

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davies
FROM:	WSCC – Highways Authority
DATE:	26 February 2026
LOCATION:	Land South of Summer Lane and West of Pagham Road Pagham
SUBJECT:	P/18/26/DOC Approval of details reserved by condition under P/140/16/OUT relating to condition 26- Travel Plan.
RECOMMENDATION:	Advice

Comments are made in respects of,

- Land West of Pagham Road – Travel Plan, reference TW/NLITB210780-001a, dated 04/02/26

The submitted Travel Plan (TP) includes a fair amount of background information as well as key points against which the development has been considered. Some of these points were established as part of the overall assessment of the development with mitigation secured with the approved outline development. It's noted that the outline planning permission also predates a number of the local and national policies quoted in paragraph 4.2.4, and as such wasn't considered against these.

More as an observation, some of the information quoted WSCC don't necessarily agree with. For example, 4.3.4 refers to cycling being appropriate on carriageway along Pagham Road given the 30mph speed limit. Based on the guidance in LTN 1/20, on-carriageway cycling with a 30mph limit may not be an option for all users. Likewise, the cycle route to Chichester referenced in 4.3.5 may only be 1.2km but there is no means of accessing this on cycle with there being only footpaths between Pagham and the cycle route itself. The ability to access Chichester by cycle (4.5.3) is also considered to be unlikely for the majority of users in light of the nature of roads between Pagham and Chichester.

The above points aside, the TP seeks to implement a 10% reduction of vehicle trips to and from the site from the baseline position; it's noted that 15% is then referenced in 5.4.6 which is taken as an error although WSCC have no issue with a more ambitious target. It's accepted that the baseline will be updated following a survey of the site once partly occupied.

It is accepted that targets will be reviewed following the undertaking of baseline surveys. However, the expectation is that the targets within table 5.2 will substantially remain as presented or at the very least that the 10% trip reduction target will be redistributed to other modes if the baseline determines existing high levels of walking, cycling, etc.

Related to the above point, WSCC note the comment in 8.3.2 regarding targets being reviewed with more realistic targets being established if the initial targets are not met. The expectation is that the Applicant has reviewed the targets and considers that these are deliverable with the package of measures proposed. WSCC are unlikely to accept reduced targets unless there are very specific mitigating circumstances.

With the interim targets in table 5.2, these propose small percentage increases for bus (+1), walk (+5), cycle (+3%) and rail (+1%) between the baseline and year 5. The various measures proposed in the TP (including those forming part of the outline planning consent) are recognised. The ability of these to achieve the proposed reductions is perhaps questioned despite the mode shifts being relatively small; it would, for example, be expected that residents would maximise walking trips with it then challenging to increase this further. The ability to influence rail travel (albeit this is only 1%) is also questioned. This is flagged as a potential issue but is something that would very much need to be resolved should monitoring highlight an issue.

The various soft measures in section 7 are noted. Ordinarily, it would be expected that some form of financial incentive would also be included for future residents. Such measures would be requested as part of this travel plan.

Within section 8, WSCC would highlight the need for the monitoring to cover the entire build out period as well as a time beyond this to ensure the monitoring picks up the fully occupied development. The Applicant would need to confirm that the monitoring period suggested adequately accommodates this or will be extended beyond 5 years should the built out be delayed.

The Applicant should also review when the monitoring is anticipated to commence. Monitoring typically commences after a number of dwellings are occupied to ensure this produces representative results. Section 8 should include a clear timescale as to when monitoring is to start.

WSCC are also aware that questionnaires (even when incentivised) commonly experience very low response rates. There is a concern therefore with a monitoring strategy that relies solely upon questionnaires as these are considered unlikely to provide a representative response rate. The Applicant will need to include further measures to supplement the questionnaires.

In conclusion, whilst a number of the points above are observations, there are still a number of points that should be addressed. Based on the submitted document, it's advised that the condition is not discharged at the current time.

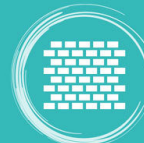
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West Sussex County Council – Planning Services

PL- Consultation- WSCC Highways response

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Regards

Ian Gledhill

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