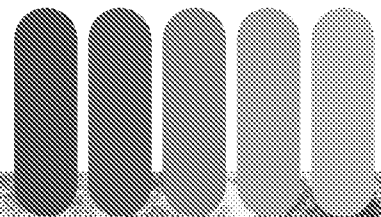


Residential Travel Plan

December 2016



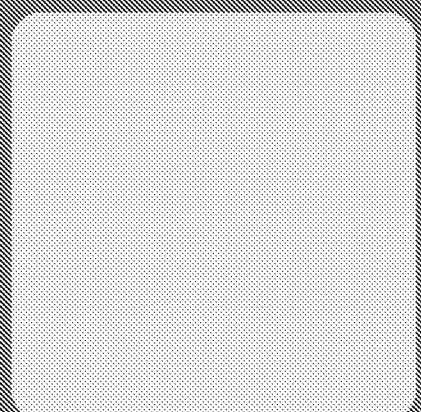
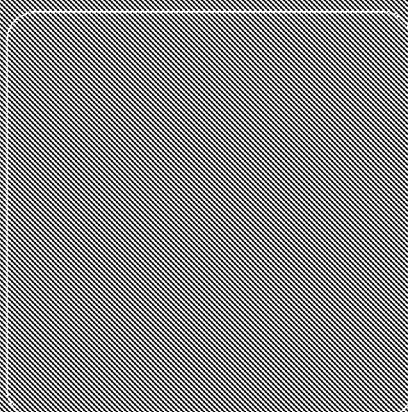
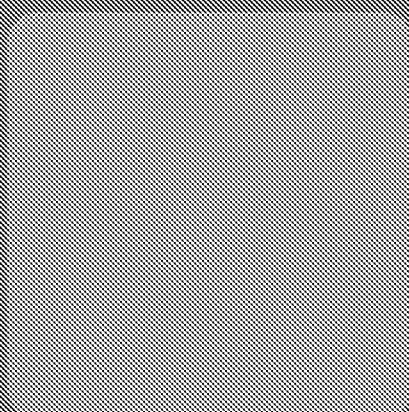
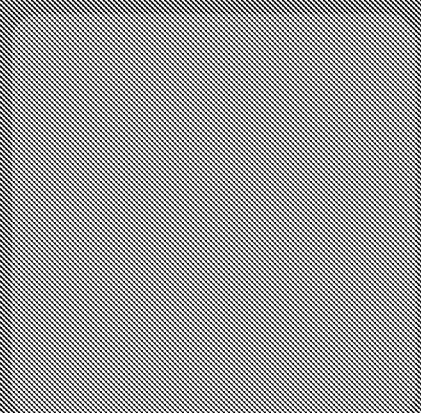
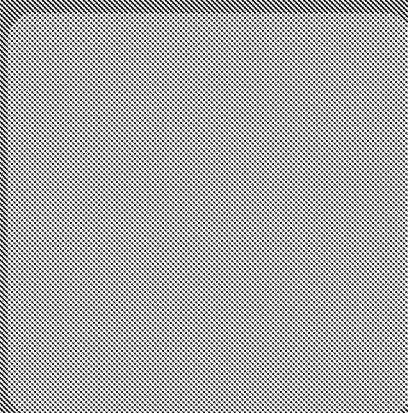
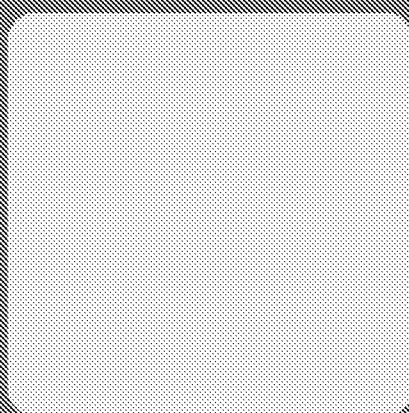
HOOK LANE PAGHAM

on behalf of:
Hallam Land Management Ltd

RPS

**LAND WEST OF HOOK LANE
PAGHAM
BOGNOR REGIS**

RESIDENTIAL TRAVEL PLAN





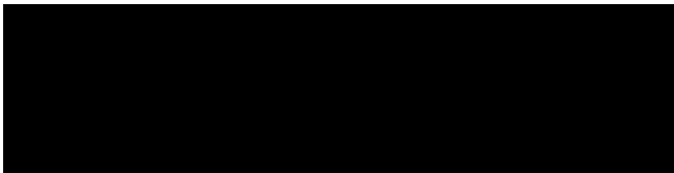
**LAND WEST OF HOOK LANE
PAGHAM
BOGNOR REGIS**

RESIDENTIAL TRAVEL PLAN

21 December 2016

Our Ref: MAL/adf/JNY8840-03

RPS
140 London Wall
London
EC2Y 5DN



QUALITY MANAGEMENT

Prepared by:	Melanie A'Lee
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Date:	21 December 2016
Project Number/Document Reference:	JNY8840-03

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APPENDICES

APPENDIX A – SITE LOCATION PLAN

APPENDIX B – WALKING AND CYCLING CATCHMENT PLAN INCLUDING LOCAL FACILITIES

APPENDIX C – PROPOSED SITE LAYOUT DEVELOPMENT FRAMEWORK

APPENDIX D – BUS ROUTE PLAN

1 WHAT IS A TRAVEL PLAN?

- 1.1 A Travel Plan is a dynamic management tool which brings together transport and other issues in a co-ordinated strategy.
- 1.2 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.
- 1.3 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.
- 1.4 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.
- 1.5 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

- 1.6 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) adopted in March 2012.
- 1.7 The NPPF set out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which people and their councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

1.8 The purpose of the planning system is to contribute to the achievement of 'Sustainable Development'. The Ministerial foreword states that:

- **"Sustainable means ensuring that better lives for ourselves don't mean worse lives for the future generations; and**
- **Development means growth."**

1.9 In terms of transport, paragraph 32 states that:

"All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

Safe and suitable access to the site can be achieved for all people; and

Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

1.10 In addition the NPPF states in paragraph 36:

"A key tool to facilitate this will be a Travel Plan. All developments which generate a significant amount of movement should be required to provide a Travel Plan."

Travel Plan Summary

1.11 This Travel Plan has been prepared for circa 300 residential dwellings on land to the west of Hook Lane, Pagham, West Sussex. A site location plan for this development has been provided at **Appendix A** of this report.

1.12 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. A local facilities plan for the site is included in **Appendix B** of this report. The accessibility of the site is discussed further in Section 3.

Document Format

1.13 This document has been prepared with due regard to the current best practice advice on the preparation of Travel Plans.

1.14 This document sets out the draft objectives and targets based on discussions with WSCC (West Sussex County Council) as well as suggesting a number of measures which may be suitable for implementation on this site. It has been prepared as a standalone document and is based on Transport Assessment findings.

2 DEVELOPMENT PROPOSALS

Site Context

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

Development Proposals

- 2.2 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable. In addition to the above 1600sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.
- 2.3 An alternative option is also being considered which includes for 216 dwellings, a 2 form entry primary school, 80 bedroom care home and D1 use as above.
- 2.4 The proposed layout for the development proposal is provided at **Appendix C** of this report. Details of the Masterplan layouts are provided in the Design & Access Statement Page 35 Figure 2 (Option A) and Page 36 Figure 3 (Option B).
- 2.5 The vehicle access arrangements, pedestrian and cycle linkage and parking provision are considered in greater detail below.

Proposed Vehicular Access Arrangement

- 2.6 Vehicular access to the site will be via three locations. Two priority junctions will be formed off Hook Lane and one will be provided off Pagham Road.
- 2.7 With the School option only one access will be provided off Hook Lane (to the north of the site) and access off Pagham Road.
- 2.8 All of the vehicular accesses will be provided with a 6m wide access reducing to 5.5m as it enters the site. The 6m width of access, is sufficient to allow two large vehicles to pass and re-pass and consistent with the advice contained within Manual for Streets (MfS).
- 2.9 The access proposed off Pagham Road will include a ghost island right turn lane which is required to ensure the free movement of traffic along Pagham Road is maintained. The right turn lane has been designed to DMRB standards for a 30mph speed limit. The proposal also includes for the existing 30mph zone to be moved further northward, although the level of visibility has been designed to reflect existing 85th percentile speeds taken from a point further north on Pagham Road, within the 60mph speed limit.
- 2.10 The proposed access arrangement on Pagham Road will be just within the national speed limit, however it is very close to the existing 30mph zone as such vehicle speeds will be significantly lower than the signed speed limit. The access has been designed to meet DMRB standards based on the existing vehicular approach speeds. The deceleration lane has been designed to

accord to DMRB standards for a 30mph speed limit as it is only just outside the 30mph speed limit and as such vehicle speeds will be much lower.

- 2.11 Therefore, if for any reason the 30mph speed limit was not repositioned, the proposed access arrangement accords to the relevant design standards based on the existing vehicular speeds.
- 2.12 This arrangement also includes a pedestrian refuge island to allow safe passage for pedestrians across this road.
- 2.13 The access roads will include 2m wide footways on both sides the access allowing easy access for pedestrians joining the local footway network. Dropped kerbs with tactile paving will also be provided at the junctions to accommodate north / south pedestrian movements. Further details regarding pedestrian access to the site is provided later in this section.
- 2.14 As part of the proposed access to the northern end of Hook Lane, the existing bus stop will be needed to be repositioned approximately 28m northwards of its current location. This will ensure that a bus stopping at this stop does not affect the movements into and out of the proposed access.

Off Site Measures

- 2.15 The proposed access arrangements have been designed based on the existing 85th percentile speed measurement, however the potential exists for traffic calming to be provided along Hook Lane should it be considered necessary to be provided.
- 2.16 Traffic calming of Hook Lane would provide a safer route for pedestrians to cross when accessing local facilities such as the local schools and shops. The traffic calming measures could be in the form of table top ramps or priority working/ chicanes. A plan showing the potential traffic calming measures is included in the transport assessment report.
- 2.17 The existing 30mph speed limit for traffic entering Pagham along Pagham Road starts at a point just north of the Hook Lane junction. The development proposal includes for the potential to relocate the 30mph speed limit to a point approximately 190m north of its current position. The relocation of the speed limit would encourage vehicles travelling into Pagham to slow down prior to entering the village.
- 2.18 The access onto Pagham Road does not require the re-positioning of the 30mph speed limit as it has been designed based on the existing 85th percentile speeds and DMRB standards.

Pedestrian Access and Bus Stop Improvements

- 2.19 As part of the proposed access off Pagham Road, a ghost island right turn lane is to be provided and a new pedestrian crossing in the form of a refuge island. In addition new footway provision is proposed on the western side of Pagham road from this crossing point southwards to link with the existing footway. This will provide a safe crossing point for pedestrians to cross when accessing the local bus stops and facilities on the western side of Pagham Road.
- 2.20 In addition to the above, the proposal includes for the existing bus stop on Pagham Road (north of its junction with Hook Lane) to have a formal bus lay-by designed to accord with DMRB

standards. This bus stop will include raised kerbs, bus timetable information and if room is available, a bus shelter.

- 2.21 The bus stops on the western side of Pagham Road, Hook Lane and Lodsworth Road close to Hook Lane will also be provided with raised kerbs and new bus flags.
- 2.22 In terms of pedestrian access the scheme design seeks a permeable development. The development proposal will include a number of points for pedestrians to access the site in addition to the proposed vehicular accesses. The pedestrian routes that are not linked with the vehicular access will be a minimum of 3m wide and will link with the existing footway network. The locations of the proposed pedestrian accesses are identified on the development framework plan included in **Appendix C**. Details of the Masterplan layouts are provided in the Design & Access Statement Page 35 Figure 2 (Option A) and Page 36 Figure 3 (Option B).

3 SITE ACCESSIBILITY

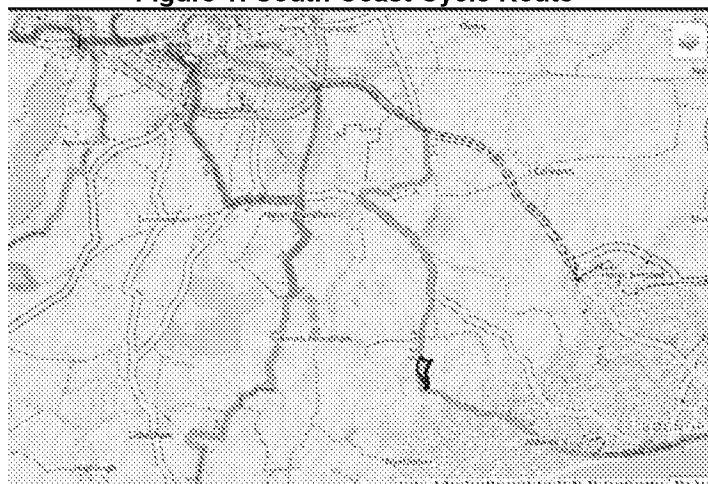
Introduction

- 3.1 The modal choice for a particular journey is dependent on a number of factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the development. The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel made by the individual. Where a choice of modes exists the individual may prefer not to travel by private car, however, the overriding decision relates to the location and trip purposes.
- 3.2 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

- 3.3 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.
- 3.4 A plan showing walking isochrones from the site is provided in **Appendix B**, 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 to the south and east of the site.
- 3.5 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site 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.
- 3.6 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefter Lane and then northwards onto Pagham Road towards Chichester as shown in **Figure 1** below:

Figure 1: South Coast Cycle Route



- 3.7 A plan showing cycle isochrones from the site is provided in **Appendix B**, this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicates that individuals can reach Bognor Regis town centre and railway station within approximately a 24 minute cycle ride.

Public Transport

- 3.8 The nearest bus stops to the site are located Pagham Road and Hook Lane to the west and east of the site and provide access to bus routes 600 and 62.
- 3.9 The Pagham Road bus stops are located at the south west corner of the site in the vicinity of the priority junction with Hook Lane. The south bound bus stop is located immediately to the north of the junction with Hook Lane. The north bound bus stop and shelter is located opposite the junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site. The Pagham Road bus stops provided access to bus service 600.
- 3.10 A bus stop is also located on the eastern side of Hook Lane adjacent to Hook Close to the North West corner of the site and on Lodsworth Road close to its junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site and provide access to bus service 62.
- 3.11 **Table 3.1** summarises the route and frequency of the bus services and a bus route plan is provided at **Appendix D** of this report.

Table 3.1: Bus Route Summary

Service	Route	Average Frequency (Minutes)		
		Mon – Fri	Saturday	Sunday
600 Pagham Road Bus Stops (opp Hook Lane) – Stagecoach South	Elmer – Bognor Regis – Chichester	20 min Frequency First @ 06:26 Last @ 21:38 (Hourly frequency after 19:00)	20 min Frequency First @ 07:20 Last @ 21:38 (Hourly frequency after 19:00)	Hourly First @ 09:20 Last @ 18:20
62 Hook Lane Stops – Stagecoach South	Bognor Regis – Aldwick – Nyetimber – Aldwick – Bognor Regis	2 Hourly First at 07:53 Last @ 17:20	2 Hourly First at 07:53 Last @ 17:20	No Service

Source: Travel Line South East

- 3.12 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis town centre and provides the potential for interchange to Bognor Regis railway 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 for local trips in Bognor Regis and Chichester.

Rail

- 3.13 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways and is a terminus at the end of a short branch of the West Coastway Line. The station has a ticket office, car park, 4 platforms, small café and newspaper shop. In addition, 174 cycle parking spaces are provided next to the taxi rank.
- 3.14 Monday to Saturday there are four services per hour from Bognor Regis and these are as follows:
- Two trains per hour to London Victoria;
 - One train per hour to Littlehampton; and
 - One train per hour to Barnham.
- 3.15 On Sundays, there are two services per hour from Bognor Regis and these are as follows:
- One train per hour to London Victoria; and
 - One train per hour to Littlehampton.

Accessibility to Local Facilities

- 3.16 In line with planning policy, sites should be accessible by a variety of transport modes allowing a reduction in the reliance on the private car.
- 3.17 Within **Appendix B** a plan is provided that shows the location of day-to-day facilities and services in the vicinity of the site proposed development.

Policy Background

- 3.18 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.”

- 3.19 The Institution of Highways and Transportation (IHT) “Guidelines for Providing Journeys on Foot” (2000) suggests acceptable, desirable and maximum walking distances. Table 3.2 contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: IHT 'Guidelines for Providing Journeys on Foot'

- 3.20 PPG13 (Planning Policy Guidance 13 Transport) has been superseded by NPPF (National Planning Policy Framework), however the fundamental information provided within PPG13 is still relevant and in Paragraph 74 it states in part:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.”

- 3.21 Paragraph 77 states in part:

“Cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.”

- 3.22 The table below identifies the walking and cycle distance and time to the local facilities within 5km, measured from the centre of the proposed development.

Table 3.3: Accessibility to Local Facilities

Facility	Approx. Distance (m)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Public Transport			
Pagham Road Bus Stops	400m	5 mins	N/A
Hook Lane Bus Stop	200 - 250m	3 mins	N/A
Bognor Regis Rail Station	4800m	N/A	24 mins
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	700m	8 mins	4 mins
Co-op Convenience Store, The Southern Co-operative Rose Green Road	800m	10 mins	4 mins
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1200m	15 mins	6 mins
Bognor Regis Town Centre	4600m	N/A	23 mins
Rose Green Junior School	690m	8 mins	3 mins
Rose Green Infant School	600m	8 mins	3 mins
Healthcare Facilities			
Grove House Surgery, Pryors Lane	1Km	13 mins	5 mins
Lloyds Pharmacy, Rose Green Road	1200m	15 mins	6 mins

Facility	Approx. Distance (m)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Bognor Regis War Memorial Hospital	4900m	N/A	24 mins

* Based on a walking speed of 80m per minute (circa 4.8km/h)

* Based on a cycling speed of 200m per minute (circa 12km/h)

- 3.23 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.

Accessibility Summary

- 3.24 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 for local trips in Bognor Regis and Chichester.
- 3.25 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria 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.
- 3.26 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.
- 3.27 In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services given its semi-rural location. Local facilities including shops, health services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

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.
- 4.2 The development content and layout of the site aims to provide good quality walking and cycling provision at the new development from the outset. Providing good quality amenities within the site and links to the surrounding area for pedestrians and cyclists, aims to encourage travel by these modes before less sustainable travel patterns become established.

Objectives

- 4.3 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.
- 4.4 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

- 4.5 Travel Plan targets should be SMART (specific, measurable, achievable, realistic and time bound). From discussions with WSCC it was advised that the target will be on the basis of the number of trips identified in the Transport Assessment. Which is identified as follows:

Table 4.1: TRICS Residential Trip Rates and Predicted Trip Generation for 300 Residential Dwellings

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.144	0.359	0.503	0.299	0.179	0.478
Vehicle Movements	40	101	141	84	50	134

- 4.6 The trips identified above have been based on other similar sized sites in similar locations and as such is considered to be realistic. In order to review the predicted number of trips against those actually generated an automatic Traffic Counter will be positioned on the access roads leading into the site for a one month period. These ATC's will be put down upon completion of the development i.e. full occupation and no large construction vehicles on site.
- 4.7 Once the data has been obtained, an average of the weekday trips will be calculated to review against the trips identified above. This information will be presented to WSCC for their review.
- 4.8 The initiatives and measures that will be provided as part of the development proposal are identified in Section 5; this details the information that will be presented to residents so that they will be made aware of the alternative modes / routes available to access local facilities.
- 4.9 If the average weekday trips are identified as being 5% greater than the figures identified in **Table 4.1** above, the actions identified in Section 6 will be introduced. The figure of 5% is considered reasonable as any additional trips below this figure are unlikely to make a material difference to the operation of the local highway network.

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:
- Pedestrian and cycle network maps and information;
 - Bicycle equipment vouchers;
 - Information on the health benefits of walking and cycling;
 - Information regarding local businesses selling bicycles and protective clothing, and providing cycle maintenance services;
 - Vouchers to obtain a taster bus pass;
 - Published timetables for bus and train services operating in and through Pagham;
 - Details of local businesses providing home delivery services;
 - Details of “Safer Routes to School” initiatives for local schools;
 - Information on initiatives and proposals detailed in this Travel Plan;
 - Information on sources of travel information, both local and national (telephone numbers and internet links); and
 - 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 management personnel.

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 and footpaths to link the development to local

facilities. The Welcome pack will include information about local facilities, and the pedestrian routes within Pagham in the vicinity of the site.

- 5.5 Within the development, walking will be encouraged through good design. This is illustrated in the development master plan in **Appendix C**.

Cycling

- 5.6 Whilst it has been superseded by NPPF, PPG13 previously indicated that cycling can replace car journeys for distances of up to 5km or form part of a longer journey by public transport. 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.
- 5.7 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.
- 5.8 Within the development, secure cycle parking facilities will be made available to all residents integral to their property or in a garage.

Public Transport

- 5.9 Bus services are a good alternative to the private car, as they cover longer distances than either walking or cycling journeys.
- 5.10 The site is within easy walking distance of local buses services located on Pagham Road and Hook Lane. 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.
- 5.11 In order to meet agreed 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.
- 5.12 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 Travel

- 5.13 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways 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

- 5.14 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.
- 5.15 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.
- 5.16 Within the development, car parking provision will be provided to comply with the appropriate parking standards guidance.
- 5.17 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 **Table 6.1** below provides a summary of all of the measures which may need to be introduced should the actual car trips surveyed be 5% greater than the predicted trips identified in **Table 4.1**.

Table 6.1: Indicative Action Plan for Residential Travel Plan

	Indicative Travel Plan Measure	Indicative Responsibility	Indicative Timescale
1	Appointment of a Travel Plan Coordinator	Developer	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.

- 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 the TA.

APPENDICES

APPENDIX A – SITE LOCATION PLAN



Date: MAY 2016	Scale: AS SHOWN	Rev:
Drwg. No: JNY8840	Drawn: AVG	Checked: MAL

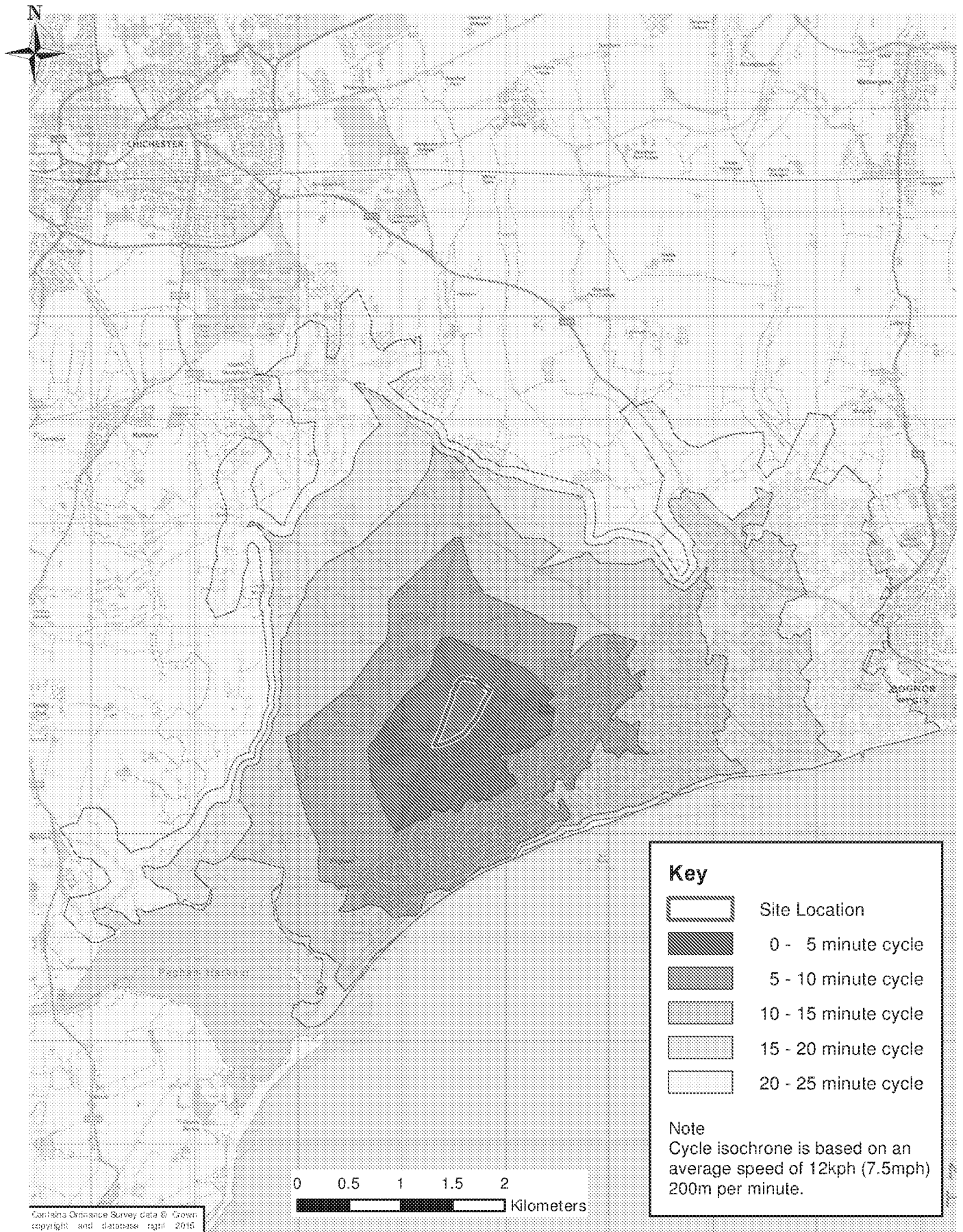
Project:
PAGHAM

Title:
LOCATION PLAN

Figure No:

Ref: 7696-08-43-01

APPENDIX B – WALKING AND CYCLING CATCHMENT PLAN INCLUDING LOCAL FACILITIES

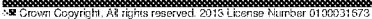


Project:
PAGHAM

Title:
CYCLE ISOCHRONE

Figure No:

Date: MAY 2016 Scale: AS SHOWN Rev:
Drwg. No: JNY8840 Drawn: AVG Checked: MAL



Walk Isochrone is based on an average speed of 4.8kph (3mph, 80m per minute).

Transport

APPENDIX C – PROPOSED SITE LAYOUT MASTER PLAN



Application Boundary (17.2ha)

Housing - up to 7.2ha

Primary School or Housing - 2.4ha
Land safeguarded for the provision of a Two Form Entry Primary School to include access, car parking and external play space - should this area not be required it could be used for Housing.

Proposed D1 Use - 0.4ha
Potential for a Children's Day Nursery and / or Health Centre as required - should this area not be required it could be used for Housing.

Care Home or Specialist Housing for the Elderly - 0.55ha

Vehicular Access

Primary Vehicular Route
Masterplan Option 1&2.

Potential Vehicular Access
This is not required if the Two Form Entry Primary School is to be constructed.

Pedestrian Access
Proposed footpath connections onto Hook Lane

Potential Vehicular Route
This is not required if the Two Form Entry Primary School is to be constructed.

Areas of Interest
Viewing Mound - provides views towards the South Downs

Areas of Interest
Formal Equipped Children's Play Space

Green Infrastructure - 6.65ha
Framework of structural planting, open spaces (both hard and soft) and habitats - includes road infrastructure with single frontage development (excluding Semi-Private Drives)

Waterways & Ponds
Sustainable Drainage Systems Planted for Amenity Benefit

All areas shown on this development framework are approximate



All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect. This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd. Ordnance Survey material is used with the permission of The Controller of HMSO, Crown copyright LAN1001412.

D	09 Jan 17	amendments to key	AJK
	05 Jan 17	redline boundary amendment with associated development parcel change.	AJK
B	22 Dec 16	Potential Pedestrian Link removed	AJK
	20 Dec 16	gl added to the key	NJE
rev	date	details	



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client
Hallam Land Management Ltd

project
Hook Lane, Pagham

drawing title
Development Framework

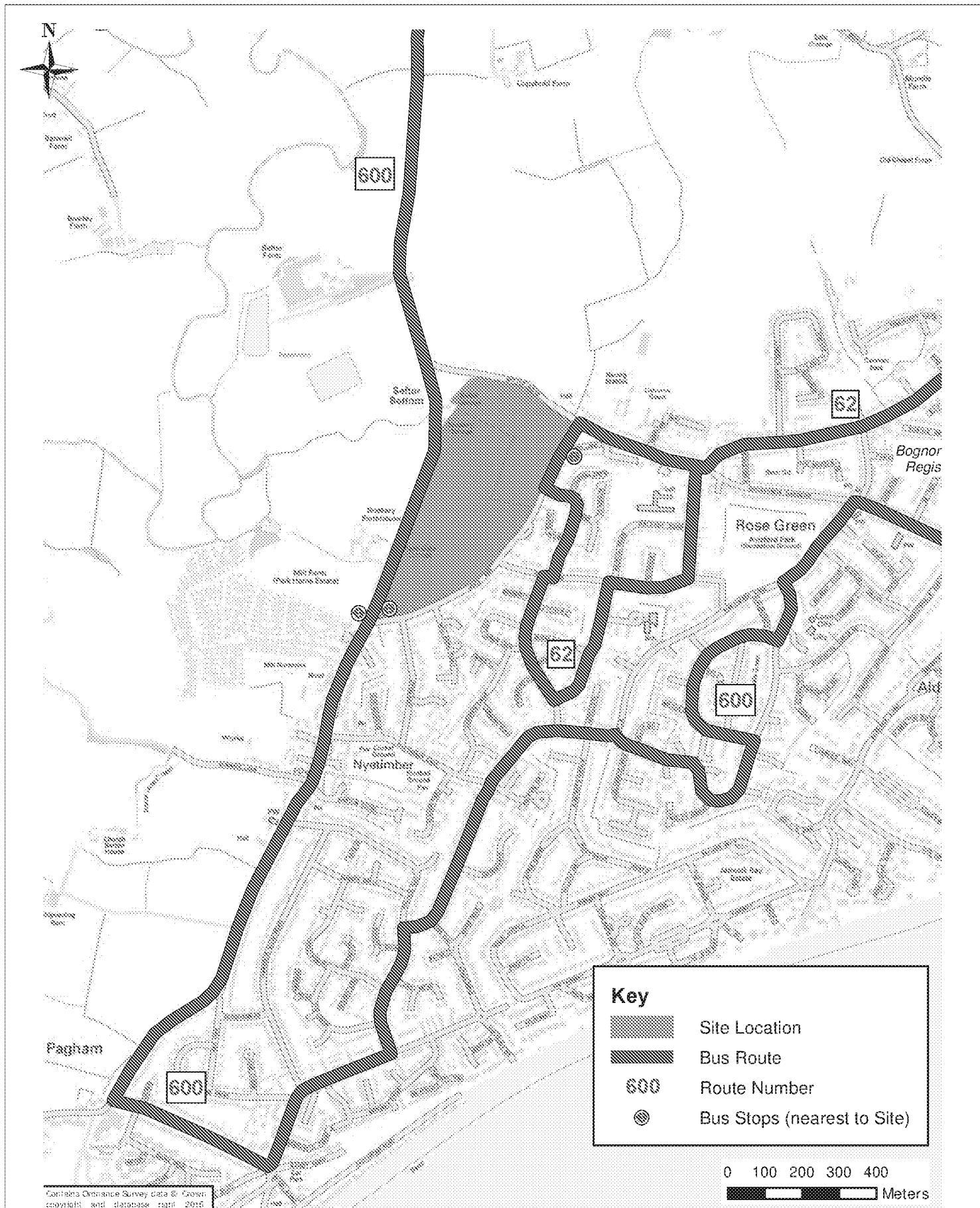
drawing status
PLANNING

drawn by	checked by	date
AJK	NJE	19 Dec 16

scale	paper size
1:1250	A1

job/dwg no.	rev.
167/P/006	D

APPENDIX D – BUS ROUTE PLAN



Date: MAY 2016 Scale: AS SHOWN Rev:
 Drwg. No: JNY3840 Drawn: AVG Checked: MAL

Project:
 PAGHAM

Title:
 LOCAL BUS ROUTES

Figure No:

