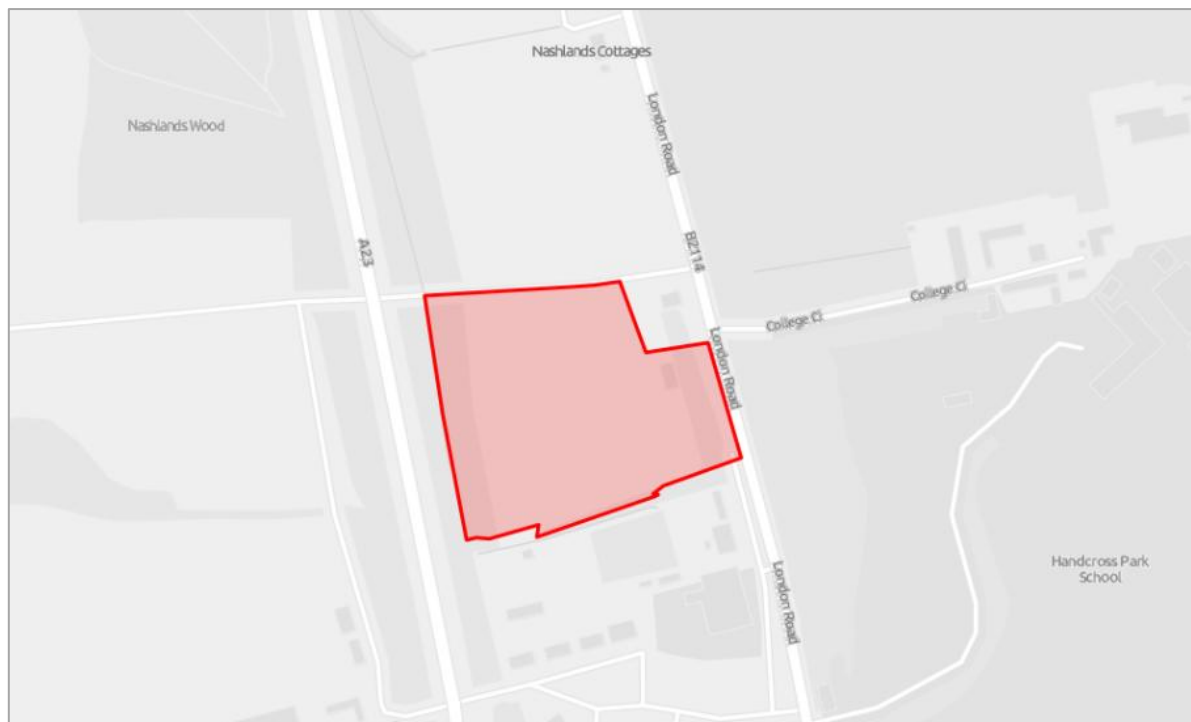


London Road, Handcross: Travel Plan Statement

Ref: BT/RS/ITB210283-003a
Date: 30 April 2026

- 1.1.1** 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.
- 1.1.2** 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. To the north it is bordered by a track and agricultural fields and to the west is the A23 which is a strategic road connecting Crawley to Brighton. The site location is presented at **Image 1.1 (Figure 1)**.

Image 1.1: Site Location Plan



1.1.3 This document has been written in line with West Sussex County Council Development Travel Plan Policy. Although the guidance identifies that development between 50-80 dwellings require a Travel Plan Statement (TPS). A Travel Plan Statement has been prepared in order to ensure the opportunities for ensuring sustainable development on what is a highly accessible site, are taken up.

1.2 **Structure of Travel Plan Statement**

1.2.1 The remainder of this TPS is structured as follows:

- Section 2 describes the principles of the TPS, as well as the objectives and benefits of the plan;
- Section 3 considers the existing accessibility of the site by walking, cycling and public transport as well as the existing travel characteristics of the area;
- Section 4 sets out the measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 5 provides a strategy for the implementation and management of the travel plan; and
- Section 6 provides a summary of the TPS.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles

- 2.1.1 The TPS focuses on promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car, providing and promoting non-car mode travel options for local journeys and influencing modal choice.

2.2 Objectives

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

2.3 Benefits

- 2.3.1 The delivery of a TPS presents a number of benefits to future residents as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate area as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and
- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to/from the site. This will contribute to both local air quality management and national climate change reduction targets.

SECTION 3 Existing Conditions

3.1.1 This section of the TPS describes the accessibility of the site by walking, cycling and public transport.

3.2 **Walking and Cycling**

London Road

3.2.1 London Road forms the frontage of the site, stretching from the A23 / Brighton Road to the north and south into Handcross adjoining to Beeches Lane / High Street. A footway is extant along the length of the carriageway on the western side, measuring a consistent 1.2m in width. 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.

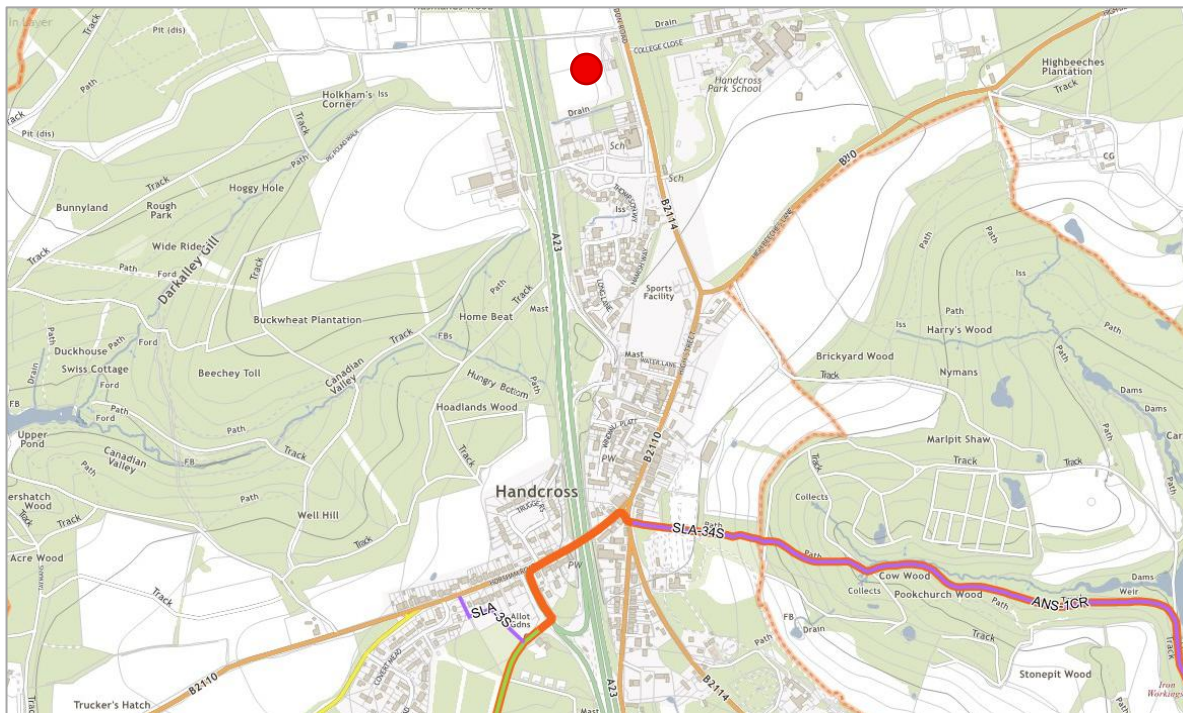
3.2.3 Footways are located on either side along the High Street, with a width of 1.5m – 1.8m wide as the carriageway proceeds south from the mini roundabout. The width of the footway widens as the carriageway proceeds south past Windmill Platt, to approximately 2.2- 2.5m. On street parking is present along the length of the High Street and as 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), the 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 3.1: West Sussex PROW - Handcross



Source: West Sussex County Council Interactive Map

3.4 Public Transport Opportunities

- 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). There are alternative bus stops located on the High Street some 850 and 900m from the centre of the site.
- 3.4.2** From the bus stops outside of Handcross Primary School, four services, (273, 271, 4, 6) operate from here. These routes provide links to the nearby towns of Crawley and Haywards Heath as well as the city of Brighton to the south. These services are summarised in **Table 2.1** below.

Table 3.1: 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

Bus Service	Destinations	Frequency		
		Weekday	Saturday	Sunday
	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

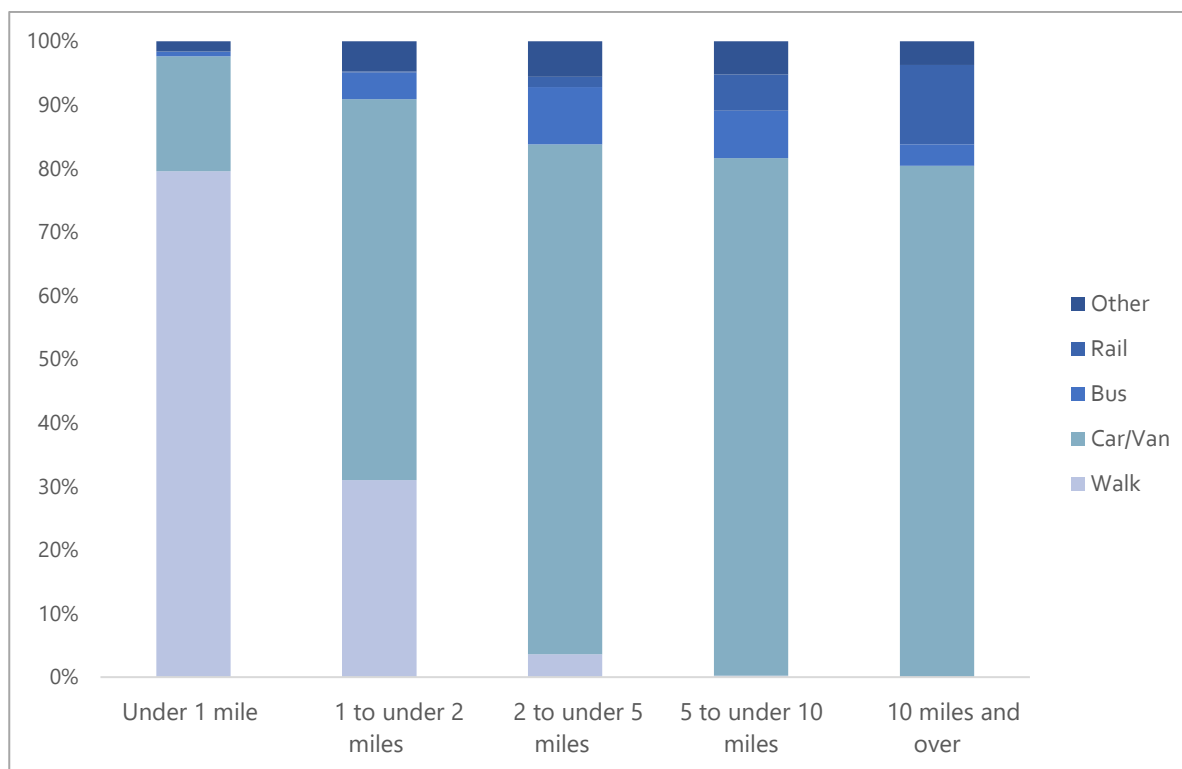
3.4.3 Additional services operated by the Handcross District Community Bus are available from Handcross village centre (High Street) and include Route 1 (Mondays), Route 2 (Thursdays) and Route 3 (Fridays).

3.4.4 Further to the public services there is a dedicated bus service. West Sussex operate route 586 which routes through Handcross via the High Street bus stops, serving Warden Park Secondary Academy. This school can also be accessed via public bus service 271 which is accessible from the bus stops nearer the site.

3.5 Propensity to Walk and Cycle

3.5.1 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 3.2: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: Gov UK

3.5.2 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.

3.5.3 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.

3.5.4 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.

3.6 Access to Local Facilities

3.6.1 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.

3.6.2 **Table 3.2** below details the amenities available in the local area and the walking and cycling travel times to these locations.

Table 3.2: Local Facilities Table

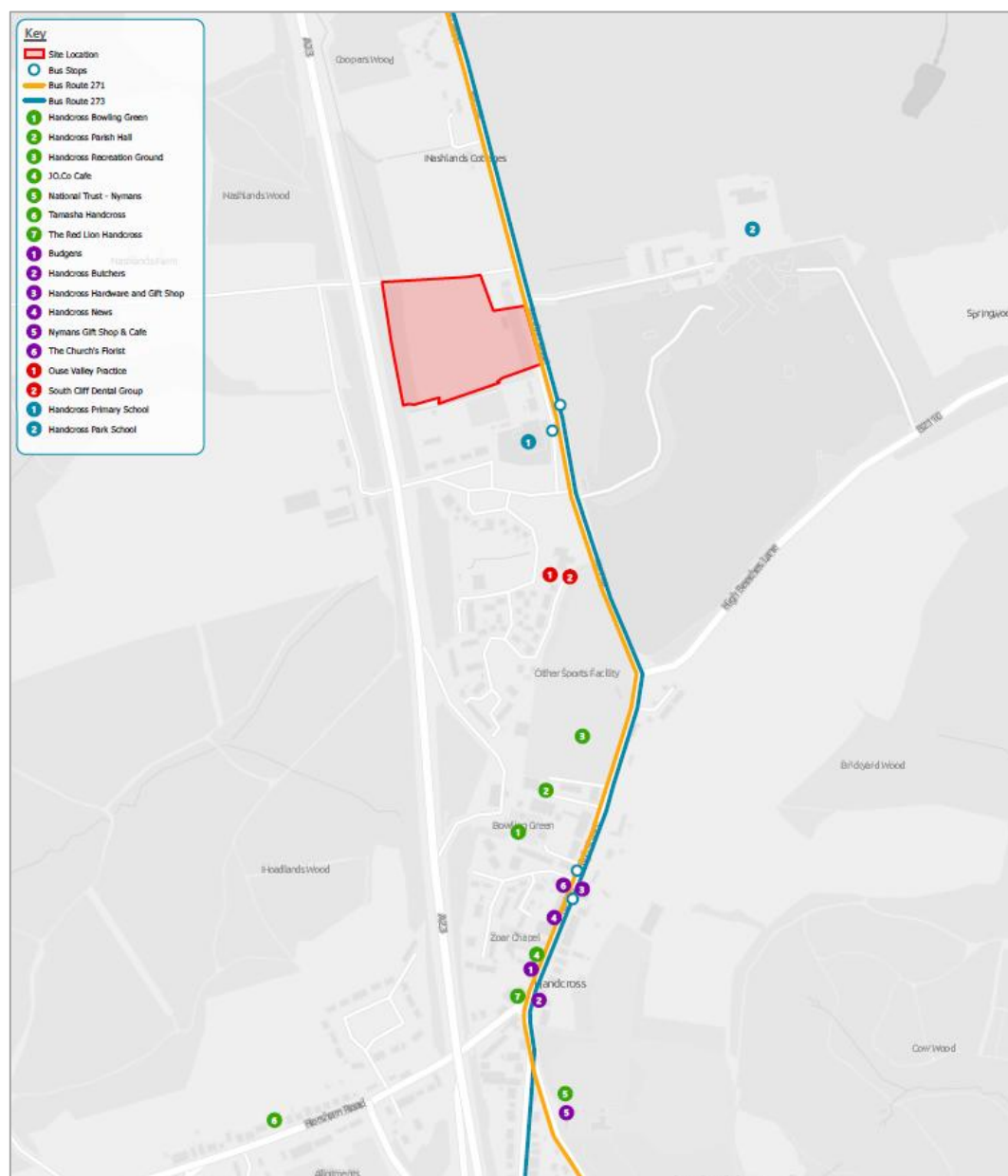
Journey Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Education	Handcross Primary School	188	2	1
	Handcross Park School	650	8	2
Health	Ouse Valley Practice	360	4	1
	South Cliff Dental Group	360	4	1
Retail	Handcross Hardware and Craft Shop	850	10	3
	Church's - The Florist	900	11	3
	Handcross News	900	11	3
	Budgens	1000	12	4
	Handcross Village Butchers	1050	13	4
	National Trust - Nymans Git 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
	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

3.6.3 There are a range of services and facilities available within Handcross allowing good opportunities to travel sustainably to key 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 3.3)**.

Image 3.3: Local Facilities Plan



3.7 Existing Travel Conditions

- 3.7.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely modal use for employment journeys using residents of Mid Sussex 007 mid-layer super output area (which comprises the proposed development site and the surrounding residential area). **Table 3.3** summarises the principal mode of journey for commuting trips in the local area.

Table 3.3: Method of Travel to Work

Mode	% Split from Census Data
Car Driver	71%
Train/ Underground	13%
On Foot	8%
Bus, Minibus or Coach	1%
Car Passenger	4%
Bicycle	1%
Motorcycle/ Moped	1%
Other	1%
Total	100%

Source: Census 2011

- 3.7.2 **Table 3.3** demonstrates that whilst car travel is the predominant mode of transport for journeys to work, sustainable modes such as walking, cycling and public transport make up over 40% of journeys.
- 3.7.3 For non-employment journeys which are in general shorter, the proximity of the site to key local services and facilities, and walkable to the town centre, offers excellent potential for sustainable movement.

SECTION 4 Measures

4.1.1 This section of the TPS describes the measures that will be developed and promoted to the residents of the new development. It covers:

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

4.1.2 The strategy for the implementation, funding and management of the TPS is also provided below.

4.2 **Promotion of Walking and Cycling**

4.2.1 The development will be designed to facilitate walking and cycling, in particular for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards. The existing footway along the site frontage will be widened to 2.0m. As part of the access strategy a separate shared footway / cycleway will be provided in the south eastern corner of the site, in addition to the footways at the proposed vehicular access. Information on the walking and cycling routes and facilities within the local area will be made available to new residents through the resident's travel information leaflet and the other means described below.

4.2.2 A travel residential leaflet will provide information on routes, safety, cycle maintenance etc available in the area. The TPC will also investigate any cycle or walking shop discounts.

4.3 **Promotion of Public Transport**

4.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information leaflet. The availability of nearby regular and direct public transport services to local destinations will be emphasised.

4.4 **Sustainable Travel Voucher**

4.4.1 A £50 sustainable travel voucher will be offered to the first occupier of each household. This can be redeemed for any of the following for a value of up to £50:

- Bikes or cycle equipment / accessories;
- Bus pass e.g. weekly / monthly

4.5 Car Sharing Scheme

4.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets. Residents will be provided with information about car sharing (<https://liftshare.com/uk/community/westsussexcarshare>) through the Travel Plan leaflet explaining the benefits of the car share scheme and how to register. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

4.6 Electric Vehicle Charging

4.6.1 As per the building regulations, dwelling will have access to an electric vehicle charging point.

4.6.2 The delivery of electric vehicle charging points across the site, will help assist with the take up of electric and low emission vehicles by residents and visitors to the site, thus reducing vehicle emissions and contributing to both local air quality management and national climate change reduction targets.

4.7 Residential Travel Leaflet

4.7.1 The first occupier of each household will be provided with a residents' travel information leaflet. The leaflet will pull together information on the above listed measures and contain information about the objectives of the TPS, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. The following items will be included in the travel information leaflet:

- Information about the TPS, its aims and objectives, and how to get involved;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling routes and times to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through the WSCC car share website;
- Information on eco driving, providing practical driving techniques to improve safety and fuel economy of vehicles, and identifying how residents can improve their driving habits or change their vehicles to low emission vehicles which can contribute to improving local air quality; and

- Details regarding the provision of broadband to enable easy access to local home delivery services and home working.

4.8 **Summary**

- 4.8.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing and car club initiatives. The proposed measures aim to ensure that the objectives set out in Section 2 of this TPS are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the TPS amongst residents from the outset.

SECTION 5 **Management and Implementation**

5.1.1 This section describes the framework for the implemented and management of the TPS.

5.2 **TPS Management**

5.2.1 While a development of this size does not require a full-time Travel Plan Coordinator, to ensure that the measures within the Travel Plan Statement are delivered, the developer will appoint an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to WSCC prior to first occupation of the development proposal.

5.2.2 It is intended that this point of contact would be employed for the duration of the build period and then for a period of one year after the occupation, so that travel patterns can be influenced at an early stage and to ensure delivery of the TPS.

5.2.3 The role of the TPC will be as follows:

- To manage the day to day delivery of the measures contained in Section 4 of the TPS;
- To market the TPS to encourage interest and involvement of residents; and
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide residents with advice on how they may make day to day journeys, i.e. how to access schools, workplaces and local facilities by non-car modes;

5.3 **Involvement of Residents**

5.3.1 The involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with a residents travel leaflet on completion of their purchase.

5.3.2 Copies of the TPS will be made widely available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

5.4 **Framework for Implementation**

5.4.1 The TPC will be appointed three months before the first occupation of the new development, in order to commence development of the initial TPS measures in time for the first occupations. **Table 5.1** provides an initial framework for implementation of the measures set out in Sections 4 of this TPS.

Table 5.1: Framework for Implementation

Measure		
Travel Plan Co-ordinator		Appointed at least 3 months prior to 1st occupation.
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.
	Production of residents' travel information leaflet	To be developed within one month of occupation of each dwelling
Promote car share schemes		With resident's travel information pack.
Provision of EV Charging facilities		Phased with development
Walking/cycling/local facilities maps		With resident's travel information pack.
Offer a £50 sustainable voucher		From the first occupation and promoted through the residents' travel information leaflet

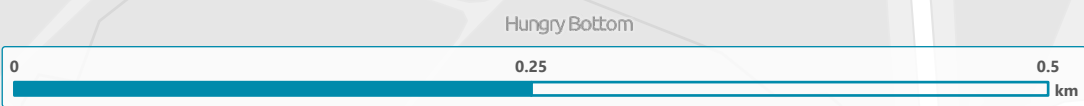
SECTION 6 Summary and Conclusion

- 6.1.1 This Travel Plan Statement (TPS) is submitted in relation to a planning application for up to 55 dwellings London Road, Handcross.
- 6.1.2 The TPS aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 6.1.3 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards. The proposed development will assist in bringing forward connections to the local walking and cycling infrastructure.
- 6.1.4 The TPS puts forward a range of measures to influence modal choice for travel to the site, including:
- Measures to promote walking and cycling including provision of plans showing available walking and cycling routes to local facilities;
 - Promotion of public transport, including provision of public transport timetable and route information and maps;
 - Promotion of WSCC car sharing scheme;
 - £50 sustainable travel voucher for the first occupiers; and
 - A resident's travel information leaflet.
- 6.2 A framework for management and implementation of the TPS is proposed. A Travel Plan Co-ordinator will be appointed prior to first occupation to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been identified.

FIGURES

Key

Site Location



Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

Contains OS data © Crown copyright and database right 2024. Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright 2024 OS AC0000813921.



Figure 2: Local Services and Facilities Plan

ITB210283

Key

- 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

