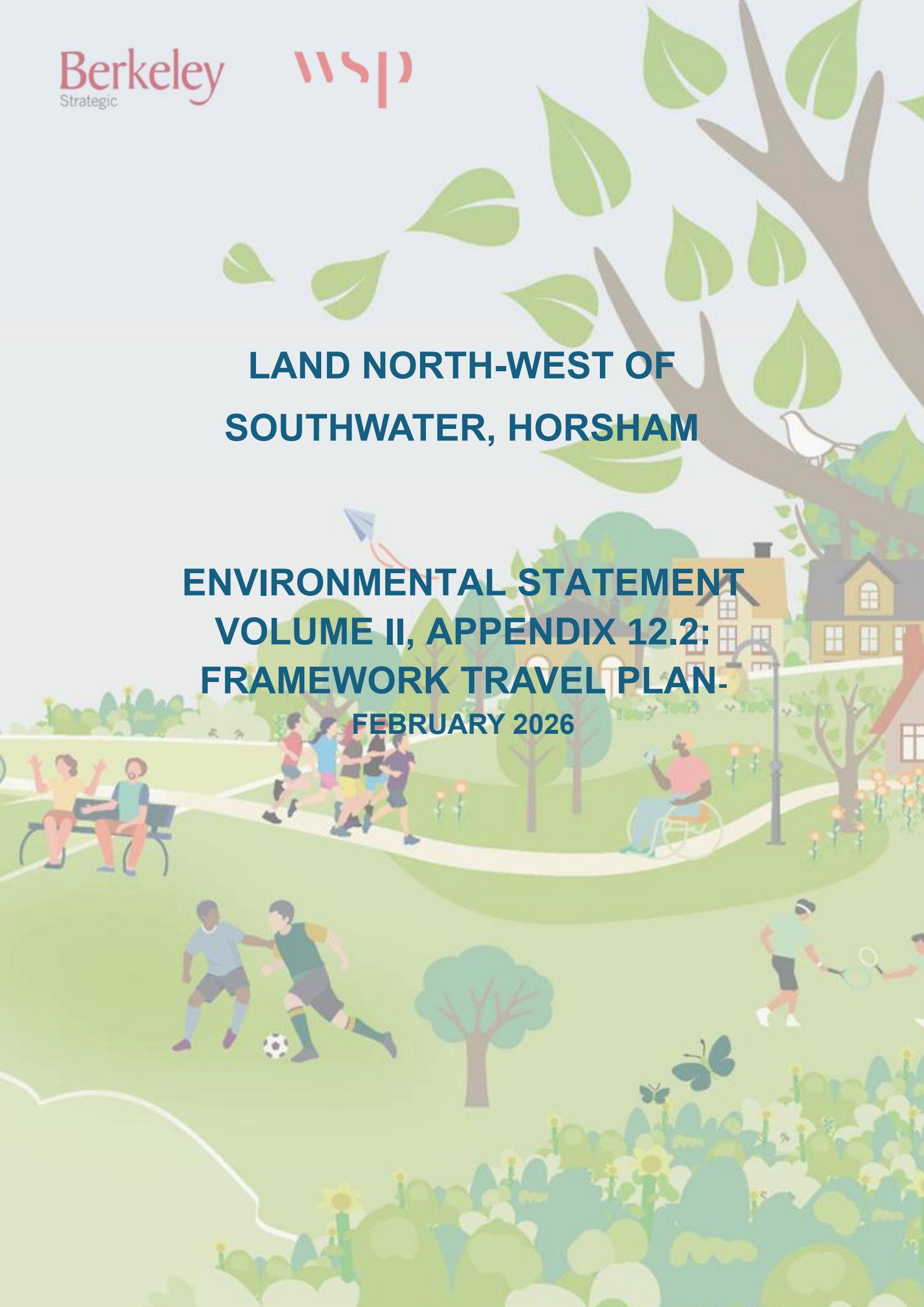
LAND NORTH-WEST OF SOUTHWATER, HORSHAM

ENVIRONMENTAL STATEMENT VOLUME II, APPENDIX 12.2: FRAMEWORK TRAVEL PLAN-

FEBRUARY 2026



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1 INTRODUCTION

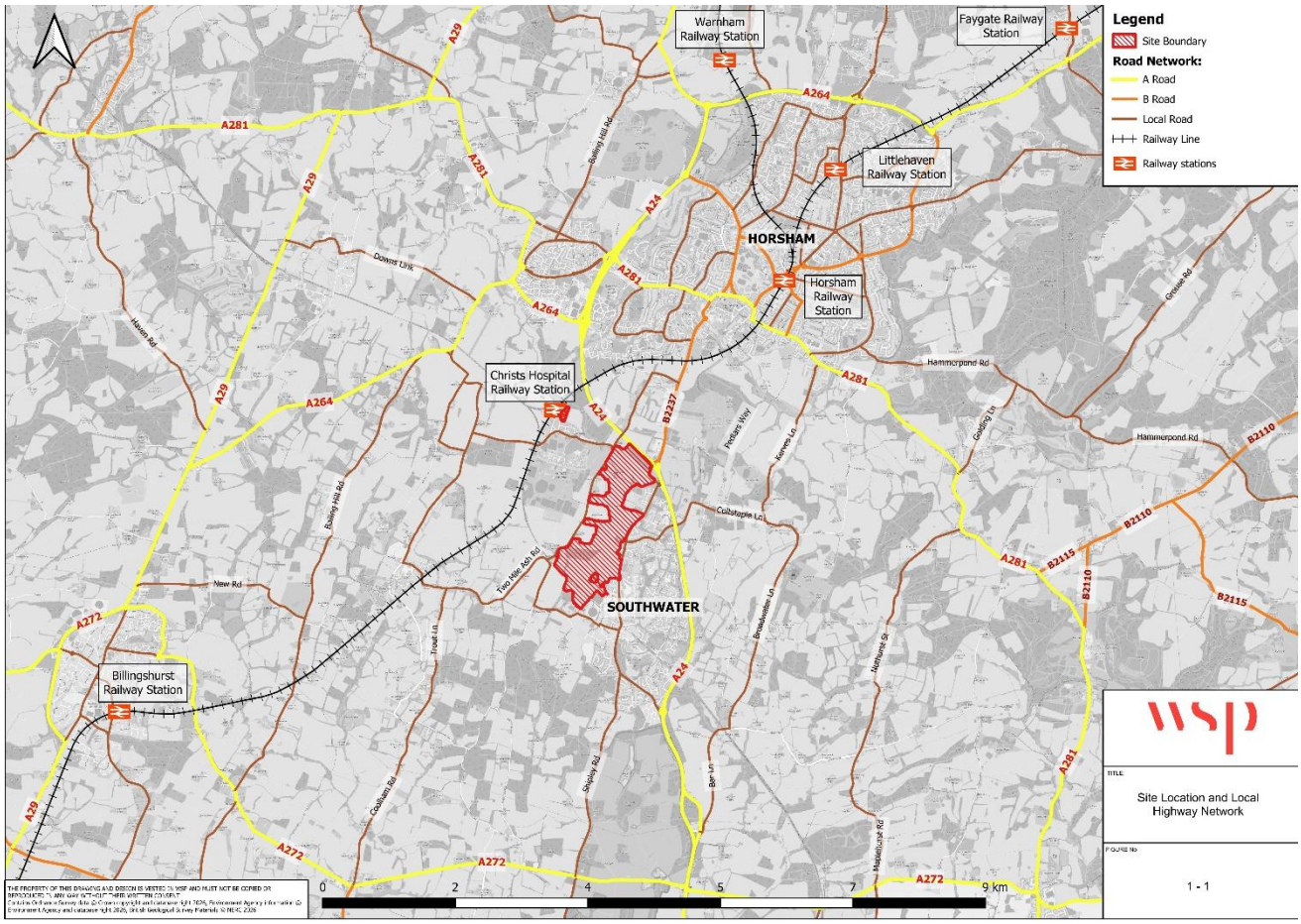
1.1 CONTEXT

1.1.1. WSP has been commissioned by Berkeley Strategic Land Ltd to support in the delivery of the Land North-West of Southwater site (the 'site'). This application is to provide up to 1,000 homes (Use Class C3), up to 80 specialist accommodation units (Use Class C3), approximately 4ha of employment land, primary and secondary schools and associated facilities.

1.1.2. The Site is located to the west of Worthing Road, Southwater within the administrative boundaries of Horsham District Council (HDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Highway Authority (HA). The Site is located to the north of the 'Broadacres' development, which has planning consent for 540 dwellings and 54 Retirement Living homes and is currently under construction.

1.1.3. The location of the Site and Local Highway Network are shown in **Figure 1-1** below, a full scale version are provided at the back of this document.

Figure 1-1 - Site Location and Local Highway Network



1.1.4. With the exception of two clusters of farm buildings and two residential properties, the Site currently comprises undeveloped land, predominantly used for agricultural purposes. There are various existing agricultural accesses onto the Site from the highway network, along with additional Non-Motorised User (NMU) accesses at the location of Public Rights of Way (PRoWs) that run through the Site.

1.1.5. The description of the Proposed Development is as follows:

> *"Outline planning application, with all matters reserved (except for primary access to the highway) for a phased development comprising: the demolition of existing buildings and the construction of residential dwellings (including affordable housing) (Use Classes C2 and C3); a mixed-use neighbourhood centre (Use Classes E and F); education facilities (Use Class F1(a)); business and employment floorspace (Use Classes B2, B8 and E(g)); redevelopment of existing agricultural buildings including construction of a building for community use (Use Classes E and F2); improvements to public rights of way; sports pitches; gypsy and traveller pitches/plots; public open space; landscaping, and associated infrastructure."*

1.1.6. Whilst the application includes 'up to' 1,000 dwellings, the assessments set out herein, and within associated documents such as the Transport Assessment (TA), are based on the assumed delivery of the full 1,000 dwellings (plus the additional uses as set out in the description of the Proposed Development) for robustness.

1.1.7. The application is in outline form with all matters reserved except site access arrangements. Five new primary vehicle accesses will connect the site to the highway network: two on Worthing Road, one from the northern part of Chessall Avenue, an access to the west onto Two Mile Ash Road and finally a Gypsy and Traveller access to the south west of the new northern roundabout. Various NMU-only access points would also be provided to / from the Site, including new or upgraded existing PRoWs.

1.1.8. The Site is well located with respect to access to the existing transport network, including the strategic and local highway network and public transport network, as well as with respect to existing local facilities. The transport network in the vicinity of the Site and the accessibility credentials of the Site to local facilities will be further enhanced as part of the Proposed Development, either through full implementation or contributions, as summarised below:

- In line with WSCC's A24 Corridor Enhancement Study, the Hop Oast roundabout would be fully signalised to allow for safe crossing of pedestrians and cyclists across the A24 and to increase capacity of the junction for motorised vehicles.
- A detailed Walking and Cycling Strategy has been developed for the Proposed Development. This strategy features new and improved routes within the Site, as well as upgrades to existing routes off-site. Notably, it will create a link to National Cycle Route 223 (the 'Downs Link'), which crosses the Site. Contributions through CIL can also be used to support enhancements to the Downs Link. Furthermore, several important off-site walking and cycling routes, such as those leading to Horsham Town Centre and Christ's Hospital, could benefit from infrastructure improvements with funding of these to be agreed with WSCC.

- The Public Transport Strategy in this TA aims to maximise the site's public transport accessibility. It highlights upgrades to Metrobus service 98 being delivered by others, which will provide benefits to the Proposed Development by offering a high frequency service, and sets out the opportunity for further enhancements to route 23 providing improved connections to Horsham and further afield into Crawley. The masterplan has been designed to accommodate buses to directly serve the new school and employment site if needed.
- The mixed-use nature of Proposed Development inherently enhances the accessibility credentials of the Site, enabling future (and existing) residents of the area to access key day to day amenities, such as retail, employment, education and leisure facilities. Notwithstanding this, these on-site facilities would not detract from the existing facilities within Southwater (including those at Lintot Square).
- Car parking would be provided on-site fully in accordance with relevant local standards. The car parking strategy will ensure that the projected demands of the proposed development are accommodated on-site and within designated car parking areas, whilst not otherwise discouraging from use of non-car modes of travel. The car parking strategy would be addressed in full at the reserved matters stage.
- Electric vehicle charging will be provided on-site. The exact quantum and type of provision will be determined at the reserved matters stage with reference to the latest relevant policy and best-practice guidance at that time; and
- Cycle parking would be provided on-site, fully in accordance with local standards.

1.1.9. Further to this, it is anticipated that this Framework Travel Plan (FTP) will form the basis for more detailed, Full Travel Plans associated with each land use (e.g. residential, employment, educational etc.) which will be provided alongside any reserved matters applications, particularly at both schools and employment uses when operators are known.

1.2 FRAMEWORK TRAVEL PLAN OVERVIEW

1.2.1. This FTP has been prepared to complement the transport strategy submitted in support of the Proposed Development, as set out within the TA. It captures existing transport and mobility provision around the Site as well as the provision that will be available post-development.

1.2.2. Following from the above analysis, this FTP outlines opportunities and measures to encourage future users of the Site to utilise sustainable travel modes of travel and considers the differences between the users of each proposed land use i.e. residents, employees, school pupils and visitors. In each instance, these opportunities are drawn from reviewing the available evidence and considering how industry best-practice can be applied to accommodate and promote sustainable travel patterns.

1.2.3. These opportunities will be taken as the basis for detailed Full Travel Plans at the reserved matters stage of the planning process, which will separately cover the individual elements of the Proposed Development.

1.2.4. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. A travel plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development and its proximity to local amenities, facilities and services create underlying conditions to make sustainable travel choices a natural option amongst future users of this Site, it is acknowledged that communicating, incentivising and monitoring uptake of these opportunities is also critical to the success of any travel plan.

1.2.5. A travel plan should demonstrate a holistic approach by incorporating both the 'hard' engineering measures and the 'soft' marketing and management measures necessary to minimise use of motorised vehicular modes.

1.2.6. A travel plan is essentially a 'living' document requiring ongoing monitoring, review and revision to ensure it remains relevant to the development and those using the Site and provides continuous improvements for its duration. These aspirations and actions should be documented in a travel plan, the structure and content of which are dependent upon a range of factors including location, nature of development, the occupiers, and the end-users.

1.3 INTEGRATION WITH TRAVEL PLANNING STRATEGY

1.3.1. As a starting point, it should be highlighted that Berkeley is fully supportive of this FTP and is committed to creating well-designed, high quality, safe and sustainable places that will endure as settled, vibrant communities long into the future.

1.3.2. In relation to the Broadacres scheme as part of the S106 agreement, Berkeley committed to implementing a Travel Plan. Stuart Michael Associates have been appointed as the Travel Plan Co-ordinator and have distributed information packs to new homeowners on the development.

1.3.3. The way we travel is changing and in order to design developments fit for the future, there is a need to understand customers' needs and expectations, as well as future trends and how the transport mix is likely to change over time.

1.3.4. The masterplan vision is to integrate the new community at Land North-West of Southwater with the existing one by creating strong connections between locations that can be reached easily on foot or by cycle by creating strong links to existing services within the village and provide new services, leisure and employment to minimise travel demand.

1.4 REPORT STRUCTURE

1.4.1. The reminder of this FTP has been structured as follows:

- Chapter 2: Policy Context;
- Chapter 3: Existing Conditions;
- Chapter 4: Accessibility to Local Facilities and Public Transport Services;
- Chapter 5: Framework Travel Plan Strategy;
- Chapter 6: Projected Baseline Travel Modes;
- Chapter 7: Aims, Objectives and Targets;
- Chapter 8: Proposed Measures;
- Chapter 9: Monitoring and Review; and
- Chapter 10: Summary and Conclusion.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1. This section summarises the relevant policies and best-practice guidance at a national, regional and local level that has been taken into account when preparing this FTP.

2.1.2. The Transport Assessment provides a detailed review of the National and Local policy which is relevant and complies with the Proposed Development and should be read in conjunction with this FTP. The policies are as follows:

- National Planning Policy Framework (NPPF) (February 2025);
- West Sussex Transport Plan (WSTP) 2022-2036, (April 2022);
- Horsham District Planning Framework (HDPF) – excluding South Downs National Park (SDNP), (November 2015);
- Horsham District Local Plan 2023-2040 – Regulation 19, (January 2024);
- Southwater Neighbourhood Development Plan – Referendum Version (2019-2031), (August 2020); and
- Horsham Local Cycling and Walking Infrastructure Plan (LCWIP), October 2020

2.1.3. The following presents the policy specifically related to the Travel Plan.

2.2 NATIONAL POLICY

PLANNING PRACTICE GUIDANCE (NOVEMBER 2016), LAST UPDATED FEBRUARY 2024

2.2.1. The guidance states:

"In determining whether a travel plan will be needed for a Proposed Development, the local planning authorities should take into account the following considerations:

- *The travel plan policies (if any) of the Local Plan;*
- *The scale of the Proposed Development and its potential for additional trip generation (smaller applications with limited impacts may not need a travel plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the travel plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development*."

3 EXISTING CONDITIONS

3.1 INTRODUCTION

3.1.1. This Chapter outlines the existing conditions in the vicinity of the Site including the local walking and cycling conditions, and the existing public transport services.

3.2 SITE LOCATION AND EXISTING USE

3.2.1. The Site is located to the northwest of the centre of Southwater and the main part of the Site broadly extends between the A24 to the north, Two Mile Ash Road to the west, Chessall Avenue (serving the Broadacres site) to the south and Worthing Road to the east. There is a separate section of the Site immediately to the east of Christ's Hospital rail station. There are a number of existing properties along Worthing Road and Two Mile Ash Road that fall outside of the Site and abut the Site boundary in these locations.

3.2.2. The centre of Southwater is located approximately 1km to the southeast of the centre of the Site while Horsham Town Centre is located approximately 3.5km to the northeast of the centre of the Site. Crawley is situated some 15km to the northeast of the Site. The Site is situated immediately to the north of the 'Broadacres' development, which has planning consent for 540 dwellings and 54 Retirement Living homes and is currently under construction.

3.2.3. With the exception of two clusters of farm buildings and two residential properties, the Site currently comprises undeveloped land, predominantly used for agricultural purposes. There are various existing gated agricultural accesses onto the Site from the highway network, along with additional Non-Motorised User (NMU) accesses at Public Rights of Way (PRoWs) that operate through the Site.

3.3 LOCAL HIGHWAY NETWORK

3.3.1. **Figure 1-1** shows the Site location in relation to the local highway network. Corresponding descriptions of key local roads and their associated characteristics and NMU infrastructure in are provided below.

A24

3.3.2. The A24 is a key strategic road corridor which provides links to the wider strategic highway network, including the A264, A272, and A27. Near Southwater, it is a lit dual carriageway with access to the Site via the Hop Oast roundabout. Pedestrian facilities are limited: there are no footways along most of the A24 except just south of the roundabout, where paths connect to Worthing Road and Blakes Farm Road. Crossing options are minimal, with only a poorly marked priority crossing available.

WORTHING ROAD (SOUTH OF A24)

3.3.3. Worthing Road operates as a single carriageway local distributor road and broadly comprises two sections; north and south of the A24 respectively.

3.3.4. The southern section of Worthing Road operates in a general north to south alignment between the A24 / Worthing Road junction (Hop Oast roundabout) at its northern end and the Mill Straight / Worthing Road / Shipley Road junction at its southern end. The road serves as the main route through Southwater and provides access to local roads and residential streets along its length, including Cedar Drive, Chessall Avenue, Southwater Street, and Blakes Farm Road.

3.3.5. As well as providing connections to adjoining roads within Southwater, the road also accommodates a range of properties with direct frontage access, including a number of residential properties, food stores, and a petrol filling station. It also provides access to Southwater Infant Academy and Southwater Junior Academy and to Fairbank Road, which in-turn serves the local centre of Lintot Square.

3.3.6. Worthing Road is a two-way single lane carriageway with a width typically between 6m and 7m. The majority of the road is subject to a speed limit of 30mph, although the northern and southern parts of the road outside of the built-up area of Southwater are subject to a 40mph posted speed limit. The road is well lit along its entire length. Some sections of Worthing Road accommodate relatively short sections of traffic calming measures, including kerb build outs with one way priority working and speed cushions.

3.3.7. There are varying levels of pedestrian infrastructure along the road, although there is a footway provided on at least one side of the road for its entire length aside from the northernmost 300m section outside of the village.

3.3.8. Dropped kerb crossing infrastructure is provided across most side roads while there are well facilitated uncontrolled pedestrian crossings provided along Worthing Road itself. There are also a number of zebra crossings and signal-controlled crossings along Worthing Road on key desire lines including in the vicinity of the Broadacres development and on approach to Lintot Square.

WORTHING ROAD (NORTH OF A24)

3.3.9. The northern section of Worthing Road operates as the B2237 in a general north to south alignment between the Hop Oast roundabout at its southern end and Horsham town centre at its northern end.

3.3.10. Worthing Road is a two-way single lane carriageway with a typical carriageway width of 6m. The road is subject to a speed limit of 40mph, although the northern section, on approach to the centre of Horsham, is subject to a 30mph posted speed limit.

3.3.11. There are few direct frontage accesses along the southern end, although this increases as you enter Horsham. The northern section also provides access to a number of adjoining residential streets within the south of Horsham, including Blackbridge Lane and Tanbridge Park. Street lighting is present on the northern and southern parts of the road.

3.3.12. There is a footway provided along the entire length of Worthing Road. Much of the footway is narrow with usable width varying between 1-1.5m. Lit footways are provided on approach to the centre of Horsham. There is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving central pedestrian refuge and lighting at the southern end of the road, providing a separate pedestrian access to the Park and Ride site.

TWO MILE ASH ROAD

3.3.13. Two Mile Ash Road is rural road that operates between Barns Green and Tower Hill, which in-turn provides access to Worthing Road by way of a simple priority junction.

3.3.14. The majority of the road is unlit with few frontage accesses, although this does increase towards the northern end. The southern part of the road is subject to a posted speed limit of 40mph while the north section of the road is subject to a posted speed limit of 30mph.

3.3.15. Much of the road is relatively narrow with carriageway widths between 4.8m and 5m. There is limited footway provision along Two Mile Ash Road with a narrow footway provided on only short sections of the road.

CHRIST'S HOSPITAL ROAD

3.3.16. This road connects Two Mile Ash Road at its eastern end and Weston's Hill at its western end providing access to Christ's Hospital and its associated facilities, including Christ's Hospital rail station (via Station Road). King Edward Road effectively forms part of the road for a circa 200m section immediately west of the centre of Christ's Hospital.

3.3.17. It operates as a single carriageway, two-way road with varying carriageway widths. Certain sections are subject to formalised one-way priority working with associated signage and kerb build-outs in-place.

3.3.18. There are varying levels of pedestrian provision along the road. Importantly a footway of circa 1.8m in width commences in the centre of Christ's Hospital on the northern side of the road and continues eastwards. It then continues along the southern side of the road up to the junction with Two Mile Ash Road at a varying width of typically between 1.2m and 1.5m. A well-facilitated dropped kerb pedestrian crossing with kerb build-out is provided between these northern and southern footway sections in the centre of Christ's Hospital.

STATION ROAD

3.3.19. Station Road provides access to Christ's Hospital rail station from the northern side of Christ's Hospital Road by way of a priority junction. It is unlit and is subject to a posted speed limit of 30mph and as well as providing access to the rail station, also provides access to residential properties with direct frontage access on the western side of the road and to further properties at the northern end of the road ('Station Cottages') as well as those accessed via King Edward Close.

3.3.20. There are no footways along Station Road, although the road is subject to low observed vehicular speeds (typically well below 30mph). It is noted that the road forms part of the Downs Link. It also provides access to PRoWs and a permissive footpath at its northern end, which offers a more direct, largely traffic-free route for pedestrians travelling between the rail station and the centre of Christ's Hospital.

SOUTHWATER STREET

3.3.21. Southwater Street is accessed by way of a priority junction from the eastern side of Worthing Road and continues as a predominantly residential road to Coltstaple Lane some 1km further east.

3.3.22. The westernmost section in the vicinity of Worthing Road is lit, however as you leave the village this becomes unlit. A footway is in-place along the northern side of the road from the Worthing Road junction for approximately 500m with the footway provision continuing on the southern side of road over the A24 and Blakes Farm Road until it stops at Kings Lane, the crossing provision of Southwater Street is just drop-kerbs.

CHESSALL AVENUE

3.3.23. Chessall Avenue is a residential road that effectively forms a loop road serving the northern parts of the Broadacres development and Great House Farm. It forms the western arm of the Cedar Drive / Worthing Road / Chessall Avenue roundabout and is also accessed by way of a priority junction on Worthing Road some 240m south of the Cedar Drive roundabout.

3.3.24. The road has a typical carriageway width of 5.5m and is provided with well lit, good quality, and wide footways.

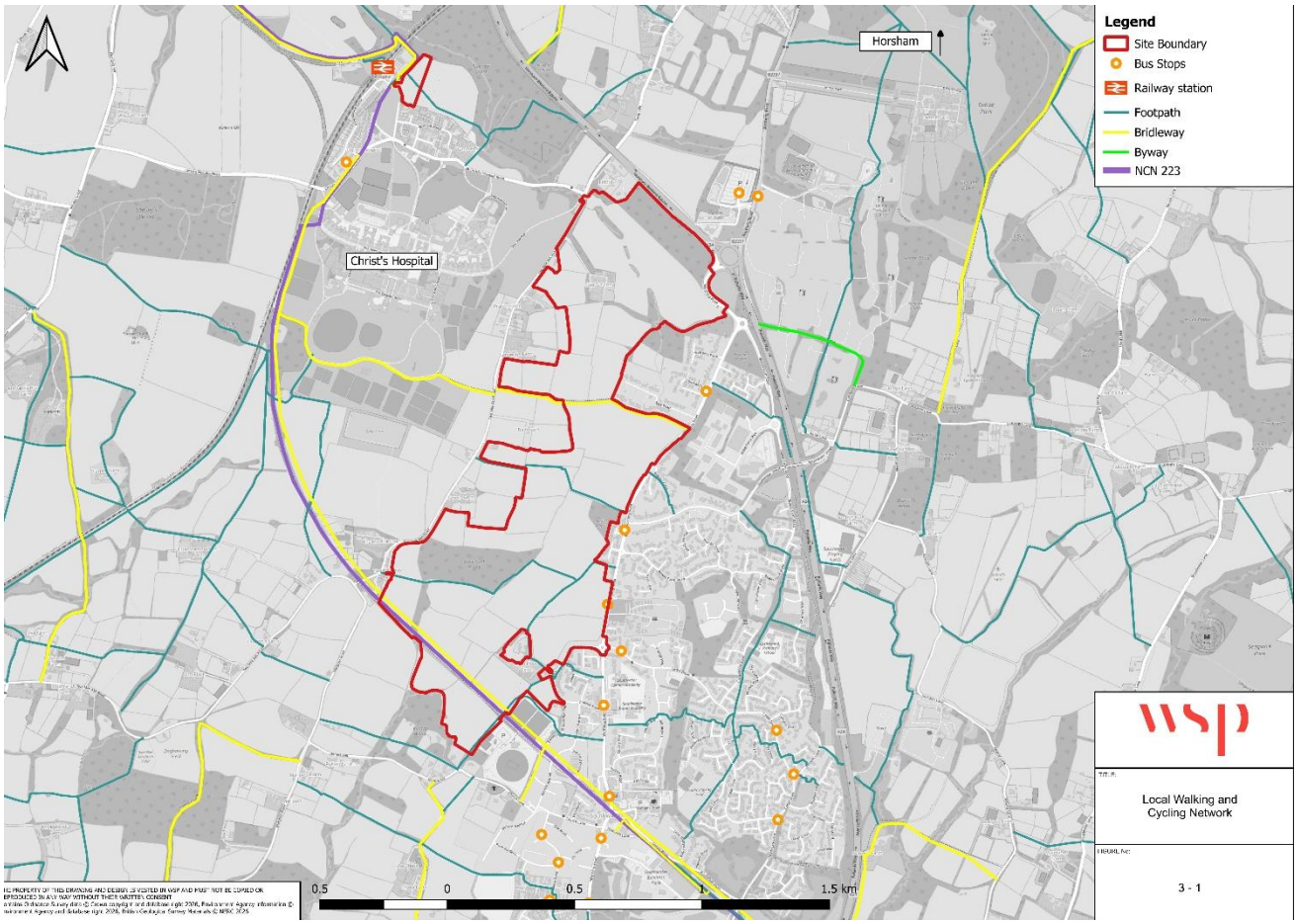
CEDAR DRIVE

3.3.25. Cedar Drive forms the eastern arm of the Cedar Drive / Worthing Road / Chessall Avenue roundabout and provides access to a large number of properties by way of direct frontage access. It is generally well lit and is provided with footways on both sides of the carriageway. There are raised table traffic calming features along the road.

3.4 WALKING AND CYCLING NETWORK

3.4.1. Whilst there are a number of walking and cycling facilities provided along the existing local road network, as described above, there are also a number of additional dedicated cycling and / or walking pathways available in the local area. Full details are shown in **Figure 3-1**, while a description of the most notable parts of this network are provided further below.

Figure 3-1 – Local Walking and Cycling Network



NATIONAL CYCLE NETWORK (NCN) ROUTE 223

3.4.2. NCN Route 223 (the 'Downs Link') is broadly located to the south and west of the site and connects Chertsey in the north to Shoreham-by-Sea in the south via Guildford as a predominantly traffic-free route. Part of the route also operates through the southern part of the Site itself.

3.4.3. The route in Chertsey (to the north) provides connections to NCN Route 4 and to the south, the route connects to NCN Route 2 in Shoreham.

3.4.4. The route is predominantly unlit and unmetalled, although the route provides a pleasant, largely traffic-free route to key local destinations, including Lintot Square and Christ's Hospital rail station. The route is generally well-signed and is notably provided with a good quality Toucan crossing on Worthing Road where it meets the signalised junction of Worthing Road / Fairbank Road. Separate Puffin crossings and Pegasus crossings are also provided in this location, providing a good level of infrastructure provision for NMUs.

3.4.5. The sections of the route locally to the Site also incorporate PRoWs 1642 and 3568, which are classified as bridleways.

PUBLIC RIGHTS OF WAY (PROWS)

3.4.6. As well as the abovementioned PRoWs, there are a number of additional PRoWs that operate within, or close to, the Site, as shown at **Figure 3-1**. In particular PRoWs 3568 (bridleway), 1662 (bridleway), 1660 (footpath), 1656 (footpath),, 1655 (footpath) 1628_3 (footpath) and 1658 (footpath) all operate through the Site.

3.5 PUBLIC TRANSPORT CONNECTIVITY

BUS SERVICES

3.5.1. There is a good existing level of bus provision in Southwater and as shown in **Figure 3-1**. The closest bus stops to the centre of the Site are the 'Southwater Street' bus stops, which benefit from shelters, seating, full timetable information and real time bus information displays. These bus stops are situated approximately 350 metres from the centre of the Site (a circa 4-minute walk).

3.5.2. It is noteworthy that there are additional bus stops on Worthing Road that are closer to the northern and southern parts of the Site than the Southwater Street bus stops – including the 'Warnham Gate' and 'Southwater Junior School' bus stops respectively.

3.5.3. The main bus services in Southwater are provided through a combination of:

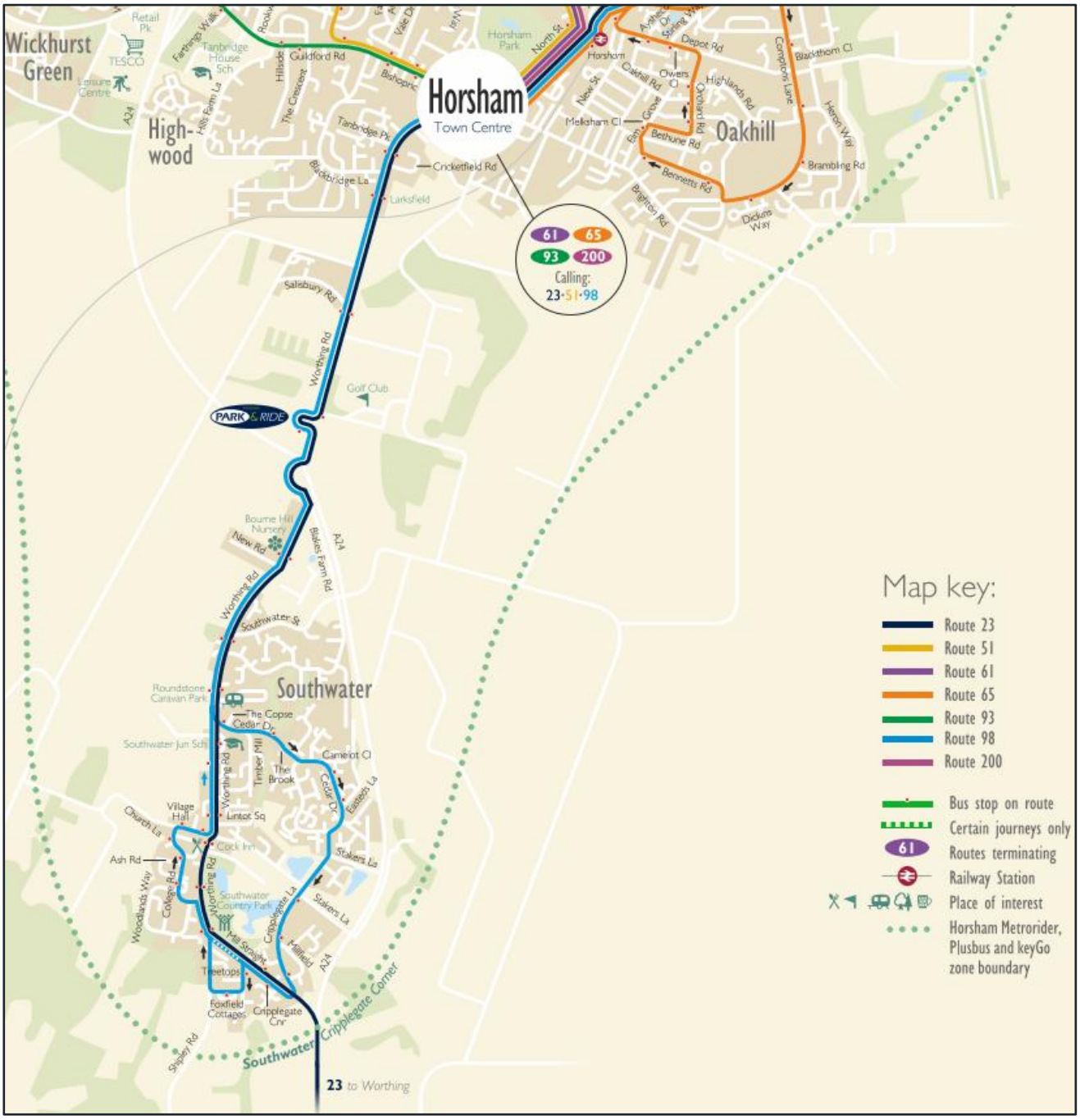
- A regular - typically every 20 minutes - local service (No. 98) between Southwater and Roffey, via Horsham town centre, operating along Worthing Road and in a looped arrangement through the existing residential areas of Southwater (via Cedar Drive and Cripplegate Lane).
- Less frequent - typically hourly - inter-urban service (No. 23) between Horsham and Worthing, operating along Worthing Road.

3.5.4. The main bus operator in Southwater is Metrobus, operating both the 23 and 98 service. **Figure 3-2** presents the Metrobus service plan that operate in the Horsham area.

Table 3-1 – Summary of Bus Services through Southwater

Bus Service No. / Direction	Operator	Destination	Typical Weekday Daytime Frequency	Typical Saturday Daytime Frequency (per hour)	Typical Sunday Daytime Frequency (per hour)	First and Last Weekday Bus to Destination
23 (Northbound)	Metrobus	Crawley	Hourly	Hourly	Every 2 Hours	07:44 | 23:30
23 (Southbound)	Metrobus	Worthing	Hourly	Hourly	Every 2 Hours	06:08 | 19:22
98 (Northbound)	Metrobus	Roffey	Every 20 Minutes	Every 20 Minutes	Every 30 Minutes	06:21 | 23:01
98 (Southbound)	Metrobus	Southwater	Every 20 Minutes	Every 20 Minutes	Every 30 Minutes	06:48 | 23:49

Figure 3-2 - Bus Journey Map



3.5.5. Utilising the 98 service, the typical journey time from the Southwater Street bus stop to Horsham town centre and vice versa is circa 10 - 12 minutes. The journey time from this bus stop to Horsham rail station is circa 20 – 25 minutes.

3.5.6. As shown at **Table 3-1**, weekday 98 services towards Horsham commence from the Southwater Street bus stop at 06:21 hours with the latest retuning weekday services depart Horsham rail station at 23:34.

3.5.7. It is clear that the existing bus services in Southwater facilitate convenient public transport travel to key destinations, such as Horsham town centre, for both commuting and leisure purposes - including for onward rail travel from Horsham rail station.

3.5.8. There are also number of additional bus services that operate within the Southwater and Christ's Hospital area at a lower frequency than the 23 and 98 services, as summarised below:

- **64 Service** - A Compass Travel service available from Christ's Hospital Road that operates between Loxwood and Horsham town centre. One service per day on Mondays and Thursdays.
- **74 Service** - A Compass Travel service available from Christ's Hospital Road that operates between Storrington and Horsham town centre. Three services per day in each direction on Tuesdays.
- **74A Service** - A Compass Travel service available from Christ's Hospital Road that operates between Storrington and Horsham town centre. One service per day in each direction on weekdays.
- **398 Service** – A Metrobus school service between Southwater and Crawley. School start / end times only.
- **525 Service** - A Sussex Coaches school service between Southwater and Billingshurst. School start / end times only.
- **621 / 622 / 626 Service** - A Sussex Coaches school service between Southwater and Horsham. School start / end times only.
- **668 Service** - A Sussex Coaches school service between Oakhill and Wickhurst Green. School start / end times only.

RAIL SERVICES

3.5.9. The closest railway station to the Site is Christ's Hospital, approximately 1.8km northwest of the centre of the Site. This is within the generally recognised 'preferred maximum' 2km walking distance for commuting and education purposes, as set out previously.

3.5.10. Rail services from Christ's Hospital station are operated by Southern with the weekday services summarised below at **Table 3-2**.

Table 3-2 - Rail Services from Christ's Hospital Rail Station

To	Duration to Destination (minutes)	Typical Weekday Frequency (per hour)	Main Interim Stops	First and Last Service (weekday) To Destination
Bognor Regis	48	2	Billingshurst, Pulborough, Amberley, Arundel, Ford, Barnham, Bognor Regis	07:39 | 23:34
London Victoria	66	2	Horsham, Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction, London Victoria	06:15 | 22:07
Gatwick Airport	31	2	Horsham, Crawley, Three Bridges, Gatwick Airport	06:15 | 22:07

3.5.11. Christ's Hospital rail station incorporates approximately 20 covered cycle parking spaces with CCTV surveillance, along with a secure Amazon parcel collection / delivery point. Step-free access is available for southbound services (coastbound) with no step-free access for northbound services (towards London). There is a pay and display car park at the station, providing 53 spaces. An additional pay and display car park is located immediately south of the station car park, providing an additional 39 spaces. Details relating to a car parking demand survey of these car parks, as well as on-street parking demands on Station Road, are provided at Chapter 5.

3.5.12. Horsham rail station is situated approximately 4.5km northeast of the Site and is managed by Southern. Whilst users are unlikely to walk to / from this station from the Site, the station is well within the generally recognised maximum acceptable cycling distance (8km). It is also accessible via the existing Metrobus bus services that operate through Southwater as set out previously.

3.5.13. Horsham rail station provides access to more frequent rail services and to a wider range of destinations than Christ's Hospital. The journey times to key destinations (such as Central London) are also shorter from Horsham rail station than from Christ's Hospital rail station. It is therefore considered more likely that Horsham station would be used by residents and employees of the Proposed Development, as opposed to Christ's Hospital rail station.

3.5.14. A summary of the services available from this station is provided below.

Table 3-3 – Summary of Rail Services from Horsham

To	Duration to Destination (minutes)	Typical Weekday Frequency (per hour)	Main Interim Stops	First and Last Service (weekday) To Destination
Bognor Regis	46	2	Christ's Hospital, Billingshurst, Pulborough, Amberley, Arundel, Ford, Barnham, Bognor Regis	07:35 | 22:58
London Victoria via Gatwick Airport	58	2	Crawley, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction, London Victoria	05:47 | 22:20
London Victoria via Epsom & Sutton	79	1	Warnham, Ockley, Holmwood, Dorking, Box Hill & Westhumble, Leatherhead, Ashtead, Epsom, Cheam, Sutton, Carshalton, Clapham Junction, London Victoria	05:44 | 21:14
Peterborough	160	2	Littlehaven, Crawley, Three Bridges, Gatwick Airport, Horley, Redhill, East Croydon, London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras, Finsbury Park, Stevenage, St Neots, Peterborough	05:25 | 23:11
Portsmouth	61	2	Barnham, Chichester, Havant, Fratton, Portsmouth & Southsea	06:18 | 22:01

3.5.15. Horsham rail station incorporates 253 covered cycle parking spaces with CCTV surveillance. Step-free access is available at all platforms. There is a pay and display car park at the station, providing 180 spaces. The station provides a range of amenities and welfare facilities for passengers.

3.5.16. The existing rail services in the region offer convenient connections to key destinations, such as Central London. Horsham rail station features a broader range of services and typically faster journeys to major stops compared to Christ's Hospital rail station. Additionally, Horsham station is more readily accessible via current bus routes from Southwater. On the other hand, Christ's Hospital rail station is easier to reach from the Site using active travel options.

3.5.17. Further analysis of local rail accessibility, particularly in relation to the proposed Walking and Cycling Strategy and Public Transport Strategy, is provided into TA.

3.6 EXISTING TRAVEL MODE USAGE

3.6.1. To understand the relative attractiveness of non-car modes of travel amongst existing residents of Southwater, a review of Census data (2011) in respect to 'Method of Travel to Work' has been undertaken. The area selected for this study relates to the Super Output Area (Middle Layer) 'E02006596 : Horsham 009' – which comprises the main residential area of Southwater. This exhibits overall comparable accessibility credentials to the subject Site, albeit it is noted that the subject Site is closer to Christ's Hospital rail station than the existing residential areas of Southwater. The 2011 census has been utilised instead of the 2021 census data due to the potential that the Covid pandemic could impact the travel to work mode share (although it is clear that this has increased since 2020).

3.6.2. The data, based on a total sample size of 4,863 existing working residents, is presented below at **Table 3-4** while the full outputs – including a map of the study area – is included at **Annex A**.

Table 3-4 – Travel to Work Transport Mode for Horsham 009

Mode	Census Output Area E02006596 : Horsham 009	
	No. Existing Residents (Total Sample Size – 4,863 Persons)	Travel to Work Modal Share (%)
Rail	253	**5.2%**
Bus, minibus or coach	156	**3.2%**
Taxi	2	**0.0%**
Motorcycle, scooter or moped	41	**0.8%**
Driving a car or van	3,591	**73.8%**
Passenger in a car or van	245	**5.0%**
Bicycle	51	**1.0%**
On foot	229	**4.7%**
Work at or mainly from home	277	**5.7%**
Other method of travel to work	18	**0.4%**

3.6.3. On the basis of the above, whilst the majority (73.8%) of working residents in this area drive a car / van to and from work, a significant proportion travel by alternative modes. In particular, this includes 5.7% by active modes (foot and cycle) and 8.4% by public transport, thereby indicating potential to further encourage the use of these modes amongst prospective future users of the Site as part of the hard and soft measures that would be implemented as part of the Proposed Development, as detailed later in this FTP.

3.6.4. It is also particularly noteworthy that the above data indicates that 5.7% of residents of this area usually work from home. Given that the above data relates to 2011 (i.e. pre-Covid) it is anticipated that the proportion of full-time / part-time home working as part of the Proposed Development would be greater than is suggested above, further reducing the impact on the surrounding transport network and assisting in achieving the aims and aspirations of future travel plans.

4 ACCESSIBILITY TO LOCAL FACILITIES AND PUBLIC TRANSPORT SERVICES

4.1 INTRODUCTION

4.1.1. This Chapter outlines the accessibility to the local facilities from the proposed development.

4.2 WALKING AND CYCLING ACCESSIBILITY

4.2.1. Walking and cycling are the most sustainable modes of transport and, as well as contributing to a stronger sense of community, can form part of a healthier lifestyle.

WALKING

4.2.2. Manual for Streets (MfS) states that walking offers the greatest potential to replace short cart trips, particularly those under 2km, this is taken from Planning Policy Guidance 13, 2001. MfS highlights that walkable neighbourhoods are typically characterised by having a range of facilities within a 10-minute (up to 800m) walking distance of residential areas, which residents may access comfortably on foot, as well as other guidelines.

4.2.3. Furthermore, guidance Providing for Journeys on Foot (CIHT, 2000) suggested that is preferrable maximum walking distance of 2000m (depends of the purpose) is a suggested acceptable walking distance as shown in **Table 4-1**.

Table 4-1 - CHIT "Providing for Journeys on Foot" Recommended Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Accepted	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

4.2.13. Additionally, The National Model Design Code – Part 2 (DLUHC, 2021) states:

"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."

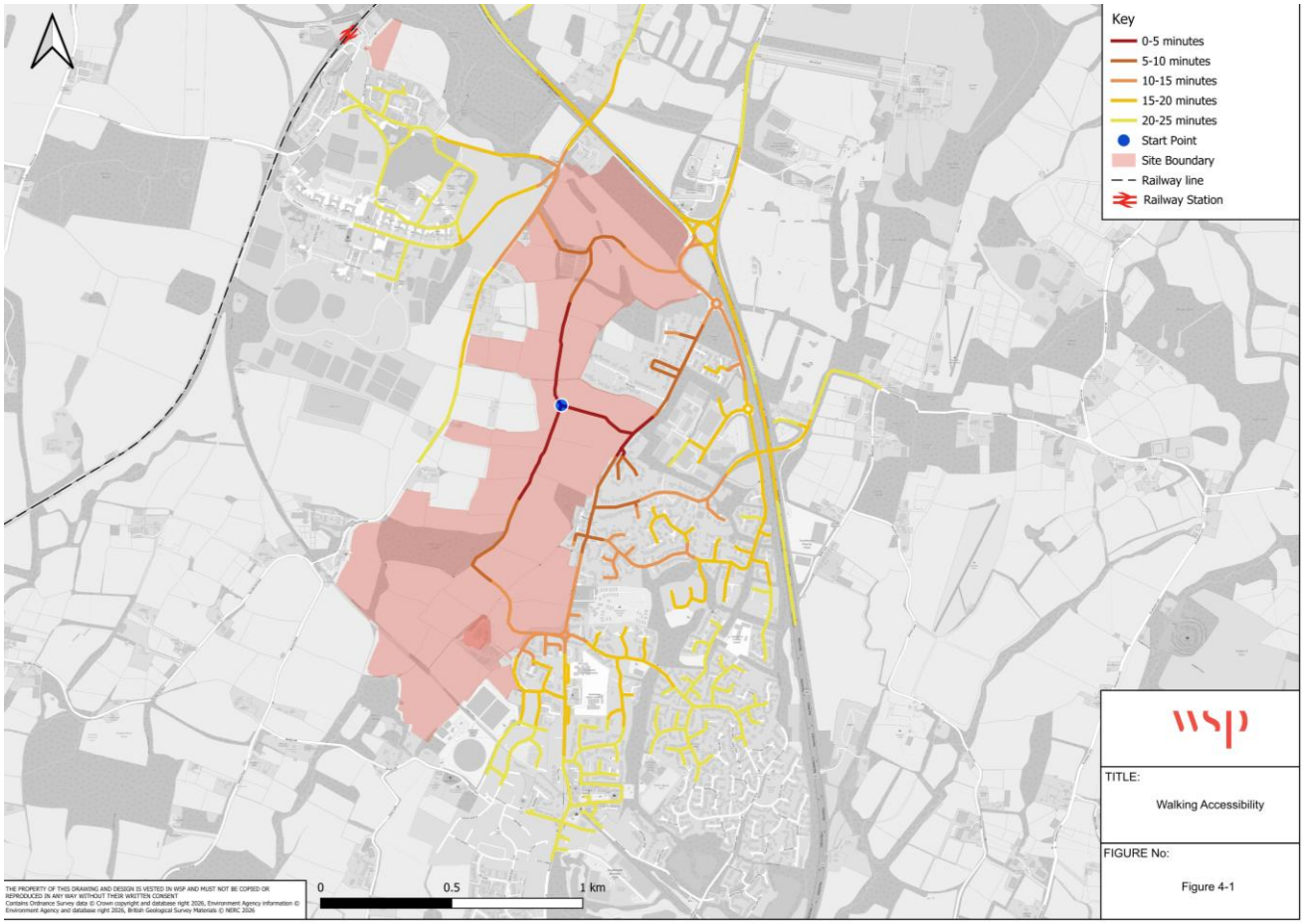
4.2.14. These times and distances are also cited in the CIHT document 'Planning for Walking' (2015). Further CIHT guidance – from 'Buses in Urban Developments' (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services and are shown in **Table 4-2** below.

Table 4-2 - CIHT Walking Distances to Bus Stops

CIHT Category	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 mins)	400
Less frequent routes	300
Town / City centres	250

4.2.15. The 2km/25-minute minute walking threshold is illustrated in **Figure 4-1** below, with the threshold based on a typical walking speed of approximately 5 km/h, showing pedestrian accessibility to the approximate centre of the site in proximity to the two new schools and employment area.

Figure 4-1 - Walking Accessibility



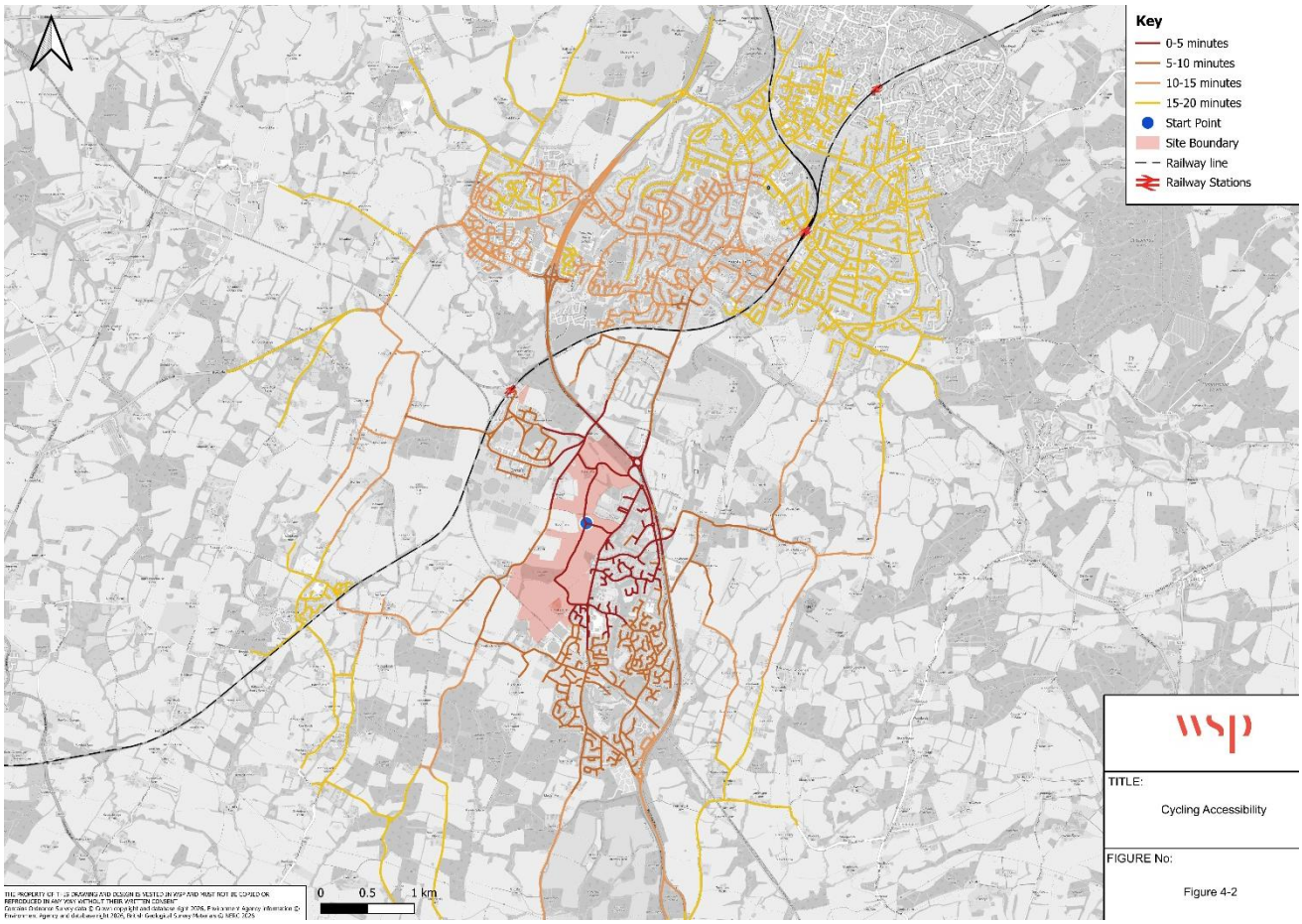
4.2.16. The walking accessibility plot presented above, details the locations accessible within a 25-minute walk of the centre of the site. It shows the current primary and junior school in Southwater are accessible within a 15-minute walking. The local centre at Lintot square is a 20-minute walk from the centre of the Proposed Development. Whilst the bus stops on Worthing Road are within a 5-minute walk distance and Christ Hospital station is just over 25-minute walk from the centre of the site

CYCLING

4.2.17. The National Travel Survey (2024) data, the latest data available at the time of writing this TA, suggests that the average cycle trip is approximately 3.5 miles (5.6km) or around 20 minutes long. However, it is acknowledged that the distance a person cycles depends on several factors, such as fitness level, confidence and ability. As such, it is deemed appropriate to utilise 5.6km as a lower value that represents an average cyclist, albeit it should be acknowledged that people undertaking specific trip journeys, such as commuting, will be prepared to cycle longer distances.

4.2.18. **Figure 4-2** shows the 5.6km cycling threshold based on the findings of the National Travel Survey (2024), assuming a typical cycling speed of 15km/h from the centre of the site, in close proximity to both the new schools and employment area.

Figure 4-2 - Cycling Accessibility

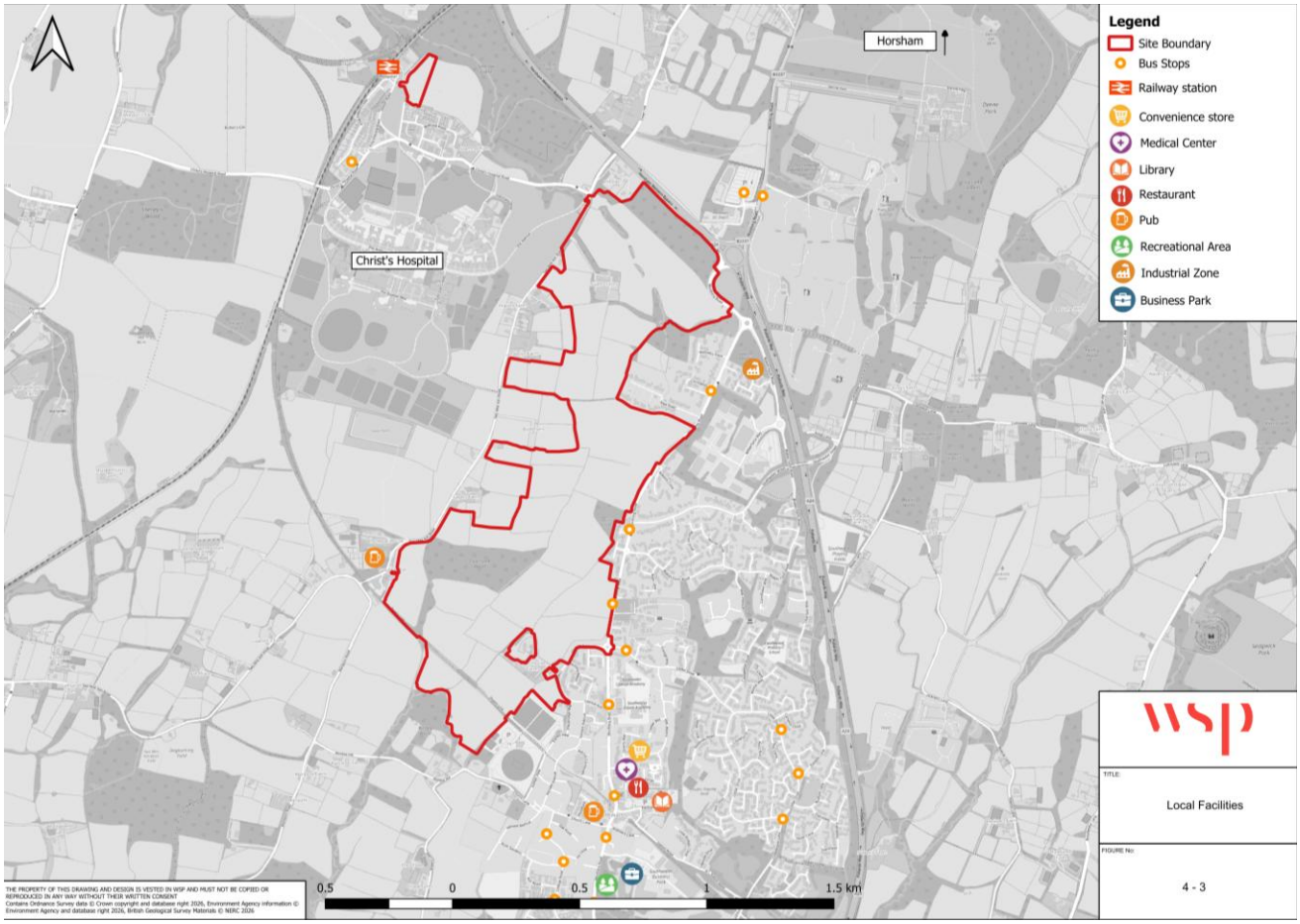


4.2.19. The cycle accessibility figure presents that from the centre of the Proposed Development all of Southwater can be reached within a 10-minute journey, this includes Christ Hospital Station. Further afield, the centre of Horsham can be reached within a 15-20 minute cycle journey, this includes Horsham Station, Horsham Bus Station and the shopping/ leisure facilities.

4.3 ACCESSIBLE FACILITIES AND SERVICES

4.3.1. **Figure 4-3** below shows the relationship between the site and the nearby facilities.

Figure 4-3 - Local Facilities



4.3.2. **Table 4-3** below presents the various facilities within circa 2km of the site, a distance that can be covered in approximately a 25-minute walk or an 8-minute cycle.

Table 4-3 - Accessibility to Local Facilities

Facility	Location	Facility Type	Distance (m)	Walking / Cycling Times (minutes)
Co-op Food	Worthing Rd/Fairbank Rd	Convenience Store	650	8 / 3
Lintot	Worthing Rd/Fairbank Rd	Pub	650	8 / 3
The Haldi	Worthing Rd/Fairbank Rd	Restaurant	650	8 / 3
Tea Room - The Little Tea House	Worthing Rd/Fairbank Rd	Tea Store	650	8 / 3
Southwater Library	Worthing Rd/Fairbank Rd	Library	650	8 / 3
The Village Surgery	Worthing Rd/Fairbank Rd	Medical Centre	700	8 / 3
The Tipsy Fox	Worthing Rd/Church Ln	Pub	800	10 / 3
Christ's Hospital	Christ's Hospital Road	School	800	10 / 3
Bowers & Wilkins	Southwater Business Pk	Research and product development	1,000	12 / 4
Park and Garden	Southwater Business Pk	Recreational Area	1,300	16 / 5
Dinosaur Island Playground	Southwater Business Pk	Recreational Area	1,300	16 / 5
Southwater Country Park Lake	Southwater Business Pk	Recreational Area	1,300	16 / 5
Christ's Hospital	Christ's Hospital Road/Station Road	Railway Station	1,300	16 / 5
Neville & More Ltd	Wilberforce Way	Industrial	1,500	18 / 6
Macfarlane Packaging Horsham	Wilberforce Way	Industrial	1,500	18 / 6
Sussex Solar Ltd	Wilberforce Way	Industrial	1,500	18 / 6
Perfect Group (Nationwide) Limited	Wilberforce Way	Industrial	1,500	18 / 6

Facility	Location	Facility Type	Distance (m)	Walking / Cycling Times (minutes)
Bax Castle	Two Mile Ash Rd	Pub	1600	19 / 6

4.3.3. It is evident from the above that the Site is situated within a reasonable walking and / or cycling distance of key destinations and facilities locally, including various day to day services and amenities in Southwater.

4.3.4. Various additional facilities are also available in the centre of Horsham and in Broadridge Heath, both of which are approximately 5 kilometres away - a distance that is well within the generally recognised maximum acceptable cycling distance.

4.3.5. Opportunities to reasonably maximise the accessibility of these facilities from the Site will be incorporated as part of the Proposed Development as detailed in the Walking and Cycling Strategy in Chapter 6 and Public Transport Strategy in Chapter 7 of this TA.

4.3.6. It should be noted that the above list does not account for the various facilities that would also be provided on the Site as part of the Proposed Development. These facilities would also be accessible for existing and future users based off-site, thereby resulting in a potential reduction in trips to Horsham and beyond – e.g. for attending secondary schools.

4.3.7. The on-site facilities will be arranged with consideration to the principle of a '20-minute neighbourhood' – i.e. offering facilities that are generally within a 10-minute walk (i.e. a 20-minute two-way journey). In such a neighbourhood, the total 20-minute two-way walking trip could also be cycled in around 8 minutes.

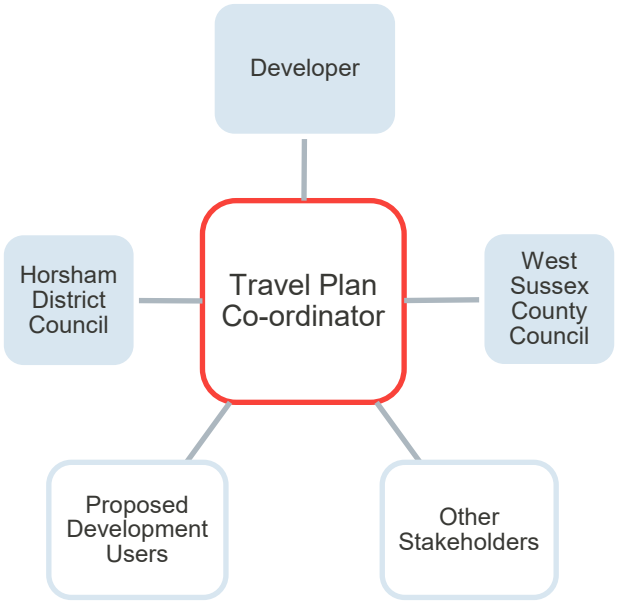
5 FULL TRAVEL PLANS FRAMEWORK STRATEGY

5.1 MANAGEMENT

5.1.1. Overall responsibility of the Full Travel Plans will be with one, or various, Travel Plan Coordinators (TPCs) that will be appointed in respect to each element of the Site (residential / schools / employment etc.).

5.1.2. A management system will be set out that will require coordination between different agents and stakeholders to ensure that all interested parties are informed and have an input in the evolution of the Full Travel Plans. This management structure is indicatively shown in **Figure 5-1** below.

Figure 5-1 - Travel Plan Management Structure



5.1.3. Specific details of people or groups acting on behalf of the above stakeholders will be detailed when the Full Travel Plans for all land uses of the Proposed Development are prepared.

5.2 TRAVEL PLAN CO-ORDINATORS

5.2.1. At least one TPC will be appointed to take responsibility for the management of the Full Travel Plans for the different elements of the Proposed Development. This role may be held jointly for the different Full Travel Plans, however and depending on conversations with WSCC and HDC, different TPCs may be appointed for the separate elements. This will be detailed as part of the future Full Travel Plans.

5.2.2. The TPC role(s) will be funded directly by the developer and / or future operators of each use on the Site from the commencement of each of the Full Travel Plans and until the completion of the final monitoring surveys. After this time, it is envisaged that the TPC role(s) time requirement will be reduced but will include keeping communications and public information up-to-date and relevant.

5.2.3. The responsibilities of the TPC(s) can be summarised as:

- Giving advice and information on transport-related subjects to occupiers of the Proposed Development;
- On-Site co-ordination of data collection for monitoring of the Full Travel Plans;
- Ensuring information that is provided to users of the Site is up to date; and
- Helping establish and promote the individual measures in the Full Travel Plans.

5.3 MARKETING

5.3.1. It is recognised that a marketing and communication strategy is key to the success of any travel plan. The marketing strategy for the Full Travel Plans will aim to raise awareness of the key services and facilities available and to disseminate travel information, measures and schemes designed to encourage sustainable travel.

5.3.2. All occupiers of the Proposed Development will be made aware of the relevant Full Travel Plan, including its purpose and objectives, along with specific measures. Marketing will be undertaken between the point of sale and first occupation of each dwelling for the residential element, and on a bespoke manner for the other elements.

5.3.3. Full details of the marketing strategy for the Site will be introduced within each of the Full Travel Plans.

5.4 SECURING THE FULL TRAVEL PLANS AND FUNDING

5.4.1. The provision of separate Full Travel Plans for each of the elements of the Proposed Development, together with the implementation of specific land use targets, is envisaged to be secured through a planning condition(s) / S106 Agreement.

5.4.2. A commitment to the FTP strategy for the Site forms part of the commitment to implement, monitor and review the Full Travel Plans when submitted to and approved by either WSCC or HDC, depending on land use.

5.4.3. Funding for the implementation, monitoring and management of the Full Travel Plans is expected to be secured by way of a S106 agreement.

6 BASELINE TRAVEL DEMAND

6.1 FORECAST VEHICULAR TRAFFIC BASELINE

6.1.1. Expected baseline and vision led vehicular trip generation for the Proposed Development have been determined from the trip generation analysis undertaken within Chapter 8 of the TA.

6.1.2. This FTP presents the forecast vehicular traffic percentage of the overall people movement based on the information from TRICs. At this stage in the FTP, it is not intended to provide a breakdown for each land use or provide fixed targets which will be presented in each of the individual Travel Plan's for each of the land uses, once the baseline is known. **Table 6-1** presents the vehicular traffic % of the overall people movements from the development.

Table 6-1 – Vehicular Traffic % of total movements in the AM and PM peak and Daily flows

Land Use	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Employment	48.2%	53.9%	51.9%
Residential	72.3%	71.3%	69.8%
School	29.9%	48.4%	30.4%

6.1.3. Notwithstanding the above, the Transport Assessment set out a vision led vehicle traffic generation that would be the basis of any Travel Plan for the Proposed Development. This takes into account the proposed mitigation being delivered by the Proposed Development, alongside the proposed improvements to public transport into Horsham. The proposed trip generation is set out in **Table 6-2** below.

Table 6-2 Vision Led Total Distribution of Vehicular Trips in the AM and PM Peak

Destination	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
	Arr.	Dep.	Two-Way	%	Arr.	Dep.	Two-Way	%
External (Work trip departures)	74	195	270	49%	130	58	186	38%
External (Work trips arrivals)	113	48	162	29%	36	89	125	25%
Horsham town Centre (non-work trips)	16	35	51	9%	59	30	89	18%
Broadbridge health (Non work trips)	16	35	51	9%	59	30	89	18%

Destination	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
	Arr.	Dep.	Two-Way	%	Arr.	Dep.	Two-Way	%
Horsham golf course	12	5	17	3%	2	4	6	1%
Total	231	318	551		286	211	495	

Source: Tabel 8-18 of the Transport Assessment

6.1.4. The Full Travel Plans for each Land use will use the above trip generation as the primary targets and where appropriate consider specific opportunities to further reduce specific journeys by car, including those trips to and from the Horsham Golf Club. The Full Travel Plans will consider the specific internalisation as set out within the Transport Assessment to define their specific targets; however, the Full Travel Plans will need to target external vehicle movements reductions so that they do not exceed the proposed level contained within **Table 6-2**.

6.1.5. It should also be noted that, whilst the **Table 6-1** and **Table 6-2** gives an indication of where improvements can be made and will inform the targets suggested and measures put forward, the methodology / will be refined as part of the Full Travel Plans - or will be replaced by baseline travel surveys with consideration given to the mode shift already achieved by the inherent sustainable design principles.

6.2 BASELINE TRAVEL SURVEYS

RESIDENTIAL BASELINE TRAVEL SURVEY

6.2.1. It is anticipated that a baseline travel survey for the residential element of the Proposed Development will be undertaken following a minimum of 50% unit occupation - although the exact threshold will be subject to discussion and agreement - which will provide a reasonable quantum of data from which the breakdown of baseline travel modes can be established. This will also allow for any necessary changes to be made to the Residential Full Travel Plan with respect the baseline results, such as refined targets for example.

6.2.2. The baseline surveys will be detailed in the Residential Full Travel Plan. It is envisaged that it will include residents' and visitors' trips, as well as servicing and deliveries, and will be iTRACE and TRICS compliant as further detailed in Section 9 of this FTP.

SCHOOLS BASELINE TRAVEL SURVEYS

6.2.3. A baseline travel survey will be undertaken for each of the schools, in accordance with details which will be included in the School Full Travel Plans.

6.2.4. It is envisaged these baseline surveys will take place three months after first occupation of each of the schools, and will be undertaken by way of questionnaires sent to pupils / parents and staff.

6.2.5. These questionnaires will ask relevant questions in order to provide the TPC with an accurate breakdown of travel modes to identify performance against predictions and targets and to identify any necessary changes to the School Full Travel Plans.

EMPLOYMENT BASELINE TRAVEL SURVEYS

6.2.6. A baseline travel survey for the employment facilities will also take place in accordance with details to be included in the Full Travel Plan for this element.

6.2.7. It is envisaged this baseline survey will take place three months after first operation of any such facility and will be carried out by way of Standardised Assessment Methodology (SAM) traffic survey at the entrance/ entrances to the employment zones.

6.2.8. These surveys will provide an accurate breakdown of baseline travel modes to identify performance against predictions and targets, and to identify any necessary changes to the respective Full Travel Plan for this element of the Proposed Development.

ADDITIONAL USES - BASELINE TRAVEL SURVEYS

6.2.9. Baseline travel surveys associated with the additional uses - e.g. the day care nursery, flexible community facilities and sports facilities – will also be undertaken as part of any respective Full Travel Plans that may be required for these elements.

7 AIMS, OBJECTIVES AND RECOMMENDED TARGETS

7.1 AIMS AND OBJECTIVES

7.1.1. The aim of this FTP is to develop a set of mechanisms, initiatives and targets that seek to bring about a reduction in non-sustainable travel associated with the Proposed Development. The over-arching aim of the FTP is:

> *'Ensure that residents and visitors of Land North West of Southwater travel to, from and within the Site in the most sustainable manner appropriate for their journey'.*

7.1.2. To achieve the overarching FTP aim, the following objectives have been identified:

- Understand baseline travel patterns for different users of the site, as well as the projected future travel patterns following implementation of the Travel Plan measures;
- Establish 'inherent' sustainable travel principles for the Proposed Development as a whole;
- Minimise single occupancy vehicle trips;
- Facilitate tailored travel information;
- Encourage healthy and active travel by way of design but also by way of marketing strategies;
- Reduce local congestion and associated externalities;
- Support car-free lifestyles;
- Raise awareness of sustainable modes of transport available for residents and visitors travelling to, from and within the Site;
- Promote community integration and the use of local services and facilities;
- Contribute towards protecting and enhancing the environment in and around the site.

7.1.3. It is critical to acknowledge that the mechanism of each of the Full Travel Plans accompanying the sustainable transport strategy of the Proposed Development will be in a continuously evolving format. Regular evaluation and, if necessary, adaptation of measures will increase the likelihood of the Full Travel Plans meeting their aims. It will also ensure that any shortcomings are identified and addressed at the earliest opportunity.

7.2 RECOMMENDED TARGETS

7.2.1. In accordance with best practice guidance all targets identified in the Full Travel Plans should be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.

7.2.2. Two types of targets have been identified. 'Action' type targets defined as 'non-quantifiable actions that need to be achieved' (e.g. appointing a Travel Plan Coordinator), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes' (e.g. the date by which car driver mode split should be achieved). The Action and Aim type targets for the Site are set out below.

ACTION TYPE TARGETS

7.2.3. The following action type targets are recommended, noting these will be agreed in detail as part of the Full Travel Plans:

- Appoint a Travel Plan Coordinator (TPC) for each of the uses, or a joint TPC (to be defined in the Full Travel Plans) prior to occupation of the relevant phase / element of the Proposed Development;
- Cycle parking spaces to be provided in accordance with local standards. Cycle parking to be of a suitable type and to be provided in suitable locations (both in 'origin' and 'destination' terms) within the Site;
- It is envisaged that Travel Welcome Packs, varying accordingly with each use / user on the Site, would be produced. These would promote the range of sustainable transport modes available locally and the key measures that are provided as part of the infrastructure on the Site and as part of the Full Travel Plans;
- Information could be provided to end-users via leaflets, notice boards across the Site, or by way of regular emails; and,
- A website detailing the range of local facilities and amenities within a reasonable distance of the Site could also be provided. This could also promote the health benefits of travel by foot and cycle.

AIM TYPE TARGETS

7.2.4. These types of targets would be quantifiable and would allow detailed evaluation of the main objectives of the Full Travel Plans to be made. They will be set out in detail as part of the Full Travel Plans and revised if necessary, after the baseline travel surveys are undertaken and analysed.

7.2.5. Aim type targets are generally based on achieving modal shift through reductions in car use, particularly cars only with a single occupant, and on increasing the use of sustainable modes such as walking and cycling.

7.2.6. It is noted that increases in walking, cycling and public transport mode shares would contribute to delivering a modal shift away from private car usage. Given the location of the Proposed Development and the associated Walking and Cycling Strategy and Public Transport Strategy that would be implemented as part of the Proposed Development, there would be expected to be a natural modal shift towards these modes. Further promotion and consideration of these modes would be provided at the time the targets are being established within the Full Travel Plans.

7.2.7. The difference between end-users' expected travel behaviour should be considered when establishing aim type targets for Full Travel Plans. For example, it is considered that sustainable travel modes have a much higher potential up-take amongst school pupils - who are likely to live in close proximity to the Proposed Development - than for commuters, who are more likely to be undertaking wider journeys away from the area and may therefore have limited alternative travel options to the private car.

7.2.8. Any interim targets set-out in the Full Travel Plans will be reviewed after the baseline travel surveys for each use have been undertaken. Notwithstanding any of the above, the Travel Plan targets will be based upon the agreed trip generation contained within Table 6-2.

8 PROPOSED MEASURES

8.1 INTRODUCTION

8.1.1. This section outlines some of the measures that could be incorporated into each of the Full Travel Plans and then implemented and reviewed as part of the strategy to maximise sustainable travel behaviour.

8.1.2. The measures have been grouped into two types, as follows, and considered in-turn in the following Sections:

- **Hard measures**: these are engineering measures incorporated into the design of the Proposed Development; and,
- **Soft measures**: these relate to marketing and management-type strategies, which would be implemented so that Site users' sustainable travel behaviour is maximised.

8.2 SITE-WIDE HARD MEASURES

8.2.1. As mentioned above, these measures refer to engineering measures incorporated into the design of the Proposed Development to promote sustainable travel. Many infrastructure aspects of the Proposed Development design will influence travel patterns from the outset.

8.2.2. Some 'hard' engineering measures are set out below; however, it should be noted that many of these elements will be fixed and agreed at the relevant reserved matters stage of the planning process, given that the subject application is in an outline form.

MIXED-USE NATURE OF PROPOSED DEVELOPMENT

8.2.3. As discussed previously, the mixed-use nature of the Proposed Development inherently lends itself to sustainable travel, minimising the need for wider trips to be made.

8.2.4. Given that the application is submitted as outline, the layout of the Site will be 'fixed' at the Reserved Matters stage. Notwithstanding this, a number of parameter plans have been prepared and are submitted as part of the application for reference, which incorporate the following elements.

- Primary School and Nursery;
- Secondary School;
- Mixed-Use Community Hub;
- Business and Employment Area;
- Gypsy and Traveller Pitches;
- Sports Pitches;
- Public Open Space; and,
- Open Space and Woodland.

8.2.5. These on-site facilities will complement the existing facilities within Southwater and the wider area, including those at Lintot Square, whilst not detracting from them.

8.2.6. The overall Site masterplan has been designed to encourage the use of active travel modes across the Site, notably in a north/south direction. The routes focus on key on-site destinations, including the employment / school land at the north of the Site, the village centre and the proposed internal road network. Whilst this application is in outline, it is anticipated that the broad principles that will be followed for the provision of walking and cycling infrastructure on-site, based upon road hierarchy, will be as follows:

- Primary Road– This will be in-line with latest walking and cycling guidance, which is currently LTN 1/20. Currently, it is envisaged that the primary road will accommodate a 3-4m segregated cycleway on one side of the road (western) adjacent to the carriageway, split into 1.5m - 2m cycle lane in each direction. The walking infrastructure will be a 2m wide footway on both sides of the Primary Road. The Primary Road corridor has however been designed to allow flexibility along its full length and therefore also allows for cycle provision to be provided on both sides of the road compliant to LTN 1/120 should this be required.
- Secondary and Tertiary Streets – Cycle facilities will be on-carriageway due to the low vehicle speeds and overall low traffic flow. Pedestrian facilities will be provided adjacent to the carriageway on both sides wherever feasible.
- Shared Surfaces – Cycle facilities will be on-carriageway due to the low vehicle speeds and low number of vehicles on the network. Pedestrian facilities will be provided at carriageway level by way of suitably designed shared spaces, or adjacent to the carriageway with no kerb line.
- Network of traffic-free walking and cycle routes – The Proposed Development will be designed to have a number of traffic free walking and cycle routes connecting residents across the site to key services and to the off-site walking and cycling infrastructure. Further details are provided below.

8.2.7. A new trim trail - of a minimum of 5km in length - will be incorporated within the Site, providing an additional route for pedestrians and cyclists, celebrating both nature, heritage and archaeology and encouraging healthy and active lifestyles.

8.2.8. The Proposed Development will retain the recent improvements to Bridleway 1662, but the development will enhance the route further. As the Bridleway crosses the primary road an appropriate crossing will be provided to provide a safe route for all users. Furthermore, visibility of the route will be enhanced to provide natural surveillance.

8.2.9. The Proposed Development will deliver enhancements to public footpaths 1660, 1658, 1656 and 1655 as they route through the site, suitable for forecast increase usage from on-site users. This will include a range of measures including improved surfacing, visibility to provide natural surveillance and widening in feasible locations to encourage usage.

8.2.10. The surface of the Downs Link within the site, which runs within the southern section of the Site between Southwater Village Centre and Two Mile Ash Road, will also be improved with an appropriate surface that will be agreed with Horsham County Council, alongside financial contributions which can be used to provide improvements to the Downs Link external to the site as it extends northwards towards Christ's Hospital. It is also anticipated that financial contributions can be used to upgrade the surfacing where necessary to Bridleway 1642 outside of the site boundary.

8.2.11. Any improvements provided to the PRoW on site will be delivered in a sensitive manner, similar to that delivered within the Broadacres development, and will complement the landscape vision of the development whilst protecting any ecological sensitive areas.

8.2.12. Further details are provided in the TA that accompanies the application.

PUBLIC TRANSPORT STRATEGY

8.2.13. A comprehensive Public Transport Strategy has been developed as part of the application, full details of which – including financial analysis - are set out in the TA. A summary is also provided below.

New Bus Service to Christ's Hospital

8.2.14. The feasibility of providing a new bus service as part of the Proposed Development between the Site / Southwater village centre and Christ's Hospital was investigated as part of the planning application in 2022. While this would enhance the accessibility credentials of Christ's Hospital, including the rail station, by non-car modes.

8.2.15. Based on the analysis within the TA, it is considered that a new bus service to Christ's Hospital station is unlikely to be viable and as such it is considered appropriate to focus upon improvements to bus service provision to Horsham and other destinations served by direct bus services, particularly given that Horsham rail station offers a greater range of rail services, and at greater frequencies and shorter journey times, than equivalent rail services from Christ's Hospital.

8.2.16. Furthermore, and as set out in the TA, it is considered that improved walking and cycling facilities can be delivered to support access to the station that is more in keeping with the area, supporting non-mortised vehicular modes of travel, especially noting the distance being under 2km from the centre of the site.

Enhancement of Services to Horsham

8.2.17. The feasibility of providing a new bus service between the Site and Horsham was also investigated as part of the planning application in 2022.

8.2.18. As confirmed through further discussions with Metrobus regarding the Site, any new bus service would effectively be in competition with the existing long-established and commercially-viable services (23 and 98), which provide direct access to Horsham town centre, including the rail station. Therefore, as part of the planning application in 2022, it was intended to upgrade the 98 service to a frequency of every 15 minutes during the daytimes (from current every 20 minutes), as this increased level of provision was considered appropriate at the time.

8.2.19. As noted above, the Horsham Golf Club development will increase the frequency of service 98 to every 15 minutes (under the S106 agreement) which will provide significant benefits to all passengers on the line of route, including future residents and users of this Site. As a 15-minute frequency is relatively high for such an interurban service and delivers what was previously considered acceptable for this Site, further enhancement of that service is not considered to be necessary.

8.2.20. Nevertheless, it is important that this development supports the enhancement of sustainable transport options, by means of bus service access, and so to this end, it is considered that concentrating improvements on the parallel existing 23 bus route, which also passes sufficiently close to the proposed development, would be the best overall strategy of improving existing public transport provision on a financially sustainable basis. This approach also embeds the connectivity of the development in the rest of the bus network, avoiding a scenario where any new service would be solely reliant on the development trips for its existence. As Worthing Road is also served by service 98, a greater frequency of service and range of destinations is available from the same bus stops, making the overall promotion of services more straightforward.

8.2.21. On the section of route between Horsham and Worthing, service 23 currently operates mainly every 60 minutes on Mondays to Saturdays during daytimes, although in some hours there is a service every 30 minutes through Southwater and further journeys which operate between Horsham and Crawley. From initial discussions with Metrobus it is envisaged that a comparable contribution to that secured through the S106 for the Horsham Golf Club development would enable peak time journeys to be added to the service 23 timetable which will operate on a 15 minute frequency. These would be timed to support commuting trips and the additional vehicle resource would also enable a more consistent level of service to be provided during off-peak daytime hours, to improve the simplicity and attractiveness of the service through Southwater.

8.2.22. When combined with the enhanced service 98, this would effectively result in a 'turn up and go' bus service into Horsham at peak times. As set out at Section 3, it is significant that the 23 service also calls at Horsham rail station – with the current typical journey time from Southwater to Horsham rail station of 20 – 25 minutes – thereby further enhancing the accessibility credentials of the Site by rail. Again, it is particularly noteworthy that Horsham rail station offers a range of rail services, and at greater frequencies and shorter journey times, than equivalent rail services from Christs Hospital and as such it is considered that the optimum solution is focussing upon bus service improvements to Horsham rail station.

Summary

8.2.23. In summary, based on the above analysis it is considered that the most optimum solution for maximising the accessibility credentials of the site by public transport is through a financial contribution to enhancements to the existing 23 service to Horsham, including increases to the frequency of the service along with the potential for re-routing of services at school times through the northern part of the Site.

ADDITIONAL HARD MEASURES

8.2.24. A number of additional 'hard' engineering measures would be incorporated into the design of the Site to promote sustainable travel. Some potential 'hard' engineering measures are set out below. There is potential for these elements to be incorporated into communal areas of the Site, such as the community hub, however, it should be noted that many of these elements are subject to further discussion and would be fixed and agreed at the relevant reserved matters stage of the planning process:

- Mobility hub;
- On-site car club;
- E-bike docking and charging facilities;

- Digital capability to display live transport information as well as availability of bikes and publicly accessible fast charging points;
- Wayfinding and orientation information;
- Click and collect services, including package lockers;
- Bike maintenance / repair station;
- Home-working hubs that facilitate on-site working; and,
- Superfast broadband.

8.2.25. As set out previously, the Proposed Development also includes various community facilities and local amenities. With further embedding of new, emerging and future mobility solutions for both people and deliveries within the Site, it could be a catalyst for best practice in this type of community within West Sussex.

8.3 OFF-SITE HARD MEASURES

8.3.1. A number of improvements, or contributions towards improvements, would be made to the off-site transport network as part of the Proposed Development, particularly in respect to pedestrian and cycle infrastructure, full details of which are set out in the Walking and Cycling Strategy that forms part of Chapter 6 of the TA. A summary is also provided below.

8.3.2. The Walking and Cycling Strategy focuses on key destinations within a two-kilometre radius for walking trips and a five-kilometre radius for cycling trips of the site - as these are the journeys that can generally be undertaken via active travel modes if suitable infrastructure is provided (albeit many cyclists comfortably cycle 8km).

8.3.3. WSP have reviewed existing conditions within the Active Travel Assessment as a part of the TA and the following are considered to be the key off-site destinations for potential future occupiers of the Site.

- Christ's Hospital Rail Station (West of the Site);
- Southwater Village Centre (South-East of the Site) - including Lintot Square, Southwater Junior Academy, Hen and Chicken Public House, etc.; and,
- Oakhurst and Southwater Business Parks.

8.3.4. The proposed internal walking and cycling connections within the masterplan consider the key destinations such that a holistic movement strategy is delivered between the Site and off-site areas. For example, the internal masterplan provides a connection between the proposed secondary school at the north of the Site, southwards through the development and onto the Downs Link, connecting to Lintot Square and other areas within Southwater.

8.3.5. A summary of the potential off-site improvements is set out below with a full breakdown of the improvements contained within the Transport Assessment. It should be noted that whilst these potential schemes have been subject to initial discussion and engagement with WSCC, the exact scheme(s) that would be delivered and the associated delivery mechanism is subject to further investigation, including an understanding of potential integration with the wider NMU improvement schemes being undertaken by WSCC and other strategic sites in this area.

ROUTE TOWARDS CHRIST'S HOSPITAL STATION

8.3.6. The Proposed Development will enhance the link between the Site and Christ's Hospital rail station as far as is reasonably practical and deliverable within Highway Land.

8.3.7. Christ's Hospital rail station is approximately 1.1km west from the site boundary located at the Two Mile Ash Road / Christ's Hospital Road priority junction and therefore is considered to be a suitable distance away for walking and cycling journeys. The existing pedestrian and cycle facilities on Christ Hospital Road are outlined within Chapter 4 of the TA in the audit undertaken.

8.3.8. The proposed scheme looks to;

- Enhance the existing footway provision and reduce the speed of the vehicles currently using Christ Hospital Road by providing a series of traffic calming measures which include;
- Resurfacing works and revisions to the white lining will be carried out, installation of 30mph repeater signs, , and inclusion of edge-of-carriageway markings.
- In proximity to the leisure centre, widening and resurfacing the footway and new traffic build out to reduce speeds
- At the junction with Two-Mile Ash Road new informal crossing facilities with dropped kerbs and tactile paving will be provided alongside reducing the width of Two Mile Ash Road.

ROUTE TOWARDS HORSHAM PARK & RIDE SITE / GOLF COURSE SITE

8.3.9. Horsham Park & Ride is a strategic public transport hub for journeys into Horsham and the surrounding area that the Proposed Development would be keen to improve connections to, notwithstanding that the majority of the Site will be served by closer buses into Horsham than is offered by the Park & Ride site in any event. The distance from the location of the proposed northern vehicular Site access to Horsham Park & Ride is approximately 600m which takes about 5-10 minutes for those on foot and a couple of minutes for cyclists. Located next to the Park & Ride is the new Golf Course Site which will also include a number of new facilities that the residents of the Proposed Development may want to access.

8.3.10. The proposed Improvements include;

- New pedestrian and cyclist provision along the primary road as part of the Proposed Development linking to the Hop Oast roundabout.
- Improvement scheme at the Hop Oast roundabout to significantly enhance pedestrian and cycle connectivity northwards over the A24 through the provision of signal controlled, at-grade pedestrian and cyclist crossing facilities on the A24. The scheme also includes bus priority measures.
- North of the A24 Hop Oast roundabout, an unsegregated shared use path being delivered by the Horsham Golf Course site.

ROUTE TOWARDS SOUTHWATER VILLAGE CENTRE

8.3.11. Southwater village centre is broadly located northeast of the Worthing Road / Fairbank Road junction. The village centre accommodates a range of facilities, including a convenience store, a pharmacy, a doctor's surgery and a number of food outlets. The village centre is within a 2km walk / cycle from the majority of the Site, although significantly less to the larger settlement located on the southern section of the Proposed Development.

8.3.12. Worthing Road is considered a key link from the northern part of the Site to Southwater village centre and as such improvements to pedestrian and cyclist connectivity along this corridor have been proposed including a number of pedestrian crossing facilities and changes to the traffic calming provision. This includes improvements to the Southwater Street pedestrian crossing.

8.3.13. The development will provide an off-carriageway route on-site from Greathouse Farm to Downs Link, the Downs Link provides access towards Lintot Square and Christ Hospital Station.

ROUTE TOWARDS HORSHAM TOWN CENTRE

8.3.14. Horsham Town Centre is expected to be a primary destination or origin for future site users, offering employment, services, and transport links to Crawley, Gatwick Airport, and London. The TA details previous assessments of the Local Walking and Cycling Infrastructure Plan (LCWIP) and a Horsham Golf Course scheme. It also highlights possible improvements along two routes that could be funded through financial contributions, including:

- **Two Mile Ash Road** – potential for traffic calming scheme, including build outs to reduce vehicle speeds and deter traffic from this route. Additional upgrades to PRoW (1639.1) would be required and suitable financial contributions could be provided to fund these.
- **Southwater Street and Lovers Lane** – potential carriageway road marking improvements to facilitate cycle access to Lovers Lane, which is being upgraded by the Golf Course site, funded through financial contributions.

8.4 SOFT MEASURES

8.4.1. Soft measures refer primarily to marketing and management measures, as opposed to engineering measures incorporated into the design of the Proposed Development.

8.4.2. Examples of soft measures that could be implemented as part of the Full Travel Plans are provided below.

TPC APPOINTMENT

8.4.3. The TPC(s) will be appointed prior to first occupation of each phase and will be responsible for managing and implementing the Full Travel Plans.

SUSTAINABLE TRAVEL WELCOME PACK

8.4.4. It is envisaged that new residents on first occupation to the homes would be provided with a Sustainable Travel Welcome Pack, promoting uptake of sustainable modes of transport and the various measures incorporated as part of the forthcoming Full Travel Plan.

8.4.5. Bespoke welcome packs could also be prepared and issued to other occupiers of the site (educational, employment etc.) details of which would be set out in the respective Full Travel Plan.

8.4.6. Primarily, the welcome pack would highlight and promote the various ‘hard’ and ‘soft’ measures incorporated as part of the development. This could include the dissemination and promotion of the following, subject to further discussion and agreement:

- Local on-Site and off-Site walking / cycling routes and facilities, including associated walk / cycle times to key destinations;
- On-Site cycle parking and EV parking arrangements;
- Local public transport options - including details of routes, timetable information, links to the Metrobus App, operators and fares;
- Rail season ticket costs;
- ‘Doctor Bike’ visits to the Site;
- Local cycle shop discounts;
- Free ‘Sharing Your Journey to Work’ scheme;

- Free ‘Co-Wheels Car Club’ membership
- Cycle training courses; and
- Local walking and cycling groups.

8.4.7. The Full Travel Plan document will also provide details of the appointed TPC and invite future residents to raise specific transport-related matters with them.

8.4.8. Moreover, information on the health benefits associated with alternative modes of transport could form part of the welcome packs.

8.4.9. A website for all users of the Proposed Development could also be provided in order to easily and quickly publicise up-to-date sustainable travel information and details such as walking routes and potential discounts that may be available at local cycle shops, for example.

8.4.10. This website could be linked to any marketing website for the Proposed Development.

NEWSLETTERS AND REGULAR COMMUNICATIONS

8.4.11. The TPCs will provide regular updates to users of the Proposed Development on the progress and issues related to the Full Travel Plans through regular newsletters and / or emails (in accordance with WSCC’s travel plan management system). This would provide an opportunity to promote up and coming sustainable transport events within the Proposed Development and the surrounding area, as well as a chance to remind users of sustainable transport options and encourage the use of these modes.

EDUCATION-SPECIFIC SOFT MEASURES

8.4.12. Other soft measures, more specific to the School Full Travel Plans, could be implemented once the schools are operational, albeit some of these measures are likely to be investigated ahead of first occupation through early engagement with stakeholders.

8.4.13. Examples of school travel planning ‘soft’ measures that could be included, subject to further assessment and agreement, are provided below:

- Walking buses – there are walking groups to schools, where parents with children meet up at designated locations and at certain times to encourage walking to school;
- ‘Bikeability’ training to parents and children;
- Regular Conferences / ‘Walk and wheel’ events during school times;
- Educational leaflets and promotion of new trends (e.g. micro-mobility modes);
- School Streets: Time-restricted access for vehicles and promote use of road space for walking and cycling (ETROs);
- ‘Doctor Bike’ visits’
- Balancing opening/closing times across specific area(s);
- Pre and after-school clubs to smooth peak travel demands; and
- ‘Beat the Street’ games for children to earn rewards when they go to and from school by walking or cycling.

9 MONITORING AND REVIEW

9.1 INTRODUCTION

9.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Full Travel Plans will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of TPC although the TPC may choose to appoint a third-party / consultant to undertake this process.

9.2 MONITORING AND REVIEW

9.2.1. The TPC will be responsible for monitoring the Full Travel Plans and for reporting any findings and updates to WSCC / HDC as appropriate.

ACTION TARGETING MONITORING AND REPORTING

9.2.2. To measure progress against the Action targets, a monitoring regime will be incorporated into the 'life cycle' of the Full Travel Plans. This will provide monitoring updates on an annual or biennial basis (to be agreed with WSCC / HDC).

AIMS AND TARGET MONITORING AND REPORTING

9.2.3. To measure progress against aims and targets, the following monitoring regime is proposed:

- Baseline monitoring surveys, as detailed within Section 6; and
- Monitoring surveys after each of the baseline surveys has been undertaken - at a frequency and for a period of time to be agreed with WSCC / HDC.

9.2.4. The monitoring surveys will allow WSCC / HDC to understand ongoing travel behaviour at the Proposed Development and to make an informed decision about what, if any, actions should be taken.

REVIEW

9.2.5. The TPC(s) would report the results of the baseline / monitoring surveys to WSC / HDC within three months of receipt of the results. The approving authority, relevant stakeholders and the TPC(s) would then review the results and, if appropriate, revise targets accordingly. The results of the travel surveys and any revised targets would then need to be included in subsequent revisions of each of the Full Travel Plans (or through Monitoring Reports), as appropriate.

9.3 ACTION PLAN

9.3.1. To enable specific actions to be monitored and tracked, an Action Plan would be provided as part of the Full Travel Plans, containing measurable outputs. An example of an Action Plan is given below.

Table 9-1 – Example of Action Plan and Target Dates

Action	Target Date	Funding	Responsibility
Appointment of TPC(s)	Prior to first occupation of each use	Developer / School / Employment Operators etc.	Developer and / or School / Employment Occupiers etc.
Implementation of Electric Vehicle charging points	Prior to first occupation of each use	Developer / School / Employment Operators etc.	Developer and / or School / Employment Occupiers etc.
Provision of cycle parking facilities	Prior to first occupation of each use	Developer / School / Employment Operators etc.	Developer and / or School / Employment Occupiers etc.
Provision of car parking facilities	Prior to first occupation of each use	Developer / School / Employment Operators etc.	Developer and / or School / Employment Occupiers etc.
Distribution of Sustainable Travel Welcome Packs	Upon first occupation of each use	Developer / School / Employment Operators etc.	TPC
Creation of sustainable travel website	Prior to first occupation	Developer	TPC
Baseline Surveys – TRICS compliant baseline surveys to be undertaken.	Within 6 months of 50% occupation of the dwellings and within 6 months of occupation of other uses.	Developer / School / Employment Operators etc.	TPC
Monitoring – Monitoring Report / Updated travel plan to be submitted to WSCC / HDC within three months of receiving the monitoring surveys results.	Within 3 months of each monitoring survey results being received	Developer / School / Employment Operators etc.	TPC

10 SUMMARY AND CONCLUSIONS

10.1.1. WSP has been commissioned by Berkeley Strategic Land Ltd to support in the delivery of the Land North-West of Southwater site (the 'site'). This application is to provide up to 1,000 homes (Use Class C3), up to 80 specialist accommodation units (Use Class C3), approximately 4ha of employment land, primary and secondary schools and associated facilities.

10.1.2. The Site is located to the west of Worthing Road, Southwater within the administrative boundaries of Horsham District Council (HDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Highway Authority (HA). The Site is located to the north of the 'Broadacres' development, which has planning consent for 540 dwellings and 54 Retirement Living homes and is currently under construction.

10.1.3. The description of the Proposed Development is as follows:

"Outline planning application, with all matters reserved (except for primary access to the highway) for a phased development comprising: the demolition of existing buildings and the construction of residential dwellings (including affordable housing) (Use Classes C2 and C3); a mixed-use neighbourhood centre (Use Classes E and F); education facilities (Use Class F1(a)); business and employment floorspace (Use Classes B2, B8 and E(g)); redevelopment of existing agricultural buildings including construction of a building for community use (Use Classes E and F2); improvements to public rights of way; sports pitches; gypsy and traveller pitches/plots; public open space; landscaping, and associated infrastructure."

10.1.4. This FTP outlines opportunities for encouraging future users of the Proposed Development to use sustainable travel modes. It is envisaged that this FTP will be taken as the basis for the production of individual Full Travel Plans, which will separately cover the various elements of the Proposed Development, including the residential, educational and employment uses.

10.1.5. In summary, this FTP demonstrates:

- Berkeley is committed to maximising sustainable travel;
- The Site is well located to facilitate travel by non-car modes;
- The accessibility credentials of the Site by non-car modes will be enhanced as part of the Proposed Development and / or subsequent reserved matters application through the provision of various 'hard' and 'soft' measures;
- It is projected that a significant proportion of trips will be undertaken by non-car modes, which will be further enhanced through the travel planning strategy;
- A framework strategy has been set out herein for the production of Full Travel Plans, detailing the likely management structure for these documents; and,
- A number of potential measures, monitoring strategies, marketing strategies, and mechanisms to secure and fund the Full Travel Plans have been identified. These matters would be subject to further discussion with WSCC / HDC and would be fixed as part of the Full Travel Plans for each element.

10.1.6. In conclusion, it is considered that the proposed travel planning strategy for the Site accords with relevant policy and best-practice guidance.

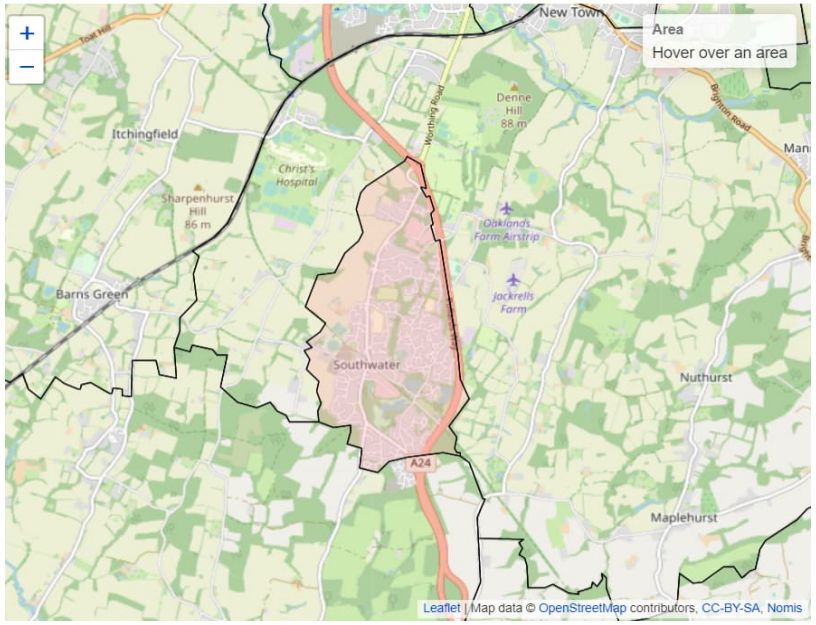
Annex A

CENSUS OUTPUTS - METHOD OF TRAVEL TO WORK

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006596 : Horsham 009
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of travel to work	6,292	
Work mainly at or from home	277	5.7%
Underground, metro, light rail, tram	5	0.1%
Train	248	5.1%
Bus, minibus or coach	156	3.2%
Taxi	2	0.0%
Motorcycle, scooter or moped	41	0.8%
Driving a car or van	3,591	73.8%
Passenger in a car or van	245	5.0%
Bicycle	51	1.0%
On foot	229	4.7%
Other method of travel to work	18	0.4%
Not in employment	1,429	



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com