

REPORT

Rickman's Green Village Interim Travel Plan

Residential

Client: Artemis Land and Agriculture Limited

Reference: PB9500-RHD-GE-XX-RP-Z-0005

Status: S2/P01

Date: 01 December 2022

Executive Summary

Royal HaskoningDHV has been appointed by Artemis Land and Agriculture Limited (“Artemis”) to provide highways and transport advice regarding Rickman’s Green Village located in Chichester District, West Sussex. This Interim Residential Travel Plan (RTP) has been prepared in respect to proposed residential dwellings which form part of full and outline planning applications known as Rickman’s Green Village Phase 1 (detailed application) and Phase 2 (to outline).

In line with the Vision for Rickman’s Green Village to create a new, highly sustainable, rural settlement which is not car-led, this RTP forms a key part of the strategy which supports and (where possible) accelerates a reduced level of car use. The information provided in this report sets out objectives, targets, measures, the strategy and management of this RTP to ensure its effectiveness.

The primary objective of this RTP is to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport. To support the RTP’s objective and manage its progress, targets which refer to a change in percentage points of travel modes have been identified.

It is intended that by the end of the Travel Plan period, ten years after first occupation of dwellings, car use for trips to and from the homes would be reduced against a baseline which would be lower than for a typical rural settlement. A Full Residential Travel Plan will be prepared prior to occupation to establish final specific mode share targets. In addition, a multi-modal survey will be carried out when up to 50% of Phase 1 dwellings are occupied or within six months of initial occupation of Phase 1 (whichever occurs first), to provide initial baseline data. Surveys will be repeated every three years to monitor the RTP’s progress.

The following initiatives, as well as design measures embedded in the overall proposals to actively deprioritise the use of private cars, form part of an Action Plan and would be implemented to encourage sustainable travel choices to Rickman’s Green Village:

- Free public bus service to and from the site;
- Street hierarchy and design which actively deprioritises vehicle use in the development;
- Provision of Sheffield stand bike parking at improved and new bus stops at, or close to the development. Bike repair station located in at least one centrally located bicycle shelter;
- Free personal safety equipment such as lights, umbrellas and reflective bands for residents;
- Free cycle training for residents;
- Free personal travel planning for residents on request; and
- Issue of travel newsletter to residents.

The developer is responsible in the first instance for establishing a strategy for travel planning for the proposed residential dwellings and would also hold responsibility for the relevant obligations attached to any planning conditions associated with the Rickman’s Green Village applications. The developer would also be responsible for appointing a Travel Plan Coordinator who would implement the Residential Travel Plan.