THAKEHAM TILES, ROCK ROAD

Storrington, West Sussex

FRAMEWORK
TRAVEL PLAN

Project No   24-428-20

Revision No   00

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Transport Planning | Flood Risk & Hydrology | Infrastructure & Drainage

Control Sheet

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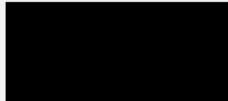
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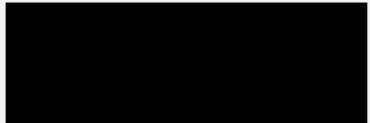
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i

CONTENTS

Tables

Figures

Appendices

1 INTRODUCTION

1.1 Background

1.1.1 Calibro has been appointed by Thakeham Tiles Limited (herein referred to as "the Applicant") to provide an appraisal of the traffic and transport implications associated with a proposed redevelopment of Thakeham Tiles site on Rock Road for a residential development comprising 108 dwellings.

1.1.2 This Plan has been prepared with the purpose of providing the Local Planning and Highway Authorities with a strategy to minimise the number of single occupancy car movements generated by the development.

1.1.3 This document has been prepared in accordance with current best practice in terms of Travel Plan preparation, with particular consideration to the National Planning Policy Framework (NPPF).

1.2 Summary of Relevant Information

1.2.1 By way of summary, this Plan has been prepared subject to the following principal parameters:

Development Name:	Thakeham Tiles (placeholder)
Status of Travel Plan:	Pre-Occupation
Development Address	Rock Road, Storrington
Development Mix:	108 dwellings
Author of Framework Travel Plan:	Calibro Consultants Limited
Travel Plan Coordinator:	TBC
Delivery Mechanism:	TBC
Funding Mechanism:	S106 contributions

1.3 Working Group

1.3.1 Space is provided here for the input of contact details for members of the site's working group. The Travel Plan Coordinator will be responsible for updating this information.

1.3.2   The working group may include such parties as the developer, public transport operator, neighbouring businesses, and residents. Space has been provided below to be populated in due course, once this information is available.

Table 1-1   Working Group Contact Details

Name of Contact	Address	Email Address	Telephone Number

1.4   Travel Plan Aims and Objectives

1.4.1   Travel Plans are long-term management tools that contain a strategy of aims to achieve a material transition to sustainable travel patterns, both for people and for goods. Significantly, successful Travel Plans can lead to substantial environmental benefits, which is particularly important in the context of the climate emergency. Additional benefits of Travel Plans are the social and economic advantages they can bring to communities, as well as the contribution they make towards the pursuit of sustainable transport policy objectives for all levels of government as well as of businesses.

1.4.2   The Travel Plan is prepared to illustrate the approach that would be adopted by the Travel Plan Coordinators from first occupation of the site and sets out a long-term strategy for reducing dependence on single occupancy car travel.

1.4.3   The Applicants recognise the important and valuable contribution that Travel Plans can make to the environmental agenda and combatting the global climate emergency, which urgently needs addressing at all costs. The Applicants also acknowledge that the Travel Plan can play a vital role in helping to minimise car-borne traffic on Storrington's roads. As such, the Applicants are committed to passing on the aspirations of this document to future residents of the site.

1.5   Report Structure

1.5.1   The remainder of this report is structured as follows:

Section 2 – Development Proposals

Section 3 – Policy and Best Practice

Section 4 – Non-Car Accessibility Analysis

Section 5 – Travel Surveys

Section 6 – Travel Plan Objectives

2 DEVELOPMENT PROPOSALS

2.1 Application Details

2.1.1 Full details of the proposed development are set out in the Planning Statement which accompanies the planning submission. However, for ease, the formal description of development is set out below:

> "Outline application with all matters reserved except for access from Rock Road for the demolition of existing buildings, and the re-development of the site for up to 108no. dwellings (including a mix of private and affordable housing units), together with associated infrastructure including vehicular, cycle and pedestrian access, parking, landscaping, open space and play provision, and sustainable drainage."

2.1.2 An extract of the illustrative masterplan is provided below and the full plan to a larger scale at Appendix A.

Figure 2-1 Illustrative Masterplan

2.1.3 The salient elements of the proposed scheme may be summarised as follows:

- The development will deliver 108 residential dwellings;

- The development will include the creation of a new vehicular access to the northern extents of the site that comprises a priority (give-way) junction onto Rock Road; and

- The existing Public Right of Way which crosses the centre of the site between Hillside Walk and Bracken Lane will be improved.

2.2 Pedestrian Access

2.2.1 The development proposals incorporate retention of the existing Public Right of Way footpath which crosses the centre of the site east to west between Hillside Walk and Bracken Lane. The existing footpath is currently unsurfaced and deteriorates in wet weather to become muddy.

2.2.2 It is proposed that the surfacing of this footpath will be enhanced using a compacted gravel type material and low-level lighting will be provided along the route to enhance the perceived attractiveness and safety of the route.

2.2.3 This improved route will provide a safe and attractive connection to Thakeham Primary School for residents of the site and the residential area located to the east.

2.3 Car & Cycle Parking Provision

2.3.1 The current planning application is made in outline with all matters reserved, save for access.

2.3.2 The provision of car and cycle parking is therefore a consideration for a future Reserved Matters Application and through that process the local planning and highway authorities would retain control over this aspect of the proposal. In this regard, the local planning and highway authorities can be assured of compliance with the relevant policies.

2.3.3 West Sussex County Council's parking standards are set out within the Guidance on Parking at New Developments adopted in September 2020. The table below sets out the optima standards outlined in the guidance and the requirement for the development proposals:

Table 2-1   Parking Guidance - Residential use Zone 1

Number of Bedrooms	Car Parking Standard	Cycle Standard
1	1.5	1
2	1.7	1
3	2.2	2
4+	2.7	2

2.3.4 Alongside policy-compliant car parking provision, the development also promotes sustainable modes of travel by providing electric charging spaces and cycle parking spaces.

2.4 Service Arrangements

2.4.1 The current planning application is made in outline with all matters reserved, save for access.

2.4.2 The internal road layout is therefore a consideration for a future Reserved Matters Application and through that process the layout will be confirmed with the local planning and highway authorities to ensure it can safely accommodate the movements of emergency service vehicles.

2.5 Statement of Case

2.5.1 The Applicant recognises the important contribution that Travel Plans can make to the environmental agenda. The Applicant acknowledges that the Travel Plan can play an important part in helping to minimise car-borne travel on the region's roads. As such, the Applicant is committed to passing on the aspirations of this document to future occupiers of the site.

3   POLICY AND BEST PRACTICE

3.1   Introduction

3.1.1   This chapter details the pertinent travel planning policies and best practice guidance which has been referenced in the design of the Plan and its associated initiatives.

3.2   National Planning Policy Framework

3.2.1   The 2024 NPPF sets out the Government's planning policies for England and how it expects these to be applied. The Framework clarifies at Paragraph 7 that "the purpose of the planning system is to contribute to the achievement of sustainable development' and this is the only occasion within entirety of the Framework that the purpose of the planning system is stated.

3.2.2   It is therefore evident that the sole purpose of the planning system is to achieve sustainable development and the achievement of such is therefore to be given the highest degree of weight in the plan making and development control process.

3.2.3   Indeed, the NPPF includes reference to the requirement of Travel Plans to support sustainable development at paragraph 118:

> "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3   Best Practice Guidance

3.3.1   In addition to the policy and guidance referenced above, this Travel Plan has also been prepared with reference to other existing best practice documents:

- Transport for New Developments, Transport Assessments and Travel Plans (2014);

- Good Practice Guidelines, Delivering Travel Plans through the Planning process (2014);

- The Essential Guide to Travel Planning, published by DfT (2008);

- A guide to Travel Plans for Developers (2006);

- Making Residential Travel Plans Work; Guidelines for New Development, published by DfT (2005);

3.3.2   The above guidance documents provide a plethora of detailed advice; however, the key messages can be summarised as follows: -

- It is vital to gain buy-in from all relevant stakeholders, particularly residents and the developer;

- Sufficient time and money must be allocated and planned for;

- An in-depth understanding of the local context must be gained, which can be procured by both forming local alliances and performing site audits;

- Furthermore, travel surveys must then be employed to understand how people travel and their reasons for doing so, with this monitoring of behaviour continuing on a regular basis;

- In tandem with this, the Travel Plan must then be marketed to maximise engagement from residents;

- There is a strong desire to reduce carbon emissions in Horsham from vehicles, and new developments such as the one proposed have a key role to play in this;

- Furthermore, the Horsham District Planning Framework (2015) states that new developments must be designed with a range of viable, efficient and sustainable transport alternatives to reduce the need to travel by private motor vehicle.

3.3.3 The plan will set out the administrative, physical, and management initiatives that will form the framework under which a full travel plan will be prepared and implemented prior to occupation of the student accommodation and commercial units. At this stage, it is expected that the Travel Plan shall comprise the following suite of documents: -

Travel Plan Report (for use of the Travel Plan Coordinator and Local Authority) – intended to set out matters relating to the administration of the Plan, including future review and monitoring regimes. Essentially, this would comprise an updated version of the Framework Travel Plan.

Travel Plan Welcome Pack (for distribution to residents) – comprising a publication designed to engage with the residents and to promote the use of non-car travel options through a range of key initiatives.

Travel Plan Leaflet (for distribution to residents) – a pocket-sized document providing a convenient aide-memoir of key travel opportunities. This will be provided within welcome packs and in communal areas of the site.

3.3.4 The above documents will be prepared to raise awareness amongst future residents of the physical features, infrastructure, and opportunities to travel by non-car modes.

3.4 Section Conclusion

3.4.1 The above policies clearly demonstrate the need for new development to be designed with sustainability in mind, and to minimise greenhouse gas emissions to the greatest extent possible. This is especially pertinent for new developments.

3.4.2   To this endeavour, this Travel Plan has been developed to further encourage the use of non-car alternatives. The subsequent sections present the non-car travel credentials of the site as well as setting out specific, time-based mode share targets to ultimately achieve this objective.

4 NON-CAR ACCESSIBILITY ANALYSIS

4.1 Introduction

4.1.1 This section of the Plan sets out the accessibility analysis Calibro has undertaken in relation to the development and the surrounds, evaluating existing infrastructure provision in the area.

4.1.2 This chapter includes a review of the following modes: -

- Accessibility by foot;

- Accessibility by bicycle;

- Accessibility by bus; and

- Accessibility by rail.

4.2 Accessibility by Foot

4.2.1 The scheme directly links to the existing footways on the southern side of Rock Road. These footways connect to the contiguous network of footways which link the site and the centre of Storrington and the villages located there.

4.2.2 An existing Public Right of Way crosses the site connecting Bracken Lane east of the site to Hillside Walk to the west of the site. It currently comprises an unsurfaced track. As set out previously, it is proposed that this footpath will be remained and upgraded. It will be resurfaced and provided with low level lighting. This improved route will provide an attractive and safe route between the site and the residential areas to the east of the site to Thakeham Primary School and beyond to the centre of Storrington.

4.2.3 Subject to these improvements, the application site would become accessible by a well-formed network of pedestrian footpaths that provide connectivity to local bus stops and to the Village Centre, where number of key amenities are located.

4.2.4 Indeed, Thakeham Primary School is located within a short walk of around seven minutes (540-metres) from the site, assuming an average pace of 4.8-kilometres per hour or 80 metres per minute. The Village Centre, which includes a supermarket, post office, doctors surgery and library is located within a 25-minute walk of the site (two-kilometres). Other amenities located in the Village Centre include a pharmacy, hair salon, banks, pubs, and several cafés and takeaways.

4.2.5 The accessible areas within these thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.

4.2.6   Furthermore, a review of West Sussex Council's Public Right of Way (PRoW) mapping, shown in Figure 4-1 below, illustrates that a number of "key" footpath and bridleways are in place within vicinity of the site that provide access to more locations across Storrington and beyond.

Figure 4-1   West Sussex Public Rights of Way Map
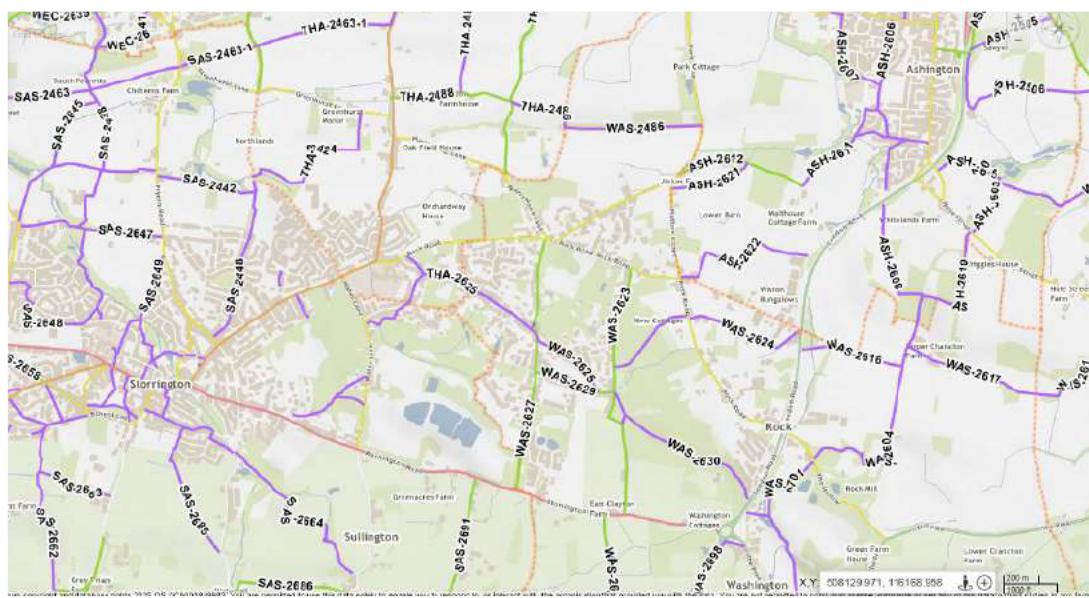
4.2.7   Building on the above, a 2-kilometre travel distance has been determined within a GIS-based accessibility model that has been constructed taking into account the available infrastructure within and in the surrounding area of the application site.

4.2.8   The accessibility review is shown in the figure below, and to a larger scale at Appendix B.

Figure 4-2   Walking Catchment
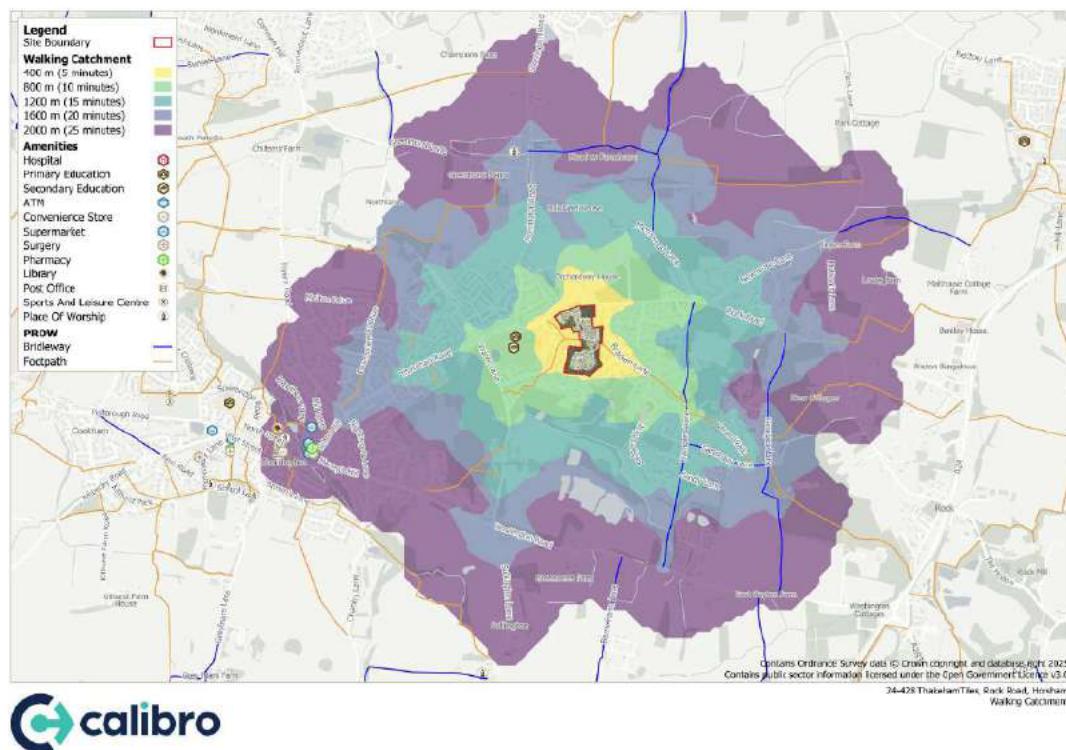
4.2.1   It is evident from the above figure that a number of local amenities, including a pharmacy, doctors, surgery and local Tesco are located within a 10-to-15-minute walk south from the site, which would be used by future residents of the proposed development on a daily basis. Parts of Storrington town centre is also accessible within a 25-minute walk from the site, where a plethora of amenities and facilities are located.

Table 4-1   Distance to Amenities

Amenity Type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Public Transport Opportunities			
Bus Stop	Thakeham Road	5	450
Bus Stop	Water Lane	8	700
Facilities and Amenities			
Convenience Store	Morrisons Daily	23	1700
Supermarket	Waitrose	23	1700
ATM	Tesco Express	31	2300
Recreation/Leisure Facility	Chanctonbury Leisure Centre	33	2500
Post Office	Storrington Post Office	26	1900
Library	Storrington Library	27	2000
Pharmacy	Boots	23	1700
Doctors Surgery	Glebe Surgery	31	2300
Dentist Practice	Old Mill Dentist Surgery	27	2000
Education Facilities			
Nursery	The Nursery School Storrington	27	2000
Primary School	Thakeham Primary School	5	350
Secondary School	Steyning Grammar School	4	300

4.2.2   Table 4.1 demonstrates that while a small number of facilities, such as the nearest bus stops and local schools, are located within approximately 800 m of the site, the majority of day-to-day amenities (including shops, healthcare, and leisure facilities) are situated within a wider area of around 1.7-2.5 km. These amenities remain accessible by sustainable modes, such as cycling or public transport, and are within reasonable travel distances for residents.

4.2.3   The Chartered Institution of Highways and Transportation (CIHT) guidance Planning for Walking (March 2015) identifies "walkable neighbourhoods" as those with a typical catchment of around 800 m. While not all key facilities fall within this threshold, the proximity of bus stops and schools, together with the availability of continuous footways and cycle connections, supports opportunities for sustainable travel in accordance with national and local planning policy objectives for creating sustainable communities.

4.2.4   In view of the above, the application site affords an opportunity for future residents to travel to and from the site by foot, thus making walking a viable and attractive mode of transport to and from the proposed development for the vast majority of journey purposes, with many amenities within desirable distances of 'walkable neighbourhoods'.

4.3   Accessibility by Bicycle

4.3.1   The industry-standard distance over which cycling is considered to be feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will therefore be willing and able to travel further by bike.

4.3.2   Whilst there is no dedicated cycle infrastructure within proximity of the site, or indeed throughout the whole of Storrington, the local highway network is of suitable geometry and with sufficiently low vehicle speeds that informal cycling may occur within the carriageway of the roads alongside vehicular traffic, without detriment to highway safety.

4.3.3   On the basis of the available infrastructure, the accessibility model has been used to identify the geographical areas that are accessible within 5-kilomtres of the application site. The results are illustrated below whilst a larger scale plan is provided at Appendix C.

Figure 4-3   Cycling Catchment
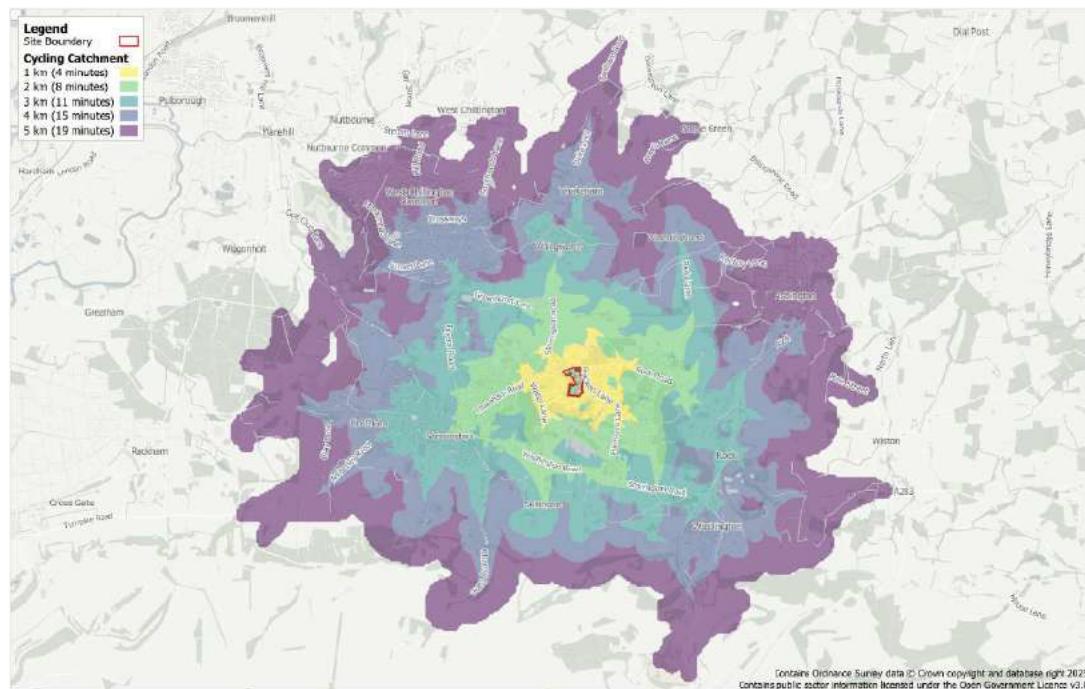
4.3.4   Based on the model results above, residents of the proposed development would be able to access a significant geographical area by bike, including the centre of Storrington and the surrounding villages of Washington, Ashington and West Chiltington. Within this large catchment exist a variety of opportunities to access an array of local amenities and jobs particularly located on Water Lane to the west of the site towards Storrington and the industrial/business area located on the western side of the A24 to the east of the site.

4.3.5   Consequently, the application site would afford an opportunity for journeys to and from the site to be undertaken by bike, in line with current local and national sustainable transport policy objectives.

4.4   Accessibility by Bus

4.4.1   It is accepted that public transport accessibility comprises two principal aspects.

a) Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network;

b) Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.4.2   In relation to the first criterion, the application site is located within approximately 450 metres of the nearest bus stop on Thakeham Road, which is served by the 71, 74A, and 74B bus routes. Additional bus stops are located on Water Lane, around 700 metres from the site, and are served by the same routes.

4.4.3 The distance to the nearest serviced bus stops is therefore slightly beyond the maximum desirable distance of 400-metres identified by the Institute of Highways & Transportation (IHT) document entitled Planning for Public Transport in Developments. However, the improved footway will provide an attractive, partly traffic-free route linking the site to the bus stops. In combination with the local environs, it is likely that the propensity to walk will offset this difference of 100-metres.

4.4.4 In respect of bus frequencies and the areas serviced, the following table demonstrates that the application site would be accessible by a number of bus services throughout the week. Whilst the services may not be considered as frequent compared to some more urban locations, the site is considered to be relatively accessible by bus in relation to its semi-rural context.

4.4.5 On the basis of the below, bus travel represents an alternative to car use for some trips to and from the application site

Table 4-2   Local Bus Services

Service	Route	Monday -Friday			Sat	Sun
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
1	Worthing - Midhurst	06:30	60	19:15	60	120
	Midhurst - Worthing	06:29	60	20:48	60	120
71 (Wednesdays Only, single service in each direction)	Storrington - Chichester	09:30	-	-	-	-
	Chichester - Storrington	13:00	-	-	-	-
74A/74B	Storrington - Horsham	06:43	120	14:21	-	-
	Horsham - Storrington	10:20	120	17:17	-	-

4.4.6 Further analysis has been undertaken to ascertain the value of the available bus services and in this way, the accessibility model has been used to identify geographical areas that would be accessible within a bus journey of 36-minutes, which reflects the average bus journey for commuter journeys in the southeast.

4.4.7 The results are provided in the following figures below which illustrates the accessible catchments during a weekday morning and evening peak periods. A larger scale copy of the plan is available at Appendix D.

4.4.8 On the basis of the evidence above and below, the location of the application site affords adequate opportunities to travel by bus.

Figure 4-4   *AM Peak Bus Catchment*
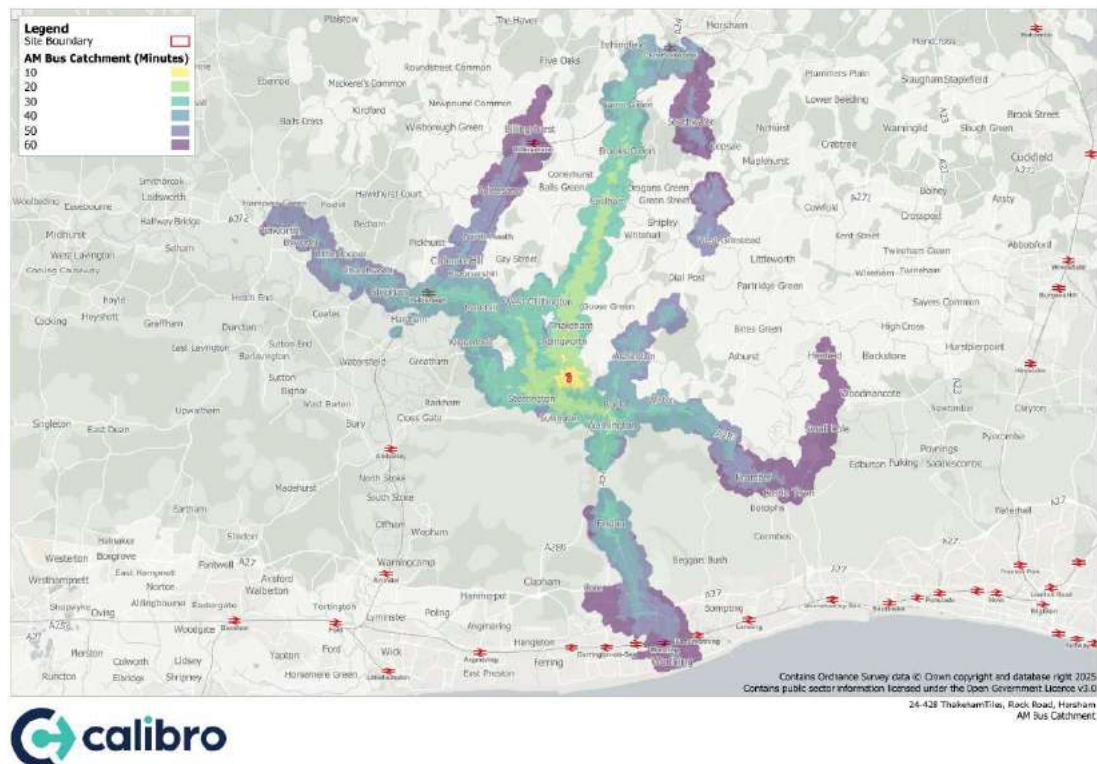
Figure 4-5   *PM Peak Bus Catchment*
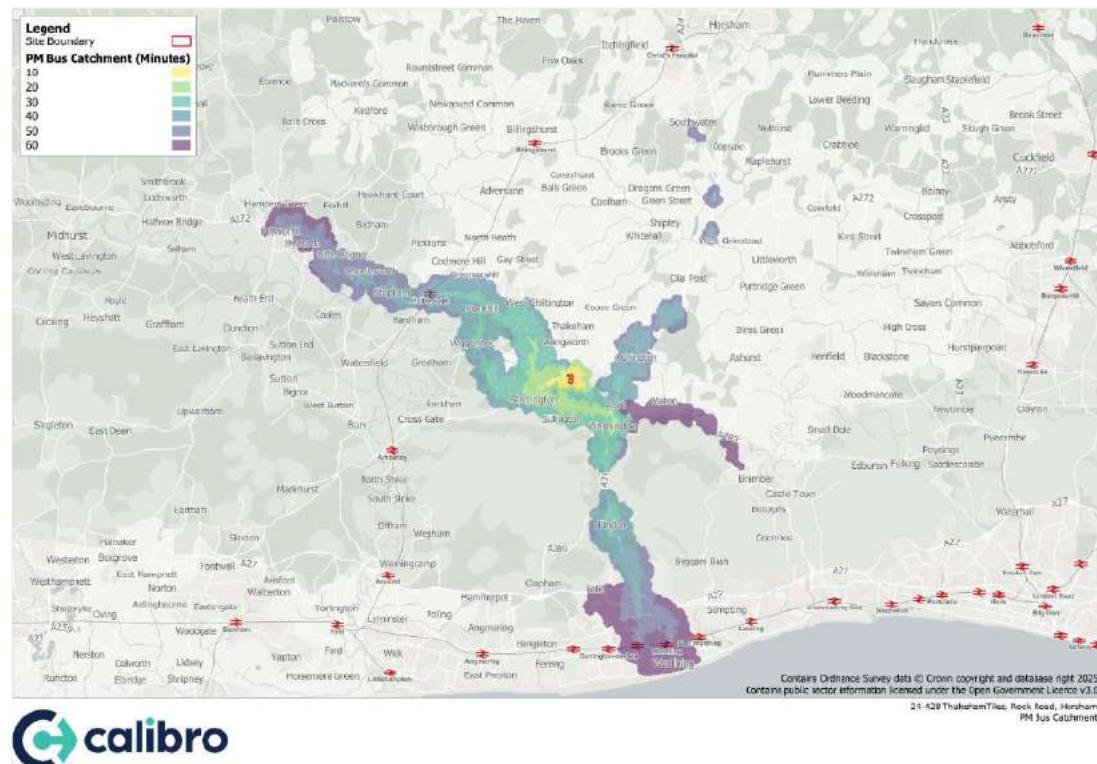
4.4.9   The above figure demonstrates that in the AM and PM peak periods future residents of the site will be able to travel to Worthing town centre, Durrington, Broadwater, Steyning, Pulborough and Petworth by bus.

4.5 Accessibility by Rail

4.5.1 The nearest rail station is at Pulborough which is located some 8.3-kilometres to the northwest of the application site, on the Arun Valley Line. The station is typically serviced by approximately two trains per hour to London Victoria and two trains per hour towards Bognor Regis in off-peak time Monday-Saturdays. Stops on to London Victoria services include Billingshurst, Horsham, Crawley, Gatwick Airport and East Croydon whilst stops on Bognor Regis services include Amberley, Arundel, Ford and Barnham.

4.6 Section Conclusion

4.6.1 The analysis presented above confirms that the proposals constitute an accessible development that would afford future residents with the opportunity to access a range of opportunities to travel by non-car travel modes, in line with the objectives of sustainable travel policies.

5 TRAVEL SURVEYS

5.1 Introduction

5.1.1 Detailed and frequent surveys of residents' travel behaviour will be necessary to establish a range of initiatives which can be used to promote sustainable travel. This will allow the Plan to fulfil its obligation to promote a long-term cultural shift away from the car at the proposed development.

5.1.2 The survey results will be utilised both to establish a reasonable baseline against which the Travel Plan's targets can be set, and to identify current travel behaviour which can be used to monitor the Plan's progress.

5.2 Conducting the Travel Survey

5.2.1 In order to inform the measures and initiatives of the Plan, a series of questionnaire surveys shall be conducted to elicit key travel information from residents of the site. Residents will be informed of the survey through several information channels, such as newsletters, leaflets, notice boards, and potentially also social media.

5.2.2 The baseline resident survey will be undertaken either upon 80% occupation or a year from the first occupation, whichever is sooner. Monitoring surveys will then be undertaken biennially throughout the lifetime of the Travel Plan.

5.2.3 The survey shall be open for a total of six weeks, with reminder notices issued at the conclusion of the third week and two days before the survey closes.

5.2.4 Once each survey has been completed, the results will be used to review the Travel Plan's actions, with any updates, changes or additions made as deemed appropriate. The TPC will also be required to produce a comprehensive biennial monitoring report following the conclusion of each survey, to summarise the survey results and reflect on progress towards targets.

5.2.5 An example of a travel survey questionnaire to be approved by WSCC is included at Appendix E.

6 TRAVEL PLAN OBJECTIVES

6.1 Introduction

6.1.1 A Travel Plan is a long-term management tool that articulates a coordinate strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

6.2 Objective of the Plan

6.2.1 The Travel Plan will be prepared to illustrate the approach that would be adopted during after the implementation of a planning permission granted for the proposed development at Rock Road, Storrington.

6.2.2 The purpose of the plan will be to set out a long-term strategy for reducing the residents' dependence on single occupancy car travel and the Plan Objective will be to reduce private car use in favour of more sustainable modes of travel, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

a) Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual residents;

b) Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and

c) Raise awareness of alternative travel options for all residents and visitors.

Effective use of Resources

a) Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;

b) Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents and visitors;

c) Contribute to improvements in air quality through the reduction of carbon emissions;

d) Reduce the number of vehicles requiring a parking space within the site; and

e) Reduce any on-street car parking demand by visitors.

7 SUGGESTED TRAVEL PLAN MANAGEMENT

7.1 Travel Plan Coordinator

7.1.1 A Travel Plan Coordinator (TPC) will be required to be appointed to administer and implement the Plan. A TPC will to be appointed prior to first occupation and employed for a minimum of five years, or until completion of the plan, whichever is later.

7.1.2 The appointed TPC will seek to coordinate all efforts with the appointed TPC for any nearby Travel Plan, creating a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken to the benefit of the entirety of Storrington.

7.1.3 The appointed TPC shall be responsible for:

1. Administration and promotion of the scheme;

2. Implementation of the TP;

3. Ongoing monitoring of the scheme;

4. Undertaking a review of the scheme and reporting results to the council; and

5. Updating the Travel Plan document so that it is a "live" document which remains relevant throughout the Travel Plan period when necessary.

7.1.4 The time spent by the TPC on the Travel Plan will vary according to the stage of the overall process. It is expected that Travel Plan responsibilities will intensify on first occupation and during monitoring periods. Outside of these times, travel planning activities will lessen.

7.2 Consultation and Engagement

7.2.1 The success of the Plan will rely upon the support of residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.

7.2.2 The TPC will also be responsible for liaising with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport if necessary. The TPC will also cooperate closely with public transport operators as circumstances dictate.

7.3 Promotion

7.3.1 All residents will be made aware of the Travel Plan upon initial move in. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained.

7.3.2   Residents will be provided with travel information literature upon first occupation of their home and the contact details of the TPC shall be provided to each resident. This will most likely be achieved through the distribution of printed Welcome Packs.

7.3.3   The TPC will be available to answer any questions that residents may have and shall provide them with up-to-date information upon request.

7.4   Updates to the Plan

7.4.1   The Plan represents a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan period. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges or changes in circumstances.

7.4.2   The on-going monitoring programme will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan. Once biennial monitoring has taken place, appropriate alterations can be made to the Plan.

8   TRAVEL PLAN TARGETS

8.1   Introduction

8.1.1   This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.

8.2   Target Mode Share

8.2.1   To provide an indication of what these final targets might be, placeholder modal share targets are detailed in this section of the Plan.

8.2.2   They relate to the objectives of the Plan and interim targets have been identified so that the success of the Travel Plan can be tracked throughout the occupation period, until full occupation, and post occupation for the duration of the Plan. This will allow appropriate interventions to be made in a timely manner.

8.2.3   As no baseline survey data is available, these targets have been informed by the 2011 Census dataset "QS701EW - Method of travel to work – Usual Residence", with a focus on a specific MSOA in Horsham, Horsham 15 (E02006602), this is considered to have similar characteristics to the proposed development. The result of the MSOA is provided in the table below, along with the suggested targets. This approach mirrors the analysis and mode share set out in the accompanying TA for commuting trip purposes.

Table 8-1   Target Mode Shares

Mode of Transport (to/from work)	2011 Census Mode Share (%)	Surveyed Baseline (%)	Target Mode Share Year 1 (%)	Target Mode Share Year 3 (%)	Target Mode Share Year 5 (%)
Car/Van Driver	74%	TBD	70%	66%	62%
Car/Van Passenger	4%	TBD	4%	5%	6%
Bus	1%	TBD	1%	1%	1%
Rail	3%	TBD	3%	3%	3%
Walk	6%	TBD	7%	8%	9%
Cycle	1%	TBD	2%	3%	4%
Other	1%	TBD	1%	1%	1%
Work from Home	11%	TBD	12%	13%	14%
Total*	**100%**	**TBD**	**100%**	**100%**	**100%**

*Table is subject to rounding

8.2.4   The target for the reduction in single occupancy car travel is acknowledged to be ambitious, however it is considered to be realistic due to the site's accessibility credentials and the expected impact of the measures set out in this Travel Plan, which are specified later in this document.

8.2.5   As set out above, the plan will target a reduction in single occupancy car use of 12% against 2011 Census data. This exceeds the advised target of 8-10% in general Travel Plan guidance.

8.2.6   The Plan acknowledges that once the development is occupied an accurate baseline mode split will be established, and a more detailed mode share split can be determined. As referenced, the Census mode share information is based on several local MSOAs and so may not directly reflect the likely mode choice of future residents of the site. Furthermore, the reduction in Car/Van driver mode share proportion has been redistributed amongst alternative modes. The analysis set out in the TA takes a detailed approach to forecasting mode share, taking account of local facilities and trip purposes. In reality, based on the site location and accessibility, the walk and cycle mode share are expected to be higher than the figures set out above.

8.2.7   For the purposes of this Travel Plan, however, and before baseline mode shares can be obtained, this is considered an appropriate approach to setting out car reduction targets.

8.2.8   By determining a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car amongst residents of the proposed development in the face of the worsening climate emergency.

9 TRAVEL AND TRANSPORT ISSUES

9.1.1 General Travel Plan guidance suggests that issues which arise at the site relating to travel and transport should be recorded as they develop. Space has been provided in the table below for these to be recorded in the future by the Travel Plan Coordinator.

Table 9-1   Travel and Transport Issues

Date	Nature of Issue	Action Taken	Other Relevant Details

10 TRAVEL PLAN MEASURES

10.1 Introduction

10.1.1 This section covers the proposed measures to achieve the aforementioned target mode shares at the proposed site. Whilst a detailed review of the travel opportunities and constraints needs to be undertaken to identify the full range of initiatives that will be implemented as part of a full Travel Plan, a range of measures are identified below that are considered most likely to form part of the overall strategy.

10.1.2 Moreover, this section has been written to closely reflect the Travel Plan requirements. Specifically, it has been drafted so that the measures presented comply with the minimal required actions to support sustainable travel. However, to provide comfort to the council and demonstrate a rigorous approach and unwavering commitment to meeting the Travel Plan's modal share targets, it is proposed that the Plan will exceed the minimal requirements and implement additional measures.

10.1.3 Implementation of the listed measures, which provide a combination of increased awareness of travel opportunities, as well as encouragement to move away from car usage and implementation of specified infrastructure, will be at the core of the Full Travel Plan. Measures are grouped under various headings, relevant to each mode of travel and are summarised in Table 10-1 below.

Table 10-1   Travel Plan Measures

Reference	Measure	Timescale
TP1	Appoint Travel Plan Coordinators	Upon Opening
TP2	Promotion of Smarter Driving and Car Sharing Actions	Upon Occupation
TP3	Car Travel Disincentives	Upon Occupation
TP4	Promotion of Walking	Upon Occupation
TP5	Promotion of Cycling	Upon Occupation
TP6	Promotion of Public Transport	Upon Occupation
TP7	Promotion Communication and Events Measures	Upon Occupation
TP8	Increased Home Working	Ongoing

| TP9 | Community Website | Upon Occupation |
| TP10 | Electric Vehicle Charging Points | Upon Construction |

10.2   Collaborative Working

10.2.1   Partnership working will be extremely beneficial when implementation and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.

10.3   TP1 – Travel Plan Coordinator

10.3.1   This measure has been outlined within Section 7.1 above.

10.4   TP2 – Smarter Driving and Car Sharing Actions

10.4.1   The car shares matching service currently active in Storrington, run by West Sussex Car Share, will be actively promoted to residents by the TPC.

10.4.2   An annual event will be held by the TPC to allow residents to network with each other, with a view to establishing car share arrangements.

10.4.3   Eco-friendly driving will be promoted to residents at every opportunity. Calibro already has experience of prominently providing this information in Welcome Packs for other Travel Plan sites across the South-East.

10.5   TP3 - Car Travel Disincentives

10.5.1   Detailed directions to the site will be provided to all residents, which promote active travel, public transport and car sharing as opposed to single occupancy car travel. These will be made available both online and as part of physical marketing materials, which will be discussed later.

10.5.2   On street parking will be closely monitored, with any issues that arise surrounding this remedied swiftly in co-operation with WSCC and local residents.

10.5.3   The development layout, which will evolve further at the detailed design stage, will be such that journeys made by non-car modes are encouraged and facilitated, with consideration of existing routes to local facilities, desire lines and the delivery of high quality, active travel infrastructure throughout the site.

10.6   TP4 – Promotion of Walking

10.6.1   Naturally, walking will be a popular mode of travel for many trips made by future residents, either as the main mode of travel or as a secondary mode where required as part of a longer journey by public transport, for example.

10.6.2   In order to encourage people to travel on foot, it will be imperative that the TPC provides residents with knowledge of the opportunities that will be available to travel to key amenities which are within walking distance of the site. In line with this, residents will also be informed about the excellent walking infrastructure that already exists in the vicinity of the site, as described in Section 4 of this report.

10.6.3   In order to facilitate walk trips, the following shall be undertaken: -

a)   Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest bus stops, shops, schools, and health facilities shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;

b)   The TPC shall liaise with council representatives so that pedestrian routes are properly maintained;

c)   The TPC shall also check that routes are adequately lit and signposted and will take urgent remedial steps if this is found not to be the case;

d)   Personalised route maps for frequent journeys on foot will also be made available as part of a wider Personalised Travel Planning services.

10.7   TP5 – Promotion of Cycling

10.7.1   Cycling is anticipated to be popular amongst future residents of the development, much in the same way as walking given the facilities and high-quality infrastructure available in the vicinity of the site, in addition the infrastructure proposed as part of the development.

10.7.2   In order to facilitate cycle trips, the following shall be undertaken: -

a)   Plans illustrating the local cycle infrastructure and its connectivity to nearby destinations shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon their occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;

b)   The TPC will also liaise with the council with regard to the provision of well-lit cycle routes and parking which is maintained regularly and to encourage the Council to take swift action if this is found not to be the case;

c) The TPC will review signage at the development on a regular basis so that it is effective and accurately assist residents with wayfinding for cycling and walking routes.

d) Provision of a bicycle borrowing scheme could also be implemented, to encourage residents to try cycling and inspire them to integrate cycling into their traveling regime. Information will be provided on local bike shops for any participants who subsequently decide to purchase a bicycle for themselves.

e) Residents will also be encouraged to set up a cycle club, or to join existing ones in the local area.

10.7.3 Cycling components of the Street Tag will be promoted to residents, with the possibility of creating a neighbourhood team to increase participation and aid community cohesion.

10.8 TP6 - Promotion of Public Transport

10.8.1 As mentioned earlier in this report, both buses and trains operate in close vicinity of the site and connect residents to a number of destinations throughout Storrington and beyond. The TPC could aim to champion these measures to the residents of the site, with emphasis on the potential for multi-modal journeys due to the ease of accessing local bus stops and the railway station via both walking and cycling.

10.8.2 Public transport information will be actively disseminated amongst users of the site, both through resident household welcome packs and other means. This information will include information on all the public transport options available in the vicinity of the site, including rail. In order to promote the use of bus / rail to residents, the following shall be undertaken:

a) The TPC shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus and rail interchanges are properly maintained;

b) Plans showing safe walk routes between the site and relevant bus and rail interchanges, as well as up-to-date timetable information, shall be provided to residents;

c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.

d) TPC to investigate provision of real-time bus information display boards for the communal areas.

e) An annual sustainable travel event will include the promotion of bus travel in partnership with local bus companies.

10.9 TP7 - Promotion, Communication and Events Measures

10.9.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is understandably comprehensive in nature and so residents may not choose to read the document in full in the format submitted.

10.9.2 Therefore, information will be made available to residents through multiple different outlets, with the purpose of presenting the salient elements of the Travel Plan in a user-friendly and appealing way that will draw their interest and encourage engagement.

10.9.3 The principal method of disseminating information will be through the Travel Plan Welcome Packs, which will be distributed to each household upon their move-in to the property. These will contain the following information:

- Details of online journey planning and a link to the local cycle map.

- Bespoke local catchment maps for walking, cycling and buses, produced by Calibro using TRACC software. These will be accompanied by other useful information, including the details of local bike shops, for example.

- Information about local amenities which are easily accessible by sustainable modes of transport.

- Details of the Street Tag, Borrow a Bike Scheme, and Horsham Cycle Events and Challenges.

- Car share and rail travel information.

- Information on bus travel in the vicinity of the site, to include timetables, ticketing options and smartcard details.

- Details of the Travel Plan Co-ordinator and how they can be contacted should residents have any queries.

10.9.4 The Welcome Pack should be reviewed annually and updated as necessary so that residents are being presented with the latest and most accurate information. This will also allow any changes in strategy to be reflected which are brought about through analysis of the travel survey results. Additional copies will be available from the TPC upon request.

10.9.5 If required, a leaflet can also be produced to contain a condensed version of the information presented in the Welcome Pack. This may be of use when conducting site visits and interacting with large numbers of residents.

10.9.6 Thirdly, sustainable travel information will be made available online, both on the development's website and potentially elsewhere as appropriate.

10.9.7 In addition to the above sources of information, promotion of the Travel Plan will be furthered through a series of events run by the TPC, which will complement the information residents are already receiving about sustainable travel. These events may be held to coincide with national initiatives such as Cycle to Work Day or Liftshare Week.

10.10 TP8 - Increased Home Working

10.10.1 Following the impact of the 2020-2021 COVID-19 pandemic, the restrictions placed on society at the time resulted in an increase in home working across the country. This has proven to remain popular in some industries, with a significant proportion of people whose roles allow for it working remotely for at least one day per week. This hybrid approach to home working reduces the number of journeys people make and therefore also impacts on carbon emissions.

10.10.2 Therefore, it is crucial that the Travel Plan process is viewed and assessed in this context and the travel patterns of future residents over the course of a typical week are considered rather than any single day.

10.11 TP9 – Community Website

10.11.1 To ensure residents have continual access to up-to-date travel information, a community website shall be created prior to first occupation of the site. The primary objective of the website shall be to instil a sense of living and being part of a sustainable and active community.

10.11.2 The website shall show the site in the context of wider amenities and shall cater for the needs of residents. The website shall include the following type of information: -

a) Maps identifying the nearest local amenities, including shops, schools, healthcare;

b) Cycle maps;

c) Details of bus timetables & bus maps;

d) Links to transport operators;

e) Links to company and regional car share databases;

f) Upcoming travel events;

g) Information on upcoming competitions and previous competition winners / prizes;

h) Local bicycle retailers and maintenance services; and

i) Feedback and contact page.

10.12 TP10 – Electric Vehicle Charging Points

10.12.1 Whilst the provision of electric vehicle charging points will not necessarily reduce single occupancy vehicle trips, journeys made by electric vehicles will have a reduced environmental impact. This in turn will contribute to a more attractive environment in which active travel journeys can be undertaken in the long term.

10.12.2 Electric charging infrastructure comprising 13-amp slow trickle points will be provided to each dwelling. Additionally, one electric charging point per 10 unallocated parking spaces shall be provided.

10.13 Anticipated Likely Outcomes of Measures

10.13.1 This section covers the anticipated likely outcomes in relation to transport modal choices with a focus on car trips in particular. Whilst a detailed review of travel choices is required to identify the percentage of users travelling via all possible transport modes, a range of studies have been adopted within this section to provide sufficient evidence of the impacts of implementing Travel Plans.

10.13.2 The Making Residential Travel Plans Work document prepared by the Department for Transport in 2007, suggests that an intensive smarter choices programme over a 10-year period could cut peak hour traffic by 21% and off-peak traffic by 13%.

10.13.3 These findings are further strengthened by the results of the Sustainable Towns Initiative, which concentrated spending on raising awareness of sustainable modes of travel and the introduction of smarter choice measures. The 2009 DfT document, Effects of Smarter Choice Programme in Sustainable Travel Towns, found that the measures introduced produced an average reduction in car use of 7% over the study programme.

10.13.4 The evidence presented in this section clearly demonstrates the strength of Travel Plans as an intervention tool that produces tangible decreases in car use. Therefore, they can be seen as a vital tool in combatting the climate emergency and cultivating healthier communities.

11 MONITORING AND REVIEW

11.1 Introduction

11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated, as some policies and incentives will be more effective than others. Monitoring and review will be the responsibility of the appointed TPC, who will be expected to report findings back to the developer and WSCC, and act if targets are failing to be met.

11.1.2 The major objective of the Plan, as stated previously, is to reduce single occupancy private car use in favour of more sustainable modes of travel, an objective that is naturally aided by the sustainability credentials of the site and the wider area. A suitable indicator is therefore to review the modal split of residents over time, demonstrating the share of trips occurring by each mode.

11.1.3 It is essential that Travel Plans are monitored closely and reviewed regularly throughout early stages of occupation and at subsequent intervals so that the plans are still relevant and up to date.

11.2 Programme of Monitoring

11.2.1 Formal monitoring will be undertaken in accordance with the TRICS UK Standard Assessment Methodology (SAM) for Travel Plans.

11.2.2 Alongside this formal process, monitoring will also be undertaken informally outside of the stated formal Plan Review process. Its purpose is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting. On this basis, the measures outlined below have been designed within the intention that they can be undertaken quickly and effectively.

11.2.3 Information acquired through the informal monitoring process would be recorded for input into the review process to be undertaken every second year. It will be made available to the Council's travel plan representative upon request.

11.2.4 During the formal review process, the TPC will formally monitor the travel behaviour of residents using an on-line travel questionnaire designed in line with local and national best practice. A hard copy shall also be posted to each dwelling, with further copies being made available upon request to the TPC.

11.3 Programme of Review

11.3.1 The objective of the review will be to measure the success of the Plan against the specified targets and to identify if further refinement of the initiatives is required.

11.3.2 A primary element of the review process will be to re-issue a travel questionnaire. This will afford an opportunity to evaluate current travel patterns and consider overall awareness amongst residents and visitors.

11.3.3 The results of the formal review will be collated by the TPC and a Travel Plan Review report shall be prepared and issued to the Council's travel plan representative after each review (identified above).

11.3.4 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan.

12 ACTION PLAN

12.1 Introduction

12.1.1 The suggested measures outlined in the previous chapters will be determined via S106 agreements and the final version of this Travel Plan is yet to be determined. It is recommended to summarise all actions required in an Action Plan, with clear indication of key persons responsible to deliver each action.

12.1.2 Naturally, this Action Plan is likely to evolve through the process of creating the full Travel Plan, so is subject to change.

12.1.3 This section sets out short, medium and long-term actions associated with the Plan. The individual actions shall be expanded following completion of the baseline travel study.

12.2 Short-Term Actions

a) Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.

b) Ensure that all hard measures, such as cycle parking and facilities, have been constructed by the developer.

c) Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel pan representative for approval. This process to be completed by Month 2 following first occupation.

d) Roll out travel survey and manage the process in line with that identified under Section 5 of this Plan for the Baseline Travel Survey.

e) Action Travel Plan Measures, as outlined in Section 10 above.

12.3 Medium-Term Actions

a) Analyse the results of the baseline travel survey and identify suitable mode share targets at biennial intervals.

b) Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.

c) Update the travel plan documents to reflect the results of the baseline travel survey.

d) Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

12.4   Long-Term Actions

a) Update Travel Plan Welcome Packs and Leaflets annually, in response to travel survey results.

b) Issue updated Plan documents to residents and the Local Authority within 3 months of completing each travel survey.

13   TRAVEL PLAN FUNDING

13.1.1   Funding the Travel Plan initiatives will form part of the normal development budget of the proposal.

13.1.2   It is envisaged that the Travel Plan would be secured by way of a planning condition or Section 106 Agreement where appropriate.

APPENDICES

APPENDIX A

Illustrative Masterplan

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AREA TO BE ENHANCED
FOR BIODIVERSITY
WOODLAND AREA

SuDS

AREA TO BE ENHANCED
FOR BIODIVERSITY
WOODLAND AND WETLAND

WATER
TREATMENT
PLANT

20M BUFFER

PLAY AREA
403.5 sqm

21M BUFFER
68-71

PRIVATE

House Type	No of Bedrooms	SqFt	No	Total SqFt
1BF	1	538	4	2152
1BM	1	538	2	1076
2BM	2	657	2	1314
2B FOG	2	769	1	769
2B	2	753	32	24096
3B1	3	904	15	13560
3B2	3	1001	16	16016
3B3	3	1070	22	23540
3B4	3	1100	2	2200
4B1	4	1250	2	2500
4B2	4	1350	8	10800
4B4	4	1650	2	3300
TOTALS			**108**	**101323**

SITE TOTALS			108	101323

---- Site Boundary
26 Plot Number
382 House Type

Rev	Description	Date	Au	Ch
A	Issued for Planning	10.09.25	CI/HP	-/-

Project Land at Thakeham Tiles, Storrington
Drawing Illustrative Masterplan - 04

Client Thakeham Tiles Ltd
Job no. THAK230417   Date 10.09.25
Dwg no. IMP-04   Rev. A
Author CI/HP Checked -/- Scale 1:500@A0
Status PLANNING   Office Romsey
Client ref. -

thrive. architects

APPENDIX B

Walking Accessibility Catchment

calibro

Legend

Site Boundary

Walking Catchment
- 400 m (5 minutes)
- 800 m (10 minutes)
- 1200 m (15 minutes)
- 1600 m (20 minutes)
- 2000 m (25 minutes)

Amenities
- Hospital
- Primary Education
- Secondary Education
- ATM
- Convenience Store
- Supermarket
- Surgery
- Pharmacy
- Library
- Post Office
- Sports And Leisure Centre
- Place Of Worship

PROW
- Bridleway
- Footpath
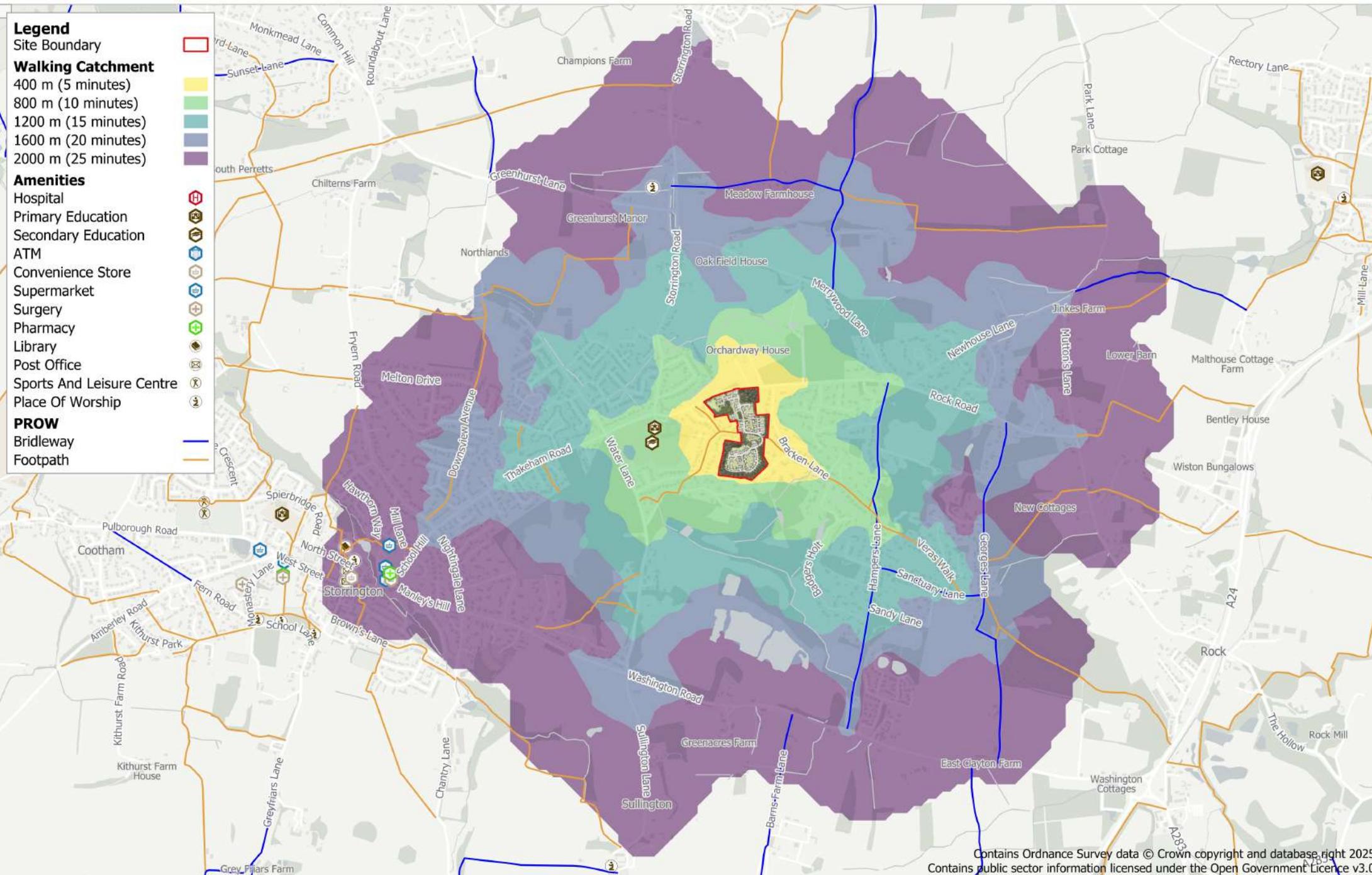
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24-428 ThakehamTiles, Rock Road, Horsham
Walking Catchment

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APPENDIX C

Cycle Accessibility Catchment
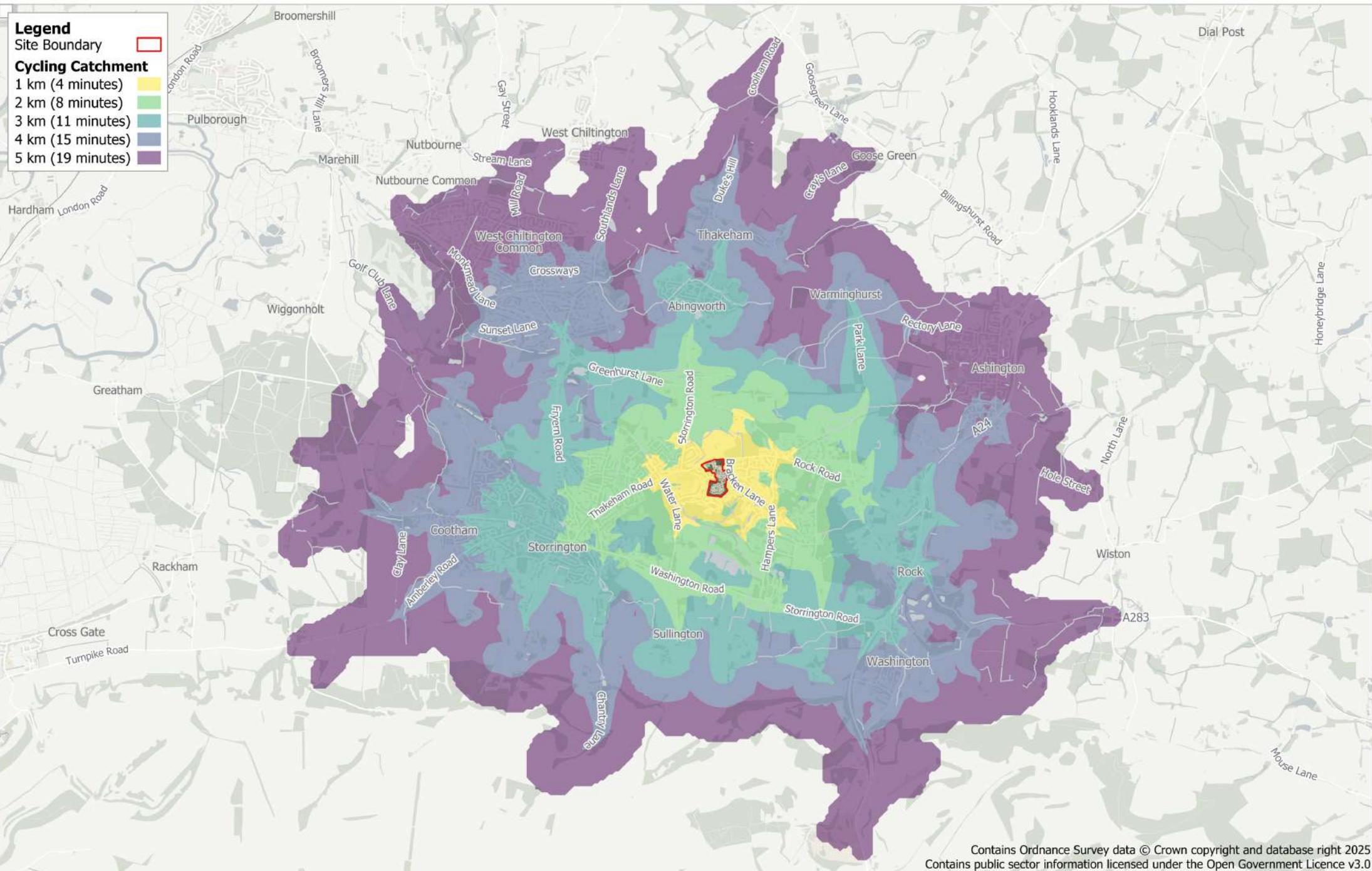
Legend

Site Boundary

Cycling Catchment
- 1 km (4 minutes)
- 2 km (8 minutes)
- 3 km (11 minutes)
- 4 km (15 minutes)
- 5 km (19 minutes)

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Cycling Catchment

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Appendix D

Bus Accessibility Catchments
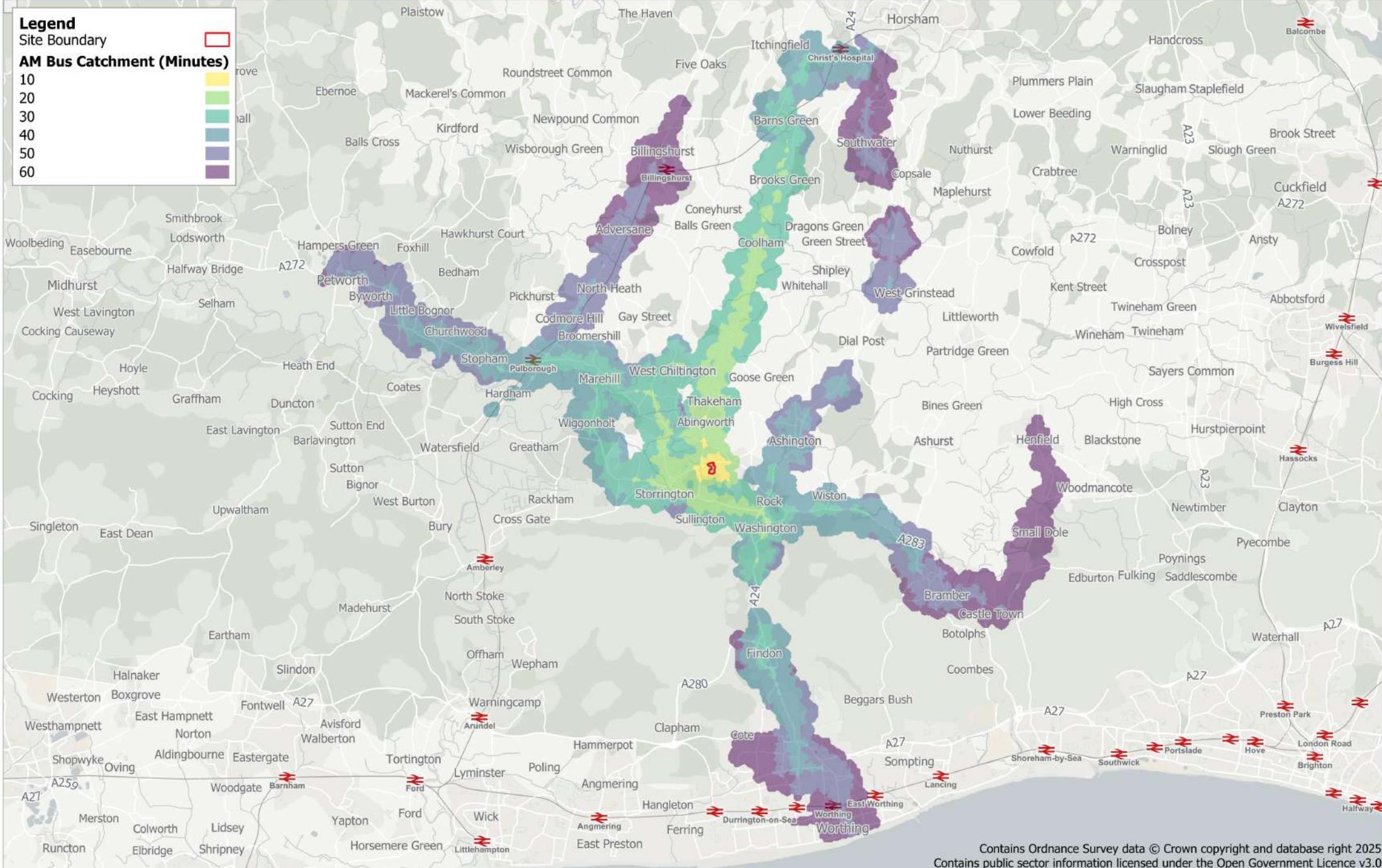
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Legend
Site Boundary

AM Bus Catchment (Minutes)
10
20
30
40
50
60

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AM Bus Catchment

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Legend

Site Boundary

PM Bus Catchment (Minutes)
- 10
- 20
- 30
- 40
- 50
- 60
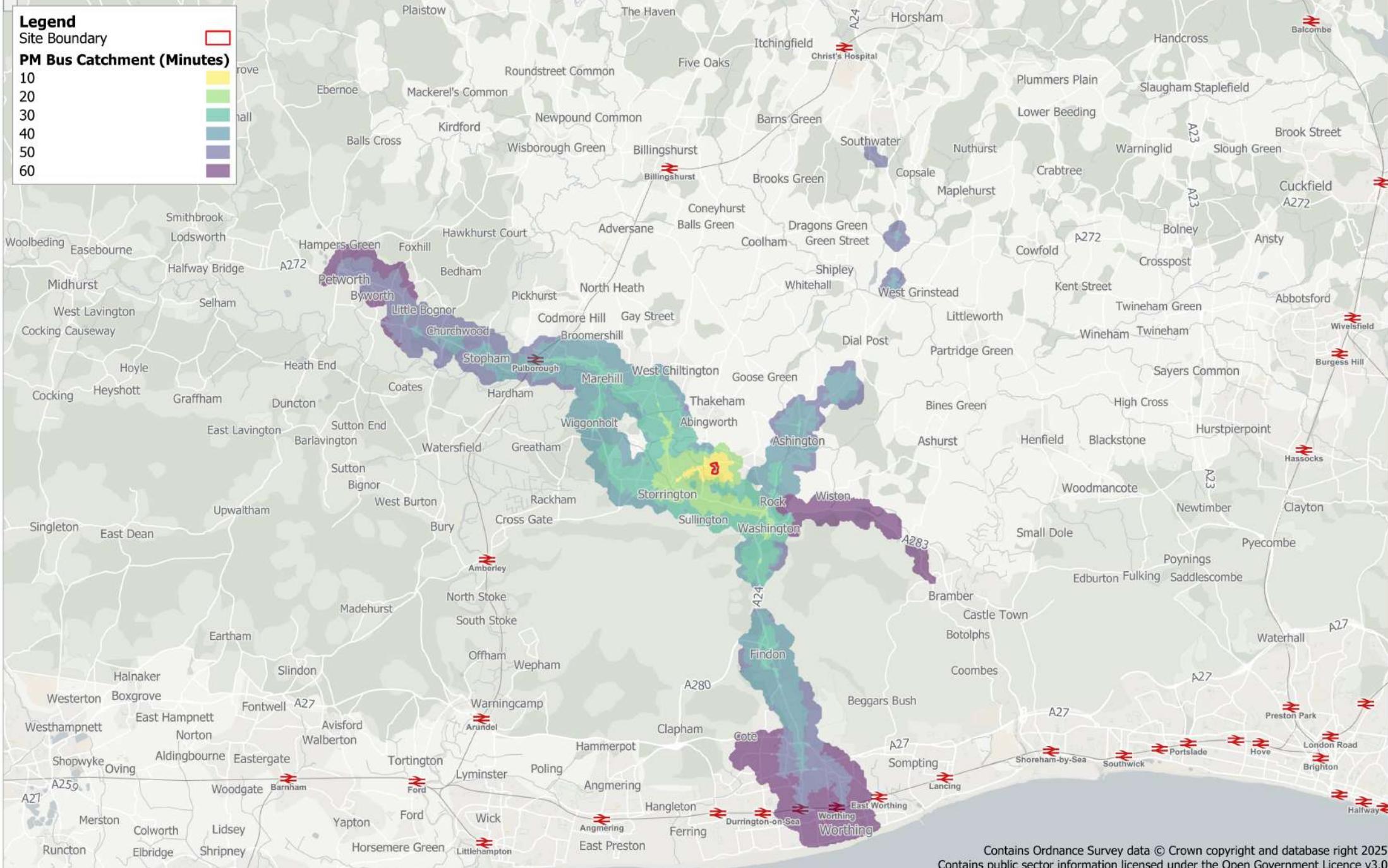
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PM Bus Catchment

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APPENDIX E

Example Travel Survey Questionnaire

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Rock Road Resident Travel Survey Questionnaire

Question	Response Options (if applicable)
Please provide your contact details	
	Name
	House Name/Number
	Street
	City/Town
	County
	Postal Code
	Email Address
	Phone Number
Your age:	
	18-25
	25-34
	35-44
	45-54
	55-64
	65+
Your gender:	
	Male
	Female
	Non-Binary
	Prefer not to say
	Other (please specify)
Your employment status:	
	Full Time Employed
	Part Time Employed
	Self employed/business owner
	Unemployed
	Retired
	Other (please specify)
How many cars/vans does your household own?	
	0
	1
	2
	3
	4+
Please specify the postcode of your workplace	Open response
On Mondays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Tuesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Wednesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Thursdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Fridays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
Does your journey to work include any additional stops? (such as going to the gym, taking children to/from school etc)	
	Yes (please specify)
	No
What is your usual main mode of travel to/from your place of work? (main mode means the mode which you travel furthest on during your journey)	
	Walk
	Cycle

	Bus
	Train
	Driving a car/van (alone)
	Driving a car/van (with passengers)
	Riding a car/van (as passenger) (incl. Taxi)
	Motorcycle/Moped
	Work from home
	Other (please specify)
What are your main reasons for using your main mode? (Tick up to three reasons that are most important to you)	
	More flexible than other modes
	More reliable than other modes
	Takes the quickest amount of time
	Easiest option
	No direct public transport near me
	Direct public transport near me
	Distance from home too far to walk/cycle
	Additional stop off on the way e.g. taking children to school/going to the gym
	Carrying large or heavy items to and from the car
	Positive health reason e.g. improves fitness
	Negative heath reasons e.g. mobility difficulties
	Lack of facilities at work e.g. showers/changing facilities
	Personal safety concerns with other modes
	Cheapest option
	Prefer to travel alone
	Disability
	Other (please specify)
What is the main mode of travel for additional journeys that you make?	
	Employment (please specify)
	Leisure/Social (please specify)
	Other (please specify)
Do you own a bicycle?	
	Yes
	No
What are the main reasons why you don't walk to work? If you already walk, are they any barriers? (Please choose up to 3 reasons that are most important)	
	It's too far
	It takes too long
	It's too physical
	I'm not sure how I would walk to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accidents / lack of crossing points)
	I worry about my personal safety (i.e. risk of personal attacks)
	Inadequate changing/showing facilities at my destination
	I have other commitments
	I already walk
	Other (please specify)
To what extent would you say you would be receptive to travelling by foot?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes would encourage you to walk for journeys in the local area? If you already walk what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better maintained footpaths / Improved lighting on footpaths
	Lockers / drying areas to store clothes at destination
	Improved lighting on footpaths

	Slower speed limits
	Better/more shower changing facilities at destination
	Improved pedestrian security
	More information on walking routes e.g. maps
	None
	Other (please specify)
What are the main reasons you don't cycle? If you already cycle, are they any barriers? (Please choose up to 3 reasons which are most important to you)	
	I already cycle
	It's too expensive to buy a bike
	I don't know how to ride a bike
	It's too far to travel
	It takes too long
	It's too physical
	I'm not sure how I would get to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accident)
	I worry about my personal safety (i.e. personal attacks)
	Inadequate changing / showing facilities at my destination
	Inadequate parking facilities at my destination
	I have other committments (i.e. school drop-off/collection)
	Disability
	I don't own a bike
	Other (please specify)
To what extent would you say you would be receptive to travelling by bike?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes/measures might encourage you to cycle for journeys in the local area? If you already cycle what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Cycle Training
	Improved / more secure cycle parking facilities
	Improved road safety
	Availability of public cycle repair and pump station(s)
	Better / more shower and changing facilities
	Availability of bike hire
	Incentive schemes
	Cycle training
	Bike buddy schemes
	None
	Other (please specify)
What are the main reasons you don't use public transport? If you already use public transport, are there any barriers? (Choose up to 3 reasons which are most important to you)	
	I use public transport
	Disability
	I have other committments (i.e. school drop-off/collection)
	I worry about my personal safety (i.e. personal attacks)
	The journey takes too long
	They don't go where I need them to
	They don't operate at the right times of day
	They're dirty
	They're either too cold or too hot
	They're not frequent enough
	They're too full / lack of seating
	They're unreliable
	They're too expensive
	Other (please specify)

To what extent would you say you would be receptive to travelling by public transport?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes/measures might encourage you to use public transport for journeys in the local area? If you already use public transport what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better lighting/footway maintenance between bus stops and your home
	More public transport information e.g. real time information available
	Better quality vehicles
	Discounts
	None
	Other (please specify)
To what extent would you say you would be receptive to car sharing?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Are there any other changes that would make it easier to reduce the number of journeys you make by car?	Open-Ended Response
Do you have any other comments, questions or suggestions that may be relevant?	Open-Ended Response
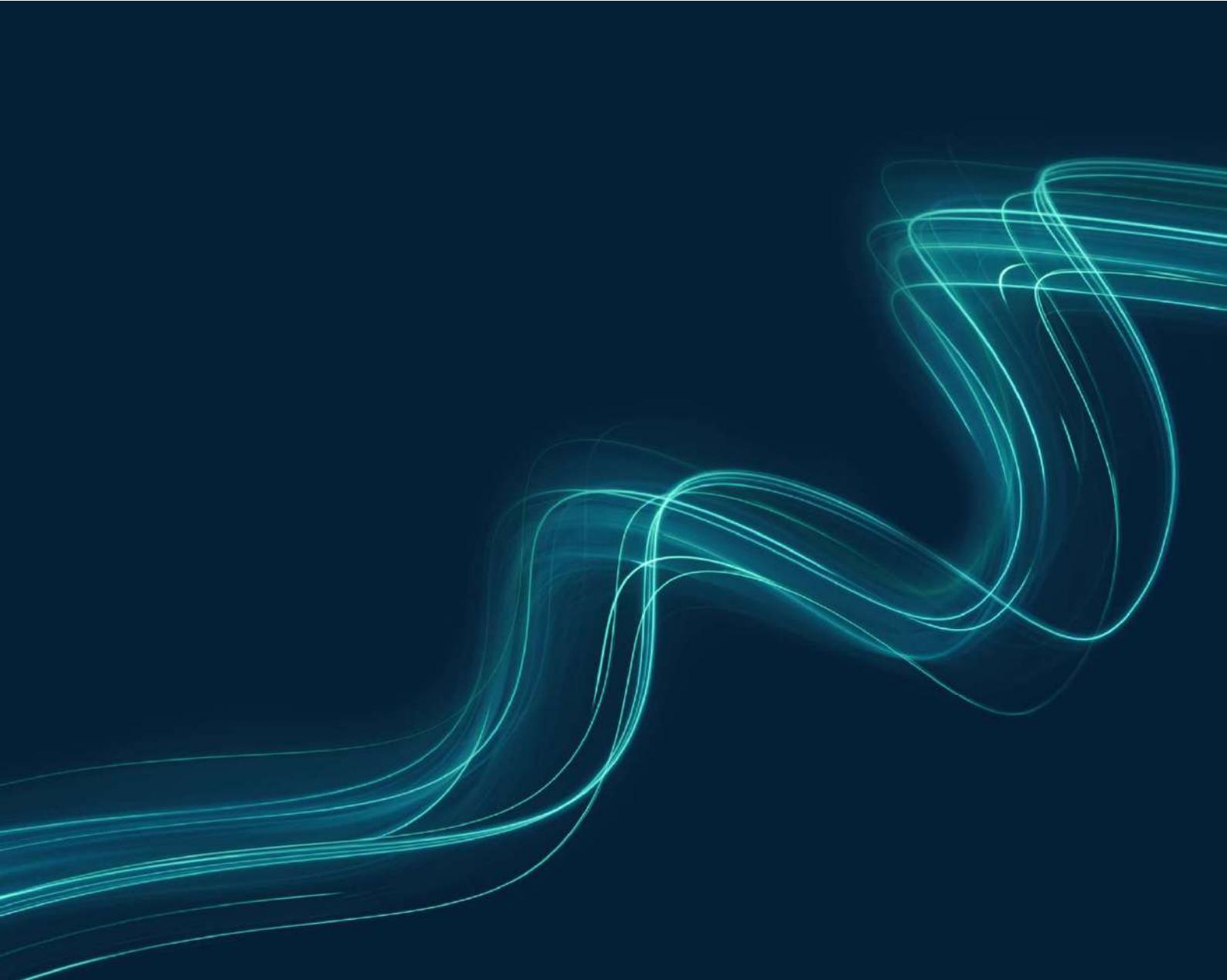
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