

Proposed Residential Development
Shermanbury Road, Partridge Green

June 2026

FRAMEWORK TRAVEL PLAN

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REPORT

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PLANS (See Transport Assessment)

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been commissioned by Wain Estates (Land) Limited to advise on the traffic and transport issues relating to an outline planning application for a residential development on land off Shermanbury Road in Partridge Green, Horsham, West Sussex.

1.1.2 This Framework Travel Plan will be submitted to West Sussex County Council (WSCC), the local highway authority, and sets out the principal strategies that will be implemented once the development is occupied to encourage sustainable travel to and from the site.

1.1.3 The Department for Transport (DfT) has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, this report is structured as follows:

- **Section 2** details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.
- **Section 3** sets out a series of management measures that will be implemented as part of the Travel Plan.
- **Section 4** of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.
- **Section 5** discusses targets for reducing trips by the private car.

- **Section 6** details the monitoring of the Travel Plan.
- **Section 7** draws together the findings and conclusions.

1.3 Existing Site

1.3.1 The site is located on land to the north of Shermanbury Road, east of Partridge Green village in Horsham, West Sussex. Shermanbury Road forms part of the B2116 and provides an important east–west link through the local area, connecting Partridge Green to the west and Shermanbury to the east. At its eastern end, the B2116 meets the A281 which is a key strategic north-south route linking Horsham to the north with Brighton and the south coast to the south.

1.3.2 The existing site comprises a former paddock and stables, together with a residential dwelling, and benefits from a frontage onto Shermanbury Road. The site begins as a narrow strip off Shermanbury Road, then extends northwards and widens beyond Camomile Cottage, which is a large residential house also fronting onto Shermanbury Road.

1.3.3 The site lies to the east of Partridge Green, a small village south of Horsham in West Sussex. The village is characterised by residential areas to the north and around the High Street, with small businesses and light industrial uses to the south. Partridge Green is set within a predominantly rural landscape, with the nearest major towns being Horsham and Crawley to the north, and coastal towns such as Worthing, Shoreham-by-Sea, and Brighton & Hove to the south.

1.4 Development Proposals

1.4.1 The development proposals are for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space, landscaping and vehicular access point from Shermanbury Road. All matters to be reserved except for access.

1.4.2 Vehicular access to the site will be provided from the south via a new three-arm priority junction on Shermanbury Road. The access will comprise a 5.5-metre-wide carriageway with 2.0-metre footways on both sides.

- 1.4.3** Shermanbury Road is currently subject to a 40-mph speed limit at the proposed site access location. However, as part of the approved Gladman Developments scheme to the west of the site, this will be reduced to 30 mph to accommodate new development. In the event that the Gladman Developments scheme does not come forward, it is proposed that the 30 mph speed limit would still be introduced as part of the proposed development.
- 1.4.4** Pedestrian and cycle access will be taken from the new access off Shermanbury Road along the site frontage, which will benefit from improvements delivered as part of the approved Gladman development to the west of the site. These include a widened northern footway, a new pedestrian crossing across Shermanbury Road, and a reduced speed limit directly outside the site, all of which will enhance pedestrian connectivity into Partridge Green and improve safety for crossing Shermanbury Road.
- 1.4.5** In the event that the Gladman Developments scheme does not come forward, it is proposed in principle that the pedestrian improvements identified as part of the Gladman scheme would be delivered through the proposed development, subject to agreement with West Sussex County Council (WSCC).
- 1.4.6** Furthermore, in line with advice provided by WSCC at the pre-application stage, the applicant will explore opportunities to deliver additional localised pedestrian enhancements, including the provision of tactile paving at junctions leading into Partridge Green where it is currently absent. As part of the wider package of measures to improve the sustainability of the site, opportunities to enhance nearby bus stop facilities, such as real-time passenger information and improvements to shelters, as well as improved connections to the surrounding Public Rights of Way network, will be explored.

1.5 The Travel Plan

1.5.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes.
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1.1 Travel Planning Policy

2.1.2 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.3 The NPPF further reinforces the importance of travel plans in the planning context and states *‘Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site.’*

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled *‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’* sets out an overview of the process and delivery of Travel Plans and states that *‘A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed’*.

2.2.3 The DfT document entitled *‘Making Residential Travel Plans Work’* states that *‘Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas’* and goes on to say *‘Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas’*.

2.2.4 The DfT’s *‘Making Residential Travel Plans Work’* also introduces the concept of a ‘Travel Plan Pyramid.’ This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

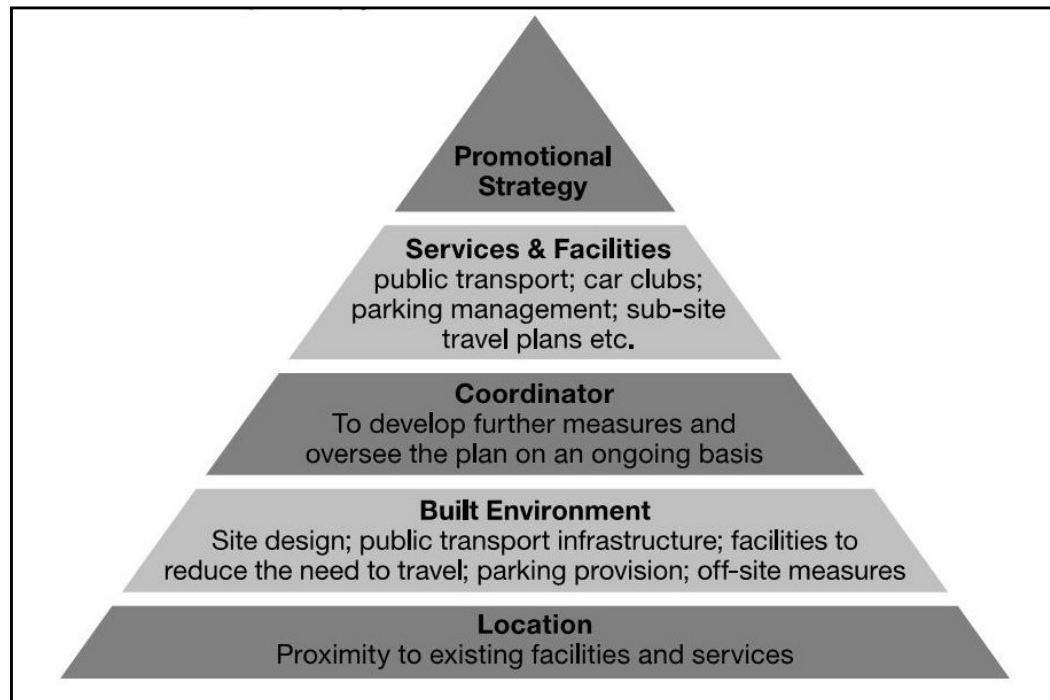


Figure 2.1 The Travel Plan Pyramid

- 2.2.5** The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 2.2.6** The most important layer of the pyramid is considered to be the base; this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.7** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.8** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Co-ordinator.
- ii) Resident's Travel Pack.
- iii) Travel Awareness and Information.
- iv) Promotion of Lift Share Scheme.
- v) Encouraging Walking/Cycling.
- vi) Encourage Home Working and Delivery Services.
- vii) Encouraging Travel by Public Transport.
- viii) Marketing and Promotion.

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied. This will be a person appointed by the end developer, as this will show a commitment to the Travel Plan from an early stage.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows:

- Liaison with the local planning and highways authority.
- Provision of a Resident's Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes.
- Maintenance of all necessary systems, data, and paperwork.

- 3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.
- 3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to the WSCC.
- 3.2.6 Details of the nominated TPC will be submitted to WSCC and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

- 3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 3.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of nearby public transport services will encourage choice of public transport as a primary means of travel for the development.
- 3.3.3 However, in order to build on these locational advantages, it is recommended that a Resident's Travel Pack is provided for the occupants of each new dwelling.
- 3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up-to-date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.
- 3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.6 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions, and other local amenities.
- Information on the most recently published public transport information.
- Details of web sites, mobile apps and other sources of information which can be accessed, such as:
 - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk.
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
 - Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk.
 - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.8 The first issue of the Resident's Travel Pack will be the responsibility of Wain Estates (Land) Limited.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents

moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com.

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator

3.7 Encourage Home Working and Delivery Services

3.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

3.7.2 A number of telecommunication providers serve the area enabling residents to search for potential Liftshare opportunities, as well as complete online shopping. Broadband will also enable residents to work from home thus, complying with goals highlighted within national and local policy.

3.8 Encouraging Travel by Public Transport

3.8.1 The TPC will liaise with the local bus operators to promote the use of public transport services and ensure that up to date timetable information is readily available to residents.

- 3.8.2** Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.9 Marketing and Promotion

- 3.9.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.
- 3.9.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail.

4.2 Access by Walking / Wheeling

4.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest existing footway to site is located along the northern side of the B2116 Shermanbury Road, to the west of the proposed site access, and provides a pedestrian connection into Partridge Green village. This footway is currently narrow and below the preferred width for a footpath to a new development and also suffers from some encroachment from the adjacent grass verge. Further west of the proposed site access, a second footway begins on the southern side of the road, providing a continuous pedestrian connection along both sides of the road

into Partridge Green. The southern footway appears to also suffer from verge encroachment.

- 4.2.3** As part of the approved Gladman development, maintenance works will be undertaken to restore the full width of the northern footway and address verge encroachment. In addition, a new pedestrian crossing will be provided across Shermanbury Road at the point where the southern footway begins. These improvements will enhance pedestrian links and strengthen connectivity between the proposed site and Partridge Green.
- 4.2.4** The wider surrounding area around Partridge Green benefits from a network of pedestrian infrastructure, including good quality footways, street lighting, and uncontrolled crossing points. These features create an environment conducive to walking and should help encourage future residents to travel to and from the site via foot.
- 4.2.5** Several Public Rights of Way (PRoWs) are located around the site, offering opportunities for enhanced pedestrian movement. Footpath WEG-1761 runs directly adjacent to the western boundary of the proposed site and connects the B2116 Shermanbury Road northwards towards footpath COW-1761-1, which connects to the west towards Littleworth Lane. On the eastern side of the site, bridleway WEG-2800 follows Greentree Lane towards the A281 to the east.
- 4.2.6** Additionally, footpath WEG-2808, located to the south of the site connects the B2116 Shermanbury Road with footpath WEG-2373, which runs west towards Bines Road, and footpath WEG-1841 runs east towards Shermanbury. Further PRoW's located around Partridge Green provide connections between residential and rural areas around the site as displayed below in **Figure 4.1**.



Figure 4.1 Public Right of Way in the vicinity of the site (West Sussex County Council)

- 4.2.7 Overall, the PRow network provides recreational walking routes and traffic-free routes to Partridge Green.
- 4.2.8 The DfT National Travel Survey of 2023 confirms that 81% of all trips under one mile (1.6km) are made by foot.
- 4.2.9 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. **Table 4.1** summarises the IHT guidance on suggested preferred maximum walking distances to town centres, commuting and school destinations, and other destinations.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT ‘Providing for Journeys on Foot’ Walk Distances

- 4.2.10 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are

typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

4.2.11 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.12 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle.' This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walking distances:

- All journey purposes – 1,930 metres.
- Commuting – 2,400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.
- Personal business – 1,600 metres.

4.2.13 **Table 4.3** below summarises the various 85th percentile walking distances recommended as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

- 4.2.14** In summary, the distance of 1,950 metres, or around 2 kilometres, is considered an acceptable maximum walking distance for most land uses. However, it should be noted that the DfE guidance allows for walking distances to school of up to 3.2 kilometres.
- 4.2.15** Section 3.1 of the CIHT guidance ‘Planning for Walking’ referenced earlier in this report provides a useful reminder of the health benefits of walking and states:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 4.2.16** A 20-minute walk typically equates to a walking distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.
- 4.2.17** In light of the above, pedestrian catchments of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes are illustrated in **Plan 4**.
- 4.2.18** In addition to the pedestrian catchment plan, a review of the proximity of local facilities to the site has also been undertaken. The 800-metre pedestrian catchment includes the nearest bus stops, a convenience store, various green spaces, and a primary school.
- 4.2.19** The 2,000-metre pedestrian catchment extends further into more rural areas around the site and includes the entirety of Partridge Green. This area represents a key destination for ‘day to day’ amenities.

4.2.20 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlighted amenities that people considered essential for their day to day lives, such as, grocery stores, healthcare facilities, and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

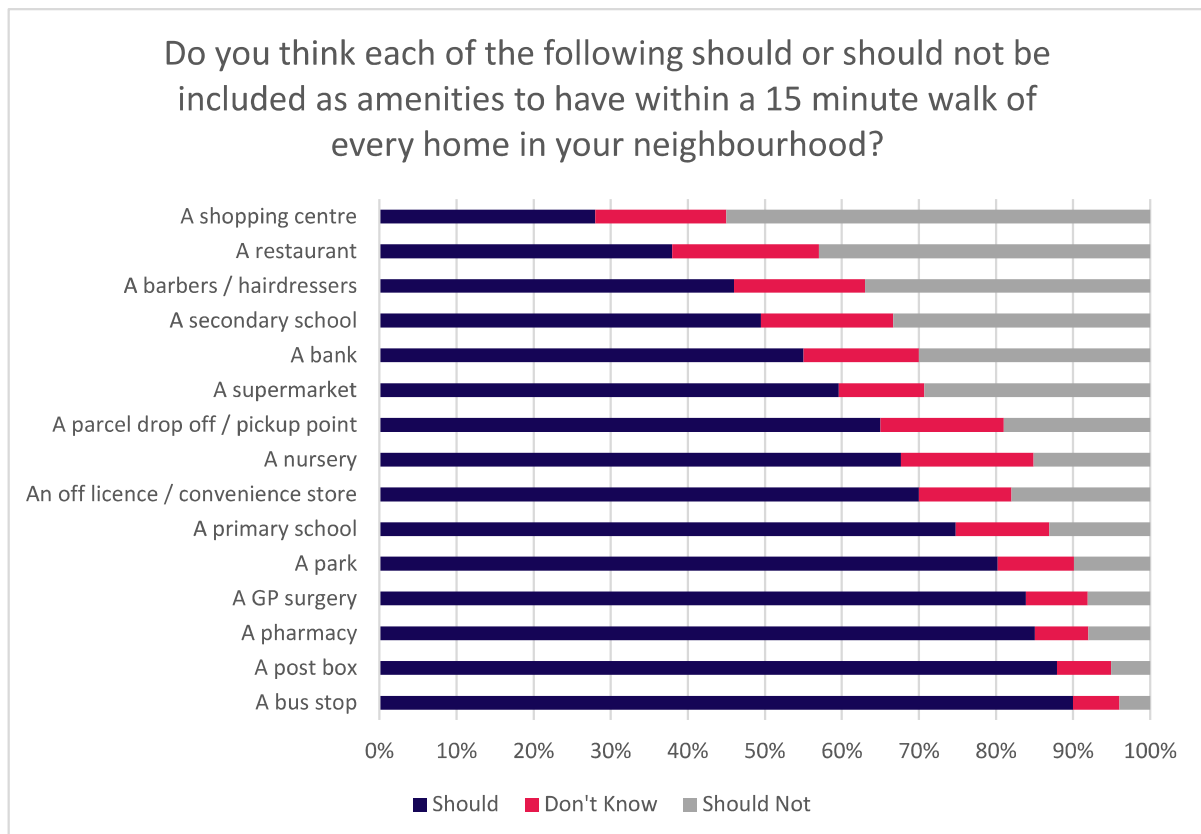


Figure 4.2 YouGov Poll Results (Source YouGov)

4.2.21 **Figure 4.2** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

- 4.2.22** **Plan 4** provides an illustrative indication of the areas that can be reached on foot from site, based on a leisurely walking pace from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 4.2.23** As can be seen in **Plan 4**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a primary school, and a local convenience store, which are all within an approximate 10-minute walk from site.
- 4.2.24** **Table 4.4** below summarises the walking distances from the site entrance to key amenities in the immediate vicinity of the site. The table also indicates each amenity falls within the 'preferred maximum' walking distances, based on the guideline criteria outlined above.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Partridge Green Tennis Courts	470m	1,600m	YES
King George V Playing Fields	480m	1,600m	YES
Nearest Bus Stops	400m	1,600m	YES
Co-op Food Store	860m	1,600m	YES
Partridge Green Post Office	860m	1,600m	YES
Potters Fish & Chip Shop	890m	1,600m	YES
Jolesfield C Of E Primary School	900m	3,200m	YES
Partridge Green Pre-School	960m	1,600m	YES
The Partridge Public House	1,100m	1,600m	YES

Table 4.4 Distance from Site to Local Facilities

- 4.2.25** Based on the review, it is considered that the existing pedestrian infrastructure provides safe and direct walking and wheeling linkages between the site and a range of key local services and amenities.

4.3 Access by Cycle

- 4.3.1** An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2** The new advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the updated guidance focuses on cyclists' positioning within traffic lanes under different conditions. It advises motorists to give cyclists priority in slow-moving traffic where there is insufficient space to overtake safely and to maintain a minimum clearance of 1.5 metres when passing.
- 4.3.3** The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.4** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12 kilometres per hour (kmph), encompassing areas including Cowfold, Henfield, Bolney, Ashington, Copsale and Twineham.
- 4.3.5** As shown in **Figure 4.3**, National Cycle Route (NCR) 223 is located approximately 1.2 kilometres west of the site. The route can be accessed directly off the B2135 (south of the High Street) or via The Green, which is a small footpath linking the B2135 to the route just north of the B2135 / High Street junction. NCR 223 forms part of a long-distance route connecting Chertsey in the north with Shoreham-by-Sea in the south, using a combination of traffic-free paths and on-road sections.

- 4.3.6** Part of NCR 223 incorporates the Downs Link, which passes through Partridge Green. The Downs Link is a 59-kilometre route running along a disused railway line and can be enjoyed by cyclists, walkers, and horse riders. The route connects the North Downs Way in Surrey with the South Downs Way in Shoreham-by-Sea in West Sussex. Although this is principally a leisure route it is accessible for residents of the site.



Figure 4.3 National Cycle Routes (Sustrans)

- 4.3.7** The site can therefore be considered as being accessible by cycle with a range of local destinations, amenities, and NCRs within a reasonable cycling distance.

4.4 Access by Bus

- 4.4.1** An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.

4.4.2 The nearest bus stops to the site are located on High Street, approximately 400 metres and 5-minute walk to the west of the development site access. These stops consist of bus stop poles and timetables and can be accessed by walking west along Shermanbury Road. A 400-metre walk distance is generally considered an acceptable walking distance for accessibility to bus services; therefore, these stops are considered to be within an acceptable waling range of the site.

4.4.3 Additional stops are located on the Shermanbury Road to the east of the site, and also Littleworth Lane to the north. There are no dedicated footways to reach the bus stops to the east of Shermanbury Road, while the Littleworth Lane stops can be accessed off Shermanbury Road. All the nearby bus stops to the site are shown on Plan 4, and a summary of the number 17 service serving these stops is provided in **Table 4.5** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00- 17:00	Post 17:00	Pre 08:00	08:00- 17:00	Post 17:00	
17	Brighton - Henfield - Horsham	2 services	9 services	6 services	2 services	9 services	6 services	-

Table 4.5 Existing Bus Service Operating in the Vicinity of the Site

4.4.4 As shown in **Table 4.5**, the number 17 bus service operates through the village. It provides regular services throughout the week to destinations including Brighton, Henfield, and Horsham, but with no services on Sunday.

4.4.5 The above services offer residents a practical alternative to car travel, with buses operating from 06:22 to 21:52. This provides a viable option for commuting and other trips by public transport.

4.4.6 To demonstrate the level of accessibility from the site, some example journey times by bus to the available destinations in the area are presented in **Table 4.6** below.

Destination	Duration
Henfield	8 minutes
Horsham	24 minutes
Brighton	34 minutes

Table 4.6 Example Bus Journey Times from the Site

4.4.7 **Table 4.6** demonstrates that Henfield is an 8-minute bus journey from the site, Horsham is around 24-minutes, and Brighton is 34-minutes away. The site's proximity to Brighton provides convenient access to a major hub for employment, retail, and services, reinforcing the site's strong connectivity and sustainable location close to a large metropolitan city.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus and offers accessibility to key towns/cities in the surrounding area such as Henfield, Horsham and Brighton.

4.5 Access by Rail

4.5.1 The nearest train station to the site is Horsham Railway Station, which can be accessed via a 10-minute walk to the bus stop on High Street, followed by a 31-minute bus journey on the number 17 bus service, or alternatively a 48-minute cycle.

4.5.2 This train station is managed by Southern Rail and has four platforms, offering nine services per hour to destinations including London, Portsmouth, Peterborough, and Bognor Regis. Direct services to London Victoria take as little as 54 minutes, providing fast and frequent connections to the capital in under an hour.

4.5.3 The station provides 253 cycle storage spaces, located outside the entrance and covered by CCTV, along with a dedicated car park offering approximately 220 spaces. These facilities create opportunities for multi-modal journeys and support sustainable travel.

4.5.4 This level of rail connectivity offers opportunities for commuting and leisure travel from the site. However, given the distance to Horsham Station, it is likely that most trips to the station may potentially be made by car or taxi rather than by walking or cycling.

4.6 Non-Car Access Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and Partridge Green along with the surrounding area.
- Pedestrian connectivity will be further enhanced through improvements secured as part of the adjacent Gladman development, including restoration of the footway to its full width and provision of an uncontrolled pedestrian crossing with tactile paving near Dunstan's Farm access. The proposed development will connect to these improvements, ensuring safe and convenient access to the village centre and nearby bus stops.
- It has been demonstrated that the site is accessible by cycle, with national cycle routes being located within close proximity of the site.
- The bus stops on High Street and Shermanbury Road are located in accessible positions and provide connections to destinations such as Brighton and Horsham, confirming that the site is accessible by bus services.
- While Horsham Railway Station offers good rail connectivity to London and other regional centres, its distance from the site means walking, cycling, or bus journeys can be long. As a result, trips to the station would almost certainly be made by car (or bus or cycle if time permits).

4.6.3 In light of the above, the site is highly accessible by sustainable modes of travel. This level of connectivity will cater for the needs of residents and visitors while promoting a genuine choice of travel options other than the private car, in line with the objectives of the NPPF. This supports sustainable development principles,

reduces reliance on car use, and contributes to improved environmental and health outcomes.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario, i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. through a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Resident's Travel Survey which will be undertaken within three months of the development being 75% occupied.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets that, according to the DfT, may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.

- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/ Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	End Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	End Developer
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 Travel Plan Action Plan and Timescales

5.3.2 **Table 5.1** above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan.
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snapshot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Consideration will then be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with WSCC.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2** Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3** The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.
- 7.1.4** The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site.
 - reduce the reliance on single car occupancy journeys.
 - generally, reduce traffic related pollution and noise.
- 7.1.5** A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.6** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.7** A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the WSCC.
- 7.1.8** It can therefore be concluded that the proposals will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

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