



Homes
England

The Housing and Regeneration Agency

West of Ifield, Crawley **Phase 1 Construction Traffic Management Plan**

10051123-ARC-XXX-ZZ-TR-TP-0001

Version 1 - Planning submission

July 2025



West of Ifield - Phase 1 Infrastructure

Construction Traffic Management Plan

Document Ref.:10051123-ARC-XXX-ZZ-TR-TP-0001

JUNE 2025

Version Control (optional)

Issue	Revision No.	Date Issued	Written by	Reviewed by	Approved by
Draft 1	P01	16/02/2024	TC	EFT	HN
Draft 2	P02	18/03/2024	TC	EFT	HN
Final (Addressing Client Comments)	P03	06/06/2025	TC	EFT	RT

This report dated 06 June 2025 has been prepared for Homes England (the “Client”) in accordance with the terms and conditions of appointment dated 01 March 2023 (the “Appointment”) between the Client and **Arcadis Consulting (UK) Limited** (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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Acronyms and Abbreviations

Abbreviation	Definition
CTMP	Construction Traffic Management Plan
NPPF	National Planning Policy Framework
WSCC	West Sussex County Council
HGVs	Heavy Goods Vehicles
CBC	Crawley Borough Council
HDC	Horsham District Council
SRN	Strategic Road Network
Wol	West of Ifield
CIHT	Chartered Institute of Highways and Transportation
CWMMC	Crawley Western Multi-Modal Corridor

1 Introduction

Arcadis Consulting UK Ltd (Arcadis) have been commissioned by Homes England to prepare a Construction Traffic Management Plan (CTMP) in support of the full planning application for Phase 1 of the development of a parcel of land located to the west of Ifield covering enabling infrastructure including the Crawley Western Multi-modal Corridor (CWMMC) (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of secondary school site and future development, including access to Rusper Road, supported by associated infrastructure and utilities and works.

1.1 Background

Homes England intends to redevelop a parcel of land approximately 172 ha of land ('the Site') in West Sussex for a residential-led mixed-use settlement. The area within the red line for the Phase 1 infrastructure (the detailed elements of the hybrid planning application) to which this document relates can be found in **Appendix A**. The Proposed Development will form a Crawley sustainable urban extension and includes land within the Horsham District Council.

Hybrid planning application (part outline and part full planning application) for a phased, mixed-use development comprising:

A full element covering enabling infrastructure, including the Crawley Western Multi-Modal Corridor (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of a secondary school site and future development, including access to Rusper Road, supported by associated infrastructure, utilities and works, alongside.

An outline element (with all matters reserved) including up to 3,000 residential homes (Class C2 and C3), commercial, business and service (Class E), general industrial (Class B2), storage or distribution (Class B8), hotel (Class C1), community and education facilities (Use Classes F1 and F2), gypsy and traveller pitches (sui generis), public open space with sports pitches, recreation, play and ancillary facilities, landscaping, water abstraction boreholes and associated infrastructure, utilities and works, including pedestrian and cycle routes and enabling demolition.

This hybrid planning application is accompanied by an Environmental Statement.

This hybrid planning application is for a phased development intended to be capable of coming forward in distinct and separable phases and/or plots in a severable way.

The full (Phase 1) element will include:

- Delivery of the first phase of the Crawley Western Multi-Modal Corridor, a new road with a dedicated bus lane and regular traffic lane in each direction, to form a connection from Charlwood Road to the east and the primary access route to the development.
- A primary street forming a spine road incorporating primary and secondary street connections, together with parking and loading bays, street lighting and fixtures.
- Active travel provision with dedicated cycle ways and footways within the primary street.
- Mobility Hubs and provision for bus transport with bus stops, car club bays, and bus priority through a bus-only connection to Rusper Road in the east.
- Bridge crossing of the River Mole.
- Site clearance and enabling works, including utilities diversions.
- Utilities, surface and foul drainage infrastructure to service the planned development plots.

- Landscape works incorporating sustainable urban drainage system (SuDS) corridors, flood mitigation features, ecological mitigation and enhancement, noise mitigation (including noise bund) and soft landscaping.
- Local amendments to existing public rights of way.

The outline element will include:

- Phased mixed use development of up to 3,000 homes, including a range of flats and houses, of which 35% will be affordable.
- Neighbourhood centre and associated community facilities, including a primary and secondary school, and minimum commitments to health centre, community centre, early year nursery and Local Leisure facility, alongside small scale centre uses including retail and potential hotel.
- Employment uses including flexible office and innovation space, alongside general industrial and logistics space across the neighbourhood centre and in the River Valley character area.
- Allowances for the potential delivery of specialist accommodation to suit older persons, as well as up to 15 gypsy and traveller pitches and commitments to Custom and Self build housing.
- Public open space and multifunctional green space with allotments, sports pitches, including a new sports hub, recreation, amenity green space play and ancillary facilities, retained landscape features, a minimum of 10% net gain in biodiversity, and strategic green space commitments.
- Allowances for key infrastructure and utilities, notably to achieve water neutrality including water treatment works and abstraction boreholes.
- The prioritisation of more sustainable travel modes and facilitated active mode connections, including an off-site pedestrian and cycle link across Ifield Meadows, off-site improvements to connect to Ifield station via public transport and cycle links, and through safeguarded expansion to multi-modal corridor provided under the detailed element.

Phase 1 (Rusper Road Access Point) infrastructure works are expected to support the start of delivery of new homes and will include the following;

- Site clearance, demolition and enabling works;
- Utilities and drainage;
- Primary street highway works connecting this phase of the development area to Rusper Road and Crawley Western Multi-modal Corridor and providing highway access to the primary and secondary school sites.
- Landscaping

Phase 1 (Charlwood Road Access Point) infrastructure works comprise site clearance and enabling works, utilities and drainage, CWMMC, River Mole bridge, flood compensation works and landscaping.

1.2 What is a CTMP?

CTMPs provide a framework to better manage all types of freight vehicle movement to and from construction sites. A CTMP is broadly the equivalent of a travel plan in that it sets out a number of measures and targets that are designed to reduce the impact of the construction on the local highway network and encourage more sustainable construction traffic processes.

The CTMP outlines how transportation activities will be managed during the construction phase of the development and will ensure the safety of workers and the public minimising traffic disruptions and adhering to local, regional and national regulations.

This CTMP outlines the management of traffic for the whole of Phase 1.

1.3 Benefits of a CTMP

The 'Building a Better Future for Freight: Construction Logistic Plans' identifies the benefits of CTMPs to local authorities and residents, building developers and freight operators.

In summary, CTMPs have the potential to:

- Help developers comply with National, Regional and Local planning policy;
- Demonstrate that construction materials can be delivered, and construction waste can be removed in a safe, efficient and sustainable manner;
- Identify deliveries to the Site that may be re-timed, reduced or consolidated, particularly during peak periods;
- Improve the reliability of deliveries and waste collection;
- Reduce operating costs for developers, contractors and suppliers;
- Reduce the impact of the development's construction upon residents, businesses and other stakeholders and,
- Cut congestion on the road network.

1.4 CTMP Objectives

The overall objective of this CTMP is to minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the Site.

To support the realisation of this objective, several sub-objectives have been set out and including:

- Encouraging construction workers to travel to the Site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CTMP with construction contractors;
- Communication of Site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.5 CTMP Structure

The CTMP is divided into the following chapters:

- Chapter 1: Introduction;
- Chapter 2: Policy Context;
- Chapter 3: Local Context;
- Chapter 4: Construction Programme;
- Chapter 5: Encouraging Sustainable Construction Freight; and
- Chapter 6: Conclusions.

2 Policy Context

The National, Regional and Local policies outlined below have been followed when producing this document.

2.1 National Policy

National Planning Policy Framework 2024

NPPF 2024 paragraph 115 states that when considering development proposals, *“It should be ensured that:*

- 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 Code⁴⁸; 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.”*

Paragraph 116 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

The Traffic Management Act 2004

The act makes *“provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street”*. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association 2016

Published in 2006 and updated in 2016, Designing for Deliveries provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access a construction site.

2.2 Regional Policy

The West Sussex County Council (WSCC) page permits the movement of heavy/abnormal loads, (should it be required) provided they comply with all relevant legislation, including:

- The Road Vehicles (Construction and Use) Regulations 1986,
- The Road Vehicles (Authorisation of Special Types) General Order 2003.

Furthermore, this refers to the number of days' notice required before these abnormal loads will be in operation on the road as stated in the legislation above.

The WSCC page also details a Lorry Route Network and contains an outline of roads that would be the desired route for lorries and other Heavy Goods Vehicles (HGVs) including abnormal loads. This is to aid the movement of lorries around the highway network especially developments with high volumes of HGV movement.

West Sussex Transport Plan 2022-2036

This document sets out the councils' plan to make travel around the county more sustainable and sets objectives in order to improve transport strategy in the area. The active travel strategy section of the plan sets out objectives and priorities regarding active travel. Point 6.11 detailing the approach to active travel states the intentions to:

"Minimise the carbon impacts of construction by using low carbon construction techniques and materials." To reduce emissions from construction.

2.3 Local Policy

Horsham District Local Plan 2021-2038

Strategic Policy HA2 refers directly to the development, Land West of Ifield. Section 8 (part e) of this policy states that:

"e) A comprehensive Travel Plan and Construction Travel Plan to be agreed by the Council and Local Highway Authority is submitted, to cover the entire construction period, which demonstrates the long-term embedment of the transport strategy".

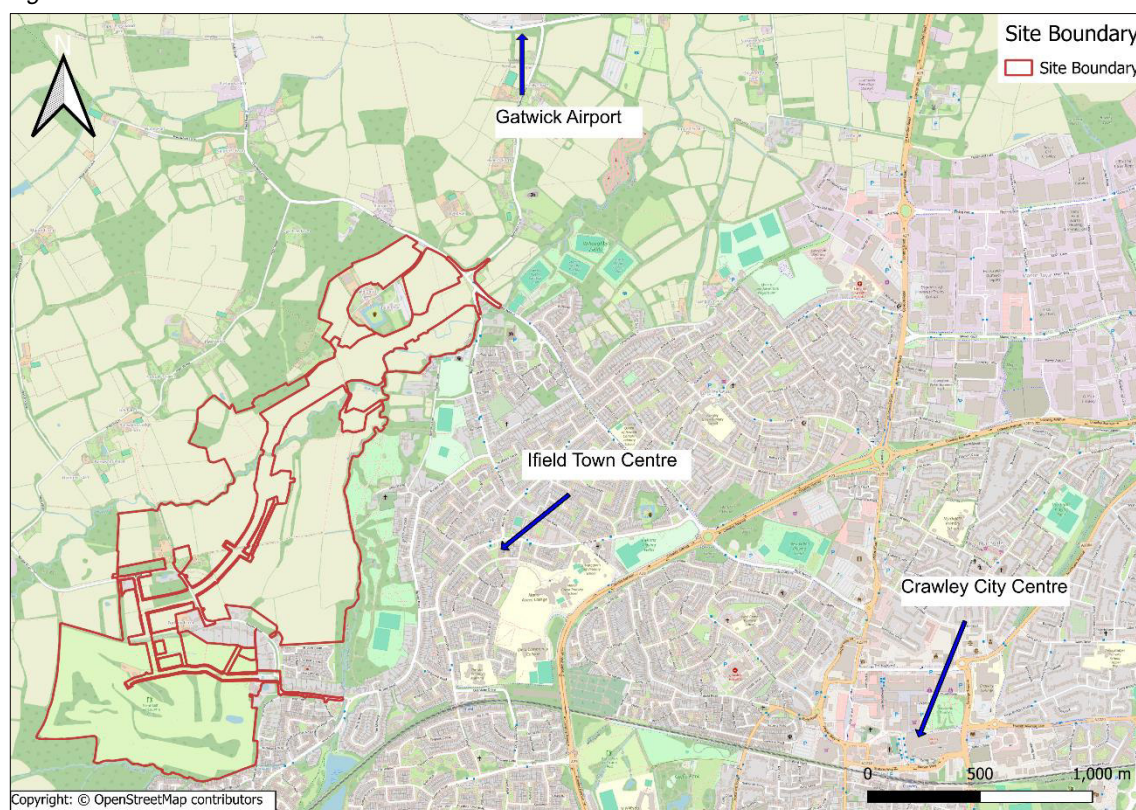
3 Local Context

This section of the CTMP provides Site context regarding Site location, surrounding land use, existing highway network, public transport and cycling and walking infrastructure in the vicinity of the Site.

3.1 Site Location

The West of Ifield site ('the Site') falls entirely within the administrative area of Horsham District Council (HDC) although it immediately abuts the Crawley Borough Council (CBC) boundary. The Site is located south of Charlwood Road, beyond which lies Gatwick Airport. The Site lies to the north of the Arun Valley railway line and adjoins the existing neighbourhoods of Ifield and Langley Green in Crawley. To the east, the Site is bounded by trees and Ifield Village. Ifield West and ancient woodland are to the south and the River Mole and ancient woodland to the west. Figure 3-1 below shows the Site location.

Figure 3-1 Site Location



The Site is predominantly occupied by a mixture of arable and pastoral fields and includes the Ifield Golf Course and Country Club (hereafter referred to as the 'golf course') in the south. The River Mole is present across the western part of the Site and flows from south-west to north-east.

Current access to the Site is via Charlwood Road in the north and Rusper Road to the south.

An area to the east of the Site is occupied by Ifield Meadow, which adjoins a wooded area and extends into an area of ancient woodland. Ifield Brook Wood and Meadows is designated as a Local Wildlife Site (LWS) and a Site of Nature Conservation Importance (SNCI). The majority of this area is outside of the application boundary, but within the control of Homes England and will be retained as part of the proposed Development. A small pedestrian and cycle route across Ifield Meadow will be provided to sensitively connect the new community to Crawley.

3.2 Existing Highway and Accessibility

This section provides a summary description of the existing situation regarding the local highway network, public transport and cycling and walking facilities in the vicinity of the Site and along the proposed construction routes in the local area.

This section has been divided into two sections Phase 1-Rusper Road Access Point and Phase 1-Charlwood Road Access Point as they will be accessed via different routes.

Phase 1- Rusper Road Access Point

Highway Network

The access point to the Site will be taken via an existing access on Rusper Road. The nearest Strategic Road Network (SRN) is the A23 Crawley Avenue. Leaving the A23 at the junction with Gossops Drive, the route the construction traffic will have to go through consists of the following roads:

- Gossops Drive,
- Overdene Drive,
- Ifield Drive,
- Tangmere Road.
- Ifield Drive
- Tangmere Drive
- Rusper Road

A23- Crawley Avenue

Crawley Avenue A23 is a dual carriageway with a speed limit of 50mph. There is a central reservation in the form of a grass verge with barriers separating the northbound and southbound traffic. There are also grass verges separating the shared path from the carriageway making the path suitable for its usage. There is a single solid white line running down both sides of the carriageway indicating that parking is prohibited.

There is a Toucan crossing at the south arm of the A23 at the junction between Crawley Avenue and Gossops Drive, with tactile paving and dropped kerbs making crossing for both pedestrians and cyclists more accessible. Over the carriageway, there is a footbridge allowing for easy movement by pedestrians and cyclists from one side of the carriageway to the other. This footbridge is accessible from the footway on Gossops Drive, on the north side of the carriageway. The footbridge is also accessible from the footway on Crawley Avenue on the side of the southbound.

Gossops Drive

Gossops Drive is a two-way road with a speed limit of 30mph fronted by dwellings. The junction of Gossops Drive with the A23 is signalised and provides a toucan crossing for easy pedestrian and cyclist crossing. There are shared paths on both sides of this road. The shared path to the north is separated from the carriageway by a grass verge. This shared path leads to a footbridge over the dual carriageway. The shared path to the south is separated from the carriageway by a raised grass verge. Both sides of the road are for the use of both pedestrians and cyclists which is indicated by signage and the designated cycle trail. The shared paths on the north and south sides of the road are approximately 1.8m and 1.9m respectively. There are also double yellow lines up until Gossops Drive meets Overdene Drive meaning no parking is allowed.

Overdene Drive

Overdene Drive meets with Gossops Drive at a mini roundabout junction. Only the southern part of the road up to Hazelwood is fronted by dwellings. Almost immediately after, there is a junction where Overdene Drive meets Gossops Green Lane. For approximately 115m, there is a grass verge separating the shared path from the carriageway. This shared path is approximately 1.4 m wide, increasing to approximately 2.2m once the grass verge ends. On approach to a pelican crossing, approximately 145m from the junction where Overdene Drive meets Nurserylands, there are zigzag white lines prohibiting parking and overtaking. The speed limit decreases from 30mph to 20mph.

Metal fencing separating the shared path from the carriageway begins approximately 42m before the pelican crossing. This fencing continues as this road forms a bridge over the railway. There are footways on either side of the bridge that are approximately 1.8m wide. Zigzag white lines continue after the pelican crossing for approximately 18.3m, restricting parking. After the bridge a hard bend forms at almost 90 degrees, where the road then continues to run in the east-to-west direction up until the junction with Ifield Drive. There are double yellow lines spanning the distance from the hard bend up until the Ifield Drive junction. There is footway only on the south side of the road measuring approximately 2m wide. Overdene Drive forms a staggered junction with Ifield Drive and Tangmere Road.

Ifield Drive

This is two-way residential road with a speed limit of 30mph. The footways on both sides are separated by grass verges and wooden barriers in some areas and are approximately 2.6m wide on either side. Travelling south on Ifield Drive leads to direct access to the Ifield rail station. The main access to the Mill Primary Academy, for both pedestrians and vehicles, is located at Ifield Drive arm of the junction with Overdene Drive.

There are yellow zig-zag lines directly in front of the school and a single solid yellow line opposite, both measures there to prohibit parking. At the junction where Ifield Drive meets Tangmere Drive, there are pelican crossings with tactile paving.

Tangmere Drive

Tangmere Drive is a two-way residential road with a 30mph speed limit. The footway to the east is 2.4m wide with a grass verge separating this footway from the carriageway which is approximately 10m wide. The footway to the west is approximately 2.1m wide with grass verges of around 3.2m separating the footway and the carriageway. There are on-street parking on both sides of the road.

Rusper Road

This two-way residential road has a 30mph speed limit. The north footway is 1.5m wide while the footway to the south is 1.8m wide. At the mini roundabout where Rusper Road meets Hyde Drive, there are grass verges separating the carriageway and the footway. There are no parking restrictions along the Rusper Road route up to the mini roundabout where Rusper Road meets Hyde Drive. For approximately 50m after the mini roundabout junction, there is no footway to the south. There are no parking restrictions for the rest of the route.

Public Transport

The nearest bus stop to the Site is located 450m east of the Site on Hyde Drive, a 5-minute walk. This bus stop is served by the number 2 metro bus which operates southeast-bound to Tilgate and a northeast-bound destination of Ifield West. The timetable for this stop is shown in the table below.

Table 3-1: Bus timetables for buses near phase 1 Rusper Road Access Point

Bus Number	Route	Timings
2	Tilgate, opposite K2 leisure centre to Ifield West	Starting at 6:15 in 30-minute intervals until 7:04 where they come every 12-15 minutes.

The nearest train station to the Site is Ifield train station, which is 1.1km from the Site, a 15-minute walk. Trains from this station operate to Peterborough and Horsham every 30 minutes. Furthermore, a southern railway train service to Bognor Regis operates from this station every 30 minutes as well. The timetable for this stop is shown in the table below.

There are also bus stops located within 240m of the Ifield train station. The timetable for all the bus stops is shown below.

Table 3-2: Bus timetables for buses near Ifield train station

Location of bus stop	Bus Number	Route	Timings
Ifield Drive	200	Horsham to Gatwick airport	Every 30 minutes
Ifield Drive	692	Crawley to St Wilfred's school	7:57 and 3:48 Monday to Friday
Ifield Drive	2	Tilgate, opposite K2 leisure centre to Ifield West	Starting at 6:15 in 30-minute intervals until 7:04 where they come every 12-15 minutes.

The 692-metro bus is only operational twice a day from Monday to Friday and is used by school pupils to get to different schools within the area including St Wilfred's School, with its initial destination being Crawley bus station.

The number 200 bus is operational all days of the week and travels in a northbound direction from Horsham bus station with its final destinations as the north and south terminals in Gatwick airport.

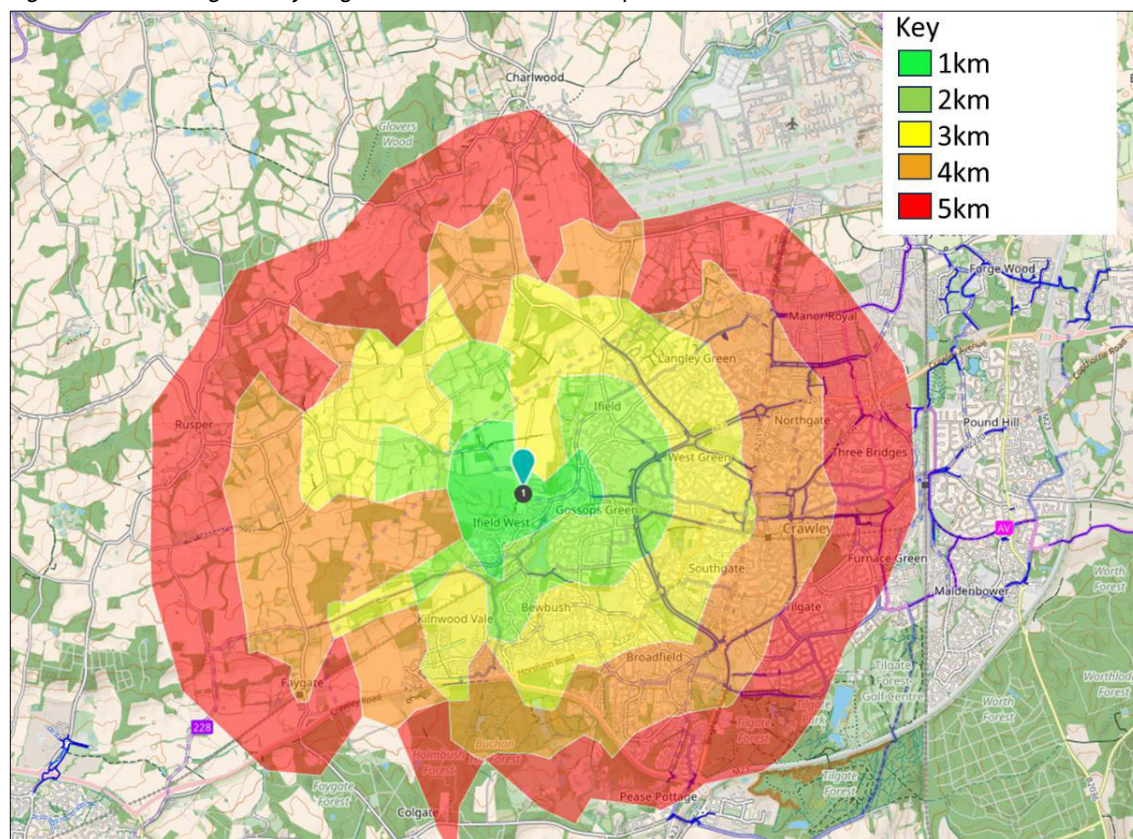
The number 2 metro bus is operational all days of the week and travels southeast-bound to Tilgate with a northeast-bound destination of Ifield West.

Active Travel

This section presents a review of the existing sustainable and active modes of transport conditions connected to the construction Site. This demonstrates the construction Site accessibility by sustainable modes of transport and facilities to assist the construction workers in making conscious choices for travelling.

The Chartered Institute of Highways and Transportation (CIHT) states that people are willing to walk up to 2km for local amenities and services and cycle up to 5km. Figure 3-2 shows the isochrone map covering an area of 5km from the Site access.

Figure 3-2 : Walking and Cycling Isochrones Phase 1-Rusper Road Access Point.



Local amenities

Within cycling distance from the Site, there are some accessible local amenities and services. The Ifield train station is located within a 1km walking distance (as indicated by the yellow star on the map) from the access point which makes it a very desirable location in terms of ease of access to the Site.

There is a tesco supermarket 1.2km from the Site. There are also some hospitality facilities such as a Papa John's takeaway. There is also a restaurant that serves Indian food and a pub all within 1.9km of the Site.

Crawley shopping centre is located 3.6km from the Site, which holds many amenities. This includes a few hospitality facilities and a few supermarkets including Marks & Spencer. As well as this, there is a gym located here and banking facilities.

Along the route there is a school, The Mill Primary Academy, located on Ifield Drive.

There are also 2 places of worship within 1.6km of the Site as well as a medical centre which is 1.4km from the Site.

Challenges and Considerations

The vicinity of the proposed construction traffic route consists of predominantly residential development. However, there is a good level of combined pedestrian and cycle infrastructure along the route mostly separated by grass verges. Moreover, most of the accesses to dwellings are not taken directly from the roads that comprise the construction route. That said the Mill Primary Academy entrance is located at Ifield Road within a section of the construction traffic route.

HGV movement will be out of peak school hours to reduce the impact on the school drop-off and pick-up times. Furthermore, HGV drivers will be made aware of the potential increase of cars parked on both sides of Tangmere Road due to the school times.

Where the width of the road does not comfortably accommodate two-way HGV, a Traffic Signal will be put in place, for example on Rusper Road as it is quite narrow measuring 4.6m wide.

Note that works may sever existing PRowS at a number of locations. The principal contractor will need to secure temporary diversion consents to suit its final programme/methodology.

Also, based on the following desktop review, it seems that nearby roads cannot safely accommodate temporary footway diversions. Therefore, existing routes would need to be closed for the duration of the relevant works or temporarily diverted with a phased construction approach. Discussions with the PRow officer will need to take place to allow some of the PRowS to be temporarily closed and/or temporarily diverted. For more details, please refer to the Outline CEMP submitted to support this planning application.

Phase 1- Charlwood Road Access Point

Highway Network

The access point for this Site is located on Charlwood Road. This provides a straight route to the A23 roundabout through only one residential road, Ifield Avenue.

Charlwood Road

Charlwood Road is a tertiary highway with a speed limit of 40mph. The footways only begin to be on both sides at the junction with Bonnetts Lane and are approximately 2m wide with grass verges separating them from the carriageway. Before the junction with Bonnetts Lane shared paths are only available on the eastern side of the road. There are no parking restrictions on this road.

Ifield Avenue

The speed limit for this road is 40mph after the junction with Stafford Road and the shared path to the east is no longer available. The shared path to the west is approximately 1.8m wide and is separated from the carriageway by a grass verge.

Ifield Avenue provides a bridge over the river Mole. This is indicated by a small brick wall on either side of the carriageway.

Signage at different points along the road indicates where cycle routes end which further indicates that at several points along this road, the path is shared by pedestrians and cyclists.

At the roundabout with Rokewood Drive, the speed limit decreases to 30mph. At circa 44m from the Ifield Avenue junction with Rushetts Road, there is a central reservation with tactile paving to aid the crossing of pedestrians and cyclists. Where Ifield Avenue meet the SRN, at Ifield roundabout, there are toucan crossings to aid with the flow of traffic coming on and off the SRN. There are no parking restrictions along Ifield Avenue.

Public Transport

The nearest bus stop to this access point of the Site is located on Bonnets Lane and is directly next to the access point. This bus stop is served by the number 21 metro bus which operates northbound to Epsom and southbound to Crawley.

Table 3-3: Bus timetable for buses near phase 1-Charlwood Road Access Point

Bus Number	Route	Timings
21	Epsom to Crawley	Starting at 6:20 in 2.5-hour intervals.

There is also a bus stop located 1km from the access point which is served by the bus routes near the station, therefore making it easy to get to the Site from the station as the bus would drop them a 15-minute walk from the access point. The timetable for this stop is shown below.

Table 3-4: Bus Timetable Phase 1 (Charlwood Road Access Point) to the Train Station

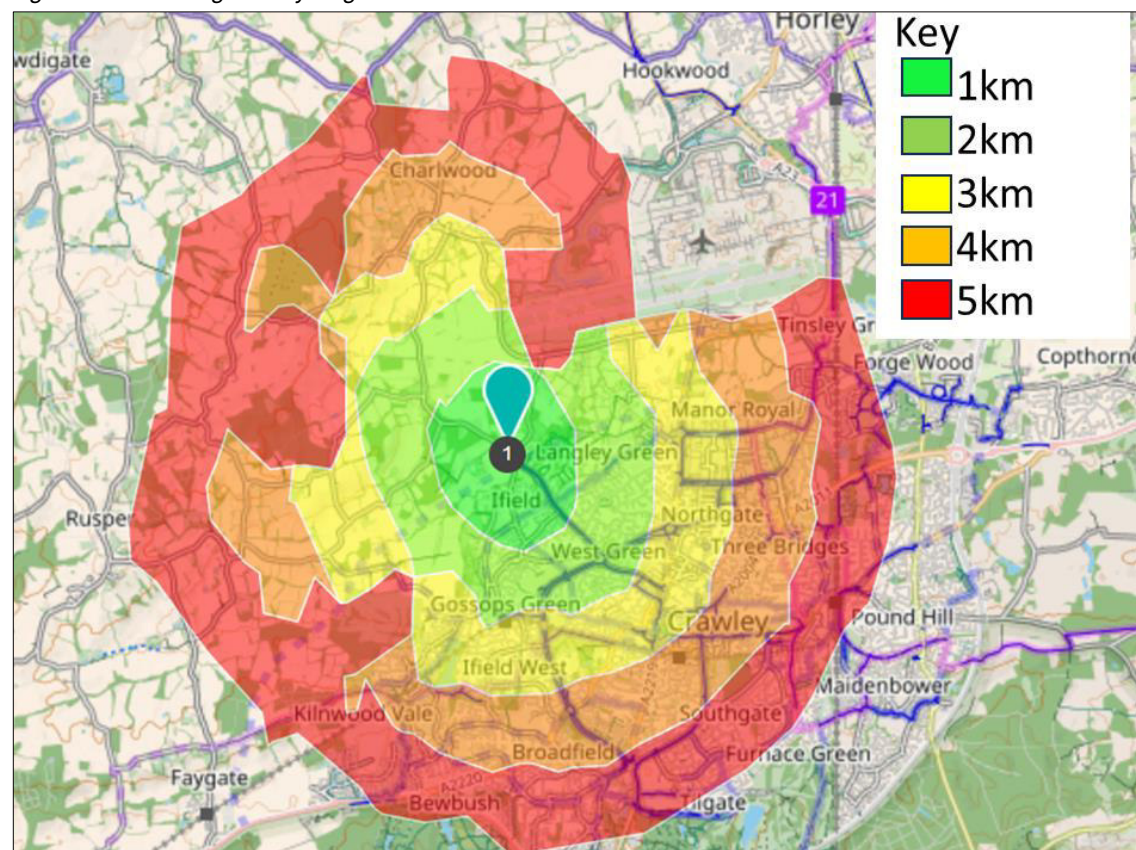
Location of bus stop	Bus Number	Route	Timings
Climping Road	2	Tilgate, opposite K2 leisure centre to Ifield West	Starting at 6:15 in 30-minute intervals until 7:04 where they come every 12-15 minutes.
Climping Road	200	Horsham to Gatwick airport	Every 30 minutes
Climping Road	692	Crawley to St Wilfred's school	7:57 and 3:48 Monday to Friday

Active Travel

This section presents a review of the existing sustainable and active modes of transport conditions connected to the Construction Site. This demonstrates the construction Site accessibility by sustainable modes of transport and facilities to assist the construction workers in making conscious choices for travelling.

The Chartered Institute of Highways and Transportation (CIHT) states that people are willing to walk up to 2km for local amenities and services and cycle up to 5km. Figure 3-3 shows the isochrone map covering an area of 5km from the Site access.

Figure 3-3 : Walking and Cycling Isochrones Phase 1 Charlwood Road Access Point



Local Amenities/Services

The vicinity of the Site mainly consists of residential developments, there are no educational facilities located on this construction route.

Within this vicinity, there are a few retail units including supermarkets such as co-op. Also, there is a small retail park 2.5km from this access route with many facilities. There are many hospitality facilities including McDonald's and Nandos, as well as a Sainsbury supermarket. There are gym facilities including the Crawley Leisure Centre and banking facilities.

There are also 2 places of worship within 1.6km of the Site as well as a medical centre which is 1.4km from the Site.

Challenges and Considerations

Although Ifield Avenue is surrounded by residential development, with a number of educational commercial and recreational uses, none of those have direct access from the route. Furthermore, there are shared paths for most of this route, however, there is no dedicated cycling infrastructure.

As per Phase 1 detailed above, works may sever existing PRowS. The principal contractor will need to secure temporary diversion consents to suit its final programme/methodology.

4 Construction Programme

This section provides an overview of the construction programme, demolition and construction phasing, proposed construction routes and Site access points.

4.1 Enabling Works and Construction Phasing

The construction of the enabling infrastructure will be divided into two phases – Phase 1 (Rusper Road Access Point) for the construction of the access road, key linkages and utilities to support the delivery of a secondary school and wider built development. Phase 1 (Charlwood Road Access Point) relates to the delivery of the of the Crawley Western Multi-modal Corridor made up of a multi-modal connection within the Site and Charlwood Road and associated structures across the River Mole and Ifield Brook floodplains.

The enabling works and main construction programme will be defined once a construction contractor (the Contractor) is appointed. As such, the construction details presented in this Outline CTMP are draft and may be subject to change.

At present, the overall construction programme for the scheme (Phase 1) is expected to be approximately 23 months. This will be confirmed upon appointment of the Contractor and communicated to all statutory authorities.

Phase 1- Rusper Road Access Point

Phase 1 (Rusper Road Access Point) of this construction programme is expected to take 52 weeks from the start of mobilisation to the end of landscaping. Construction works for this phase will be taking place from Monday to Saturday each week, however, timings for these days have not yet been confirmed.

Phase 1- Charlwood Road Access Point

Phase 1 (Charlwood Road Access Point) of this construction programme is estimated to take slightly longer than the Rusper Road access point with it spanning over 76 weeks from the start of mobilisation to the end of landscaping. Construction works for this phase will be taking place from Monday to Saturday each week. However, the timings for these days have not yet been confirmed. Some works for this phase will coincide with works for the Rusper Road access, highway works for this phase will begin before the completion of the River Mole Bridge, hence the overlapping of work.

4.2 Working Practices

The Site working hours will be discussed and agreed upon with HDC and WSCC Highways but have been assumed to be as follows:

- Monday to Friday: 8 am - 6 pm
- Saturday: 9 am - 1 pm

All works will be within the agreed hours, unless or in the event of exceptional circumstances such as listed below, however, it will be discussed and agreed upon with the LHA:

- An emergency or health and safety issue demands the continuation of work (e.g. if the safety hoarding is dislodged and needs to be replaced);
- Completion of an operation that would otherwise cause greater interference with the environment/general public if left unfinished;
- A requirement to complete concrete pours due to unforeseen overruns caused by, for example, offsite batching plant issues and traffic delays; and/or
- Weekend periods when partial road closures may be required for works, such as tower crane installation and decommissioning, and craning plant onto roof spaces, so not as to disrupt traffic during a weekday when the area will be busier.

Construction deliveries, as much as possible, will be made between 09:00 am and 3:00 pm outside of peak periods, to account for the school peak period.

4.3 Anticipated Vehicle Movements

This section of the Outline CTMP provides an estimate of construction traffic movements associated with the proposed development.

Typically, the most robust estimates of construction traffic data are generated following the appointment of the principal contractor, and these are often presented within a Final Construction Environmental Management Plan (CEMP), Method Statement or a Detailed CTMP prepared prior to construction (post-planning consent). Such documents contain estimates of workforce movements to/from the Site, delivery vehicles to the Site, removal of material from the Site and trips made by associated trades. However, for the purposes of a preliminary assessment, and without a Principal Contractor in place, the volume and classification of traffic associated with the construction phase(s) of the proposed development has been estimated based on the "Ready Reckoner" methodology provided within the TRICS "*Construction Traffic – Research Report*" (TRICS, 2008), provided in **Appendix B**.

Methodology (Vehicle Volumes)

The volume of traffic associated with the construction phase(s) of the proposed development has been estimated based on the "Ready Reckoner" methodology provided within the TRICS "*Construction Traffic – Research Report*" document which states the following:

"Constructing Excellence recorded 'Commercial Vehicle Movement KPI' as part of the 2007 UK Construction Industry Key Performance Indicators. This uses a measure of the total number of commercial vehicle one-way movements onto a site (collected from security or other gate records, contractor notes and waste transfer notes) against the total project value. For inclusion, sites used in the assessment should be entirely non-operational, i.e. being constructed without any elements of the site being occupied which may skew the data..."

"Based on data collected in 2006, the total recorded movements onto a site (per £100,000 of project value) are 29.4 one-way trips (www.kpizone.com). For deliveries of materials, the indicator simply considers the final

delivery journey to the site, therefore not accounting for off-site storage, consolidation of loads or other factors”

As construction inflation has risen considerably since 2006, a factor of the building cost index between 2006 and 2024 has been calculated based on the UK Tender Price and Building Cost Indices Release date 1 January 2024 ([costmodelling](#)), (**Appendix B**) and applied to the base project value of £100,000. The estimated base value to calculate construction vehicle trips today would be £171,851.85. The current expected value of construction is a total of £67,388,269.45 for Phase 1.

Construction Vehicle Classification

The potential vehicle types associated with construction works are highly dependent upon the nature of the job. TRICS “*Construction Traffic – Research Report*” states the following: “*The varieties of activities that may take place during construction require the use of a wide range of vehicle types. These may be identified and grouped according to their size:*

- *Car / pick up / 3.5-ton van*
- *7.5 ton box van/ panel van*
- *Low loader and articulated Heavy Goods Vehicle (HGV)*
- *Ready mix concrete truck*
- *Mobile crane*
- *Skip lorry*
- *32-ton tipper truck”*

At this stage in the project, without an appointed contractor in place, it is only possible to undertake a preliminary estimate of the number and classification of vehicle movements expected at the development Site during the construction process, based on evidence collected elsewhere.

Vehicle Movements by Classification

Based on the Ready Reckoner approach outlined above, we might expect some 11,529 one-way trips to take place associated with the scheme’s construction. Table 4-2 provides an estimate of the likely total number of one-way movements undertaken for each type of construction vehicle.

Table 4-1 Preliminary Estimate of Construction Vehicle Numbers and Vehicle Classification

Vehicle Type	Number of Vehicle Trips	% of Total Vehicle Trips
Car/Pick up/3.5T Van	1,268	11%
7.5T Box Van/ Panel Van	2,075	18%
Low Loader	231	2%
Ready Mix Concrete Truck	2,652	23%
Mobile Crane	115	>1%
Skip Lorry	115	1%
32T Tipper truck	5,188	45%
Total	11,529	100%

The table shows that approximately 8,301 of the 11529 (circa.72%) total one-way movements could be considered as HGV movements. The total number of two-way trips (arrivals and departures) associated with the works would thus be in the order of 23,057 of which 16,601 could be considered as HGV movements.

From the above data, estimation of the daily trips at the Site is possible, assuming that any building works will be undertaken between Monday and Friday (08:00– 18:00) and Saturday (09:00 – 13.00). Based on the current programme is estimated that construction will take 128 weeks to complete, equating to 832 working days, counting 6.5 days a week.

Some variation in flow on a day-to-day basis is reasonably expected as different phases of the development take place. However, based on the above construction programme, we would expect up to 14 vehicles a day or 28 movements, of which 72% could be expected to be via HGV. In terms of vehicles per hour, on a 10-hour per day basis, we could expect up to 3 vehicles movement per hour. These will not result in a significant impact on the operation of the surrounding highway network.

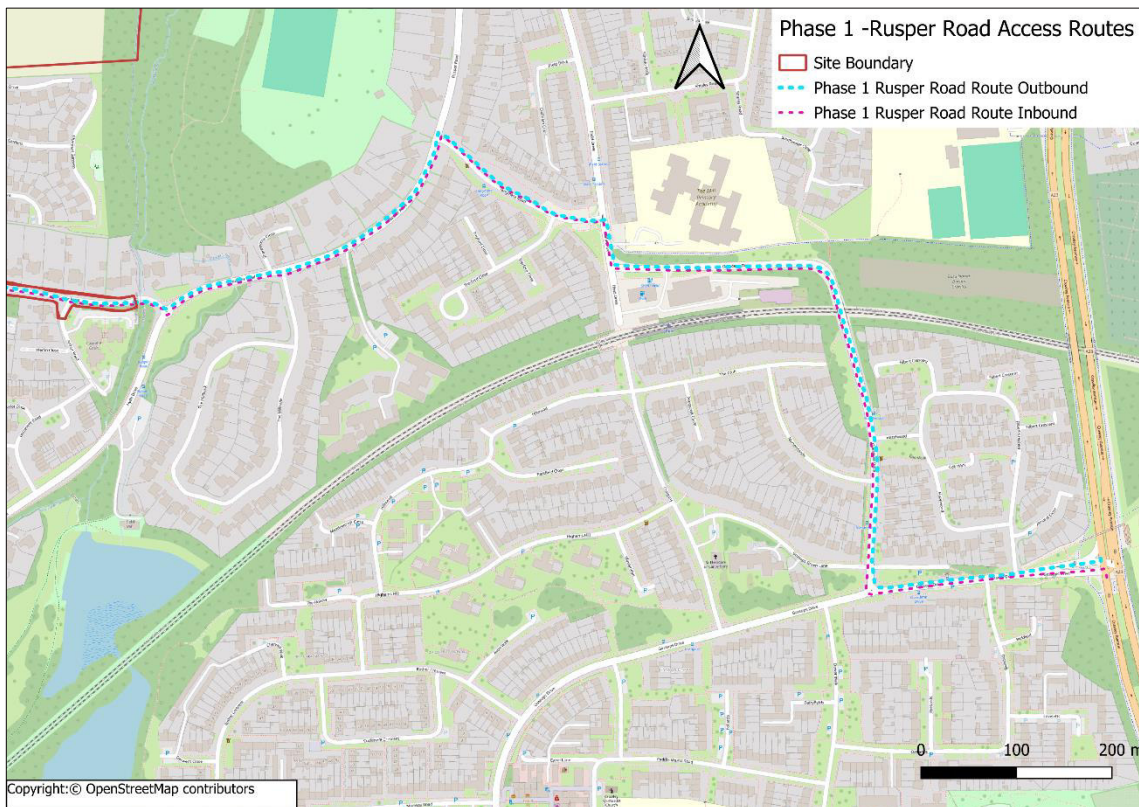
4.4 Demolition/Construction Routes and Highway Capacity

Access routes to and from the Site to be used by heavy goods vehicles (HGVs) will be agreed upon with WSCC/HBDC prior to initiation of the demolition of construction programmes.

Phase 1- Rusper Road Access Point

At this stage, the anticipated routes to be used by construction traffic to access/egress this part of Phase 1 are assumed to access/egress the Site from Rusper Road at the existing access point which then leads to A23 via Ifield Dr, Overdene Drive and Gossops Drive. The initial access route is shown in Figure 4-1.

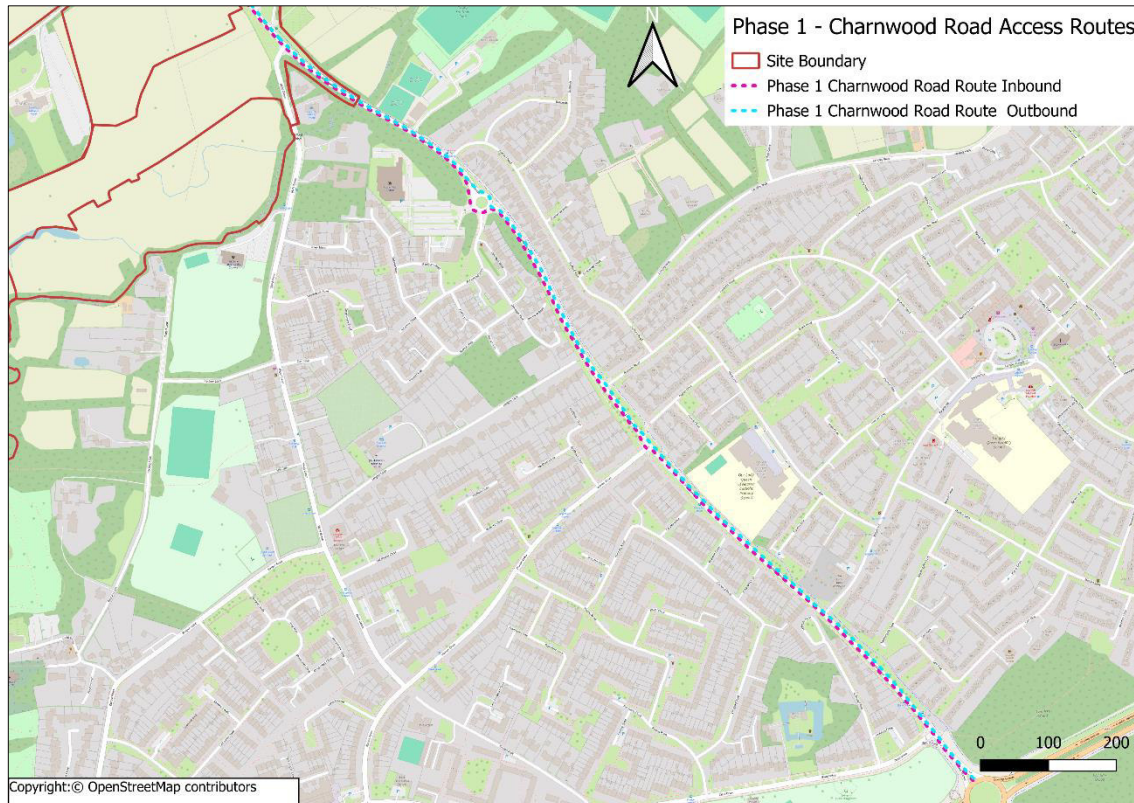
Figure 4-1 Phase 1 Rusper Road Access Route



Phase 1- Charlwood Road Access Point

At this stage, the anticipated routes to be used by construction traffic to access/egress this part of Phase 1 are assumed to access/egress the Site from Charlwood Road at the existing access to the fields which then leads to A23 via Ifield Avenue Drive. The initial access route is shown in Figure 4-2.

Figure 4-2 Phase 1 Charlwood Road Access Route



4.5 Construction Worker Access

Construction workers are expected to use the same route as the HGVs. Due to the relative difficulty of public transport, particularly at the Charlwood Road access, sufficient car parking spaces will be made available to cater for the construction personnel.

However, the availability of parking spaces will be limited. The construction site manager could implement a number of initiatives to reduce single-car use. Some of the initiatives might be a car-share scheme between the construction personnel; and provide reserved spaces for those who need to carry heavy equipment or materials to the Site and those who demonstrate that public transport is not viable.

A crew bus/van could also be provided by the contractor to all the Site labour forces, operatives and visitors that could be made available to/ from Ifield train station to the compound of the Charlwood Road access point. This will ensure a minimal impact on the Site construction traffic/daily construction activity.

In addition, a number of covered and secure cycle parking spaces will be available for the construction workers.

Unapproved parking on public roads by construction workers will not be permitted. This will be managed by the construction Site manager who will issue a verbal and subsequently written warning to the staff parking on the street.

4.6 Cumulative Impact

At present, part of the construction of the school at the Site will overlap with the end of the construction of Phase 1 (Rusper Road Access) of the enabling infrastructure works. This will be calculated once the principal contractor has been appointed and the final number of HGV is provided.

Research into the WSCC/HBDC planning portal was undertaken for developments of substantial size that may be constructed concurrently to the Site for Phase 1 construction and potentially cause significant cumulative effects. The research included a list of committed developments provided by WSCC to be included in the TA.

It appears that no other substantial construction will happen at the same time as the West of Ifield Phase 1. However, Potential significant cumulative effects will continue to be considered as the project progresses and the construction programme is developed.

5 Encouraging Sustainable Construction Freight

The following measures have been identified to help the appointed contractor manage access to the Site.

5.1 Construction and Logistics Measures

The table below outlines the CTMP measures, their benefits, the timescale for implementation and the responsibility for bringing them forward. These measures aim to achieve the CTMP objectives and minimise the impact of construction-related vehicle movements estimated for the Site.

The CTMP measures will require further development once the construction contractor(s) are formally appointed.

Table 5-1: CTMP Measures, Benefits, Timescales and Responsibilities

Measure	Description	Benefit	Timescale	Responsibility
Management of the CTMP				
Adoption of the CTMP by key stakeholders	Early stakeholder 'buy-in' from the construction contractor(s) will be vital in ensuring that the CTMP becomes an active and influential document.	The involvement of the contractor will mean that more policies could be implemented, and better results delivered.	Once the construction contractor is appointed	Developer
Raise awareness and promote CTMP initiatives	Site information, leaflets, and construction forum meetings with workers and suppliers	To encourage construction workers to travel by non-car modes and sustainable construction vehicle movements to/from and within the Site.	Prior to the commencement of construction and continuing throughout the programme.	contractor
Construction vehicle access				
Access routes for construction vehicles	Provide clear, signed and uncongested routes for construction vehicles and provide drivers with access route maps.	Minimise localised congestion and ensure that there are no access issues.	This will be implemented prior to construction.	Developer
Reducing construction trips				
Construction workers	Minimising car parking for construction workers and encouraging them to travel by non-	To minimise the impact of construction on the local highway network.	To be implemented prior to construction.	Contractor and Developer

Measure	Description	Benefit	Timescale	Responsibility
	car modes through the induction process.			
Crew Bus	forces, operatives and visitors will be encouraged to use a crew bus which will be made available to transport staff to and from Chelmsford train station during the day shift.	This will ensure a minimal impact on the Site construction traffic/daily construction activity.	To be implemented prior to construction.	Contractor and Developer
Construction Traffic Management Plan	A CTMP will outline how and when vehicles can best access the Site. It will encourage off-peak vehicle trips and proactive management to consolidate and reduce vehicle movements where possible.	Implementing a CTMP will ensure that access routes, delivery and waiting areas are used efficiently and congestion is minimised.	Prior to the commencement of construction and continuing throughout the programme.	Contractor and Developer
Use of local materials	Encourage contractors to source items locally.	Sourcing items local to the Site will reduce the number of deliveries and distance of vehicles travelled.	Prior to the commencement of construction and continuing throughout the programme.	Contractor
Construction Operations				
Site Information	Publish details of construction facilities and procedures to workers and contractors indicating the most suitable times and locations for deliveries 'best practice' suppliers/couriers.	Encourage deliveries out of peak times. Ensure construction deliveries are efficient and spend minimal time on Site.	Upon Occupation	Contractor

Measure	Description	Benefit	Timescale	Responsibility
Central Area for Loading/Unloading Materials	Use of a centralised area for loading/unloading of construction materials.	To minimise construction vehicle movements within the construction Site.	Prior to the commencement of construction and continuing throughout the programme.	Contractor
Freight Operator Recognition System	Use of companies who are FORS members and encourage companies to sign up for the FORS scheme and/or commit to best practices	FORS offers incentives to members to increase the sustainability of freight movements, training/vehicle maintenance and fleet management to improve safety/fuel efficiency and reduce CO2 emissions. FORS also promotes cycling and associated vehicle safety measures.	Prior to the commencement of construction and continuing throughout the programme.	Contractor and Developer
Vehicle Booking System	Implement a vehicle booking/management system.	To manage and schedule deliveries to the Site.	Prior to the commencement of construction and continuing throughout the programme	Contractor
Managing Access/Egress	A "Just in Time" system will be operated with vehicles travelling to the Site held in a holding yard until notified by phone/radio by an on-site operative. The operative will also manage egress from the Site to prevent multiple vehicles from entering/egressing at the same time.	To ensure efficient access/egress to/from the Site.	During Demolition/Construction	Contractor

5.2 CTMP Targets

As the principal contractor is not yet appointed, it is not considered appropriate to develop any specific targets at this stage.

When developing targets in the future they should align with the objectives and measures set out previously. Examples of targets that may be developed include:

- Number (or specific proportion) of construction vehicle trips to be undertaken during the AM and PM peak hours;
- All (or a specific proportion) servicing and delivery companies used must be members of FORS; and
- A specific percentage of the proposed development construction vehicles are to be 'green' or low-emission vehicles.

5.3 Management of the CTMP

The developer will work with the contractor to ensure that the detailed CTMP is implemented and developed prior to construction. The continued management of the CTMP will continue to be the responsibility of the contractor during the construction programme.

5.4 Raising Awareness of the CTMP

It will be important to inform the construction workers and suppliers about this CTMP, including:

- What is the CTMP's purpose and function;
- The importance of the CTMP in understanding freight movement and impacts; and
- What contractors can do to help encourage the use of sustainable freight to and from the Site.

To increase awareness of the CTMP, relevant workers and suppliers will be given information on the CTMP and encouraged to make sustainable travel choices to and from the Site. For workers, this will be done through the induction process, where they will also be informed about the travel options available to them.

It is essential that employees working at the Site and suppliers are involved in the implementation of the CTMP.

6 Conclusions

This report has presented the Outline CTMP for the development of the Site - Phase 1 infrastructure and provides an estimate of the number of vehicle trips accessing the Site during Phase 1 of the development. As the principal contractor for the construction has not yet been appointed, the number of construction vehicles that will be using the Site presented in this report is an estimation using the TRICS "*Construction Traffic – Research Report*" as a guideline, which bases the vehicle trip calculation on the cost of the construction.

Although, at this point, the calculation of vehicle trips indicates that the number of construction vehicles will not result in a significant impact on the operation of the surrounding highway network, a series of measures are proposed to form part of the Outline CTMP with the intention of reducing the impact of construction vehicle traffic upon the highway network. These measures focus on encouraging sustainable construction vehicle movements to the Site and reducing any unnecessary construction-related trips, particularly during peak traffic hours. The proposed measures will be further developed once the principal contractor is appointed.

Also, as the construction programme is being developed, it is not possible to present any specific targets for the Outline CTMP; it is the intention that these targets will be developed at a later stage in conjunction with a Detailed Construction Traffic Management Plan and in consultation with the LHA.

The targets will ensure the future evolution of this Outline CTMP, which is intended to be a live document and can be regularly updated to adapt to changes in programme or construction methods.