



Land at LVS Hassocks, London Road, Sayers Common Framework Residential Travel Plan

Client: Wates Developments and the Licensed Trade
Charity

i-Transport Ref: DS/OT/DGo/ITS19984-009C

Date: 27 March 2026

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Quality Management

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 i-Transport LLP has been appointed by Wates Developments and the Licensed Trade Charity to prepare a Framework Travel Plan (FTP) in respect of a proposed residential development on land situated to the northwest of Sayers Common.

1.2 Compliance with Planning Policy DPSC7

- 1.2.1 The site is a draft allocation in the Submission Draft Mid Sussex District Council Local Plan (2021 – 2039). The site (ref: *DPSC7: Land at LVS Hassocks*) has been identified for the relocation of the existing SEN school and to provide 200 new homes on the site.
- 1.2.2 The Draft Submission Local Plan identifies the following site-specific transport policies:
- i Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking, which supports the 20-minute neighbourhood principles, with direct enhanced active/ sustainable travel connections, and includes enabling the viability of new public transport services.
 - ii Prioritise pedestrian and cycle access throughout the development and integrate and enhance the existing PRow which crosses the site.
 - iii Provide any necessary upgrades to the existing access onto B2118.
 - iv Provide financial contributions towards the provision of sustainable transport including improvements at Hassocks Station.
- 1.2.3 The development proposes off-site active travel infrastructure upgrades to the B2218 to ensure sustainable modes of travel are prioritised as well as providing financial contributions in adherence with Policy DPSC7 to support wider sustainable transport initiatives. This will not only benefit future residents of the development but will also support a coordinated approach with other housing allocations within Sayers Common.

1.2.4 Additionally, in collaboration with the other allocated sites, the applicant will provide a proportionate contribution towards facilitating an off-carriageway cycle route between the B2218 and the A2300, improving off-carriageway cycling between Sayers Common and Burgess Hill, as well as other schemes of improvement identified by the MSDC Transport Study and ongoing work to develop a Infrastructure Delivery Plan, to be agreed through a Section 106 Agreement associated with the development proposals.

1.2.5 The Applicant is submitting a hybrid planning application with separate and severable elements comprising:

Demolition of all existing buildings bar the chapel, to retained for use within Use Class F and:

a) Full planning permission for the development of the north western part of the Land at LVS Hassocks so as to accommodate a new SEN School with associated access from London Road, car parking, landscaping and drainage works; and

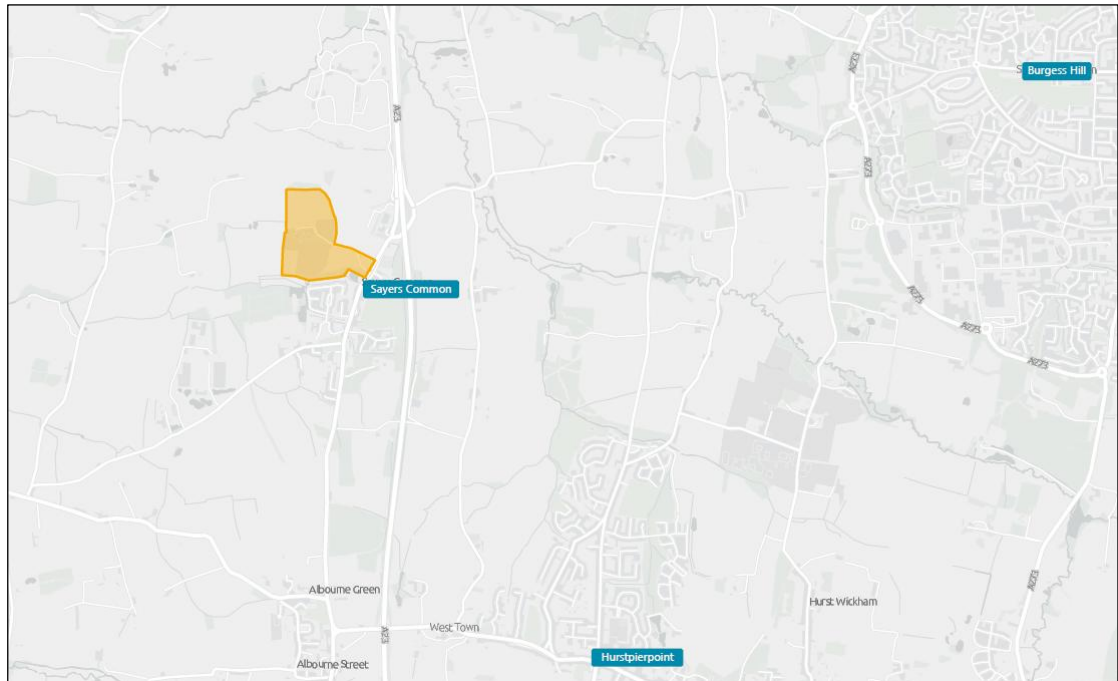
b) Outline planning permission (Appearance, Landscaping, Layout and Scale Reserved) for the development of the rest of the land at LVS Hassocks so as to accommodate up to 210 dwellinghouses (including affordable housing) with associated access, car parking, landscaping, play areas, informal outdoor space and drainage works

1.2.6 Outline planning permission is being sought for the residential element of the scheme with full planning permission for the LVS School. A separate School Travel Plan (ref: ITS19984-13) has been prepared for the LVS School.

1.2.7 The primary purpose of this Travel Plan is to set out measures for the effective promotion and delivery of sustainable transport initiatives such as walking, cycling, public transport, EV use and to reduce the demand for travel by private car use.

1.2.8 The site is located to the Northwest of Sayers Common, off the B2118, as shown in **Figure 1** extracted as **Image 1.1**.

Image 1.1: Site Location



Source: Figure 1

1.2.9 This Travel Plan is designed to improve awareness of the opportunities to reduce car usage (particularly single occupancy journeys) via the promotion of various means such as car sharing, walking, cycling and use of public transport. The Travel Plan will be promoted amongst the residents of the development.

1.3 Scope of the Travel Plan

1.3.1 This Travel Plan details the following:

- **Section 2** - Context of Development and Relevant Policy
- **Section 3** – Site Assessment
- **Section 4** – Aims and Objectives
- **Section 5** - Travel Plan Measures
- **Section 6** – Travel Plan Targets
- **Section 7** – Travel Plan Marketing and Communication
- **Section 8** – Travel Plan Monitoring and Review
- **Section 9** – Action Plan

SECTION 2 Relevant Transport Policy

2.1 National Policy

2.1.1 The NPPF (updated in December 2024) sets out the relevant policy background for the development of Travel Plans.

2.1.2 Section 9 of the NPPF outlines that development proposals prioritise and promote sustainable modes of transport (taking account of the type of development and its location). A key tool to facilitate this will be a Travel Plan, which is required to support all developments that generate significant amounts of movement. The sustainable travel objectives include the need to reduce the use of private cars (particularly for single occupancy journeys) and measures to promote sustainable alternatives including increased walking, cycling and public transport use.

2.1.3 The web-based National Planning Practice Guidance (NPPG), which was released on 6 March 2014, brings together planning guidance for England across all disciplines in an accessible way. It also provides a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”

DfT Circular 01/2022

2.1.4 The Department for Transport (DfT) Circular 01/2022 explains National Highways (NH) approach to engaging with the planning system. Its guidance reflects with the move towards vision led assessments to development.

2.1.5 Guidance comments on the importance of Travel Plans in that:

- ***“Travel plans are an effective means of incentivising the use of sustainable modes of transport.”***
- ***“Development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel.”***
- ***“Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator.”***

2.2 Local Policy

West Sussex County Council (WSCC)

2.2.1 The WSCC Local Transport Plan 4 was published in April 2022 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the next 20 years.

2.2.2 The strategy is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will ensure that all new schemes and developments contribute, and support, in some way to the following:

- ***Increasing use of sustainable modes of transport***
- ***Improving network efficiency in order to improve journey times and air quality***
- ***Improving safety for all road users***
- ***Facilitating the introduction of on-street electric vehicle charging infrastructure***
- ***Improving active travel facilities within existing communities and between towns***

2.2.3 This FTP has been prepared in accordance with the strategies set out in the Local Transport Plan.

Mid-Sussex District Plan 2014-2031 (March 2018)

2.2.4 The Mid Sussex District Plan (MSDP) covers the period between 2014 and 2031 and was adopted in March 2018.

2.2.5 Policy DP21 of the Mid Sussex District Local Plan (2014-2031) states:

“Development which generates significant amounts of movements is supported by a Transport Assessment / Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded...”

2.2.6 Policy DP21 also states that the Plan aims to:

“Create sustainable communities, which includes a sustainable local transport network and ease of access to local services and facilities.”

Mid Sussex District Plan (2021 – 2039) Submission Draft (Regulation)

- 2.2.7 Policy DPT1 of the Submission plan requires development to meet a series of objectives in relation to Placemaking and Connectivity. Objective 1 requires that development likely to generate significant amounts of movement and / or have a significant impact on the transport network shall provide a Transport Assessment, Sustainable Travel Strategy and a Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF.
- 2.2.8 Similarly, Objective 3 requires that developments generating significant amounts of movement must provide a Travel Plan and undertake and report regular monitoring of travel movements by all modes to enable enforcement of agreed travel plan actions and targets.

Mid Sussex Position Statement (December 2025)

- 2.2.9 Principle 5 – Transport requires any developments which create a significant amount of traffic to be supported by a travel plan. Approved developments will be required to undertake and promptly report their monitoring to achieve success of the vision-led approach to spatial planning.

Hurstpierpoint and Sayers Common Neighbourhood Plan

- 2.2.10 Policy HurstH6 requires residential development to be supported by Travel Plans to mitigate cumulative impact and to ensure provision of any necessary off-site transport infrastructure.

2.3 Travel Plan Benefits

- 2.3.1 A Travel Plan can bring a number of benefits to a new development for future residents and users of the site, as well as the wider community. Benefits are expected to include:
- Improved health and fitness through increased levels of walking and cycling.
 - Increased flexibility offered through wider travel choices
 - The social aspects of sharing transport with others
 - Reduced traffic impacts.

2.4 Proposed Development

- 2.4.1 The site is located in the village of Sayers Common, within the administrative boundary of Mid Sussex, circa 8km west of Burgess Hill. The site is accessed from the B2118 London Road.

- 2.4.2 Access onto the B2118 London Road will be via a simple priority junction. Further details of the access arrangements are set out in the associated Transport Assessment (*Ref: ITS19984-007*) and in drawing **ITS19984-GA-009G**.
- 2.4.3 At the site access, 2.0m footways will provide a pedestrian connection onto existing footways along the B2118 London Road alongside dropped kerbs and tactile paving.
- 2.4.4 The internal layout of the site has been designed to encourage low vehicle speeds to promote and facilitate cycling within the site.
- 2.4.5 A number of off-site improvements are included as part of the development proposal to facilitate increased walking and cycling alongside the improvement of bus stops. The off-site improvements are set out in Section 5 and on drawing **ITS19984-GA-034B**.

SECTION 3 Existing Conditions

3.1 Introduction

- 3.1.1 One of the key objectives of the Travel Plan is to encourage the use of sustainable travel modes. The Transport Assessment which accompanies the planning application provides a full assessment of existing conditions in the vicinity of the site and proposed transport mitigation measures. This section of the Travel Plan provides a summary and should be read in conjunction with the Transport Assessment.

3.2 Walking and Cycling

- 3.2.1 The following headings provide an overview of the existing infrastructure in place to accommodate pedestrian trips.

Walking

- 3.2.2 There are footways along either side of the B2118 that provide the main walking route between the site and Sayers Common. They are street-lit and connect the B2118 with Reeds Lane, Berrylands Lane and Mill Lane.

Public Rights of Way (PRoW)

- 3.2.3 The existing PRoWs within the vicinity of the site are illustrated in **Image 3.1**. Public Rights of Way (PRoW) within the vicinity of the site increase walking permeability from the site.

Image 3.1: Public Rights of Way Map



Source: West Sussex County Council – **blue dot indicates the site.**

- 3.2.4 Footpath 27Hu provides a connection underneath the A23 and provides recreational walking routes towards Hurstpierpoint and Burgess Hill to the east. The footpath can be accessed from Berrylands Farm and connects with Footpath 24Hu.
- 3.2.5 Bridleway 9Hu routes through the existing northern access and along the northern edge of the site and continues west onto Twineham Lane.

Cycling

- 3.2.6 Cycle travel is appropriate on many of the surrounding roads, given the sign posted speed limits and road characteristics.
- 3.2.7 The development proposal seeks to deliver an enhancement to the existing footways north of the site to provide a 3.0m wide shared use footway / cycleway (ref: ITS19984-GA-034B) to encourage travel by cycling.
- 3.2.8 The bridleway that serves as the current access road into the site will be retained as part of the development proposals and enhanced through the removal of vehicular traffic associated with the school, with access to the school being provided along the main spine road. This will create an attractive route for walking and cycling trips.

3.3 Public Transport

Rail

3.3.1 Hassocks Railway Station is located 6.3km south east of the development. The station can be accessed via a 22-minute cycle, with 154 stands and racks for cycle storage at the station. Bus route 273 serves Hassocks railway station with an average journey time of 13-minutes. The station providing frequent services to key destinations including Central London, Brighton, and Gatwick Airport.

3.3.2 Burgess Hill Station is located c.6km east of the development. There are 64 cycle storage spaces and 141 car parking spaces, with the station providing frequent services to key destinations including Central London, Brighton and Gatwick Airport.

Bus

3.3.3 The nearest bus stops to the site are located along the B2118. The southbound stop is located adjacent to Sayers Common Village Hall, a 2-minute walk from the site. Northbound services can be accessed from the stop located adjacent to the southeastern corner of the site. Both stops provide a wooden seated shelter with a flagpole and timetabled information.

3.3.4 The development proposals seek to upgrade these bus stops to provide border kerbs for ease of access / egress from the bus as well as Real Time Passenger Information (RTPI).

3.4 Access to Key Facilities

3.4.1 The primary destinations within the local area are listed below in **Table 3.1** and illustrated in **Figure 2**, an extract of which is provided in **Image 3.4**. The figure and table include facilities for retail, employment, leisure and education as well as an assessment of the travel distances to reach the identified local facilities and the time such journeys would take by walking and cycling respectively.

Table 3.1: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Employment	Friday Medical Group – Brighton Campus	560	7	2
	King Business Centre	1,050	13	4
	AvTrade Global Headquarters	1,600	19	6

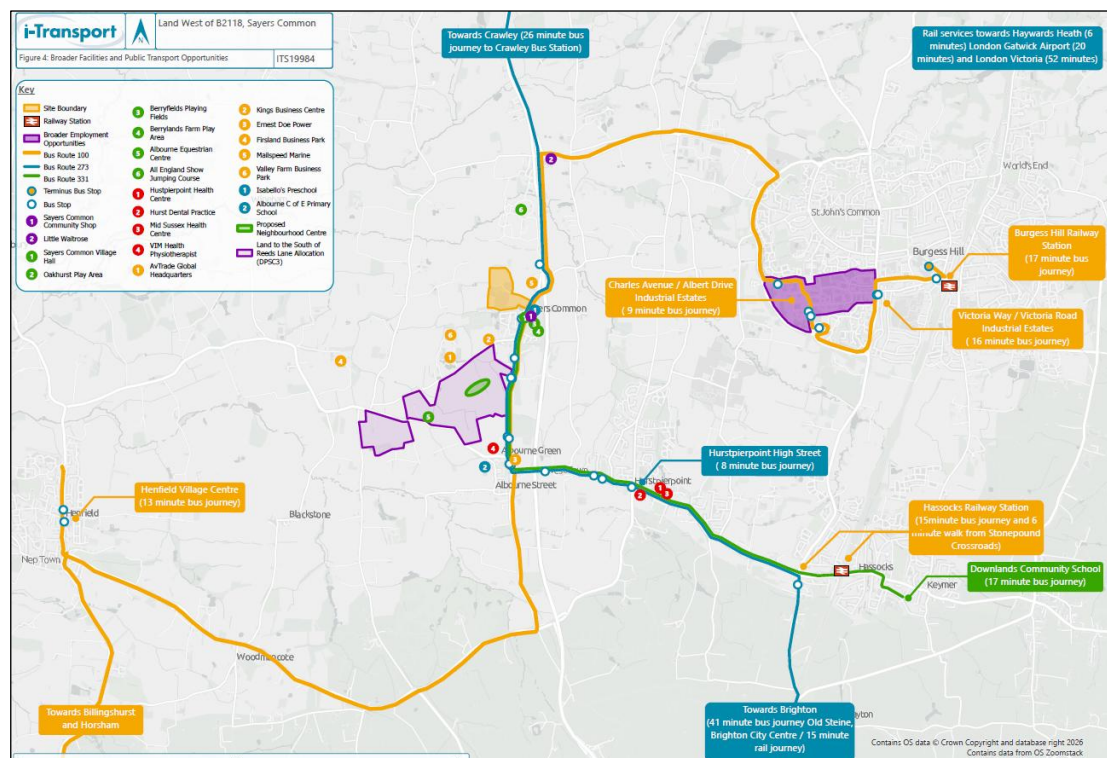
Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
	Valley Farm Business Park	1,600	19	6
	Albourne Court Business Park	1,700	20	6
Education	Isabello's Pre-School	550	7	2
	Albourne C of E Primary School	2,300	27	9
Retail	Sayers Common Community Shop	420	5	2
	Little Waitrose	2,800	33	11
Leisure	Sayers Common Village Hall	420	5	2
	Oakhurst Play Area	580	7	2
	Berrylands Playing Fields	850	10	3
	Berrylands Farm Play Area	900	11	3
	All England Show Jumping Course	1,700	20	6
	Albourne Equestrian Centre	3,200	38	12

Source: Consultants Estimates

Key:

	Within a desirable walking (800m) / cycling (2km) distance
	Within a comfortable walking (1.6km) / cycling (5km) distance

Image 3.4: Local Facilities and Connectivity Plan



3.4.2 As demonstrated in **Figure 4** and **Table 3.1** there are a range of local facilities that are accessible within an acceptable walking distance and comfortable cycling distance, including education, retail, leisure and employment opportunities. Existing bus services provide wider connectivity to nearby Hurstpierpoint and Burgess Hill.

SECTION 4 Aims and Objectives

4.1 Aims

- 4.1.1 This Travel Plan has been prepared to improve awareness of the opportunities for reducing car dependency (particularly single occupancy journeys) through the promotion of car sharing, walking and cycling.
- 4.1.2 The overarching aim of this Travel Plan is to influence behaviour change towards the use of sustainable modes of transport and active travel.
- 4.1.3 The Travel Plan will be promoted widely amongst residents to not only minimise any development related traffic impacts on the local highway network but also promote the associated health and environmental benefits of active travel as well as the social benefits of car sharing.

4.2 Objectives

- 4.2.1 In the above context this Travel Plan aims to deliver the following objectives:
- To help achieve the Development Vision as detailed in the Transport Assessment.
 - To reduce the number of vehicle trips including single occupancy vehicle trips made by both residents and users of the site.
 - To minimise the total distance travelled by residents and users of the site through a reduction in journey lengths and frequency with a particular focus on single occupancy car trips.
 - To enable people to make informed choices over their method of travel.
 - To promote 'healthy travel' to the site via walking and cycling and increase the number of residents travelling by active modes.
 - To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the benefits of adopting sustainable travel patterns.
 - To maintain the Travel Plan through sustainable management strategies and financial investment.
 - To monitor the performance of the Travel Plan against its targets by regularly collecting accurate travel information.

- To reduce the impacts of car-based travel to/from the site on the surrounding highway network and on the environment.

4.3 Outcomes

4.3.1 The anticipated outcomes that will result from the successful delivery of the above objectives include the following:

- Opportunities for active, healthy travel with residents benefitting from improved health and fitness through increased levels of walking and cycling.
- Increased flexibility offered through wider travel choices.
- Less congestion on local roads in Sayers Common.
- Local environmental improvements from reduced congestion, pollution and noise.
- Individuals benefitting from the social aspects of sharing transport with others.

4.3.2 Regular liaison with residents will seek to achieve a long-term commitment to changing travel behaviours.

4.3.3 The overall Travel Plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives. The Travel Plan targets are set out in Section 6.

SECTION 5 Travel Plan Measures

5.1 This FTP sets out a range of measures that will be incorporated within the development proposals, to encourage sustainable travel and to achieve the objectives of FTP. These Travel Plan Measures (TMP) are outlined below in **Table 5.1** and include:

Table 5.1: Travel Plan Measures

Ref:	Measure	Timescale
TPM1	Appoint Travel Plan Co-ordinator (TPC)	Opening of on-site sales suite
TPM2	Pedestrian and cycle improvements	Prior to first occupation
TPM3	Cycle parking	Prior to first occupation
TPM4	Electric vehicle charging infrastructure	Prior to first occupation
TPM5	Personalised travel planning	Ongoing via TPC
TPM6	Travel Plan website and welcome pack	Prior to first occupation
TPM7	Promotion of 'zero travel' options (working from home, home delivery options)	Ongoing via TPC
TPM8	Sustainable Travel Voucher	Upon occupation of dwellings
TPM9	Promotion of walking and cycling	Upon occupation of dwellings
TPM10	Car Sharing	Upon occupation of dwellings
TPM11	Off-site pedestrian and cycle improvements	Prior to first occupation
TPM12	Improvements to bus stops on B2118 London Road	Prior to first occupation

5.2 TPM 1 – Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) will be appointed to promote the Travel Plan amongst residents. The TPC will begin their role upon occupation of the marketing suite on site. The TPC will have overall responsibility for the development and implementation of the final Travel Plan and for monitoring the success of the Travel Plan on an on-going basis.

5.2.2 The TPC will be employed from the initial marketing of the properties (i.e. prior to first occupation) until full occupation of the site. This will ensure that the TPC has sufficient time to produce the Travel Information Pack and Guide (TPM5) before residents move into the development.

5.3 **TPM 2 – Pedestrian and Cycle Improvements**

- 5.3.1 The site will be designed to provide a safe pedestrian and cyclist friendly environment with footways provided throughout and internal speeds suitable for cycling on carriageway.

5.4 **TPM3 – Cycle Parking**

- 5.4.1 Covered, secure cycle parking will be provided for each dwelling within the curtilage of each property.

5.5 **TPM4 – Electric Vehicle Charging Infrastructure**

- 5.5.1 Residents will be encouraged to use ultra-low emissions vehicles (ULEV) due to their air quality benefits.
- 5.5.2 Electric vehicle (EV) charging will be provided at each dwelling across the site. The details of EV charging infrastructure will be confirmed at a later stage in the planning process but will be provided in accordance with Building Regulation Part S.

5.6 **TPM5 – Personalised Travel Planning**

- 5.6.1 The TPC will answer any travel related queries that residents have and assist new residents in their travel planning. The TPC will therefore offer personalised travel planning to each household and look at arranging organised drop-in sessions.

5.7 **TMP6 – Travel Plan Website and Welcome Pack**

- 5.7.1 A Travel Plan website and Welcome Pack will be created for the development prior to first occupations and will contain information on public transport services (timetables, maps), cycle maps, walking routes and information on local facilities and services accessible via active travel modes.
- 5.7.2 The packs will also contain sustainable transport events such as Bike Week (normally held in June) which can be promoted across the development to encourage people to try new sustainable modes of transport and reduce private car dependency.
- 5.7.3 The health and environmental benefits of walking and cycling will be provided within the website and Welcome Packs.

5.8 **TPM 7 – ‘Zero Travel’ Options**

5.8.1 The TPC and Travel Information Pack will set out the benefits of working at home, internet shopping and home delivery options to reduce reliance on private car use. The development will provide high-speed broadband to enable these options.

5.8.2 The TPC will also provide information on the local supermarkets that provide home grocery delivery services, such as Sainsbury’s and Iceland in Haywards Heath as well as supermarkets in Burgess Hill such as Waitrose and Tesco. The TPC will explore any incentives supermarkets offer for new customers and promote this across the Travel Plan website and Welcome Packs.

5.9 **TPM 8 – Sustainable Travel Voucher**

5.9.1 The TPC will promote Sustainable Travel Vouchers in order to encourage residents and visitors to utilise the local public bus services / active travel modes. Funded by the developer, one £50 voucher will be provided per household upon first occupation.

5.9.2 This will be beneficial in promoting sustainable modes of travel which in turn will further help to reduce congestion and pollution.

5.10 **TPM 9 - Promotion of Walking and Cycling**

5.10.1 The TPC will encourage cycling to residents living on the site through providing appropriate information (e.g. cycle routes, training), liaising with local cycle shops to provide discounts on cycle equipment and promoting key national events such as Bike Week and Cycle to School Week.

5.10.2 Residents will also be provided with information on the local walking and Public Rights of Way routes as well as school walking routes and National Walking Month.

5.11 **TPM 10 - Car Sharing**

5.11.1 The benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion and pollution, as well as the social benefits of sharing lifts and meeting people.

5.11.2 There are existing car share schemes operating in the area such as Liftshare. These provide a cheap car sharing service for anyone living in the area. The TPC will promote these via: <https://liftshare.com/uk>.

5.11.3 Residents will also be provided with information about HomeRun¹; an online app-based platform which facilitates and promotes sustainable transport measures to parents and advocates a range of travel planning measures within the app. Parents can find and connect with each other using the app, with each user provided with a tailored list of possible journey sharing matches, based on the distances they live away from each other, the age ranges and their journey preferences to create a healthier and more sustainable school run

5.11.4 Some key principles and benefits of the HomeRun platform are listed below:

- Families can find travel buddies for their children, when they feel they are ready to travel independently.
- The platform includes a journey monitoring tool for parents to track their children's journeys, to and from school. The journey monitoring tool also enables parents to add geofence waypoints along the journey, to get additional notifications (e.g. at a bus stop).
- Existing travel options and initiatives can be promoted to target parent groups on the app, to increase uptake with more sustainable travel modes.
- Walking groups and cycling groups can be setup through the app and required active travel infrastructure can be added.

5.12 TPM 11 - Off-site Pedestrian and Cycle Improvements

5.12.1 The Transport Assessment explores the potential to deliver improvements to off-site infrastructure to further encourage the uptake of walking and cycling for future residents of the site, whilst improving the integration of the site with Sayers Common.

5.12.2 The proposed improvements are provided in **Drawing ITS19984-GA-034B** and include:

- 1 Widening of the existing footway on the B2118 north of the site access to the B2118 / Mill Lane Roundabout to provide a 3.0m wide shared use pedestrian / cycle route.
- 2 Provision of an uncontrolled crossing on the B2118 and a new footway / cycleway on the western section of the B2118 to tie into an existing footway adjacent to the southbound bus stop.
- 3 Provision of tactile paving at the junction between B2118 / Oakhurst.

¹ [STEP - Transforming the school run through innovation with HomeRun-App](#)

5.13 TPM 12 - Improvements to Bus Stops

- 5.13.1 The Transport Assessment also proposes the opportunity to deliver improvements to the nearest bus stops to the site situated along the B2118, London Road. Improvements are to include Real Time Passenger Information (RTPI) to inform passengers of waiting times for bus service arrivals and bus border kerbs and are provided in **Drawing ITS19984-GA-034B**.

SECTION 6 Targets

6.1 Existing Travel Patterns

- 6.2 The Method of Travel to Work data from the 2011 Census for the MSOA Mid Sussex 016 has been used to identify the current mode share in the local area to the development.
- 6.3 Whilst data from the 2021 Census is available, it is acknowledged that this dataset has been impacted by the COVID-19 Pandemic and therefore recorded travel habits at the time of the survey are not representative.
- 6.4 **Table 6.1** summarises the existing methods of travel to work, excluding those who are unemployed and those who work from home.

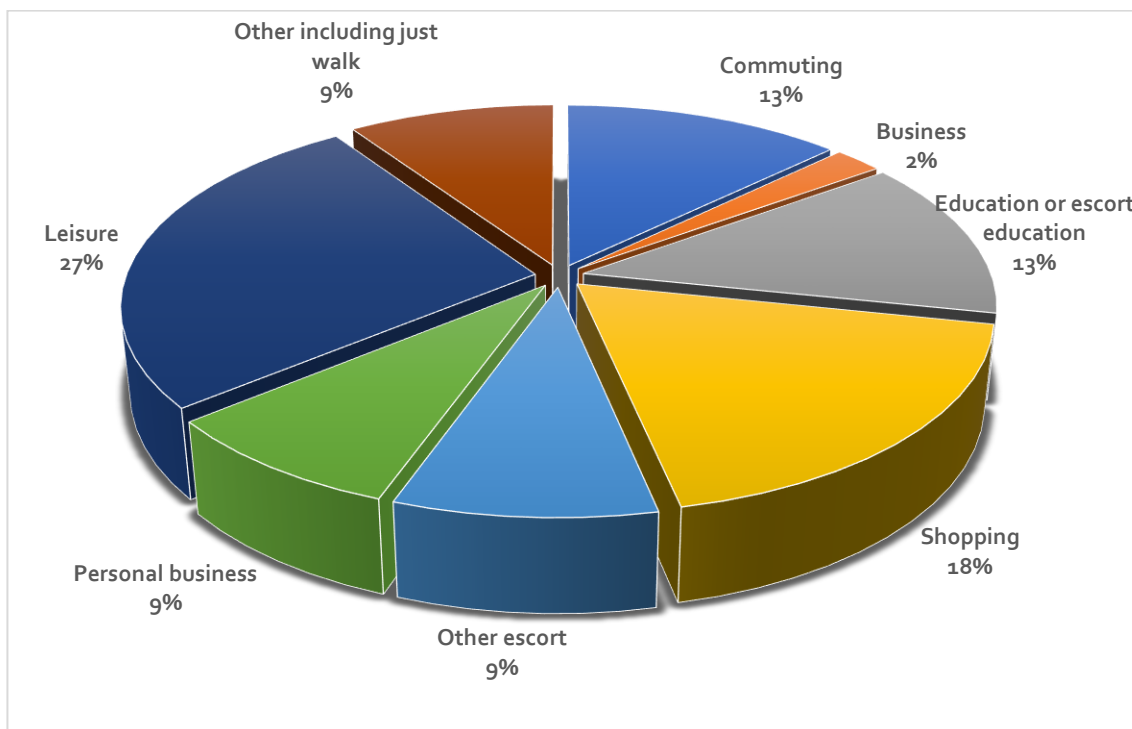
Table 6.1: Method of Travel to Work

Method of Travel	Proportion of Trips (Census 2011)
Driving a car or van	73%
Train	11%
On foot	6%
Passenger in car or van	5%
Bus, minibus or coach	2%
Bicycle	2%
Motorcycle, scooter or moped	1%
Other method of travel to work	0%
Total	100%

Source Census– MSOA Mid Sussex 016

- 6.4.1 The Department for Transport's National Travel Survey identifies the reasons for making a journey. The proportion of all trips by purpose (all modes) is set out below in **Image 6.1**.

Image 6.1: Proportion of Trips per Journey Purpose – 2023



Source: Chart NTS0409a of Transport Statistics Great Britain – 2023 Edition

- 6.4.2 On this basis, leisure shopping and education journeys will account for more than half (58%) of all journeys made by future residents on site.

6.5 Baseline Position and Targets

- 6.5.1 The key target of the Travel Plan is to reduce the number of single occupancy vehicular trips generated by the site by 10%. As the site is not currently occupied and therefore Travel Plan surveys have not taken place, interim targets have been presented using 2011 Census Travel to Work data.

- 6.5.2 Against the baseline, the key target for the TP is that:

“Over a period of 5 years, achieve a 12-hour vehicle trip rate that is 10% lower than recorded at the commencement of the Travel Plan”

- 6.5.3 Travel to Work data has been reviewed to identify the likely modal split for journeys to and from the site. The data from MSOA Mid Sussex 016 has been used as it is directly comparable to the development in terms of location. **Table 6.1** sets out the interim modal split targets across a five year period.

Table 6.1 Interim Targets

Mode	Baseline – 2011 Census	Year 1	Year 3	Year 5
Driving by car or van	73.0%	73.0%	68.0%	63.0%
Walking	6.0%	6.0%	7.0%	8.0%
Cycle	2.0%	2.0%	3.0%	4.0%
Bus	2.0%	2.0%	3.0%	4.0%
Passenger in a car or van	5.0%	5.0%	6.0%	7.0%
Train (including underground)	11.0%	11.0%	12.0%	13.0%
Motorcycle	1.0%	1.0%	1.0%	1.0%
Other (including taxi)	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%

Source: Consultant's Calculations

- 6.5.4 The target of a 10% modal shift for car drivers to alternative travel modes would see a reduction from 73% to 63% by Year 5. Once the first monitoring surveys at the development have been undertaken, these targets will be reviewed and updated where necessary, in consultation with WSCC. These will be presented through the monitoring report.

6.6 First Phase Targets

- 6.6.1 In addition to the mode share targets, it is important to identify a number of action targets which will ensure that the Travel Plan is delivered.

- 6.6.2 The first phase of targets is as follows:

- Appoint Travel Plan Co-ordinator prior to sales and marketing phase.
- Travel Plan Co-ordinator to become familiarised with the agreed monitoring process.
- Undertake first phase of monitoring one year after 1st occupation including the residential travel surveys.
- Review measures to ensure that they remain appropriate.

- Once agreed with West Sussex County Council, update Travel Plan with any necessary revisions to measures and reissue the Travel Plan.

6.7 Remedial Measures

6.7.1 It is expected that the proposed package of measures will deliver sustainable travel benefits and will ensure that the Travel Plan targets are achieved. In the event that the trip generation targets are not met then the developer (or any successor in Title) will arrange further incentives to encourage reduced travel by car. This could include personalised travel planning offered to all residents, enhanced travel vouchers, and on-site initiatives to encourage walking and cycling (e.g. bicycle maintenance clinics). These measures will be identified as part of the development of a full Travel Plan and in consultation with WSCC.

6.7.2 It is proposed that if targets are not met additional travel planning drop-in sessions will be held for a further year beyond the end of the five-year monitoring period. Personalised one-to-one travel planning will also be undertaken with targeted households, identified from surveys as those with potential to change mode (e.g. who pay for parking for work journeys and who could use an alternative).

SECTION 7 Marketing and Communication

7.1 It is vital that alternative travel options are effectively promoted and marketed to residents of the site, as lack of information can be a major barrier to the use of more sustainable modes of transport.

7.2 The Travel Plan will be communicated using a variety of methods, including:

- Details on the site sales/marketing website.
- Information available within the on-site sales and marketing suite.
- Information presented within the Travel Information Packs as outlined above.
- Travel drop-in sessions and personalised travel planning.
- Disseminate information, reporting the results of the monitoring surveys for example through resident bulletins and posts on noticeboards.
- Additional promotional leaflets / information produced by the TPC as necessary through the lifetime of the Travel Plan.

SECTION 8 Monitoring and Review

8.1 Monitoring

8.1.1 The total monitoring programme of the development will last five years and will be undertaken in the following ways:

- Feedback to and through the TPC and engagement through the Travel Plan website managed by the TPC.
- Direct correspondence with residents through the TPC.
- Through TRICS SAM Surveys to be undertaken at the main access to the site.

8.1.2 The proposed five-year monitoring programme for the development is set out in **Table 8.1** in accordance with WSCC's Development Travel Plan Policy.

Table 8.1: Monitoring Plan

	Year 1 Baseline	Year 3	Year 5
Monitoring	TRICS SAM Survey	TRICS SAM Survey	TRICS SAM Survey
Level of Report	Results used to inform new targets	TRICS SAM Survey	TRICS SAM Survey
	Preparation of first baseline monitoring report	Full Monitoring Report	Full Monitoring Report

8.2 TRICS SAM Survey

8.2.1 Formal monitoring will be undertaken in line with TRICS Standard Assessment Methodology. The surveys will include all access points (vehicular or otherwise) by all modes. This information will allow an overall mode share for travel to the site to be established. The surveys will be undertaken one year after first occupation and then two and four years afterwards (year 3 and year 5). The initial surveys will trigger a review of the initial targets set out in this report and confirm whether they are realistic.

8.3 Results

8.3.1 The results of the SAM Survey will be included in the first monitoring report, with the TP targets revised or updated accordingly.

8.3.2 The results of these surveys and statistical analysis will form the basis of discussions with WSCC to examine how the TP is continuing to influence travel behaviours amongst residents and to discuss alternative measures that could be incorporated within the Travel Plan to achieve further success.

8.3.3 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions.

8.4 Reporting

8.4.1 Following each survey, a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. It will include:

- A recap of the Travel Plan objectives and agreed targets.
- Monitoring methodology.
- Summary of monitoring results, presented in relation to agreed or updated targets.
- Progress against agreed measures.
- Corrective measures to get the plan back on track, if targets are not being met.
- Proposals to further develop the Travel Plan for the future.

8.5 Funding

8.5.1 The Developer will fund the following items:

- 1 The transport infrastructure outlined in Section 5 of the FTP.
- 2 The TPC role for the duration of the Travel Plan period (5 years).
- 3 The initial implementation of the measures outlined in Sections 5, 7 and 9.
- 4 The monitoring surveys outlined in this section.

8.5.2 Going forward, the most likely source of funding for the TP will be through management charges. The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete.

8.6 Framework for Handover at End of the Developer Involvement

At the end of the monitoring period the developer will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

SECTION 9 Action Plan

9.1.1 The Applicant is committed to promoting sustainable travel and endorses this Travel Plan which aims to minimise the use of single occupancy vehicles by residents and users of the proposed development site.

9.1.2 **Table 9.1** summarises the overall Action Plan and identifies the timescales for implementing the measures described in this document and the responsibilities for delivery.

Table 9.1: Action Plan

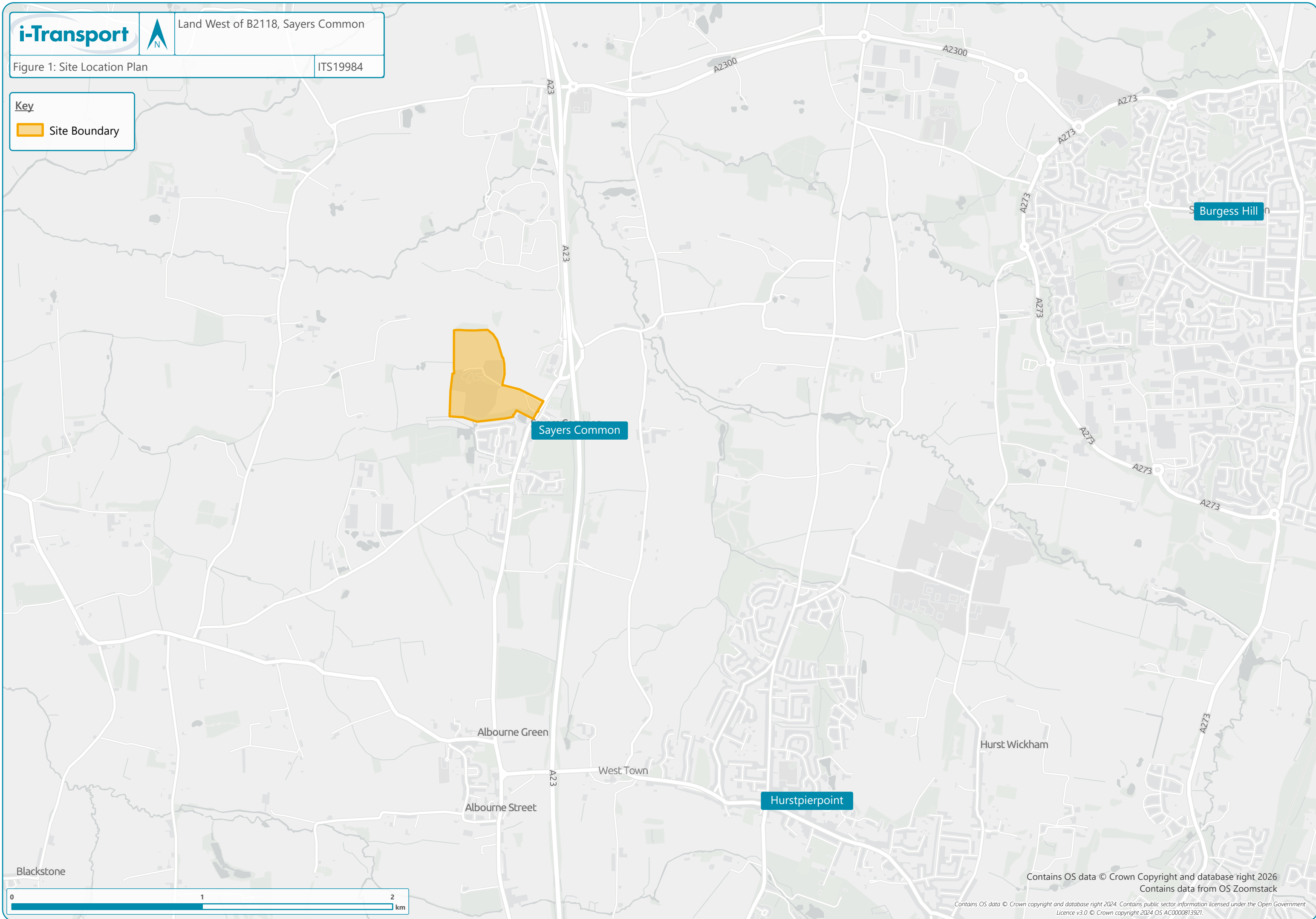
Action	Timescale	Responsibility
Prepare final Full Travel Plan	Prior to occupation of the site	Developer
Appoint Travel Plan Co-ordinator	From opening of sales suite on the site through to full occupation	Developer
Provide TPC details to WSCC	Following appointment of TPC	Developer / TPC
Deliver pedestrian / cycle access and infrastructure (TPM 2)	During construction phase / prior to first occupation	Developer
Install secure parking provision for each dwelling (TPM 3)	During construction phase	Developer
Install electric charging infrastructure for ultra-low emission vehicle charging (TPM 4)	During construction phase	Developer
Offer personalised travel planning (TPM 5) and discuss travel plan choices with residents and users of the site.	From first-occupation and on-going through the lifetime of the Travel Plan	TPC
Issue Travel Plan Welcome Pack and Website (TPM 6)	Upon occupation of dwellings	TPC
Promote zero-travel options (e.g. home working, internet shopping, home grocery delivery) (TPM 7)	During construction phase and from first occupation of the site.	TPC
Sustainable Transport Vouchers (TPM 8)	Upon occupation of dwellings	TPC

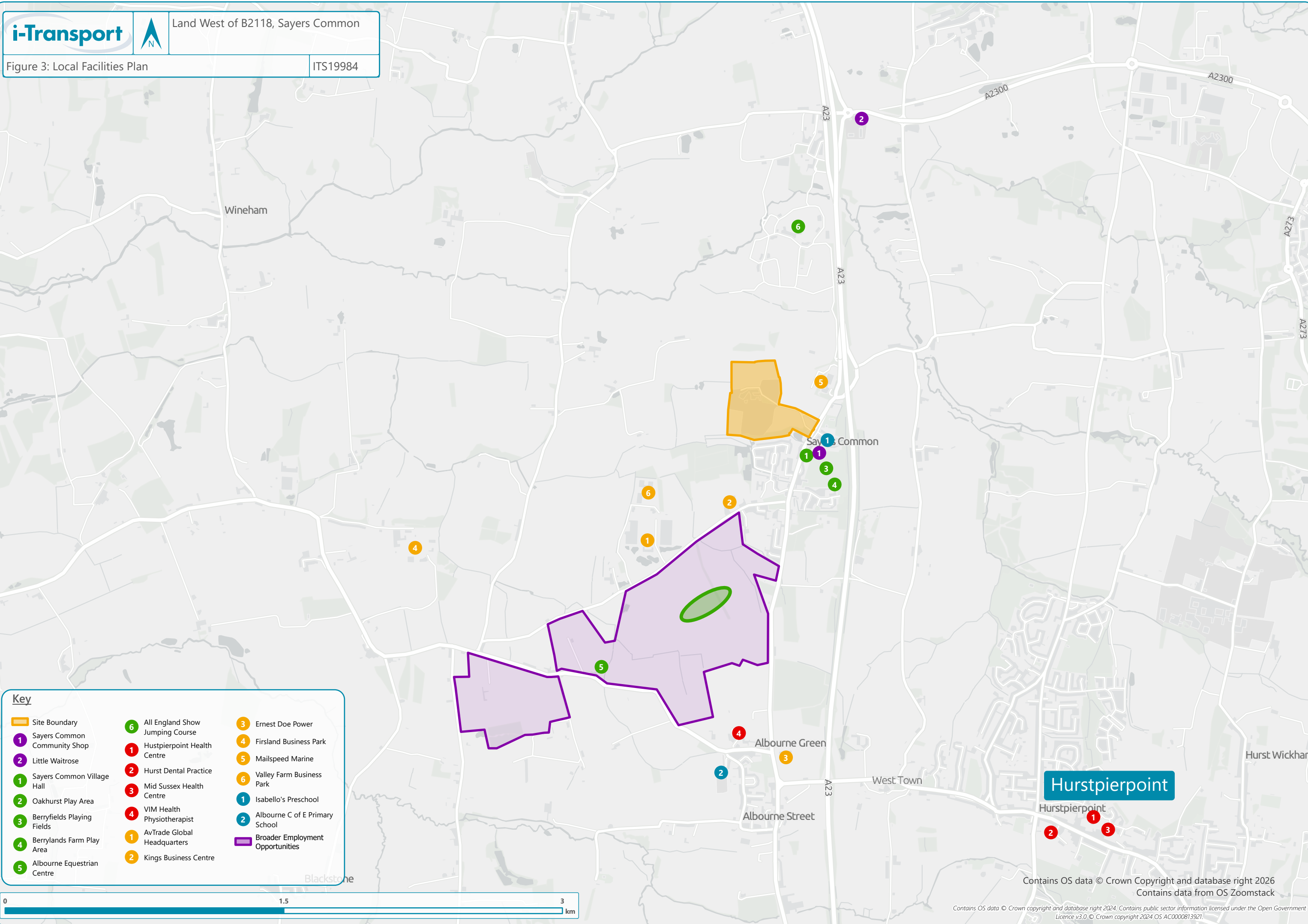
Action	Timescale	Responsibility
Encourage walking and cycling through the promotion of national events (TPM 9)	Upon occupation of dwellings	TPC
Promote Car Sharing scheme (TPM 10)	Upon occupation of dwellings	TPC
Conduct baseline travel surveys	On completion of development	TPC
Conduct subsequent travel surveys	On the anniversary of the baseline surveys and, every year for five years	TPC
Prepare annual monitoring report	Within 3 months of completion of travel surveys	TPC
Prepare action plan setting out future travel plan incentives / measures	Included as part of monitoring report	TPC / Developer
Off-site pedestrian / cycle improvements (TPM 11)	Prior to first occupation	Developer
Bus stop improvements along B2118 London Road (TPM 12)	Prior to first occupation	Developer

FIGURES

Key

 Site Boundary





DRAWINGS

