

PHASE SPECIFIC TRAVEL PLAN MOWBRAY, PHASE 2

Mowbray, North Horsham, West Sussex



Prepared for: Legal & General (Strategic Land North Horsham) Ltd

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Contents

1.0	Introduction.....	1
2.0	Development Proposals	4
3.0	Site Accessibility.....	5
4.0	Aims and Objectives.....	7
5.0	Targets	8
6.0	Measures	10
7.0	Management and Implementation	13
8.0	Monitoring and Review	14
9.0	Action Plan.....	15



1.0 Introduction

- 1.1 This Phase Specific Travel Plan (PSTP) has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Ltd, in relation to Phase 2 of the permitted mixed-use development at Land at North Horsham, now known as Mowbray.
- 1.2 Planning permission was granted in March 2018 for the development of Land at North Horsham (planning reference: DC/16/1677) for:
- "Outline planning application with all matters reserved except access for a mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure."*
- 1.3 This Phase 2 PSTP has been produced to discharge condition 34 of outline planning permission reference DC/16/1677, which states:
- "Prior to the first occupation of any phase or use within the development, hereby permitted, a Phase Specific Travel Plan shall be submitted to and approved in writing by the Local Planning Authority that accords with the approved Site Wide Framework Travel Plan. The Phase Specific Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Phase Specific Travel Plan once approved shall thereafter be implemented as specified within the approved document."*
- 1.4 The masterplan development site is located approximately 3.7 kilometres to the northeast of Horsham town centre and is bounded to the south by the A264. The masterplan site is bordered to the north by a woodland ridge, to the east by Wimland Road and to the west by Langhurstwood Road.
- 1.5 Phase 2 of the Mowbray development is located on the northeastern border of the wider development as shown in Figure 1 below and will be accessed via multiple routes through Phase 1 of the wider development to the west, through the employment land to the south, and from Wimland Road to the east.

Figure 1: Phase 2 in the Context of the Wider Mowbray Masterplan



Source: Broadway Malyan Drawing 34854-312 Rev A

- 1.6 Phase 2 is the second of three residential phases of the consented Mowbray development. This PSTP has been prepared and is submitted to discharge Condition 34 in respect of Phase 2.
- 1.7 Phase 2 itself is divided into 8 individual residential development parcels, each of which will be progressed through separate applications for the approval of reserved matters. All parcels are predominantly residential with some ancillary local community facilities such as play areas, green spaces, and allotments. This Phase 2 PSTP covers the residential uses within these reserved matters areas.

Purpose of Phase Specific Travel Plan – Phase 2

- 1.8 A Site Wide Framework Travel Plan (SWFTP) was submitted with the outline planning application (report reference: 25216/5507/SWFTP). This Phase 2 PSTP covers the second phase of residential development at Mowbray and references the SWFTP throughout. A PSTP for Phase 1 has previously been prepared and approved.
- 1.9 A Travel Plan Statement (TPS) will be required for each residential development parcel in the Phase 2 area of the Mowbray masterplan (as identified in Figure 1). The purpose of this PSTP is to describe the phase-wide arrangements for the co-ordination, management and monitoring of the Travel Plan targets and objectives for Phase 2.
- 1.10 It also provides a framework for the Travel Plan measures which will be set out in the TPS for each residential reserved matters (RM) area. This PSTP provides guidance on the requirements for each RM area TPS and sets out the division of responsibility for implementation between Legal & General (Strategic Land North Horsham) Ltd, individual parcel developers, and the management company that acts as Travel Plan Co-ordinator (TPC).
- 1.11 This PSTP has been developed with reference to West Sussex County Council's (WSCC) Travel Plan Policy. It outlines the potential measures to encourage sustainable travel by modes other than single occupancy car use for future residents, employees and visitors of the proposed development which will be covered in detail for each RM area as part of their TPS.

Transport Policy Context

National Policy

- 1.12 The National Planning Policy Framework (NPPF, December 2024 with minor amendments in February 2025) sets out the relevant policy background for the development of Travel Plans.
- 1.13 Paragraphs 115, 116 and 117 of the NPPF state that development proposals should exploit opportunities for the use of sustainable modes of transport. The sustainable travel objectives include the need to reduce the use of the private car and measures to promote sustainable alternatives including increased walking, cycling and public transport use. As stated in Paragraph 118, a key tool to facilitate this will be through a Travel Plan, which is required to support developments that generate significant amounts of movement.
- 1.14 The NPPF defines a Travel Plan as “A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed”.

- 1.15 The National Planning Practice Guidance (PPG) is a government published web-based planning guidance resource that was launched in March 2014. This PSTP for Phase 2 has been prepared in accordance with the requirements of the NPPG, which states at Paragraph 003:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)"

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

Local Policy – West Sussex Transport Plan 2022-2036

- 1.16 WSCC Transport Plan 2022-2036 sets out the strategy for guiding future development of highways and transport infrastructure in West Sussex and sets out a framework for considering transport infrastructure requirements. The plan encourages reducing use of the private car and increasing the uptake of sustainable transport modes at new developments.

Structure of Travel Plan

- 1.17 The remainder of this PSTP is structured as below. The RM area TPSs should follow the same approach and structure:
- Section 2 – provides details of the development proposals;
 - Section 3 – considers the existing accessibility of Phase 2 by walking, cycling and public transport;
 - Section 4 – sets out the aims and objectives of the PSTP;
 - Section 5 – provides details of the targets for this PSTP;
 - Section 6 – describes potential infrastructure and soft measures that will be provided to encourage sustainable modes of travel to and from the site by both residents, employees and visitors;
 - Section 7 – outlines how the PSTP and TPS will be managed and implemented;
 - Section 8 – details how the PSTP will be monitored and reviewed; and
 - Section 9 – provides an Action Plan for the implementation of the PSTP.

2.0 Development Proposals

- 2.1 The second phase of the North Horsham development is expected to principally comprise residential development with some ancillary local facilities.

Phase 2 Infrastructure & Services

- 2.2 The following infrastructure and services will be provided as part of Phase 2 to connect it to the existing transport network:
- The extension of Bailey Road through Phase 2 including direct access to all RM Areas except RM Area 13, which will be accessed via RM Area 12. Bailey Road incorporates shared footway / cycleway connections.
 - An extension to the route of the existing bus service 71 through Phase 2, via Bailey Road. The infrastructure within Phases 1 and 2 includes temporary turning heads on, or immediately off, Moat Road and Bailey Road to enable buses to serve Phases 1 and 2 and connect to Horsham town centre. In the long-term, buses will U-turn at the westernmost roundabout to be constructed within the employment area and return through residential Phases 1 and 2.
 - A second hourly bus service with the same route as the existing hourly service, to run at alternate intervals resulting in a half-hourly bus provision through Phases 1 and 2 of the development, which terminates within Horsham town centre. This service will be introduced following the occupation of the 840th residential unit in the wider Mowbray development, in line with the Section 106 obligations related to public transport. Given that this trigger will be reached by Phase 1, which will provide over 1000 residential units, the second bus service is expected to be operational prior to first occupation of Phase 2.

Reserved Matters TPS Requirements

- 2.3 Each RM area TPS should summarise the extent of the above infrastructure and services which will be present as their development parcel is delivered.
- 2.4 The RM area TPS will include the following information in relation to the specific RM area development proposal, including how they connect with the infrastructure (as detailed above):
- a) A summary of the proposed schedule of accommodation;
 - b) A site plan showing the proposal;
 - c) Details on the proposed site access arrangements for all users expected;
 - d) Details on the proposed site layout including connections for pedestrians and cyclists;
 - e) Car and cycle parking provision against the latest policy requirements; and
 - f) Details on electric vehicle charging points.
- 2.5 The progress of the Phase 2 development should be summarised, including details of the availability of local retail and community uses within the Phase 2 area. The availability of the school provision should also be provided, albeit this lies outside of the Phase 2 area.

3.0 Site Accessibility

- 3.1 For each RM area TPS, the availability of infrastructure and services should be expanded upon with details of how the development parcel connects to the infrastructure, how bus services can be accessed and the proximity of available local community facilities and schools.

Walking and Cycling

- 3.2 Walking and cycling routes within each development parcel and how these connect to Phase 2 site infrastructure should be provided within each TPS. Reference should be made to the approved site-wide Cycling Strategy and Design & Landscape Strategy.

Bus Services

- 3.3 Up to date details of bus services operating within Horsham, providing access to the town centre and further destinations should be provided in the reserved matter TPS. Detailed information should be provided on the availability of the new bus service through the development in terms of frequency, hours of operation and proximity of bus stops to the development parcel. All bus stops will be located on the primary road through Phase 2, known as Bailey Road.
- 3.4 For context, Table 1 summarises the main services available from stops within a reasonable walking distance from Phase 2 as at November 2025.

Table 1: Local Bus Services

Service	Bus Stop	Destination	One-Way Frequency	Hours of Operation
51/61	Holbrook Corner on North Heath Lane	The Common – Horsham – North Heath	1 per hour	0920 to 1700
200		Horsham – Gatwick Airport	2 per hour	24 hours – note that service shifts to 1 service per hour between 0400 and 0700
71	Mowbray, Bohunt School	Horsham – Mowbray	1 per hour	0620 to 1900

- 3.5 Route 71 commenced in 2024, triggered by the occupation of the 100th dwelling in Phase 1. This service currently operates hourly through Phase 1 of the development, via Rusper Road and Bailey Road, serving Bohunt School, with buses turning at the existing eastern extent of Bailey Road where a temporary turning facility is provided.
- 3.6 In time, the bus service will be extended progressively eastwards, into Phase 2, via Bailey Road, and westwards into Phase 3, via Moat Road and across Old Holbrook. The frequency will increase to half-hourly on the occupation of the 840th dwelling, currently scheduled for late 2027. The bus service will operate on a loop through Phase 2 and the employment land, arriving and departing via Bailey Road within Phase 1 and U-turning at the westernmost roundabout proposed on the employment land road. Given that Phase 1 will provide over 1000 residential units, the second bus service is expected to be operational prior to first occupation of Phase 2.

Rail Services

- 3.7 The nearest existing railway station to Mowbray is Littlehaven, located approximately 1.85km – equivalent to a 20-minute walk, southwest of Phase 2. It provides connections to key destinations such as London, Crawley and Gatwick Airport. Littlehaven Station provides 32 cycle parking spaces comprising 16 Sheffield stands. Table 2 summarises the frequency of the main direct services from Littlehaven.

Table 2: Train Service Summary from Littlehaven Station

Destination	Peak Hour Frequency	Journey Time
Horsham	2	4 minutes
Crawley	2	9 minutes
Gatwick Airport	2	19 minutes
Redhill	2	30 minutes
East Croydon	2	46 minutes
London Bridge	2	62 minutes
London St Pancras	2	77 minutes
Stevenage	2	106 minutes
Peterborough	2	159 minutes

- 3.8 Horsham railway station lies 1.75km to the south of Littlehaven and provides access to further destinations, including Southampton Central, Clapham Junction and London Victoria. Horsham station is accessible from Mowbray via bus services on Route 71. Horsham station offers the following facilities:
- Ticket office operating from 06:00 to 20:20 Monday to Saturday and 06:10 to 21:15 on Sundays;
 - Toilets, seating area and waiting room;
 - 253 cycle parking spaces outside the station entrance; and
 - 220 car parking spaces.
- 3.9 Updated timetable information should be included in the TPS for each RM area with an updated summary of the connections to the station, particularly in relation to cycle accessibility following the provision of infrastructure as part of the wider Mowbray development.

4.0 Aims and Objectives

Aims

- 4.1 The aim of the Phase 2 PSTP at Mowbray, in accordance with the SWFTP, is to promote sustainable travel alternatives via a number of measures aimed at reducing the reliance on the private car in line with national and local government guidance. The headline aims are as follows:
- To reduce the need to travel;
 - To reduce the number of single occupancy car journeys to and from the site, in line with the objectives the NPPF;
 - To improve accessibility to the site by non-car modes of transport;
 - To promote healthy lifestyles, and accessible environment and sustainable vibrant communities, through the promotion of sustainable travel modes; and
 - To minimise the impact of traffic-related activities (noise, pollution, parking and congestion) on the local highway network.

Objectives

- 4.2 The objectives of the SWFTP are set out below, which remain appropriate and applicable to the Phase 2 PSTP. All these objectives are appropriate to each reserved matter area TPS, although the TPS can expand the objectives with any objectives specific to that RMA:
- a) To deliver a co-located and integrated mix of housing, schools, retail, and employment to maximise trip internalisation and locating facilities on site within a practical walk or cycle distance;
 - b) To promote the implementation of the transport infrastructure, public transport services and other sustainable transport measures to provide a viable alternative to the car for all future residents, visitors and occupiers of the site, and to accommodate and mitigate the nature and progress of development;
 - c) To promote alternatives to driving using a range of applicable measures and to encourage future residents and occupiers to minimise the number and length of journeys, particularly by single occupancy car;
 - d) To promote appropriate management measures for servicing movements within and though the site, including parking and deliveries;
 - e) To provide a framework for the future monitoring of travel patterns and the on-going review of future transport measures;
 - f) To obtain robust travel information and conduct surveys in order to monitor the travel plan against targets;
 - g) To support a range of sustainable transport alternatives to provide future residents / visitors with options for travel to and from the site;
 - h) To develop an awareness of the options for sustainable travel to and from the site amongst residents;
 - i) To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to the private car and highlight the health and environmental benefits of using sustainable travel modes; and
 - j) To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

5.0 Targets

- 5.1 The SWFTP set out side-wide targets, which covered the wider North Horsham development. This PSTP for Phase 2 sets targets developed in the context of the transport infrastructure and services available at the time the Phase 2 development is completed. The targets recognise the extent to which the Phase 2 development delivers infrastructure, services and local facilities on site, along with the availability of education provision.
- 5.2 In line with the SWFTP the key target of this Phase 2 PSTP is to limit the number of vehicular trips generated by that development. Specifically, to reduce the number of single occupancy car trips to and from the site during the weekday morning and evening peak hours. This is consistent with the Travel Plan objectives.

Site-Wide Framework Travel Plan Interim Targets

- 5.3 The SWFTP set out interim targets which were based on mode split profiles established in the outline planning application Transport Assessment. It is acknowledged in the SWFTP that as each phase is developed, the targets will be revised. The SWFTP interim targets for residential land use are summarised in Table 3.

Table 3: Residential Site-Wide Interim Mode Share Targets

Mode of Travel	Modal Split (AM and PM Peak Hours)
Car Driver	65%
Non-Car or Car Passenger	35%

Phase 2 PSTP Targets

- 5.4 In line with the objectives of the Phase 1 PSTP and the interim target suggestions of the SWFTP, interim targets for this Phase 2 PSTP have been set using Census data to estimate baseline modal split. Table 4 sets out the census data and the corresponding interim targets.

Table 4: Estimated Baseline Modal Split and Phase 2 Interim Modal Split Targets

Mode	Estimated Baseline Modal Split	Year 5 Modal Shift Target
On Foot	8.7%	0-2%
Bicycle	2.6%	0-2%
Bus	1.8%	0-1%
Train	11.1%	0-1%
Taxi	0.2%	-
Motorcycle	0.5%	-
Car Passenger	5.6%	0-1%
Car Driver	69.0%	6%
Other	0.5%	-

- 5.5 The principal target comprises the reduction in car driver mode share in favour of more sustainable modes of travel such as walking, cycling, car sharing and public transport. It should be noted that the figures for non-car travel modes are guides and should be applied flexibly.

- 5.6 The baseline travel mode splits should be established through travel surveys. These should be undertaken following the 100th occupation in Phase 2.
- 5.7 Once the first monitoring surveys have been undertaken and analysed, the baseline position and the targets should be reviewed and updated as necessary, in consultation with WSCC.
- 5.8 In addition to mode share targets, it is important to identify action targets to ensure that the commitments are delivered. The action targets are as follows:
- Nominate a Travel Plan Co-ordinator one to three months prior to first occupation of Phase 2 and retain the Travel Plan Co-ordinator for the duration of the PSTP. The Travel Plan Co-ordinator will be provided by the management company as is the case for Phase 1;
 - A year after the baseline surveys, undertake the first phase of monitoring; and,
 - Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following the surveys in years 3 and 5.
- 5.9 Once the PSTP has been agreed with WSCC and becomes operational, additional measures will be implemented as necessary to deliver modal split targets in response to the results of the ongoing monitoring surveys.

6.0 Measures

Introduction

- 6.1 This section details the measures that will be implemented as part of this Phase 2 PSTP. It also sets out measures which will apply to all reserved matter (RM) areas and will be included in the individual TPSs. The list is not exhaustive and where appropriate further measures should be included in the individual TPSs which are tailored to suit each development parcel. Additional RM area TPS measures will be agreed with WSCC.

Infrastructure & Services

- 6.2 Phase 2 will deliver the infrastructure and services as noted in Section 2 of this report, including:
- The extension of Bailey Road through Phase 2 including direct access to all RM Areas except RM Area 13, which will be accessed via RM Area 12. Bailey Road incorporates shared footway / cycleway connections.
 - An extension to the route of the existing bus service 71 through Phase 2, via Bailey Road. The infrastructure within Phases 1 and 2 includes temporary turning heads on, or immediately off, Moat Road and Bailey Road to enable buses to serve Phases 1 and 2 and connect to Horsham town centre. In the long-term, buses will U-turn at the westernmost roundabout to be constructed within the employment area and return through residential Phases 1 and 2.
 - A second hourly bus service with the same route as the existing hourly service, to run at alternate intervals resulting in a half-hourly bus provision through Phases 1 and 2 of the development, which terminates within Horsham town centre. This service will be introduced following the occupation of the 840th residential unit in the wider Mowbray development, in line with the Section 106 obligations related to public transport. Given that this trigger will be reached by Phase 1, which will provide over 1000 residential units, the second bus service is expected to be operational prior to first occupation of Phase 2.
 - Strategic pedestrian and cycle links in accordance with the approved site-wide Cycling Strategy and Design & Landscape Strategy.
- 6.3 The following infrastructure should be considered and included in the individual applications for the approval of reserved matters applications for all RM areas to encourage the use of sustainable modes and a shift away from the private car:
- Layouts should be consistent with the Design & Landscape Strategy and the site-wide Cycle Strategy;
 - Layouts should be designed to be pedestrian / cycle friendly, including reviewing links to adjacent future development parcels;
 - Pedestrian footways linking with on- and off-site highway connections and public transport nodes;
 - Covered and secure cycle parking in accordance with WSCC standards;
 - Residential car parking in accordance with WSCC standards including appropriate electric charging provision.

Soft Measures

- 6.4 The following paragraphs describe the 'soft' Travel Plan measures which can support the stated objectives. It is expected each TPS will include these measures, and they will be provided by individual Parcel Developers.

Walking and Cycling Measures

- Provision of information about walking routes between the individual development parcels and key local destinations, as well as within Travel Information Packs;
- Development of walking route maps identifying routes between the individual development parcels and transport hubs, local services and amenities, including walking times, calories burned, and carbon saved compared to driving. These can be delivered door to door, placed on communal notice boards, made available on a dedicated social media page / website, or provided within information packs at property purchase / exchange; and
- Up to date cycle maps for the local area and the formation of a Bicycle User Group for residents/employees.

Residents' Travel Information Packs

- 6.5 Travel Information Packs will be provided to the first occupier of each household. The pack will pull together information on the measures and contain information about the objectives of the PSTP, non-car mode travel options and will encourage use of sustainable modes of transport.
- 6.6 The Travel Information Packs will contain the following:
- Contact details for the Travel Plan Co-ordinator (TPC);
 - Pedestrian, cycle and public transport network maps and information, including typical journey times, routes to local facilities (including forthcoming within the masterplan site);
 - Information on the health benefits of walking and cycling;
 - Full set of published timetables for bus and rail services near the site;
 - Contact details of local taxi companies;
 - Information regarding local businesses selling bicycles, protective clothing and providing cycle maintenance services; and
 - Information on sources of travel information (telephone number and internet links), including how to apply for a sustainable travel voucher.

Incentives

- 6.7 New residents should be able to apply for a sustainable travel voucher from the parcel developer (worth up to £150 per household) which would be used towards travel by bus or for cycling equipment including bicycles. Details for residents to apply for the voucher will be contained within the Travel Information Pack for each household. The Travel Information Pack will contain contact details of the parcel developer for residents to obtain the voucher. This type of voucher is recommended as it allows a flexible approach for different travel modes. The Travel Plan Co-ordinator will provide details of any arrangements with bus operators and local cycle stores.

Marketing

- 6.8 Marketing and awareness-raising strategies form an important part of a Travel Plan. The following tools will be used:
- Travel Information Packs: As stated above, a Travel Information Pack for the first occupiers of the development will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities and amenities. The packs will be available in both hard copy and electronic (PDF) formats;

- Travel Information Points and Notice Boards: Dedicated noticeboards will be set up in suitable locations around the site such as community buildings and management suite. These will be confirmed by the TPC. The noticeboards will be used to display information relating to the Travel Plan, including information on public transport and car sharing and to update site users on the progress of the plan. The noticeboards will be maintained by the TPC; and
- Dedicated Webpage / Facebook Page: The site website will include a dedicated webpage (or link) that references the Travel Plan and includes relevant travel information (including download links to the Travel Information Pack). A Facebook page can also be created and managed by the TPC to promote the Travel Plan.

Car Sharing

- 6.9 The West Sussex Car sharing scheme will be promoted to residents/employees by the TPC, this is for residents/employees to share vehicles to similar destinations. This will reduce the number of single-occupancy vehicle trips and provide social benefits within the community.

Travel Plan Promotion

- 6.10 The TPC will inform and engage from the outset. This will be key to the success of the travel planning approach. The TPC will:
- Liaise with residents/visitors/parcel developers to understand their particular needs and concerns and to examine ways of addressing them. The TPC can offer personalised travel planning sessions to new residents;
 - Disseminate information, reporting the results of the monitoring surveys for example through resident bulletins and posts on noticeboards;
 - Prepare annual Newsletter for residents providing updates on implementation and monitoring; and
 - Make electronic copies of the PSTP available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

7.0 Management and Implementation

Travel Plan Management

- 7.1 A Travel Plan is a continuous process requiring monitoring, review and revision to ensure they remain relevant. This section sets out the strategy for monitoring and review over a five-year period from 100th occupation in Phase 2.

Travel Plan Co-ordinator (TPC)

- 7.2 Legal & General (Strategic Land North Horsham) Ltd will nominate an individual(s) to act as the Travel Plan Co-ordinator to manage the implementation of the PSTP. A TPC should be appointed one to three months prior to first occupation of Phase 2. The contact details of the TPC will be supplied to WSCC. The TPC will be provided by the management company as is the case for Phase 1.
- 7.3 The responsibilities of the TPC includes the following:
- Manage the day-to-day delivery of the targets and measures;
 - Market the PSTP (and associated TPS's) to encourage interest and involvement of residents/employees;
 - Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, in order to be able to provide residents/employees with journey planning advice;
 - Communicate with other TPC's in order to learn best practice and share information and to take advantage of the range of support services and benefits including shop discounts and support services;
 - Liaising with public transport operators on measures such as negotiating possible discounted bus tickets or travel vouchers;
 - Organising travel surveys and monitoring of the PSTP targets in line with the Action Plan (Section 9); and
 - Provide feedback to residents/employees and to liaise with the local authority and WSCC as required.
- 7.4 The TPC will liaise with all parcel developers to co-ordinate activities and communicate updates. Each TPS will provide detail of a nominated individual to liaise with the TPC.
- 7.5 In addition, the TPC may set up and chair a Steering Group comprised of site residents. The Steering Group is to provide a common feedback loop between the residents, the TPC and external parties.

Travel Plan Funding

- 7.6 Legal & General (Strategic Land North Horsham) Ltd will fund the construction of physical infrastructure measures and improvements (excluding development parcel commitments) and will arrange the appointment of a TPC. The initial implementation and operation of the Travel Plan, including the day-to-day TPC role, the promotion of sustainable travel, and the monitoring and review process, will be funded by the management company for Mowbray, which will in turn be funded by the service charge payable by residents.
- 7.7 Parcel developers will fund the individual TPS measures, including the provision of sustainable travel vouchers, and will be responsible for co-ordinating with the TPC in implementing the wider PSTP measures (e.g. Travel Information Packs etc.).

8.0 Monitoring and Review

Introduction

- 8.1 The Phase 2 PSTP will be monitored for a period of up to five years. Initial baseline surveys will be undertaken following 100th occupation of Phase 2.

Types of Survey

- 8.2 During each monitoring period the following types of survey, in accordance with the monitoring regime proposed in the SWFTP, will be undertaken:
- One-week ATC survey of vehicle movements in and out of the site alongside a TRICS compliant Standard Assessment Methodology (SAM) Survey; and
 - Residents/employee questionnaire including travel mode questions to establish overall modal split for the site, car ownership and attitudes towards use of sustainable transport modes.
- 8.3 The TPC will be responsible for commissioning the surveys and compiling the results. The monitoring report will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure the on-going success of the PSTP.
- 8.4 TRICS SAM surveys, unless otherwise agreed with WSCC will be undertaken as part of independent monitoring, a year after the baseline survey and at years 3 and 5.
- 8.5 To encourage participation in the survey questionnaire an incentive such as Amazon Voucher will be offered for the first 30 returned surveys.

Remedial Measures

- 8.6 Should the PSTP targets not be met by the end of the monitoring period outlined above, the TPC will use reasonable endeavours to work with WSCC to devise and agree an appropriate strategy with remedial actions to successfully meet the targets.

9.0 Action Plan

- 9.1 An action plan is presented in Table 5 that provides a programme for delivering the measures in this PSTP along with responsibility for delivery within Phase 2.

Table 5: Example Action Plan Including Measures, Responsibility and Timescale

Measures	Responsibility	Timescale
Management		
Appointment of Travel Plan Co-ordinator	L&G	Within three months prior to first occupation
Infrastructure and Services Measures		
Install cycle parking and associated facilities	Parcel Developer	As plots are built out
Site layout infrastructure including footways, shared surface, pedestrian / cycle links, bus stops, signage and car parking spaces	L&G / Parcel Developer	Prior to occupation
Provision of Electric Vehicle Charging Points	Parcel Developer	Prior to occupation
Provision of broadband in homes	Parcel Developer	Prior to occupation
Establish Baseline		
Baseline survey of site	TPC	Following 100 th occupation
Update Travel Plan following baseline surveys and seek agreement with WSCC	TPC	Within 3 months of receipt of survey results
Travel Plan Promotion Measures		
Prepare Residents' Travel Information Pack	Parcel Developer	Prior to occupation and update as appropriate
Provision of Walking and Cycling Maps	Parcel Developer	Prior to baseline survey and update as appropriate
Prepare dedicated webpage / social media page that references Travel Plan and includes relevant travel information	TPC	Within 3 months of first occupation and update as required
Personalised Travel Planning sessions	TPC	Ongoing, as requested
Provide sustainable travel vouchers up to £150	Parcel Developer	Redeemable upon application
Promote car sharing scheme	TPC	Ongoing

Measures	Responsibility	Timescale
Monitoring and Review Process		
Undertake future TRICS monitoring surveys	TPC	Years 1, 3 and 5
Prepare a monitoring report and review the Travel Plan in light of survey results	TPC	Within 2 months of receipt of survey results
Report the results of the surveys and the review of the Travel Plan to WSCC as appropriate	TPC	Within 3 months of receipt of survey results
Review Travel Plan targets	TPC	Within 2 months of receipt of survey results



