
The Copse, Land West of Worthing Road Southwater, Horsham, RH13 9AT

Travel Plan Statement

Prepared by:	David Johnston BA MSc
Reviewed by:	Dimitris Linardatos BEng MSc CEng MICE FIHE
Job Number:	31276

Date	Revision	Notes/Amendments/Issue Purpose
January 2026	P01	Draft Issued for Comment
February 2026	P02	For Issue

Note:

This report has been prepared for Starbuild Limited and their advisors, for the purposes noted in Section 1, using the information available to us at the time. It should not be relied upon by anyone else or used for any other purpose. This report is confidential to our Client; it should only be shown to others with their permission. We retain copyright of this report which should only be reproduced with our permission.

Contents

	Page
1 Introduction	3
2 Aims and Objectives	5
2.1 Aims	
2.2 Objectives	
3 Site Context	7
3.2 Site Location and Current Use	
3.3 Access and Surrounding Highway Network	
3.4 Opportunities for Pedestrian Travel	
3.5 Opportunities for Cycle Travel	
3.6 Opportunities for Public Transport Travel	
4 Development Proposals	14
4.1 Proposed Development	
4.2 Access Proposals	
4.3 Provision for Pedestrians	
4.4 Provision for Cycling Parking	
4.5 Provision for Car Parking	
5 Initiatives and Measures	16

Acronyms	
DfT	Department for Transport
HDC	Horsham District Council
IHT	Institution of Highways and Transportation
MfS	Manual for Streets
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
P&M	Price & Myers
TP	Travel Plan
TPS	Travel Plan Statement
TS	Transport Statement
WSCC	West Sussex County Council

1 Introduction

- 1.1 Price & Myers (P&M) have been commissioned to prepare a Travel Plan Statement (TPS) in support of a planning application for the proposed development at The Copse, which is located to the west of Worthing Road, Southwater, Horsham, West Sussex, RH13 9AT.
- 1.2 This TPS accompanies the Transport Statement (TS) prepared for the proposed residential development and sets out a comprehensive package of measures aimed at encouraging sustainable travel by residents and visitors associated with the proposed site.
- 1.3 The site extends to approximately 1.65 hectares and is currently occupied by an existing building and areas of soft landscaping. The site is bounded by residential properties to the south, undeveloped land to the west and north, and landscaped areas adjoining Worthing Road to the east.
- 1.4 The proposals comprise the demolition of the existing building and the construction of 23 residential dwellings, comprising 14 private dwellings and 9 affordable dwellings.
- 1.5 This document has been prepared as a lighter-touch TPS, which is considered appropriate to the scale and nature of the development. This approach has been advised and agreed with West Sussex County Council (WSCC) and focuses on promoting sustainable travel behaviour from first occupation through the provision of information, infrastructure and design measures, rather than formal targets or ongoing monitoring.
- 1.6 This TPS is intended to remain a flexible document, capable of being updated if required, but does not rely on a site management company or formal monitoring regime. The measures identified are considered sufficient to support sustainable travel choices in line with policy expectations for a development of this scale. It has been prepared regarding relevant national and local planning and transport policy, including the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG), and guidance published by the Department for Transport (DfT).
- 1.7 At a local level, the TPS is informed by WSCC and Horsham District Council (HDC) transport and planning policy, including the West Sussex Transport Plan 2022–2036, which seeks to reduce unnecessary private car travel and to promote walking, cycling and public transport as preferred modes for short and medium-distance journeys.
- 1.8 For the purposes of this document, a Travel Plan is defined in accordance with national guidance as “a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.”
- 1.9 In the context of the residential development, this TPS applies this definition in a proportionate manner, focusing on resident travel patterns and the promotion of sustainable travel choices appropriate to the site’s location, accessibility and scale.

- 1.10 The TPS should be read alongside the accompanying TS, which provides a detailed assessment of site accessibility, transport impacts and highway considerations associated with the proposed development.

2 Aims and Objectives

2.1 Aims

- 2.1.1 The primary aim of this TPS is to support and reinforce sustainable travel patterns associated with the proposed residential development. It seeks to encourage residents to make greater use of walking, cycling and public transport for day-to-day trips to and from the site, establishing these modes as attractive and convenient alternatives to private car travel where practicable.
- 2.1.2 The TPS has been prepared in accordance with national and local planning and transport planning policy, which recognises that proportionate Travel Plans play an important role in managing travel demand, reducing reliance on private car use and supporting sustainable development.

2.2 Objectives

- 2.2.1 The implementation of this TPS is expected to deliver a range of benefits, including:
- Reduced reliance on private car travel and associated local congestion;
 - More efficient operation of the surrounding highway and movement network;
 - Environmental benefits arising from reduced carbon emissions, improved air quality and lower noise levels;
 - Increased opportunities for walking and cycling, therefore, supporting healthier lifestyles;
 - Improved accessibility and travel choice for residents; and
 - Support for wider sustainability objectives at both local and national levels.
- 2.2.2 The objectives and measures set out within this TPS align with the strategic aims of the West Sussex Transport Plan 2022–2036 and relevant HDC planning policy, which seeks to reduce unnecessary travel by private car and to prioritise walking, cycling and public transport as preferred modes for short and medium-distance journeys.
- 2.2.3 In this context, this TPS supports local transport objectives by:
- Encouraging a shift towards more sustainable modes of travel;
 - Supporting safer, healthier and more inclusive streets;
 - Reducing transport-related carbon emissions and environmental impacts; and
 - Promoting sustainable access to local services, facilities and public transport networks.
- 2.2.4 In summary, this TPS is intended to deliver benefits for future residents of the development, the surrounding area and the wider community.
- 2.2.5 By promoting sustainable travel behaviour and minimising reliance on private car use where alternatives exist, this report supports improved health outcomes, environmental quality and a safer, more efficient local transport environment.

- 2.2.6 The Travel Plan supports the long-term use and effectiveness of existing and agreed pedestrian infrastructure, including enhanced crossing facilities on Worthing Road, ensuring that residents benefit from improved connectivity from first occupation and into the future.

3 Site Context

3.1 Introduction

- 3.1.1 This section describes the site location and the existing conditions in the vicinity of the site. The local highway network is described with opportunities for walking, cycling and public transport travel to and from the site also explored.

3.2 Site Location and Current Use

- 3.2.1 As previously outlined, the site is situated to the west of Worthing Road and covers an area of approximately 1.65ha. It currently comprises an existing building and associated soft landscaping. The site is bounded by residential properties to the south, undeveloped land to the west and north, and landscaped areas to the east adjoining Worthing Road.
- 3.2.2 For context, the site location is outlined in Figure 3.1.



Figure 3.1 – Site Location Plan (Source: OpenStreetMap (2025))

3.3 Access and Surrounding Highway Network

Access

- 3.3.1 Vehicular access to the site is currently taken from Worthing Road (B2237) via the existing access serving The Copse. This access point is located on the western side of Worthing Road, which provides the sole vehicular and pedestrian entry into the site.

Surrounding Highway Network

- 3.3.2 Worthing Road (B2237) forms the eastern boundary of the site and operates as a local distributor road connecting Southwater with Horsham to the north. Near to the site, the carriageway measures approximately seven metres wide and is subject to a 40mph speed limit. Footways are present on both sides of Worthing Road to the south of the site and along the eastern side only to the north.
- 3.3.3 To the north of the site, Worthing Road connects to Blake's Farm Road at a roundabout, providing access to residential areas and local facilities. Further to the north, the route connects to the A24 and B2237 at the Hop Oast roundabout, therefore, forming a key junction for movements into Horsham and towards wider strategic routes.
- 3.3.4 To the south, Worthing Road diverges into Mill Straight and Shipley Road, offering connections toward the A24 and A272. Both roads provide onward links to surrounding villages and the wider West Sussex network. Street lighting is present along Worthing Road in the vicinity of the site commensurate with the surrounding area.
- 3.3.5 Pedestrian connectivity is supported by continuous footways along Worthing Road to the south, alongside dropped kerb crossing points at key desire lines. These provide safe and convenient crossing opportunities for movements towards nearby bus stops, residential areas, and local amenities. The surrounding roads operate with relatively low pedestrian/vehicular conflict and offer an acceptable walking environment within proximity of the site.

3.4 Opportunities for Pedestrian Travel

- 3.4.1 An extract from the Institution of Highways and Transportation (IHT) publication "Guidelines for providing for Journeys on Foot" (2000) is shown in Table 3.1. The table describes acceptable walking distances for pedestrians without mobility impairment.
- 3.4.2 From reviewing the documents, this development falls into the "Commuting/school/sight-seeing" category as it is likely that residents will be walking to/from and around the site. Therefore, the desired walking distance is up to 500 metres, with an acceptable walking distance is up to 1000 metres and up to 2000 metres is the preferred maximum walking distance.

	Town Centres (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 3.1 – Suggested Acceptable Walking Distances: Extract from IHT ‘Guidelines for providing for Journeys on Foot’

- 3.4.3 The various amenities, schools, landmarks and transport hubs that fall within the described walking distances are set out below in Table 3.2.

Amenities		Walking distance	Desirable / Acceptable / Preferred Max / Over
Petrol Station	Shell Garage (Worthing Road)	540m	D
Educational	Southwater Junior School	1.46km	A
	Southwater Infant School	1.6km	A
	Castlewood Primary School	1.7km	A
Retail & Food / Convenience	Shell Garage (Convenience store on site)	540m	D
	Co-Op (Southwater)	1.96km	A
	Southwater Shops Parade	2km	PM
	Horsham Sainsbury’s (Superstore)	2.6km	O
Public Transport	Horsham Park & Ride	670m	D
	Christ’s Hospital Railway Station	1.7km	A
	Horsham Railway Station	3.8km	O
Employment / Business	Oakhurst Business Park	760m	D
Doctors	Southwater Medical Centre	2.2km	O
ATM	Texaco Petrol Station ATM	1.56km	A
Leisure	Horsham Football Club	950m	A

Table 3.2 - Walking Distances to Local Amenities.

- 3.2 The assessment of pedestrian accessibility indicates that the site is suitably located in accordance with West Sussex County Council’s sustainable transport objectives. A range of day-to-day amenities, including convenience retail, employment uses, leisure facilities and public transport services, are accessible within desirable and acceptable walking distances when assessed against the IHT ‘Guidelines for Providing for Journeys on Foot’. Educational facilities and additional retail provision are also reachable within the preferred maximum walking distance.
- 3.3 It is also noted that an adjacent parcel of land is allocated within the Southwater Neighbourhood Development Plan for mixed-use development, which is anticipated to provide additional local facilities including education, healthcare and areas of public open

space. This is referenced for contextual completeness only and is not relied upon to demonstrate accessibility or as mitigation for the proposed development.

- 3.4 As such, the development benefits from pedestrian connectivity, supporting opportunities for short trips to be undertaken on foot and reducing reliance on the private car, consistent with WSCC highways guidance.

3.5 Opportunities for Cycle Travel

- 3.5.1 According to the DfT's "LTN 1/04 – Policy, Planning and Design for Walking and Cycling" the maximum comfortable cycling guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys such as journeys to work or school. All the local amenities listed in Table 3.2 are within a 5km radius of the site and can therefore be accessed by bike.
- 3.5.2 A 5km cycle, is approximately equivalent to a 30-minute cycle. This is appropriate for residents travelling into work or visiting family/friends and can be seen in Figure 3.2.

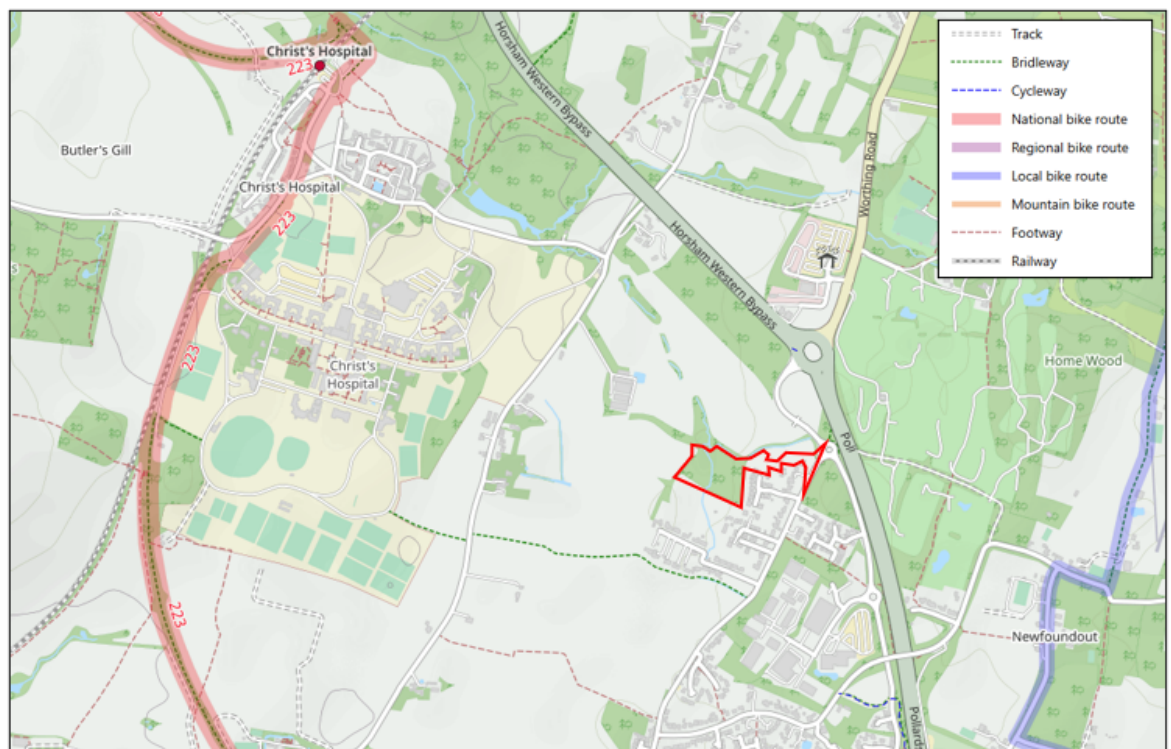


Figure 3.2 – Cycle Routing Plan (Source: OpenStreetMap (2025))

- 3.5.3 Based on the above plan, the site is located within a semi-rural area with good access to a network of traffic-free and low-traffic cycle routes. Public footpaths and bridleways run through the surrounding countryside, providing off-road cycling connections in both east-west and north-south directions, including connections towards Christ's Hospital to the north-west.

3.5.4 To the east, the A264 Horsham Western Bypass forms a strategic boundary; however, cyclists can utilise parallel routes and alternative local paths, avoiding the need to cycle on the main carriageway. Local roads and paths also provide onward connections towards Horsham, where access to services, employment and rail facilities is available, supporting both recreational and functional cycling trips.

3.5.5 Figure 3.3 demonstrates the areas that can be accessed from the site within a 5km cycle, which includes Warnham, Mannings Heath, West Grinstead, Shipley and Slinfold.

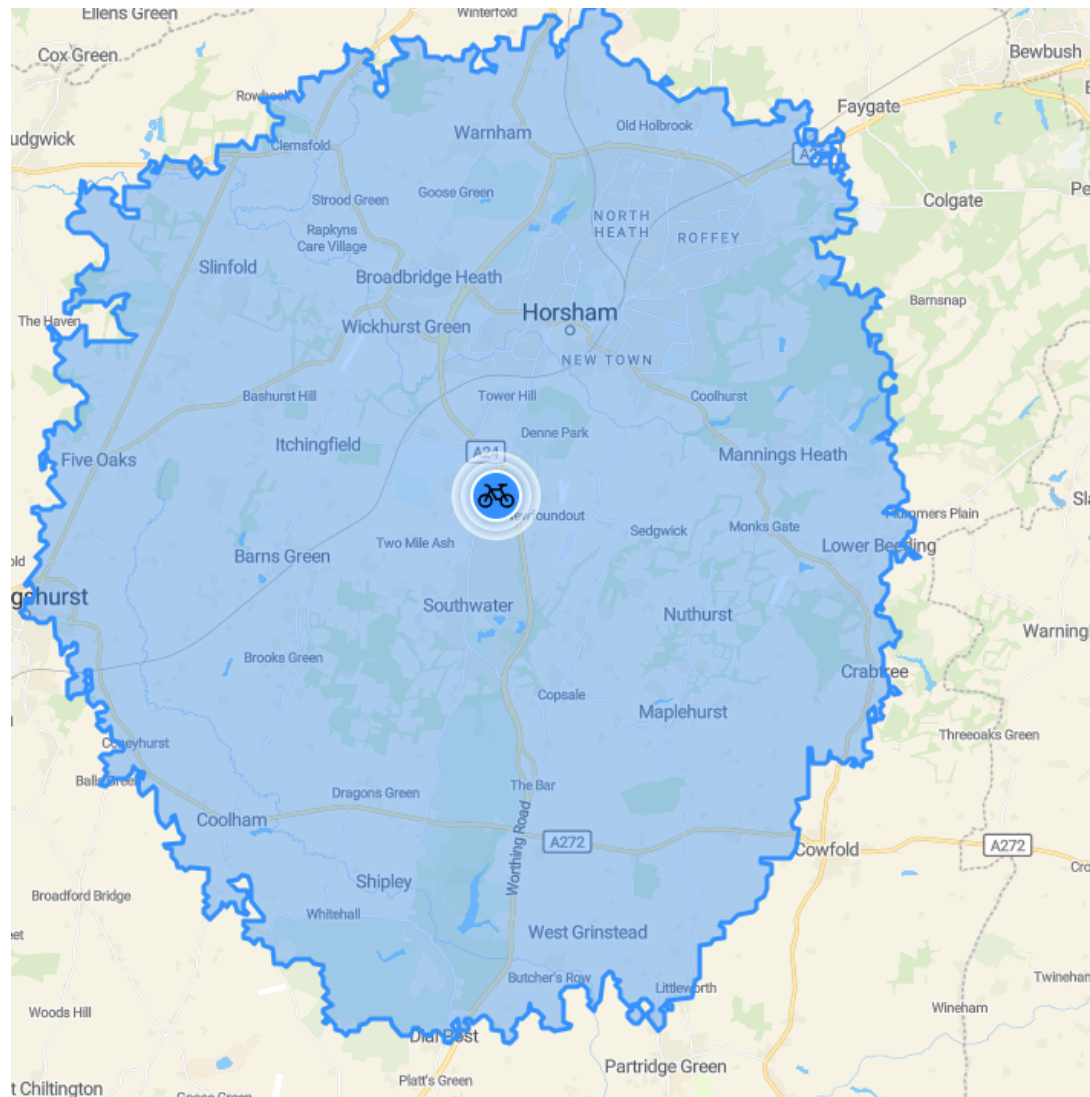


Figure 3.3 – 5km Cycle Catchment Plan (Source: TravelTime)

3.6 Opportunities for Public Transport Travel

3.6.1 The IHT publication Guidelines for Planning for Public Transport in Developments recommends that the maximum desirable walking distance to a bus stop is 400m, and to a railway station is 800m. These thresholds provide a useful benchmark for assessing the accessibility of a development by public transport.

- 3.6.2 The nearest railway station to the site is Christ's Hospital Railway Station, which is located approximately 1.7km from the site. Although it is beyond the maximum walking distance, it is located within 8-minutes cycle time of the site.
- 3.6.3 Christ's Hospital Railway Station is operated by Southern Rail and is located on the Arun Valley Line.

3.6.4 Typical service frequencies from the station are the following:

- Two trains per hour to London Victoria via Gatwick Airport; and
- Two trains per hour to Bognor Regis.

3.6.5 Christ's Hospital Railway Station has a total of 20 cycle parking spaces, which are located at the front of the station.

3.6.6 Horsham Railway Station, situated approximately 3.8 km away, is served by direct bus services from stops located on Worthing Road, which provides frequent onward connections to London, the South Coast, and regional destinations.

3.6.7 The site also benefits from access to several bus stops located along Worthing Road, with the nearest stops positioned approximately 200m (southbound) and 250m (northbound) from the site entrance. These stops are served by routes including the 23/23X, 98, 398, 525, 622, 626, 668, and 690, offering connections to destinations such as Horsham, Crawley, Worthing and surrounding settlements. Several of the services are school services, which have been included for completeness. The bus route summaries are included below.

Bus Services	Route	Typical Frequency
23/23X (Metrobus)	Crawley – Horsham – Southwater – Worthing	30-60mins
98 (Metrobus)	Roffey – Horsham – Southwater	20mins
398 (Metrobus)	Southwater – Horsham – Kilnwood Vale/Bewbush – Crawley (St Wilfrid's School)	Schooldays Only
690 (Metrobus)	Southwater – Horsham Schools	Schooldays Only
525 (Sussex Coaches)	Southwater – Horsham/Broadbridge Heath – Slinfold/Five Oaks – Bilingshurst (The Weald School)	Schooldays Only
622 (Sussex Coaches)	Southwater – Horsham (Tanbridge House School)	Schooldays Only
626 (Sussex Coaches)	Southwater – Horsham (Tanbridge House School)	Schooldays Only
668 (Sussex Coaches)	Southwater/Broadbridge Heath – Horsham Schools	Schooldays Only

Table 3.3 – Bus Services.

3.6.8 It is noted that several of the services listed above operate on schooldays only and have been included for completeness.

4 Development Proposals

4.1 Proposed Development

4.2 The proposals involve the construction of 23 houses, comprising 14 private dwellings and 9 affordable dwellings, along with associated gardens, car parking spaces, open spaces, and access roads. Access to the new development will be provided via the shared road, which will also serve the new care home to be constructed nearby on Worthing Road.

4.1.1 The 23 residential dwellings will comprise the following:

- 1 x 1-bedroom dwelling;
- 7 x 2-bedroom dwellings;
- 9 x 3-bedroom dwellings; and
- 6 x 4-bedroom dwellings.

4.2 Access Proposals

4.2.1 Both vehicular and pedestrian access to the development will be taken from Worthing Road (B2237) via the existing site access, which will be upgraded to provide a safe and compliant arrangement for all users.

4.2.2 The shared access road is 5 m wide, providing suitable access up to the care home's entrance, where it gradually narrows to 4 m along the route to the new development's main road, annotated as "Primary Street" in the site layout plan, where the road widens again to 4.8 m. The narrow section of the access road will function as a traffic-calming feature, in accordance with the *Manual for Streets* recommendations for lightly trafficked streets. Lay-bys are provided in the narrow sections to allow vehicles traveling toward the development to give way to oncoming traffic.

4.3 Provision for Pedestrians

4.3.1 Pedestrian access will be provided along the north side of the shared access road up to the care home's car park, where a crossing point will guide pedestrians to the south side of the road. A dedicated dropped-kerb and tactile-paved crossing provided at the site entrance to support safe movement across Worthing Road, consistent with WSCC design guidance.

4.3.2 The internal layout has been designed to provide clear, unobstructed pedestrian routes throughout, ensuring convenient connectivity with surrounding residential areas and nearby bus stops, schools and local facilities along Worthing Road.

4.4 Provision for Cycling Parking

- 4.4.1 Cycle parking will be provided in accordance with WSCC's Parking Guidance for New Developments.
- 4.4.2 All 23 residential dwellings are houses with their standards outlined below:
- 1 & 2 bedroom – 1 cycle parking space per unit; and
 - 3+ bedroom – 2 cycle parking spaces per unit.
- 4.4.3 Cycle storage will be provided within private garden sheds or garages, therefore, ensuring secure and weather-protected provision. These arrangements support the use of bicycles for short local trips to Southwater village centre, nearby schools, and bus connections to Horsham.
- 4.4.4 Based on WSCC's standards outlined above, the development should provide 38 cycle parking spaces.

4.5 Provision for Car Parking

- 4.5.1 The site will provide a total of 48 car parking spaces, including five designated visitor spaces.
- 4.5.2 The site will also provide a single electric vehicle (EV) charging point per dwelling.

5 Initiatives and Measures

- 5.1.1 This section sets out the measures and initiatives that will be implemented from the outset of the development, where possible, and before the new dwellings are occupied where possible to maximise the opportunity to influence new residents' travel patterns before they have become established.
- 5.1.2 The measures and initiatives will encourage more sustainable travel to and from the site to reduce residents' dependency on single occupancy vehicular use.
- 5.1.3 The list of actions and measures are summarised in Table 5.1.

Measures and Initiatives	Timescale / Duration / Frequency	Person Responsible
Promotional Measures		
Provision of a Travel Information Leaflet for all residents, setting out how trips to local services, facilities and amenities can be undertaken by sustainable modes. Information will include walking and cycling routes, bus services, and the location of nearby schools and amenities.	Upon first occupation of each dwelling	Developer
Provision of sustainable travel information within the sales and marketing material, where applicable.	Prior to first occupation for the duration of the sales and marketing office	Developer
Measures to Promote Walking		
Provision of information on local walking routes within the Travel Information Leaflet.	Upon first occupation	Developer
Raising awareness of the health and wellbeing benefits of walking through the Travel Information Leaflet, including identification of local pedestrian routes.	Upon first occupation	Developer
Measures to Promote Cycling		
Provision of covered and secure cycle parking within the curtilage of each dwelling.	Prior to first occupation	Developer

Measures and Initiatives	Timescale / Duration / Frequency	Person Responsible
Promotional Measures		
Provision of information on local cycle routes within the Travel Information Leaflet.	Upon first occupation	Developer
Raising awareness of the health and environmental benefits of cycling through the Travel Information Leaflet.	Upon first occupation	Developer
Measures to Promote Public Transport		
Provision of information on local bus services, bus stop locations and rail connections within the Travel Information Leaflet.	Upon first occupation	Developer
Measures to Promote Electric Vehicles		
Provision of electric vehicle charging points for each dwelling.	Prior to first occupation	Developer

Table 5.1 – Measures & Initiatives – Site Action Plan

5.1.4 Sales staff involved in the marketing of the dwellings, where applicable, will be aware of the Travel Plan Statement and able to explain the sustainable travel opportunities available. The Travel Information Leaflet will be distributed to each dwelling upon first occupation.

5.1.5 The Travel Information Leaflet will be distributed to each dwelling upon first occupation. It is currently anticipated that the Leaflet will include the following information:

- Benefits of travelling by sustainable travel modes.
- Local walking and cycling routes. and
- Location of nearby facilities and amenities typically required on a daily basis.