2.1 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 residents, 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.
- 5.2.2 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 residents will be more pre-conceived to changing their travel behaviour towards the use of sustainable modes such as public transport, walking and cycling.

5.2.3 Information pertaining to all modes of transport available for journeys to and from the site will be communicated within the Travel Welcome Pack (TWP) distributed to all residents. The following information, which can be obtained from West Sussex County Council's website, would be included:

- (i) An outline of the main aims / objectives and the role of individuals in achieving the aspirations of the TWP;
- (ii) Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
- (iii) A map demonstrating walking and cycling routes available in the local area;
- (iv) Public transport fares and maps showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables;
- (v) Contact details of the appointed Travel Plan Co-ordinator.

5.2.4 The information will be prepared immediately prior to initial occupation of the residential units and would be updated on a biennial basis as part of the review process for the first 5 years.

Car Sharing

5.2.5 Car sharing involves 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.

5.2.6 As part of the Travel Plan, West Sussex's car sharing website www.westsussexcarshare.com, part of www.liftshare.com (the UK's largest car share database) will be promoted. These services are free to sign up to and aim to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.

5.2.7 Liftshare is the UK's largest car share database with over 400,000 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.

5.2.8 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 £350 per annum if travelling within a standard sized vehicle (i.e. between 1.4 and 2.0 litres).

Public Transport

- 5.2.9 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would also be sought from bus operators for inclusion within the TWP. This would include a list of services and destinations available from local stops within Woodgate.
- 5.2.10 Rail service information for Barnham railway station would also be provided within the TWP listing available destinations as well as typical journey times and frequencies. The TWP would also include information for residents on how to get to and from the railway station.
- 5.2.11 There are currently good services via bus and rail available within close proximity of the development. This suggests a significant potential for encouraging new residents to travel by public transport.

On-Site Infrastructure

- 5.2.12 The proposed development would include internal footways connecting to the wider pedestrian network, thereby increasing the development's permeability for pedestrians, and the attractiveness via this method of transport.
- 5.2.13 In accordance with local planning policy, all units will be provided with secure and sheltered cycle storage capable of accommodating a number of cycles. The provision of secure storage will increase the likelihood of new residents owning and using their cycles. Further information about cycle routes and storage facilities at other local destinations will be contained within the TWP.
- 5.2.14 As part of the residential development, all units will be provided with the capability to have broadband services, thereby enabling residents to work from home, and hence reduce the need to travel off-site during the working day. The provision of broadband services will also enable goods purchased online to be delivered directly to each household, further minimising the number of private car journeys.

Additional Cycling Promotion

- 5.2.15 In addition to the proposed storage facilities and information about safe cycle routes, new residents would be encouraged to establish a Bicycle User Group (BUG). This BUG would provide information on events such as 'Bike-to-Work'. Furthermore, in collaboration with the Travel Plan Co-ordinator, the BUG could negotiate discounts with local retailers on behalf of new residents regarding the purchase of cycles and associated equipment.
- 5.2.16 The BUG would also provide information regarding the Government backed 'Cycle-to-Work' Scheme', which allows employees to purchase a bicycle tax-free via their employer. The implementation of such a scheme would promote a number of benefits including:

- (i) Reduced cost of purchasing a bicycle to an employee, equivalent to saving on Income Tax and National Insurance.
- (ii) 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
- (iii) The information provided by BUG would provide the resident with the necessary information to encourage their employer to implement a 'Cycle-to-Work' scheme.

Effectiveness of Travel Plan Measures

- 5.2.17 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.

Financial Incentives

- 5.2.18 Upon the appointment of a TPC, financial incentives could be introduced encourage new residents to use sustainable travel modes. This could include liaising with local bus operators to negotiate bus faster tickets as well as with local cycle retailers to provide discounts on bicycles.

Remedial Measures

- 5.2.19 In the event that the trip rate target has not been achieved after the 5th year of Residential Travel Plan implementation, the TPC will initiate the following remedial measures:
- (i) Promote West Sussex's Carshare scheme to all residents and visitors; and
 - (ii) Provide increased funding to the Travel Plan Co-ordinator for the purposes of organising initiatives in conjunction with national travel awareness events.
- 5.2.20 The remedial measures listed above represent the final attempt to influence travel behaviour and patterns amongst residents.

6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

- 6.1.1 This section of the report sets out a strategy for managing the implementation of 'hard' and 'soft' measures, as well as a framework for monitoring and reviewing the RTP.

6.2 Management

Travel Plan Co-ordinator

- 6.2.1 The TPC is responsible for implementing and promoting the Residential Travel Plan. This includes commissioning a biennial (i.e. end of Years 1, 3 and 5) travel audit in accordance with the TRICS Standard Assessment Methodology (SAM) for Travel Plans, ensuring up to date travel information is displayed and communicating with WSCC's Travel Plan Officer.

- 6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:

- (i) On-going promotion / marketing of the RTP and associated measures including the preparation of Travel Welcome Packs;
- (ii) Organising the implementation of household travel surveys to be undertaken on a biennial basis, following the establishment of baseline travel patterns and behaviour;
- (iii) Preparing biennial RTP Monitoring reports highlighting the main results of each survey; and
- (iv) Acting as the main point of contact for new households, WSCC's Travel Plan Officer and other relevant stakeholders.

- 6.2.3 To ensure effective communication between new households and other internal / external stakeholders, the contact details (see below) of the Travel Plan Co-ordinator including telephone number and e-mail address will be published within the TWP's.

6.3 Monitoring and Review

- 6.3.1 The Residential Travel Plan will be reviewed on a biennial basis for at least five years to assess its progress towards the overall target and identify the requirement for future improvement and refinement. The TPC will arrange for multi modal TRICS SAM compatible surveys to be conducted biennially by an accredited data collection company.

6.3.2 In addition, residents will complete a RTP survey to trace the travel patterns associated with the development.

6.3.3 It is advised that the following items are considered as part of the monitoring process:

- (i) Home characteristics (i.e. type of development, household size, no. of bedrooms and no. of car parking space);
- (ii) Current travel patterns (typical travel mode, alternative travel mode, travel distance and journey time to workplaces);
- (iii) Attitude towards sustainable travel modes; and
- (iv) Comments relating to the operation and implications of the Travel Plan.

6.3.4 Data gathered from the household travel survey described above would be used to derive the modal split for the residential development. Additional monitoring would include the following aspects:

- (i) The level of car parking usage within the residential development;
- (ii) The number of residents registered with WSCC's 'Carshare' scheme; and
- (iii) Comments made by residents relating to the operation of the TP.

6.3.5 The TPC will update the RTP and compile a Monitoring Report on a biennial basis. The report will outline the results of the biennial review and incorporate the findings of on-going informal monitoring carried out through the preceding period. A copy of the report be sent to WSCC's Travel Plan Officer for comment and discussion as well as being filed for records.

6.3.6 To maintain the emphasis of the RTP it is suggested that the results of the monitoring / review process are communicated to all residents. This could be done by displaying data on a noticeboard and/or community website, including an article in a local newsletter or in conjunction with a Travel Plan event e.g. National Liftshare Week (October), European Mobility Week (September) or Cycle to Work events (June) etc.

6.4 Action Plan

6.4.1 **Figure 6.1** outlines an Action Plan highlighting relevant timescales and individuals responsible for ensuring the co-ordination / implementation of key measures.

MEASURES	TIMESCALES
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	2 months prior to initial occupation
Ensure installation of on-site pedestrian infrastructure	2 months prior to initial occupation
Prepare Travel Welcome Packs containing information on the aims / objectives of the RTP, access by sustainable travel modes and contact details of the Travel Plan Co-ordinator	2 months prior to initial occupation and then on-going
Recruit residents interested in forming a Bicycle User Group (BUG).	Within the first 2 months of initial occupation and then on-going
Conduct Household Travel Surveys	Within the first 6 months of occupation
Update TP with revised trip rate targets and submit to WSCC for review	Within the first 6 months of occupation
Repeat Household Travel Surveys	On the anniversary of the baseline survey and then on a biennial basis (i.e. once every two years) for a minimum 5-year period
Prepare RTP Monitoring Report and submit to WSCC Travel Plan Officer	Within 2 months of undertaking Household Travel Survey
Organisation of marketing initiatives in association with national travel awareness events	As and when events occur although particularly those events which fall between survey periods.

Figure 6.1: Action Plan

6.5 Annual Budget

- 6.5.1 The TPC is responsible for managing the agreed budget for the Residential Travel Plan, appropriate to ensure its proper implementation as detailed above. Aside from infrastructure works which are included in the development construction costs, funding is required to cover initial set up, printing, marketing, surveys and travel plan events.
- 6.5.2 This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, review and monitoring of the Travel Plan and mitigate against any financial burden which may be imposed as a consequence of failure to meet the agreed targets.

6.6 Approval

6.6.1 This Residential Travel Plan is prepared by Russell Giles Partnership Ltd on behalf of Michael Bish.

6.6.2 I hereby approve this Residential Travel Plan for implementation at the following site:

Wings Nursery, Lidsey Road, Woodgate, West Sussex

Ed Dodd

Graduate Transport Planner – RGP

Signed: 
.....

Date: 06/10/2017
.....

Travel Plan Co-ordinator

Name:

Signed:

Date:

PLANS

RAILTIMETABLE (Barnham Station)			
DESTINATION	MAJOR CALLING POINTS	DURATION	FREQUENCY
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

BUS TIMETABLE			
ROUTE	ROUTE SUMMARY	TYPICAL FREQUENCY	HOURS OF OPERATION
66A	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 3-4 hours	Mon-Fri: 07:23-17:52 Sat: 07:27-18:13
66C	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 4 hours	Mon-Sat: 08:27-16:47

LEGEND



SITE LOCATION



RAIL STATION



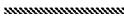
RAILWAY



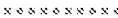
LOCAL BUS STOPS



2KM WALKING ISOCHRONE



LOCAL CYCLEWAY



LOCAL FOOTPATHS



LOCAL AMENITIES



Transport Planning and Infrastructure Design Consultants
Melia House, Northgate, Chichester,
West Sussex, PO19 1BE
Tel: 01243 210418 Fax: 01453 861682
www.rgp.co.uk

Client: Michael Bish
Project: Wings Nursery, Lidsey Road

Title: Site Location & Accessibility Plan

Plan No: Plan 01	Job No: 3711	Date: June 17	Scale: NTS
Drawn By: EJD	Checked By: ALB	Approved By: PMR	Rev: -

LEGEND



SITE LOCATION



UNSURFACED CYCLEWAY



SURFACED CYCLEWAY



UNSURFACED ROAD



SURFACED ROAD



LOCAL CYCLE ROUTE

Note: as per WSCC cycle journey planner



Transport Planning and Infrastructure Design Consultants
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www.tpic.co.uk

Client:

Michael Bish

Project:

Wings Nursery, Lidsey Road

Title:

Cycling Route Map

Plan No:
Plan 01

Job No:
3711

Date:
June 2017

NTS

Drawn By:
SMO

Checked By:
ALB

Approved By:
PMR

Rev: -

APPENDIX A

Willows

SCALE
5 METRE 25 METRE 50 METRE

LIDSEY ROAD

Wings

Landscaped Wildlife Area

Stockhearn
House

Stockhearn

The
Cott

Chippings Cottage

Aston

A 29