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Our ref. wlrudg/ 1810054

23 December 2025

Dear Mr Gledhill,

Consultation Response (DC/25/1269)

I reply to your letter dated 28th November 2025 in relation to further highway comments.

Pedestrian crossing of A281 .

We attach a drawing of the revised Puffin crossing slightly repositioned and reduced in width (Drawing 1810054-10B).

Updated RSA

The updated RSA incorporating the proposed crossing is attached together with an updated designers response which should be read in conjunction with the previously approved designers response attached to my letter of 17th November 2025.

We also attach Drawing 1810054-03H showing the highway strategy which incorporates the response to the updated RSA.

Bus Ticket subsidy

I can confirm that the client is willing to provide a bus subsidy payment of £200 per household amounting to a total of £18,000 on the basis of 90 dwellings.

Travel Plan.

Continued...

Page 2

The travel plan is attached. We have approached two car club operators, and both have confirmed that, in principle, they would be willing to operate a car club scheme from the site. Copies of their emails are attached.

I trust this now addresses all your outstanding concerns.

Yours sincerely

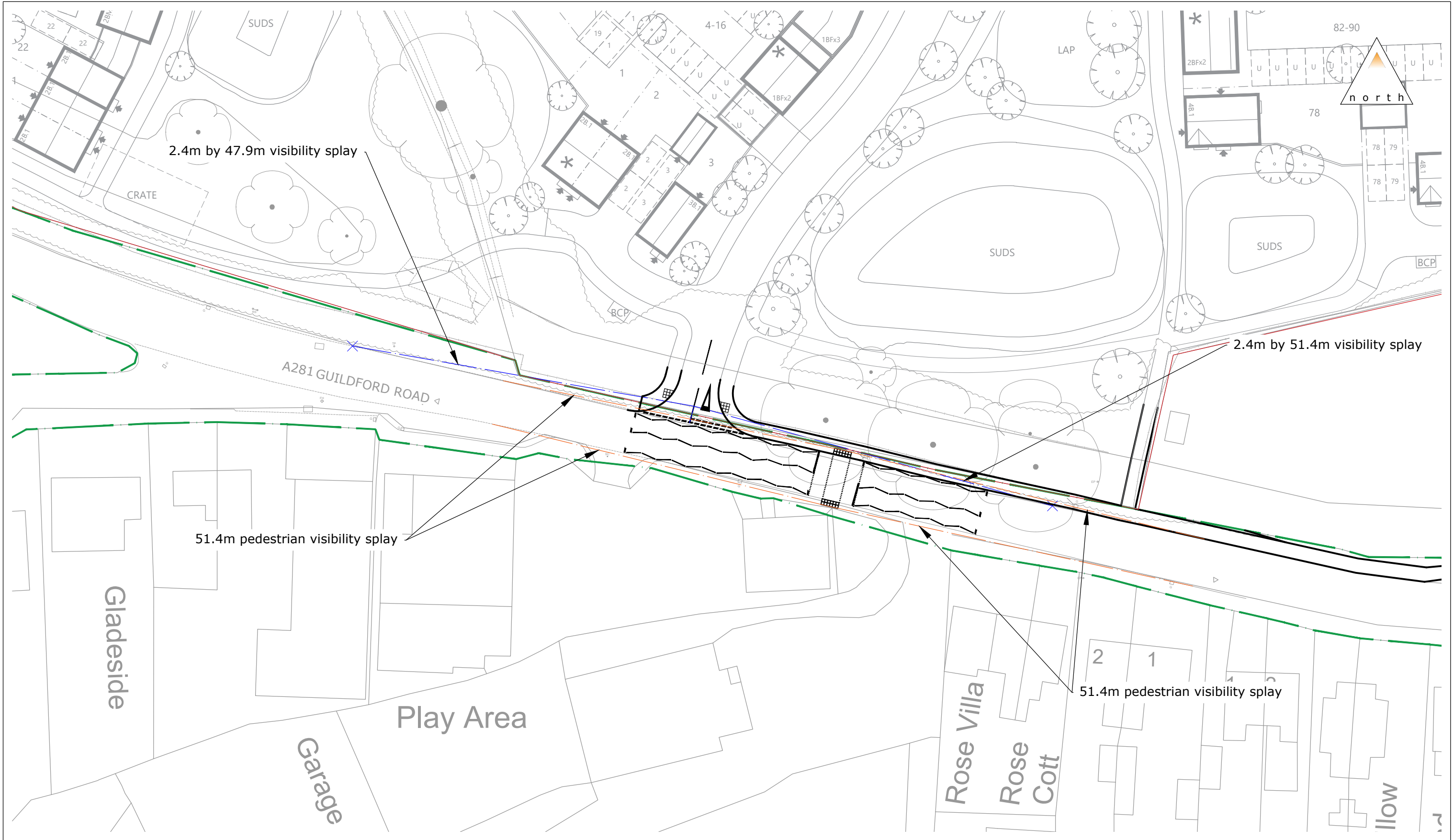
A handwritten signature in black ink, appearing to read 'A. Whittingham', with a stylized flourish at the end.

ANDREW WHITTINGHAM

Director

awhittingham@motion.co.uk

C:\Users\ellieupton\Motion\StaffSite - Wlrudg 1810054\Drawings\1810054-10B [Signalised Crossing].dwg



Legend — Site Boundary — Highway Boundary		Project: Land North of Guildford Road, Rudgwick	
Title: Signalised Pedestrian Crossing		Scale: 1:1000 (@ A3)	
Notes:		Drawing: 1810054-10	Revision: B

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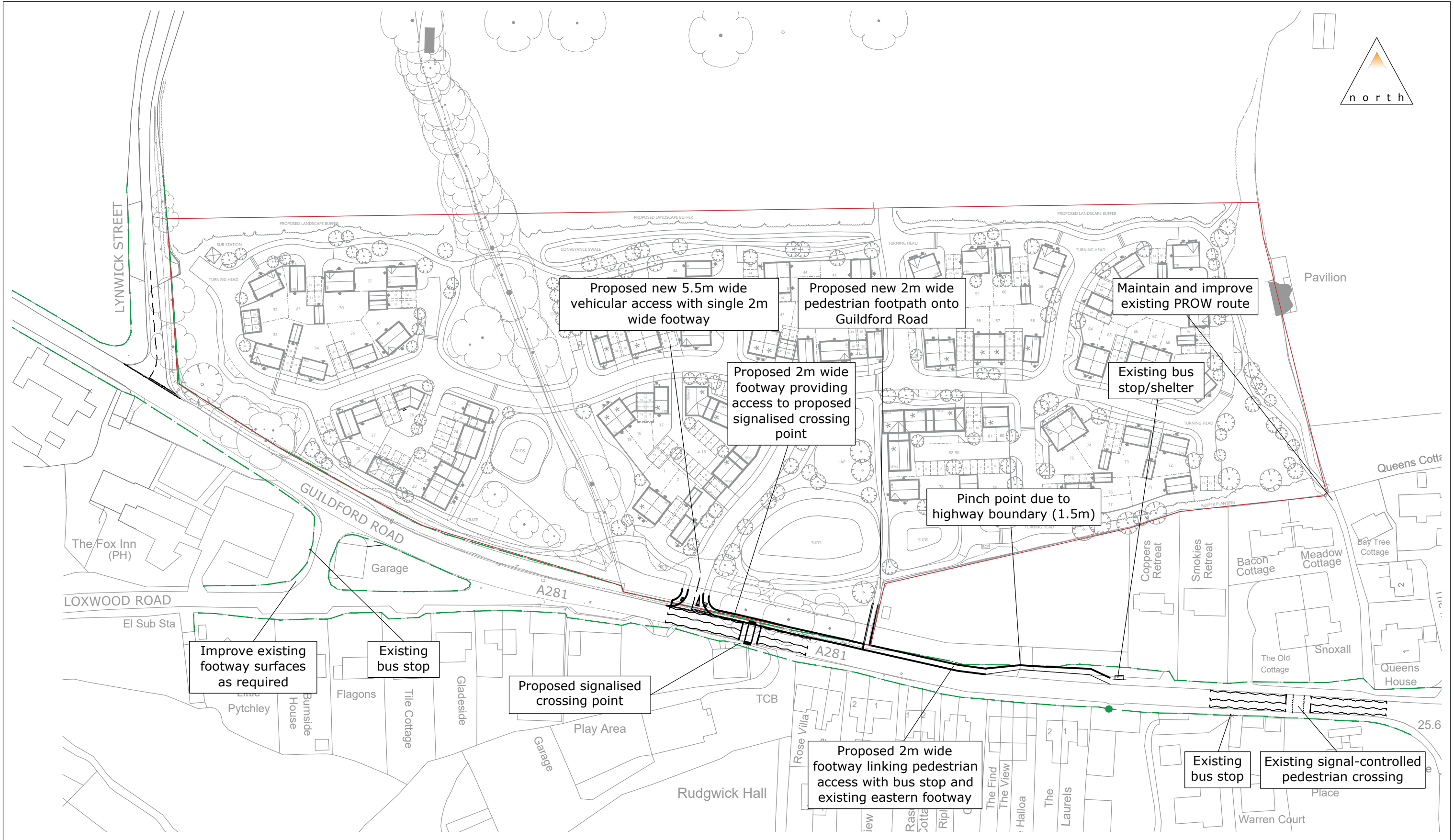


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Legend — Site Boundary — Highway Boundary © Crown Copyright 2012. All rights reserved. Licence number 100043407	motion 84 North Street Guildford Surrey GU1 4AU T: 01483 531 300 Cargo Works 1-2 Hatfields London SE1 9PG T: 020 8065 5208 www.motion.co.uk	Project: Land North of Guildford Road, Rudgwick Title: Proposed Access Strategy Scale: 1:1250 (@ A3) Notes: <table><tr><td>Drawing: 1810054-03</td><td>Revision: H</td></tr></table>	Drawing: 1810054-03	Revision: H
Drawing: 1810054-03	Revision: H			

LAND AT GUILDFORD ROAD, BUCKS GREEN,
RUDGWICK

Site Access and Signal-controlled Pedestrian Crossing

Stage 1 Road Safety Audit
Overseeing Organisation: West Sussex County Council

December 2025



Road Safety Engineering

Project: Land at Guildford Road, Bucks Green, Rudgwick
Site Access and Signal-controlled Pedestrian Crossing

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: West Sussex County Council

Client: Motion

Gateway RSE ref: SG/WP/2503-09 RSA1 v3.0

Issue date: 15/12/2025

Status: Issued as v3.0

Authorised by: SG

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Appendices

Appendix A: Items Considered by this RSA

Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at Bucks Green, near Rudgwick, within the District of Horsham and the County of West Sussex.
- 1.2 The audit brief, provided by Ellie Upton of Motion by email dated 8th December 2025, describes the scheme as an all-purpose site access with two footways and a signal-controlled pedestrian crossing on its east side, providing access to the south side of Guildford Road.
- 1.3 Guildford Road (A281) is a two-way single carriageway road running broadly west to east. It has a 30mph speed limit, an intermittent footway on the south side, and limited street lighting. There are no waiting/loading restrictions.
- 1.4 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 10:30 and 11:00 on Wednesday 10th December 2025, when the weather was fine and the road surface largely dry, albeit with a significant amount of standing water in the eastbound lane. Traffic flows were steady, and no significant congestion was observed, whilst some pedestrian and cyclist movements occurred.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.8 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2020 to 2024). It indicates that no PICs occurred at or close to the proposed works.

Previous Road Safety Audit(s)

- 1.9 This Audit Team carried out a Stage 1 RSA on wider proposals in March/April 2025. Seven problems were raised, three of which are reiterated/modified within this report, one has been designed out, and three are not relevant to this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential vehicle collisions due to foliage/boundary treatments obscuring junction visibility.

Location: Both sides of proposed access road junction

It is not clear to what extent foliage will be removed to provide the junction visibility splays. It could in future grow back and obstruct visibility from the site access along Guildford Road, which could lead to vehicle turning collisions.

Recommendation

Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.

Walking, Cycling and Horse Riding

2.4 Problem

Pedestrian injuries due to trips/falls.

Location: Footway on south side of Guildford Road, opposite proposed site access

The new controlled crossing will encourage pedestrians to use the existing footway along the south side of Guildford Road, which is uneven and may cause pedestrian trip/fall injuries.

Recommendation

The section of footway on the south side of Guildford Road, opposite the site access, should be resurfaced.

2.5 Problem

Pedestrian/vehicle collisions due to obscured crossing visibility.

Location: Pedestrian crossing on Guildford Road

Visibility splays are not shown for the controlled pedestrian crossing. Inadequate visibility between approaching drivers and pedestrians or signal heads could lead to collisions between vehicles and pedestrians at the crossing.

Recommendation

Provide suitable visibility to pedestrians and signal heads at the controlled crossing. Cut back foliage with sufficient clearance to minimise future maintenance and limit the risk of obstructions to visibility between vehicles and pedestrians.

2.6 Problem

Collisions between pedestrians and vehicles.

Location: Guildford Road, east of site access

No provision is made for pedestrians wishing to access the eastbound bus stop on the north side of Guildford Road. This could encourage pedestrians to walk in the carriageway, leading to pedestrian/vehicle collisions.

Recommendation

Provide suitable facilities for pedestrians to access the eastbound bus stop east of the site access.

Road Signs, Carriageway Markings and Lighting

2.7 Problem

Night-time vehicle/pedestrian or vehicle turning collisions.

Location: Guildford Road

Guildford Road appears poorly lit. The likely increase in pedestrian and traffic movements arising from the development could increase the risk of night-time vehicle/pedestrian or vehicle turning collisions.

Recommendation

At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 15/12/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 15/12/2025

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

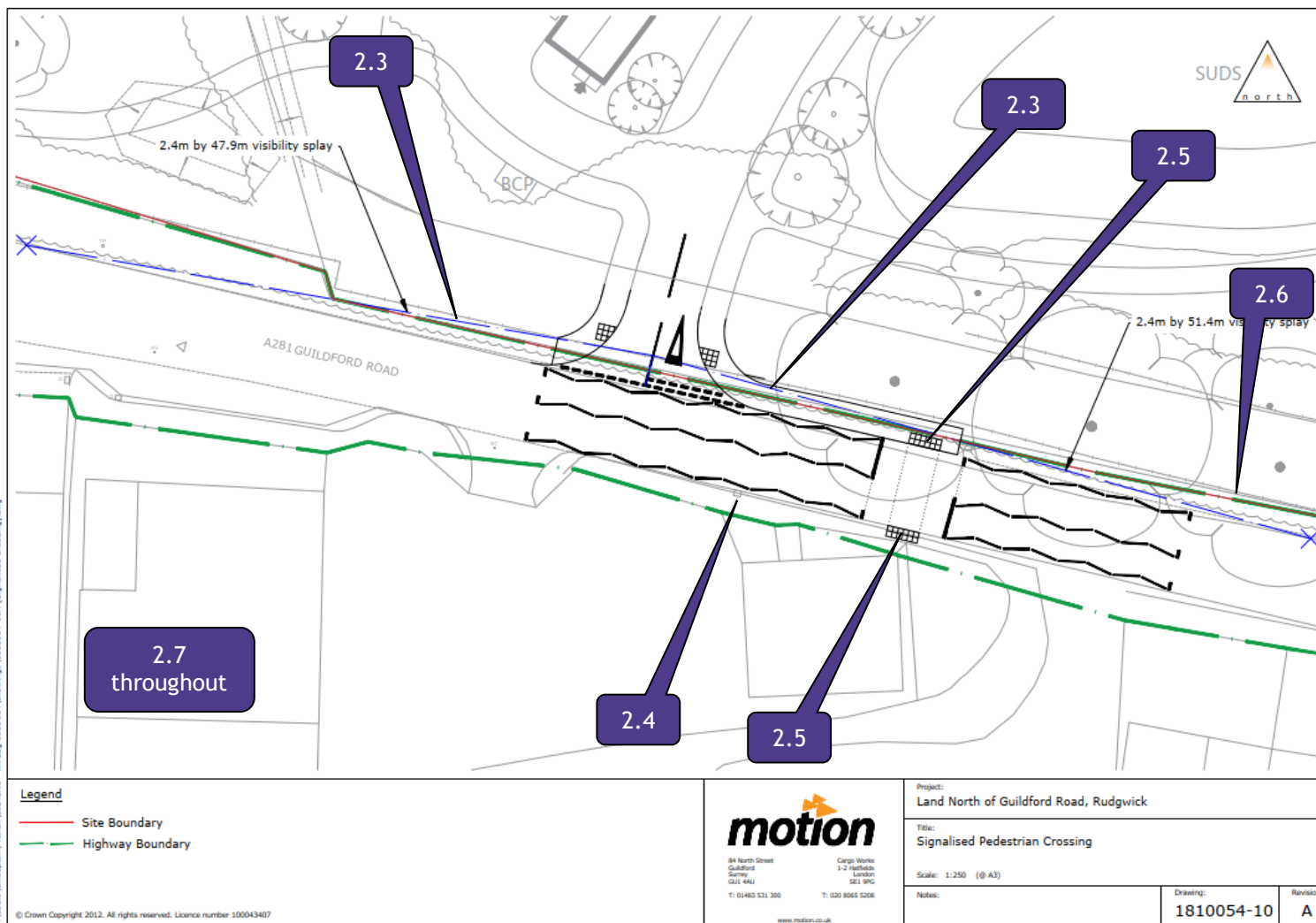
Document ref.	Rev.	Originator	Title
1810054-10	A	Motion	Signalised Pedestrian Crossing

Additional/background information provided to the Audit Team

- None

APPENDIX B

Location Plan(s)



ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project: Land at Guildford Road, Bucks Green, Rudgwick
 Site Access and Signal-controlled Pedestrian Crossing
 GRSE Ref: SG/WP/2503-09 RSA1 v3.0
 Status: Issued as v3.0
 Issue date: 15/12/2025
 Design Organisation: Motion
 Overseeing Organisation: West Sussex County Council
 Client: Motion

Authorisation

Prepared by:
 Name: Ellie Upton
 Position: Associate
 Organisation: Motion

Approved by:
 Name: Andrew Whittingham
 Position: Director
 Organisation: Motion
 Signed:

The Scheme

The highway works considered by the Road Safety Audit comprise:

- All-purpose site access with two footways and a signal-controlled pedestrian crossing on its east side

Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] West Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE
	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Ellie Upton, Associate, Motion
	Andrew Whittingham, Motion

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Comments	Agreed RSA Action
2.3	Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.	Agreed		
2.4	The section of footway on the south side of Guildford Road, opposite the site access, should be resurfaced.	Agreed		
2.5	Provide suitable visibility to pedestrians and signal heads at the controlled crossing. Cut back foliage with sufficient clearance to minimise future maintenance and limit the risk of obstructions to visibility between vehicles and pedestrians.	Agreed - shown on drawing		
2.6	Provide suitable facilities for pedestrians to access the eastbound bus stop east of the site access.	Agreed, Footway connection added		
2.7	At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.	Agreed		

Design Organisation Statement:

On behalf of the design organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.



.....

Name: Andrew Whittingham, MICE, CEng, MSc, BSc

Organisation: Motion

Position: Director

Date: 19th December 2025

Overseeing Organisation Statement:

On behalf of the overseeing organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.

The agreed RSA actions will be progressed.

.....

Name: [NAME (press F9)]

Organisation: West Sussex County Council

Position: [TITLE (press F9)]

Date: [DATE]

Ellie Upton

From: Barnard, Tony <Tony.Barnard@em.com>
Sent: 04 November 2025 08:23
To: Anna Mahoney
Subject: RE: Potential car club location - Rudgwick, West Sussex

Hi Anna,

I am well thank you – I hope you are also.

A car club here would be viable for us – 90 units, I would suggest 1 vehicle, but with an option to increase to 2 based on demand of the first.

At least a 3 year membership with a driving credit would be recommended - for 1 car with this, this would be £36k+VAT for non-EV and £45k+VAT for an EV.

The second vehicle would be added free of charge based on demand of the first – would you like me to put this into a proposal for you.

Kind Regards

Tony Barnard
Car Club South East Region

07834 172 787
Tony.Barnard@em.com

Enterprise House
203 London Road
Staines
Middlesex
TW18 4HR
enterprisecarclub.co.uk



From: Anna Mahoney <amahoney@motion.co.uk>
Sent: Monday, 3 November 2025 11:13 am
To: Barnard, Tony <Tony.Barnard@em.com>
Subject: Potential car club location - Rudgwick, West Sussex

Hello Tony,

How are you keeping?

Motion is assisting with a development proposal for 90 dwellings in Rudgwick, West Sussex, at which the provision of a car club service is being investigated.

The Enterprise website has been interrogated to understand where Enterprise car club vehicles are currently located, and this rural location sits between your Haslemere, Guildford, and Crawley locations.

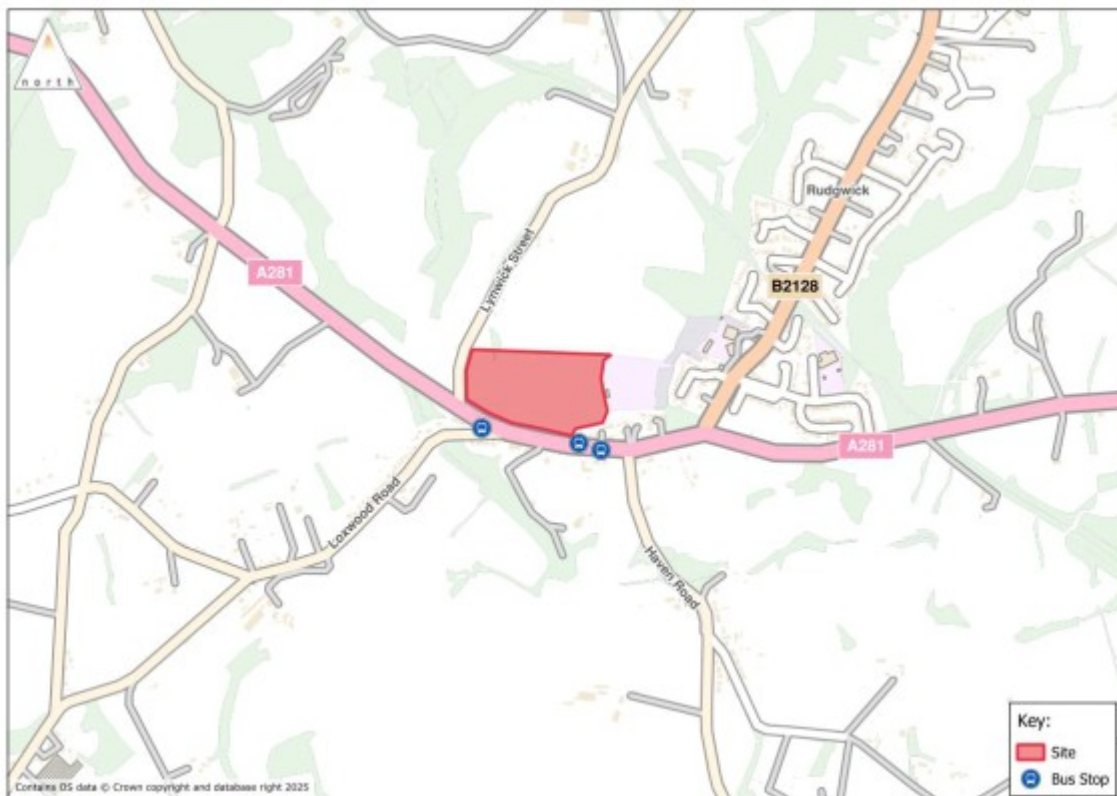
Would you please advise of the viability of such provision, along with the associated financial implications for the developer should it be viable to install a car club scheme at this location?

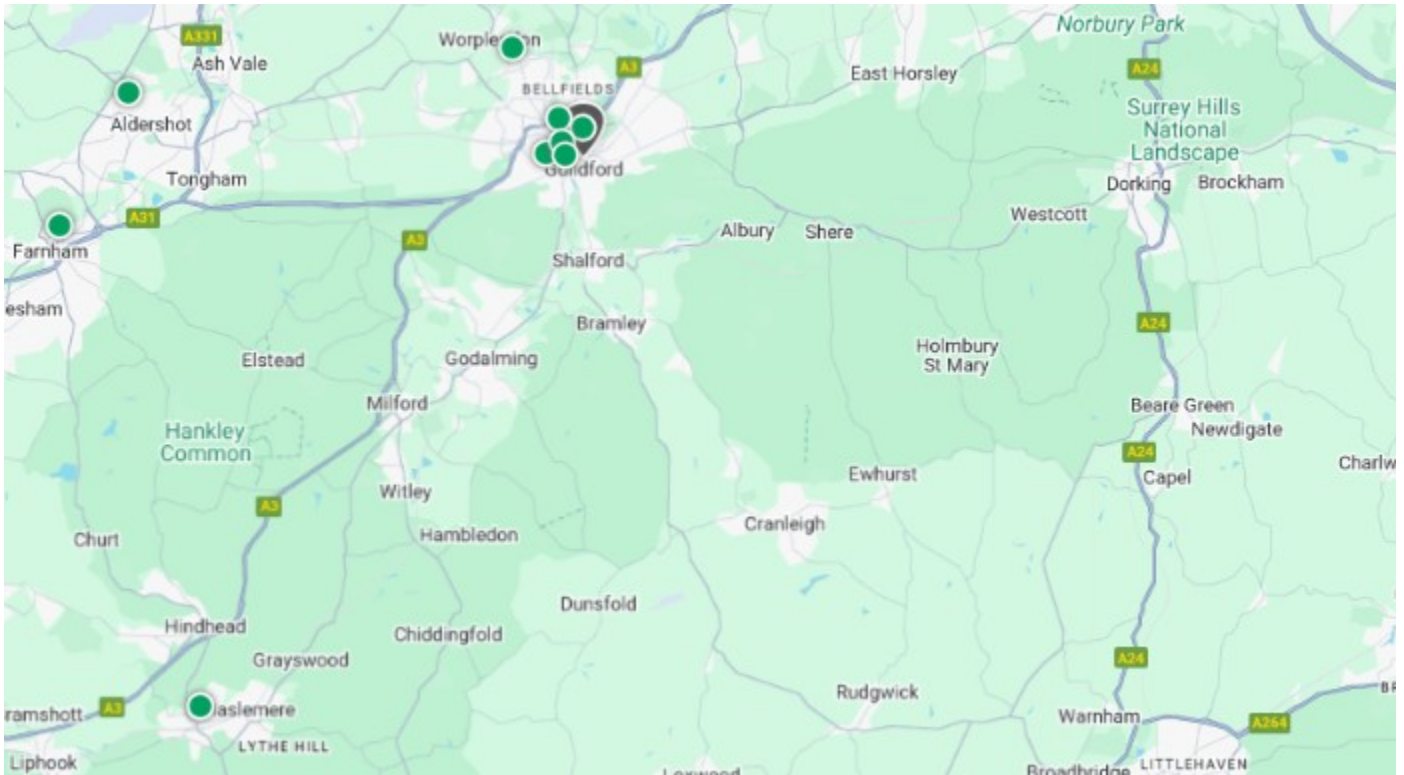
A site location plan is provided below, followed by a screenshot from the Enterprise website indicating current Enterprise car club locations.

Should you need any further information from me, please advise, and that will be acted on.

Many thanks for your assistance.

Regards,
Anna





Anna Mahoney | Senior Travel Planner

motion | 84 North Street, Guildford, GU1 4AU

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Enterprise Rent-A-Car UK Limited is registered in England and Wales with registered number 2946689. The company's registered office is Enterprise House, Melburne Park, Vicarage Road, Egham Surrey TW20 9FB.

Ellie Upton

From: Jonathan Collinson <Jonathan.Collinson@co-wheels.org.uk>
Sent: 04 November 2025 11:04
To: Anna Mahoney
Subject: RE: Potential car club location - Rudgwick, West Sussex

Good Morning Anna,

Thank you for contacting Co Wheels. We would certainly be interested in providing a proposal for car club provision at the development you are working on in Rudgwick. In order to do so could you please confirm the proposed parking ratios at the development along with an estimated first occupation date? I appreciate the latter question will very much be an estimate at this stage.

I look forward to hearing from you.

Kind regards,

Jonathan

Jonathan Collinson
Business Development Manager (England & Wales)



M 07394 047708
W co-wheels.org.uk

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Newcastle Upon Tyne
NE1 5DW

[Twitter](#) | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Co Wheels is a registered company in England and Wales. Company number 6512325.
VAT registration number 926671305. Certified Social Enterprise

From: Anna Mahoney <amahoney@motion.co.uk>
Sent: 03 November 2025 11:13
To: Co-wheels Car Club <info@co-wheels.org.uk>
Subject: Potential car club location - Rudgwick, West Sussex

Hello,

Motion is assisting with a development proposal for 90 dwellings in Rudgwick, West Sussex, at which the provision of a car club service is being investigated.

The Co-Wheels website has been interrogated to understand where Co-Wheels car club vehicles are currently located, and this rural location sits to the west of your Horsham and Crawley locations.

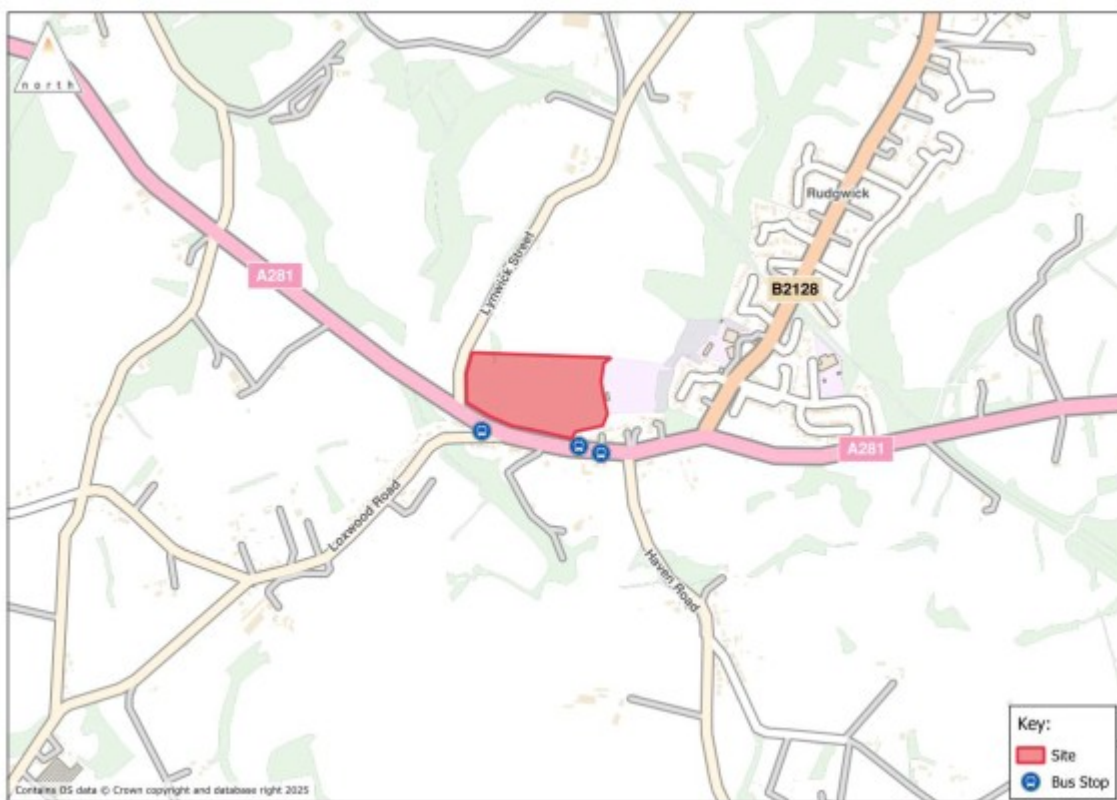
Would you please advise of the viability of such provision, along with the associated financial implications for the developer should it be viable to install a car club scheme at this location?

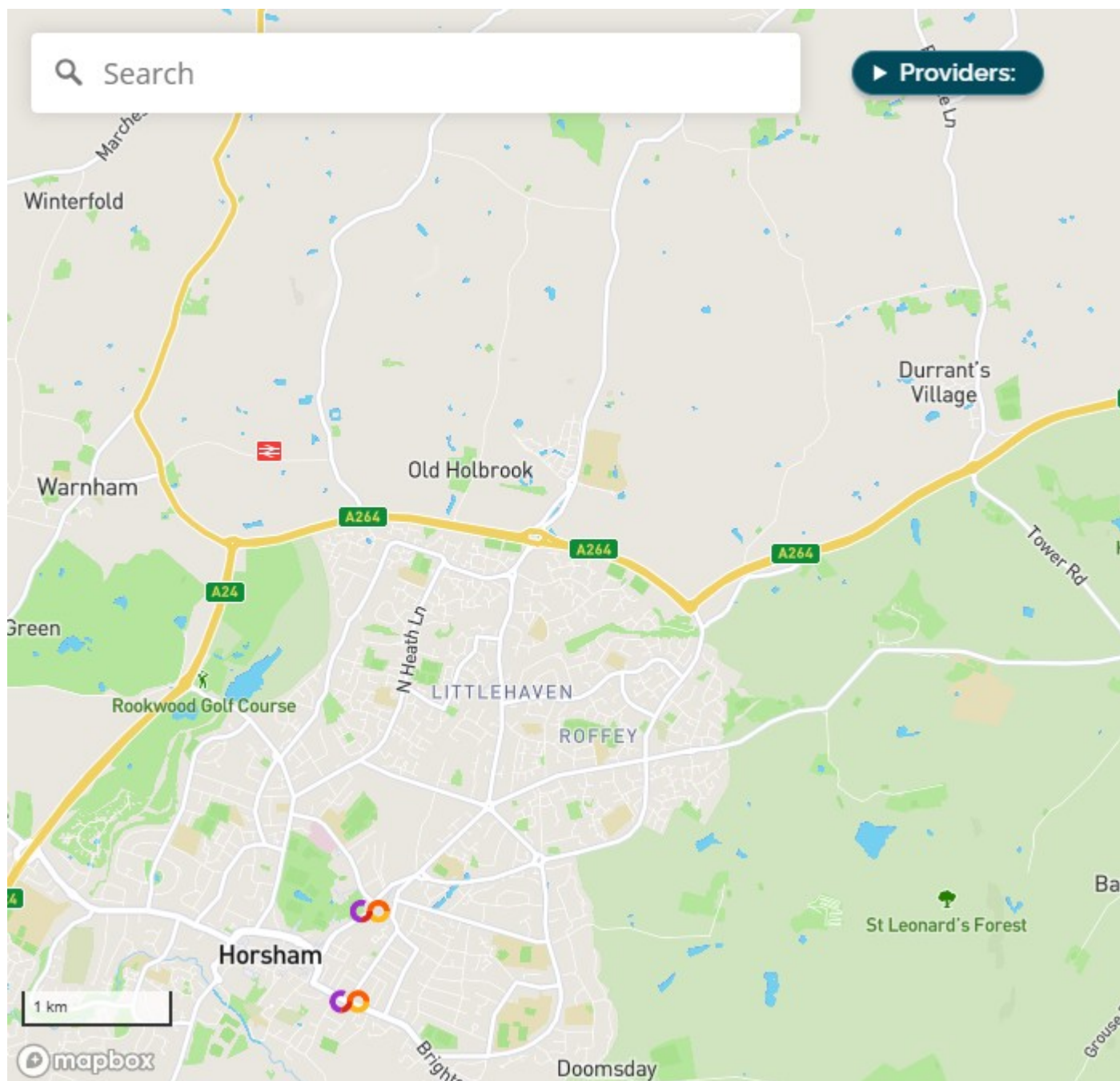
A site location plan is provided below, followed by screenshots from the CoMo (<https://www.como.org.uk/shared-cars/existing-schemes-and-operators>) website indicating current Co-Wheels car club locations.

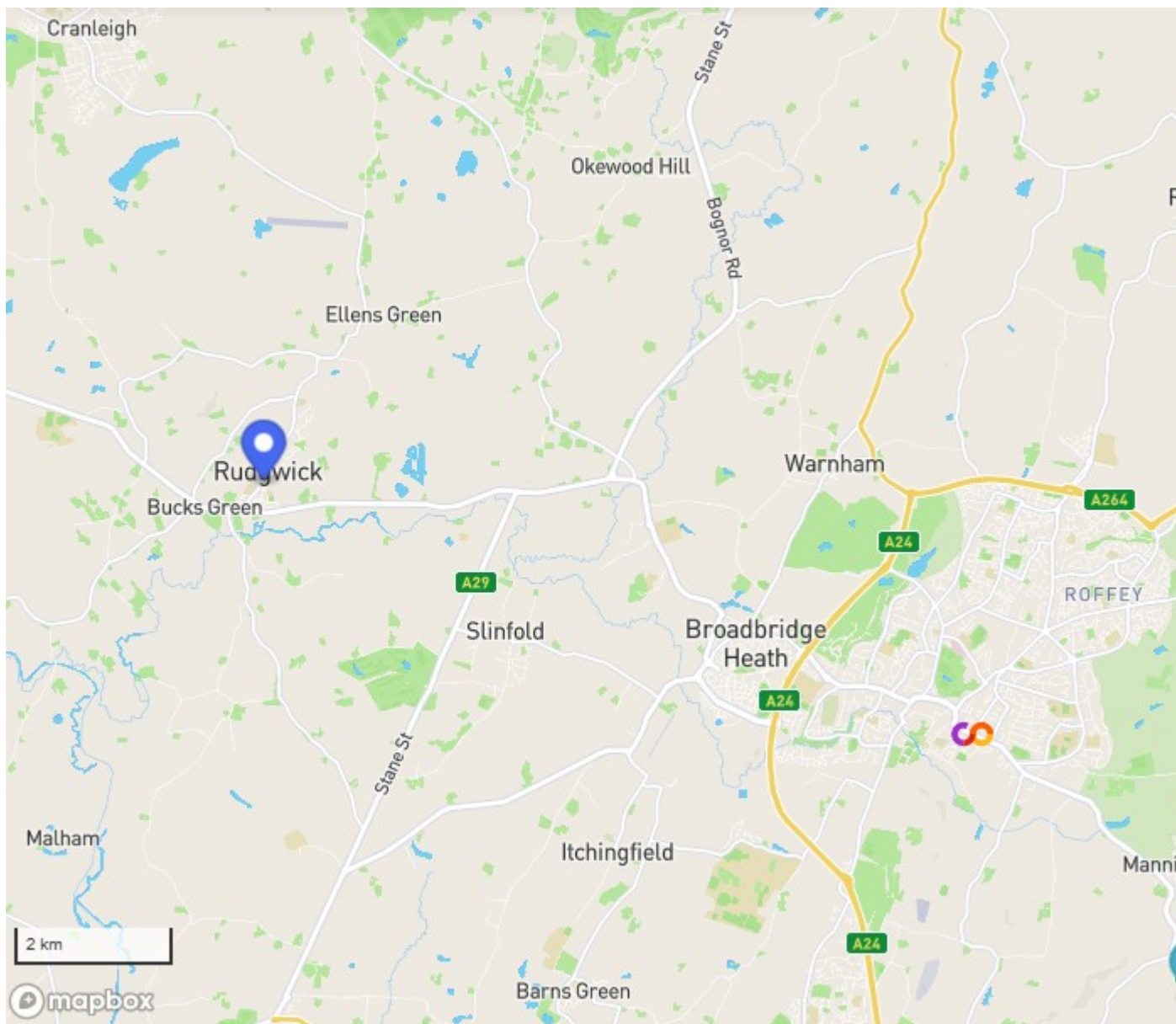
Should you need any further information from me, please advise, and that will be acted on.

Many thanks for your assistance.

Regards,
Anna







Anna Mahoney | Senior Travel Planner

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Proposed Residential Development
Land north of Guildford Road, Bucks Green

Travel Plan

For

Welbeck Land

Document Control Sheet

Proposed Residential Development

Land north of Guildford Road, Bucks Green

Welbeck Land

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
10/04/2025	1 st Draft	AG/ GL	EU
03/11/2025	Final	AG/GL	AW



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1.0 Introduction

- 1.1 This Travel Plan has been prepared on behalf Welbeck Land to accompany a planning application for a proposed residential development on A281 Land North of the A281 Guildford Road, Rudgwick, Bucks Green (herein referred to as 'the site').
- 1.2 The site is located to the north of Guildford Road (A281) and to the immediate east of Lynwick Street. To the north the site fronts undeveloped land, whilst land uses to the east are predominantly residential and mixed. The site is adjacent to Bucks Green and Rudgwick village centres. The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC).
- 1.3 The site currently accommodates undeveloped land. The proposal seeks planning permission for the construction of 69 dwellings with associated car parking and landscaping, with access taken via a new crossover onto Guildford Road. The proposals include a mix of flats and houses, which will be both private and affordable. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 The application proposals have been subject to pre-application discussions with WSCC, with the pre-applications coping note being submitted in November 2021. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context.
- 1.5 At a national level, guidance on the production of Travel plans are provided in the 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' document from the Department for Transport (DfT), published in April 2009.
- 1.6 In line with the above guidance documents, this TP will be formatted into the following sections:
 - ▶ Section 2 – Aims and Objectives;
 - ▶ Section 3 – Existing Site Accessibility;
 - ▶ Section 4 – Targets;
 - ▶ Section 5 – Management and Communication Strategy;
 - ▶ Section 6 – Travel Plan Measures; and,
 - ▶ Section 7 – Monitoring and Review.

2.0 Aims and Objectives

Aim

- 2.1 The aim of this TP is to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage residents to travel more using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and their uptake.

Objectives

- 2.2 In order for this TP to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:
- ▶ Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site every day;
 - ▶ Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport. It is acknowledged that the site's location may limit some options, although the TP will draw on the modes that provide the greatest benefit;
 - ▶ Promote the health and wellbeing benefits associated with travel by foot and by bicycle;
 - ▶ Establish the management of the TP by appointing a Travel Plan Coordinator (TPC) who will be responsible for the operation of the TP, its day to day running and the monitoring of its progress;
 - ▶ Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and
 - ▶ Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a residents travel survey.
- 2.3 The above objectives will be reviewed on an annual basis. If required, they can be altered by the TPC to offer clearer direction enabling them to evolve the TP.

3.0 Baseline Conditions

Site Location

- 3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

The Site

- 3.2 The site is located to the north of Guildford Road (A281) adjacent to Bucks Green and Rudgwick village centres. Horsham is approximately 10 kilometres to the east and Billingshurst 8 kilometres to the south (approximate straight-line distances). The site is located within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC). The site location is shown in Figure 3.1 below.

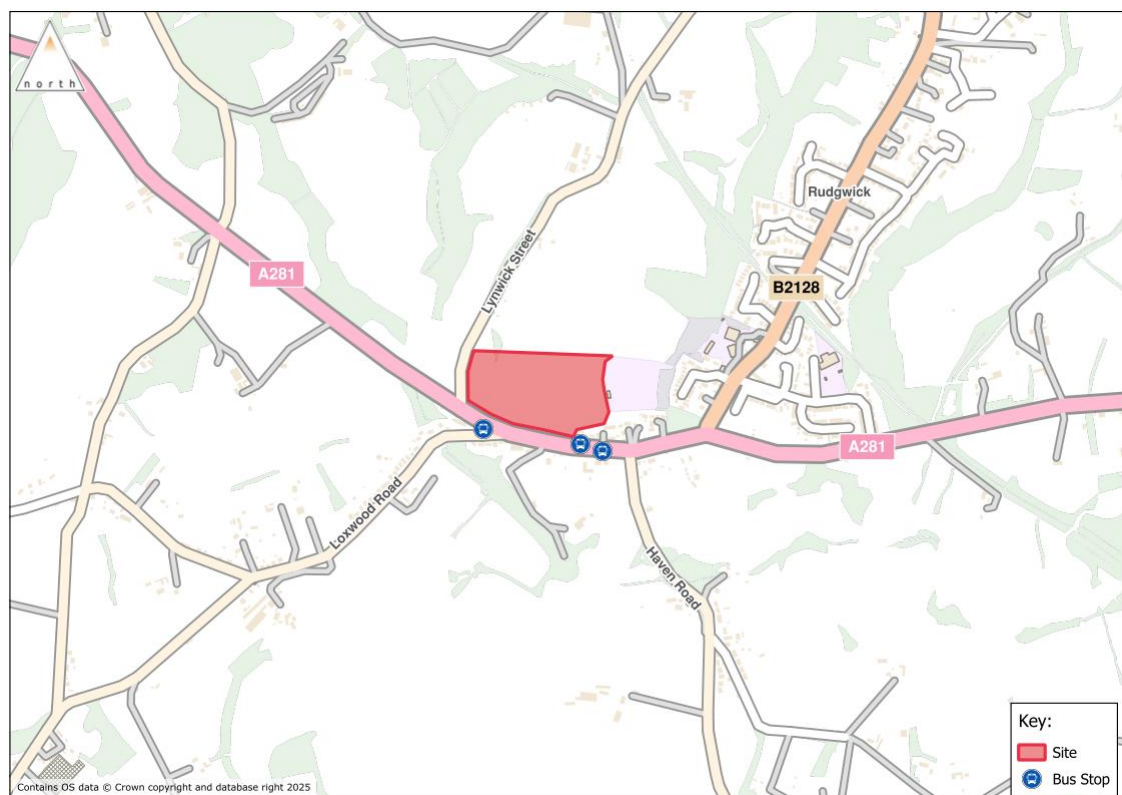


Figure 3.1 - Site Location

- 3.3 The area to the east of the site is predominately residential in nature, beyond that the site is located in a predominantly rural location. The site currently accommodates undeveloped land. Access to the site is currently via an existing field gate access along Lynwick Street to the west of the site.

Existing Highway

- 3.4 Vehicular access to the site will be achieved via Guildford Road (A281), which forms the southern boundary of the site and is a two-way single carriageway road subject to a 30mph speed limit in the vicinity of the site. Guildford Road is predominantly residential in nature to the east of the site, with agricultural fields to the west. There is an existing layby set into the site frontage opposite Loxwood Road. The A281 connects the site to Guildford to the northwest via Alfold Crossways whilst to the east the A281 provides a route to Horsham and on towards Brighton via the A2031 and A283.

- 3.5 The west boundary of the site is boarded by Lynwick Street where there is an existing field gate access to the site. Lynwick Street is a two-way single carriageway road and is subject to a 40mph speed limit in the vicinity of the site. Lynwick Street joins Guildford Road adjacent to the south-western corner of the site, and to the north it connects to the B2128 Church Street in Rudgwick
- 3.6 At Broadbridge Heath, approximately 10km to east of the site and to the west of Horsham, the A281 connects to the A24 giving access to Dorking and the M25 to the north and Worthing and the A27 to the south.
- 3.7 The site is located close to the A29, a two-way single carriageway with variable speed limits along its length. To the north the A29 provides access onto the A24 at Beare Green Roundabout, to the south it provides access directly into Billingshurst where it connects to the A272 and continues through Pulborough before joining the A27 near Fontwell.
- 3.8 The site in relation to the local surrounding highway network is shown within Figure 3.2 below.

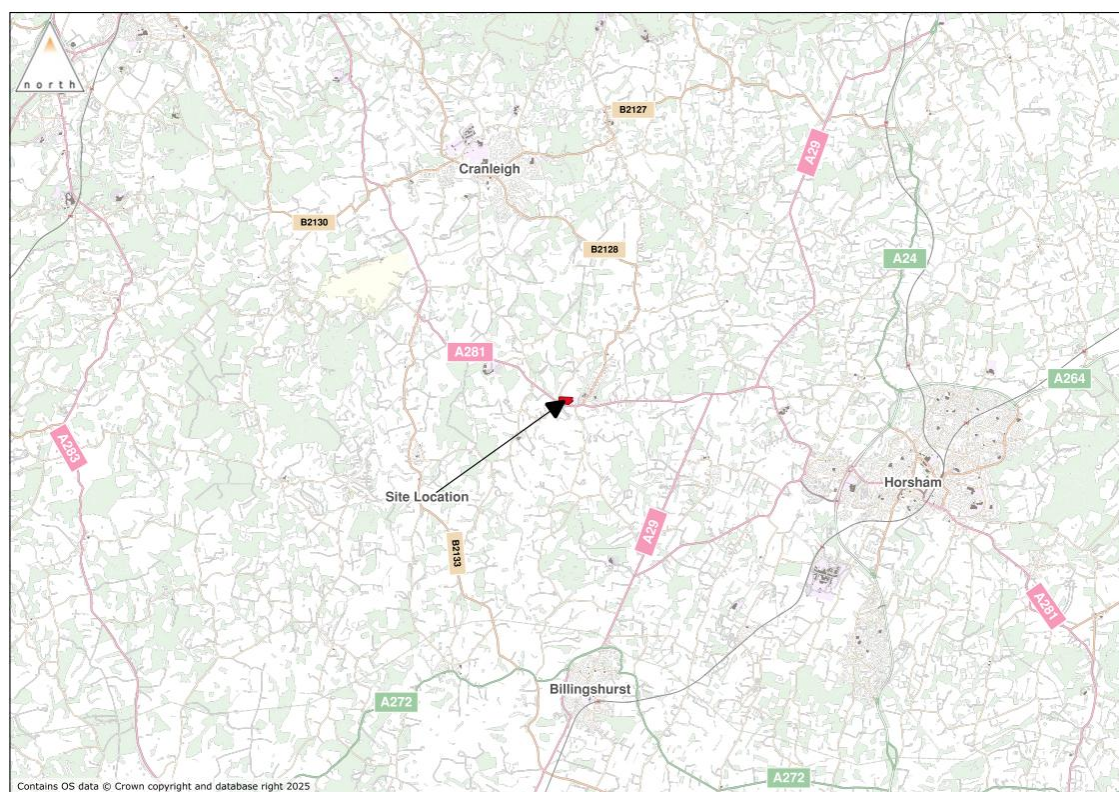


Figure 3.2 - Site Location in relation to the local surrounding Highway Network

Sustainable Transport Accessibility

- 3.9 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
 - ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).

- 3.10 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 3.1.

Description of Walking Distances	Distance to Destinations (metres)		
	Town Centres	Commuting/ Schools	Elsewhere
Desirable	200	500	400
Favourable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 2.1 – Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing for Journeys on Foot')

- 3.11 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".
- 3.12 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.

Accessibility by Foot and Cycle

- 3.13 The site is relatively well located to the existing pedestrian network comprising local footways, footpaths and bridleways, and pedestrian routes exist towards the main pedestrian destination of Rudgwick village in the form of a footway, initially along the southern side of Guildford Road connecting the site to local shops and services including a Co-operative Food store, nearby bus stops and local schools.
- 3.14 In addition, there are traffic free and lightly trafficked routes which can be followed to get to Rudgwick village centre including Footpath 1386 along the eastern boundary of the site. The location of the site and suggested walking routes, and local public rights of way are shown in Figure 3.4 below.

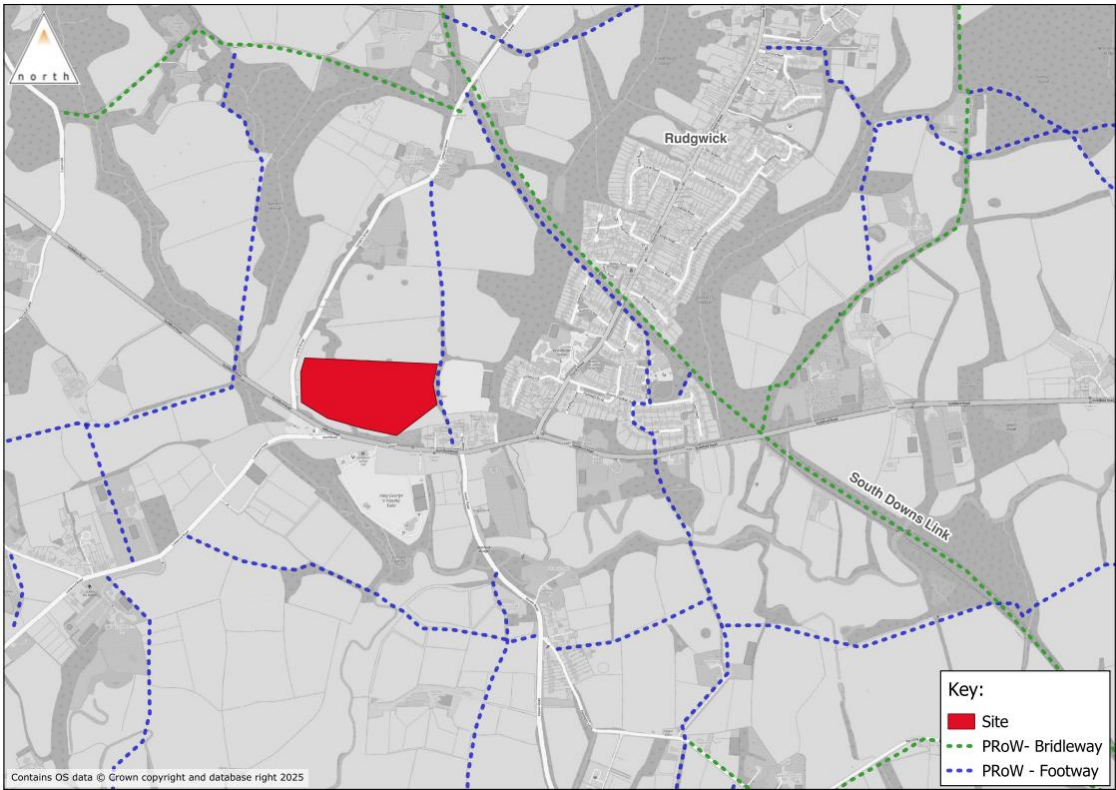


Figure 3.3 - Public Rights of Way

3.15 The site is also closely located to route 223 of the National Cycle Network which provides a signed route along a disused railway to the east. The railway also forms part of the Downs Link cycle route which is a long-distance route between Guildford and Brighton.

Accessibility by Bus

3.16 The nearest bus stops to the site are located at the southern site boundary on Guildford Road (Haven Road stops). Both stops are within around 175m of the proposed site access. These stops are served by Arriva bus route 63, details of this bus service are contained in Table 3.1 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
63	Guildford Bus Station – Shalford – Bramley – Wonersh – Shamley Green – Rowly – Cranleigh – Ewhurst – Rudgwick – Bucks Green – Slinfold – Broadbridge Heath – Horsham Bus Station – Horsham Rail Station	1 per hour	1 per hour	-

Table 3.1 – Local Bus Route

3.17 Interchange at Horsham and Guildford bus station provide further accessibility to additional towns including Crawley, Worthing, Woking and Farnborough, as well as alternative modes of transport.

Accessibility by Rail

3.18 The nearest rail station to the site is Horsham located approximately 12.6 kilometres to the west of the site within Horsham. Horsham train station is provided with 220 car parking spaces of which 4 are accessible as well as 253 cycle parking spaces and being fully accessible. A summary of available rail services is provided in Table 2.1 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
London Victoria	Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	1 per hour
	Horsham – Warnham – Ockley – Holmwood – Dorking – Box Hill & Westhumble – Leatherhead – Ashted – Epsom – Ewell East – Cheam – Sutton – Carshalton – Hackbridge – Mitcham Junction – Mitcham Eastfields – Balham – Clapham Junction – London Victoria	1 per hour	1 per hour	-
Peterborough	Horsham – Littlehaven – Ifield – Crawley – Three Bridges – Gatwick Airport – Horley – Redhill – Merstham – Coulsdon South – Easy Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – St Pancras International – Finsbury Park – Stevenage – Hitchin – Arlesey – Biggleswade – Sandy – St Neots – Huntingdon – Peterborough	2 per hour	2 per hour	-
Portsmouth Harbour	Horsham – Barnham – Chichester – Southbourne – Emsworth – Havant – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	2 per hour	2 per hour	1 per hour
Bognor Regis	Horsham – Christs Hospital – Billingshurst – Amberley – Arundel – Ford – Barnham – Bognor Regis	2 per hour	2 per hour	1 per hour

Table 2.1 Local Rail Services

Access to Local Amenities

- 3.19 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located east of the site, towards or in Rudgwick. Figure 3.5 shows the location of some of the key amenities in the vicinity of the site.

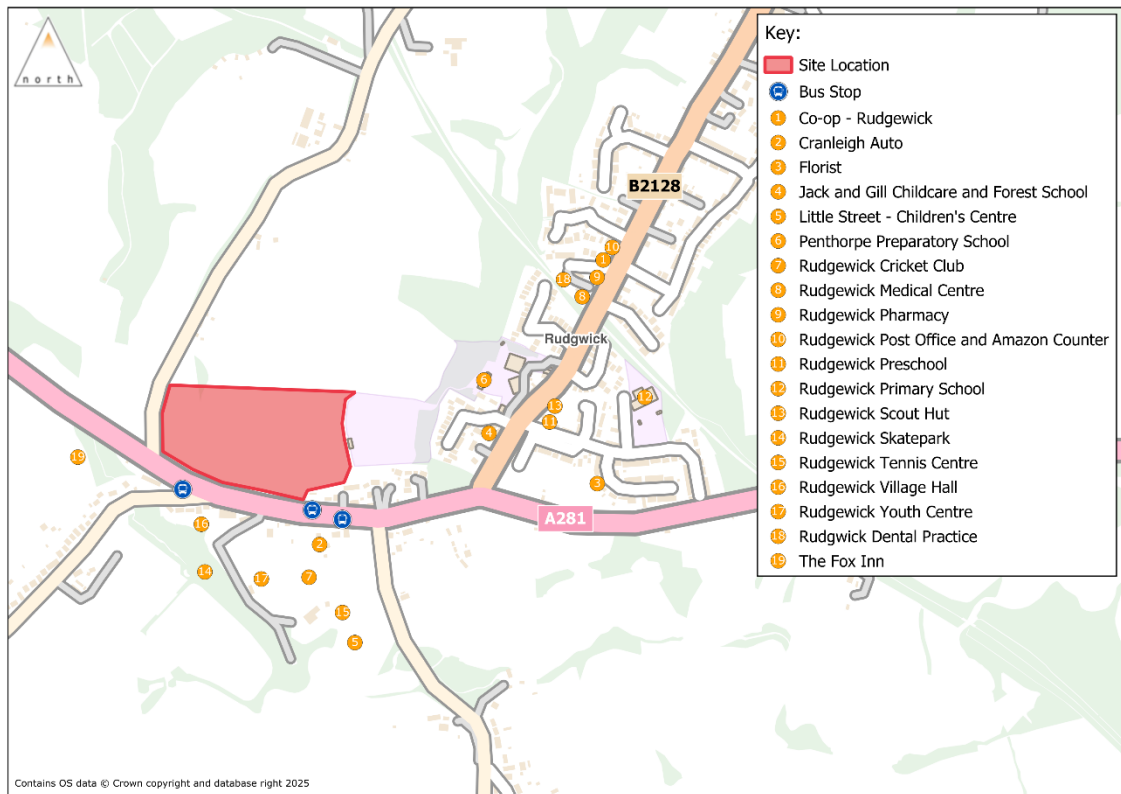


Figure 3.4: Local Amenities

3.20 A summary of the local amenities in the vicinity of the site is provided in Table 3.2 below. Table 3.2 demonstrates that the site is situated close to a range of amenities within convenient walking and cycling distance including food stores, leisure facilities and healthcare facilities.

Amenity	Distance (m)	Walk Time (min)	Cycle Time (min)
The Fox Inn	150	2	1
Rudgewick Skatepark	190	3	1
Cranleigh Auto	240	3	1
Rudgewick Village Hall	250	3	1
Rudgewick Youth Centre	300	4	2
Rudgewick Cricket Club	450	6	2
Little Street Childrens Centre	450	6	2
Rudgewick Tennis Centre	450	6	2
Jack and Gill Childcare and Forest School	650	9	3
Penntorpe Preparatory School	700	9	4
Rudgewick Scout Hut	750	10	3
Rudgewick Preschool	850	12	4
Florist	900	12	4
Rudgewick Primary School	1,100	16	5
Rudgewick Medical Centre	1,200	17	5

Co-op Food Rudgwick	1,200	17	5
Rudgwick Post Office	1,200	17	5
Rudgwick Dental Practice	1,200	17	5
Rudgwick Pharmacy	1,200	17	5

Table 3.2 Distance to Local Amenities

Summary

- 3.21 The site is located to the north of Guildford Road (A281) adjacent to Bucks Green and Rudgwick village centres. Horsham is approximately 10 kilometres to the east and Billingshurst 8 kilometres to the south (approximate straight-line distances). The site benefits from good access to the local highway network and is accessible by sustainable forms of transport. A review of personal injury collision data has not identified any issues associated with the existing highway that are considered to be detrimental to road safety. The next section outlines the development proposals subject of this Transport Statement.

4.0 Targets

- 4.1 TPs should have measurable outputs of targets against which the progress of the plan can be monitored. A suitable indicator of success of the TP is the modal split of resident travel.
- 4.2 There are two main types of target associated with a TP:
- ▶ Action Targets; and.
 - ▶ Aim Targets.
- 4.3 Action targets act as a check list to ensure that the appropriate measures are carried out within a specified time frame. Aim targets are quantitative targets which set a percentage allowance for people using a certain mode of transport.

Action Targets

- 4.4 The action targets tabulated for simplicity and have been detailed in Table 4.1 below.

Timing	Travel Plan Measure Action Target	Responsible	Target Date
Prior to Occupation	Appoint Travel Plan Coordinator	Developer	Three months prior to occupation
	Agree Action Targets	Developer	Planning submission
	Agree Monitoring and Review programme	Developer	Planning submission
	Implementation of physical measures (cycle parking)	Developer	During construction
	Establish a timeline for implementation of soft measures	Travel Plan Coordinator	Prior to initial occupation
	Provision of Car Club Vehicle (minimum 1 from outset)	Developer	Prior to initial occupation
Upon Occupation	Launch Travel Plan	Travel Plan Coordinator	On opening
	Cycle vouchers towards the purchase of a bicycle from a local supplier	Travel Plan Coordinator	Upon occupation
	Three years car club membership per unit to go alongside the two cars provided	Travel Plan Coordinator	Upon occupation
	Vouchers for the purchase of public transport tickets up to a value of £50 per unit	Travel Plan Coordinator	Upon occupation
	Provide residents with stater packs	Travel Plan Coordinator	Upon occupation
	Implementation of Travel Plan measures	Travel Plan Coordinator	On opening
	Display Travel Plan	Travel Plan Coordinator	On opening
	Organise a Doctor Bike Event	Travel Plan Coordinator	Upon occupation
	Initial survey of residents' travel patterns (Baseline Survey)	Travel Plan Coordinator	Within 3 months of opening
	Submission of results of 1 st travel survey to client/Council	Travel Plan Coordinator	Within 1 month of completing the survey

	Review of findings with Council and setting modal split (aim) targets	Travel Plan Coordinator	Within 3 months of the survey
	Repeat travel surveys	Travel Plan Coordinator	Year 1, 3 and 5

Table 4.1: Action Targets List

Aim Targets

- 4.5 The Horsham 005 super output area gives the following modal splits given in Table 4.2.

Mode of Travel	Census Modal Split (%)	Target (Year 5) %
Car Driver	81%	76%
On Foot	5%	7%
Car Passenger	6%	8%
Train	2%	2%
Bus	4%	5%
Bicycle	1%	2%
Other	0%	0%
Total	100%	100%

Table 4.2 Census Modal split

- 4.6 The headline target is thus to reduce the car drive modal split by 5% by year 5 after the baseline survey which will be undertaken upon occupation of the 75th dwelling.
- 4.7 Upon completion of the baseline survey, aim targets will be set and agreed in consultation with Horsham District Council (HDC) and West Sussex County Council (WSCC).

5.0 Management and Communication Strategy

- 5.1 This section sets out how the TP will be managed from the present day to when the site is fully constructed and occupied.

Management Strategy

- 5.2 This TP will be managed internally by a TPC. The TPC will be appointed by the developer 3 months prior to the first dwelling being occupied. The name and contact details of the TPC will be issued to HDC and WSCC in advance of the first dwelling being occupied.
- 5.3 The TPC will be responsible for the TP's day to day implementation as well as its formal monitoring requirements (detailed later within this document).
- 5.4 The implementation and ongoing management of the TP will be done in consultation with the council and communications will be maintained throughout the lifetime of the TP.
- 5.5 The TPC will ensure sufficient time is given to undertake the role. Residents will also be given sufficient time to fill in surveys at the required time.
- 5.6 The TPC will be the 'face' of the TP and a point of contact for the occupants.

Enforcement

- 5.7 This TP will be secured by way of a condition in relation to the proposed development.

Travel Plan Coordinator

- 5.8 The Travel Plan Coordinator (TPC) will be responsible for the day-to-day management and implementation of the TP.
- 5.9 Up to date details for the TPC will be provided to the council on appointment. If the role changes, new details will be provided.
- 5.10 The individual should be interested in sustainable travel issues. They will be keen to promote sustainable travel issues and raise awareness overtime, therefore encouraging the uptake of these modes facilitating the required modal shift.
- 5.11 The TPC will market the personalised travel planning services. This service will be freely provided to all residents. They will undertake a meet and greet exercise when the TP is formally launched where they will introduce themselves, making themselves known as the 'face' of the TP. At this point, they will make the offer of free personalised travel planning services.
- 5.12 The TPC will provide a link between the residents and the council who have a number of sustainable travel information resources, initiatives and updates available. They will ensure that all the latest updates are communicated to residents highlighting a positive and proactive approach to sustainable travel in and around the county.
- 5.13 The main duties of the TPC will consist of the following:
- ▶ Be the main point of contact and 'face' of the TP;
 - ▶ Ensure their contact details are within the main information sources (discussed later within the document), these being the residents travel packs, development website and residents notice boards;
 - ▶ Establish good communications/relations between themselves and the relevant contact at the council upon their appointment;

- ▶ Ensure they are fully aware of all sustainable travel options to and from the site and provide personalised travel planning to all residents;
- ▶ Ensure that they are fully up to date with current sustainable travel initiatives provided by the council so that these can be further promoted throughout the site;
- ▶ Be up to date on national events such as 'bike to work week', 'national lift share day' and 'sustainable travel week' so that these events can be promoted throughout the site;
- ▶ Look at the feasibility of setting up a 'Bike User Group' (BUG) and if demand dictates manage it; and,
- ▶ Organise monitoring surveys and compile the review report.

Residents Travel Pack

5.14 A Residents Travel Pack (RTP) will be provided as part of the information provided to all new residents upon commencing occupation.

5.15 The RTP will include:

- ▶ A mission statement detailing the aim and objectives of the TP;
- ▶ Contact details of the TPC and a brief introduction about them, including information such as their commitment to promoting sustainable travel. The duties the TPC is responsible for, such as personalised travel planning services, will also be detailed;
- ▶ A site location plan highlighting the site's proximity to local transport provisions and walking/cycling routes;
- ▶ Examples of walking or cycling journeys to destinations such as the railway station or other local destinations such as banks and post offices will be provided;
- ▶ Health, environmental and economic benefits of travelling via sustainable modes;
- ▶ Public transport routes, spider maps and timetables;
- ▶ Details of cycling initiatives provided by the council;
- ▶ Details of local taxi services;
- ▶ Vouchers for the purchase of public transport tickets up to a value of £50 per unit;
- ▶ Cycle vouchers towards the purchase of a bicycle from a local supplier; and
- ▶ Three years car club membership per unit to go alongside the two cars provided.

5.16 An update of the RTP detailing timetables and route maps will be sent out on an annual basis to ensure that all information is kept up to date.

Summary

5.17 This section highlights that a firm management structure will be put in place at the development. The appointed management company will be responsible for the implementation of the TP.

6.0 Travel Plan Measures

6.1 The main aim of the sustainable transport policy is to reduce single occupancy car use by promoting a choice of alternative means of transport. The main alternatives are as follows:

- ▶ Walking;
- ▶ Cycling;
- ▶ Car Sharing;
- ▶ Train;
- ▶ Taxi/Minicab;
- ▶ Electric Vehicles; and,
- ▶ Bus.

6.2 This section will set out the proposed package of measures which will be implemented across the site in line with West Sussex County Council objectives for Horsham to:

"Prioritise active travel modes where development takes place"

Encouraging the uptake of Walking and Cycling

Walking

6.3 The following measures are proposed in order to promote walking to and from the site:

- ▶ The TPC will provide residents with information about available walking routes to local amenities;
- ▶ The TPC will raise awareness of the health benefits of walking; and,
- ▶ The TPC will encourage participation in Walk to Work Week and/or other relevant events to encourage walking.

6.4 Dropped kerbs and tactile paving will be provided at the proposed access to accommodate passing pedestrian movements, whilst footways will be accommodated alongside the access road providing pedestrians with safe access into the site.

Cycling

6.5 Maps will be provided detailing the local cycle routes in the vicinity of the development site. Journey times to certain locations will be detailed on the maps.

6.6 Information on the health, economic and environmental benefits of walking and cycling will be detailed. Examples of the number of calories burnt on a 10-minute walk or 20-minute cycle will be provided. Information of the savings on petrol by substituting car journeys for travelling on foot or by cycle will be provided. By providing examples, it offers some perspective of the benefits of using these modes.

6.7 Cycle use is encouraged by the provision of secure cycle parking facilities at the site. The proposals include secure, sheltered and well-lit cycle parking facilities. All residential dwellings will benefit from a cycle parking space, with units of 3-bed or more benefitting from two spaces.

6.8 Promotional events will be held. This could be a site wide event 'cycle to work week' or be part of a part of a national event such as the national 'Bike Week' which is usually held in June. Posters can be downloaded and displayed throughout the site to encourage those who don't usually cycle to work to make the change for a week, or even just one day within that week.

- 6.9 The TPC will liaise with relevant companies to investigate the potential for a Doctor Bike event on site. This would provide residents with an opportunity to ask questions of professionals to fix any issues they may have with their bike.

Encouraging the uptake of Public Transport

- 6.10 Public transport information will be made available in communal areas so that both residents and visitors can access the information. Timetables and maps will be kept up to date and a list of websites for further information will be listed, for example www.traveline.org.uk provides national bus, rail and coach travel information and timetables.

Encouraging the uptake of Car Sharing

- 6.11 Car sharing is an excellent way to reduce the overall numbers of cars travelling to a site. The TPC will provide an email address to all residents interested in finding a car share partner. The TPC will then introduce potential partners.
- 6.12 In terms of the marketing of the car sharing scheme for residents, the benefits of car sharing in terms of reduced fuel costs will be promoted, an important issue given recent increases in fuel costs.

Taxis and Minicabs

- 6.13 Taxis can play an important role for residents and visitors at times when other modes of public transport may not be convenient or available. Contact details of local taxi companies would therefore be made available on site.
- 6.14 It may also be possible to negotiate special residents rates with a local taxi firm and this will be explored by the TPC. By contracting to one firm, higher discounts might be arranged and promoting a commendable and reliable firm will also be reassuring to residents. This is to be investigated by the TPC.

Electric Vehicles

- 6.15 Electric vehicles are a more sustainable alternative to the traditional vehicle and can help improve air quality and reduce carbon emissions. Electric vehicle charging points will be provided on-site in accordance with Parking Guidance as the presence of charging infrastructure will encourage use of this mode. This requires all residential units to have an active charging point. If charging points are frequently used, the possibility of increasing their number will be explored by the TPC.
- 6.16 It is proposed to install electric charging points in accordance with HDC and WSCC's Parking Guidance.

Summary

- 6.17 The above section details the wide variety of measures that will be implemented throughout the site. The measures will be reviewed on an annual basis in line with the monitoring and review timetable, discussed in section 7, and where appropriate amended to reflect travel patterns observed at the site.

7.0 Monitoring and Review

- 7.1 The DfT provide guidance on what to include within a TP on their website, which can be accessed via the following address:
- <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements#travel-plans>
- 7.2 By undertaking the survey every two years the success of the TP in its ability to influence residents travel behaviour can be measured. The modal split of how residents travel will be recorded to ensure that the number of residents driving in their own private vehicle will reduce in favour of more sustainable modes.
- 7.3 In order to ensure an effective monitoring strategy is in place that following activities will be undertaken as part of a TP:
- ▶ A TRICS baseline survey will be undertaken after the occupation of the 75th dwelling to establish the baseline modal split;
 - ▶ A further survey will be undertaken in year 1, with further periodic compliant monitoring surveys undertaken in years 3 and 5 of the lifetime of the TP. This enables modal shift to be identified; and
 - ▶ The answers to the main mode question should be used to identify the modal split for the site.
- 7.4 Other data collected might include:
- ▶ Reasons for choice of travel mode and barriers to travel by sustainable modes;
 - ▶ Additional information about measures which are likely to encourage a switch to sustainable alternatives; and,
 - ▶ The amount of business travel undertaken during the working day and opportunities for switching to alternatives.
- 7.5 Surveys will be undertaken at a similar time each year and in a 'neutral' month, avoiding school holidays.
- 7.6 Surveys may be undertaken online or via hard copy, whichever is considered most appropriate for residents to ensure a good and representative response. The TPC should aim to achieve a response rate of at least 30% for baseline surveys, or at least be able to provide assurance to the local authority that the sample is representative if this response rate is not achieved.

Remedial Action

- 7.7 If the survey highlights that the site is not meeting its targets a number of remedial measures will need to be implemented on site to rectify the situation. The TP will also be extended to year 9 to ensure targets are met.
- 7.8 A number of potential remedial measures are listed below:
- ▶ Run an awareness campaign reinforcing alternatives to car travel, with particular focus on cycling; and,
 - ▶ Allocation of addition resources to promote non-car modes of transport.

Summary

- 7.9 The above section details how the success of the TP will be measured. Surveys will be used to monitor the modal split of residents in order to ascertain the effectiveness of the TP.