



Henfield Road, Small Dole

Travel Plan Statement

Client: Wates Developments

i-Transport Ref: DS/SG/ITS19321-003B

Date: 31 March 2025

Henfield Road, Small Dole

Travel Plan Statement

Client: Wates Developments

i-Transport Ref: DS/SG/ITS19321-003B

Date: 31 March 2025

i-Transport LLP

Building 1000
Lakeside North Harbour
Western Road
Portsmouth
PO6 3EZ

Tel: 0331 6300 366

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITS19321-003	Draft	14/08/23	SG	DS
ITS19321-003A	Draft	05/03/25	SG	DS
ITS19321-003B	Issue	30/03/25	SG	DS

File Ref: "S:\Projects\19000 Series\19321ITS - Shoreham Road, Small Dole\Admin\Report and Tech Notes\003 - Travel Plan Statement\ITS19321-003A Travel Plan Statement.docx"

Contents

SECTION 1	Introduction	1
SECTION 2	Existing Transport Conditions	3
SECTION 3	Targets	8
SECTION 4	Site Layout and Infrastructure Measures	10
SECTION 5	Soft Measures	13
SECTION 6	Management and Implementation	16
SECTION 7	Monitoring	18
SECTION 8	Summary and Conclusions	20

Figures

Figure 1	Site Location Plan
Figure 2	Local Facilities Plan
Figure 3	Local Accessibilty Plan

Drawings

ITS19321-GA-002	Site Access Arrangement
-----------------	-------------------------

Appendices

APPENDIX A.	Indicative Site Layout
-------------	------------------------

SECTION 1 Introduction

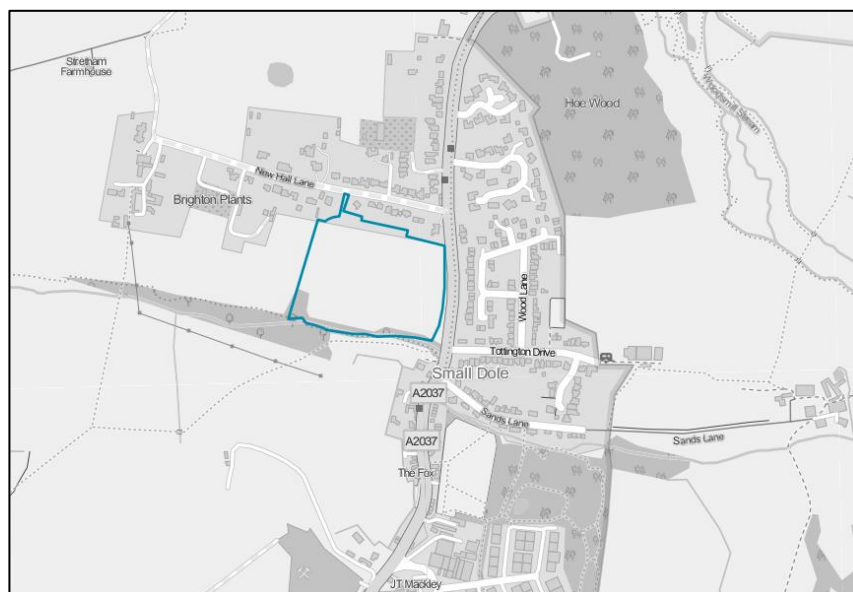
1.1 Overview

- 1.1.1 Wates Developments has appointed i-Transport to provide transport and highways advice for an outline planning application for a residential development comprising of up to 45 new homes on Henfield Road, Small Dole.
- 1.1.2 This Travel Plan Statement (TPS) has been prepared as a measure to ensure that the opportunity for sustainable travel is promoted from the outset. The primary purpose of this TPS is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport to reduce the demand for travel by less sustainable modes.
- 1.1.3 Having regard to the requirements of the National Planning Policy Framework (NPPF), this Travel Plan Statement (TPS) has been prepared to accompany the planning application. The TPS is written in line with West Sussex County Council's (WSCC) Travel Plan Statement Guidance (February 2017).
- 1.1.4 This TPS is submitted to accompany the Transport Statement (*i-Transport report ref: ITS19321-002*), which considers the traffic impacts of the proposed development.

1.2 Site Location

- 1.2.1 The site is located in Small Dole, to the northeast of Steyning and approximately 3 kilometres south of Henfield. The location of the site can be seen in **Figure 1**, and as an extract in **Image 1.1**.

Image 1.1: Site Location



1.3 Structure

1.3.1 The remainder of this TPS is structured as follows:

- Section 2 – Existing Transport Conditions
- Section 3 – Targets for the Travel Plan
- Section 4 - Site Layout and Infrastructure Measures
- Section 5 - Soft Measures
- Section 6 – Management and Implementation
- Section 7 – Monitoring
- Section 8 – Summary and Conclusions

SECTION 2 Existing Transport Conditions

2.1 Walking and Cycling

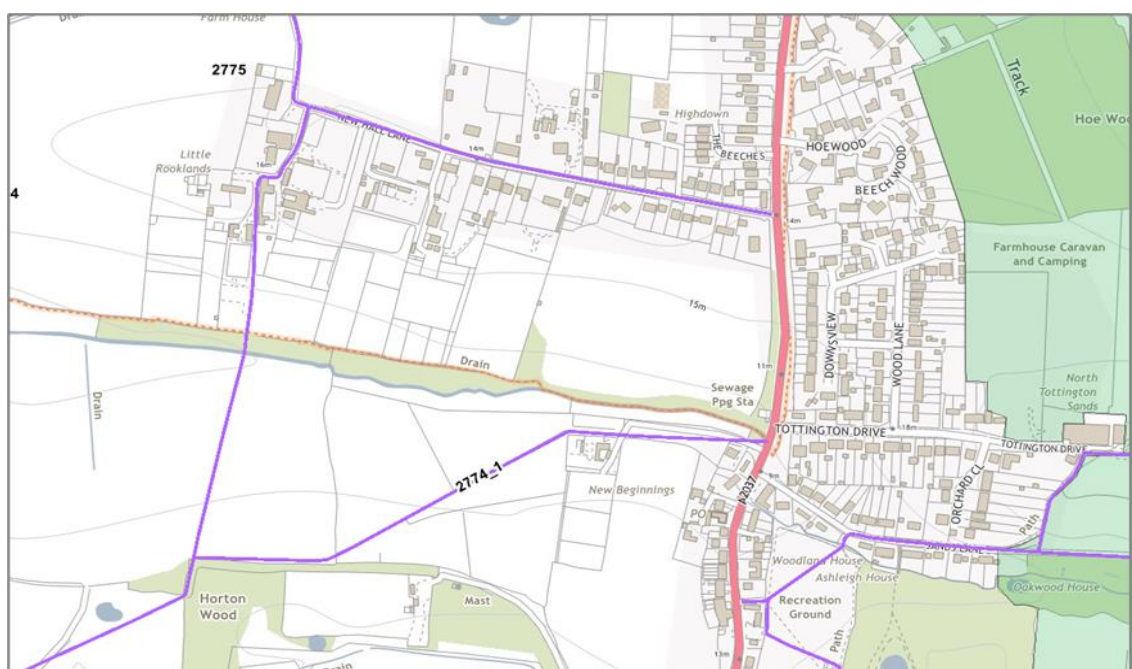
Walking

- 2.1.1 Along the site frontage, there is currently no pedestrian infrastructure, however a footway with a sufficient verge separating it from the carriageway is present on the eastern side of Henfield Road, opposite the site. A footway then commences on the western side of Henfield Road at the junction with New Hall Lane where it continues through the residential area and has a varying width of circa 1m.
- 2.1.2 To the south of the site, a footway also commences on the western side of Henfield Road, opposite Sands Lane and continues south towards the post office, convenience store and employment facilities. A signalised pedestrian crossing is present circa 25m south of Sands Lane providing pedestrians safe access to both sides of the carriageway.

Public Rights of Way (PRoW)

- 2.1.3 There are a number of public footpaths available within the vicinity of the site, providing alternative walking routes. Notably, Footpath 2774_1 to the south of the site provides a route southwest towards Upper Beeding meaning residents can access this village via an off-road path instead of footways along Henfield Road. This is illustrated below.

Image 2.1: Public Rights of Way



Source: WSCC iMap

Cycling

- 2.1.4 Whilst there is no specific cycling infrastructure within the vicinity of the site, cycle travel is appropriate on many of the surrounding roads, given the sign posted speed limits and road characteristics. MfS guidance suggests:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para 6.4.1)”

2.2 Public Transport

Bus

- 2.2.1 The nearest bus stops are located to the south of the site opposite and adjacent to Sands Lane (circa. 310m and 395m away). Both bus stops accommodate timetable information, and the southbound bus stop also has a shelter and raised kerb. Compass Travel serves both stops. **Table 2.1** provides a summary of the bus frequency and times.

Table 2.1: Summary of Bus Services

Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
100	Horsham – Burgess Hill	One every hour between 06:54 and 18:31	One every hour between 07:54 and 18:26	-
106	Worthing - Henfield	One service per day: 13:53	-	-

- 2.2.2 The no. 100 bus service provides a useful connection throughout the week to key destinations such as rail stations at Horsham, Billingshurst and Burgess Hill where onward connections can be made via train towards London, Crawley and Brighton.

Rail

- 2.2.3 The nearest railway station to Small Dole is Shoreham-by-Sea, approximately 10.3km from the site. The railway station is a 32-minute cycle ride from the site and can accommodate 42 cycle storage stands with CCTV.
- 2.2.4 Pulborough Rail Station can be accessed via the no.100 service and takes circa 40 minutes.
- 2.2.5 **Table 2.2** summarises the key destinations served from Shoreham-by-Sea railway station.

Table 2.2: Rail Service Summary

Station	Destination	Typical Frequency		Average Journey Duration
		Peak	Off-Peak	
Shoreham-by-Sea	London Victoria	2 services per hour	2 services per hour	1 hour 16 minutes
	Brighton	4 services per hour	4 services per hour	17 minutes
	Portsmouth and Southsea	3 services per hour	3 services per hour	1 hour 15 minutes
	Gatwick Airport	2 services per hour	2 services per hour	42 minutes
Pulborough	Bognor Regis	2 services per hour	2 services per hour	28 minutes
	London Victoria	2 services per hour	2 services per hour	1 hour 21 minutes

Source: Trainline

2.2.6 Shoreham-by-Sea railway station serves a number of key destinations, such as Brighton (with the earliest train at 05:36 and the latest returning at 23:45). There are at least two services an hour in peak and off-peak times from both Shoreham-by-Sea and Pulborough to all the listed destinations.

2.3 Site Accessibility

2.3.1 The following distances have been used for assessing the likelihood of walking journeys to and from the site:

- 800m – ‘comfortable’ walking distance;
- 2km – ‘reasonable’ walking distance; and
- 3.2km – ‘maximum’ walking distance.

2.3.2 In terms of cycle distance, 3 miles (5km) represents a reasonable everyday cycle distance, with 5 miles (8km) being a likely everyday upper distance. NTS 0303 identifies that average cycle trips are 3.3miles, or 5.3km. Cycling also frequently forms part of a longer journey in combination with public transport. These distances are supported by Government cycling guidance including ‘Gear Change’.

Local Services and Facilities

2.3.3 Within the vicinity to the site, there are a number of services and facilities commensurate with a village location, including a Post Office, industrial area, convenience store, public house, and leisure space.




- 2.3.4 The primary destinations for future residents of the proposed development within the local area are listed in **Table 2.3** and are shown in the Local Facilities Plan in **Figure 2**.
- 2.3.5 An Accessibility Plan is provided at **Figure 3**, which exhibits local the no 100 and 106 bus service route, Public Right of Way, facilities and services and walking catchments.
- 2.3.6 Distances from the centre of the site to the local facilities have been measured based on actual walking routes from the site via Henfield Road, east of the site.

Table 2.3: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey time (mins)	Cycling Journey Time (mins)
Leisure	The Fox Public House	394	4	1
	Horton Golf Club	1,750	22	6
	Small Dole Village Hall	550	7	2
	Hillside Park	1,350	19	5
Retail	Small Dole Post Office and Convenience Store	370	3	1
	Truffles Bakers and Confectioners	750	9	3
Employment	Tottington Manor Farm	2,350	32	8
	Mackley Industrial Estate	800	9	3
	Henfield Business Park	1,700	24	6
	Golding Barn Industrial Estate	2,700	38	10
Health	Steyning Medical Practice	6,500	-	19
	Upper Beeding Pharmacy	4,900	-	16
Transport	Bus Stops	395	5	1

Source: Consultants Estimates

Key:

	Within a comfortable walking (800m) / cycling (2km) distance
	Within a reasonable walking (1.6km) / cycling (5km) distance
	Within an acceptable walking distance (3.2km)

- 2.3.7 The site is situated in proximity to various local facilities, particularly leisure and retail facilities. In terms of cycling, all of the identified local facilities and services are located within a 19-minute cycle of the site and therefore inside a reasonable cycling distance.

- 2.3.8 It is envisaged that a new footway will be provided along the site frontage and western side of Henfield Road to complete the 'missing link' between the existing points of footway termination.

2.4 Summary

- 2.4.1 The site benefits from local Public Rights of Way available as well as local bus stops which provide a service to Horsham, Burgess Hill and Worthing. There are also regular rail services from Shoreham-by-Sea station as well as additional services from Pulborough station. Therefore, there are good opportunities for future residents of the site to travel sustainably.

SECTION 3 Targets

3.1 Overview

- 3.1.1 The key aim of the TPS is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable progress to be monitored against the objectives of the TPS.
- 3.1.2 Census data has been used to estimate likely mode share for trips made from the site.
- 3.1.3 It is sensible to set some initial mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the travel surveys in the future.
- 3.1.4 The following targets have been set:
- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
 - **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.
- 3.1.5 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.

3.2 Objectives

- 3.2.1 The TPS also has the following objectives:
- To support a range of sustainable transport alternatives to provide residents with options for travel to/from site;
 - To develop an awareness of the options for sustainable travel to and from the site amongst residents;
 - To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
 - To manage car parking demand across the development, and to minimise the impacts of car-based travel on the local and strategic highway network and environment.

3.3 Baseline Position and Targets

3.3.1 For the purpose of this Travel Plan, the baseline modal split is based on the method of travel to work data from the 2011 Census Data for Horsham 014 middle super output area.

3.3.2 The single car use mode share targets are summarised in **Table 3.1**.

Table 3.1 Travel to Work Targets

Mode	Baseline	3 rd Year	5 th Year
Car Driver	76.20%	71.20%	66.20%
Car Passenger	5.30%	6.30%	7.30%
On Foot	12.00%	13.00%	14.00%
Train/underground	1.05%	2.05%	3.05%
Bicycle	1.80%	2.80%	3.80%
Bus	2.75%	3.75%	4.75%
Other	0.90%	0.90%	0.90%
Total	100%	100%	100%

Source: 2011 Census and Consultant's Calculations

3.3.3 The targeted increases in public transport use, walking, cycling and car sharing are considered reasonable given:

- Promotion of walking, cycling and public transport use within the proposed Welcome Packs;
- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents; and
- Promotion of car sharing initiatives.

3.3.4 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 7) this will update the baseline position and the interim mode shift targets will be reviewed.

3.3.5 These mode share targets correspond to the monitoring process set out in Section 7.

SECTION 4 Site Layout and Infrastructure Measures

4.1.1 This section describes the site layout and on-site infrastructure measures which will encourage residents to travel via sustainable modes.

4.2 Site Layout

4.2.1 The internal site layout has been designed in accordance with 'West Sussex County Council's Local Design Guide Supplementary Guidance for Residential Development Proposals' and contemporary design guidance, particularly the DfT's 'Manual for Streets' (MfS).

4.2.2 An indicative layout has been prepared to demonstrate how the 45 new homes can be accommodated within the site, which can be seen in **Image 4.1** and is provided at **Appendix A**.

Image 4.1: Indicative Site Layout



Source: Wates Developments

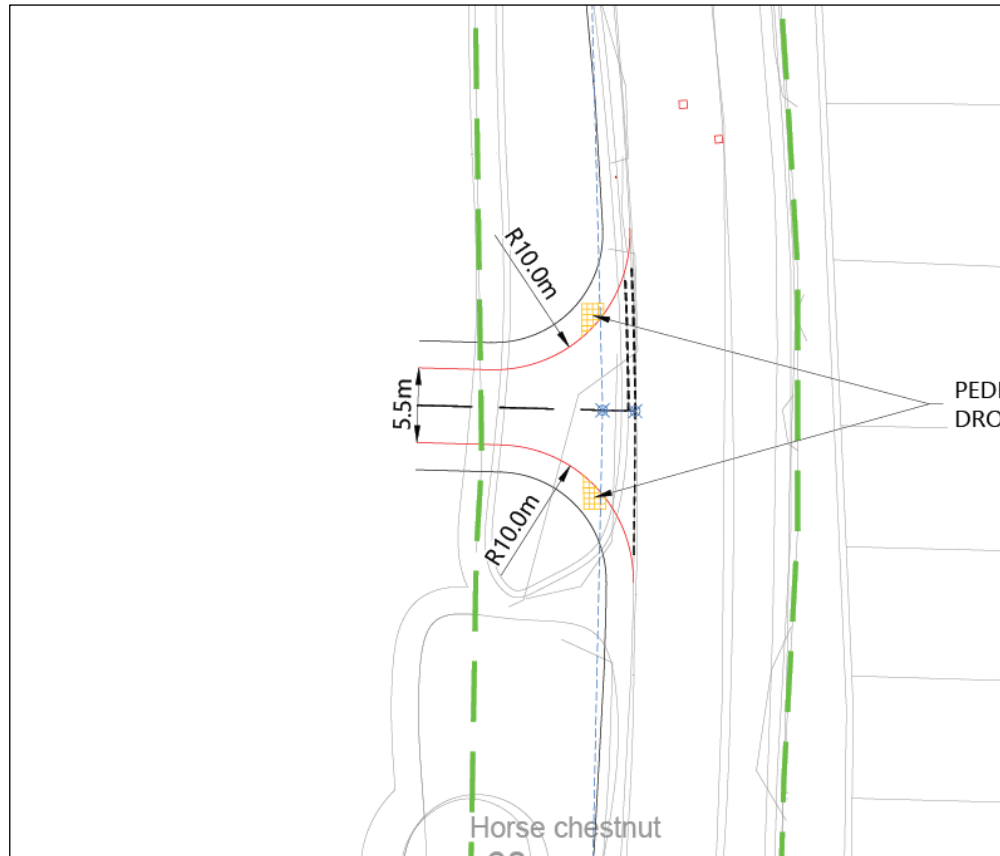
4.3 Infrastructure Measures

Access Strategy

4.3.1 The access strategy for the development seeks to encourage residents of the development to undertake local trips by walking and cycling.

- 4.3.2 Access to the site is proposed via a simple priority junction with Henfield Road. A preliminary design of the arrangement is presented in **Drawing ITS19321-GA-002**, an extract of which is provided in **Image 4.2**.

Image 4.2: Site Access Arrangement



Source: Extract of Drawing ITS19321-GA-001

Pedestrian Access

- 4.3.3 The site access arrangement provides a 2m footway either side of the access with a pedestrian crossing with dropped kerbs and tactile paving provided.
- 4.3.4 During the pre-application process, WSCC requested a pedestrian connection to be provided to the south of the site in order to provide a more direct route to the existing bus stops and local facilities. This has been incorporated into the access arrangement, with a new 2m footway to be provided on the western side of Henfield Road which ties into the existing footway and provides a direct southwards connection to the bus stops and local facilities and a northwards connection to the existing footway provision.

4.4 Car Club

- 4.4.1 A car club vehicle is to be provided on site, with agreement reached with Enterprise Car Club for its introduction. The location of the car club parking bay will be fixed as part of the Reserved Matters application, but will be at a location accessible to the wider community.

4.5 Public Transport Accessibility

- 4.5.1 The development layout provides a well-planned pedestrian connection to the main site access. The footways provide a direct and convenient access towards the local bus stops on Henfield Road.

4.6 Parking

- 4.6.1 Car parking at the proposed development will take the form of allocated on-plot parking. All dwellings will have at least two parking spaces, with the 4-bedroom dwellings also benefiting from a garage. Eight visitor spaces are provided across the development, in line with west Sussex standards
- 4.6.2 Cycle parking will be provided in secure, covered locations for example garages or back garden sheds.
- 4.6.3 All plots will be provided with EV charging in line with Building Regulations Approved Document S.

SECTION 5 Soft Measures

5.1 Introduction

5.1.1 This section of the TPS describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share; and
- Information provision.

5.2 Promotion of Walking and Cycling

5.2.1 The development has been designed to facilitate walking and cycling, in particular, for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards. Information on the walking and cycling routes and facilities within the development will be made available to new residents through the Welcome Pack and the other means described below.

5.2.2 Information on the walking and cycling routes, national awareness events (e.g., Bike Week and Walk to School Week) and facilities within the development will be made available to new residents through the residents' Welcome Pack. An example will include using the information on WSCC website which provides maps and guides of local cycle routes and paths and the WSCC cycle journey planning facility which provides information of the fastest or quietest routes.

5.2.3 With these promotions, health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack.

5.3 Promotion of Public Transport

5.3.1 Information on the public transport routes, facilities and timetables serving the new development, as well as national events such as Catch the Bus Week, will be made available to new residents through the residents' Welcome Pack. Visitors travelling to the site will also be encouraged to use sustainable modes where appropriate by using the information mentioned above.

5.3.2 The Travel Plan Coordinator will liaise with local public transport providers and, where possible, obtain 'taster tickets' to be distributed to local residents of the development.

5.4 Home Deliveries

- 5.4.1 Supermarket delivery services available within the local area will be promoted through the Welcome Pack.

5.5 Car Sharing Scheme

- 5.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions and contributes to meeting local air quality targets.
- 5.5.2 Residents will therefore be provided with information about car sharing via the West Sussex car share website (www.westsussexcarshare.com) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the Welcome Pack. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

5.6 Information Provision and Marketing

Welcome Packs

- 5.6.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be briefed on the sustainable travel options adopted by the site.
- 5.6.2 The first occupier of each household will be provided with a Welcome Pack. The pack will pull together information on the above listed measures and contain information about the objectives of the TPS, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. Information will be provided via a Travel Plan leaflet.
- 5.6.3 It is proposed that the following items will be included in the Welcome Pack:
- Clear and available contact details for the Travel Plan Co-ordinator, with whom residents will be able to liaise with directly with any queries;
 - Travel Plan mapping leaflets showing locations of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
 - Links / web address details for local cycle routes;
 - Bus and rail maps and timetable information;

- Information about journey planning services through the West Sussex multi-modal journey planning website;
- Information about car sharing on the West Sussex website;
- Details regarding the provision of broadband to enable easy access to local home delivery serviced and home working;
- £150 travel voucher for the first occupant of each new dwelling to be used for sustainable travel; and
- Information about the home delivery services offered by supermarkets in the local area.

Travel Voucher

5.6.4 A sustainable travel voucher worth £150 will be provided to the initial occupants of each residential dwelling. This voucher can be used for:

- Season ticket for the local bus service;
- Rail season ticket or network card; or
- A contribution towards the purchase of a new bicycle and/or equipment.

5.7 Summary

5.7.1 A series of soft measures are proposed to promote the use of walking, cycling and public transport and shared car use amongst new residents for local journeys. The proposed measures aim to ensure that the objectives set out in Section 2 of this report are met and to minimise single occupancy car travel to and from the site.

5.7.2 A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 6 Management and Implementation

6.1 Travel Plan Management

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed for the site prior to first occupation. Contact details will be supplied to WSCC upon their appointment.

6.1.2 The role of the TPC will be as follows:

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site;
- To manage the delivery of the measures contained in Section 5 and 6 of the TPS; and
- To market the Travel Plan to encourage interest and involvement of residents.

6.2 Involvement of Residents

6.2.1 The involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with the Welcome Pack upon completion of their purchase.

6.3 Framework for Implementation

6.3.1 The TPC will be appointed in advance of first occupation of the new development, in order to commence development of the initial TPS measures in time for the first occupancies. **Table 6.1** provides an initial framework for implementation of the measures set out in Sections 5 and 6 of this TPS.

Table 6.1: Framework for Implementation

Measure		Timescale
Travel Plan Co-Ordinator		Appointed prior to first occupation and retained through the TP period
Information Development and Provision	Production of resident Welcome Packs	Prior to first occupation.
Sustainable Travel Voucher		On first occupation of each dwelling
Promote car share schemes through liftshare.com		Within Welcome Packs
Walking and cycling maps		Within Welcome Packs
Promote cycle maintenance groups and negotiate discounts with providers		Ongoing

Measure	Timescale
Include good quality walking and cycling connections within the site	To be phased in line with development.
Promote health benefits with walking and cycling	On-going
Public Transport Information	Within Welcome Packs
Liaise with bus operators to negotiate discounted or incentivised fares for local bus journeys	On-going

Funding

6.3.2 The developer will fund the following items:

- The transport infrastructure outlined in Section 4 of the TPS;
- The TPC role for the duration of the plan period; and
- The initial implementation of the measures outlined in Sections 4 and 5 and **Table 6.1**.

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

6.4 Framework for Handover at End of Developer Involvement

6.4.1 At the end of the five-year Travel Plan period the developer will no longer be responsible for the management of the Travel Plan. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group and seek to hand over the co-ordination role to this group.

SECTION 7 Monitoring

- 7.1.1** The total monitoring programme of the development will last for five years. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC.
- 7.1.2** The first questionnaire survey will be undertaken by the TPC after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then annually for up to five years. The TPC will undertake a full monitoring survey annually.
- 7.1.3** A full timeline is set out in **Table 7.1** below.

Table 7.1: Monitoring Timetable

Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Monitoring to be undertaken at 50% occupation, or 12 months from first occupation (whichever is sooner). At this stage, a baseline monitoring report will be completed and submitted to HCC.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Final survey and monitoring report to be completed.

7.2 Questionnaire

- 7.2.1** At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a residents' travel survey will be distributed amongst residents of the site.
- 7.2.2** The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.
- 7.2.3** The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.
- 7.2.4** In order to maximise response rates to the survey there is potential to offer incentives, such as a prize draw entry, encouraging residents to take part.

Remedial Measures

- 7.2.5 In the event that the survey does not get a desired response of 35% or more, an incentive will be introduced, and the survey will be re-distributed to residents after 6 months, following further promotion and incentives for taking part. Should the response rate fall considerably below the 35% threshold then alternative methods for capturing the travel behaviour of residents would be considered, for example ATC's/a sustainable travel event.

7.3 Sustainable Travel Voucher Participation

- 7.3.1 Records will be kept of participation levels in the sustainable travel voucher scheme. This will monitor the uptake of the vouchers and determine the awareness of the Travel Plan.

7.4 Results

- 7.4.1 The results and the analysis will be included in monitoring reports.
- 7.4.2 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 behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 7.4.3 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions.

7.5 Reporting

- 7.5.1 Following each travel 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 TP. The following information is likely to be provided:
- Recap of the site TP's objective and agreed targets;
 - Monitoring methodology;
 - Summary of monitoring results, presented in relation to agreed targets;
 - Progress against agreed measures; and
 - Corrective measures to get the plan back on track, if targets are not being met.

SECTION 8 Summary and Conclusions

- 8.1.1 Wates Developments has appointed i-Transport to provide transport and highways advice for an outline planning application for a residential development comprising of up to 45 new homes on Henfield Road, Small Dole.
- 8.1.2 The TPS aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 8.1.3 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards, and the layout of the site is designed to provide connectivity for pedestrians and cyclists to the local network.
- 8.1.4 This TPS outlines the following targets:
- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
 - **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.
- 8.1.5 A series of 'hard' and 'soft' measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys. The proposed measures aim to ensure that the targets set out in Section 3 of this TPS are met. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.
- 8.1.6 A framework for management and implementation of the TPS is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been identified.
- 8.1.7 The total monitoring programme of the development will be for five years. An annual monitoring report over this period will be submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the TPS.

FIGURES



Figure 1: Site Location Plan

ITS19321

Key

 Site Boundary

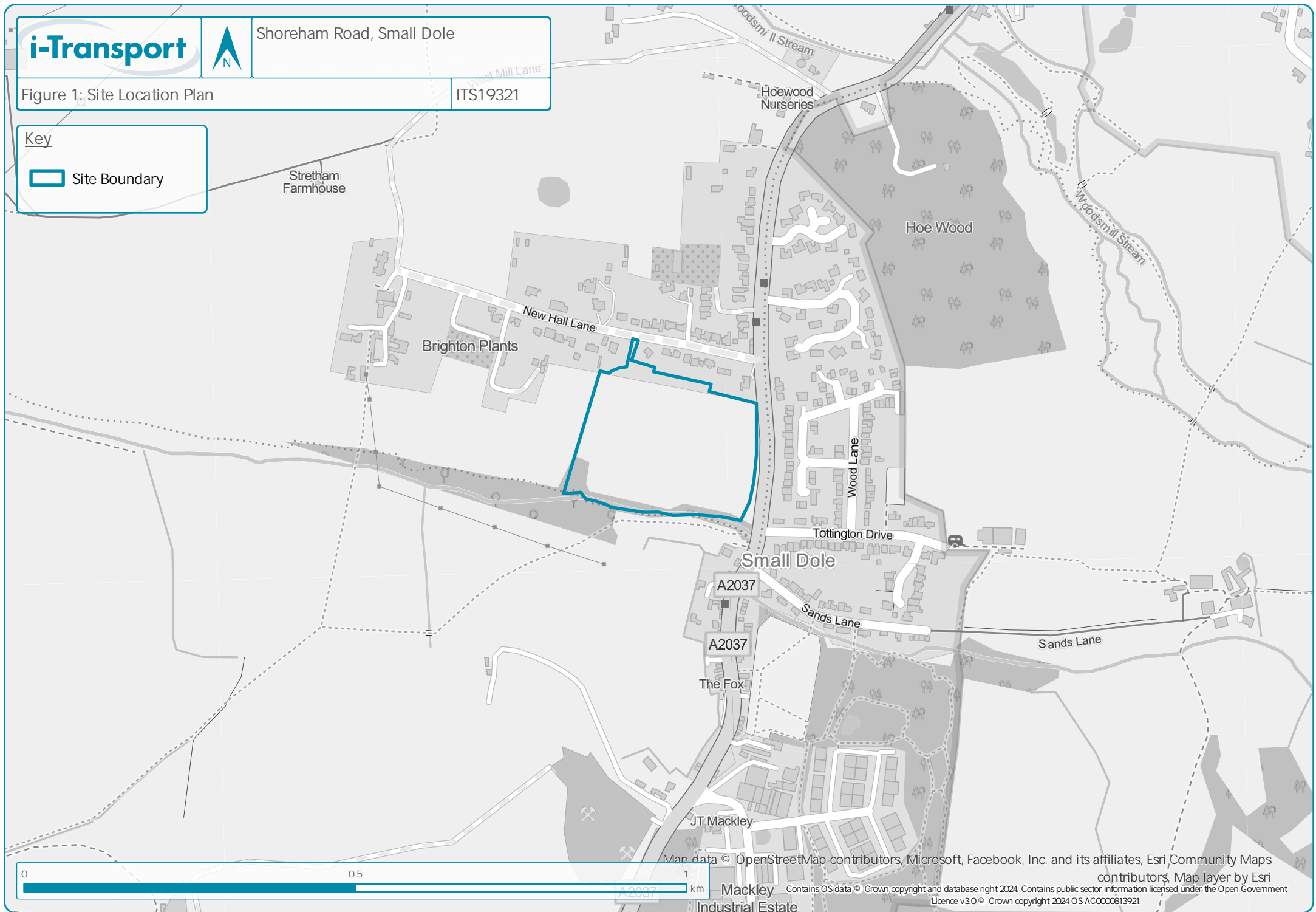




Figure 3: Accessibility Plan

Key

- Site Boundary
- Bus Stop
- Public Rights of Way
- Bus Service 106
- Bus Service 100
- Employment Area
- Healthcare
- High School/College
- Pre school/Primary School
- Retail Store

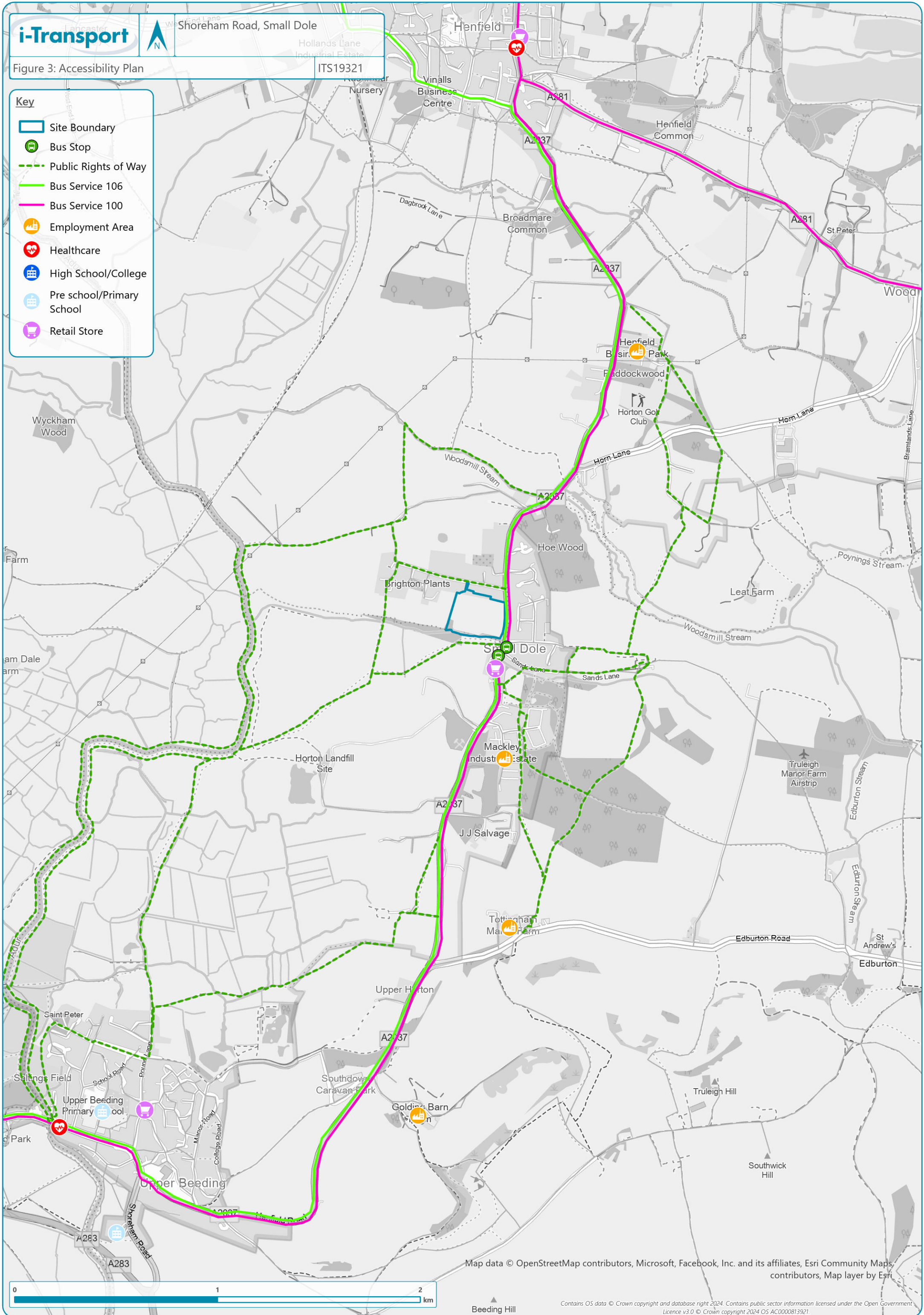


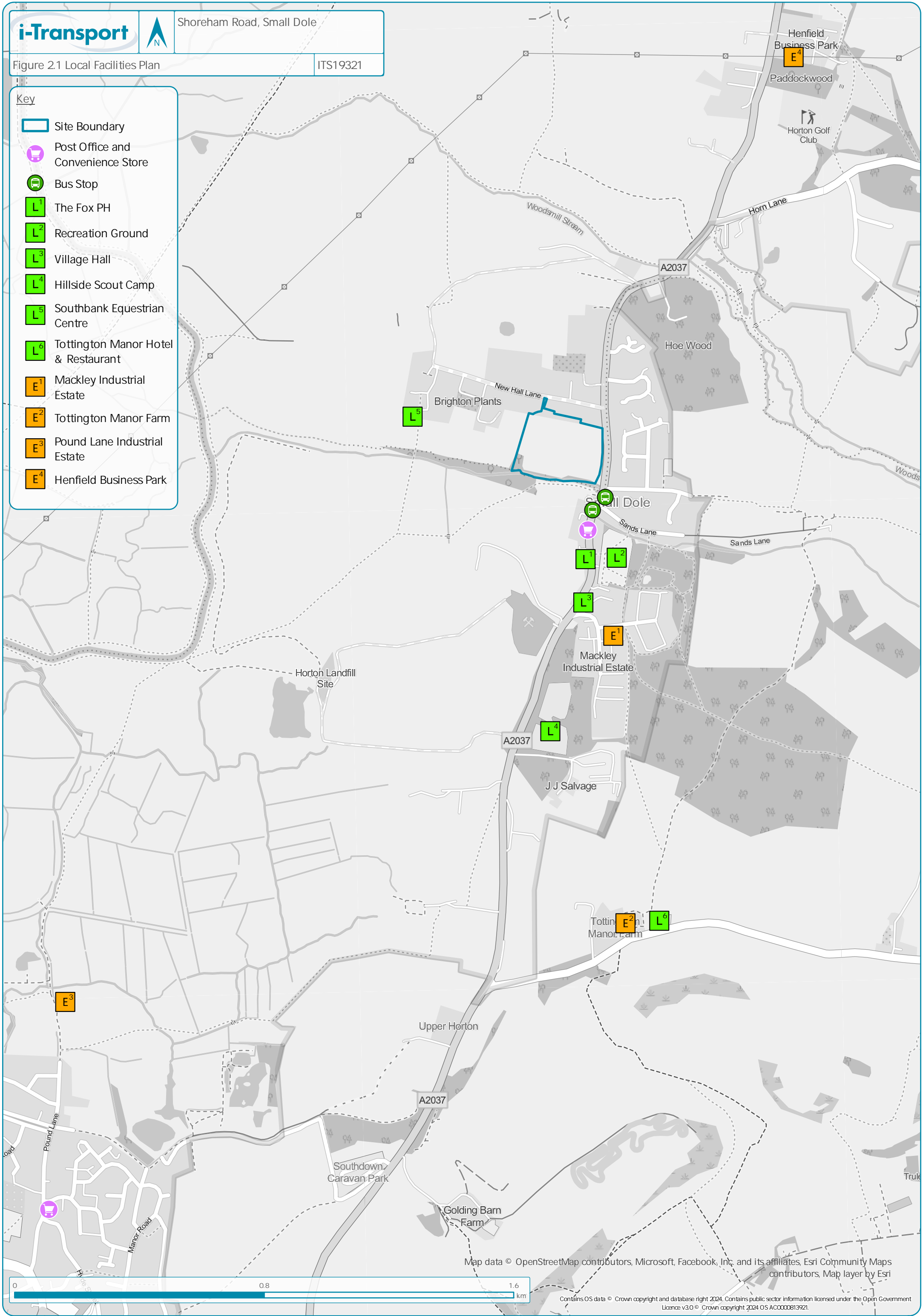


Figure 2.1 Local Facilities Plan

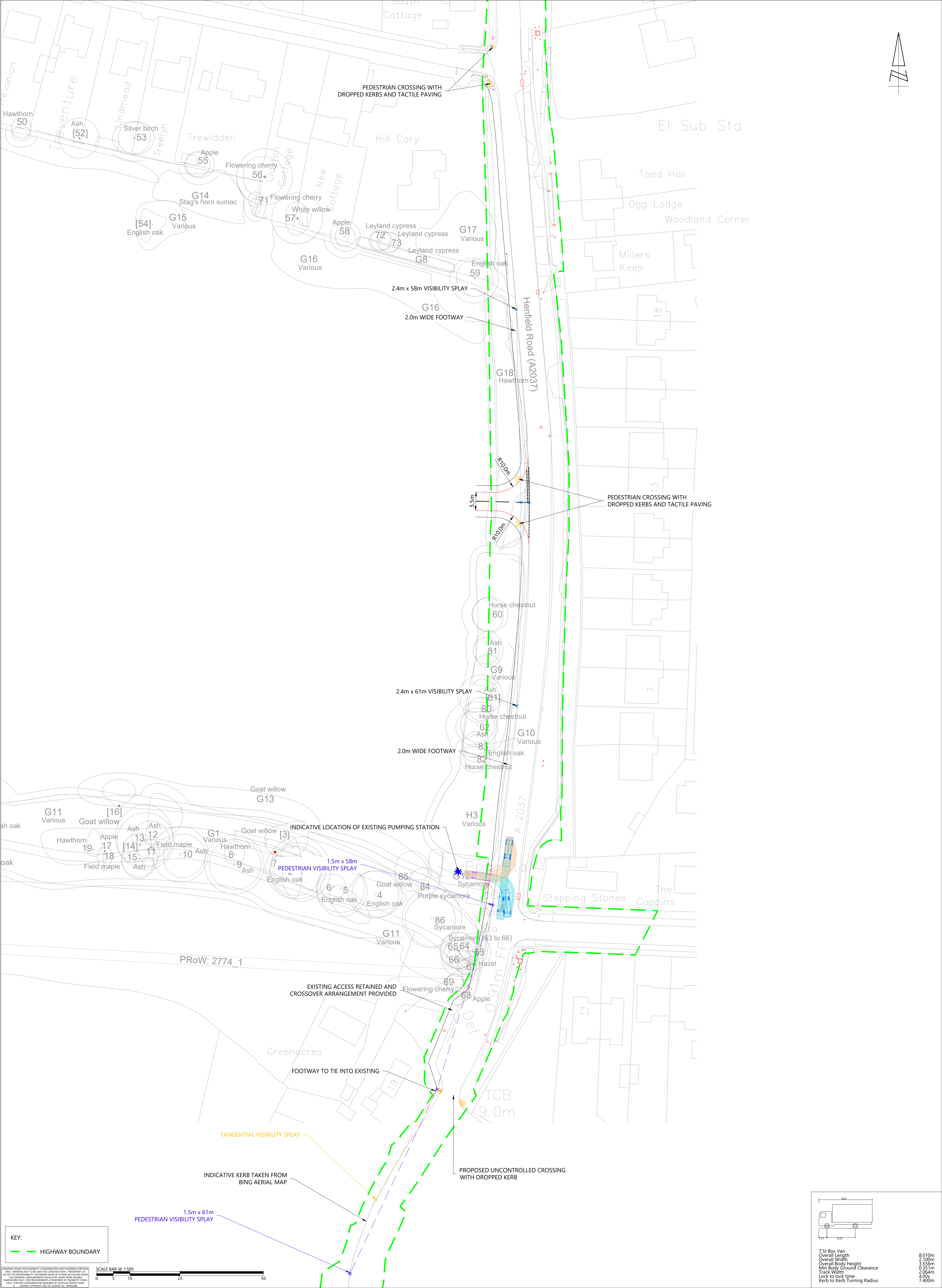
ITS19321

Key

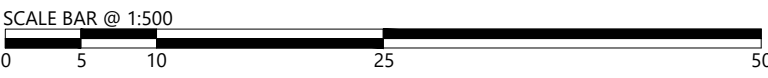
-  Site Boundary
-  Post Office and Convenience Store
-  Bus Stop
-  The Fox PH
-  Recreation Ground
-  Village Hall
-  Hillside Scout Camp
-  Southbank Equestrian Centre
-  Tottington Manor Hotel & Restaurant
-  Mackley Industrial Estate
-  Tottington Manor Farm
-  Pound Lane Industrial Estate
-  Henfield Business Park




DRAWINGS



KEY:
HIGHWAY BOUNDARY



DRAWING ISSUED FOR RESIDENTIAL CONSULTATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED IN THIS DRAWING. THE CLIENT ACCEPTS RESPONSIBILITY FOR ANY ERRORS MADE BY OTHERS IN RELIANCE ON THIS DRAWING. THE CLIENT ACCEPTS RESPONSIBILITY FOR ANY ERRORS MADE BY OTHERS IN RELIANCE ON THIS DRAWING. THE CLIENT ACCEPTS RESPONSIBILITY FOR ANY ERRORS MADE BY OTHERS IN RELIANCE ON THIS DRAWING.

 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3E7 Tel: 03316 300366 www.i-transport.co.uk				TITLE POTENTIAL SITE ACCESS ARRANGEMENT AND OFF-SITE IMPROVEMENTS				DRAWN: MM		CHECKED: UJ		APPROVED: DS	
REV: A DATE: 04.03.25 BY: TA DESCRIPTION: MINOR CHANGES				PROJECT: SHOREHAM ROAD, SMALL DOLE, HENFIELD				PROJECT No: ITS19321		SCALE @ A1: 1:500		DATE: 17.11.23	
STATUS: FOR INFORMATION				CLIENT: WATES				DRAWING No: ITS19321-GA-002		REV: A			

APPENDIX A. Indicative Site Layout

N

E

S

W

0

10m

20m

KEY

➔ Site access

• Borehole

Indicative Coloured Site Layout
Land West of Shoreham Road
Small Dole

23088 / C101E

Scale 1:500 @ A0 March 2025

© Copyright exists on the designs and information shown on this drawing. This drawing may be scaled to the scale bar for planning application purposes only. Do not scale for any other purpose. Use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials. OS Licence no. AC000081337. OSP Architecture, Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey, GU9 8DT Tel: 01252 267878. www.osparchitecture.com

