

## **Public Movement and Car Parking Strategy**

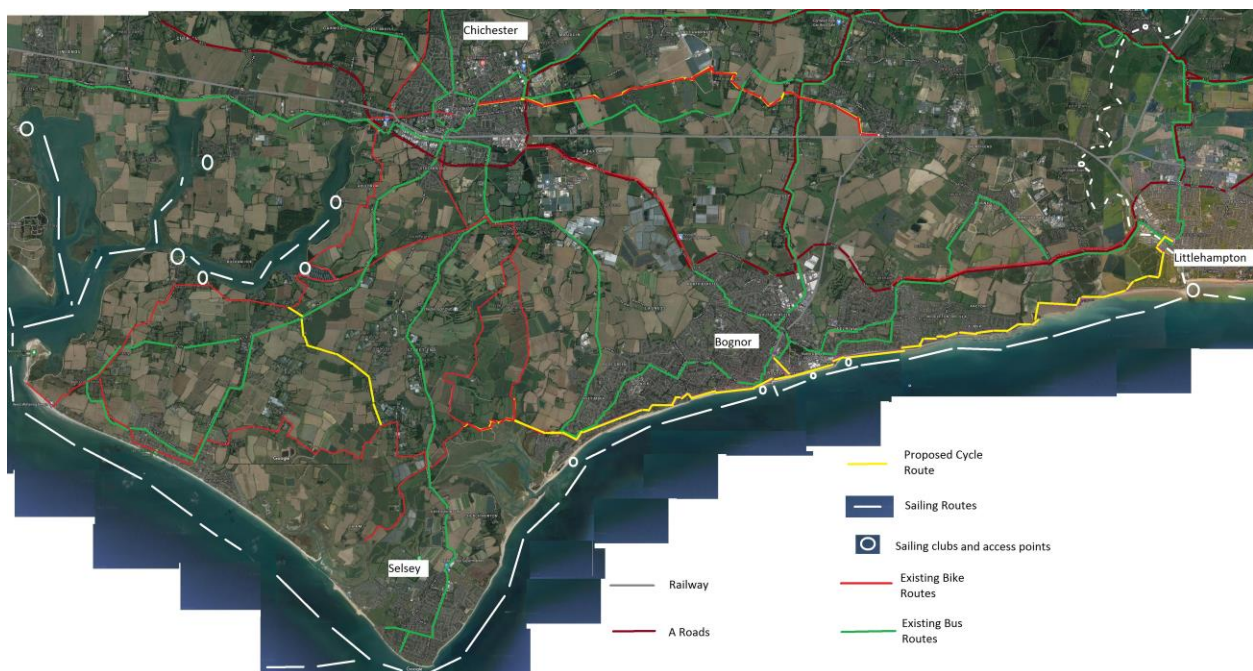
The first part of our strategy is to have a pedestrian and cycle priority route that connects the Train Station to Hotham Park, The Esplanade and all of the Seafront Sites. We also propose to reduce the width of some of the one way road systems through the town to allow for more cycle routes and to plant trees to create both shade in the summer and to help deal with the heat sinking affect of the town as it adapts to Climate Change.

The other key part of our proposal is to install at all 5 sites, and the train station, a docked e-bike scheme similar to the Embark Scheme in Dundee. The cost of this to the council if done in the same way as Dundee would be £0, see links below for more detail.

<https://dundeecity.gov.uk/reports/reports/261-2020.pdf>

<https://rideondundee.com>

We also propose to extend the cycling and walking routes along the seafront to the West to Pagham Harbor and onto Chichester Harbor, as well as Felpham, Middleton and Littlehampton to the East. This route will be clearly signposted and made immediately obvious to all users. This is shown on the plan below in yellow. It would connect National Cycle route 2 from Aldwick through to Sidlesham and onto Itchenor and via the ferry to Bosham.

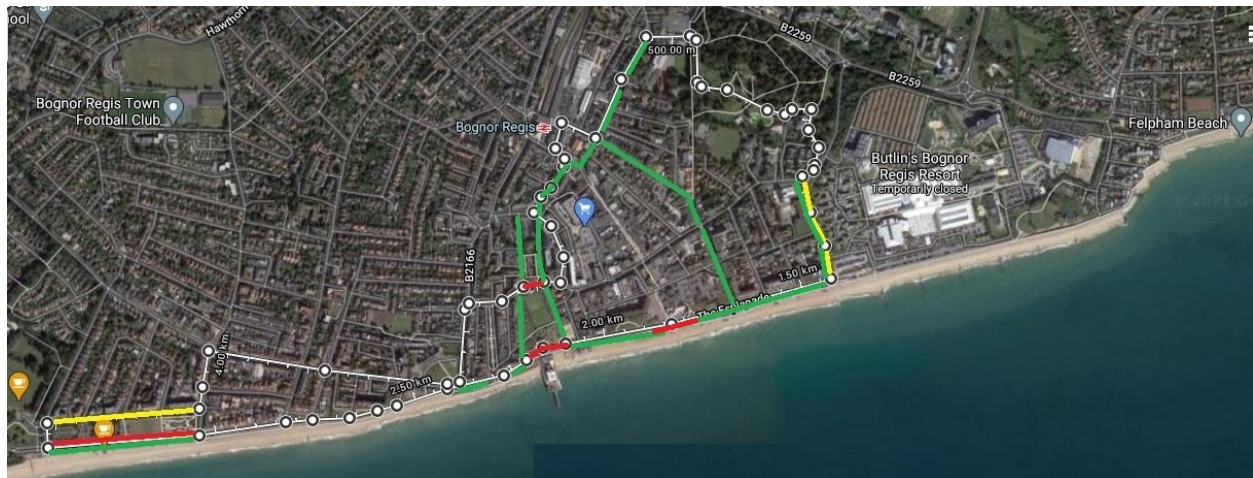


The intention of Regent Re-gen is to minimize the use and demand of private vehicles as much as possible from coming onto the seafront of Bognor Regis and this will help reconnect the town to the sea.

This will be done by stopping up several routes in order to make journeys more appealing via the B2259. The B2259 is now more than capable of taking the traffic since the A259 moved north to the relief road.

We are proposing a dedicated environmentally Carbon Neutral Shuttle system to connect the Car parks, the Train station, the Parks, the Beachfront and the new Leisure, Commercial and Residential developments. This Shuttle will be able to expand during peak season but still be able to run at a reduced timetable in off peak to allow the new and existing communities to have convenient alternatives to car based trips around the town.

The proposed route of the Bognor Regis shuttle is shown below in white.



We propose to stop up the following sections of road to facilitate this. These roads will still be open for public transport movements as well as bikes.

- Gloucester Road will become one way to allow 75x 45 deg spaces to be created.
- The Esplanade from the South of Waterloo Square to B2166 West Street will no longer take traffic in either direction other than bikes and Public transport.
- The North Side of Waterloo Square will no longer take traffic in either direction other than bikes and Public transport.

These are shown as red sections on the plan above for road closures to cars. Green sections for roads with tree planting and improved place making. Roads that become one way with 45 degree parking on the other lane are in yellow.

These proposals will mean there is still a need for car parking spaces across the town. We have assessed the car parking and bicycle spaces needed and included these across the Five Arun DC owned sites, according to the Arun DC Parking Standards Supplementary Planning Document

Jan 2020. All new car parking will have the ability to be converted to electric car charging spaces and the correct percentage will have the charging points installed on completion. Disabled and family bays will also be provided for.

### Rail

Network Rail is currently looking at a range of 60% to 100% of commuter traffic returning to the railway after the pandemic restrictions are lifted. This means that there is a fundamental review of the way in which train times operate happening. This opportunity could mean that there is now scope with space on the railway timetable for a faster commuter link to London directly from Bognor Regis station.

Central government has also announced in its Leveling Up proposal in the 2021 Budget. This gives the ability for districts to put forward schemes that can attract significant funding. Especially in relation to Transport Infrastructure. Whilst Arun is in the second of three priority areas for this funding, a well-conceived and backed up proposal could enable significant improvements for journey times and therefore desirability of using rail over road.

Network Rail would also like to have the construction of a chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham. If this was to fit within the Masterplan for Barnham Eastergate Westergate then this would also enable greater use of the Bognor Regis station.

### Car Parking

The demand for spaces will be lower following the provision of Car Clubs and other Travel Management Systems. However in order to demonstrate the viability at this initial stage we have calculated the following requirements across the proposals.

### Hothampton-

Existing Peak Capacity - 124 spaces

Required Residential - 252

Required Commercial - 56

Proposed - 680 under proposals

Surplus - **+248**

Cycle - 154

### Rock Gardens-

Existing Peak Capacity - 14 spaces

Required Residential - 45

Required Commercial - 42

Proposed - 37

Deficit - **-64** spaces

Cycle – 36

#### Gloucester Road-

Existing Peak Capacity - 181 spaces

Required Residential - 90

Required Commercial - 232

Proposed - 200

Deficit - **-303**

Cycle – 108

Along Gloucester Road we proposed to make it southbound only with 75 spaces along the current eastern carriageway compared to the existing 12 spaces which is an increase of 63 spaces. There is also spare capacity at the Fitzleet multi story car park and this has been accepted by Secretary Of State as having 160 spaces available at Peak Capacity.

#### Regis Centre-

Existing Peak Capacity - 172 spaces

Required Residential - 90

Required Commercial - 80

Proposed – 130 under proposals plus 60 in existing car park

Deficit - **152** spaces

Cycle - 70

#### London Road-

Existing Peak Capacity- 100 spaces

Required Residential - 203

Proposed - 392

Surplus- **+88**

Cycle- 96

The Total Demand for spaces is 1682

The Total Proposed parking is 1722

**There is a surplus of 39 car parking spaces across the development sites area. The proposal is that these spaces are removed from the Esplanade in front of the Regis Centre to allow that section to be closed when all sites are completed. This is also marked in red on the plan above. This is subject to the Transport Assessment that will come through the planning applications.**

For our Future Opportunity Sites we propose that each site will have enough car parking for each to be stand alone. As well as additional e-bike docking stations as above.

#### Covers and Railway Parking Site -

Existing Peak Capacity- 75 spaces

Required Residential – 180

Required Commercial - 40

Proposed - 295  
Surplus- **+0**  
Cycle- 110

Sarajevo Road Library and Day care Centre -

Existing Peak Capacity- 30 spaces  
Required Residential – 49  
Required Commercial - 0  
Proposed - 80  
Surplus- **+1**  
Cycle- 76

Post Office and Job Centre High Street Site -

Existing Peak Capacity- 0 spaces  
Required Residential – 54  
Required Commercial - 76  
Proposed - 200  
Surplus- **+70**  
Cycle- 76

Marine Park/ Kings Parade -

Existing Peak Capacity- 138 spaces on Marine Drive West  
Required Residential – 72  
Required Commercial - 116  
Proposed under building - 100  
Deficit- **-226**  
Cycle- 69

This deficit of parking spaces on this site will be found via the following alterations to the existing on-street and council off-street parking.

-Closing off Marine drive West other than for bus and the Bognor shuttle.

-Making Kings Parade one way from West to East and having 45 deg parking to create an additional 58 spaces.

- Adding a further 170 spaces along the access roads on the North and East sides of West Park. Creating a further avenue of trees around the perimeter with a dedicated walking and cycling track. Should it become necessary, there is potential to provide additional peak season overspill car parking in this location or indeed underground parking.

The above calculations are based on the evidence that is publicly available but much of it is taken from at least 7 years ago. Therefore once the proposals have the agreement of council in principle, the figures will be re-assessed against the criteria and up to date information available at that time.

Regent Re-Gen Ltd