

Highgate*Transportation*

Land at Woodgate Nurseries, Lidsey Road, Woodgate

Proposal for up to 130 residential dwellings

Residential Travel Plan

(2401/RTP/01)

July 2024

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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL



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1.0 Introduction

- 1.1 This Residential Travel Plan has been prepared by Highgate Transportation Limited (HTp) to support the planning application for a residential development with up to 130 dwellings (Use Class C3), informal and formal public open space, landscaping, drainage and other associated works on land at Woodgate Nurseries, Lidsey Road (A29), Woodgate. The planning application is in outline but with access as one of the matters for determination.
- 1.2 The core purpose of this Residential Travel Plan is to promote sustainable travel and reduce private car trips, particularly single occupancy vehicle trips to and from the development and this document sets out the travel plan measures which will be provided.
- 1.3 **Table 1.1** sets out the details of the proposed development.

Table 1.1 - Details of the proposed development

Name of Development	Land at Woodgate Nurseries, Lidsey Road, Woodgate
Development Address	Land at Woodgate Nurseries, Lidsey Road, Woodgate, Chichester, PO20 3SU
Use Class	C3
Brief Description of Development	The development proposals are for up to 130 dwellings on land west of Lidsey Road (A29), Woodgate. Access will be taken through the site with planning permission AL/129/21/OUT via the approved ghost right hand turn lane junction with Lidsey Road. The approved access junction can accommodate movements by all modes including foot and cycle. A pedestrian/cycle access will be provided directly from the A29, along an existing private road in the north eastern corner of the site.
Site Location Map	Figure 2.1 provides the context of the application site.
Travel Plan Co-ordinator	The contact details of the Travel Plan Co-ordinator are contained in Section 6.0 .

- 1.4 The planning application is supported by a Transport Assessment also prepared by HTp (ref: HTp/2401/TA/01 dated July 2024).

- 1.5 The Architect's Illustrative Masterplan plan (ref: DLA. 2222.L.04.S06) is provided at **Appendix 1**, an extract is provided at **Figure 1.1**.

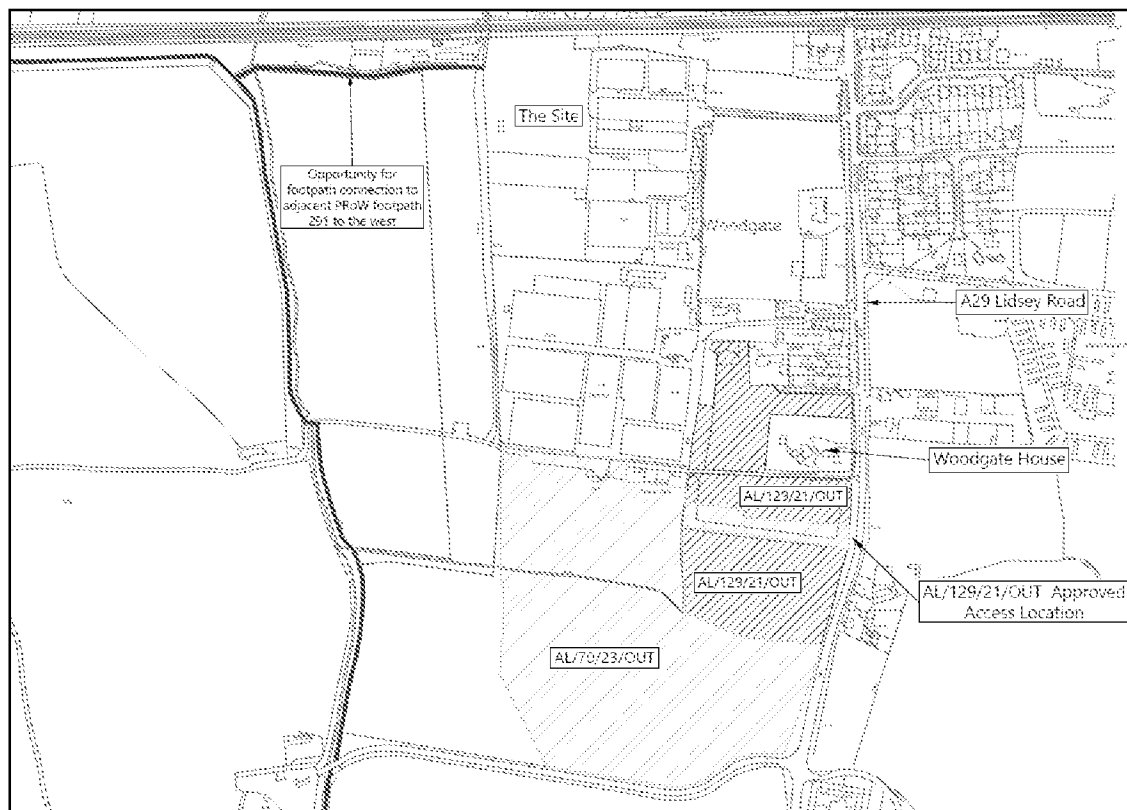
Figure 1.1 – Architect's Illustrative Site Layout Plan



- 1.6 This Residential Travel Plan has been produced based on Planning Practice Guidance, WSCC's Development Travel Plan Policy (January 2024) and Department for Transport (DfT) Circular 01/2022.
- 1.7 The main purpose of this Residential Travel Plan is to set out an approach to facilitate and encourage modes of travel by means other than the private car which will be assisted by a close proximity of the local centre and school. This strategy will be based on a package of travel plan measures, modal shift targets and a monitoring regime.

- 1.8 This Residential Travel Plan has also been produced to reflect the main policy themes set out in the DfT Circular 01/2022 as follows:
- i. The Residential Travel Plan includes targets and commitments to manage down the traffic impact of development
 - ii. The design of the proposed development maximises the accessibility of the site and the wider area by walking, wheeling, cycling, public transport and shared travel
 - iii. The targets within this Residential Travel Plan for achieving modal shift to sustainable transport will be subject to sustained monitoring and management by an appointed Travel Plan Co-ordinator
- 1.9 The application proposals will build on and integrate with existing sustainable infrastructure from the outset, including the provision of a pedestrian and cycle corridor within the development to make walking and cycling more convenient to travel and connect with the surrounding area.
- 1.10 The vision of the development is guided by the holistic aim of reducing the need to travel by private car while recognising the present and future opportunities, including through the establishment of the local plan's strategic allocation of BEW (Barnham Eastergate Westergate – c. 3,000 homes plus supporting commercial, community, education and physical infrastructure) directly adjacent the site.
- 1.11 The Travel Plan will be monitored by WSCC. A Travel Plan monitoring fee of £3,815 will be secured by a S106 agreement.

Figure 2.2 – Existing site and immediate area



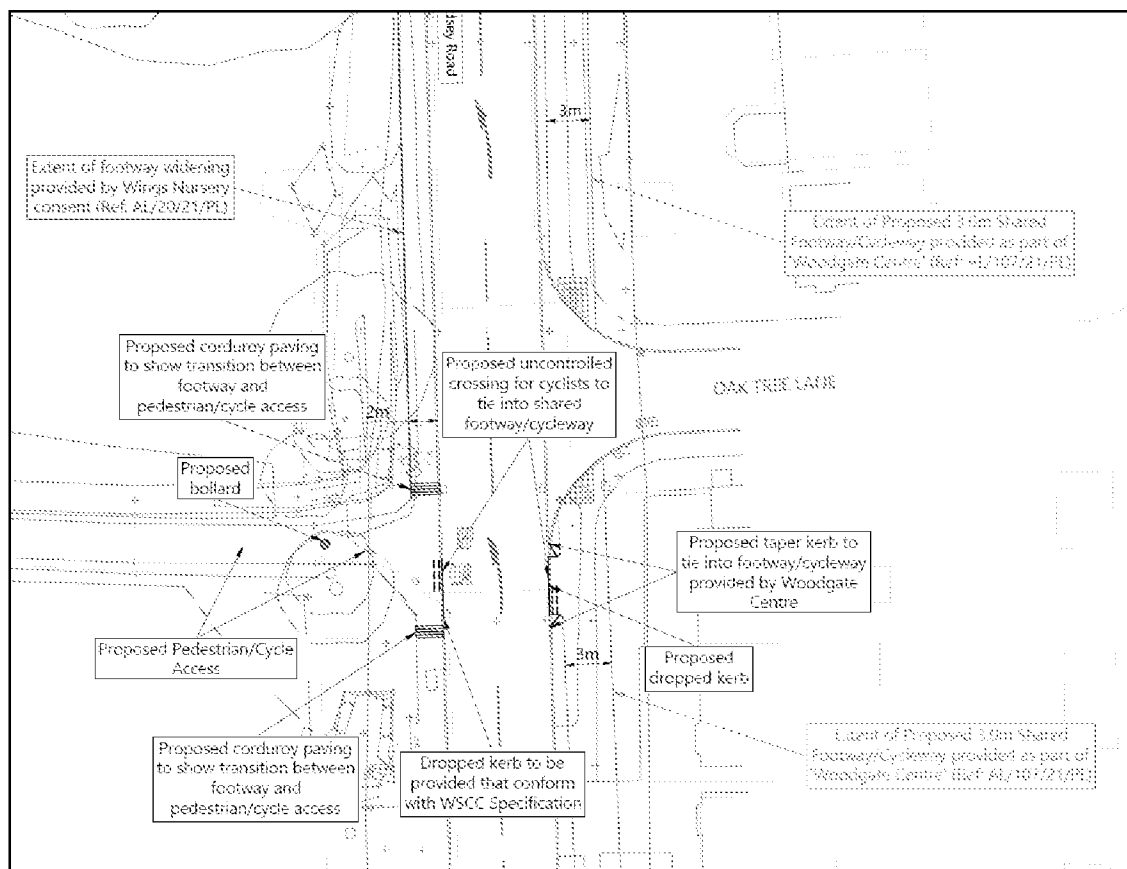
3.0 Site Accessibility and Existing Travel Opportunities

- 3.1 Travel behaviour can be affected by the level of infrastructure available to encourage modes of travel other than that of the private car. This section of the Residential Travel Plan provides an overview of the extent of existing facilities in place for walking and cycling trips, as well as that of public transport.

Pedestrian and Cyclist Facilities

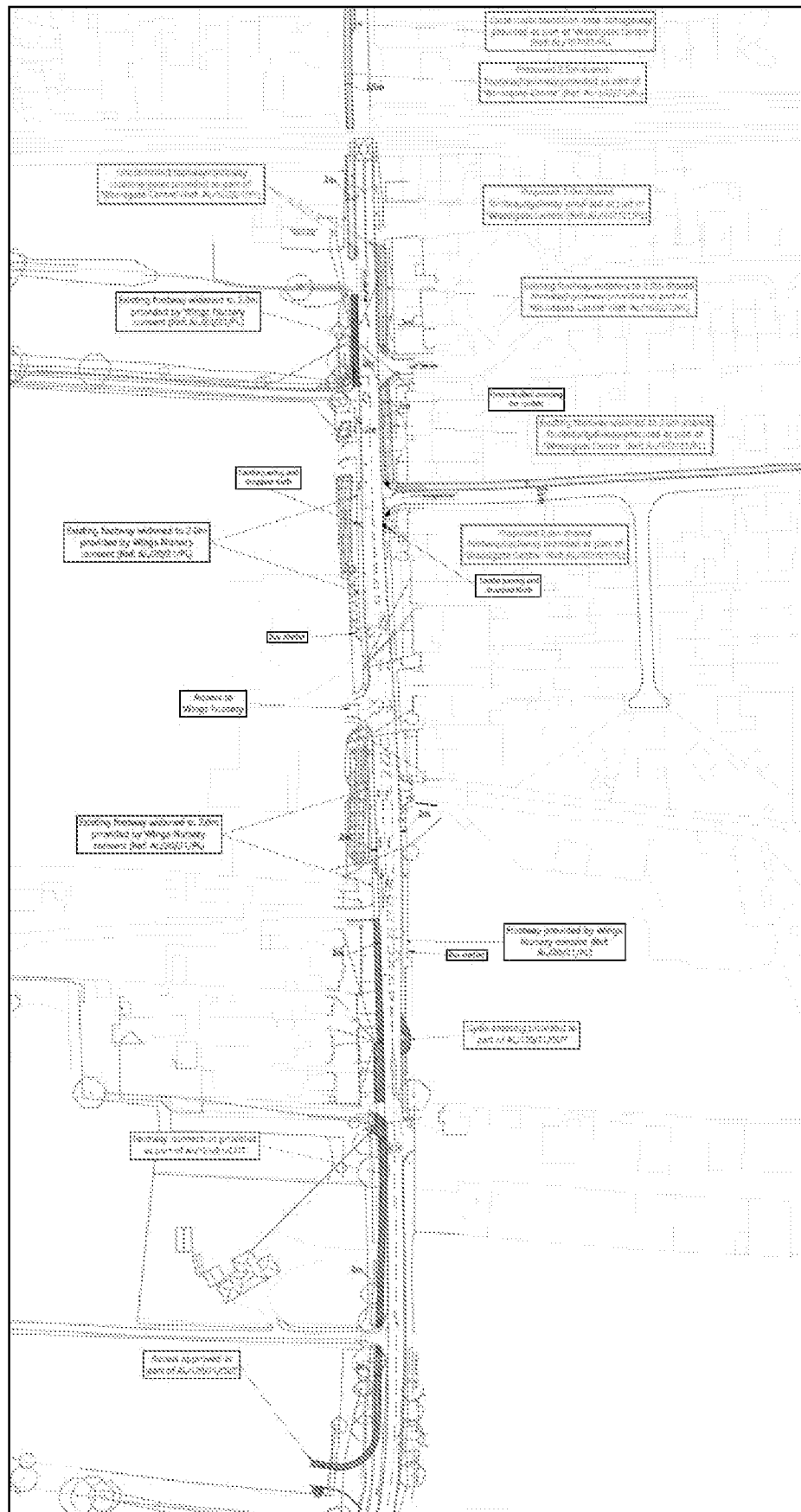
- 3.2 The access arrangement that was included as part of the AL/129/21/OUT development includes a footway connection to the existing footway along the western side of the A29 Lidsey Road to connect with the existing shared footway/cycle path to the north. This shared path continues north towards Woodgate.
- 3.3 The approved access junction can accommodate movements by all modes including foot and cycle.
- 3.4 A pedestrian and cycle access from the A29 Lidsey Road will be provided into the site along the existing track located to the south of the site boundary. This pedestrian and cycle access will include a bollard to prevent unauthorised vehicular access and an uncontrolled cycle crossing to allow cyclists to connect to the proposed shared pedestrian/cycle link on the eastern side of Lidsey Road. The proposed pedestrian and cycle access arrangement is shown on drawing HTp/2401/04/C, contained in **Appendix 2**, with an extract shown in **Figure 3.1**.

Figure 3.1 – Pedestrian and cycle access arrangement



- 3.5 To the north of the vehicular access, the existing footway along the western side of the A29 Lidsey Road has been widened to 2.0 metres. This widening has been provided as part of the 'Wings Nursery' consented development for up to 71 new units (ref: AL/20/21/PL and continued under s73 application ref: AL/34/22/PL). Along the site frontage of the Wings Nursery development, part of the footway has also been widened to 2.0 metres.
- 3.6 Additionally, the consented 'Woodgate Centre' development for up to 180 residential dwellings to the east of Lidsey Road (ref: AL/107/21/PL) also includes improvements to the existing footway and cycleway network, and improved connectivity for pedestrians and cyclists across the wider area.
- 3.7 The pedestrian and cycle connections on the A29 and within the vicinity of the site can be summarised below and are shown on **Figure 3.2**.
- i. A new section of footway on the eastern side of Lidsey Road south of the Willows Caravan Park access
 - ii. Widening of existing footways to 2.0 metres
 - iii. Upgrades of footways to shared use footway/cycleways, with associated widening
 - iv. New pedestrian and cycle crossing points

Figure 3.2 – Approved footway and cycleway improvements on the A29



- 3.8 Furthermore, the strategic BEW site (located east of the Land at Woodgate Nurseries Site) will provide new walking and cycling routes, increasing permeability in the area.
- 3.9 The current BEW Framework Masterplan, includes east-west cycle routes which will significantly shorten the walking/cycling distance from the site to Barnham railway station, as well as providing a safer and more attractive route for users.
- 3.10 The BEW masterplan also includes the diversion of the A29 via a new route. Not only will the diverted A29 include segregated footways and cycleways, it will also reduce the volume of traffic on Lidsey Road within the vicinity of the application site, therefore increasing the attractiveness of Lidsey Road for walking and cycling journeys.
- 3.11 Various local facilities are located in Woodgate which is accessible via foot or cycle along the A29 Lidsey Road. Additional services are located in the Westergate and Eastergate areas to the north which are contiguous with Woodgate and accessible via footways for the entire route. A selection of these local facilities is listed in **Table 3.1**.

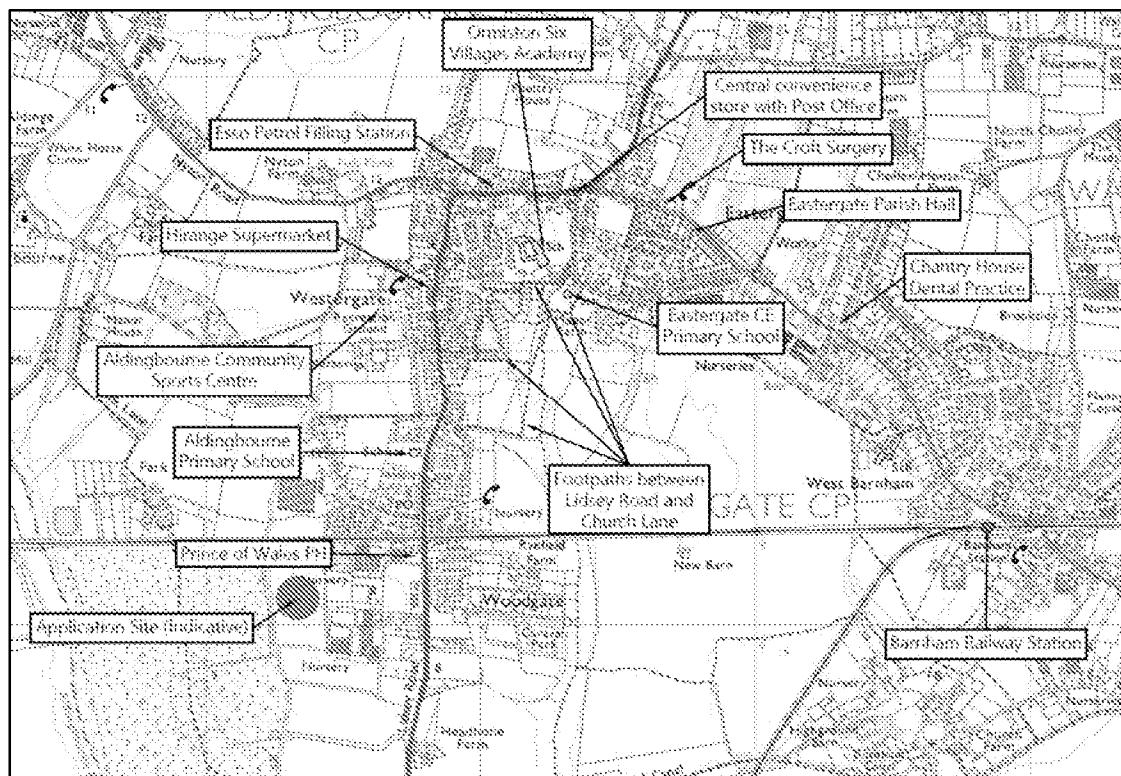
Table 3.1 – Local services and facilities

Service/Facility	Walk Distance (from main site access)	Walk Distance (from pedestrian/cycle access)
Prince of Wales public house	450m	52m
Aldingbourne Primary School	800m	450m
Hirange Supermarket	1.4km	1.0km
Aldingbourne Community Sports Centre	1.6km	1.2km
Esso Petrol Filling Station including store and car wash	1.9km	1.5km
Ormiston Six Villages Academy	2.2km	1.8km
Central Convenience Store with Post Office	2.2km	1.8km
Eastergate CE Primary School	2.5km	1.8km
The Croft Surgery (GP)	2.5km	2.1km
Eastergate Parish Hall	2.5km	2.3km
Chantry House Dental Practice	3.4km	2.9km

- 3.12 There are also various places of worship within easy walking and cycling distance of the site.
- 3.13 Additional services, including Barnham railway station, are located in Barnham which can be reached using footways and/or public rights of way for the entire route.
- 3.14 The site, like other consented residential developments should in the medium and long term benefit from the further facilities and services planned within the adjacent BEW site allocation masterplan. These include new local centres, schools and community facilities.
- 3.15 The review of the proximity of the site to local services and facilities was agreed to be acceptable with WSCC Highways as part of the pre-application stage discussions.

3.16 A plan showing the above facilities is provided at **Figure 3.3**.

Figure 3.3 – Plan of local facilities



Public Transport Facilities

Bus

- 3.17 The nearest bus stops are located on the A29 Lidsey Road, circa 90 metres south of the proposed pedestrian/cycle access.
- 3.18 The bus stops have been upgraded as part of the Wings Nursery application (ref: AL/20/21/PL) to include new shelters, hardstanding and seating.
- 3.19 These bus stops are served by the 66A and 66C bus services which operate between Bognor Regis, Yapton, and Walberton. 66A provides an anti-clockwise service via Yapton and Walberton and 66C provides a clockwise service via Walberton and Yapton; together there are six services which run in each direction on weekdays, with one fewer service towards Bognor on Saturdays and no services on a Sunday.

Railway

- 3.20 Barnham railway station is located approximately 4km (12 minute cycle) to the east of the site. The station can also be reached via the 66A and 66C buses, taking approximately nine minutes.
- 3.21 Barnham railway station is located on the West Coastway Line between Brighton and Southampton, at the junction of the branch line leading to Bognor Regis. The station also regularly serves London Victoria via Gatwick Airport, Brighton, Southampton, Portsmouth and Littlehampton. Typical off-peak frequencies of train services to key destinations from Barnham are set out in **Table 3.2**.

Table 3.2 – Frequency of train services to key destinations from Barnham

Destination	Frequency (trains per hour)		
	Weekdays	Saturday	Sunday
London Victoria	4	4	1
Gatwick Airport	4	4	1
Chichester	5	5	3
Bognor Regis	4	4	2
Brighton	2	2	2
Littlehampton	2	2	1
Portsmouth and Southsea	3	3	2
Southampton Central	2	2	1

- 3.22 Barnham railway station has 62 cycle parking spaces, 130 car parking spaces, a staffed ticket office, toilets, waiting rooms, and refreshment facilities.
- 3.23 Bognor Regis railway station is located around 5.2km travel distance to the south of the site which equates to a 16 minute cycle via the A29.
- 3.24 Bognor Regis railway station, located on the West Coastway Line, serves as the terminus of the branch line from Barnham. It provides direct connections to London Victoria via Gatwick Airport, and links to Brighton, Southampton, and Portsmouth.
- 3.25 There are additional infrequent direct services to Bristol Temple Meads, Salisbury and Great Malvern.
- 3.26 It has been demonstrated that the site is benefited by good access to public transport to adjacent and other larger settlements and that these enable sustainable commuting patterns, which reduce the dependence on the private car.

4.0 Aims, Objectives and Outcomes

- 4.1 The core aim of the Travel Plan will be to reduce trips to and from the application site by cars through increased use of walking, cycling and public transport.
- 4.2 The objective of the Travel Plan is to achieve the following outcomes:
- i. Minimise single occupancy car travel to and from the development
 - ii. Identify which measures are needed to maximise the use of non-car travel
 - iii. Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then to maintain that change
 - iv. Identify ways of reducing the need to travel to and from the development
- 4.3 These aims, objectives and outcomes will be achieved by:
- i. Having a development that is in a sustainable and accessible location
 - ii. Providing high quality, covered and secure on-site cycle parking that is easily accessible for residents
 - iii. The production and promotion of a Travel Information Pack to be provided on first occupation of each unit
- 4.4 The Travel Information Pack will include details of:
- i. Local pedestrian and cycle routes
 - ii. The health benefits of walking and cycling
 - iii. The location of local bus stops, bus transport routes and frequency of service
 - iv. The location of local train stations and the destinations they serve
 - v. How to car share
- 4.5 There will be a Management Company which will be set up by the developer. One of the responsibilities of the Management Company will be the management of the Travel Plan and this will include the appointment of the Travel Plan Coordinator (TPC).
- 4.6 The TPC will have responsibility for the implementation and on-going work associated with the Travel Plan for the five-year lifespan of the plan and this will include the distribution of the Travel Information Packs.

Targets

- 4.7 In accordance with WSCC' Travel Plan Guidance, the target of reducing the proportion of trips made by car during a 12 hour weekday period is 10% from an initial baseline. This target provides a commitment to manage down the traffic impact of the development in alignment with the policy aims of the DFT Circular 01/2022.
- 4.8 This baseline is taken from the trip generation set out in the submitted Transport Assessment, and summarised in **Table 4.1** for reference. A 10% reduction has also been included for completeness.

Table 4.1 – Baseline Trip Generation and Target Reduction

	Trip Generation (130 dwellings)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Vehicles (Baseline)	18	47	34	20	575
Vehicles (10% Reduction)	16	42	31	18	518

Monitoring

- 4.9 The Travel Plan will be monitored by WSCC. A Travel Plan monitoring fee of £3,815 will be secured by a S106 agreement.
- 4.10 Surveys will be carried out to monitor how the target of reducing car movements is being met.
- 4.11 All surveys will be undertaken in accordance with TRICS Standardised Assessment Methodology (SAM). The commissioning of the SAM surveys will be secured through a Section 106 agreement.
- 4.12 It is proposed that the initial survey is conducted broadly to coincide with first occupation of 50% of the dwellings (with the expected daily vehicular movements applied pro-rata to the estimated occupancy for comparison purposes). This forms the Year 1 Survey. Due consideration will however be required to avoid atypical times of the year such as Christmas etc.
- 4.13 Additional surveys will be undertaken 2 and 4 years later (at broadly the same time as the Year 1 Survey), these will form the Year 3 and Year 5 (final) survey.
- 4.14 It will be the responsibility of the TPC to arrange for all SAM surveys and they will notify WSCC of the intended survey date once arranged. The results of the survey will also be shared with WSCC as soon as they are available.
- 4.15 The Travel Plan will have a five-year lifespan.

5.0 Measures and Initiatives

- 5.1 This Residential Travel Plan sets out the measures and initiatives put in place in order to meet the aims, objectives and outcomes detailed in **Section 4.0**. These measures and initiatives are contained in **Table 5.1**.

Table 5.1 – Measures and initiatives

Promotion and marketing	Travel Information Pack to be provided to residents on first occupation. Future residents will also be able to request a copy of the Travel Information Pack should properties change ownership during the life of the Travel Plan. Further information regarding the Travel Information Pack is set out in paragraph 5.4 Local and national events such as national walking month will be promoted. Provision of a travel vouchers offered for each residential unit to the value of £150, which will cover a range of sustainable travel incentive such as contribution towards a new bike, cycle training and/or accessories, contribution towards a bus or rail season ticket, cycle training, or car club membership. These will be made available for take-up for a period of 12 months following first occupation Informative websites including the following will be promoted: • Walk to School Week • National Bike Week • Cycle to Work Week • European Mobility Week / Travelwise Week • Cycle September • National Liftshare Week • International Walk to School Month • Road Safety Week • Walk4life.info • cyclinguk.org/cycle/cycling-west-sussex • liftshare.com/uk/community/westsussexcarshare
Car Travel	As well as including information on how to car share within the Travel Information Pack, all measures are aimed at reducing private car trips, particularly single occupancy vehicle travel. The Travel Information Packs will raise awareness of car ownership costs. Electric vehicle charging will be provided in line with WSCC guidance.

Public Transport	Travel Information Pack to include information on: - The location of local bus stops, bus transport routes and frequency of service - Timetable information to be provided on notice board(s) in communal areas (where available) and updated regularly
Cycling	Travel Information Pack will include information on local cycle routes and the health benefits of cycling. Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating Secure covered cycle parking which is compliant with the Council's applied parking ratio will be provided for all dwellings prior to occupation.
Walking	Travel Information Pack to include information on local pedestrian routes and the health benefits of walking.

5.2 The measures and initiatives set out in **Table 5.1** will be implemented as set out in the action plan contained in **Table 5.2**.

Table 5.2 – Action plan

Mode	Measure	Task	When	By
All	TPC	Appoint a TPC	Prior to first occupation	Management
All	Resources	Ensure that the TPC has the funding and time allocated to undertake duties	Ongoing	Management
All	Noticeboard	Post travel related information on to noticeboards in communal areas	On first occupation	TPC
All	Travel information Pack	Prepare and disseminate Travel information Packs to each household containing information on walking and cycling routes, public transport services, concessionary fares, etc.	On first occupation	TPC
All	National and local campaigns	Promote and encourage residents' participation in events such as Bike Week and other national or local events	Ongoing	TPC
All	Local retailers	Publicise and promote local retailers (e.g. supermarkets) that provide low cost or free home deliveries	On first occupation	TPC

All	Internet provision	Ensure that the site is ready to support internet access, which will enable residents to access media and online retailers without the need to travel	Prior to first occupation	Developer
Cycle	Cycle parking	Ensure that cycle parking is provided on site	Prior to first occupation	Developer
Cycle	Cycle discount	Negotiate cycle equipment discount with a local cycle retailer	Prior to first occupation	TPC
Cycle	Cycle training	Encourage residents to sign up to subsidised cycle training and cycle maintenance training offered by WSCC and retailers such as Halfords	On first occupation	TPC
Bus	Bus travel vouchers	Negotiate bus travel vouchers with the local service operator (Stagecoach)	Prior to first occupation	TPC
Car	Car sharing	Publicise and promote the journey matching service, West Sussex Car Share	On first occupation	TPC
Car	Taxi/minicab	Publicise and promote local taxi/minicab firms as enabling necessary car access without the burden of car ownership	On first occupation	TPC
All	Baseline and subsequent surveys	Carry out baseline and subsequent SAM surveys and provide the results to WSCC	Year 1, 3 and 5	TPC
All	Integration with approved local applications	Ensure that the proposed travel plan measures build on and integrate with those contained in the local applications including AL/129/21/OUT, AL/70/23/OUT and the BEW applications	Ongoing	TPC

5.3 As part of this Action Plan the developer agrees to:

- i. Implement in full the measures set out in **Table 5.1** and **Table 5.2**
- ii. Inform all residents of the aims of the Travel Plan
- iii. Encourage residents to switch their travel to a more sustainable mode

5.4 The Travel Information Pack will include the following:

- i. A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
- ii. Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel and parking
- iii. Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel and parking
- iv. Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel and parking
- v. Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- vi. Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating.

6.0 Travel Plan Co-ordinator

- 6.1 The management company will ensure that the TPC is in place for the life of the Travel Plan (being appointed prior to first occupation) and that the TPC will deliver a range of measures based on the agreed Travel Plan.
- 6.2 The TPC contact details are to be provided to the Council as soon as possible prior to first occupation. The details required are as follows:
 - i. Name
 - ii. Position
 - iii. Telephone contact details
 - iv. Email contact details
 - v. Contact Address
- 6.3 The Council will always be notified of any future changes to the TPC personnel.

Appendix 1

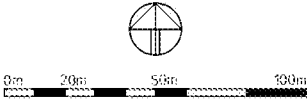
Architect's Illustrative Site Layout Plan



DAVIES LANDSCAPE
ARCHITECTS

Office 1C, 1-2 King Street, Stroud, Gloucestershire, GL5 3BS
w. www.d-la.co.uk e. info@d-la.co.uk t. 01453 760380

 Site Boundary



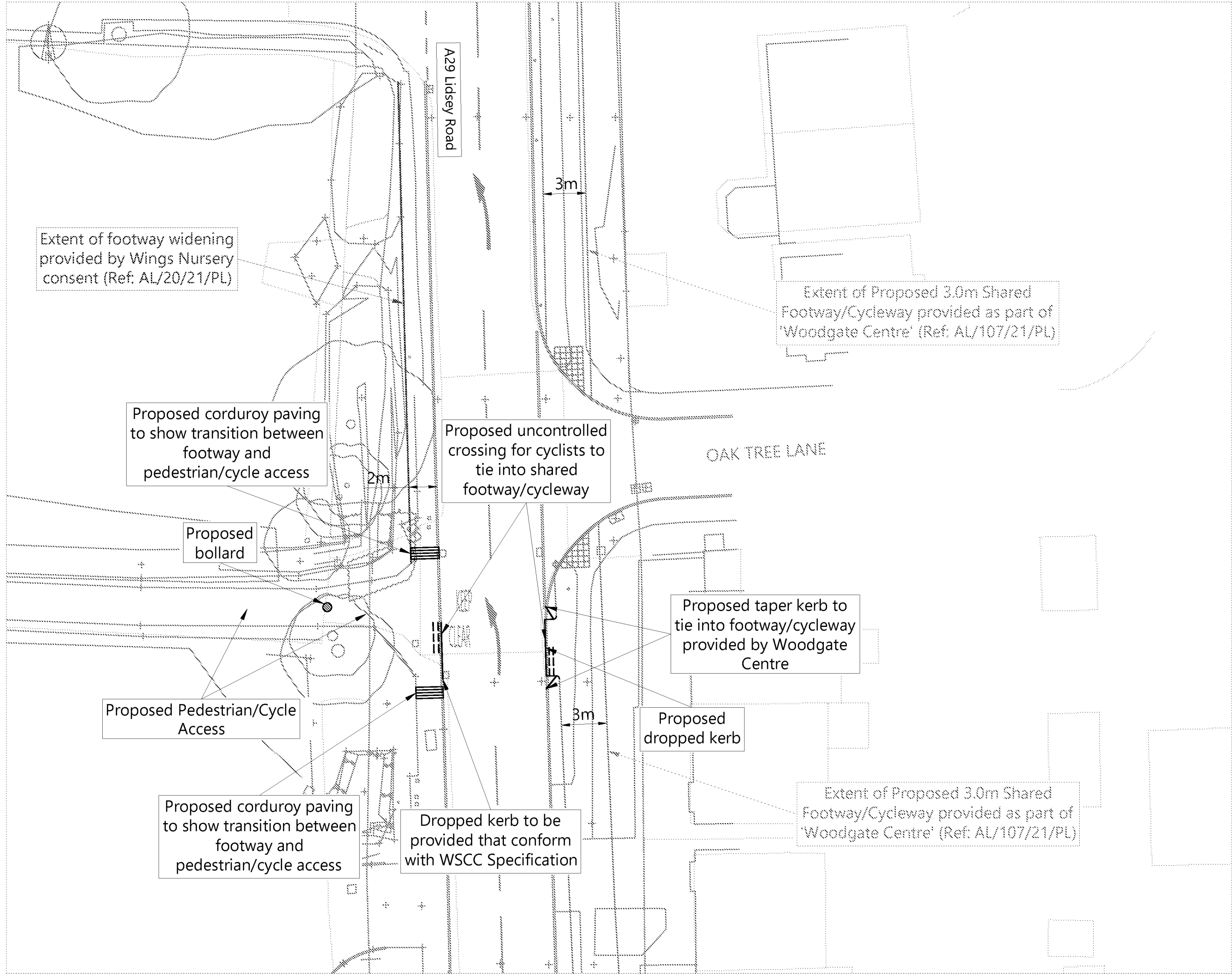
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CLIENT	Hanbury Properties
PROJECT	Land at Woodgate Nurseries, Lidsey Road, Woodgate
TITLE	Illustrative Block Plan
STATUS	Planning
NUMBER	DLA.2222.L.04.S06
SCALE	1:2500@ A3

Appendix 2

Pedestrian/Cycle Access (HTp/2401/04/C)



NOTES

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Drawing based on Topographical Survey (Ref: 17581120, v5) produced by Offington Land Surveys Ltd and dated 09/03/2024

KEY

- Proposed widening to 3.0m under AL/107/21/PL Application
- Proposed widening to 2.9m under AL/20/21/PL Application
- Highway Boundary

C	Updated following Stage 1 RGA	AH	24/06/24
B	Updated annotation	AH	02/06/24
A	Updated topographical survey	AH	16/05/24
DSM	DEVELOPMENT IN VISION	BT	DATE

PROJECT:

LAND WEST OF LIDSEY ROAD, WOODGATE

CLIENT:

HANBURY

PROJECT REF	DRAWING NUMBER	SCALE (H: V):
2401	04	1:250

SHEET NUMBER

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 346 121

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TITLE:

PROPOSED PEDESTRIAN AND CYCLE ACCESS

DATE:	DESIGNED BY:	CHECKED BY:
23.02.2024	JT	AH