



Proposed Residential Development
Land at The Byre, Bolney

Transport Statement

For

Shire Barns Developments

Document Control Sheet

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This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
01/05/2026	First Draft	WMC	PB
08/06/2026	Final	WMC	PB



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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Shire Barns Developmentsto accompany a planning application in relation to development proposals on land to the west of The Byre, Bolney (herein after referred to as 'the site').
- 1.2 The site is located on land to the west of The Street within Bolney village centre and falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority).
- 1.3 The development proposals comprise the following:
- "Erection of 5 detached dwellings houses outbuildings, including new garage to serve The Byre."*
- 1.4 Access to the site is to be achieved via the existing access taken from The Street. Car and cycle parking are to be provided in accordance with local policy standards.
- 1.5 Pre-application consultation with West Sussex County Council as Local Highways Authority has taken place on the application proposals, although the quantum of development has since reduced since the initial pre-application consultation, and informs the content of this Transport Statement. This report has been prepared having regard to advice received at pre-application stage, included in **Appendix A**, as well as relevant transport/highway guidance and, in summary, demonstrates that:
- ▶ The site accords with national and local policies that are considered pertinent to transport;
 - ▶ A review of personal injury collision information has identified no significant issues associated with the local highway network which are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable access to the site can be achieved in accordance with relevant design guidance;
 - ▶ Appropriate levels of car and cycle parking are to be provided;
 - ▶ The proposals include appropriate provision for servicing and deliveries on-site;
 - ▶ The proposals will result in an imperceptible change in vehicle movements on the surrounding highway network; and
 - ▶ The proposals will not result in an unacceptable impact on highway safety.
- 1.6 Following this introduction, the remainder of this Transport Statement is split into the following sections:
- ▶ Section 2 outlines the key planning policy and guidance that are considered pertinent to this application;
 - ▶ Section 3 provides information on the site and surrounding area, including a review of the local highway network, accessibility of the site by all modes of transport and road safety;
 - ▶ Section 4 sets out the development proposals, including access, parking and servicing arrangements;
 - ▶ Section 5 outlines the anticipated trip generation associated with the development proposals; and
 - ▶ Section 6 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

- 2.1 There are a number of planning policies that are considered pertinent to the development proposals. The policies are as follows:

- ▶ National Planning Policy Framework – December 2024;
- ▶ Mid Sussex District Plan 2014-2031 – March 2018;
- ▶ Regulation 19 Draft Mid Sussex District Plan 2021-2039; and
- ▶ West Sussex County Council's Guidance on Parking at New Developments – September 2020.

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied. The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF indicates that local circumstances should be taken into account in planning policy and decisions.

- 2.3 In promoting sustainable transport, the document identifies how there should be vision-led transport solutions, with paragraph 109 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."

- 2.4 Paragraph 110 illustrates how providing choice for sustainable methods of transport is important. It also recognises that transport solutions will be different depending on local context, stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 2.5 The NPPF defines sustainable transport modes as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

- 2.6 Paragraph 113 states the following with regard to parking standards:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)."

2.7 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, 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 Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.8 Paragraph 116 goes on to state 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."

2.9 Paragraph 117 discusses the priority developments should give in preparing for transport, stating:

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Draft NPPF Consultation

2.10 A consultation on amendments to the NPPF was published in December 2025, which ended on 10th March 2026. The consultation draft outlines a number of policies of relevance to transport within the 'promoting sustainable transport' chapter and sets the direction of travel of policy at a national level. A summary of the consultation draft transport policies of relevance to the development proposals is provided below:

- ▶ Draft Policy TR1 – Vision-led approach to planning for transport: looks for a vision-led approach to planning for transport.
- ▶ Draft Policy TR2 – Local parking standards: requires development plans to set local standards and removes the current NPPF's requirement for a "clear and compelling justification" to introducing maximum parking standards, where it is appropriate.
- ▶ Draft Policy TR3 – Locating development in sustainable location: outlines policy for location of development generating a significant amount of movements, seeking to limit the need to travel and offer a genuine choice of transport modes. The policy looks to optimise density in different locations where it can support more active travel. Environmental impacts of traffic and transport should be identified with opportunities taken to avoid or mitigate adverse effects. In rural areas, the policy outlines that, *opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*

Local Policy

Mid Sussex District Plan 2014-2031

2.11 Local planning policies for Mid Sussex are outlined in the Mid Sussex District Plan 2014-2031, which was adopted in March 2018 and provides a vision for how Mid Sussex wants to evolve as well as a delivery strategy for how that will be achieved:

2.12 Policy DP21 'Transport' states the following:

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

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

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

- ▶ *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses;*
- ▶ *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- ▶ *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*

- ▶ *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- ▶ *Development which generate a significant amount of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- ▶ *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- ▶ *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- ▶ *The scheme protects the safety of road users and pedestrians; and*
- ▶ *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Regulation 19 Draft Mid Sussex District Plan 2021-2039

2.13

2.14 Mid Sussex District Council is currently in the process of preparing the Mid Sussex District Plan 2021-2039 which, once adopted, will replace the policies contained within the current Mid Sussex District Plan 2014-2031. The Plan is currently under examination and the local planning authority have agreed next steps with the Inspector following Stage 1 Hearings, with a main modifications consultation anticipated for Summer 2026. Adoption of the new Plan is not expected before December 2026 at the earliest.

2.15 Draft policy DPT3 'Active Travel' of the Regulation 19 draft Mid Sussex District Plan states the following:

"Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport by taking account of all of the following:

- ▶ *Embedding the principles of 20-minute neighbourhoods, development must demonstrate that the proposal accords with the movement hierarchy and provide high quality, attractive, fit for purpose and convenient active travel infrastructure within the development which links to existing networks, key facilities and services and builds on the schemes identified in the Mid Sussex and West Sussex (and where relevant, neighbouring authority's) Local Cycling and Walking Infrastructure Plan (LCWIP), along with suggested routes in the West Sussex Walking and Cycling Strategy 2016-2026 Appendix 1, and any subsequent Active Travel Strategy;*
- ▶ *Where feasible, exploiting opportunities to improve active travel connections between settlements to enable communities to access services in nearby towns and villages by non-car modes, including negotiation of 'Quiet Lanes' to reduce car speeds;*
- ▶ *Designing and constructing new infrastructure to an appropriate standard, incorporate green infrastructure and, where appropriate, integrate with existing green networks and, where possible, be designed to provide equal opportunities for those with mobility challenges;*
- ▶ *Providing high quality facilities that will encourage and enable active travel, such as communal facilities such as cycle-hubs, bike hire, workplace showers, lockers and changing facilities;*
- ▶ *Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD; and*

- ▶ *Providing or contributing towards delivery of service and infrastructure improvements, in accordance with the West Sussex Bus Service Improvement Plan (BSIP) or subsequent documents.”*

2.16 Draft policy DPT4 'Parking and Electric Vehicle Charging Infrastructure' of the Regulation 19 Mid Sussex District Plan states the following:

"Development must provide:

- ▶ *Adequate and well-integrated car parking, taking account of the guidance in the Mid Sussex Design Guide SPD and the WSCC Guidance on Parking at New Developments (2020 and subsequent iterations) along with the accessibility of the site to services and sustainable travel infrastructure, and the type, mix and use of development;*
- ▶ *Parking associated with all new residential development to ensure the relevant requirements of Schedule 1 Part S of the Building Regulations regarding Electric Vehicle Charging are met; and*
- ▶ *A minimum of 25% of all associated parking spaces for non-residential buildings to have fast (minimum 7kW) or faster Electric Vehicle Charging points; cable routes shall be provided for 100% of the remaining total number of spaces.”*

Parking Standards

2.17 Car and cycle parking standards for new development are informed by West Sussex County Council's 'Guidance on Parking at New Developments' (2020) document. According to the guidance document, the provision of parking should be determined having regard to which 'Parking Behaviour Zone' (PBZ) the development is located within. It is understood that the site falls within PBZ1 and, as such, the applicable standards are summarised in Table 2.1 below.

2.18 Car and cycle parking standards for new development are informed by West Sussex County Council's 'Guidance on Parking at New Developments' (2020) document. According to the guidance document, the provision of parking should be determined having regard to which 'Parking Behaviour Zone' (PBZ) the development is located within. It is understood that the site falls within PBZ1 and, as such, the applicable standards are summarised in Table 2.1 below.

Number of Bedrooms	Number of Habitable Rooms	Residential Parking Demand Per Dwelling (Parking Behaviour Zone 1)	Cycle Parking Demand Per Dwelling
1	1 to 3	1.5	1 cycle parking space per dwelling
2	4	1.7	
3	5 to 6	2.2	2 cycle parking spaces per dwelling
4+	7 or more	2.7	

Table 2.1 – Car and Cycle Parking Standards (Guidance on Parking at New Developments, West Sussex County Council, 2020)

2.19 In addition to these standards, the guidance document suggests 'active' electric vehicle charging infrastructure should be provided for a minimum of 20% of all parking spaces.

3.0 Baseline Conditions

- 3.1 The site is located on land to the west of The Street within Bolney village centre and falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to both the strategic highway network, including the A23 to the northeast and the A272 to the south, and existing bus stops located on The Street. It is noted the site access is situated between Daltons Farm to the north and The Byre to the south. The site location is illustrated in Figure 3.1 below.

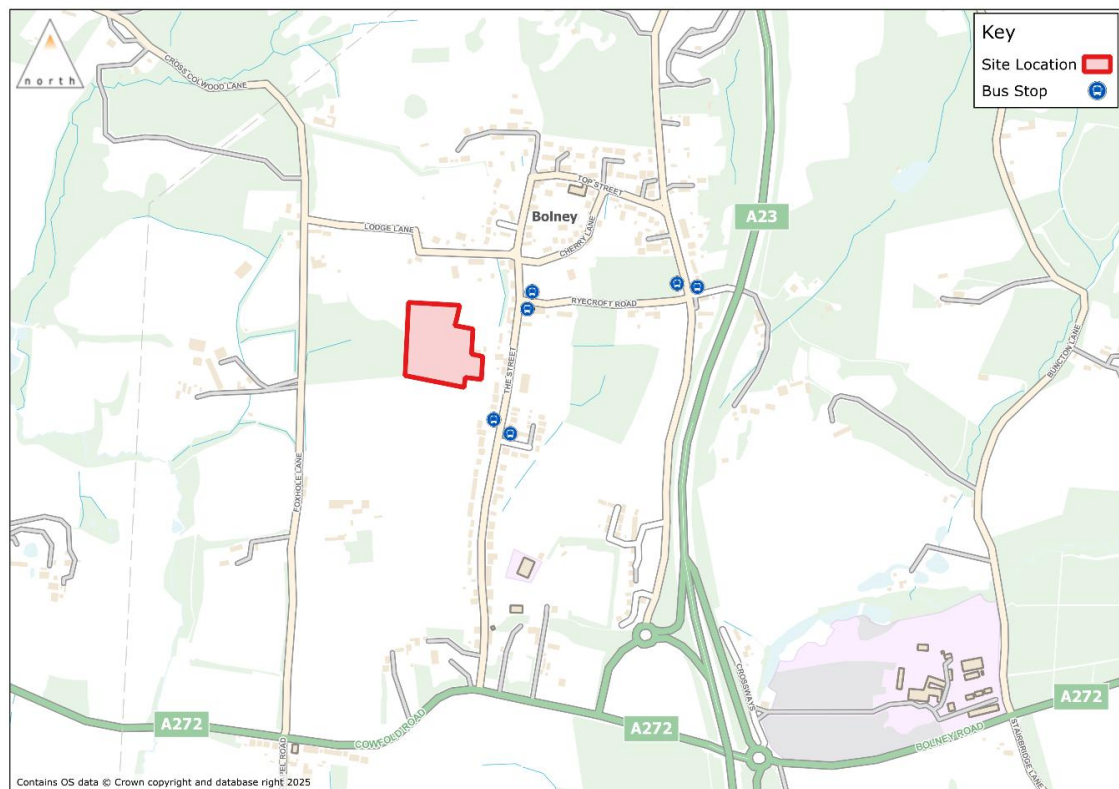


Figure 3.1 – Site Location

Local Highway Network

- 3.2 The site is located on land to the west of The Street, a two-way single carriageway road orientated on a north to south axis subject to a speed limit of 20 miles per hour. The Street leads north to form a priority junction with Ryecroft Road, which routes east to provide access onto London Road. London Road leads north to provide direct access onto the A23, which routes north towards Crawley via the Pease Pottage Interchange. It is noted that the Pease Pottage Interchange also provides direct access onto the A264, which provides westbound access towards Horsham and the A24, which routes north towards Dorking and Leatherhead and south towards Worthing. The A23 also continues northeast to provide access onto the M23, which routes towards Horley, Gatwick Airport and the M25 London Orbital Motorway.
- 3.3 To the south, The Street forms a priority junction with Cowfold Road (A272). Cowfold Road (A272) is a two-way single carriageway road orientated on an east to west axis subject to a speed limit of 40 miles per hour. Cowfold Road (A272) leads east towards Haywards Heath, Newick and Maresfield as well as provides direct access onto the A22 via the Batts Bridge Roundabout. Cowfold Road (A272) also leads west towards Cowfold, Billingshurst, Petworth and Petersfield.

Road Safety

- 3.4 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) information was interrogated having regard to the Collision Plot database for the most recent five-year period for which data is available. The study area is illustrated in Figure 3.2 below and includes any collisions which have occurred on The Street within 100 metres either side of the access.

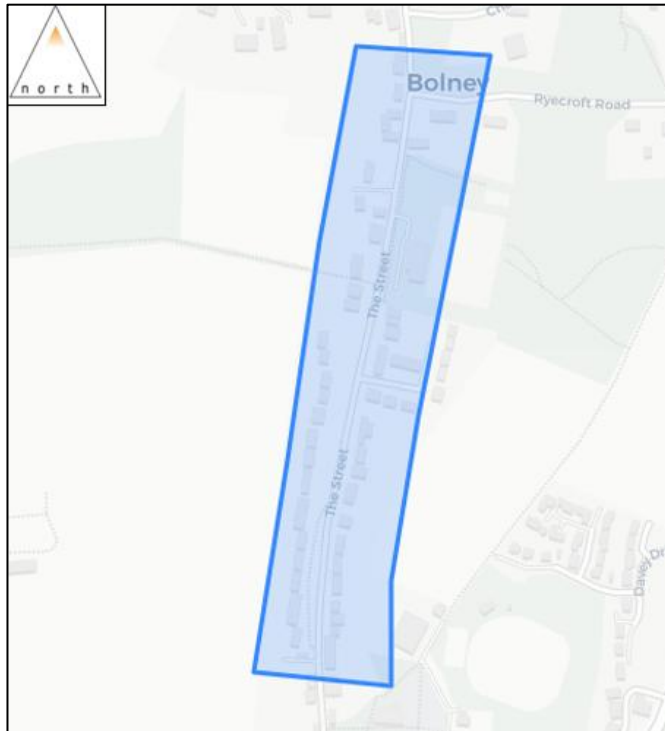


Figure 3.2 – Personal Injury Collision Study Area

- 3.5 As identified in Figure 3.2 above, no collisions were recorded within the vicinity of the site access and, as such, it is concluded that there is no evidence of an existing road safety deficiency within the vicinity of the site and no further investigation of PIC data is considered necessary.

Sustainable Transport Accessibility

Context

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is noted that:
- ▶ Across Britain about 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot – Planning for Walking, 2015;
 - ▶ The majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). However, the majority of trips by all modes are also short distances. Therefore, the bicycle is a potential mode for many of these trips – Planning for Cycling, 2014; and
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.
- 3.7 The following paragraphs provide information on the opportunities to travel to the site by more sustainable means, including walking, cycling and public transport, and access to local amenities.

Accessibility on Foot and by Cycle

- 3.8 It is noted that there are no footways within the immediate vicinity of the site access. However, there is an existing publicly accessible pedestrian route approximately 20 metres south of the site access within the vicinity of the village hall. Notwithstanding this, the speed limit of 20 miles per hour on The Street lends itself to effectively operate as a shared surface.
- 3.9 The pedestrian route leads south towards the existing footway on the east side of The Street, which varies in width between 1.4 to 2 metres in width and provides direct access towards the Paynesfield bus stops. The existing footway continues south for approximately 125 metres before terminating and replaced with a demarcated pedestrian strip level with the carriageway. The pedestrian strip routes south for approximately 150 metres before connecting to a footway on the east side of The Street.
- 3.10 Dropped kerbs with tactile paving provide an appropriate pedestrian crossing point from the existing footway on the east side of The Street to a newly established footway on the west side of The Street approximately 450 metres south of the site access. The footway on the west side of The Street leads south towards the priority junction at the junction with Cowfold Road (A272). Dropped kerbs with tactile paving at the junction provide an appropriate crossing point for eastbound and westbound pedestrians. The existing footway on the north side of Cowfold Road (A272) leads east towards the Bolney C of E Primary School.
- 3.11 It is noted that PROW BOL/44Bo/1 runs adjacent to the southern boundary of the site and provides a pedestrian connection towards the existing convenience store on the south side of the A272, as well as connecting to other PROWS to form leisure routes.
- 3.12 Whilst there are no dedicated on road cycle facilities within the immediate vicinity of the site access on The Street, it is considered that the local highway network within Bolney is suitable for cyclists given the low speed limits and relatively flat topography. Notwithstanding this, it should be noted that National Cycle Network (NCN) Route 20 can be accessed via London Road approximately 450 metres northeast of the site. NCN Route 20 provides a direct cycle connection between Pyecombe and Handcross via Albourne, Sayers Common and Bolney. It is noted that NCN Route 20 connects to NCN Route 28 to the south, which provides a direct cycle connection towards Patcham and Brighton.

Accessibility by Bus

- 3.13 The closest bus stops are located on The Street approximately 125 metres south of the site access. It is noted that the southbound bus stop (known as 'Paynesfield' bus stops) comprises of a flag and pole and a dedicated bus shelter, whereas the northbound bus stop comprises of a pole only. The Paynesfield bus stops provide access onto the 2 and 89 bus services. It is noted that additional bus stops (known as 'Ryecroft Road' bus stops) are located approximately 450 metres northeast of the site and provide access onto the 273 bus service, in addition to the aforementioned 2 and 89 bus services. A summary of the local bus services is provided in Table 3.1 below.

Bus Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
2	Balcombe – Handcross – Bolney – Burgess Hill	1 service every Thursday	No services	No services
89	Horsham – North Heath – Oakhill – Manning's Heath – Lower Beeding – Warninglid – Bolney – Ansty Cross – Cuckfield – Haywards Heath	1 service every 2 hours from 07:00 to 16:30	No services	No services
273	Brighton – Patcham Place – Pyecombe Garage – Hassocks – Hurstpierpoint – Albourne – Sayers Common – Hickstead – Bolney – Handcross – Pease Pottage – Southgate – Crawley Bus Station	Four services per day between 08:00-19:00	Four services per day between 08:00-19:00	No services

Table 3.1 – Summary of Local Bus Services

Access to Local Amenities

- 3.14 The site is located within Bolney village centre and therefore benefits from close proximity to a number of local amenities. Key amenities within an appropriate walking/cycling distance from the site include the Bolney C of E primary school, a nursery, a convenience store, three public houses, a wine estate, a church and a chapel.

4.0 Development Proposals

- 4.1 The remainder of this section provides information on the pre-application discussions with the Local Highway Authority, along with further detail on the proposed access, parking and servicing arrangements having regard to advice received at pre-application stage.

Transport Vision

- 4.2 In line with the National Planning Policy Framework, the development proposals will be shaped by a long-term, place-specific vision that promotes sustainable, inclusive and well-designed development. Central to this vision is the creation of a connected and accessible neighbourhood that encourages active travel and reduces car dependency.
- 4.3 This Transport Statement adopts a vision-led approach, aiming to identify and promote opportunities for walking, cycling and public transport use, seeking to leverage existing transport infrastructure and integrate the proposed development to enhance site accessibility. Pursuant to this, the transport vision for the development will aim to ensure:
- ▶ Residents have the opportunity to walk or cycle to nearby amenities, by providing and/or enhancing pedestrian routes and measures to support safe routes for cycling;
 - ▶ Suitable pedestrian connections are provided to bus stops, to support residents accessing wider amenities in the area by bus, such as Burgess Hill, Haywards Heath and Crawley;
 - ▶ The development is designed and equipped to reduce the need to travel by provision of high-speed broadband to support working from home and online shopping, for example; and
 - ▶ Dwellings are installed with appropriate provision for charging electric vehicles and e-bikes.

Pre-Application Consultation

- 4.4 The proposals were subject to pre-application consultation with West Sussex County Council as Local Highways Authority in February 2026. It should be noted that the proposed development subject to the pre-application consultation comprised up to 18 residential dwellings on a larger site and the quantum of development has since reduced as discussed further below. This Transport Statement has been prepared having regard to advice received at pre-application stage along with other relevant guidance. In summary, the following points were agreed in principle at the pre-application stage:
- ▶ The access arrangement discussed at pre-application stage involved the demolition of part of the existing historic wall in order to provide 4 metre kerb radii on the south side of the access, which could accommodate refuse and fire vehicle movements at the access;
 - ▶ Visibility splays of 33 metres to the north and 35 metres to the south (reflective of observed 85th percentile directional speeds from March 2021 speed surveys) set back 2.4 metres from the edge of the carriageway were accepted in principle, however it should be noted that The Street was subject to a speed limit of 30 miles per hour at the time of the speed surveys. The speed limit of The Street has since reduced to 20 miles per hour;
 - ▶ Car and cycle parking should be provided in accordance with the standards contained within the 'Guidance on Parking at New Developments' document published by West Sussex County Council in September 2020;
 - ▶ The size of the proposed development would indicate that most pedestrian trips that would be made to/from the site would be for leisure trips or trips to local amenities; and
 - ▶ Opportunities to provide a footway connection from the site towards PROW BOL/44Bo/1 should be explored, subject to land ownership.

Proposed Use and Quantum

- 4.5 The development proposals comprise the following:

"Erection of 5 detached dwellings houses outbuildings, including new garage to serve The Byre."

- 4.6 Access to the site is to be achieved via the existing access taken from The Street. Car and cycle parking are to be provided in accordance with local policy standards. The indicative site layout plan is included in **Appendix B**.

Access

- 4.7 Access to the site is to be achieved via the existing access taken from The Street, which is situated between Dalton's Farm to the north and The Byre to the south. The majority of the access track measures between 3.7 to 4.5 metres in width, which is of sufficient width to accommodate a fire appliance. The access track narrows to an absolute minimum of 3.1 metres for approximately 50 metres. Whilst this is not sufficient width to facilitate two-way vehicle movement, the proposed access track is of relatively straight geometry which ensures that suitable forward visibility can be achieved as illustrated on the drawing included in **Appendix C**.
- 4.8 The Street is subject to a speed limit of 20 miles per hour. As such, guidance contained within Manual for Streets (2007) requires visibility splays of 25 metres in each direction set back 2.4 metres from the edge of the carriageway. The required visibility splays are illustrated on the access arrangement drawing included in **Appendix D** which demonstrates that the splays are contained entirely within the extent of publicly maintainable highway along The Street, information of which was obtained from Surrey County Council. West Sussex County Council as Local Highways Authority confirmed during the pre-application consultation that 25 metre visibility splays set back 2.4 metres from the edge of the carriageway would be suitable to serve the proposed development and, on that basis, it is suggested that appropriate vehicle access to the site can be achieved.
- 4.9 With regard to pedestrian access, a pedestrian link is to be provided within the curtilage of the site and will provide direct access onto PROW BOL/44Bo/1.

Parking

- 4.10 Car and cycle parking are to be provided in accordance with the applicable standards contained within the 'Guidance on Parking at New Developments' document published by West Sussex County Council in September 2020, as outlined in Table 2.1 contained within Section 2 of this Transport Statement.
- 4.11 Each dwelling is to be provided with two allocated car parking spaces. Additionally, Plots 1 and 5 are to each be provided with a detached garage.
- 4.12 With regard to cycle parking, a dedicated cycle store is to be provided within the curtilage of each dwelling as illustrated on the indicative site layout plan. Cycle parking will be sheltered and secured.

Deliveries and Servicing

- 4.13 The site layout and access track has been designed to ensure that a fire appliance can reach within 45 metres of each dwelling/building entrance. A dedicated turning area is situated to the east of Plot 5, which allows a fire appliance to turn on site in order to egress onto The Street in forward gear. The suitability of the above arrangement has been tested through swept path analysis, which is included in **Appendix E** and confirms that a fire appliance can enter and exit the site in forward gear.
- 4.14 Spatial constraints at the existing access, specifically the presence of a historic wall, currently prevent a local authority refuse vehicle from entering and exiting the site in forward gear. As such, at this stage it is envisaged that a bin store will be provided within the curtilage of the site and refuse collection personnel will be required to drag the refuse from the site towards the refuse vehicle.
- 4.15 Alternatively, consideration has been given to private refuse collection as an alternative. In the event that private refuse collection does occur, it is envisaged that a refuse vehicle of suitable length, operated by a third party, will enter the site in forward gear and turn with the dedicated turning area in order to onto The Street in forward gear.

5.0 Development Impact

Overview

- 5.1 This section outlines the vehicle movements that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Trip Generation

- 5.2 In order to understand the number of vehicle movements likely to be generated by the proposed residential dwellings, the TRICS database has been interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:
- ▶ Sites located in the United Kingdom;
 - ▶ Sites located in areas classified as 'Suburban Area' and 'Edge of Town';
 - ▶ Sites comprising 5 to 30 residential dwellings; and
 - ▶ Weekday Surveys only.
- 5.3 The trip rates associated with the above parameters and resultant vehicle trips pertaining to five residential dwellings are summarised in Table 5.1 below. The full TRICS output is included in **Appendix F**.

Mode of Travel	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)		Weekday Total Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rate	0.199	0.414	0.338	0.199	3.320	3.297
Vehicle Trips	1	2	2	1	17	16

Table 5.1 – Proposed Trip Generation – Five Residential Dwellings

- 5.4 Table 5.1 above demonstrates that the proposed development could generate in the order of three total two-way vehicle movements during both the morning and evening peak hour periods. Over an average weekday, the proposed development could generate in the order of 33 total two-way vehicle movements.

Summary

- 5.5 The expected vehicle trip generation associated with the proposed development has been assessed with reference to the industry standard TRICS database. The analysis demonstrates that the proposed development is expected to result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods.
- 5.6 On the basis of the above, it is suggested that the proposed development will not result in a material impact on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of Shire Barns Developments to accompany a planning application in relation to development proposals on land to the west of Daltons Farm and The Byre, Bolney.
- 6.2 The development proposals comprise the following:
- "Erection of 5 detached dwellings houses outbuildings, including new garage to serve The Byre."*
- 6.3 Access to the site is to be achieved via the existing access taken from The Street. Car and cycle parking are to be provided in accordance with local policy standards.
- 6.4 The proposed development has been subject to pre-application discussions with West Sussex County Council as Local Highways Authority although the quantum of development has since reduced since the initial pre-application consultation. This Transport Statement, which has been prepared having regard to current best practice guidance and considers advice received at pre-application stage, demonstrates that:
- ▶ The site accords with national and local policies that are considered pertinent to transport;
 - ▶ A review of personal injury collision information has identified no significant issues associated with the local highway network which are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable access to the site can be achieved in accordance with relevant design guidance;
 - ▶ Appropriate levels of car and cycle parking are to be provided;
 - ▶ The proposals include appropriate provision for servicing and deliveries on-site;
 - ▶ The proposals will result in an imperceptible change in vehicle movements on the surrounding highway network; and
 - ▶ The proposals will not result in an unacceptable impact on highway safety.
- 6.5 On the basis of the above, it is therefore concluded that there is no reason as to why the proposed development should be resisted on traffic or transportation grounds.

Appendix A

West Sussex County Council Highways Pre-Application Response Letter Dated 9th
February 2026

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion Transport Consultants FAO: Phil Bell/ Will Milne-Caney
FROM:	WSCC - Highways Authority
DATE:	9 February 2026
LOCATION:	Land to the West of Daltons Farm and The Byre, Bolney, The Street, Bolney, West Sussex, RH17 5PG
SUBJECT:	Internal Reference: PRE-06-26 Construction of up to 18 residential dwellings on land to the west of Daltons Farm and The Byre, Bolney. The existing access is to be upgraded in order to achieve safe and suitable access to the site.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a / see comments below

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land to the West of Daltons Farm and The Byre, Bolney, The Street, Bolney, West Sussex, RH17 5PG.

The Highways Authority has been consulted for pre-application advice regarding the proposed development of at Land to the west of Daltons Farm and The Byre, Bolney for up to 18 residential dwellings.

This submission for a Level 2 meeting with written response has been undertaken using the following documents:-

1. Transport Scoping notes
2. Draft site plan, Drawing number 327-F10

An online teams meeting was conducted on the 6th February 2026 between Alison Meeus (WSCC) and Will Milne-Caney from Motion Transport Consultants. A discussion took place regarding the site access proposals and the impact the development will have on the village of Bolney.

1. **Access** - visibility splays are in line with speed survey data undertaken in March 2021 and provide 2.4m x 33m to the north and 2.4m x 35m to the south. These meet the 85th percentile speeds recorded at this time when speed limit was 30mph, now 20mph.
2. **Access width** – 4.8m narrowing down to 4.1m.
3. **Speeds** -The Street also has a posted 20mph speed limit, and Manual for Streets guidance suggests visibility splays of 2.4m x 25m in both directions, as such WSCC would be satisfied with these visibility splays.
4. **Car Parking & Cycle Parking** - the WSCC car parking and cycle parking standards for residential development should be consulted. The site falls within Parking Behaviour Zone 1.

5. **Trip Data** – use of TRICS to understand the multi modal trips generated from the site would make this more vision led? However, due to the size of the development most pedestrian trips to and from the site will be for leisure trips and trips to local amenities.
6. **Local Amenities** – Bolney has a few local amenities such as a petrol station and shop on Cowfold Road, Bus Stops on Ryecroft Road, or The Street.
7. **Walking and Cycling routes to local amenities** – consideration to the routes that will be taken to reach amenities and what the current provision is like to help encourage sustainable forms of travel.
8. **Link to PROW to the south** – the committed development to the south of the land is being developed under outline planning application DM/1129/25 (Land at Foxhole Farm). The reserved matters application has not been submitted yet, but indicative site layout drawings show a footpath link to connect with PROW BOL/44bo/1.
9. A footway connection into the PROW from your site would open up the permeability of the site to encourage further sustainable routes away from The Street and to the petrol station on the A272, and leisure routes connecting to other PROW. However this would be subject to land ownership.

Alison Meeus
Planning Services

Appendix B

Indicative Site Layout Plan



SITE PLAN 1:600

C	8.5.26	Roadside bin collection area added
B	6.5.26	Blue Line Added
A	30.4.26	Client amendments
Rev	Date	Description

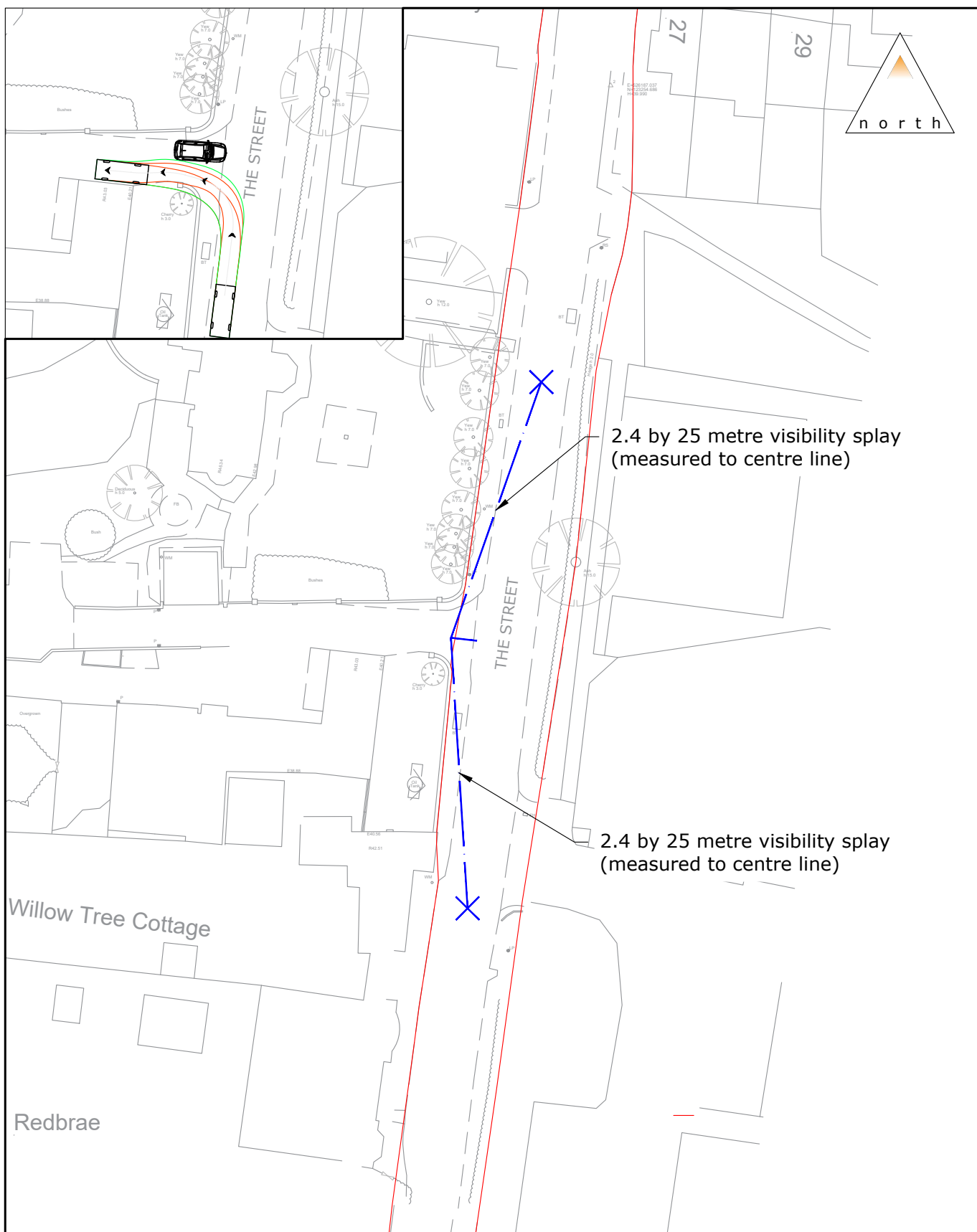
Client
SHIRE BARNS LTD
Project
LAND AT 'THE BYRE'
THE STREET
BOLNEY
Drawing
PROPOSED SITE PLAN

Scale	Status	Date
1:600 @A3	PLANNING	25.3.26
Drawing No.	Revision	

327-P3 C

Appendix C

Proposed Access Arrangement



motion

84 North Street
Guildford
Surrey
GU1 4AU

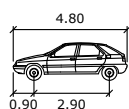
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

SDV



Width
Track
Lock to Lock Time
Steering Angle

meters

: 1.80
: 1.80
: 6.0
: 37.8

Project:

Land at Daltons Farm/The Byre

Title:

Proposed Access Arrangement
and Visibility Splays

Scale: 1:500 (@ A4)

Drawing:

2101022-02

Revision:

H

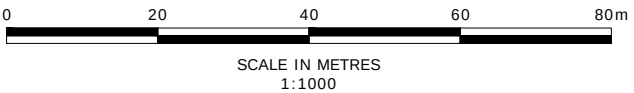
Appendix D

Internal Forward Visibility

Appendix E

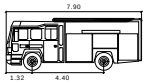
Swept Path Analysis

C:\Users\williammcaney\Motion\StaffSite - Dabolin 2101022\Drawings\2101022-TK03C & TK04C.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



Pumping Appliance
Wheelbase : 4.40
Lock to Lock Time : 4.0
Track : 1.75
Steering Angle : 34.5

C	Updated Site Layout	WMC	PB	PB	01/05/2026
B	Updated Swept Path	WMC	PB	PB	30/01/2026
A	Updated Swept Path	WMC	PB	PB	26/01/2026
-	First Issue	WMC	PB	PB	16/01/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Shire Barns Developments

Project:

Land at Daltons Farm/The Byre, Bolney

Title:

Swept Path Analysis
Fire Appliance

Scale: 1:1000 (@ A3)

Drawing:

2101022-TK04

Revision:

C

Appendix F

TRICS Output

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 day
	EN	ENFIELD	1 day
	KI	KINGSTON	2 days
	KN	KENSINGTON AND CHELSEA	1 day
	SK	SOUTHWARK	1 day
02	WE	WESTMINSTER	1 day
	SOUTH EAST		
	BO	BEDFORD	1 day
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
03	KC	KENT	1 day
	MW	MEDWAY	1 day
	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	CW	CORNWALL	1 day
	DC	DORSET	2 days
04	GS	GLOUCESTERSHIRE	1 day
	SD	SWINDON	1 day
	EAST ANGLIA		
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
06	LN	LINCOLNSHIRE	1 day
	WEST MIDLANDS		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	YO	YORK	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	EC	CHESHIRE EAST	2 days
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	CF	CARDIFF	1 day
	PS	POWYS	1 day
	RC	RHONDDA CYNON TAFF	1 day
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	AG	ANGUS	1 day
	HI	HIGHLAND	4 days
12	CONNAUGHT		
	GA	GALWAY	1 day
	RO	ROSCOMMON	1 day

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

14	LEINSTER		
	CC	CARLOW	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	6 to 30 (units:DWELLS)
Range Selected by User:	5 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	5 days
Monday	10 days
Thursday	17 days
Tuesday	14 days
Wednesday	20 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	62
Direction ATC Count	4

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	34 days
Suburban Area	32 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Built-Up Zone	2 days
Industrial Zone	1 days
No Sub Category	4 days
Residential Zone	59 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	59 days

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Secondary Filtering Selection:

Use Class:

C3	66 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

250 - 15312

Population within 1 mile:

1,001 to 5,000	9 surveys
10,001 to 15,000	14 surveys
100,001 or More	1 surveys
15,001 to 20,000	9 surveys
20,001 to 25,000	8 surveys
25,001 to 50,000	10 surveys
5,001 to 10,000	13 surveys
50,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	11 surveys
25,001 to 50,000	10 surveys
250,001 to 500,000	10 surveys
5,000 or Less	2 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	8 surveys
500,001 or More	8 surveys
75,001 to 100,000	9 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	23 surveys
1.1 to 1.5	40 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	61 surveys
Yes	5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) - Very poor	1 surveys
3 - Moderate	1 surveys
4 - Good	1 surveys
6a - Excellent	1 surveys
No PTAL Present	62 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

1	AC-03-A-02	DETACHED	CESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	AC-03-A-04	TOWN HOUSES	CESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
3	AG-03-A-01	BUNGALOWS/DET.	ANGUS
KEPTIE ROAD ARBROATH Suburban Area Residential Zone Site area: 0.6800000071525574 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
4	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Site area: 1.850000023841858 hect Survey date:			
			Survey Type: Manual
5	BN-03-A-01	SEMI DETACHED	BARNET
NORRY'S ROAD COCKFOSTERS Suburban Area Residential Zone Site area: 0.44999998807907104 hect Survey date: Thursday 20/10/2005			
			Survey Type: Manual
6	BO-03-A-01	DETACHED HOUSES	BEDFORD
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.230000019073486 hect Survey date: Thursday 15/10/2020			
			Survey Type: Manual
7	CC-03-A-01	DETACHED HOUSES	CARLOW
R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.4500000476837158 hect Survey date: Wednesday 25/05/2016			
			Survey Type: Manual
8	CF-03-A-03	DETACHED	CARDIFF
LLANTRISANT ROAD			



Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

CARDIFF
Suburban Area
Residential Zone
Site area: 1.5 hect
Survey date:

Survey Type: Manual

9
ALVERTON ROAD
PENZANCE
Suburban Area
Residential Zone
Site area: 0.20000000298023224 hect
Survey date: Thursday 30/06/2005

CW-03-A-01

TERRACED

CORNWALL

Survey Type: Manual

10
ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Wednesday 09/11/2022

DC-03-A-10

MIXED HOUSES

DORSET

Survey Type: Manual

11
RYLANDS AVENUE
WEYMOUTH
WYKE REGIS
Suburban Area
Residential Zone
Site area: 0.82 hect
Survey date: Tuesday 06/05/2025

DC-03-A-12

PRIVATELY OWNED HOUSES

DORSET

Survey Type: Manual

12
GRACE PARK ROAD
DUBLIN
WHITEHALL
Suburban Area
Residential Zone
Site area: 0.38999998569488525 hect
Survey date: Wednesday 19/05/2021

DL-03-A-11

SEMI-DETACHED HOUSES

DUBLIN

Survey Type: Manual

13
GLENFIN ROAD
BALLYBOFEY
Edge of Town
Residential Zone
Site area: 1.0199999809265137 hect
Survey date: Wednesday 10/10/2018

DN-03-A-06

DETACHED HOUSING

DONEGAL

Survey Type: Manual

14
SYDNEY ROAD
CREWE
SYDNEY
Edge of Town
Residential Zone
Site area: 0.8399999737739563 hect
Survey date: Tuesday 14/10/2008

EC-03-A-04

DETACHED

CHESHIRE EAST

Survey Type: Manual

15
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone

EC-03-A-06

TERRACED HOUSES

CHESHIRE EAST



Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Site area: 0.7300000190734863 hect
Survey date:

Survey Type: Manual

16 DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.6700000166893005 hect Survey date: Wednesday 14/09/2022	EN-03-A-02	DETACHED HOUSES	ENFIELD	Survey Type: Manual
17 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
18 MONEENEGEISHA ROAD GALWAY WELLPARK Suburban Area Built-Up Zone Site area: 0.8999999761581421 hect Survey date: Wednesday 20/09/2006	GA-03-A-03	SEMI DET./TERRACED	GALWAY	Survey Type: Manual
19 BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Site area: 1.4299999475479126 hect Survey date: Wednesday 12/10/2011	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: Manual
20 GREEN LANE TEWKESBURY Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 10/10/2024	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
21 ROMSEY ROAD WINCHESTER PITT Edge of Town Residential Zone Site area: 4.800000190734863 hect Survey date: Thursday 16/06/1988	HC-03-A-08	HOUSING	HAMPSHIRE	Survey Type: Manual
22 READING ROAD YATELEY CRICKET HILL Edge of Town Residential Zone Site area: 1.2999999523162842 hect Survey date: Tuesday 05/05/1987	HC-03-A-10	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

23 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.1899999976158142 hect Survey date:	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: Manual
24 NESS WAY FORTROSE Edge of Town Residential Zone Site area: 1.100000023841858 hect Survey date: Thursday 03/12/1998	HI-03-A-06	BUNGALOWS	HIGHLAND	Survey Type: Manual
25 BOSWELL ROAD INVERNESS CASTLE HEATHER Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Wednesday 02/12/1998	HI-03-A-10	BUNGALOWS	HIGHLAND	Survey Type: Manual
26 OLD PERTH ROAD INVERNESS CULCABOCK Edge of Town Residential Zone Site area: 0.5 hect Survey date: Tuesday 01/12/1998	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND	Survey Type: Manual
27 KINGSMILLS ROAD INVERNESS Edge of Town Residential Zone Site area: 0.47999998927116394 hect Survey date: Thursday 21/05/2009	HI-03-A-13	HOUSING	HIGHLAND	Survey Type: Manual
28 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.1100000143051147 hect Survey date: Wednesday 09/06/2021	KC-03-A-09	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
29 COOMBE RISE KINGSTON UPON THAMES Suburban Area Residential Zone Site area: 1.3700000047683716 hect Survey date: Thursday 24/06/2010	KI-03-A-01	DETACHED	KINGSTON	Survey Type: Manual
30 WOLSEY CLOSE	KI-03-A-02	DETACHED	KINGSTON	



Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

KINGSTON UPON THAMES

Suburban Area

Residential Zone

Site area: 2.259999990463257 hect

Survey date: Thursday 24/06/2010

Survey Type: Manual

31	KN-03-A-01	TERRACED	KENSINGTON AND CHELSEA
BARLBY ROAD			
NORTH KENSINGTON			
Suburban Area			
Built-Up Zone			
Site area: 0.949999988079071 hect			
Survey date: Friday 26/01/2007			
Survey Type: Manual			

32	LC-03-A-16	DETACHED	LANCASHIRE
CHORLEY ROAD			
PRESTON			
WALTON-LE-DALE			
Edge of Town			
No Sub Category			
Site area: 0.800000011920929 hect			
Survey date: Thursday 26/03/1998			
Survey Type: Manual			

33	LC-03-A-20	TERRACED	LANCASHIRE
KILNHOUSE LANE			
BLACKPOOL			
ST ANNES			
Edge of Town			
Industrial Zone			
Site area: 0.4000000059604645 hect			
Survey date: Tuesday 13/06/1995			
Survey Type: Manual			

34	LE-03-A-01	DETACHED	LEICESTERSHIRE
REDWOOD AVENUE			
MELTON MOWBRAY			
Edge of Town			
Residential Zone			
Site area: 0.4000000059604645 hect			
Survey date: Tuesday 03/05/2005			
Survey Type: Manual			

35	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
ROOKERY LANE			
LINCOLN			
BOULTHAM			
Suburban Area			
Residential Zone			
Site area: 0.7699999809265137 hect			
Survey date: Tuesday 18/09/2012			
Survey Type: Manual			

36	MS-03-A-03	DETACHED	MERSEYSIDE
BEMPTON ROAD			
LIVERPOOL			
OTTERSPOOL			
Suburban Area			
Residential Zone			
Site area: 0.5 hect			
Survey date: Friday 21/06/2013			
Survey Type: Manual			

37	MW-03-A-02	MIXED HOUSES	MEDWAY
OTTERHAM QUAY LANE			
RAINHAM			
Edge of Town			
Residential Zone			

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Site area: 0.699999988079071 hect
Survey date:

Survey Type: Manual

38 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Site area: 1.4900000095367432 hect Survey date: Tuesday 16/10/2012	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: Manual
39 HALING WAY THETFORD Edge of Town Residential Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
40 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
41 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Site area: 0.7699999809265137 hect Survey date: Tuesday 18/10/2011	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE	Survey Type: Manual
42 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
43 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Site area: 0.30000001192092896 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
44 WATERMEET GROVE STOKE-ON-TRENT ETRURIA Suburban Area Residential Zone Site area: 0.5199999809265137 hect Survey date: Wednesday 26/11/2008	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT	Survey Type: Manual
45 PETERBOROUGH	PB-03-A-03	DETACHED	PETERBOROUGH	



Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

THORPE PARK ROAD

Suburban Area

Residential Zone

Site area: 0.47999998927116394 hect

Survey date: Tuesday 18/10/2011

Survey Type: Manual

46 PB-03-A-04 DETACHED HOUSES PETERBOROUGH

EASTFIELD ROAD

PETERBOROUGH

Suburban Area

Residential Zone

Site area: 1.7100000381469727 hect

Survey date:

Survey Type: Manual

47 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS

GUNROG ROAD

WELSHPOOL

Suburban Area

Residential Zone

Site area: 0.8100000023841858 hect

Survey date:

Survey Type: Manual

48 RC-03-A-03 HOUSING RHONDDA CYNON TAFF

PARK CRESCENT

TREORCHY

CWM PARC

Edge of Town

Residential Zone

Site area: 1.600000023841858 hect

Survey date: Tuesday 11/07/1995

Survey Type: Manual

49 RO-03-A-03 DETACHED HOUSES ROSCOMMON

N61

BOYLE

GREATMEADOW

Edge of Town

No Sub Category

Site area: 4.079999923706055 hect

Survey date: Thursday 25/09/2014

Survey Type: Manual

50 SD-03-A-01 SEMI DETACHED SWINDON

HEADLANDS GROVE

SWINDON

Suburban Area

Residential Zone

Site area: 1.159999966621399 hect

Survey date: Thursday 22/09/2016

Survey Type: Manual

51 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK

NORMANSTON DRIVE

LOWESTOFT

Suburban Area

Residential Zone

Site area: 0.5899999737739563 hect

Survey date: Tuesday 23/10/2012

Survey Type: Manual

52 SF-03-A-05 DETACHED HOUSES SUFFOLK

VALE LANE

BURY ST EDMUNDS

Edge of Town

Residential Zone

Site area: 1.149999976158142 hect

Survey date: Wednesday 09/09/2015

Survey Type: Manual

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

53 SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Site area: 0.5099999904632568 hect Survey date: Friday 26/06/2009	SH-03-A-03	DETACHED	SHROPSHIRE	Survey Type: Manual
54 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Thursday 22/05/2014	SH-03-A-06	BUNGALOWS	SHROPSHIRE	Survey Type: Manual
55 TIMBER POND ROAD CANADA WATER Suburban Area Residential Zone Site area: 0.3400000035762787 hect Survey date: Thursday 23/10/2008	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK	Survey Type: Manual
56 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Wednesday 22/11/2017	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: Manual
57 WEST PARK ROAD GATESHEAD Suburban Area Residential Zone Site area: 0.550000011920929 hect Survey date:	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR	Survey Type: Manual
58 ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.20999999344348907 hect Survey date:	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: Manual
59 HEREFORD ROAD NOTTING HILL Suburban Area Residential Zone Site area: 0.3100000023841858 hect Survey date: Thursday 15/10/2009	WE-03-A-01	PRINCES MEWS	WESTMINSTER	Survey Type: Manual
60 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE	



Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Residential Zone

Site area: 0.10000000149011612 hect

Survey date: Friday 21/10/2011

Survey Type: Manual

61 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area Residential Zone Site area: 0.8500000238418579 hect Survey date: Wednesday 25/09/2019	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
62 HEATH STREET STOURBRIDGE Suburban Area Residential Zone Site area: 0.4000000059604645 hect Survey date: Wednesday 26/04/2006	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS	Survey Type: Manual
63 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Site area: 0.4699999988079071 hect Survey date: Thursday 17/10/2013	WM-03-A-06	BUNGALOWS	WEST MIDLANDS	Survey Type: Manual
64 EVESON ROAD STOURBRIDGE NORTON Suburban Area Residential Zone Site area: 0.7799999713897705 hect Survey date: Wednesday 18/09/2024	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	Survey Type: Manual
65 MARLBOROUGH AVENUE BROMSGROVE ASTON FIELDS Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 23/06/2005	WO-03-A-01	DETACHED	WORCESTERSHIRE	Survey Type: Manual
66 NICHOLAS STREET YORK Suburban Area Residential Zone Site area: 0.15000000596046448 hect Survey date:	YO-03-A-01	TERRACED HOUSES	YORK	Survey Type: Manual

Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	3	10	0.000	0.034	0.034
01:00-02:00	3	10	0.000	0.000	0.000
02:00-03:00	3	10	0.000	0.000	0.000
03:00-04:00	3	10	0.034	0.000	0.034
04:00-05:00	3	10	0.069	0.069	0.138
05:00-06:00	3	10	0.000	0.034	0.034
06:00-07:00	3	10	0.000	0.034	0.034
07:00-08:00	66	18	0.085	0.263	0.348
08:00-09:00	66	18	0.199	0.414	0.613
09:00-10:00	66	18	0.145	0.213	0.358
10:00-11:00	66	18	0.178	0.173	0.351
11:00-12:00	66	18	0.187	0.186	0.373
12:00-13:00	66	18	0.231	0.207	0.438
13:00-14:00	66	18	0.204	0.195	0.399
14:00-15:00	66	18	0.217	0.245	0.462
15:00-16:00	66	18	0.289	0.251	0.540
16:00-17:00	66	18	0.330	0.221	0.551
17:00-18:00	66	18	0.338	0.199	0.537
18:00-19:00	66	18	0.256	0.183	0.439
19:00-20:00	4	10	0.263	0.158	0.421
20:00-21:00	4	10	0.158	0.184	0.342
21:00-22:00	3	10	0.069	0.000	0.069
22:00-23:00	3	10	0.034	0.034	0.068
23:00-00:00	3	10	0.034	0.000	0.034
Total Rates:			3.320	3.297	6.617

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 4f56eddd-5d2b-4f51-a8c6-7a884df97873

Parameter Summary:

Trip rate parameter range selected:	5 - 30 (units: DWELLS)
Survey date date range:	05/05/1987 - 06/05/2025
Number of weekdays (Monday-Friday):	66
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.