

LAND WEST OF PAGHAM ROAD PAGHAM

Framework Residential Travel Plan

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Travel Plan
Version 01a
15 December 2021

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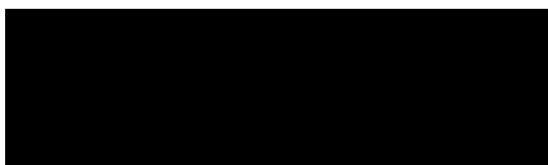
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1 INTRODUCTION

- 1.1 RPS has been commissioned by Hallam Land Management to prepare a Framework Residential Travel Plan (TP) in relation to the proposed residential development of up to 106 dwellings on land west of Pagham Road, Pagham, West Sussex.
- 1.2 The site is located approximately 5.6km west of Bognor Regis town centre, and 1.8km to the northeast of the Pagham village. 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 The development proposal is for up to 106 dwellings. The vehicular access will be via a new priority junction onto the western side of Pagham Road located approximately 60m north of the junction with Hook Lane.

What is a Travel Plan?

- 1.4 A Travel Plan is a dynamic management tool which brings together transport and other issues in a co-ordinated strategy.
- 1.5 A Travel Plan aims to:
 - ¿ Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
 - ¿ Reduce unnecessary travel; and
 - ¿ Encourage the use of sustainable travel by improving facilities and providing information.
- 1.6 Travel Planning is an on-going process which will grow and develop with time. A Travel Plan will reflect the changing circumstances faced by individual residents, and the environment in which they live. This Travel Plan should be read as the document which acknowledges the current position of the development land together with the need for further work to develop the measures in order to meet the targets identified.
- 1.7 It is acknowledged that to be successful, the residential development should involve:
 - ¿ A designated Travel Plan co-ordinator who will be responsible for the development, implementation and day to day running of the Travel Plan;
 - ¿ Communication with residents identifying the various methods of transport available; and
 - ¿ Involvement of other organisations, such as public transport companies, and other local organisations as well as the local authority.
- 1.8 The Travel Plan co-ordinator is likely to be a director of or as nominated by the management company relating to the development, the details of the Travel Plan co-ordinator will be identified when the management company has been set up. The Travel Plan co-ordinator will be responsible for collating information and will be the key point of contact with the residents and the local authority.

Central Government Planning Policy

- 1.9 In the context of Transportation and when considering new development, it is appropriate to assess the development in relation to the relevant planning policy guidance. The current planning policy guidance set by the government is the National Planning Policy Framework (NPPF) updated in July 2021.

- 1.10 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. The NPPF recognises that Travel Plans are a key tool in facilitating sustainable travel, Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.
- 1.11 Section 9 of the NPPF 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.

Travel Plan Summary

- 1.12 This Travel Plan has been prepared for up to 106 residential dwellings on land west of Pagham Road, Pagham, West Sussex. A site location plan for this development has been provided at Appendix 1 of this report.
- 1.13 Proposed development sites should be capable of satisfying a range of criteria related to their level of services and facilities, including a good level of accessibility. Promotion of sustainable development requires sites to be accessible to a range of local facilities to reduce the need to travel by private car. The accessibility of the site is discussed further in Section 3.

This Travel Plan

- 1.14 The remainder of the Travel Plan is as follows:
- ¿ Section 2 – Development Proposal;
 - ¿ Section 3 – Site Accessibility;
 - ¿ Section 4 – Travel Plan Aims, Objectives and Targets;
 - ¿ Section 5 – Travel Plan Measures; and
 - ¿ Section 6 – Action Plan.

2 DEVELOPMENT PROPOSALS

Site Context

- 2.1 The site is located to the west of Bognor Regis, in the village of Pagham, West Sussex and is currently agricultural land. The site is bound to the north and west by agricultural lands and residential properties, to the south by residential properties and to the east by Pagham Road.

Development Proposals

- 2.2 A full description of the proposed residential development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.
- 2.3 The planning application proposes a residential development of up to 106 residential dwellings, formation of access onto Pagham Road, new pedestrian and cycle links, the layout out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works.
- 2.4 The vehicular site access will be via a new priority junction onto the western side of Pagham Road located approximately 40m north of the junction Hook Lane and approximately 70m south of the proposed access to the new development site as part of Land North of Hook Lane. This will provide appropriate separation between the access arrangements.
- 2.5 The access roads will include 2m wide footways on both sides of the access allowing easy access for pedestrians. The internal footways will connect to the footway proposed as part of planning application Ref: P/30/19/OUT on the western side of Pagham Road. Cycle access to the site will be via the proposed vehicular access arrangement.
- 2.6 Details of the masterplan are provided in the Design & Access Statement and a copy is included in Appendix 2.

3 SITE ACCESSIBILITY

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.

Walking and Cycling

- 3.2 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the north, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site.
- 3.3 A plan showing the walking isochrones from the site is provided in Appendix 3, based on a walking speed of 80m per minute (circa 4.8kph), up to a maximum walking distance of 2km from the edge of the site. The walking isochrones demonstrate that within a 5-minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane.
- 3.4 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.
- 3.5 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefter Road and then northwards onto Pagham Road towards Chichester as shown in Figure 1 below.

Figure 1: South Coast Cycle Route



- 3.6 A plan showing the cycle isochrones from the site is provided in Appendix 3, this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicate that individuals can reach Bognor Regis town centre and railway station within approximately a 26-minute cycle ride.

Public Transport

Bus

- 3.7 The nearest bus stops to the site are located on Pagham Road, circa 200 (3 minutes ~walk) metres to the southeast of the site and provide access to bus route 600.
- 3.8 An additional bus stop is located approximately 700 metres (10 minutes ~walk) to the east of the site on the Leonora Drive. The bus stop provides access to bus route 62.
- 3.9 Table 3.1 summarises the route and frequency of the bus services.

Table 3.1: Bus Route and Frequency

Route No.	Route	Average Frequency (per hour)				
		Mon - Fri			Saturday	Sunday
		AM Peak	Off Peak	PM Peak		
Hook Lane						
600	Elmer - Bognor Regis ~ Chichester	3	2	2	2	1
Leonora Drive						
62	Rose Green - Bognor Regis, Retail Parks	0	1	0	1	No Service

Source: stagecoachbus.com

- 3.10 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis railway station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

Rail

- 3.11 Bognor Regis rail station is located approximately 5.2km to the east of the site. The station is operated by Southern and is a terminus at the end of a short branch of the West Coastway Line. The station provides 184 cycle parking spaces as well as 99 car parking spaces including four accessible 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)				
	AM Peak	Mon - Fri Off Peak	PM Peak	Saturday	Sunday
London Victoria	3	2	2	2	1
Barnham	4	4	4	4	2
Littlehampton	1	1	1	1	1

Source: www.thetrainline.com (accessed October 2021).

- 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.

Accessibility to Local Facilities

- 3.14 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.
- 3.15 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.’
- 3.16 In addition, it is recognised that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km.
- 3.17 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.’
- 3.18 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
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	350m	4	1
Co-op Convenience Store, The Southern Co-operative Rose Green Road	1400m	18	7
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1600m	19	8
Bognor Regis Town Centre	5200m	N/A	26
Rose Green Junior School	1000m	12	5
Rose Green Infant School	1000m	12	5
Healthcare Facilities			
Grove House Surgery, Pryors Lane	1500km	18	7 X
Lloyds Pharmacy, Rose Green Road	1600m	20	8
Bognor Regis War Memorial Hospital	5500m	N/A	27 X
Public Transport			
Hook Lane Bus Stop	200m	3	N/A
Leonora Drive Bus Stop	700m	10	N/A
Bognor Regis Rail Station	5200m	N/A	26

3.19 As can be seen local facilities including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.

3.20 Whilst not yet constructed, as part of the three applications within Pagham a new primary school is proposed as well as a new local centre and care home facilities. These will all be within a short walking distance from the site.

Accessibility Summary

3.21 The site benefits from good accessibility to bus service 600 which operates 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

3.22 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria, Barnham and Littlehampton. In addition, Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

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- 3.23 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site. It is considered that future residents would be able to walk or cycle to access local facilities within Pagham.
- 3.24 In terms of accessibility, the location of the site is conducive to providing future residents with a realistic choice to the private car for many day-to-day journeys.

4 DRAFT AIMS, OBJECTIVES AND TARGETS

Aims

- 4.1 The principal aim of this Travel Plan is to promote travel by sustainable modes such as walking, cycling and public transport, whilst being aware of the need to also provide for use of the private car for some journeys. The sustainable travel measures described within the travel plan aim to allow residents of the development to make informed travel and mode choices.

Objectives

- 4.2 The objectives of the Travel Plan are as follows:
1. Minimise the number of additional car traffic movements to and from the residential development;
 2. Support walking, cycling and public transport use;
 3. Provide adequately for those with mobility difficulties;
 4. Promote healthy lifestyles and sustainable, vibrant communities; and
 5. Encourage good urban design principles that open up the permeability of the site to walking and cycling.
- 4.3 The development site is well located to reduce the need to travel, as it is located in close proximity to many day-to-day facilities within Pagham and surrounding area.

Target Setting

- 4.4 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':
- ¿ Specific;
 - ¿ Measurable;
 - ¿ Achievable;
 - ¿ Realistic; and
 - ¿ Time-bound.

Modal Share Targets

- 4.5 In order to establish the modal share targets, the primary modes of travel that local residents use to travel to work have been obtained from the 2011 Census database. The site lies within the Pagham and Rose Green Ward. The predicted modal splits are presented below in Table 4.1.

Table 4.1: Modal Split Targets

Travel Mode	Baseline Modal Split	Interim Modal Split (Upon 50% Occupation)	Target Modal Split (Upon 100% Occupation)
Train	2%	2%	3%
Bus	4%	5%	5%
Motorcycle	1%	1%	1%
Car Driver	78%	75%	73%
Car Passenger	6%	6%	6%
Bicycle	3%	4%	4%
Foot	5%	6%	6%
Total	100%	100%	100%

- 4.6 The suggested targets outlined in Table 4.1 represent a potential reduction of single occupancy trips of 5% over the build out period. These targets are considered to be an ambitious, but achievable given the sites location as well as the introduction of the TP.
- 4.7 The baseline modal split indicates that 8% of residents are likely to travel to the site by walking or cycling, 6% of residents are likely to use public transport and 78% travel as a private car driver. This is considered a good starting point for basing the modal share targets from.
- 4.8 The modal split targets set aim to capitalise on the sustainable location of the area, in addition to the local pedestrian and cycle facilities.
- 4.9 Once the initial modal splits have been derived, these targets will be updated to ensure they are realistic and achievable.
- 4.10 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.

5 INITIATIVE AND MEASURES

Travel Information

- 5.1 Allowing residents of the development to make informed travel mode choices is the main way of encouraging a move away from travel by private car. Providing sustainable travel information to residents when they first occupy their new property will help engender an understanding of the sustainable alternatives that are available before less sustainable mode choices are made. The developer will provide a Welcome Pack to each first homeowner upon occupation, which will include the following travel information:
- ℳ Pedestrian and cycle network maps and information;
 - ℳ Bicycle equipment vouchers;
 - ℳ Information on the health benefits of walking and cycling;
 - ℳ Information regarding local businesses selling bicycles and protective clothing, and providing cycle maintenance services;
 - ℳ Vouchers to obtain a taster bus pass;
 - ℳ Published timetables for bus and train services operating in and through Pagham;
 - ℳ Details of local businesses providing home delivery services;
 - ℳ Details of 'Safer Routes to School' initiatives for local schools;
 - ℳ Information on initiatives and proposals detailed in this Travel Plan;
 - ℳ Information on sources of travel information, both local and national (telephone numbers and internet links); and
 - ℳ Information about car sharing including details of any local Car Share websites.
- 5.2 The Welcome Pack will also contain information on the travel plan aims, objectives, targets and measures, alongside details of where copies of the Travel Plan are available and also details of the Travel Plan Co-ordinator (TPC), who is likely to be part of the management company for the site. The TPC will be responsible for preparing and updating the Welcome Pack as and when required.

Walking

- 5.3 Government planning guidance identifies walking as an important mode for replacing car journeys under 2km in length. In order to encourage walking as a mode, pedestrian routes need to be direct, convenient, of good quality, safe and give pedestrians priority over the private car where possible.
- 5.4 The majority of short distance trips are to local facilities within a settlement, such as schools and shops, and also to bus stops as part of a wider journey by public transport. The developer proposes to provide good quality footways to link the development to the existing footway network and in turn to the local facilities available within Pagham. The Welcome pack will include information about local facilities and the pedestrian / cycle routes within / around Pagham.

Cycling

- 5.5 In order for cycling to be seen as a safe and attractive mode of travel, dedicated facilities are needed including cycle lanes and paths and secure cycle parking at destinations.

-
- 5.6 The developer will consider providing a cycle equipment discount purchase scheme with a local bicycle retailer, which could offer residents a discount on the purchase of a bicycle and/or associated safety equipment.
 - 5.7 Within the development, secure cycle parking facilities will be made available to all residents integral to their property or in a garage.

Public Transport

Bus

- 5.8 Bus services are a good alternative to the private car, as they cover longer distances than either walking or cycling journeys.
- 5.9 The site is within easy walking distance of local buses services located on Pagham Road and Leonora Drive. The frequency of the bus services operating in Pagham is good and offers regular services to Bognor Regis Town Centre and Bognor Regis railway station. The frequency of the bus services would provide a realistic alternative to the private car for future residents at the proposed development.
- 5.10 In order to meet the targets for mode share it may be appropriate for the developer to provide each household with a voucher which can be used for a limited time period on the local buses.
- 5.11 Publicity material about the local bus services and the location and access to the bus stops from the site will be provided to all residents of the site and would be made available to all occupiers as part of a wider information pack. Information will also be provided about local rail services and the relevant timetables.

Rail

- 5.12 Bognor Regis rail station is located approximately 5.2km to the east of the site. The station is operated by Southern and is a terminus at the end of a short branch of the West Coastway Line. Whilst too far to walk, it is within a reasonable cycling distance or can be accessed using the local bus services. The Welcome Pack will provide train timetable information and also provide web site links to the Southern Railways.

Car Travel

- 5.13 Although this Travel Plan aims to promote travel by alternative modes to the car, car travel will still be an important mode of travel from the development for some residents.
- 5.14 In order to help minimise car trips from the development, residents will be made aware of the local car share websites and the national car share database. The Welcome Pack will also contain information about the benefits of car sharing.
- 5.15 Within the development, car parking provision will be provided to comply with the appropriate parking standards guidance.
- 5.16 Electric Car Charging points will also be provided within the development to encourage the use of dual fuel / electric cars.

6 ACTION PLAN

Introduction

- 6.1 A draft timescale for the delivery and implementation of these Travel Plan initiatives, including the intended outcomes and outputs, are provided below in Table 6.1 as an Action Plan.

Table 6.1: Travel Plan Action Plan

Indicative Travel Plan Measure	Indicative Responsibility	Indicative Timescale
1 Appointment of a Travel Plan Developer Coordinator		Within 3 months of Survey Data being collected.
2 Carry out a Baseline Travel Survey ~ This will be a door to door survey of residents or a posted questionnaire survey that will ask residents a number of questions on their travel choice and the reasons why other non-car modes are not used.	Travel Plan Coordinator	Within 3 months of Survey Data being collected.
3 Results to WSCC ~ The results of the questionnaire survey will be discussed with WSCC to establish where measures can be improved/ provided to encourage lower car use.	Travel Plan Coordinator	Within 1 month after questionnaire survey completion.
4 Agreement with WSCC ~ Measures to be carried out will be agreed with WSCC and may include; ⌋ Additional Cycle Parking or set up a community cycle scheme ⌋ Improved pedestrian routes ⌋ Additional street lighting ⌋ Further provision of discount bus vouchers The contribution of costs associated with the measures identified will be agreed with WSCC.	Travel Plan Coordinator / WSCC	

Monitoring and Review

- 6.2 To ensure that the actions undertaken do encourage residents to change their travel behaviour another traffic survey will be undertaken one year after the measures agreed are implemented. The surveys will be arranged by the Travel Plan Coordinator. If the results again show high traffic flows, the above process identified in Table 6.1 will be repeated unless otherwise agreed with WSCC. The TPC will be the key contact with the local highway authority and other interested parties.
- 6.3 The monitoring of the vehicle trips to the site will be repeated for up to five years post last occupation until such time that the vehicle trips from the site are less than 5% above those identified in Section 4.

Appendices

Appendix 1 ~ Site Location Plan



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Notes

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Legend

 Site boundary

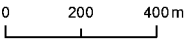
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Rev	Description	By	CB	Date
Figure Number				Rev
1				-
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Client Hallam Land Managment

Project Land West of Pagham Rd

Title Site Location Plan



Status	Drawn By	PM/Checked By
FINAL	MS	LS
Project Number	Scale @ A3	Date Created
JNY10700	1:20,000	OCT 2021

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Appendix 2 ~ Proposed Plan



DRAFT

LAND WEST OF PAGHAM ROAD - ILLUSTRATIVE MASTERPLAN

Pegasus
Design

Appendix 3 - Walking and Cycling Catchment Plan



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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
3				-
rpsgroup.com				

Client	Hallam Land Managment
Project	Land West of Pagham Rd
Title	Cycle Isochrone Plan

0 500 1,000m

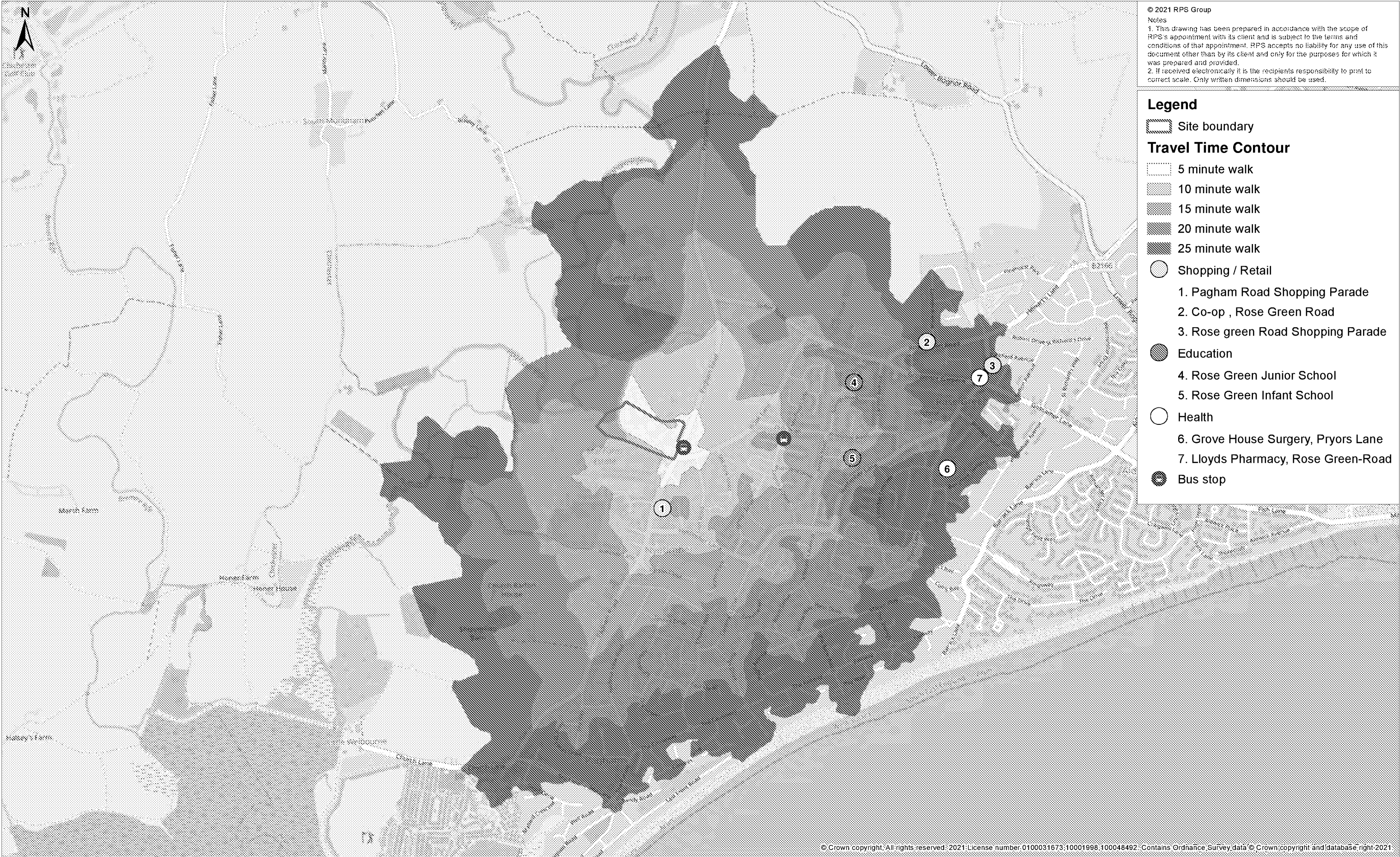
Note:
Total end to end journey time using
Basemap TRACC
with Cycle speed of 16km/hr

Status	Drawn By	PM/Checked By
FINAL	MS	LS
Project Number	Scale @ A3	Date Created
JNY10700	1:35,000	OCT 2021

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MAKING
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Legend

Site boundary

Travel Time Contour

5 minute walk

10 minute walk

15 minute walk

20 minute walk

25 minute walk

Shopping / Retail

1. Pagham Road Shopping Parade

2. Co-op, Rose Green Road

3. Rose green Road Shopping Parade

Education

4. Rose Green Junior School

5. Rose Green Infant School

Health

6. Grove House Surgery, Pryors Lane

7. Lloyds Pharmacy, Rose Green-Road

Bus stop

					Client		Hallam Land Managment				Status		Drawn By		PM/Checked By		 20 Western Avenue, Milton Park, Abingdon, Oxfordshire, OX14 4SH T: +44(0)1235 821 888 E: rpsox@rpsgroup.com	
Rev	Description			By	CB	Date	Project		Land West of Pagham Rd		FINAL		MS		LS			
Figure Number							Rev				Project Number		Scale @ A3		Date Created			
2							-				JNY10700		1:15,000		NOV 2021			
rpsgroup.com																		
					Title		Pedestrian Isochrone and Local Facilities Plan					Note: Total end to end journey time using Basemap TRACC with Walk speed of 4.8km/hr						

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