Land West of Pagham Road, Pagham

Residential Travel Plan

Client: Pagham Homes

i-Transport Ref: TW/NL/ITB210780-001d

Date: 10 June 2026

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB210780-001	Working Draft	15/12/2025	NL	TW
ITB210780-001a	Issue to ADC / WSCC	29/01/2026	NL	TW
ITB210780-001B	Revised to WSCC Comments	25/05/2026	NL	TW
ITB210780-001C	Revised to WSCC Comments	09/06/2026	NL	TW
ITB210780-001D	Final Issue	10/06/2026	NL	TW

SECTION 1 Introduction

1.1 Overview

1.1.1 This Travel Plan (TP) has been prepared on behalf of Pagham Homes in relation to the proposed 350 dwellings scheme in Pagham village, West Sussex.

1.2 Site Location and Use

1.2.1 The Site is located to the south of Summer Lane and to the west of Pagham Road.

1.2.2 The Site is currently a field in arable agricultural use and is bound by open fields to the west and south and residential settlement area to the east. A newly developed residential scheme is located to the north, beyond Summer Lane. A public Footpath bisects the site east to west.

1.2.3 The site location is shown in **Image 1.1.**

Image 1.1: Site Location Plan

Source: Design Code (HGP Architects)

1.2.4 Arun District Council (ADC) is the local planning authority for the site and West Sussex County Council (WSCC) is the local highway authority responsible for the local transport network.

Planning Permission

1.2.5 Outline planning permission (P/140/16/OUT) was granted subject to conditions and a planning obligation in November 2018 for the following:

> ***"Outline application for access only - a mixed use development comprising of up to 400 dwellings, a car home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floor-space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open & allotments with some matters reserved."***

1.2.6 **Condition 26** requires a Travel Plan to be submitted and approved prior to the occupation of the scheme. An initial draft Travel Plan was submitted as part of the planning application. A Full Travel Plan will be submitted separately to this Reserved Matters submission.

1.2.7 Reserved Matters have been approved for the scheme layout, under reference P/153/21/RES and the approved site plan is provided at **Appendix A**.

1.3 WSCC Consultation

1.3.1 WSCC provided comments on an earlier version of the Travel Plan on 26 February 2026. The comments are addressed in this revised Travel Plan as shown in **Table 1.1.**

Table 1.1: Summary of comments from WSCC

Point	How addressed in Travel Plan
Travel Plan Targets 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.	Section 5.4 updates the targets and addresses WSCC concerns, aligning the vision / measures to the target.
Measures Expected that some form of financial incentive would also be included	Section 7.4 details the introduction of a travel voucher scheme for cycle equipment / bus taster tickets.
Monitoring Timescale Section 8 should include a clear timescale as to when monitoring is to start.	Section 8.2 and Table 8.1 amended to reflect the latest construction programme and delivery timescale.
Monitoring Measures The Applicant will need to include further measures to supplement the questionnaires.	Section 8.2 details the provision of a financial incentive to complete questionnaire monitoring and introduces travel surveys to compliment the effort.

1.4 Aims and Purpose of this Travel Plan

1.4.1 In compliance with the National Planning Policy Framework (NPPF) (December 2024) and Condition 26, this Travel Plan (TP) accompanies the scheme and has been prepared in

accordance with the relevant sections of the National Planning Practice Guidance (NPPG). This TP has also been prepared and is written in accordance with the West Sussex County Council (WSCC) guidance document for the preparation of Travel Plans.

Travel Plan Purpose and Key Benefits

1.4.2 The primary purpose of the TP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport to reduce the demand for travel by less sustainable modes and set out a means of delivering these initiatives.

1.4.3 This TP's purpose is to provide a range of benefits to the developer, future residents, site visitors, and local authorities, including but not limited to:

- Creating a sense of belonging
- Reducing car parking pressures
- Reduced air pollution
- Reduced traffic congestion
- Reduced transport costs

1.5 Structure

1.5.1 The remainder of this TP is structured as follows:

- **Section 2** sets out the policy and guidance that is relevant to the context of the proposed development;
- **Section 3** describes the development proposal including the proposed access and parking arrangements;
- **Section 4** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 5** establishes the principles, Benefits, Objectives and Targets of the TP;
- **Section 6** sets out the role and responsibilities of the Travel Plan Co-ordinator;
- **Section 7** sets out the measures of the Travel Plan;
- **Section 8** describes out the TP will be managed and monitored to ensure that it is achieving the targets set out in Section 5; and
- **Section 9** outlines the TP Action Plan.

SECTION 2 Policy Context

2.1 Introduction

2.1.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely to result in significant travel demand. A summary of the national and local planning policy that is relevant to this TP is provided within this section.

2.2 National Policy

National Planning Policy Framework (NPPF) (December 2024)

2.2.1 The NPPF identifies at paragraph 109 that:

> ***"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:***
>
> ***a) making transport considerations an important part of early engagement with local communities;***
>
> ***b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;***
>
> ***c) understanding and addressing the potential impacts of development on transport networks;***
>
> ***d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;***
>
> ***e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and***
>
> ***f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains".***

2.2.2 The NPPF also sets the policy background for the development of Travel Plans. Paragraph 118 of the NPPF states that "*All developments which generate significant amounts of movement should be required to provide a Travel Plan*". The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

National Planning Policy Guidance (NPPG)

2.2.3 The web-based NPPG seeks to bring together planning guidance for England across all disciplines to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.4 This TP complies with the PPG in terms of the requirements for Travel Plans, in particular the following key principles:

> ***"Travel Plans, Transport Assessments and Statements should be:***
>
> ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
>
> ***Established at the earliest practicable stage of a development proposal;***
>
> ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
>
> ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

2.3 Local Policy

West Sussex Transport Plan (2022-2036)

2.3.1 The WSLTP is the WSCC's main policy on transport and supports delivery of its priorities. The WSTP sets out how WSCC intends to address key challenges by improving, maintaining and managing the transport network. The transport strategy for the Chichester area is to:

- ***Improve the performance of the A27;***
- ***Upgrade the A259 between Chichester and Bognor Regis including infrastructure for active travel and shared transport modes;***
- ***Facilitate the introduction of on-street electric vehicle charging***
- ***Infrastructure, initially in Chichester City followed by other areas;***
- ***Improve active travel facilities within existing communities and between towns such as Chichester, Selsey, Bognor Regis and the Bourne area, particularly on priority routes and corridors where strategic development is planned;***
- ***Increase space for active travel in the A286 Chichester ring road and A285 Westhampnett Road corridors;***
- ***Deliver Air Quality Action Plans in Chichester;***
- ***Use traffic signal technology to give priority to shared transport where services operate frequently but space is limited;***
- ***Support the introduction of a Dynamic Demand Responsive Transport service initially connecting rural communities west of Chichester with the City, linking various planned strategic developments in Chichester and Arun districts;***
- ***Use on-street parking and traffic management techniques to manage demand in Chichester City;***
- ***Tackle inappropriate speed and use of unsuitable rural routes using behavioural initiatives;***
- ***Work with strategic partners to deliver faster rail services between Chichester, Worthing Brighton and the Solent cities in the long term.***

West Sussex County Council Development Travel Plan Policy

2.3.2 WSCC has Travel Plan Guidance it is used to inform the use of travel planning measures for new developments to achieve a shift away from private car use. This TP has been drafted in accordance with this document.

2.4 Summary

2.4.1 The TP considers the proposed development about the above policy and guidance, as well as CIHT's 'Guidelines Planning for Walking (2015) and DfT's Manual for Streets (2007).

2.4.2 Throughout this TP, sustainable transport opportunities have been identified and will be promoted, monitored, and funded by the developer.

SECTION 3 Development Proposals

3.1.1 The development will provide a mix of 1, 2, 3 and 4-bedroom properties, totalling 350 dwellings, which is within the boundaries of the Outline consent, which permits up to 400 dwellings. The remaining residential development will be provided as part of the local centre scheme.

Image 3.1: Extract of Masterplan

3.1.2 The scheme is provided in **Image 3.1** and **Appendix A** and proposes 42 apartments and 308 houses, with a mix of detached, semi-detached and terraced properties, and apartments.

Table 3.1: Schedule of Accommodation

Dwelling Type	Number of Units
1-Bed Flats	33
2-Bed Flats	9
2-Bed Houses	111
3-Bed Houses	132
3-Bed + Study Houses	20
4-Bed Houses	45
Total	**350**

3.2 Site Access Strategy

Vehicle Access

3.2.1 Vehicular access to the existing highway network will be from two locations on Pagham Road, each provided though the creation of new ghost island priority junctions:

- The Northern access will serve residential development, as well as the school land, the local centre, care home and provides access to the development at Church Barton.
- The Southern Access will serve the remaining residential dwellings proposed.

3.2.2 These junctions are illustrated in Drawing No. **1616-01 Rev L** and Drawing No. **1616-02 Rev K** produced by Highgate Transportation, contained at **Appendix B**. Extracts of these are presented in **Image 3.2** and **Image 3.3** below.

Image 3.2: Proposed Southern Site Access (Drawing No. 1616-02 Rev K)

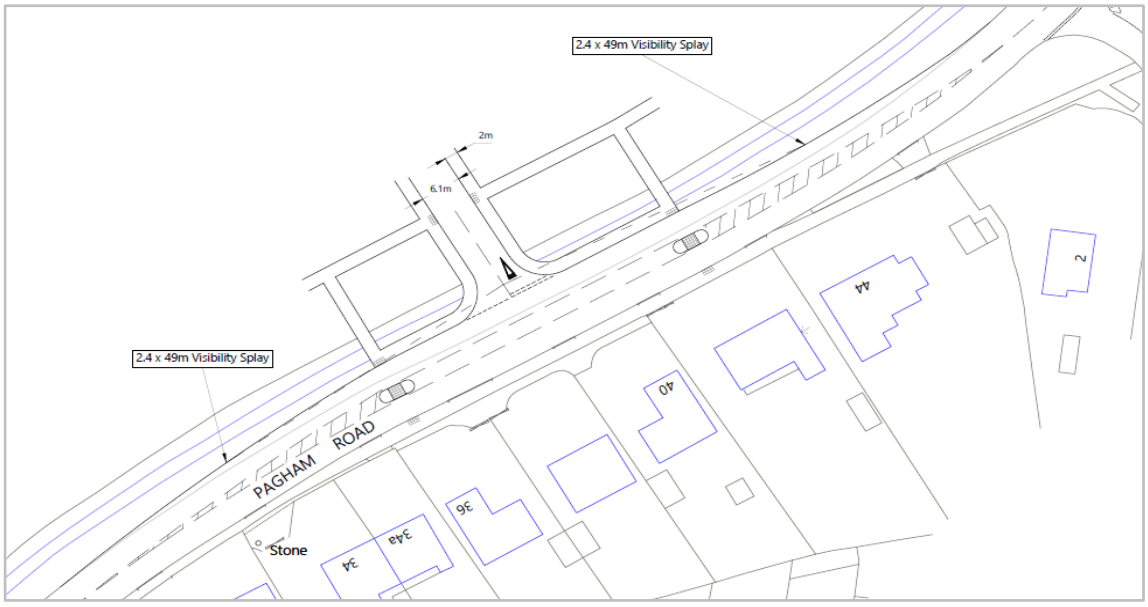
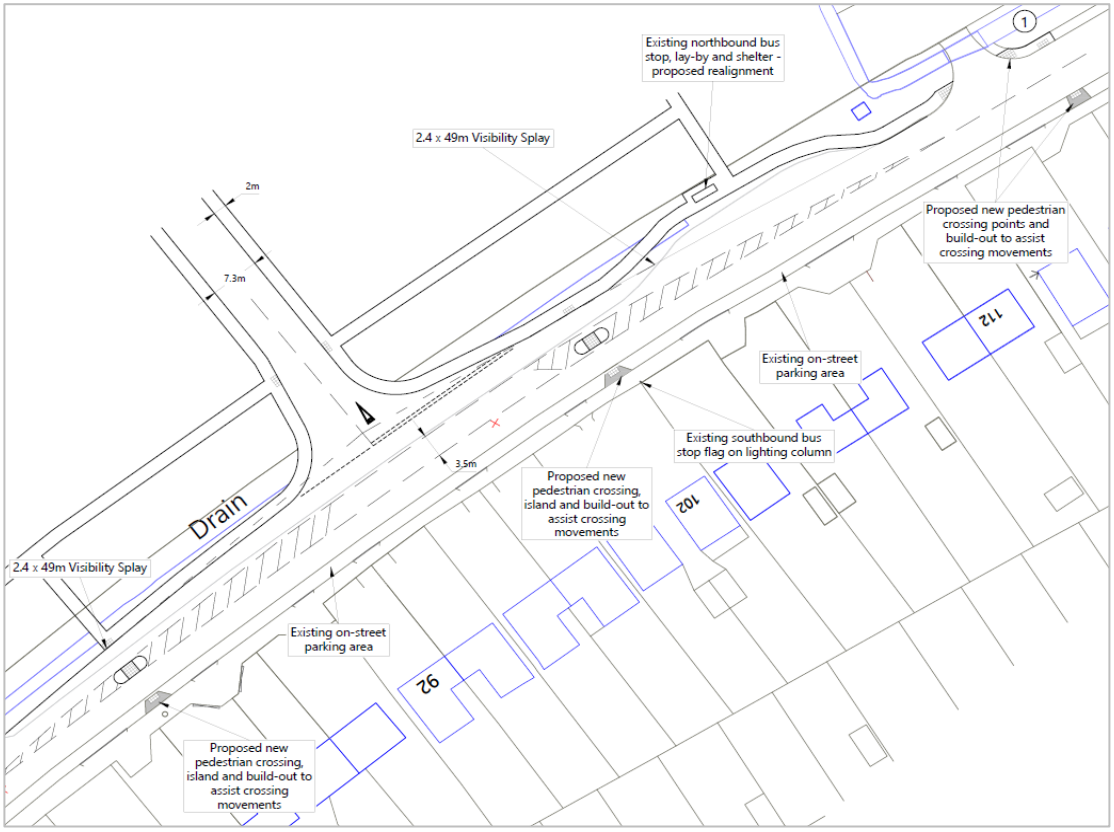


Image 3.3: Proposed Northern Site Access (Drawing No. 1616-01 Rev L)



Pedestrian / Cycle Access Strategy

3.2.3 Pedestrian and cycle access is provided at both vehicular accesses to Pagham Road, with connecting footways provided to Pagham Road on each side of the accesses.

3.2.4 Separate pedestrian and cycle access is provided:

- To the southern parcel at the Public Footpath 101 (due for improvement) to the north and west of the development area, and to Pagham Road to the east; and
- To the northern parcel to Summer Lane, where the designated strategic cycle route through the scheme.

3.2.5 The proposals also include new uncontrolled pedestrian crossings across Pagham Road with dropped kerbs, tactile paving and pedestrian refuge islands in the vicinity of the vehicular access points. Additional pedestrian and cycle connections to the proposed development are also proposed along Pagham Road to link to existing bus stops as well as the Public Rights of Way.

3.2.6 **Image 3.4** presents the proposed pedestrian and cycle connections.

Image 3.4 - External Pedestrian and Cycle Connections

3.3 Car and Cycle Parking

3.4.1 Car and cycle parking is to be provided in line with the adopted ADC parking standards.

Car Parking Provision

3.4.2 Car parking is to be provided in a combination of garages (counted as 0.5 spaces), private driveways and street-side parking bays.

3.4.3 A total of 853 allocated car parking spaces is proposed across the site. As garages are only counted as half a space, this equates to a total of 782 allocated spaces, which fully conforms to the adopted standards (requiring 745 spaces), providing on average 2.5 car parking spaces per dwelling across the scheme.

3.4.4 All 1, 2 and 3 bed dwellings are provided with two car parking spaces in the form of driveway spaces or allocated car parking spaces adjacent to the street, in line with policy requirements.

3.4.5 All four-bedroom dwellings provide at least three allocated parking spaces, with many benefiting from a garage. There is an overall overprovision of 172 car parking spaces for the 4-bedroom dwellings, which mostly relates to the provision of garages for these dwellings.

3.4.6 In addition, a total of 71 visitor parking spaces is proposed against the policy requirement of 70 spaces.

Table 3.2: Car Parking Schedule

Dwelling Type	ADC Parking Standard	Dwellings	ADC Parking Requirement	Number of Parking Spaces *
1 Bed Flat	2	33	66	66
2 Bed Flat	2	9	18	18
2 Bed House	2	111	222	222
3 Bed House	2	132	264	264
3-Bed + Study Houses	2	20	40	40
4+ Bed House	3	45	135	172
Sub-total	-	*350*	*745*	*782*
Visitor Parking	0.2	-	70	71
Total	**-**	**350**	**816**	**853**

*Garages are counted as 0.5 spaces in line with ADC Parking Standards

Electric Vehicle Charging

3.4.7 In line with ADC parking standards, all dwellings with a driveway and garage will be provided with active electric vehicle charging points. Moreover, in line with standards, 20% of all remaining properties will also be provided with active electric vehicle charging points.

Cycle Parking

3.4.8 Cycle parking spaces are proposed across the site in accordance with ADC standards, which are summarised in **Table 3.3**.

Table 3.3: Summary of WSCC Residential Cycle Parking Standards

Dwelling Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 and 2 Bedroom	1 space
Houses	3+ Bedroom	2 spaces
Flats	1 and 2 Bedroom	1 space (if communal storage otherwise same as 1 and 2 bed house)
Flats	3+ Bedroom	1 space

Source: Table 2.3 of ADC's 'Parking Standards Supplementary Parking Document'

3.4.9 Cycle parking is provided within garages where present for the larger houses (which meet the minimum internal dimensions of 6m x 3m), or garden sheds where not provided. Where garden sheds are present, separate garden access is provided for each dwelling.

3.4.10 For the proposed apartment blocks, communal bike stores are provided for residents.

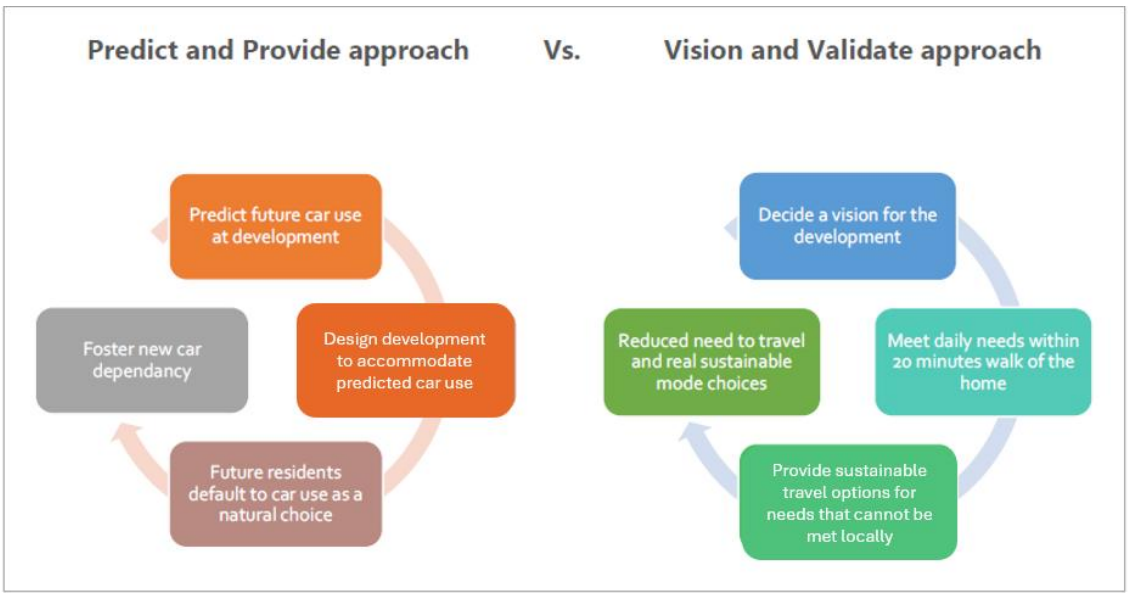
SECTION 4 Existing Conditions

4.1.1 This section of the TP describes the existing accessibility of the site by walking, cycling and public transport as well as describing the vision that has led to the scheme development.

4.2 The Vision

4.2.1 The scheme follows a 'vision and validate' approach, whereby we plan and design for the place we want to create rather than following an outdated 'predict and provide' approach.

Image 4.1: Vision Led Approach



4.2.2 This approach establishes and plans around a sustainable transport network at the outset, which makes connections to key local services and facilities (as well as surrounding communities) comfortable and easy, making sustainable travel the first choice for many movements.

4.2.3 The proposed development has been designed to reduce the need for single occupancy car travel through integrating land use planning (providing key everyday facilities on site at the neighbourhood centre) and maximising opportunities for walking, wheeling, cycling, public transport and shared travel to the wider area.

4.2.4 The proposed development is being designed in accordance with local and national policies, as well as prevailing transport and development guidelines. Consequently, the principles set out in the Active Travel England Standing Advice Note, Manual for Streets 1&2, the National Design Guide on Movement, Inclusive Mobility and LTN1/20 have been embedded into the development to ensure priority is given to pedestrians and cyclists, and access to public transport.

4.2.5 Beyond delivering the mixture of everyday uses within the development, a wide range of infrastructure measures are promoted, including: broadband infrastructure to reduce the need to travel, safe and secure cycle parking, electric vehicle charging points and walking and cycling connections along key desire lines. Non-infrastructure measures which promote and incentivise the use of sustainable transport modes will also be implemented.

4.3 Active Travel Accessibility

4.3.1 There is a comprehensive on-street walking network available in the vicinity of the site, including a street-lit footway on the eastern side of Pagham Road circa 2.75m in width. Summer Lane has a footway on the northern side of the carriageway circa 1.6m wide. Dropped kerbs and tactile paving is available at the junction between Pagham Road and Summer Lane.

4.3.2 There is a comprehensive on-street walking network available in the vicinity of the site, including footpath PAG-112, footpath PAG-100, and footpath PAG-101, as demonstrated at **Image 4.2**.

Image 4.2: Local Public Rights of Way

Source: West Sussex County Council PROW

4.3.3 Footpath PAG-101 runs through the site from Pagham Road on the eastern site boundary to Pagham Harbour. The footpath meets with footway PAG-109 and PAG-104. Footpath PAG-112 runs along Sea Way from Pagham Road to Sea Lane. This footpath is street lit and provides access to the facilities on The Parade. Footpath Pag-100 runs along the north of the boundary on Summer Lane. The footpath runs from Pagham Road and ends short of Honer Lane.

4.4 Local Highway Network

Pagham Road

4.4.1 Pagham Road is located along the eastern site frontage and provides a route north out of Pagham. Pagham Road has a 30mph speed limit through residential areas, at the junction with Hook Hill the speed limit increases to 60mph.

4.5 Public Transport

Bus Services

4.5.1 The site benefits from a good level of access to bus services. There are eastbound and westbound bus stops located on Pagham Road. These bus stops are served by route number 600, operated by Stagecoach. The bus route offers a frequent service between Chichester and Bognor Regis. The service operates Monday to Saturday from 06:24 to 23:35 at circa 20-minute intervals, and 07:39 to 21:35 at circa 30-minute intervals on Sundays. **Image 4.3** below shows the 600 bus routes along Pagham Road and additional bus routes in Bognor Regis.

Image 4.3: Bus Routes Map

Source: Stagecoach

Bognor Regis Railway Station

4.5.2 National Rail services are available from Bognor Regis Railway station, which is located to the east of the site, circa a 30-minute bus journey or a 22-minute cycle. The railway station has 184 cycle storage spaces and 95 car parking spaces available; **Table 4.1** outlines the available services from this station.

Table 4.1: Rail Service Frequency

Destination	Service Frequency		Journey Time
	Morning Peak	Evening Peak	
Barnham	4	4	7 minutes
London Victoria	2	2	109 minutes
Gatwick Airport	2	2	73 minutes
Clapham Junction	2	2	101 minutes
East Croydon	2	2	92 minutes

Source: National Rail (accessed December 2025)

Chichester Railway Station

4.5.3 Alternatively, rail services are available from Chichester Railway station which is located to the north of the site, circa a 24 minute bus journey or a 31 minute cycle. The railway station has 180 cycle storage spaces and 202 car parking spaces available, **Table 4.2** outlines the available services from this station.

Table 4.2: Rail Service Frequency

Destination	Service Frequency		Journey Time
	Morning Peak	Evening Peak	
Littlehampton	2	1	19 minutes
Portsmouth and Southsea	3	3	24 minutes
Portsmouth Harbour	2	2	33 minutes
Southampton Central	2	2	56 minutes
Brighton	4	4	51 minutes
London Victoria	2	2	96 minutes

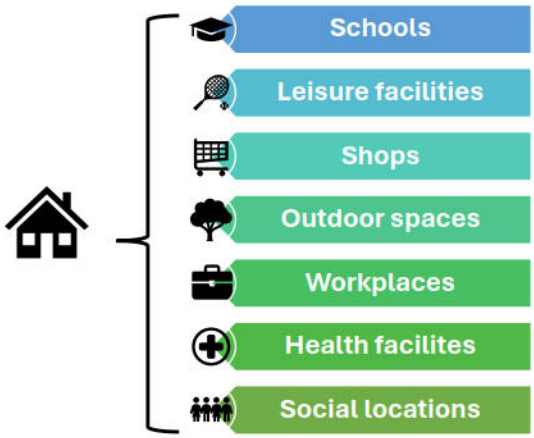
Source: National Rail (accessed December 2025)

4.5.4 Rail Services are operated predominantly by Southern and provide services to Portsmouth, Southampton, Brighton and London Victoria, providing sub-regional and national travel options.

4.6 Reducing the Need to Travel

4.6.1 One of the best ways to ensure a complete, compact and connected development is to embrace the idea of a 20-minute neighbourhood. This involves the concept that residents should be able to meet the majority of their day-to day needs with a 20-minute walk or cycle from their home.

4.6.2 Local facilities required to meet the daily needs of residents can be divided into seven broad categories, as follows:



4.6.3 There is a range of local facilities and services that future residents will have access to via sustainable modes, all within short walking / cycling distances of the site. Appropriate facilities within the vicinity of the site are summarised in **Table 4.3 and Figure 4.4**.

Figure 4.4: Local Amenities Plan

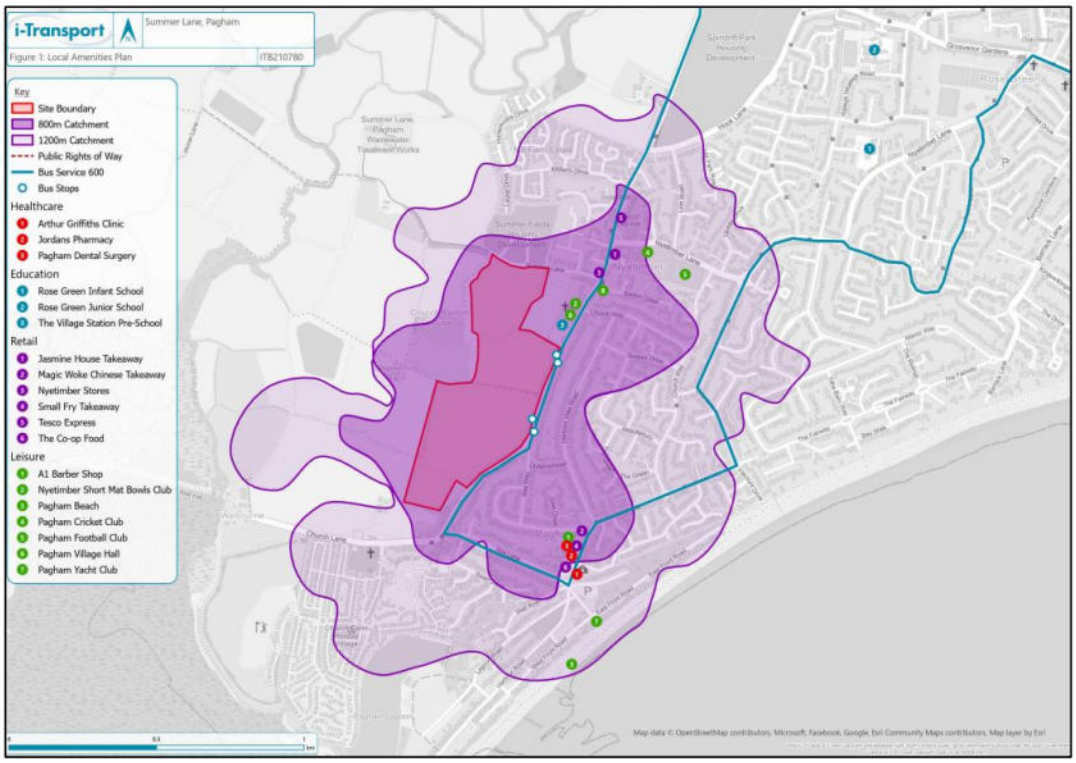


Table 4.3: Summary of Local Facilities

Destination	Approx. Distance from Site	Walking Time	Cycling Time
Retail			
Nyetimber Stores	480	6	2
Jasmine House Takeaway	550	7	2
Tesco Express	670	8	3
Small Fry Takeaway	970	12	4
Magic Woke Chinese Takeaway	880	10	3
The Co-op Food	1,000	12	4
Leisure			
Nyetimber Short Mat Bowls Club	290	3	1
Pagham Village Hall	260	3	1
The Lamb Inn Pub	410	5	2
Pagham Cricket Club	730	9	3
Pagham Football Club	860	10	3
A1 Barber Shop	920	11	3
Pagham Beach	1,100	13	4
Pagham Yacht Club	1,100	13	4
Health			
Pagham Dental Surgery	800	10	3
Jordans Pharmacy	800	10	3
Arthur Griffiths Clinic	930	11	3
Education			
The Village Station Pre-School	260	3	1
Rose Green Infant School	1800	21	7
Rose Green Junior School	1800	21	7

Source: Consultant's Estimates

Key:

- Within a c.5-minute walk (400m)
- Within a c.10-minute walk (800m)
- Within a c.15-minute walk / c.5-minute cycle (1,200m)

4.6.4 The site is well located to a range of everyday local facilities, which are within easy and reasonable walking and cycling distances. Most facilities are within 1,200m (c.15-minute walk / c.5-minute cycle journey).

SECTION 5 Principles, Benefits, Objectives and Targets

5.1.1 The overarching objective of the Travel Plan is to influence behaviour change towards sustainable modes of travel. In this context, the primary purpose of this Travel Plan is to put forward a framework to ensure measures are provided to promote walking, cycling, public transport shared car use as alternatives to single occupancy car travel.

5.2 Principles and Objectives

5.2.1 This Travel Plan has been prepared having regard to West Sussex County Council's (WSCC) Travel Plan Guidance document. This report aims to promote sustainable lifestyles amongst residents and visitors, through reducing the need to travel by private car and, in particular; reducing single occupancy car journeys; providing non-car mode travel for local journeys; and influencing modal shift. This is in line with national and local government guidance.

5.2.2 This TP has the following objectives:

- To reduce the impact and frequency of single occupancy car travel;
- To support a range of sustainable transport alternatives to provide the future residents and visitors with options for travel to / from the Site;
- To develop an awareness sustainable travel options to and from the Site and local area;
- To promote car sharing, walking, cycling and public transport as safe, efficient, and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.

5.3 Benefits

5.3.1 The development of the Travel Plan will benefit future residents and visitors as well as the existing local community and surrounding environment.

Benefits to Residents

5.3.2 The potential benefits to residents include:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- Social aspects of sharing transport with others; and
- A better environment within the Site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Benefits to Local Community and Environment

5.3.3 The sustainable transport strategy and the infrastructure proposed will benefit the existing local community. The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

- Improved connectivity in the local area, creating a more permeable and cohesive community and providing for safe and direct travel;
- Improved sustainable transport infrastructure for the benefit of all residents; and
- A reduced impact of the development on the local environment in terms of reduced congestion, noise and pollution created by vehicle trips to and from the Site.

5.3.4 Overall, it is anticipated that the Travel Plan, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents / visitors at the Site and the wider community in Pagham.

5.4 Targets

5.4.1 A key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the Site. Targets are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

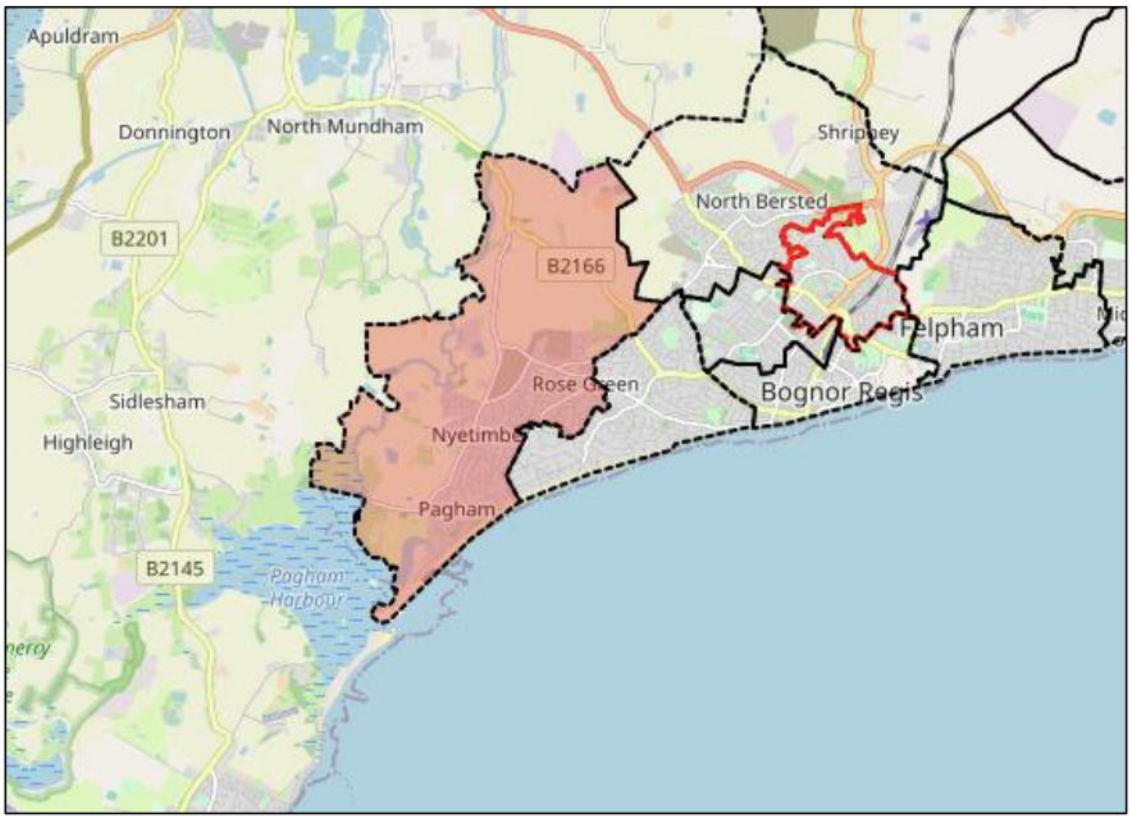
5.4.2 For the Proposed Development, the following headline target has been set:

"To reduce the number of vehicle trips to and from the site by 10 percentage points from the baseline position by year five."

5.4.3 The target will be subject to review following the completion of the baseline residential Travel Surveys. Final targets, setting a year-on-year improvement, will be produced in consultation with WSCC after the first monitoring period. The overarching objective of achieving a 10% reduction in car driver from the baseline (to 66%) will remain unchanged and be the minimum expectation.

5.4.4 The baseline modal split has been derived from the 2011 Census Journey to Work (JtW) data for the Arun 019 MSOA place of work, which cover the site location (see Image 5.1). The 2011 dataset pre-dates the Covid-19 pandemic which altered travel habits and affected the data collected in the 2021 Census.

Image 5.1: Arun 019 MSOA



Source: Nomis

5.4.5 The baseline modal split for the site, derived from workplaces in Arun 019 MSOA, is summarised in Tabel 5.1.

Table 5.1: Baseline Modal Split

Mode of Travel	Count	Modal Split
Car Driver	2,192	76%
Car Passenger	198	7%
Bus	140	5%
Walk	138	5%
Cycle	112	4%
Train	52	2%
Motorcycle	50	2%
Taxi	6	0%
Light Rail	5	0%
Total	**2899**	**100%**

Source: Nomis – Commuting Trips only

Note: Totals may not sum due to rounding.

Modal Shift Targets

5.4.6 To provide a breakdown of how the 10% reduction is expected to be achieved across modes, interim targets for each mode have been established using Journey to Work data as a baseline with Table 5.2 identifying target adjustments because of the Travel Plan measures.

Table 5.2: Multi-Modal Travel – Interim Targets

Mode of Travel	Baseline	Year 2	Year 3	Year 4	Year 5	Total Change
Car Driver	76%	73%	70%	68%	66%	-10%
Car Passenger	6%	7%	7%	8%	8%	+2%
Bus	5%	5%	6%	6%	6%	+1%
Walk	5%	6%	7%	8%	9%	+4%
Cycle	4%	5%	6%	6%	6%	+2%
Train	2%	2%	2%	2%	3%	+1%
Motorcycle	2%	2%	2%	2%	2%	-
Total	100%	100%	100%	100%	100%	-

Source: Nomis

5.4.7 The target mode shifts are realistic based on the measures in Section 7 and summarised below.

Table 5.3: Multi-Modal Travel – Interim Targets and Measures Comparison

Mode of Travel	Baseline	Year 5	Total Change	Measures to Achieve Change
Car Driver	76%	66%	-10%	TP Coordinator to educate travel behaviour Package of multi-modal measures
Car Passenger	6%	8%	+2%	Promotion of car sharing measures
Bus	5%	6%	+1%	TPC to provide bus information Personalised journey planning Taster ticket Voucher for each home
Walk	5%	9%	+4%	PROW improvements (FP100 / 101/104/106) School and local centre within walking distance Open spaces on scheme for recreation TPC to provide walking information Pagham Road crossing improvements
Cycle	4%	6%	+2%	School and local centre within cycling distance Safe / secure cycle parking TPC to provide cycling information Cycle equipment voucher for each home
Train	2%	3%	+1%	TPC to provide rail information Personalised journey planning

5.4.8 Following the baseline monitoring and initial reporting of the travel plan measures, the targets and travel plan measures will be revisited if needed alongside WSCC.

SECTION 6 Travel Plan Co-ordinator

6.1.1 The developer will appoint a company or individual to be the Site Wide Travel Plan Co-ordinator (TPC) who will assume overall responsibility for the Travel Plan. The TPC will be appointed prior to occupation of any dwellings on the Site and upon appointment, the TPC's contact details will be provided to WSCC. The TPC will be funded for a five-year period by the developer following appointment.

6.1.2 The TPC will provide continuity and a common point of interest for residents the Site.

6.1.3 The role of the Travel Plan Co-ordinator will be as follows:

- To manage the day-to-day delivery of the measures contained in the Travel Plan;
- To (wherever possible) co-ordinate with the other developments nearby to ensure that there is sharing of information between each site or bicycle user group;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To negotiate discounts with local cycle shops for residents at the earliest opportunity, i.e. from appointment;
- To administer the travel voucher scheme (£80 per home) towards bus taster tickets or cycle equipment purchase.
- To negotiate any bus fare discounts for new residents of the site at the earliest opportunity in particular for the 600 bus service.
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

6.1.4 The Travel Plan Co-ordinator's contact details will be provided (at latest) one to three months before the first occupation of the new development to commence development of the initial Travel Plan measures in time for the first occupations.

SECTION 7 Measures

7.1 Overview

7.1.1 This section details the infrastructure measures, and the non-infrastructure or 'soft' measures that will be implemented and promoted to residents of the proposed development. It covers:

- Measures to encourage new residents to walk and cycle.
- Measures to encourage the use of public transport.
- Measures to encourage future residents to travel sustainably including car sharing.
- Information provision.
- A Travel Plan Information Pack.

7.1.2 The measures aim to achieve the objectives set out in this TP.

7.2 Site Layout and Infrastructure Measures

- **Footpath 101 Contribution** – A contribution of £55,913.98 to be used towards surfacing improvements to public footpath 101.
- **Sustainable Transport Measures Contributions – comprising:**
  - A contribution of £143,224.73 to be used towards improvement works at the junction of Pagham Road and Sefter Road and the junction of Pagham Road and Lower Bognor Road
  - A contribution of £40,816 towards the upgrading of public rights of way 100, 106 and 104 to enable the creation of an off-road cycle route.
- **Whyke Hill Junction Contribution** – A contribution of £340,000 to be paid to Highways England pursuant to the Whyke Hill Junction Contribution Agreement for improvement of the A27 Whyke Hill junction.
- **Providing a mixed-use scheme** which promotes sustainable travel movements within the site. The development includes the following:
  - 1FE primary school (with sufficient space to ensure that it is expandable to 2FE) provision to enable trips for education to be fulfilled on site;
  - A Local Centre, land for a scout hut and allotments enabling residents to fulfil trips for leisure and personal business purposes on-site;
  - Safeguarding of land to help link the site to the Pagham Harbour Cycle Route;
  - A care home to enable trips to care facilities to be fulfilled on site; and
  - Public open space enabling trips for leisure purposes to be fulfilled on site.

- **Provide Electric Vehicle (EV)** charging points for the residential dwellings as well as open-access EV charge points in communal parking areas.
- **Provide safe and secure cycle parking** on-site for all proposed land uses to help encourage trips by bicycle.
- **Providing high speed broadband connections** to reduce the need to travel to/from the development.

7.3 Soft Measures

7.3.1 To support the TP objectives, the 'soft' TP measures cover:

- Measures to encourage walking and cycling.
- Measures to encourage the use of public transport.
- Measures to encourage car sharing.
- Marketing and promotion of the TP, including Travel Information Pack.
- £80 Bus / Cycle Vouchers.

Walking Measures

7.3.2 Walking is one of the most sustainable modes of transportation, offering numerous health benefits and plays a crucial role in daily life for most people, including those who rely on public transit. For many, it's an essential complement to other transportation methods, enhancing convenience and reducing overall reliance on vehicles.

7.3.3 Walking is to be encouraged through the following measures:

- Information on local walking routes between the site and key local facilities and services, local public rights of way as well as locations of transport connections. These can be provided within the Travel Information Pack.
- Promoting the health and other benefits of walking.

Cycling Measures

7.3.4 Cycling is an environmentally friendly and highly encouraged method of transport. To support cycling the following measures are proposed:

- Access to up-to date cycle maps, NCN routes, and provide links to cycle mapping.
- Promoting the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work days.
- Provision of a £80 travel voucher for each dwelling (cycle purchase or bus taster tickets).
- Providing secure cycle storage for all dwellings

Promotion of Public Transport

7.3.5 The promotion of public transport is imperative to reducing car dependency, as well as being a fundamental aspect of the Governments sustainable transport strategy. The site is located adjacent to good quality local bus services that provide connections to rail services and key destinations, therefore travel by public transport is encouraged, supported and facilitated by:

- Provision of timetable information for local bus and rail services; and
- Provision of a £80 travel voucher for each dwelling (cycle purchase or bus taster tickets), sufficient to purchase a Mega Rider monthly ticket.
- Personalised travel planning services

Car Sharing

7.3.6 Car sharing will be promoted on the site to reduce the reliance on single occupancy car journeys where journeys via active travel and public transport modes are not viable. Car sharing is encouraged by:

- Promoting car sharing, and the County Council's car sharing website: West Sussex Car Share community - part of the Liftshare network

Marketing

7.3.7 To improve the success of this TP, marketing tools will be used to improve the awareness. The following method will be used:

- Travel Information Pack: A travel information pack will be issued to all residents upon completion of their property. The pack will contain details of public transport routes and timetable information, together with cycle and walking route maps. The Travel Information Pack will be updated annually, or when there is a material change in bus / rail timetables. The pack will be available in both hard copy and electronic (PDF) formats. An example 'Travel Plan Pack' is presented at Appendix C.

Promotion

7.3.8 The promotion of the TP will be the responsibility of the development sales staff which will be key to its success. This will include:

- Promoting the health, financial, and environmental benefits of sustainable travel.
- Making electronic copies of the TP available to all residents to ensure that people are fully aware of the objectives of the TP and of the full range of measures proposed.

SECTION 8 Monitoring and Review

8.1 Overview

8.1.1 The TP is a continuous process requiring monitoring, review and revision to ensure it remains relevant. This section sets out the strategy for monitoring and review over a five-year period from first occupation. If delivery is delayed, timescales of the Travel Plan will be extended.

8.2 Monitoring

8.2.1 To monitor the travel plan performance, two approaches are proposed to evidence collection:

- Travel Questionnaires
- Traffic surveys

Travel Questionnaires

8.2.2 The TPC will arrange multi-modal questionnaires at the end of Years 1, 3, and 5. The questionnaire will include questions related to car ownership as well as car usage together with the wider travel habits of residents by active and sustainable transport modes. To incentivise completion of the questionnaires, a £25 prize draw incentive will be available to each dwelling that completes the questionnaire. An example 'questionnaire' is shown at **Appendix D**.

Traffic Surveys

8.2.3 Traffic surveys in Years 1, 3 and 5 will be undertaken in a 'neutral' month (April, May, June, September, or October – avoiding school holidays) using 7-day Automatic Traffic Counters positioned at each residential access. The TPC will ensure that the ATCs and questionnaires run concurrently as appropriate.

Monitoring and Review

8.2.4 The first monitoring report will be used to report refined mode split data and mode shift targets and to review the measures being deployed to impact travel behaviours. The report in the third and fifth years will report progress against refined targets.

8.2.5 The TPC will monitor and review the progress and success of the TP and seek to make all residents aware of the progress made and the effectiveness of the sustainable travel solutions. Communal notice boards will assist in informing residents of any new measures and/or changes to local public transport and aid understanding of how the TP is operating.

Table 8.1: Monitoring timescales

Year	1	2	3	4	5
Occupation Rate (North and South)	35	80	100	100	35
Cumulative	35	115	215	315	350
Monitoring					
Questionnaire	X		X		X
Traffic Survey	X		X		X
Reporting					
Baseline Report	X				
Interim Review			X		
Final Report					X

8.2.6 Whilst Table 8.1 identifies the expected development (and so Travel Plan) programme, market forces may result in a different delivery timetable. If the development takes longer than the 5-year period to substantially complete, the duration of the travel plan will be extended in agreement with WSCC.

8.3 Remedial Measures

8.3.1 The effectiveness of the various measures within a TP in meeting the stated objectives cannot always be predicted accurately. Additionally, changes in outside influences, such as public transport accessibility or technology can happen over time. Therefore, a periodic review of the TP is necessary in order to ensure that the measures/targets are adjusted where necessary.

8.3.2 Should targets not have been met, then the travel strategy of the site will be reviewed and more realistic targets established in collaboration with WSCC. These may entail the need for further promotion of sustainable travel opportunities, greater engagement with bus operators, or a further consideration of cycle provision/encouragement of cycling, until targets are met, or alternative objectives are agreed between all parties.

8.4 Funding

8.4.1 The Travel Plan is secured through the Planning Condition. The developer will fund:

- The implementation of the measures outlined in Section 7;
- The monitoring surveys;
- The site-wide/occupier specific TPC role; and
- West Sussex County Council approval and monitoring fees.

8.5 Delivery and Enforcement

8.5.1 The implementation of the TP is secured in condition 26 of the planning permission. This provides an enforcement mechanism for ADC / WSCC to ensure the successful delivery of the agreed measures and actions in the TP.

8.5.2 An annual TP budget will be provided for the development to fund the measures, as well as the cost of monitoring and implementation.

SECTION 9 Action Plan

9.1 The TP has identified a range of non-infrastructure / 'soft' and infrastructure / 'hard' measures aimed at influencing modal choice for travel to/from the Proposed Development. The action plan is summarised in **Table 9.1** below.

Table 9.1: Action Plan

Measure	Timescale	Responsibility
Travel Plan Co-ordinator	Appointed prior to first occupation and maintained for a 5-year period	Developer
Infrastructure Measures	Delivered with development including improved connections to the local area, as well as contributions to enable WSCC to improve local facilities and rights of way.	Developer and WSCC
Internet provision	Ensure that the site is ready to support internet access, which will enable residents to access media and online retailers without the need to travel	Developer
Travel Information Pack / Leaflet	Prior to first occupation of each unit	Travel Plan Co-ordinator
Noticeboard	Available prior to occupation. Post travel related information on to noticeboards in communal areas	Travel Plan Co-ordinator
Travel Voucher (£75)	Offered to the first occupier of each property	Travel Plan Co-ordinator
Monitoring surveys	On years 1, 3, and 5	Travel Plan Co-ordinator
Walking Maps	Within resident's travel information packs	Travel Plan Co-ordinator
Bus stop-specific timetables	Within resident's travel information packs	Travel Plan Co-ordinator
Car sharing	Publicise and promote the journey matching service, West Sussex Car Share	Travel Plan Co-ordinator
WSCC Monitoring and Evaluation	Annually for five years	Travel Plan Co-ordinator

Source: Consultant

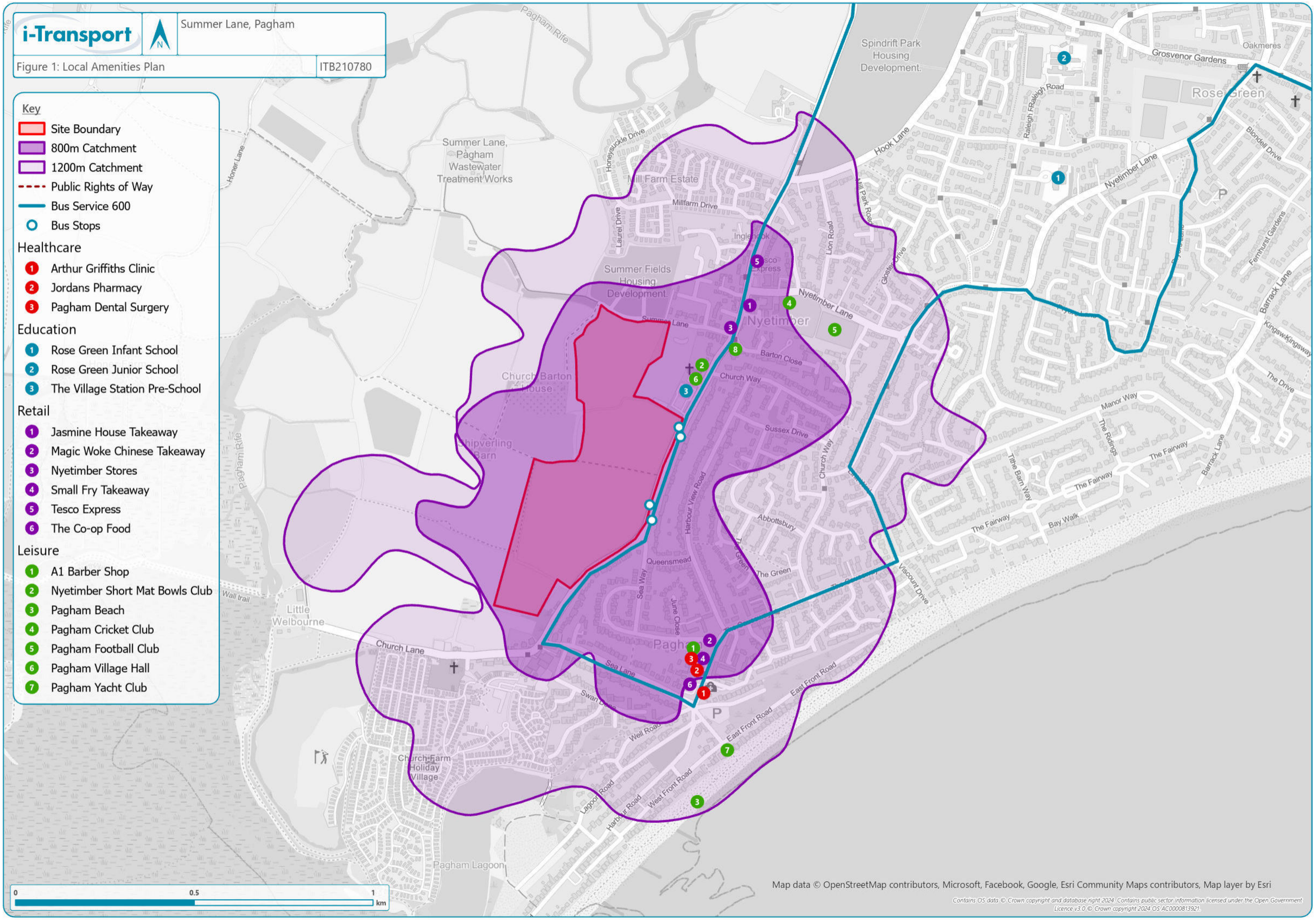
FIGURES

i-Transport

Summer Lane, Pagham

Figure 1: Local Amenities Plan

ITB210780



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APPENDIX A. Approved Site Plan

Please Note:

Drawing to be scaled for planning purposes only, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval /confirmation by relevant authorities and Client.

Annotation Key

1. Access into adjacent SANG
2. Material change in shared surface to denote path
3. Naturalistic hedge/tree planting to boundary
4. Crossings over existing ditch
5. Fenced land available for allotments
6. Off-lead dog walking area
7. Pedestrian link over SUDs
8. Community Orchard

Position of Existing Tree

Illustrative planting - refer to Landscape Architect's drawings for proposed landscape scheme

3m x 5m parking spaces for use by the allotments

Further design information:

Please note that all landscaping shown is indicative. Refer to Landscape Architect's drawings for final design.

Rev.	Description	DATE	DB / CB
T	Amended to highways' comments	15.11.23	VP/BM
S	Amended to client's comments	13.10.23	VP/HJE
R	Gardens amended, back-to-side distances increased.	19.09.12	VP/HJE
Q	Allotment parking increased	15.09.23	VP/HJE
P	Amended to Highways' comments	28.07.23	VP/HJE
N	Amended to increase allotment provisions	19.07.23	DY/VP
M	Amended to case officer's comments	03.07.23	VP/HJE
L	Amended to case officer's comments	23.06.23	VP/HJE
K	Amended to case officer's comments	16.06.23	VP/HJE
J	Amended to client's comments	15.06.23	VP/HJE
H	Additional parking to northern parcel	19.01.23	DY/HJE
G	Reissued for client	14.11.22	VP/HJE
F	Amended to client comments	16.09.22	DY/HJE

Date	Nov '21
Drawn By/Checked By	VP / HJE
Scale	1:1250 at A1
Revision	**T**
Project	**Land West of Pagham Road Pagham**
Title	**Site Plan**
Dwg#	**21.129.02**
Status	**Planning**

hgp

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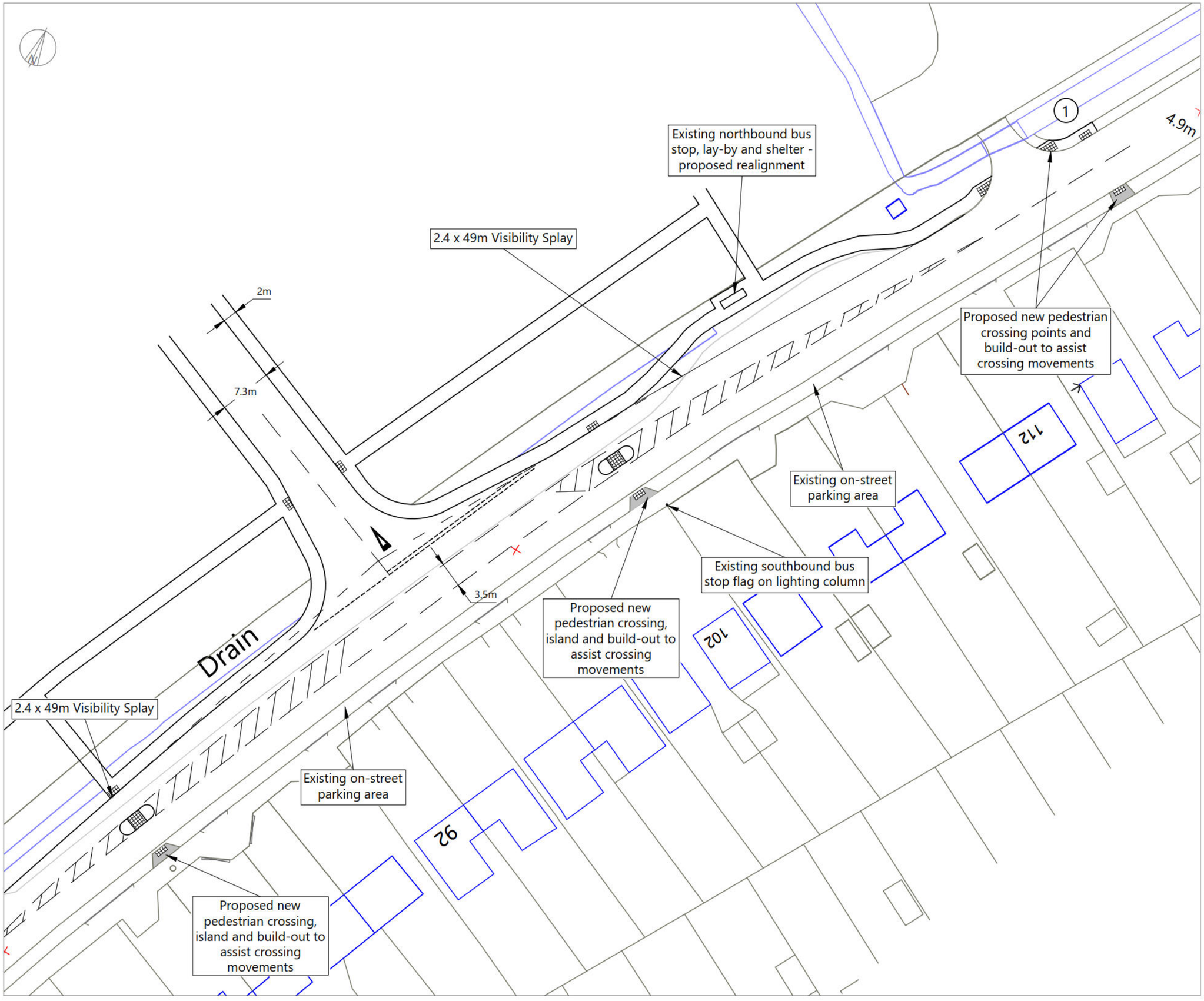
SO31 1BQ

PAGHAM HOMES

ARUN DISTRICT COUNCIL PL/94/21(R)

APPENDIX B. Approved Access Junctions



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KEY:

1. No dig construction to be used for footway extension at Village Hall access to protect tree roots.

ISSUE	REASON FOR REVISION	DATE
L	Removal of duplicate annotation	10/07/17
K	Update to pedestrian crossings to north	07/04/17
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

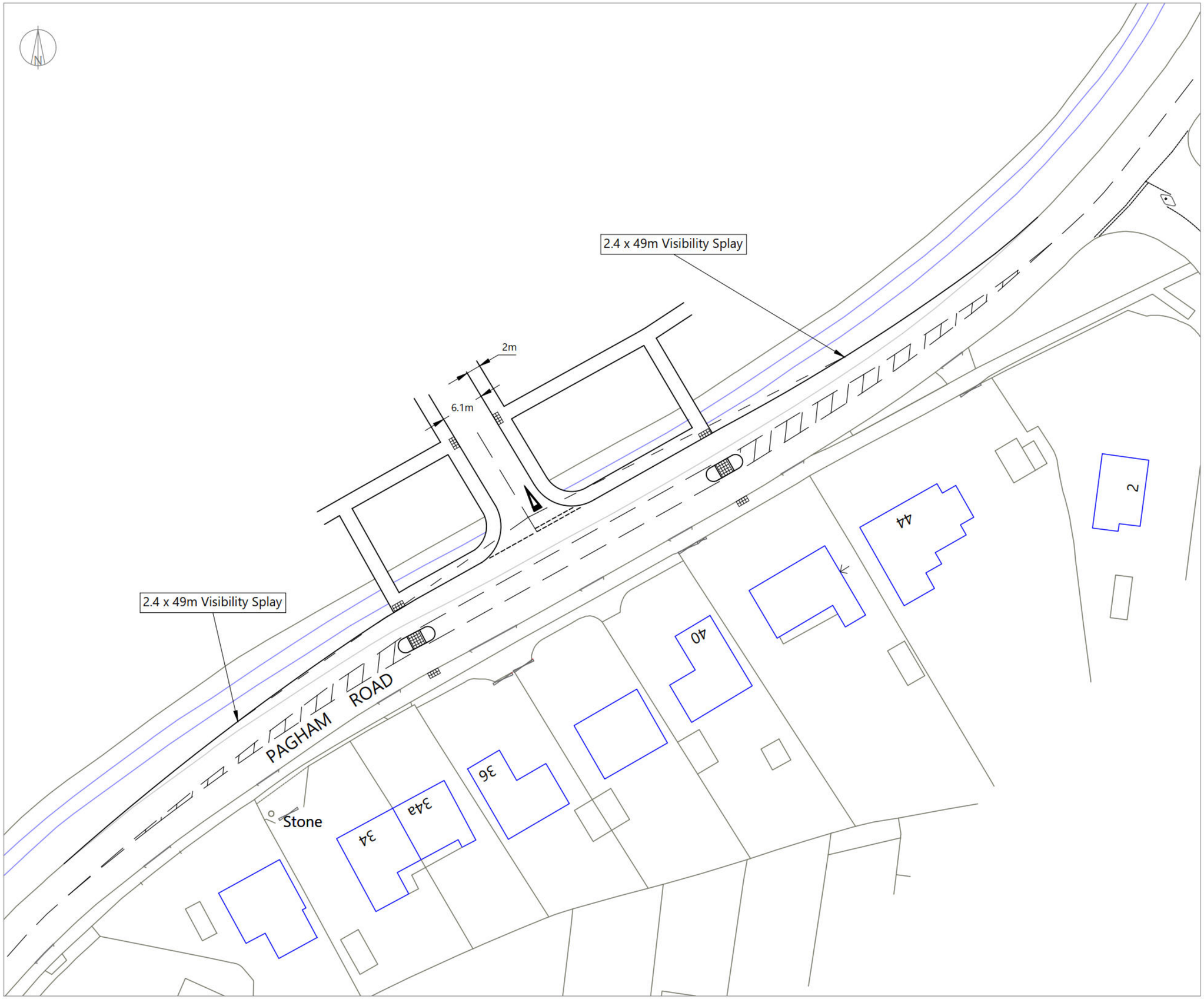
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	01	1:500 @ A3

HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
© Highgate Transportation Limited

TITLE:

PROPOSED NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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ISSUE	REASON FOR REVISION	DATE
K	Updated visibility splay	22/09/17
J	Addition of driveways	10/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/08/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	28/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	02	1:500 @ A3

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07973 375 937 / 07595 892 217
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TITLE:

PROPOSED SITE ACCESS - SOUTH OF SEA WAY

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT

APPENDIX C. Example ‘Travel Plan Pack’

St Peter's Quarter, Chertsey

Travel Plan Pack

Welcome to your Travel Plan Pack

Here you will find information on how to take up more sustainable travel opportunities within your development and within the local area.

As part of St Peter's, travel choices and destinations have been reviewed and are set out to help encourage you to increase the level of sustainable travel, as well as minimising the impact of development traffic on local roads and the environment. By promoting and monitoring the type of travel and the choices available for residents, the Travel Plan will look to:

- Increase awareness of the advantages and availability of sustainable / active modes of transport
- To promote health and fitness benefits of active travel to all users
- To introduce a package of physical and management measures that will facilitate travel by sustainable modes
- To reduce unnecessary use of the car for journeys to and from the development by residents

As well as your Travel Plan pack you also have your own dedicated Travel Plan website which provides further information on sustainable travel. Please visit: www.cala-thames-travel-plans.co.uk.

If you have any questions or you need to get in touch please contact your Travel Plan Coordinator via the following email address [redacted]

Produced in association with i-Transport

Your Development

St Peter's Quarter is located to the south west of Chertsey. Located adjacent to St Peter's Hospital, the development will add a total of 212 new homes to the local community. With local facilities and services available in both Chertsey and Addlestone as well as other leisure facilities such as Thorpe Park, there are a plenty of different options to explore.

A full local area plan including walking and cycling routes, bus stop locations, schools, shops and leisure facilities can be found within this Travel Plan Pack.

Your Local Area

St Peter's Quarter is located to the south west of Chertsey which is located a 35 minute walk and a 10 minute cycle ride.

Chertsey has a range of retail, leisure, education and employment opportunities which you have access to as well other nearby destinations in Addlestone to the east and Ottershaw to the south.

For more information on other leisure locations including Thorpe Park, please visit: www.cala-thames-travel-plans.co.uk.

Walking and Cycling

There are key routes to and from your development including:

- A shared footway / cycleway on the eastern side of Guildford Road providing a route towards Chertsey to the north
- A shared footway / cycleway to the south on the western side of Guildford Road with much of the route sat behind the carriageway towards Ottershaw. This route forms parts of the Surrey Cycle Way and National Cycle Route 223
- National Cycle Route 4 can also be accessed via route 223 in the centre of Chertsey. This is a long network route which provides access to London and Fishguard via Reading, Bath and Bristol

Cycle Servicing and Hiring

Bike Doctor

Established in 2017 the Bike Doctor (Surrey) was set up to bring high quality bike repair services across Surrey with hassle free collection and delivery. With both services and upgrades, get in touch with the team to find out more!

Website: www.bikedoctorsurrey.com

Purple Bike Shed

Operating across Hampshire, Berkshire and Surrey, Purple Bike Shed will repair and service mountain bikes, road bikes as well as also being tandem specialists. Able to visit and work on site at either your home or place of work it provides a great opportunity to get you back on the road. Or they can take your bike back to their workshop and return it back for when it suits you.

Website: www.purplebikeshed.com

Useful Apps

Map my Walk

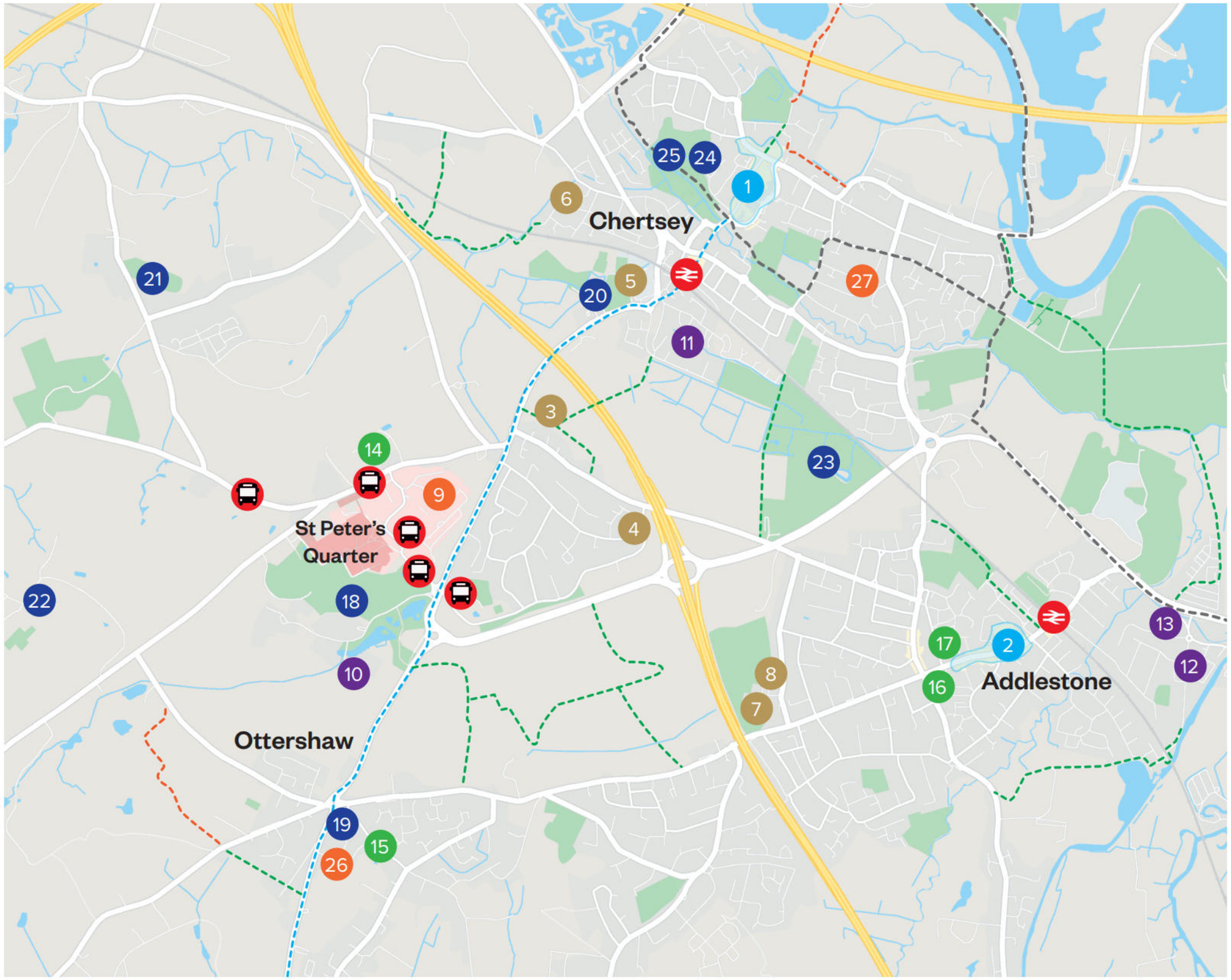
Map my Ride

Strava

AllTrails

St Peter's Quarter Local Area Plan

Location/Facilty	Time (mins) Walk	Time (mins) Cycle
Chertsey Railway Station	27	9
Addlestone Railway Station	50	16
1 Chertsey Town Centre	35	11
2 Addlestone Town Centre	50	16
3 Salesian School	14	5
4 Meadowcroft Community Infant School	21	7
5 Sir William Perkin's School	25	8
6 Cherstey Nursery School	35	11
7 Jubilee High School	39	12
8 St Paul's Church of England Primary School	39	12
9 St Peter's Hospital	1	0
10 Hillwood Business Park	11	3
11 Hanworth Lane Business Park	29	9
12 Weybridge Business Park	61	19
13 Bourne Business Park	62	20
14 Squires Garden Centre	7	2
15 Londis	20	6
16 Waitrose	43	14
17 Tesco Extra	46	15
18 Homewood Park	4	1
19 Miller and Carter Restaurant	20	6
20 Chertsey Recreation Ground	25	8
21 The Royal Marine Pub	26	8
22 Foxhills Country Club and Golf Club	29	9
23 Abbey Moor Golf Club	30	9
24 Chertsey Town FC	42	13
25 Chertsey Cricket Club	44	14
26 Ottershaw Dental Practice	20	6
27 Chertsey Health Centre	43	14



Public Footpath
Bridleway
National Cycle Route 223
National Cycle Route 4
Bus Stop

Smart Driving

Car Club

Car Clubs play an important role in future sustainable transport where in England each Car Club vehicle displaces 9 private cars. Car Clubs allow you to book a dedicated vehicle, drive it to the destination you require and then return it back to the same parking space. Car Club vehicles are available 24/7, 365 days of the year and you only pay for the time and distance travelled!

St Peter's Car Club Coming Soon!

As part of St Peter's Quarter, a Car Club vehicle will be provided and will be available to all residents! We'll let you know when your Car Club vehicle arrives, where your Car Club will be located within St Peter's and how it will work.

Car Sharing

Around 2.5 million people share their commutes to work every year in the UK. This removes 1.25 million cars from roads and saves around 1.25 million tonnes of CO2 per year. Car sharing is a great way to reduce the amount of solo car trips on our roads not only for work trips but for all trips.

Other benefits include:

- Reduce the need for parking
- Meet new people in your community
- Save on average £1,000 per year
- Reduce the stress of driving

For information on Car Sharing initiatives visit our Travel Plan website for links to:

- Surrey Liftshare
- Liftshare – download the app today!
- GoCarShare
- BlaBlaCar – download the app today!

Public Transport

Bus Travel

St Peter's Quarter is located nearby to a number of bus stops on Holloway Hill and Guildford Road. From Holloway Hill, bus service 593 is available which provides access to a Monday service to Woking.

The main bus stops which will serve your development are located on Guildford Road at the St Peter's Hospital entrance. From here you have the opportunity to travel on services including:

- 446 White Bus (Monday to Sunday) – Staines to Woking
- 461 Falcon Buses (Monday to Saturday) – St Peter's Hospital – Weybridge – Kingston upon Thames
- 557 Diamond Bus (Monday to Saturday) – Addlestone – Shepperton – Sunbury

For more information on the timetables and the bus passes available please visit our Travel Plan website where you will find links to each of these services.

Rail Travel

Chertsey Railway Station is your closest station and is located to the north east of the development. At this station there are 16 cycle spaces and a 19 space car park. From Chertsey there are opportunities to travel to Weybridge, Staines, Vauxhall and London Waterloo.

For timetable information and live updates for services from Chertsey please visit www.southwesternrailway.com.

National Railcard

National Railcards provide an opportunity to save up to a 1/3 off rail travel, with an annual average saving of £142 per year! There are a number of railcards available to purchase. Take a look on the Travel Plan website or visit www.railcard.co.uk.

Taxi Services

Taxi services are also available locally and play a role in your local public transport. Local taxi companies include:

A&C Cars

www.aandccars.co.uk

[redacted]

MiniCabIt

Compare and retrieve taxi quotes for your journey. Either download the app or visit their website: www.minicabit.com

All Chertsey Cars

www.allchertseycars.co.uk

Chertsey Taxis

www.chertseytaxis.co.uk

Useful Apps

Bus Checker

White Bus

Falcom Buses

Diamond Buses

The Trainline

National Rail

School Travel

Sir William Perkins's School

A shared footway / cycleway is provided along the entirety of Guildford Road providing a direct connection to the school. An alternative route is also available via Holloway Hill connecting to Guildford Road.

Salesian School

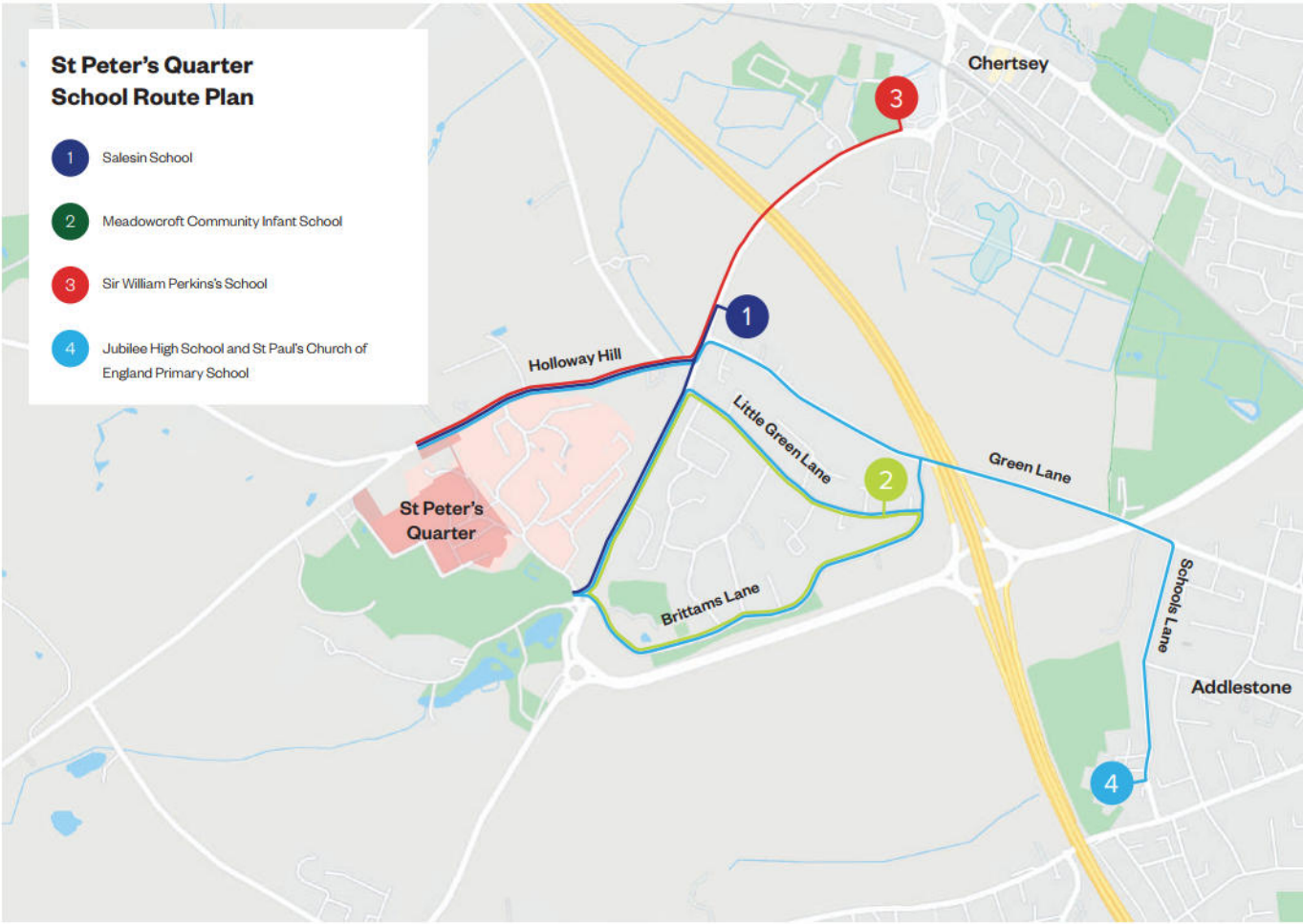
Accessed directly off Guildford Road to the north east, access to this school is straight forward by both walking and cycling via the shared footway and cycleway on Guildford Road. An alternative route is also available via Holloway Hill connecting to Guildford Road.

Meadowcroft Community Infant School

Located to the east of the development in the built up residential area on Little Green Lane, this school has a couple of routes available. With a journey time of just over 20 minutes you can either walk via Bittams Lane where there is a footway on the northern side or via Little Green Lane where footways are provided on both sides.

Jubilee High School and St Paul's Church of England Primary School

With both schools located next to each other on School Lane, access to these schools is possible via Bittams Lane from Guildford Road or Green Lane or Little Green Lane from either Guildford Road or Holloway Hill. A shared footway / cycleway is available on Green Lane providing a direct route for both those walking and cycling to school. The shared route finishes once arriving at the junction with School Lane but footways are provided on either side.



What's Next?

As part of the planning application for the development, a Travel Plan document was prepared which sets out the objectives and benefits of sustainable travel and the overall scheme. This document also sets out the targets and measures which the development will look to achieve over a 5 year monitoring period.

Monitoring will be in the form of questionnaire surveys and multi-modal surveys throughout the monitoring period. These surveys will determine the level of different forms of travel undertaken by residents and will help understand any barriers to particular types of travel. The results from these monitoring surveys will be reviewed and monitoring reports will be produced to understand the effectiveness of the Travel Plan which allow for any changes to be made.

The results of the surveys and the monitoring reports will be uploaded to the Travel Plan website.

Get in Touch

For more information about your travel choices at St Peter's Quarter please visit your dedicated Travel Plan website: www.cala-thames-travel-plans.co.uk.

If you have any questions or comments about your Travel Plan pack please get in touch with your Travel Plan Coordinator at: stpetersquartertpc@i-transport.co.uk.

APPENDIX D. Example ‘Questionnaire’

Questionnaire Survey (Template)

Questions to be reviewed and agreed with LHA at time of survey. All questionnaires will be undertaken online (unless requested). The questions below are potential questions which could be included as part of the survey and will be used as a starting point.

Background

1. Are you a resident of [insert development name}?

2. Please enter your (home) postcode.

3. Please select your age group
   - Under 18
   - 18-34
   - 35-44
   - 45-60
   - 60+

4. How many people live in your household?
   - 1
   - 2
   - 3
   - 4
   - 5+

5. How many cars do you have in your household?
   - 0
   - 1
   - 2
   - 3
   - 4+

6. If your household has a car (or multiple), how many are electric or low carbon vehicles?
   - 0
   - 1
   - 2
   - 3
   - 4+

7. How many bicycles do you have in your household?
    - 0
    - 1
    - 2
    - 3
    - 4+

8. Do you have a disability which affects you or a member of your households travel arrangements?

Employment & Travel

9. Are you currently employed?
    - Yes
    - No

10. What is your place of work postcode?

11. How often do you work?
    - 1-2 days
    - 3-4 days
    - Full Time
    - Shift Work
    - Other

12. Do you work from home?
    - No
    - 1-2 days
    - 3-4 days
    - Full Time

13. If you travel to your place of work, what mode of transport do you predominately use?
    - Walk
    - Cycle
    - Bus
    - Train
    - Taxi
    - Motorcycle
    - Car (travelling by yourself)
    - Car (travelling with someone else)

14. If you do travel to work, how far do you usually travel?
    - Up to 1 mile?
    - 1-3 miles
    - 3-10 miles
    - 10-20 miles
    - Over 20 miles

15. Are there any aspects of your job that require you to use a car / vehicle?
    - None
    - Attendance at meeting
    - Visit site / clients
    - Other

16. Do you use any alternative modes of transport to travel to work?
    - Walk
    - Cycle
    - Bus
    - Train
    - Taxi
    - Motorbike
    - Car (travelling by yourself)
    - Car share (travelling with someone else)

Travelling

17. During the morning peak hour (8am - 9am) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).
    - 0
    - 1
    - 2
    - 3
    - 4+

18. During the evening peak hour (5pm - 6pm) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).
    - 0
    - 1
    - 2
    - 3
    - 4+

19. What is your typical mode of travel to the type of destinations listed below in an average week? Please choose the ones which are applicable.

	Walking	**Cycling**	**Bus**	**Train**	**Car**	**Car Sharing**	**Other**
Commuting							
Leisure							
Retail							
Education							

20. If you were to consider changing your main mode of travel, which mode would you be most likely to change to?

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

21. Based on your answers for the above question, what would encourage you to take up these modes of travel?

Changing Travel Behaviours

22. Are there any improvements or incentives which would encourage you to walk or cycle more?

23. Are there any improvements or incentives which would encourage you to use public transport (train or bus)?

24. Are you aware of the Travel Plan which is part of Buckler's Park?
    - Yes
    - No

25. Are you aware of the Travel Plan website which provides information on your local area, public transport, walking, cycling and other information?

26. Are there any improvements to the website, or further information which would be helpful in understanding about sustainable travel?

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