

Travel Plan

53 High Street,
Bognor Regis,
West Sussex,
PO21 1RX



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Issue	Issue date	Compiled	Checked	Authorised
2	16-10-2020	RF	RW	RW

1 Introduction

Travel Plan Background

- 1.1 This Travel Plan has been prepared for Hughes Jay & Panter Limited in connection with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Limited has been commissioned by Hughes Jay & Panter Limited to prepare a Travel Plan in connection with the development for 53 High Street, Bognor Regis.
- 1.3 Arun District Council have requested that a Travel Plan is submitted to support the planning application.

Policy Context

- 1.4 This Travel Plan has been written in accordance with the following policy documents:
 - National Planning Policy Framework (NPPF);
 - Department for Transport Guidance on Transport Assessment (DfT).

2 Policy Context

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) was first published in 2012 and revised June 2019 by the Department for Communities and Local Government. The NPPF includes references to the promotion of sustainable transport. The NPPF states:

Developments should be located and designed where practical to;

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.
- A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development' set out in paragraph 14.

- 2.3 The NPPF also makes relevant reference under paragraph 36 to travel plans to support major development proposals as follows:

36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

DfT Travel Plan Guidance

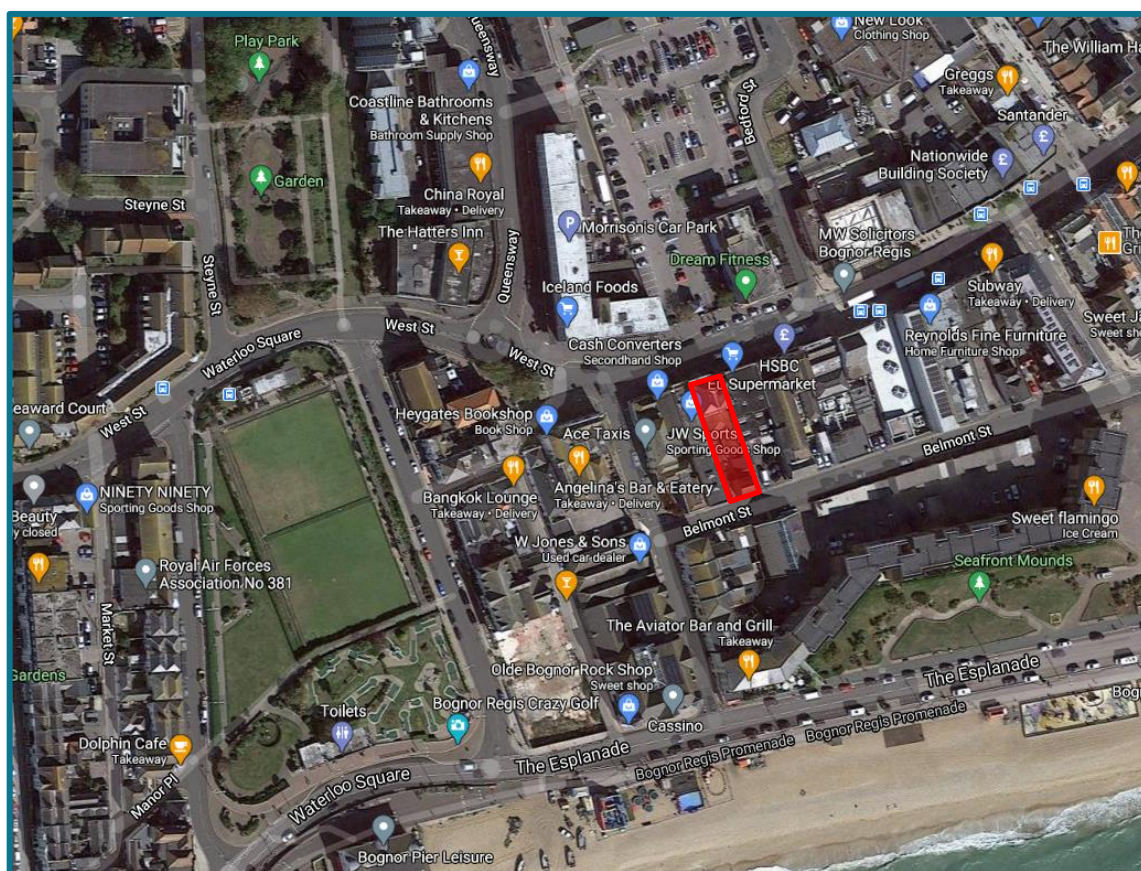
- 2.4 The DfT has guidance for Travel Plans published in the document “Making Travel Plans Work” (June 2007). It states that effective travel plans:
- Build partnerships- with local authority, public transport operators and other employers;
 - Identify site opportunities and barriers- making the most of ‘easy wins’ and addressing ‘missing links’, while tailoring measures to the location and its staff;
 - Encourage progressive change- with some strategies to unlock car use, and others to support sustained use of alternative means of travel;
 - Gain staff ownership for the plan- with appropriate consultation, fairness, transparency and plenty of ‘carrots’ (pull factors);
 - Raise the profile of travel initiatives- with imaginative promotion and publicity
 - Reach key groups of staff- segmenting the market for alternative travel and providing the right message at the right time, to those most likely to respond;
 - Change aspects of the organisation’s culture- engaging management commitment, involving dedicated staff time from a travel plan ‘champion’ and ensuring working arrangements dovetail with travel needs; and
 - Focus on results- assessing the impact of individual strategies in reducing car use.
- 2.5 The DfT ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ 2009 document sets out the National guidance on requiring a travel plan or travel plan statement (as set out in the national DfT ‘Guidance on Transport Assessments’). For land use C3 residential units are as follows:
- Travel Plan Statement >50<80
 - Travel Plan >80
- 2.6 Although the development does not meet the requirements for a Travel Plan at 4 units, a Travel Plan will be produced in compliance with the requirements of Arun District Council.

3 Existing Site Details & Development Proposal

Site Location

- 3.1 The site lies in the centre of Bognor Regis, with the site boundary approximately outlined in **Figure 3.1**.
- 3.2 The existing site currently features an existing building with a lesser number of residential flats.

Figure 3.1 Existing Site Block Plan



- 3.3 The proposed development is for 4 residential flats, located at 53 High Street, Bognor Regis.
- 3.4 High Street is subject to a speed limit of 30mph with a footway and a good level of street lighting on either side of the road.

4 Site Accessibility

Modal Choices

- 4.1 This section will detail the available transport choices in the vicinity of the site.

Rail

- 4.2 The closest rail station is Bognor Regis Station that provides services from Southern. It is well served with regular services to Central London, Barnham, Horsham and Littlehampton. **Table 4.1** summarises the services at Bognor Regis Station.

Table 4.1 Train Services from Bognor Regis Station

Destination	Frequency in peak hours (AM and PM)	Duration
Barnham	4 per hour	6 – 7 minutes
Horsham	2 per hour	42 – 45 minutes
Littlehampton	1 per hour	18 minutes
London Victoria	2 per hour	1hr 44 – 1hr 48 minutes

- 4.3 The station is located approximately 550m (7-minute walk) from the site via Bedford Street. The site is within the standard 5km cycle distance and provides 184 secure and monitored cycle spaces. This means that rail services provide a suitable method of transport to/ from the proposed development.
- 4.4 Station facilities include a ticket hall, toilets, refreshments kiosk and WiFi.

Bus

- 4.5 The nearest bus stops (High Street, Stop A, B, C and D) can be found 75m (1-minute walk) west of the proposed development on High Street.
- 4.6 There are many bus routes that provide a multitude of services that provide connections to Chichester, Littlehampton and Portsmouth. The bus service information is provided below in **Table 4.2, Table 4.3, Table 4.4 and Table 4.5.**

Table 4.2 Bus Services from High Street (Stop A)

Services	Destinations Served	Weekday frequency	Saturday frequency	Sunday frequency
Star	South Bersted - Bognor Regis Station	Every 60 minutes	-	-
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Every 90 minutes	-	-

Table 4.3 Bus Services from High Street (Stop B)

Services	Destinations Served	Weekday frequency	Saturday frequency	Sunday frequency
600	Elmer - Bognor Regis - Chichester	Every 30 minutes	-	-

Table 4.4 Bus Services from High Street (Stop C)

Services	Destinations Served	Weekday frequency	Saturday frequency	Sunday frequency
700	Littlehampton - Chichester	Every 30 minutes	Every 30 minutes	Every 30 minutes
700	Flansham - Bognor Regis - Chichester - Havant - Portsmouth	Every 30 minutes	Every 30 minutes	Every 30 minutes
700	Flansham Park - Bognor Regis - Chichester - Havant - Portsmouth	Every 30 minutes	-	-
700	Littlehampton - Bognor Regis - Chichester	Every 30 minutes	-	-

Table 4.5 Bus Services from High Street (Stop D)

Services	Destinations Served	Weekday frequency	Saturday frequency	Sunday frequency
600	Elmer - Bognor Regis - Chichester	Every 30 minutes	-	-
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Every 90 minutes	-	-

4.7 A local bus map for 600, 700 and STAR is included in **Appendix A**.

Cycling

- 4.8 The national cycle network begins approximately 200m (1-minute cycle) south of the site on The Esplanade. Route 2 connects to Chichester in the west via a local cycle route. Route 2 continues west to Portsmouth and Hampshire. Route 2 connects to Littlehampton in the east, with a local cycle route connecting Littlehampton to Worthing, with Route 2 continuing east to Brighton and Kent. A detailed cycle map is provided in **Appendix B**.
- 4.9 **Figure 4.1** details the location of the cycle network in respect to the site whilst Figure 4.2 details the location of Route 2 and local cycle networks in Sussex. The site is outlined in red.

Figure 4.1 Cycle Network in Bognor Regis

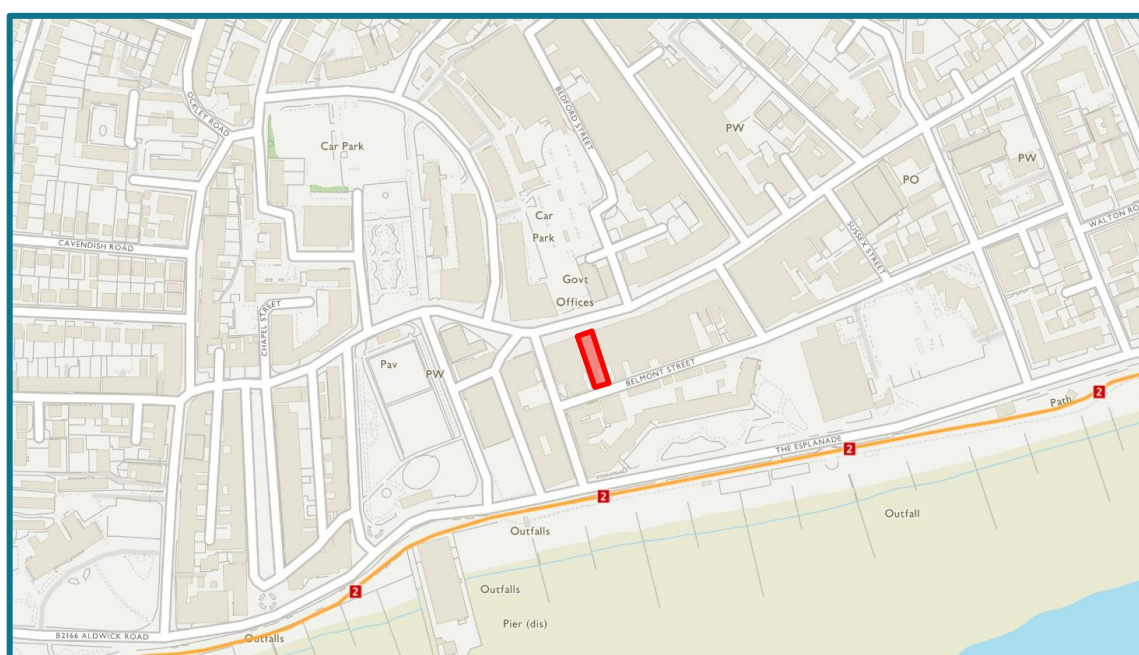
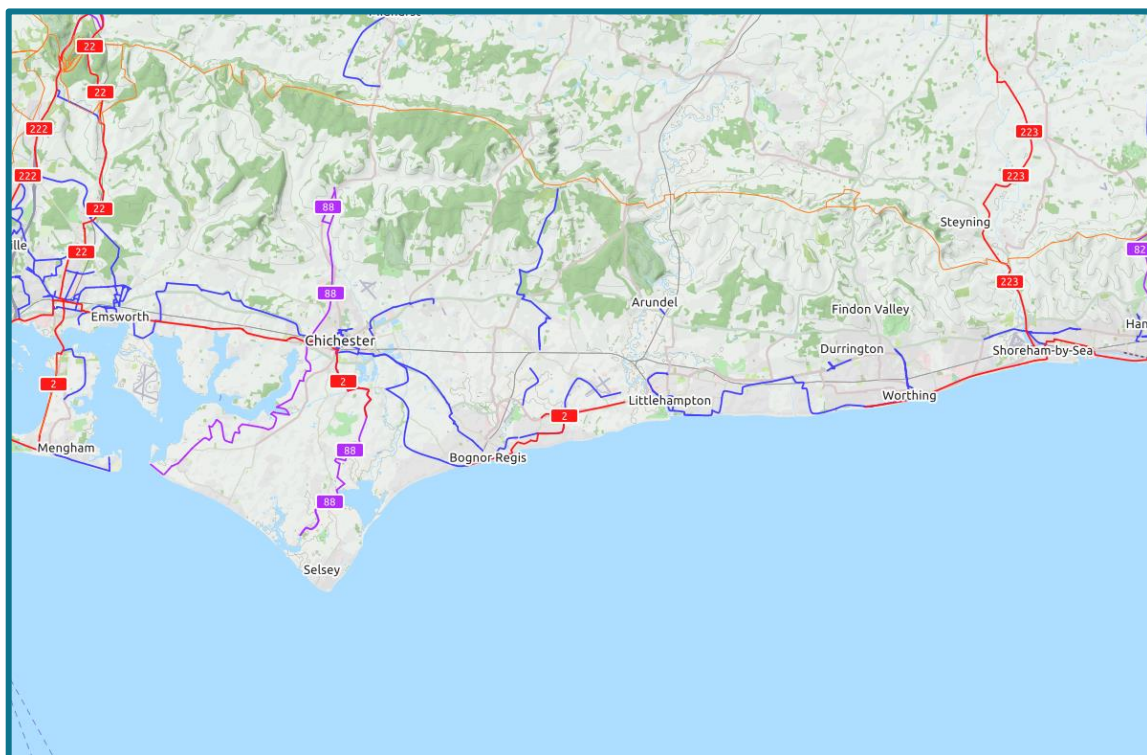


Figure 4.2 Cycle Network in Sussex



- 4.10 Vehicle speeds are limited to 30mph within Bognor Regis in residential areas, creating a comfortable walking/ cycling environment in and around the area. High Street is pedestrianised in some parts of the town centre that allow for cyclist activity also.
- 4.11 Secure Sheffield cycle parking is available the breadth of High Street, with multiple stands and multiple locations down the length of the street, making cycling a viable option for the site. Additionally, cycle stores will be provided to the rear of the proposed development.

Walking

- 4.12 High Street has footways on both sides of the road as well as a good level of street lighting. High Street forms part of the public footway network within the town centre of Bognor Regis, connecting the proposed development to many surrounding amenities and services.
- 4.13 Within Bognor Regis, there are a number of local facilities and essential services that will be accessible for the residents of the new development by foot. Whilst Guidelines for Providing Journey's on Foot suggests 800m as being the target distance to amenities in new developments, Manual for Streets states that walking can be the most attractive alternative for short distance car trips up to 2km, and cycling for distances up to 5km.

- 4.14 Key destinations in the area and their proximity to the site are listed below in **Table 4.6**. The walking times are based on a walk speed of 1.4 m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot.

Table 4.5 Accessibility of Development Site to Local Amenities

Destination	Distance from Pedestrian Access	Walk Time
Dream Fitness	50m	1 minute
Iceland Foods	50m	1 minute
High Street Bus Stop (Stop A, B, C and D)	75m	1 minute
Waterloo Square	150m	2 minutes
Lloyds Pharmacy	200m	2 minutes
Bognor Regis Health Centre	250m	3 minutes
Bognor Regis Pier	250m	3 minutes
Bognor Regis Station	550m	7 minutes
Bognor Regis Library	600m	7 minutes
Edward Bryant Primary School	700m	8 minutes

- 4.15 As seen from **Table 4.6**, there are many amenities within walking distance from the site. The residents of the proposed development will be able to access shopping, health and community facilities, and education facilities, within 1.6km of the site.

Electric Vehicle Charging

- 4.16 Although no designated parking is being provided for the development, visitors to the flats can make use of electric vehicle charging points located in the Regis Centre Car Park. Regis Centre Car Park is located on Belmont Street approximately 300m (4-minute walk) from the site.

5 Aims, Objectives and Targets

- 5.1 The Travel Plan is an evolving and adapting document. While the primary objectives of the Travel Plan will not change, the measures used to achieve the primary objectives, most notably helping residents to reduce the need to travel by private car and to increase the awareness, and use of non-car modes of transport, may evolve.
- 5.2 The on-going monitoring programme and review reports will provide updated information that will allow the Travel Plan to be revised, refined and improved.
- 5.3 The principal aim of this Travel Plan is to influence a change to more sustainable, environmentally friendly and healthier means of travel for residents' journeys to and from both the workshops and accommodation. This aim is to promote a sustainable transport strategy which can offer occupants the opportunity to have a genuine modal choice.
- 5.4 Another aim of this Travel Plan is to identify an appropriate strategy for encouraging the use of non-car modes of transport. This document also sets out the general measures which will be implemented as part of the overall site development and identifies specific measures which will be required to be implemented by the individual occupiers of the units.

Objectives

- 5.5 The Travel Plan is a strategy for reducing the dependence on travel by private car. The primary objectives of the strategy are to help and encourage to achieve the following:
 - 1. Reduce the number of single occupancy vehicles entering the site;
 - 2. To increase active travel amongst residents;
 - 3. Encourage more trips by sustainable and environmentally friendly means of transport.
- 5.6 A fundamental change in attitude by most people is required and this cannot be brought about by draconian intervention. It must be gradually instilled by education on benefits of alternative travel, by providing and supporting viable alternative modes of transport and encouraging a change in outlook and expectation.

5.7 Secondary objectives are to achieve the following:

- Minimise the impact on the local community of traffic associated with the site by minimising noise and pollution;
- Show a commitment to improving traffic conditions within the local area;
- Reduce the adverse effects on health associated with increased car use;
- Reduce air pollution and the consumption of fossil fuels;
- Increase the attractiveness and hence the proportion of journeys made to and from the site by sustainable modes of transport such as walking, cycling and public transport;
- Promote walking and cycling as a health benefit to residents;
- Promote social inclusion by widening the travel options available for non-car owning residents;
- Reduce the cost to residents of their journey to work by promoting alternatives that are both cheaper and more environmentally friendly;
- Reduce the perceived safety risk associated with the alternatives of walking and cycling.

6 Travel Plan Measures

6.1 This section of the Travel Plan outlines the specific physical and management measures that can be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, will help meet the travel plan targets.

6.2 The listed measures can be applied to residents of 53 High Street, as daily occupants of the site.

General

6.3 The following measures and initiatives are made available at 53 High Street:

- Consider flexible working hours and the option for residents to work from home;
- Upon commencement of occupation each resident will have an induction. This induction will include a provision of all the information an individual will need in order to make an informed choice on the mode of travel to be used for work-based journeys;
- Make use of cycle parking infrastructure that already exists on High Street;
- Cycle to Work scheme can be set up which helps residents with the cost of a bicycle;
- Make use of electric charging facilities for electric vehicles in the Regis Centre car park;
- Display travel information on residents information boards – A map showing the location of the bus stops indicating approximate distances and walk times to/from the site.

6.4 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list is not exhaustive, and the Travel Plan Co-ordinator will be free to investigate other potential initiatives to promote amongst residents and visitors as appropriate. The measures will be continuously reviewed through travel monitoring surveys and review of targets.

Car Sharing

- Consider existing lift sharing schemes for residents. More information available at: <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/join-a-car-sharing-scheme/>;
- Guaranteed lift home for car sharers, this measure will act as a 'safety net' for potential travellers by sustainable transport and will especially reassure car sharers by guaranteeing that a backup measure is in place should an agreed car share journey not go ahead as planned;
- National Liftshare week will be promoted by the TPC. Information will be obtained from <https://liftshare.com/uk/community/westsussexcarshare/>;

Bus & Rail

- Up to date information on bus/rail services, including route information and service frequencies, will be available to residents;
- All residents to be informed of the bus stops and railway stations in very close proximity to the site.

Cycling and Walking

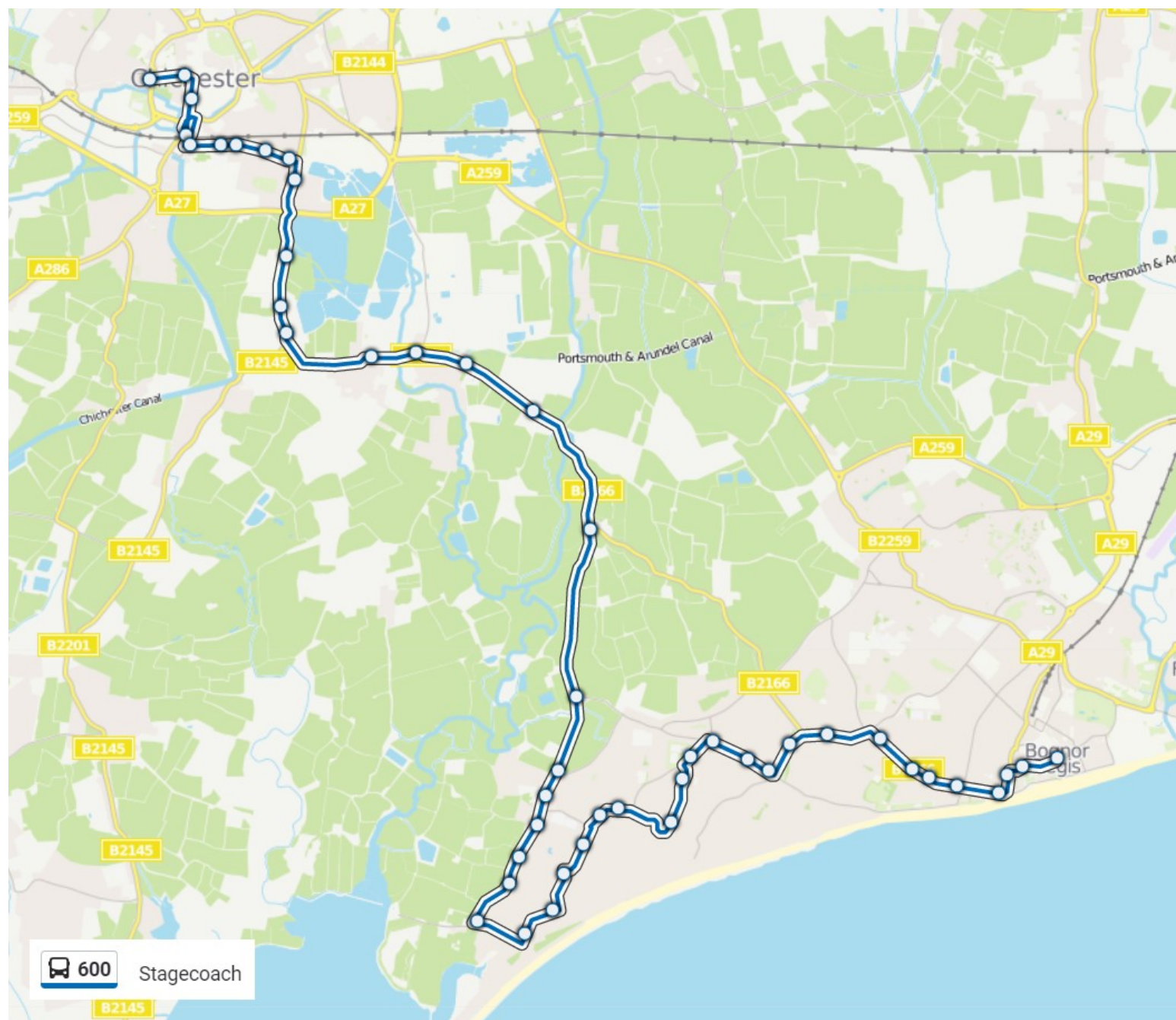
- Promote National Walk to Work Day. Usually held in April, information can be obtained from www.awarenessdays.com and www.livingstreets.org.uk;
- Promote National Cycle to Work Day. Usually held in August, information can be obtained from www.ukpublichealthnetwork.org.uk;
- Kampos Cycles - an experienced mechanic available to asses and safety check bikes. <https://www.facebook.com/KamposCycles>;
- Free cycle skills training for children and adults from Bikeability/ WSCC, classes detailed on the Bikeability: <https://bikeability.org.uk/find-a-course/> or at WSCC: <https://www.westsussex.gov.uk/roads-and-travel/road-safety/>;
- Make use of cycle parking provided to the rear of the proposed development;
- Provide promotional material/discounts to encourage sustainable travel on residents travel information boards;
- A cycle map for the area can be obtained from Open Cycle which covers West Sussex and the UK. The cycle routes can be viewed on <https://www.opencyclemap.org/>;
- The TPC will liaise with the Highway Authority to ensure that pedestrian and cycle routes are appropriately maintained;
- The TPC will set up a Cycle to Work Scheme to enable tenant to access a tax exempt loan for the purchase of bicycles and safety equipment;
- Detailed cycling information, including issues on safety, security and promotions such as National Cycling Week, will be provided on notice boards and electronically. Some further relevant websites are listed below.
- Sustrans: www.sustrans.org.uk
- Bike Week: www.bikeweek.org.uk
- Cyclestreet: www.cyclestreet.net
- Bikeability: <https://bikeability.org.uk>

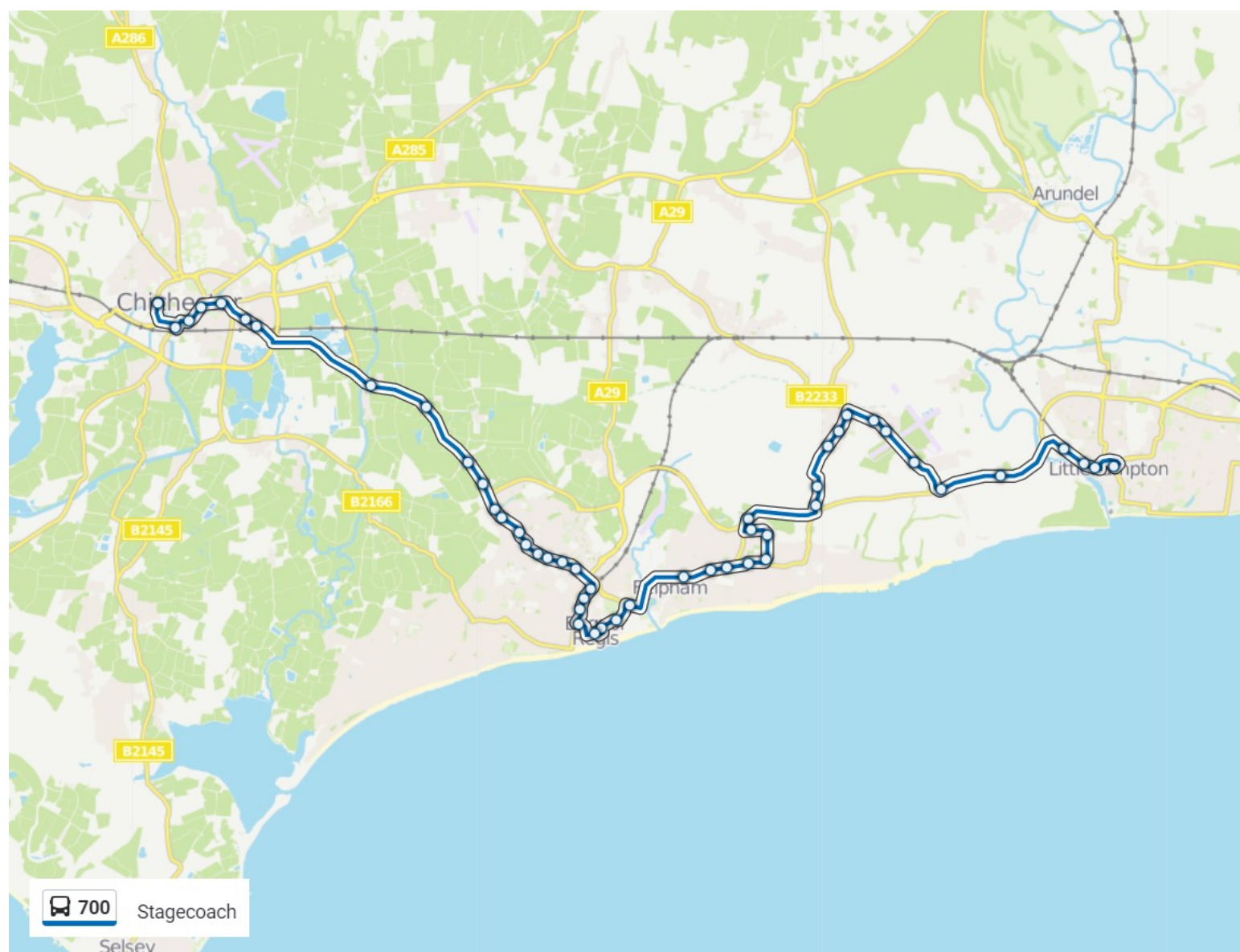
7 Conclusions

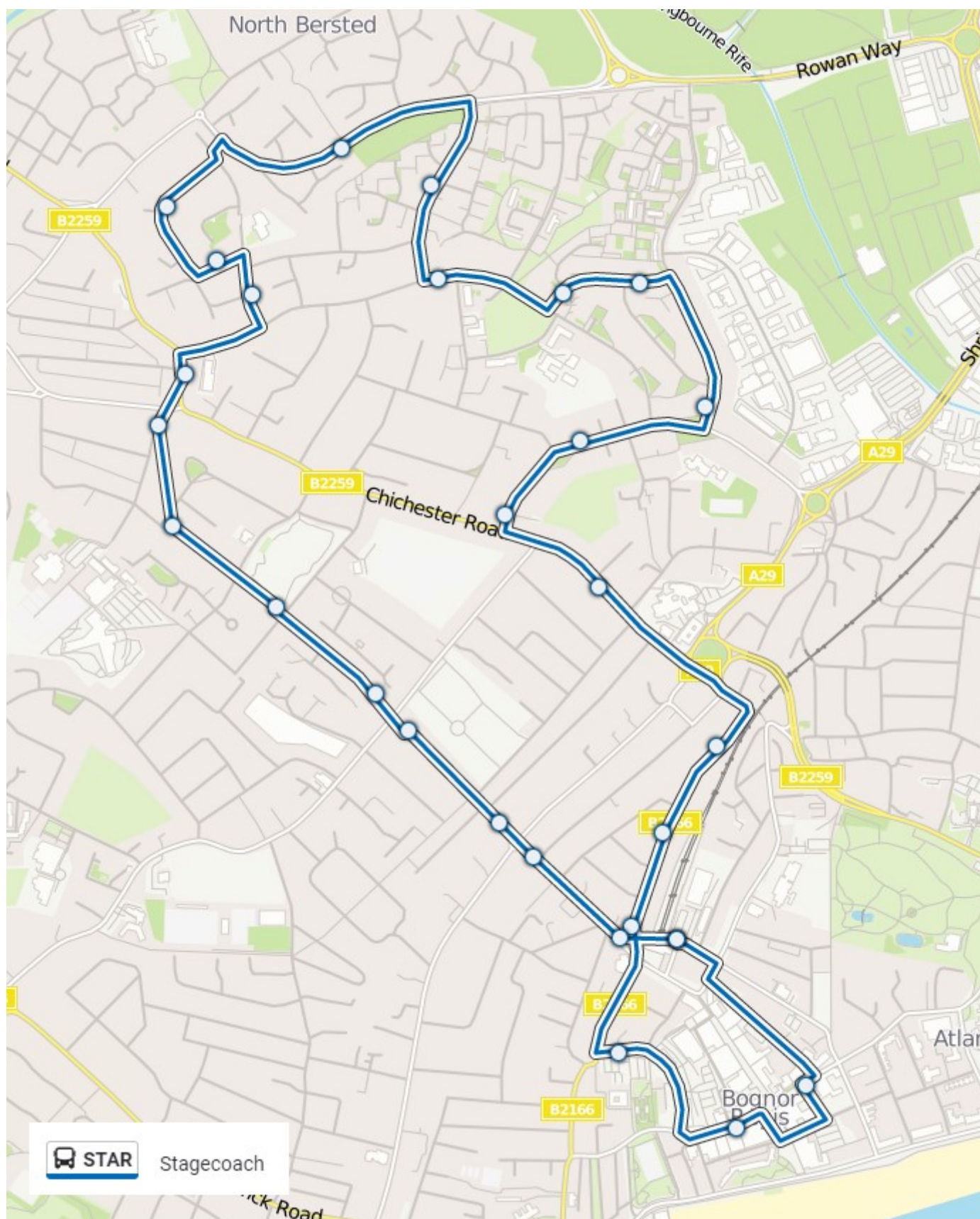
- 7.1 The development site at 53 High Street, Bognor Regis is well located to encourage journeys to be made by walking, cycling and public transport.
- 7.2 This Travel Plan has been produced in order to identify at the early stages, the potential for green measures and to highlight those for inclusion into the proposals for the site.
- 7.3 The site has good passenger transport facilities in that bus stops and Bognor Regis railway station are located within a 5 to 10 minutes' walk from the site providing easy access to the potential resident's catchment area.
- 7.4 Within this Travel Plan, several measures have been identified to encourage residents to cycle, walk, or use passenger transport both to and from work.
- 7.5 It is proposed that, by using methods contained within this Travel Plan, the reliance on the private car could be minimised.

Appendix A

Bus Map in Bognor Regis

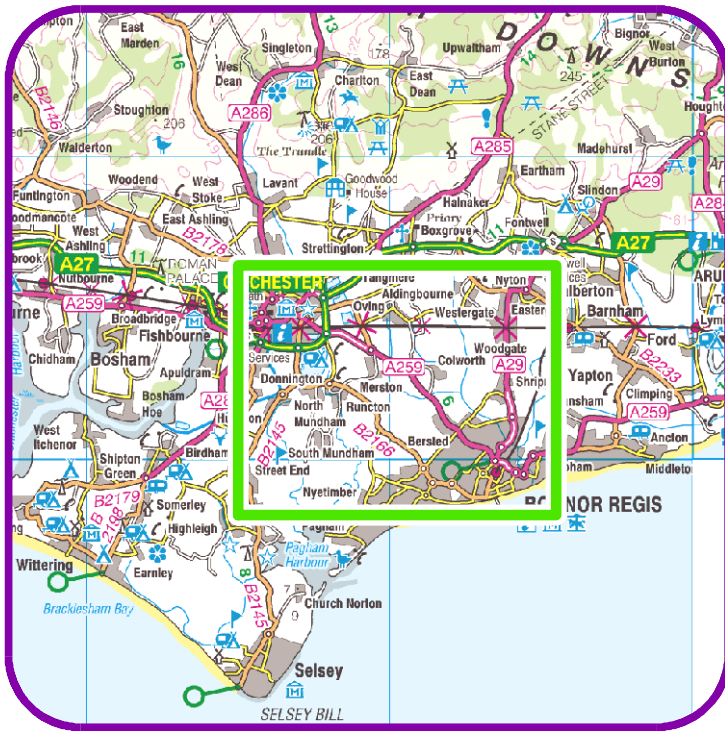






Appendix B

Cycle Map in West Sussex



Chichester District Council



Bognor Regis Cycle Route



07 Apr 2010

D Garrigan

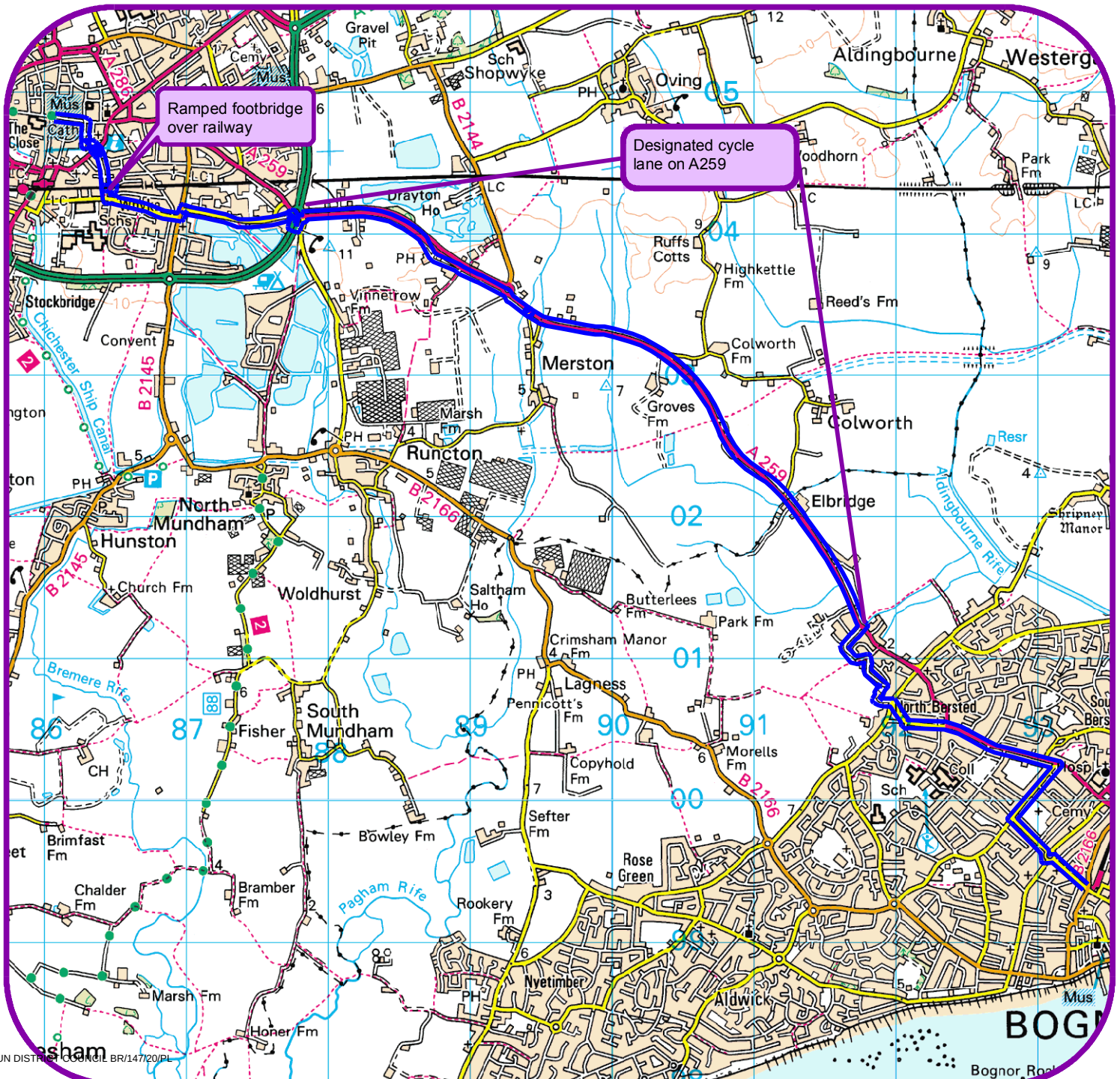
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Miles

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Civil Engineering - Transport Planning - Flood Risk

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