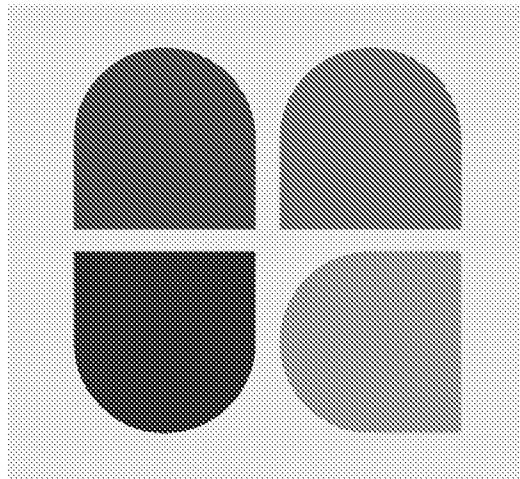




B R I G H T P L A N

WATERLOO SQUARE, BOGNOR REGIS

RESIDENTIAL DEVELOPMENT

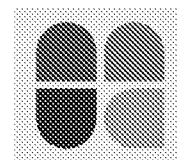
Travel Plan Statement

Prepared on Behalf of

B5 Ltd

BROK/20/6153

May 2020



DOCUMENT CONTROL

Project: Waterloo Square, Bognor Regis
Residential Development

Document: Travel Plan Statement

Client: B5 Ltd

Reference: BROK/20/6153

Document Checking:

Author: EJD

Date: 27/02/2020

Checked by: ALB

Date: 27/02/2020

Approved by: ALB

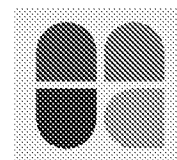
Date: 27/02/2020

Status:

Issue	Date	Status	Issued by
1.	27/02/2020	Draft	EJD
2.	06/03/2020	Final	EJD
3.	29/05/2020	Final 02	ALB
4.			
5.			
6.			

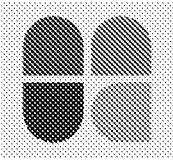
© Copyright Bright Plan Limited 2020

No part of this publication may be reproduced by any means without the prior permission of Bright Plan Limited.



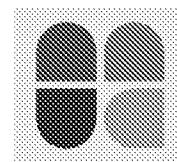
CONTENTS

1	INTRODUCTION	5
1.2	What is a Travel Plan?	5
2	SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS	7
2.1	Introduction	7
2.2	Site Description.....	7
2.3	Accessibility Credentials	7
	Pedestrian and Cycle Accessibility	7
	Accessibility by Public Transport	8
3	RESIDENTIAL DEVELOPMENT.....	10
3.1	Overview	10
3.2	Vehicular Access	10
3.3	Pedestrian Access	10
3.4	Car and Cycle Parking Provision	10
4	AIMS, OBJECTIVES AND TARGETS	11
4.1	Aims and Objectives	11
4.2	Targets.....	11
5	MEASURES AND INITIATIVES.....	12
5.1	Introduction	12
5.2	Measures and Initiatives.....	12
	Travel Information	12
	Car Sharing	12
	Public Transport	13
	Walking and Cycling	13
5.3	Effectiveness of Travel Plan Measures.....	13
6	MANAGEMENT.....	14
6.1	Travel Plan Co-ordinator	14
6.2	Travel Audit.....	14
6.3	Action Plan	14



PLANS

Plan 01 Accessibility Plan

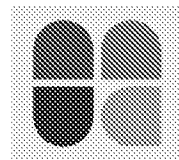


1 INTRODUCTION

- 1.1.1 This Travel Plan Statement (TPS) has been prepared by Bright Plan on behalf of B5 Ltd to support a planning application for a development at Waterloo Square, Bognor Regis. The development would comprise 35 apartments and 3 residential units however, following WSCC's consultation comments, this TPS focuses on the residential aspect of the scheme.
- 1.1.2 This TPS has been designed to mitigate any long-term effect of traffic impacts associated with the development and to encourage residents to use sustainable travel methods as an alternative to private car use. This TPS sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented at the site.
- 1.1.3 In developing this TPS, Bright Plan has reviewed relevant national guidance and best practice including West Sussex County Council's (WSCC) 'Guidance on Travel plan Statements' (February 2017).

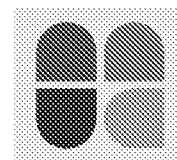
1.2 What is a Travel Plan?

- 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 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, residents starting a new job have an ideal opportunity 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 TP 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 TP 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 TP 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').



2 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 Introduction

2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

2.2 Site Description

2.2.1 The site is located on the eastern side of Waterloo Square on the edge of Bognor Regis town centre. The location is highly accessible with good opportunities to travel by sustainable modes such as walking, cycling and public transport. The site's location is shown in **Figure 2.1**.

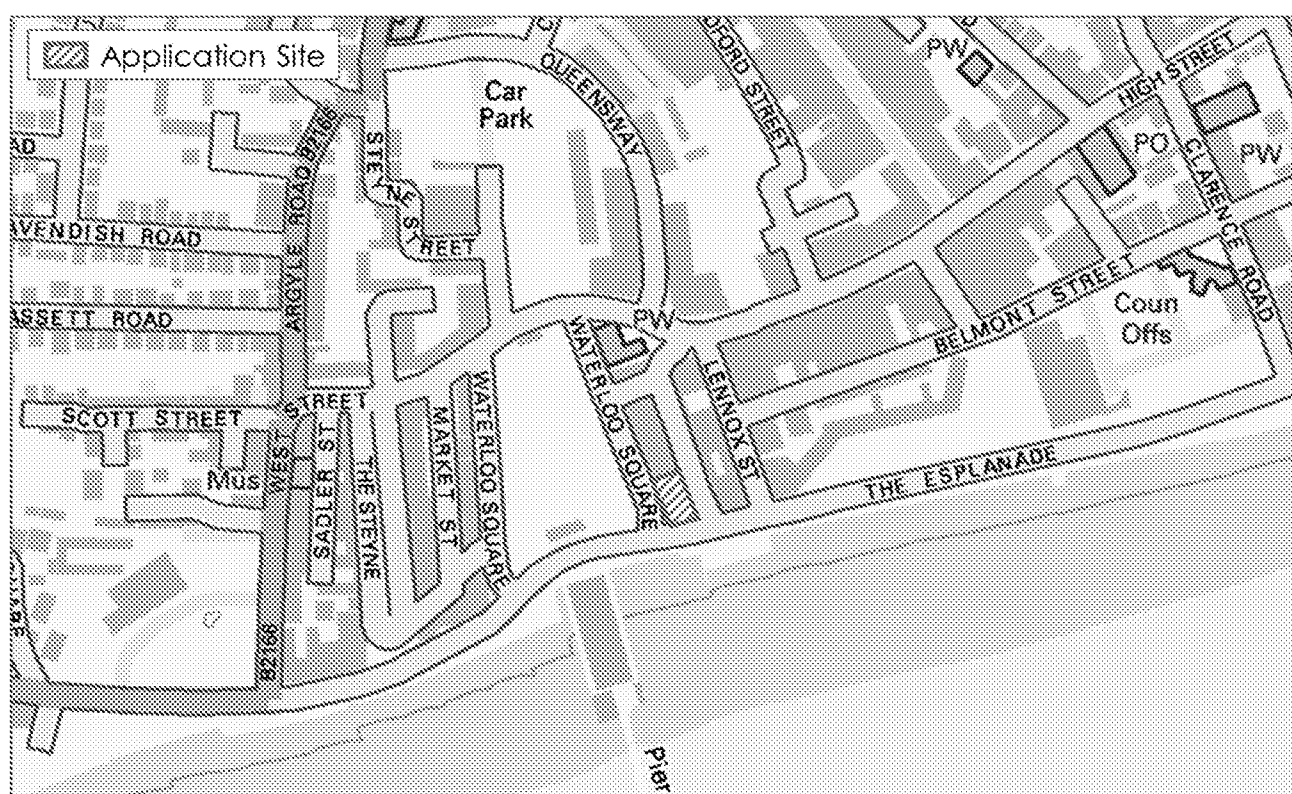


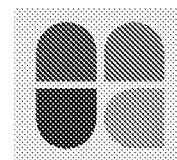
Figure 2.1: Site Location

2.3 Accessibility Credentials

Pedestrian and Cycle Accessibility

2.3.1 Waterloo Square and The Esplanade are both flanked by pedestrian footways on either side of their carriageways and are supported by a range of crossing facilities including signalised crossings, dropped kerbs and pedestrian refuge islands. The footways connect with the wider footway network facilitating pedestrian access throughout Bognor Regis.

2.3.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.



- 2.3.3 The National Cycle Route (NCR) no.2 runs along Bognor Regis promenade facilitating cycle access along the coast to Felpham and Flansham and on to Littlehampton. The NCR no.2 connects with the South Coast Cycle Route (SCCR) c.1km to the west of the site, facilitating cycle journeys to the western area of Bognor Regis. In addition, there is a local cycle route flanking the A259 between Bognor Regis and Chichester, facilitating journeys between Bognor Regis town centre and Chichester city centre. The local cycle route network is shown on **Plan 01**.
- 2.3.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Bognor Regis is therefore accessible from the site by cycle.

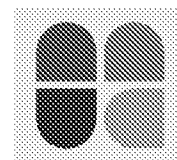
Accessibility by Public Transport

- 2.3.5 The 'West Street' bus stops are situated on Waterloo Square c.160m to the north of the site, and the High Street bus stops (stops A – D) are situated within Bognor Regis town centre c.180m to the northeast of the site. The stops provide services to a range of local destinations including Chichester and Littlehampton, as well as a National Express service to London. Details of the services available from local stops are provided in **Figure 2.2**.

Service No.	Route Summary	Typical Frequency	Operating Hours
026	Bognor Regis – London	Mon-Sun: 1 per day	Mon-Fri: 07:35 Sat-Sun: 09:10
61	North Bersted - South Bersted - Bognor Regis - Aldwick (Circular)	Mon-Sat: 3 per day	Mon-Sat: 09:53 – 13:53
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	Mon-Sat: 2 per day	Mon-Sat: 10:53 – 12:53
66A / 66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 08:15 – 17:40
67	Bognor Regis - North Felpham - Glenwood Estate - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 09:50 – 16:10
69	Wick - Littlehampton - Bognor Regis - Barfoots of Botley	Mon-Sat: 2 per day	Mon-Sun: 05:00 – 16:00
600	Elmer - Bognor Regis - Chichester	Mon-Sat: 1 every 5 – 20min Sun: 1 every hour	Mon-Sat: 06:05 – 21:25 Sun: 08:05 – 18:05
700 Coastliner	Littlehampton - Bognor Regis - Chichester	Mon-Sat: 1 every 20min Sun: 1 every 30min	Mon-Fri: 05:44 – 00:12 Sat: 06:26 – 00:12 Sun: 07:44 – 00:12
Star	Bognor Regis - South and North Bersted - Bognor Regis	Mon-Sat: 1 every 30min	Mon-Fri: 07:41 – 17:41 Sat: 07:56 – 17:56
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Mon-Fri: 1 every 1hr 30min	Mon-Fri: 07:09 – 23:43

Figure 2.2: Services Available from Local Bus Stops

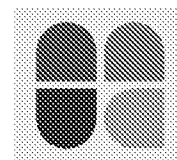
- 2.3.6 Bognor Regis railway station is situated c.500m to the north of the site and is accessible on foot or by cycle. The station provides regular services to a range of locations including Barnham, Littlehampton, Chichester, Horsham and London Victoria. A summary of services available is provided in **Figure 2.3**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7 minutes	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 24 minutes	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 31 minutes	4 every hour
Horsham	Bognor Regis – Barnham – Billingshurst – Horsham	40 – 45 minutes	4 every hour
London Victoria	Bognor Regis – Barnham – Billingshurst – Horsham – Crawley – Clapham Junction – London Victoria	1hr 35min – 1hr 45 min	3 every hour

Figure 2.3: Services Available from Bognor Regis Railway Station

- 2.3.7 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.



3 RESIDENTIAL DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would comprise 35 apartments and 3 retail units. The proposed accommodation schedule is provided in **Figure 3.1**.

Land Use	Unit Type	No. of Units / GFA
Residential	1 Bedroom Apartment	12
	2 Bedroom Apartment	23
	Total	35 Apartments
Commercial	Retail Unit 1	78 sqm
	Retail Unit 2	40 sqm
	Retail Unit 3	225 sqm
	Total	343sqm

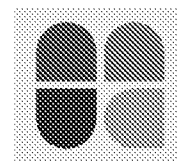
Figure 3.1: Accommodation Schedule

3.2 Vehicular Access

- 3.2.1 Vehicle access to the site would be provided for staff and service vehicles only. A service area would adjoin Norfolk Street, Pedestrian Access
- 3.2.2 Pedestrian access to the site would be served from a series of direct access points on Waterloo Square/Norfolk Street.

3.3 Car and Cycle Parking Provision

- 3.3.1 The site would provide 19 car parking spaces within its basement car park, and a total of 50 cycle spaces within communal cycle store to the rear of the site. 20 visitor cycle parking spaces would be provided to the front of the proposed building.



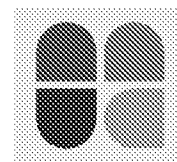
4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The overall aim of this Travel Plan 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.
- 4.1.2 This is most effectively achieved through the provision of the following information:
- i. routeing, 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.
- 4.1.3 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 residents are unaware of the availability of local services then they may choose to travel a greater distance than they need to, which would undoubtedly impact upon their modal choice.
- 4.1.4 The objectives of this TP can therefore be summarised as follows:
- i. To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the site;
 - ii. To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private car trips and increase in the proportion of residents travelling by sustainable modes;
 - iii. To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - iv. To promote the TP and encourage participation amongst new residents within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

- 4.2.1 Targets give the Travel Plan direction and provide a measurable goal to aim for. This TPS would aim to reduce the number of private car trips to the site by 10% over the first 5 years of occupation.



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 This section provides commitments to a range of measure and initiatives that would be implemented at the site that are appropriate to the site's location and existing transport infrastructure/ services within the surrounding area.

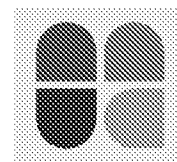
5.2 Measures and Initiatives

Travel Information

- 5.2.1 In order to raise awareness of the TPS and associated measures, information pertaining to all sustainable travel modes will be provided to residents as they move into their new homes. The information will include:
- i. An outline of the main aims / objectives and the role of individuals in achieving the aspirations of the TPS;
 - ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling including poster obtained from WSCC's website;
 - iii. Local walking and cycling route maps;
 - 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. Details of local facilities / services within the surrounding area; and
 - vi. Contact details of the appointed Travel Plan Co-ordinator.

Car Sharing

- 5.2.2 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient and flexible mode of travel if car sharers live and work in similar locations. Car sharing would allow residents to save money by sharing the cost of fuel or taking turns to provide lifts.
- 5.2.3 To promote car sharing , West Sussex's car sharing website, www.westsussexcarshare.com, part of www.liftshare.com (the UK's largest car share database) will be promoted to residents who do not live close to other co-workers, providing the potential for residents to share with others in the local area.
- 5.2.4 Liftshare is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with. The service 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.
- 5.2.5 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

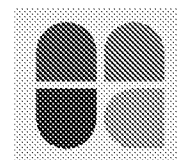
- 5.2.6 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be provided to new residents. This would include a list of services and destinations available from local bus stops and Bognor Regis railway station.
- 5.2.7 In addition, to encourage residents to start using public transport, a travel voucher with a value of £150 per household would be provided to new residents. The voucher could be exchanged for a bus or rail season ticket, allowing residents to trial public transport for free.

Walking and Cycling

- 5.2.8 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2 kilometres in length) to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.
- 5.2.9 To encourage travel on-foot, information on local walking routes will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week' and 'Bike Week'.
- 5.2.10 To encourage residents to travel to work by bicycle, information about cycle routes and storage facilities at other local destinations would be provided to residents.
- 5.2.11 The TPC would promote bike shop discounts which have been negotiated by WSCC. Detail of discount and participated shops are available at <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/>. Residents may also be eligible to purchase a bicycle through the 'cycle-to-work' scheme.
- 5.2.12 Details of WSCC's adult cycle training courses would be promoted to all residents to help those with a lack of confidence and safety concerns to encourage residents to consider cycling as a viable method of travelling to work.

5.3 Effectiveness of Travel Plan Measures

- 5.3.1 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.



6 MANAGEMENT

6.1 Travel Plan Co-ordinator

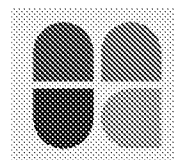
- 6.1.1 The TPC is responsible for implementing and promoting the Travel Plan Statement. This includes providing residents with up to date travel information is displayed and communicating with WSCC's Travel Plan Officer.
- 6.1.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:
- On-going promotion / marketing of the TPS and associated measures described in **Section 5**;
 - Organising the implementation of baseline travel surveys and updating the TPS;
 - Acting as the main point of contact for residents, WSCC's Travel Plan Officer and other relevant stakeholders.
- 6.1.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be provided to residents within a travel welcome pack.

6.2 Travel Audit

- 6.2.1 As this TPS support a new development, the TPC would be required to undertake a Travel Audit within 3 months of operation to determine baseline travel patterns and behaviour of residents. The audit would utilise resident's travel surveys which will comprise of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing measures as well as suggest potential improvements. To ensure a reasonable level of response, a paper version of the travel surveys will be distributed to each household.
- 6.2.2 The Travel Plan Co-ordinator will update the TPS and issue to WSCC's Travel Plan Officer for comment and discussion as well as being filed for records.
- 6.2.3 To maintain the emphasis of the TPS it is suggested that the results of the Travel Audit are communicated to all residents.

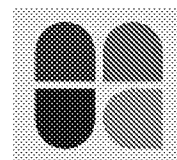
6.3 Action Plan

- 6.3.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.



Measures	Timescales	Responsibility
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of this Travel Plan Statement	Developer
Submit contact details of appointed TPC to WSCC	Within the first 3 months of acceptance of Travel Plan	TPC
Prepare Travel Welcome Pack and send to residents	Within the first 1 month of operation	TPC
Conduct Travel Audit	Within the first 3 months of operation	TPC
Update TPS and submit to WSCC's Travel Plan Officer for review	Within the first 3 months of operation	TPC
Display results of Travel Audit on on-site noticeboard	Within the first 3 months of operation	TPC
Promote sustainable travel awareness events	As and when events occur	TPC

Figure 6.1: Action Plan



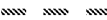
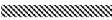
PLANS

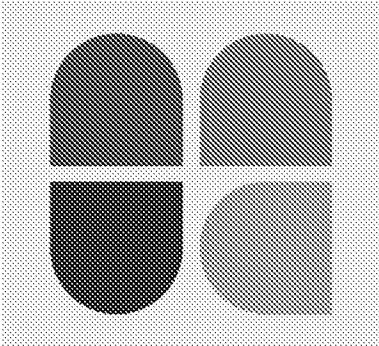
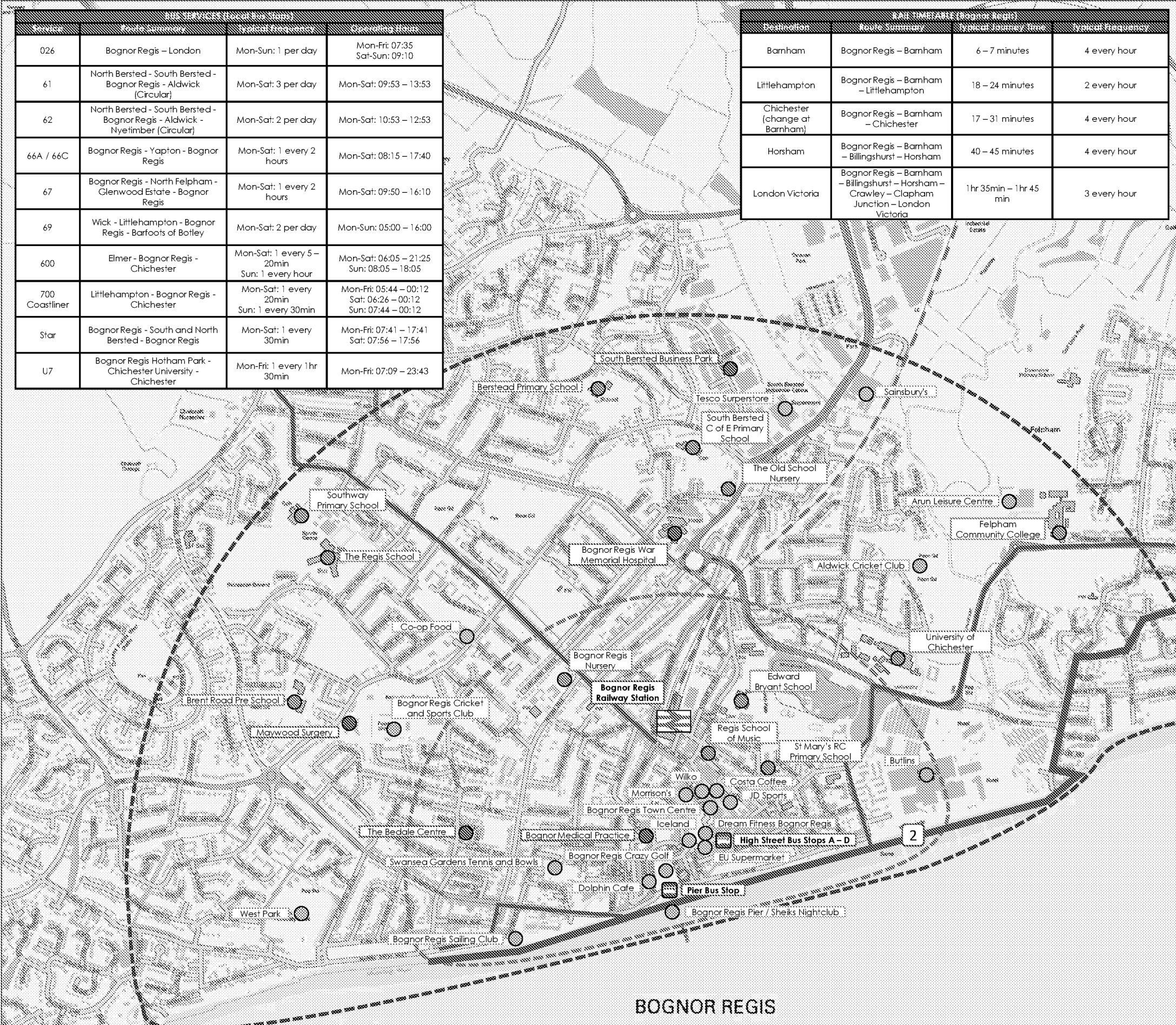
Plan 01 Accessibility Plan

BUS SERVICES (Local Bus Only)			
Service	Route Summary	Typical Frequency	Operating Hours
026	Bognor Regis – London	Mon-Sun: 1 per day	Mon-Fri: 07:35 Sat-Sun: 09:10
61	North Bersted - South Bersted - Bognor Regis - Aldwick (Circular)	Mon-Sat: 3 per day	Mon-Sat: 09:53 – 13:53
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	Mon-Sat: 2 per day	Mon-Sat: 10:53 – 12:53
66A / 66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 08:15 – 17:40
67	Bognor Regis - North Felpham - Glenwood Estate - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 09:50 – 16:10
69	Wick - Littlehampton - Bognor Regis - Barfoots of Botley	Mon-Sat: 2 per day	Mon-Sun: 05:00 – 16:00
600	Elmer - Bognor Regis - Chichester	Mon-Sat: 1 every 5 – 20min Sun: 1 every hour	Mon-Sat: 06:05 – 21:25 Sun: 08:05 – 18:05
700 Coastliner	Littlehampton - Bognor Regis - Chichester	Mon-Sat: 1 every 20min Sun: 1 every 30min	Mon-Fri: 05:44 – 00:12 Sat: 06:26 – 00:12 Sun: 07:44 – 00:12
Star	Bognor Regis - South and North Bersted - Bognor Regis	Mon-Sat: 1 every 30min	Mon-Fri: 07:41 – 17:41 Sat: 07:56 – 17:56
U7	Bognor Regis Hotham Park - Chichester University - Chichester	Mon-Fri: 1 every 1hr 30min	Mon-Fri: 07:09 – 23:43

RAIL TIMETABLE (Bognor Regis)			
Destination	Route Summary	Typical Journey time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7 minutes	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 24 minutes	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 31 minutes	4 every hour
Horsham	Bognor Regis – Barnham – Billingshurst – Horsham	40 – 45 minutes	4 every hour
London Victoria	Bognor Regis – Barnham – Billingshurst – Horsham – Crawley – Clapham Junction – London Victoria	1hr 35min – 1hr 45 min	3 every hour

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTES
-  LOCAL CYCLE ROUTES
-  1 KM ISOCHRONE
-  2 KM ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  EMPLOYMENT



BRIGHT PLAN

Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418 Fax: 01483 861682
www.bpcivils.co.uk

Client: B5 Ltd

Project: Waterloo Square, Bognor Regis

Title: Accessibility Plan

Scale: NTS	Date: Feb 2020	Drawn By: SMO	Checked By: EJD
------------	----------------	---------------	-----------------

Plan No: Plan 01	Job No: 6153	Rev: -
------------------	--------------	--------