



CAMPSFIELD, SOUTHWATER

FRAMEWORK TRAVEL PLAN

April 2025

Miller Homes

RESIDENTIAL DEVELOPMENT
CAMPSFIELD
SOUTHWATER

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Miller Homes to support an Outline planning application with all matters reserved (except access) for a residential development, comprising of up to 82 units at Campsfield, Southwater. The site location is shown in **Figure 1**, with the site layout included in **Appendix A**.

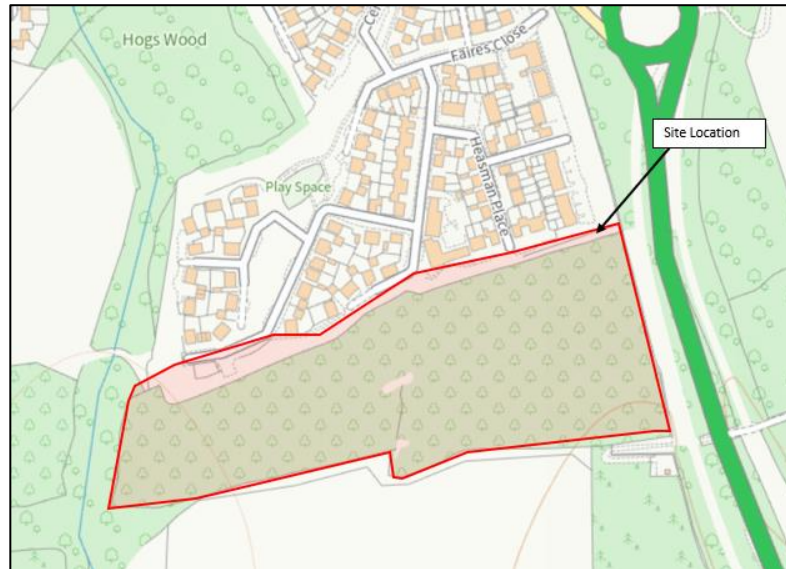


Figure 1: Site Location

- 1.2 The site is located to the west of the A24, with Mulberry Fields residential development (planning ref: DC/14/2582) directly north of the site. To the south of the site is the Public Footpath 2804, which travels east-west along the southern site boundary. The site will be accessed through Mulberry Fields development and onto the existing Centenary Road/Mill Straight/Roman Lane/Mill Straight roundabout (to be referred to as the Mill Straight Roundabout in the remainder of this report).
- 1.3 In addition to this FTP, a Transport Assessment (TA) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this report should be read in conjunction with that document.
- 1.4 This report also reflects the approved Travel Plan and monitoring strategy that was implemented for Mulberry Fields, to ensure a similar approach is undertaken for this site.

1.5 Following initial submission of this FTP, West Sussex County Council (WSCC) have provided comments dated the 11th March 2025. The response requested that further information be provided regarding the vision-led approach, with the need for explicit vision and specific targets included within this report. An Addendum Transport Assessment has also been produced to respond to the vision led approach, directly, which should be read in conjunction with this report.

1.6 WSCC noted the following:

'In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision-led approach, as is now required by the NPPF'.

Purpose of the Travel Plan

1.7 A Travel Plan (TP) is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This FTP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.8 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Miller Homes) and the Local Authorities (West Sussex County Council). As such this FTP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.9 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Vision

- 1.10 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport. With the aim to reduce the reliance on private vehicles, and encourage walking, cycling and use of public transport, as the preferred method of travel. To ensure this, routes will be integrated into the development for pedestrians and cyclists, to connect into the neighbouring Mulberry Fields development and the surrounding local area. Creating a sustainable and connected development, making these modes of transport convenient and appealing to current residents within the area, as well as the residents of this development will be key.
- 1.11 Moreover, the development will reduce the need for private car ownership not only by providing connections for pedestrians and cyclists, but through providing ample cycle storage and electric vehicle charging stations. Along with this, as is discussed in detail later within this FTP, the development will promote information on active travel, public transport and car-sharing through the site's Travel Plan Coordinator. Therefore, the site will integrate environmentally friendly practices and infrastructure, while also enhancing the overall quality of life for prospective residents and reducing carbon emissions.
- 1.12 Consequently, the development is deeply committed to operating as sustainably as possible, a vision that is thoroughly articulated, with sustainable credentials of the site comprehensively outlined in the submitted TA and summarised within this ATA.
- 1.13 In line with this vision the target for the development will be a 10% reduction in vehicle trips over a 12-hour weekday period, which will be discussed in **Chapter 5**.

Vision Based Travel Planning

- 1.14 Developing on from the vision for the development, at the heart of this sustainable approach is this Framework Travel Plan. The Travel Plan's initiatives ensure that all residents are fully informed and aware of the various walking, cycling and public transport offerings available within the site's locale. With a commitment to reducing vehicle trips for residents and visitors at the centre of this plan, through active and sustainable modes of travel becoming the preferred way of travel.

Travel Plan Structure and Approach

1.15 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Existing Conditions and Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This FTP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Horsham District Planning Framework (excluding South Downs National Park) November 2015
- Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)
- West Sussex Transport Plan (LTP4) 2022-2036:
- West Sussex Walking and Cycling Strategy 2016-2026; and
- West Sussex Walking and Cycling Strategy (2016-2036);

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

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.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making

(NPPF Para.110)

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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF Para. 118)

Horsham District Planning Framework (excluding South Downs National Park) November 2015

- 2.3 Horsham District Planning Framework provided the overview and objectives for the district with the key objective themes including economic prosperity, high quality of life, opportunities for all, valued natural and historic environment and a green sustainable place. It is noted within this document that a Travel Plan Strategy should provide measures to encourage new residents to minimise trips via car, which this FTP will reflect. The key policies relevant to the TP are provided below:

Policy 40 Sustainable Transport

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- 2. Maintains and improves the existing transport system (road, rail, cycle).*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
- 5. Is located in areas where there are, or will be a choice in the modes of transport available.*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.*
- 9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.*
- 10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

Policy 42 Strategic Policy: Inclusive Communities

Positive measures which help create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs will be encouraged and supported. Particular account will be taken of the need to address the requirements stemming from:

- 1. The needs of an ageing population, particularly in terms of housing and health;*
- 2. People with additional needs, including the disabled or those with learning disabilities;*
- 3. The requirements of rural workers or essential workers in rural areas;*
- 4. The co-ordination of services to fulfil the needs of young people;*
- 5. The specific needs of minority groups within the district, including Gypsies and Travellers; and*
- 6. The specific needs of faith and other community groups.*

Policy 43 Community Facilities, Leisure and Recreation

- 1. The provision of new or improved community facilities or services will be supported, particularly where they meet the identified needs of local communities as indicated in the current Sport, Open Space and Recreation Study and other relevant studies, or contribute to the provision of Green Infrastructure.*
- 2. In addition to supporting facilities or services located in accordance with the Development Hierarchy and Strategic Development locations, sites located outside built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.*
- 3. Proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services, leisure or cultural activities for the community will be resisted unless equally usable facilities can be conveniently provided nearby. It will be necessary to demonstrate that continued use of a community facility or service is no longer feasible, taking into account factors such as; appropriate marketing, the demand for the use of the site or premises, its quality and usability, and the identification of a potential future occupier. Where it cannot be demonstrated that such a loss is surplus to requirements, a loss may be considered acceptable provided that:*

- a. an alternative facility of equivalent or better quality and scale to meet community needs is available, or will be provided at an equally accessible location within the vicinity; or*
- b. a significant enhancement to the nature and quality of an existing facility will result from the redevelopment for alternative uses on an appropriate proportion of the site.*

Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)

- 2.4 Horsham District Local Plan has been prepared as the main document for Horsham District for planning outside of the South Downs National Park. It is currently progressing through the approval process however has been reviewed to understand the expected focus of the District in future years.
- 2.5 By 2040 non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private motorised vehicles and contribute to low carbon-based futures and healthy lifestyles. The key policy objectives are:

Strategic Policy 24: Sustainable Transport

1. Development will be supported provided the following is demonstrated:

- a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;*
- b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;*
- c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;*
- d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement; 90*
- e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;*
- f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.*

2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority.

Strategic Policy 27: Inclusive Communities, Health and Wellbeing

1. Development proposals must take positive measures to create socially inclusive and adaptable environments to meet the long-term needs of a range of occupiers and users and to ensure they support mixed, sustainable communities.

2. New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs. It should be designed with mental and physical wellbeing in mind and seek to minimise the negative health impacts arising from development. Proposals will be supported provided that they address requirements stemming from:

- a) The needs of an ageing population, particularly in terms of accommodation and health;*
- b) The requirements of people with additional needs including sensory or mobility difficulties, including the physically disabled and/or those with learning disabilities, and support Horsham's status as a dementia-friendly District;*
- c) The requirements of rural workers or essential workers in rural areas;*
- d) The co-ordination of services to fulfil the needs of children and young people, taking account of any evidenced requirements, such as (but not restricted to) those for girls and boys, mental health and disability access;*
- e) The specific needs of minority groups within the District, including Gypsies and Travellers;*
- f) The specific needs of faith and other community groups; and*

g) The need to protect and enhance existing community facilities, services and open spaces, and/or to provide new facilities to meet the needs of existing and new communities.

3. Development proposals should demonstrate consideration of the following:

a) How design and layout will promote active transport (such as walking and cycling) to local services and facilities, including public transport hubs;

b) How the development will incorporate measures for climate change mitigation and adaptation to reduce health risks to future users;

c) Access to green space, community facilities, services and healthy food; and

d) Best practice and relevant, up to date national or local guidance on delivery of development which supports health and wellbeing

2.6 At present the emerging plan is undergoing examination by an Inspector appointed by the Secretary of State. With a number of unresolved objections to the plan at present, the emerging policies of the plan can only be given limited weight.

West Sussex County Council Transport Plan (LTP4) 2022-2036

2.7 The West Sussex Transport Plan 2022 to 2036 was adopted in April 2022 and sets how the County Council intends to address key challenges by improving, maintain and managing the transport network in the period up to 2036. The plan contains various themes and strategies intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex;
- Healthy West Sussex;
- Protected West Sussex; and
- Connected West Sussex

2.8 West Sussex Transport Plan (LTP4) 2022-2036 sets out West Sussex's transport strategy and identifies a range of policy objectives, which are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing;
- Encouraging shared and public transport; and
- Improving safety, security and health.

2.9 The aim is for the transport network to be on the path to achieve net zero carbon emissions by 2050.

West Sussex Walking and Cycling Strategy – 2016-2026

- 2.10 In 2016, WSCC introduced the West Sussex Walking and Cycling Strategy which ‘is designed to complement the Government’s emerging Cycling and Walking Investment Strategy and sets out the County Council’s aims and objectives for walking and cycling together with [the] priorities for investment in infrastructure improvements’.
- 2.11 West Sussex Walking and Cycling Strategy (2016-2026) contains a prioritised list of over 300 potential walking and cycling improvement suggestions.
- 2.12 The key objectives of the strategy are:
- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix.
 - To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey.
 - To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads.
 - To support economic development by facilitating travel to work and services without a car.
 - To reduce congestion and pollution by encouraging and enabling people to travel without a car.
 - To increase levels of physical activity to help to improve physical health.
 - To help to maintain good mental health and staying independent later in life.
 - To increase the vitality of communities by improving access by bicycle and on foot.
 - To help people to access rural areas and enjoy walking and cycling.

Department for Transport Circular 01/2022

- 2.13 The Department for Transport released a new document entitled ‘Strategic road network and the delivery of sustainable development (December 2022)’, known as DfT Circular 01/2022. This document outlines the iterative process and evidence-based requirement to assess trip generation in relation to the sites which are located in the vicinity of the Strategic Road Network. Along with National Highways engagement with the planning system and its responsibility to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network.

New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

(Paragraph 12)

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

(Paragraph 17)

- 2.14 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within WSCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 The application site is currently a tree plantation site and is located approximately 2km southeast of Southwater Village Centre. To the north, the site is bordered by the existing Mulberry Fields residential development, to the east by the A24, and to the south/west by greenfield. The existing conditions for the site are shown in **Photograph 1-2**.



Photograph 1: Proposed Site Access location onto Centenary Road (Taken from Mulberry Fields)



Photograph 2: Existing Tree Plantation Site Along Southern Site Frontage (Taken from Mulberry Fields)

Local Road Network

- 3.2 The site is located on land to the west of Mill Straight; an arterial route connecting Southwater to the A24. The A24 is a two-lane dual carriageway, subject to national speed limit (70mph). It provides a north-south route between Clapham and Worthing, with lighting provided along the route.

- 3.3 Mill Straight provides a route between the A24 and Worthing Road in an east to west alignment. The road is subject to a 40mph speed limit, which reduces from national speed limit (70mph) after exiting the A24 roundabout to 40mph. The carriageway accommodates for two-way single lane traffic, which forms two lanes near the A24 roundabout. Footways are provided on both sides of the carriageway and terminate to the east, heading towards the A24. To the west footways measure c.2m in width and provide a direct route to local bus stops and pedestrian crossings.
- 3.4 Mill Straight Roundabout provides a route to Mill Straight North/ Roman Lane/ Mill Straight South and Mulberry Fields. Mulberry Fields is accessed via Centenary Road, off the western arm of the roundabout, and is subject to a 30mph speed limit, indicated by the street lighting along the carriageway. A footway is provided on both sides of the access measuring c.2m in width, with a 3m shared footway/cycleway provided through Mulberry Fields to the north of the roundabout access. The footway/cycleway provides connection to the toucan crossing on Mill Straight to the north of the Mulberry Fields access.

Local Facilities

- 3.5 The site is situated in an accessible location, with Southwater offering a range of facilities and amenities, as summarised in **Table 1**. The walking times have been based on 80 metres per minute, while the cycle times account for 250 metres per minute. With an 'Accessibility Isochrone Map' showing amenities up to 5km from the site, which is included in **Appendix B**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stops (Cripplegate Corner)	650m	8 minutes	3 minutes
Southwater Country Park	1km	12.5 minutes	4 minutes
Dinosaur Island Playground	1.5km	19 minutes	6 minutes
The Village Surgery	2km	25 minutes	8 minutes
Boots Pharmacy	2km	25 minutes	8 minutes
Southwater Library	2km	25 minutes	8 minutes
Local shops and restaurants (inc. Dominoes, The Little Tea House, The Lintot)	2km	25 minutes	8 minutes
Southwater Village Hall	2km	25 minutes	8 minutes
Co-op	2km	25 minutes	8 minutes
The Topsy Fox	2km	25 minutes	8 minutes
Dog Walking field	2.5km	32 minutes	10 minutes
Holy Innocents Parish Church	2.5km	32 minutes	10 minutes
Southwater Sports Club	2.5km	32 minutes	10 minutes
Southwater Infant Academy	2.5km	32 minutes	10 minutes
Texaco (Petrol Station)	2.5km	32 minutes	10 minutes
Southwater Junior Academy	2.5km	32 minutes	10 minutes
Castlewood Primary School	3km	37.5 minutes	12 minutes
Christ Hospital Train Station	6km	-	24 minutes

Horsham	7km	-	28 minutes
Horsham Train Station	8km	-	32 minutes

Table 1: Local Amenities and Facilities

- 3.6 **Table 1** shows the site is located in an accessible area, with Horsham being under a 30-minute cycle whereby further amenities and facilities are provided.
- 3.7 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (c.17 minutes) (page 7). **Table 1** shows that a range of local amenities and facilities come within this threshold, and therefore, the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel.

Pedestrian Network

- 3.8 Footways are provided on both sides of Mill Straight near the site frontage of Mulberry Fields which terminate to the east near the A24. To the west the footway continues on both sides of the carriageway and provides a direct connection to the nearest bus stops know as Cripplegate Corner. The footways measure c.2m in width and are accompanied by dropped kerbs and tactile paving at crossing locations. An example of this is shown in **Photograph 3**.



Photograph 3: Pedestrian Crossing on Mill Straight

- 3.9 A signalised toucan crossing is also provided to the west of the site on Mill Straight, allowing the safe crossing of pedestrians and cyclists on Mill Straight whilst also providing a route onto further footways and the Public Rights of Way network. This is shown in **Photograph 4**.

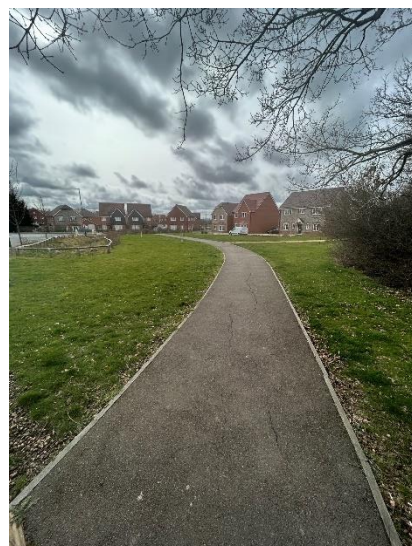


Photograph 4: Signalised Crossing on Mill Straight

- 3.10 Within the Mulberry Fields development footways of 2m wide are also provided throughout the development, A 3m footway/cycleway is also provided within Mulberry Fields, as aforementioned, to the north of Mill Straight Roundabout, which provides a connection to the toucan crossing noted above and PRoW on Mill Straight. This includes a link to PRoW 1688, which travels east-west along the northern boundary of the site. These would provide residents of Campsfield with direct pedestrian links to the wider area and were considered acceptable as part of the Mulberry Fields development application. Examples of the shared footway/cycleway is shown in **Photograph 5-6**, with footway conditions on Mill Straight shown in **Photograph 7**.



Photograph 5 Shared Footway/Cycleway connection leading onto Mill Straight



Photograph 6: Conditions of the Shared Footway/Cycleway within Mulberry Fields



Photograph 7: Footway in Mulberry Fields Development

Public Rights of Way (PROW)

- 3.11 As aforementioned, a number of PROW routes are located within the vicinity of the site. PROW 1688 runs parallel to the northern boundary of the Mulberry Fields development, and PROW 2804 runs parallel to southern edge of the proposed Campsfield development. Southwater Country Park provides a route for PROW 1679, and an easy access trail within the park. Bridleway 3573 can be access from the toucan crossing on Mill Straight and connects to the long-distance trail/bridleway known as the Downs Link (and is also National Cycle Route 223). These routes are shown in **Figure 2**.

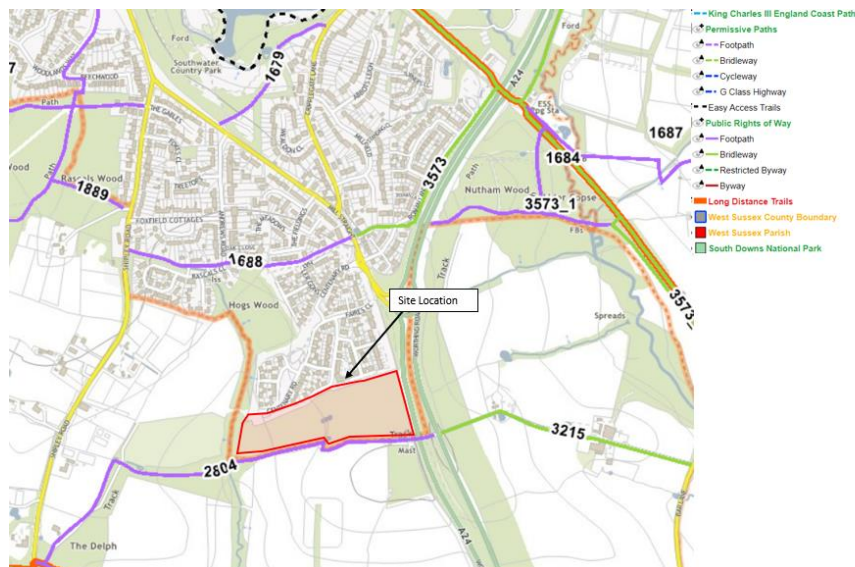


Figure 2: Public Rights of Way (PROW) in the vicinity of the site

Cycle Network

- 3.12 There are number of local cycle routes surrounding the site. From the entrance on Centenary Road the site is located within a 4-minute cycle from Southwater Country Park. From here there are a number of cycle routes available. Whilst from the toucan crossing residents can use Bridleway 3573 to connect to the Downs Link (and is also National Cycle Route 223). Furthermore, the local roads are considered suitable for cyclists due to their low speeds and gentle topography.
- 3.13 As aforementioned, the site is situated in close proximity to National Cycle Route (NCR) 223/The Downs Link. This is shown in **Figure 3**.

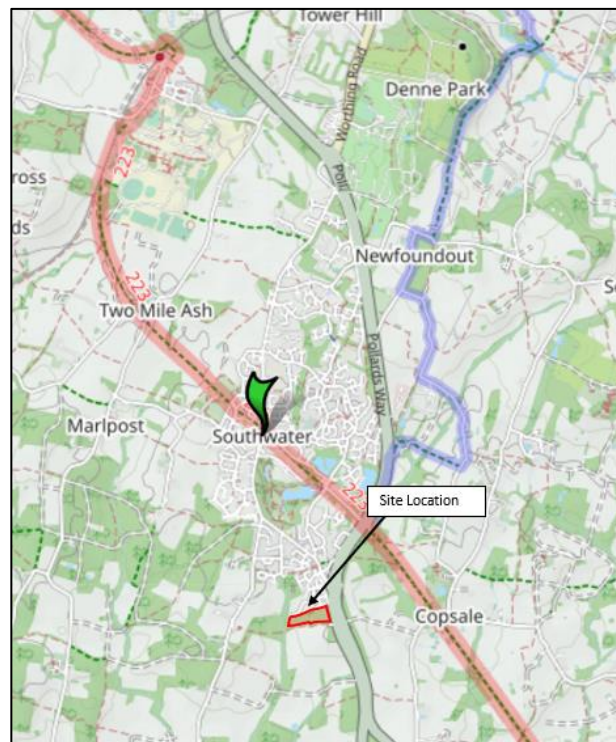


Figure 3: Cycle facilities located within the vicinity of the site

- 3.14 As shown in Figure 3, NCR 223 can be accessed to the north of the site, providing a route between Chertsey and Shoreham by Sea. The route is part of the Downs Link between Guildford and Shoreham by Sea. In addition, the route also provides a connection to key locations within the area including Christ's Hospital, Slinfold and West Grinstead.

Public Transport Provision

Bus Network

- 3.15 Cripplegate Corner bus stop is the closest stop (650m/ 8-minute walk north from the site on Mill Straight). The bus stop operates in a both northbound and southbound direction, with service provided by Metrobus and Sussex Coaches. The services include: 23, 98, 398, 626 and 621 services. The 98 has a 15-minute frequency and operates a looped service to Littlehaven, with route 23 providing an hourly service between Crawley and Worthing.

Service	Route	Operator	Frequency		
			Monday-Friday	Saturday	Sunday & Bank Holidays
98	Southwater – Horsham - Roffey	Metrobus	Every 15 minutes	Every 15 minutes	Every 30 minutes
23	Crawley – Horsham – Worthing	Metrobus	Every 30 minutes	Every 30 minutes	Every 2 hours
398 (SDO)	Southwater – Horsham – Crawley	Metrobus	07:35/16:36	-	-
621/626 (SDO)	Southwater – Tanbridge House School	Sussex Coaches	08:05/16:00	-	-
668 (SDO)	Southwater- Broadbridge Heath-Forest School	Sussex Coaches	07:32/15:40	-	-
			07:43/15:40		
690 (SDO)	Southwater – Horsham Schools	Metrobus			

Table 2: Bus Services (Summary of Local Bus Services (SDO)= School Day's Only)

- 3.16 **Table 2** shows regular services from the nearby bus stop and provides good opportunity to encourage sustainable travel by bus. Services to Horsham Railway Station take around 25 minutes, with services available every 15-20 minutes on either the 23 or 98 service. It is therefore considered that this would be an attractive service for residents travelling into Horsham.

Rail Network

- 3.17 Christ's Hospital Railway Station is located 3.7km from the site and is on the London Victoria – Bognor Regis line. In addition, Horsham Railway Station is located 7.6km from the site which receives more frequent services. As shown in **Table 1**, the stations exceed walking distances but are within an attractive cycling distance. There are also bus services, as aforementioned, which provide connections to Horsham.

- 3.18 A cycle journey to Horsham Railway Station takes approximately 30 minutes. While bus journeys to Horsham Railway Station take approximately 25 minutes, with a frequency of every 15-20 minutes on either the 23 or 98 service from Cripplegate Corner bus stop.

Summary

- 3.19 It is evident the site is in an accessible location, offering connections to frequent public transport services, as well as good quality cycle and pedestrian routes. Therefore, the site is in an excellent location for promoting sustainable travel, in line with paragraph 115 of the NPPF. It should also be noted that the accessibility of the site was assessed and considered to be acceptable as part of the Mulberry Fields application (planning ref: DC/14/2582).

4. PROPOSED DEVELOPMENT

- 4.1 This FTP supports the Outline application for up to 82 residential units. A proportion of this will be affordable housing with further details on the quantum and tenure of units provided within a future Reserved Matters application.

Vehicle Access Arrangements

- 4.2 The proposed development would be accessed via the neighbouring Mulberry Fields development with vehicles utilising Centenary Road to reach the wider highway network via the western arm of the Mill Straight Roundabout.
- 4.3 Within Mulberry Fields access is proposed from the southern extent of Centenary Road. This will see the existing turning head extended south into the site to serve the development, whilst the access will be designed as a bellmouth arrangement. The existing access (turning head) at present measures c.5m which will widen to c.5.5m in width upon approach into the proposed site.
- 4.4 The bellmouth arrangement will then be supported by 6m radii and 2m footways on both sides of the carriageway that connect into the provision afforded within Mulberry Fields.
- 4.5 Visibility splays at the access have been produced in line with Manual for Streets guidance for a 30mph speed limit in line with the internal speed limit of Centenary Road. Visibility splays from the access appear to be achievable to 2.4m x 43m in the primary direction and to 2.4m x 22m in the secondary direction, reflecting the end of the carriageway.
- 4.6 Tracking of the access has also been undertaken for a car, refuse vehicle and fire tender.

Pedestrian and Cycle Access Arrangements

- 4.7 A 2m footway is currently provided on both sides of the site access location, currently accompanied by tactile paving and dropped kerbs. It is proposed that the existing footways would be extended into the site on both sides of the access road. This supports connections to the Mulberry Fields development and in turn the wider pedestrian network.
- 4.8 As aforementioned the Mulberry Fields Development provides a 3m shared footway/cycleway, which could be utilised by residents of the proposed site. It is also attractive for cyclists to cycle on the carriageway of Centenary Road to connect to the exiting footway/cycleway due to the residential nature of the road.

Car Parking Provision

- 4.9 Whilst this is an Outline application West Sussex County Council Guidance on Parking at New Developments (September 2020) has been referred to for the car and cycle parking requirements and has been used to inform the site's masterplan.
- 4.10 The site is located within PBZ2, and parking will be provided in line with standards for this zone. Electric charging points will be provided in line with Building Regulations Part S. The details of parking would however be determined at the Reserved Matters stage.

Cycle Parking Provision

- 4.11 West Sussex County Council Guidance on Parking at New Developments (September 2020) states that the development should provide 1 cycle space for 1 & 2 bedrooms, and 2 cycle spaces for 3+ bedrooms. Cycle parking will be provided in line with these standards, with further details provided at the Reserved Matters stage.

Servicing and Refuse Arrangements

- 4.12 Servicing would be fully accommodated within the development and tracking would be undertaken confirming the arrangements at the Reserved Matters stage.

Physical Measures to facilitate use of Sustainable Transport.

- 4.13 Internal infrastructure including footways and shared surfaces will be provided, allowing for connection between Mill Straight and PRow routes. The exact details of the internal layout and the connections for pedestrians/cyclists would be confirmed at the Reserved Matter stage.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this FTP, the objectives are:

- To reduce vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network in line with the vision led approach. Further to this, the provision of infrastructure on-site will build upon the current existing footways and cycleway provided within the area, as discussed within **Chapter 3**, to encourage additional sustainable/active travel modes.

Baseline Travel Patterns

5.4 Before setting specific targets, understanding how residents currently travel is essential. Using Mulberry Fields TRICS SAM survey undertaken in 2022 as part of the TPC works for the site, (details of which can be found at **Appendix C**) to set targets based on a 10% reduction of car trips over a 12-hour period. The baseline modal splits are presented in **Table 3** whilst **Table 4** summarises the vehicle trip rate used in the Transport Assessment (based on the 2022 TRICS data) and how this applies to the proposed scheme.

Transport Mode	Percentage
Single Vehicle Occupants	33%
Multi-Vehicle Occupants	51.8%
Pedestrians	8.9%
Cyclists	2.3%
Public Transport	4%
Total	100%

Table 3: Modal Splits – Mulberry Field 2022 TRICS Survey data

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate (Mulberry Fields 2022)	0.104	0.435	0.238	0.109	4.36
Traffic Generation (82 units)	9	36	20	9	358

Table 4: Proposed Development Traffic Generation

5.5 The Mulberry Fields TRICS SAM survey has been utilised as this provide a comparable indication for the suitable modal splits for the area, given that the proposed Campsfield development will utilise the existing Mulberry Fields access from Mill Straight Roundabout.

5.6 It is proposed that to determine the 'actual' travel patterns of this development surveys would be completed within 6 months of occupation or when 50% occupation is reached (whatever is sooner). This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

5.7 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and West Sussex Travel Plan Officer (TPO) should discuss the acceptability of the 10% decrease in vehicle trips.

TRICS Historic Data

5.8 A review of the TRICS historic data has been undertaken, to confirm if the 10% reduction in vehicle trips is considered suitable.

5.9 A review of the historic TRICS data has been undertaken reviewing vehicle trip rates between 2000-2004, 2005-2009, 2010-2014, 2015-2019 and 2020-2024 derived from the TRICS database, to understand the reduction in vehicle trips over the 24-year period. The outputs are included within **Appendix C**.

5.10 Whilst the trip rates used in the Transport Assessment are directly reflective of the neighbouring Mulberry Fields development, as the data was collected as part of the Travel Plan work at the site, a broader residential sample size was required to support the historic review. Therefore, the following parameters were used for the review:

- Land use: 'Residential', 'Mixed private and affordable housing' ;
- Sites in England (Excluding Greater London and Wales);
- 0 – 200 Dwellings;
- No travel plan (Aside from 2021-2024 which only had sites with a travel plan)
- Weekday surveys only; and
- Sites in 'Edge of Town Centre', 'Suburban', 'Neighbourhood Centre' locations.
- The assessment period was set from the 1st January 2000 to the 31st December 2024

5.11 The resultant outputs presented a decrease of 25.85% in 12-hour trips (07:00-19:00) over the 24-year period, this equates to a reduction of approximately 1.07% per year for vehicle trips. Therefore, assuming this trend continues, a 5.35% reduction in vehicle trips for the site over a 5-year monitoring period would be expected given the historic trend.

5.12 Furthermore, as noted within the parameters those surveys included for 2021-2024 all had travel plans, therefore this will have had an impact on vehicle trip rates for these more recently surveyed sites, reflecting an expected reduction in vehicle trips due to the presence of a travel plan.

Hierarchy of Users and Sustainable Travel

5.13 As noted, within the vision the site will focus on active and sustainable modes of travel, ensuring these are integrated within the development, and promote these as a preferred way of travel over vehicle trips.

5.14 In line with the vision for the site the locality of the site lends itself to ensuring that direct routes for pedestrians, cyclists and public transport, are provided and can be encouraged. In particular for the short distance trips through promoting these routes as convenient and accessible for daily errands. This is in line with paragraph 15 of the NPPF and aligns with the vision for the site to encourage active and sustainable modes of travel, as the preferred ways of travel.

- 5.15 Developing upon this, to ensure that active and sustainable modes of travel are at the forefront of residents desired travel modes, as part of the Travel Plan residents will be able to provide feedback, as discussed in following sections of this report. Within this feedback residents can note any particular information or routes they would like information on, as well as providing reasoning for their modes of travel. This will provide valuable information to ensure the TP encourages pedestrians, cyclists and public transport as preferred methods of travel for the perspective residents.

Travel Plan Targets

- 5.16 To enable the progression and assessment of the success of the travel plan following on from the assessment of the vision led approach, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

- 5.17 This Framework Travel Plan proposes the following target:

To reduce daily (12-hr period) vehicle trips to and from the site by 10% from 358 predicted in the Transport Assessment to 322.

- 5.18 This target is considered to be suitable for the site and in line with the vision-led Approach. This target is based on the completed Travel Plan Coordination works undertaken for Mulberry Fields from which the proposed site will be accessed from. This was undertaken for a period of 5 years which completed in July 2024. Mulberry Fields undertook 5-years of Travel Plan Coordination (TPC) works which were completed in July 2024. Along, with this their set target for a 10% reduction in single occupancy vehicle trips was achieved and exceeded. The single vehicle trips were noted at baseline to be 1390 trips over a 12-hour weekday period. This reduced to 570 trips over a 12-hour weekday period at the end of Year 5, presenting a reduction of 820 trips or 59%. This exceeded the target of reducing the trips rates to 1251 trips over a 12-hour weekday period.

- 5.19 Developing upon this, utilising Mulberry Fields data presents a realistic travel model split for the area given the locality of the site and the access to sustainable modes of travel. However, the proposed site target will focus on vehicle trips rather than single occupancy trips, because given that it is accessed off the Mulberry Fields development, it is unlikely an accurate multi-modal assessment can be achieved. Further information on the monitoring strategy is provided in **Chapter 7**.

- 5.20 Therefore, for the overall vision-led approach there could be a total reduction in vehicle trips by around 15% and increase in sustainable travel by 15% based on the TPC works completed at Mulberry Fields and TRICS historic data, however the Framework Travel Plan proposes a 10% reduction for robustness, based on the outcomes noted at Mulberry Fields.

5.21 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 In addition to hard infrastructure measures to be confirmed at the Reserved Matters stage, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift away from private vehicle trips, which will help reduce greenhouse gas emissions. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

Key Stages: Preliminary

- 6.4 To meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan. These include:
- Appoint a Travel Plan Coordinator (developer)
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.
 - Create a travel plan webpage (TPC)

Key Stages: Five Years Following 50% Occupation of the Development or 6 months following 1st Occupation (whichever is sooner)

- 6.5 It is proposed that the TP period would become fully active upon occupation of 50% of the development or six months of 1st occupation (whichever is sooner) and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and WSCC have signed off the TP, ownership would pass to the local community.

- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, West Sussex County Council (WSCC) and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan.

Modal Measures: Walking and Cycling

- 6.7 This FTP has summarised the local walking and cycle networks and the facilities which the TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.
- 6.9 Whilst the baseline modal splits shows cycling is used by some residents, the TPC works aim to promote this and it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.
- 6.10 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure. Along with the promotion of a £150 voucher to encourage sustainable travel. Promotion will also include WSCC cycle training, cycle journey planner, along with information and benefits of sustainable travel, noting that we can obtain posters with further information from WSCC.

Modal Measures: Public Transport

- 6.11 The baseline modal splits indicate that 4% of existing residents currently travel to work by bus, however it is considered that the development provides an opportunity to promote bus travel as an alternative mode.
- 6.12 The attractiveness of the bus services, particularly those from Cripplegate would be supported and promoted through tailored promotions.
- 6.13 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to vehicle trips through the use of the Welcome Pack and regular newsletters.

- 6.14 The TPC will promote rail services from Christ's Hospital and Horsham station as well as the potential link-trip afforded by the 23 & 98 bus service which operates between Horsham station and Cripplegate Corner Bus Stop.

Modal Measures: Car Sharing

- 6.15 Car sharing is a simple yet effective way of quickly reducing the number of car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.16 Liftshare is a well-established scheme and would be promoted to residents through [newsletters/welcome pack/website], to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.17 On occasions when private vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development. The TPC will therefore look to promote vehicle charging locations beyond the provision supplied on site. Along with this EV charging points will be provided to all dwellings on site in line with Building Regulations Part S.

Modal Measures: Home/ Remote Working and Other Modes

- 6.19 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.
- 6.20 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.21 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the WSCC Travel Plan Officer.

Personalised Travel Planning

- 6.22 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters

- 6.23 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.
- 6.24 Firstly, a dedicated Travel Plan webpage (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.25 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.26 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice. Though the TPC works for Mulberry Fields have been completed this year, we can utilise any feedback or experiences from these works to aid the works for Campsfield.

Visitors and Deliveries

- 6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

6.28 The developer would look to offer a £150 travel voucher, available once for each address, from first occupation (one gift per property). Details of what the voucher could be utilised for would be agreed by the TPC, prior to occupation but would be expected to include:

- Contribution towards a bus ticket;
- Contribution towards a rail ticket; or
- Cycle voucher
- Cycle training with WSCC

6.29 The voucher would be valid for a set period of time which would be clearly defined on the voucher. Terms and conditions would also be clearly displayed. This is in line with WSCC guidance.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan requirement would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by West Sussex County Council.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 50% of the site or within six months of occupation (whichever is sooner).
- 7.3 The TPC role and contact details will be finalised with WSCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support:
 - Liaising with public transport operators, local interest groups, West Sussex County Council:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Acting as the point of call for all TP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

- 7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by local residents beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.6 This FTP's approach to monitoring acknowledges the above requirements and is based on our experience of being TPC's on a number of sites within WSCC.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 5** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (occupation of 50% of dwelling or 6 months of occupation whichever is sooner)	ATC Surveys		Resident Questionnaire		ATC Surveys

Table 5: Monitoring Strategy

- 7.8 A resident questionnaire is proposed to be undertaken within 6 months of first occupation or 50% occupation (whichever is sooner), and at the end of Year 3, while for Year 1 and 5 an ATC survey will be undertaken.
- 7.9 This approach is proposed over a TRICS SAM survey, which has been utilised for Mulberry Fields, as given the access is not near public transport links it may be harder to determine whether residents are walking or using public transport, along with residents utilising Mulberry Fields access. Therefore, an ATC survey would provide an indication of the vehicle trips over a 7-day period for all vehicle movement in and out of the site, which can then be supported by qualitative data provided in the resident questionnaire on resident's travel choices. The resident survey will be completed electronically, although postal surveys may also be used. An example resident survey is included in **Appendix D**.
- 7.10 The results of the surveys will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.11 An annual monitoring/progress report will be produced and submitted to WSCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.12 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WSCC will ensure that mismanagement does not occur.
- 7.13 Remedial measures will be provided, if necessary, which could include additional voucher offers for residents to claim, to utilise sustainable travel. Further to this, a review can be undertaken of the monitoring strategy if it seen necessary to update this to provide a clearer representative of the site. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

Community Embedding and Handover

- 7.14 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.
- 7.15 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with West Sussex County Council TPO as the TP draws to an end.

Action Plan

- 7.16 An Action Plan for the proposed implementation of the Travel Plan has been prepared and will be updated as measures are reviewed. The indicative Action Plan is shown in **Table 6** and will be implemented over the life of the Travel Plan.

	Action	Timescale
Preliminary	Travel Plan Co-ordinator (TPC) to be appointed by Miller Homes.	Prior to occupation
	TPC to confirm Action Plan with WSCC	
	TPC to prepare a Travel Welcome Pack for residents including information on local area; details of on-site cycle storage; cycle and pedestrian routes; bus information.	
	TPC to create website for residents containing information on local area; details of on-site cycle storage; cycle and pedestrian routes; bus information.	
	TPC to decide on communication strategy for use with residents.	
	TPC to prepare TP action database for logging/recording the following details: Actions.	
Walking/Cycling	Promote use of local walking facilities and on-site cycle storage.	Life of the Travel Plan
	Promotion of local walking and cycling routes and maps.	
	Promotion of sustainable travel events to residents	
	Publicise local cycle facilities.	
Public Transport	Promotion of local bus, community bus and rail services (as well as link trips).	Life of the Travel Plan
	Promotion of any discounts and/or vouchers.	
	Maintain dialogue with local public transport service operators for service changes and promotions.	
Visitors/Deliveries	Promotion of local area's key facilities through information/maps.	Life of the Travel Plan
	Encourage promotion of sustainable travel options to visitors.	
Communication and Marketing	Promotional material to be provided through newsletters on a biannual basis	Life of the Travel Plan

Table 6: Action Plan

Appendix A

Campsfield, Southwater
Travel Plan

Paul Basham Associates Ltd
Report No 091.0018/TP/4

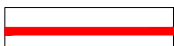
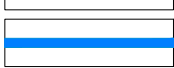




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RevA - 13.03.2025 - Red line plan amended to include footpath at site entrance

Key:

-  Site Boundary
-  Other Land in Landowners Control



CLIENT:
PROJECT TITLE:
PROJECT NO:

DRAWING TITLE:
DRAWING NO:
SCALE:

MILLER HOMES
SOUTHWATER, CAMPFIELD
02.18.A

SITE LOCATION PLAN
02.40(01)00 RevA
1:1250 @ A2



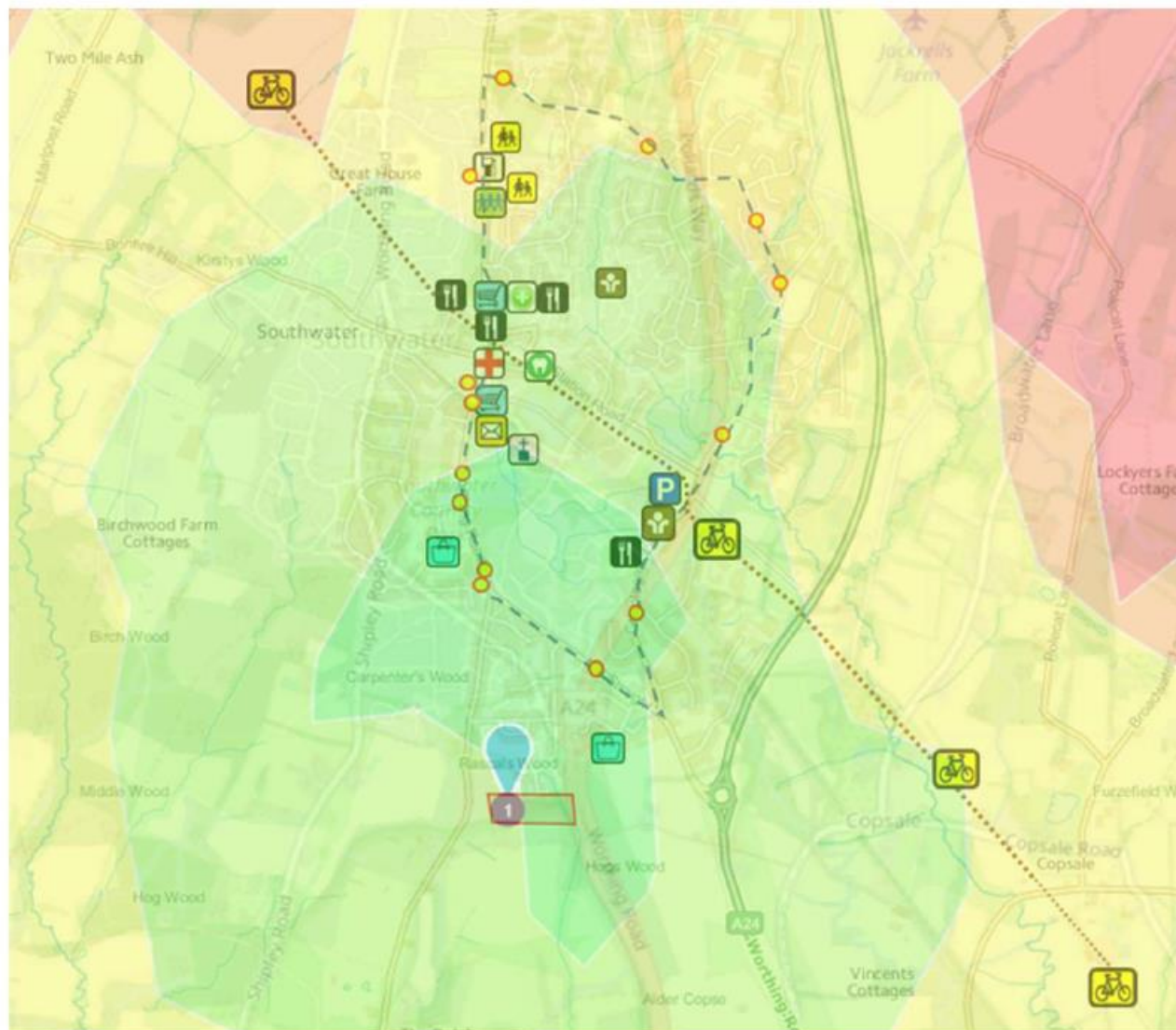


Appendix B

Campsfield, Southwater
Travel Plan

Paul Basham Associates Ltd
Report No 091.0018/TP/4





Travel Distance

Key (1km intervals)



Key



Bus Services
--- Route 98

Project Number:
091.0018

Title:

Project Name:
Campsfield,
Southwater

Accessibility Isochrone Map



Checked By:
KCH

Checked Date:
27.11.24

Scale:
N/A

Drawn By:
ERG

Drawn Date:
26.11.24

Drawing No:
N/A

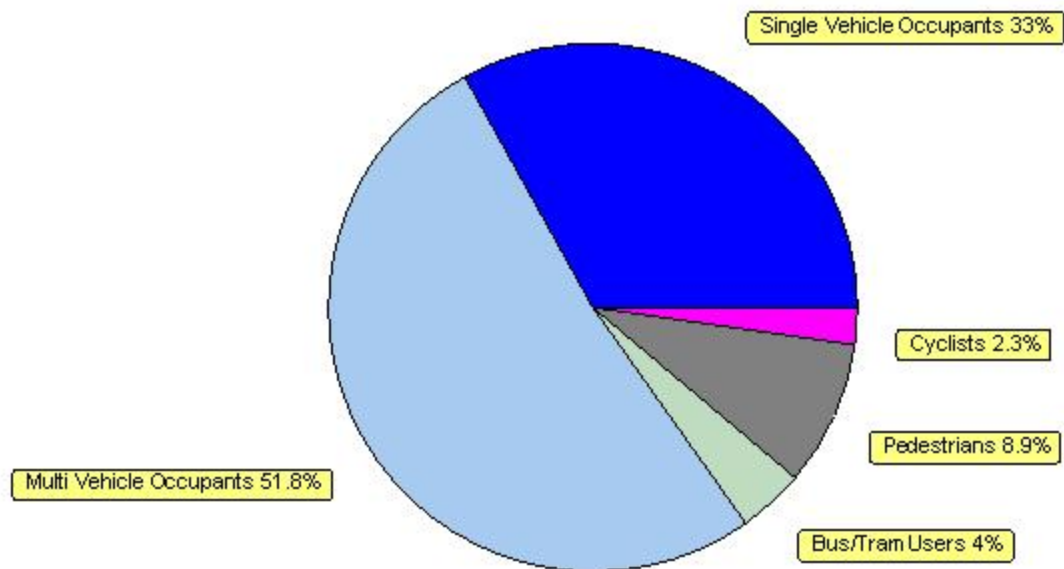
Appendix C

Campsfield, Southwater
Travel Plan

Paul Basham Associates Ltd
Report No 091.0018/TP/4



Modal Split Percentages for WS-03-M-26 Surveyed: 16/03/22 Wednesday



Site Reference: WS-03-M-26 Multi-Modal Site
 Created: Version: 7.9.2 08/05/22
 Latitude/Longitude: 51.01422, -0.34761
 Land Use Type: 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 Region/Area: SOUTH EAST/WEST SUSSEX

Description: MIXED HOUSES & FLATS
 Street: MILL STRAIGHT
 District:
 Town: SOUTHWATER
 Post Code: RH13 9FZ
 Planning Authority: HORSHAM DISTRICT C.

Location: Neighbourhood Centre (PPS6 Local Centre)
 Location Sub Category: Village
 Use Class: C3

Population within 500m: 874
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 25,001 to 50,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	96		96
Monday-Friday	0700-1000	24		24
Monday-Friday	1600-1900	24		24
Saturday	0700-1900	96		96
Sunday	0700-1900	44		44

Is site associated with a travel plan: Yes
 If not, are there any plans to implement
 a Travel Plan in the future?
 Is survey data available before the
 implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Covid-19 Restrictions: No

Site area: 7.90 hect
 No of Dwellings: 193
 Housing Density: 32.71

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located at the southern edge of the village of Southwater, which is just to the south of Horsham. The A24 is accessed a short distance to the east of the site, and is the main route heading south towards Worthing and north towards Horsham and on towards Surrey. Other local roads head towards various parts of the local area. The site has a single vehicle access for all modes, plus 4 separate pedestrian accesses. Other residential development borders the site to the north, north-east and north-west, with some woodlands directly to the west and open land to the south and east.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Roffey	3	32

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus service shown, there is an hourly service available to Crawley, the journey time taking 56 minutes.

Design features encouraging non-car modes

12. Pedestrians

There are traffic-free routes on and off the estate, and there are further footpaths leading to Southwater and further afield. A new toucan crossing has been provided across Mill Straight, and was implemented and operational at the time of this survey.

13. Pedal cycles

The site is located adjacent to a National Cycle Network route, connecting Chertsey to Shoreham-by-Sea and further locations.

14. Public transport

Services from sheltered bus stops depart regularly and also provide the option of connecting rail travel.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2022
Nearest Primary School	1.9 kilometres
Nearest Secondary School	5.9 kilometres
Nearest Local Shop/Corner Shop	1.2 kilometres
Nearest Main Supermarket	6.0 kilometres
Nearest Doctors Surgery	1.6 kilometres
Nearest Hospital with Minor Injuries/A & E	21.8 kilometres
Nearest Sports/Leisure Centre	1.9 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00161227
Number of people employed within Census Output Area	127
Number of households within Census Output Area	111
Number of people living within Census Output Area	255
Area of Census Output Area (hectares)	588.54
Population density within Census Output Area (per hectare)	0.40

Site reference: WS-03-M-26 Multi-Modal survey site
 Trade name: MULBERRY FIELDS

Site area (h/a): 7.90
 Site Area Excluding Publicly Accessible Features (hectares): 5.90

Open since 2019

Occupied dwellings 193
 Unoccupied dwellings 0
 Total dwellings 193

Housing Density 32.71
 Privately owned units 115
 Non-Privately owned units 78
 Name of nearest site BROADACRES
 Distance to nearest similar site 1.7 Km

Average Bedrooms Per Unit 2.9740932642487
 No of units with 1 bedroom 20
 No of units with 2 bedrooms 47
 No of units with 3 bedrooms 62
 No of units with 4+ bedrooms 64
 Total bedrooms 574
 Unit Density 24.4303797468354

Residential unit types

	Private	Non-Private	Total
Detached houses	18	0	18
Semi-detached houses	97	39	136
Terraced houses	0	4	4
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	35	35
Town Houses	0	0	0
Other (specify below)			

Other:

Comments

At the time of this survey this site was fully constructed and occupied.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	491
Parking Spaces Per Hectare	62.152
Parking Spaces Per Dwelling	2.544
Arrivals Per Parking Space	0.83

Number of spaces

On-Street	44
Driveway	182
Garages	108
Communal parking spaces	72
Allocated spaces	85
Is this site associated with a Car Club?	No

General Comments on Parking

The 372 off-site off-street parking spaces shown are located at Worthing Road, Benns Field, Station Road and Lintot Square, with the fee of £1 per hour shown representing all areas except Lintot Square (where there is no charge).

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	372
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	Yes, All Day
Charge amount	100
Charge period	Hour

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Additional Travel Plan Features

Although the travel plan was initially signed off in 2017 and work started on the preliminary phase of the development then, the 5 years of monitoring of the travel plan commenced in April 2019.
A new toucan crossing has been provided across Mill Straight, and was implemented and operational at the time of this survey. Internal access roads, external roadways and cycleways serving the development have also been implemented.

Travel Plan Type

Type Compulsory

Travel Plan History

Date of Travel Plan implementation April 2019

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Not present
Visitors	Target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	Target group
Other	Target group
	Residents

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes

If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan?

If YES, when?

Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians

Yes

July 2019

79% 

7% 

0% 

14% 

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

If YES, when?

Vehicle Occupants

Cyclists

Public Transport Users

Pedestrians

Yes

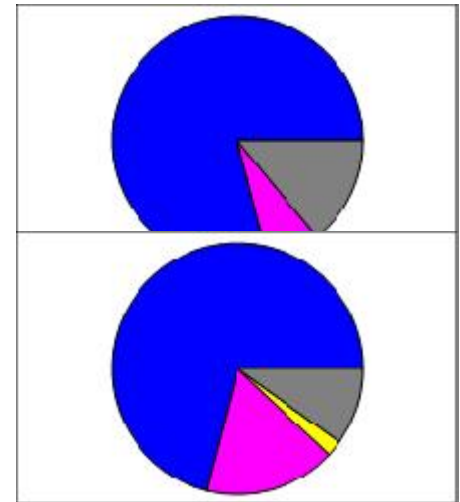
January 2021

71% 

17% 

2% 

10% 



Travel Plan Targets

The initial travel plan mode splits (shown as pre-travel plan mode splits) were obtained after the implementation of the travel plan, following a baseline survey being undertaken. The travel plan mode split targets were then set in 2021 following resident surveys taking place.

Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from,
 for example, call centre to head office;
 or from administrative to sales, etc? No

Have parking controls been implemented around a site
 where previously many staff parked at no charge? No

Has there been large scale changes in local
 public transport services? No

Has the site been relocated to somewhere with
 different accessibility characteristics
 (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan comments

Cycling Measures

Covered cycle racks close to building entrances No
 Date implemented
 Capital cost
 Annual operating cost

Good lighting in cycle parking areas No
 Date implemented
 Capital cost
 Annual operating cost

Lockers/Facilities for staff who cycle
 to store their clothing No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit/covered cycle parking compound Yes
 Date implemented 2018
 Capital cost
 Annual operating cost

CCTV coverage of cycle parking areas No
 Date implemented
 Capital cost
 Annual operating cost

Shower and changing facilities for staff
 who cycle and walk No
 Date implemented
 Capital cost
 Annual operating cost

Good network of cycle routes linking the site
 to main residential areas locally No
 Date implemented
 Capital cost
 Annual operating cost

Additional comments

There is communal cycle storage for the flats (implemented between 2018 and 2021 - month of first implementation and costs not known), and the houses all have internal cycle storage, with a total cycle parking provision for 302 bikes.

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard)

No

Date implemented

Capital cost

Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency

No

Date implemented

Capital cost

Annual operating cost

Priority parking spaces for car-sharers close to building entrances

No

Date implemented

Capital cost

Annual operating cost

Car Club available locally that could be used by occupants of the site

No

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation?

No

Additional comments

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan)

No

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit)

No

Date implemented

Capital cost

Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.)

No

Date implemented

Capital cost

Annual operating cost

Charge

Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) on-site

No

Date implemented

Capital cost

Annual operating cost

Additional comments

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
 Date implemented
 Capital cost
 Annual operating cost
 Daily payment value

Annual payment to give up entitlement to a parking permit No
 Date implemented
 Capital cost
 Annual operating cost
 Annual payment value

Site provides employees with season ticket/cycle loans No
 Date implemented
 Capital cost
 Annual operating cost
 Annual loans value

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats close to (e.g. within 400 metres) the site's main entrance) No
 Date implemented
 Capital cost
 Annual operating cost

New/improved bus services close to the site No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres No
 Date implemented
 Capital cost
 Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No
 Date implemented
 Capital cost
 Annual operating cost

Public transport information provided on site on paper and/or computer Yes
 Date implemented May 2018
 Capital cost
 Annual operating cost

Publicity and awareness raising material about local public transport Yes
 Date implemented May 2018
 Capital cost
 Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). Yes
 Date implemented May 2018
 Capital cost
 Annual operating cost

Additional comments

Welcome packs have been issued to residents upon occupation (from May 2018 before the current version of the travel plan). There are also biannual newsletters issued throughout the life of the travel plan.
Costs of travel plan elements are not known.

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas	No
Date implemented	
Capital cost	
Annual operating cost	

Shuttle bus(es) to railway and/or bus station(s)	No
Date implemented	
Capital cost	
Annual operating cost	

Additional comments

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Light Rain
 Initial car park occupancy: Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 1.88

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	86	Motor cycles	0	Public service	0
Light goods	11	OGV (1)	1	OGV (2)	0
				Taxis	2

Servicing Vehicles count recorded No

Time	Arr 409	Dep 432	Totals 841	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	11	47	58	(-36)
08:00-09:00	20	84	104	(-100)
09:00-10:00	37	20	57	(-83)
10:00-11:00	22	21	43	(-82)
11:00-12:00	25	36	61	(-93)
12:00-13:00	28	29	57	(-94)
13:00-14:00	29	25	54	(-90)
14:00-15:00	33	58	91	(-115)
15:00-16:00	71	46	117	(-90)
16:00-17:00	50	26	76	(-66)
17:00-18:00	46	21	67	(-41)
18:00-19:00	37	19	56	(-23)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's or scooters visited the site during this survey.

Site reference: WS-03-M-26

Survey date: 16/03/22

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in %	OGV (1)	100	OGV (2)	0
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1 occupant per OGV is assumed, and included in the vehicle occupants count

[illegible]

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Time	Arr 8	Dep 8	Totals 16	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	1	2	(0)
08:00-09:00	3	3	6	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	3	3	6	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Cars

Time	Arr 351	Dep 373	Totals 724	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	9	40	49	(-31)
08:00-09:00	17	75	92	(-89)
09:00-10:00	35	18	53	(-72)
10:00-11:00	18	16	34	(-70)
11:00-12:00	20	32	52	(-82)
12:00-13:00	21	27	48	(-88)
13:00-14:00	23	18	41	(-83)
14:00-15:00	31	48	79	(-100)
15:00-16:00	58	36	94	(-78)
16:00-17:00	45	25	70	(-58)
17:00-18:00	40	20	60	(-38)
18:00-19:00	34	18	52	(-22)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: LGV

Time	Arr 46	Dep 47	Totals 93	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	5	5	(-5)
08:00-09:00	0	5	5	(-10)
09:00-10:00	1	1	2	(-10)
10:00-11:00	4	5	9	(-11)
11:00-12:00	4	3	7	(-10)
12:00-13:00	6	1	7	(-5)
13:00-14:00	6	7	13	(-6)
14:00-15:00	2	10	12	(-14)
15:00-16:00	9	7	16	(-12)
16:00-17:00	5	1	6	(-8)
17:00-18:00	6	1	7	(-3)
18:00-19:00	3	1	4	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	(-1)
08:00-09:00	0	0	0	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	1	0	1	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Time	Arr 18	Dep 18	Totals 36	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	5	5	(-5)
08:00-09:00	0	9	9	(-14)
09:00-10:00	0	1	1	(-15)
10:00-11:00	0	1	1	(-16)
11:00-12:00	2	0	2	(-14)
12:00-13:00	0	1	1	(-15)
13:00-14:00	0	0	0	(-15)
14:00-15:00	2	1	3	(-14)
15:00-16:00	6	0	6	(-8)
16:00-17:00	4	0	4	(-4)
17:00-18:00	4	0	4	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26

Survey date: 16/03/22

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

[illegible]

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arr 67	Dep 74	Totals 141	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	9	11	(-7)
08:00-09:00	6	23	29	(-24)
09:00-10:00	11	1	12	(-14)
10:00-11:00	2	8	10	(-20)
11:00-12:00	6	1	7	(-15)
12:00-13:00	1	1	2	(-15)
13:00-14:00	2	5	7	(-18)
14:00-15:00	1	10	11	(-27)
15:00-16:00	15	3	18	(-15)
16:00-17:00	14	5	19	(-6)
17:00-18:00	4	6	10	(-8)
18:00-19:00	3	2	5	(-7)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 32	Dep 32	Totals 64	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	21	21	(-21)
08:00-09:00	0	5	5	(-26)
09:00-10:00	1	0	1	(-25)
10:00-11:00	0	0	0	(-25)
11:00-12:00	0	1	1	(-26)
12:00-13:00	1	1	2	(-26)
13:00-14:00	2	2	4	(-26)
14:00-15:00	2	2	4	(-26)
15:00-16:00	12	0	12	(-14)
16:00-17:00	10	0	10	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 32	Dep 32	Totals 64	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	21	21	(-21)
08:00-09:00	0	5	5	(-26)
09:00-10:00	1	0	1	(-25)
10:00-11:00	0	0	0	(-25)
11:00-12:00	0	1	1	(-26)
12:00-13:00	1	1	2	(-26)
13:00-14:00	2	2	4	(-26)
14:00-15:00	2	2	4	(-26)
15:00-16:00	12	0	12	(-14)
16:00-17:00	10	0	10	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	2	0	2	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-03-M-26 Survey date: 16/03/22 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Total people

Time	Arr 779	Dep 806	Totals 1585	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	16	109	125	(-93)
08:00-09:00	37	214	251	(-270)
09:00-10:00	60	34	94	(-244)
10:00-11:00	34	37	71	(-247)
11:00-12:00	44	51	95	(-254)
12:00-13:00	41	45	86	(-258)
13:00-14:00	42	37	79	(-253)
14:00-15:00	45	82	127	(-290)
15:00-16:00	201	75	276	(-164)
16:00-17:00	128	40	168	(-76)
17:00-18:00	80	44	124	(-40)
18:00-19:00	51	38	89	(-27)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

TRICS Licence No.: 700101
Organisation Name: Bureau Service
TRICS Version Used: TRICS 7.9.1
User Site Street Name: TRICS Consortium Ltd
User Site Town/City: Bureau Service

Land Use: Residential- Mixed private/affordable housing

Trip Rate Parameter: Dwelling Calculation Factor: Dwelling Dwelling

Primary Filtering: Dwelling From: 0 To: 200
Days: Weekday
Locations: Suburban, Edge of Town, Neighbourhood Centre

Time Slice 1	1990	1994
Time Slice 2	1995	1999
Time Slice 3	2000	2004
Time Slice 4	2005	2009
Time Slice 5	2010	2014
Time Slice 6	2015	2020
Time Slice 7	2021	2024
Time Slice 8		

Time Period: 08:00 09:00 20 53 85 119 152 185

Historic Trends - Residential- Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 8:00 to 9:00							
Vehicles Only Data				Multi-Modal Data			
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Total People - MM
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
2000-2004	0.511	0.046	0.511	0.046	0.688	0.466	0.112
2005-2009	0.394	0.041	0.394	0.041	0.681	0.305	0.093
2010-2014	0.379	0.018	0.379	0.018	0.592	0.14	0.032
2015-2020	0.493	0.019	0.493	0.019	0.818	0.152	0.082
2021-2024	0.487	0.012	0.487	0.012	0.739	0.199	0.091
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Time Period: 17:00 18:00 1 62 20 63 95 128 163 194

Historic Trends - Residential- Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 17:00 to 18:00							
Vehicles Only Data				Multi-Modal Data			
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Total People - MM
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
2000-2004	0.73	0.056	0.73	0.056	0.907	0.342	0.034
2005-2009	0.475	0.057	0.475	0.057	0.664	0.178	0.048
2010-2014	0.449	0.035	0.449	0.035	0.72	0.16	0.035
2015-2020	0.601	0.012	0.601	0.012	0.919	0.151	0.046
2021-2024	0.412	0.014	0.412	0.014	0.562	0.097	0.039
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Time Period: 07:00 19:00 12 12 19 25 110 151 184

Historic Trends - Residential- Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 7:00 to 19:00							
Vehicles Only Data				Multi-Modal Data			
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Total People - MM
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
2000-2004	5.292	0.527	5.292	0.527	7.075	2.184	0.339
2005-2009	4.029	0.334	4.029	0.334	5.586	2.311	0.294
2010-2014	4.138	0.241	4.138	0.241	5.191	1.891	0.481
2015-2020	5.121	0.092	5.121	0.092	7.762	1.336	0.643
2021-2024	3.924	0.168	3.924	0.168	5.286	1.187	0.357
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

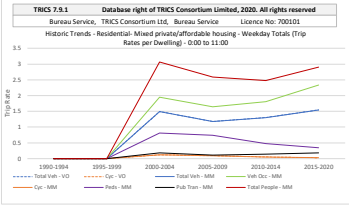
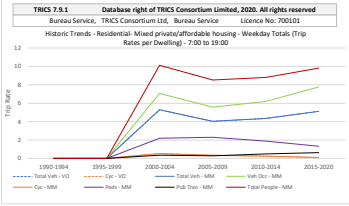
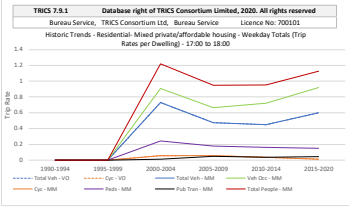
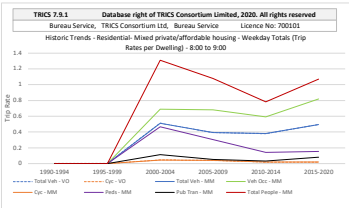
Time Period: 00:00 11:00 11 12 45 78 111 144 177

Historic Trends - Residential- Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 0:00 to 11:00							
Vehicles Only Data				Multi-Modal Data			
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Total People - MM
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
2000-2004	1.497	0.122	1.497	0.122	1.949	0.816	0.186
2005-2009	1.181	0.094	1.181	0.094	1.642	0.709	0.116
2010-2014	1.306	0.054	1.306	0.054	1.806	0.477	0.147
2015-2020	1.546	0.028	1.546	0.028	2.339	0.351	0.185
2021-2024	1.342	0.067	1.342	0.067	1.815	0.424	0.123
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Ram-Run	17-18	24 hour	12-hour (07:00-19:00)
0.511	0.73	1.497	5.292
0.394	0.475	1.181	4.029
0.379	0.449	1.306	4.138
0.493	0.601	1.546	5.121
0.487	0.412	1.342	3.924

Difference years: 0.024 0.318 0.155 1.368
per year amount: 4.7% 43.6% 10.4% 25.85%
0.2% 1.8% 0.4% 1.08%

Header 1: TRICS 7.9.1
Header 2: Bureau Service, TRIC



Appendix D

Campsfield, Southwater
Travel Plan

Paul Basham Associates Ltd
Report No 091.0018/TP/4



– Resident Travel Survey

Thank you for taking the time to complete our residents travel survey. This will help us (your Travel Plan Coordinators) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch! And, don't forget to fill out your details at the end to receive your travel voucher!

You can send your completed survey to us via:

☐ Post using the pre-paid envelope: Paul Basham Associates, ###

☐ Survey Monkey at ####

☐ QR code

QR Code



1. What is your main mode of travel? (Please choose one)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Rail
- ☐ Other (Please specify)

2. How often do you use another form of transport?

- ☐ Daily
- ☐ Couple times a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Very rarely/sometimes
- ☐ Never

3. If you were to change your main mode of travel what mode would you most likely change to:

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other (please specify)

4. What is your most frequent journey for? (please choose one)

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other (please specify)

5. How far do you travel for your most frequent journey?

- ☐ 0-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 21-30 miles
- ☐ 31+ miles

6. To which location do you travel to most regularly? (tick one)

- ☐ ##
- ☐ ##
- ☐ ##
- ☐ ##
- ☐ Other (Please specify)

7. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

8. Which of the above is the most important when travelling by car?

9. If you travel usually by car, how do you travel when your car is unavailable (i.e. is being serviced)

10. When not travelling by your main mode of travel, what other modes of travel do you use? (Select all that apply)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Rail
- ☐ I only use my main mode of travel
- ☐ Other (please specify) _____

Please Turn Over

11. Which of the following would most encourage you to use the listed travel modes (or use them more frequently if you do so already?)

	Discounts	More Information	Improved Reliability & Frequency	Increased Safety Measures	Cycle Storage/training	Better Facilities	Improved Routes	Knowledge of Local Clubs/Events	Nothing	Other (please specify)
Walking										
Cycling										
Bus										
Rail										

12. How many cars do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own a car)

13. What type of cars do you own?

- ☐ Petrol
☐ Diesel
☐ Hybrid
☐ Electric
☐ N/A (do not own a car)

14. How many bicycles do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own one)

15. Is there any information you would like to see in future newsletters?

16. Is there anything else you would like to tell us about travel in your local area?

17. I would like to request: (Select One)

- ☐ £## Halfords Voucher *
☐ £## Bus Pass **
☐ I have already claimed

Please note all voucher requests will be reviewed before we can confirm a claim. One voucher available for each address. If a claim has already been made for your address you will not be eligible to receive a voucher. See Terms and Conditions for further details.

What have/will you use your voucher for:

In order for us to process your voucher request, we require the following information. Please write in capitals.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>. Email travelplan@paulbashamassociates.com for further details.

Terms & Conditions

One voucher available per address within ##. If a previous resident has claimed you will not be eligible. To confirm eligibility please provide us with your address information. Sustainable Travel Vouchers are a gift from the developer and the offer(s) may be amended or removed at any time. ###

The full list of Terms and Conditions can be found at: ###

Thank you