



Land at Foxhole Farm, Bolney

Framework Travel Plan

Client: Wates Developments Limited

i-Transport Ref: DS/ML/DM/ITB16634-013B

Date: 01 August 2025

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB16634-013	DRAFT	20/12/24	DM / ML	DS
ITB16634-013A	DRAFT	16/01/2025	DM / ML	DS
ITB16634-013B	FINAL DRAFT	24/04/2025	DM / ML	DS
ITB16634-013B	PLANNING ISSUE	28/04/2025	DM / ML	DS
ITB16634-013C	RE-ISSUE	13/06/2025	LJ / DG	DS
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## SECTION 1 Introduction

### 1.1 Background

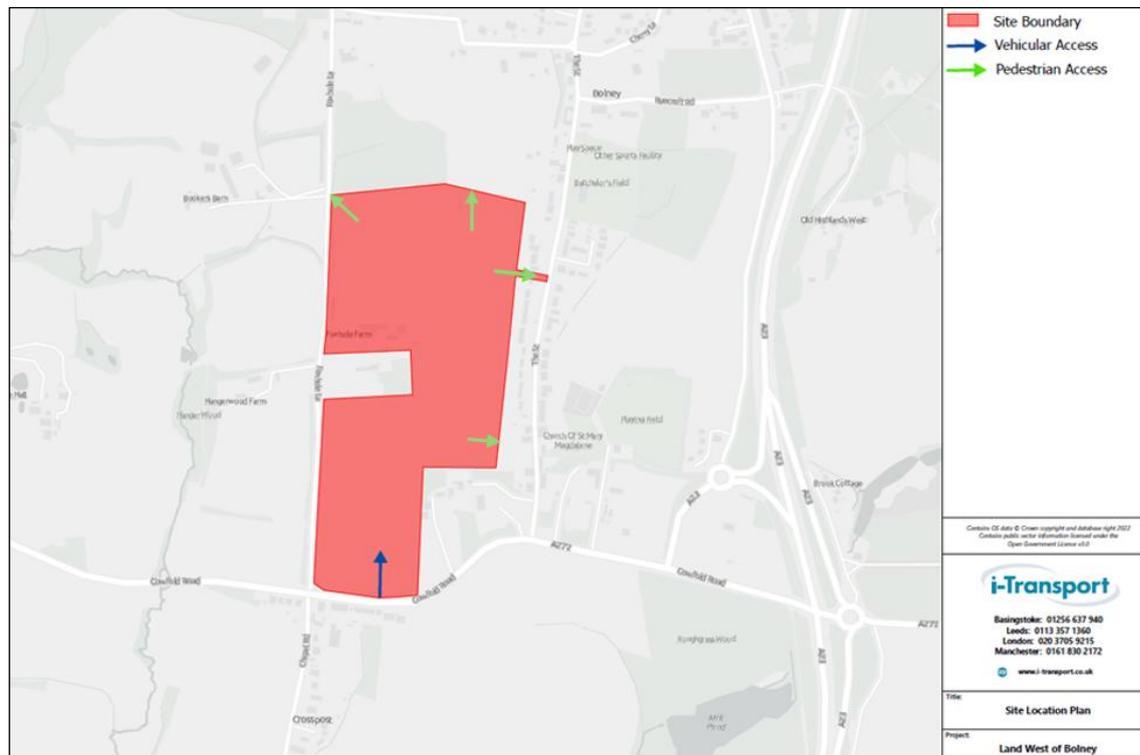
1.1.1 i-Transport LLP has been commissioned by Wates Development ('the Applicant') to prepare a Travel Plan (TP) in respect of a proposed residential development on land situated to the immediate east of Foxhole Lane and west of The Street in Bolney.

1.1.2 The Applicant is submitting an outline planning application comprising:

***'Outline planning application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 dwellings; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers.'***

1.1.3 The location of the site in its local context is shown in **Figure 1.1**.

**Figure 1.1: Site Location**



1.1.4 The aim of the Travel Plan is to set out the range of measures which will be implemented at the site and to demonstrate how sustainable modes can be promoted.

1.1.5 The 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.

## 1.2 **Scope of the Framework Travel Plan**

1.2.1 This TP details the following:

- The site location and development proposals.
- Existing transport options for future residents and users of the site.
- The accessibility of the site.
- The Travel Plan measures to be implemented at the site.
- The targets for the Travel Plan.
- Management and monitoring strategies.
- An action plan for implementation of the measures.

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## SECTION 2 Context

### 2.1 Definition

2.1.1 The National Planning Policy Framework (NPPF) (December, 2024) defines a Travel Plan as being:

***'A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.'***

### 2.2 National Policy Context

2.2.1 Paragraph 118 of the NPPF notes that:

***'All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'***

2.2.2 The Planning Practice Guidance states that Travel Plans should, where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of a new site. The same guidance also states that Travel Plans should support Transport Assessments in taking forward the identified mitigation measures which relate to on-going occupation and operation of the development.

### 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 Bolney, within the administrative boundary of Mid Sussex, c.7km to the east of the town of Haywards Heath, c.6.5km northwest of Burgess Hill and c.13km south of Crawley (distances measured at the crow flies from the centre of the site). The site lies directly in between The Street and Foxhole Lane and to the west of the A23, which runs between Crawley and Brighton.
- 2.4.2 Wates Developments are progressing an outline planning application for 200 residential dwellings and a 425sqm community building along with countryside open space, children's play areas, community orchard, and allotments
- 2.4.3 An illustrative masterplan has been prepared by Re-Format and is reproduced in **Appendix 2.A**.
- 2.4.4 The masterplan plan illustrates that the residential dwellings will be split across two parcels, with the community building and associated parking located in the northern parcel and the remaining dwellings located in the southern parcel. A spine road connects the two.
- 2.4.5 Access to the site will be via A272 Cowfold Road in the form of a priority-controlled T-junction with ghost island right turn lane. Further details of the access arrangements are set out in the Transport Assessment (Report Ref: ITB16634-017).
- 2.4.6 In addition to the vehicular access which provides a pedestrian and cycle connection to A272 Cowfold Lane, two active travel accesses are proposed into the site as follows:
- Onto the Street between the properties of Westmeadow and Downland; and
  - Onto public footpath 44Bo which runs along the site's northern boundary.
- 2.4.7 The masterplan also illustrates a potential additional connection onto the Street via the car park to the south of properties no. 19 and 20 The Street.
- 2.4.8 The internal layout of the site will be designed to encourage low vehicle speeds to promote and facilitate cycling both within the site and to surrounding areas.

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## SECTION 3 Site Assessment

### 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

#### Walking

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

#### A272

3.2.2 The A272 spans the entire frontage of the site with footways provided on both sides of the carriageway along the site frontage. The footway on the northern side measures approximately 1.2m wide with a circa 5.0-6.0m grass verge separating the footway from the carriageway. This footway remains unbroken to the east and ties in with the existing footway on the west side of The Street. The footway continues east, providing access to Bolney Nursery and the existing employment area. A puffin crossing is also provided circa 65m east of the service station access along the site frontage.

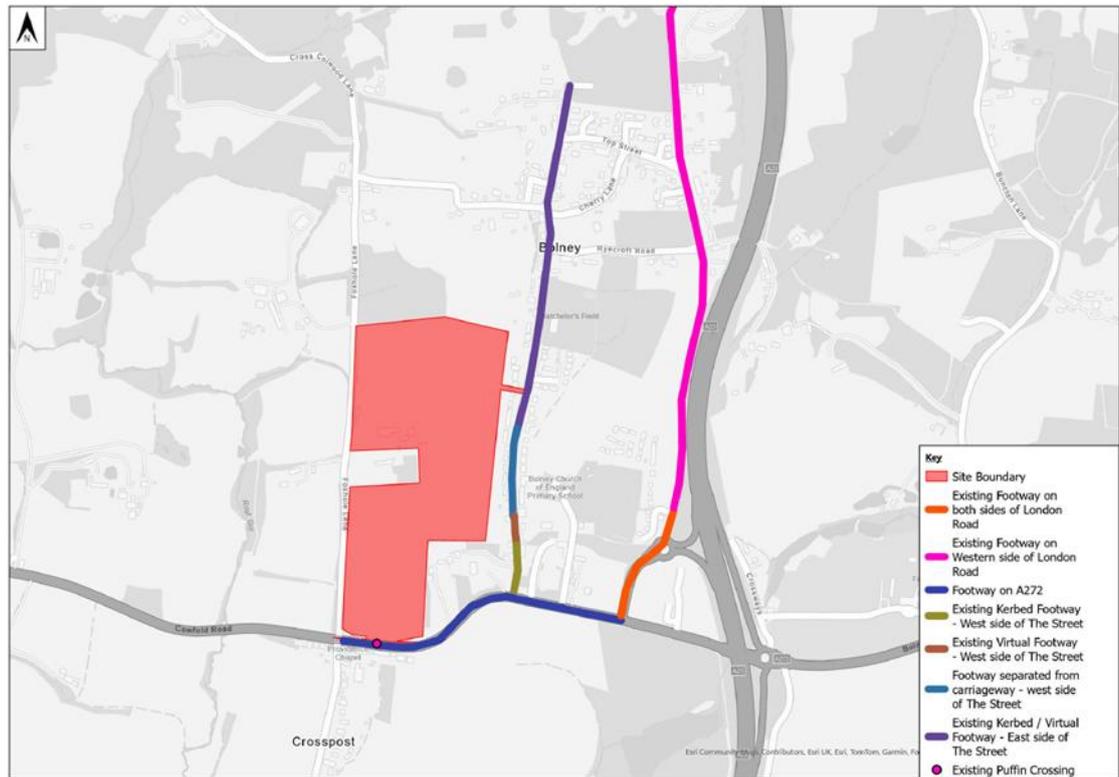
#### The Street

3.2.3 Routing north from the junction with the A272, a circa 1.2m wide footway is provided on the west side of The Street. The footway takes the form of a kerbed footway for c.90m north of the A272 before becoming a virtual footway, demarcated by red colouration and a solid white line, from the access to The Eight Bells public house.

3.2.4 Approximately 220m north of the junction with the A272, the footway on the west side of The Street moves away from the carriageway, up a gradient where it remains separated from the carriageway by a steep 7.0m-wide grass bank.

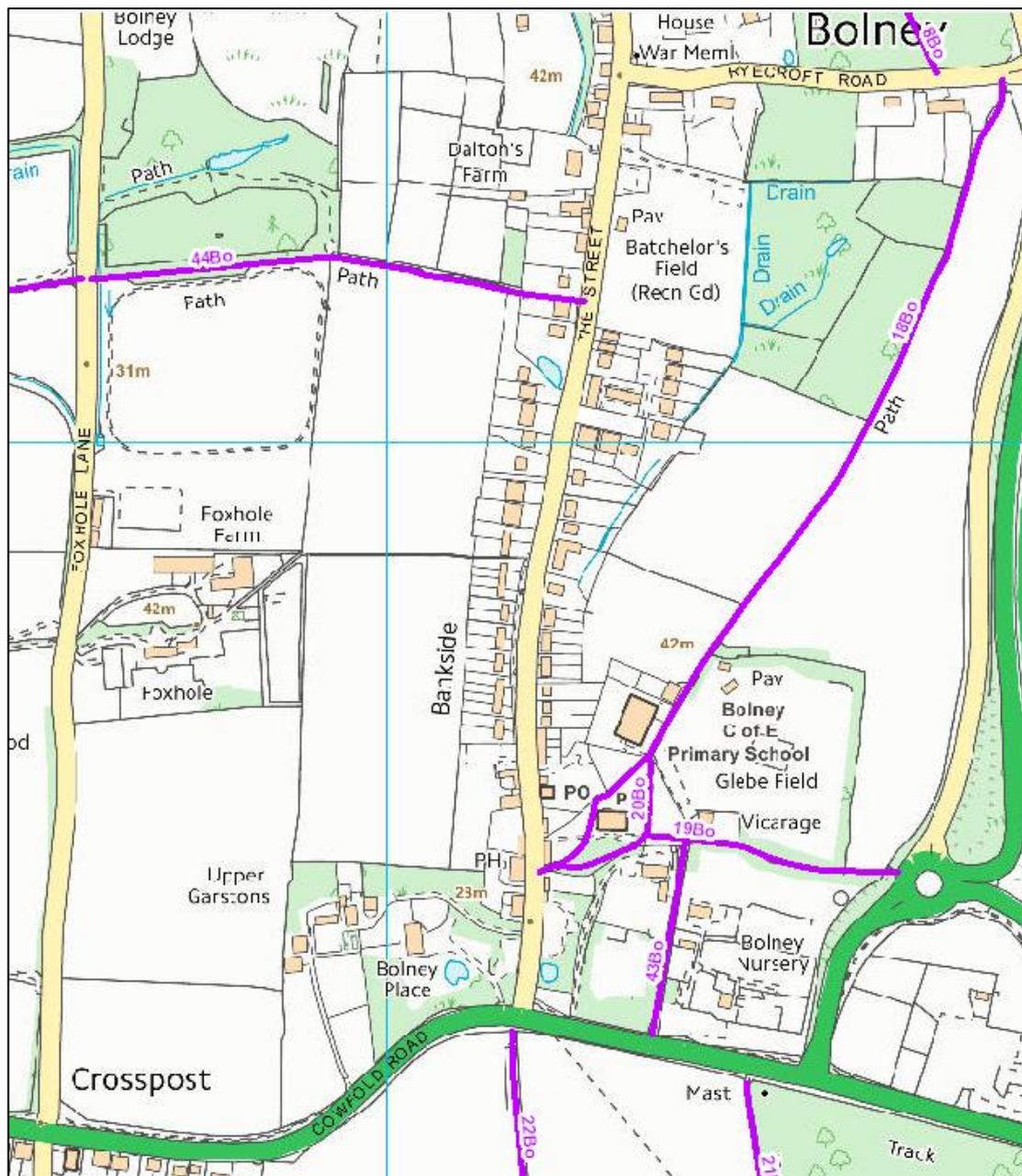
3.2.5 A footway is introduced on the east side of The Street just north of Number 29. This takes the form of a circa 1.2-2.0m wide kerbed footway serving the existing properties along the route. The footway then takes the form of a virtual footway between 'Oakside' and 'West Meadow' before continuing north towards the village centre as a kerbed footway.

**Figure 3.1: Existing Walking Infrastructure**



3.2.6 In addition to the above, public footpaths no. 18BO, 19BO and 20BO run to the east of the village, whilst public footpath no. 44Bo runs to the north of the site. The location and routing of these public footpaths is shown on **Figure 3.2**.

Figure 3.2: Public Rights of Way (PRoW) Plan



3.2.7 As illustrated on the masterplan, a connection will be provided from the site to Public Footpath 44Bo. Collectively, these existing PRoW will provide a useful network of alternative walking routes for residents of the proposed development.

### Cycling

- 3.2.8 A traffic free cycle route is provided to the east of the site, connecting London Road with the A2300 to the south of the site, where on carriageway cycle lanes are provided along both sides of the A2300. London Road is described as **'generally lightly trafficked and wide enough to allow cyclists to share the carriageway in reasonable safety and to access local facilities or for recreational purposes.'** in the WSCC Highways response to a consented local development of up to 30 dwellings (ref: DM/17/4392).
- 3.2.9 The existing cycle infrastructure is illustrated in **Figure 3.3**.

**Figure 3.3: Existing Cycle Infrastructure**



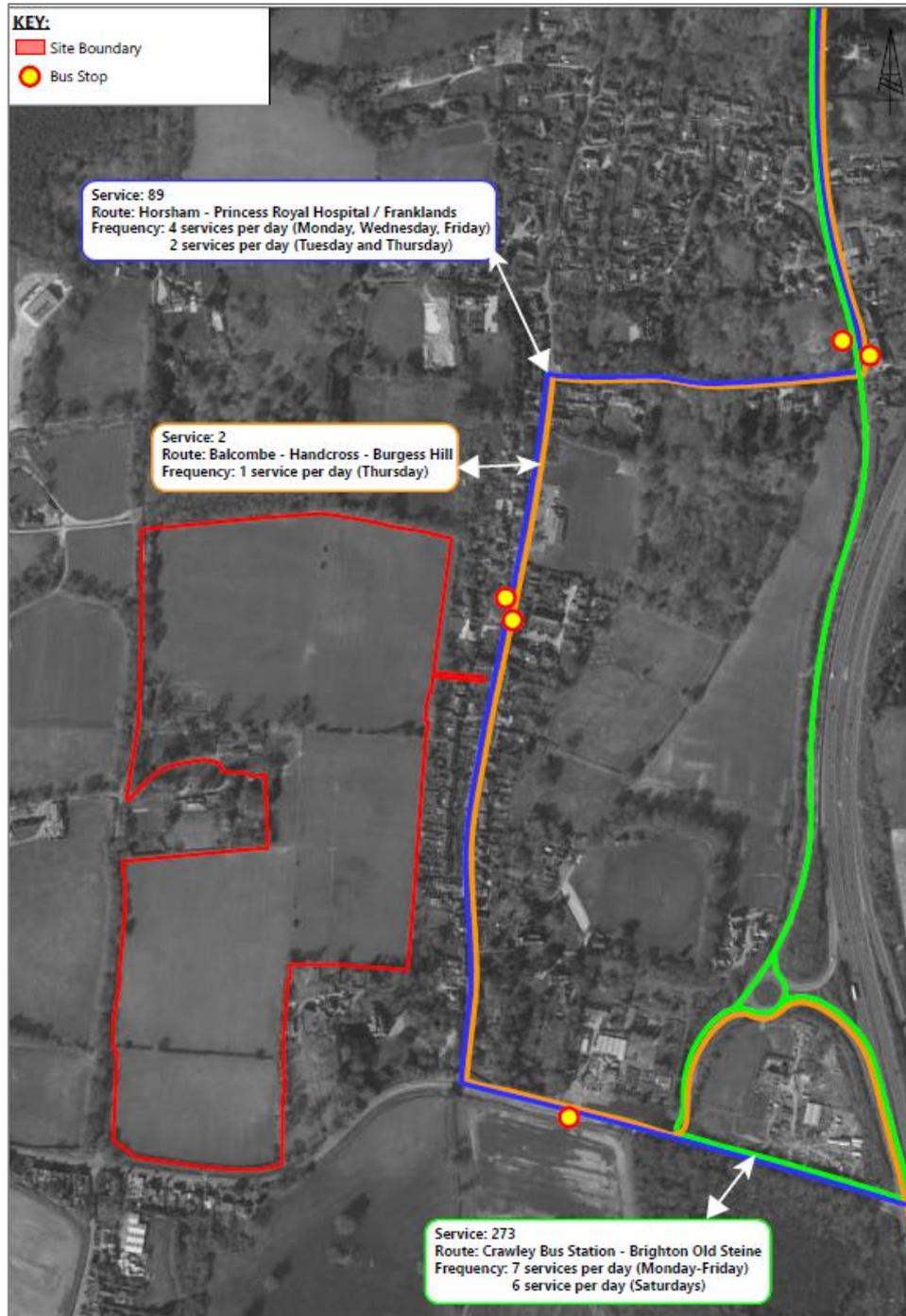
3.2.10 The traffic free cycle route shown above is accessible from The Street and Top Street to the north or via the A272 Cowfold Road to the south.

3.2.11 Improvements to pedestrian and cycle accessibility onto The Street is set out in Section 5 of this Travel Plan, with an emphasis on increasing connectivity to Bolney village centre.

### 3.3 **Public Transport**

3.3.1 The nearest bus stops to the site are located on The Street just south of the property named 'Agates' and are served by the number 2 and 89 services. In addition to these services, the number 273 bus operates from London Road to the east of the site, providing direct access between Crawley and Brighton, and an additional stop, also served by the number 89 bus, is available circa 400m east of the existing puffin crossing on the A272.

Figure 3.4: Local Bus Services



3.3.2 Proposed improvements to bus services is set out in Section 5.

### 3.4 Access to Key Facilities

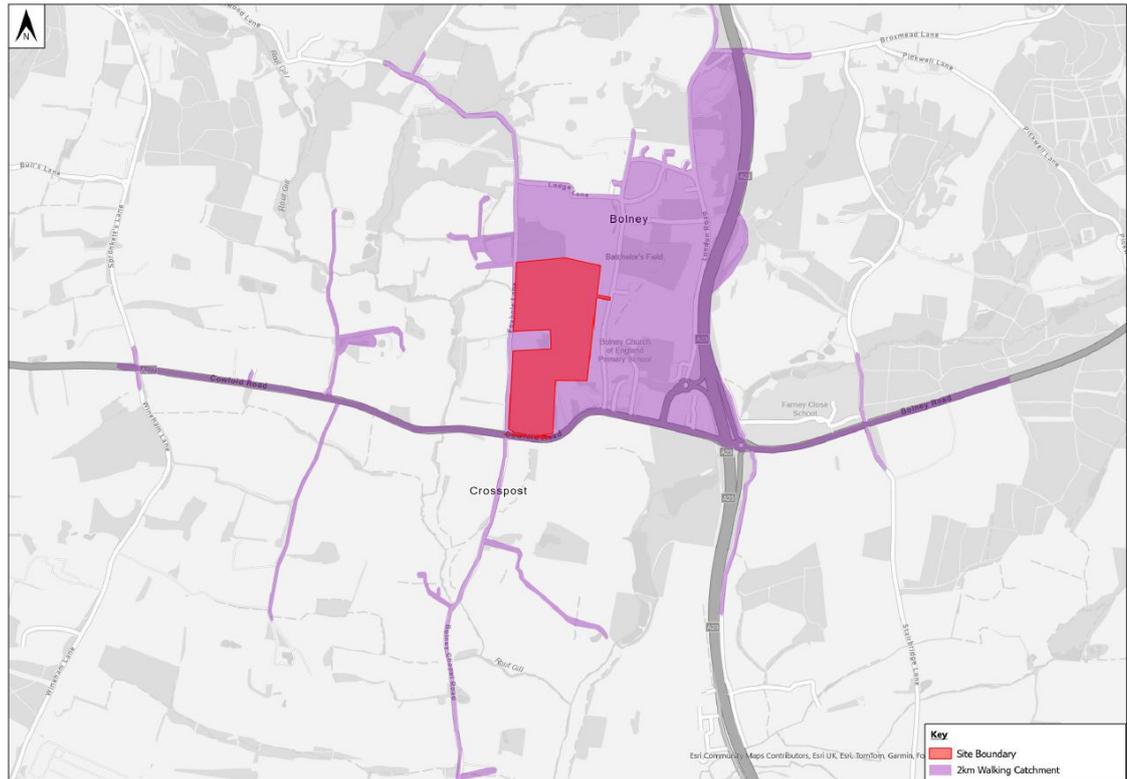
3.4.1 The following paragraphs consider the accessibility of the site to a range of employment, education, health, retail and leisure facilities.

**Walking Distances – Guidelines**

3.4.2 A walking distance of 2km is generally deemed acceptable for a range of journey purposes, including school and commuting to work.

3.4.3 **Figure 3.5** shows a 2km walking catchment measured from the centre of site.

**Figure 3.5: 2km Walking Catchment**



3.4.4 The figure demonstraes that the whole of Bolney is within an acceptable walking distance from the site.

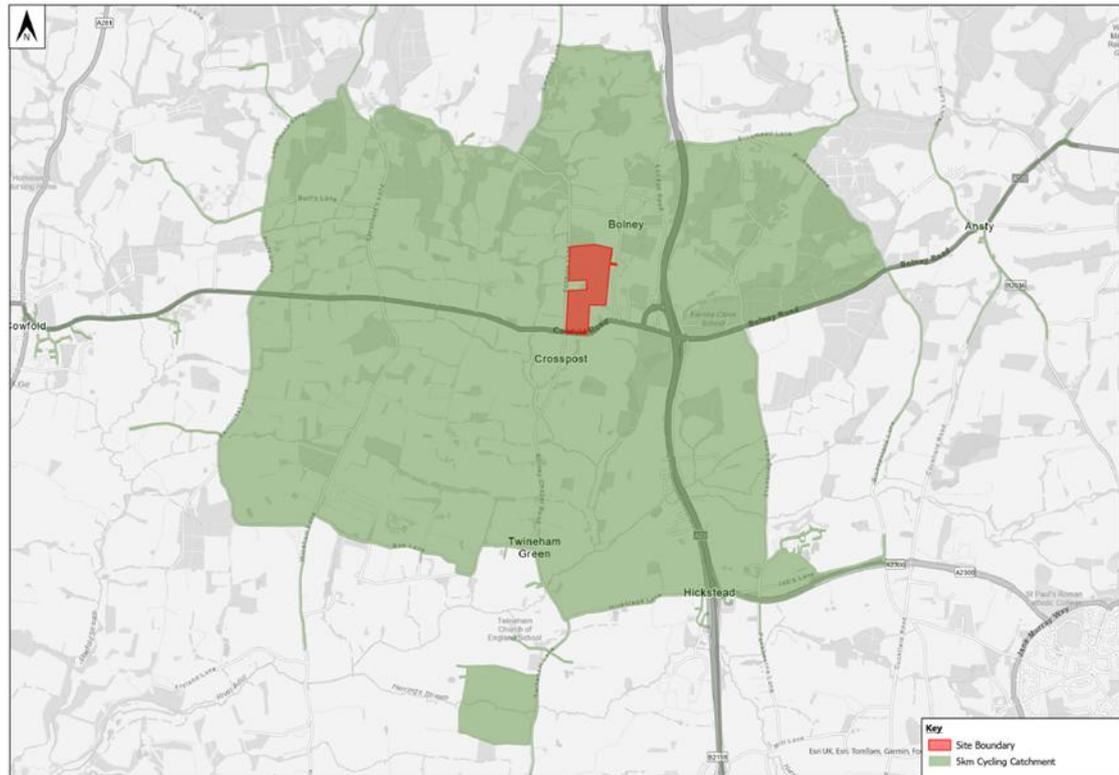
**Cycle Distances – Guidelines**

3.4.5 Specific cycle distances are not included in the NPPF but its predecessor document, PPG13, identified that:

***'Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.'***

3.4.6 A 5km cycle catchment, measured from the centre of the site, is presented in **Figure 3.6**.

Figure 3.6: 5km Cycling Catchment



3.4.7 Local Transport Note 1/20 'Cycle Infrastructure Design' goes further, noting at Paragraph 2.2.2 that two out of every three personal trips are less than five miles (c.8km) in length, which the document refers to as being 'an achievable distance to cycle for most people'.

**Key Facilities Accessibility**

3.4.8 Bolney is placed in category 3 out of 5 categories in MSDC's settlement hierarchy, defined as:

*'Medium sized villages providing essential services for the needs of their own residents and immediate surrounding communities.'*

3.4.9 The existing key facilities around the site location are shown in **Appendix 3.A**.

3.4.10 Based on a typical distance of 2km, there is a good range of key facilities and services within a 2km reasonable walking distance of the site and additional services within a 5km cycle distance as shown in **Table 3.3**.

**Table 3.7: Local Services and Facilities**

Service/Facility	Within 2km Walking Distance	Within 5km Cycle Distance
Bolney C of E Primary School	✓	✓
Bolney Under 5s (Pre-School)	✓	✓
Bolney Nursery (Garden Centre)	✓	✓
Marylands (B8 Employment Site)	✓	✓
Village Hall (Rawson Hall) and Playing Fields	✓	✓
Community Cafe (Rawson Hall)	✓	✓
Bolney Post Office (Rawson Hall)	✓	✓
St Mary Magdalene Church	✓	✓
Bolney Cross Village Stores and Service Station	✓	✓
Bolney Cricket Club	✓	✓
Bolney Wine Estate	✓	✓
The Bolney Stage Public House	✓	✓
Cowfold Surgery	-	✓
St Peters C of E Primary School - Cowfold	-	✓
Twineham C of E School	-	✓
The Complete Barber Shop - Cowfold	-	✓
The Co-Op Food – Cowfold	-	✓
Londis / Esso – Jeremy's Corner	✓	✓
Fitz Gym	-	✓

Note: Journey time based on routing from GoogleMaps.

### 3.5 Conclusion

- 3.5.1 Based on the above, it can be concluded that residents of the proposed development will be able to access a range of key facilities and services via sustainable modes such as walking and cycling as well as existing public transport connections.

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## SECTION 4 Aims and Objectives

### 4.1 Aims

- 4.1.1 This Travel Plan has been set out to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and public transport.
- 4.1.2 The overarching aim of the Travel Plan is to influence behaviour change towards the use of sustainable modes of transport as well as active travel.
- 4.1.3 The Travel Plan will be promoted widely amongst residents, not only to minimise any traffic impacts associated with the development on the surrounding road network, but also to promote the health and environmental benefits of taking exercise by walking and cycling as well as the social aspects 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 (drive alone) vehicle trips, made by 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 (particularly single occupancy car trips).
  - To enable people to make informed travel choices.
  - To promote 'healthy travel' to the site (i.e. walking and cycling) and increase the number of residents travelling by these modes.
  - To improve awareness and usage of alternative modes of transport to reduce reliance on the private car.
  - 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 sustain 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.
- 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 behaviour.

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 Introduction

5.1.1 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. These measures are outlined below and include:

**Table 5.1: Travel Plan Measures**

Ref:	Measure	Timescale
TPM1	Appoint Travel Plan Coordinator (TPC)	Opening of 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 Sessions	On-going via TPC
TPM6	Travel Information Pack and Guide	Upon occupation of dwellings
TPM7	Promotion of 'Zero Travel' Options (e.g. working from home; home delivery options)	Ongoing via TPC
TPM8	Car Club	Upon Occupation of dwellings
TPM9	Bus Taster Passes	Upon occupation of dwellings
TPM10	Promotion of Walking / Cycling	Upon occupation of dwellings
TPM11	Community Facebook Page	Upon occupation of dwellings
TPM12	Scoot to School scheme	Upon occupation of dwellings
TPM13	Car Sharing (including Home Run)	Upon occupation of dwellings
TPM14	Contributions to Pedestrian Improvements to The Street	Subject to agreement with the LHA
TPM15	Contributions to Bus Service Improvements	Subject to discussions with Operators
TPM16	Provision of an on-site mobility enhancements	Upon occupation of dwellings
TPM17	Explore Additional Bus Stops on London Road	In Accordance with S106 Obligation
TPM18	Financial Contributions to A272 Road Safety Improvements	In Accordance with S106 Obligation

### 5.2 TPM1 – Travel Plan Coordinator

5.2.1 A Travel Plan Coordinator (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 (TPM6) before residents move into the development.

## 5.1 **TPM2 – Pedestrian / Cycle Infrastructure**

5.1.1 The site will be designed to provide a safe pedestrian and cyclist friendly environment, with footways provided throughout.

## 5.2 **TPM3 – Cycle Parking**

5.2.1 Covered, secure cycle parking will be provided for each dwelling within the curtilage of each property. Covered and secure cycle parking will also be provided at destinations within the site i.e. community building.

## 5.3 **TPM4 – Electric Vehicle Charging Infrastructure**

5.3.1 Residents will be encouraging the use of ultra-low emissions vehicles (ULEV) due to their air quality benefits.

5.3.2 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.

## 5.4 **TPM5 – Personalised Travel Planning**

5.4.1 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 meetings.

## 5.5 **TPM6 – Travel Information Pack and Guide**

5.5.1 Travel Information Packs will be created for the development which will contain information on public transport services (timetables, maps etc), cycle maps and walking routes.

5.5.2 The packs will also contain details of sustainable transport related events such as Bike Week (normally held in June), which can be promoted as an additional tool to encourage people to try new sustainable modes of transport.

5.5.3 The health and environmental benefits of walking and cycling will be included within the Travel Information Packs and advice on personal safety whilst walking or cycling will also be included.

## 5.1 **TPM7 – ‘Zero Travel’ Options**

5.1.1 The TPC and Travel Information Pack will set out the benefits of working at home, internet shopping and home delivery options.

5.1.2 The TPC will promote the provision of high-speed broadband to enable these options.

5.1.3 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.

5.1.4 The on-site mobility enhancements (see TPM16) may also include parcel lockers for residents to pick up and drop off without the need to leave the site.

## 5.2 **TPM8 – Car Club**

5.2.1 The TPC will help promote a Car Club scheme and its associated benefits. This will be beneficial for residents and users of the site who need to make irregular short trips as well as potentially eliminating the need for households to own a second car.

5.2.2 Benefits of car sharing include saving money on vehicle operating costs and cutting down on congestion and pollution.

5.2.3 There will be the provision of two Car Club spaces on the site. The delivery of the on-site EV car club will be delivered in accordance with the timescales agreed in the Section 106.

## 5.3 **TPM9 – Bus Taster Passes**

5.3.1 The TPC will promote Bus Taster Passes in order to encourage residents and visitors to utilise the local public bus services that serve the site. One bus taster pass will be available per household funded by the developer.

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

## 5.4 **TPM10 – Encourage Cycling and Walking**

5.4.1 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.

5.4.2 Residents will also be provided with information on the local walking and Public Rights of Way routes as well as a School Walking Bus and National Walking Month.

## 5.5 **TPM11 – Community Facebook Page**

5.5.1 A regularly updated community Facebook page providing comprehensive travel information of the type included in the Travel Information Pack and Guide, with details of: public transport timetable changes; car share opportunities; promotional offers from local businesses and links to helpful transport information will be set up and maintained by the TPC.

## 5.6 **TPM12 – Scoot to School Scheme**

5.6.1 The TPC will similarly liaise with local primary schools to assess the feasibility of developing a scoot to school scheme.

## 5.7 **TPM13 – Car Sharing**

5.7.1 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.

5.7.2 There are existing car share scheme 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: <https://liftshare.com/uk>.

5.7.3 Residents will also be provided with information about HomeRun; 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.

5.7.4 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.

## 5.8 **TPM14 – Pedestrian Improvements to The Street**

5.8.1 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 also improving the environment for existing residents of Bolney.

5.8.2 Two options for improving pedestrian amenity of the The Street are set out:

- Option 1 would deliver safe crossing facilities from the site to the existing infrastructure on the Street and a connection to the Primary School, whilst also reducing traffic speeds on the approach to the village through the introduction of kerbed build outs which act as traffic calming.
- Option 2 would deliver the same benefits as Option 2 whilst also providing space for existing parked vehicles, reducing the propensity for cars to overrun the virtual footway and also provide an additional safe crossing facility in the central section of The Street.

5.8.3 The Applicant is willing to provide appropriate financial contributions to the delivery of strategic infrastructure improvements to enhance connectivity across the wider area.

## 5.9 **TPM15 – Bus Service Improvements**

5.9.1 As part of the planning process, enhancement and improvement of bus services are being explored with bus operators. Key to this will be reviewing existing service provision and how planned development can enhance this, either through the improvement of infrastructure, an increased service frequency or through the creation of new routes that improve connectivity to planned development sites.

5.9.2 Potential improvements could include the provision of additional bus stops, upgrading existing stops and improved frequency of the 273 bus between Crawley and Brighton via Bolney. It is noted that a number of journeys currently omit Bolney due to low use, the delivery of 200 dwellings would add to demand to potentially allow all 273 journeys to stop at Bolney.

5.9.3 The Applicant is and will continue to engage and support this process, with improvements to be secured via Section 106.

#### 5.10 **TPM16 – Mobility Enhancements**

5.10.1 The proposed development presents an opportunity for the features of a Mobility Hub to be introduced across the site. This includes:

- Access to Car Club vehicles.
- Public electric vehicle charging facilities.
- Bike repair facilities for both standard bikes and e-bikes.
- Parcel drop and storage.
- Sustainable travel display screen equipment.

5.10.2 Details of the proposed measures are set out in Section 6. 2 of the Transport Assessment accompanying the application.

#### 5.11 **TPM17 – London Road Bus Stops**

5.11.1 As requested by Metrobus, a scheme of improvements to introduce additional bus stops on London Road will be explored, to enhance service connectivity.

5.11.2 The scheme of works will be progressed in accordance with the associated S106 obligations.

#### 5.12 **TPM18 – Road Safety Improvements**

5.12.1 A financial contribution of £50,000 will be paid to WSCC through Section 106 Agreement to deliver a scheme of safety improvements along the A272 Cowfold Road corridor.

## SECTION 6 Targets

### 6.1 Existing Travel Patterns

6.1.1 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. 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. However, a comparison of both datasets has been provided.

6.1.2 **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**

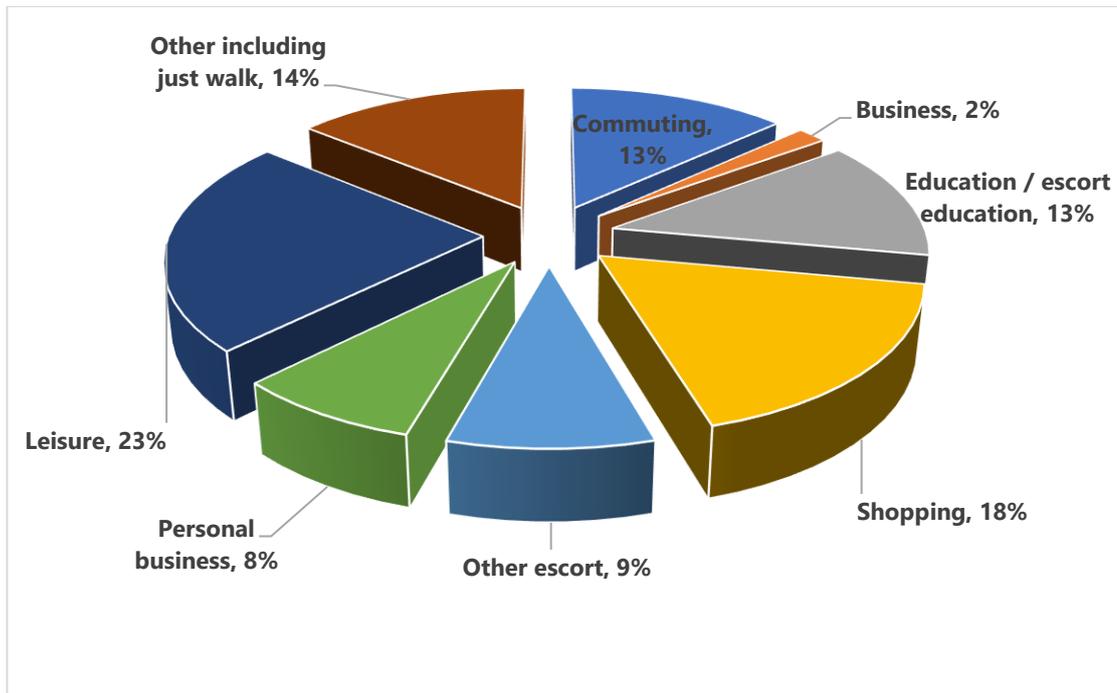
Method of Travel	Proportion of Trips (Census 2011)	Proportion of Trips (Census 2021)
Driving a car or van	71%	81%
Train	13%	4%
On Foot	8%	7%
Passenger in a car or van	4%	4%
Bus, minibus, or coach	1%	1%
Bicycle	1%	1%
Motorcycle, scooter or moped	1%	1%
Other method of travel to work	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: Census 2011 and 2021 – MSOA Mid Sussex 007

6.1.3 The data shows that there is a marginal difference between the 2011 and 2021 Census with most workers likely to drive to work (71-81%) in single occupancy vehicles, with a further 8% likely to walk and 14% using public transport (bus and train) in 2011, reducing to 5% in 2021 (due to Covid-19 restrictions).

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

**Image 4.1: Proportion of Trips per Year by Journey Purpose – 2021**



Source: Chart NTS0409a of Transport Statistics Great Britain – 2021 Edition

6.1.5 On this basis, leisure, shopping and education journeys will account for more than half of all journeys made by future residents on site.

## 6.2 Transport Vision

6.2.1 The transport and movement vision for the site is set out in full within the TA accompanying the application. In summary:

- a The application site and wider study area will provide genuine opportunities for future residents to access local facilities and services via sustainable modes, and access destinations further afield by public transport. These will be enhanced through agreed off-site infrastructure improvements.
- b The development will encourage travel by active modes through the provision of off-site improvements and good on-site layout design. It will also minimise the need to travel through on-site infrastructure, e.g. connections to high speed broadband and direct connections that prioritise walking and cycling within the wider community.

- c A Framework Travel Plan will aim to achieve a mode share by single occupancy car use in comparison with 'typical' local levels, through a means of measures as set out in Table 5.1 of this Travel Plan. A combination of 'hard' (infrastructure led) and 'soft' (promotion and incentive based) measures are identified to promote and incentivise sustainable travel choices.

## 6.3 Interim Targets

- 6.3.1 Based on the vision for the site, implemented through the suite of hard and soft measures outlined in Sections 7 and 8, the provisional targets are summarised below. The initial objective will be to return residential trips to a level consistent with modal splits in 2011, with increased levels of walking and cycling journeys:

**Table 6.1: Target Mode Share (Vision-led)**

Method of Travel	Interim Targets (Census 2011 levels)	Vision-led Targets
Driving a car or van	71%	66%
Train	13%	13%
On Foot	8%	10%
Passenger in a car or van	4%	5%
Bus, minibus, or coach	1%	2%
Bicycle	1%	2%
Motorcycle, scooter or moped	1%	1%
Other method of travel to work	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: Consultant

- 6.3.2 The targets primarily seek to achieve a below average car modal share, compared with the surrounding area. The transport vision for the site is heavily led by improvements to active travel and also improving access to buses, as well as prompting access to internet-based car sharing apps such as Liftshare and Homerun. The targets seek above to reflect that vision. The targets will be refined in light of the first round of monitoring data.

## 6.4 First Phase Targets

- 6.4.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the TP is delivered.
- 6.4.2 The first phase of targets is therefore action related. They are as follows:

- Appoint Travel Plan Coordinator prior to sales and marketing phase.
- Travel Plan Coordinator to become familiarised with the agreed monitoring process.
- Undertake first phase of monitoring one year after 1<sup>st</sup> 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.

## 6.5 Remedial Measures

- 6.5.1 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.
- 6.5.2 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.
- 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 programmes of the development will last for five years. Monitoring will be primarily undertaken in the following ways:

- Feedback to and through the TPC and engagement through the travel website managed by the TPC.
- Direct resident correspondence with the TPC.
- Through TRICS SAM Surveys to be undertaken via all access points to/from the site.

8.1.2 The proposed programme for monitoring is set out in **Table 10.1**.

**Table 10.1 Monitoring Plan**

	Baseline (Year 1)	Year 3	Year 5
Monitoring	TRICS SAM Survey	TRICS SAM Survey	TRICS SAM Survey
Level of Report	Results used to form new targets. Prepare full 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. 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 reports, 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 behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.3.3 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.

## 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 TP. It will include:

- Recap of the site TP's objective 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 TP for the future.

8.4.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users via the website will assist in informing users of any new measures and provide an understanding of how the TP is operating.

## 8.5 Remedial Measures

8.5.1 Should the travel plan targets not be met by the end of the monitoring periods outlined above, the TPC will identify suitable improvements and actions to get the travel plan back on track, as well as place greater attention on the measures that are achieving success.

8.5.2 A commitment to implementing further measures to get the travel plan back on track will be provided by the Applicant and could include personalised travel planning offered to all residents, further 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.

## 8.6 Funding

8.6.1 The Developer will fund the following items:

- i The transport infrastructure outlined in Section 7 of the FTP.
- ii The TPC role for the duration of the plan period.

iii The initial implementation of the measures outlined in Section 5.

iv The monitoring surveys outlined in this section.

8.6.2 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.

## 8.7 **Framework for Handover at End of the Developer Involvement**

8.7.1 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 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.
- 9.2 **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 Travel Plan	Prior to occupation of the site	Developer
Appoint Travel Plan Coordinator (TPM1)	From opening of sales suite on the site through to full occupation	Developer
Provide TPC details to Council	Following appointment of TPC	Developer / TPC
Construct pedestrian/cycle access and infrastructure (TPM2)	During construction phase	Developer
Install secure cycle parking (TPM3)	During construction phase	Developer
Install electricity connection for ultra-low emission vehicle charging (TPM4)	During construction phase	Developer
Offer personalised travel planning sessions (TPM5) and discuss travel 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 information pack (TPM6)	Upon occupation of dwellings	TPC
Promote zero-travel options (e.g. home working; internet shopping and home grocery delivery) (TPM7)	During construction phase and from first occupation of the site	TPC
Promote Car Club schemes (TPM8)	From first occupation of the site	TPC
Provide of Bus Taster Passes (TPM9)	Upon completion of initial travel surveys	TPC
Encourage walking and cycling through promotion of national events (e.g Bike Week) (TPM10)	Upon completion of initial travel surveys	TPC
Provide a Community Facebook Page (TPM11)	Upon occupation of dwellings	TPC
Promote Scoot to School Scheme (TPM12)	Upon occupation of dwellings	TPC
Promote Car Sharing scheme – such as HomeRun (TPM13)	Upon occupation of dwellings	TPC
On-Site Mobility Enhancements (TPM16)	During Construction phase	Developer

Action	Timescale	Responsibility
Contribute to / Deliver Off-Site Pedestrian Improvements (TPM14)	Subject to S106	Developer / LHA
Contribute to Bus Service Improvements (TPM15)	Subject to S106	Developer / Bus Operator
Conduct baseline travel surveys	On completion of the development	TPC
Conduct subsequent travel surveys	Biennially on anniversary of baseline surveys for the lifetime of the Travel Plan (five years)	TPC
Prepare annual monitoring report	Within 3 months of completion of the travel surveys	TPC
Prepare actions plan setting out future travel plan initiatives / measures	Action Plan set out in monitoring report.	TPC / Developer
London Road Bus Stops	Explore and deliver a scheme of works as per S106 triggers	Developer
A272 Road Safety Improvements	Provide financial contribution of £50,000 to WSCC as per S106 triggers	Developer

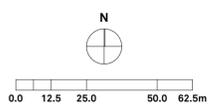
## **APPENDIX A.** Illustrative Masterplan



**KEY**

- |   |   |  |
|---|---|--|
| 1. New vehicular access from Cowfold Road         | 7. Viewpoint with seating area and interpretation | 13. Outdoor educational space                          |
| 2. New pedestrian / cycle links to The Street     | 8. Community orchard                              | 14. SuDS basins  |
| 3. New pedestrian link to existing PRow           | 9. Community hub building                         | 15. Foul water pumping station                         |
| 4. Primary tree-lined access roads                | 10. Children's play areas (LEAPs and LAPs)        | 16. Electricity Substation                             |
| 5. Secondary informal 'rural' lanes / mews        | 11. Outdoor gym                                   | 17. New woodland planting                              |
| 6. New publicly accessible countryside open space | 12. Community allotments                          | 18. Country estate road through countryside open space |

rev.	date	changes description	status	issued by
P07	10/04/2025	Drawing updated to incorporate comments from pre-app	S4	DM
P06	07/01/2025	Drawing updated for planning; annotation added	S4	DM



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## **APPENDIX B.** Key Facilities Plan

**KEY:**

Site Boundary

**Education**

- 1 Bolney C of E Primary School
- 2 Bolney Under Fives

**Retail**

- 1 Bolney Post Office
- 2 Bolney Cross Village Stores & Service Station
- 3 Northlands Nursery Garden Centre
- 4 Community Cafe

**Leisure**

- 1 Village Hall & Playing Fields
- 2 St Mary Magdelene Church
- 3 Bolney Cricket Club
- 4 Bolney Wine Estate

**Employment**

- 1 Marylands



