

Transport Statement

Land North of Wishing Wells Farm Shop

Old London Road, Hickstead RH17 5LZ



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Issue	Issue date	Compiled	Checked	Authorised
ISSUE 1	March 2026	RIN	LNS	LNS

1 Introduction

- 1.1 This report has been prepared by GTA Civils and Transport in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 The report is in support of planning application DM/26/0165 relating to a site described in the application as Land North of Wishing Wells Farm Shop, Old London Road, Hickstead RH17 5LZ. A previous application for a larger site including the current application site was withdrawn in January 2025 (DM/22/3130). Reference is made in parts of this report to transport documents submitted in support of that earlier application.

2 The Site

Location

- 2.1 The application site lies on the western side of the A2300 Old London Road, to the north of the A23 Hickstead interchange. The site location is shown below.



- 2.2 This part of the A2300 was formerly the route of the A23. It now forms the northbound on-slip from the western (Hickstead Lane) roundabout of the A23 Hickstead interchange to the realigned A23. About 1.3km in length, for all but approx. 100m at its northern end it is 2-way, providing a route to the south from adjoining properties. National Highways (NH) is the responsible highway authority as the A23 is a part of the Strategic Road Network (SRN).
- 2.3 The overall carriageway width of the two-way section is about 9.8m (6.6m for general traffic and 1.6m advisory cycle lanes on both eastern and western sides) with a wide verge on the western side incorporating an approx. 1.5m wide footway.

Sustainable Accessibility

- 2.4 The 1.5m footway and 1.6m advisory cycle lanes at the site access extend back to The Castle Inn and Hickstead roundabout, connecting with off-road facilities to the east providing safe and suitable access for pedestrians and cyclists to and from roadside services on the eastern side of the junction and on to Burgess Hill for cyclists.

Existing Use

- 2.5 The application site formed a part of Wishing Wells Farm, a traditional family run farm which breeds and sells many types of poultry as well as Pygmy goats. Until recently, the application site was part of the farm area fronting the A2300 occupied by a Farm shop dealing with sales of poultry etc. and associated feeds, bedding, rearing equipment etc, as well as eggs.
- 2.6 Wishing Wells Farm has now rationalised its operations. The farm shop building has been demolished and replaced with a smaller structure to the south, and the application site has been purchased by new owners.

Existing site access

- 2.7 The site access onto the A2300 is a standard crossover, 15.5m wide at the edge of carriageway, narrowing to 5m at an entry / exit gate positioned 10m back from the edge of carriageway.
- 2.8 Visibility splays for the existing site access are shown on Drawing No. 14165/2203/P1 which also shows tracking of a 10.3m HGV into and out of the site, 10.3m being the largest size of vehicle (servicing and waste disposal) accessing the existing site use.

Traffic Data

- 2.9 An ATC volume / speed survey was carried out in July 2022 (results at **Appendix A**) as part of the background information for the previous withdrawn application DM/22/3130. This survey is considered to remain representative of current traffic speeds and volumes. Northbound traffic flows reflect the role of this part of the A2300 as a slip road to the A23. Southbound flows were substantially lower as they comprise only southbound traffic from the few developments to the north of the site.

2.10

EXISTING TRAFFIC FLOWS ON A2300 PAST SITE	AM peak	PM peak	Daily
Northbound	477	495	6443
Southbound	9	26	225

Vehicle Speed Data

- 2.11 This section of the A2300 is subject to the national speed limit of 60mph for single carriageway roads. The July 2022 ATC showed 85%ile speeds of traffic passing the site were 97kph (60mph) northbound and 78kph (48mph) southbound.

Accident Data

- 2.12 Stats 19 accident data has been obtained from the Sussex Police Road Safety Team for the 5 year period 1/12/20 – 30/11/25. The location of all recorded accidents is shown below (Stats 19 outputs are at **Appendix B**).



- 2.13 There were only 4 accidents in the 5-year period on the whole of this part of the A2300 from the Hickstead roundabout to the northbound A23 merge. All were of 'slight' severity. None were at or near the site access. None had a cause attributable to the site access.

Existing Trip Generations

2.14 Application DM/22/3130 established that trip generations associated with Wishing Wells Farm are low (between 10 and 50 customer visits per day depending on season, on average 25 visits / day). Weekday opening times are 0900 to 1700. Delivery and servicing by larger vehicles would be insignificant on a daily basis.

2.15 Trip generations on an average weekday would therefore be as shown below.

	AM peak	PM peak	Daily
2-way vehicle trips	0	0	50

3 Proposed Development

Proposed Site Use

- 3.1 The proposed application site use consists of 2 new commercial buildings, comprising:
- A larger building to the rear of the site, to accommodate a business dealing with luxury horse lorries, with a covered area to one side for valeting; and
 - A smaller building to the front providing retail premises for a saddlery / equestrian products company.

Proposed Site Layout

- 3.2 Drawing No. 14165/2201/P2 shows the proposed site internal layout including the location of the proposed buildings and associated parking.
- 3.3 Drawing No. 14165/2200/P2 shows the proposed site access arrangement, including swept paths for a 12m HGV accessing and within the site. The access gate to the application site is widened slightly (to 5.5m) and set back further from the carriageway allowing for a 16.8m HGV to wait clear of the footway along the A2300 if closed (though it would be expected to be open during trading hours). The greater gates set back also allows access to the residual farm shop site to be maintained as shown in Drawing No. 14165/2202/P2 which shows the tracking of a 10.3m HGV into the residual Farm shop site.

Trip Generation

- 3.4 There are no examples of this type of specialist development on the TRICS database. Trip generations have therefore been estimated using the known characteristics of two local businesses looking to relocate or expand, and potential occupiers of the two proposed buildings.

Saddlery / equestrian goods business

Staff	2
Hours of Opening (Mon – Fri)	0930 – 1730
Typical daily visitors	20
Deliveries	2 HGV / week

Luxury Horse Lorries business

Staff	10
Hours of opening (Mon – Fri)	0800 – 1700
Typical daily visitors	1
Vehs for valet	1 / week
Deliveries	5 LGV / week
	1 HGV / month

Refuse / Recycling	1 / week each
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- 3.5 Estimated trip generations associated with the application site proposals on an average weekday are therefore:

	AM peak	PM peak	Daily
Saddlery / Equestrian Goods			
Staff	0	2	4
Visitors	0	2-3	40
Deliveries (HGV)	0	0	0.8
Sub-total	0	4-5	44.8
Luxury Horse Boxes			
Staff	0	10	20
Visitors	0	0	2
Vehs for valet	0		
Deliveries (LGV)	0	0	1
Deliveries (HGV)	0	0	0.2
Sub-total	0	10	23.2
Refuse / Recycling collection	0	0	0.8
TOTAL	0	15 max	68.8

- 3.6 Trip generations associated with the residual farm shop would remain as existing. Total trips, existing and proposed, at the joint access would therefore be as shown below.

	AM peak (0800-0900)	PM peak (1700-1800)	Daily (0700-1900)	Ave (0900-1700) inter-peak hour
Existing	0	0	50	6 (50/8)
Proposed	0	15	69	7 ((69-15)/8)
Existing + proposed	0	15	119	13 ((119-15)/8)

- 3.7 Total vehicle trips using the combined site access would therefore be 0 in the AM peak, 15 (all departures) in the PM peak and an average of 13 (6.5 in / 6.5 out) in each of the inter-peak hours. Additional 2-way trips associated with the application proposals would be respectively 0, 15 (all departures) and 7 (3.5 in / 3.5 out).

Impacts on Wider Highway Network

- 3.8 Peak hour, daily and average inter-peak hour trips associated with the existing site use are extremely small and would have no impacts on the operation of the wider highway network.

- 3.9 The application site proposed uses would generate no AM peak hour trips, and only 7 (3.5 in / 3.5 out) in the average inter-peak hour. Those additional flows would have no impact on the operation of the wider highway network during those periods.
- 3.10 In the PM peak hour, the application site proposals would only generate 15 trips, mainly staff related. All would be outbound from the site access and would distribute to the north and south on the A2300. It was agreed with NH at the time of the previous withdrawn application that the distribution of those trips could be based on an existing business development to the north of the application site. That data showed 74% heading south and 26% heading north. On that basis, there would be 4 additional trips heading north to the A23 merge, which would have no impact on its operation or safety. 11 additional PM peak hour trips would be heading south on A2300 towards Hickstead interchange. A traffic count at the western Hickstead roundabout (undertaken in 2023 for the previous application, results at **Appendix C**) showed that nearly all (43 out of 44) southbound traffic on A2300 at that junction in the PM peak hour turned left towards Burgess Hill. Vehicles making that movement would have no impact on the operation or safety of the junction.
- 3.11 Traffic associated with the application proposals would therefore be very small in number at all times of the day and would have no impact on the operation or safety of the A23 / A2300 merge to the north of the site, or on the operation or safety of Hickstead roundabout to the south of the site.

Parking

- 3.12 The site layout provides vehicle and cycle parking for staff and customers sufficient to provide for the demands of the proposed site use, consistent with the anticipated staff numbers and customer daily visits. A total of 11 staff parking spaces will be provided (including 2 designated for disabled parking), six of which will be equipped with EV fast-charging points. Four customer parking spaces are provided including one disabled parking space.
- 3.13 Secure cycle parking facilities will be provided to encourage sustainable travel choices by staff and customers.

Site Access Visibilities

- 3.14 This part of the A2300 is de-restricted and therefore subject to the 60mph national speed limit for single carriageway roads. Standard minimum access visibility requirements in accordance with DMRB CD109 and CD123 on a road with a design speed of 100kph (62.5mph) are:
- Desirable Minimum 2.4m x 215m; and
 - One Step Below Desirable Minimum 2.4m x 160m.

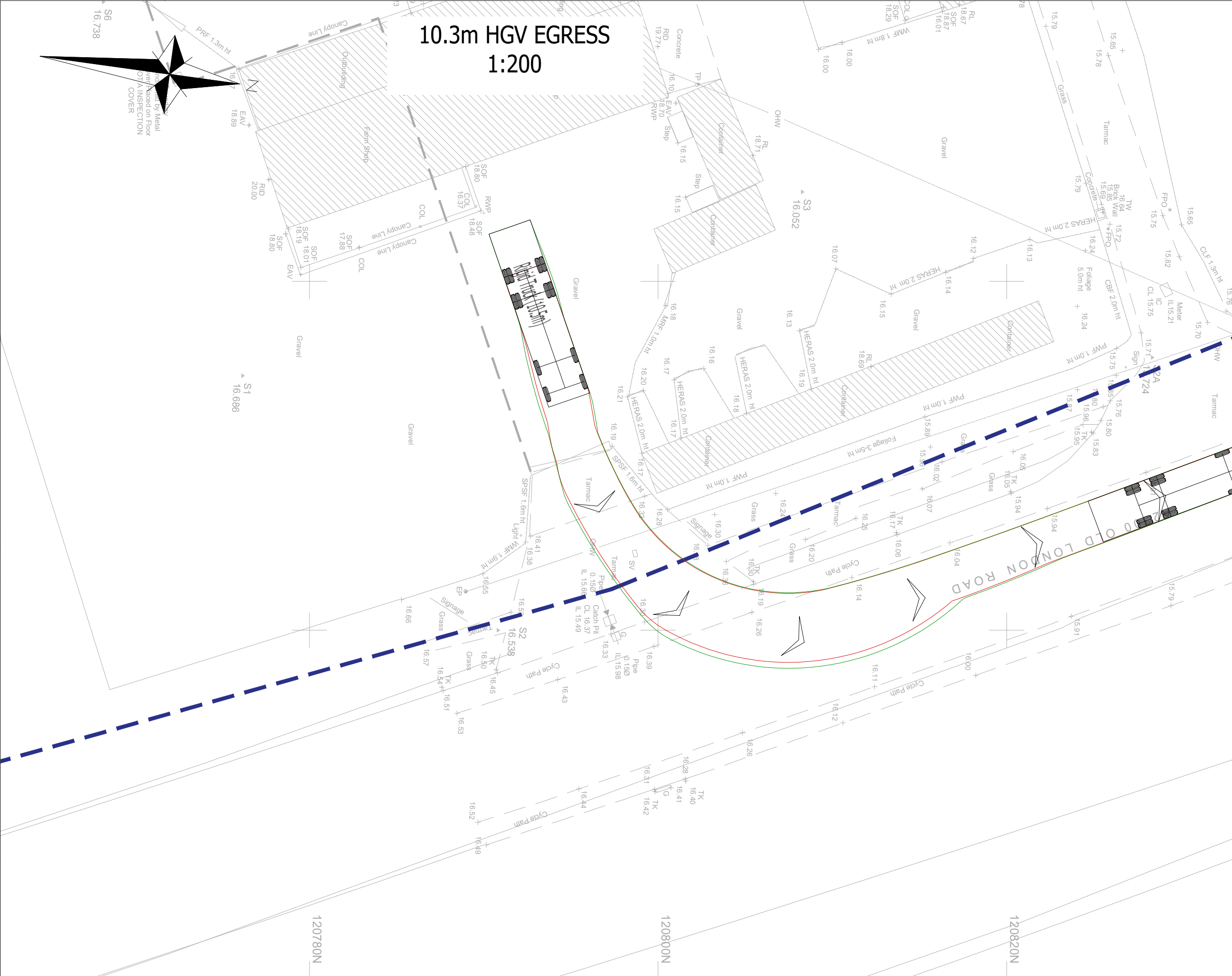
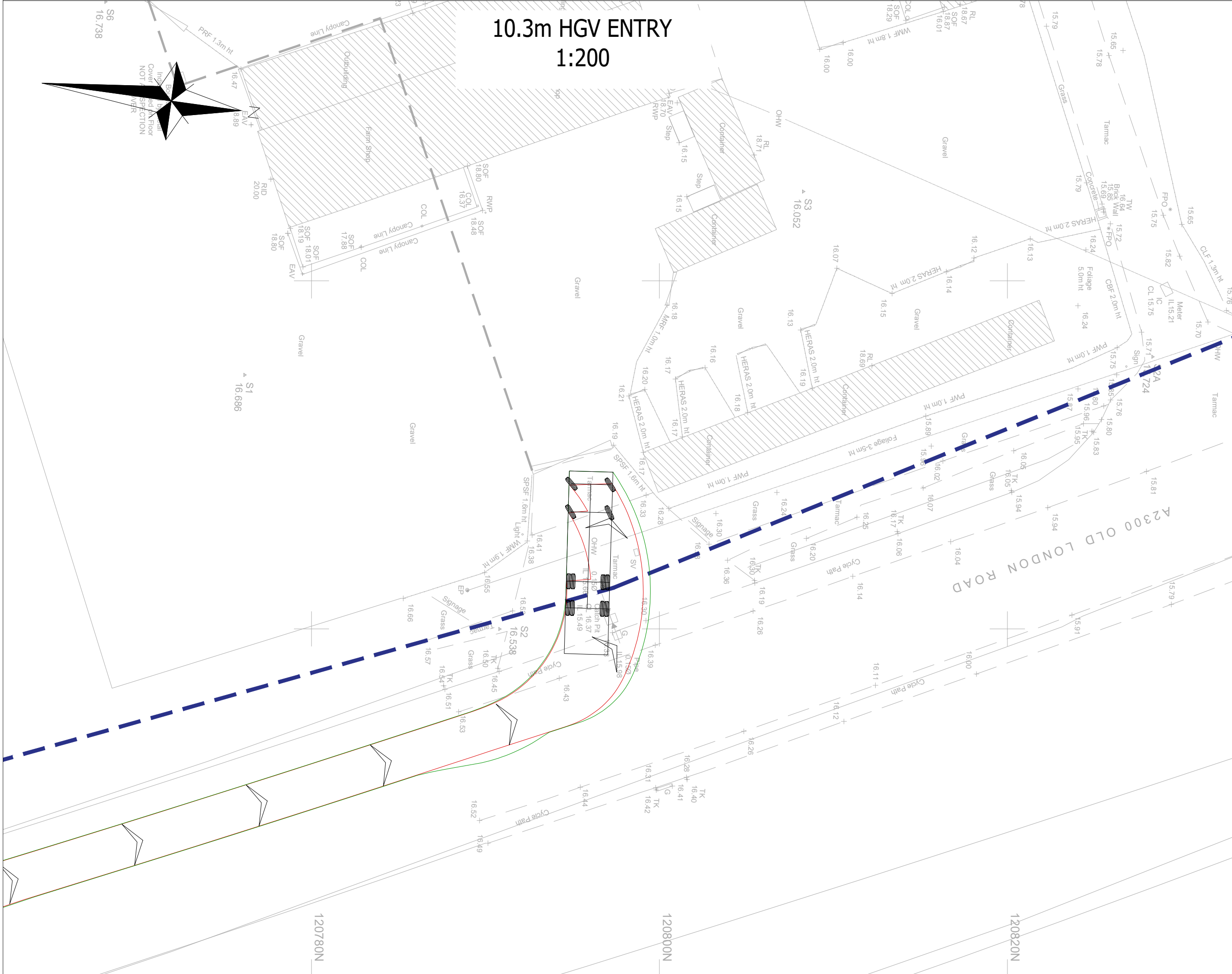
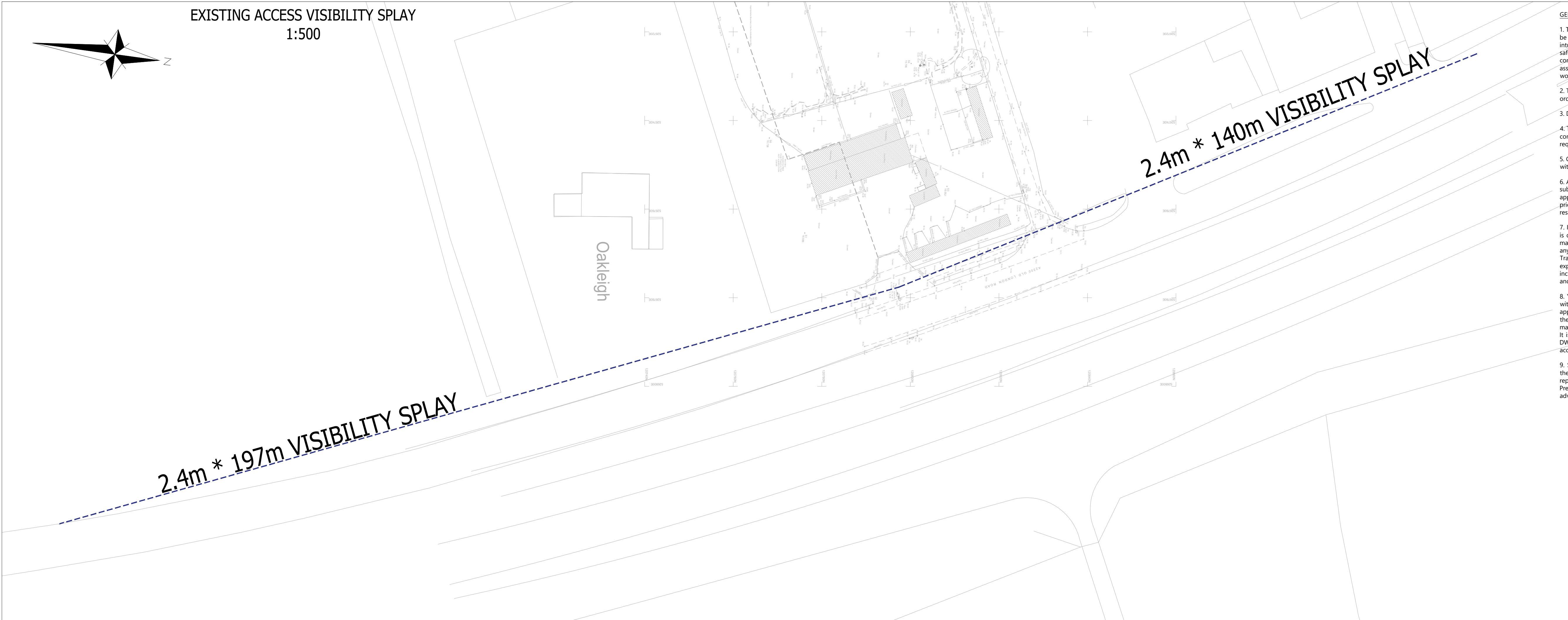
- 3.15 Drawing No. XX shows that visibilities of 2.4m x 140m to the north and 2.4m x 197m to the south are achievable, both measured to the nearside edge of carriageway across highway land.
- 3.16 To the south, the achievable visibility of 197m is close to the Desirable Minimum of 215m for the observed 85%ile speed of 60mph and well in excess of the One-Step-Below Desirable Minimum requirement of 160m. Forward visibility for traffic approaching the access from the south exceeds 215m. Accident records do not show any safety issues related to visibility at the access.
- 3.17 To the north, the achievable visibility of 140m is below the One-Step Below requirement of 160m for the design speed of the road. However, actual recorded 85%ile speeds are considerably lower (48mph) reflecting that the only traffic travelling south past the site is generated by other developments nearby to the application site, that traffic being extremely low in volume at all times of the day. Using the underlying formula upon which the DMRB requirements are based, the Desirable Minimum visibility requirement for an 85%ile speed of 48mph is 2.4m x 139m. The achievable visibility of 140m therefore meets the requirement based on actual recorded speeds. Forward visibility for traffic approaching the access from the north exceeds 140m. Accident records do not show any safety issues related to visibility at the access.
- 3.18 The access proposals therefore provide acceptable visibility to both the north and south, and constitute a safe and suitable means of access to the site.
- 3.19 It should be noted that, whilst not the highway authority for this part of the A2300, West Sussex CC commented in para 1.3 of its formal response to the previous withdrawn application (which would have generated considerably greater vehicles numbers than the current application, and also retained the existing access):
- "Visibility splays have been demonstrated in accordance with the speed survey undertaken. Whilst the splays do not fully meet the robust DMRB standards for the speed limit of the road (60mph and 215m SSD), good visibility is available for drivers entering and leaving the access, good forward visibility is also available to drivers on the A2300 to see vehicles entering and leaving the site access."*

4 Summary and Conclusions

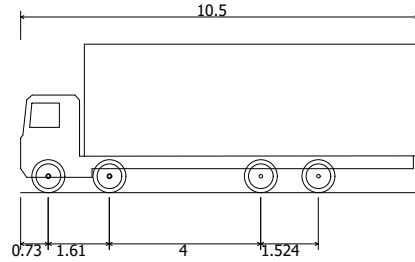
- 4.1 The application site comprises part of the area of Wishing Wells Farm fronting the A2300 previously wholly occupied by a specialist Farm shop. The Farm shop remains operating and accessed via the existing access on to the A2300. The Farm shop generates very little traffic, with no material HGV proportion. At the site access, northbound traffic volumes and speeds on the A2300 reflect that route's role as a northbound slip road to the A23. Traffic flows are extremely low southbound, reflecting the limited number of properties served, and vehicle speeds are significantly lower, commensurate with the proximity to the site of those developments. There have been only 4 accidents on this stretch of the A2300 over the past 5 years, none attributable to the design, location or existence of the site access.
- 4.2 The proposed application site use consists of 2 new commercial buildings, comprising:
 - A larger building to the rear of the site, to accommodate a business dealing with luxury horse lorries, with a covered area to one side for valeting; and
 - A smaller building to the front providing retail premises for a saddlery / equestrian products company.
- 4.3 The proposed site access arrangement allows for access to both the application site and the residual Farm shop. The access gate to the application site is widened slightly (to 5.5m) and set back further from the carriageway allowing for a 16.8m HGV to wait clear of the footway along the A2300 if closed (though it would be expected to be open during trading hours). The greater gates set back also allows access to the residual farm shop site to be maintained.
- 4.4 The access proposals provide acceptable visibility to both the north and south commensurate with the speed limit and observed vehicle speeds, and constitute a safe and suitable means of access to the site.
- 4.5 Total vehicle trips using the combined site access serving the application site and the residual Farm shop would be 0 in the AM peak, 15 (all departures) in the PM peak and an average of 13 (6.5 in / 6.5 out) in each of the inter-peak hours, of which the additional 2-way trips associated with the application site proposals would be respectively 0, 15 (all departures) and 7 (3.5 in / 3.5 out).
- 4.6 The site layout provides vehicle and cycle parking for staff and customers sufficient to provide for the demands of the proposed site use, consistent with the anticipated staff numbers and customer daily visits.

- 4.7 Traffic associated with the application proposals would be very small in number at all times of the day and would have no impact on the operation or safety of the A23 / A2300 merge to the north of the site, or on the operation or safety of Hickstead roundabout to the south of the site.
- 4.8 There are therefore no reasons why the application should be refused on highways grounds.

DRAWINGS



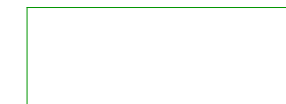
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Rigid Truck (10.3m)
Overall Length 10.300m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.000m



Vehicle wheels outline



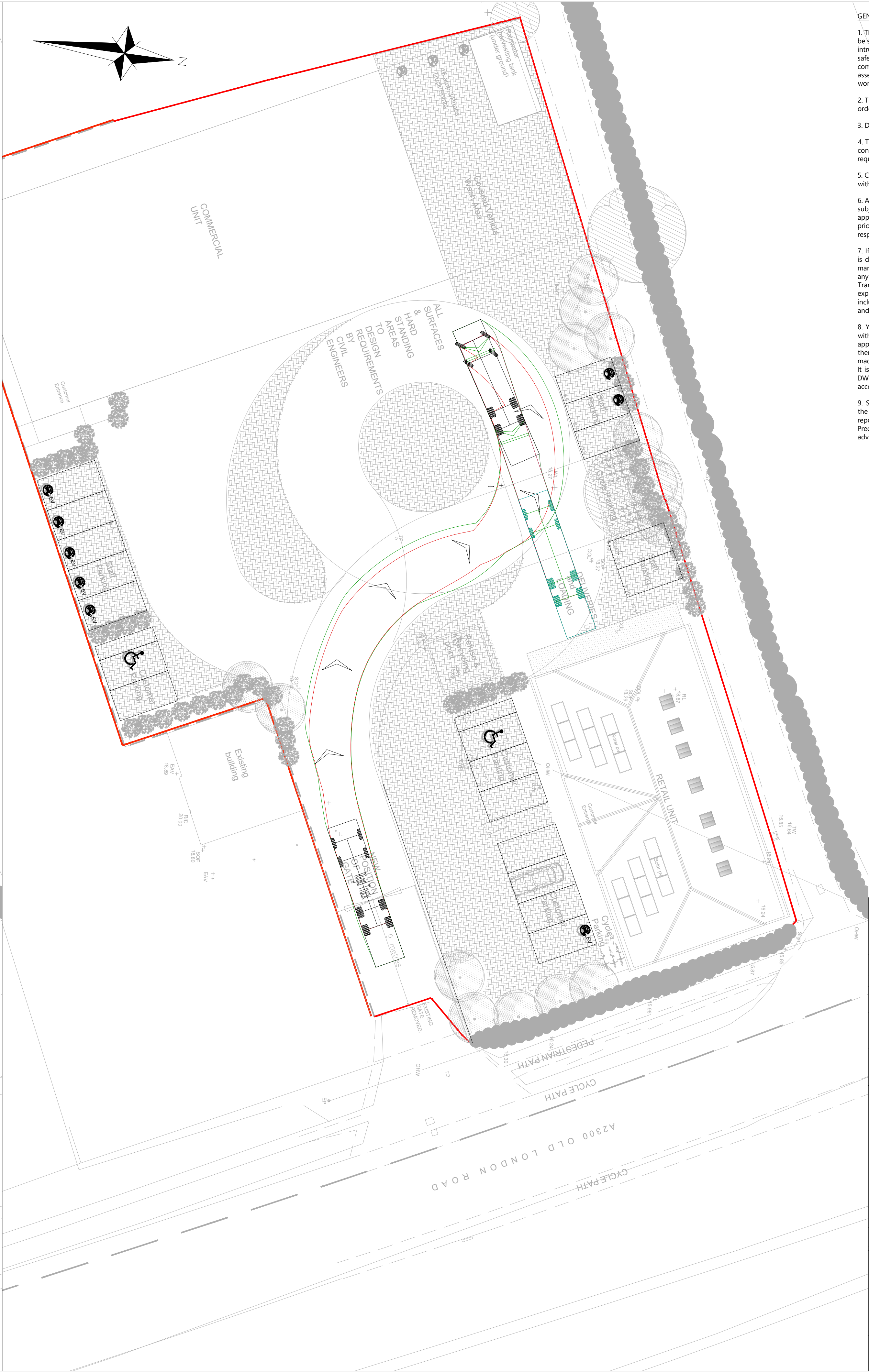
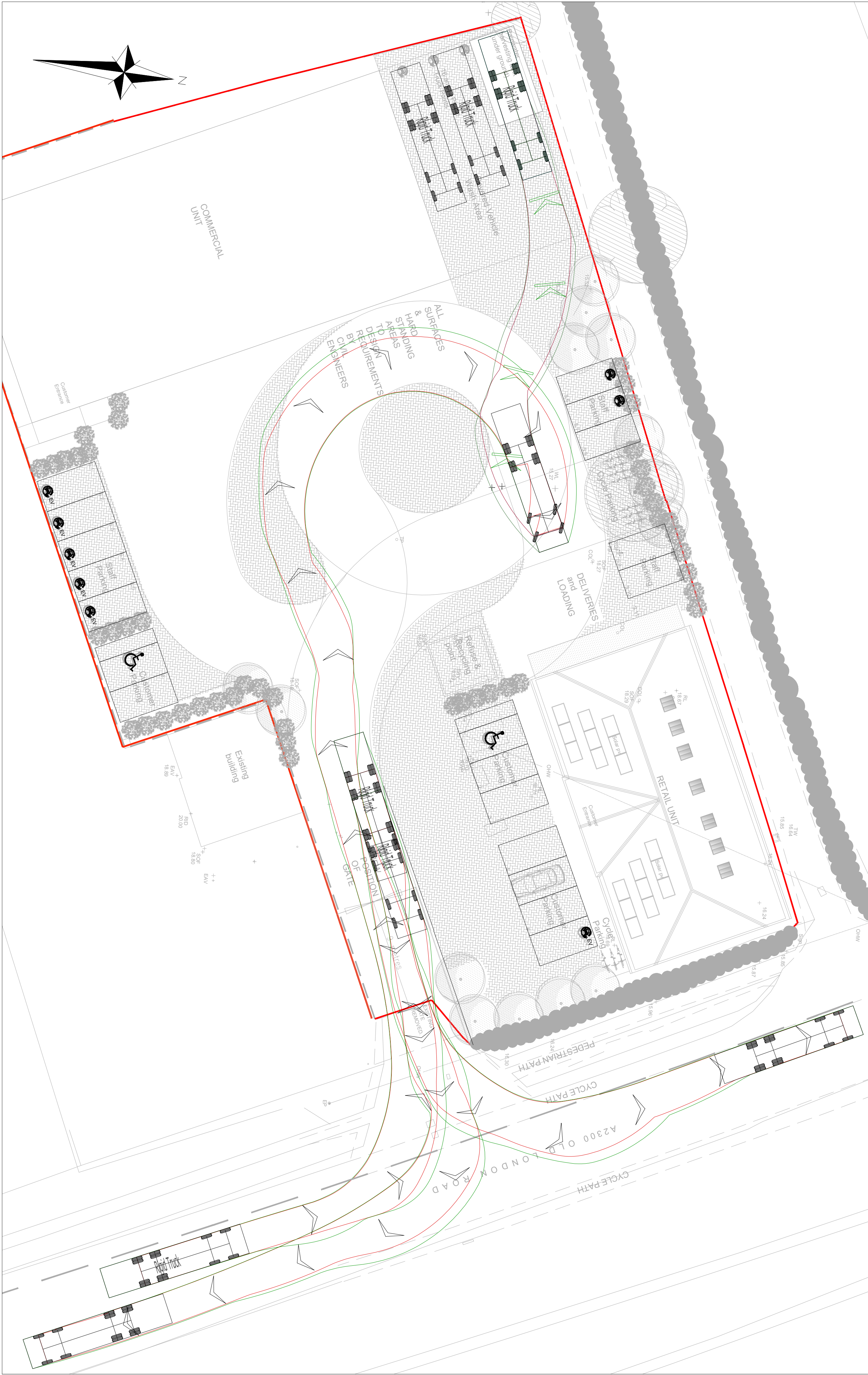
Vehicle Body envelope

P1	INITIAL ISSUE		26/03/2026	ART	LNS
Rev	Amendments		Date	Dsn	Chk
Status					
PRELIMINARY					
Client					
KLA ARCHITECTS					
Architect					
Project					
LAND NORTH OF WISHING WELLS FARM SHOP OLD LONDON ROAD, HICKSTEAD, RH17 5LZ					
Title					
ANTICIPATED SWEEPED PATH OF A 10.5m RIGID HGV USING EXISTING ACCESS					
Date		Scale @ A1			
JANUARY 2026		AS SPECIFIED			
Clients Ref.		Project Ref.		14165	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel:01444 871444 Web: www.gtacivils.co.uk					
Drawing Number			Rev.		
14165-2203			P1		

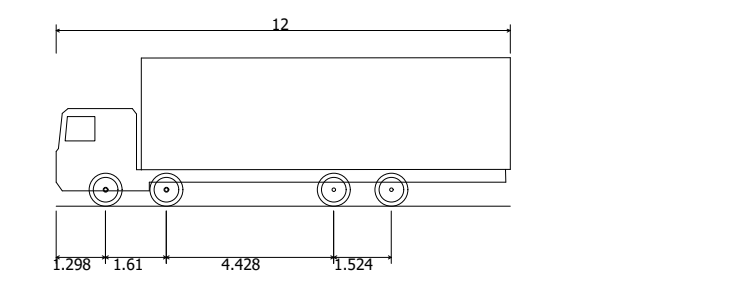


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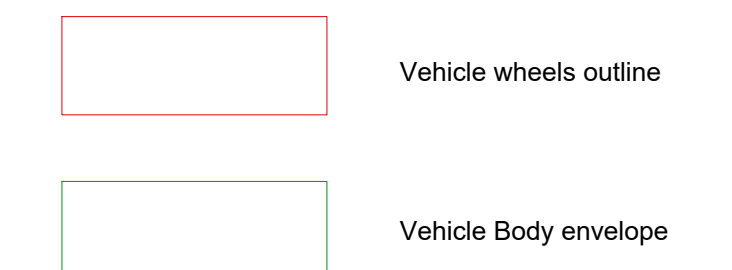
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Status					
PRELIMINARY					
Client					
KLA ARCHITECTS					
Architect					
Project					
LAND NORTH OF WISHING WELLS FARM SHOP OLD LONDON ROAD, HICKSTEAD, RH17 5LZ					
Title					
SITE ACCESS VISIBILITY					
Date		JANUARY 2026		Scale @ A1	
				1:1000	
Clients Ref.		Project Ref.		14165	
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Drawing Number				Rev.	
14165-2201				P2	



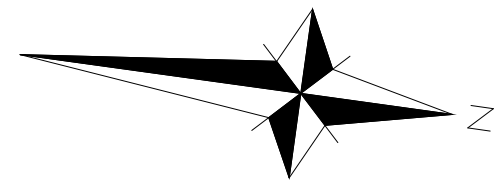
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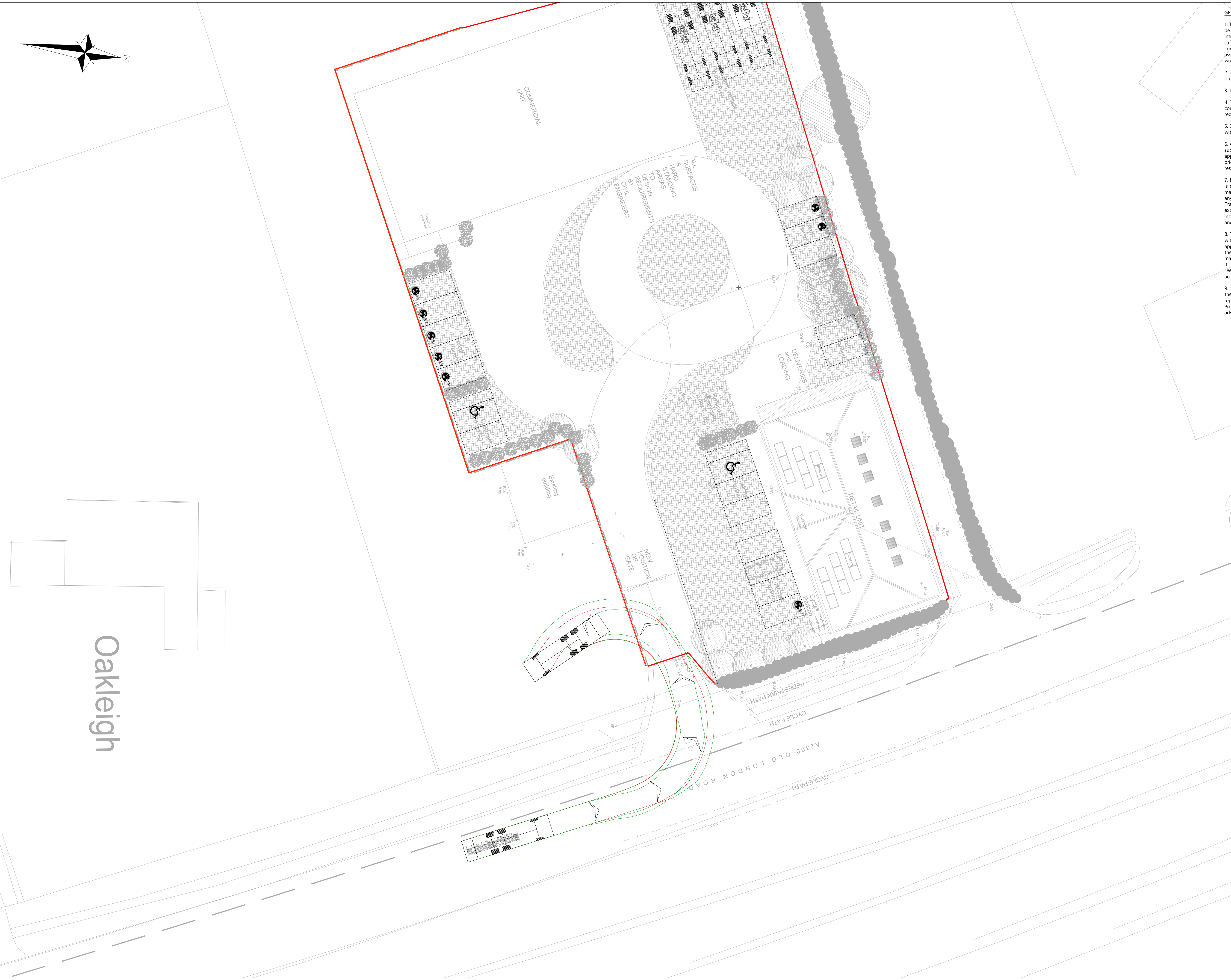
Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.328m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.005
Kerb to Kerb Turning Radius 11.900m



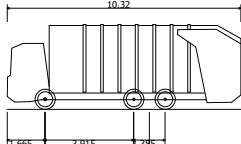
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Rev	Amendments	Date	Dsn	Chk
Status	PRELIMINARY			
Client	KLA ARCHITECTS			
Architect				
Project	LAND NORTH OF WISHING WELLS FARM SHOP OLD LONDON ROAD, HICKSTEAD, RH17 5LZ			
Title	ANTICIPATED SWEEP PATH OF A 12m RIGID HGV			
Date	JANUARY 2026	Scale @ A1	1:200	
Clients Ref.		Project Ref.	14165	
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Drawing Number			Rev.	
14165-2200			P2	



Oakleigh



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Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
Overall Length 10.3m
Overall Width 2.5m
Overall Body Height 1.5m
Min Body Ground Clearance 0.25m
Track Width 1.5m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.00m

Vehicle wheels outline

Vehicle Body envelope

P2	REVISED TO LATEST SITE LAYOUT	19/02/2026	ART	LNS
P1	INITIAL ISSUE	27/10/2026	ART	LNS
Rev	Amendments	Date	Dsn	Chk

Status PRELIMINARY

Client KLA ARCHITECTS

Architect

Project LAND NORTH OF WISHING WELLS FARM SHOP
OLD LONDON ROAD, HICKSTEAD, RH17 5LZ

Title ANTICIPATED SWEEPED PATH
OF A 10.3m REFUSE VEHICLE
TO ADJACENT SITE

Date	JANUARY 2026	Scale @ A1	1:200
Clients Ref.		Project Ref.	14165



Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel: 01444 871444 Web: www.gtacivils.co.uk

Drawing Number	14165-2202	Rev.	P2
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Appendix A

Summary Vehicle Volume / Speed Survey Results

Source: Application DM/22/3130, Transport Statement Appendix 2

Site Number: 00006030

A2300 London Road, Hickstead

Details

Site Reference: 00006030

Grid Reference: 526776,120829

Site Configuration:

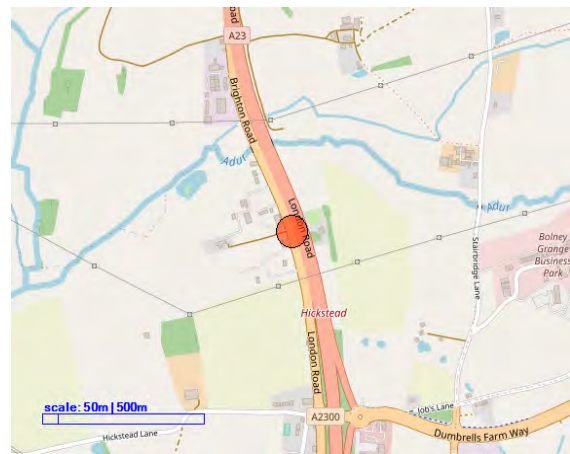
Interval: 60

Telemetry: No

Channels

Channel 1: Southbound (South)

Channel 2: Northbound (North)



Location



A6030 NB.jpg



A6030 SB.jpg

A2300 London Road, Hickstead

From 11/07/2022 To 19/07/2022

Site Reference: 00006030

Site Number: 00006030

Speed Summary (All Days) Report

No Filters Applied

Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	1		24	12	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2		20	10	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2		17	4	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		16	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2		22	14	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1		30	8	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5		23	11	3	0	0	0	0	1	0	0	0	0	0	0	0
07:00	11	44	28	15	6	0	0	0	1	1	2	1	0	0	0	0	0
08:00	9		28	12	3	0	1	1	1	1	0	1	0	0	0	0	0
09:00	13	43	32	12	3	1	1	1	1	3	2	1	0	0	0	0	0
10:00	15	44	33	13	4	0	2	1	1	2	3	1	0	0	0	0	0
11:00	15	45	34	12	3	0	1	2	1	3	3	2	1	0	0	0	0
12:00	19	46	35	12	3	0	1	2	2	4	3	2	1	0	0	0	0
13:00	17	47	33	13	3	0	2	2	2	2	2	2	1	1	0	0	0
14:00	13	48	36	13	2	0	1	1	1	1	3	2	1	0	0	0	0
15:00	19	44	32	12	5	1	1	2	2	3	3	2	1	0	0	0	0
16:00	31	50	38	13	5	0	1	1	2	5	8	5	3	0	0	0	0
17:00	26	47	32	14	9	0	2	2	2	3	4	3	2	0	0	0	0
18:00	7		31	13	2	0	1	1	0	0	1	1	0	0	0	0	0
19:00	6		31	15	3	0	0	0	0	0	1	0	1	0	0	0	0
20:00	5		33	15	2	0	0	0	0	1	1	1	0	0	0	0	0
21:00	2		38	13	0	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1		45	16	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2		22	12	1	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	195	48	33	13	48	4	13	18	15	27	33	22	10	3	1	0	0
16H(6-22)	214	48	33	13	56	4	13	19	16	30	35	24	12	3	1	0	0
18H(6-24)	217	48	33	13	58	4	13	19	16	30	35	24	12	3	2	0	0
24H(0-24)	225	47	33	14	64	4	14	19	17	30	35	24	12	3	2	0	0
AM Peak																	
	11:00		11:00	07:00	07:00	09:00	10:00	11:00	11:00	09:00	10:00	11:00	11:00	11:00	10:00	11:00	11:00
	15		34	15	6	1	2	2	1	3	3	2	1	0	0	0	0
PM Peak																	
	16:00	16:00	22:00	22:00	17:00	15:00	17:00	13:00	12:00	16:00	16:00	16:00	16:00	13:00	17:00	22:00	23:00
	31	50	45	16	9	1	2	2	2	5	8	5	3	1	0	0	0

Local Events Included & Include All Globals

Printed at: 09:31 on 19 July 2022

A2300 London Road, Hickstead

From 11/07/2022 To 19/07/2022

Site Reference: 00006030

Site Number: 00006030

Speed Summary (All Days) Report

No Filters Applied

Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	35	63	51	13	1	0	0	1	1	3	4	6	6	5	4	1	2
01:00	24	60	47	14	2	0	0	1	1	2	4	6	3	3	2	1	0
02:00	26	62	49	14	2	0	1	0	2	2	2	5	4	4	4	1	0
03:00	34	63	51	14	3	0	1	1	0	1	3	6	7	6	4	2	1
04:00	51	64	54	11	1	0	0	1	2	2	4	7	11	12	7	4	2
05:00	153	65	56	11	3	2	1	1	1	2	8	19	32	37	29	12	6
06:00	338	63	53	12	10	5	4	4	6	10	27	51	73	80	46	16	7
07:00	550	60	50	10	6	6	7	10	17	29	67	115	140	97	41	12	3
08:00	477	59	50	9	3	4	5	9	16	29	67	105	116	81	33	8	2
09:00	440	59	49	10	6	4	4	10	15	37	79	91	89	66	28	9	2
10:00	403	59	49	10	5	3	2	6	17	33	73	83	84	61	25	7	3
11:00	399	59	50	10	2	3	2	8	16	30	65	87	82	61	30	9	3
12:00	395	60	50	10	3	2	5	7	11	27	57	85	82	67	35	11	4
13:00	358	61	51	10	3	3	4	6	11	20	44	79	78	60	36	11	2
14:00	392	60	51	10	4	3	3	7	12	24	54	77	91	68	34	12	4
15:00	430	60	50	10	7	4	5	7	11	21	59	89	101	75	36	11	4
16:00	421	61	51	10	5	5	4	5	9	21	59	81	97	75	42	13	5
17:00	495	61	52	9	3	3	5	8	6	18	59	96	122	109	47	15	5
18:00	341	62	53	10	5	4	2	2	4	11	32	60	88	71	43	13	7
19:00	237	63	53	10	2	1	1	1	2	9	24	45	54	48	30	12	6
20:00	166	64	54	10	1	1	0	2	3	7	14	27	40	35	20	11	5
21:00	115	64	53	10	1	1	0	2	2	5	14	22	21	23	15	8	3
22:00	105	61	51	10	0	0	1	1	4	9	18	20	21	14	9	5	2
23:00	57	61	50	11	2	0	0	1	1	3	11	12	11	8	5	2	2
Total																	
12H(7-19)	5102	60	50	10	52	44	46	85	145	301	715	1048	1170	891	430	131	44
16H(6-22)	5958	60	51	10	65	51	52	94	157	332	794	1194	1358	1078	540	178	65
18H(6-24)	6119	60	51	10	67	52	53	96	163	345	823	1226	1389	1100	555	185	68
24H(0-24)	6443	61	51	10	78	54	56	100	171	356	846	1273	1452	1167	604	206	80
AM Peak	07:00 550	05:00 65	05:00 56	03:00 14	06:00 10	07:00 6	07:00 7	09:00 10	10:00 17	09:00 37	09:00 79	07:00 115	07:00 140	07:00 97	06:00 46	06:00 16	06:00 7
PM Peak	17:00 495	20:00 64	20:00 54	23:00 11	15:00 7	16:00 5	17:00 5	17:00 8	14:00 12	12:00 27	15:00 59	17:00 96	17:00 122	17:00 109	17:00 47	17:00 15	18:00 7

Local Events Included & Include All Globals

Printed at: 09:31 on 19 July 2022

A2300 London Road, Hickstead

From 11/07/2022 To 19/07/2022

Site Reference: 00006030

Site Number: 00006030

Speed Summary (All Days) Report

No Filters Applied

All Channels

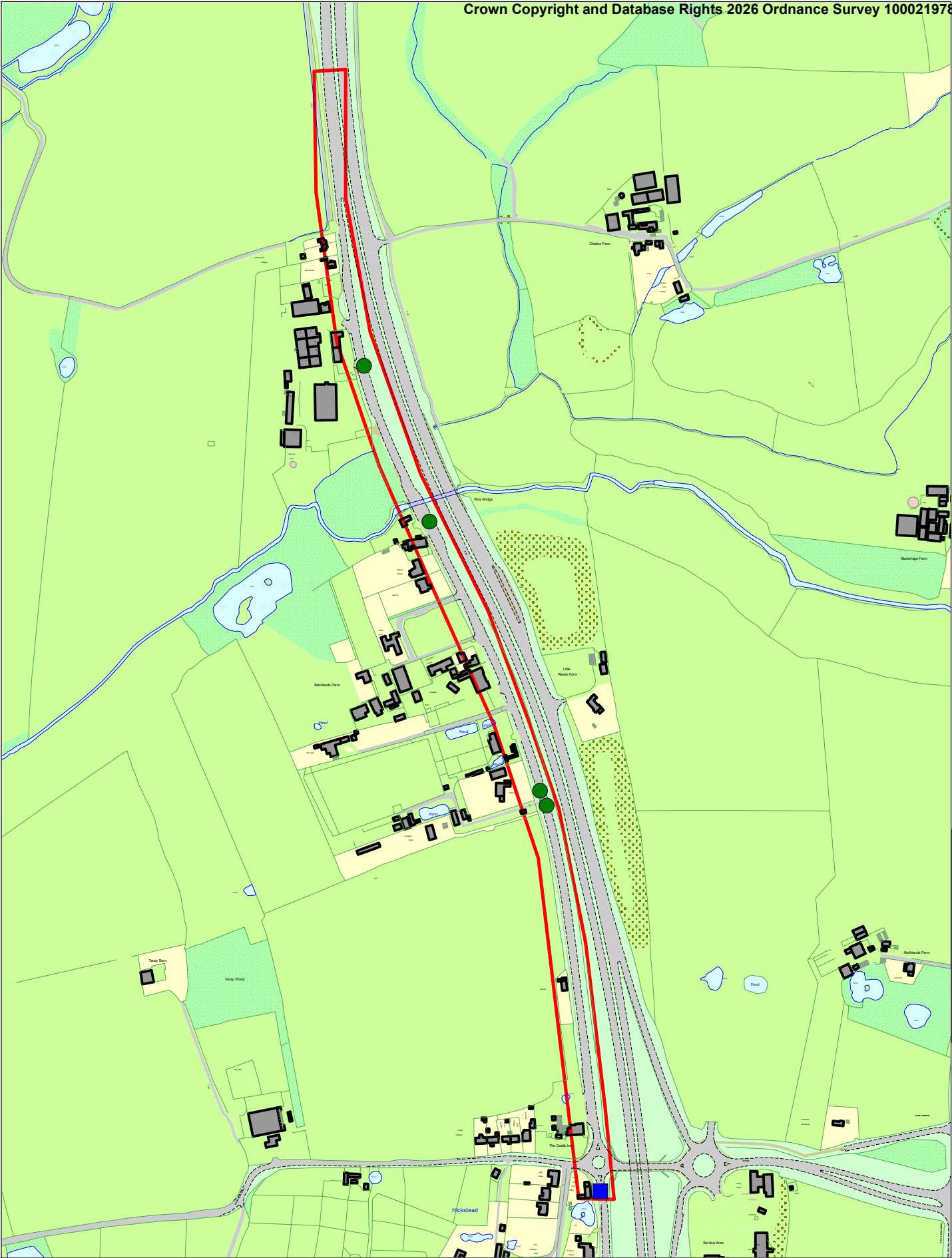
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	37	63	50	14	2	0	0	1	2	3	5	6	6	5	4	1	2
01:00	26	59	45	15	3	0	0	1	1	2	4	6	3	3	2	1	0
02:00	28	62	46	16	4	0	1	0	2	2	2	5	4	4	4	1	0
03:00	35	63	50	15	4	0	1	1	0	1	3	6	7	6	4	2	1
04:00	53	64	53	13	3	0	0	1	2	2	4	7	11	12	7	4	2
05:00	154	65	55	11	3	2	1	1	2	3	8	19	32	37	29	12	6
06:00	342	63	52	12	13	5	4	4	6	11	27	51	73	80	46	16	7
07:00	561	60	50	11	12	7	7	10	18	30	68	116	141	97	41	12	3
08:00	486	59	50	10	7	4	6	11	16	30	67	106	116	81	33	8	2
09:00	453	59	48	11	8	5	5	11	16	39	82	92	89	66	28	9	2
10:00	418	59	48	10	8	3	4	8	18	35	76	84	84	61	26	7	3
11:00	414	59	49	10	5	4	3	10	18	33	68	89	83	61	30	9	3
12:00	414	60	50	11	6	3	6	10	13	31	59	87	83	68	35	11	4
13:00	375	60	50	11	7	3	6	9	13	22	46	81	78	61	36	11	2
14:00	405	60	50	10	6	3	3	8	13	25	57	79	92	68	34	12	4
15:00	449	60	50	11	12	5	6	9	13	24	62	91	101	75	36	11	4
16:00	452	60	50	11	10	5	5	6	11	26	67	86	101	75	43	13	5
17:00	521	61	51	11	12	3	6	10	8	21	62	99	123	109	47	15	5
18:00	348	62	52	11	7	4	3	3	4	11	33	60	89	71	43	13	7
19:00	243	63	53	10	5	1	2	2	2	9	25	46	55	48	30	12	6
20:00	171	63	53	10	3	1	1	2	3	8	15	28	40	35	20	11	5
21:00	118	64	53	10	1	1	1	2	2	6	14	23	21	23	15	8	3
22:00	106	61	50	10	1	0	1	2	4	9	18	20	21	14	10	5	2
23:00	59	61	50	12	3	0	0	1	1	3	11	12	11	8	5	2	2
Total																	
12H(7-19)	5297	60	50	11	100	48	59	104	160	329	747	1070	1180	893	431	131	44
16H(6-22)	6171	60	50	11	121	56	66	113	174	362	829	1218	1370	1080	542	178	65
18H(6-24)	6336	60	50	11	124	56	66	115	179	374	858	1250	1401	1103	556	185	68
24H(0-24)	6669	61	50	11	142	59	70	119	187	387	882	1298	1464	1169	606	207	80
AM Peak	07:00 561	05:00 65	05:00 55	02:00 16	06:00 13	07:00 7	07:00 7	09:00 11	10:00 18	09:00 39	09:00 82	07:00 116	07:00 141	07:00 97	06:00 46	06:00 16	06:00 7
PM Peak	17:00 521	21:00 64	20:00 53	23:00 12	17:00 12	15:00 5	17:00 6	17:00 10	13:00 13	12:00 31	16:00 67	17:00 99	17:00 123	17:00 109	17:00 47	17:00 15	18:00 7

Local Events Included & Include All Globals

Printed at: 09:31 on 19 July 2022

Appendix B

Accident Data



Colour-Coding by Severity	
Total Collisions (5)	
▲ Fatal	(0)
■ Serious	(1)
● Slight	(4)

Her Majesty's Office (c) Crown Copyright

A2300 Hickstead
Collision Dates 01/12/2020 - 30/11/2025
GTA Civils and Transport

SCALE	1 : 6000
DATE	29/01/2026
DRAWING No.	
DRAWN BY	

Collisions between dates 01/12/2020 and 30/11/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("A2300 Hickstead (GTA)")

Selected Polygon:A2300 Hickstead (GTA)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/04/2022	1119	Fine without high winds	221169136	1	Not applicable	Not within 20M
Location: BRIGHTON ROAD A2300- 165 METRES FROM JUNCTION WITH PRIVATE ROAD, BOLNEY, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/12/2020 and 30/11/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("A2300 Hickstead (GTA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/12/2022	1020	Fine without high winds	221253816	2	Not applicable	Not within 20M

Location: A2300, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Turning right	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Collisions between dates 01/12/2020 and 30/11/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("A2300 Hickstead (GTA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/12/2024	0830	Fine without high winds	241531045	1	Give way or Uncontrolled	T & Stag Jct
Location:	LONDON ROAD (A23) NEAR JUNCTION WITH UNCLASSIFIED ROAD, HICKSTEAD, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Cleared junction or waiting/parked at junction exit
Car	Overtaking nearside	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates 01/12/2020 and 30/11/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("A2300 Hickstead (GTA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/04/2025	1740	Fine without high winds	251581865	1	Not applicable	Not within 20M
Location: OLD POST OFFICE, LONDON ROAD (A23) - 24 METRES FROM JUNCTION WITH A23, HICKSTEAD, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle (Including pedal assisted electric bicycles)	Going ahead	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Less serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/06/2025	0045	Fine without high winds	251605266	1	Give way or Uncontrolled	T or staggered junction
Location: LONDON ROAD (A23) NEAR JUNCTION WITH HICKSTEAD LODGE, HICKSTEAD, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead	Did not impact	Jct Approach
Car	Going ahead	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 5

Appendix C

Traffic Count Hickstead Roundabout

Source: Application DM/22/3130 Transport Technical Note Appendix 4

V0563 A2300_Hickstead Lane_Hickstead - TMC

Wed May 17, 2023

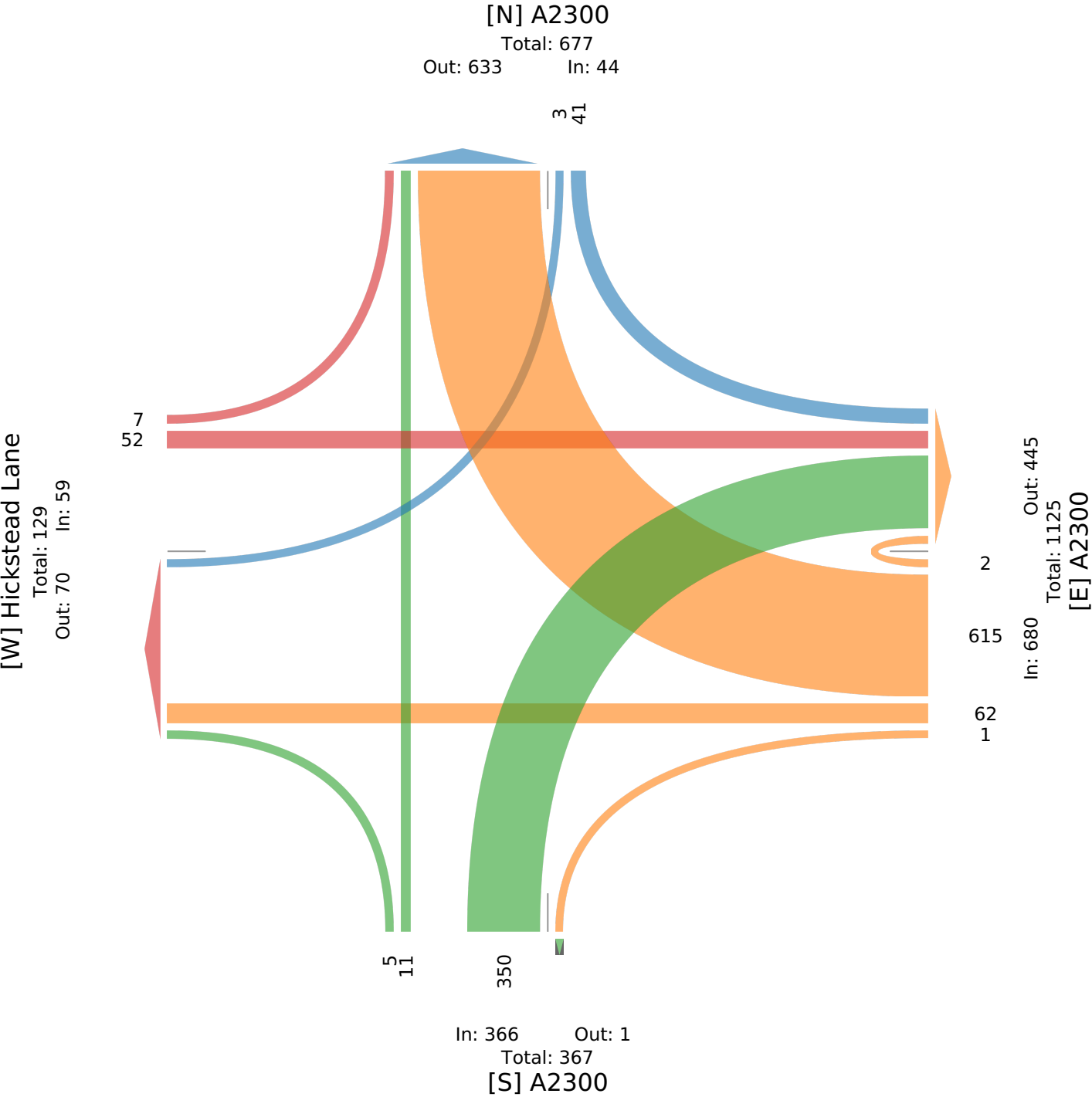
5 PM - 6 PM

All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1070111, Location: 50.96807, -0.19449, Site Code: V0563 2023

Provided by: Transport Monitoring Team, East
Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB





Civil Engineering - Transport Planning - Flood Risk

GTA Civils& Transport, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk

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