

LIDSEY GREEN, BOGNOR

Residential Travel Plan

JNY10830-03
Travel Plan
Version 02
6th May 2022

www.rpsgroup.com

Document Status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
01	Residential Travel Plan	Danesh Aryan	Melanie A'Lee	Melanie A'Lee	03/12/21
01b	Information	Danesh Aryan	Melanie A'Lee	Melanie A'Lee	10/12/21
02	Information	Melanie A'Lee	Brian Plumb	Melanie A'Lee	06/05/22

This report was prepared by **RPS Consulting Services Ltd** ('RPS') within the terms of its engagement and in direct response to a scope of services. This report is strictly limited to the purpose and the facts and matters stated in it and does not apply directly or indirectly and must not be used for any other application, purpose, use or matter. In preparing the report, RPS may have relied upon information provided to it at the time by other parties. RPS accepts no responsibility as to the accuracy or completeness of information provided by those parties at the time of preparing the report. The report does not take into account any changes in information that may have occurred since the publication of the report. If the information relied upon is subsequently determined to be false, inaccurate or incomplete then it is possible that the observations and conclusions expressed in the report may have changed. RPS does not warrant the contents of this report and shall not assume any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report howsoever. No part of this report, its attachments or appendices may be reproduced by any process without the written consent of RPS. All enquiries should be directed to RPS.

Prepared by:

Prepared for:

RPS Consulting Services Ltd

Hallam Land Management

Danesh Aryan
Transport Consultant

20 Farringdon Street, London, EC4A 4AB

T 020 3691 0500

E danesh.aryan@rpsgroup.com

Contents

1	INTRODUCTION.....	1
2	TRANSPORT POLICY	3
3	EXISTING SITE AND SUSTAINABLE TRANSPORT	7
4	BASELINE TRAVEL BEHAVIOUR.....	13
5	TRAVEL PLAN OBJECTIVES	15
6	TRAVEL PLAN TARGETS.....	16
7	TRAVEL PLAN MEASURES.....	18
8	TRAVEL PLAN MONITORING STRATEGY	21
9	ACTION PLAN.....	22

Appendices

APPENDICES

APPENDIX 1 – SITE LOCATION

APPENDIX 2 – WALKING & CYCLING CATCHMENT PLANS

1 INTRODUCTION

Report Brief

- 1.1 RPS has been commissioned by Hallam Land Management to prepare a Residential Travel Plan (TP) in support of an outline planning application for the proposed residential development of Bognor Regis Golf Course for up to 480 dwellings. This Travel Plan sits alongside the Transport Assessment submitted as a separate application to support this application.
- 1.2 The site is located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. The development site falls within the local planning authority (LPA) of Arun District Council (ADC) and local highway authority (LHA) of West Sussex County Council (WSCC).
- 1.3 This TP aims to encourage residents to travel by sustainable modes and to reduce single occupancy car use, in order to minimise the transport impacts of the development on the local transport network.

What is a Travel Plan?

- 1.4 A TP is a dynamic management tool which brings together transport and other land use issues in a co-ordinated strategy. The emphasis in a TP is on increasing the choice of methods of travel and encouraging their use whilst reducing single occupancy car usage. A TP involves the development of a set of measures which could bring a number of benefits to residents of the proposed residential development.
- 1.5 A Travel Plan is aimed at promoting environmentally friendly and sustainable travel choices and reducing reliance on the private car. The Travel Plan involves the development of a set of techniques and targets that, when properly managed and monitored, can enable a reduction in the impact of travel and transport on the environment and reduce the development's overall carbon footprint. In addition to the above, it will bring a number of benefits for this development.
- 1.6 It is acknowledged that to be successful the development should involve:
 - A designated site-based TP Co-ordinator to be responsible for the residential Travel Plan;
 - Communication with residents as to the various methods of transport available;
 - Involvement of other organisations, such as public transport companies, other local organisations as well as the Local Highway Authority; and
 - Regular review and amendment of the TP as an on-going process.
- 1.7 The Site Based Travel Plan Co-ordinator for the site is likely to be a member of the site management team and will be responsible for collating information for and from residents and will be the key point of contact with the Local Authority.
- 1.8 A successful TP can bring the following benefits to the proposed development;
 - An effective proactive approach to influence the travel behaviour of residents at the site;
 - Promote social inclusion and accessibility;

- Demonstrate environmental responsibility;
- Contribute towards road safety targets; and
- Contribute towards healthier lifestyles and residents.

1.9 A TP can take a variety of form to suit a particular development, and this TP is intended.

This Travel Plan

1.10 The remainder of the Travel Plan is as follows:

- **Section 2** - Transport Policy;
- **Section 3** - Existing Site & Sustainable Transport;
- **Section 4** - Baseline Travel Behaviour;
- **Section 5** - Travel Plan Objectives;
- **Section 6** - Travel Plan Targets;
- **Section 7** - Travel Plan Measures;
- **Section 8** - Travel Plan Monitoring Strategy; and
- **Section 9** – Action Plan.

2 TRANSPORT POLICY

Introduction

- 2.1 Travel Plans have become an important tool for the delivery of national and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. The relevant national and local policy and guidance are outlined below.

National Planning Policy Guidance

National Planning Policy Framework (NPPF, 2021)

- 2.2 In July 2021 the National Planning Policy Framework (NPPF) was updated to consolidate all policy statements, circulars and guidance documents into a single, simpler National Planning Policy Framework. The NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.
- 2.3 The NPPF recognises that Travel Plans are a key tool in facilitating sustainable travel, stating that all developments which generate significant amounts of movement should be required to provide a Travel Plan.
- 2.4 Section 9 relates to Promoting Sustainable Transport and paragraph 112 states that Transport policies have an important role to play in facilitating sustainable development and applications for development should:
- give priority first to pedestrian and cycle movements, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

National Planning Policy Guidance (NPPG, 2014)

- 2.5 The National Planning Practice Guidance web-based resource was launched on 6 March 2014 by the Department for Communities and Local Government. The guidance covers all aspects and procedures of the planning process and supports the National Planning Policy Framework.
- 2.6 The NPPG sets out that all developments that generate significant amounts of transport movement should be supported by a Travel Plan. The NPPG states that Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate.

- 2.7 The NPPG sets out how Travel Plans should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and Provision of improved public transport services.

Arun District Council Local Plan 2011-2031 (July 2018)

- 2.8 The document was adopted in July 2018 and sets out the vision for Arun to 2031 and beyond. The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need.
- 2.9 With regard to travel plans, Policy T SP1 states that:
- The Council will support transport and development which:
 - Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable.

West Sussex County Council Local Transport Plan 2011-2026

- 2.10 The West Sussex Local Transport Plan provides a strategic direction for transport within West Sussex, but aligns itself with other major strategies, such as the County Strategy and Local Communities Strategies. The key objectives of the plan are:
- Promoting economic growth;
 - Tackling climate change;
 - Providing access to services, employment and housing; and
 - Improving safety, security and health.
- 2.11 In addition, the key measures that are identified that are applicable to the proposed development includes:
- Ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards;
 - Ensuring that new employment and residential developments are accessible by sustainable modes of transport;
 - Continuing to secure travel plans for new residential and employment developments; and
 - Encouraging home working and the promotion of home delivery services through SIDD, to design new facilities and services which meet customer needs.

Felpham Neighbourhood Plan

- 2.12 The Felpham Neighbourhood Plan 2013-2029 sets out a vision for the area that reflects the thoughts and feeling of local people with an interest in their community. The policy objectives of the plan that are relevant to this application in respect of highways and transportation are provided below.
- 2.13 The Policy objective 9 'Getting Around' is set out in Table 2.1 below.

Table 2.1: Felpham Policy 9 – Getting Around

Policy Objective	Policy Index
Promote the use of walking and cycling routes and improve footways, footpaths and cycleways. Engender support from responsible bodies for improvements in the maintenance and signing of footpaths and cycleways	GA1: Pedestrian and cycle connections.
Improve publicity and signage to promote Felpham's facilities	GA2: Publicity and signage
Present a substantiated case to the appropriate authorities for improvements to traffic management, speed control and public transport.	GA3: Traffic calming and shared space

Policy GA1: Pedestrians and Cycle connections.

- 2.14 Support will be given to proposals which would increase or improve the network of cycleways, footways and footpaths, either by making land available for that purpose or by means of financial contributions through legal agreements or (when adopted for the district) the Community Infrastructure Levy.

Policy GA2: Publicity and Signage

- 2.15 Developments which would provide improved publicity and signage relating to the promotion of Felpham's facilities will be supported, provided that such developments would not detract from the visual or environmental amenity of their surroundings.

Policy GA3: Traffic calming and shared space

- 2.16 Proposals for development which would enable or help traffic calming or shared space features, will be supported.

Yapton Neighbourhood Plan

- 2.17 The Yapton Neighbourhood Plan 2011 – 2031 provides a guide to development within the parish and provides topic areas that are of considerable importance to Yapton. The vision and objectives of the plan that relate to highways and transportation include the following;

Infrastructure

- Minimise the impact of commercial traffic movements through the village;
- Encourage the use of public transport and retain and strengthen existing bus services;

- Reduce congestion outside Yapton CE Primary School (North End Road);
- Promote, maintain and extend the existing network of cycle paths, footpaths and pavements.
- Improve road safety in Yapton.

Summary

- 2.18 Policy at national and local level all advocates a move away from the reliance on the use of the private car and greater adoption of sustainable travel practices. This is to be achieved through locating development within areas with high levels of accessibility both by walking and by public transport as well as improving the sustainable options available to all.

3 EXISTING SITE AND SUSTAINABLE TRANSPORT

Introduction

- 3.1 This section of the report considers the sustainability of the site in terms of accessibility to public transport infrastructure as well as opportunities for cycling and walking.

Site Description

- 3.2 The site is located approximately 3.4km northeast of Bognor Regis town centre, to the south of A259 Felpham Relief Road. Bognor Regis is a town within the county of West Sussex, located to the west of Brighton and east of Portsmouth.
- 3.1 The site is bound to the west by the Lidsey Rife, beyond which is the LEC Airfield and the railway line. To the north the land is bound by agricultural land and the A259 Felpham Bypass. To the east there are existing residential properties of Felpham and to the south are open fields and Downview Primary School.
- 3.2 The location of the site is shown at **Appendix 1**.

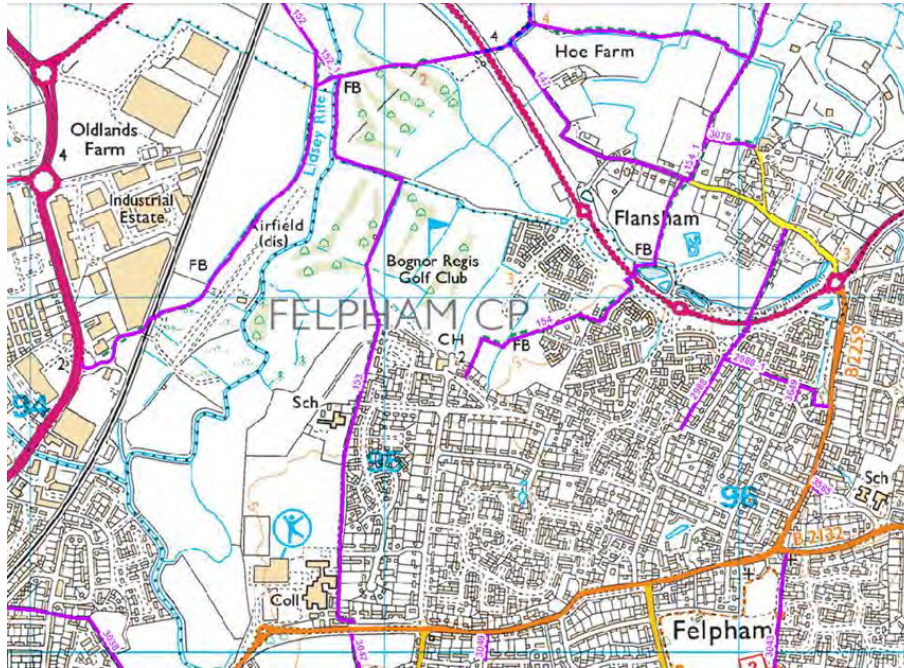
Walking and Cycling Accessibility

- 3.1 The site benefits from being accessible to a good network of footways along the local residential roads surrounding the site. On Downview Road, footways are provided on both sides from the junction with Golf Links Road to the crossroad junction with Felpham Way (B2259) and are mostly separated from the road by a verge. These footways connect with the footways on Felpham Way (B2259) which extend east and west and Felpham Road to the south.
- 3.2 Footways are provided on both sides of the Felpham Way (B2259) towards east and provide access to a number of local facilities. To the west of the Downview Road junction a segregated footway/cycleway is provided on the southern side of the Felpham Way (B2259) which forms part of the South Coast Cycle Route.
- 3.3 Informal pedestrian crossings are available at various points along Downview Road and signalised pedestrian crossings are provided at the Downview Road /Felpham Way (B2259) junction and also on B2259 west of Downview Road.
- 3.4 There is also a shared footway/ cycle route to the east of the site in the vicinity of the site which continues north through the new housing development to the east of the site. The local residential roads are also considered to be sufficiently lightly trafficked and therefore considered suitable for on road cycling.
- 3.5 A shared walk/cycle route is provided on the southern side of the Felpham Way (B2259) from its junction with Downview Road running towards southwest

Public Rights of Way

- 3.1 There are a number of Public Rights of Way (PRoW) that are within close proximity to the site and route 153 continues through the site from A259 to B2259. **Figure 4** below shows the existing PRoW within the vicinity of the site

Figure 4 - Existing PRow Routes



- 3.1 Route 153 continues on a north-south alignment through the site passing Downview Primary School and Felpham Community College to B2259 Felpham Way where a controlled signalised crossing provides a safe route to link with the existing footway/cycleway along the south side of B2259 and also the existing PRow 3047 which continues southward into Felpham village via St. Mary's Church.
- 3.2 The PRow 153 between the site and Downview Primary School is an unsurfaced route that is a recreational route for local residents, this route is gated at its junction with the school and leads into the existing golf course.
- 3.1 From discussions with WSCC it is understood that proposals are currently underway to widen the surfaced section of PRow route 153 to provide a shared footway/cycleway route, the proposed scheme is likely to also include the upgrading of the existing pelican crossing on Felpham Way to a Toucan Crossing.
- 3.2 PRow route 153 also joins the A259 Felpham Bypass to the north of the site where it joins with the existing footway cycleway that continues along the A259 and A29 into Bognor.

Public Transport

Bus

- 3.3 The nearest bus stop is located circa 270 metres to the southwest of the site access on the Wroxham Way which is served by bus route 67.
- 3.4 Additional bus routes are available from Felpham Way (B2259) named as the Downview Road bus stop located circa 850 metres to the south of the site access and provides access to bus routes 69, 600 and 700.

3.5 **Table 3.1** below summarises the bus route and frequency of service.

Table 3.1: Bus Route and Frequency

Route No.	Route	Average Frequency (per hour)				
		Mon - Fri			Saturday	Sunday
		AM Peak	Off Peak	PM Peak		
67	Bognor Regis - North Felpham - Glenwood Estate	-	1	-	1	-
69	Wick – Pagham	-	1	-	1	1
600	Elmer – Chichester	2	2	2	1	1
700	Flansham Park – Portsmouth	5	6	6	4	0

- 3.6 Bus route 67 is operated by Compass Travel and provides access to Bognor Regis High Street and Glenwood Estate shops Monday to Saturday although the frequency of this service is one bus every 2hrs between 09:00 and 17:00.
- 3.7 Bus Route 69 is operated by Stagecoach providing an evening service (18:00 – 20:00) Monday to Sunday between Seftor Farm at Barfoots of Botley to Wick, this service calls at Bognor Regis High Street, Middleton on Sea and Littlehampton.
- 3.8 Bus Route 600 is also operated by Stagecoach providing a high frequency service of one bus every 30mins every day between 07:00 – 20:00 Monday to Saturday and between 09:00 and 19:00 on Sundays, serving key destinations including Chichester Bus Station, Pagham, Bognor Regis High Street & Middleton-on-sea.
- 3.9 Bus route 700, operated by Stagecoach also provides a high frequency service of one bus every 20mins between 07:00 and 22:00 Monday to Saturday. This route serves key destinations such as Portsmouth including the University of Portsmouth, Havant Bus Station, Emsworth, Chichester, North & South Bersted and Bognor Regis including the Station and High Street.
- 3.10 It is evident from **Table 3.1** and the above information that there are a good number of bus services within easy walking distance of the site, which connect the site with several destinations including Bognor High street and Railway Station, Pagham, Littlehampton, Middleton-on-sea, Chichester and Portsmouth.

Rail

- 3.11 Bognor Regis Rail Station is located approximately 3.1 kilometres (38min walk or 11min cycle) to the southwest of the site. Bognor Regis Rail Station is managed by Southern. The station contains 184 secure cycle storage spaces as well as 99 car parking spaces.
- 3.12 Bognor Regis Rail Station provides services to a range of locations including London Victoria, Barnham and Littlehampton. **Table 3.2** outlines the frequency of services from Bognor Regis Rail Station.

Table 3.2: Bognor Regis Rail Station Services Frequency

Route	Average Frequency (per hour)				
	Mon - Fri			Saturday	Sunday
	AM Peak	Off Peak	PM Peak		
London Victoria	3	2	2	2	1
Barnham	4	4	4	4	2
Littlehampton	1	1	1	1	1

- 3.13 **Table 3.2** demonstrates that there is a regular service operating from Bognor Regis Rail Station throughout the day. This allows residents of the proposed development to be able to reach areas such as London, Barnham and Littlehampton.
- 3.14 The existing service does not however, appear to provide a direct service between Bognor and Chichester and it is necessary to travel to Barnham and change to get a direct train to Chichester.

Local Road Network

- 3.15 Felpham Relief Road (A259) is a single carriageway forming the northern boundary of the site and runs between a roundabout with A29 to the west and a roundabout with B2259 and Hoe Lane to the east. The road is subject to a speed limit of 50mph. Felpham Relief Road (A259) links with A29 to the west, a dual carriageway which provides access to Shripney to the north and Bognor Regis town centre to the southwest of the site.
- 3.16 To the west of the site, Shripney Road (A29) continues south, running through the industrial area, and joins with other local roads at the Orchard Way Roundabout. Shripney Road (A29) is subject to a speed limit of 40mph.
- 3.17 To the south of the site, Downview Road is a minor local road that runs through the residential areas to the south of the site and forms a crossroad junction with Felpham Way (B2259) and Felpham Road. The road is subject to a speed limit of 20mph.
- 3.18 Felpham Way (B2259), a single carriageway, is located to the south of the site. The road runs from a roundabout with Upper Bognor Road to the south west to a roundabout with B2132 to the southeast of the site. Several local facilities are accessible along the road. Felpham Way (B2259) is subject to a speed limit of 40mph.

Local Facilities

- 3.19 To enable an assessment of the viability of walking or cycling between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk or cycle and the destinations that exist within these distances.
- 3.20 Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

- 3.21 In addition, it is recognised that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km.
- 3.22 Cycling is a reasonable alternative to the car over short journeys. Local Transport Note 1/20 'Cycle Infrastructure Design' set out that:
- 'two out of every three personal trips are less than **five miles** in length – an achievable distance to cycle for most people'
- 3.23 **Table 3.3** identifies the walking and cycle distance and time to local facilities and amenities measured from the centre of the proposed development. This table is not meant to provide an exhaustive list but rather an example of distances and travel time to local facilities and amenities.

Table 3.3: Walking / Cycling Distance to Local Facilities from the Centre of the Site

Facility	Distance from the Site Centre	Approximate Journey Time (Mins)	
		Walking	Cycling
Educational Facilities			
Downview Primary School & Nursery	500m	6	1
Dizzy Ducklings Pre-School	900m	11	2
Felpham Community College	1.0km	13	2
Bishop Tufnell CE (Aided) Primary School	2.2km	-	4
Local Facilities			
St Mary's Church	1.4km	18	3
Wood Hill Way Post Office & Convenience Store	1.2km	15	3
Tesco Express	1.7km	21	5
The Thatched House Bar	1.3km	16	3
Boots Pharmacy	1.2km	15	3
Felpham Natural Health Clinic	1.3km	16	3
Bognor Regis War Memorial Hospital	3.3km	-	11
Recreational Facilities			
Arun Leisure Centre	1.4Km	18	4
Longbrook Park/ Butlins Fairground	2.2Km	-	4
Hotham Park	2.4Km	-	5

Felpham Play Area & Aldwick Cricket Club	1.9Km	24	4
King George V Recreation Ground	2Km	25	4
Allotments Felpham Road	1.1Km	14	3
Public Transport			
Stalham Way Bus Stop	500m	6	1
Felpham Way (B2259)	1Km	12	3
Bognor Regis Rail Station	3.2km	-	10

Walking time = 80m per minute and cycling time based on Google maps

- 3.24 **Table 3.3** demonstrates that a range of key facilities within Bognor Regis are easily accessible by foot or by cycle. Plans showing the extent of area within a 25min walk and cycle time are included in **Appendix 2**.

4 BASELINE TRAVEL BEHAVIOUR

Baseline Surveys

- 4.1 Baseline resident travel surveys will be undertaken within three months of 50% occupation of the development. The baseline survey will confirm the travel patterns of residents and provide an accurate benchmark for future monitoring.
- 4.2 The baseline surveys will record both data about resident trips and travel characteristics associated with the development. It will also explore barriers to sustainable travel use. This information will be used to build on the measures in this Travel Plan and ensure that the measures that have been installed assist with the actual requirements of the site.
- 4.3 It is proposed that the baseline surveys shall be in accordance with the TRICS UK Standard Assessment Methodology (TRICS SAM) and will be commissioned directly with the TRICS organisation.
- 4.4 The surveys will seek to achieve a response rate amongst residents of over 50%. The results of the baseline surveys will be fed back to the Local Travel Plan Officer at WSCC within two months of collection in a succinct baseline survey report. Thereafter and at the discretion of the Local Travel Plan Officer this Travel Plan may be updated to reflect the findings of this exercise.
- 4.5 The baseline survey data may suggest that some measures included in **Section 7** may not be suitable for the site or, alternatively, additional measures may be identified from the baseline survey data trends that would potentially enhance the plan. On that basis, it will be possible to modify targets and measures contained within the Travel Plan. Any changes to the plan will be agreed with the Local Travel Plan Officer prior to any amendments being made.

Modal Split

- 4.6 To establish the primary modes of travel local residents, use to travel to work, data from the 2011 Census database has been obtained. The site lies within the Felpham West Ward.

Table 4.1: Journey to Work Mode Split (Census 2011)

Method of Travel to Work	%
Train	3%
Bus, minibus or coach	4%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	74%
Passenger in a car or van	5%
Bicycle	4%
On foot	9%
Other method of travel to work	1%

- 4.7 The census data shows that 7% of residents use public transport to travel to work (3% train and 4% bus), with 13% travelling by foot/cycle. 79% of the existing residents travel to work by private

car of which 5% car share. The modal split shows that 20% of local residents currently travel to work by sustainable modes.

- 4.8 In order to determine the reason for 79% of residents using the private car to travel to work, it is necessary to determine where residents travel to as their place of work. **Table 4.2** Below shows the workplace destinations from the 2011 Census database.

Table 4.2 – Workplace Destinations

Workplace Destination	%
Chichester	27%
Bognor Regis	19%
Felpham	10%
Worthing	6%
Littlehampton	6%
Westergate, Eastergate	4%
North Bersted	4%
Middleton-on-Sea	3%
Yapton	3%
Portsmouth	2%
Horsham	2%
London	2%
Sussex	2%
Hampshire	2%
Surrey	2%
Other Areas	6%

Source: 2011 Census Database

- 4.9 The above shows that the majority of residents work within 10Km of their place of residence which allows the opportunity for a high proportion to use more sustainable means of travel than the private car.
- 4.10 The above data is information obtained prior to the COVID 19 Pandemic which has seen a dramatic change in people's mode of travel to work with higher numbers working from home. Whilst the numbers of people returning to the office will gradually increase, the higher number working from home is likely to be a new norm for the foreseeable future and will assist in reducing peak hour travel to work.
- 4.11 Targets for the baseline surveys have been set based on the Trip rates identified in the Transport Assessment. This is set out in more detail in **Section 6**.

5 TRAVEL PLAN OBJECTIVES

Introduction and Aims

- 5.1 This chapter outlines the objectives that the Travel Plan will aspire to achieve. The Travel Plan is not a static document but is rather one which will continuously be developed and reviewed.
- 5.2 The principal aim of this Travel Plan is to promote travel by sustainable modes such as walking, cycling and public transport. The sustainable travel measures described within the travel plan aim to allow residents of the development to make informed travel and mode choices.
- 5.3 The development content and layout of the site aims to provide provision of walking and cycling facilities at the new development. Providing good quality amenities within the site and links to the surrounding area for pedestrians and cyclists aims to encourage travel by these modes before less sustainable travel patterns become established.

Objectives

- 5.4 The aim of the TP will be achieved through the delivery of a series of objectives:
- **Objective 1:** Raise awareness of sustainable ‘smarter travel’ modes available to all site residents;
 - **Objective 2:** Encourage active modes of travel, particularly walking and cycling, and to emphasise the health and financial benefits of these modes;
 - **Objective 3:** Minimise the number of additional car traffic to and from the residential development;
 - **Objective 4:** Provide adequately for those with mobility difficulties; and
 - **Objective 5:** Ensure that congestion on the local highway is not adversely affected by users of the site.

6 TRAVEL PLAN TARGETS

Introduction

- 6.1 To achieve its objectives, the Travel Plan needs to set out clear targets. Targets are the measurable goals by which progress can be assessed. Indicators are the elements that will be measured to assess progress towards meeting the final and interim targets. The Travel Plan targets will be updated to more site-specific targets following the initial baseline travel survey.

SMART Targets

- 6.2 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be 'SMART':
- **S**pecific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-bound.

Modal Share Targets

- 6.3 The suggested targets for the site are based on a final reduction of vehicle trip rates over a 12 hour weekday by 15% over a five-year period. Multi-modal surveys will be undertaken upon 50% occupation of the site and then repeated three times over a five year period. **Table 6.1** identifies the base line Trip Rate over a 12 hour period as advised in the Transport Assessment and the proposed 15% reduction target over a 5 year period.

Table 6.1: Modal split targets

Two-way Vehicular Trip Rate Reduction Targets (480 Dwellings)								
	Base Line		Year 1		Year 3		Year 5	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
12 hour Weekday (TRICS)	4.668	2240	4.528	2173	4.248	2039	3.968	1904

- 6.4 The baseline modal split identified in **Table 4.1** indicates that 13% of residents are likely to travel to work by walking or cycling, 7% of residents are likely to use public transport and 74% travel as a private car driver.
- 6.1 Based on the 2011 Census data, the National Travel Survey data from the Department of Transport and the TRICS database the table below provides a typical daily profile of trips made by residents of a similar sized development, by trip purpose and the modes used.

Table 6.2 – Daily Trip Proportions

Trip Purpose/ Main Mode	Walk	Cycle	Car Driver	Car Passenger	Bus	Rail	Taxi
Work	18%	61%	58%	13%	38%	55%	0%
Education	39%	9%	8%	23%	27%	11%	15%
Shopping	22%	8%	16%	18%	18%	5%	17%
Leisure	21%	22%	19%	46%	18%	29%	68%

- 6.2 The above table shows that over the day the trip purpose varies, and modes associated with those trips will also vary. Residents that cycle will do so more for work related trips and leisure than other trip purpose. Similarly walking is highest for education trips, shopping and leisure. The use of PT is primarily for work related trips although a relatively high number are made for education and leisure purposes.
- 6.3 In order to encourage the use of the non-car modes the trip destinations need to be taken into consideration. It is considered that the sites location benefits from being accessible to a good range of education and leisure uses and therefore the opportunity to see a lower level of car use is realistic.
- 6.4 In order to help achieve these targets, access to comprehensive sustainable travel information will be improved and it is envisaged that this will encourage a reduction in single occupancy car trips and promote modal shift.
- 6.5 Further details on these measures and improvements are outlined in **Section 7: Travel Plan Measures**.

7 TRAVEL PLAN MEASURES

Introduction

7.1 This section sets out the Travel Plan strategy of how the Travel Plan will be developed and implemented and considers the following items:

- Management of the Travel Plan - Travel Plan Coordinator (TPC);
- Communications Strategy - consulting and educating residents. Identifying and engaging with local schools/ community groups and bus operators; and
- Securing and Funding the Travel Plan – commitment from senior management; securing the resources (including time) that are necessary to develop and implement the Travel Plan.

Management of the Travel Plan

7.2 The Development Management Company will be responsible for the overall implementation and funding of the Travel Plan.

Travel Plan Coordinator (TPC)

7.3 To effectively implement and manage the Travel Plan, the development management company will appoint and fund an appropriately skilled TPC. The TPC will be appointed prior to occupation of the first dwelling and will be in place at least until the results of the final surveys. Contact details of the TPC will be provided to the WSCC upon appointment

7.4 The TPC will work with the occupiers of the development and it is likely that each occupier will identify a Travel Plan Champion to monitor and implement the relevant travel plan items.

7.5 The TPC will be advised of the relevant contact personnel at WSCC and will act as a central point of contact for WSCC regarding the implementation of initiatives and the ongoing monitoring of the Travel Plan targets. The TPC will be responsible for the administration, implementation, review and monitoring of the Travel Plan including consultation with residents and third parties on all relevant matters of sustainable travel, travel/parking surveys, publicity and funding.

Communications Strategy

7.6 A communications strategy will be developed to actively promote the travel plan and its initiatives. The TPC will take responsibility for:

- Promotion of the Travel Plan to residents and visitors;
- The provision of local transport information in the form of a travel information pack for the proposed residential uses and also in the form of notice boards. The travel information pack should include the following items:
 - A map of the local area marking local schools, shops, employment areas, hospitals and other local facilities and amenities;
 - The locations of bus stops and rail stations and how to access them including approximate journey times and a cost comparison with car travel & parking;

-
- Walking and cycling accessibilities to the local facilities including to the bus stops and rail stations;
 - Details of the destinations served by the local rail station, including approximate journey times and a cost comparison with car travel;
 - Details of grocery home delivery services provided by local shops, highlighting the benefits such services offer compared with car travel, such as reduced CO2; and
 - Details of local bike stores offering discounts to the residents of the development;
 - Details of car sharing schemes such as www.westsussex.gov.uk/carsharing
 - Links to West Sussex Cycle Journey Planner
<http://cyclejourneyplanner.westsussex.gov.uk>
 - Consultation with Residents - it is important that Travel Plans have the support of residents within the site. Residents will be able to contribute towards the identification and implementation of strategies that span across many areas of interest. Consultation and feedback with residents will be undertaken to secure their support for the Travel Plan. This will be an ongoing process throughout the lifetime of the Travel Plan;
 - Offering the initial residents of the development travel vouchers which could be exchanged for:
 - Season tickets on local bus or rail services;
 - contribution towards the purchase of a new bicycle and/or equipment;
 - Cycle training for members within a household; or
 - membership to any local car club (including joining fee).
 - Consultation with WSCC with regards to the following:
 - cycling, walking and public transport facilities as required, to ensure maximum advantage is being taken of sustainable initiatives for travel;
 - annual review of the site's accessibility and reporting back to WSCC;
 - review and monitoring updates of the Travel Plan following travel/parking surveys for the Council to review the progress of the TP; and
 - discussion of potential remedial actions with WSCC in terms of the implementation of further appropriate measures, should the Travel Plan fail to meet the targets.
 - Consultation with residents and local schools/ organisations to ensure the long-term success of the Travel Plan establishing partnerships and maintaining links and communication the providers of public transport; and
 - Promotion of events which aim to encourage sustainable travel among residents such as;
 - ‘National Bike Week’
 - ‘Bike2Work’
 - ‘Walk to School Week’

National Liftshare Week;

- Implementation of a Car Club within the proposed site. The TPC will discuss the opportunities of providing a car club within the site with car club providers and if feasible the TPC will implement this scheme together with providing the associated publication of the car club through the consultations with local residents and through relevant TP publication material. The costs of running the car club will be covered by the developer for a period of up to 5 years from the 1st day of operation subject to the scheme remaining feasible, which will be reviewed annually.

8 TRAVEL PLAN MONITORING STRATEGY

Introduction

- 8.1 A Travel Plan strategy that sets out clearly the stages by which the Travel Plan will be developed and implemented is very important. Elements of a travel plan strategy usually relate to:
- Securing the resources (including time) that are necessary to develop and implement the travel plan; and
 - Consulting and educating residents.
- 8.2 In the context of this development, the Travel Plan will be orientated towards influencing travel behaviour of residents, in order to advise on the benefits of using alternative transport modes, promoting their use and discouraging the use of the car. The developer will be responsible for the overall implementation of the Travel Plan.

Monitoring Strategy

- 8.3 The various stages to monitoring a Travel Plan are set out below:
- Baseline data is collected and analysed prior to Travel Plan implementation;
 - Travel planning measures are implemented;
 - Monitoring data is collected at a defined point in the future for comparison with baseline data;
 - The results are analysed and forwarded to WSCC; and
 - If necessary, changes are made to the Travel Plan to improve its effectiveness.
- 8.4 Monitoring will be undertaken in accordance with the TRICS SAM. Monitoring will be carried out by the baseline travel survey undertaken within 3 months post 50% occupation of the development, and subsequent surveys undertaken bi-annually over a total 5-year period whereupon the 15% car trip reduction should be achieved. The TPC should use the results of the resident travel surveys to develop specific measures within the Travel Plan to encourage more sustainable travel.
- 8.5 If the Travel Plan fails to meet the targets as outlined in Section 6, then the implementation of further appropriate measures will be considered by the TPC in consultation with WSCC.

Records and Reporting

- 8.6 The TPC will be required to keep up-to-date records which include:
- Monitoring records including details of methodology; dates and times of monitoring activity and the number of responses;
 - Controlled copies of historic reports for references; and
 - A correspondence file.
- 8.7 Records should preferably be kept electronically, in line with the sustainable ethos of the developer.

9 ACTION PLAN

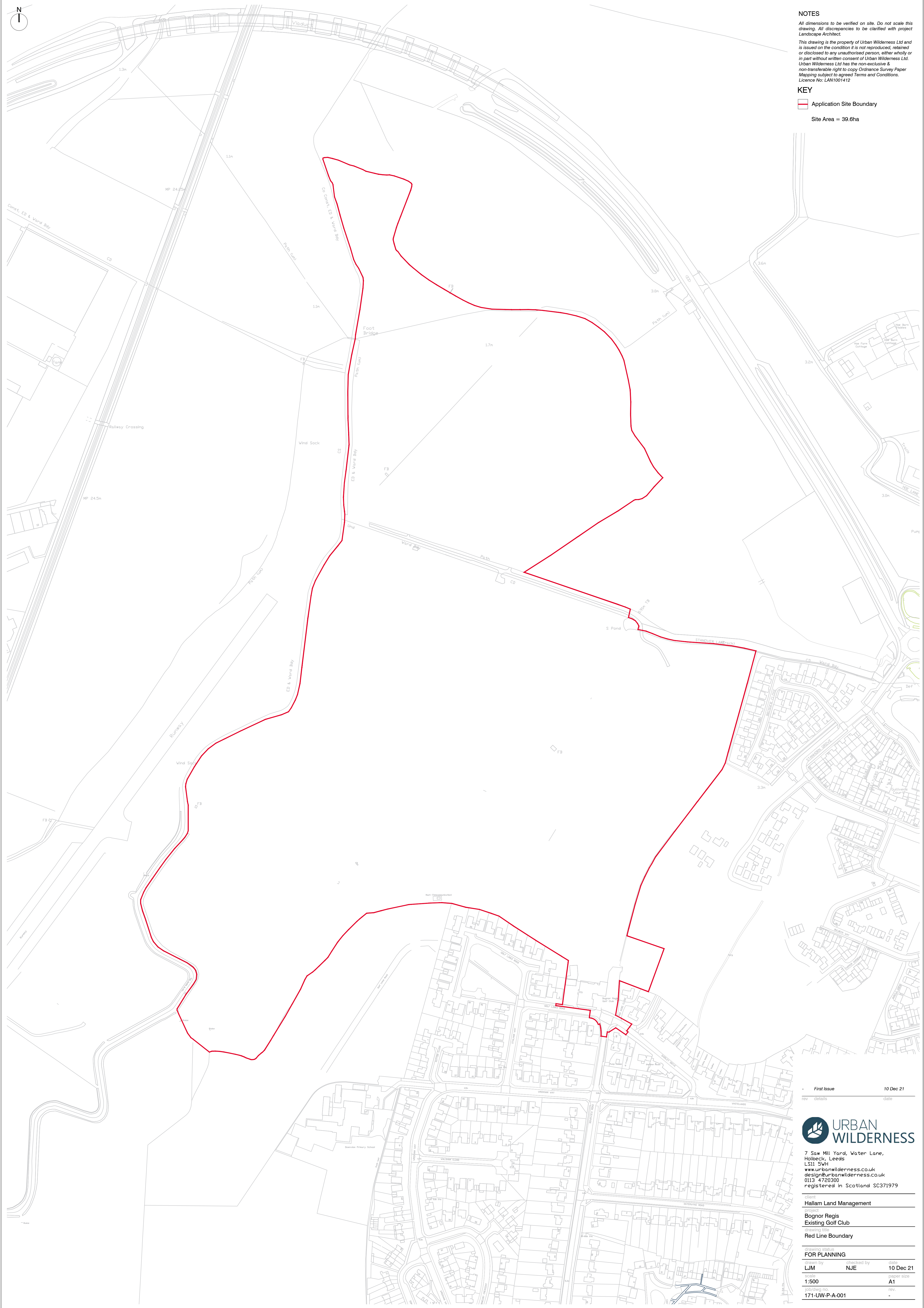
9.1 A draft timescale for the delivery and implementation of these Travel Plan initiatives, including the intended outcomes and outputs, are provided below in **Table 9.1** as an Action Plan.

Table 9.1: Travel Plan Action Plan

Action	By Whom	By When	Intended Outcome / Output
Final Travel Plan submission	RPS	Prior to 1 st occupation	Submit Travel Plan to WSCC
Travel Plan Co-ordinator (TPC)	Developer	Prior to occupation of the first dwelling	Identify and appoint TPC to carry forward all tasks within the action plan. Details of TPC to be submitted to WSCC
Website	TPC	Prior to 1 st occupation	Develop a sustainable site travel webpage which is linked to developments main website, details of which will be provided in the Information Pack
Initial Baseline Travel Survey	TPC	within 3 months of 50% occupation	Undertake initial multi modal residential travel survey
Travel Survey Reporting	TPC	Within 6 months of first survey being completed	Using the initial baseline travel survey data for the residents, check trip rates and measures are appropriate and realistic
Resident Travel Information	TPC	Within 3 months of 1 st occupation	Provide new residents with sustainable travel information
Implementation of a Car Club	TPC	Within 1 year of 1 st occupation or prior to occupation of 100 th dwelling	Providing Residents with an alternative mode of travel especially for those that do not own a car.
Cycle / Waling Events	TPC	Annually	Liaise directly with organisers to arrange annual events to increase cycling and walking.
Monitoring	TPC	Annual Review in years 1,3 & 5 Post base line survey	Undertake the travel monitoring surveys (modal split surveys) at bi-annual intervals for 5 years following the initial base line survey.
Monitoring	TPC	Within 6 months of monitoring surveys being carried out	Report the results of monitoring surveys to the WSCC travel planning officer
Evaluation	Developer	Within 9 months of monitoring surveys	Consider whether the TP targets are being achieved and whether any changes are required to be implemented, in order to achieve those targets.

Appendices

Appendix 1 – Site Location



NOTES
All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect.
This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd. Urban Wilderness Ltd has the non-exclusive & non-transferable right to copy Ordnance Survey Paper Mapping subject to agreed Terms and Conditions. Licence No: LAN1001412

KEY
Application Site Boundary

Site Area = 39.6ha

First Issue

10 Dec 21

rev

details

date

 **URBAN WILDERNESS**

7 Saw Mill Yard, Water Lane,
Holbeck, Leeds
LS11 5WH
www.urbanwilderness.co.uk
design@urbanwilderness.co.uk
0113 4720300
registered in Scotland SC371979

client

Hallam Land Management

project

Bognor Regis
Existing Golf Club

drawing title

Red Line Boundary

FOR PLANNING

drawn by
LJM

checked by
NJE

date
10 Dec 21

scale

1:500

paper size
A1

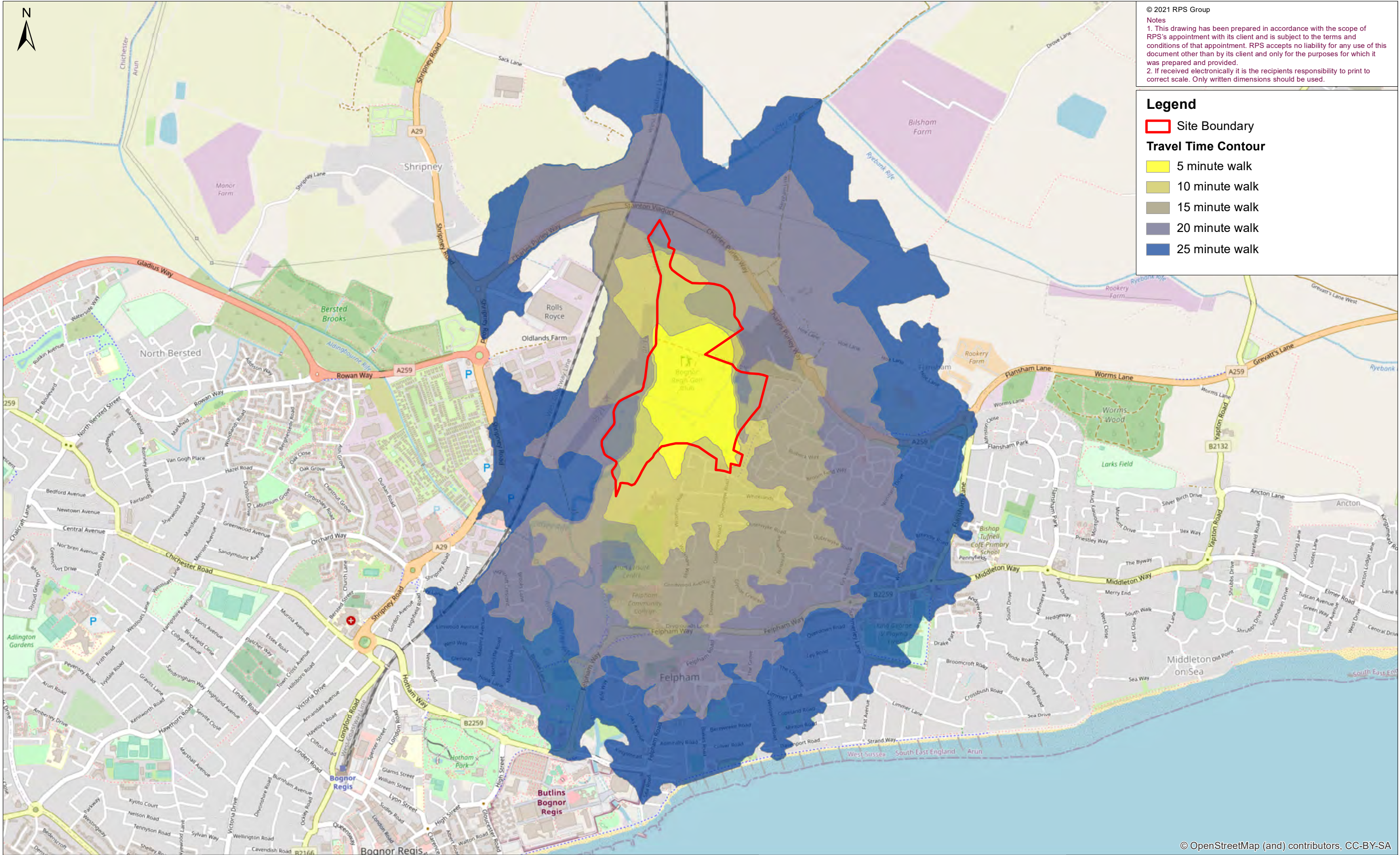
job/dwg no.

171-UW-P-A-001

rev.

-

Appendix 2 – Walking & Cycling Catchment Plans



Rev	Description	By	CB	Date
Figure Number				Rev
1				-
rpsgroup.com				

Client	Hallam Land Management
Project	Bognor Regis
Title	Pedestrian Isochrone Plan

0200400m

Note:
Total end to end journey time using
Basemap TRACC with
Walk speed of 4.8km/hr

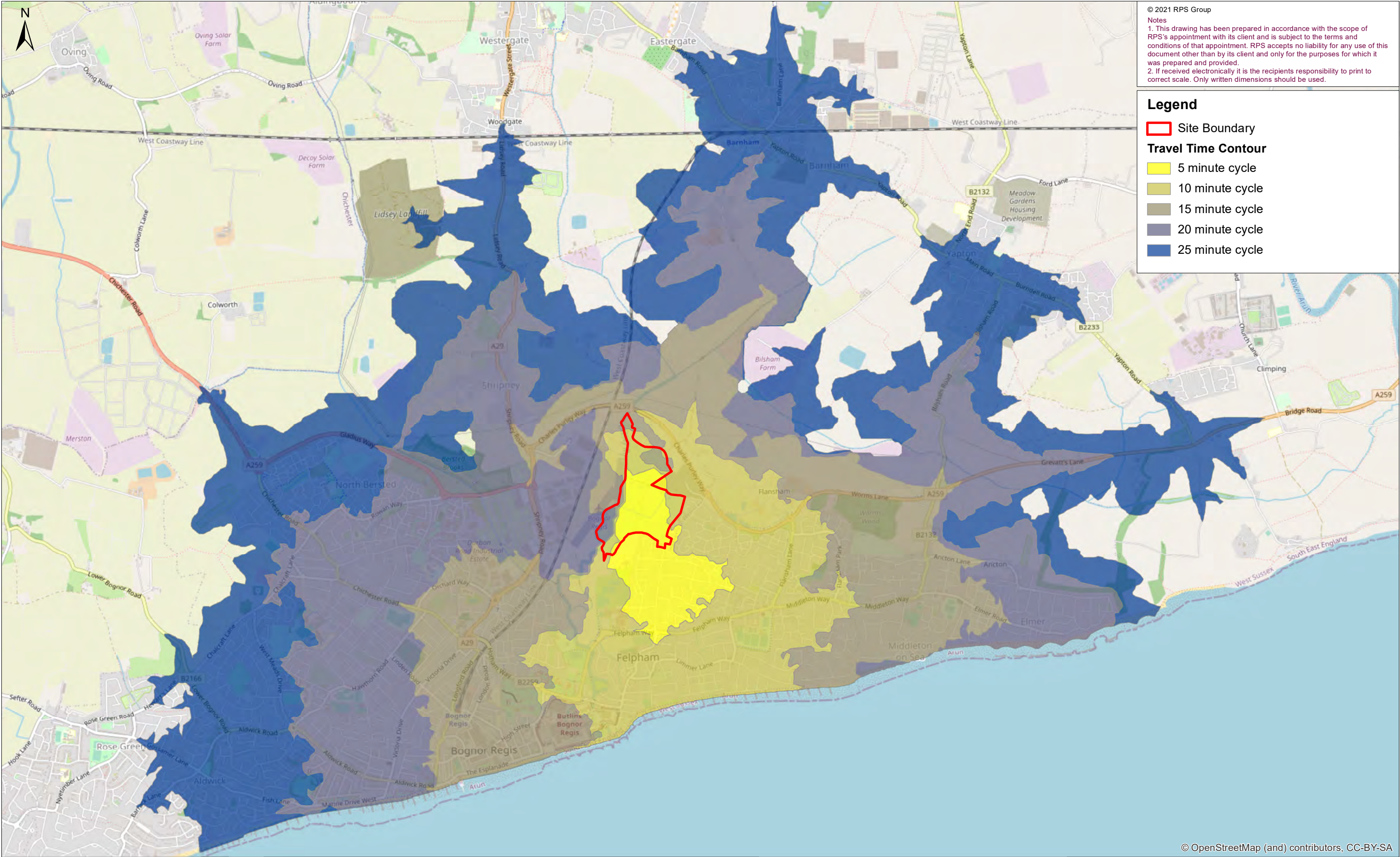
Status	Drawn By	PM/Checked By
FINAL	RD	LS
Project Number	Scale @ A3	Date Created
JNY10830	1:16,000	OCT 2021

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 821 888
E: rps@rpsgroup.com

rps

MAKING
COMPLEX
EASY

O:_TRANSPORT\JNY10830\Tech\Drawings\10830-0002-02.mxd



© 2021 RPS Group

Notes

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

Site Boundary

Travel Time Contour

- 5 minute cycle
- 10 minute cycle
- 15 minute cycle
- 20 minute cycle
- 25 minute cycle

Rev	Description	By	CB	Date
Figure Number				Rev
2				-
rpsgroup.com				

Client

Hallam Land Management

Project

Bognor Regis

Title

Cycle Isochrone Plan

Note:

Total end to end journey time using Basemap TRACC with Cycle speed of 16km/hr

0

350

700m

Status

FINAL

Project Number

JNY10830

Drawn By

RD

Scale @ A3

1:30,000

PM/Checked By

LS

Date Created

OCT 2021

© OpenStreetMap (and) contributors, CC-BY-SA

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 821 888
E: rps@rpsgroup.com

rps

MAKING
COMPLEX
EASY

O:_TRANSPORT\JNY10830\Tech\Drawings\10830-0003-02.mxd

ARUN DISTRICT COUNCIL FP/274/21/OUT