

**Land east of College Lane,
Hurstpierpoint**

Residential Travel Plan

For
Thakeham Homes Limited

Project No.
14525

Date
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1.0 INTRODUCTION

1.1.1 Campbell Reith Hill LLP (Hereafter, "CampbellReith") has been appointed by Thakeham Homes Limited (hereafter, "the Applicant") to prepare a Framework Residential Travel Plan (RTP) in relation to a full planning application for the construction of 100 No. residential dwellings, with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works on land off College Lane, Hurstpierpoint, West Sussex ('the Proposed Development').

1.1.2 This Report should be read in conjunction with the accompanying Transport Assessment (TA), also prepared by CampbellReith, which evaluates and assesses the impact of the development proposals on the local highway network.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.

1.2.2 Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. A well-developed Travel Plan can mitigate adverse travel impacts of a development, and the Government recognises their importance in achieving improvements in transport conditions at a local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. The department of health publication *Choosing Health: Making healthy choices easier (2004)* recognised the health benefits of walking and cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.

1.3 Aims and Objectives of the Travel Plan

1.3.1 A Travel Plan is consistent with the aims of local and national planning policies and aims to:

- Reduce the impacts of travel to and from the development;
- Increase awareness of the advantages and potential for travel by environmentally friendly modes;
- Reduce car ownership; and
- Have no adverse effect on local parking in the streets within and surrounding the estate.

1.3.2 To achieve the potential benefits, a Travel Plan requires:

- The committed support of the Developer and users of the site;
- The addressing of users' needs for access to a full range of facilities; and
- Combining physical measures of site design and new facilities with the behavioural measures for marketing, promotion and awareness raising among users of the site.

1.4 Relevant National and Local Policy Documents

- 1.4.1 Guidance on Travel Plans provided by the *Department for Levelling Up, Housing and Communities* in 2014 states that Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 1.4.2 Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.
- 1.4.3 Policy TR6 of the National Planning Policy Framework (NPPF), states that "*Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)*". This RTP has been developed in conjunction with the evolution of the site masterplan and its proposals and will accompany the Transport Assessment at submission stage of the application.
- 1.4.4 CampbellReith has contacted West Sussex County Council in their role as Local Highway Authority to understand their requirements in terms of Travel Plan targets, measures and securing/monitoring (July 2024). The associated guidance document has been used to shape the scope of this Framework Travel Plan.
- 1.4.5 This Travel Plan has been written to satisfy the relevant policy requirements outlined above.

2.0 **SITE AUDIT REPORT**

2.1 **Local Description of Site**

2.1.1 The Site is situated to the east of College Lane, east of Hurstpierpoint village, Mid Sussex. The nearest postcode for the Site is BN69AB. The Site approximately 1km east of the centre of Hurstpierpoint, and 1km to the north-west of Hassocks.

2.1.2 The Site is bounded by grassland to the north, College Lane and residential properties to the west, residential properties fronting Wickham Hill to the south, and Belmont Lane and further grassland to the east. An existing gated vehicular access to the Site is located off College Lane, immediately north of No. 31 College Lane, in the north-western corner of the Site.

2.1.3 Refer to the Site Location Plan included within Appendix 1.

2.2 **Strategic Road Network**

2.2.1 The A23 is situated approximately 2.5km west of the Site. The A23 provides a strategic road link between Brighton & Hove, some 11km south of the Site, and the southern edge of Crawley, some 20km north of the Site, becoming the M23 further north-east to provide connections to/from Surrey and Greater London, via the M25.

2.2.2 The nearest northbound interchange to the A23 is situated approximately 5.5km east of the Site, via the B2118 on-slip, north of Sayers Common. Conversely, the nearest southbound interchange to the A23 is situated approximately 4km to the south-west of the Site, via the B2117 Brighton Road, within the Muddleswood area.

2.3 **Local Road Network**

2.3.1 College Lane is situated to the immediate west of the Site and connects to the Hassocks Road / College Lane / Wickham Hill junction approximately 250 to the south. To the north, College Lane connects to neighbouring streets and agricultural land.

2.3.2 College Lane is orientated in a north-south direction and is residential in nature. A mix of on-street and driveway parking is present. Vehicular access to the Proposed Development is proposed to be provided in the vicinity of the existing access to the Site from College Lane.

2.3.3 When turning left out of the Site, Hassocks Road / College Lane / Wickham Hill junction is used to access Hurstpierpoint village, approximately 750m west of the Site access. A 20mph speed limit is present along the High Street and double yellow line parking restrictions are provided to restrict waiting (i.e. parking).

2.4 **Walking and Cycling Infrastructure**

2.4.1 The Site is located in an accessible area with a connected network of footway and suitable crossing facilities.

2.4.2 College Lane provides a continuous and uninterrupted footway of varying widths along its western edge of the carriageway, providing a connection to High Street via Hassocks Road where further amenities are located in Hurstpierpoint.

- 2.4.3 Even though it is not explicitly indicated as suitable for cyclists through signage, the width of the Hassocks Road / College Lane / Wickham Hill carriageway (approximately 6m), as well as the relatively straight orientation of the carriageway means that the carriageways within the vicinity of the Site is considered conducive for cyclists.
- 2.4.4 A series of cycling infrastructure enhancements have recently been built out in the local area by WSCC. One of the routes runs from Western Road and along Manor Road, Cuckfield Road, Trinity Road, Brown Twins Road, St George's Lane, Hassocks Road (B2116) and through to the Stonepound crossroads using a mixture of existing carriageway, improving existing paths and constructing new sections of path. However, an additional scheme has also been built out, most notably along the B2116 Keymer Road, to the east of the Stonepound crossroads, extending for approximately 1.2km between the Stonepound Crossroads and Dale Avenue in Hassocks.
- 2.4.5 Public Rights of Way (PRoW) (bridleway HAS-8C) borders the eastern boundary of the site, extending from Belmont Lane / Wickham Hill junction in the south, to London Road (A273, approximately 1.2km east of the Site. PRoW (footpath HAS-65HU) connects to bridleway HAS-8C, approximately 450m northeast of the Site, and extends from London Road in the east, to St. Georges Lane / St. Georges Place junction in the west.
- 2.4.6 The Chartered Institute of Highways and Transportation's (CIHT) *'Providing for Journeys on Foot'* document states that facilities/amenities located within an 800m distance in all Town Centre locations and 1.2km in other areas are considered to be accessible on foot. Within the quoted 1.2km distance, there are community facilities relevant to the envisaged users of the Site which can be accessed on foot, within a journey time of approximately 15 minutes. These include: a series bus stops, a recreation ground (with a tennis club and bowls club), public houses, a convenience store, a health care centre, a gym. However, it should be noted that other key destinations are accessible on foot within a reasonable walking distance, such as Hassocks Station, which is situated 1.7km from the Site on-foot.
- 2.4.7 The extent of the local area which can be reached within a 5-minute, 10-minute and 15-minute walk and cycle has been demonstrated through appropriate isochrone drawings. Refer to Appendix 2.
- 2.5 **Public Transport – Bus**
- 2.5.1 The nearest two-way bus stops to the Site are known as the 'College Lane' bus stops, which are located approximately 350m south of the proposed Site access via the footway present along the eastern side of College Lane. Services available for users during the week, including weekends, can be seen below in Table 2.1.

Table 2.1: Local Bus Services

Bus No	Route	Service Interval			Bus Stop
		Monday-Friday	Saturday	Sunday	
33/ 33A	Hurstpierpoint - Warden Park School or Haywards Heath	Approx. hourly	Approx. hourly	-	College Lane (adj)
	Warden Park School or Haywards Heath - Hurstpierpoint	Approx. hourly	Approx. hourly	-	College Lane (opp)
273	Old Steine - Crawley Bus Station	Approx. hourly	Approx. hourly	Approx. hourly	College Lane (adj)
	Crawley Bus Station - Old Steine	Approx. hourly	Approx. hourly	Approx. hourly	College Lane (opp)

2.5.2 It should be noted that both services provide a direct route to/from Hassocks Station, with an approximate journey time of 10 minutes.

2.6 Public Transport – Train

2.6.1 Hassocks Railway Station is located approximately 1.7km southeast of the Site on foot via College Lane/Hurst Road/Keymer Road. Hassocks Railway Station is operated by Southern and Thameslink and is situated on the Brighton Main Line between Burgess Hill and Preston Park.

2.6.2 Hassocks Station provides regular services to/from destinations across the Southeast of England, such as Brighton, Littlehampton and Hove & Worthing to the south, and Bedford, London Bridge, Gatwick Airport, East Croydon and London Victoria to the north. The following facilities are available at Hassocks Railway Station:

- 154 secure cycle parking spaces;
- Step-free access to all platforms; and
- Toilets and refreshment facilities.

2.6.3 Table 2.2 provides a summary of the rail services operating from Hassocks Railway Station.

Table 2.2: Rail services available from Hassocks Railway Station

Destination	Service Interval					
	Monday-Friday		Saturday		Sunday	
	AM Peak	PM Peak	Daytime	Evening	Daytime	Evening
Brighton	Approx. 2 services	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
London Victoria	Approx. 1 service	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
Bedford (via London Bridge)	Approx. 2 services	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
Littlehampton (via Hove & Worthing)	Approx. 1 service	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour

3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The Proposed Development seeks full planning permission for the construction of 100 No. residential dwellings, with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works on land off College Lane, Hurstpierpoint, West Sussex.

3.1.2 Refer to Figure 3.1 below, which illustrates the Masterplan layout (also included in Appendix 3), while the preliminary schedule of accommodation is provided within Table 3.1, also below.

Table 3.1: Schedule of Accommodation

Tenure	No. Units
Private Mix 70 No.	6 No. 1-bed flats 7 No. 2-bed bungalows 15 No. 2-bed houses 20 No. 3-bed houses 22 No. 4-bed houses
Affordable Mix 30 No.	6 No.1-bedroom flats 6 No. 2-bedroom flats 11 No. 2-bedroom houses 7 No. 3-bedroom houses



Figure 3.1: Proposed Site Plan

3.2 Vehicular Access

- 3.2.1 Vehicular access to the Site is currently achieved via a gated access off the eastern side of College Lane. The Proposed Development proposes to re-use the location of this existing arrangement, albeit with significant infrastructural enhancements, which will be utilised by all resident/visitor traffic, as well as servicing and delivery traffic. The proposed Site's access junction will be provided with a 5.5m wide access road, adjoining College Lane via kerb radii of 6m.
- 3.2.2 There is currently a footway present along the eastern side of College Lane, to the south of the site access, which provides a continual route to/from the site access and the facilities located along Hassocks Road/High Street to the south-west.
- 3.2.3 As part of delivering the proposed Site access, it is proposed to provide a 2.0m wide footway along the southern side of the access, which tapers to re-join the alignment of the existing footway provision of approximately 1.5m in width, outside of No. 31 College Lane. In addition, and as requested by WSCC highways officers during pre-application discussions, it is proposed to provide an additional footway build-out, north of the proposed site access, together with an uncontrolled crossing point along College Lane.
- 3.2.4 It is considered that such works could be delivered as part of a Section 278 Agreement, post-receipt of planning permission.
- 3.2.5 Further analysis is provided within the TA which accompanies this application.

3.3 Pedestrian/Cyclist Access

- 3.3.1 College Lane provides an uninterrupted pedestrian footway of various widths along both sides, to the south of the proposed site access, which provides a continual route to/from the Site and the facilities located along Hassocks Road/High Street to the south-west. It is the intention for the proposed footway works adjacent to the site access will better connect the Site with the existing infrastructure present along College Lane.
- 3.3.2 It should be noted that the Proposed Development also provides an internal 3.0m wide shared foot/cycleway through the Site, adjoining Belmont Lane, where this is an existing bridleway, to the east of the Site and terminating along the northern boundary of the proposed site access. Such infrastructure has the added benefit of significantly reducing the time taken to walk and cycle to/from Hassocks station. This would equate to the following improvements in quoted journey distance and time on foot to/from Hassocks Station:
- **Existing scenario:** Approximately 1.7km walking distance (25 minutes), measured from the centre of the Site
 - **Provision of Bridleway link:** A reduction of approximately 0.4km walking distance, measured from the centre of the Site, equating to approximately 7 minutes of journey time savings.

3.4 Car Parking

3.4.1 An appropriate balance of car parking is provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document, dated September 2020. It is acknowledged that WSCC have produced a calculation tool that uses Census car ownership data at ward-level and allows for a determination of predicted parking demand by entering site-specific data. It is acknowledged that the Site is situated within the 'Hurstpierpoint and Downs' ward, and thus within a 'Parking Behaviour Zone' of 2.

3.4.2 In total, 189.5 No. allocated and 50 unallocated spaces are provided on the Site. With regard to the WSCC calculation tool, and based on the tenure of the proposed dwellings, a total of 189.5 allocated spaces are required, while a total of 55 unallocated visitor spaces are required, totalling 244.5 required parking spaces. However, it is acknowledged that WSCC permit a variation in total required number of parking spaces, by up to 10%. Hence, while the provision of allocated parking spaces are provided in line with calculated requirements, a shortfall of 5 spaces is proposed for the unallocated visitor parking spaces. This is considered acceptable.

3.5 Cycle Parking

3.5.1 Appropriate resident long-stay cycle parking spaces has been provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document. It is considered that houses can cater for cycle parking demand via sheds or garages, while the proposed apartments will provide secure and sheltered cycle parking, within an external storage facility.

3.6 Bus Stop Improvements

3.6.1 Following pre-application discussions with WSCC Highways Officers, it was requested that a package of off-site infrastructure enhancements be delivered to the existing bus stops along Wickham Hill, including real-time passenger information and improved accessibility between the bus stops due to a lack of footway and/or crossing facilities.

3.6.2 It is anticipated that such improvements will be secured within a Section 106 Agreement.

4.0 OBJECTIVES AND TARGETS

4.1 Travel Plan Objective

4.1.1 The overall objective of this Travel Plan is to create a more sustainable environment for residents, as well as visitors where appropriate, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.

4.1.2 This will be achieved by:

- Understanding the likely travel patterns of residents and visitors at the development;
- Promoting and improving awareness of the travel plan process;
- Adopting a package of measures which focus on promoting access by sustainable modes of transport;
- Promoting active living and health benefits due to improved air quality and the potential reduction in road casualties; and
- Continually developing, implementing and monitoring the progress of the strategy.

4.2 Travel Plan Targets

4.2.1 The targets set will accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

4.2.2 Owing to the travel patterns of visitors travelling to/from residential element of the site being difficult to accurately determine, more specific targets have only been set for the forthcoming occupants of the residential dwellings. However, it is reasonable to assume that visitors may also benefit from the measures proposed to be implemented on the Site.

4.2.3 The specific targets for occupants of the residential element of the development are as follows:

- Increase the modal share proportion of resident trips made to/from the development by walking and cycling by a combined total of 2% by Year 3 and a combined total of 4% by Year 5;
- Decrease the proportion of resident trips made to/from the development by driving a private car or van by 6% by Year 3 and **10%** by Year 5; and
- Increase the proportion of resident trips made to/from the development by car sharing by 2% by Year 3 and 3% by Year 5.

4.2.4 The car driver modal share target of **10%** has been informed with reference to WSCC's Travel Plan guidance, which states that developments should seek to achieve a 10% reduction in car driver trips per day during the lifetime of the Travel Plan.

4.3 Multi-Modal Split Targets

4.3.1 In the absence of accurate baseline resident modal split data, CampbellReith have obtained Travel to Work modal split data from the 2011 Census for the site's Mid-Layer Super Output Area (Mid Sussex 017). These will form the interim resident modal splits for the development, noting that more accurate information will be available following completion of a baseline resident travel survey. Refer to Table 4.1 below, which shows the interim resident modal shift targets. Note that any data relating to the 2021 Census has been disregarded, as COVID-19 related restrictions were present at the time of the survey being undertaken.

4.3.2 It is also important to note that the 2011 Census did not take into account any trips to/from a particular area made explicitly through "car sharing". Therefore, for the purposes of this assessment, it has been assumed that these are considered within all "car or van passenger" trips. Note that "Taxi", "Working from home", "Underground, metro, light rail or tram", and "Other method of travel" have been excluded as the baseline data for these modes was 0%.

Table 4.1: Interim Residential Modal Split Targets

Mode	Baseline Data	Year 1 Target	Year 3 Target	Year 5 Target
Driving a Car or Van	63%	60%	57%	53%
Car or Van Passenger	4%	5%	6%	7%
Motorcycle, Scooter or Moped	1%	1%	1%	1%
Train	19%	20%	21%	22%
Bus, minibus or coach	2%	3%	3%	3%
On Foot	8%	9%	9%	10%
Cycle	2%	2%	3%	4%
Totals	100%	100%	100%	100%

5.0 TRAVEL PLAN COORDINATOR

5.1 The Role of the Travel Plan Co-ordinator

5.1.1 The Travel Plan Coordinator (TPC) is imperative in the success of any Travel Plan. They are the individual responsible for the day to day running, promotion and implementation of the Travel Plan, as well as being the person that helps users of the site with specific queries. At least 3 months prior to first occupation of the residential dwellings, the TPC will be appointed by the developer and their details forwarded onto the Local Highway Authority. Some of the key responsibilities of the Travel Plan Coordinator are to:

- Manage and respond to queries from the LHA in relation to this RTP;
- Update this TP to the satisfaction of the LHA at the appropriate times;
- Ensure that the developer provides the correct levels and types of cycle parking prior to occupation;
- Undertake resident travel surveys in accordance with the requirements of the LHA;
- Keep sustainable travel information up to date and available to users of the site;
- Implement and market the Travel Plan, taking account of both short and long-term objectives;
- Provide Travel Information Packs for new residents, including details of safe and convenient walking/cycling routes and public transport maps and timetables;
- Be a contact point and 'face' for the Travel Plan;
- Establish good communications between themselves and the LHA to help ensure the Travel Plan is a success;
- Promote the Travel Plan and be available to discuss travel requirements and ideas as to how the plan could provide further encouragement or facilities to make sustainable transport more accessible;
- Establish and promote the individual measures in the Travel Plan;
- Where appropriate, explore the potential of joining forces with community groups within the local area;
- Promote local and national events such as National Bike Week to raise awareness of more sustainable modes of transport; and
- Collate travel survey information to measure, monitor and develop the success of the Travel Plan so that targets can be refined and developed.

5.2 Liaison with a Steering Group

5.2.1 A Steering Group is also important to the success of the Travel Plan. It ensures that different stakeholders are represented during the plan's development and can contribute towards the identification and implementation of strategies that span across many areas of interest. It also

allows opportunities for the sharing of knowledge, experience, valuable information and contacts.

- 5.2.2 The Steering Group will assist the Travel Plan Coordinator with monitoring and promotion of the plan. The precise composition of the Steering Group is to be determined but will initially comprise residents, the Travel Plan Coordinator, representatives of the Development Company, the Council and the local highway authority.

6.0 **MARKETING AND COMMUNICATION STRATEGY**

- 6.1.1 The TP will be marketed to residents to ensure the greatest chance of compliance.
- 6.1.2 Marketing and awareness raising strategies are also an important part of Travel Plans. They cover the involvement / engagement of residents and raising their awareness about travel options and the benefits of more sustainable or efficient travel.
- 6.1.3 The primary means by which the Travel Plan will likely be marketed are through newsletters / e-mails and the development's website. This will help to promote the initiatives and disseminate the information about the Travel Plan and the personalised travel planning service that will be available to residents.
- 6.1.4 With the increasing use of social media, key Travel Plan information and contact details will need to be available on a digital platform. The Travel Plan Coordinator should be aware of any local resident groups that exist on social media platforms so information can be easily and conveniently shared if required.
- 6.1.5 The accessibility of the development will be explained to prospective residents and included in the general marketing information issued by the site sales staff.
- 6.1.6 Resident Travel Information Packs will be provided to the purchasers and tenants of each new home on its first occupation. The aim of this document will be to help to formulate new travel patterns before they become habitual. The pack will include:
- Information on the Travel Plan, the targets and benefits it can achieve;
 - Public transport information, including bus stop and rail station locations, timetables and fare information;
 - Cycle information including maps of cycle routes and locations of cycle facilities and shops;
 - Walking and cycling maps showing routes to local shops and community facilities;
 - Information on local car sharing schemes;
 - Details of local taxi services; and
 - Contact details for the Travel Plan Coordinator.
- 6.1.7 It is advised that the TPC uses the Travel Information Pack templates provided by WSCC Highways, provided on their website, via Pindar Creative.

7.0 TRAVEL PLAN MEASURES

7.1 Introduction

7.1.1 The main core of a Travel Plan is its package of measures, which will comprise of a mixture of different kinds of actions, incentives and infrastructure improvements. Measures might be motivational, for awareness raising, for information provision or include financial incentives to remove barriers to sustainable travel.

7.1.2 The remainder of this chapter sets out a likely package of measures which could be introduced to influence residents' travel to and from the development, noting that the appropriateness of these measures will be confirmed within the Full Travel Plan submitted at reserved matters stage of the application.

7.2 Measures to Encourage Walking

7.2.1 Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two miles of their workplace. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel. (E.g., emissions, pollutants, severance etc.). Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.

7.2.2 Walking will be further encouraged with the provision of maps illustrating the routes to local facilities and also by promoting the health benefits. These maps will be given to residents as part of their Welcome Pack and will highlight the location of local facilities such as:

- Bus stops;
- Education and childcare facilities;
- Leisure and recreation;
- Employment areas;
- Shopping, banking and personal business facilities; and
- Healthcare and community needs.

7.2.3 The health benefits associated with walking will also be promoted through events such as Walk to Work, which are held annually and arranged by the Travel Plan Coordinator. The Travel Plan Coordinator will also provide links to internet pages that promote walking, such as the 'Walking for Health' NHS incentive, and the 'Change for Life' walking campaign.

7.3 Measures to Encourage Cycling

7.3.1 Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can promote the substantial health benefits to individuals who are motivated to complete more journeys by cycle. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved

concentration upon arrival at their destination. The health benefits of cycling outweigh the dis-benefits.

7.3.2 Cycling will be encouraged through information being provided to residents within their Information Packs, including information on cycle routes, cycle facilities, cycle shops, and details regarding the journeys to local facilities within the local area. The health benefits associated with cycling will be promoted through the information packs and the Travel Plan Coordinator working with residents and arranging participation in events such as Bike Week and European Mobility Week, which is held annually, and by providing links to internet pages that promote cycling.

7.3.3 As part of the Proposed Development, it will be ensured that secure cycle parking is provided in line with adopted policy.

7.4 Measures to Encourage Public Transport Use

7.4.1 The benefits of travelling by public transport when compared to driving a private vehicle can include:

- Reduced journey times due to not waiting in highway congestion;
- No need to find a parking space;
- Being able to relax, read or work (particularly for business travel during the day); and
- Combine active travel as part of the journey.

7.4.2 It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5 miles (8km).

7.4.3 The provision of public transport information within the residents Welcome Pack is proposed in order to encourage and support the use of public transport.

7.4.4 It is acknowledged that new a residential development may attract residents from other areas of the region or country, whom may not be familiar with the local public transport services available to them. The TPC will therefore be available to provide personalised travel planning advice, and residents will be encouraged to contact the TPC should they require any travel-related support, updated timetables etc, to assist them in getting to their destination as quickly and as sustainably as possible.

7.5 Measures to Reduce Single Occupancy Vehicle Trips

7.5.1 Residents who live close to one another can potentially share cars for some of their journeys. There are a number of databases that enable matching of suitable candidates; where two or more people are found to live and work in similar locations and can therefore share the journey. Information on these databases, including national databases such as Liftshare or Travelchoice will be included in the Travel Information Packs.

- 7.5.2 Information regarding national promotional events such as Car Share Day will also be provided within the Resident Travel Information Packs.
- 7.5.3 Once fully constructed, it is reasonable to assume that each dwelling will benefit from excellent internet / broadband connectivity which, for those who are employed in a role in which home working is practicable, will in reduce the requirement for many to travel to/from residents' typical places of work which may have otherwise been undertaken using their private vehicle.

8.0 MONITORING, MANAGEMENT AND REPORTING

8.1 Monitoring and Resident Travel Surveys

8.1.1 This Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the residents of the site as well as visitors.

8.1.2 Travel Plan and its measures will be monitored regularly, establishing a baseline within 3 months of first occupation of a significant proportion of the development, with annual follow up surveys for a minimum of five years. At this stage, the aim will be to obtain a minimum 50% response rate to all surveys, with all resident travel surveys carried out in line with WSCC guidance (TRICS SAM Methodology). The developer/Travel Plan Coordinator should commission these directly with TRICS, with this process secured through the Section 106 agreement.

8.1.3 The TPC will likely notify residents of the travel survey by electronic communication, i.e., email or text message (if this is in use by the managing agents) and additionally an advert will be posted to all dwellings, specifying details of how to access the survey online, or to how to request a paper copy.

8.1.4 It is suggested that the survey includes an element of incentive, such as a prize draw, to encourage residents to take the time to complete it. It is reasonable to assume that the TPC will "pilot" the survey on a small number of people to identify any issues of readability or understanding, which could lead to anomalous results.

8.2 Reporting and Remedial Actions

8.2.1 An Annual Review Report will be produced by the Travel Plan Coordinator and sent to the LHA for a minimum of five years following full site occupation, as per adopted guidance. This will include progress against targets and updated Travel Survey data. The reporting will include;

- A recap of the Travel Plan objectives and targets;
- Monitoring methodology;
- The scope of residents surveyed and the response rate;
- A summary of results of the annual travel survey presented in relation to the agreed targets;
- Progress against agreed measures;
- Any corrective measures, such as more publicity, additional incentives etc., to get the Travel Plan back on track should the targets not be met; and
- Proposal to develop the Travel Plan in the future.

8.3 Securing the Travel Plan

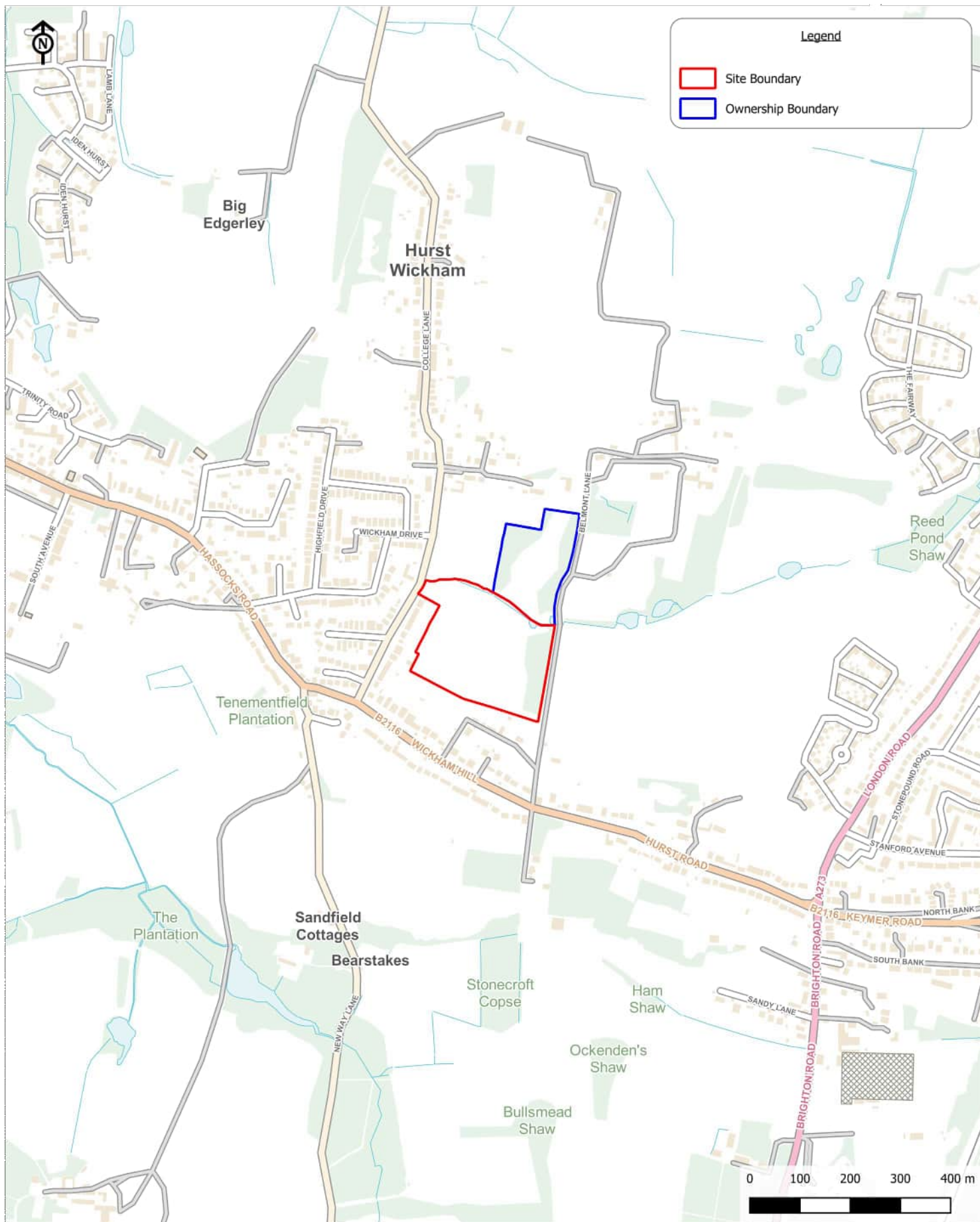
- 8.3.1 The TPC will maintain contact with the LHA throughout the duration of the Travel Plan period to discuss any remedial actions which may need to be implemented. It is likely that the implementation of this Travel Plan will be secured by the LPA via a Section 106 agreement or similar.
- 8.3.2 As per WSCC Travel Plan guidance, residential sites of between 80 and 500 dwellings are required to pay a Travel Plan monitoring fee of £3,815 at the application stage, with the fee to be secured via the Section 106 agreement and paid prior to occupation).



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Appendix 1

Site Location



College Lane

Site Location Plan

Client: Thakeham Ltd

Scale: 1:10000@A4
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 Job Number: 14525
 Drawn by - Checked by: RP - CZ
 Drng No - Status/Revision: 14525-CRH-XX-FG-G-7000 - P01
 File location: N:\14500 - 14749\14525 L - College Lane\Project_Workspaces\Transport (pdf in Outputs)
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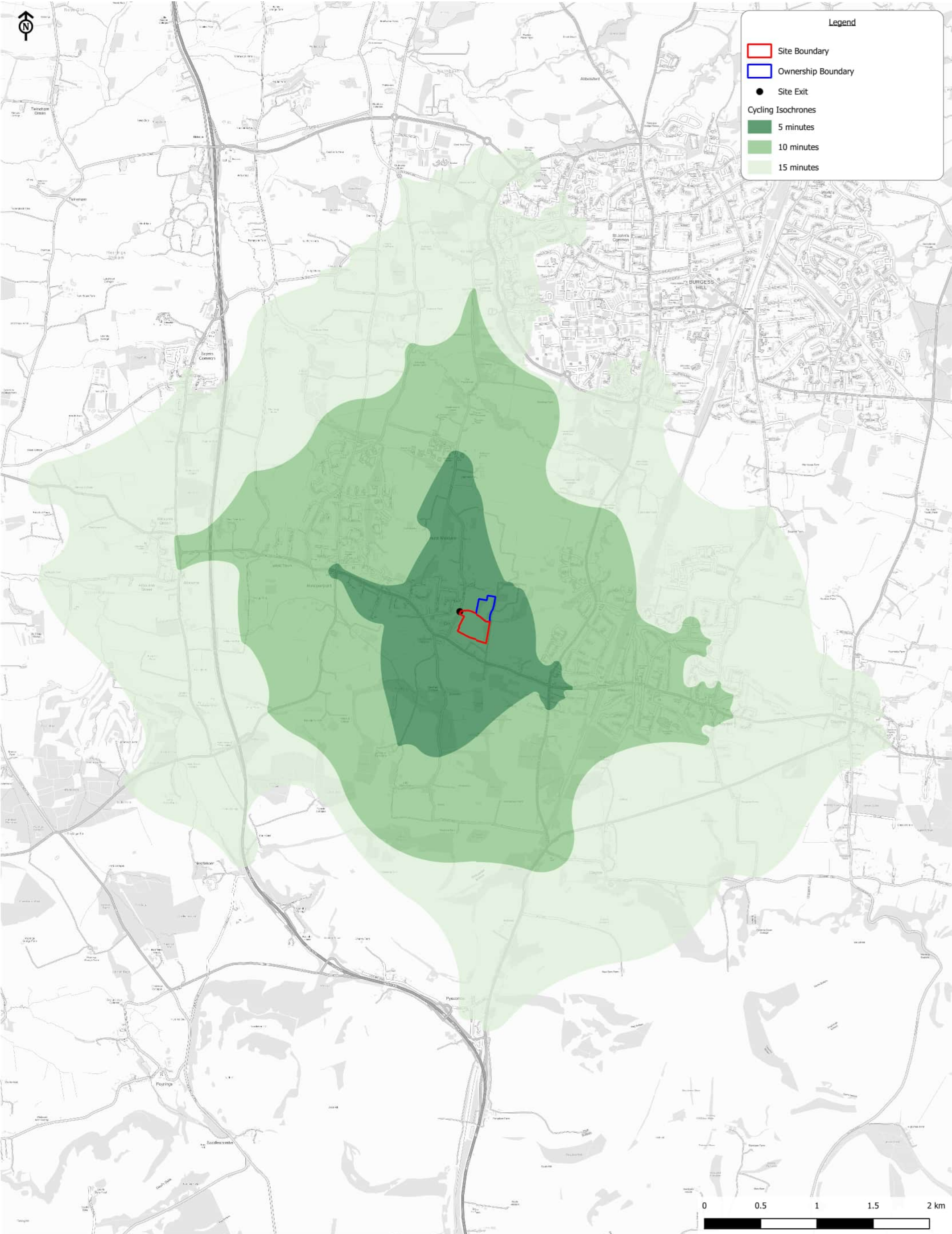


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Appendix 2

Isochrones Map

Walking Isochrones
Cycling Isochrones



College Lane
Client: Thakeham Ltd

Cycling Isochrones



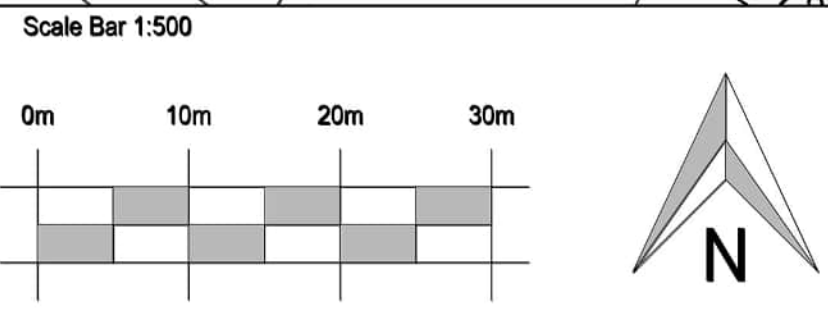
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Appendix 3

Proposed Site Plan



KEY
★ Affordable housing



Development
Land East of College Lane
Hurstpierpoint
West Sussex

Drawing Title
Site Layout Colour

Drawn	Date	Scale @ A0	Rev	Date	Note	Drawn	Check
AH	Sept 2026	1:500			RIBA Stage 3 - Planning		
Status			Revision			Revision Number	
						C01	

Drawing Number (Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number)
H119 - THA - PD2 - ZZ - D - A - 1010

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