To	Active Travel England	**Active Travel England Assessment**	
Cc	Homes England		
From	Steer – Jon Williams, Ben Dance		
Date	19 June 2025		
Project	West of Ifield – Hybrid Application	Project No.	23747305

Introduction

1. This Active Travel England (ATE) Assessment has been produced by Steer on behalf of Homes England ("the Applicant") to support a Hybrid Planning Application for the Proposed Development at West of Ifield (WoI), Crawley (the "Site") and a detailed planning application for the site accesses.

2. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023 (DMPO) identifies ATE as a statutory consultee for planning applications with effect from 1st June 2023. ATE acts as a statutory consultee for all new planning applications that meet the following thresholds:

   - Development includes 150 dwellings (houses and flats) or more;
   - Floorspace of 7,500sqm for non-residential uses; or
   - The overall area of the development is 5 hectares of more.

3. The quantum of development proposed for WoI meets all three of the criteria, and as such an Active Travel England Assessment is required to support the Hybrid Planning Application.

4. It is understood that as part of a planning application, that the "ATE Planning Application Assessment Toolkit" will be used by ATE as part of any development management consultation. The purpose of the toolkit is to ensure that development proposals embed high quality, safe and inclusive active travel infrastructure for all users and in all proposed elements of design. ATE encourage design and transport consultants to use the toolkit and submit a completed version with future planning application submissions.

5. Therefore, Steer has replicated the "ATE Planning Application Assessment Toolkit" within this chapter of the TA with commentary provided for each sub-section. The purpose of this is to demonstrate how the WoI development conforms with all ATE requirements.

Methodology

6. The toolkit comprises of six columns. The cells in the first three columns contain pre-populated text identifying the 10 assessment criteria, a brief description of each criterion and the common shortfalls found in planning application submissions to date. The cells in the fourth column allow the appraiser to apply a rating (exemplar, pass, condition/obligation to make acceptable, concern, critical issue or not applicable) against each criterion, while the cells in the fifth and sixth columns enable comments and relevant local policies and guidance to be entered.

7. ATE sets out that there are seven possible outcomes from a development management consultation:

   a. **Exemplar:** The proposal exceeds the standards in policy and guidance and represents an example of best practice;

b. **Pass:** The proposal meets standards in policy and guidance. Where there are shortfalls, these are minor and do not affect the overall position;
c. **Condition / Obligation to make acceptable:** The proposal does not adhere to standards in policy and guidance, however a planning condition / obligation can address any shortfalls;
d. **Concern:** The proposal does not adhere to standards in policy and guidance and more detail is needed to inform the assessment of the proposal. This may include reasonable amendments, improvements to infrastructure and/or additional information;
e. **Critical Issue:** The proposal represents a significant departure from standards in policy and guidance. Either comprehensive amendments or the delivery of new infrastructure would be required, or it is unlikely that the deficiency can be addressed;
f. **Not applicable:** This criterion is not a material consideration.

8. The information entered in the user input sheet will be captured within the Assessment Report table in the 'appraiser report' sheet, in which pre-populated national policies and guidance will supplement any local policies and guidance entered by the appraiser.

9. The remainder of this chapter provides the input to each of the 10 criterion that are to be assessed which include:

1. Trip Generation and Assignment;
2. Active Travel Route Audit;
3. Pedestrian Access to Local Amenities;
4. Cycling Accessibility;
5. Access to Public Transport;
6. Off-Site Transport Infrastructure;
7. Site Permeability;
8. Placemaking;
9. Cycle Parking and Trip-End Facilities; and
10. Travel Planning.

1) Trip Generation and Assignment

10. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling"

11. **Chapter 8** of the TA sets out the total external trips by mode that is expected to be generated by the Proposed Development. This table is summarised below in **Table 1**. Mode splits have been applied based on the evidence presented within the Transport Strategy and accompanying appendices, which is summarised below:

- Overarching target baseline mode shares for residential trips have been established for West of Ifield and agreed through discussions to date with WSCC, HDC and CBC;
- Following discussions with local authorities, the evolvement of the Transport Strategy and Travel Plan documents, the external mode share that has been agreed for the residential use of the development will be replicated for all land uses (except for the proposed retail uses and the secondary school);
- To forecast the mode split for external secondary school trips, NTS *Table NTS06014 11-16 years* has been used as presented in the Transport Strategy and accompanying appendices. To consider only the external secondary school trips, those over 2 miles in distance have been used;
- For the primary school, it is assumed that all staff trips during the AM and PM peak periods are car drivers;

- To forecast the mode splits for external retail trips, the NTS trip purpose *Table NTS0409* has been used and adjusted as presented in the Transport Strategy and accompanying appendices. Shopping trips over 2km have been used to derive the mode splits for external trips only; and
- As set out above, following discussions with local authorities, the evolvement of the Transport Strategy and Travel Plan documents, the external mode share that has been agreed for the residential use of the development will be replicated for all land uses (except for the proposed retail uses and the secondary school). The same mode shares have been used for the Leisure, Creche, Healthcare, Community Centre, and Hotel land uses.

Table 1: Development External Generation by Mode

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Train	65	74	139	106	78	184
Bus	297	276	573	418	346	765
Car Driver	463	476	939	724	627	1,351
Car Passenger	210	262	472	400	324	724
Bicycle	92	121	213	174	127	301
Walk	79	100	179	147	112	259
Total	**1,206**	**1,309**	**2,515**	**1,969**	**1,614**	**3,583**

12. This sub-section demonstrates that walk and cycle trips have been determined for the Proposed Development for both the morning and evening peak periods. The assignment to walk and cycle modes has been assessed individually for each land use and agreed with the local authorities. The following mode share assignment for walk/cycle modes has been agreed for each land use:

- **Residential:** Cycle 10% and walk 8%;
- **Employment (Office and Employment):** Cycle 10% and walk 8%;
- **Secondary School:** Cycle 4% and walk 3%;
- **Retail:** Cycle 1% and walk 4%;
- **Leisure, Creche, Healthcare, Community Centre, and Hotel:** Cycle 10% and walk 8%.

13. It is important to note that these percentages account for all trips to and from the site. The majority of the walking and cycle trips will be short distance trips, and thus encouraging internal trips by walking and cycling as well as these external trips is in line with Active Travel England Corporate Plan 2023-2025 that by 2030 50% of all short journeys are walked, wheeled or cycled.

14. It is considered that the Proposed Development has a rating of **"Exemplar"** for this criterion. The mode share split for the trip generation assessment is part of a Vision Led approach and the strategy to encourage walking, cycling and wheeling both within the site and externally.

2) Active Travel Route Audit

15. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?"

16. ATE advise that a qualitative analysis of local pedestrian, cycling and public transport infrastructure should be presented to inform any necessary improvements that would be compliant with current design standards. This

should include maps, photographs and comments that have regard to the following national guidance and tools in the assessment of key routes:

- Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate);
- PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12);
- LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool);
- The government's Walking Route Audit Tool; and
- Adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).

17. A total of eight routes were determined from the 3 key access points of the Proposed Development. The routes have been determined based on key destinations external to the Site that will likely be accessed by residents, visitors and employees of the development, and include the local rail station, food superstore, bus stops and secondary school:

    1. **Route 1:** Site to Ifield Rail Station;
    2. **Route 2:** Site to Sainsbury's Superstore;
    3. **Route 3:** Site to Town Centre Shopping Centre;
    4. **Route 4:** Site to Bus Stop Capsey Road (Bus Route 2);
    5. **Route 5:** Site to Bus Stop Ifield Station (Bus Route 200);
    6. **Route 6:** Site to Bus Stop Findon Road (Bus Route 21);
    7. **Route 7:** Site to Bus Stop Langley Parade (Bus Route 4); and
    8. **Route 8:** Site to Ifield Community College Secondary School.

18. The eight routes are illustrated in the plans included at **Figure 18** to **Figure 25**.

19. A site visit was completed on Friday 7th and 14th June 2024, during which photos were taken every 150m on the street following the routes, which are then assessed against the national guidance and tools set out above. Detailed description of each route and its compliance with the national guidance and tools is set out below.

Route 1 – Ifield Rail Station

Section A

20. This section describes the pedestrian and cycle infrastructure from access point A of the Site to Ifield Rail Station.

21. There are narrow footways and minimal street lighting on both sides of the carriageway on Rusper Road. Footway reduces to just the northern side after Arthur Road. There are some areas where footways are of poor quality and cracked, reducing accessibility of the footways for pedestrians who are mobility impaired or use pushchairs.

22. At the interception between Rusper Road and Hyde Drive at the roundabout, there are good crossings on each arm, all with provision of tactile paving, dropped kerbs and central reservation with Belisha beacons. There are good crossings at The Millbank and compliant crossings at Tangemere Road.

23. A summary of the site visit photos for this route is shown below in **Figure 1**.

Figure 1: Site Visit Photos – Route 1, Section A

Section B

24. This section describes the pedestrian and cycle infrastructure from access point B of the Site to Ifield Rail Station.

25. The footway located on both sides of Tangemere Road are of good quality, with minor sections characterised by cracks and uneven paving. These minor sections may result in issues for pedestrians who are mobility impaired or use pushchairs. The footways are set back from the carriageway, separated by grass verges, which increases the perception of pedestrian safety.

26. A bench is provided along the route on Tangemere Road, which provides an opportunity for pedestrians to have a place to sit and rest.

27. There is sufficient street lighting along this route and overlooking residential properties providing informal natural surveillance.

28. A summary of the site visit photos for this route is shown below in **Figure 2**.

Figure 2: Site Visit Photos, Route 1, Section B

Section C

29. This section describes the pedestrian and cycle infrastructure from access point C of the Site to Ifield Rail Station.

30. A narrow footway is located both sides of the carriageway on Rusper Road, with the footway width being further restricted and exacerbated by the hedge overgrowth in a number of areas.

31. Along Ifield Drive there are wide and even pavements, approximately 2m wide, providing a safe and accessible footway for all users. Minor sections of the footway are cracked and uneven.

32. At the junction between Tangmere Road and Ifield Drive there is a signalised crossing with dropped kerbs and tactile paving. This provides a safe crossing point and accommodates for those with mobility or visual impairments.

33. There are footways on both sides of the carriageway along Ifield Green between the junction with Warren Drive and Rectory Lane. A footway is also provided on the eastern side between the junction with Ifield Avenue and Rectory Lane. Both crossing points provide a safe crossing point for pedestrians. There is minimal street lighting provided which may result in feelings of reduced safety at night-time.

34. A summary of the site visit photos for this route is shown below in **Figure 3**.

Figure 3: Site Visit Photos – Route 1, Section C

Route 2 – Sainsbury's Superstore

Section A

35. This section describes the pedestrian and cycle infrastructure from access point A of the Site to Sainsbury's Superstore.

36. The route along Rusper Road replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

37. At the interception between Rusper Road and Hyde Drive at the roundabout, there are good crossings on each arm, all with provision of tactile paving, dropped kerbs and central reservation with Belisha beacons. There are good crossings at The Millbank and compliant crossings at Tangemere Road.

38. A summary of the site visit photos for this route is shown below in **Figure 4**.

Figure 4: Site Visit Photos – Route 2, Section A

Section B

39. This section describes the pedestrian and cycle infrastructure from access point B of the Site to Sainsbury's Superstore.

40. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

41. There are pedestrian footways provided on both sides of the carriageway on Ifield Drive, separated from the carriageway with a slight grass verge. Street lighting provides a safe walking and cycling environment, and residential properties provide informal natural surveillance. There is an active frontage of shops and landscaping with places to sit and rest by the roundabout between Ifield Drive and Warren Drive.

42. Crossings along this route are mixed, a few crossings include tactile paving and dropped kerbs (Lady Margaret Road western entrance/exit, Friston Walk, The Mardens, Ardingy Close), and some are lacking this provision (Parham Road, Lady Margaret Road eastern entrance/exit, Nuthurst Close, Midhurst Close, Findon Road). Accessibility for pedestrians who are mobility impaired or use a pushchair will be reduced, where a crossing is provided without tactile paving and dropped kerbs.

43. A summary of the site visit photos for this route is shown below in **Figure 5**.

Figure 5: Site Visit Photos – Route 2, Section B

Section C

44. This section describes the pedestrian and cycle infrastructure from access point C of the Site to Sainsbury's Superstore.

45. Along Ifield Avenue there are footways on the eastern side of the carriageway for the full length of the road, and on the western side from the roundabout with Rokewood Drive and the access to the Hindu Temple and Apple Tree Centre. For the majority of the road, the footways are set back from the road by a grass verge, which increases the pedestrian perception of safety from noise and road traffic.

46. At the roundabout between Ifield Avenue and Warren Drive there is tactile paving, dropped kerbs, a central reservation and a Belisha Beacon, which provides a safe crossing environment. For the most part the footways along Ifield Avenue are wide and even, however in some areas they are uneven and narrow footways, combined with overgrowth from greenery, which further narrows the pavement width.

47. Along Crawley Avenue, there is a shared footway and cycleway on the southern side of the carriageway which is separated from the road by a small grass verge. This route also includes the provision of street lighting, which increases the perception of pedestrian safety during nighttime hours.

48. At Ifield roundabout there is a signalised crossing with tactile paving and dropped kerbs to cross Ifield Avenue. A pedestrian footbridge 'Curley Way Bridge' is required to be crossed to reach Crawley Avenue and by extension Sainsbury's Superstore.

49. A summary of the site visit photos for this route is shown below in **Figure 6**.

Figure 6: Site Visit Photos – Route 2, Section C

Route 3 – Town Centre Shopping Centre

Section A

50. This section describes the pedestrian and cycle infrastructure from access point C of the Site to the town centre Shopping Centre.

51. The route along Rusper Road and at the Hyde Drive junction replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

52. A bench is provided along the route on Tangemere Road, which provides an opportunity for pedestrians to have a place to sit and rest. There is sufficient street lighting along this route and overlooking residential properties providing informal natural surveillance.

53. This route then utilises the dedicated footpath running behind The Mill Primary Academy, residential properties and Ifield Community College. There is street lighting provided along the footpath, however with surrounding trees and minimal informal/natural surveillance, it is likely that pedestrians or cyclists would feel unsafe using this route at night-time.

54. There is an underpass providing a safe crossing option from the western to eastern side of the A23, Crawley Avenue, emerging on Quantock Close. This route then continues on The Dingle where there is street lighting and footways on both sides of the carriageway. Although the footways are narrow, they are even and still accessible for wheelchair users and those with pushchairs.

55. At the crossroad between The Dingle, Geoffs Lane and Snell Hatch, there are poor pedestrian crossings with no tactile paving and dropped kerbs on the corner of the street, which is more difficult for mobility impaired users to navigate, and does not support a safe crossing for those with visual impairments. The Dingle then becomes Geoffs Lane, and the route continues east along Ifield Road. Ifield Road has street lighting, and natural surveillance from overlooking residential properties.

56. There are footways on both sides of the carriageway, however there are poor crossings at a number of side roads/ residential streets coming off Ifield Road where there is no provision of tactile paving or dropped kerbs.

57. A summary of the site visit photos for this route is shown below in **Figure 7**.

Figure 7: Site Visit Photos – Route 3, Section A

Section B

58. This section describes the pedestrian and cycle infrastructure from access point B of the Site to the town centre Shopping Centre.

59. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

60. There are even footways on both sides of Ifield Drive and Shipley Street. Both roads also have street lighting, providing increased feelings of safety, there is also a high volume of residential properties providing informal natural surveillance.

61. This route then utilises the dedicated footpath through the green space. There is street lighting provided along the footpath, however with surrounding trees and minimal informal/ natural surveillance, it is likely that pedestrians or cyclists would feel unsafe using this route at night-time.

62. At the point of the underpass, the same route as described for Route 3 (Section A) is then followed. See this section of the report for the description.

63. A summary of the site visit photos for this route is shown below in **Figure 8**.

Figure 8: Site Visit Photos – Route 3, Section B

Section C

64. This section describes the pedestrian and cycle infrastructure from access point C of the Site to the town centre Shopping Centre.

65. Along The Broadway there is ample street lighting and an active frontage of shops, therefore there is a safe walking and cycling environment provided by good visibility and the provision of informal/ natural surveillance. There are also places to sit and rest on this route with planters and benches on-street. The footways are extremely wide and even, providing a safe and comfortable and accessibility-friendly walking environment.

66. Street lighting, active frontage of shops, and wide pavements continues on The Boulevard. There is also the provision of a signalised crossing with tactile paving and dropped kerbs. On the southern side of the carriageway where pedestrians are closer to the carriageway, there are guardrails to protect pedestrians from traffic. Crossing High Street from The Boulevard, there is also a signalised crossing with tactile paving and dropped kerbs.

67. High Street has good provision of street lighting, on the western side of the carriageway the footway is wide and even, and on the eastern side of the carriageway the shared footway and cycleway is separated from the carriageway and vehicles by a grass verge. The pavement becomes narrower on both sides of the carriageway but is still accessible for all users.

68. All crossings along High Street have tactile paving and dropped kerbs.

69. Ifield Avenue has shared footways and cycleways on both sides of the carriageway, separated by a grass verge on the southern side, up to the entrance to Crawley Leisure Park where it is reduced to just a footway on the northern side which then tapers out into a grass verge and only footway/cycleway provision is on the southern side of the carriageway. The footway returns on the northern side of the carriageway after the entrance to West Green Park. There is street lighting all along Ifield Avenue, and a number of residential properties along this route providing informal natural surveillance.

70. At Ifield roundabout there is a signalised crossing with tactile paving and dropped kerbs to cross Ifield Avenue. A pedestrian footbridge 'Curley Way Bridge' is required to be crossed to reach Crawley Avenue. Crossing at Ifield Drive, there is a signalised crossing with tactile paving and dropped kerbs with a central reservation to provide ample time for users to cross the carriageway in a safe manner.

71. Ifield Avenue is well lit with pedestrian footways on both sides of the carriageways. There are points where the footway is compromised by the hedgerow.

72. Along Ifield Avenue there are footways on the eastern side of the carriageway for the full length of the road, and on the western side from the roundabout with Rokewood Drive and the access to the Hindu Temple and Apple Tree Centre. For the majority of the road, the footways are set back from the road by a grass verge. At

the roundabout between Ifield Avenue and Warren Drive there is tactile paving, dropped kerbs, a central reservation and a Belisha Beacon providing a safe crossing environment. For the most part the footways along Ifield Avenue are wide and even, however in some areas they are uneven and narrow footways, combined with overgrowth from greenery further narrowing the pavement width.

73. A summary of the site visit photos for this route is shown below in **Figure 9.**

Figure 9: Site Visit Photos – Route 3, Section C

Route 4 – Bus Stop Capsey Road (Bus Route 2)

74. The bus stop provides shelter and real-time information on bus departures.

Section A

75. This section describes the pedestrian and cycle infrastructure from access point A of the Site to Bus Stop Capsey Road (Bus Route 2).

76. The route along Rusper Road replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

77. There are footways on both sides of Hyde Drive, separated from the carriageway by grass verges providing a safer walking environment.

78. A summary of the site visit photos for this route is shown below in **Figure 10.**

Figure 10: Site Visit Photos – Route 4, Section A

Section B

79. This section describes the pedestrian and cycle infrastructure from access point B of the Site to Bus Stop Capsey Road (Bus Route 2).

80. The route along Rusper Road and at the junction with Hyde Drive replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

81. At the time of the site visit, the surveyor reported that there was a high traffic volume on the roads which reduced the perception of pedestrian safety due to the close proximity of the footway to the carriageway.

82. A summary of the site visit photos for this route is shown below in **Figure 11.**

Figure 11: Site Visit Photos – Route 4, Section B

Section C

83. This section describes the pedestrian and cycle infrastructure from access point C of the Site to Bus Stop Capsey Road (Bus Route 2).

84. On Rusper Road there is a narrow footway on the eastern and western side of the carriageway, further exacerbated by the hedge overgrowth in a number of areas.

85. There are footways on both sides of the carriageway along Ifield Green between the junction with Warren Drive and Rectory Lane, and then just on the eastern side between the junction with Ifield Avenue and Rectory Lane. This still provides a safe environment for pedestrians. There is minimal street lighting provided which may result in feelings of reduced safety at night-time.

86. A summary of the site visit photos for this route is shown below in **Figure 12.**

Figure 12: Site Visit Photos – Route 4, Section C

Route 5 – Bus Stop Ifield Station Bus Stop (Route 200)

87. The bus stop provides shelter and real-time information on bus departures.

Section A

88. This section describes the pedestrian and cycle infrastructure from access point A of the Site to Bus Stop Ifield Station Bus Stop (Route 200).

89. The route along Rusper Road and at the junction with Hyde Drive replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

90. The road was busy at the time the site visit was conducted, and with a speed limit of 40mph this route does not feel safe for pedestrians and cyclists.

91. A summary of the site visit photos for this route is shown below in **Figure 13.**

Figure 13: Site Visit Photos – Route 5, Section A

Section B

92. This section describes the pedestrian and cycle infrastructure from access point B of the Site to Bus Stop Ifield Station Bus Stop (Route 200).

93. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

94. Along Ifield Drive there are wide and even pavements, approximately 2m wide, providing a safe and accessible footway for all users, however in some areas they are cracked and uneven.

95. A summary of the site visit photos for this route is shown below in **Figure 14.**

Figure 14: Site Visit Photos – Route 5, Section B

Section C

96. This section describes the pedestrian and cycle infrastructure from access point C of the Site to Bus Stop Ifield Station Bus Stop (Route 200).

97. Along Ifield Drive there are wide and even pavements, approximately 2m wide, providing a safe and accessible footway for all users, however in some areas they are cracked and uneven.

98. At the junction between Tangmere Road and Ifield Drive there is a signalised crossing with dropped kerbs and tactile paving. This provides a safe crossing point and accommodates for those with mobility or visual impairments.

99. A summary of the site visit photos for this route is shown below in **Figure 15.**

Figure 15: Site Visit Photos – Route 5, Section C

Route 6 – Findon Road Bus Stop (Route 21)

Section A

100. This section describes the pedestrian and cycle infrastructure from access point A of the Site to Findon Road Bus Stop (Route 21).

101. The route along Rusper Road and at the junction with Hyde Drive replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

102. A summary of the site visit photos for this route is shown below in **Figure 16.**

Figure 16: Site Visit Photos – Route 6, Section A

Section B

103. This section describes the pedestrian and cycle infrastructure from access point B of the Site to Findon Road Bus Stop (Route 21).

104. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

105. There are pedestrian footways provided on both sides of the carriageway on Ifield Drive, separated from the carriageway with a slight grass verge. Street lighting provides a safe walking and cycling environment, and residential properties provide informal natural surveillance. There is an active frontage of shops and nice landscaping with places to sit and rest by the roundabout between Ifield Drive and Warren Drive.

106. Crossings along this route are mixed, with some positive where there is provision of tactile paving and dropped kerbs (Lady Margaret Road western entrance/exit, Friston Walk), and some where this is lacking (Parham Road, Lady Margaret Road eastern entrance/exit, Nuthurst Close, Midhurst Close). Where there is no provision of tactile paving or dropped kerbs, it reduces accessibility for those with mobility impairments or using a buggy.

107. Pictures along this route can be found in previous routes.

Section C

108. This section describes the pedestrian and cycle infrastructure from access point C of the Site to Findon Road Bus Stop (Route 21).

109. Along Ifield Avenue there are footways on the eastern side of the carriageway for the full length of the road, and on the western side from the roundabout with Rokewood Drive and the access to the Hindu Temple and Apple Tree Centre. For the majority of the road, the footways are set back from the road by a grass verge. At the roundabout between Ifield Avenue and Warren Drive there is tactile paving, dropped kerbs, a central reservation and a Belisha Beacon providing a safe crossing environment. For the most part the footways along

Ifield Avenue are wide and even, however in some areas they are uneven and narrow footways, combined with overgrowth from greenery further narrowing the pavement width.

110. There is a footway on one or both sides of Friston Walk, in some places they are uneven creating a less accessible environment. There is minimal street lighting, but overlooking residential properties provide natural surveillance.

111. There are footways on both sides of the carriageway along Ifield Green between the junction with Warren Drive and Rectory Lane, and then just on the eastern side between the junction with Ifield Avenue and Rectory Lane. This still provides a safe environment for pedestrians. There is minimal street lighting provided which may result in feelings of reduced safety at night-time.

112. Pictures along this route can be found in previous routes.

Route 7 – Langley Parade Bus Stop (Route 4)

Section A

113. The route along Rusper Road and at the junction with Hyde Drive replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

114. The road was busy at the time the site visit was conducted, and with a speed limit of 40mph this route does not feel safe for pedestrians and cyclists.

115. A summary of the site visit photos for this route is shown below in **Figure 17.**

Figure 17: Site Visit Photos – Route 7, Section A

Section B

116. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

117. There are pedestrian footways provided on both sides of the carriageway on Ifield Drive, separated from the carriageway with a slight grass verge. Street lighting provides a safe walking and cycling environment, and

residential properties provide informal natural surveillance. There is an active frontage of shops and nice landscaping with places to sit and rest by the roundabout between Ifield Drive and Warren Drive.

118. Crossings along this route are mixed, with some positive where there is provision of tactile paving and dropped kerbs (Lady Margaret Road western entrance/exit), and some where this is lacking (Parham Road). Where there is no provision of tactile paving or dropped kerbs, it reduces accessibility for those with mobility impairments or using a buggy.

119. Warren Drive has wide pavements on both sides of the carriageway, frequent street lighting and overlooking residential properties. There are places to sit and rest just at a bus stop along this route. Crossing Ifield Avenue is facilitated by a crossing with a Belisha Beacon, tactile paving, dropped kerbs and a central reservation.

120. Fitchet Close, Brock Road, Rushetts Road and Stagelands all have footways on both sides of the carriageway, are well lit and have overlooking residential properties for natural surveillance. In some places, the footways are not perfectly even and can narrow, but they still facilitate safe movement of pedestrians.

Section C

121. Along Ifield Avenue there are footways on the eastern side of the carriageway for the full length of the road, and on this route, there is no footway on the western side. For the most part the footways along Ifield Avenue are wide and even, however in some areas they are uneven and narrow footways, combined with overgrowth from greenery further narrowing the pavement width.

122. Stafford Road and Rushetts Road have footways on both sides of the carriageway, are well lit and have overlooking residential properties for natural surveillance. In some places, the footways are not perfectly even and can narrow, but they still facilitate safe movement of pedestrians.

Route 8 – Ifield Community College

123. Pictures from this route can be found in other routes.

Section A

124. The route along Rusper Road and at the junction with Hyde Drive replicates the route used in Route 1 (Section A) and as such the description is contained in that section of the report.

125. The footways along Tangemere Road are mostly good, however there are areas where there is cracked or uneven paving, which may result in issues, or make the route unnavigable, for those with mobility impairments. The footways are set back from the road with large grass verges, providing a pleasant walking environment for pedestrians.

126. There is sufficient street lighting along this route and overlooking residential properties providing informal natural surveillance.

127. This route then utilises the dedicated footpath running behind The Mill Primary Academy, residential properties and Ifield Community College. There is street lighting provided along the footpath, however with surrounding trees and minimal informal/ natural surveillance, it is likely that pedestrians or cyclists would feel unsafe using this route at night-time.

Section B

128. Rudgwick Road provides an access between Rusper Road and Ifield Drive. There is street lighting and even footways provided on both sides of the carriageway.

129. This route then utilises the dedicated footpath through the green space. There is street lighting provided along the footpath, however with surrounding trees and minimal informal/ natural surveillance, it is likely that pedestrians or cyclists would feel unsafe using this route at night-time.

130. Bedivere Road and Selham Close have footways on both sides of the carriageway, are well lit and have overlooking residential properties for natural surveillance. In some places, the footways are not perfectly even and can narrow, but they still facilitate safe movement of pedestrians.

131. Pictures from this route can be found in other routes.

Section C

132. Along Ifield Drive there are wide and even pavements, approximately 2m wide, providing a safe and accessible footway for all users, however in some areas they are cracked and uneven.

133. There are footways on both sides of the carriageway along Ifield Green between the junction with Warren Drive and Rectory Lane, and then just on the eastern side between the junction with Ifield Avenue and Rectory Lane. This still provides a safe environment for pedestrians. There is minimal street lighting provided which may result in feelings of reduced safety at night-time.

134. Lady Margaret Road and Bedivere Road have footways on both sides of the carriageway, are well lit and have overlooking residential properties for natural surveillance. In some places, the footways are not perfectly even and can narrow, but they still facilitate safe movement of pedestrians.

Summary

135. Crawley Borough Council and Horsham District Council have each developed a Local Cycling and Walking Infrastructure Plan (LCWIP), a costed plan which identifies and prioritises physical infrastructure schemes along specific corridors to enable a significant increase in cycling and walking. Key elements of the improvements identified in the Crawley LCWIP include the widening of routes where possible, traffic calming and cycle priority at junctions and better crossings. Routes L, part of M and P in particular are of significant strategic importance to West of Ifield in providing direct connections to Crawley Town Centre and Manor Royal. Indicative costs to deliver routes L, M and P have been identified by CBC at £853k, £480k and £1.21m respectively.

136. A summary has been provided below, comparing the eight routes assessed against the LCWIP improvement areas. See **Figure 18** to **Figure 25** for the comparison.

137. It is considered that the Proposed Development has a rating of **"Pass"** for this criterion.

Figure 18: Comparison of Route 1 and LCWIP Routes L, M and P

Figure 19: Comparison of Route 2 and LCWIP Routes L, M and P

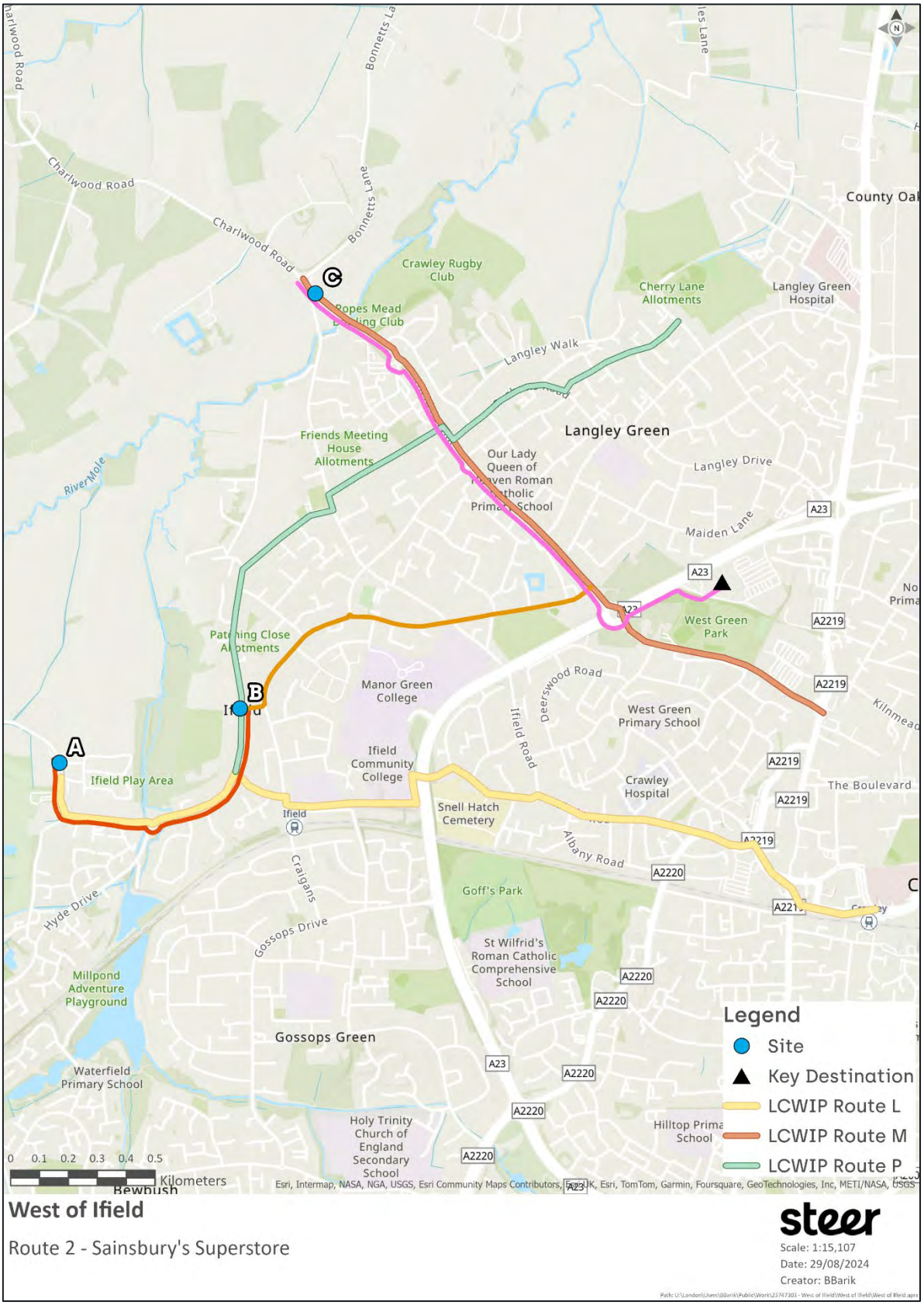


Figure 20: Comparison of Route 3 and LCWIP Routes L, M and P

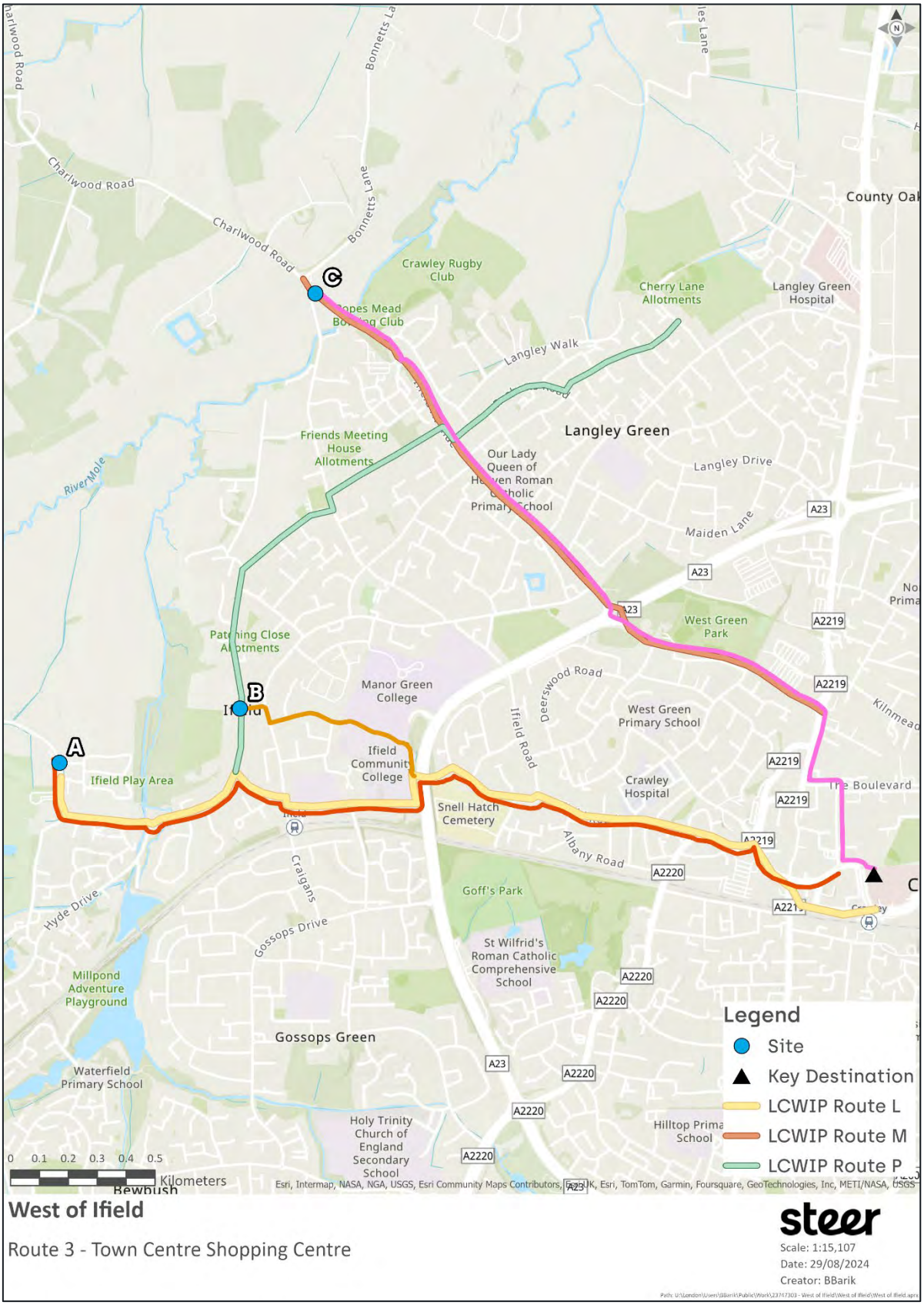


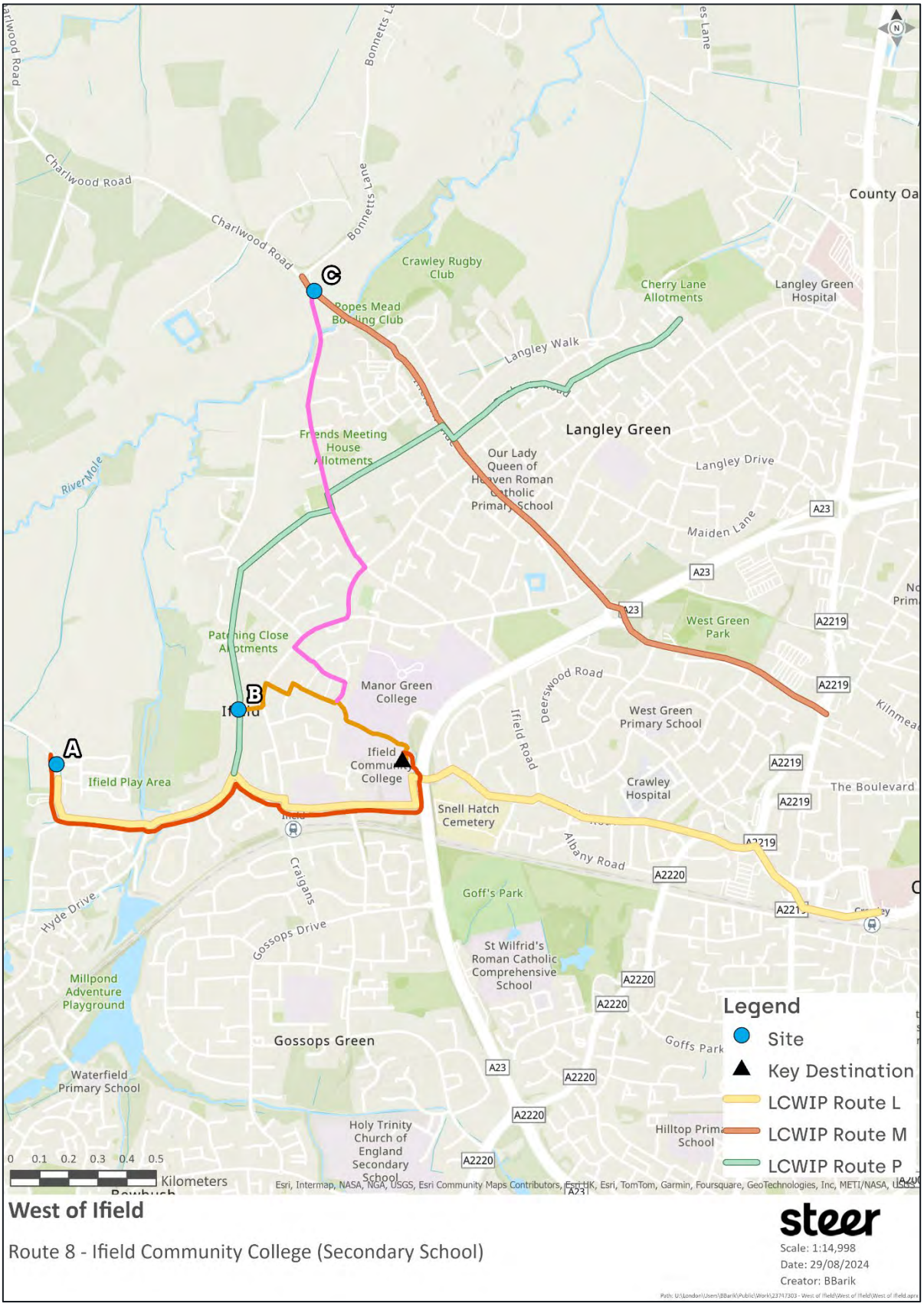
Figure 21: Comparison of Route 4 and LCWIP Routes L, M and P

Figure 22: Comparison of Route 5 and LCWIP Routes L, M and P

Figure 23: Comparison of Route 6 and LCWIP Routes L, M and P

Figure 24: Comparison of Route 7 and LCWIP Routes L, M and P

Figure 25: Comparison of Route 8 and LCWIP Routes L, M and P



3) Pedestrian Access to Local Facilities

138. The “ATE Planning Application Assessment Toolkit” provides the following description related to this criteria:

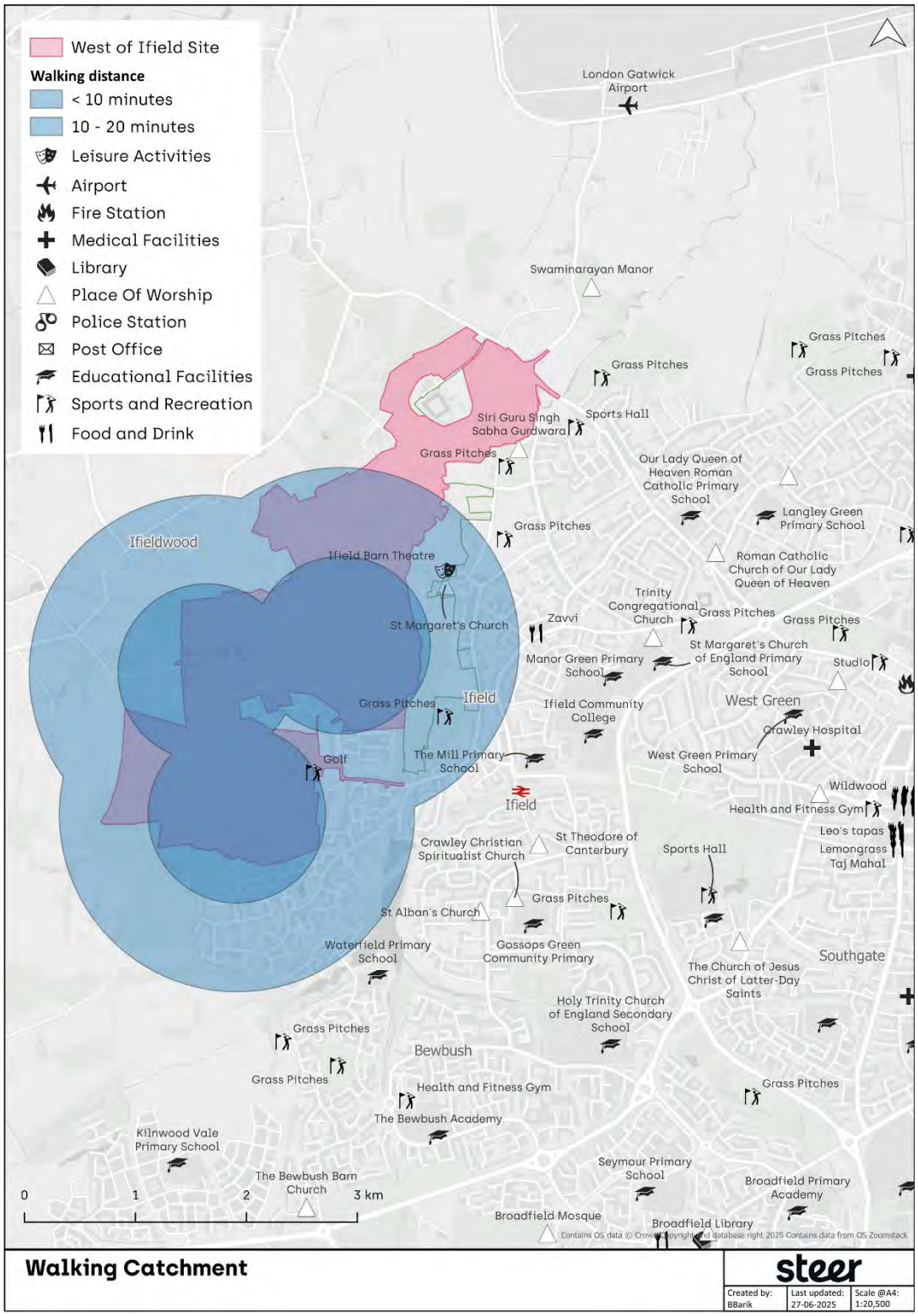
“Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?”

139. As set out in the Transport Assessment, the scheme will bring forward a range of new facilities centred around the local centre and the primary and secondary school, as well as employment opportunities. These will all be linked via an extensive network of walking routes.

140. In proximity to the Site, there is an extensive network of footways adjacent to the local road network. Footway widths and surface quality vary, but footways are generally wide enough to accommodate for all users. There are also a number of Public Rights of Way (PRoW) (footpaths and bridleways) within or surrounding the Proposed Development linking neighbourhood communities in Ifield to the countryside to the west. The LCWIP proposals will bring forward improvements to key routes, linked to primary facilities.

141. A 20-minute walking catchment plan is presented in **Figure 26** below. Local facilities are highlighted within the 20-minute catchment of the site.

Figure 26: Walking Catchment Plan



142. The internal design of the Proposed Development will confirm to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:

- have a minimum width of 2m, with limited pinch points no less than 1.5m;

- are step-free;
- have a smooth, even surface;
- have seating at regular intervals;
- are uncluttered;
- have good natural surveillance and clear lines of sight;
- have street lighting;
- have wayfinding; and
- have crossing points suitable for the speed and traffic flow of the road(s).

143. It is considered that the Proposed Development has a rating of **"exemplar"** for this criterion. The internal design of the pedestrian infrastructure within the Proposed Development is exemplar and significant improvements will be made to the network off site.

4) Cycling Accessibility

144. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Are a range of local amenities, and town centres, rail stations, employment areas and the National Cycle Network as appropriate accessible for cyclists using well-designed routes?"

145. As set out in the Transport Assessment, the scheme will bring forward a range of new facilities centred around the local centre and the primary and secondary school, as well as employment opportunities. These will all be linked via an extensive network of cycling routes.

146. The delivery of a comprehensive network of cycle routes within the site as well as improvements to key routes as part of the LCWIP improvement scheme will ensure that access to the key amenities is coherent, direct, safe, comfortable and attractive in line with the five core design principles and geometric requirements in LTN 1/20 (sections 4.2 and 5).

147. The minimum cycle parking standards as set out by WSCC will be met through personal and secure type of cycle parking provision, with provision for electric bikes within this. The wider ambition to provide a higher provision of one cycle parking space per bedroom will be met either by integrated parking within the individual plots or by the addition of shared storage solutions, either as courtyard cycle parking facilities or other shared parking solutions.

148. It is considered that the Proposed Development has a rating of **"exemplar"** for this criterion. The internal design of the cycle infrastructure within the Proposed Development is exemplar and significant improvements will be made to the network off site.

5) Access to Public Transport

149. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?"

150. Homes England are committed to delivering a sustainable development and as part of that are funding a significant bus service from the delivery of the first homes. This will provide a high frequency bus service to Ifield Station, Crawley, Manor Royal Business District and Gatwick Airport, linking residents of WoI with both employment and onward public transport options by rail / bus interchange. A second bus route delivered later in the scheme will deliver faster connections to Manor Royal and Gatwick Airport, as well as County Oak retail park. By providing bus links (and cycle links) from mobility hubs within WoI to key facilities and interchanges

such as the rail stations at Ifield, Crawley, Three Bridges and Gatwick Airport, there are a huge range of options available to residents / employees of WoI to travel by public transport.

151. Mobility hubs will be provided within the site, creating new interchanges and promoting active travel.

152. Homes England have undertaken feasibility studies in respect to improving the interchange facilities at Ifield Rail Station, and contributions will be made to these improvements.

153. The existing bus stops and local rail station facilities have been reviewed, and it can be concluded that the local bus stops have good natural surveillance and provide seating, lighting and shelter, and timetable information. Findon Road Bus Stop includes a flagpole indicating the location of the bus stop. Ifield Rail Station includes timetable information and a total of 10 cycle parking spaces.

154. It is considered that the Proposed Development has a rating of **"Exemplar"** for this criterion. The high frequency us service will provide excellent access to public transport for the Proposed Development as well as providing additional benefits for existing residents locally.

6) Off-site Transport Contributions

155. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the application include proposals to enhance local active travel and public transport infrastructure?"

Internal

156. The site has been designed to put active travel modes first and be the top choice for residents. There will be a comprehensive, permeable network of walking and cycling routes throughout the development.

157. The site has been designed to put active travel modes first and be the top choice for residents, whilst noting that everyone has different needs and therefore in order to be inclusive, a range of options will be available.

158. There will be a comprehensive, permeable network of walking and cycling routes throughout the development. The provision of a direct network of routes aims to make active travel the most convenient choice for short journeys within the development in order to minimise the number of vehicle trips between on-site origins and destinations.

159. There will be a number of important walking connections within the development, including direct connections between residential areas, the neighbourhood centre as well as proposed education and recreational facilities.

160. The network also provides the connections to the edge of the development to enable good connectivity with the adjacent communities and active mobility corridors. Routes will be segregated from traffic and provide direct connections within the masterplan, avoiding level changes where possible.

161. A clear hierarchy of mobility corridors for active travel will be established in the Masterplan, which are LTN1/20 compliant.

LCWIP Works / Contributions

162. Equally as important as the on-site provision are the off-site mobility corridors and how the proposed network integrates with the existing and future network. There is significant potential for using active modes as a primary choice of travel from West of Ifield for external trips given its proximity to key transport nodes, employment centres and surrounding amenities.

163. Crawley Borough Council and Horsham District Council have each developed a Local Cycling and Walking Infrastructure Plan (LCWIP), a costed plan which identifies and prioritises physical infrastructure schemes along specific corridors to enable a significant increase in cycling and walking.

164. Key elements of the improvements identified in the Crawley LCWIP include the widening of routes where possible, traffic calming and cycle priority at junctions and better crossings. Routes L, part of M and P in particular are of significant strategic importance to West of Ifield in providing direct connections to Crawley Town Centre and Manor Royal. Indicative costs to deliver routes L, M and P have been identified by CBC at £853k, £480k and £1.21m respectively.

Bus

165. As identified Homes England will procure new, high frequency bus services, which will serve the site, but also provide new and higher frequency opportunities for existing residents living on the bus routes.

Rail

166. A contribution will be made to improving the interchange facilities at Ifield Rail Station, including improved waiting areas, shelters and additional cycle storage.

167. In summary, a comprehensive package of measures and contributions is to be made by Homes England, which will benefit both future and existing residents and businesses. The Proposed Development has a rating of **"Exemplar"** for this criterion.

7) Site Permeability

168. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the development prioritise pedestrian and cycle movements within the site?"

169. The site has been designed to put active travel modes first and be the top choice for residents, whilst noting that everyone has different needs and therefore in order to be inclusive, a range of options will be available.

170. There will be a comprehensive, permeable network of walking and cycling routes throughout the development. The provision of a direct network of routes aims to make active travel the most convenient choice for short journeys within the development in order to minimise the number of vehicle trips between on-site origins and destinations.

171. There will be a number of important walking connections within the development, including direct connections between residential areas, the neighbourhood centre as well as proposed education and recreational facilities.

172. The network also provides the connections to the edge of the development to enable good connectivity with the adjacent communities and active mobility corridors. Routes will be segregated from traffic and provide direct connections within the masterplan, avoiding level changes where possible.

173. A clear hierarchy of mobility corridors for active travel will be established in the Masterplan, which are LTN1/20 compliant. An illustration of the Active Travel Hierarchy and Mobility Corridors is shown overleaf in **Appendix A**.

174. The Proposed Development has a rating of **"Exemplar"** for this criterion.

8) Placemaking

175. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the development establish a strong sense of place with well-designed streets, public spaces that feel safe and key amenities provided?"

176. Images presenting a strong sense of place that the Proposed Development will provide is set out in the Design & Access Statement, which shows well-designed streets, public realm improvements, public spaces and key amenities provided.

177. The Proposed Development has a rating of **"Exemplar"** for this criterion.

9) Cycle Parking and Trip-End Facilities

178. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?"

179. The minimum cycle parking standards as set out by WSCC will be met through personal and secure type of cycle parking provision, with provision for electric bikes within this. The wider ambition to provide a higher provision of one cycle parking space per bedroom will be met either by integrated parking within the individual plots or by the addition of shared storage solutions, either as courtyard cycle parking facilities or other shared cycle parking solutions.

180. The Proposed Development has a rating of **"Pass"** for this criterion, as provision will be in line with guidance and best practise at the time of Reserve Matters applications.

10) Travel Planning

181. The "ATE Planning Application Assessment Toolkit" provides the following description related to this criteria:

"Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?"

182. An Umbrella Travel Plan (TP) taking account of all land uses provided as part of the WoI development has been submitted as part of the Hybrid Planning Application. The main objective of the TP is *"to minimise car use and maximise active travel and the use of public transport for all trips."* An overview of the TP is provided in this sub-section.

183. To support the realisation of the overarching objectives, several sub-objectives have been set:

- To improve the health of residents, employees and visitors of the development and minimise impacts on the environment;
- To ensure the Proposed Development is accessible to all users and that the needs of vulnerable groups, for example those with mobility problems, are met and respected;
- To promote and encourage users to travel by sustainable modes including walking and cycling as an alternative to private car, taxi or public transport use;
- To ensure maximum opportunities exist for collective travel, such as car sharing;
- To increase awareness of the TP and its constituent measures;
- To encourage the most efficient use of cars and a reduction in single occupancy car use;
- To promote smarter working and living practices that reduce the need to travel overall or in the peak periods;

- To improve the safety of persons travelling to and from the Proposed Development on foot or by cycle and provide relevant on-site facilities;
- To encourage the best use of taxis and private hire vehicles; and
- To achieve behavioural adherence to the 20-minute neighbourhood from first occupation and through to the full occupation of the Proposed Development.

184. As the Proposed Development is yet to be occupied, baseline travel surveys have not been undertaken. A trip generation exercise for the residential and commercial use classes has therefore been completed which will form the basis for the interim targets.

185. Baseline modal split targets will be based on the mode share used in the Transport Assessment for the trip generation assessment.

186. Interim baseline travel surveys will be taken on an annual basis throughout the construction of the Proposed Development from year 1 through to the duration of the build out of the development (anticipated to be completed by 2041). The interim surveys will include multi-modal counts including delivery and servicing data together with resident, staff and visitor questionnaires. The surveys will accommodate for all residents and commercial units.

187. This interim survey will inform the development of this TP and assist in determining any site-specific measures to reduce car use to / from the Site and encourage sustainable travel modes.

188. To gain an insight into the travel characteristics and attitudes, the survey will identify the following key topics:

- Mode of travel to work, justification and emissions data analysis
- Where residents work
- Business travel requirements
- Flexible working arrangements
- What improvements can be made to the main mode of travel
- What prevents residents walking / cycling to work
- What would encourage residents to walk / cycle to work
- What facilities / initiatives are residents aware of
- What facilities / initiatives residents would use.

189. The results of the interim travel surveys, set out in Chapter 3, will be used to form targets which can be measured against the achievement of the set objectives.

190. Once the baseline data is collected there will be a better understanding of what is achievable and the most suitable measures. Targets will then be developed and quantified in line with the following key targets:

- Identify a percentage increase in walking and cycling
- Ensure that all residents are aware of the TP and its objectives
- Identify a percentage decrease in servicing vehicles in peak periods
- To reduce the number of vehicle trips generated over a 12-hour period (Weekday 7am to 7pm) by the site.
- To reduce the peak hour trip rate of the development to ensure there is no ‘material impact’ on the surrounding network.

191. The development will be designed to encourage walking and cycling from the outset, both within the neighbourhood and to surrounding communities. Enabling the use of new technologies such as electric bikes and other forms of micro-mobility alongside new and improved public transport infrastructure and car parking restraint will ensure that sustainable travel is achieved from the outset.

192. The development will be designed to encourage walking and cycling from the outset, both within the neighbourhood and to surrounding communities. Enabling the use of new technologies such as electric bikes and other forms of micro-mobility alongside new and improved public transport infrastructure and car parking restraint will ensure that sustainable travel is achieved from the outset.

193. Possible measures have been set out in the TP that could be introduced to achieve the targets set. At this stage, some measures are proposed as interim as the Travel Plan Coordinator will need to develop and prioritise measures which relate directly to the needs of the residents, staff and visitors of the WoI development, after the baseline and interim travel surveys have been conducted.

194. The main aim of the Action Plan is to identify likely initiatives that can assist in meeting the targets. **Table 2** sets out the benefits of various measures and the timescale and responsibility for implementation.

Table 2: TP Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Managing the on-going development and delivery of the TP with residents			
Appoint Travel Plan Coordinator	The Applicants to liaise with RMC / CMC to identify a TPC.	Prior to occupation	The Applicant
Attend Transport Forum Meetings	Work with the TPC to encourage residents and staff to sign up and attend annual meetings.	Upon occupancy	TPC
Increasing Awareness of the TP			
Feedback to residents and staff	Regular feedback to residents and staff through meetings/ newsletters on progress of travel plan measures and site-wide transport issues.	Within first year of occupation then annually	TPC
Site information/Resident and Staff Information and Welcome Packs	The Applicants to provide information to residents and staff such as access arrangements, walking, cycling, PT, including maps, website links and real-time journey information.	Upon occupation and ongoing	The Applicant
TP information for prospective buyers and commercial unit tenant	TPC to provide information on the details of the TP and a summary of the benefits, targets and measures to prospective buyers.	Prior to occupation and ongoing	TPC
Health and financial benefits	Inform residents, staff and their visitors of the health and financial benefits of walking and cycling, through the website or marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops.	Upon occupation and ongoing	TPC
Travel Plan website	A Travel Plan website will be set up which provides links to schemes, travel updates and information/maps for walking and cycling.	Upon occupation and ongoing	TPC
Development lifestyle / travel app	A lifestyle app that provides information about the development for the community, but with a focus on sustainability and travel in particular. As well as travel information including car sharing, could include competitions, local business information / offers etc.	Upon occupation and ongoing	TPC
Encouraging Walking and Cycling			
Cycle parking and facilities	To provide cycle parking provision at a rate of one space per bedroom (exceeding WSCC standards). The applicant will provide cycle facilities for the commercial land uses as outlined in **Section 3**, which should act to naturally encourage cycle usage.	Prior to occupation	The Applicant

Measure	Initiative	Timescale for Implementation	Responsibility
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area.	Prior to occupation	The Applicant
Local Walking Map	Provide local walking map with isochrones to encourage leisure use of the "Country Park" at WOI, plus knowledge of local sites and amenities accessible by foot.	Prior to occupation	The Applicant
'Cycle to Work' Schemes	The TPC will publicise the possibilities and benefits of "Cycle to Work" schemes (e.g. CycleScheme UK) to tenants and encourage them to enrol their organisation. Such schemes are free to enrol in for both businesses and employees and represent a key low-cost means of reducing the cost of cycling equipment which can thus be used for commuting.	Upon occupation and ongoing	TPC
Bicycle User Group	Establish a regular meeting to discuss cycle issues facilitated by the TPC and encourage the use of local services and facilities.	Upon occupation and ongoing	TPC
Brompton Cycle Hire	Set up of a cycle hire scheme at Ifield station, using docked Brompton Bicycles. These bicycles can be folded and carried on public transport.	Upon occupation and ongoing	The Applicant and TPC / WSCC
Try before you buy cycles	Provide people with an opportunity to try using bikes / e-bikes for 2m before they can then buy the bike they are renting at a discounted price or choose a different one. Includes e-bikes / child bikes / Brompton / cargo.	Upon occupation and ongoing	TPC
Cycle confidence training course	To provide access to one-to-one cycle training courses through the West Sussex Cycle Training.	Upon Occupation	The Applicant and TPC
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant	Upon Occupation	TPC
Cycle to Work Days	The TPC will encourage tenants to organise cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already.	Ongoing	TPC
On Site Cycles Maintenance Visits	The TPC will organise On Site Cycles maintenance visits to the site, which will give cyclists the opportunity to get free assistance with minor repairs. This measure should be successful in encouraging employees to either more regularly cycle or try cycling if they do not do so already.	Ongoing	TPC
Promotion of Health and Financial Benefits	The TPC will publicise the health and financial benefits of walking and cycling via the development website/intranet and/or promotional material. Information will include: - Safe walking and cycling routes to/from the Site; and Walking and cycling distances to/from local amenities and public transport interchanges.	Upon occupation and ongoing	TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Encouraging the use of Public Transport			
Community Noticeboard	To provide details on key routes, maps and timetables to users of the Development	As part of Proposed Development	The Applicant
New Fastway bus services	New Fastway bus services phased with the development build out, with a minimum of one 15min freq. service from the first occupation. These will link with employment areas in Manor Royal, Gatwick and Crawley Town Centre as well as rail station at Ifield to enable longer multi-modal journeys.	Upon occupation	The Applicant with Metrobus
Sustainable Travel Vouchers	Sustainability vouchers will be issued to the first occupier of each unit. These will either provide subsidised bus based public transport for 3 months. They will be included within the Welcome Pack. The first occupation of the initial 500 residential dwellings constructed will have access to subsidised bus travel (to be agreed with local bus operators) to reduce the number of private car trips made by residents whilst the wider development and neighbourhood centre is being constructed.	Upon occupation	TPC
Prize Draws for sustainable transport users	Award of monthly prizes to sustainable transport users to encourage usage and provide further incentive.	Ongoing	TPC
Mobility Hubs	At the mobility hubs within the development, provide a focal point for sustainable interchange. Alongside Fastway bus interchange, provide cycle parking, cycle hire, cycle servicing facilities (pumps), and car club spaces.	Phased with plot implementation	The Applicant
Improving interchange at Ifield Station	Increasing cycle parking at the station, potentially with new station building and enhanced waiting areas on the London bound platform (subject to Network Rail feasibility study).	By third year of residential occupation (subject to NR timescales)	The Applicant with Network Rail
Encouraging the best use of cars and servicing vehicles			
Car Parking	Move towards legacy parking values within 5 years post full construction and occupation of the Proposed Development, if a reduction of 5% private car driver mode share is achieved, to act as a restraint in conjunction with sustainable travel infrastructure.	Upon occupation and ongoing	The Applicant
Car Club	Provide access to car clubs within the Site and any initiatives agreed with the car club operator.	Upon occupation and on-going	TPC
Car Sharing	Allows users to sign up for car sharing through the established scheme West Sussex car sharing scheme. Car sharing will be discussed during the Steering	Upon occupation	TPC

Measure	Initiative	Timescale for Implementation	Responsibility
	Group and Transport Forum Meetings with the TPC, with the aim to understand how best to coordinate this with residents and staff.		
Launch Event	TPC to hold a launch event to advertise the TP and promote sustainable travel.	Three months after first occupation	TPC
Promoting smarter working and living practices			
Development Location	Highlight that the proximity of the Site to a range of public transport links can reduce the number of trips and the distance of those that are made.	Upon occupation and ongoing	The Applicant
Internet Connectivity	To allow the infrastructure for super-fast fibre optic internet connections to be made available in each residential and commercial unit and promote the merits of online/local grocery shopping for residents.	Upon occupation and ongoing	The Applicant
Six Monthly Newsletter	Providing a brief marketing update for residents to maintain awareness of the TP and promote initiatives and events – to be delivered via email.	Upon occupation and ongoing	The Applicant

201. The Applicant will ensure suitable funding for the TP is provided for monitoring and review.

202. It is assumed that this sum of money will cover the costs for the monitoring and review of the TP in conjunction with WSCC. The Applicant will seek agreement with WSCC regarding how this sum of money can be best utilised to ensure the travel plan is most effective.

203. The interim surveys will be undertaken on an annual basis starting the occupation of the first residential dwelling up until the full completion of the development during the year construction period.

204. The development is expected to come forward in phases and as such parcel of land / development will come forward as discreet Reserve Matters Applications. It is envisaged that each RM application will come forward with a Travel Plan, which may or may not be linked to the master umbrella Travel Plan. Each travel plan would have to commit to monitoring for at least 5 years, or longer if the delivery phases was longer.

205. The surveys will be undertaken during the main operation hours of the Site on a single typical day during school term-time.

206. **Table 3** provides the indicative programme for the monitoring and review of the TP.

Table 3: Plans and Timescales for Travel Plan Monitoring

Action	Timescale
Baseline travel surveys	Annual basis throughout the full construction period
Undertake audits of cycle parking, car parking (including accessible) and electric vehicle charging provision	Annually
Future travel surveys	Annually
Transport Forum Meetings	Annually
Feedback to residents	Annually
Undertake strategic review of all aspects of the TP (including the objectives, targets, the action plan and the monitoring programme)	Annually

207. The TP will be reviewed regularly. The data gathered by the surveys will be analysed by the TPC and WSCC. Following the baseline survey, the targets will be reviewed and updated to reflect the actual mode share observed. These targets will then be reviewed against new surveys on an annual basis.

208. If the results of these surveys were to identify that any targets were not being met, a review of the outcomes will be discussed with the TPC, WSCC and residents. Following this process mitigation measures may be identified that will be implemented by the TPC. This may require reallocation of S106 funding from one measure to another to maximise the benefits of such funding and ensure that the most successful are well supported, whilst reducing those less successful.

209. The Proposed Development has a rating of **"Pass"** for this criterion.

Summary

210. In summary, it has been determined that the criterion assessed has been given an "Exemplar" rating for all provision within the redline of the WoI development, while all external provision has at least a "Pass" rating. The two have then been considered overall, and a total rating provided.

211. A summary of the Active Travel England Assessment scoring for the WoI development, is set out in **Table 4** below.

Table 4: Summary of Active Travel England Assessment Scoring

No.	Criterion	Description	Rating
1	Trip Generation and Assignment;	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Exemplar
2	Active Travel Route Audit;	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Pass
3	Pedestrian Access to Local Amenities;	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Exemplar
4	Cycling Accessibility;	Are a range of local amenities, and town centres, rail stations, employment areas and the National Cycle Network as appropriate accessible for cyclists using well-designed routes?	Exemplar
5	Access to Public Transport;	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	Exemplar
6	Off-Site Transport Infrastructure;	Does the application include proposals to enhance local active travel and public transport infrastructure?	Exemplar
7	Site Permeability;	Does the development prioritise pedestrian and cycle movements within the site?	Exemplar
8	Placemaking;	Does the development establish a strong sense of place with well-designed streets, public spaces that feel safe and key amenities provided?	Exemplar
9	Cycle Parking and Trip-End Facilities; and	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Pass
10	Travel Planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	Pass

Appendices

Appendix A – Active Travel Hierarchy and Mobility Corridors