

# LAND NORTH OF HOOK LANE, PAGHAM

## FULL TRAVEL PLAN

December 2021

Bellway Homes

RESIDENTIAL DEVELOPMENT  
LAND NORTH OF HOOK LANE  
PAGHAM

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT  
LAND NORTH OF HOOK LANE  
PAGHAM

FULL TRAVEL PLAN

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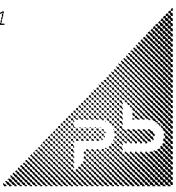
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1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Bellway Homes for a residential development comprising 300 residential dwellings at Land North of Hook Lane, Pagham. The location of the consented development site is shown in **Figure 1**, whilst the consented site layout is attached as **Appendix A**



1.2 The development received outline planning permission in September 2019 for the development of up to 300 units, a care home (up to 80 beds) and D1 uses of up to 4,000sqm including a 2-form entry primary school (ref: P/30/19/OUT). A Reserved Matters application for 300 units was approved in September 2021 (ref: P/132/20/RES).

1.3 This site-specific Full TP has been drafted by Paul Basham Associates to support the discharge of Condition 25 of the Outline Planning application which states that *‘No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority’*. This Full TP seeks to build upon the principles of the Residential Travel Plan (RTP) prepared by RGP in 2109 to support the outline application.

- 1.4 As the outline application also secured the development of a school and care home it should be clarified that this TP provides measures for the general residential element only.

### **Travel Plan Principles**

- 1.5 A TP is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of transport modes in order to:
- Reduce the impact of car travel associated with the proposed development at Hook Lane, Pagham through the implementation of the Travel Plan;
  - Support a reduced need of residents to travel by providing information on car sharing, home deliveries; and
  - Increase sustainable travel practices where possible through the promotion of sustainable travel opportunities such as Stagecoach Bus Services and the promotion of local services in Aldwick, Nyetimber, Pagham and the wider Bognor Regis area.
- 1.6 In accordance with WSCC's Development Travel Plan Policy SPD, the benefits of the Travel Plan which are likely to be achieved by users of the development, the local community and the local global environment are identified below:
- Development Users
    - An attractive pedestrian environment with reduced car use
    - Opportunity to try new travel methods through travel vouchers
  - Local Community (Including local global environment)
    - Reduced pollution on the local road network
    - Ability for residents of the Hook Lane, Pagham development to inform other residents of positive sustainable travel experiences
    - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits
- 1.7 A TP is an evolving process initiated through site visits and discussions between key stakeholders and WSCC.

### **Travel Plan Aim and Objectives**

- 1.8 The TP strategy supports access to a wide range of local facilities and activities for future site-users whilst working alongside the local council and the local community to encourage a sustainable development. The TP follows an overarching aim to reduce the reliance on the private car whilst increasing the use of sustainable transport modes. The objectives of the TP are outlined below:

### **Travel Plan's Objectives**

- Raise awareness of sustainable modes of travel available to residents and visitors.
- Increase levels of active healthy travel and in particular walking and cycling.
- Encourage uptake of public transport in particular local bus/rail services.
- Encourage car-sharing in order to reduce single vehicle occupancy.
- Achieve target percentage shift of single occupancy car journeys to and from the development.
- Provide links with other local residential, business and school Travel Plans.
- Reduce the need to travel by promoting local facilities and multi-purpose trips.
- Achieve a balance between car use and alternative travel modes for individual travel needs.
- Change resident's perception of the car being the only and automatic choice for travel.

- 1.9 Meeting these objectives will help create a sustainable development with good travel practices and will help to encourage a decrease in the reliance on the use of private cars. The continuous development of these objectives and evaluation of the TP is necessary to make sure that objectives are realistic and achievable. A Travel Plan Coordinator (TPC) would be responsible for promoting the practices of the TP and reviewing its objectives.

### **Travel Plan Structure and Approach**

- 1.10 This TP has been informed by WSCC's Development Travel Plan Policy SPD and will be broken down into the following structure:

**Chapter 2:** Travel Plan Policy

**Chapter 3:** Existing Conditions and Site Accessibility

**Chapter 4:** Development Proposals

**Chapter 5:** Indicative Baseline and Target Travel Patterns

**Chapter 6:** Travel Plan Strategy

**Chapter 7:** Implementation and Monitoring

**Chapter 8:** Summary and Conclusions and Conclusions

## 2. TRAVEL PLAN POLICY

2.1 The objectives of this TP have been designed to work alongside those set at national, regional and local levels. For reference these objectives particularly relate to:

- National Planning Policy Framework (NPPF);
- WSCC Transport Plan (LTP3) (2011-2026);
- Arun District Council Local Plan (Draft) (2011 – 2031); and
- WSCC's Development Travel Plan Policy SPD.

### National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. As defined in the NPPF's Annex 2: Glossary, a Travel Plan is 'a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and useage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

**(NPPF Para.104)**

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas,

and this should be taken into account in both plan-making and decision-making.

**(NPPF Para.105)**

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

**(NPPF Para. 113)**

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

**(NPPF Para.186)**

### **West Sussex Transport Plan (LTP3)**

2.3 The West Sussex Transport Plan (2011 – 2026) sets out West Sussex’s transport strategy and identifies a range of policy objectives, which are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing;
- Improving safety, security and health.

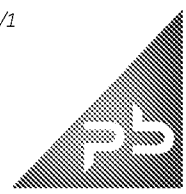
2.4 West Sussex’s LTP3 also identifies an implementation plan for Arun District, of which the key aims which relate to this TP are:

Maintaining roads and public rights of way to a good standard

All new developments should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport.

Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion. For example, through the introduction of intelligent transport systems and improving public transport reliability.

Safeguarding against traffic generated by new development resulting in the capacity of the



highway network being exceeded, by including measures to encourage sustainable travel behaviour.

Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.

Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.

Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.

Promoting sustainable transport choices through projects such as Safer Routes to School.

### **Arun Local Plan 2011-2031 (July 2018)**

2.5 The Arun Local Plan (2011 – 2031) sets out objectives which set aspirations for how Arun can be shaped over the plan period. The Arun Local Plan sets strategic policies which define the overall strategy for the Arun Local Planning Authority, they pertain to:

- The amount of new employment, retail and housing development that will take place in the District up to 2031;
- A strategic framework to help determine planning applications;
- The framework for neighbourhood development;
- A statutory guide to help local communities deliver local change

2.6 The key extracts related to transport are identified below.

#### **Policy T SP1 – Transport and Development**

The Council will support transport and development which:

- a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;
- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
- d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and

the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and; e. 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.

### **15.2 Sustainable travel & Public Rights of Way**

Improving choice and access to sustainable modes of transport is key to reducing congestion, promoting healthy lifestyles and reducing social isolation. This can be achieved by locating new development within easy reach of public transport services, making provision for community transport and giving all residents and visitors to the District the choice to cycle or walk to destinations such as town centres, visitor attractions, places of work, learning, leisure facilities and other local services.

#### **Policy T DM1 – Sustainable Travel and Public Rights of Way**

New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

### **WSCC Development Travel Plan Policy SPD**

- 2.7 The WSCC Development Travel Plan Policy SPD outlines key policies and procedures which are to be implemented alongside the introduction of a development Travel Plan. These measures have been outlined by the County Council to ensure the successful completion of the Travel Plans aims and objectives. This TP aims to meet the requirements outlined in this document.
- 2.8 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments within the District of Arun and increase the share of alternative transport options for the proposed development and wider community.
- 2.9 Seeking to maximise and build upon opportunities presented at all of the above scale, this TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes.

### 3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 3.1 The proposed development site is located to the northwest of Hook Lane and to the east of Pagham Road. There are residential properties to the east and south of the site, with agricultural fields to the north and west. The proposed development site has good access to local facilities, being within immediate proximity of the facilities in Nyetimber, 800m west of Aldwick and 4.5km west of Bognor Regis. The site and its surroundings are demonstrated in **Figure 2**.



**Figure 2:** Site Context

- 3.2 To help achieve the TP's objectives it is crucial to consider the site in relation to the local context in which it will evolve.

#### **Local Conditions**

- 3.3 The proposed development is located within close proximity of the areas of Nyetimber, Aldwick and Pagham and their associated facilities. The distance to local amenities (measured from the approved site access onto Hook Lane) are outlined in **Table 1** and based on an average walking speed of 80m per minute and average cycle speed of 240m per minute.

| Amenity                            | Distance | Walking (minutes) | Cycling (minutes) |
|------------------------------------|----------|-------------------|-------------------|
| Rose Green Junior School           | 690m     | 8-9               | 2-3               |
| Rose Green Infant School           | 600m     | 7-8               | 2-3               |
| Post Office                        | 1200m    | 15                | 5                 |
| Co-op Convenience Store            | 800m     | 10                | 3-4               |
| Tesco Express                      | 700m     | 8-9               | 2-3               |
| Hook Lane Bus Stop                 | 200m     | 2-3               | 1                 |
| Closest Doctor's Surgery           | 1km      | 12-13             | 4-5               |
| Closest Public House (The Lion)    | 850m     | 10-11             | 3-4               |
| Bognor Regis Train Station         | 4.8km    | N/A               | 20                |
| Bognor Regis War Memorial Hospital | 4.9km    | N/A               | 20-21             |

**Table 1:** Distance to Local Amenities

- 3.4 The Chartered Institution of Highways and Transportation (CIHT) outlines guidance for 'Providing Journeys on Foot' (2000), which identifies desirable, acceptable and preferred maximum walking distances for local amenities. **Table 1** demonstrates the local amenities surrounding the site and their distance, whilst **Table 2** outlines the guidance proposed by CIHT.

|                   | Local Centre (m) | Commuting/School/Sight-seeing (m) | Elsewhere (m) |
|-------------------|------------------|-----------------------------------|---------------|
| Desirable         | 200              | 500                               | 400           |
| Acceptable        | 400              | 1000                              | 800           |
| Preferred Maximum | 800              | 2000                              | 1200          |

**Table 2:** CIHT Guidance for Providing Journeys on Foot

- 3.5 This indicates that there are numerous facilities that are within the preferred maximum distance that CIHT suggests. In particular, local schools, a post office and bus stops are all within the 'preferred maximum' walking distances for journeys on foot. This highlights that walking to local schools and facilities from the proposed development is realistic.
- 3.6 The CIHT's 'Planning for Walking' document (April 2015) also identifies that 'walking neighbourhoods' are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres) which again supports the proposed development location with several facilities located within this range.

### Local Pedestrian and Cycle Network

- 3.7 The local pedestrian network benefits from a gentle topography. Hook Lane (onto which the site fronts) is supported by footways on both sides of the carriageway which connects to Sefter Road in the north and Pagham Road to the south.

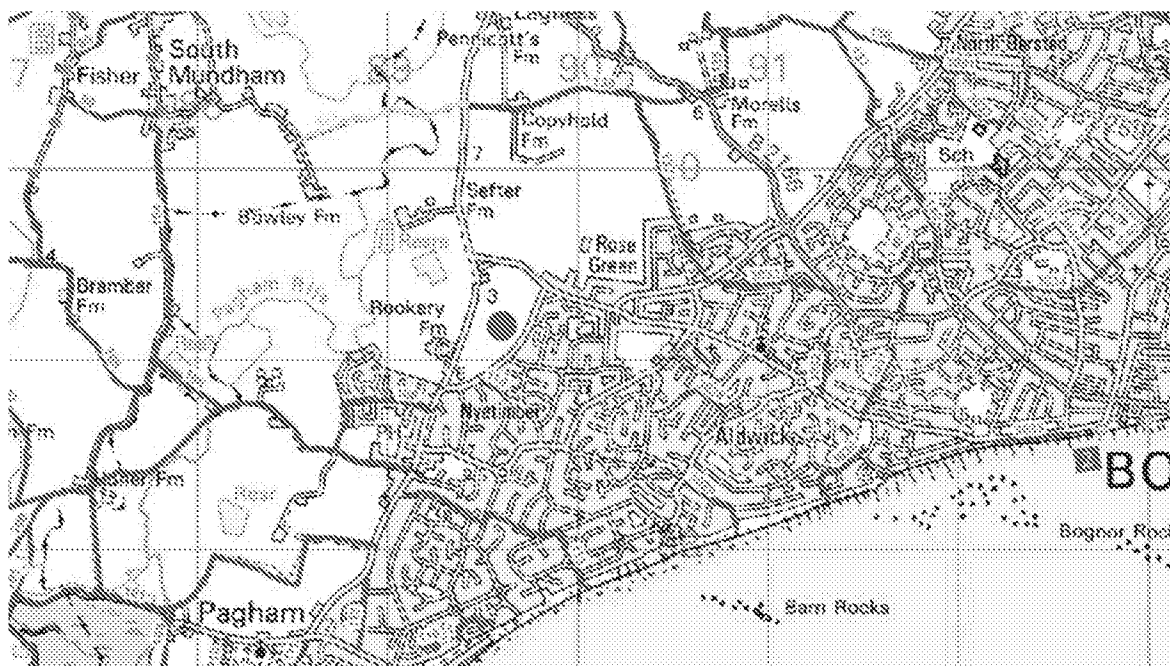
- 3.8 The proposed development will be served by six pedestrian access points into the site including the two vehicular accesses which can be used by cyclists.
- 3.9 The site layout confirms that there will be five pedestrian connections from the development onto Hook Lane to the east and one through the vehicular access located to the west directly onto Pagham Road. These can be seen in the extract from **Appendix A** below in **Figure 3**.



**Figure 3:** Pedestrian connections onto the highway network

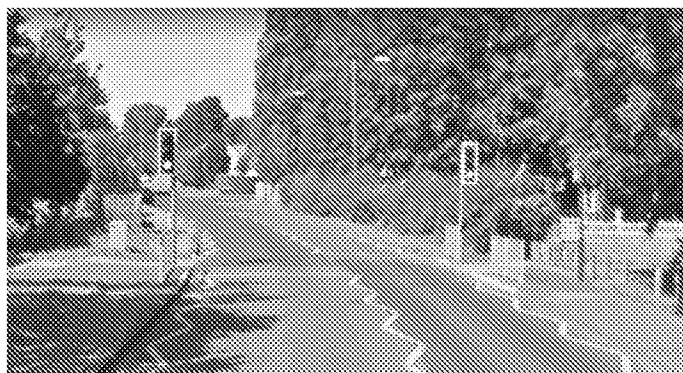
- 3.10 A comprehensive pedestrian network will be provided through the site which will connect residents to the local amenities such as the post office and convenience store. From here, pedestrians are well catered for with suitably wide footways along the pedestrian desire line to local amenities.

3.11 There are opportunities for leisure walking, as the site is well positioned at the edge of rural countryside. There are several Public Right of Way (PROW) routes to the south and north of the site. The PROW routes in the vicinity of the site are demonstrated in **Figure 4** below with the purple lines.



**Figure 4:** Local PROW's (obtained from WSCC's Public Right of Way Map)

3.12 Various pedestrian crossing points are located along pedestrian desire lines, including dropped kerbs and a pedestrian signal crossing along Nyetimber Lane, illustrated below in **Photograph 1**.



**Photograph 1:** Pedestrian signal crossing, Nyetimber Lane (Google Street View)

3.13 Within the vicinity of the site there are no identified cycle paths or cycle facilities. However, the local roads to the east and south of the site are relatively lightly trafficked and are of suitable width to accommodate cyclists on the carriageway. As demonstrated in the accessibility section above there are wide range local facilities within easy cycle distance of the proposed residential development.

- 3.14 Within the vicinity of the site there is the 'South Coast Cycle Route' which routes along Sefter Lane (less than a minutes cycle from the site) and then northwards along Pagham Road towards Chichester. **Figure 5** shows the route in purple.



**Figure 5:** South Coast Cycle Route, shown in purple, within vicinity of the site (red dot)

### **Local Bus Network**

- 3.15 The bus stops located nearest to the site are on Pagham Road and Hook Lane to the west and east of the site respectively. There are also stops on Sefter Road to the north which provide access to bus routes 600, 62, 68 and 69.
- 3.16 The bus stops on Pagham Road are positioned at the southwest corner of the site close to the junction with Hook Lane. The southbound stop is positioned to the north of the junction with Hook Lane. The north bound bus stop and provided shelter are located opposite the Hook Lane junction on Pagham Road. The bus stops provide access to bus service 600 and are located within 400m walking distance from the centre of the site.
- 3.17 Additional bus stop services are provided on the eastern side of Hook Lane adjacent to Hook Close. The bus stops are within 400m from the site which equates to a 5-minute walk. These stops are serviced by bus route 62.

3.18 Access to Bognor Regis and Chichester is provided through bus service '600' 7 days a week between 06:22 – 21:38 on weekdays. Bognor Regis Railway Station can therefore be accessed through this service for travel further afield. **Table 3** below summarises the bus services available.

| Service No. | Operator   | Bus Stop        | Route                                   | Frequency                                         |                                                   |                                | Travel Times to Key Destinations                                                |
|-------------|------------|-----------------|-----------------------------------------|---------------------------------------------------|---------------------------------------------------|--------------------------------|---------------------------------------------------------------------------------|
|             |            |                 |                                         | Mon-Fri                                           | Sat                                               | Sun                            |                                                                                 |
| 600         | Stagecoach | Pagham Road     | Chichester - Elmer                      | Every 30 minutes between 06:22-21:38              | Every 30 minutes between 06:47-21:38              | Every hour between 08:25-18:51 | Bognor Regis train station -33 minutes<br>Chichester train station – 23 minutes |
| 62          | Stagecoach | Hook Lane       | Rose Green - Bognor Regis, Retail Parks | 9:00 – 13:38                                      | 9:00-13:38                                        | N/A                            | Bognor Regis Retail Parks -35 minutes                                           |
| 68          | Stagecoach | Rose Green Road | Bersted - Pagham                        | One outbound and inbound service in the AM and PM | One outbound and inbound service in the AM and PM | N/A                            | Bersted - 35 minutes                                                            |
| 69          | Stagecoach | Rose Green Road | Wick - Pagham                           | One outbound and inbound service in the AM and PM | One outbound and inbound service in the AM and PM | N/A                            | Wick – 40 minutes                                                               |

**Table 3:** Summary of Local Bus Services

### Local Railway Network

3.19 The closest railway station to the site is Bognor Regis Railway Station, located 4.8km (a 20 minute cycle or 33 minute bus journey on service 600) to the east. The station is equipped with 184 cycle spaces and taxi rank. The bus stops are located immediately outside of the train station which would make the bus an attractive option for residents to combine the bus and train to reach destinations further afield.

3.20 Services from this station provide direct access to a range of locations including London Victoria (1hr 36 minutes), Littlehampton (22 minutes) and Barnham (6 minutes). Trains typically stop at a frequency of two per hour to the three destinations.

### Key Travel Resources

- 3.21 Sustainable travel opportunities are supported locally. **Table 4** provides a summary of key travel resources.

| Resource         | Description                                                           | Details                                                                |
|------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------|
| Living Streets   | National organisation for supporting pedestrians                      | <a href="http://www.livingstreets.org.uk">www.livingstreets.org.uk</a> |
| Cycle Street     | Online cycling journey planner                                        | <a href="http://www.cyclestreets.co.uk">www.cyclestreets.co.uk</a>     |
| Fix My Transport | Online facility for resolving local transport infrastructure problems | <a href="http://www.fixmytransport.com">www.fixmytransport.com</a>     |
| Sustrans         | The national sustainable transport charity                            | <a href="http://www.sustrans.org.uk">www.sustrans.org.uk</a>           |
| Traveline        | Online travel journey planner                                         | <a href="http://www.traveline.info">www.traveline.info</a>             |

**Table 4:** Key Travel Resources

### Site Accessibility Summary

- 3.22 The site benefits from excellent pedestrian connections to local amenities as shown in **Figure 2**. Local bus services (600 & 62) allow for residents to connect to Bognor Regis or Chichester train stations in 33 or 23 minutes respectively. Bognor Regis train station then allows for journeys further afield to London Victoria (1hr 36 minutes), Littlehampton (22 minutes) and Barnham (6 minutes). The outline planning consent (P/30/19/OUT) also reviewed the accessibility of the site and it was found to be acceptable to the planning authority and thus appropriate to support sustainable travel.

#### 4. DEVELOPMENT PROPOSALS

- 4.1 The development provides a residential development consisting of 300 residential dwellings through a mixture of flats and houses. 30% of the general housing will be affordable. The accommodation schedule is summarised in **Table 5**, whilst the site layout is included as **Appendix A**.

| Unit Type       | Quantity |
|-----------------|----------|
| Private         |          |
| 2 Bedroom House | 62       |
| 3 Bedroom House | 85       |
| 4 Bedroom House | 63       |
| Affordable      |          |
| 1 Bedroom Flat  | 22       |
| 2 Bedroom House | 42       |
| 3 Bedroom House | 20       |
| 4 Bedroom House | 6        |
| <b>Total</b>    | 300      |

**Table 5:** Accommodation Schedule

#### Parking Provision

- 4.2 The development provides parking for the residential units in line with Arun District Council's Parking Standards for a site in Zone 2. The 300 residential units are provided with a total of 669 allocated resident spaces. 60 visitor parking spaces are provided which is a ratio of 20% of the total number of residential units in accordance with Arun District Council parking standards.
- 4.3 In accordance with Arun District Council's Parking Standards Supplementary Planning Document (January 2020) the development will provide Electric Vehicle (EV) charging facilities for all houses with a driveway or garage. All other spaces will be provided with EV charging in accordance with percentages shown in table 2.2 of the SPD.

#### Cycle Parking Provision

- 4.4 Cycle parking for each of the houses would be provided in garages (where space allows) or rear gardens, with internal storage/bike stores provided for the maisonettes/flats.
- 4.5 The TPC should undertake regular site visits and if demand is shown for additional cycle parking (e.g. cycles locked to railings or lampposts), they should explore opportunities to provide further cycle parking.

### **Pedestrian Access Arrangements**

- 4.6 The site layout (see **Appendix A**) and as shown in **Figure 3** confirms that there will be five pedestrian connections from the development onto Hook Lane to the east and one through the vehicular access located to the west directly onto Pagham Road.

## 5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

- 5.1 As part of this TP the TRICS multimodal survey outputs that were provided for the outline planning application (ref: P/30/19/OUT, Appendix G of the associated Transport Assessment) have been used for consistency. The results of this assessment have been used to inform indicative targets for the TP. The resulting 12 hour multimodal trip generation is summarised in **Table 6**, with outputs included in **Appendix B**.

| Unit Type                             | Total People | Car Driver | Car Passenger       | Pedestrians | Public Transport | Cyclists |
|---------------------------------------|--------------|------------|---------------------|-------------|------------------|----------|
| Modal Trip Rate                       | 7.359        | 4.331      | 1.367 (5.698-4.331) | 1.409       | 0.101            | 0.154    |
| Modal Trip Generation (300 dwellings) | 2,208        | 1299       | 410                 | 423         | 30               | 46       |
| Percentage Split                      | N/A          | 58.8%      | 18.5%               | 19.2%       | 1.4%             | 2.1%     |

**Table 6:** 12 Hour Multimodal Trip Generation

- 5.2 **Table 6** indicates that the residents of the proposed development are likely to primarily travel by car (77.3% in total) with walking being the most popular active travel mode (19.2%) along with 2.1% cycling and 1.4% using public transport.

### Targets

- 5.3 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over a time period of 5 years. These targets inform the measures and monitoring strategy and Action Plan. Overall, the TP seeks to reduce the number of vehicle trips generated by the site, over a 12 hour period (weekday 0700-1900 hours), by a minimum of 10%
- 5.4 Targets are proposed using the multi-modal trip generation which considers the percentage change in modal split as well as the impact on vehicle trip numbers. The targets, including interim targets up to the end of year 5 are outlined in **Table 7**.

| Mode             | Baseline | Vehicle Trips | Interim Target (End of Year 1) |                    | Interim Target (End of Year 3) |                    | End of Year 5 Target | Model Share End of TP |
|------------------|----------|---------------|--------------------------------|--------------------|--------------------------------|--------------------|----------------------|-----------------------|
| Vehicle Trips    | 77.3%    | 1709          | -3%                            | 74.3% (1658 trips) | -6%                            | 71.3% (1606 trips) | -10%                 | 67.3% (1538 trips)    |
| Public Transport | 1.4%     | N/A           | +1%                            | 2.4%               | +2%                            | 3.4%               | +3%                  | 4.4%                  |
| Pedestrians      | 19.2%    | N/A           | +1%                            | 20.2%              | +2%                            | 21.4%              | +4%                  | 23.4%                 |
| Cyclists         | 2.1%     | N/A           | +1%                            | 3.1%               | +2%                            | 4.1%               | +3%                  | 3.1%                  |

**Table 7:** Indicative Baseline Targets

5.5 **Table 7** above shows that the end of year 5 target is a reduction of 171 vehicle trips over the course of a 12 hour day (07:00-19:00).

5.6 A more accurate site specific baseline modal share will be determined through surveys completed at several milestones relating to the development's occupation. In line with the Framework TP, baseline travel surveys will be undertaken at 50% occupation. This will allow confirmation of the site's anticipated modal splits and will allow targets to be agreed with WSCC's TPO before the official start of the TP. Following full occupation these surveys would be undertaken on a biennial basis. The overall target of this TP is to achieve a 10% modal shift away from single occupancy vehicle car use and towards more sustainable methods and to reduce the AM / PM vehicle trip rates.



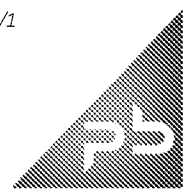
## 6. TRAVEL PLAN STRATEGY

- 6.1 The following section recommends a proposed TP strategy. The strategy of this TP is to be evolved by the TPC through the lifetime of the TP. The measures proposed are influenced by the site's location, the TP aims and targets and local and national planning policy. Many of the measures chosen could also be continued by residents beyond the official monitoring period.
- 6.2 Whilst many measures outlined in this TP would focus primarily upon the promotion and awareness of local infrastructure, several hard measures are proposed as part of the development for example the increased pedestrian accesses onto Hook Lane. Within the Section 106, a £30,612 contribution was secured towards upgrading local Public Rights of Way routes which can help to support walking as a primary travel mode. In addition, the site layout is attractive for pedestrians and cyclists providing permeability and safe movement through the site and cycle parking and electric vehicle charging facilities are provided.

### Travel Plan Coordinator (TPC)

- 6.3 The role of the TPC has been appointed to Paul Basham Associates. This role would be part-time over the course of the TP, with support from Bellway Homes and is expected to occupy 2-4 hours per week on average. Paul Basham Associates would be responsible for implementing and monitoring the TP through the collaboration with residents and the local community ensuring that they are included in every stage.
- 6.4 More specifically, the role of the TPC requires;
- Overseeing the development of the TP;
  - Implementing an effective marketing strategy and raising awareness;
  - Staying informed on local, regional and national campaigns and promotions;
  - Acting as the point of call for all TP related queries;
  - Liaising with WSCC, Residents and Bellway Homes; and
  - Coordinating the monitoring and evaluation of the TP including the organisation of any monitoring surveys.
- 6.5 It is confirmed the Travel Plan Coordinators are Jessica Lloyd and Sam Coleman, contact details are provided below.

|               | E-mail                             | Contact number |
|---------------|------------------------------------|----------------|
| Jessica Lloyd | Jessica@paulbashamassociates.com   | 01329 711000   |
| Sam Coleman   | s.coleman@paulbashamassociates.com | 01329 711000   |



### **Key Stages Pre-Occupation**

- 6.6 In order to meet the key objectives of this TP, it is essential that several measures are implemented at an early stage. The objectives set out in **Table 9** should be reviewed annually by the TPC to ensure that targets remain relevant and achievable. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan included as **Appendix C**.
- 6.7 Bellway Homes have appointed Paul Basham Associates to the TPC role. The TPC would implement the preliminary tasks agreed within the approved TP Action Plan and prepare a database for holding important contact details (TPO, forums etc.) alongside liaison with other local TPCs.

### **Key Stages: Following 50% Occupation**

- 6.8 The TP would become fully active upon 50% occupation and would remain active for a period of 5 years following that date. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community.
- 6.9 The Action Plan agreed with WSCC's TPO at the preliminary stage would be expended upon over the lifetime of the TP, thorough the implementation of a variety of measures. These measures would be determined through liaison with residents, WSCC's TPO and other key players (for example other local TPC's). These measures are discussed in further detail in the remainder of this section, and are included in the Action Plan; contained as **Appendix C**.

### **Financial Incentive: Travel Gift**

- 6.10 Travel vouchers worth £50 will be provided to the first occupants of the proposed houses. This would be in the form of a bus or cycle voucher, which would be negotiated by the TPC through liaison with local bus companies and cycle shops. The voucher would be valid for a period of 3 months to encourage cycle/bus use from the outset, with terms and conditions clearly stated on the voucher.
- 6.11 Provision of these incentives would be entitled by the completion of a residents' travel survey in the form of a questionnaire. Subsequent travel surveys would be undertaken at the end of year 2 and 4 and could include an additional incentive for survey completion. A second round of vouchers could be offered to residents if the TP target (10%) is not achieved.

### **Walking and Cycling Measures**

- 6.12 This TP has previously summarised the local walking and cycling networks and facilities available within proximity to the site and has outlined the planned works to be undertaken by WSCC and Bellway Homes. Local cycle routes and facilities would be promoted to residents using the £50 travel voucher as an additional incentive to purchase a bike/equipment, with details of the most direct routes and times provided through the preparation and maintenance of a dedicated site webpage and within resident welcome packs, and with regular updates provided in the bi-annual newsletters. Information on local walking and cycling routes would include safe routes to the local schools.
- 6.13 Sales staff should be briefed on the opportunities for walking and cycling in the local area and should promote these to prospective residents at the point of sale.

### **Public Transport Measures**

- 6.14 The site's close proximity to the local bus network is a primary asset for this site, with local services operating into Bognor Regis which provide further connections to wider bus services. Bognor Regis Rail Station is located within 4.8km of the site, the station is accessible via a 20 minute cycle which provide connections to key commuter destinations.
- 6.15 To ensure that the use of local services is maximised, the timetables of these services would be made available to residents via the TP webpage, within resident welcome packs and with regular updates provided in the bi-annual newsletters. The TPC would include a cost benefit analysis to highlight the benefits of travelling via public transport and would promote WSCC's Journey planner to residents. Promotion of public transport should form a critical element of this TP, particularly given the planned improvements by WSCC. The use of public transport will be further incentivised through promotion of the £50 travel voucher.
- 6.16 Again, sales staff should promote opportunities to travel by public transport to prospective residents, and should keep up-to-date with any changes in timetable information.

### **Sustainable Private Car Use and Car Sharing**

- 6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.1 Car sharing website's such as West Sussex Car Share ([www.westsussexcarshare.com](http://www.westsussexcarshare.com)) would be promoted by the TPC and would help to reduce pollution and congestion. The West Sussex Car Share

website provides information about car sharing and helps to find potential car sharing partners. Promotion of the car sharing websites would help to reduce the number of single occupancy vehicle trips generated by the site. The TPC would monitor the uptake of car sharing and would determine the need for a site specific car sharing scheme.

- 6.1 Electric and hybrid vehicles are becoming a key aspect of sustainable transport and therefore the TPC should also promote the uptake and usage of both electric and hybrid vehicles, with awareness raised of the active charging points available in the local area through the use of the bi-annual newsletters and the dedicated TP webpage.

### **Home and Remote Working**

- 6.2 Options for home and remote working are becoming popular practices for many companies. Although this TP has limited scope to adjust workplace practices, it can ensure that residents are aware of smarter working practices and options to work from home.

### **Local Area and Site Visitors**

- 6.3 The TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident group and community groups. As part of this TP the TPC will also encourage and extend sustainable travel opportunities to any visitors travelling to/from the site. Residents' own positive sustainable travel experiences should have a knock-on effect on site visitors.
- 6.4 The TPC would develop a TP logo; an easily identifiable symbol synonymous with the TP. This would be used on all TP material and used within the co-ordinated marketing campaign and communication forms below;
- The travel welcome pack
  - Six monthly newsletter
  - Use of social media

### **Travel Planning Website**

- 6.5 The TPC should explore opportunities to provide residents with a site specific website such as Paul Basham Associates Travel Planning Website ([tpc-paulbashamassociates.com](http://tpc-paulbashamassociates.com)) or a dedicated webpage on an existing website (if available). The webpage would provide information on site accessibility and sustainable travel options and could also provide information on and promote the following:
- Introduction to the TP;
  - Accessibility map;

- Walking, cycling and public transport links and journey planners;
- Any travel news which may affect residents;
- Biennial TRICS SAM and travel survey results;
- Local TP forum minutes;
- Development Newsletters; and
- Local discounts/ travel vouchers available to the development.

### **Action Plan**

- 6.6 To accompany this TP a proposed Action Plan complete with costs has been developed, which sets out the measures which would be implemented by the TPC. The proposed Action Plan is attached as **Appendix C**, and would be agreed with WSCC's TPO during the preliminary TP period.



## 7. IMPLEMENTATION AND MONITORING

- 7.1 The role of the TPC has been awarded to Paul Basham Associates by Bellway Homes and would be part time over the lifetime of the TP. The TPC will be responsible for the day to day implementation and monitoring of the TP's targets and measures in liaison with WSCC's TPO and Bellway Homes. The early stages of a TP are relatively time intensive and the budget should be 'front-loaded' to take into account the work that is required to establish the TP.

### Travel Plan Forums

- 7.2 The TPC would be required to attend any Travel Forums to ensure that the TP is well coordinated, remains relevant and is understood by residents.

### Travel Plan Monitoring

- 7.3 The TPC would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:

- Ensuring that TRICS SAM surveys and travel surveys are undertaken at defined intervals;
- Ensuring that all are informed of the TP's aims and objectives including WSCC's TPO, residents, the local community and Bellway Homes;
- That the TP is being adopted, at least in part by the local community/residents beyond the life of the monitoring period; and
- Respondee fatigue is avoided by securing a time-efficient, user friendly and incentivised method of data collection which benefits and supports subsequent TP implementation.

- 7.4 This TP's approach acknowledges the above and the proposed monitoring approach is shown in **Table 10** and summarised within the subsequent paragraphs.

| Preliminary Period            | End of Year 1 | End of Year 2          | End of Year 3 | End of Year 4          | End of Year 5                        |
|-------------------------------|---------------|------------------------|---------------|------------------------|--------------------------------------|
| Resident travel survey at 50% | TRICS SAM     | Resident Travel Survey | TRICS SAM     | Resident Travel Survey | TRICS SAM + compare to Year 5 target |

**Table 10:** Travel Plan Monitoring Strategy

- 7.5 A baseline travel survey of the site would be undertaken at 50% occupation, to establish site travel patterns and the objectives of the TP. This will ensure that these targets are realistic and achievable over a 5 year period. An example of a resident travel survey is included as **Appendix D**.

- 7.6 It is proposed that biennial TRICS SAM surveys are undertaken of the site to monitor the changing needs of the site over the lifetime of the TP, in line with TRICS SAM best practice. TRICS SAM surveys would be completed in Years 1, 3 and 5.
- 7.7 The results of all site surveys will be available for residents to view on the development's dedicated TP webpage (if available) and within bi-annual newsletters. Results would also be presented at resident meetings and displayed on a community notice board if one is available.
- 7.8 The TPC would seek to achieve an acceptable response rate from residents following the completion of travel surveys at the baseline stage and in Years 2 and 4. Over the course of the TP responses are likely to decrease and therefore the TPC would work alongside WSCC's TPO to ensure that response rates are adequate.
- 7.9 An annual monitoring/progress report will be produced and submitted by the TPC to WSCC's TPO within 3 months of each survey taking place. The annual monitoring report would outline how the TP has been implemented along with a presentation of results and an outline of the future monitoring strategy including any revisions.

#### **Community Handover**

- 7.10 Upon the completion of the official monitoring period in Year 5, the TP would be handed over to the local community/residents to continue. A handover strategy would be devised by the TPC through liaison with WSCC's TPO and the development's resident group (if available).

#### **Overcoming Barriers to Success**

- 7.11 Mismanagement can become a potential barrier to the successful implementation of a TP. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WSCC's TPO officer should ensure that mismanagement does not occur.
- 7.12 The evolution of the TP over the 5 year period would highlight aspects of the TP that were successful, which would be used as a guide when proposing remedial measures.
- 7.13 Whilst specific remedial measures have not been identified within the TP, such measures would be identified through discussions with WSCC's TPO. The 5 year budget for implementing the TP would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in Year 1, there would be budget in Year 2 to rectify this and change to new measure if needed.

## 8. SUMMARY AND CONCLUSIONS

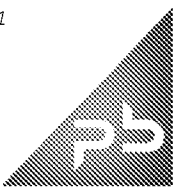
- 8.1 This TP has been prepared by Paul Basham Associates on behalf of Bellway Homes to discharge Condition 25 in relation to the 300 unit residential development on land off Hook Lane, Pagham.
- 8.2 A TP is a strategy that supports national and local policies by supporting an increase in sustainable travel modes and the accessibility of developments. A TP is an evolving process which requires monitoring and input from the TPC, residents, Bellway Homes and WSCC's TPO to ensure that targets remain relevant and achievable.
- 8.3 The TP's primary aim is to encourage sustainable development by reducing the impact of the development's travel demands, by raising awareness of, and promoting more sustainable travel practices.
- 8.4 An indicative baseline travel modal split and targets have been established for the proposed development site. These baseline targets would be reviewed, revised and agreed with WSCC where necessary. A baseline travel survey would be undertaken at 50% occupation, to confirm modal splits. The overall target of this TP is to achieve a 10% vehicle trip reduction away from single occupancy vehicle car use during the weekday –which will be a reduction of 130 vehicle trips. Targets and measures set in this TP will be revised upon the completion of baseline surveys and would be agreed with WSCC's TPO.
- 8.5 In order to meet the key objectives of the TP a number of measures would be implemented by the TPC at an early stage. These measures primarily focus on the establishment of the TP within the community and their establishment at an early stage should help achieve TP targets in the long-term.
- 8.6 The TPC would oversee the implementation of all aspects of the TP and would work alongside WSCC, residents and Bellway Homes to ensure that accurate and achievable targets are proposed. Survey results would be used to guide the TP, to ensure that targets and measures remain relevant and that the TP becomes increasingly integrated into the local community.

## Appendix A

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Land North of Hook Lane, Pagham  
Full Travel Plan

Paul Basham Associates Ltd  
*Report No 043.0034/TP/1*





**Romsey Office**  
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Romsey Road,  
Michelmersh, Romsey,  
Hampshire. SO51 0AE  
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**Portishead Office**  
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Bristol Road,  
Portishead  
Bristol, BS20 6PN  
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| Rev | Description                                                                                                     | Date     | Au  | Ch  |
|-----|-----------------------------------------------------------------------------------------------------------------|----------|-----|-----|
| A   | Issued for Planning.                                                                                            | 17.12.20 | MWP | CAW |
| B   | Major amendments to dwellings positions, trees added.                                                           | 20.04.21 | AS  | CAW |
| C   | Parking to plots 279-181, 212-213 gardens, plots 152, 164 & 165 nudged back. Bin store_sheds updated.           | 05/05/05 | CAW | CAW |
| D   | Plots 14-30, 141-148 gardens revised.                                                                           | 11/05/05 | AS  | CAW |
| F   | Minor amendments to road junctions and bin collection points due to vehicle tracking received. SS and GG added. | 21/05/21 | AS  | CAW |

scale 1:1000

**Project** Hook Lane, Pagham  
**Drawing** Coloured Site Layout

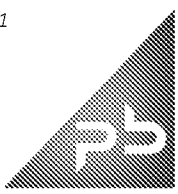
|                    |             |                 |              |
|--------------------|-------------|-----------------|--------------|
| <b>Client</b>      | Hallam Land | <b>Date</b>     | June 2020    |
| <b>Job no.</b>     | HALL200505  | <b>Revision</b> | F            |
| <b>Dwg no.</b>     | CSL.01      | <b>Scale</b>    | 1:1000 at A1 |
| <b>Author</b>      | AS          | <b>Checker</b>  | GR/CW        |
| <b>Status</b>      | PLANNING    | <b>Office</b>   | Romsey       |
| <b>Client ref.</b> |             |                 |              |

## Appendix B

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Land North of Hook Lane, Pagham  
Full Travel Plan

Paul Basham Associates Ltd  
*Report No 043.0034/TP/1*



Calculation Reference: AUDIT-657801-160719-0738

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | EX ESSEX                                  | 1 days |
|           | SC SURREY                                 | 1 days |
|           | WS WEST SUSSEX                            | 1 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | DV DEVON                                  | 2 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | NF NORFOLK                                | 1 days |
| <b>06</b> | <b>WEST MIDLANDS</b>                      |        |
|           | SH SHROPSHIRE                             | 2 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NE NORTH EAST LINCOLNSHIRE                | 2 days |
|           | NY NORTH YORKSHIRE                        | 3 days |
|           | SY SOUTH YORKSHIRE                        | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | CH CHESHIRE                               | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | CB CUMBRIA                                | 1 days |
| <b>11</b> | <b>SCOTLAND</b>                           |        |
|           | FA FALKIRK                                | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Filtering Stage 2 selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 52 to 432 (units: )  
 Range Selected by User: 50 to 491 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 4 days |
| Tuesday   | 4 days |
| Wednesday | 2 days |
| Thursday  | 4 days |
| Friday    | 3 days |

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 17 days |
| Directional ATC Count | 0 days  |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 9 |
| Edge of Town                       | 7 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range          | ARRIVALS  |            |              | DEPARTURES |            |              | TOTALS    |            |              |
|---------------------|-----------|------------|--------------|------------|------------|--------------|-----------|------------|--------------|
|                     | No. Days  | Ave DWELLS | Trip Rate    | No. Days   | Ave DWELLS | Trip Rate    | No. Days  | Ave DWELLS | Trip Rate    |
| 00:00 - 01:00       |           |            |              |            |            |              |           |            |              |
| 01:00 - 02:00       |           |            |              |            |            |              |           |            |              |
| 02:00 - 03:00       |           |            |              |            |            |              |           |            |              |
| 03:00 - 04:00       |           |            |              |            |            |              |           |            |              |
| 04:00 - 05:00       |           |            |              |            |            |              |           |            |              |
| 05:00 - 06:00       |           |            |              |            |            |              |           |            |              |
| 06:00 - 07:00       |           |            |              |            |            |              |           |            |              |
| 07:00 - 08:00       | 17        | 128        | 0.100        | 17         | 128        | 0.387        | 17        | 128        | 0.487        |
| 08:00 - 09:00       | 17        | 128        | 0.201        | <b>17</b>  | <b>128</b> | <b>0.700</b> | <b>17</b> | <b>128</b> | <b>0.901</b> |
| 09:00 - 10:00       | 17        | 128        | 0.219        | 17         | 128        | 0.283        | 17        | 128        | 0.502        |
| 10:00 - 11:00       | 17        | 128        | 0.203        | 17         | 128        | 0.269        | 17        | 128        | 0.472        |
| 11:00 - 12:00       | 17        | 128        | 0.216        | 17         | 128        | 0.226        | 17        | 128        | 0.442        |
| 12:00 - 13:00       | 17        | 128        | 0.258        | 17         | 128        | 0.221        | 17        | 128        | 0.479        |
| 13:00 - 14:00       | 17        | 128        | 0.235        | 17         | 128        | 0.252        | 17        | 128        | 0.487        |
| 14:00 - 15:00       | 17        | 128        | 0.243        | 17         | 128        | 0.282        | 17        | 128        | 0.525        |
| 15:00 - 16:00       | <b>17</b> | <b>128</b> | <b>0.549</b> | 17         | 128        | 0.334        | 17        | 128        | 0.883        |
| 16:00 - 17:00       | 17        | 128        | 0.488        | 17         | 128        | 0.285        | 17        | 128        | 0.773        |
| 17:00 - 18:00       | 17        | 128        | 0.495        | 17         | 128        | 0.284        | 17        | 128        | 0.779        |
| 18:00 - 19:00       | 17        | 128        | 0.349        | 17         | 128        | 0.280        | 17        | 128        | 0.629        |
| 19:00 - 20:00       |           |            |              |            |            |              |           |            |              |
| 20:00 - 21:00       |           |            |              |            |            |              |           |            |              |
| 21:00 - 22:00       |           |            |              |            |            |              |           |            |              |
| 22:00 - 23:00       |           |            |              |            |            |              |           |            |              |
| 23:00 - 24:00       |           |            |              |            |            |              |           |            |              |
| <b>Total Rates:</b> |           |            | <b>3.556</b> |            |            | <b>3.803</b> |           |            | <b>7.359</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 52 - 432 (units: )  
 Survey date range: 01/01/08 - 28/09/15  
 Number of weekdays (Monday-Friday): 17  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

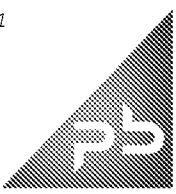
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

## Appendix C

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Land North of Hook Lane, Pagham  
Full Travel Plan

Paul Basham Associates Ltd  
*Report No 043.0034/TP/1*



[illegible]

|          |       |
|----------|-------|
| 01 油漆工程  | 油漆工程  |
| 02 装饰工程  | 装饰工程  |
| 03 安装工程  | 安装工程  |
| 04 电气工程  | 电气工程  |
| 05 给排水工程 | 给排水工程 |
| 06 暖通工程  | 暖通工程  |
| 07 园林工程  | 园林工程  |
| 08 其他工程  | 其他工程  |

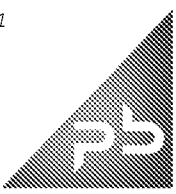
ARUN DISTRICT COUNCIL P/177/21/DOC

## Appendix D

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Land North of Hook Lane, Pagham  
Full Travel Plan

Paul Basham Associates Ltd  
*Report No 043.0034/TP/1*



Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.

Don't forget to fill out your details at the end!

You can send your completed survey via:

☐ **Post using the pre-paid envelope:** Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU



Hello SITE NAME resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

**1. What is your main mode of travel? (Please choose 1)**

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify \_\_\_\_\_)

**2. How often do you use another form of transport?**

- ☐ Never
- ☐ Very rarely/sometimes
- ☐ Once a month
- ☐ Once a fortnight
- ☐ Once a week

**3. If you were to change your mode of travel what mode would it most likely be:**

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify \_\_\_\_\_

**4. What is your most frequent journey for?**

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other

**5. How far do you usually travel for your most frequent journey?**

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

**6. How long does your most frequent journey usually take?**

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

**7. To which location do you travel the most regularly?**

- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ Other please specify \_\_\_\_\_

**8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)**

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

**9. I would like to claim:**

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

**10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:**

**11. Is there anything else you would like to tell us about travel in your local area?:**

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: \_\_\_\_\_

House/Flat number: \_\_\_\_\_

Street Name: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email Address: \_\_\_\_\_

INSERT DEVELOPER  
LOGO