



Proposed Residential Development
West Hoathly Road, East Grinstead

Transport Statement

For

Devine Homes

Document Control Sheet

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Devine Homes to accompany a planning application for 44 residential dwellings with associated car parking and landscaping on land east of West Hoathly Road, East Grinstead (herein referred to as 'the site'). The site is located within the administrative boundaries of Mid Sussex District Council (MDC) and West Sussex County Council (WSCC).
- 1.2 The site is located at the southern edge of the built up area of East Grinstead, adjacent to the suburb of Sunnyside. The site comprises a single field located to the east of West Hoathly Road which provides access north into the centre of East Grinstead.
- 1.3 Highway access to the site will be via a new access onto West Hoathly Road, which will provide access for vehicles, pedestrians and cyclists. An additional active travel access will be located to the north-west of the site for pedestrians.
- 1.4 Following this introduction, this report will contain the following:
 - ▶ Section 2 outlines the transport planning policies that are relevant to this application;
 - ▶ Section 3 provides details of the site location, local amenities and reviews the accessibility of the site by all modes of transport and assess existing traffic and road safety conditions;
 - ▶ Section 4 provides an overview of the proposed development including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 provides a travel plan statement;
 - ▶ Section 6 considers the trip generating potential of the proposal by all modes; and,
 - ▶ Section 7 summarises the key findings and conclusions.

2.0 Planning Policy Context

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposal are as follows:

- ▶ National Planning Policy Framework – December 2024;
- ▶ West Sussex Transport Plan 2022 to 2036 – April 2022;
- ▶ Mid Sussex District Plan 2014-2031 – March 2018; and,
- ▶ West Sussex County Council 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.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. However, Section 9 indicates that local context should be taken into account when planning policy and decisions are being made.
- 2.4 Section 9 of the NPPF relates to 'Promoting Sustainable Transport', 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. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 2.5 Off-street parking provision is referred to in Paragraph 112 which states that local planning authorities should take into account the following if setting local parking standards for development:

- "a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.6 In respect of car parking, paragraph 113 states:

"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 This is followed by paragraph 116 which states:

"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".

2.8 Paragraph 117 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles, stating:

"(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."

2.9 The NPPF also outlines that Transport Assessments and Travel Plans are necessary where development will generate significant amounts of movement. Planning Practice Guidance, which supplements policy outlined in the NPPF, provides further information on Transport Assessments and Travel Plans, recognising that these documents:

"...can positively contribute to:

- ▶ *Encouraging sustainable travel;*
- ▶ *Lessening traffic generation and its detrimental impacts;*
- ▶ *Reducing carbon emissions and climate impacts;*
- ▶ *Creating accessible, connected, inclusive communities;*
- ▶ *Improving health outcomes and quality of life;*
- ▶ *Improving road safety; and,*
- ▶ *Reducing the need for new developments to increase existing road capacity or provide new roads."*

Local Policy

West Sussex Transport Plan, 2022-2036

- 2.10 The West Sussex Transport Plan outlines the County Council's strategy and long-term vision for directing highway and transport infrastructure requirements associated with new developments. The Plan also includes an implementation plan identifying key issues and aims for improvements to the County's transport networks.

Mid Sussex District Plan 2014-2031

- 2.11 The Mid Sussex District Plan was adopted in March 2018 and provides the strategy to give the local people more ownership and control over planning within their area. Within the plan there are numerous strategic policies relating to development / transport needs;

- 2.12 Policy DP21: Transport states;

"Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

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 (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- *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 generates significant amounts 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.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.”

West Sussex County Council Guidance on Parking at New Developments, September 2020

- 2.13 West Sussex County Council (WSCC) guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of a development. The proposed development is in a PBZ2 location, (a PBZ of 5 is considered the most accessible, with a PBZ of 1 the least accessible). Table 2.1 below outlines the standards for dwellings within PBZ 2 and cycle parking standards for flats.

Number of Bedrooms	Car parking
1	1.4
2	1.7
3	2.1
4+	2.7

Table 2.1 – West Sussex Parking Standards for PBZ2

- 2.14 If garages are provided, they should be at least 6 metres by 3 metres internally. If garages meet this requirement, they will be regarded as half an allocated parking space and calculations of parking demand should take this into account. Visitor parking requirements will be influenced by the level of unallocated parking.
- 2.15 West Sussex County Council’s cycle parking standards for residential developments are provided in Table 2.2 below.

Type	Dwelling Size	Cycle Provision
House	Up to 3 rooms (1 & 2 bed)	1 space
House	3+ bed	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal otherwise same as house)

Table 2.2 – West Sussex Local Cycle Parking Standards

3.0 Baseline Conditions

- 3.1 The site is located to the south of East Grinstead within the administrative boundaries of Mid Sussex District Council (MDC) and West Sussex County Council (WSCC). The site is located at the southern edge of the built up area of East Grinstead, adjacent to the suburb of Sunnyside. The site comprises a single field located to the east of West Hoathly Road which provides access north into the centre of East Grinstead. The location of the site is shown within Figure 3.1 below.

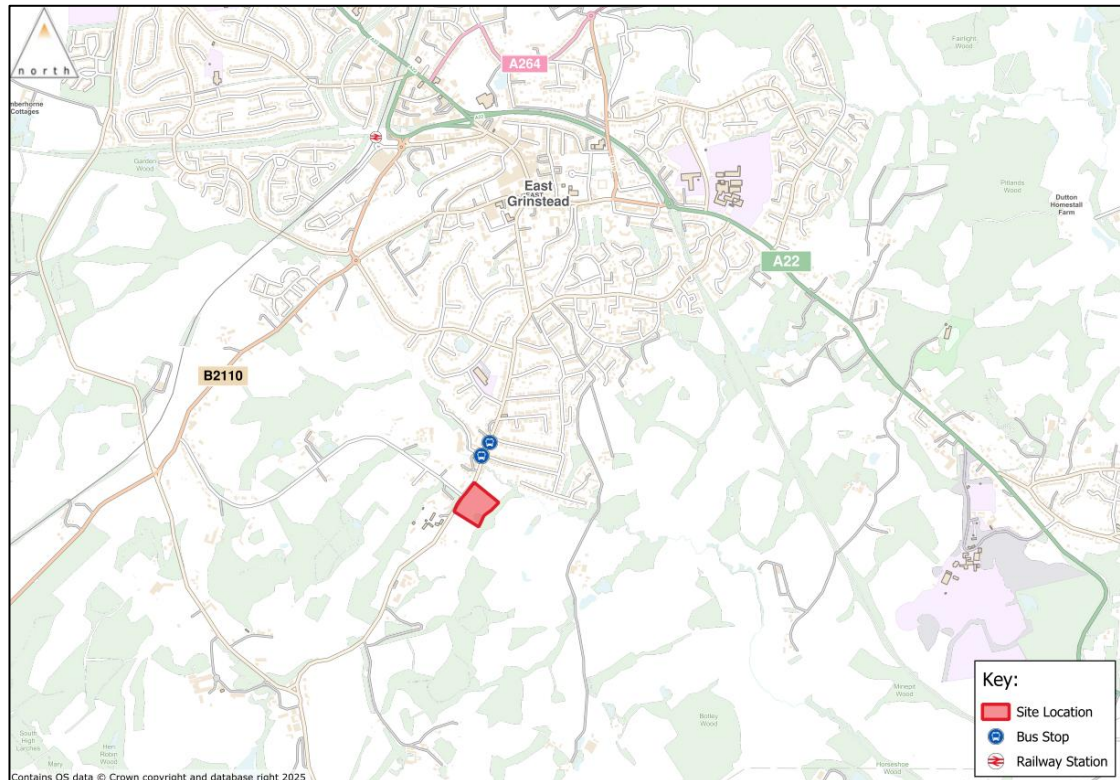


Figure 3.1 - Site Location

Local Highway Network

- 3.2 West Hoathly Road is a two-way single carriageway subject to a 30mph speed limit. To the south, West Hoathly Road provides access towards St. Hill Green, to the north West Hoathly Road connects to Dunning's Road and onwards to further residential roads which in turn provides access onto East Grinstead High Street.
- 3.3 Within the vicinity of the site there are no road markings along West Hoathly Road. To the north a single dashed white line is located to the centre of the carriageway.
- 3.4 The site is located close to the A22, a two-way single carriageway that is part of the strategic highway network. The A22 can be accessed via East Grinstead High Street. To the north the A22 provides access towards the A23 and Purley via Caterham and the M25, to the south the A22 provides a continuous route to Eastbourne via Uckfield and Hailsham.

Personal Injury Accident Data

- 3.5 A review of personal injury collision (PIC) data for West Hoathly Road has been carried out using the Crashmap online tool. This identified that no incidents have occurred along West Hoathly Road within the vicinity of the site in the latest 5-year period.

Accessibility of the Site by Non-Car Modes

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
 - ▶ *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).
- 3.7 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot"*.
- 3.8 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks"*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

- 3.9 The site is accessible on foot via a footway along the western extent of the carriageway. This provides a route south to Coombe Hill Road which is a private road that provides access to Toybox Day nursery as well as some residential properties. To the north, the footway continues on both sides of the carriageway to East Grinstead town centre. Where appropriate dropped kerbs and tactile paving is provided to aid accessibility and there is continuous street lighting.
- 3.10 Although no on-road cycle facilities are provided within the vicinity of the site, it is considered that the local highway network is suitable for cycling due to the relatively low speed limit and local topography.
- 3.11 Close to the site there are a number of Public Rights of Ways (PRoW) which provide alternative routes to the footways along the carriageways. To the north of the site there is Footpath 'EAG 26bEG/1' which connects to Hardwoods Lane, which is also byway 'EAG 23bEG/1', and provides a continuous route into East Grinstead town centre. Footway 'EAG 27EG/1' is located to the north-west of the site via Coombe Hill Road.
- 3.12 Additionally, Footpath 'EAG 26aEG/1' which is accessed via Streatfield Place provides an alternative and more direct route towards East Grinstead railway station.

Accessibility by Bus

- 3.13 The closest bus stop to the site is located 300 metres north of the site along West Hoathly Road, which serves bus route 84 and can be accessed within a 4 minute walk. The bus stops are presented with a flag pole and timetable.
- 3.14 Additional bus stops are located 1.4km north along the High Street, which can be accessed within a 20 minute walk and serves a number of bus routes. Both bus stops are located with timetables, flagpoles, bus shelters and raised platforms to aid those requiring additional accessibility. Table 3.1 below summarises local bus services.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
84	East Grinstead – Dunnings – West Hoathly – Turners Hill – Three Bridges – Crawley	Every 2 hours	Every 2 hours	-
261	Uckfield – Nutley – Ashurst Wood – East Grinstead	Every 2 hours	Every 2 hours	-
270	East Grinstead – Ashurst Wood – Danehill – Lindfield – Haywards Heath – Burgess Hill – Hassocks – Brighton	Every hour	Every hour	Every 2 hours
281	Lingfield – East Grinstead – Crawley Down – Copthorne – Three Bridges – Crawley	Every hour	Every hour	Every 2 hours
291	Tunbridge Wells – Langton Green – Forest Row – East Grinstead – Crawley Down – Copthorne – Three Bridges – Crawley	Every hour	Every hour	Every 2 hours
400	East Grinstead – Copthorne – Three Bridges – Crawley – Gatwick – Horley – Redhill – Caterham	Every hour	Every hour	Every hour
409	East Grinstead – Lingfield – Blindley Heath – Godstone – Caterham – Whyteleafe – Warlingham – Selsdon	Every 30 minutes	Every hour	Every hour
646	Edenbridge – Dormansland – Lingfield – Baldwins Hill – East Grinstead (School Bus)	2 per day	-	-

Table 3.1 – Local Bus Services

Accessibility by Train

- 3.15 The closest train station to the site is located approximately 2.1km north of the site, which can be accessed in a 10 minute cycle. East Grinstead railway station has 96 cycle parking spaces which are sheltered and covered by CCTV. The station also has 375 car parking spaces of which 6 are accessible.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
London Victoria	East Grinstead – Dormans – Lingfield – Hurst Green – Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	1 per hour

Table 3.2 – Local Rail Services

- 3.16 East Grinstead is also located along the Bluebell Railway, a historic tourist trainline that runs between Sheffield Park and East Grinstead

Local Amenities

- 3.17 The site is located to the south of East Grinstead which has a variety of everyday local amenities within a 2 kilometres/ 30 minute walk radius. Table 3.3 summarises the duration of travel to local facilities on foot and by cycle.

Amenity	Distance (metres)	Travel Time (minutes)	
		Walking	Cycling
Education Facilities			
Toybox Day Nursery	100	1	1
The Meads Primary School	550	7	2
Sackville Secondary School	1,900	26	7
Supermarkets			
Waitrose & Partners	1,300	16	4
Iceland Supermarket	1,400	19	6
Sainsbury’s Supermarket	2,000	30	7
Health Facilities			
Ship Street Surgery	1,100	17	7
Judges Close Surgery	1,300	21	9
Superdrug	1,600	21	5
Sport and Leisure Facilities			
Sunnyside Recreation Ground	120	2	1
East Grinstead Rugby Football Club	1,400	17	4
East Grinstead Sports Club	1,600	24	9
PureGym East Grinstead	1,600	24	9

Table 3.3 – Local Amenities

- 3.18 East Grinstead town centre is located approximately 1.5km north of the site which can be accessed in a 23 minute walk or 9 minute cycle and provides access to a number of local everyday amenities.
- 3.19 Given the above the site is considered to be located in an accessible and sustainable location, benefiting from a range of transport connections, as well as being served by a variety of facilities and services.

4.0 Development Proposal

Overview

- 4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The planning applications seeks planning permission for 44 residential units with vehicular access via West Hoathly Road and a separate pedestrian access to the north-east of the site onto West Hoathly Road, along with associated car parking and landscaping.

Access Arrangements

Vehicular Access

- 4.2 Access to the development is proposed via a new priority junction onto West Hoathly Road to the north of the site. The drawing included at **Appendix A** illustrates the proposed access arrangements.
- 4.3 The provision of a simple priority junction is considered appropriate when considering the quantum of development proposed. The access road has been designed with a 5.5 metre wide carriageway and 6 metre junction radii to enable a car to pass a HGV or refuse vehicle.
- 4.4 A rumble strip will be provided circa 5 metres into the access road to aid crossing and act as a traffic calming measure for vehicles entering and leaving the site. The proposed internal road network would be formed of low speed and lightly trafficked residential streets with carriageway widths which render them suitable for on-carriageway cycling in accordance with LTN 1/20.

Visibility Splays

- 4.5 West Hoathly Road is a two-way single carriageway subject to a 30mph speed limit. To ascertain the required visibility splays two automatic traffic counters (ATCs) were placed along West Hoathly Road, either side of the proposed access between Tuesday 10th June and Monday 16th June 2025, the weather during this time period was dry. The ATC results are attached for reference at **Appendix B**.
- 4.6 The ATC recorded 85th percentile vehicle speeds above the 30 miles per hour speed limit and therefore visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The 85th percentile directional speeds and applicable visibility splays calculated using the formula are provided within Table 4.1 below.

Direction	Dry Speed	Required Visibility Splay
Northbound	35.9 mph	55.6 metres
Southbound	33 mph	49.2 metres

Table 4.1 – Required Visibility

- 4.7 In accordance with the MfS2 calculation, the access is shown to the required 2.4 metre by 55.6 metre visibility to the south (for northbound vehicles). To the north (for southbound vehicles) the required visibility splay is 2.4 metres by 49.2 metres. These above visibility splays are shown on the drawing included at **Appendix C**. The drawing also includes the highway boundary extent along West Hoathly Road.

Pedestrian and Cycle Access

- 4.8 The proposals include the provision of a new crossing located to the north-east of the site to connect with the existing footway along the north/ western footway towards East Grinstead. The crossing will connect to the footway that provides access into the site away from the edge of the carriageway. This will assist future and existing residents along West Hoathly Road. The proposed pedestrian access point is illustrated within **Appendix D**.

Stage 1 Road Safety Audit

- 4.9 The access arrangements and the proposed highway improvements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA is included at **Appendix E** along with the designer's response. The proposed access arrangements and highway works have been updated in order to address the various concerns raised. The only concern raised was the '*Potential collisions due to foliage/boundary treatments obscuring visibility*'.
- 4.10 This has been overcome within the most recent access arrangements as part of the foliage along the site boundary will be removed to accommodate the required visibility. A replacement hedge will be introduced that does not encroach into the required visibility splays.

Parking Arrangements

- 4.11 The WSCC parking standards adopted in September 2020 provide guidance on car parking for new developments. The proposed development is in a Parking Behaviour Zone (PBZ) 2 location. PBZ areas were derived from the 2011 census data being multiplied by growth factors from National databases. Depending on the location of the development will depend on which PBZ it is allocated to, for example PBZ 1 is rural whereas PBZ 5 is likely to be town centres. Table 4.2 below summarises WSCC's parking standards for residential development within PBZ 2 in relation to the development.

Number of Bedrooms	No Dwellings	PBZ2	Required Car Parking
1	6	1.4	8
2	15	1.7	26
3	20	2.1	42
4+	3	2.7	8
Total	44	-	84

Table 4.2 – WSCC Parking Standards

- 4.12 The standards suggest that the proposed development should be provided with at least 84 car parking spaces. Across the site there are 77 allocated bays along with 10 garages which count as 5 car parking spaces totalling 82 car parking spaces.
- 4.13 Within the car parking standards there is no definitive way to work out the number of visitor parking bays for new developments. Within the development there are 10 visitor parking bays in addition to the 82 allocated bays, which is deemed acceptable given the size of the development.
- 4.14 In accordance with cycle parking standards, each flat will be provided with 0.5 space each (totalling 5 spaces being required in total), each 2 bed house will be provided with 1 space per dwelling (totalling 15) and each house of 3 or more bedrooms will be provided with 2 spaces each (totalling 46). These will be provided in safe and secure locations. For the flats there is a shared cycle store located within the parking courtyard; the houses will be provided with bike sheds or garages where bikes can be secured safely.

Servicing and Emergency Access Arrangements

- 4.15 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated collection points on the appropriate bin collect days. All bin stores will be located within an acceptable distance for both residents and bin collection personnel to access.
- 4.16 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at **Appendix F**, demonstrates a refuse vehicle, fire appliance and delivery vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear.

Summary

- 4.17 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.

5.0 Travel Plan Statement

Aim

- 5.1 This Travel Plan Statement (TPS) has been prepared in accordance with West Sussex guidance with the aim to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage residents to travel more using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and their uptake.

Objectives

- 5.2 In order for this TPS to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:
- ▶ Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site every day;
 - ▶ Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport. It is acknowledged that the site's location may limit some options, although the TP will draw on the modes that provide the greatest benefit;
 - ▶ Promote the health and wellbeing benefits associated with travel by foot and by bicycle;
 - ▶ Establish the management of the TPS by appointing a Travel Plan Coordinator (TPC) who will be responsible for the operation of the TPS, its day to day running and the monitoring of its progress;
 - ▶ Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a residents travel survey.
- 5.3 The above objectives will be reviewed on an annual basis. If required, they can be altered by the TPC to offer clearer direction enabling them to evolve the TPS.

Targets

- 5.4 There are two main types of target associated with a TPS:
- ▶ Action Targets; and
 - ▶ Aim Targets.
- 5.5 Action targets act as a check list to ensure that the appropriate measures are carried out within a specified time frame. Aim targets are quantitative targets which set a percentage allowance for people using a certain mode of transport. Some action targets are listed below:
- ▶ Prior to occupation: Appoint a TPC and establish a timeline for implementation;
 - ▶ Upon occupation: Launch Travel Plan and Starter packs to residents, undertake initial survey for new residents travel patterns, submit results to council; and,
 - ▶ 3 to 5 years post first occupation: retake travel surveys and submit to council to see if any further changes are needed.
- 5.6 Aim targets is to reduce single occupancy vehicle trips. This will be done by reducing the number of single car trips by circa 5% in 3 to 5 years, by promoting sustainable transport and active travel modes for residents.
- 5.7 Upon completion of the baseline survey, aim targets will be set and agreed in consultation with Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).

Management and Communication Strategy

Strategy

- 5.8 This TPS will be managed internally by a TPC. The TPC will be appointed by the developer 3 months prior to the first dwelling being occupied. The name and contact details of the TPC will be issued to MSDC and WSCC in advance of the first dwelling being occupied.
- 5.9 The TPC will be responsible for the TP's day to day implementation as well as its formal monitoring requirements (detailed later within this document).
- 5.10 The implementation and ongoing management of the TP will be done in consultation with the council and communications will be maintained throughout the lifetime of the TP.
- 5.11 The TPC will ensure sufficient time is given to undertake the role. Residents will also be given sufficient time to fill in surveys at the required time.
- 5.12 The TPC will be the 'face' of the TP and a point of contact for the occupants, information will be provided to each resident upon occupation.

Travel Plan Coordinator

- 5.13 The Travel Plan Coordinator (TPC) will be responsible for the day-to-day management and implementation of the TPS.
- 5.14 Up to date details for the TPC will be provided to the council on appointment. If the role changes, new details will be provided.
- 5.15 The individual should be interested in sustainable travel issues. They will be keen to promote sustainable travel issues and raise awareness overtime, therefore encouraging the uptake of these modes facilitating the required modal shift.
- 5.16 The TPC will provide a link between the residents and the council who have a number of sustainable travel information resources, initiatives and updates available. They will ensure that all the latest updates are communicated to residents highlighting a positive and proactive approach to sustainable travel in and around the county.
- 5.17 The main duties of the TPC will include the following:
 - ▶ Be the main point of contact and 'face' of the TPS;
 - ▶ Ensure their contact details are within the main information sources (discussed later within the document), these being the residents travel packs, development website and residents notice boards;
 - ▶ Establish good communications/relations between themselves and the relevant contact at the council upon their appointment;
 - ▶ Be up to date on national events such as 'bike to work week', 'national lift share day' and 'sustainable travel week' so that these events can be promoted throughout the site; and,
 - ▶ Organise monitoring surveys and compile the review report.

Residents Travel Pack

- 5.18 If required a residents Travel pack can be supplied to each dwelling, this could include:
 - ▶ Contact details of the TPC and a brief introduction about them, including information such as their commitment to promoting sustainable travel. The duties the TPC is responsible for, such as personalised travel planning services, will also be detailed;

- ▶ A site location plan highlighting the sites proximity to local transport provisions and walking/cycling routes;
- ▶ Examples of walking or cycling journeys to destinations such as the railway station or other local destinations such as banks and post offices will be provided;
- ▶ Public transport routes, spider maps and timetables; and,
- ▶ Details of local taxi services.

Travel Plan Measures

5.19 The main aim of the sustainable transport policy is to reduce single occupancy car use by promoting a choice of alternative means of transport. The main alternatives are as follows:

- ▶ Walking;
- ▶ Cycling;
- ▶ Car Sharing;
- ▶ Public Transport;
- ▶ Taxi/Minicab; and,
- ▶ Electric Vehicles.

Walking

5.20 The following measures are proposed in order to promote walking to and from the site:

- ▶ The TPC will provide residents with information about available walking routes to local amenities;
- ▶ The TPC will raise awareness of the health benefits of walking; and,
- ▶ The TPC will encourage participation in Walk to Work Week and/or other relevant events to encourage walking.

Cycling

5.21 Information on the health, economic and environmental benefits of walking and cycling will be detailed. Examples of the number of calories burnt on a 10-minute walk or 20-minute cycle will be provided. Information of the savings on petrol by substituting car journeys for travelling on foot or by cycle will be provided. By providing examples, it offers some perspective of the benefits of using these modes.

5.22 Cycle use is encouraged by the provision of secure cycle parking facilities at the site. The proposals include secure, sheltered and well-lit cycle parking facilities. All residential dwellings will benefit from a cycle parking space, with units of 3-bed or more benefitting from two spaces.

Car Sharing

5.23 Car sharing is an excellent way to reduce the overall numbers of cars travelling to a site. The TPC will provide an email address to all residents interested in finding a car share partner. The TPC will then introduce potential partners.

5.24 In terms of the marketing of the car sharing scheme for residents, the benefits of car sharing in terms of reduced fuel costs will be promoted, an important issue given recent increases in fuel costs.

Public Transport

- 5.25 Public transport information will be made available so that both residents and visitors can access the information. Timetables and website links will be kept up to date, for example www.traveline.org.uk which provides national bus, rail and coach travel information and timetables.

Taxis

- 5.26 Taxis can play an important role for residents and visitors at times when other modes of public transport may not be convenient or available. Contact details of local taxi companies would therefore be made available.

Electric Vehicles

- 5.27 Electric vehicles are a more sustainable alternative to the traditional vehicle and can help improve air quality and reduce carbon emissions. Electric vehicle charging points will be provided on-site in accordance with Parking Guidance as the presence of charging infrastructure will encourage use of this mode. This requires all residential units to have an active charging point. If charging points are frequently used, the possibility of increasing their number will be explored by the TPC.
- 5.28 It is proposed to install electric charging points in accordance with MSDC and WSCC's Parking Guidance.

Monitoring and Review

- 5.29 The DfT provide guidance on what to include within a TP on their website, which can be accessed via the following address:
<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements#travel-plans>
- 5.30 By undertaking the survey the success of the TP in its ability to influence residents travel behaviour can be measured. The data collected by the surveys may include:
- ▶ Reasons for choice of travel mode and barriers to travel by sustainable modes; and,
 - ▶ Additional information about measures which are likely to encourage a switch to sustainable alternatives.
- 5.31 Surveys will be undertaken at a similar time each year and in a 'neutral' month, avoiding school holidays.
- 5.32 Surveys may be undertaken online or via hard copy, whichever is considered most appropriate for residents to ensure a good and representative response. The TPC should aim to achieve a response rate of at least 30% for baseline surveys, or at least be able to provide assurance to the local authority that the sample is representative if this response rate is not achieved.

Remedial Action

- 5.33 If the survey highlights that the site is not meeting its targets a number of remedial measures will need to be implemented on site to rectify the situation.
- 5.34 Some remedial measures are listed below:
- ▶ Run an awareness campaign reinforcing alternatives to car travel, with particular focus on cycling; and,
 - ▶ Allocation of additional resources to promote non-car modes of transport.

6.0 Trip Generation

Overview

- 6.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of development such as that proposed, 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 on the adjacent 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 Development

- 6.2 To calculate the trip attraction potential of the total person movements, an assessment utilising the TRICS database has been undertaken. In order to present a worst-case scenario the TRICS category '03-Residential; A-Houses Privately Owned' has been used with the following criteria:
- ▶ Sites located in England, excluding Greater London;
 - ▶ Sites with up to 50 dwellings; and,
 - ▶ Sites in areas classed as 'Suburban Area' and 'Edge of Town'.
- 6.3 Table 6.1 provides a summary of the peak hour total vehicular trip rates and resultant trips for the proposed 44 dwellings and the full TRICS output is included at [Appendix G](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates	0.299	0.850	0.562	0.370	4.915	4.953
Person Trips	13	37	25	16	216	218
Vehicle Trip Rates	0.200	0.423	0.354	0.220	3.033	3.030
Vehicle Trips	9	19	16	10	133	133

Table 6.1 – Proposed Trip Rates

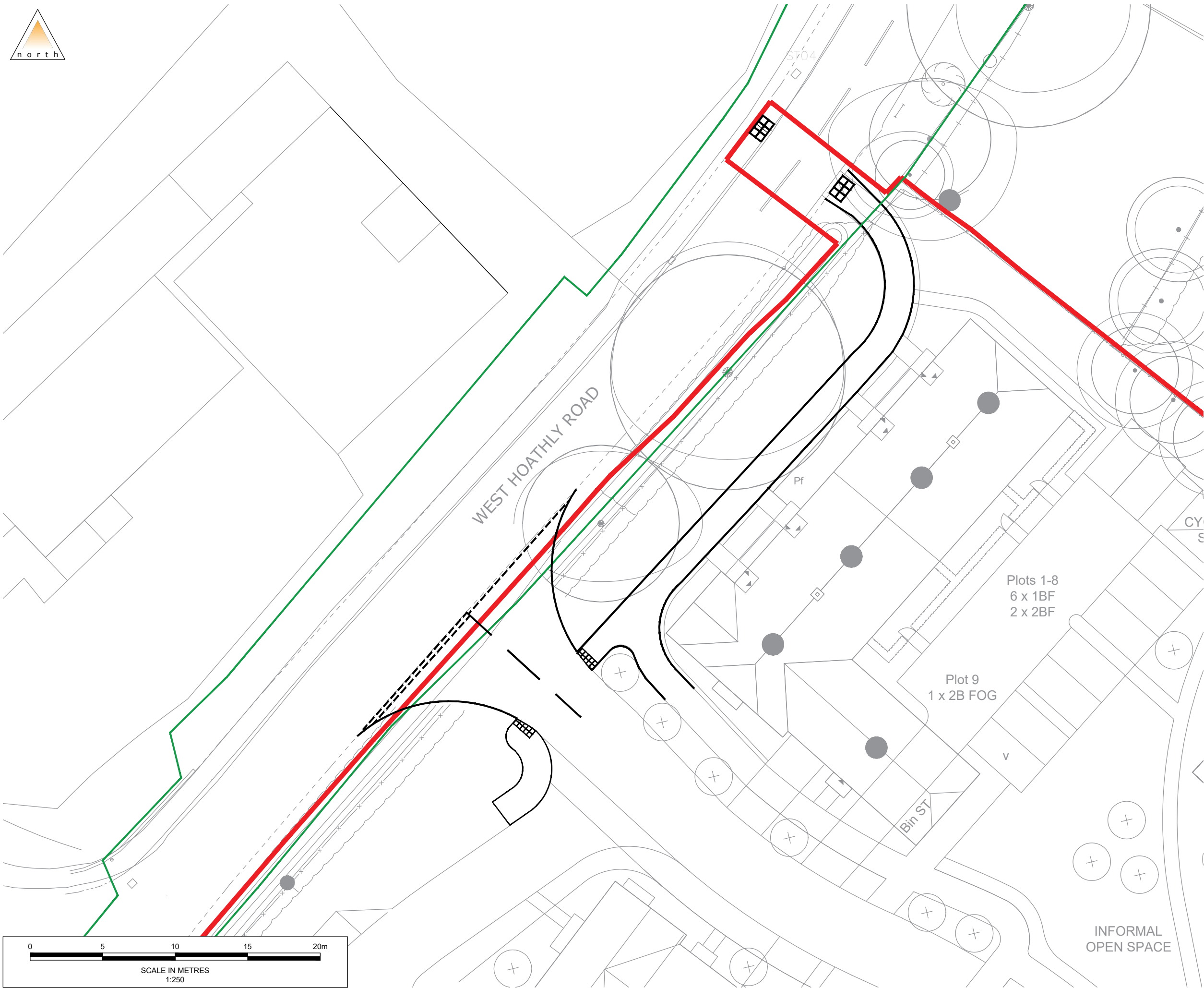
- 6.4 Table 6.1 indicates that the proposed development will generate approximately 50 person movements in the weekday morning and 31 total person movements during the evening peak period, of which 28 and 26 will be vehicular respectively. Over an average weekday, the proposed development will generate approximately 434 total person movements of which around 266 will be vehicular trips.
- 6.5 This would not have a detrimental impact on the local highway network. During peak periods this would equate to an additional vehicle every circa 2 minutes and across a typical day would result in an additional vehicle movement every circa 3 minutes.

7.0 Summary and Conclusion

- 7.1 This Transport Statement has been prepared on behalf of Devine Homes to accompany a planning application for 44 units with associated car parking and landscaping on land east of West Hoathly Road, East Grinstead. The site is located at the southern edge of the built up area of East Grinstead within the administrative boundaries of Mid Sussex District Council and West Sussex County Council.
- 7.2 The site is located at the southern edge of the built up area of East Grinstead, adjacent to the suburb of Sunnyside. The site comprises a single field located to the east of West Hoathly Road which provides access north into the centre of East Grinstead.
- 7.3 The surrounding context is mixed. Immediately to the north, the site is bordered by the amenity land at Sunnyside Recreation Ground and by housing on the eastern edge of West Hoathly Road and the urban area of Sunnyside beyond. West of the site, West Hoathly Road is characterised by a variety of built development, which extends south of the main urban area. East of the site, the land is characterised by irregular pastoral fields divided by mature tree belts.
- 7.4 Highway access to the site will be via a new access onto West Hoathly Road, which will provide access for vehicles, pedestrians and cyclists. An additional active travel access will be located to the north-west of the site for pedestrians.
- 7.5 In summary this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
 - ▶ Safe and suitable access to the site can be achieved for all users;
 - ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ The proposed development will not have a significant impact on the local highway network.
- 7.6 In view of the above, the proposed development is acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the proposals should be resisted.

Appendix A

Proposed Access Arrangements



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Key:

- Highway Boundary
- Red Line Boundary

C	Updated Layout	GL	AW	AW	16/12/2025
B	Updated	GL	AW	AW	27/11/2025
A	Updated Boundary	GL	AW	AW	26/11/2025
-	First Issue	GL	AW	AW	25/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:

Project:

West Hoathly Road, East Grinstead

Title:

Proposed Access Arrangements
and Red Site Boundary

Scale: 1:250 (@ A3)

Drawing:

2505001-04

Revision:

B

Appendix B

Full ATC Results

PROJECT	43359 West Hoathly Road, East Grinstead
SITE CODE	43359-001
LOCATION	West Hoathly Road (N)
START DATE	Tue 10 Jun, 2025
END DATE	Mon 16 Jun, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED NORTH & SOUTHBOUND

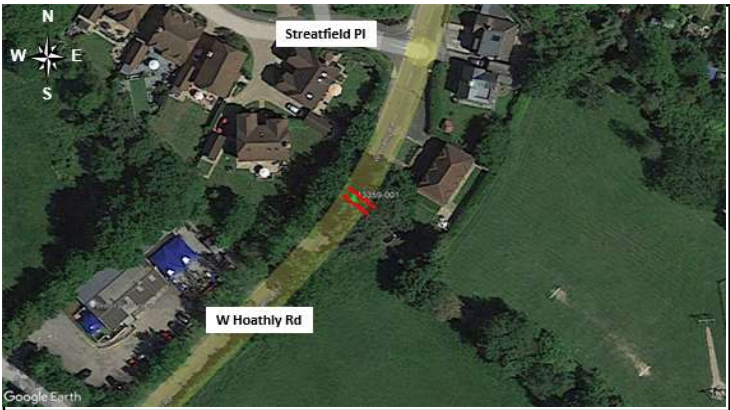
Total recorded volume	15,140
Total recorded HGVs	143
% of vehicles that are HGVs	0.9%
Avg daily volume (based on 7 days)	2,162.9
Average daily speed (7 days)	27.5mph
Average daily 85%ile (7 days)	32.2mph
AAWT (annual average daily traffic)	2,030.6
AAWT (annual average weekday traffic)	2,197.4
Avg weekday volume (Mon-Fri, 24hrs)	2,338.6
Avg weekday speed (Mon-Fri, 24hrs)	27.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,035.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.7mph

NORTHBOUND

Total recorded volume	7,732
Total recorded HGVs	79
% of vehicles that are HGVs	1.0%
Avg daily volume (based on 7 days)	1,104.6
Average daily speed (7 days)	27.0mph
Average daily 85%ile (7 days)	31.5mph
% of vehicles exceeding 30mph	24.8%
AAWT (annual average daily traffic)	1,041.3
AAWT (annual average weekday traffic)	1,120.7

Avg weekday volume (Mon-Fri, 24hrs)	1,185.6
Avg weekday speed (Mon-Fri, 24hrs)	27.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,023.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	31.6mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	17:00 to 17:15

SITE LOCATION



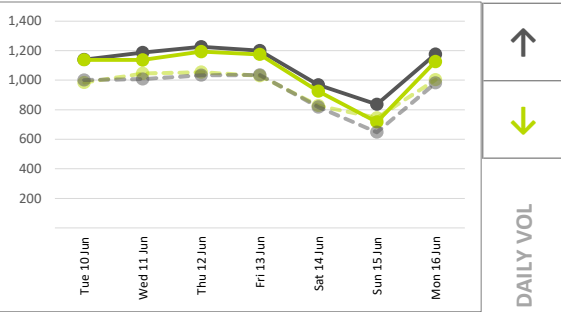
SOUTHBOUND

Total recorded volume	7,408
Total recorded HGVs	64
% of vehicles that are HGVs	0.9%
Avg daily volume (based on 7 days)	1,058.3
Average daily speed (7 days)	28.1mph
Average daily 85%ile (7 days)	32.8mph
% of vehicles exceeding 30mph	33.9%
AAWT (annual average daily traffic)	989.3
AAWT (annual average weekday traffic)	1,076.7

Avg weekday volume (Mon-Fri, 24hrs)	1,153.0
Avg weekday speed (Mon-Fri, 24hrs)	28.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,011.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.0mph
AM avg peak vol period (Mon-Fri)	09:00 to 09:15
PM avg peak vol period (Mon-Fri)	16:45 to 17:00

DAILY VOLUMES

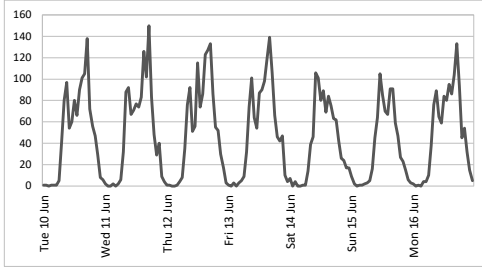
NORTH- & SOUTHBOUND



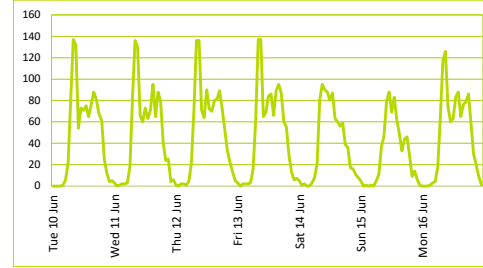
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Thursday.

HOURLY VOLUMES

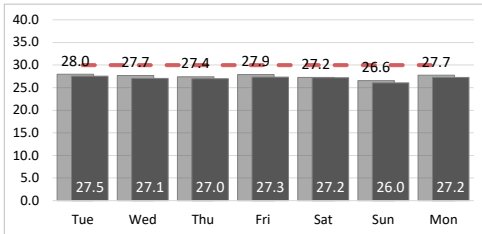


HOURLY VOL

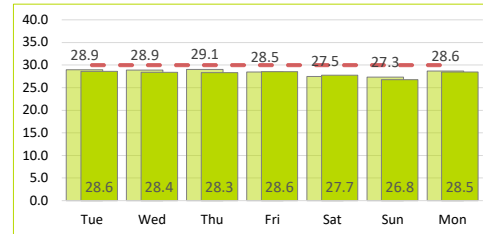


HOURLY VOL

24hr & 12hr AVG SPEEDS



AVG SPEEDS

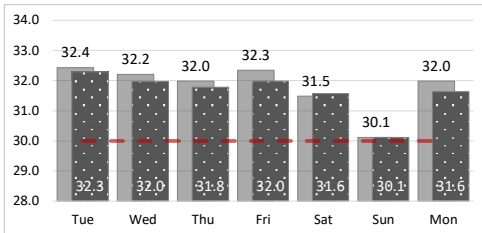


AVG SPEEDS

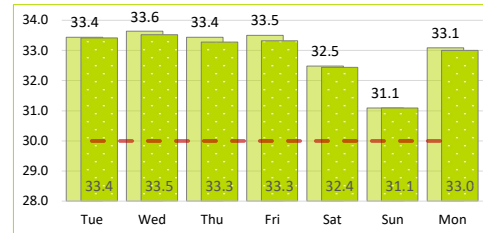
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr & 12hr 85%ile SPEEDS



AVG 85%ILES

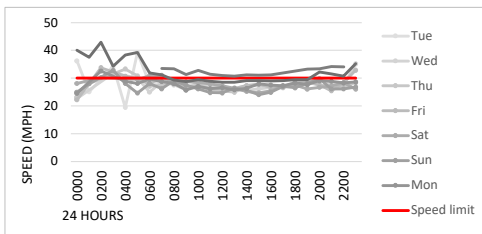


AVG 85%ILES

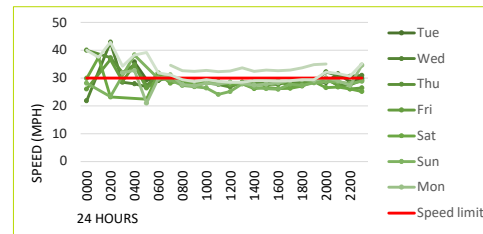
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

HOURLY SPEEDS



HOURLY SPEED

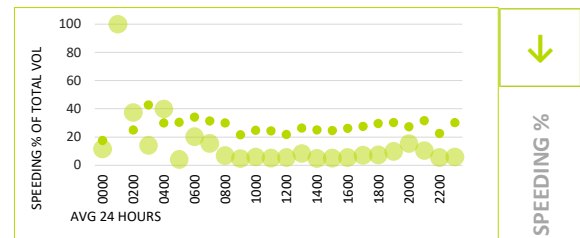
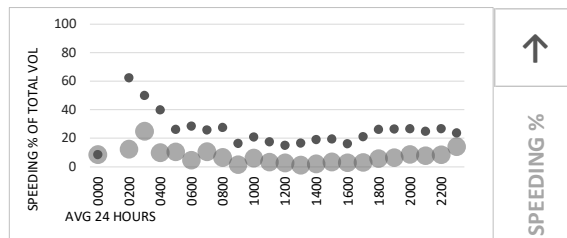


HOURLY SPEED

Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

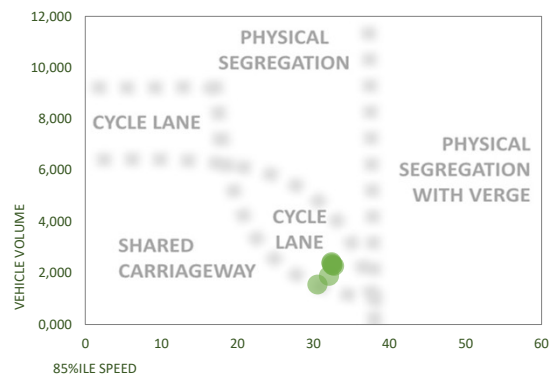
The peak northbound daytime speed was 32.9mph at 07:15 on Mon 16 Jun, whilst the peak southbound speed was 33.4mph at 07:45 on Mon 16 Jun (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 30mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	1.4	0.0	0.0	0.0	1.4
0100	0.0	0.2	0.2	0.0	0.0	0.4
0200	0.0	0.8	0.0	0.0	0.0	0.8
0300	0.0	0.2	0.2	0.2	0.0	0.6
0400	0.0	1.0	0.4	0.4	0.0	1.8
0500	0.0	1.6	1.4	0.2	0.0	3.2
0600	1.8	4.4	1.0	0.4	0.0	7.6
0700	0.8	28.0	6.4	0.4	0.0	35.6
0800	0.6	70.6	6.4	0.8	0.4	78.8
0900	1.0	84.6	7.0	1.0	0.2	93.8
1000	1.0	51.4	5.8	1.6	0.0	59.8
1100	0.8	52.2	4.8	1.8	0.2	59.8
1200	0.4	79.0	7.8	1.2	0.2	88.6
1300	0.8	69.0	5.8	0.4	0.0	76.0
1400	1.0	81.2	7.4	0.6	0.2	90.4
1500	0.6	99.2	9.6	1.6	0.0	111.0
1600	2.0	101.6	11.2	0.6	0.0	115.4
1700	1.8	122.0	7.8	0.2	0.2	132.0
1800	3.4	69.6	7.2	0.0	0.0	80.2
1900	1.2	46.0	2.2	0.4	0.0	49.8
2000	1.8	39.4	3.4	0.0	0.2	44.8
2100	0.8	31.4	3.4	0.0	0.0	35.6
2200	0.0	11.2	0.6	0.0	0.0	11.8
2300	0.0	4.0	0.4	0.0	0.0	4.4
12hr TTL	14.2	908.4	87.2	10.2	1.4	1021.4
24hr TTL	19.8	1050.0	100.4	11.8	1.6	1183.6
	2%	89%	8%	1%	0%	

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	1.0	0.4	0.0	0.0	1.4
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.0	0.6	0.8	0.0	0.0	1.4
0400	0.0	1.0	0.6	0.2	0.0	1.8
0500	0.4	3.0	0.4	0.2	0.0	4.0
0600	0.6	15.8	2.4	0.2	0.0	19.0
0700	0.8	57.8	12.2	1.0	0.0	71.8
0800	2.2	116.8	12.2	0.6	0.8	132.6
0900	2.2	123.8	5.6	0.6	0.0	132.2
1000	0.8	57.4	7.0	0.6	0.2	66.0
1100	0.4	58.4	5.4	0.8	0.2	65.2
1200	1.4	66.4	6.6	0.8	0.4	75.6
1300	1.8	64.6	7.8	1.0	0.2	75.4
1400	0.8	66.2	4.2	0.8	0.0	72.0
1500	0.6	71.6	7.6	0.8	0.4	81.0
1600	0.6	72.6	7.4	0.4	0.0	81.0
1700	2.6	74.8	6.8	0.6	0.0	84.8
1800	2.0	64.4	6.8	0.0	0.0	73.2
1900	2.4	47.0	4.2	0.0	0.0	53.6
2000	0.6	25.2	2.4	0.2	0.0	28.4
2100	0.6	16.6	1.4	0.0	0.0	18.6
2200	0.4	6.8	0.0	0.0	0.0	7.2
2300	0.2	4.4	0.2	0.0	0.0	4.8
12hr TTL	16.2	894.8	89.6	8.0	2.2	1010.8
24hr TTL	21.4	1017.2	102.4	8.8	2.2	1152.0
	2%	88%	9%	1%	0%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	3.2m+
5	OGV2	Other goods vehicles class 2	4	3.2m+
6	PSV	Public service vehicles	2 or 3	3.2m+

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT	43359 West Hoathly Road, East Grinstead
SITE CODE	43359-002
LOCATION	West Hoathly Road (S)
START DATE	Tue 10 Jun, 2025
END DATE	Mon 16 Jun, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on West Hoathly Road (S), commencing Tue 10 Jun 2025, recorded a total of 12,427 vehicles. The posted speed limit of 30mph was exceeded by 51.1% of vehicles, and the seasonally adjusted, combined AADT value is 1,670 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	12,427
Total recorded HGVs	139
% of vehicles that are HGVs	1.1%
Avg daily volume (based on 7 days)	1,775.3
Average daily speed (7 days)	29.7mph
Average daily 85%ile (7 days)	36.6mph
AADT (annual average daily traffic)	1,669.6
AAWT (annual average weekday traffic)	1,762.3
Avg weekday volume (Mon-Fri, 24hrs)	1,873.4
Avg weekday speed (Mon-Fri, 24hrs)	29.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,622.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.4mph

NORTHBOUND

Total recorded volume	6,358
Total recorded HGVs	73
% of vehicles that are HGVs	1.1%
Avg daily volume (based on 7 days)	908.3
Average daily speed (7 days)	29.4mph
Average daily 85%ile (7 days)	35.9mph
% of vehicles exceeding 30mph	49.7%
AADT (annual average daily traffic)	856.4
AAWT (annual average weekday traffic)	903.4

Avg weekday volume (Mon-Fri, 24hrs)	956.0
Avg weekday speed (Mon-Fri, 24hrs)	29.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	816.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	35.7mph
AM avg peak vol period (Mon-Fri)	09:30 to 09:45
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

SOUTHBOUND

Total recorded volume	6,069
Total recorded HGVs	66
% of vehicles that are HGVs	1.1%
Avg daily volume (based on 7 days)	867.0
Average daily speed (7 days)	30.1mph
Average daily 85%ile (7 days)	37.2mph
% of vehicles exceeding 30mph	52.5%
AADT (annual average daily traffic)	813.1
AAWT (annual average weekday traffic)	858.9

Avg weekday volume (Mon-Fri, 24hrs)	917.4
Avg weekday speed (Mon-Fri, 24hrs)	30.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	806.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.9mph
AM avg peak vol period (Mon-Fri)	09:15 to 09:30
PM avg peak vol period (Mon-Fri)	17:15 to 17:30

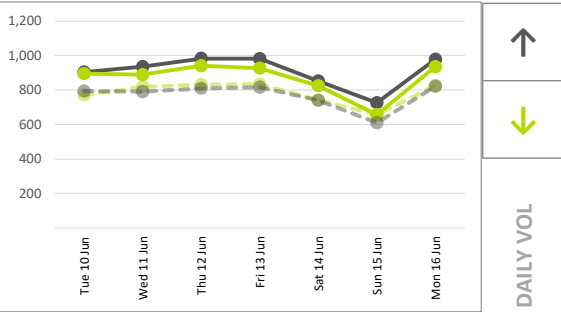
SITE LOCATION



LOCATION	West Hoathly Road (S)
DATES	Tue 10 Jun to Mon 16 Jun inc.
LAT / LNG	51° 6'44.41"N, 0° 0'48.97"W
PSL	30mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound ↓

DAILY VOLUMES

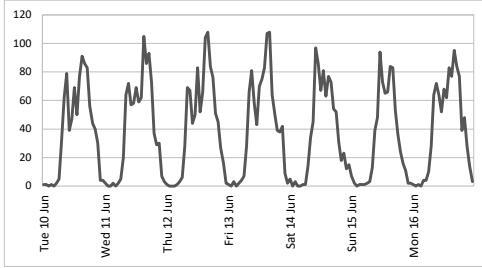
NORTH- & SOUTHBOUND



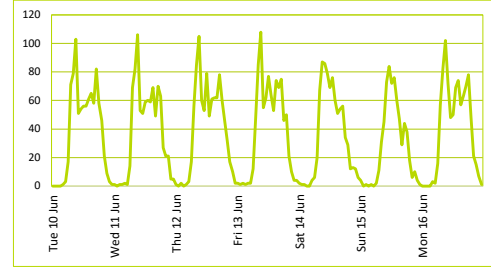
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Thursday.

HOURLY VOLUMES

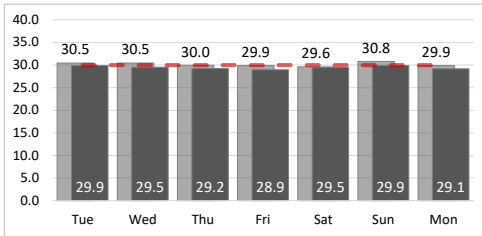


HOURLY VOL

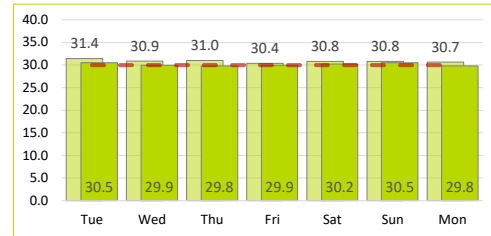


HOURLY VOL

24hr & 12hr AVG SPEEDS



AVG SPEEDS

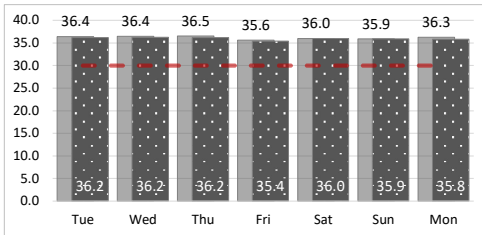


AVG SPEEDS

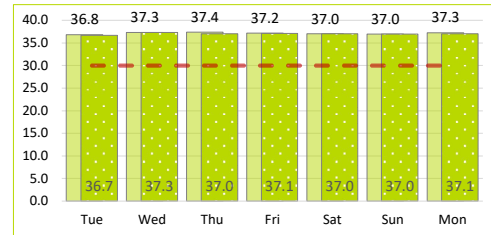
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr & 12hr 85%ile SPEEDS



AVG 85%ILES

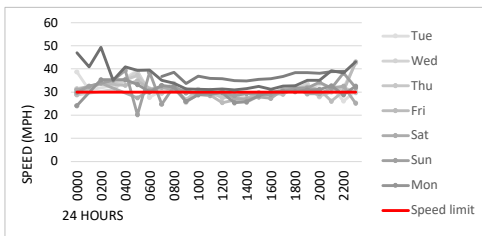


AVG 85%ILES

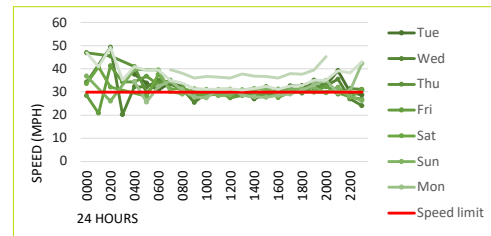
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 16 Jun, 2025 (inc.)

HOURLY SPEEDS



HOURLY SPEED

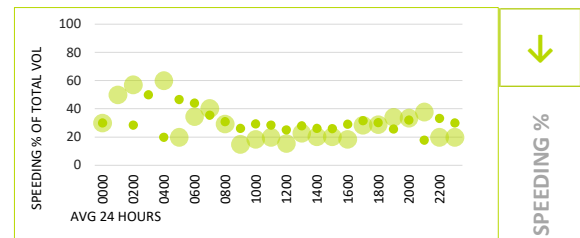
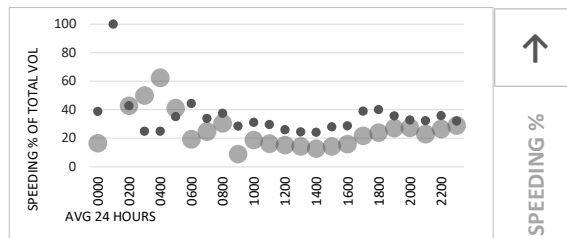


HOURLY SPEED

Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

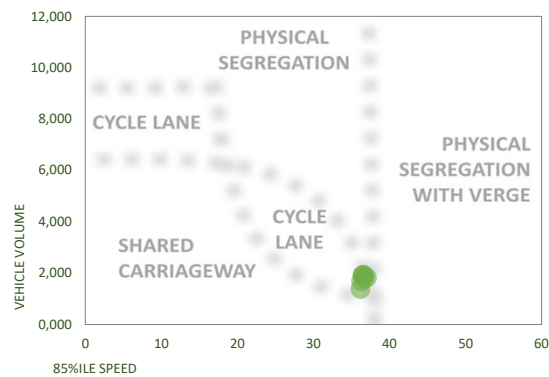
The peak northbound daytime speed was 39.2mph at 07:00 on Mon 16 Jun, whilst the peak southbound speed was 40.6mph at 08:00 on Wed 11 Jun (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 30mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	1.2	0.0	0.0	0.0	1.2
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	0.8	0.0	0.0	0.0	0.8
0300	0.0	0.2	0.2	0.2	0.0	0.6
0400	0.0	0.6	0.4	0.4	0.0	1.4
0500	0.0	1.6	1.2	0.2	0.0	3.0
0600	1.4	3.8	1.0	0.4	0.0	6.6
0700	0.2	21.8	4.8	0.2	0.2	27.2
0800	0.4	59.0	4.6	0.6	0.2	64.8
0900	0.2	68.2	4.8	0.4	0.2	73.8
1000	0.4	45.0	4.8	1.8	0.0	52.0
1100	0.6	44.2	3.6	1.4	0.2	50.0
1200	0.0	63.8	6.6	1.0	0.4	71.8
1300	0.6	54.4	4.0	0.4	0.0	59.4
1400	0.8	67.4	4.8	1.0	0.2	74.2
1500	0.2	88.0	7.0	1.4	0.2	96.8
1600	1.4	85.0	9.2	0.4	0.4	96.4
1700	1.0	75.0	5.0	0.4	0.2	81.6
1800	1.4	59.6	5.6	0.0	0.0	66.6
1900	0.4	40.0	1.4	0.2	0.0	42.0
2000	0.6	36.4	3.0	0.0	0.0	40.0
2100	0.2	29.2	1.8	0.2	0.0	31.4
2200	0.2	9.6	0.2	0.0	0.0	10.0
2300	0.0	2.6	0.2	0.0	0.0	2.8
12hr TTL	7.2	731.4	64.8	9.0	2.2	814.6
24hr TTL	10.0	857.6	74.2	10.6	2.2	954.6
1%	90%	8%	1%	0%		

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.8	0.0	0.0	0.0	0.8
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.0	0.0	0.4	0.0	0.0	0.4
0400	0.0	1.2	0.2	0.4	0.0	1.8
0500	0.2	1.6	0.2	0.2	0.0	2.2
0600	0.4	12.2	2.2	0.4	0.0	15.2
0700	0.4	47.8	10.2	1.6	0.2	60.2
0800	0.6	71.8	9.8	0.2	0.2	82.6
0900	1.4	94.2	8.4	0.8	0.0	104.8
1000	0.8	49.6	7.4	0.4	0.0	58.2
1100	0.0	47.2	5.2	1.0	0.2	53.6
1200	1.2	54.6	6.4	1.2	0.0	63.4
1300	0.6	51.6	5.8	1.4	0.0	59.4
1400	0.0	54.2	6.4	0.8	0.2	61.6
1500	0.0	57.8	7.0	0.4	0.2	65.4
1600	0.4	51.2	7.8	0.8	0.0	60.2
1700	1.4	65.6	7.4	0.6	0.0	75.0
1800	1.6	53.2	6.2	0.0	0.0	61.0
1900	0.8	38.0	4.2	0.4	0.0	43.4
2000	0.2	19.8	3.0	0.2	0.0	23.2
2100	0.0	13.0	1.4	0.0	0.0	14.4
2200	0.0	5.4	0.4	0.0	0.0	5.8
2300	0.0	2.4	0.2	0.0	0.0	2.6
12hr TTL	8.4	698.8	88.0	9.2	1.0	805.4
24hr TTL	10.0	794.4	100.2	10.8	1.0	916.4
1%	87%	11%	1%	0%		

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	3.2m+
5	OGV2	Other goods vehicles class 2	4	3.2m+
6	PSV	Public service vehicles	2 or 3	3.2m+

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

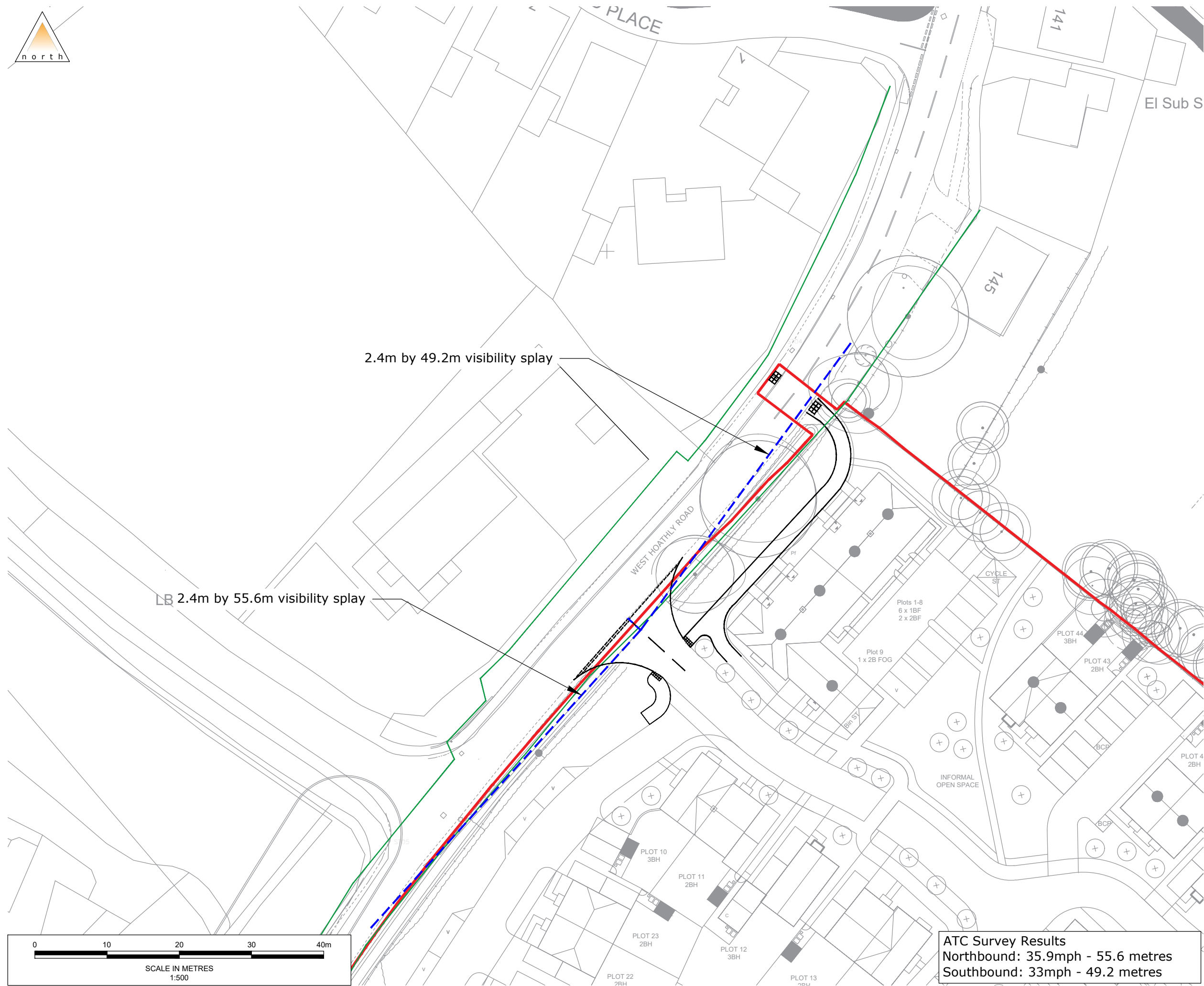
Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

Appendix C

Visibility Splays

C:\Users\glester\Motion\StaffSite - Degrin 2505001\Drawings\2505001-04B.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Key:

- Highway Boundary
- Red Line Boundary

B	Updated	GL	AW	AW	16/12/2025
A	Updated	GL	AW	AW	04/12/2025
-	First Issue	GL	AW	AW	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Project:
West Hoathly Road, East Grinstead

Title:
Visibility Splays

Scale: 1:500 (@ A3)

Drawing:
2505001-06

Revision:
B

Appendix D

Highway Crossing Improvements



STREATFIELD PLACE

55.6 metre ped visibility

El Sub Sta

Proposed pedestrian crossing

Crossing to connect
to internal footway

49.2 metre ped visibility

Sunnyside
Recreation
Ground

Plots 1-8
6 x 1BF
2 x 2BF

Plot 9
1 x 2B FOG

PLOT 44
3BH

PLOT 43
2BH

PLOT 42
2BH

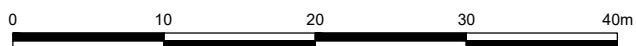
PLOT 41
2BH

PLOT 40
3BH

PLOT 10
3BH

PLOT 11
2BH

INFORMAL
OPEN SPACE



SCALE IN METRES
1:500

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Key:

- Highway Boundary
- Red Line Boundary

A	Updated	GL	AW	AW	16/12/2025
-	First Issue	GL	AW	AW	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:

Project:
West Hoathly Road, East Grinstead

Title:
Proposed Pedestrian Crossing Facility

Scale: 1:500 (@ A3)

Drawing: **2505001-05** Revision: **A**

Appendix E

Road Safety Audit

LAND AT WEST HOATHLY ROAD, EAST GRINSTEAD

Proposed Development Site Access

Stage 1 Road Safety Audit

Overseeing Organisation: West Sussex County Council

September 2025



Road Safety Engineering

Project: Land at West Hoathly Road, East Grinstead
Proposed Development Site Access

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: West Sussex County Council

Client: Motion

Gateway RSE ref: SG/WP/2509-10 RSA1 v1.0

Issue date: 29/9/2025

Status: Issued as v1.0

Authorised by: SG

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Road Safety Engineering

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www.gateway-rse.co.uk*

Gateway RSE Ltd is registered in England Number 14087123
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ



CONTENTS

1 Introduction 1

2 Problems Identified by this Road Safety Audit 3

3 Audit Team Statement 4

Appendices

- Appendix A: Items Considered by this RSA
- Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at West Hoathly Road, East Grinstead, within the District of Mid Sussex and the County of West Sussex. The audit brief, provided by Gemma Lester of Motion and dated 17th September 2025, describes the scheme as *“a development of 44 units with access onto West Hoathly Road and a 2-metre footway that will be provided throughout the site. A short footway will be provided along the western edge of the internal carriageway, close to the access onto West Hoathly Road. A separate pedestrian footway measuring 2 metres will be provided to the north of the site providing an access towards East Grinstead.”*
- 1.2 West Hoathly Road is a 2-lane single carriageway road running broadly south from East Grinstead town centre. It is lit, with a footway running along the west side and is subject to a 30mph speed limit.
- 1.3 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 11:30 and 12:00 on Saturday 20th September 2025, when the weather was fine and the road surface dry. Traffic, pedestrian, and cycle flows were light, and no congestion was observed.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2023). It indicates that no PICs occurred at or close to the proposed works.

Previous Road Safety Audit(s)

- 1.8 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 Problem

Potential collisions due to foliage/boundary treatments obscuring visibility.

Location: Access road junction and pedestrian crossing

It is not clear to what extent foliage will be removed to provide access junction and pedestrian visibility splays. It could in future grow back and obstruct visibility from the site access along West Hoathly Road, which could lead to vehicle/pedestrian or vehicle turning collisions.

Recommendation

Provide pedestrian visibility splays at the uncontrolled crossing point and cut back foliage behind both junction and pedestrian visibility splays with sufficient clearance to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

Road Signs, Carriageway Markings and Lighting

2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

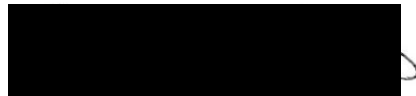
3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:

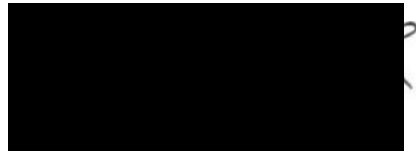


Date: 29/9/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 29/9/2025

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

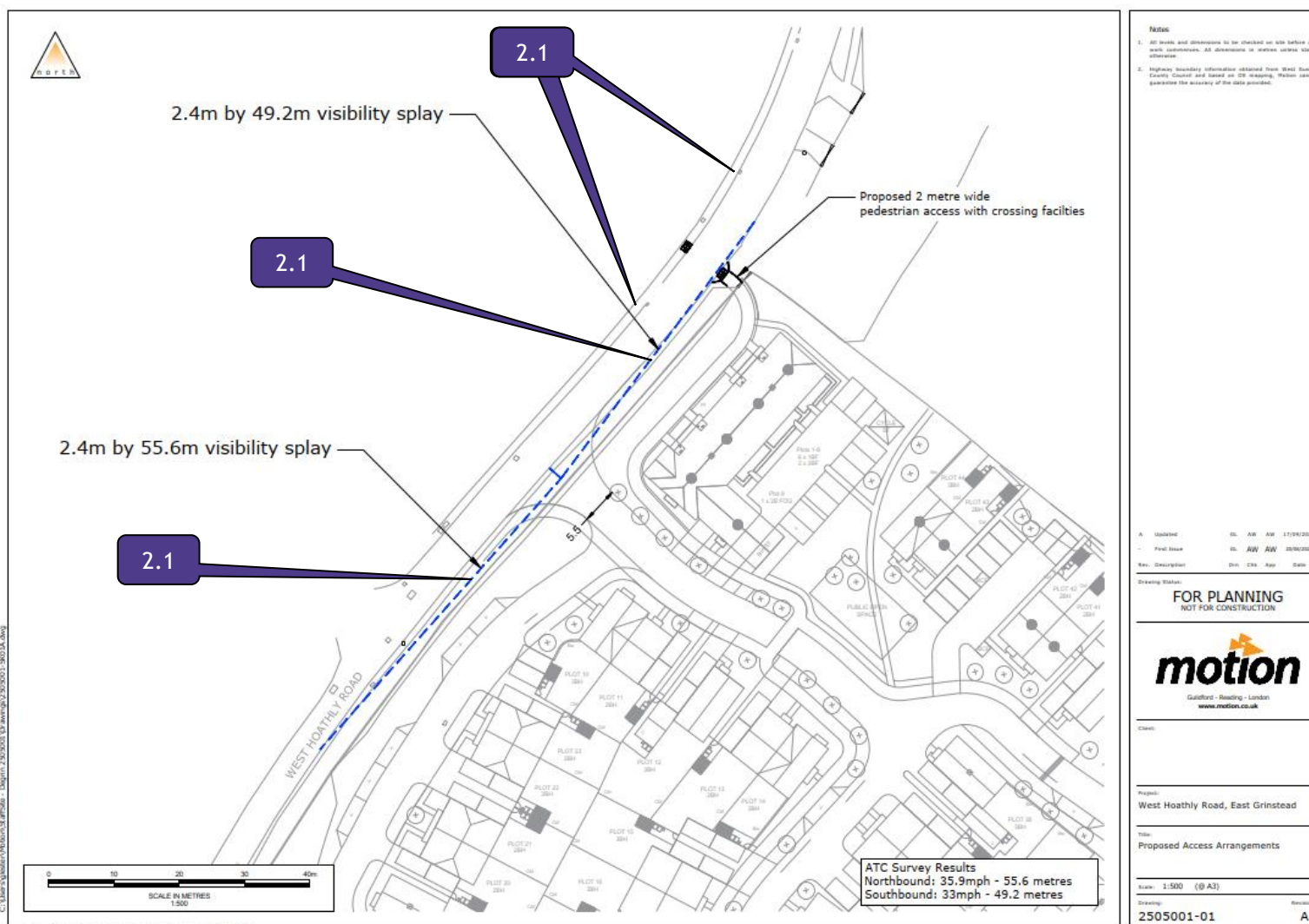
Document ref.	Rev.	Originator	Title
2505001-01	A	Motion	Proposed Access Arrangements

Additional/background information provided to the Audit Team

- None

APPENDIX B

Location Plan(s)



C:\Users\jordan\Documents\2505001-01.dwg

ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project: Land at West Hoathly Road, East Grinstead
Proposed Development Site Access
GRSE Ref: SG/WP/2509-10 RSA1 v1.0
Status: Issued as v1.0
Issue date: 29/9/2025
Design Organisation: Motion
Overseeing Organisation: West Sussex County Council
Client: Motion

Authorisation

Prepared by:
Name: Gemma Lester
Position: Transport Planner
Organisation: Motion

Approved by:
Name: Andrew Whittingham
Position: Director
Organisation: Motion
Signed:

The Scheme

The highway works considered by the Road Safety Audit comprise:

- Development site access and footway improvements

Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] West Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE
	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Gemma Lester, Transport Planner, Motion
	Andrew Whittingham, Director, Motion

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Comments	Agreed RSA Action
2.1	Provide pedestrian visibility splays at the uncontrolled crossing point and cut back foliage behind both junction and pedestrian visibility splays with sufficient clearance to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.	Agreed, this is something that can be overcome prior to the submission of the application.		Pedestrian visibility is provided on drawing 2505001-05. Foliage will be cut back as part of the application.

Design Organisation Statement:

On behalf of the design organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

.....

Name: Andrew Whittingham

Organisation: Motion

Position: Director

Date: 27/11/2025

Overseeing Organisation Statement:

On behalf of the overseeing organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.

The agreed RSA actions will be progressed.

.....

Name: [NAME (press F9)]

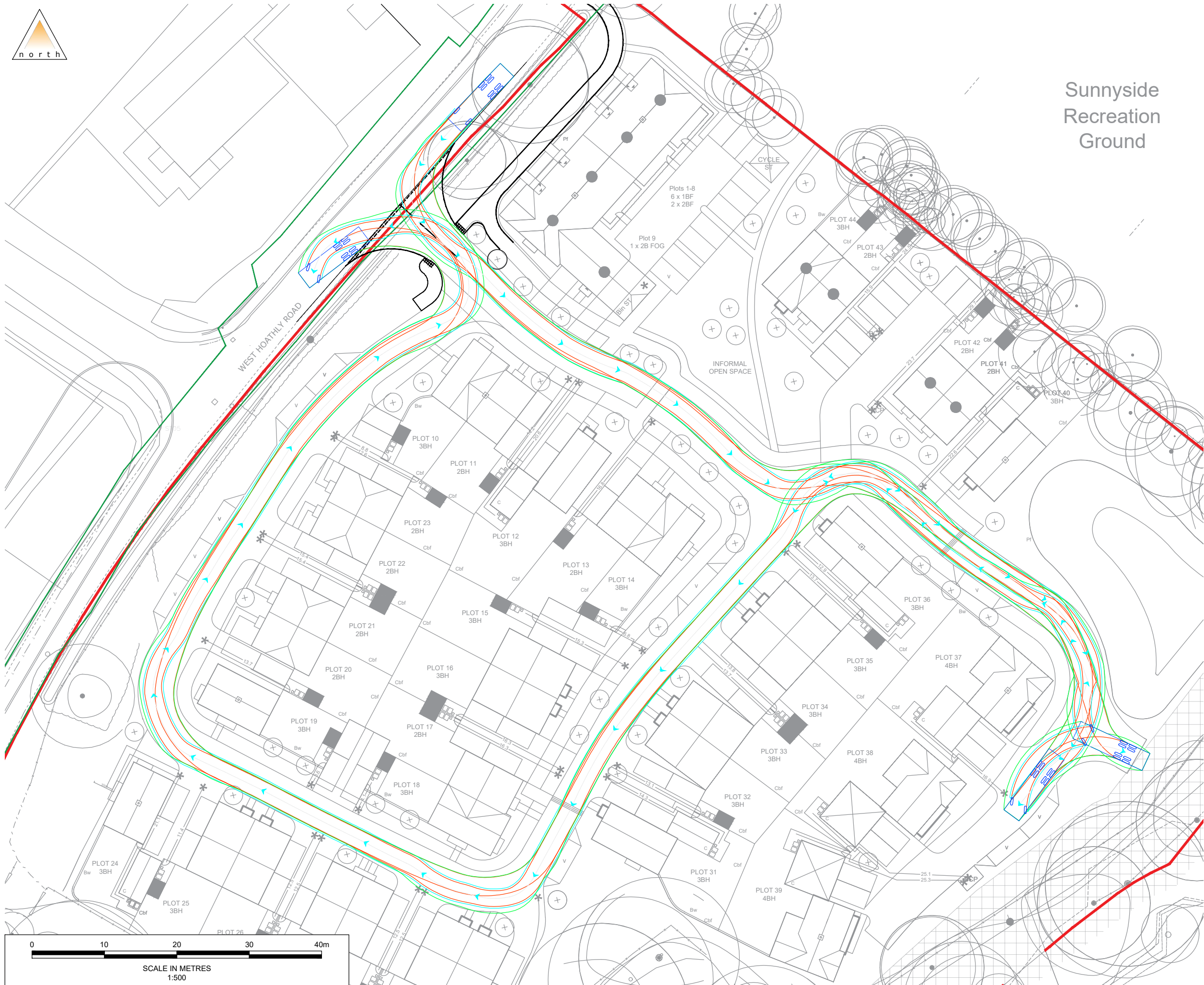
Organisation: West Sussex County Council

Position: [TITLE (press F9)]

Date: [DATE]

Appendix F

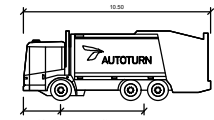
Swept Path Analysis



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Key:

- Highway Boundary
- Site Boundary



Mid Sussex Refuse Vehicle

metres

Width : 2.80
Track : 2.80
Lock to Lock Time : 6.0
Steering Angle : 45.0

A	Updated	GL	AW	AW	16/12/2025
-	First Issue	GL	AW	AW	28/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Project:
West Hoathly Road, East Grinstead

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing:
2505001-TK01

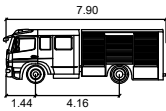
Revision:
A



Sunnyside Recreation Ground

- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

- Key:
- Highway Boundary
 - Site Boundary



Mercedes Atego 1325F FRU
meters
Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 36.3

A	Updated	GL	AW	AW	16/12/2025
-	First Issue	GL	AW	AW	28/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:

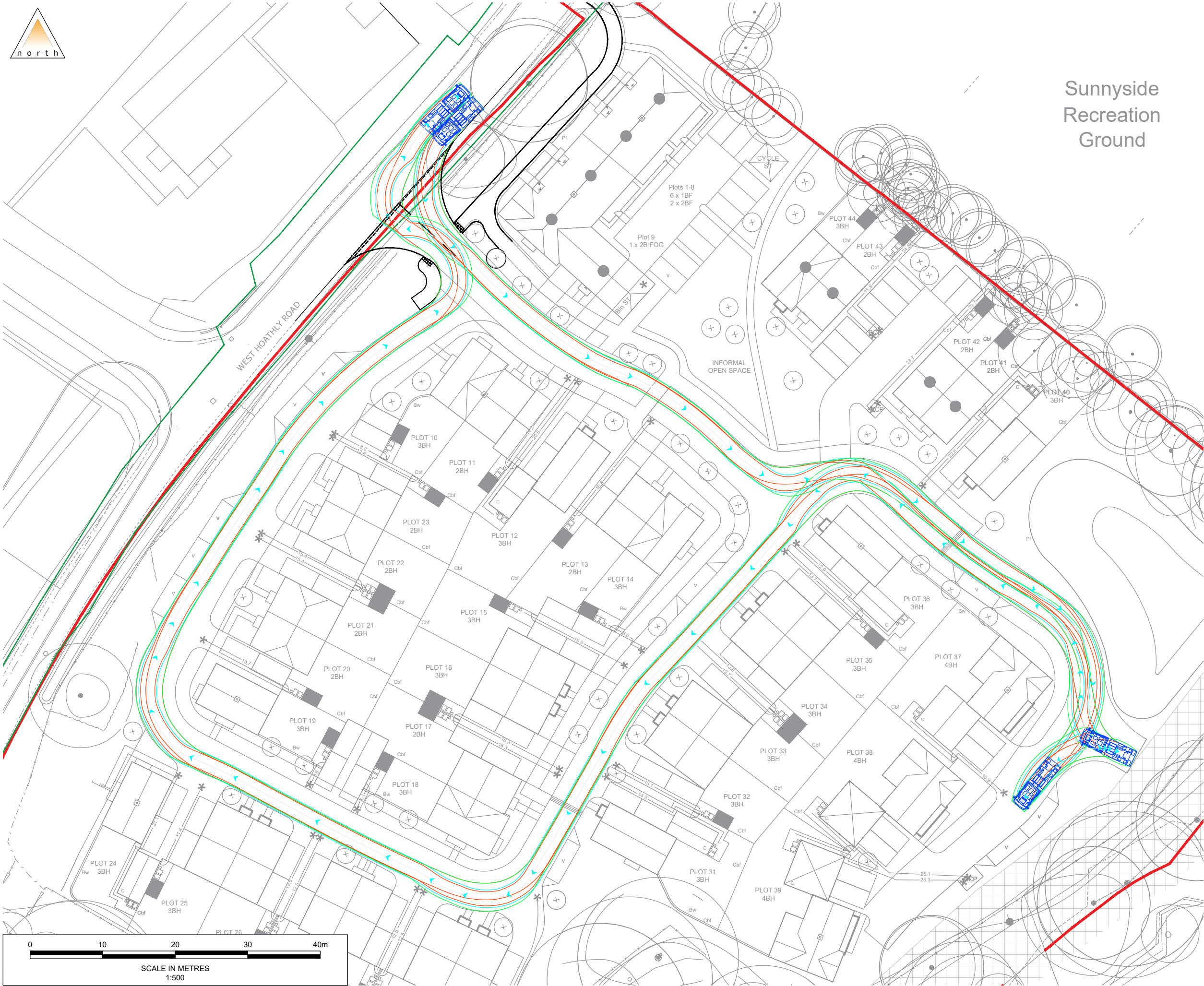
Project:
West Hoathly Road, East Grinstead

Title:
Swept Path Analysis
Fire Appliance

Scale: 1:500 (@ A3)

Drawing: 2505001-TK02 Revision: A

C:\Users\glester\Motion\StaffSite - Degrin 2505001\Drawings\2505001-TK01, TK02 And TK03 A.dwg

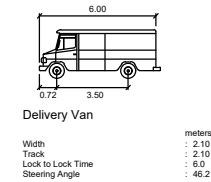




- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Highway boundary information obtained from West Sussex County Council and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Key:

- Highway Boundary
- Site Boundary



Delivery Van

Width	2.10
Track	2.10
Lock to Lock Time	6.0
Steering Angle	48.2

A	Updated	GL	AW	AW	16/12/2025
-	First Issue	GL	AW	AW	28/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Project:
West Hoathly Road, East Grinstead

Title:
Swept Path Analysis
Delivery Van

Scale: 1:500 (@ A3)

Drawing:
2505001-TK03

Revision:
A

Appendix G

Full TRICS Output

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
		2 days
02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
		1 day
	ES	EAST SUSSEX
		2 days
	HC	HAMPSHIRE
		4 days
	HF	HERTFORDSHIRE
		1 day
	KC	KENT
		1 day
	MW	MEDWAY
		1 day
	SC	SURREY
		1 day
03	SOUTH WEST	
	DC	DORSET
		2 days
	SD	SWINDON
		1 day
04	EAST ANGLIA	
	NF	NORFOLK
		3 days
	PB	PETERBOROUGH
		1 day
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		2 days
08	NORTH WEST	
	AC	CESHIRE WEST & CHESTER
		1 day
09	NORTH	
	DH	DURHAM
		1 day
	IM	ISLE OF MAN
		1 day
10	WALES	
	VG	VALE OF GLAMORGAN
		1 day
11	SCOTLAND	
	HI	HIGHLAND
		1 day
14	LEINSTER	
	WC	WICKLOW
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day
	DN	DONEGAL
		1 day
	MG	MONAGHAN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	DE	DERRY
		1 day

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

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

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:	0.19 to 3.46 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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	3 days
Monday	9 days
Thursday	4 days
Tuesday	6 days
Wednesday	13 days

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

Selected survey types:

Manual count	35
Direction ATC Count	0

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	26 days
Suburban Area (PPS6 Out of Centre)	9 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:

No Sub Category	3 days
Residential Zone	32 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	23 days
Servicing vehicles Included	12 days

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

Secondary Filtering Selection:

Use Class:

C3	35 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:

0 - 0

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	13 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	1 surveys
125,001 to 250,000	11 surveys
25,001 to 50,000	5 surveys
250,001 to 500,000	2 surveys
5,000 or Less	1 surveys
5,001 to 25,000	6 surveys
50,001 to 75,000	6 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	12 surveys
1.1 to 1.5	22 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: 65136bd1-3459-41b7-a3f5-a6d17b678911

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	22 surveys
Yes	13 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
1b - Very poor	1 surveys
No PTAL Present	33 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

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.

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
2	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 1.78 hect Survey date: Wednesday 22/06/2022			
			Survey Type: Manual
3	CV-03-A-03	DETACHED HOUSES	CAVAN
R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Site area: 2.6 hect Survey date: Monday 22/05/2017			
			Survey Type: Manual
4	DC-03-A-09	MIXED HOUSES	DORSET
A350 SHAFTESBURY Edge of Town No Sub Category Site area: 1.65 hect Survey date: Friday 19/11/2021			
			Survey Type: Manual
5	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.4 hect Survey date: Wednesday 09/11/2022			
			Survey Type: Manual
6	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY
GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.6 hect Survey date: Thursday 19/05/2022			
			Survey Type: Manual
7	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.9 hect Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
8	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre)			

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

Residential Zone

Site area: 0.39 hect

Survey date: Wednesday 19/05/2021

Survey Type: Manual

9 GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018	DN-03-A-06	DETACHED HOUSING	DONEGAL	Survey Type: Manual
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10 BOLLINGBROKE PARK COCKFOSTERS Edge of Town Residential Zone Site area: 0.71 hect Survey date: Wednesday 24/11/2021	EN-03-A-01	TERRACED & SEMI-DETACHED	ENFIELD	Survey Type: Manual
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11 DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.67 hect Survey date: Wednesday 14/09/2022	EN-03-A-02	DETACHED HOUSES	ENFIELD	Survey Type: Manual
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12 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date: Monday 13/03/2023	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
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13 A265 HEATHFIELD Edge of Town Residential Zone Site area: 1.7 hect Survey date: Monday 18/03/2024	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX	Survey Type: Manual
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14 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Site area: 1.2 hect Survey date: Tuesday 13/11/2018	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: Manual
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15 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 1.69 hect Survey date: Wednesday 31/10/2018	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
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16	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	
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Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Site area: 2.17 hect
Survey date: Friday 07/10/2022

Survey Type: Manual

17 HC-03-A-37 MIXED HOUSES HAMPSHIRE

REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Site area: 3.46 hect
Survey date: Wednesday 27/03/2024

Survey Type: Manual

18 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE

HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.19 hect
Survey date: Monday 05/06/2023

Survey Type: Manual

19 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND

KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 1.48 hect
Survey date: Wednesday 23/03/2016

Survey Type: Manual

20 IM-03-A-05 MIXED HOUSES ISLE OF MAN

SCARLETT ROAD
CASTLETOWN
Edge of Town
Residential Zone
Site area: 2.19 hect
Survey date: Tuesday 21/05/2024

Survey Type: Manual

21 KC-03-A-09 MIXED HOUSES & FLATS KENT

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 1.11 hect
Survey date: Wednesday 09/06/2021

Survey Type: Manual

22 MG-03-A-01 SEMI-DETACHED HOUSES MONAGHAN

ORIEL WAY
MONAGHAN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 3.3 hect
Survey date: Tuesday 12/10/2021

Survey Type: Manual

23 MW-03-A-02 MIXED HOUSES MEDWAY

OTTERHAM QUAY LANE
RAINHAM
Edge of Town

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

Residential Zone Site area: 0.7 hect Survey date: Monday 06/06/2022				Survey Type: Manual
24 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.57 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
25 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.64 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
26 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.03 hect Survey date: Tuesday 13/09/2022	NF-03-A-51	SEMI-DETACHED	NORFOLK	Survey Type: Manual
27 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Site area: 1.61 hect Survey date: Monday 18/10/2021	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: Manual
28 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
29 PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
30 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.71 hect Survey date: Monday 17/10/2016	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	Survey Type: Manual
31	SC-03-A-07	MIXED HOUSES	SURREY	

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

FOLLY HILL

FARNHAM

Edge of Town

Residential Zone

Site area: 2.8 hect

Survey date: Wednesday 11/05/2022

Survey Type: Manual

32 SD-03-A-01 SEMI DETACHED SWINDON

HEADLANDS GROVE

SWINDON

Suburban Area (PPS6 Out of Centre)

Residential Zone

Site area: 1.16 hect

Survey date: Thursday 22/09/2016

Survey Type: Manual

33 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN

ARTHUR STREET

BARRY

Edge of Town

Residential Zone

Site area: 0.21 hect

Survey date: Monday 08/05/2017

Survey Type: Manual

34 WC-03-A-01 DETACHED HOUSES WICKLOW

STATION ROAD

WICKLOW

CORPORATION MURRAGH

Edge of Town

No Sub Category

Site area: 2.443 hect

Survey date: Monday 28/05/2018

Survey Type: Manual

35 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE

DALEHOUSE LANE

KENILWORTH

Edge of Town

Residential Zone

Site area: 2.425 hect

Survey date: Friday 27/09/2019

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

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					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	35	34	0.090	0.270	0.360
08:00-09:00	35	34	0.200	0.423	0.623
09:00-10:00	35	34	0.174	0.204	0.378
10:00-11:00	35	34	0.154	0.195	0.349
11:00-12:00	35	34	0.177	0.175	0.352
12:00-13:00	35	34	0.211	0.209	0.420
13:00-14:00	35	34	0.213	0.197	0.410
14:00-15:00	35	34	0.204	0.236	0.440
15:00-16:00	35	34	0.319	0.240	0.559
16:00-17:00	35	34	0.305	0.200	0.505
17:00-18:00	35	34	0.354	0.220	0.574
18:00-19:00	35	34	0.266	0.193	0.459
19:00-20:00	2	20	0.171	0.122	0.293
20:00-21:00	2	20	0.195	0.146	0.341
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.033	3.030	6.063

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: 65136bd1-3459-41b7-a3f5-a6d17b678911

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date date range:	23/03/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Audit Code: 65136bd1-3459-41b7-a3f5-a6d17b678911

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	35	34	0.133	0.452	0.585
08:00-09:00	35	34	0.299	0.850	1.149
09:00-10:00	35	34	0.274	0.324	0.598
10:00-11:00	35	34	0.230	0.307	0.537
11:00-12:00	35	34	0.253	0.274	0.527
12:00-13:00	35	34	0.330	0.315	0.645
13:00-14:00	35	34	0.315	0.312	0.627
14:00-15:00	35	34	0.312	0.361	0.673
15:00-16:00	35	34	0.647	0.378	1.025
16:00-17:00	35	34	0.551	0.307	0.858
17:00-18:00	35	34	0.562	0.370	0.932
18:00-19:00	35	34	0.448	0.313	0.761
19:00-20:00	2	20	0.293	0.195	0.488
20:00-21:00	2	20	0.268	0.195	0.463
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.915	4.953	9.868

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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: 65136bd1-3459-41b7-a3f5-a6d17b678911

Parameter Summary:

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Survey date date range:	23/03/2016 - 21/05/2024
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