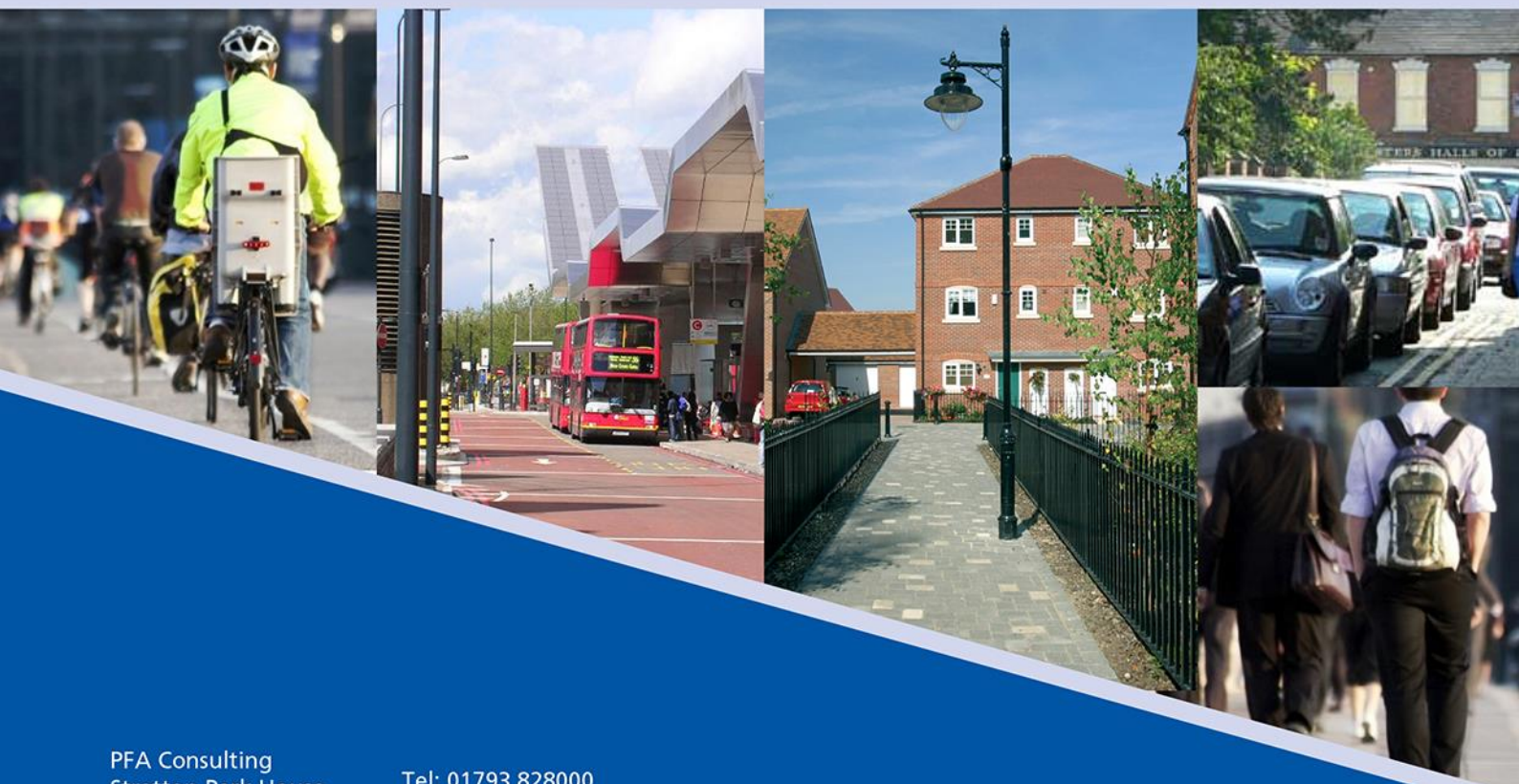


ALDWICK HOUSE, BOGNOR REGIS

OUTLINE RESIDENTIAL TRAVEL PLAN

GATWICK BEDSITS

MARCH 2020



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engineering the future

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DOCUMENT CONTROL

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Checked By	C J Mumford	28 February 2020

Issue	Approved By	Date	Comments
2	C J Mumford	9 March 2020	Submission

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FIGURES

- Figure 1.1** Site Context
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- Appendix A** Proposed Site Plans
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1. INTRODUCTION

- 1.1. This Outline Residential Travel Plan has been prepared by PFA Consulting on behalf of Gatwick Bedsits in support of a planning application for a change of use of Aldwick House from a nursing home to bedsits for professional tenants in Bognor Regis, West Sussex.
- 1.2. This Travel Plan is designed to be an outline document, and a full Travel Plan is expected to be conditioned following the granting of planning permission. It will then be implemented and monitored according to West Sussex County Council's guidance.
- 1.3. The site is located to the west of Nyewood Lane, south of Richmond Avenue, c. 1.5km west of Bognor Regis town centre, as shown on **Figure 1.1**. Plans showing the proposed site layout are reproduced at **Appendix A**.

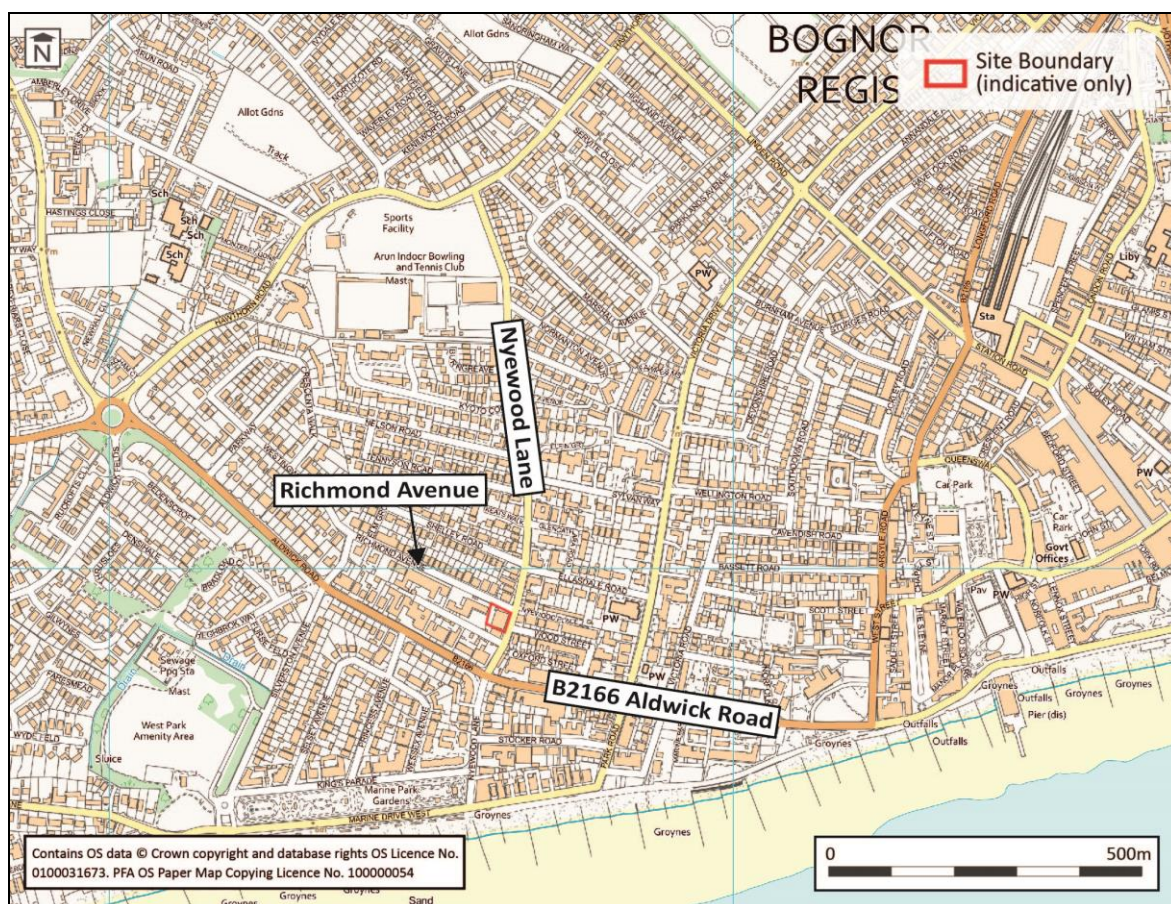


Figure 1.1: Site Context

Guidance

- 1.4. This Residential Travel Plan has been prepared in accordance with the National Planning Policy Framework (NPPF), updated June 2019, and the web-based Planning Practice Guidance: 'Travel plans, transport assessments and statements in decision-taking', March 2014.

Objectives

- 1.5. A Travel Plan is a long term strategy for reducing use of the private car and increasing awareness of alternative more sustainable modes of travel. It combines an 'outcomes' approach, where specific outcomes are linked to specific targets, together with the establishment of defined measures to encourage sustainable travel.

1.6. The objectives of the Travel Plan are to:

- achieve the minimum number of single occupancy car movements to and from the development;
- address the access needs of site users, by providing information on walking, cycling and public transport; and
- reduce congestion, energy consumption and air pollution.

2. EXISTING TRANSPORT CONDITIONS

Introduction

- 2.1. A baseline sustainability audit has been undertaken to identify the accessibility of the site by walking, cycling and public transport.

Local Facilities

- 2.2. A plan which shows the location of the site relative to facilities likely to be required on a regular basis is included at **Figure 2.1**. These include local shops, cash machine, post office and medical facilities, as well as Bognor Regis town centre.

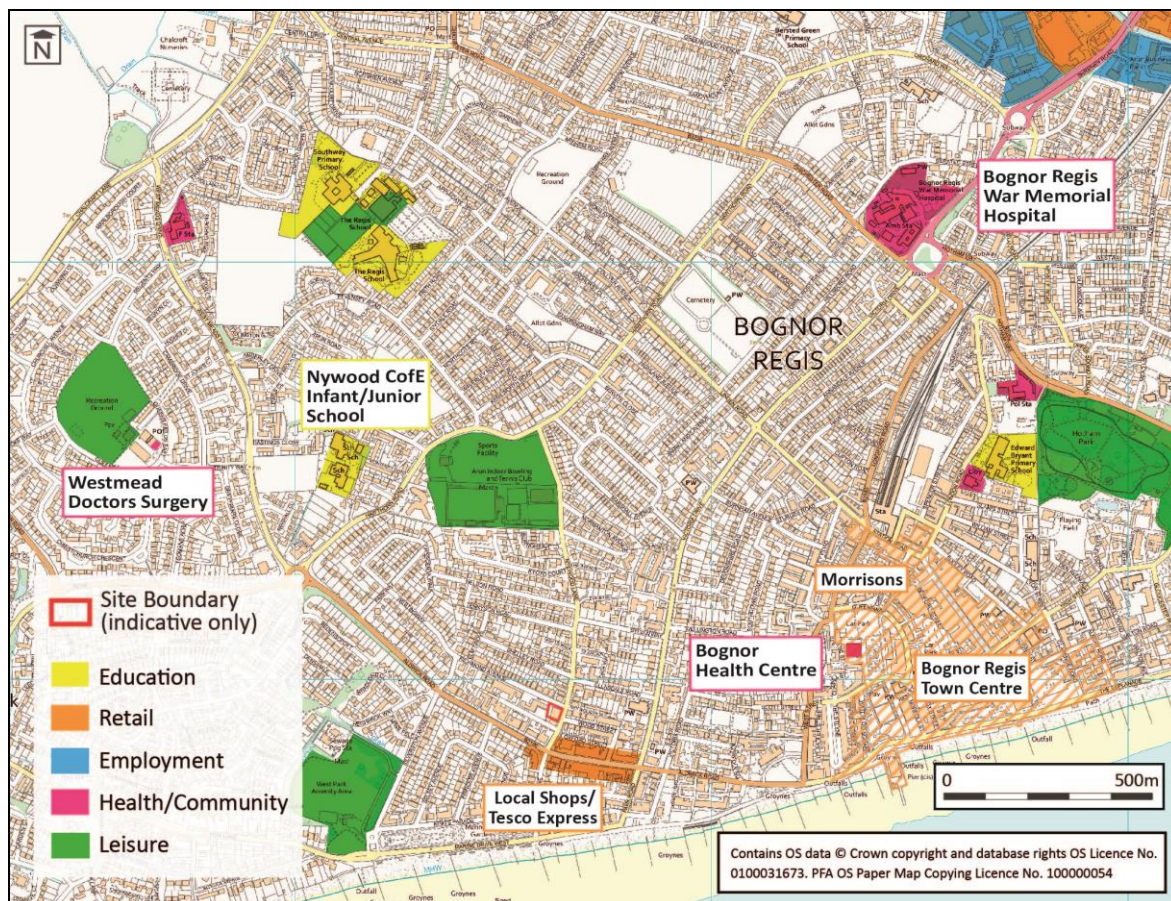


Figure 2.1: Local Facilities

Walking and Cycling

- 2.3. The surrounding area of the proposed site is residential, with pedestrian footways available throughout. This creates a good level of good permeability.
- 2.4. Within the immediate vicinity of the site c.1.5m pedestrian footways are present on either side of the carriageway of Nyewood Lane and provide access to Aldwick Road (the B2166) to the south, where the footways continue on both side of the carriageway. Nyewood Lane has a good coverage of street lighting along its entirety. At the junction between Nyewood Lane and Aldwick Road there are pedestrian refuge islands and associated dropped kerbs to facilitate pedestrian movement across the junction. There are further crossing opportunities for pedestrians c. 150m to the east in the form of a Zebra crossing across Aldwick Road and a signal controlled junction with associated pedestrian crossing infrastructure a further 100m to the east.

- 2.5. Approximately 300m south of the proposed site, Bognor Regis Promenade provides a shared cycleway and footway along the front of the beach, shown in **Figure 2.2** below. It continues uninterrupted along the beach front for 4.5km and provides access to the town centre and wider residential areas to the east. It also provides a variety of facilities and seasonal amenities such as coffee huts, a play park and benches for those walking/cycling along it. It measures c.3.5m in width, although this width fluctuates along its length due to the encroachment of beach material.
- 2.6. Bognor Regis Promenade is also part of the National Cycle Network Route 2. When complete, the route will link Dover (Kent) with St. Austell in Cornwall via the south coast of England. Currently it provides a route starting at the Bognor Regis Promenade (approximately 300m south of the proposed site) to Littlehampton Railway Station.

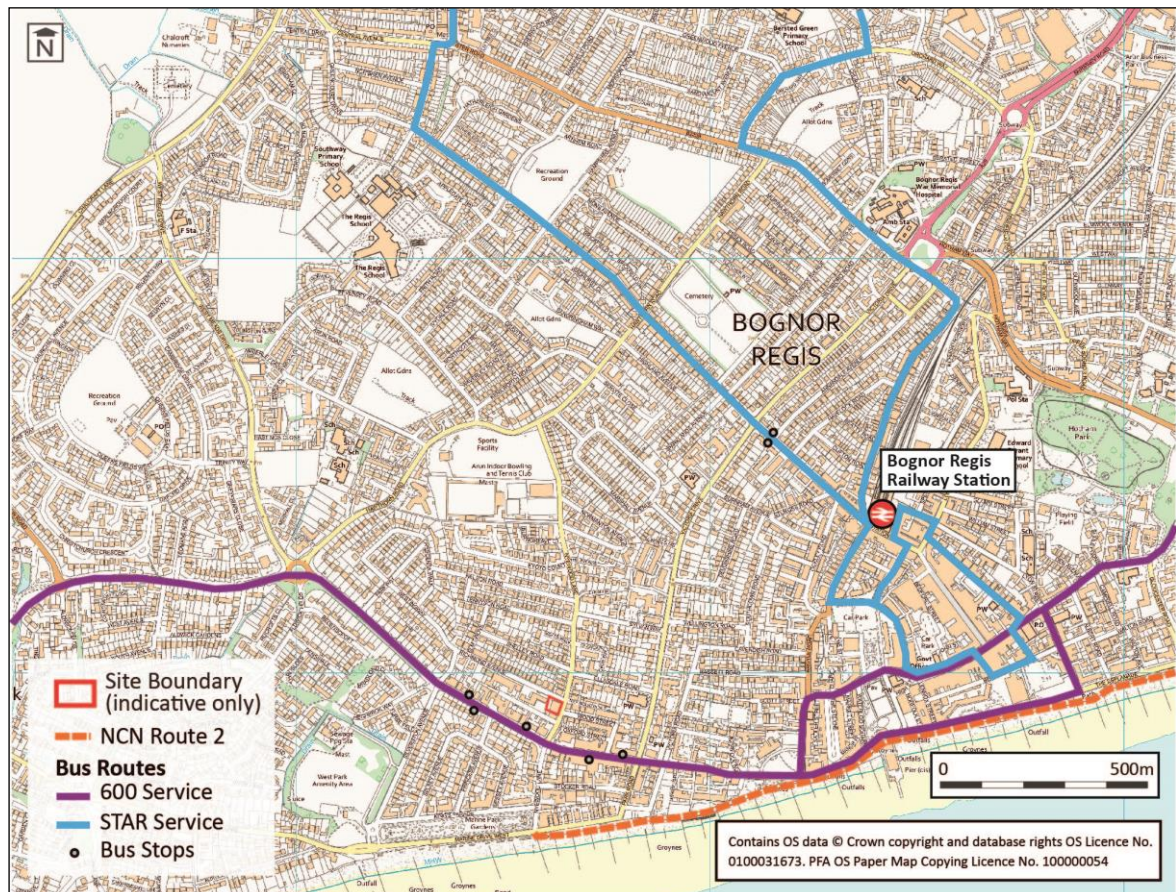


Figure 2.2: Cycling and Public Transport Routes

- 2.7. The Department for Transport Manual for Streets, March 2007, states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance. The Institution of Highways and Transportation's (IHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes.
- 2.8. **Table 2.1** sets out distances to existing local facilities likely to be used by residents of the proposed bedsits (it is assumed that education and childcare facilities might offer employment opportunities).

Table 2.1: Local Facilities

Local Facilities	Location	Distance from Site Centroid (km)
Education	Nyewood Church of England Infant and Junior School	1.30
Local Shop	Tesco Express	0.15
Supermarket	Morrisons	1.30
Pharmacy	Lloyds Pharmacy	1.15
Child Care	Day Care Directory	1.15
Doctor	Bognor Regis Health Centre	1.15
Dentist	myDentist	1.15
Hospital	Bognor Regis War Memorial Hospital	1.80
Town Centre	Bognor Regis Town Centre	1.50
Railway Station	Bognor Regis Railway Station	1.30
Post Office	WHSmith Post Office	1.30
Cash Machine	Tesco Express	0.15
Leisure Centre	The Arena Sports Centre	1.60

Note: Distance is the walking distance from the centre of the site measured along existing roads and footpaths.

- 2.9. **Table 2.1** demonstrates that the proposed development has access to a range of local facilities which are located within desirable walking and cycling distance of the proposed site, therefore reducing the need to travel by car.

Public Transport

- 2.10. The provision of attractive public transport services will allow opportunities for sustainable travel over longer distances.

Local Bus Services

- 2.11. Existing public transport services are available within the town of Bognor Regis. The nearest bus stops to the application site are located along Nyewood Lane and Aldwick Road, no more than approximately 175m from the proposed site.
- 2.12. **Table 2.2** provides a summary of the regular bus services in the area.

Table 2.2: Summary of Bus Services in the Vicinity of the Site

Service No.	Route	Days	Approximate Frequency		
			First Service	Daytime Frequency	Last Service
600	Chichester – Bognor Regis - Elmer	Mon – Fri	0645	Every 20 Minutes	2147
		Saturday	0710	Every 20 Minutes	2147
		Sunday	0951	Every 60 Minutes	1851
	Elmer – Bognor Regis – Chichester	Mon – Fri	0608	Every 20 Minutes	2128
		Saturday	0633	Every 20 Minutes	2128
		Sunday	0809	Every 60 Minutes	1809
STAR*	Bognor Regis – South and North Bersted – Bognor Regis	Mon – Fri	0747	Every 30 Minutes	1747
		Saturday	0817	Every 60 Minutes	1732
	Bognor Regis – South and North Bersted – Bognor Regis	Mon – Fri	0751	Every 30 Minutes	1751
		Saturday	0751	Every 60 Minutes	1721

Note:

Bus Times for stops at Nyewood Lane and Aldwick Road

* - STAR Service stop from Linden Road

Information taken from www.traveline.info & www.bustimes.org (January 2020).

- 2.13. Service 600 provides a frequent service between Chichester and Elmer (on the coast to the east of Bognor Regis), Monday to Sunday. In addition to this, a variety of different services provide access to the nearby localities of Aldwick, North Bersted and South Bersted.
- 2.14. In addition to the services in **Table 2.2**, bus service 61 Circular provides a service through North Bersted to Aldwick (Monday to Saturday) with three total daily services in the morning and early afternoon. Bus Service 68 routes through South Bersted and Barfoots of Botley (a local employer to the west of Bognor Regis) with two daily services (0530 and 0630) and two services in the opposite direction (1821 and 1921). Service 69 provides services from Wick to Barfoots of Botley and operates the same timetable as the 68. Finally, the 660 Service runs on school days only and provides a service between the Chichester Schools and Bognor Regis.

Rail Services

- 2.15. Bognor Regis railway station is located approximately 1.3km from the application site. Rail services are operated by Southern Railway Company, and provide direct services to London Victoria, Littlehampton and Barnham. The station can be accessed on foot and cycle through the town centre via the Bognor Regis Promenade. It can also be reached via Bus Service STAR and Service 61.
- 2.16. **Table 2.3** provides a summary of the main weekday rail services available from Bognor Regis.

Table 2.3: Summary of Direct Rail Services from Bognor Regis

Train Operator	Route	Weekday Frequency		
		Morning Peak (07:00-10:00)	Daytime	Evening Peak (16:00-19:00)
Southern	to London Victoria	11	24	11
Southern	to Littlehampton	7	12	6
Southern	to Barnham	13	24	12

- 2.17. Approximate rail journey travel times to key destinations are as follows:-
- to London Victoria – approximately 1 hour and 50 minutes
 - to Littlehampton – approximately 30 minutes
 - to Barnham – approximately 8 minutes
 - to Southampton Central – approximately 1 hour and 30 minutes (1 Change)
 - to Brighton – approximately 1 hour and 15 minutes (1 Change)
 - to Portsmouth – approximately 1 hour (1 Change)

Existing Travel Patterns

- 2.18. In order to gain an understanding of existing travel patterns locally, data has been obtained from the 2011 Census concerning the method of travel to work for residents of 'Arun 017' Middle Super Output Area. A summary of the total mode share for the output areas is set out in **Table 2.4** below, and the data is provided in more detail in **Appendix B**.

Table 2.4: Census 2011 Method of Travel to Work

Mode	Arun 017 Middle Super Output Area	Mode Share (%)
Car / Vehicle	2,309	45.5%
Car Passenger	612	12.1%
Public Transport	499	9.8%
Cycle	179	3.5%
Walk	1,476	29.1%

Note:

Adapted from data from the Office for National Statistics licensed under the Open Government Licence.

2011 Census JTW data excludes those 'Working from Home' and 'Other'.

Summation errors due to rounding.

- 2.19. The data shows that the majority of the workplace population travels to work by driving a car or van (45.5%). The second largest modal share is walking (29.1%), with the lowest modal split being cycling (with a share of 3.5%).
- 2.20. This Travel Plan will target an improvement on the existing travel patterns, with the aim of reducing the total number of those travelling via car/vehicle, and increasing the total number of those travelling by more sustainable transport choices (public transport, cycling and walking).

3. OBJECTIVES AND TARGETS

Travel Plan Objectives

3.1. The objectives of this Travel Plan are:

- To facilitate trips by walking or cycling
- To encourage the use of public transport for longer trips
- To minimise the number of single occupancy car trips to or from the site
- To promote awareness of the benefits of sustainable travel behaviour

Initial Travel Plan Targets

3.2. The initial targets for this Travel Plan are based on the above Travel Plan objectives and are 'SMART' targets which are: Specific, Measurable, Achievable, Realistic, and Time-bound, and have been identified as either action or aim targets.

3.3. The targets are provided in **Table 3.1** below.

Table 3.1: Travel Plan Targets

Target No.	Target Type	Target	Deadline
1	Action	Travel information will be provided to residents.	At occupation
2	Action	Each bedsit will have secure cycle parking available.	Before occupation
3	Aim	Reduce car driver journeys to work from 45.5% to 40.5%	5 years from first occupation
4	Aim	Increase mode share by car share, public transport, foot or cycle from 54.5% to 59.5%	5 years from first occupation

3.4. Target 1 has been developed in order to ensure that all residents will be provided with sustainable travel information prior to moving into to the development. This will ensure that residents are fully informed and able to make sustainable travel choices from day one.

3.5. Target 2 has been developed to ensure suitable cycle parking is provided for residents upon occupation, to facilitate cycling.

3.6. Targets 3 and 4 are to be based upon Census 2011 modal shares for journeys to work in the Arun 017 Middle Super Output Area (see Section 2 above). Indicative mode shares based upon targets 4 and 5 are set out in **Table 3.2**.

Table 3.2: Indicative Target Mode Shares for the Journey to Work

Mode	Initial Mode Share	Year 1	Year 3	Year 5
Car / Vehicle Driver	45.5%	44.5%	43.0%	40.5%
Car Passenger	12.1%			
Public Transport	9.8%			
Cycle	3.5%			
Walk	29.1%			
Total Non Car Driver	54.5%	55.5%	57.0%	59.5%

3.7. Travel Plan surveys will provide an indication of the success of the Travel Plan in meeting the targets set out above. The baseline travel survey will be carried out upon occupation of the 30th bedsit; following the completion of the baseline survey, the initial targets may be amended. Subsequent surveys will be undertaken on the first, third and fifth anniversary of completion of the baseline travel survey.

4. TRAVEL PLAN MEASURES

Travel Plan Coordinator

4.1. A Travel Plan Coordinator will be appointed; the Coordinator will be responsible for administering, implementing and monitoring the Travel Plan.

4.2. The typical responsibilities of a Travel Plan Coordinator include:

- Acting as the point of contact
- Evaluating and monitoring the Travel Plan
- Providing information through Travel Information Packs and web-based information
- Liaising with public authorities and transport operators

Travel Information

4.3. Travel Information Packs will be produced and distributed to residents.

4.4. The travel information will include the following:

- Reasons for making fewer trips by car
- Maps showing local walking and cycling routes
- Bus information including routes, timetables and fares
- Rail information including routes, timetables and fares
- Coach information including routes, timetables and fares
- Car Sharing schemes and car clubs, including details of websites
- Taxi services

Cycling

4.5. Cycle parking requirements are set out within Table 1 of Principle E within West Sussex County Council's "Guidance on Parking at New Developments", and are summarised in **Table 4.1** below.

Table 4.1: Summary of Cycle Parking Requirements

House Type	Requirement	Required Provision
1 Bedroom Flat	0.5 space (if communal) 1 space per dwelling	19 (if communal) 38 (if per dwelling)

4.6. The proposed cycle provision totals 40 spaces located within a secure store in a communal area, as shown on the plans reproduced in **Appendix A**, and therefore exceeds the standards required. Information on how to access the cycling parking will be included within the Travel Information Pack.

4.7. The Travel Information Pack will also include details of local cycling routes and journey times to key destinations in Bognor Regis, including employment areas, Bognor Regis town centre, and the rail station.

5. MONITORING AND REVIEW

General

- 5.1. The Travel Plan is a flexible document that will evolve as the proposed development is occupied. It will need to be revised in order to maintain its effectiveness in response to monitoring and review.

Monitoring

- 5.2. In order to review the progress of the Travel Plan there is a need to monitor travel patterns to ascertain whether there has been a shift to alternative modes of transport. The baseline travel survey will be carried out upon occupation of the 30th bedsit. Subsequent surveys will be undertaken on the first, third and fifth anniversary of completion of the baseline travel survey.
- 5.3. The annual travel surveys will be organised by the Travel Plan Co-ordinator. The method and details of the annual surveys will be agreed in advance with West Sussex County Council and the results will be made available following the completion of the survey.

Review

- 5.4. The Travel Plan Co-ordinator will compile the results of the surveys and prepare an monitoring report setting out the findings and how they relate to the results of previous surveys and the targets. The report will also set out the measures that have been implemented since the last report and any additional measures to be implemented before the next report. The report will be submitted to West Sussex County Council for review.

Remedial Measures

- 5.5. Should the monitoring and review process show that the Travel Plan targets are not achieved; remedial measures will be agreed with West Sussex County Council.
- 5.6. Possible remedial measures include:
- Public Transport vouchers for residents

6. ACTION PLAN

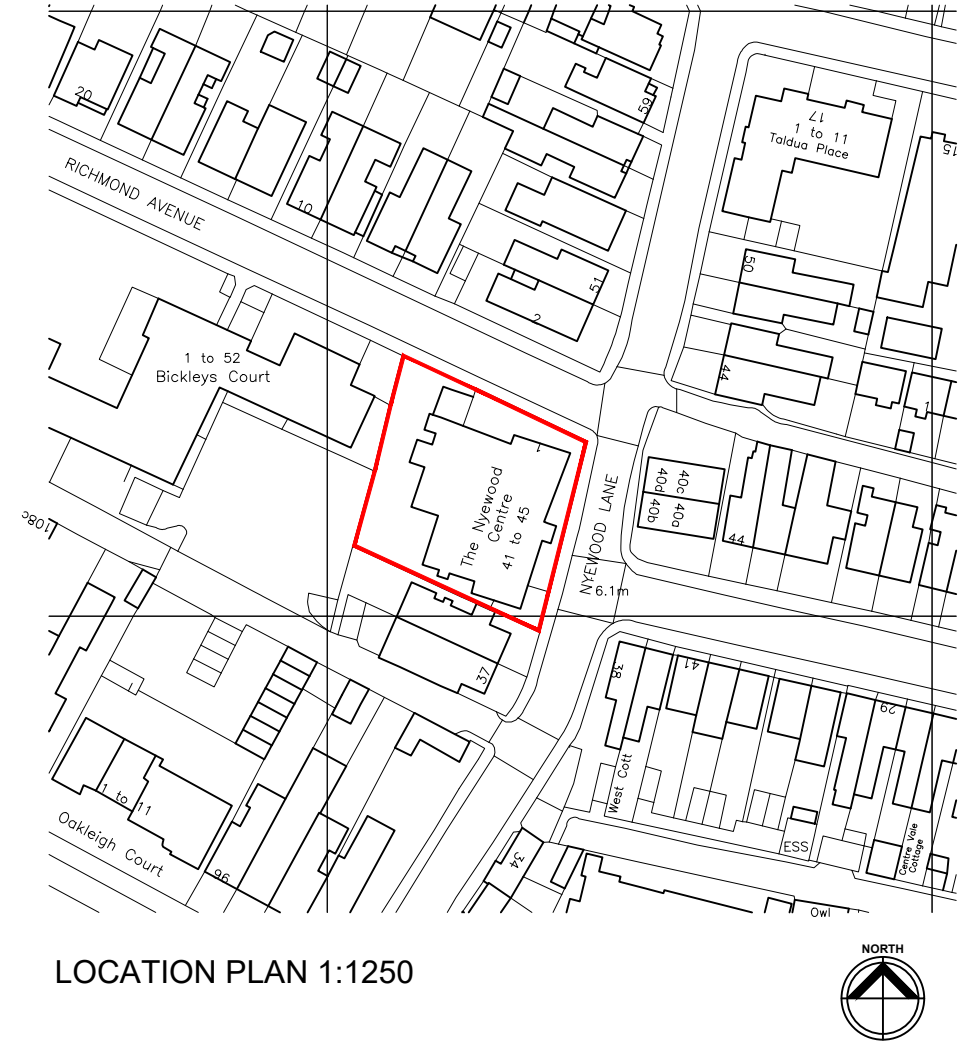
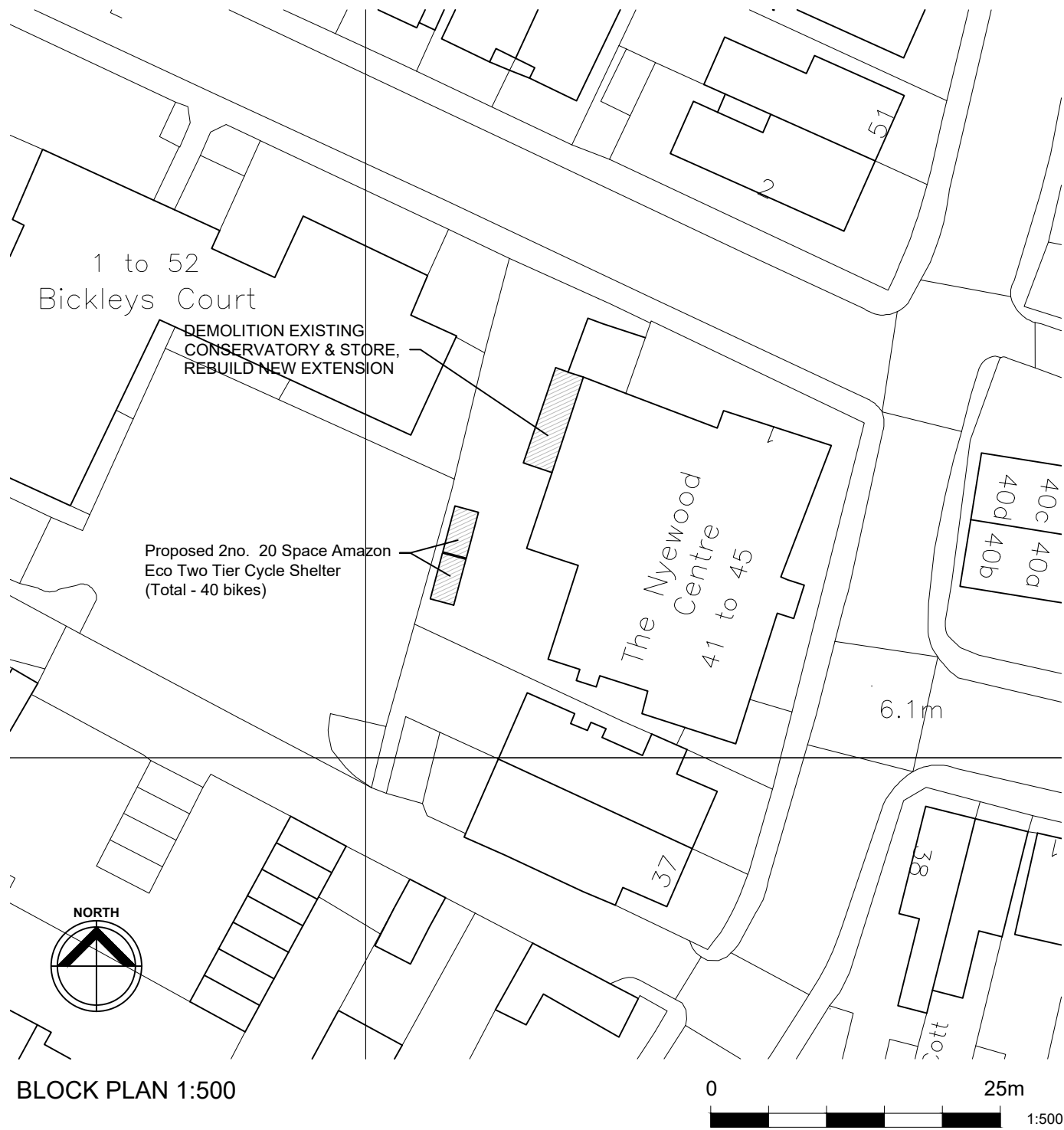
- 6.1. To achieve the objectives, there is a need to establish a clear programme for the implementation of the Travel Plan. **Table 6.1** sets out the Action Plan. This Action Plan should be maintained and updated as appropriate by the Travel Plan Co-ordinator (TPC) to reflect any changes made to the Travel Plan.

Table 6.1: Action Plan

Action / Objective	Measure	Indicator	Responsibility	Timescale
All	Appoint a Travel Plan Co-ordinator	Co-ordinator appointed	Developer	Prior to opening and for a duration of 5 years
Raise awareness of sustainable travel choices	Details of the Travel Plan and travel choices will be provided in Developer's marketing brochure.	Production of marketing brochure	Developer	Before marketing of development
	Travel Information Pack created for all new residents	Travel Information Pack created and agreed with WSCC	TPC	Prior to first residents moving in, updated annually
	Liaise with local walking & cycling clubs to include them in Travel Information Pack	Information included	TPC	Before Travel Information Pack publication
	Provide details of bus and rail services in Travel Information Pack	Details included and updated	TPC	Annually
Maximise cycling Opportunities	Provide secure cycle parking	Planning condition	Developer	Before Occupation
	Provide information on how to access cycle parking	Provided in Travel Information Pack	TPC	Before Travel Information Pack publication, annually thereafter
Monitoring	Undertake Travel Surveys	Monitoring report prepared	TPC	Upon occupation of 30 th bedsit, and on 1 st , 3 rd and 5 th anniversaries of baseline survey
Remedial measures	To be agreed with WSCC	TBC	TPC	According to monitoring results

Appendices

Appendix A



LOCATION PLAN 1:1250

REVISION:	DATE:	DRAWN:	CHECKED:	DESCRIPTION:

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	DRAWING TITLE: LOCATION & BLOCK PLAN		SCALE: 1:500 1:1250	PROJECT CODE: 1916
	DRAW DATE: 29.10.19		DRAWN: CHECKED: AC	DRAWING NUMBER: PL-06
	DRAWING STATUS: PLANNING		REVISION DATE:	DRAWN: CHECKED:



EXISTING SITE PLAN 1:200

Tree Schedule					
Pt No	Spread	Bole	Height	Feature	
2007	4.5	0.31	4	TREEUNK	
2008	4.5	0.31	4	TREEUNK	
2974	1	.075		SAPLING	
620	5	0.35	5	FRUIT	
621	5	0.42	5	FIR	
622	6	0.38	7	CYPRESS	



PROPOSED SITE PLAN 1:200

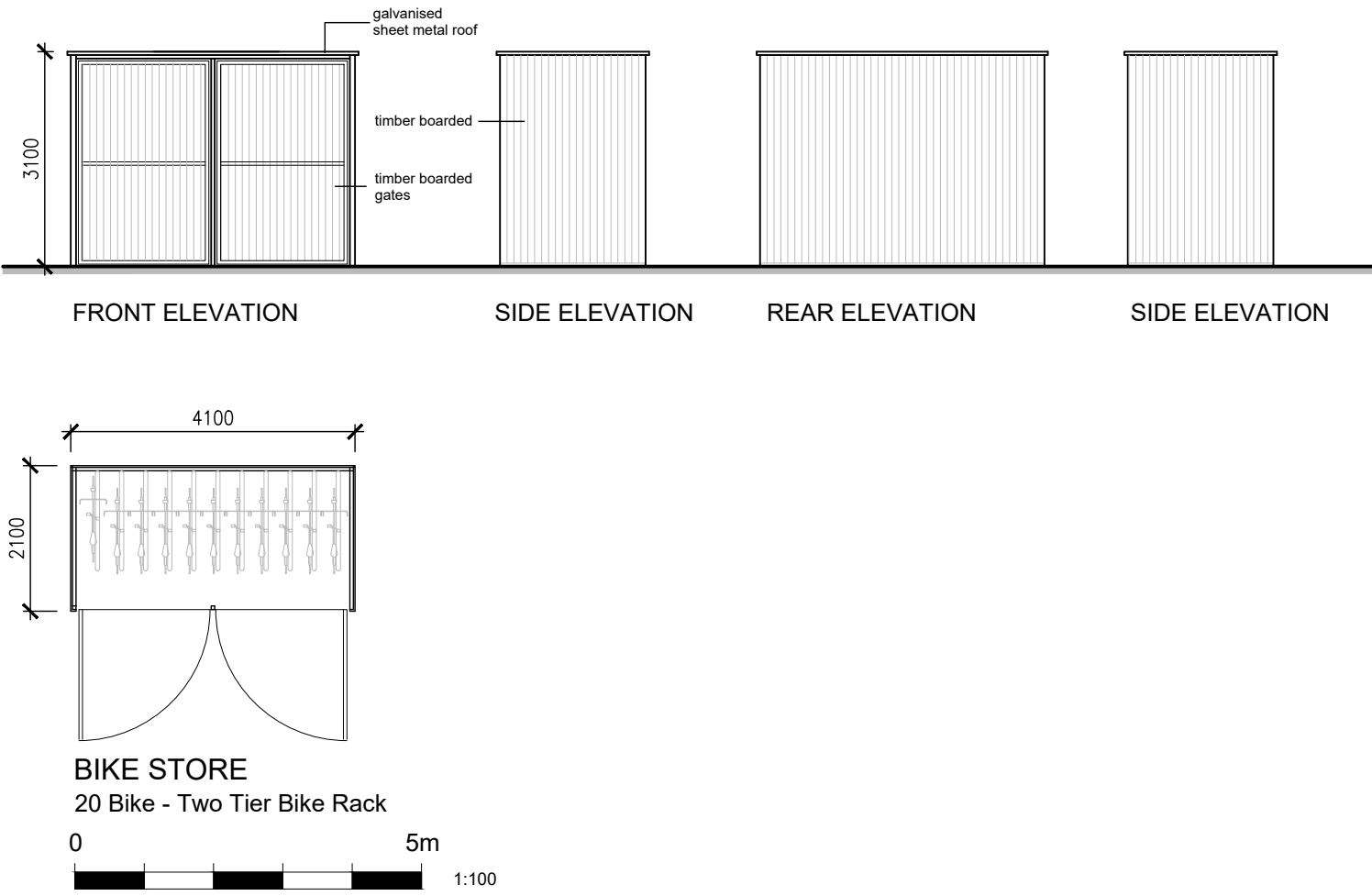


Image of Bike Store
(not to scale)

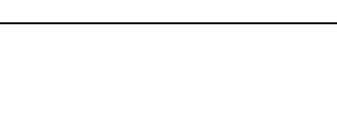


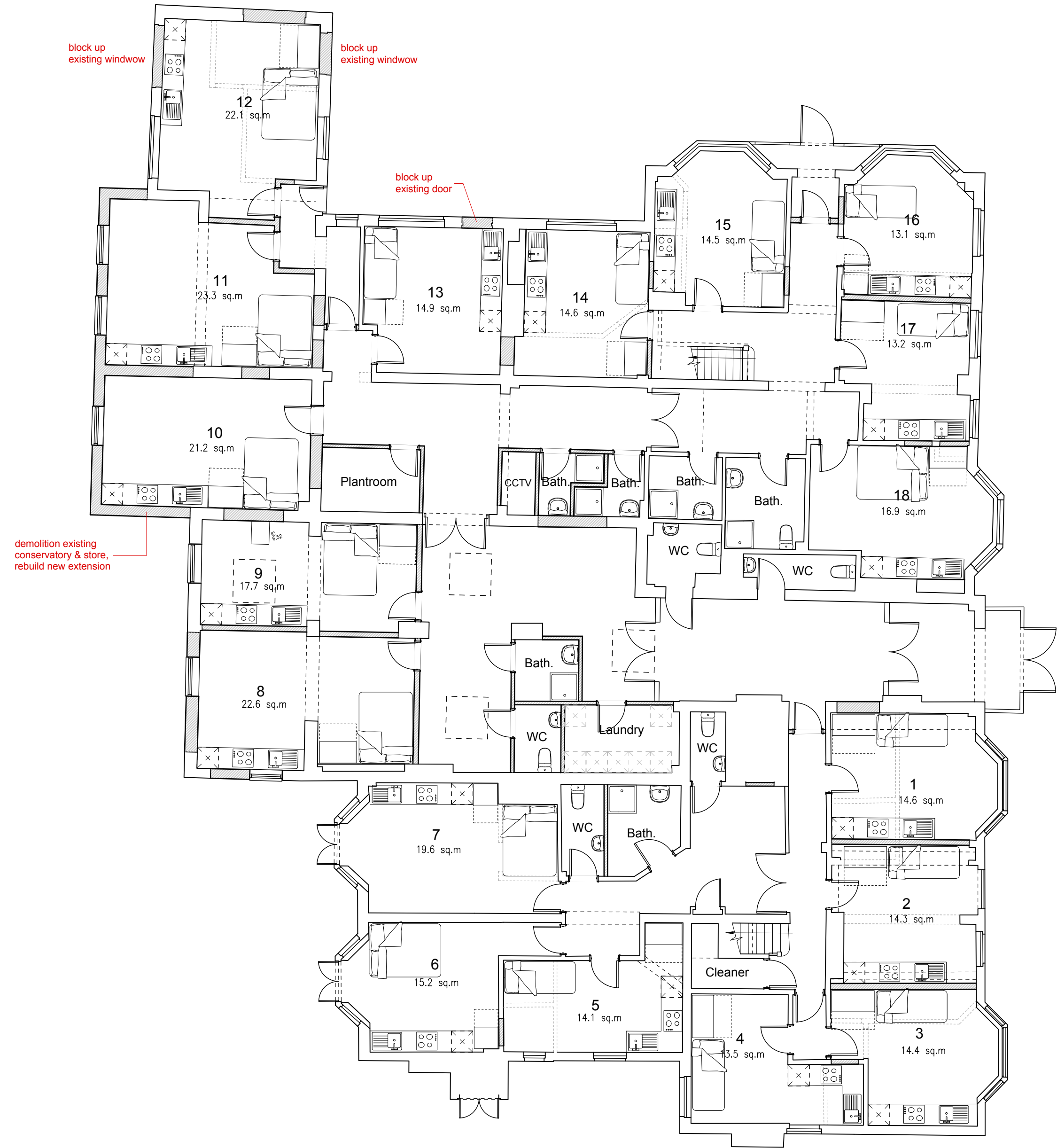
Image of Two Tier Bike Racks
(not to scale)

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				SCALE 1:100 1:200		PROJECT CODE 1916				
				DRAWN DATE 29.10.19		DRAWING NUMBER PL-01				
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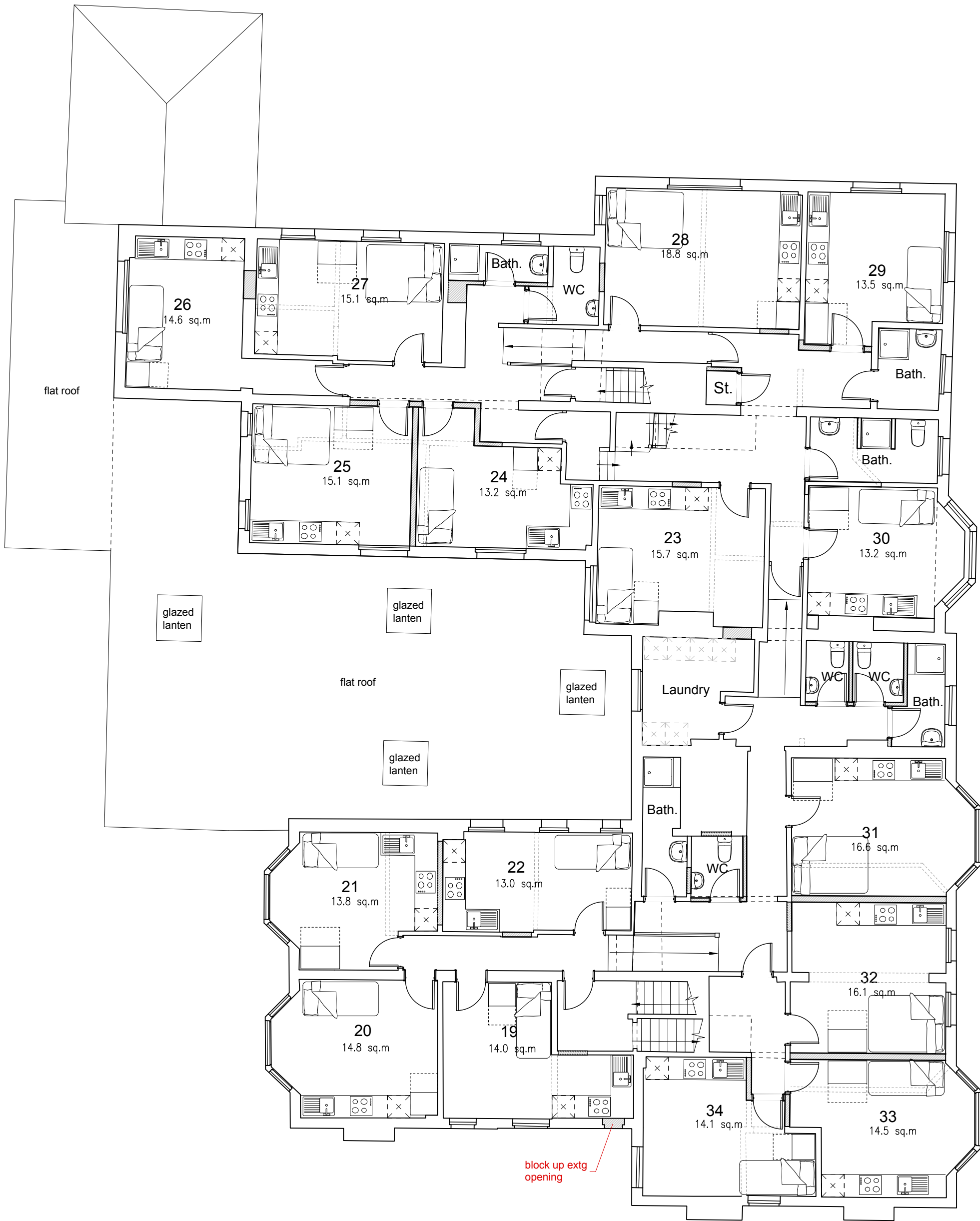


GROUND FLOOR PLAN

HMO REQUIREMENT
11-15 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
3 bathrooms AND
3 separate WCs with wash hand basins (2 of the WCs can be contained within 2 of the bathrooms)

GROUND FLOOR TOTALS
10x Single person bedsits
8x double person bedsits
26 PERSONS TOTAL

AMENITIES
1no. Shower room containing a WC
5no. Shower rooms
5no. Separate WC



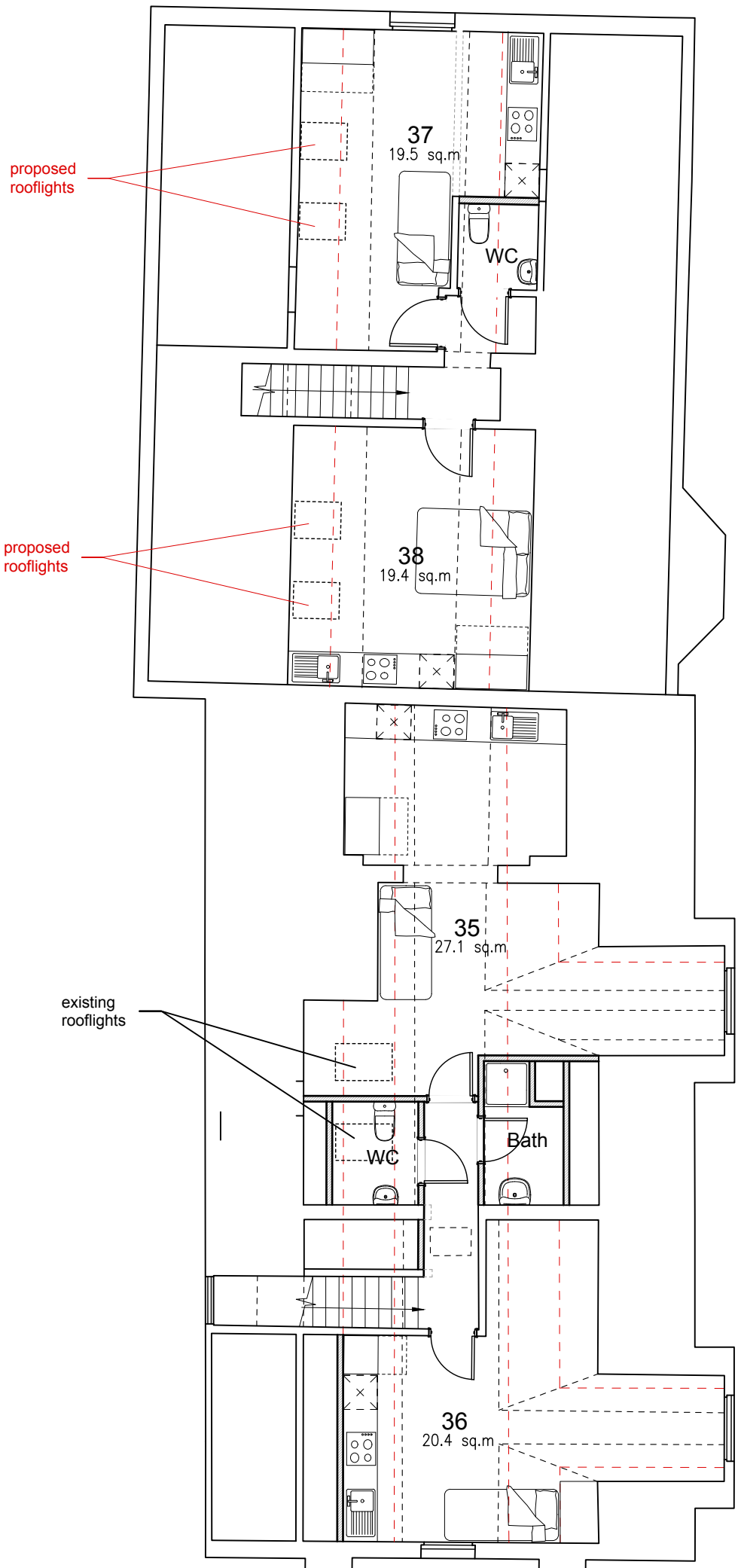
FIRST FLOOR PLAN

HMO REQUIREMENT
6 - 10 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
2 bathrooms AND
2 separate WCs with wash hand basins (1 of the WCs can be contained within 1 of the bathrooms)

11-15 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
3 bathrooms AND
3 separate WCs with wash hand basins (2 of the WCs can be contained within 2 of the bathrooms)

GROUND FLOOR TOTALS
11x Single person bedsits
5x double person bedsits
21 PERSONS TOTAL

AMENITIES
1no. Shower room containing a WC
4no. Shower rooms
4no. Separate WC



SECOND FLOOR / ROOF PLAN

HMO REQUIREMENT
5 people 1 wash hand basin is required in each sleeping room / bedroom (where practical) plus
1 bathroom AND
1 separate WC with wash hand basin (but the WC can be contained within a second bathroom)

GROUND FLOOR TOTALS
3x Single person bedsits
1x double person bedsits
5 PERSONS TOTAL

AMENITIES
1no. Shower rooms
2no. Separate WC

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DRAWING DATE

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BOGNOR REGIS, PO21 2SJ

SCALE

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APRA DISTRICT COUNCIL EMBROIDERY

Appendix B

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 area type 2011 super output areas - middle layer
 area name E02006558 : Arun 017

Method of Travel to Work	Total
All categories: Method of travel to work	5,319
Work mainly at or from home	189
Underground, metro, light rail, tram	6
Train	284
Bus, minibus or coach	188
Taxi	21
Motorcycle, scooter or moped	28
Driving a car or van	2,281
Passenger in a car or van	612
Bicycle	179
On foot	1,476
Other method of travel to work	55



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

Method of Travel to Work	Total	%
Car/Vehicle	2,309	45.5%
Car Passenger	612	12.1%
Public Transport/Taxi	499	9.8%
Cycle	179	3.5%
Walk	1,476	29.1%
Total	5,075	100.0%

Note: Analysis for Table 4.5