



The Housing and Regeneration Agency

Homes
England

West of Ifield, Crawley Umbrella Travel Plan

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Travel Plan
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West of Ifield Travel Plan

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Contents

1	Introduction	1
	Background	1
	Setting the Vision	3
	Travel Plan Context and Scope	4
	Travel Plan Benefits	5
	Travel Plan Structure	5
2	Policy and Guidance	6
	Introduction	6
	National Policy and Guidance	6
	Regional Policy	6
	Local Policy	6
3	Baseline Conditions and Expected Travel Patterns	7
	Introduction	7
	Walking and Cycling Accessibility	7
	Cycle Parking	7
	Bus Accessibility	10
	Rail Accessibility	12
	Local Highway Network	12
	Car Parking	13
	Car Clubs	17
	Baseline Travel Surveys	18
	Forecast Residential Mode Share	19
4	Objectives and Targets	21
	Overview	21
	Objectives	21
	Targets	22
5	Travel Plan Management	23
	Travel Plan Delivery	23
	Securing and Funding the Travel Plan	24
	Travel Plan Awareness and Marketing	24
	Encouraging Walking and Cycling	25
	Encouraging Use of Public Transport	25
	Encouraging the Best Use of Motorised Vehicles	25
	Reducing the Need to Travel	26
6	Measures and Action Plan	27
7	Monitoring and Review	33
	Monitoring Programme	33
	Review Process	34
	Remedial Measures	34

Figures

Figure 1.1: Site Location Plan	2
Figure 3.1: On-site and off-site mobility corridors	9
Figure 3.2: Proposed Bus Routes	11
Figure 3.3: Ifield Station Walk Catchment	12

Tables

Table 1.1: Proposed Development Uses (maximum floor area)	3
Table 3.1: WSCC Residential Parking Demand	13
Table 3.2: Interim and Legacy proposed parking standards for West of Ifield	13
Table 3.3: West of Ifield Interim Residential Parking Provision	14
Table 3.4: West of Ifield Legacy Residential Parking Provision	14
Table 3.5: Non-Residential Parking Ratio Comparison	15
Table 3.6: Wol Non-Residential Parking Provision	16
Table 3.7: Non-Residential Parking Spaces	17
Table 3.8: Proposed Residential Mode Share (for external travel)	19
Table 3.9: Proposed Secondary School Mode Share (for external travel)	20
Table 3.10: Proposed Retail Mode Share (for external travel)	20
Table 7.1: Plans and Timescales for Travel Plan Monitoring	34

Appendices

A Active Travel Hierarchy and Mobility Corridors Plan

1 Introduction

Background

- 1.1 This Umbrella Travel Plan (TP) has been prepared by Steer on behalf of Homes England (“the Applicant”) in support of the planning application for the proposed development:

“Hybrid planning application (part outline and part full planning application) for a phased, mixed use development comprising:

A full element covering enabling infrastructure including the Crawley Western Multi-Modal Corridor (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of secondary school site and future development, including access to Rusper Road, supported by associated infrastructure, utilities and works, alongside;

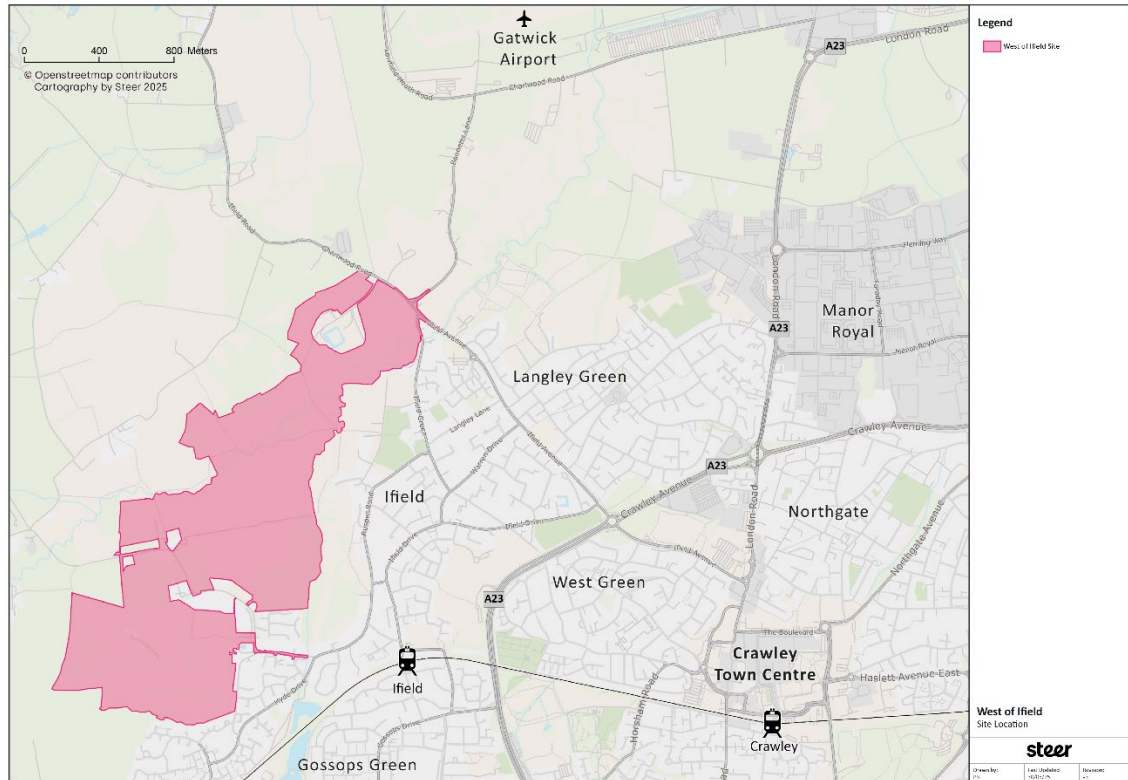
An outline element (with all matters reserved) including up to 3,000 residential homes (Class C2 and C3), commercial, business and service (Class E), general industrial (Class B2), storage or distribution (Class B8), hotel (Class C1), community and educational facilities (Use Class F1 and F2), gypsy and traveller pitches (sui generis), public open space with sport pitches, recreation, play and ancillary facilities, landscaping, water abstraction boreholes and associated infrastructure, utilities and works, including pedestrian and cycle routes and enabling demolition.

This hybrid planning application is accompanied by an Environmental Statement.

This hybrid planning application is for a phased development intended to be capable of coming forward in distinct and separable phases and/or plots in a severable way”

- 1.2 The location of the Site is shown in **Figure 1.1**. Horsham District Council (HDC) are the Local Planning Authority, although the site also bounds the western edge of Crawley Borough Council (CBC). West Sussex County Council (WSCC) are the Local Highway Authority for both HDC and CBC.

Figure 1.1: Site Location Plan



1.3 Homes England has set an ambitious transport strategy that aims to ensure that West of Ifield (WOI) is sustainable, flexible and inclusive. It will ensure that a range of sustainable travel options are available to all users of the site and that by providing suitable infrastructure and support from the outset, ‘good’ habits can be established from day one. This approach is hoped to ensure that the development is sustainable, but also that existing neighbouring communities benefit from the enhancements and can become more sustainable too.

1.4 **Table 1.1** below shows a summary of the land uses and floor areas/units that are proposed as part of the Site. These are to act as maximums and although not all of these will be provided, they have all been tested as part of the Transport Assessment to ensure the worst-case scenario has been assessed.

1.5

Table 1.1: Proposed Development Uses (maximum floor area)

Land Use	Land Use Class	Schedule	Floor Area / Units
Residential	C3	Dwellings	3,015 units (including 15 gypsy and travellers pitches)
Secondary School	F1	Forms of Entry	6-8 form entry
Primary School	F1	Forms of Entry	3 form entry
Office	E(g)	Floorspace (sqm)	28,930 sqm
Food Store Retail	E(a)	Floorspace (sqm)	5,200 sqm
Healthcare	E(e)	Floorspace (sqm)	1,500 sqm
Leisure	E(d)	Floorspace (sqm)	3,400 sqm
Community Centre	F2	Floorspace (sqm)	1,200 sqm
Creche	E(f)	Floorspace (sqm)	1,100 sqm
Hotel	C1	Bedrooms	80 beds

1.6 Subject to the approval and any conditions placed on the grant of permission for the Hybrid Planning Application (HPA), construction is estimated to commence in 2027, with initial occupation of the secondary school anticipated in 2028, and the homes in 2029 and continuing until 2041. An outline of indicative phasing across the Site is set out the Design and Access Statement (DAS). An indicative phasing is set out below

- Phase 1 - 0 homes
- Phase 2 - 1,249 homes
- Phase 3 - 713 homes
- Phase 4 – 764 homes
- Phase 5 – 274 homes

1.7 The access strategy is summarised below:

- Primary access to the site, and the start of the Crawley Western Multi-Modal Corridor (CWMMC) will be taken from the east via a new signalised junction between Charlwood Road / Bonnetts Lane / Ifield Avenue / Ifield Green / CWMMC;
- Rusper Road will be closed to through traffic where it crosses the CWMMC. Access to the north, via Rusper Road is maintained through the connection of Rusper Road and the CWMMC.
- A Secondary access is to be provided from Rusper Road (in close proximity to the existing Golf Course access). This will be for buses only, as well as emergency vehicles, pedestrians and cyclists.
- Pedestrian and Cycle connectivity is provided through multiple east west routes between the site and the existing network of pedestrian routes.

Setting the Vision

1.8 The Transport Strategy for the West of Ifield site has a focus on sustainable transport and draws upon best practice and government guidance to promote active travel and reduce dependency on private vehicles. This is complementary to the wider Horsham District Council (HDC), Crawley Borough Council (CBC) and West Sussex County Council (WSCC) Transport Plan. This accords with the new Active Design guidelines by Active Travel England (ATE) (2023).

- 1.9 The Transport Strategy, whilst accommodating vehicle ownership and use, seeks to capitalise on changing attitudes and policy towards sustainable transport against the backdrop of the Climate Emergency and legally binding commitments for Net Zero Carbon emissions by 2050. Accordingly, key transport decarbonisation principles including reducing the need to travel, and measures to prioritising active travel and public transport as the natural first choice for journeys are integrated into this Transport Strategy.
- 1.10 The masterplan layout has been designed to prioritise and enable active travel first and then public transport. As well as ensuring the physical layout and provision of facilities (e.g. cycle parking) and encouraging active travel, Homes England are committed to delivering a package of sustainable transport measures that further encourage non-car travel. The strategy supports active travel, creates active high-quality places and spaces and it ensures these spaces are activated through their design and the networks created to connect them.
- 1.11 The Crawley Transport Strategy, New directions for Crawley – Transport and access for the 21st century (March 2020), has an emphasis on encouraging the use of public transport and active travel in preference to increasing highway capacity and has, in part, informed the Transport Strategy for West of Ifield. These themes are consistent with objectives outlined in the West Sussex Transport Plan 2022 to 2036 (April 2022), particularly the need to reduce travel by car by enabling local living. Policy 42 – Sustainable Transport in the emerging HDC Local Plan (Regulation 19, January 2024) includes the same commitment to developing integrated communities 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.”
- 1.12 The Transport Strategy also promotes flexible design approaches which are integrated into the proposed masterplan to future proof for changing travel behaviours and advances in technology to realise a sustainable community which could form the first phase of a wider strategic development opportunity west of Crawley.

Travel Plan Context and Scope

- 1.13 This TP relates to both residential and workplace (commercial and education) elements of the Proposed Development, which will be developed and managed by The Applicant.
- 1.14 It is expected that as and when development parcels come forward, bespoke Travel Plans will be developed, which are tailored to the operator of that part of the development.
- 1.15 This TP has been prepared in accordance with the relevant national, regional and local policy as set out in Chapter 2.
- 1.16 This document considers all aspects of travel behaviour to / from the residential and commercial elements of the Site, including travel by residents and staff, their visitors and residential / commercial delivery and servicing activity.
- 1.17 The overarching aim of this TP is to influence residents and staff to travel by active modes (walking and cycling) and public transport, wherever possible, in order to maximise benefits to public health and minimise the impacts of the Proposed Development. The Travel Plan measures proposed will also have benefits for the neighbouring community and support the Crawley Transport Strategy.

- 1.18 This TP includes proposed interim measures which will be developed further and updated once a Travel Plan Coordinator (TPC) has been appointed, the Proposed Development has been occupied and baseline surveys have been undertaken.
- 1.19 The TPC's contact details will be provided to WSCC upon appointment and should contact WSCC following initial occupation of the Site.
- 1.20 A TPC will be appointed prior to occupation who will work approximately 1 day per month and liaise directly with residents and commercial operators. The appointed TPC will work with WSCC, HDC and CBC, and any subsequent Residential Management Company (RMC) and Commercial Management Company (CMC) appointed by the Applicant to update the interim TP targets within 6 months of initial occupation, following the completion of baseline travel surveys.

Travel Plan Benefits

- 1.21 This TP is a 'living document' which, as such, will be actively promoted with occupiers, reviewed and updated over time.
- 1.22 It is hoped that the successful delivery of the TP will:
- improve accessibility of the Proposed Development for all users
 - increase travel options to and from the Proposed Development and encourage the use of non-car modes such as walking, cycling and public transport
 - improve the health and wellbeing of users through encouraging active travel and reducing air and noise pollution
 - reduce the demand for parking
 - help in meeting local and regional policy targets and objectives.
- 1.23 The Applicant recognises the value of sustainable travel, including deliveries and servicing and the importance of an effective travel plan.

Travel Planning Effectiveness

- 1.24 Travel Planning can be an effective way to alter existing mode shares away from vehicle trips and towards sustainable travel options.

Travel Plan Structure

- 1.25 This TP is divided into seven chapters as follows:
- **Chapter 1:** Introduction
 - **Chapter 2:** Policy and Guidance Context
 - **Chapter 3:** Baseline Conditions and Travel Patterns
 - **Chapter 4:** Objectives and Targets
 - **Chapter 5:** Travel Plan Management
 - **Chapter 6:** Measures and Action Plan
 - **Chapter 7:** Monitoring and Review

2 Policy and Guidance

Introduction

2.1 This section sets out the relevant transport planning policy context of the Proposed Development. This Travel Plan accords with national, regional and local policy. A full review of the transport policy documents is provided in the Transport Assessment (TA) submitted as part of the planning application.

2.2 A summary of the key documents is provided below.

National Policy and Guidance

2.3 The key national policy and guidance documents are set out below:

- National Planning Policy Framework (NPPF 2025)
- National planning Practice Guidance (NPPG 2019)

Regional Policy

2.4 The key regional policy documents are set out below:

- West Sussex Active Travel Strategy 2024-2036
- Transport for the South East (TfSE) Strategic Investment Plan (2023);
- Transport for the South East (TfSE) Transport Strategy for the South East (2020);
- West Sussex Transport Plan 2022-2036;
- West Sussex Walking and Cycling Strategy (WSWCS) 2016-2026;
- West Sussex County Council Guidance for Parking in New Developments (2020);
- West Sussex Cycling Design Guide - A Guide for Developers, Planning and Engineers (2019); and
- West Sussex Development Travel Plan Policy

Local Policy

2.5 The key local policy documents are set out below:

- Horsham District Planning Framework
- Emerging evidence base from the Horsham District Local Plan (emerging) (2030-2040);
- Crawley Local Plan 2023-2040 (2024);
- Crawley Transport Study (2021);
- Horsham Transport Study (2021); and
- Crawley Transport Strategy – New Directions for Crawley: Transport and access for the 21st century (January 2020)
- Rusper Parish Council Neighbourhood Plan 2018-2031 (2020)

3 Baseline Conditions and Expected Travel Patterns

Introduction

- 3.1 The location of the site is shown in **Figure 1.1**.

Walking and Cycling Accessibility

- 3.2 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.
- 3.3 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.
- 3.4 The network also provides the connections to the edge of the development to enable good connectivity with the adjacent communities and more strategic mobility corridors. Routes will be segregated from traffic and provide direct connections within the masterplan, avoiding level changes and road crossings where possible.
- 3.5 A clear hierarchy of mobility corridors for active travel have been established within the proposed masterplan following the principles set out below and as shown in **Appendix A**.
- 3.6 Cycling opportunities will also be provided within the internal streetscape. The primary vehicle routes will have segregated cycle lanes on both sides of the street, with priority for cyclists across adjoining junctions and accesses. Secondary and residential streets will be low traffic environments and will provide for cycling within the carriageway. The site has been designed to LTN1/20 guidelines to encourage all types of cyclists.
- 3.7 As the masterplan is developed further, pedestrian, cycle and active travel priority measures and schemes will be considered for inclusion.

Cycle Parking

- 3.8 Cycle parking will be provided at a level above West Sussex County Council's minimum residential standards to encourage cycling as a primary choice of travel. A target of at least one cycle parking space per bedroom is proposed across the masterplan which will include secure charging facilities for electric bikes for every dwelling.
- 3.9 Across the masterplan, innovative ways of accommodating cycles, drawing upon international best practice, are being explored. It is however noted that providing provision within the dwelling is preferred and making it as easy as possible to access your bicycle is

important to encourage cycling, so for flats providing ground floor shared storage is likely to be preferred to within-dwelling storage.

- 3.10 Cycle parking will also be provided in the public realm, in the neighbourhood centre where retail, employment and leisure amenities will be located as well as at transport and mobility hubs. Cycle parking in the public realm will be accessible for different types of cycles and users and will complement or enhance the surrounding public realm. Spaces will be available for recumbent bikes as well as cargo bikes to ensure that all types of bikes can be used within the development.

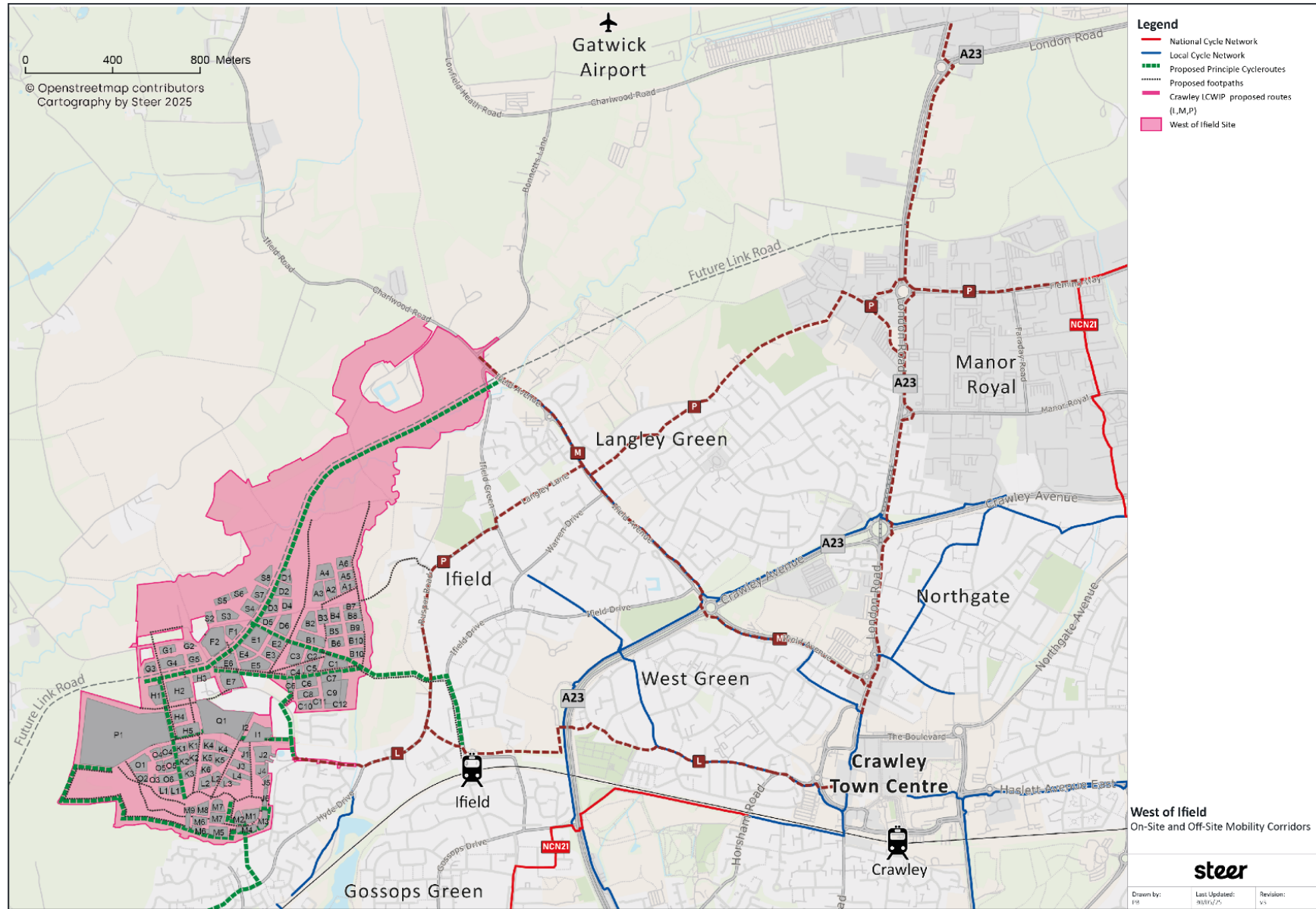
E-bike and Shared Cycle/Scooter Schemes

- 3.11 Opportunities to safeguard for E-bike and shared cycle/scooter schemes are also being considered within the design of the masterplan. This includes consideration of the space and infrastructure requirements at mobility hubs, including charging requirements.

External Connections

- 3.12 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. **Figure 3.1** shows the on and off-site mobility corridors.

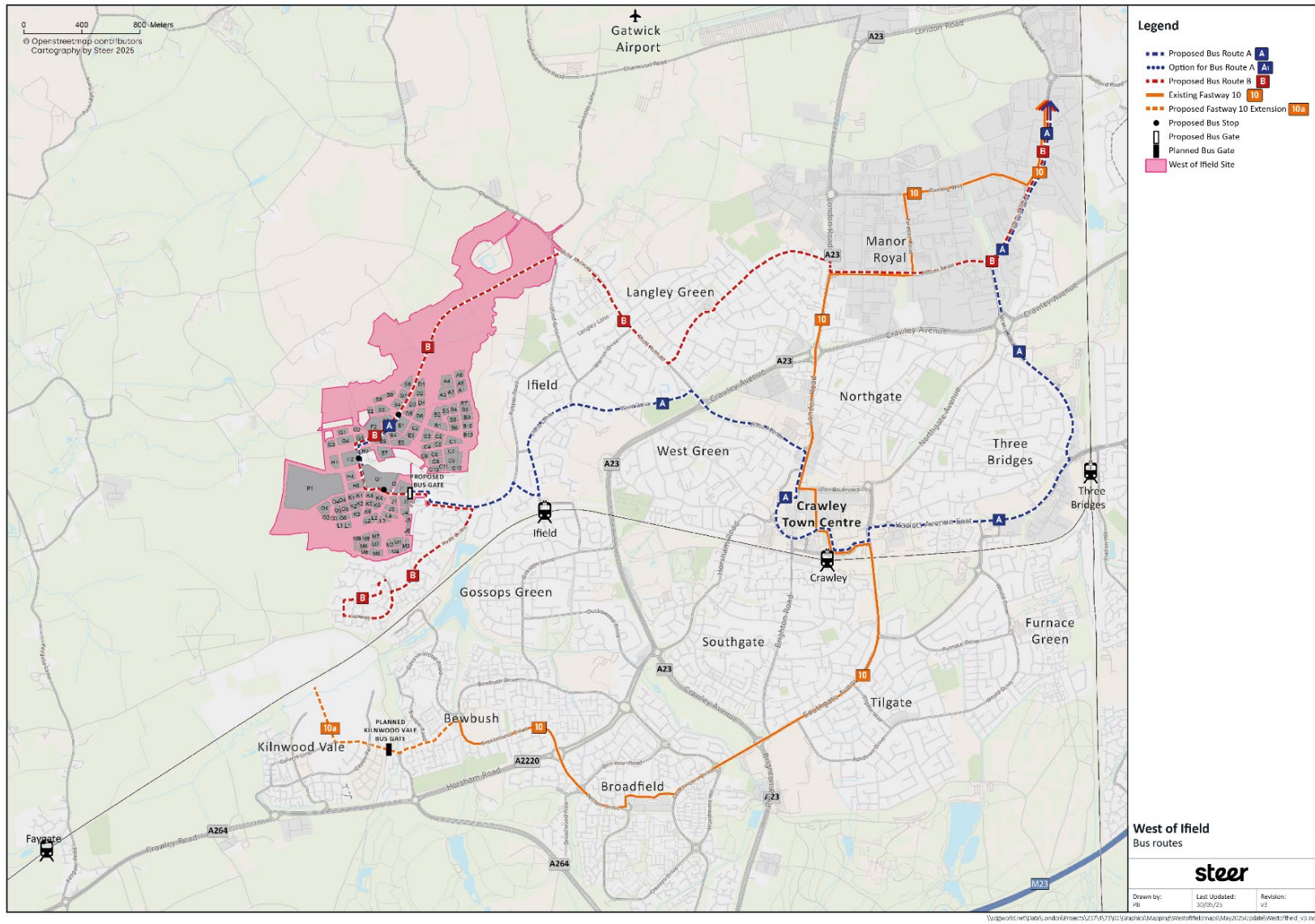
Figure 3.1: On-site and off-site mobility corridors



Bus Accessibility

- 3.13 There are currently no buses operating on the site.
- 3.14 The bus strategy has been developed in discussion with Metrobus, the main bus operator within the Crawley area and the most likely provider of new bus services to the site, and input from WSCC, HDC and CBC. Alongside many other bus services within Crawley, Metrobus currently operates a “Fastway” service along three routes within Crawley. Fastway has been specially designed to speed past congestion hotspots by travelling along sections of guided busway and dedicated bus lanes to avoid other traffic.
- 3.15 Two new Fastway routes are proposed to serve the development, the proposed routes are shown in **Figure 3.2**. Three high quality bus stops as part of integrated mobility hubs are proposed within the development. These are located to ensure that most of development is within 400m of a bus stop, whilst ensuring that the number of stops is limited to enhance bus journey times through the development. The routes are indicative at this stage, until the build programme is finalised, when Metrobus or another provider will review them in the context of existing routes within the area.

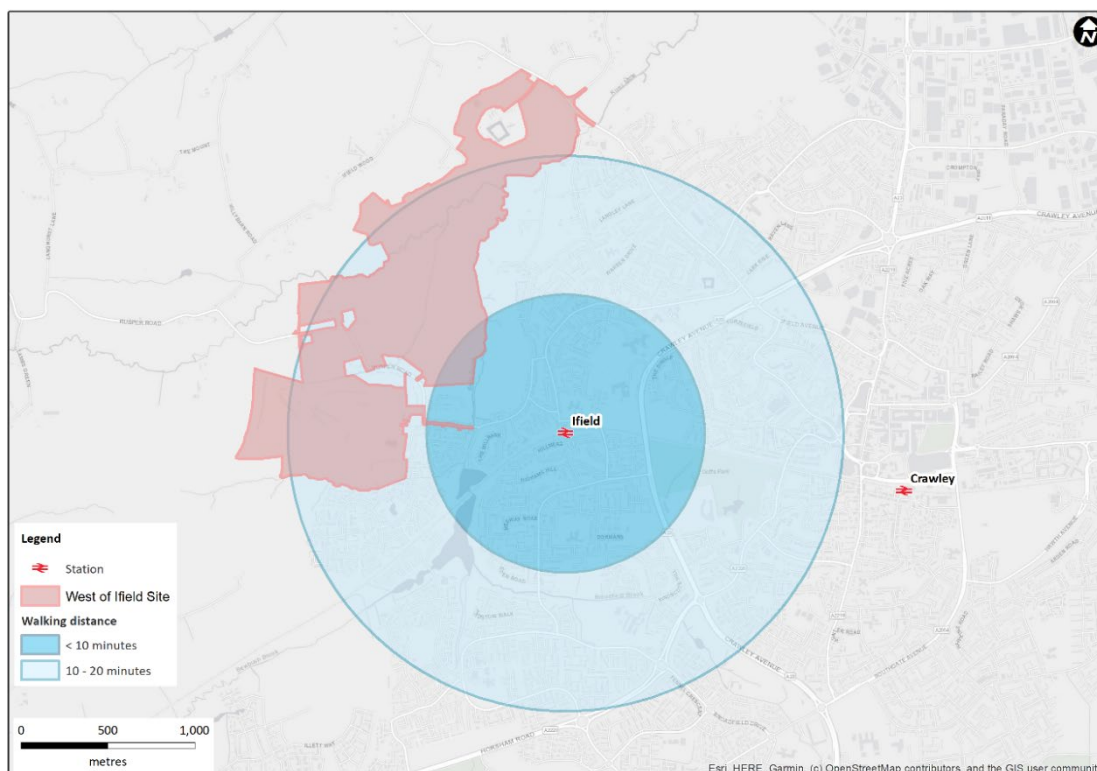
Figure 3.2: Proposed Bus Routes



Rail Accessibility

- 3.16 Ifield station, approx. 1.2km from the site, currently has a regular service at all times of day. During the morning peak, two trains per hour are provided towards London via Crawley, Three Bridges and Gatwick Airport, with five trains per hour towards Horsham. During the evening peak, five trains run from London to Ifield and two trains per hour run from Horsham to Ifield. During off-peak periods, two trains per hour typically serve Ifield in each direction.
- 3.17 **Figure 3.3** illustrates the walk catchment (800m [10 mins] and 1.6km [20 mins]) from Ifield station in relation to both the West of Ifield area and the Land West of Crawley Strategic Opportunity area. Ifield station presents a good opportunity for future residents at West of Ifield to travel by rail.

Figure 3.3: Ifield Station Walk Catchment



Note: Land outside of the catchment within the development boundary is not developed land.

- 3.18 Connections to Ifield station via a new dedicated pedestrian/cycle link across Ifield Meadows and for new Fastway bus connections along Rusper Road are being prioritised, to be secured via a Section 106 Agreement.

Local Highway Network

- 3.19 The site is bounded to the north by Charlwood Road and to the south by Rusper Road. Both roads are single-lane carriageways. The current proposals envision an access road to the site connecting to Charlwood Road.

Car Parking

West Sussex County Council (WSSCC) Standards

- 3.20 The WSSCC Guidance on Parking at New Developments (2020) has been designed to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.
- 3.21 Areas across the County are divided into “Parking Behaviour Zones”, based on the location and connectivity of the area. West of Ifield, although sitting on the edge of the Crawley map, is considered to best reflect PBZ 3 which is attributed to the existing Ifield, Gossops Green, Bewbush and Broadfield North wards.
- 3.22 The expected parking demand per dwelling for each PBZ is presented in **Table 3.1**.

Table 3.1: WSSCC Residential Parking Demand

Residential Parking Demand (spaces per dwelling)						
No. of Bedrooms	No. of Habitable Rooms	Parking Behaviour Zone				
		1	2	3	4	5
1	1-3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5-6	2.2	2.1	1.8	1.7	1.6
4+	7+	2.7	2.7	2.5	2.2	2.2

- 3.23 There is however an acceptance within the WSSCC guidance that the ratios above can be applied flexibly to reflect development aspirations for sustainable travel.
- 3.24 In line with the transport and movement principles for West of Ifield and strategy for non-car based trips, it is considered that a 10% reduction should be the starting point for projecting car parking demand at the development, known as the interim parking standards. For later phases of the development, to further reduce car dominance and benefitting from changing work practices and technology, legacy parking standards are proposed at a 30% reduction. The parking design will provide flexibility to accommodate a further decrease in demand if deemed acceptable – for example the use of courtyard parking in some locations which could, in time and if appropriate, be repurposed. The interim and legacy parking ratios are set out in **Table 3.2**.

Table 3.2: Interim and Legacy proposed parking standards for West of Ifield

No. of Bedrooms	No. of Habitable Rooms	PBZ 3 Demand	Interim Parking Standards (10% Reduction)	Legacy Parking Standards (30% Reduction)
1	1-3	0.9	0.8	0.6
2	4	1.3	1.2	0.9
3	5-6	1.8	1.6	1.3
4+	7+	2.5	2.3	1.8

Interim Parking Provision

- 3.25 Based on the WSCC guidance, a 10% reduction to the PBZ 3 car parking ratios is considered appropriate from the outset. In accordance with an indicative masterplan unit mix for 3,000 homes, this equates to the following parking provision.

Table 3.3: West of Ifield Interim Residential Parking Provision

No. of Bedrooms	Number of Units	Parking Standard	Total Spaces
1	450	0.8	360
2	886	1.2	1,063
3	1,071	1.6	1,714
4+	593	2.3	1,364
Total	3,000	-	4,501

- 3.26 With a well-supported sustainable-focused Transport Strategy, the legacy parking ratios are set out in **Table 3.4**. It should be noted that each Reserved Matters application will seek an appropriate level either interim, legacy or between the two, according to the anticipated build date, technological and other travel advances, and utilising the travel survey data where appropriate.

Table 3.4: West of Ifield Legacy Residential Parking Provision

No. of Bedrooms	Number of Units	Parking Standard	Total Spaces
1	450	0.6	270
2	886	0.9	797
3	1,071	1.3	1,392
4+	593	1.8	1,067
Total	3,000	-	3,527

Non-Residential Car Parking

- 3.27 WSCC Guidance on Parking at New Developments (2020) contains initial guidance on the quantum of non-residential car parking to be provided by land use, but acknowledges that a site-specific assessment is more appropriate to “balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff”.
- 3.28 The WSCC guidance has been compared to other local and comparator authority parking standards as a reference to deriving appropriate ratios for West of Ifield, as shown in **Table 3.5**.

Table 3.5: Non-Residential Parking Ratio Comparison

Non-Residential Parking Demand		Other Local and Comparator Parking Standards			
Use Class	WSCC Guidance	South Cambridgeshire	East Sussex	East Hampshire	Surrey
A1 Food	1 space per 14m ²	50m ² up to 1,400m ² , 18m ² thereafter	18m ²	14m ²	14m ²
A1 Non-food		50m ²	30m ²	20m ²	30m ²
A2 Financial and Professional Services	1 space per 30m ²	40m ²	30m ²	30m ²	30m ²
A3 Restaurant and Café	1 space per 5m ² of public area and 2 spaces per bar	20m ²	5m ²	5m ²	6m ²
A4 Drinking Establishments					
A5 Hot Food Takeaways			5m ²	5m ²	6m ²
B1 Business	1 space per 30m ² , up to threshold of 500m ² in less accessible areas	40m ²	30m ²	30m ²	30m ² to 100m ²
B2 General Industrial	1 space per 40m ²	40m ²	50m ²	45m ²	30m ²
B8 Storage	1 space per 100m ²	100m ²	100m ²	100m ²	100m ²
D1 Non-Residential Institutions	Site specific assessment based on travel plan and needs				
D2 Assembly & Leisure	1 space per 22m ²	20m ²		10m ²	

- 3.29 A high level of trip internalisation is forecast, facilitated by active travel opportunities to a good mix of services and amenities, and working towards the draft Local Plan aspiration to provide 1:1 homes to jobs. Non-residential uses will also be easily accessible to non-West of Ifield residents given its proximity to local neighbourhoods, all of which will be easily accessible by walking and cycling routes and high-quality public transport.
- 3.30 Accordingly, it is appropriate to reduce the car parking requirements from those set out above. Similar to the approach to residential car parking, ‘interim’ and ‘legacy’ ratios have been established, the former which establishes a reduced baseline requirement and the latter which facilitates further reductions resulting from the sustainable travel opportunities to be provided, but also given the projected future reductions in car ownership resulting from the onset of demand responsive autonomous vehicles and other technologies.
- 3.31 The proposed ‘interim’ and ‘legacy’ non-residential car parking ratios for West of Ifield are set out in **Table 3.6**.

Table 3.6: WoI Non-Residential Parking Provision

Non-Residential Parking Demand		West of Ifield Targets	
Use Class	WSCC Guidance	Interim Ratios	Legacy Ratios
E Commercial, Business and Services – Shops and Retail	1 space per 14m ²	1 space per 25m ²	1 space per 40m ²
E Commercial, Business and Services - Business	1 space per 30m ²	1 space per 40m ²	1 space per 50m ²
F1 Non-Residential Institutions	Site specific assessment based on travel plan and needs		
E Commercial, Business and Service – Assembly and Leisure	1 space per 22m ²	1 space per 25m ²	1 space per 30m ²
F2 Community Hall	1 space per 14sqm	1 space per 35m ²	1 space per 50m ²
C1 Hotel	1 space per bedroom	1 space per 0.9 ratio bedroom	1 space per 0.8 ratio bedroom
Healthcare	1 per 18sqm	1 space per 30sqm	1 space per 40sqm
Creche	1 per 18sqm	1 space per 30sqm	1 space per 40sqm

Note: no parking standards are provided for the Healthcare Centre and Creche land uses. Therefore, a reasonable assumption has been made for a parking ratio to be provided, based on a blend of the maximum and minimum thresholds of standards for the other non-residential land uses.

- 3.32 As with residential parking, non-residential parking will be provided as a high proportion of unallocated parking to facilitate future reductions in line with the legacy ratio targets, or via leasehold arrangements for short durations e.g. 5 years to enable that repurposing as necessary. Whilst the above provide a useful reference point, further detailed plot testing to ascertain the appropriate level of car parking at specific locations will be carried out with reference to the development's specific land use, associated trip rates, mode shares and forecast job projections. The Applicant will consider whether in some locations, limited shared parking between residential and commercial uses could be advantageous, but this will be considered on a plot by plot basis and determined through the Reserved Matters process.
- 3.33 The development is proposed to have two sets of standards. The interim standard is to be applied for the first Reserved Matters Application (RMA) relevant to its associated land use. Subsequent RMAs would be reviewed with Travel Plan data and Local Policy to ascertain if the most suitable level is interim, legacy or something in between.
- 3.34 No parking standards are provided for the Primary and Secondary School land uses, and as such no parking can be advised for either land use. Site specific parking standards for both land use associated to staff will be set by the WSCC educational team. No parking will be provided for parents.
- 3.35 See below in **Table 3.7** a summary of the proposed floorspace for each land use and associated required number of parking spaces.

Table 3.7: Non-Residential Parking Spaces

Land Use	Floorspace/Units	Non-Residential Parking Demand	West of Ifield Targets
Use Class		WSCC Guidance	Interim Ratios
E Commercial, Business and Services – Shops and Retail	28,930sqm	964	723
B2 General Industrial	5,200sqm	130	104
B8 Storage	7,200qm	72	56
E Commercial, Business and Services - Business	5,200sqm	371	208
E Commercial, Business and Service – Assembly and Leisure	3,400sqm	155	136
F2 Community Hall	1,200sqm	86	34
C1 Hotel	80 Beds	80	72
Healthcare	1,500sqm	83	50
Creche	1,100sqm	61	37

Car Clubs

- 3.36 Car clubs are an effective way to support lower car ownership and also provide a way for people to access cars who may not be able to afford car ownership, or wish to own a car or multiple cars. With a pay per use membership they reduce the amount of car travel a member does as use of their own private car is not a default mode of transport, and thus encourages walking, cycling and public transport travel.
- 3.37 The proposed reductions to WSCC parking standards will be supported by a comprehensive car club to reduce the need for car ownership.
- 3.38 CoMo, who are a national charity for shared transport, produce an annual survey of car clubs at a nation-wide level, which contains a wealth of evidence of their effectiveness. The 2019 survey revealed that 63% of new members owned at least one car before joining a car club, falling to 54% afterwards. The latest 2023 survey identified that 69% of members said that their household does not have access to a private car. When asked about changes in car ownership, 22% of respondents stated that the number of cars in their household had decreased since joining the car club. This includes 2% of respondents who said that the number of cars in their household decreased by more than one car. The study also identified that in 2023, each car club vehicle in the UK replaced between 14 and 32 private cars, freeing up public space that is currently redundantly used for car parking. Car clubs also help promote other sustainable modes of travel, with the report finding:
- 35% of car club members were using a bicycle at least once a week (compared to 14% of English average)

- 88% of car club members were walking for 20 minutes or more at least once a week (compared to 78% of English average)
- 48% of car club members were using a bus at least once a week (in London 62%, outside London 39%), compared national average in England of 20%
- 48% were using a train or tram at least once a week (in London 69%, outside London 31%), compared national average in England of 8%

- 3.39 Other operators suggest that one indicator to the long-term success of a car club is when there are 150-300 homes per vehicle.
- 3.40 It is expected that up to 20 car club spaces will be provided within the development, on a phased basis. The Applicant will work with the operators to ensure that the provision suits demand whilst also proactively reducing car ownership.
- 3.41 In order to encourage usage, the Applicant will fund membership for new residents for 3 months from their occupation (once cars are in place on site) to encourage positive behaviours from the outset and reduce the need for car ownership on arrival / moving in. This investment will be secured via a Section 106 Agreement. For many households it will remove the need to own a car, but for some it may reduce the need to own a second car, particularly with increased working from home where residents may be able to move easily share the household vehicle and then use a car club vehicle on occasions if public transport / active travel is not suitable for the journey.
- 3.42 A separate longer membership period will be provided for residents that occupy dwellings during the earlier phases of the Proposed Development, which will amount to one year from occupation. This is due to the lack of on-site facilities that will not be available for residents, which require them to travel off-site and then one year membership will help reinforce and support a shift away from private car use. The maximum threshold for this longer membership would be the occupation of the first 300 residential dwellings.

Baseline Travel Surveys

- 3.43 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.
- 3.44 Baseline modal split targets will be based on the mode share used in the Transport Assessment for the trip generation assessment.
- 3.45 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.
- 3.46 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.
- 3.47 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.

3.48 Results of the travel surveys will be collated and analysed to identify relevant measures for the development. Mode share figures derived from the surveys will be used to review and set targets for the future, contributing to the overall success of the TP.

Forecast Residential Mode Share

3.49 The justification for the forecast daily mode share for the residential trips (for external off-site travel) is presented in the Transport Assessment. The forecast mode share is set out in **Table 3.8**.

Table 3.8: Proposed Residential Mode Share (for external travel)

Mode	Mode Share (%)
Car Driver	36%
Car Passenger	20%
Taxi	0%
Rail	6%
Bus	20%
Cycle	10%
Walk	8%
Total	100%

3.50 For internal travel within WOI, it is expected that travel will be undertaken by foot, bicycle and bus due to the short distances involved and high-quality public realm design. Although limited parking will help to discourage car use within the development, those with disabilities will be adequately provided for with disabled spaces, recognising not all other modes may be suitable for their individual needs.

Forecast Commercial Mode Share

3.51 Following discussions with local authorities and as set out in the Transport Assessment, 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 forecast commercial mode share (excluding retail use and secondary school) is set out in **Table 3.8**.

3.52 The justification for the forecast daily mode share for the secondary school trips (for external off-site travel) is presented in the Transport Assessment. The forecast mode share is set out in **Table 3.9**.

Table 3.9: Proposed Secondary School Mode Share (for external travel)

Mode	Mode Share (%)
Train	9%
Bus	55%
Car Driver	30%
Bicycle	4%
Walk	3%
Total	100%

3.53 The justification for the forecast daily mode share for the retail trips (for external off-site travel) is presented in the Transport Assessment. The forecast mode share is set out in **Table 3.10**.

Table 3.10: Proposed Retail Mode Share (for external travel)

Mode	Mode Share (%)
Train	1%
Bus	29%
Car Driver	42%
Car Passenger	23%
Bicycle	1%
Walk	4%
Total	100%

4 Objectives and Targets

Overview

- 4.1 This chapter outlines the overarching objectives and targets of the TP for the Proposed Development.
- 4.2 Objectives are the high-level aims of the TP. They help to give the TP direction and provide a clear focus. The objectives are supported by a set of SMART (Specific, Measurable, Achievable, Realistic and Timed) targets to enable progress towards achieving them to be measured.
- 4.3 Targets are the measurable goals by which progress will be assessed.

Objectives

- 4.4 The main objective of this TP is:

“To minimise car use, reduce single occupancy trips and maximise active travel and the use of public transport.”

- 4.5 To support the realisation of this overarching objective, several sub-objectives have been set:
 - To improve the health of residents 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.
 - To achieve behavioural adherence to the 20-minute neighbourhood from first occupation and through to the full occupation of the Proposed Development.

Targets

- 4.6 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.
- 4.7 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.
- 4.8 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.

5 Travel Plan Management

Travel Plan Delivery

- 5.1 Effective management of the TP, combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching objectives.
- 5.2 The TPC will implement and administer the TP on a part-time basis upon appointment, from the outset of the Proposed Development's first residential and commercial unit occupation. With regards to education, both primary and secondary typically have a School Travel Plan and a TPC will be appointed independently for each, but this will depend on how the school is managed. The TPC will likely be an independently appointed consultant. This is not a role that can be carried out by any Residential / Commercial Management Company who would manage and operate the Site on a day-to-day basis.
- 5.3 The TPC's responsibilities will include:
- Obtaining and maintaining commitment and support from residents, staff and visitors
 - Implementing an effective marketing campaign of the TP and its specific measures
 - TPC will facilitate regular meetings with other developers and operators within the area and externally (e.g. stakeholders, councils, public transport operators)
 - Giving advice and information on transport-related subjects to residents, staff and visitors (prior to occupation as part of the sales pack but also once they've moved in / commercial unit occupation) and their visitors
 - Setting up and facilitating the Steering Group meetings and attending Transport Forum meetings
 - Coordinating the necessary data collection exercises and monitoring the programme of the TP.
- 5.4 The TPC contact details are set out below and these will be updated as part of the individual TP's that will be conditioned as part of the S106 agreement.
- **Name:** Ben Dance
 - **Company:** Steer
 - **Contact Email:** Ben.Dance@steergroup.com
- 5.5 A key part of ensuring collaborative working between the TPC and other stakeholders is through the Transport Forum meetings which will be held annually and could include residents, WSCC's Travel Planning Officer, car club operators, and representatives from neighbouring developments.
- 5.6 These meetings will enable users to provide feedback on the travel plan measures and events and discuss future transport initiatives.

Securing and Funding the Travel Plan

- 5.7 A series of sustainable transport measures will be implemented as part of the Proposed Development; demonstrating the commitment to this TP by the Applicant. These measures will include:
- Cycle parking provision of one space per bedroom which exceeds the West Sussex County Council guidance and further cycle storage infrastructure to enable new technologies such as electric bikes.
 - Cycle parking for the commercial land uses in line with policy requirements.
 - Electric vehicle charging infrastructure in line with the West Sussex County Council guidance.
 - Low level of residential parking provision to minimise car trips and to encourage use of non-car modes
 - The provision of car club spaces across the Site.
 - New rapid bus links to employment centres including Manor Royal, Crawley and Gatwick Airport.
 - Funding of enhancements to the interchange and experience at Ifield Station (works to be undertaken by Govia / Network Rail approval).
- 5.8 These key measures will be supplemented by a range of supporting measures as detailed in Section 6. In addition, the overarching concept and design of the Masterplan is such that the layout, composition and environment encourages walking, cycling and public transport use whilst minimising car trips to and from the Site.

Travel Plan Awareness and Marketing

- 5.9 The success of the TP is dependent on the implementation of an effective marketing strategy to be developed by the Applicant. The TPC, once identified, will continue to manage this on behalf of the Applicant.
- 5.10 To increase awareness of the TP, residents, staff and visitors will be given information on where they can obtain Travel Plan information and further details on sustainable travel modes available to them. Details on sustainable travel modes will be available on public noticeboards and within packs provided to residents and staff of the development.
- 5.11 It is essential that residents are involved in the implementation and evolution of the TP. The travel surveys and pre-survey marketing will contribute to raising awareness from the outset.
- 5.12 The TPC will work to develop a marketing strategy with WSCC, including:
- The provision of local transport information on a website
 - The provision of TP information on a website with links to relevant external websites, e.g. real-time travel information
 - The provision of information about jobs locally, both within West of Ifield and locally within town centre locations (i.e. Job Centres or local authority buildings) in Manor Royal / Crawley to reduce the need to travel long distances for work and therefore increase the chance of travel by non-car modes
 - An annual review of all marketing information and material updated as appropriate.

Encouraging Walking and Cycling

Cycle Parking

- 5.13 There will be secure and accessible cycle parking for all users, exceeding West Sussex County Council guidance. Take up of spaces will be monitored on an annual basis in line with the interim baseline travel surveys and opportunities for additional provision considered if necessary if occupation exceeds a 90% threshold. The TPC will be responsible for monitoring the cycle parking audit and deciding if further cycle parking is necessary.

Cycle Training

- 5.14 The TPC will encourage residents and staff to undertake cycle training courses for new and returning cyclists to help build confidence and improve road safety. WSCC currently run one-to-one training courses which are suitable for all cyclists.

Walking Routes

- 5.15 A map of the “country park” with walking isochrones will be created to encourage leisure access by foot, but also to highlight the distances to amenities both on site and beyond e.g. Ifield Station. The map will also include Public Rights of Way (PRoW) and cycle / walk routes included in the CBC Local Walking and Cycling Improvement Plan (LCWIP, March 2021). Routes L, M and P are located closest to the site and a combination of these provide safe access to local amenities and employment.

Encouraging Use of Public Transport

- 5.16 Information regarding public transport timetables, interchange locations and fares will be provided on public notice boards throughout the Development and within packs provided to residents, staff and visitors of the Development. The Metrobus app will also be advertised for live information.

Encouraging the Best Use of Motorised Vehicles

- 5.17 This TP recognises that the use of private cars varies and whilst this can be reduced (through encouraging other modes) it cannot be totally eradicated, for various (sometimes personal) reasons such as shift patterns, mobility issues, children, etc.
- 5.18 The TP will encourage residents, staff and visitors to make informed decisions about how they travel, encouraging the use of sustainable and active travel options and the rational use of private cars.
- 5.19 In addition, this TP advocates good access for servicing, deliveries and emergency services, to avoid congestion and minimise safety risk in and around the Proposed Development. Moreover, future tenants of the commercial units will be advised by the TPC to ensure that a portion of delivery and servicing trips are made by electric vehicles (where possible).

Car Club Use

- 5.20 Car clubs offer flexibility and affordability for residents and staff. They also reduce car ownership which means a reduction in emissions caused by every day running of private

vehicles. Car clubs allow members to only use a car when they need to in order to reduce the overall demand for car parking.

- 5.21 Information on the car clubs will be supplied to the residents and staff by the TPC to encourage sign up. The Applicant and car club operator will explore any joint marketing initiatives that could encourage greater use.
- 5.22 It is expected that up to 20 car club spaces will serve the development, although these will be introduced in a phased way to suit the development plots. They will be clustered at mobility hubs but also within the wider development to encourage ease of use negating the need for private car ownership. The TPC will discuss with the operator on a quarterly basis to understand the usage and programme for introducing additional vehicles.

Visitor Travel

- 5.23 The TP aims to achieve a modal shift and increase the number of visitor journeys made by sustainable modes of travel, and by extension reduce the number journeys made by private car. Visitors will be able to access guidance, possibly online, on how to reach the Site by all modes so that they can make an informed decision. The very limited availability of visitor car parking will be highlighted.

Reducing the Need to Travel

- 5.24 The proximity of the Site to proposed local facilities, including those located within the Site, and its proposed links to public transport provide opportunities for people to live, work and play in the surrounding area, thereby supporting travel on foot and by cycle. The main purpose of the neighbourhood centre which forms part of the Proposed Development is to provide all the necessity facilities within a 20-minute walk for residents and staff.
- 5.25 To encourage localised patterns of sustainable travel, residents will be made aware of the full range of goods and services available and how to access them, particularly those in the Site. The TPC will also promote local employment opportunities at the Site following close liaison with the businesses, but also locally nearby through close liaison with the Manor Royal Business Improvement District (BID), Crawley Town Centre BID and Gatwick Airport to encourage living and working in the local area. These combined initiatives will help to encourage travel by active modes and public transport.
- 5.26 The provision of internet connectivity in each dwelling and promotion of the merits of online grocery shopping will also reduce the need for residents to travel by car to their local supermarket, particularly with the on-Site food retail provision, enabling top-up shopping as part of daily activities e.g. after the school run.

6 Measures and Action Plan

- 6.1 This chapter details possible measures for the TP that could be introduced to achieve the targets set. At this stage, some measures are proposed as interim as the TPC will need to develop and prioritise measures which relate directly to the needs of the residents and staff after the baseline and interim travel surveys have been conducted.
- 6.2 The main aim of the Action Plan is to identify likely initiatives that can assist in meeting the targets. **Table 6.1** sets out the benefits of various measures and the timescale and responsibility for implementation.

Table 6.1: 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			

Table 6.1: Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
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
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” and other routes 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

Table 6.1: Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
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: <ul style="list-style-type: none"> - 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
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 to instil sustainable travel behaviours, with gradual buildup in patronage and the requirement for services to become commercially viable and achieving a 6-10 min frequency 'Fastway' service thereafter. 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	Upon occupation	TPC

Table 6.1: Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
	operators) to reduce the number of private car trips made by residents whilst the wider development and neighbourhood centre is being constructed.		
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, and enhanced waiting areas on the London bound platform (as outline in Govia feasibility study).	Funding of improvements by third year of residential occupation	The Applicant to fund improvements
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 Group and Transport Forum Meetings with the TPC, with the aim to understand how best to coordinate this with residents and staff.	Upon occupation	TPC
Launch Event	TPC to hold a launch event to advertise the TP and promote sustainable travel.	Three months after first occupation	TPC

Table 6.1: Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
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

7 Monitoring and Review

7.1 The TPC and the Applicant will oversee the monitoring and review of the TP to ensure that the targets remain relevant. This chapter sets out the proposals for monitoring and review of the TP.

7.2 It is envisaged that WSCC will oversee the monitoring and review of this TP to ensure that actions taken reflect the wider initiatives set out here and to ensure that the targets remain challenging.

Monitoring Programme

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

7.4 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.

See Appendix B for the indicative build-out strategy for the Proposed Development.

7.5 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.

7.6 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.

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

7.8 **Table 7.1** provides the indicative programme for the monitoring and review of the TP.

Table 7.1: 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

Review Process

- 7.9 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.
- 7.10 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.

Remedial Measures

- 7.11 Should the modal shift targets set out in the TP not be met, various remedial measures can be implemented to further encourage modal shift, which could include:
- Increasing the level of personalised travel planning on offer;
 - Increasing the number of cycle parking spaces provided;
 - Providing additional changing facilities (employment only);
 - Considering bike hire schemes;
 - Further promotion of on-site car club and car sharing and
 - Increasing the number of electric vehicle charging points on site.

Appendices

A Active Travel Hierarchy and Mobility Corridors Plan