



MARCH 2026

Travel Plan Statement

Land West of King Business Centre, Reeds Lane,
Sayers Common

Iceni Projects Limited on behalf of
Reside Holdings Ltd

March 2026

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ON BEHALF OF RESIDE
HOLDINGS LTD

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Travel Plan Statement
LAND WEST OF KING BUSINESS CENTRE, REEDS
LANE, SAYERS COMMON

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1. INTRODUCTION

- 1.1 This Travel Plan Statement (TPS) has been prepared by Iceni Projects in support of the planning application submitted by Reside Holdings Ltd (“the Applicant”) to Mid Sussex District Council (MSDC) for the development at Land West of King Business Centre, Reeds Lane, Sayers Common.
- 1.2 The location is broadly shown in **Figure 1.1**.

Figure 1.1 – Site Location



- 1.3 The Applicant is submitted a planning application in full, which seeks to redevelop the Site to facilitate a residential development. The description of development (DoD) is:

Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.

- 1.4 The Site has a proposed allocation for up to 100 dwellings within the MSDC District Plan Review, under the reference DSPC6. It forms one of several draft allocations within Sayers Common, the largest of which is DSPC3 which is located to the south of the Site and has a proposed allocation for 2,000 dwellings alongside other infrastructure including schools, leisure and healthcare facilities.

What is a Travel Plan Statement?

- 1.5 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.6 TPSs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or Site and implementing measures to reduce identified adverse effects of such transportation.
- 1.7 A TPS is essentially a series of initiatives that are introduced by an organisation to provide all users of a Site with an enhanced range of sustainable transport opportunities. The overriding objectives of TPSs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable or active forms of travel such as walking, cycling and public transport.

Benefits of a Travel Plan

- 1.8 The most easily identifiable benefits of a TPS are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.9 There are, however, also a broader range of more intangible benefits that can accrue from the implementation of TPS initiatives. Depending on the characteristics of each development, such benefits can include:
- Healthier residents and visitors;
 - Energy saving – through reduced fossil fuel use;
 - Improved use of public transport;
 - An improved environment for pedestrians and cyclists;
 - Cost savings – to residents as travel becomes more efficient; and
 - Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

2. SUSTAINABLE TRAVEL MODES

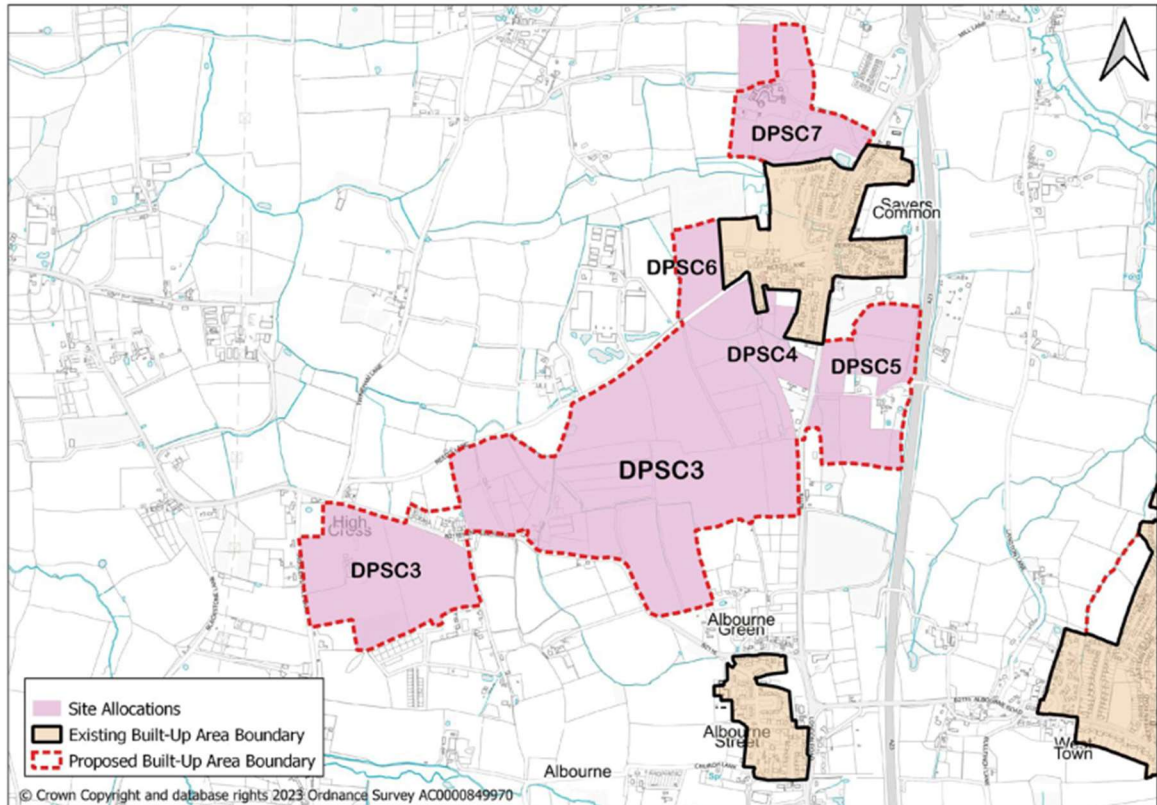
Introduction

- 2.1 This chapter considers the existing public transport, walking and cycling provision in the area surrounding the Site, as well as proximity to local amenities / facilities.

The Site

- 2.2 The Site is located to the north of Reeds Lane and is bound by the King Business Centre to the east. The Applicant has recently had a planning permission approved on the neighbouring site, also served off of Reeds Lane, which is located immediately to the east of the Site. This development comprises 38 residential dwellings and is currently under construction by Elivia Homes, after being approved in December 2022 (application reference DM/22/0640).
- 2.3 As mentioned, the Site is also one of several draft allocations within the District Plan Review, which identifies a total growth of circa 2,400 dwellings within Sayers Common over the Local Plan period. The Site allocation (DSPC6) within the context of the other allocations is shown in **Figure 2.1** which provides opportunities for further sustainable movements give the increase in local facilities proposed within Sayers Common, including new neighbourhood shops, schools, community, leisure and health facilities

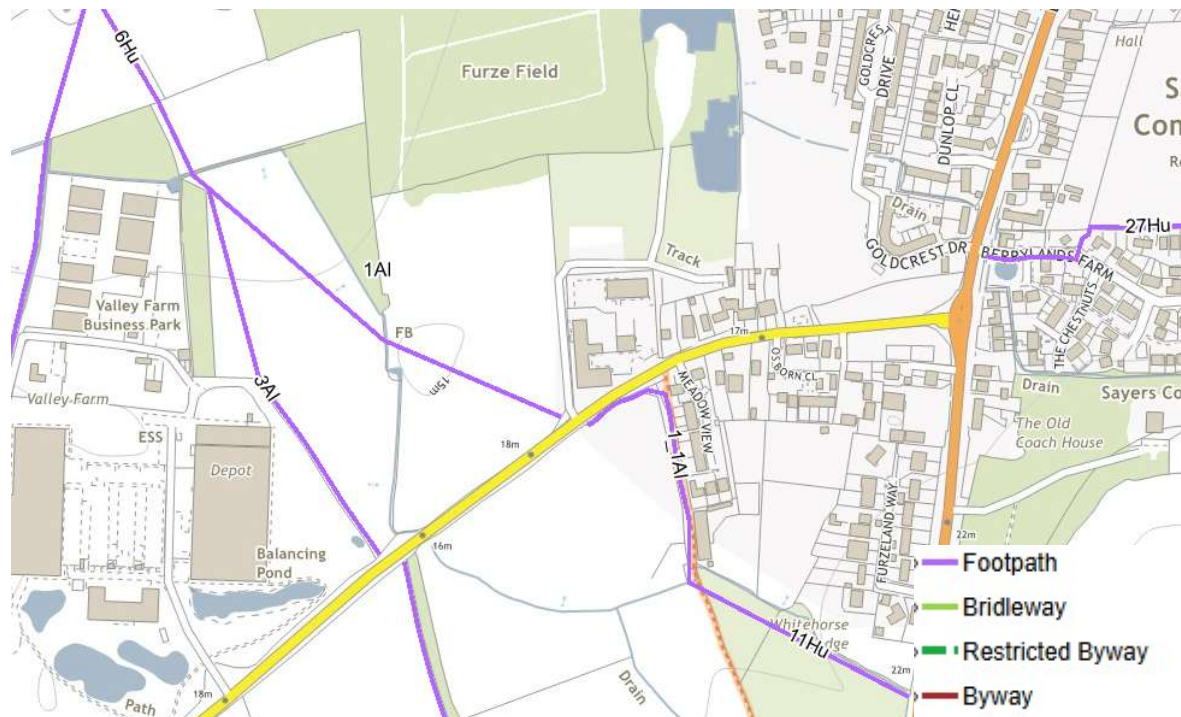
Figure 2.1 – MSDC Draft Allocations



Walking and Cycling

- 2.4 In the lead up to this application submission Iceni Projects Ltd have undertaken multiple site visits to determine and assess the walking and cycling connections available from the Site. These visits therefore form the basis of the following review.
- 2.5 There are several public rights of way (PRoW) located within and surrounding the Site, as illustrated on the extract from WSCC interactive map shown in **Figure 2.2**.

Figure 2.2 – Existing Public Rights of Way



- 2.6 As shown, the Site is crossed by Footpath '1AI' which continues to the south-east connecting to the B2118 via Footpath 11HU. To the north-west, 1AI, meets with Footpath 3AI and both connect with 6HU, going on to link with the network of footpaths and bridleways north of that. As such, it is considered there is good access to the local PRoW network from the Site.
- 2.7 In addition to the PRoW, there are footways present locally, albeit this is sought to be improved as part of this application as detailed later in this report. With regard to the existing provision, a footway is present along the opposite side of the road of Reeds Lane just after King Business Centre, approximately 100m from the edge of the Site. This footway is approximately 1.8m wide and links to London Road, which benefits from footways on either side and connects into the village and associated amenities. There is also a short section of footway at the Elivia Homes access on Reeds Lane, together with a formal crossing point consisting of dropped kerbs and tactile paving which is to be moved further east by the Antler Homes scheme.
- 2.8 The Institute of Highways and Transportation (IHT) provide guidance on desirable walk distances in their publication 'Providing for Journeys on Foot', as summarised in **Table 2.1**. Similarly, 'Manual for Streets' (MfS) identifies walkable neighbourhoods as those typically characterised with a range of facilities within an 800m (10-minute) walk distance, however, this is not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km. The acceptability of walking and cycling distances are dealt with in the Policy Section of the Transport Assessment which accompanies the application.

Table 2.1 – CIHT Recommended Walking Distances

	Town Centres	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT 'Guidelines for Providing Journeys on Foot' (2000)

- 2.9 Furthermore, as detailed in **Section 3**, the former PPG13 policy guidance set out that walking has *“the greatest potential to replace short car trips, particularly under two kilometres”*, whilst cycling *“also has the potential to substitute for short car trips, particularly those under five kilometres”*.
- 2.10 As such, it is generally considered acceptable that people would walk distances of 2km (and even this should not be seen as a threshold) to access local services / amenities. Based on this, a review has been undertaken to determine what is available within this 2km distance of the Site, with the results set out in **Table 2.2**.

Table 2.2 – Local Facilities / Amenities

Facility / Amenity	Location	Approximate Distance from Site Centre	Approximate Walking Time
Public House / Restaurant (Duke of York)	London Road	550m	7 mins
Park (At the end of Reeds Lane)	Reeds Lane	275m	4 mins
Bus Stops	London Road	800m	10 mins
Convenience Store (Sayers Common Community Shop)	London Road	800m	10 mins
Pre School / Nursery (Isabello's)	Oakhurst	1km	13 mins
School (Albourne Church of England School)	The Street	2km	25 mins

- 2.11 With regard to cycling, a National Cycle Route is available within the vicinity of the Site. Route 20 runs approximately 200m to the east of the site via the B2118 London Road, running between Brighton and London. In addition, a number of the local roads are suitable for use by cyclists.
- 2.12 It is therefore considered that there is potential to cycle to and from the site, and within the surrounding area. Cycling has the potential to substitute for short car trips, especially those less than 5km. Thus, amenities and services including bus stops, rail stations, educational facilities, religious centres, restaurants, supermarkets and numerous retail and leisure opportunities are located within an acceptable cycling distance of the site and there is ample opportunity for users of the site to utilise this mode of transport.

Public Transport Accessibility

Bus Services

- 2.13 The closest bus stops to the Site are located on B2118 London Road, approximately 800m (10-minute walk) away from the centre of the Site. They are located on both sides of the road and benefit from flagpoles, shelters and timetable information.
- 2.14 These stops serve bus routes 100 and 273 which operate regularly throughout the day, providing services to destinations including Crawley, Horsham and Brighton. A summary of the services available is set out in **Table 2.3**.

Table 2.3 – Local Bus Services

Bus Service	Route	Typical Frequency
100	Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham	Every hour (Monday to Saturday)
273	Crawley - Handcross - Hassocks - Brighton	Every hour (Monday to Sunday)

Source: Compass Travel (100) & Metroline (273)

- 2.15 These bus services therefore provide good opportunity to travel to and from the Site, as well as facilitating onward travel, potentially as part of a linked trip.

Rail Services

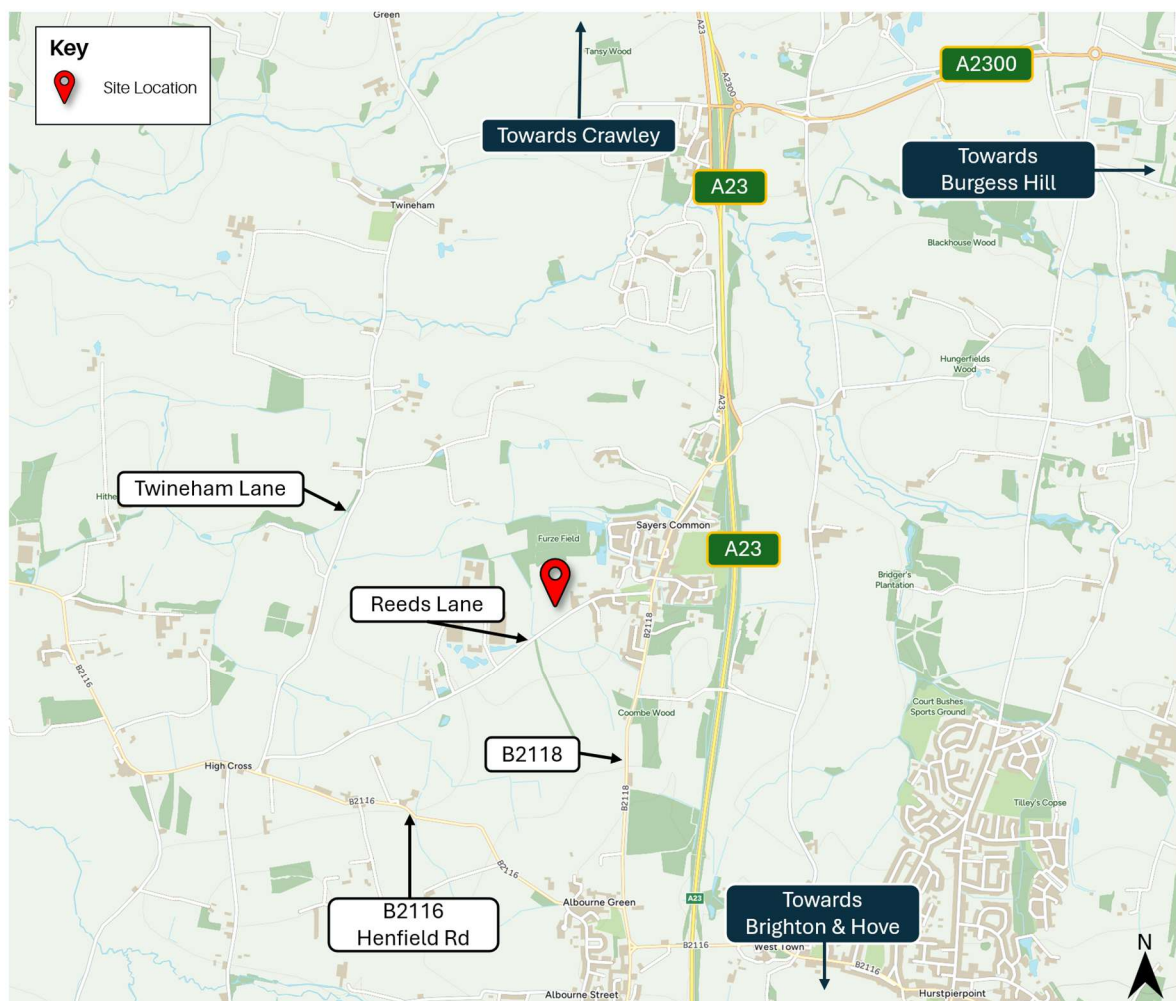
- 2.16 The closest rail station to the Site is Burgess Hill, which is served by both Southern, Thameslink and Gatwick Express services. This station is approximately 7km to the east of the Site, with the aforementioned 100 bus service providing a route to the station, with a journey time of less than 20 minutes on the bus.
- 2.17 As an alternative, this station could also be accessed via a 25-minute cycle which may appeal to some, especially given the rise in popularity of electric bikes and that it is mainly on quieter, rural roads / tracks.
- 2.18 There is also Hassocks railway station located to the south east of the Site, which is circa 6km away so slightly closer than Burgess Hill. This station can be accessed within a 22-minute cycle, or alternatively a 14-minute journey on the 273 bus service, with a circa 5-minute walk to the train station after departing.
- 2.19 It is worth noting that both stations benefit from a good level of cycle parking provision, which would therefore further encourage this mode of travel. Further, the council are seeking contributions from the several draft allocations in the District Plan Review to improve facilities at the station.

- 2.20 In terms of the services available, both stations are managed by Southern, but also provide access to Gatwick Express and Thameslink services. This results in regular trains to destinations including London Victoria and Brighton. It is therefore considered that the site has good levels of access to a wide range of rail services providing frequent connections both to London and onward travel on a national scale.

Highway Network

- 2.21 A plan of the local highway network is provided in **Figure 2.2**.

Figure 2.2 – Local Highway Network



- 2.22 Reeds Lane is a two-way working road which operates under a 30mph speed restriction at the eastern extent of the Site, but then changes to 60mph approximately 20m in from the site boundary, heading westbound. To the east, the road forms a mini-roundabout junction with B2118 London Road. London Road runs parallel to the A23, by-passing local villages, and linking the B2118 London Road to Brighton to the south and to Crawley to the north, where it becomes the M23 and then continuing onto the M25.

Trip Generation

- 2.23 The trip generational potential of the Site, as detailed within the Transport Assessment, is shown in **Table 2.4**.

Table 2.4 Trip Generation

	AM Peak			PM Peak			07:00-19:00		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Trips	15	28	43	26	15	42	200	198	398

- 2.24 **Table 2.4** demonstrates that the proposals have the potential to generate 43 two-way vehicle trips in the AM peak, 42 in the PM peak and 398 two-way vehicle trips between the hours of 7am-7pm.

3. OBJECTIVES AND TARGETS

The Focus of the Travel Plan

- 3.1 This TPS is focussed on residents of the Site and the measures proposed are intended to encourage them to use active travel modes (walking & cycling). This needs to also be considered both in the context of the current position and the longer term vision which would evolve as part of the wider Local Plan Allocations. This long term vision provides additional opportunities for local facilities and more internalisation of movements by sustainable travel.
- 3.2 This focus has been adopted because the Government's main focus for TPS' has been towards residents and employees, given that it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable initiatives with residents, rather than visitor trips, which are more variable.

Objectives

- Influence travel behaviour of residents;
- Reduce the need for unnecessary journeys by residents;
- Help improve the health of residents; and
- Encourage active modes of travel.

Targets

- 3.3 The objectives set out above provide the structure for the TPS. Where applicable, targets can also be included within a TPS to help achieve the objectives. Targets are measurable goals which provide an assessment criterion to determine the progress of the TPS and are therefore essential for monitoring the success of the TPS. Targets should be designed to be SMART (Specific, Measurable, Achievable, Realistic and Time-bound).
- 3.4 It is considered that targets can fall under two categories; quantifiable actions i.e. a modal shift in transport or non-quantifiable actions i.e. achieving something by a certain milestone.
- 3.5 Whilst the targets will be finalised within the Final TPS, it is considered that the below offers an early indication of what these are likely to be:
- Achieve a 10% decrease in the number of car trips (ideally using petrol/diesel) over a 12-hour weekday period (07:00-19:00);

- Achieve a 5% increase in the mode share for walking and cycling trips during the AM and PM peak hours;
- Achieve an 5% increase in the mode share for public transport trips during the AM and PM peak hours; and
- Increase the opportunities to travel by public transport, walking and cycling for visitors to the Site.

3.6 It is anticipated that the quantifiable targets set out above should be achieved by the fifth year of the TPS being in operation.

3.7 Further, as mentioned above, the targets outlined provide an early indication of what the targets may be within the Final TPS (i.e. they are not the final set of targets). At this stage, with the development not occupied, the targets are not based on baseline data and it is therefore considered that these may need to be adjusted once an accurate baseline mode share has been established. In order to determine the baseline data, surveys will be undertaken either at 50% occupancy or 1 year after first occupation, whichever happens first.

3.8 Notwithstanding, in order to provide some context for this TPS, an indicative baseline modal split and future target splits have been identified via the use of the 2025 baseline mode share data has been extrapolated from Census for the Mid Sussex 016 MSOA, which the site is located within, this was based on the data for people travelling to work in the area. The resident population data available provides an understanding of how people local to the Site travel to work. The modal splits have then been applied to the daily, two-way trip generation presented in the Trip Generation to demonstrate the associated number of trips The data provided in **Table 3.1** below therefore sets out the baseline and forecast modal splits based on Census data.

Table 3.1 Indicative Baseline Modal Splits and Future Year Targets

Mode of Travel	Baseline	Baseline Trips	Year 5 Target	Year 5 Target Trips
Rail	2%	10	4%	20
Bus	2%	10	5%	25
Taxi	0%	0	0%	0
Motorcycle	1%	5	1%	5
Car driver	81%	398	71%	349
Car passenger	5%	25	5%	25
Bicycle	2%	10	5%	25
On foot	6%	29	8%	39
Other	0%	0	0%	0
Total	100%	491	100%	491

*subject to rounding

3.9 To help achieve these targets, the following sections set out what measures will be implemented.

4. TRAVEL PLAN INITIATIVES

Introduction

- 4.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented.
- 4.2 The following section outlines measures that are likely to encourage sustainable travel.

Measures to Promote and Facilitate Cycling

- 4.3 Consideration will be given to providing the following measures within the TPS to further encourage cycling to and from the Site:
- Information on the local cycle network routes to be provided to residents by including this information on maps made available within travel packs;
 - Financial benefits of commuting by bike outlined;
 - Promote a bicycle users group (BUG)
 - Promote of Council led cycling initiatives (free cycle training, Cycle Pit Stop event);
 - Promote a cycle buddy scheme to encourage residents to cycle to work and local places of recreation with other residents;
 - Provide details of local cycling clubs;
 - Provide details of cycle to work week;
 - All homes to be provided with cycle storage opportunities
 - Monitor of cycle parking provision and a commitment to review provision when monitoring shows that the cycle parking is at 80% capacity; and
 - New cycle connection to the Elivia Homes development (more to encourage sustainable opportunities for the existing residents to access development south of Reeds Lane (DPSC3) through the proposed Site.
 - New cycle connection in the southwestern corner of the development to increase permeability and links to the south into Allocation DPSC3.

Measures to Promote Walking

- 4.4 Measures aimed at increasing the viability of walking to/from the Site will be based around consideration of the provision of the following facilities and benefits prior to the opening of the Site:

-
- Information on the 'on and off highway' pedestrian network routes to be provided to residents by including this information on maps which is to be produced by the occupiers and made available within travel packs;
 - Promote a 'walking buddy' scheme for residents;
 - Promote health benefits of walking promoted in travel packs;
 - Provide details of local ramblers/walking groups;
 - Promote Council led walking initiatives (Council's led walks);
 - Provide a new pedestrian connection in the Southwestern corner to allow leisure connections to footpaths 3A1 north and south of Reeds Lane and future connections to Allocation DPSC3 which will deliver a new neighbourhood centre and schools.
 - Provide link to east to connect into existing footway;
 - Provide details of the West Sussex County Council journey planning facility available online which provides turn-by-turn information for the fastest, quietest, and balanced routes;
 - Promotion of any discounts offered by local bike shops to residential sites where a Travel Plan is in place; and
 - Provide details of walk to work week.

Measures to Promote and Facilitate Public Transport Use and Car Sharing

- 4.5 Increased accessibility to, and use of, public transport is considered to be a key element of any TPS. The Site benefits from good public transport accessibility, with frequent bus services accessible within a short walk from the Site.
- 4.6 Travel packs will be provided to residents and will include the following to encourage public transport use:
- Provide up-to-date public transport information including timetables and bus and train company contact information within travel packs; and
 - Provide information on council run transport schemes, such as free school transport;
 - Details of journey planning websites such as Trainline and nextbuses.mobi;
 - Details of West Sussex' car sharing website www.westsussexcarshare.com

Other Measures

- Consideration will be given in regard to reducing the number of deliveries to the Site
- Travel vouchers will be offered to initial occupants of the residential units, worth £100 and can be exchanged for one of the following:
 - A season ticket for the local bus service

-
- A rail season ticket or network card
 - A contribution toward the purchase of a new bicycle and/or equipment
 - Bikeability training up to 4 members of the household
 - 12 months free membership to any local Car Club (including joining fee)

5. TRAVEL PLAN MANAGEMENT

Introduction

- 5.1 In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the Site using sustainable modes of transport. It is essential that there is a point of contact for residents and the Local Planning Authority (LPA) and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a Travel Plan Co-ordinator (TPC) will be appointed.

The Travel Plan Co-ordinator and Associated Support

- 5.2 This TP will be implemented for the development and will be under the control of a TPC, who will work in conjunction with the LPA, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to first occupation of the development, and the LPA will be formally notified.

- 5.3 The TPC will be appointed prior to first occupation of the development, however, until such time that the final TPS is prepared, the interim contact in relation to this TPS will be:

- Henry Gouldbourne
- Icen Projects Ltd (hgouldbourne@iceniprojects.com)

- 5.4 The role of the TPC will be as follows:

- To carry out the relevant actions as included in the plan at **Table 6.1**. The TPC will be given sufficient resources to ensure these actions can be completed;
- To promote and encourage active modes of travel;
- To provide a point of contact and travel information for residents, providing at least 30 minutes contact time every 6 months for each resident that requires the service;
- To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed on the notice boards;
- To arrange for travel surveys to be undertaken in years 1, 3 and 5 and a questionnaire survey undertaken if necessary in years 2 and 4 and encourage residents to complete the surveys, aiming for a minimum response rate of 30%. To encourage completion, the TPC will contact the residents directly to provide and discuss the survey; and

- 5.5 To provide a point of contact with transport operators and officers of the LPA and work with other local businesses to pursue joint plans and initiatives where relevant.

Monitoring and Review Mechanisms

- 5.6 An objective of TP is that there will be an on-going improvement process including annual monitoring to be conducted in years 1, 3 and 5. The whole TP will then be reviewed in consultation with the LPA. The TPC will form a contact point for communication with the LPA.
- 5.7 The travel habits of residents will act as the baseline data, with regular monitoring being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

- 5.8 Questionnaire surveys of the residents' travel patterns will be undertaken as part of the review process on an annual basis, commencing six months after the residential development is 50% occupied. These will be of a more basic nature, seeking to determine how residents travel to and from the site, how many people live/work in the same postcode area, and any change in the modal split and uptake of TP initiatives.
- 5.9 The surveys will be commissioned in years 1, 3 and 5.

Sustaining Interest

- 5.10 It is important to sustain interest and commitment to this TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date and ensure that residents are aware of the Final TP and the travel options available to them.

With regard to residents, it is difficult for the Developer to sustain interest, however, the initiation of resident walking and cycling user groups will assist in sustaining interest in active travel, with members taking an active role in promoting and encouraging active travel.

Communication

- 5.11 The developer will liaise with any neighbouring businesses to inform them of the Travel Plan and examine the potential to work together to encourage car sharing and walking/cycling buddy schemes. Furthermore, links with local schools will be explored to encourage collaboration.

On-going Marketing

- 5.12 The Final TPS will be launched on the opening of the Site and will be continually marketed through the provision and updating of travel information and leaflets, and updated information will be provided on internal noticeboards within the residential blocks as appropriate. The information contained within the travel packs will be periodically reviewed and updated and reissued as appropriate.

Funding & Monitoring

- 5.13 The TPS monitoring fee is to be secured via legal agreement.
- 5.14 The on-going monitoring of the Final TPS measures will illustrate their effectiveness in meeting the objectives set out. If the TPS is not on track to meet its targets, the annual review will outline any additional or remedial measures that may be used to get back on track. Remedial measures could include:
- Allocation of resources for further promotional activities;
 - Funding further improvements to infrastructure for non-car modes, such as additional cycle parking spaces for residents/visitors.

6. SUMMARY AND CONCLUSIONS

- 6.1 The measures and initiatives recommended within this TPS are considered to be sufficient to encourage residents of the proposed development to travel in a more active way.
- 6.2 The monitoring and review process will ensure the plan remains a live document and will sustain the necessary efforts for it to reach its objectives.
- 6.3 This document identifies that the Site has good opportunities for residents to use existing modes of transport other than the car. The developer and TPSC will undertake the following to ensure the Final TPS meets its objectives:
- Information within the travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms);
 - Information on the 'on and off highway' pedestrian network routes via travel packs;
 - Provide a 'walking buddy' scheme for residents;
 - Provide a high-quality pedestrian environment within the Site;
 - Secure and covered cycle parking will be provided for the development which will be monitored and reviewed if existing provision reaches 80% capacity;
 - Promote a Bicycle Users Group (BUG) for residents; and
 - Promote a Cycle Buddy Scheme
- 6.4 **Table 6.1** overleaf sets out the TPS measures proposed to promote active modes of travel. The table also lists timescales for the measures proposed and who is responsible for implementing them.

Table 6.1 Action Plan

Issue		Measures proposed	Timescale	Responsibility
Measures to promote active travel	General	Information within travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On Opening	Developer
	Walking	Information on the ‘on and off highway’ pedestrian network routes via travel packs	On Opening	Developer
		Promote a ‘walking buddy’ scheme for residents	On Opening	Developer
		Provide information on walking health benefits within Travel Pack	On Opening	Developer
		Provide details on council-led walking initiatives and local walking groups	On Opening/Ongoing	Developer
		Provide details of ‘Walk to Work’ week	On Opening/Ongoing	Developer
		Provide a high-quality pedestrian environment within and immediately around the Site	Pre-Opening	Developer
		Cycling	Secure and covered cycle parking will be provided for the development	On Opening
	Provide information on local cycle network routes		On Opening	Developer
	Provide information on cycle health benefits		On Opening	Developer
	Provide information on financial benefits of cycling		On Opening	Developer
	Promote a Bicycle Users Group (BUG) for residents		On Opening/Ongoing	Developer
	Promotion of council-led initiatives, local cycling clubs and cycling events		On Opening/Ongoing	Developer
	Promote a Cycle Buddy Scheme		On Opening/Ongoing	Developer
	Review of cycle parking provision, should monitoring show that cycle parking is at 80% capacity.		Ongoing as part of monitoring schedule	Developer
Measures to Promote and Facilitate Public Transport Use		Provide up-to-date public transport information including timetables and bus and train company contact information	On Opening	Developer
		Information on council run transport schemes	Ongoing	Developer

1. 'Pre-opening' – the relevant measure will be implemented prior to the completion of the relevant part of the new Site
2. 'Within 'x' months' – following instigation of the travel plan for the relevant part of the Site