



London Road, Handcross

Transport Statement

Client: Welbeck Strategic Land III Limited

i-Transport Ref: BT/RS/ITB210283-001a

Date: 30 April 2026

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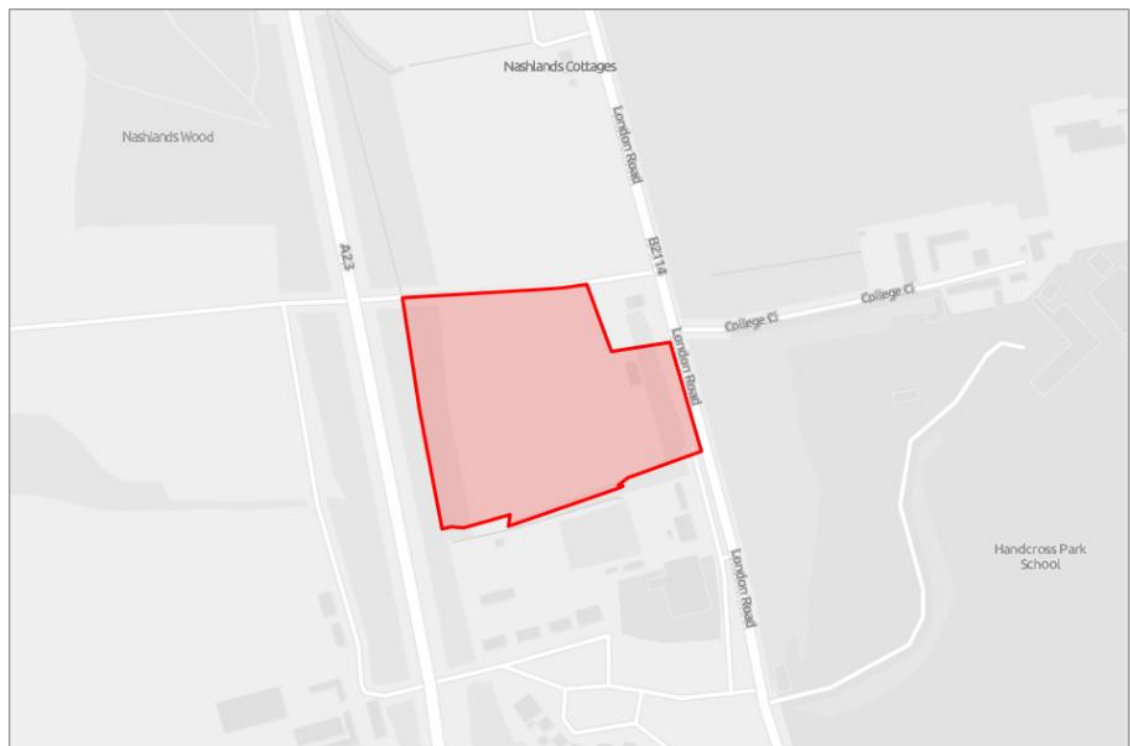
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SECTION 1 Introduction

- 1.1 i-Transport LLP have been appointed by Welbeck Strategic Land III Limited to provide highways and transport advice in relation to an outline planning application for the development of up to 55 new homes to the west of London Road in Handcross, West Sussex.
- 1.2 The proposed development is located to the north of Handcross village centre, on the western side of London Road. It is situated to the north of residential dwellings and Handcross Primary School. To the north it is bordered by a track beyond which are agricultural fields and to the west is the A23 which is part of the Strategic Road Network (SRN) and connects Crawley to Brighton. The site location is presented at **Image 1.1 (Figure 1)**.

Figure 1: Site Location



1.3 Scope and Structure

- 1.3.1 In line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Statement (TS) assesses the potential transport impacts arising from the proposed development and considers the proposal against the relevant transport policies.
- 1.3.2 The remainder of this TS is structured as follows:
- **Section 2** – Sets out an overview of the relevant national and local transport policy to provide the context for the assessment;

- **Section 3** – Describes the existing transport conditions in the local area including the provision for walking, cycling and public transport journeys, as well as the local highway network and prevailing conditions and how sustainable transport will be promoted including the transport vision;
- **Section 4** – Provides details of the development proposal, the Transport Vision and the access strategy for pedestrians, cyclists and vehicles;
- **Section 5** – Establishes the likely multi-modal trip generation of the proposed development and provides an assessment of the impacts of the development on the local highway network; and
- **Section 6** – Provides a summary and conclusion of this report.

SECTION 2 Policy Context

2.1.1 This section of the Transport Statement summarises the national and local transport planning policies that provide the context for the transport appraisal of the proposed development.

2.2 National Policy and Guidance

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied by local planning authorities / decision makers when drawing up local development plans and when determining planning applications.

2.2.2 Section 9 ('Promoting Sustainable Transport') of the NPPF discusses promoting sustainable transport with paragraphs 115 – 118 setting out specific transport matters when considering development proposals. Paragraph 115 provides the four critical Transport tests that new developments should achieve:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.2.3 Paragraph 116 confirms that new development should only be refused if there is an unacceptable impact on highway safety or the residual cumulative impact on the road network, following mitigation, would be severe.

2.2.4 Paragraph 117 states that applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

National Planning Policy Guidance (NPPG)

2.2.5 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.6 The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other, and this Transport Assessment has been prepared to assess the transport impacts of the development, and to consider whether any effects would be 'severe'.

2.2.7 **Section 6** of the Transport Assessment presents an assessment of potential traffic impacts and demonstrates that traffic associated with the proposed development will not result in a 'severe' impact on the operation of the highway network.

2.3 Local Policy

Mid Sussex District Plan (2014-2031)

2.3.1 The Adopted Mid Sussex District Plan outlines the vision for future development in the District up until 2031. Relating to transport, Policy DP21: Transport, sets out the transport requirement for new developments, stating that:

"Development will be required to support the objectives of the West Sussex Transport Plan 2011/2026, which are:

- ***A high quality transport network that promotes a competitive and prosperous economy;***
- ***A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;***
- ***Access to services, employment and housing; and***
- ***A transport network that feels, and is, safer and healthier to use.***

To meet these objectives, decisions on development proposals will take account of whether:

- ***The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses***

- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement 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;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation; and*
- *The scheme protects the safety of road users and pedestrians.*

Slaugham Neighbourhood Plan (2014-2031)

2.3.2 The Slaugham Neighbourhood Plan was adopted in September 2019 and provides a framework for future development in the plan area as well as the enhancing and protecting the villages within Slaugham. The Plan sets out different Aims which it seeks to achieve through the implementation with dedicated transport chapter. The overall strategic objective of Transport includes:

“To substantially reduce impact of the road congestion and pollution, and to improve sustainable transport within the Parish.”

2.3.3 The following aims are included:

- Aim 5: Quiet Lanes and Public Rights of Way
- Aim 6: Handcross: Parking and Improvements to Pedestrian Environment
- Aim 7: Traffic Management and Access
- Aim 8: Parking

2.3.4 In particular, Aims 6 and 7 relate directly to Handcross and set out the following:

Aim 6 – Handcross: Parking and Improvements to the Pedestrian Environment

SPC will continue to work with local landowners to identify an appropriate location to create off-street car parking in close proximity to the village centre.

SPC will support proposals to facilitate additional car parking for the users of Nymans and the High Street.

SPC will support proposals which seek to improve the pedestrian environment in Handcross.

Aim 7 – Traffic Management and Access

SPC support proposals which seek to improve and/or introduce traffic management measurements within the Parish.

SPC supports proposals which seek to improve access to community facilities within the Parish.

- 2.3.5 It is noted that comments on the speed limit across the Parish have been raised, in particular around Pease Pottage, London Road, Horsham Road and Cuckfield Road.
- 2.3.6 The proposed development seeks to improve the pedestrian environment and connections with public transport within Handcross and further details are set out in **Section 5**.

SECTION 3 Existing Conditions

3.1.1 This section of the Transport Statement provides a description of the current transport conditions in the vicinity of the site. This includes an assessment of existing public transport provision, walking and cycling networks and an appraisal of local highway conditions regarding existing traffic volumes and the safety of the road network.

3.2 Walking and Cycling

London Road

3.2.1 London Road is located along the frontage of the site, stretching from the A23 / Brighton Road to the north and south into Handcross adjoining to Beeches Lane / High Street and therefore provides a continuous link to the facilities and services within Handcross. A footway is extant along the length of the carriageway on the western side, measuring a consistent 1.2m in width. This is wide enough to accommodate a wheelchair user or person with a pram, as well as for two pedestrians to pass each other. As the carriageway progresses north past the Ouse Valley Practice, a grass verge provides separation between the carriageway, and the footway and street lighting is provided along this route. Along London Road no dedicated cycle facilities are present.

High Street

3.2.2 The High Street proceeds directly through the centre of Handcross, extending from the mini roundabout with London Road and High Beeches Road to the north and stretching to Horsham Road and the B114 to the south.

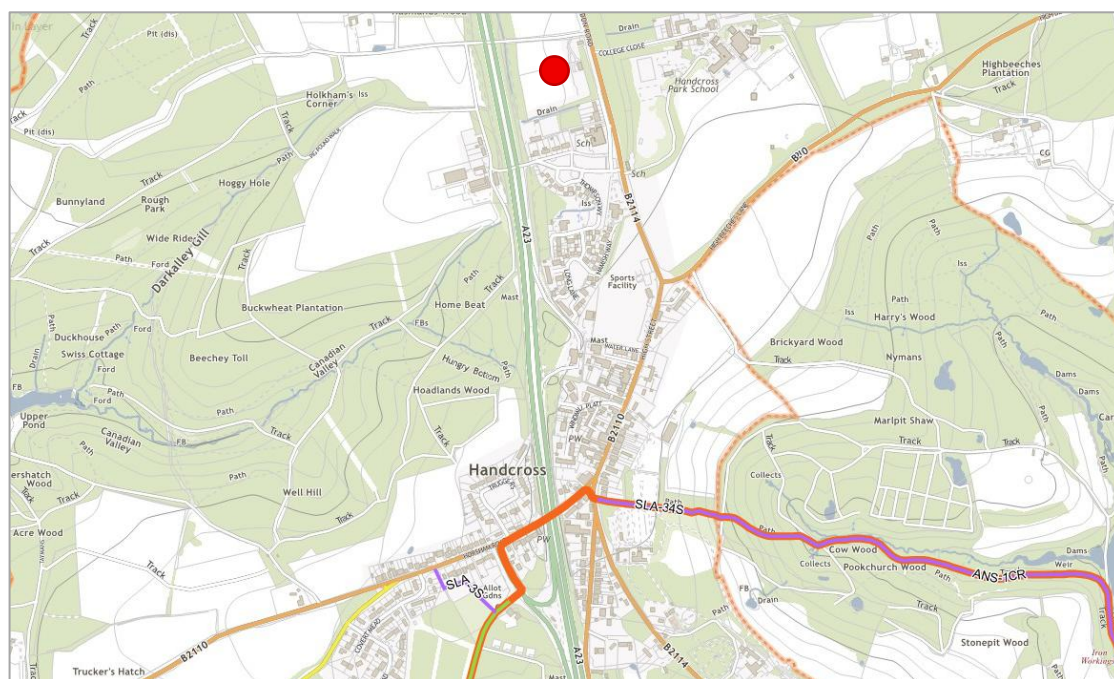
3.2.3 Footways are located on either side along the High Street, with a width of 1.5m – 1.8m wide as the carriageway proceeds south from the mini roundabout. The width of the footway widens as the carriageway proceeds south past Windmill Platt, to approximately 2.2- 2.5m. On street parking is present along the length of the High Street where the footway width widens.

3.2.4 Streetlighting, dropped kerbs and tactile paving are in place along the majority of the High Street, maximising pedestrian safety and facilitating efficient access into Handcross and the available local amenities.

3.3 Public Rights of Way

- 3.3.1 One Public Right of Way (PROW), reference SLA-34S is located to the south of the site within the village centre of Handcross. This route begins at Cuckfield Road, routing eastwards and connecting to the wider West Sussex PROW network. Additionally, a long-distance walking trail, the Sussex Ouse Valley Way (orange route), can also be accessed from Handcross, connecting to SLA-7S and providing a walking route south to the coast, ending in Brighton.

Image 2.1: West Sussex PROW - Handcross



Source: West Sussex County Council Interactive Map

3.4 Public Transport

- 3.4.1 The nearest bus stops to the site are located approximately 180-210m south from the site centre, on London Road (known as Handcross Primary School), equating to a short three-minute walk from the site. There are alternative bus stops located on the High Street some 850m and 900m from the centre of the site.
- 3.4.2 Four services, (273, 271, 4, 6) operate from the bus stops outside of Handcross Primary School. These routes provide links to the nearby towns of Crawley and Haywards Heath as well as the city of Brighton to the south and therefore provide access to a wide range of employment, retail, and leisure opportunities. These services are summarised in **Table 2.1** below.

Table 2.1: Handcross Primary School Existing Bus Services

Bus Service	Destinations	Frequency		
		Weekday	Saturday	Sunday
271	Crawley – Handcross – Haywards Heath – Burgess Hill - Brighton	Average Frequency: Every 45 - 120 Minutes First service at 05:15 Last service at 18:55	Average Frequency: Every 120 Minutes First service at 08:13 Last service at 16:08	Average Frequency: Every 120 Minutes First service at 09:03 Last service at 15:44
	Brighton – Burgess Hill – Haywards Heath – Handcross - Crawley	Average Frequency: Every 45 - 120 Minutes First service at 07:15 Last service at 23:35	Average Frequency: Every 60 - 120 Minutes First service at 11:26 Last service at 19:19	Average Frequency: Every 120 Minutes First service at 12:11 Last service at 18:45
273	Crawley – Handcross - Hassocks - Brighton	Average Frequency: Every Hour First service at 05:09 Last service at 19:43	Average Frequency: Every Hour First service at 06:40 Last service at 19:41	Average Frequency: Every Hour First service at 09:06 Last service at 16:37
	Brighton – Hassocks – Handcross - Crawley	Average Frequency: Every Hour First Service: 07:12 Last Service: 21:17	Average Frequency: Every Hour First service at 08:13 Last service at 21:17	Average Frequency: Every Hour First service at 10:54 Last service at 18:24
Handcross District Community Bus – Route 4	Pease Pottage – Handcross – Slaugham – Horsham	Fridays Only Departing at 09:48 Returning at 13:08	-	-
Handcross District Community Bus – Route 6	Slaugham – Staplefield – Handcross – Horsham	Wednesdays Only Departing at 09:58 Returning at 12:47	-	-

Source: Bus Times

3.4.3 Additional services operated by the Handcross District Community Bus are available from Handcross village centre (High Street) and include Route 1 (Mondays), Route 2 (Thursdays) and Route 3 (Fridays).

3.4.4 Further to the public services there is a dedicated school bus service. Sussex Coaches operate route 586 which routes through Handcross via the High Street bus stops, serving Warden Park Secondary Academy (the catchment secondary school) and provides one outbound and one return journey per day during term time. This school can also be accessed via public bus service 271 which is accessible from the bus stops nearer the site.

3.5 Local Highway Network

London Road

3.5.1 London Road forms the eastern boundary to site, connecting between Brighton Road and the A23 to the north and Handcross to the south via the High Street. In the locality of the site, London Road has a 7m width and a speed limit of 50mph that reduces to 30mph as the site progresses past the site access and enters Handcross.

High Street

- 3.5.2 The High Street forms the primary road network through the centre of Handcross, with a road width of 7m and a speed limit of 30mph.

Horsham Road

- 3.5.3 Horsham Road progresses from the southwest of Handcross to the village of Lower Beeding, with a speed limit of 30 mph in the locality of Handcross that increases to the national speed limit as the carriageway exits the village.

The B2114

- 3.5.4 The B2114 adjoins to the High Street from the Southeast of Handcross via Staplefield. The speed limit along this road is initially 30 mph, increasing to the national speed limit as the road leaves Handcross.

A23

- 3.5.5 The A23 is 3-lane dual carriageway, travelling south from London to Brighton via the M23. The carriageway is approximately 12m wide and accesses Handcross via slip roads that connect to the local highway network.

3.6 **Existing Transport Conditions**

Traffic Surveys

- 3.6.1 Two Automatic Traffic Counter (ATC) surveys were undertaken on London Road for one week between 03/11/2025 and 09/11/2025. The ATC's were located north and south of the proposed access location (**Image 3.1**).

Image 3.1: Location of ATC Surveys



Mapping Source: Google Maps

3.6.2 A summary of the observed traffic flows and 85th percentile vehicle speeds is provided in **Table 3.1**, whilst the full ATC Data is contained at **Appendix A**. The vehicle speeds from the ATCs have been used to determine the appropriate site access junction visibility splay requirements, as detailed in **Section 4**.

Table 3.1: Observed Vehicle Traffic Flows and Speeds

Direction	Vehicle Flows		Vehicle Speeds	
	AM Peak Hour	PM Peak Hour	5 Day	7 Day
Northbound	306	261	35.5mph	37.3mph
Southbound	477	453	47.4mph	48.1mph
Two-Way	783	713	-	-

Source: Traffic Surveys (2025)

- 3.6.3 The surveys show that there are between 710 – 785 two way movements (5 day weekday average) during the weekday morning and evening peak periods. Recorded 85th percentile northbound speeds to the south of the site are just under 40mph whilst 85th percentile southbound speeds to the north of the site, the speeds are below 50mph. The change of speed limit from 30mph to 50mph is located to the south of the proposed site access and therefore reflects the recorded speeds in each direction. The speeds travelling northbound out of Handcross are above the posted speed limit. The recorded speeds have been reflected within the access designs, which are set out further in **Section 4**.

Personal Injury Collision Data

- 3.6.4 Personal Injury Collision (PIC) data has been obtained from the Sussex Police Road Safety department for the period between December 2020 and November 2025 (i.e. the latest available 5-year period) for the local highway network.
- 3.6.5 The PIC study area is shown below in **Image 3.2** and includes the High Street, Brighton Road / roundabout, Horsham Road and London Road. Due to the sensitive nature of the data, the full PIC data is available upon request.

Image 3.2: PIC Study Area



Source: Sussex Police

- 3.6.6 In total, there were fifteen collisions recorded within the study period of which twelve were “slight” and three were “serious” – no fatal accidents were recorded for the study period. A summary of these collisions is provided below.

High Street

- 3.6.7 A total of four collisions occurred along the High Street, three resulting in “slight” injuries and one resulting in a “serious” injury.
- 3.6.8 Three of the slight collisions occurred as a result vehicles failing to give way or human error. A fourth was a result of a police pursuit. The serious collisions was a result of a motorcycle driving excessive speeds and losing control.

Brighton Road / Roundabout

- 3.6.9 A total of three collisions were reported along Brighton Road and the adjoining roundabout, each of these being of “slight” severity. On review, these collisions resulted from human error and personal illness (cyclist).

Horsham Road

- 3.6.10 A total of five collisions were recorded along Horsham Road, four of these being of “slight severity” and a further accident being “serious” in nature. The slight collisions were a result of careless driving and poor judgement. The serious collisions occurred as a result of a collision of a parked car.

London Road

- 3.6.11 A total of three collisions were recorded along London Road, two of these being of “slight” severity one being of “serious” severity.
- 3.6.12 The slight collisions recorded were as a result of either the driving not concentrating or changing lane at speed. The serious collisions occurred as a result of a vehicle misjudging the vehicular movements of another car.

Summary

- 3.6.13 Considering both the geographical factors and the contributing factors, there are no clear patterns of collisions within the dataset provided. The clear contributing factor to most incidents recorded was driver error and there is no evidence to suggest that the existing highway conditions have contributed to collisions recorded.
- 3.6.14 Therefore, there are no identifiable patterns of collisions or safety concerns in the area that the development proposal will exacerbate.

3.7 Summary

- 3.7.1 The proposed development is located to the north of Handcross village centre. The development is well located to existing pedestrian infrastructure, allowing for walking trips to a range of destinations to the south. Public Rights of Way are also available within the centre of Handcross for leisure walks, and connecting to long distance walking routes.
- 3.7.2 The site is located within very close proximity to the bus stops outside Handcross Primary School, providing opportunities to travel via the hourly bus services to Crawley, Haywards Heath, and Brighton. Access to the catchment secondary school is also available via dedicated school bus services (via the High Street bus stops).
- 3.7.3 Traffic surveys on London Road have been undertaken which have recorded traffic volumes and speeds. In the weekday peak hours there are approximately 715 – 780 two way movements using London Road adjacent to the site. To the north of the proposed site, vehicle speeds were recorded just under 50mph for southbound movements, with northbound movement (to the south of the access) just under 40mph.
- 3.7.4 Personal Injury Collision data has been obtained for the local highway network area which shows a good safety record across the last five years, with no accidents recorded as a result of any highway deficiencies.

SECTION 4 Development Proposal

4.1 Development Proposal

- 4.1.1 Welbeck Strategic Land proposes to develop the site for up to 55 new homes and will form an extension to the existing residential area and school site to the south. Although this is an outline application, an illustrative masterplan is presented at **Image 4.1 (Appendix B)**.

Image 4.1: Illustrative Masterplan



4.2 Transport Vision

- 4.2.1 To ensure that the proposed development is considered for all users, and to be in line with the NPPF requirements, a Transport Vision has been prepared which sets out what the development is looking to achieve from a highway's perspective. The Transport Vision is as follows:

“To create a safe, sustainable, and well-connected development which enables residents to choose walking, cycling, and public transport as their primary modes of travel, regardless of age or ability. The development will be fully integrated with the surrounding transport networks with connections provided to the nearby bus stops and local services and facilities within Handcross to the south. The development will contribute to a healthy, accessible living environment that minimises car dependency and aligns with local and national sustainability goals.”

4.3 Access

Vehicular Access

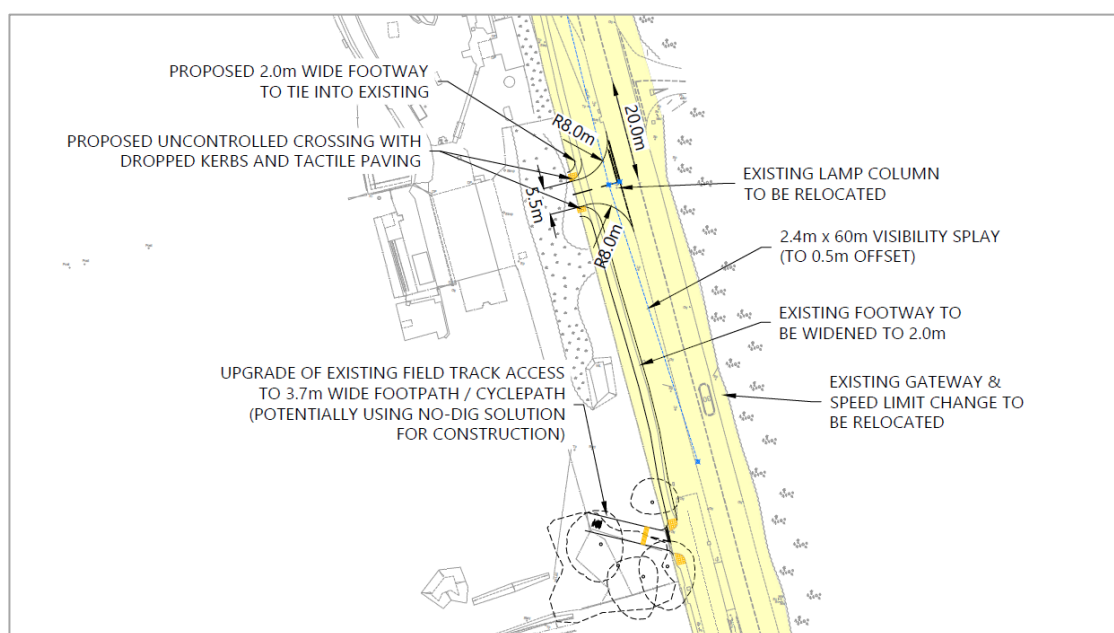
- 4.3.1 Access is proposed in the form of a simple priority junction and will be taken from London Road, broadly centrally along the site frontage. A site access will comprise a 5.5m wide carriageway with 8m kerb radii. Visibility splays have been provided in accordance with the prevailing vehicle speeds which are set out in Section 3 (Table 3.1).
- 4.3.2 On the basis of the worst case visibility guidance set out in the Design Manual for Roads and Bridges (DMRB), a visibility splay of 2.4m x 160m is provided to the left. This is appropriate for vehicle speeds of 80kph (i.e. 50mph) and there is a robust provision for the observed vehicle speeds.
- 4.3.3 Northbound vehicle speeds are lower than 37.5mph and therefore the visibility guidance within the Manual for Streets (MfS) is applicable. Using the formula in MfS for the observed vehicle speeds, a visibility splay of 2.4m x 60m is provided to the right.
- 4.3.4 The required visibility splays are achievable within the highway or land under the applicant's control.
- 4.3.5 In order to better integrate the site with the existing urban area, the applicant is willing to make a financial contribution to fund all reasonable costs related to the traffic regulation order (TRO) necessary to extend the existing 30mph speed limit on London Road to include the proposed site access, i.e. the existing 30mph would be relocated approximately 125m further to the north from its existing location, complete with a gateway feature. However, as has been set out above, the proposed site access meets current design standards on the basis of the prevailing vehicle speeds and therefore this speed limit change is desirable not essential.

Pedestrian / Cycle / Emergency Access

- 4.3.6 Alongside the proposed vehicular access, a 2.0m footway will be provided on either side of the access. On the northern side this will be provided for a short section tying into the existing footway on London Road. To the south, it is envisaged that a footway will be brought through the site, continuing towards the access connecting to the existing footway infrastructure. In conjunction with this it is proposed to widen the existing footway on the western side of London Road along the site frontage to the south of the access to 2.0m.

- 4.3.7 In addition to the site access, a separate pedestrian / cycle access is proposed in the south eastern corner of the site. This will be a 3.7m wide link in the location of the existing field gate access. This will provide an off-road cycle route into the site, increasing the permeability of the scheme. In addition, it will also provide an access for emergency vehicles in the event the main access is blocked for whatever reason.
- 4.3.8 The proposed access arrangement including vehicular and pedestrian / cycle access is presented at **Drawing ITB210283-GA-001 (Image 4.2)**.

Image 4.2: Proposed Access Strategy



Stage 1 Road Safety Audit

- 4.3.9 In accordance with West Sussex County Council (WSCC) policy, an independent Stage 1 Road Safety Audit of the proposed access arrangements has been undertaken. The full Stage 1 RSA is presented at **Appendix C**. The RSA raised three comments which are summarised below in **Table 4.1** alongside the Designers Response.

Table 4.1: Stage 1 RSA – Comments & Designers Response

Problem	Description	Designers Response
A.2.1	It is recommended for the existing SLOW marking to be enhanced and/or the speed limit decreased to 30 mph before the proposed site.	Welbeck Strategic Land will fully fund a Traffic Regulation order for the relocation of the speed limit. It is proposed to relocate the gateway feature and speed limit to the north of the access. This is presented on Drawing ITB210283-GA-001 .

Problem	Description	Designers Response
A.4.1	It is recommended that a footway crossover is formed with hazard warning corduroy paving installed either side of the proposed shared footway cycleway to highlight the change in route characteristics to users of the existing footpath.	The footway along the eastern frontage will be for footways only and therefore should not be accommodating cyclists. Tactile paving will be provided either side of the shared footway / cycleway, with corduroy paving provided on the shared route. The northern kerb has been removed allowing cyclists to enter the carriageway.
A.5.1	It is recommended that the level of illuminance is adequate.	The lamp column which is located at the access point will be relocated with the precise location to be determined through the detailed design stage.

4.3.10 All problems identified within the Stage 1 RSA have been responded and reflected within **Drawing ITB210283-GA-001**. The RSA Designers Response log is also presented at **Appendix C**. The submitted access arrangements are therefore safety audit compliant.

4.4 Summary

4.4.1 The proposed development will be accessed via a simple priority junction from London Road. This will have a 5.5m wide carriageway with footway connections either side, connecting to the existing footway infrastructure. Visibility splays are provided in accordance with the recorded speeds on London Road. A separate shared footway / cycleway is proposed in the south eastern corner of the site, providing an alternative off road route for pedestrians and cyclists. This will connect with the footway infrastructure to along the frontage which will be widened to 2.0m as part of S278 works.

4.4.2 Although not required, the applicant is willing to fund a traffic regulation order to extend the existing 30mph speed limit on London Road approximately 125m further to the north from its existing location to include the proposed site access.

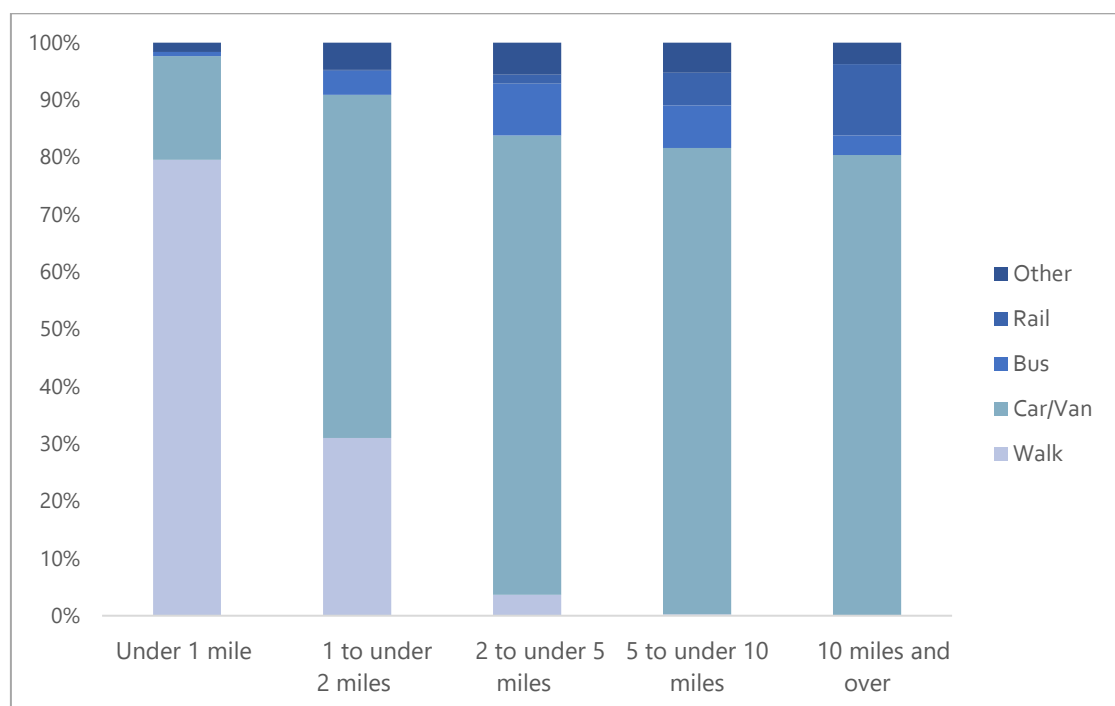
4.4.3 An independent Stage One Road Safety Audit has been undertaken of the proposed access arrangements and the proposed access arrangements submitted as part of this application address the comments made and as such there are no residual road safety concerns.

SECTION 5 Sustainable Travel and Transport Strategy

5.1 Propensity to Walk and Cycle

5.1.1 The national Travel Survey (NTS) 2023 identifies the mode share of journeys depending on distance travelled. Altogether, over 80% of trips under one mile (1.6km) are undertaken by foot, for journeys between 1 and 5 miles this falls dramatically to 19%. This shows a considerable proportion of people are not prepared to undertake extended journeys by foot up to 5 miles.

Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: Gov.UK

5.1.2 The chartered institution of Highways and Transportation (CIHT) guidance "Planning for Walking" (2015) further states:

Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years (Figure 1). The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years (Figure 2). It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.

5.1.3 Based on the above information, facilities and services within one mile (1.6km) will form most walking journeys. This doesn't rule out trips above 1 mile, although evidence suggests that there is a greater propensity to select alternative modes of transport.

5.1.4 On this basis, the following walking distances have been used from the proposed site location and applied to the available local services and facilities plan in **Table 5.1**.

- 800m – a comfortable walking distance (in line with a walkable neighbourhood);
- 1.6km (or 1 mile) – a regular walking distance where most people (circa 80%) will walk;
- 3.2km (or 2 miles) – an acceptable walking distance where a significant proportion (circa one-third) of journeys have the potential to be on foot.

5.2 Local Services and Facilities

5.2.1 An integral part of sustainable development is to encourage and integrate sustainable travel by residents to the amenities and facilities available in the sites surrounding area. This section reviews the facilities within the local area, demonstrating how local people will be able to access them sustainably.

5.2.2 **Table 5.1** below details the amenities available in the local area and the walking and cycling travel times to these locations.

Table 5.1: Local Facilities Table

Journey Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Education	Handcross Primary School	188	2	1
	Handcross Park School	650	8	2
Health	Ouse Valley Practice	360	4	1
	South Cliff Dental Group	360	4	1
Retail	Handcross Hardware and Craft Shop	850	10	3
	Church's - The Florist	900	11	3
	Handcross News	900	11	3
	Budgens	1000	12	4
	Handcross Village Butchers	1050	13	4
	National Trust - Nymans Gift Shop & Café	1200	14	5
Employment	Brighton Road Industrial Estate	2200	26	8
	Pease Pottage Services	2800	33	11
Leisure	Handcross Recreation Ground	550	7	2
	Handcross Parish Hall	800	10	3
	Handcross Bowls Club / Green	800	10	3
	JO.CO Café	1000	12	4

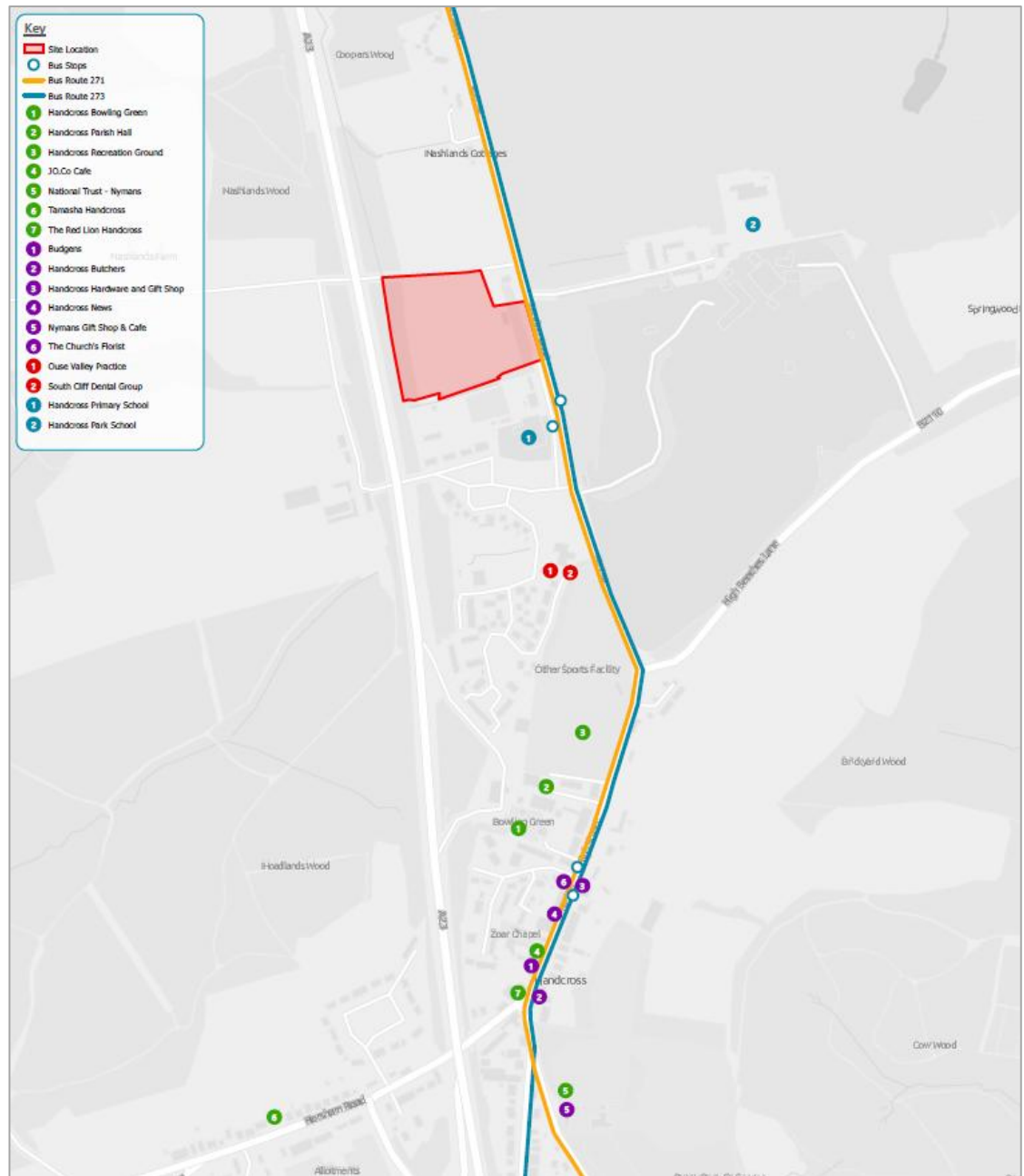
Journey Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
	The Red Lion Handcross	1050	13	4
	Tamasha Handcross	1400	17	5
	Clip n Climb Crawley	2300	27	9
Bus Stops	Southbound Bus Stop - Handcross Primary School	180	2	1
	Northbound Bus Stop - Handcross Primary School	210	3	1
	Northbound Bus Stop - High Street	850	10	3
	Southbound Bus Stop - High Street	900	11	3

Key

	Within 800m - a comfortable walking distance / Within 8km cycling distance
	Within 1,600m - a reasonable walking distance
	Within 3,200m - a realistic / maximum walking distance

5.2.3 There are a range of services and facilities available within Handcross allowing good opportunities to travel sustainably to key every-day destinations such as the local primary school, doctors' surgery, recreation ground, and local shops. These key facilities located in the village centre or closer are all within a 1,600m walking distance (a 20 minute walk). The facilities within Handcross village are presented at **Figure 2 (Image 5.2)**.

Image 5.2: Local Facilities Plan



Source: GIS

Proposed Pedestrian Improvements

5.2.4 Notwithstanding the reasonable accessibility of the site, and the good provision of existing infrastructure in relation to public transport and the pedestrian network, a number of off-site improvements have been identified in line with the transport vision, prioritising journeys on foot, providing benefits to the future residents as well as existing residents of Handcross.

5.2.5 The applicant is willing to bring forward these improvements either as off-site S278 improvements pursuant to a condition or through an appropriate financial contribution secured via a S106.

5.2.6 The pedestrian improvements are summarised below:

- Widening of the existing footway on the western side of London Road along the frontage of the development (to be brought forward as off-site S278 improvements as shown on **Drawing ITB210283-GA-001**).
- Tactile paving at the Windmill Platt / High Street junction.

5.3 **Accessibility by Public Transport**

5.3.1 As outlined in Section 3, the site is accessible to regular, hourly bus services. The closest bus stops are located approximately 180/210m from the centre of the site. These stops provide access to hourly bus services to Crawley, Haywards Heath, and Brighton for access to future residents to a wide range of employment, retail, and leisure opportunities a short walk from the site. Access to the catchment secondary school is also available via the no's 271 and the 586 (via the High Street bus stops).

Proposed Improvements

5.3.2 The northbound bus stop is available via a continuous footway and well overlooked outside of the existing residential properties and primary school. The southbound bus stop currently does not have any identification, with no hardstanding or footway on the eastern side of London Road.

5.3.3 To ensure public transport is an accessible option to all new residents and existing residents, the applicant is willing to fund the upgrade of the following existing bus stops secured through a S106 agreement:

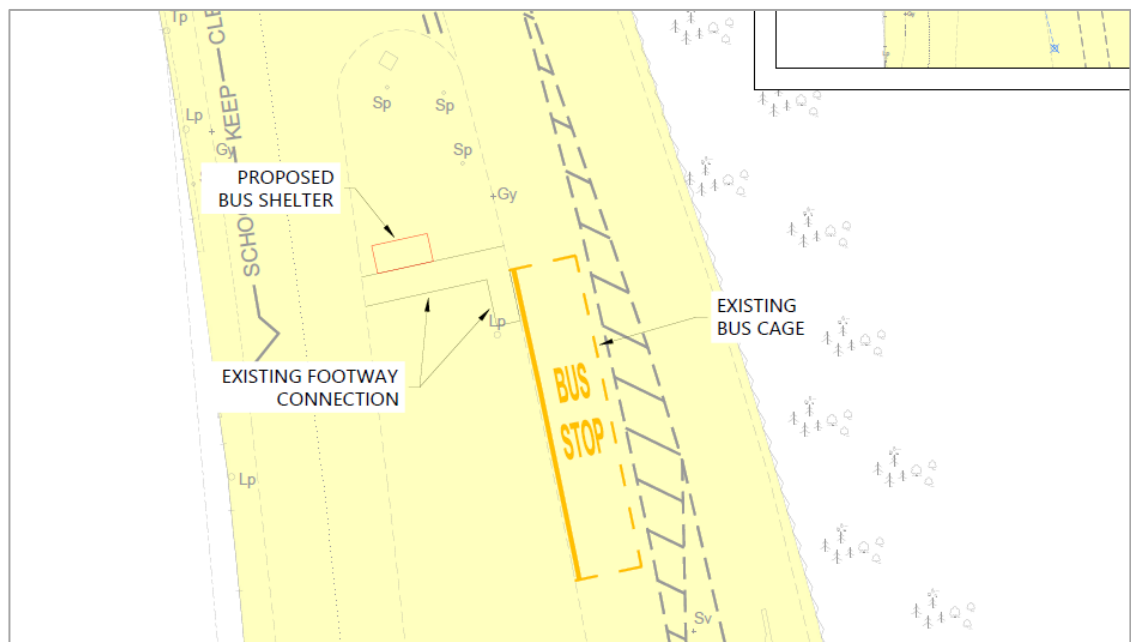
- London Road 'Handcross Primary School' Northbound bus stop
- London Road 'Handcross Primary School' Southbound bus stop

5.3.4 The proposed uncontrolled pedestrian crossing located to serve the proposed enhanced southbound bus stops provides visibility splays of a minimum of 1.5m x 60m to the left and 1.5m x 60m right and therefore pedestrians will be able to cross the carriageway safely (taking into account the proposed extension of the 30mph speed limit). For the northbound bus stops, the bus shelter has been located outside of the visibility splay for the adjacent Hoadlands priority junction.

5.3.5 The details of the above improvements will be discussed with WSCC and the bus operators but may include:

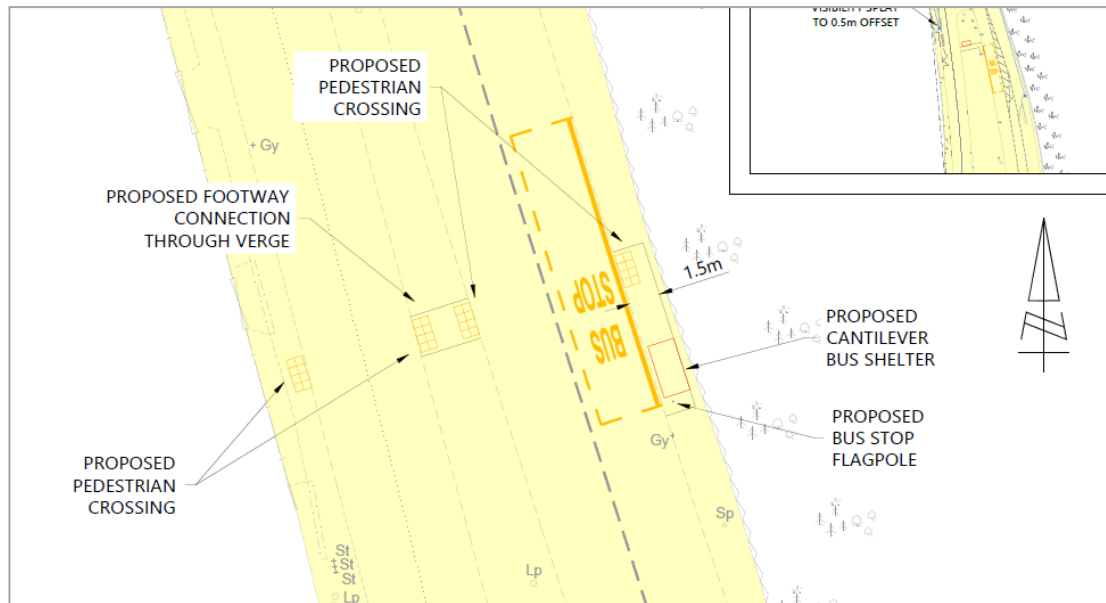
- Northbound Bus Stop (**Drawing ITB210283-GA-005 – Image 5.3**)
 - Real Time Passenger Information (RTPI).
 - Increased kerb heights (i.e. Kassel kerbs) to allow for accessibility for all users.
 - Bus shelter provision.
- Southbound Bus Stop (**Drawing ITB210283-GA-006 – Image 5.4**)
 - Real Time Passenger Information (RTPI)
 - New footway / hardstanding on the eastern side of London Road.
 - New crossing points to access the existing footway provision on London Road.
 - Bus cage markings.
 - Bus stop flagpole.
 - Cantilever bus shelter provision.

Images 5.3: Proposed Northbound Bus Stop Improvements



Source: Drawing ITB210283-GA-005

Images 5.4: Proposed Southbound Bus Stop Improvements



Source: Drawing ITB210283-GA-006

- 5.3.6 Any such measures will also benefit existing residents in the local area, as well as pupils/employees travel to/from the primary school and Ouse Valley Practice who currently use these bus stops.

5.4 Travel Plan Statement

- 5.4.1 In accordance with West Sussex County Council Development Travel Plan Policy, a Travel Plan Statement has been prepared (*i-Transport report reference: ITB210283-003*). This sets out information on the proposed development and measures which will be implemented from first occupation. Due to the size of the scheme, monitoring will not be undertaken.

5.5 Summary

- 5.5.1 There are a range of services and facilities available within Handcross within a reasonable walking distance of the site allowing good opportunities to travel sustainably to key every-day destinations.
- 5.5.2 The site is also well located to existing bus services operating within close proximity to the site which provide direct connections to Crawley, Haywards Heath, and Brighton. Against this background, future residents on the site would therefore have appropriate opportunities to travel to / from the site by bus.

- 5.5.3 Improvements are identified as part of the proposed development to improve access to local bus stops and facilities within Handcross village centre. In addition to the proposed footway widening along the site frontage, it is proposed to improve the northbound and southbound bus stops on London Road. These improvements will be delivered through Grampian conditions together with a S278 Agreement and/or S106 contributions including improvements such as bus shelters, RTPI and hardstanding and crossing points where this is not currently provided.

SECTION 6 Traffic Impact Assessment

6.1 Introduction

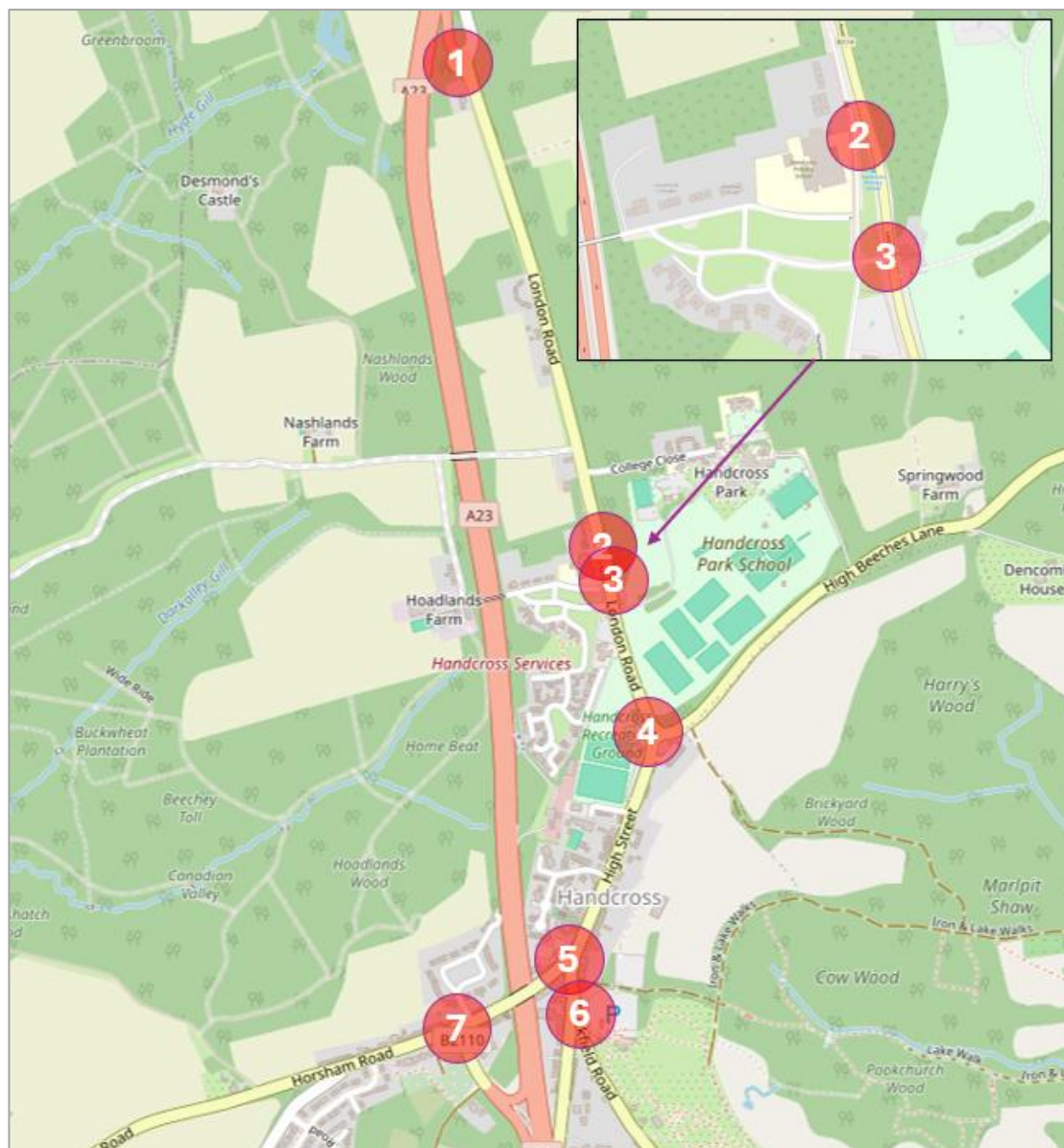
6.1.1 This section of the Transport Statement sets out the methodology adopted to assess the impacts of the proposed development on the highway network, including the trip generation, trip distribution, trip assignment and the scenarios considered. The results of the operational assessment are also summarised in this section.

6.2 Baseline Traffic Data

6.2.1 To understand baseline traffic conditions on the local highway network, Manual Classified Count (MCC) surveys were undertaken in November 2025 at key junctions within Handcross. The MCC surveys were undertaken on a neutral weekday with turning movements for all surveyed junctions recorded for the morning and evening peak periods (07:00-10:00/16:00-19:00). The surveyed junctions are set out below and a plan showing their location relative to the site is shown on **Image 6.1** below:

- 1 A23 On-Slip / B2114 Brighton Road
- 2 Hoadlands / London Road (No Entry from LR)
- 3 Hoadlands / London Road
- 4 High Beeches Lane / High Street / London Road
- 5 High Street / Horsham Road / Cuckfield Road
- 6 Brighton Road / Cuckfield Road
- 7 Horsham Road / A23 Slips Roundabout

Image 6.1: Scope of MCC Surveys



Source: Consultant

6.2.2 The above junctions inform the local highway network extent for which the development traffic impacts have been assessed upon. The 2025 baseline traffic data recorded for the AM and PM Peak hours (07:45-08:45/16:30-17:30) are shown in figures **TF1** (AM Peak) and **TF2** (PM Peak) respectively.

6.3 Assessment Years Growth Rates and Committed Development

Assessment Years and Growth Rates

6.3.1 The operational assessments of the local highway junctions have been undertaken for the following scenarios:

- 2025 Baseline
- 2029 Future Year
- 2029 + Proposed Development

6.3.2 The 2029 future year assessment represents three years from the date of the planning application and represents the likely year of opening year of the development.

6.3.3 To assess the development impact upon the local highway network in 2029, background traffic growth factors for the morning and evening peak periods have been obtained from TEMPro for Mid Sussex 007 Middle-layer Super Output Area (MSOA), i.e. the MSOA in which the site is located. The growth factors which have been applied to the 2025 traffic surveys set out below.

- 2025 – 2029 Morning Peak: 1.0484
- 2025 – 2029 Evening Peak: 1.0487

Note: Factors have been extracted using TEMPro's "Core" Scenario

6.3.4 The above growth factors have been applied to the 2025 baseline surveys and are shown on **Figure TF3** and **TF4**.

Committed Development

6.3.5 There are no committed developments in the vicinity of the site that is likely to impact on the proposed study area. A new development at Pease Pottage to the north of the proposed site is currently being constructed, with much of the scheme complete and therefore would have been taken into account within the base traffic surveys. Following a review of the Transport Assessment submitted as part of the outline planning application, the flow diagrams concluded that there would be a reduction of traffic movements along London Road. Therefore, the traffic flows along London Road have not been adjusted to take account of the Pease Pottage development.

6.4 Development Trip Generation

6.4.1 To forecast the potential traffic generation of the proposed development, trip rates have been obtained from the TRICS database (v8.25.12) for comparable residential sites in similar locations in the "003A – Residential (Houses Privately Owned)" development category. The full TRICS outputs are presented at **Appendix D**. For robustness, no account has been taken of the likely affordable housing that will be provided on the site, which typically exhibit lower trip rates.

6.4.2 The parameters which have been used to obtain the trip rates are presented below:

- Land Use: 03 – Residential
- Category: A – Houses Privately Owned
- Development Size: Between 40 and 80 Dwellings
- Date Range: All sites between 05/05/16 and 30/06/25 (post Covid-19 restrictions surveys only to capture post pandemic travel habits)
- Selection Filtering: Only sites located “Out of Town”, “Residential Zone” and “Village” were selected.

6.4.3 Although the application is to be submitted for up to 55 dwellings, for robustness, the following trip generation and resulting junction assessments have been calculated on the basis of 60 dwellings. The resultant trip rates and trip generation are presented below in Error! Reference source not found..

Table 6.1: Forecast Trip Rates and Trip Generation (Total Vehicles) – 60 dwellings

Total Vehicle Trips	AM PEAK HOUR (0800-0900)			PM PEAK HOUR (1700-1800)		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Trip Rate (per dwelling)	0.158	0.371	0.529	0.348	0.165	0.513
Trip Generation	10	22	32	21	10	31

Source: TRICS

6.4.4 As shown, the proposed development is expected to generate some 32 two-way movements in the weekday morning and evening peak hours. This is the equivalent of an additional vehicle routing on the local highway network every two minutes.

6.5 Development Trip Distribution and Assignment

Trip Distribution

6.5.1 The likely journey distribution of the proposed traffic generation of the site has been determined using data from National Travel Survey (NTS) 2019 (DFT). This year has been selected to reflect trips that are unconstrained changes in working and leisure travel behaviours brought about by the COVID-19 pandemic. **Table 6.2** summarises the proportion of peak hour trips by purpose.

Table 6.2: Proportion of Peak Hour Trips by Journey Trips

Trip Purpose	Morning Peak (08:00 – 09:00)	Evening Peak (17:00 – 18:00)
Commuting / Business	37%	43%
All Other Journey Purpose	63%	57%
Total	100%	100%

Source: Car Driver trip start time by trip purpose (Monday to Friday only): Great Britain 2015/19, National Travel Survey, DfT, 2019

6.5.2 Traffic distribution is to be based on the evening peak period where 43% vehicular trips are for employment purposes (business/commuting) and the remaining 57% for all other journey purposes (education, shopping, leisure and personal business). Using the evening peak period provides a robust assessment as there is a more 'even' split of journey purposes.

6.5.3 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, 2011 Journey to Work (dataset WU03EW) for the Mid Sussex 007 MSOA has been used. This dataset identifies the destinations for employment journeys of existing local residents.
- For other journey purposes such as shopping, leisure or education a P/T² gravity model has been undertaken using the population (from 2011 Census) of nearby settlements within 30 minutes of the Site.

6.5.4 The journeys from the gravity model and the journey to work distribution have been combined to get an overall distribution of traffic, with the broad destinations presented in **Table 6.3**.

Table 6.3: Distribution of Car Drivers

Destination	Employment Trips %	Non-Commuter Trips %	All Trips Combined %
Handcross	3.6%	17.1%	20.7%
Haywards Heath	6.0%	3.3%	9.3%
South Crawley	0.6%	7.6%	8.2%
Three Bridges	5.1%	2.1%	7.2%
Burgess Hill	2.0%	2.7%	4.6%
West Crawley	0.7%	3.8%	4.5%
East Crawley	0.8%	3.6%	4.4%

Destination	Employment Trips %	Non-Commuter Trips %	All Trips Combined %
North Horsham	0.5%	2.9%	3.4%
Hurstpierpoint / Hassocks	1.3%	1.9%	3.3%
Central Crawley	0.9%	2.1%	2.9%
London Gatwick Airport	2.8%	0.0%	2.8%
Horley	1.0%	1.7%	2.7%
South Horsham	0.5%	2.1%	2.6%
East Grinstead	1.3%	1.1%	2.4%
Central Horsham	1.1%	1.3%	2.4%
Other Destinations	14.8%	3.7%	18.5%
TOTAL	43.0%	57.0%	100.0%

Source: Consultants Calculations

- 6.5.5 The data shows that the majority of trips are likely to be to Handcross and Haywards Heath, which are two key destinations in close proximity to the Site incorporating a range of everyday local services and facilities such as retail, leisure, education and employment hubs. Surrounding areas such as Crawley, Three Bridges, and Burgess Hill are other key destinations future residents on the site are likely to travel to/from.

Assignment

- 6.5.6 The distribution of trips outlined in **Table 6.3** have been assigned to the highway network based on the quickest and most logical route from the site to the destination location using Google 'Directions' Facility.
- 6.5.7 In some cases, a single route option has been identified by the assessment. However, for some destinations, the assessment may identify multiple routes. In these cases, development trips have been assigned to the possible routes based upon the journey times identified, with the quickest route assigned a larger number of trips. The full assessment is provided at **Appendix E**.
- 6.5.8 The assignment of development generated traffic is presented in the following figure:
- **Figure TF5** – Proposed Development Traffic Distribution (AM and PM Peak Hours)
- 6.5.9 **Tables 6.4** and **6.5** provides a summary of the assignment of development generated trips for arrivals and departures, taking into account the strategic road network.

Table 6.4: Summary of Traffic Assignment (Departures)

Route 1		Route 2		Route 3		Route 4		Route 5	
London Road (North)	41.5%	B2114 Brighton Road (North)	41.5%	Brighton Road (North)	38.9%	M23 Northbound	17.9%	M23 Northbound	17.9%
London Road (South)	58.4%	B2110 High Street	45.1%	B2110 Horsham Road	5.2%	A264 Westbound	4.4%	A264 Westbound	4.4%
		B2110 High Beeches Lane	13.3%	B2114 Brighton Road	19.6%	B2110 Horsham Road	5.2%	B2110 Horsham Road	5.2%
				Horsham Road	2.6%	B2110 Brighton Road	11.1%	A23 Southbound	11.1%
				B2110 High Beeches Lane	13.3%	B2114 Brighton Road	8.5%	B2114 Brighton Road	8.5%
				-	20.3%	A23 Brighton Road	16.7%	A23 Brighton Road	16.7%
						B2110	0.0%	A23 Northbound	0.0%
						Horsham Road	2.6%	Horsham Road	2.6%
						B2110 High Beeches Lane	13.3%	B2110 High Beeches Lane	13.3%
						-	20.3%	-	20.3%
Total	100%	Total	100%	Total	100%	Total	100%	Total	100%

Source: Consultant's Calculations

Table 6.5: Summary of Traffic Assignment (Arrivals)

Route 1		Route 2		Route 3		Route 4		Route 5	
M23 Southbound	17.9%	M23 Southbound	17.9%	B2110 Horsham Road		B2114 Brighton Road (North)	2.6%	London Road (North)	41.5%
A264 Eastbound	4.4%	A264 Eastbound	4.4%	B2114 Brighton Road	16.3%	A23 Southbound	38.9%	London Road (South)	58.4%
B2110 Horsham Road	5.2%	B2110 Horsham Road	16.3%	Horsham Road	8.5%	B2110 High Street	45.1%		
A23 Northbound	11.1%	B2114 Brighton Road	8.5%	B2110 High Beeches Lane	2.6%	B2110 High Beeches Lane	13.3%		
B2114 Brighton Road	8.5%	A23 Brighton Road	16.7%	A23 Southbound	13.3%				
A23 Brighton Road	16.7%	Horsham Road	2.6%	-	38.9%				

Route 1		Route 2		Route 3		Route 4		Route 5	
A23 Southbound	0.0%	B2110 High Beeches Lane	13.3%		20.3%				
Horsham Road	2.6%	-	20.3%						
B2110 High Beeches Lane	13.3%		13.3%						
-	20.3%	-	20.3%						
Total	100%	Total	100%	Total	100%	Total	100%	Total	100%

Source: Consultant's Calculations

6.5.10 The estimated traffic generation from the site detailed at **Table 6.1** has been assigned onto the local and strategic road network based on the distribution detailed at **Figure TF5**. The assigned traffic flows are shown on the following figures:

- **Figure TF6** – Development Traffic Assignment AM Peak Hour
- **Figure TF7** – Development Traffic Assignment PM Peak Hour

6.5.11 The 2029 with proposed development traffic flows are presented on the following flow diagrams:

- **Figure TF8** – 2029 + Proposed Development AM Peak Hour
- **Figure TF9** – 2029 + Proposed Development PM Peak Hour

6.6 Operational Assessments

6.6.1 The performance of the site access junction, as well as the traffic impact of the development on the surrounding local highway network has been assessed for the above scenarios using the "ARCADY" and "PICADY" modules within Junctions 11. The junctions which have been assessed as part of this Transport Statement include:

- Junction 1 – Proposed Site Access
- Junction 2 – A23 Off Slip / London Road / Brighton Road roundabout
- Junction 3 – High Beeches Lane / High Street / London Road mini roundabout
- Junction 4 – High Street / Horsham Road
- Junction 5 – Brighton Road / Cuckfield Road
- Junction 6 – Horsham Road / A23 On / Off Slips roundabout

- 6.6.2 The full Junctions 11 outputs are presented at **Appendix F**. It should be noted that all junctions have been assessed on the basis of 60 dwellings, rather than the 55 dwellings being applied for and therefore the results are robust.

Junction 1: Proposed Site Access

Table 6.6: Proposed Site Access Junction – Operational Assessment

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2029 + Proposed Development						
London Road	0.05	<1	8.47	0.02	<1	8.01
Site Access	0.01	<1	4.18	0.02	<1	4.22

Source: Junctions 11

- 6.6.3 **Table 6.6** demonstrates that the proposed site access junction will operate well within capacity in “2029 + Proposed Development” scenario, with minimal queuing and delay.

Junction 2: A23 / Brighton Road

Table 6.7: A23 / Brighton Road Junction – Operational Assessment

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2025 Baseline						
Brighton Road (N)	0.25	<1	3.22	0.19	<1	3.06
Brighton Road (S)	0.29	<1	3.98	0.24	<1	3.73
A23 Off-Slip	0.08	<1	1.82	0.11	<1	1.79
2029 Future Year						
Brighton Road (N)	0.26	<1	3.29	0.20	<1	3.12
Brighton Road (S)	0.30	<1	4.06	0.25	<1	3.79
A23 Off-Slip	0.09	<1	1.85	0.12	<1	1.82
2029 + Proposed Development						
Brighton Road (N)	0.26	<1	3.30	0.20	<1	3.14
Brighton Road (S)	0.31	<1	4.11	0.26	<1	3.81
A23 Off-Slip	0.09	<1	1.86	0.12	<1	1.83

- 6.6.4 **Table 6.7** demonstrates that the proposed development will have an immaterial impact upon the operation of the A23/Brighton Road roundabout, with minimal increases in queuing and vehicle delay.

Junction 3: B2114 London Road / B2110 High Beeches Lane / High Street Junction

Table 6.8: B2114 London Road / B2110 High Beeches Lane / High Street Junction – Operational Assessment

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2025 Baseline						
High Beeches Lane	0.73	3	19.47	0.64	2	15.11
High Street	0.51	1	7.34	0.35	1	5.24
London Road	0.61	2	10.82	0.61	2	10.17
2029 Future Year						
High Beeches Lane	0.78	3	23.72	0.68	2	17.41
High Street	0.54	1	7.85	0.37	1	5.42
London Road	0.64	2	12.04	0.65	2	11.25
2029 + Proposed Development						
High Beeches Lane	0.79	4	25.21	0.69	2	18.00
High Street	0.55	1	7.95	0.38	1	5.53
London Road	0.66	2	12.64	0.66	2	11.49

Source: Junctions 11

- 6.6.5 **Table 6.8** demonstrates that the proposed development will have an immaterial impact upon the operation of the B2114/London Road/B2110 High Beeches Lane/High Street Mini Roundabout.

Junction 4: High Street / Horsham Road Junction

Table 6.9: High Street / Horsham Road Junction – Operational Assessment

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2025 Baseline						
Horsham Road	0.57	1	11.68	0.39	1	8.08
Cuckfield Road/High Street	0.64	2	12.38	0.79	5	21.74
2029 Future Year						
Horsham Road	0.60	2	12.55	0.41	1	8.36
Cuckfield Road/High Street	0.68	3	13.85	0.84	6	28.08
2029 + Proposed Development						
Horsham Road	0.60	2	12.66	0.41	1	8.46

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Cuckfield Road/High Street	0.69	3	14.04	0.85	6	28.79

Source: Junctions 11

- 6.6.6 **Table 6.9** demonstrates that the High Street / Horsham Road Junction currently operates within capacity with minimal queuing. The addition of the forecast development traffic would result in minimal additional queuing and delay at the junction – the number of additional vehicles within the peak hours are 6-7, equating to an additional vehicle every 8/9 minutes – and the junction would continue to operate within its practical capacity in 2029 with the development.

Junction 5: Brighton Road / Cuckfield Road Junction

Table 6.10: Brighton Road / Cuckfield Road Junction – Operational Assessment

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2025 Baseline						
Brighton Road	0.03	<1	5.82	0.01	<1	5.52
Cuckfield Road	0.38	1	7.83	0.45	2	13.66
2029 Future Year						
Brighton Road	0.03	<1	5.66	0.01	<1	5.54
Cuckfield Road	0.52	1	10.65	0.46	1	9.58
2029 + Proposed Development						
Brighton Road	0.03	<1	5.66	0.01	<1	5.54
Cuckfield Road	0.52	1	10.74	0.46	1	9.64

Source: Junctions 11

- 6.6.7 **Table 6.10** demonstrates that the proposed development will have an immaterial impact upon the operation of the Brighton Road/Cuckfield Road junction, with minimal increases in queuing and vehicle delay.

Junction 6: Horsham Road / A23 On-Off Slips

Table 6.11: Horsham Road / A23 On-Off Slips

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2025 Baseline						
Horsham Road (East)	0.38	1	6.07	0.39	1	5.42
A23 On-Off Slips	0.51	1	10.38	0.30	<1	8.09

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
Horsham Road (West)	0.66	2	13.42	0.40	1	6.94
2029 Future Year						
Horsham Road (East)	0.40	1	6.37	0.41	1	5.62
A23 On-Off Slips	0.54	1	11.21	0.32	1	8.49
Horsham Road (West)	0.70	2	15.22	0.42	1	7.23
2029 + Proposed Development						
Horsham Road (East)	0.40	1	6.38	0.42	1	5.64
A23 On-Off Slips	0.55	1	11.26	0.33	1	8.33
Horsham Road (West)	0.70	2	15.32	0.42	1	7.26

Source: Junctions 11

6.6.8 **Table 6.11** demonstrates that Horsham Road/A23 On-Off Slips are expected to operate well within theoretical capacity in the “2029 + Proposed Development” scenario.

6.7 Summary

6.7.1 A detailed assessment of the likely traffic impacts of the proposed development has been carried out. Traffic surveys have been undertaken across a number of junctions within Handcross, with the trip generation calculated using robust parameters and distributed across the local highway network using data from the 2011 Census, coupled with a gravity model.

6.7.2 The proposed access junction onto London Road provides ample capacity to serve the proposed development and would operate with negligible levels of queuing and delay. The operational assessments undertaken for key junctions on the local highway network demonstrate there would be negligible increases to queuing and delay as a result of the proposed development.

6.7.3 The NPPF identifies that only when the residual cumulative transport impacts of development are ‘severe’ should development be refused on transport grounds. On the basis of this assessment, the traffic impacts are acceptable and fall significantly below this threshold.

SECTION 7 Summary and Conclusion

7.1 Summary

- 7.1.1 Welbeck Strategic Land III Limited propose a development of 55 new homes to the west of London Road in Handcross, West Sussex. The proposed development is located to the north of Handcross village centre, to the west of London Road. It is situated to the north of residential dwellings and Handcross Primary School.
- 7.1.2 All detailed matters are reserved, with the exception of access into the site, which is a detailed matter for consideration. This Transport Statement reviews the proposed development against the key transport tests that are set out in Paragraph 115 of the NPPF, as also reflected in local planning policy.
- 7.1.3 The development is well located to existing pedestrian infrastructure and there are a range of services and facilities available within Handcross within a reasonable walking distance of the site allowing good opportunities to travel sustainably to key every-day destinations. Public Rights of Way are also available within the centre for leisure walks and wider long distance walking routes.
- 7.1.4 The site is also well located to existing bus services operating within close proximity to the site which provide direct connections to Crawley, Haywards Heath, and Brighton. Access to the catchment secondary school is also available via dedicated school bus services (via the High Street bus stops). Against this background, future residents on the site would therefore have appropriate opportunities to travel to / from the site by bus.
- 7.1.5 Improvements are identified as part of the proposed development to improve access to local bus stops and facilities within Handcross village centre. In addition to the proposed footway widening along the site frontage, it is proposed to improve the northbound and southbound bus stops on London Road. These improvements will be delivered through S106 contributions and could include improvements such as bus shelters, RTPI and hardstanding and crossing points where this is not currently provided.
- 7.1.6 Traffic surveys on London Road have been undertaken which have recorded traffic volumes and speeds. In the weekday peak hours there are approximately 715 – 780 two way movements using London Road adjacent to the site. To the north of the proposed site, vehicle speeds were recorded just under 50mph for southbound movements, with northbound movement (to the south of the access) just under 40mph.

- 7.1.7 Personal Injury Collision data has been obtained for the local highway network area which shows a good safety record across the last five years, with no collisions recorded as a result of any highway deficiencies.
- 7.1.8 The proposed development will be accessed via a simple priority junction from London Road. This will have a 5.5m wide carriageway with footway connections either side, connecting to the existing footway infrastructure. Visibility splays are provided in accordance with the recorded speeds on London Road. A separate shared footway / cycleway is proposed in the south eastern corner of the site, providing an alternative off road route for pedestrians and cyclists. This will connect with the footway infrastructure to along the frontage which will be widened to 2.0m as part of S278 works.
- 7.1.9 Although not required, the applicant is willing to fund a traffic regulation order to extend the existing 30mph speed limit on London Road approximately 125m further to the north from its existing location to include the proposed site access.
- 7.1.10 An independent Stage One Road Safety Audit has been undertaken of the proposed access arrangements and the proposed access arrangements submitted as part of this application address the comments made and as such there are no residual road safety concerns.
- 7.1.11 A detailed assessment of the likely traffic impacts of the proposed development has been carried out. Traffic surveys have been undertaken across a number of junctions within Handcross, with the trip generation calculated using robust parameters and distributed across the local highway network using data from the 2011 Census, coupled with a gravity model.
- 7.1.12 The proposed access junction onto London Road provides ample capacity to serve the proposed development and would operate with negligible levels of queuing and delay. The operational assessments undertaken for key junctions on the local highway network demonstrate there would be negligible increases to queuing and delay as a result of the proposed development.
- 7.1.13 The NPPF identifies that only when the residual cumulative transport impacts of development are 'severe' should development be refused on transport grounds. On the basis of this assessment, the traffic impacts are acceptable and fall significantly below this threshold.

7.2 Conclusion

- 7.2.1 Having regard to the analysis contained in this document, it is clear that there are no highway or transport reasons for the proposed development to not come forward (*ref: NPPF Paragraph 115/116*). The proposed development will:
- Provide safe and suitable access for all people;

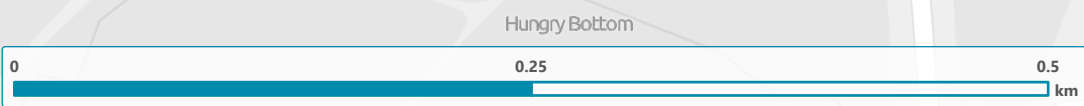
- Provide residents with appropriate opportunities to access a range of everyday facilities and destinations by a choice of non-car travel modes
- Be designed in accordance with prevailing design guidance; and
- Not have a 'severe' residual traffic or unacceptable road safety impact.

7.2.2 The proposed development therefore accords with the transport aspects of local and national planning policy and as such there are no transport reasons for refusing the outline planning application.

FIGURES

Key

Site Location



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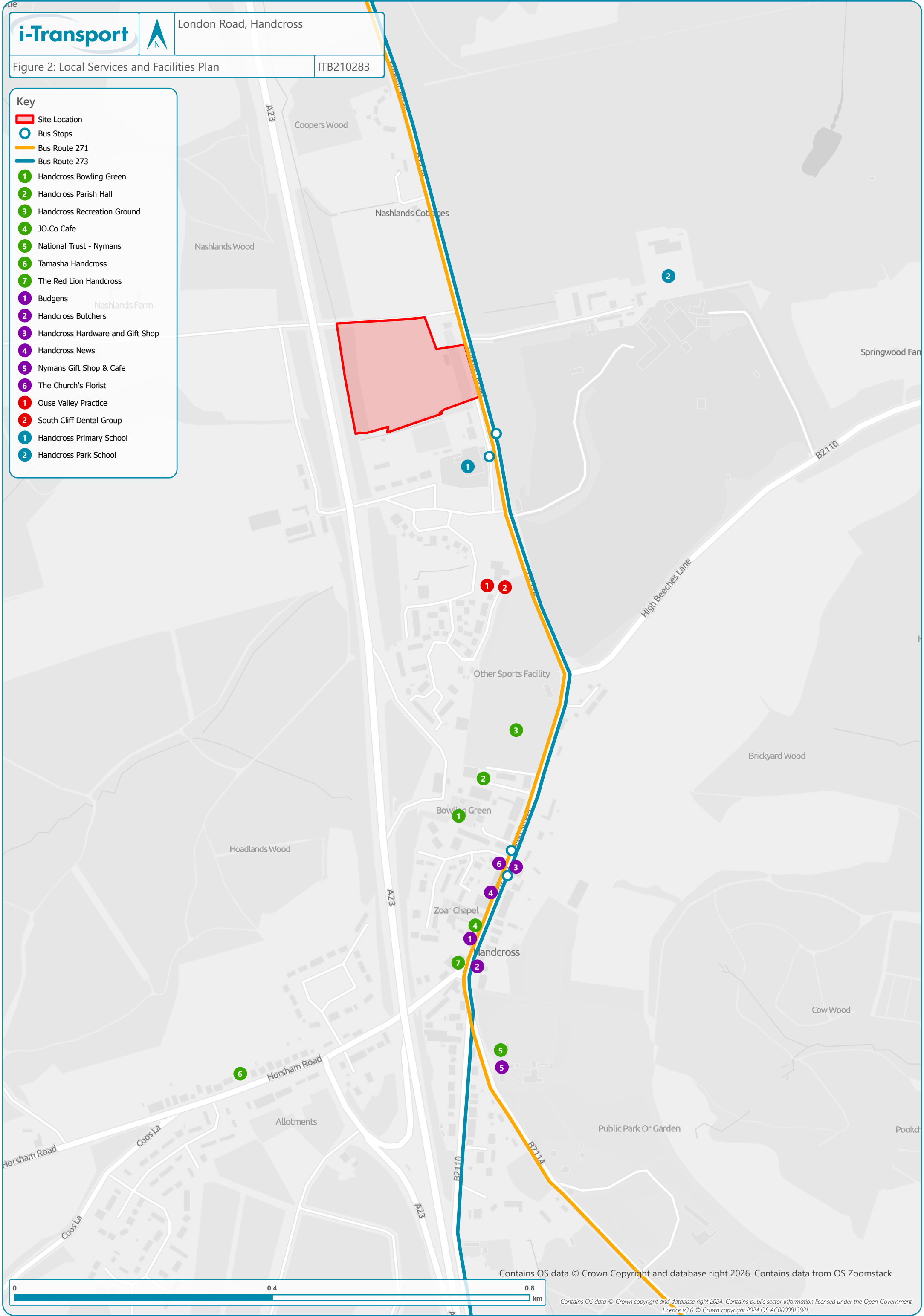


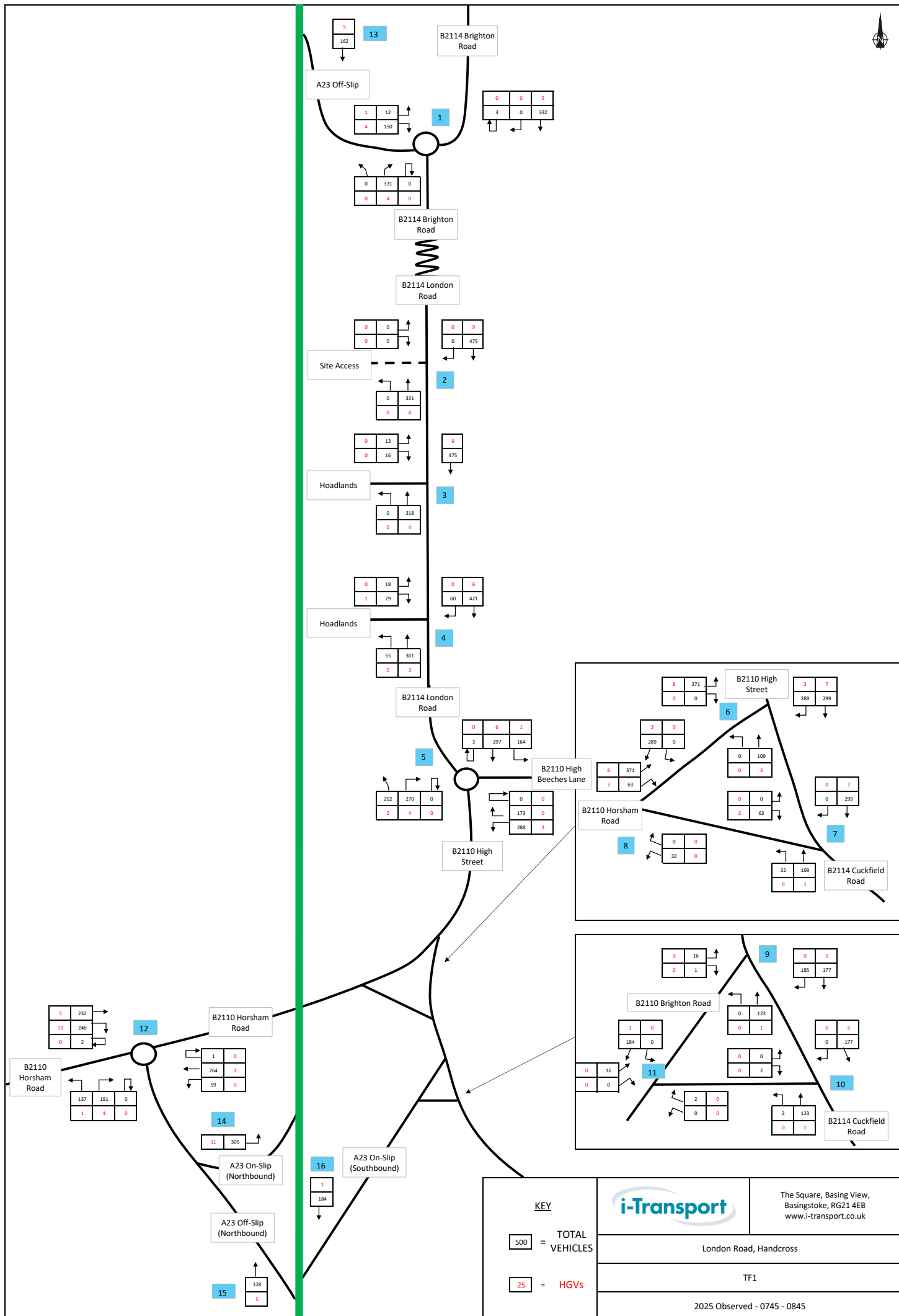
Figure 2: Local Services and Facilities Plan

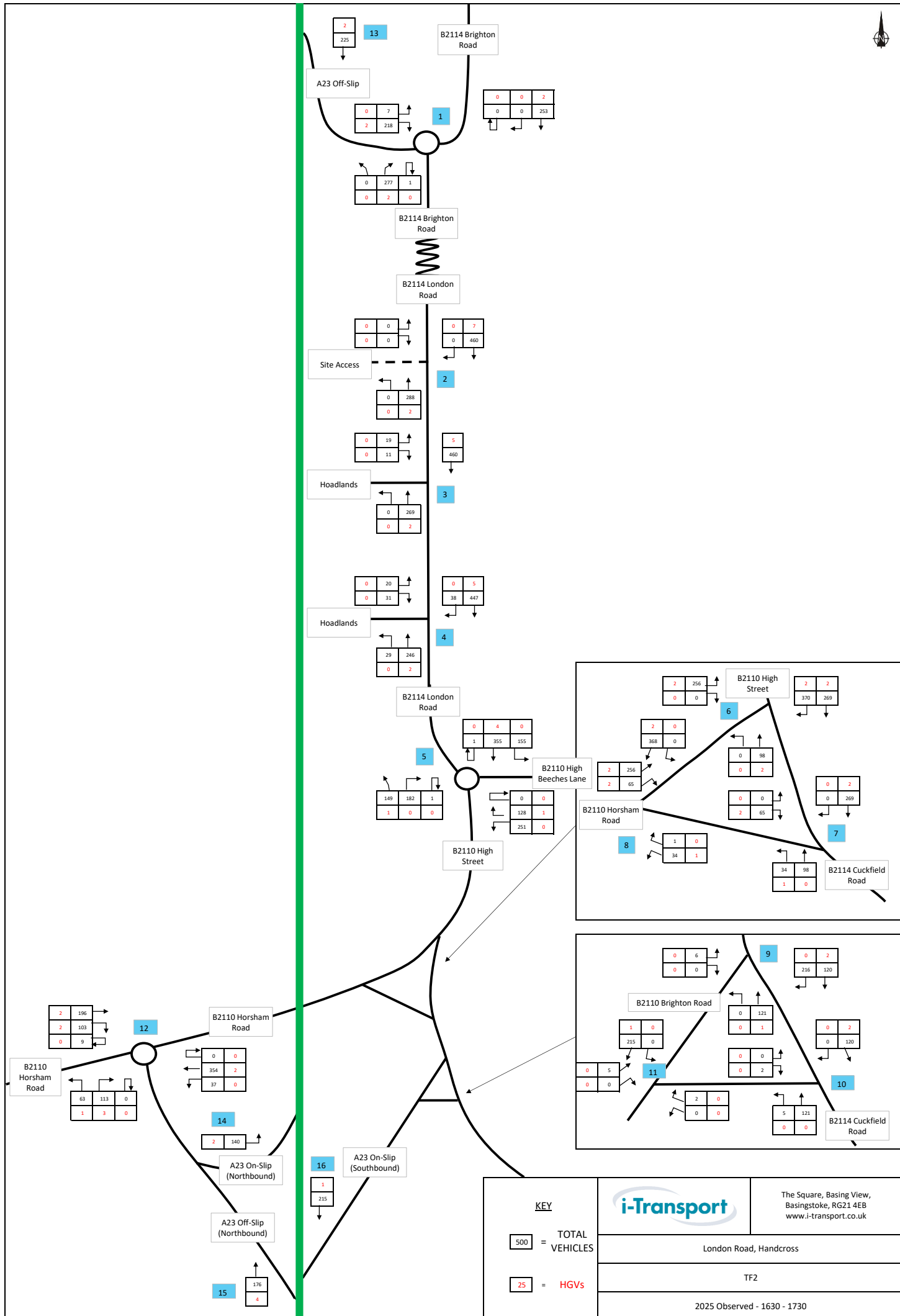
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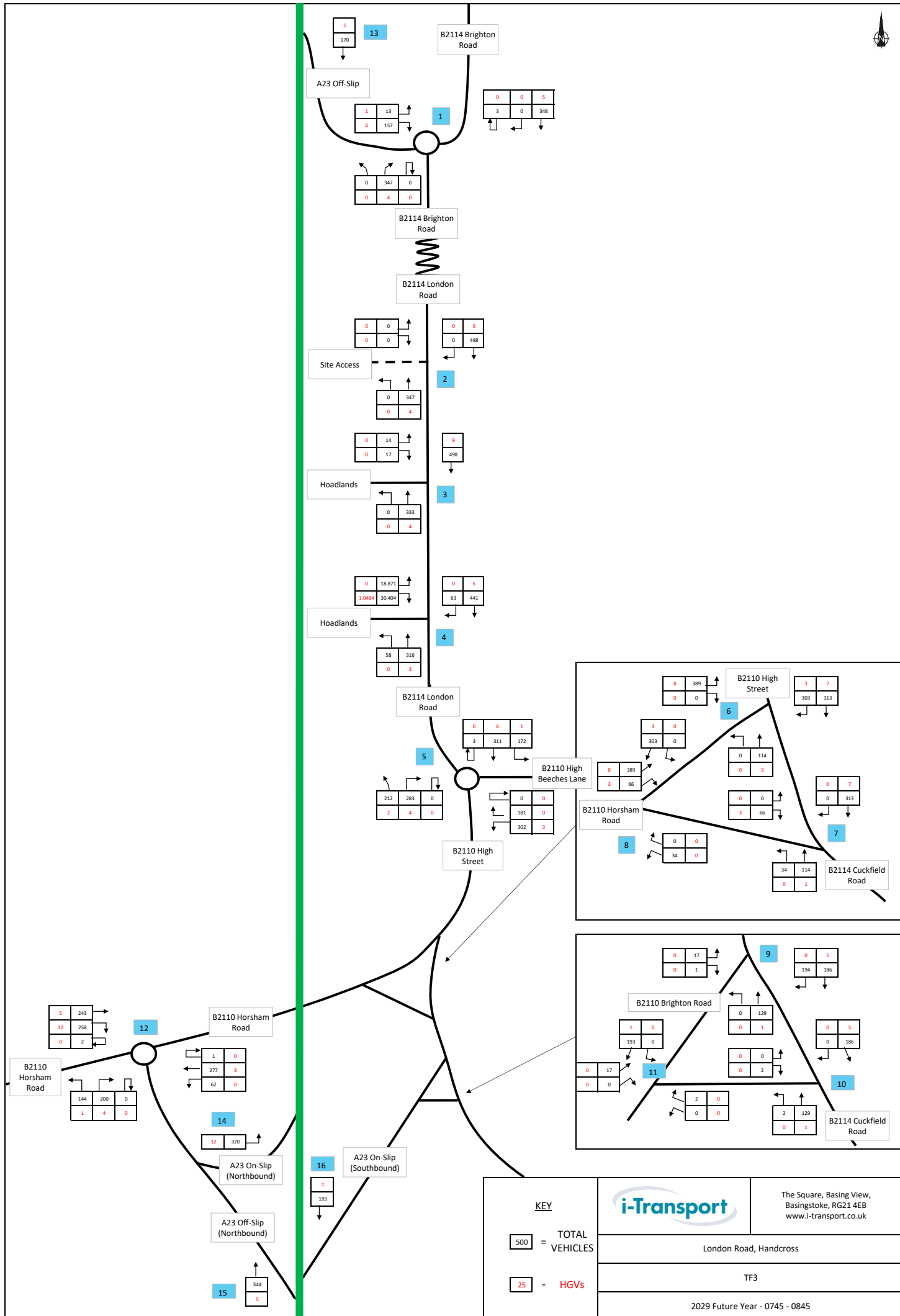
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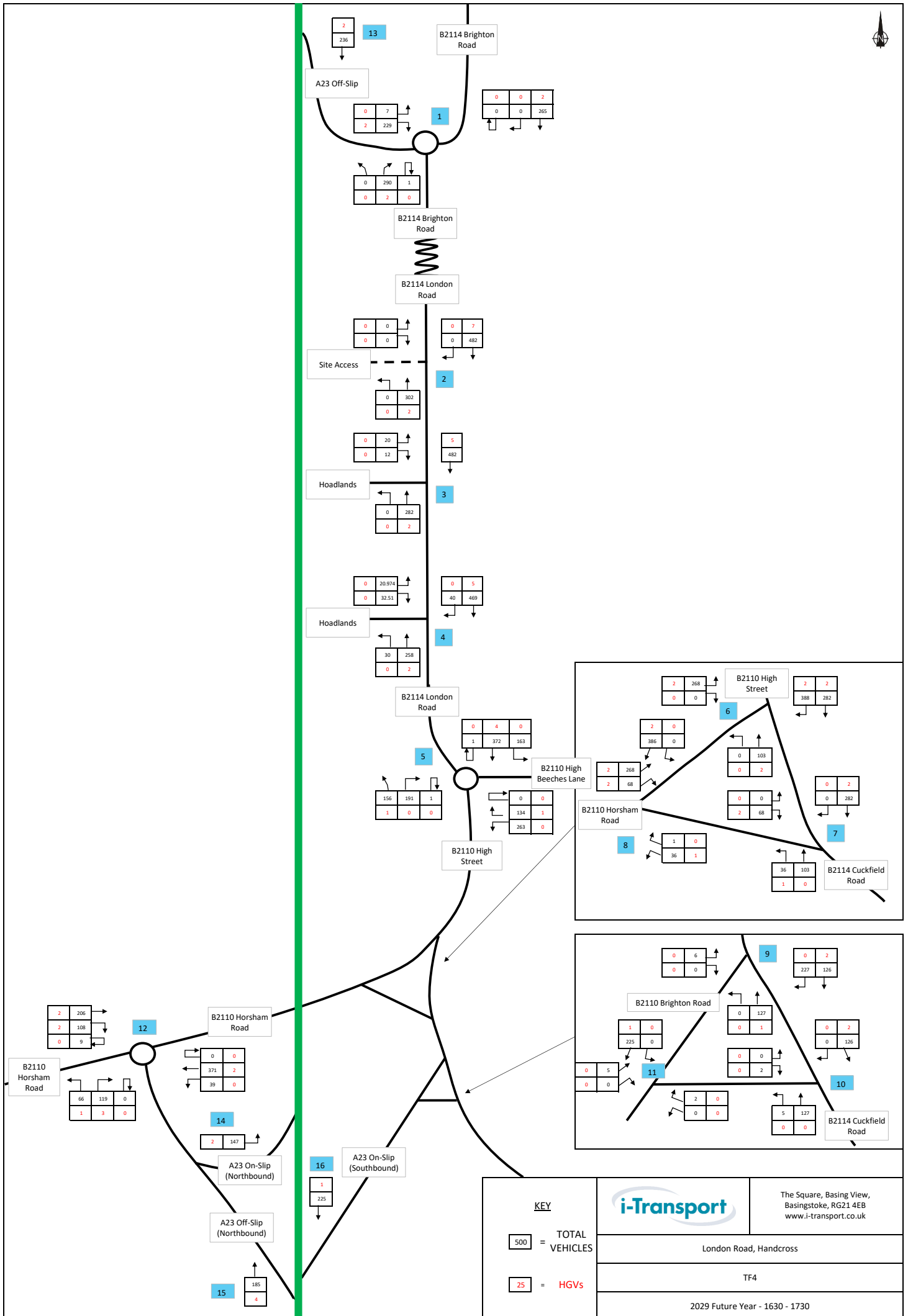
- Site Location
- Bus Stops
- Bus Route 271
- Bus Route 273
- Handcross Bowling Green
- Handcross Parish Hall
- Handcross Recreation Ground
- JO.Co Cafe
- National Trust - Nymans
- Tamasha Handcross
- The Red Lion Handcross
- Budgens
- Handcross Butchers
- Handcross Hardware and Gift Shop
- Handcross News
- Nymans Gift Shop & Cafe
- The Church's Florist
- Ouse Valley Practice
- South Cliff Dental Group
- Handcross Primary School
- Handcross Park School

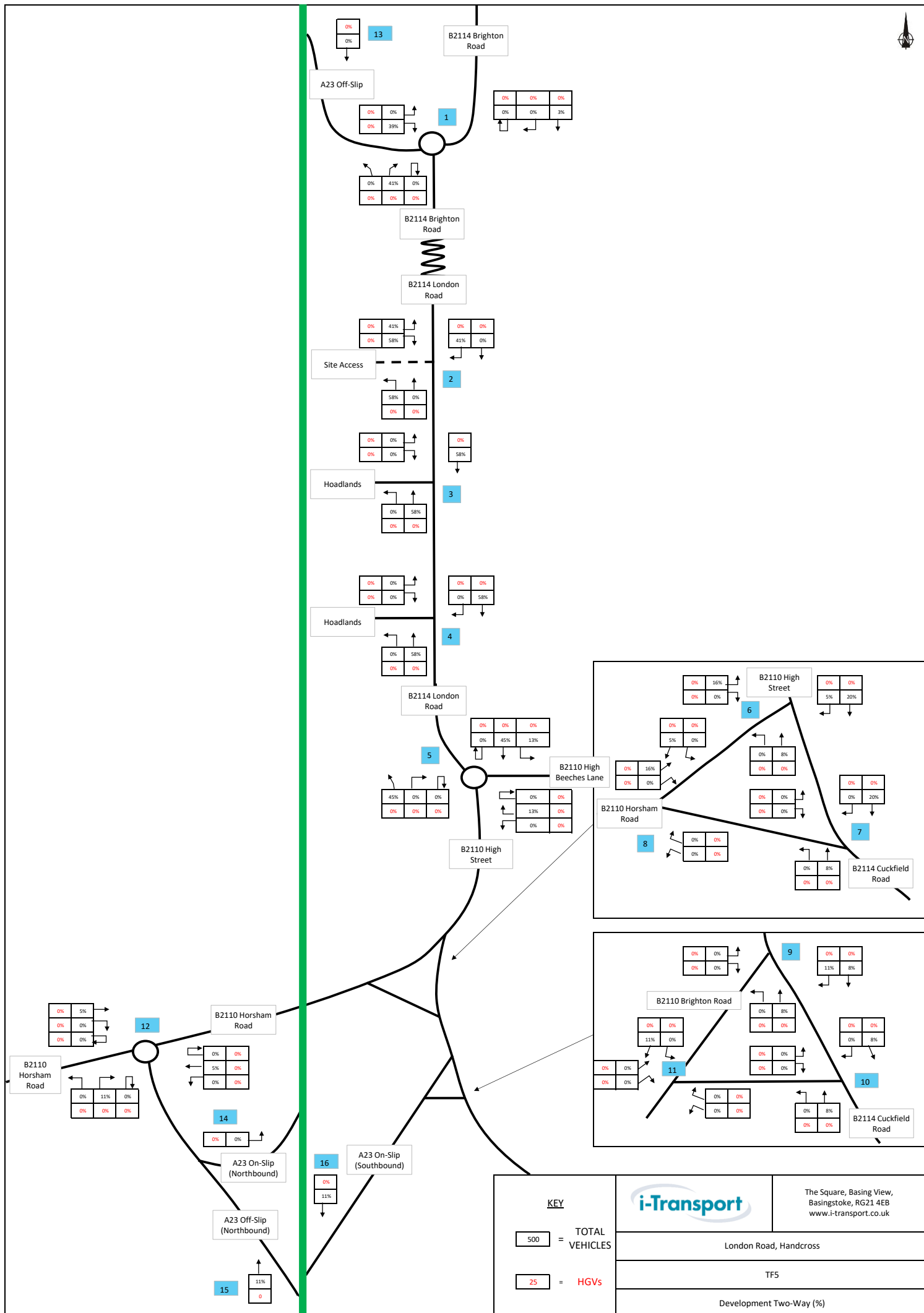


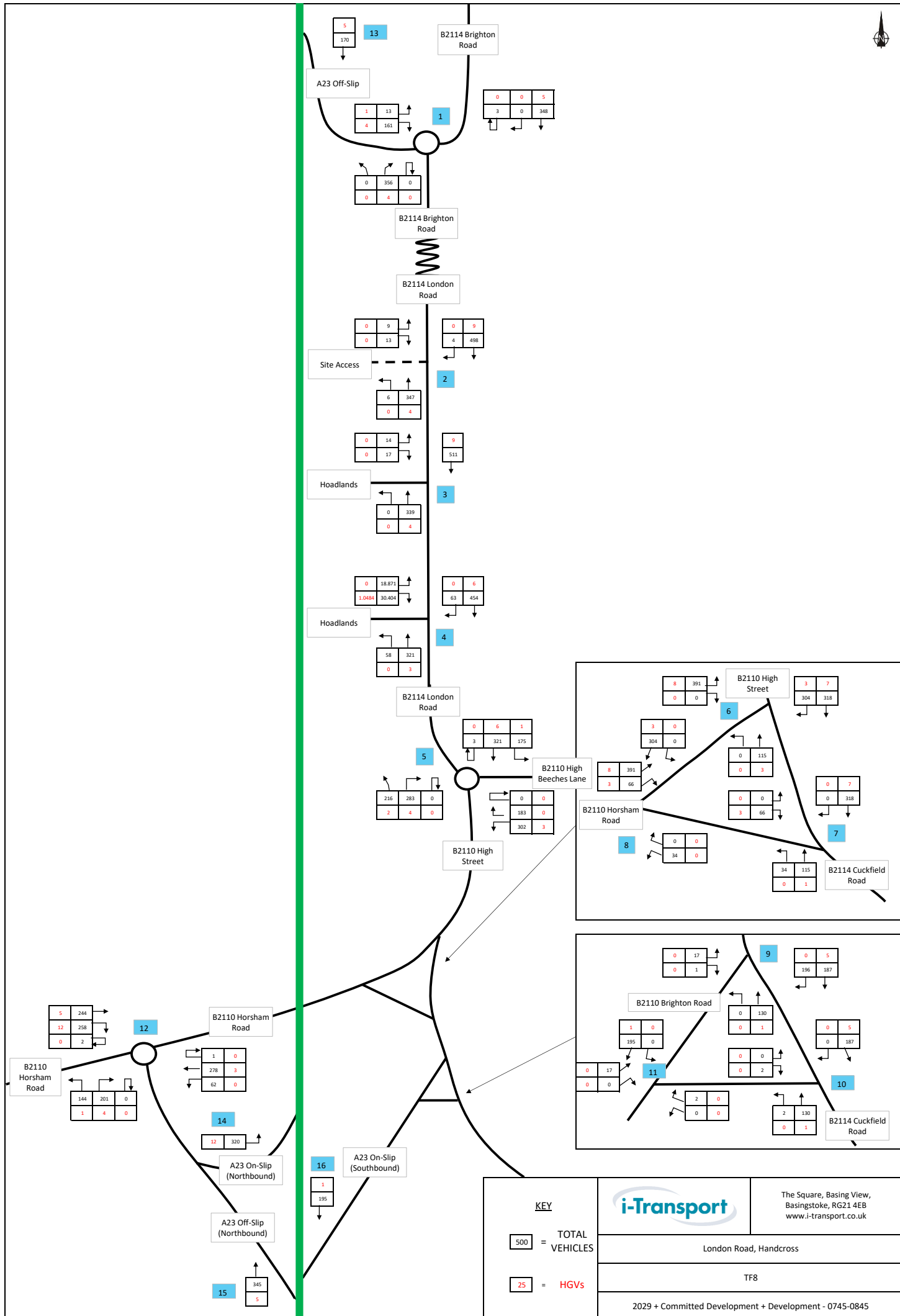


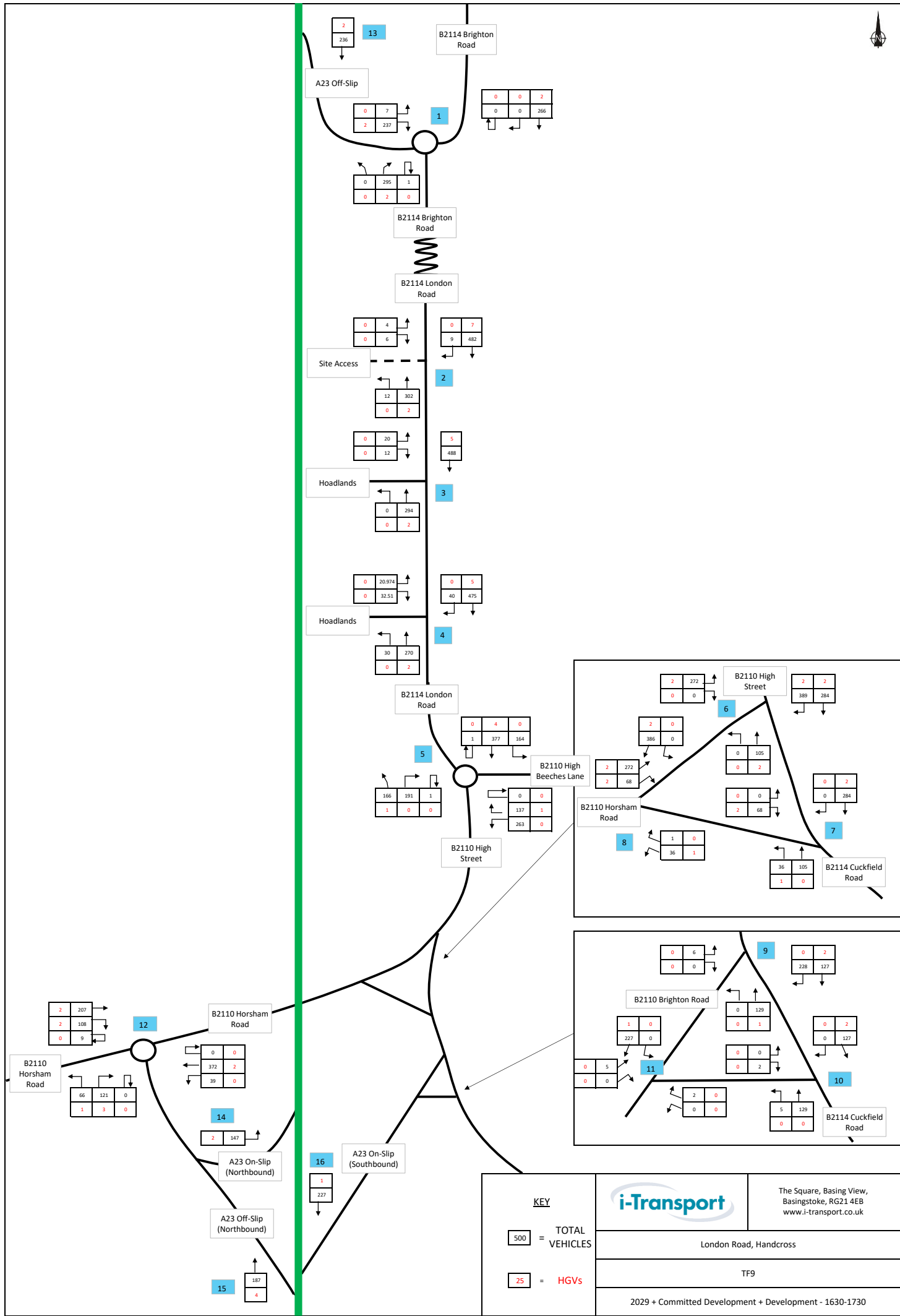












KEY

500 = TOTAL VEHICLES

25 = HGVs



The Square, Basing View,
Basingstoke, RG21 4EB
www.i-transport.co.uk

London Road, Handcross

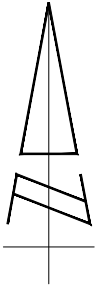
TF9

2029 + Committed Development + Development - 1630-1730

DRAWINGS

KEY:

- SITE BOUNDARY
- EXTENT OF HIGHWAY



RELOCATED GATEWAY & 30MPH SPEED LIMIT
(PRECISE DETAIL/LOCATION TO BE AGREED
WITH WSCC AT THE DETAILED DESIGN STAGE)

2.4m x 160m VISIBILITY SPLAY
(TO 0.5m OFFSET)

PROPOSED 2.0m WIDE FOOTWAY
TO TIE INTO EXISTING

PROPOSED UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

EXISTING LAMP COLUMN
TO BE RELOCATED

2.4m x 60m VISIBILITY SPLAY
(TO 0.5m OFFSET)

EXISTING FOOTWAY TO
BE WIDENED TO 2.0m

UPGRADE OF EXISTING FIELD TRACK ACCESS
TO 3.7m WIDE FOOTPATH / CYCLEPATH
(POTENTIALLY USING NO-DIG SOLUTION
FOR CONSTRUCTION)

EXISTING GATEWAY &
SPEED LIMIT CHANGE TO
BE RELOCATED

SCALE BAR @ 1:1000

0 10 25 50 100

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CLIENT:

WELBECK STRATEGIC LAND

TITLE:

PROPOSED SITE ACCESS ARRANGEMENTS

PROJECT:

LAND WEST OF LONDON ROAD, HANDCROSS

B	30.03.26	JB	GATEWAY RELOCATED & MINOR AMENDMENTS	RS	BT
A	21.01.26	MM	SITE LAYOUT AND SITE ACCESS ARRANGEMENT UPDATED	RS	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

DRAWN:	CHECKED:	APPROVED:
JD	RS	BT
PROJECT No:	SCALE @ A3:	DATE:
ITB210283	1:1000	05.12.25
DRAWING No:	REV:	
ITB210283-GA-001	B	



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