



Land at Marwick Close, Bolney Road, Ansty

Transport Statement

Client: Devine Homes

i-Transport Ref: BT/LJ/HH/ITB210464-001B

Date: 09 February 2026

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB210464-001 R	Draft	26/01/2026	LJ/HH	BT
ITB210464-001A	2 <sup>nd</sup> Draft	05/02/2026	LJ/HH	BT
ITB210464-001B	Issue	09/02/2026	LJ/HH	BT

File Ref: T:\Projects\210000 Series\210464ITB - Land at Bolney Road Ansty\Admin\Report and Tech

Notes\ITB210464-001B R - Transport Statement.docx

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## SECTION 1 Introduction

### 1.1 Background

- 1.1.1 Devine Homes has appointed i-Transport to provide highways and transport advice to support a planning application for the proposed development on land at Marwick Close, Bolney Road, Ansty. Full planning permission is sought for the development of 34 dwellings with vehicular access taken from an extension of Marwick Close.
- 1.1.2 The development site is included as a preferred location for residential development within the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19) and has a draft allocation for 45 dwellings under Policy DPA17.
- 1.1.3 The site is located to the west of Ansty village centre and immediately adjoins the existing residential properties on Marwick Close and Upton Drive. The A272 Bolney Road runs along the northern boundary of the site. The site location is presented in **Figure 1**, extracted at **Image 1.1**.

**Image 1.1 – Site location**



## 1.2 Scope

1.2.1 This Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against the critical transport tests identified in paragraph 115 of the National Planning Policy Framework (NPPF), it should be ensured that:

- Sustainable transport modes are prioritised, taking account of the vision for the site, the type of development and its location.
- Safe and acceptable access be provided for all users.
- The design of any internal streets and parking areas reflects current national and local design guidance.
- Any significant impacts from the development on the transport network (or on highway safety), can be cost effectively mitigated to an acceptable degree through a vision led approach.

## 1.3 Vision

1.3.1 In transport terms, the vision for the proposal is to enable development to be focused on the prioritisation of active travel whilst ensuring that safe and suitable access for all is provided. Specifically in the context of Ansty, integration with the existing walking and cycling network, including the surrounding Public Rights of Way, and delivering measures to promote car sharing and Electric Vehicle use will provide the best possible opportunities for future residents to prioritise sustainable travel.

1.3.2 To support and encourage the uptake of sustainable travel, the proposed development incorporates a permeable layout throughout which will be implemented by the Developer.

## SECTION 2 Policy Context

### 2.1 National Policy

#### National Planning Policy Framework (NPPF) December 2024

2.1.1 The revised NPPF was published in December 2024, the document sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner.

2.1.2 Paragraph 115 states that:

***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

- ***Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".***

2.1.3 Paragraph 116 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".***

2.1.4 Furthermore, Paragraph 110 states that:

***"Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".***

2.1.5 The NPPF recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making (**reference: paragraph 110**).

2.1.6 The NPPF defines sustainable transport as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport (**reference Annex 2: Glossary**).

#### **National Planning Practice Guidance (NPPG) March 2014**

2.1.7 The web-based National Planning Practice Guidance (NPPG) replaced DfT's Guidance on Transport Assessment on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

## **2.2 Local Policy**

#### **West Sussex County Council (WSSCC) Transport Plan 4 2022-2036**

2.2.1 The WSSCC Local Transport Plan 4 was published in April 2022 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the next 20 years.

2.2.2 The strategy for Horsham is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will ensure that all new scheme and developments contribute, and support, in some way to the following:

- ***Increasing use of sustainable modes of transport***
- ***Improving network efficiency in order to improve journey times and air quality***
- ***Improving safety for all road users***
- ***Facilitating the introduction of on-street electric vehicle charging infrastructure***
- ***Improving active travel facilities within existing communities and between towns***

2.2.3 This TS has been prepared in accordance with the strategies set out in the Local Transport Plan. It provides a comprehensive assessment of the impact of the development proposal and sets out a suitable and robust mitigation strategy.

#### **Mid Sussex District Plan (2014-2031)**

2.2.4 The Mid Sussex District Plan was adopted in March 2018 covering the above period.

2.2.5 The adopted Local Plan sets out the vision for how Mid Sussex wants to evolve and deliver a strategy by setting out a number of policies throughout the plan.

2.2.6 Ansty is listed as a Category 4 settlement with limited services serving just the settlement itself. However, it is noted that Mid Sussex is a rural district, and it will support appropriate forms of development to meet local needs.

2.2.7 In relation to transport, Policy DP21 states that new developments will be required to support the objectives of the West Sussex Transport Plan 2011-2026 and decisions on development proposals will take account of whether:

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

#### **Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19)**

2.2.8 A Regulation 19 submission was made to the Planning Inspectorate for a revised District Plan covering the period 2021 – 2039 but was subsequently put on hold in June 2025.

2.2.9 The plan is at an advanced stage of preparation and remains at examination, which is scheduled to recommence in February 2026. Adoption of the new Local Plan is currently expected later in 2026.

2.2.10 The development site is included as a draft allocation for 45 dwellings under Policy DPA17: Land to the west of Marwick Close, Bolney Road, Ansty in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19).

2.2.11 In transport terms, the policy requirements are as follows:

- **1. Provide suitable access from Upton Drive and Marwick Close.**

[...]

- **8. Integrate development with the site to the east (DPA16) by providing pedestrian and cycling connections and green infrastructure connectivity.**

[...]

## 2.3 Summary

2.3.1 National and local policies confirm that safe and suitable access to sites should be achieved for all users. Account should be taken of whether the opportunities for sustainable transport modes have been prioritised, depending on the nature and location of the site, to ensure the need to travel will be minimised and the use of sustainable transport modes can be maximised. In accordance with the NPPF, development should only be prevented or refused on highway grounds where the residual cumulative impacts are severe or if there are safety concerns.

2.3.2 The development site is included as a draft allocation for 45 dwellings under Policy DPA17 in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19).

2.3.3 The following sections of this Transport Statement set out how the proposed development complies with these national and local transport planning policy considerations.

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## SECTION 3 Existing Transport Conditions

### 3.1 Walking

3.1.1 Marwick Close forms a 5.5m wide shared surface and leads to a 2.0m wide footway/footpath on the eastern side of Upton Drive which continues approximately 50m north of the junction and provides a pleasant environment for pedestrians remote from the main carriageway. The footpath joins Bolney Road at the rear of a lay-by serving a bus stop. This will comprise the main walking route to/from the site.

3.1.2 The footway on the eastern side of Bolney Road continues northwards to the shared surface track known as 'Ansty Slip Road' which provides a direct connection onto the pedestrian facilities on the B2036 Cuckfield Road. Immediately to the south of the track there is a dropped kerb crossing on Cuckfield Road complete with tactile paving to provide a safe crossing to Ansty Cross Service Station.

3.1.3 At the southern end of the lay-by on Bolney Road there is a dropped kerb crossing complete with tactile paving which provides a safe crossing onto the footway on the western side of the carriageway. The footway varies in width but is typically a minimum of 1.2m wide (when allowing for overgrown vegetation) which is sufficient to accommodate a wheelchair user or for two pedestrians to pass each other.

3.1.4 There is a dropped kerb crossing and splitter island on the northern arm at the B2036 Cuckfield Road which provides a pedestrian connection towards Ansty Cross Service Station and the commercial uses on the eastern side of Cuckfield Road. The B2036 to the south of the village has a continuous footway on the eastern side of the carriageway.

3.1.5 To the south of the site, the footway on the western side of the carriageway continues for approximately 450m as far as the existing built-up area.

### 3.2 Cycling

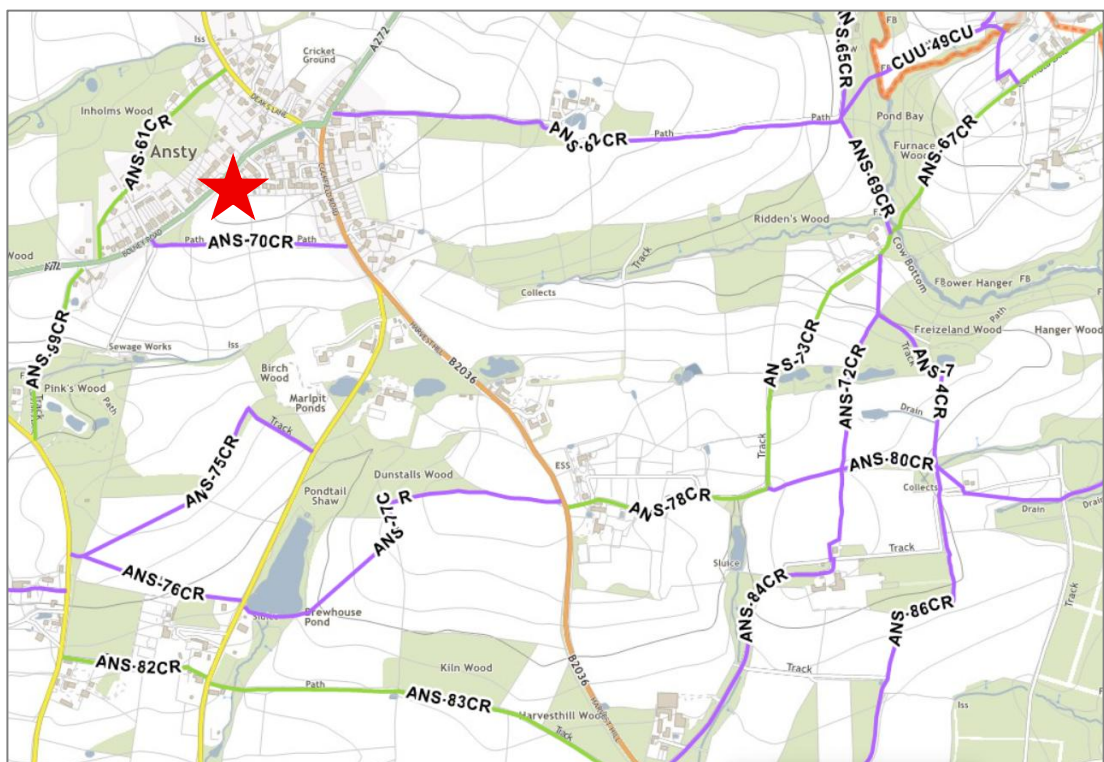
3.2.1 There is no dedicated cycling facilities within Ansty. The roads within Ansty village centre are subject to a 30mph speed limit and therefore conducive to on carriageway cycling for some users.

3.2.2 Beyond Ansty, the A272 is suitable for experienced cyclists for connections towards Bolney and Haywards Heath.

**Public Rights of Way (PRoW)**

- 3.2.3 Ansty is connected to a Public Right of Way network, made up of public footpaths and Bridleways.
- 3.2.4 ANS-70CR runs east-west along the southern boundary of the site and connects Bolney Road with Cuckfield Road. To the west of the site, two bridleways can be accessed from Bolney Road (ANS-61CR and ANS-99CR) which connect to Deak’s Lane and Bishopstone Lane. These routes are presented in **Image 3.1**.

**Image 3.1: Public Right of Way Network**



Source: West Sussex County Council – Public Rights of Way

**3.3 Public Transport**

**Bus Travel**

- 3.3.1 The nearest bus stops are located on Bolney Road, approximately 250m north of the centre of the site. This equates to a short three-minute walking distance. Bus route 89 serves these stops providing a service between Horsham and Haywards Heath. Both bus stops comprise a lay-by and have a flagpole and timetable information, and the northbound stop also has a timber shelter with seating.

- 3.3.2 There are four return services per weekday on Monday, Wednesday, and Friday and two return buses per day on Tuesday and Thursday.
- 3.3.3 The earliest bus service towards Haywards Heath leaves the bus stops nearest the site at 11:29 with the last return service at 17:30. The journey time is approximately 18 minutes.
- 3.3.4 The earliest bus service towards Horsham leaves the bus stops nearest the site at 10:03 with the last return service at 16:35. The journey time is approximately 38 minutes.
- 3.3.5 This service also provides a weekday return service to/from Warden Park School during term times at school start and finish times for secondary school age pupils.
- 3.3.6 The buses therefore have the potential to accommodate leisure, retail, personal business, and part-time working for future residents on the site.

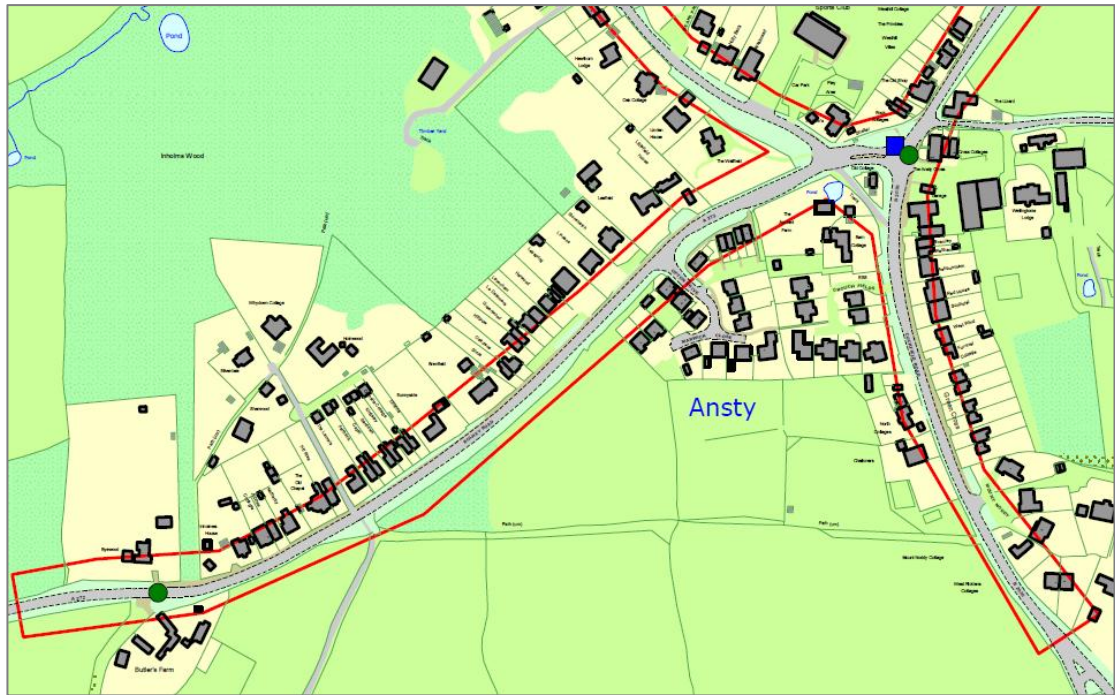
#### **Rail Travel**

- 3.3.7 The nearest railway station is Haywards Heath, approximately 5km from the site and is therefore within a reasonable cycling distance.
- 3.3.8 The station provides frequent services towards London, Eastbourne, Cambridge and Bedford. These trains are served by Southern Rail with circa 4-5 trains per hour into central London.
- 3.3.9 Although the station exceeds a reasonable walking distance, there is the option to travel by bus (9-minute journey) or bike (17-minute cycle ride) to the station, as well as by vehicle transfer where the remainder of the journey can be made sustainably by rail. The station has over 1,000 car parking spaces and 312 cycle spaces equipped with CCTV.
- 3.3.10 The earliest train departs Haywards Heath towards London Victoria is at 04:26am, with the last return train from London Victoria being 00:35am. The 08:38 bus from Ansty, mentioned above, arrives in Haywards Heath at 08:47. Residents would then have the opportunity to access the 08:57 train to Gatwick Airport and London Victoria or the 09:00 train to Brighton.
- 3.3.11 Further rail services are available from Burgess Hill, approximately 5.9km from the site, which is also with a reasonable cycling distance. Destinations from here include London Victoria, Brighton, Littlehampton and Cambridge.

### **3.4 Highway Safety**

- 3.4.1 Personal Injury Accident (PIA) Data has been obtained from Sussex Safer Roads for the latest five-year period between 1<sup>st</sup> July 2020 and 30<sup>th</sup> June 2025. As demonstrated in **Image 3.2**, two slight accidents and one serious accident occurred within the vicinity of the site in the latest five-year period.

**Image 3.2: Sussex Safer Roads PIA Map**



Source: Sussex Safer Roads Partnership

- The serious accident occurred on the mini roundabout in Ansty, when a driver lost control and collided with a signpost before the vehicle came to a stop on the grass verge.
- A slight accident also occurred on the mini roundabout, when a car and motorbike entered the roundabout. The car did not give way to motorbike, causing the rider to fall from the bike.
- The second slight accident occurred on Bolney Road when a vehicle stopped to turn into a driveway. A vehicle behind failed to brake and swerved into the wrong lane of the carriageway, in turn hitting an oncoming vehicle.

3.4.2 The above number and cause of the accidents does not suggest a specific highway safety issue, with the causation factors being a result of driver errors.

### 3.5 Summary

3.5.1 The site benefits from good walking infrastructure in the vicinity of the site, as well as access to Public Rights of Way. There is a local bus service within a short walking distance providing access to higher order settlements where rail services towards London and Brighton can be accessed. The railway stations closest to the site are also within a reasonable cycling distance.

## SECTION 4 Development Proposal

### 4.1 Proposed Development

4.1.1 The description of development is:

*“The erection of 34 new homes with access from Marwick Close, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works.”*

4.1.2 The proposed development mix will comprise the following:

**Table 4.1: Development Mix**

House Type	Number
2-bedroom apartment	3
2-bedroom house	11
3-bedroom house	20
<b>Total</b>	<b>34</b>

Source: OSP Architecture

### 4.2 Proposed Site Access Arrangements

4.2.1 Vehicular access to the site is proposed via an extension of Marwick Close to the northeast of the site. Marwick Close currently forms a 5.5m shared surface arrangement and the southern end will be extended into the site. The site access carriageway will comprise an initial width of 5.5m and will taper down to 5.0m within the site. It will also form pedestrian and cyclist to the site. This arrangement is presented on **Drawing ITB210464-GA-003**.

4.2.2 The proposed access arrangements are in accordance with the transport related policy requirements for the site as set out in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19).

4.2.3 Marwick Close connects with Upton Drive which provides access to the wider highway network in the form of a simple priority junction. This is an existing junction without any record of collisions over the last five years, and which provides visibility splays of 2.4m x 90m to the right (i.e. north) and 2.4m x 120m to the south (i.e. left) and is therefore adequate for the prevailing vehicle speeds on Bolney Road.

4.2.4 An additional pedestrian access is proposed from the development directly onto Bolney Road along the northern boundary to the site. This will consist of a 2.0m wide footpath and will be at a consistent 1:20 gradient with a handrail and therefore complies with the guidance set out in the DfT's Inclusive Mobility.

- 4.2.5 A dropped kerb / tactile paving crossing is proposed on Bolney Road to enable pedestrians with the existing footway on the northern side of the carriageway. Adequate visibility will be provided in either direction in accordance with the speed limit on Bolney Road. This arrangement is presented on Drawing **ITB210464-GA-004**.

#### **Stage 1 Road Safety Audit**

- 4.2.6 In addition, in accordance with West Sussex County Council's Road Safety Audit Policy, an independent Stage One Road Safety Audit (RSA) of the proposed main access and separate pedestrian access has been carried out.
- 4.2.7 A copy of the Stage One Road Safety Audit and associated Designer's Response is provided at **Appendix B**.
- 4.2.8 The proposed access arrangement submitted as part of this report addresses the minor road safety issues identified and as such there are no residual road safety concerns.

#### **4.3 Internal Site Layout**

- 4.3.1 The scheme is designed to WSCC adoptable standards and the proposed internal site layout is shown in **Image 4.1** and attached in full at **Appendix A**.

#### **Carriageway and Footway Widths**

- 4.3.2 The main access road through the site will be a 5.0m wide shared surface. There will be a 2.0m service margin on the side of the carriageway where there is development and a 0.5m margin on the side where there is no development.
- 4.3.3 Vehicle speeds and traffic flows will be low ensuring that all road users will be able to share the space on equal terms.
- 4.3.4 The secondary street will also generally be a 5.0m wide shared surface. There will be a short section of carriageway a minimum of 4.1m over a distance of approximately 20m. The proposed width is sufficient to accommodate a refuse vehicle or for two cars to carefully pass each other (ref: *MfS Figure 7.1*).

**Image 4.1: Proposed Site Layout**



### **Car and Cycle Parking**

- 4.3.5 Car parking for the proposed development will be provided through a combination of allocated on-plot spaces and designated visitor parking, in accordance with the West Sussex Guidance on Parking at New Developments document (September 2020).
- 4.3.6 Ansty falls within Parking Behaviour Zone 1 of this guidance; a summary of the parking standards is set out in **Table 4.2**.

**Table 4.3: Summary of WSCC Parking Standards**

Number of Bedrooms	PBZ1 Residential Parking Standards	Minimum Cycle Parking Requirement
1	1.5	1
2	1.7	1
3	2.2	2
4+	2.7	2

Source: Table 1 & 2 – WSCC Guidance on Parking at New Developments

- 4.3.7 As per the West Sussex Guidance, garages account for 0.5 spaces and 0.2 spaces per dwelling should be provided for unallocated, visitor parking.

4.3.8 The development provides a total of 81 parking spaces, comprising 74 allocated vehicle parking spaces (of which four are garages) and seven visitor spaces. Allowing for garages only being regarded as 0.5 of an allocated parking space, this equates to an equivalent of 79 parking spaces across the site and therefore accords with the above parking standards.

4.3.9 Cycle parking will be provided in accordance with WSCC Guidance and will be located in secure, covered locations, e.g. garages (for the properties that have them and they will have minimum dimensions of 6m x 3m) or garden sheds.

#### **Electric Vehicle Charging**

4.3.10 In accordance with both WSCC Parking Guidance and Building Regulations – Approved Document S, each dwelling will be provided with an active electric vehicle (EV) charging point.

#### **Servicing Arrangements**

##### **Refuse Collection**

4.3.11 The internal site layout has been designed to accommodate the movement of a 11m long refuse collection vehicle. To ensure ease of access, swept path analysis of a refuse vehicle manoeuvring throughout the layout has been undertaken and is presented on Drawing **ITB210464-GA-001**.

4.3.12 The drawing demonstrates that a refuse can safely enter, turn, and egress the site in a forward gear. In addition, the layout has been designed to ensure all bins are provided in accordance with the 'drag' distances stipulated by MfS, i.e.:

- Within 25m of the carriageway where the refuse vehicle will stop.
- No more than 30m from homes.

4.3.13 The development therefore makes adequate provision for the largest vehicle that might require regular access to the site.

##### **Emergency Vehicle Access**

4.3.14 The site layout has also been designed to satisfy Building Regulations – Appendix B *Fire Safety*, ensuring that fire tenders will be able to get to 45m of each part of a house and will not be required to reverse more than 20m, in accordance with Paragraph 13.4. The swept path analysis of a fire tender manoeuvring around the site is demonstrated on Drawing **ITB210464-GA-002**.

### **Pedestrian Connection to Potential Future Site to the East**

- 4.3.15 The Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19) includes a draft allocation for a residential scheme comprising 30 dwellings on land immediately to the east of the proposed development. The site is known as DPA16: Land west of North Cottages and Challoners, Cuckfield, Ansty. That site would be subject to its own vehicular and pedestrian access strategy with a policy requirement for suitable access to the provided via Cuckfield Road.
- 4.3.16 In order to integrate the proposed development with the potential future site to the east, a pedestrian connection in the form a 2.0m wide footpath is provided in the north-east corner of the site running to the site boundary to accord with the policy requirements for both sites.

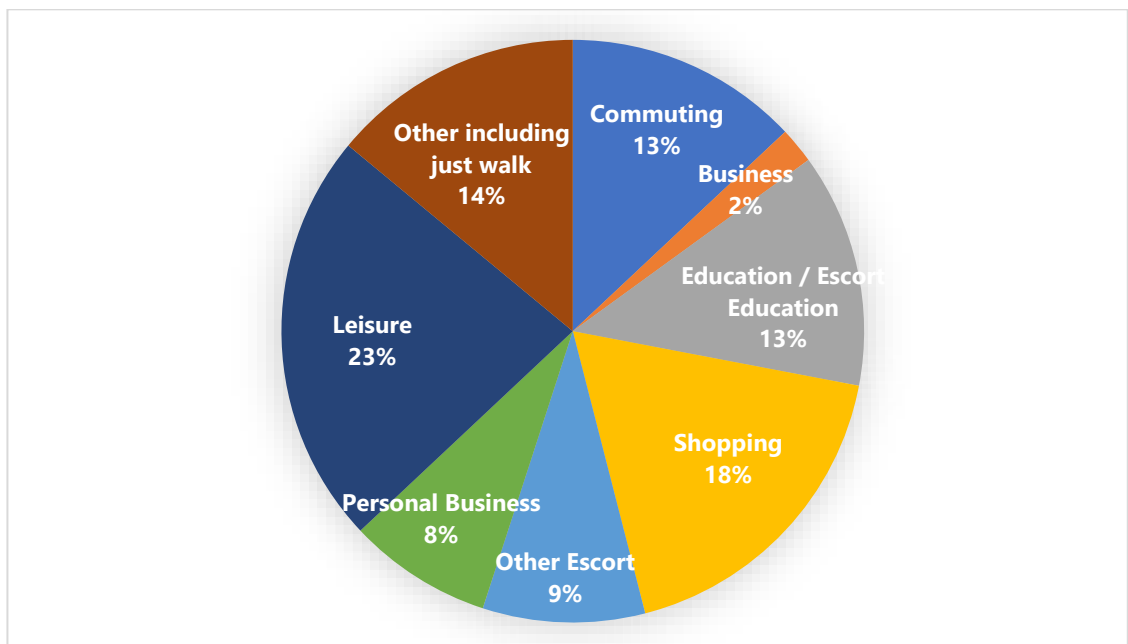
## SECTION 5 Promoting Sustainable Travel

### 5.1 Journey Purpose

5.1.1 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys.

5.1.2 The Department for Transport's (DfT) National Travel Survey identifies the reasons why people travel. The proportion of all trips by purpose (by all modes) is set out in **Image 5.1**.

**Image 5.1: Proportion of Trips per Year by Journey Purpose (All Modes)**



Source: Chart NTS0409a of Transport Statistics Great Britain – 2021 Edition

5.1.3 On this basis, leisure, shopping and education trips will account for more than 75% of all journeys made by future residents of the site.

5.1.4 Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

5.1.5 The Transport Statement therefore considers the opportunities available to the potential residents of the site to access local facilities and services by a choice of transport modes.

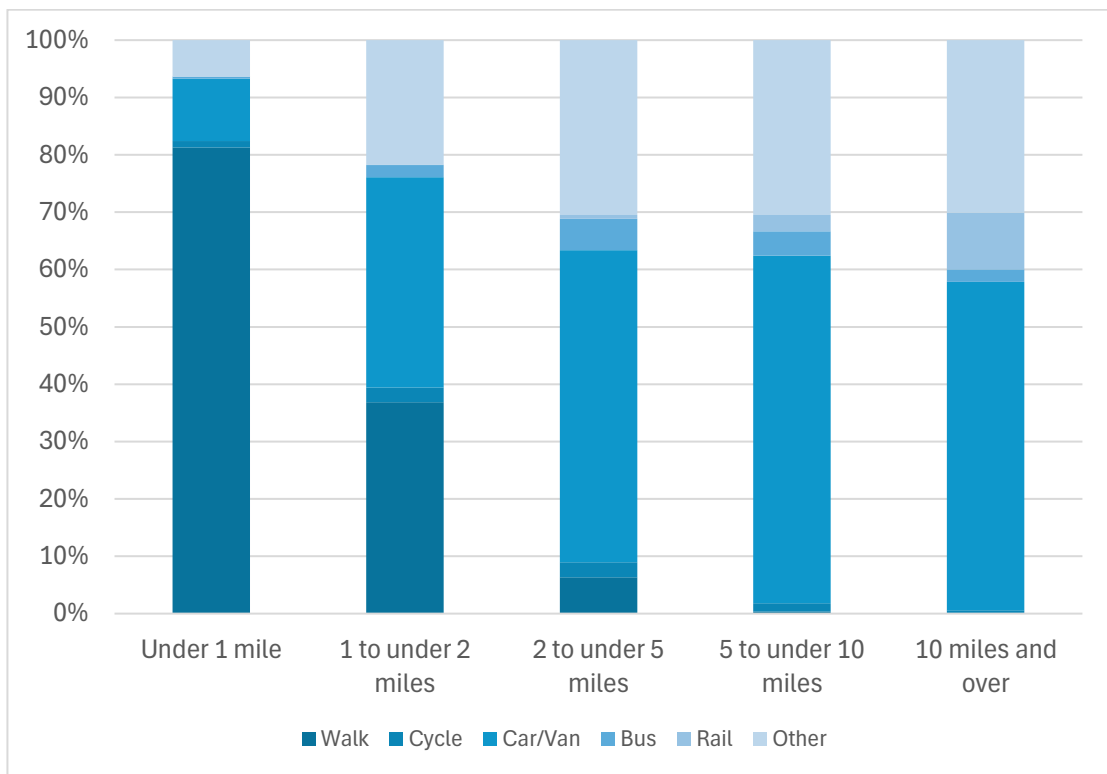
**5.2 Active Travel Accessibility**

**Walking Distances**

5.2.1 DfT’s Manual for Streets (paragraph 4.4.1) identifies that *walkable neighbourhoods* comprise those locations where facilities and services can be accessed within an 800m (10-minute) walk, but that walking distances of up to 2km offer the greatest potential to replace car trips.

5.2.2 The National Travel Survey (NTS) 2023 and CIHT ‘Planning for Walking’ 2015 identifies that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot, as well as 30% of trips between one to two miles, as set out in **Image 5.2**. Walking is a realistic and feasible option for many short trips.

**Image 5.2: Proportion of Trips per Year by Mode and Distance (All Purposes)**



Source: National Travel Survey, England, 2023

5.2.3 The following distances have therefore been used for assessing the likelihood of walking journeys to and from the development:

- Up to **800m** – a ‘comfortable’ walking distance.
- **800m to 1.6km** – a ‘reasonable’ walking distance i.e. the distance where circa 80% of trips will be made on foot.

- **1.6km to 3.2km** (2 miles) – an ‘acceptable’ walking distance where circa one-third of trips will be on foot.

### Cycling Distances

5.2.4 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5 miles (8km) being an upper distance for many people. NTS 0303 identifies that average cycle trips are 3.3 miles / 5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.

5.2.5 Paragraph 2.2.2 of the Department for Transport’s (DfT) Local Transport Note (LTN) 01/20 ‘Cycle Infrastructure Design’ (July 2020) also addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable cycling distance for most people.

5.2.6 On this basis, the following cycling distances have been adopted within this TS:

- Up to **5km** – a ‘reasonable’ everyday cycle distance.
- Up to **8km** – the acceptable ‘commuter’ cycling distance.

5.2.7 Haywards Heath is well within a reasonable cycle distance and is suitable for the more experienced cyclist who is likely to use this as part of their commuting journey, or for leisure purposes.

### 5.3 **Local Amenity Accessibility**

5.3.1 Considering the walking and cycling distances detailed above, there are facilities and services available that are commensurate with a village location, including a recreation ground, convenience store (i.e. Spar) and village hall / community centre, all within a comfortable 400m, i.e. equating to 5-minute walking distance of the site.

5.3.2 The site will provide a connection with the existing footway on Bolney Road to ensure there is continuous footway provision between the site and the village, including the bus stops. The bus stops then provide services to destinations further afield for residents to access additional services and facilities.

5.3.3 As such, facilities for day-to-day living and convenience are available within the village itself, without the need for residents to travel further afield.

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## 5.4 Public Transport Accessibility

- 5.4.1 As outlined in Section 3, the site is well located to the existing public transport services operating in Ansty. The closest bus stops to the site are located on Bolney Road to the northeast of the site and therefore a short walking distance from the site.
- 5.4.2 The principal bus route serving this stop is the no.89 which provides a service to the higher order settlements of Horsham and Haywards Heath which satisfies the main reasons for making a journey, including education trips.
- 5.4.3 Furthermore, Horsham and Haywards Heath rail stations are both accessible via the no.89 bus service. These rail stations offer regular rail services to key destinations including London, Portsmouth, Brighton, Cambridge and Bedford.
- 5.4.4 As set out in Image 5.1, leisure, shopping, personal business and education account for 62% of all journeys made by future residents on the site. These are also the trips that are undertaken on a regular basis to the same destinations. Leisure trips (i.e., social or entertainment comprising visits to meet friends, sport, clubs, holidays, day trips) have however been omitted as these are not typically undertaken on a regular basis. Therefore, further analysis has been undertaken for the accessibility of the site by bus services for future residents to the destinations that are likely to be visited on a regular basis.
- 5.4.5 For journeys into the centre of Haywards Heath, buses depart Ansty three times on Monday, Wednesdays and Fridays and once on Tuesdays and Thursdays, taking approximately 10 minutes to Sainsburys and the rail station, and 15 minutes to The Orchards Shopping Centre. Towards Horsham, buses depart four times a day on Mondays, Wednesdays and Fridays and twice on Tuesdays and Thursdays. The journey takes approximately 38 minutes to the bus station where retail and shopping facilities can be accessed and 33 minutes to the rail station.
- 5.4.6 In terms of school transport, the no.89 bus service also provides an additional service each day between Horsham and Warden Park School in Cuckfield. This journey takes around 9 minutes and departs Ansty at 08:25, returning at 15:23 making it a viable option for future residents to access the local secondary school.
- 5.4.7 Against this background, future residents will be within a short walking distance of a local bus service which provides a direct link to the high order rail stations and secondary school and will therefore have appropriate opportunities to access a range of everyday facilities and destinations by public transport.

## 5.5 **Summary**

- 5.5.1 The site is located in an accessible and sustainable location, appropriate for a village location which benefits from a range of transport connections and served by a variety of facilities and services that are accessible on foot, by bike or by bus. In summary, the proposed development provides appropriate opportunities to promote the use of sustainable transport modes consistent with the requirements of paragraph 110 and 115 of the NPPF.

## SECTION 6 Traffic Impact

### 6.1 Development Traffic Generation

6.1.1 The potential traffic generation of the proposed development has been estimated using comparable survey data of similar residential developments contained within the TRICS database, using the 'Residential – Houses privately owned' category.

6.1.2 The full TRICS report is appended (**Appendix C**) and the proposed vehicular trip rates are presented in Table 6.1 below.

**Table 6.1: Proposed Development – Vehicular Trip Rate**

Peak Period	Arrivals	Departures	Two-Way
AM (08:00 - 09:00)	0.154	0.360	0.514
PM (17:00 – 18:00)	0.298	0.147	0.445

Source: TRICS

6.1.3 The resultant trip generation for the proposed 34 dwellings is set out in **Table 6.2**.

**Table 6.2: Forecast Trip Generation – Proposed Development: 34 dwellings**

Peak Period	Arrivals	Departures	Two-Way
AM (08:00 - 09:00)	5	12	17
PM (17:00 – 18:00)	10	5	15

Source: Consultants Calculations

6.1.4 The analysis demonstrates the traffic generation of the proposed development is likely to result in a maximum of 17 additional two-way vehicle movements on the A272 Bolney Road during both the morning and evening weekday peak hour periods. This equates to an additional vehicle approximately every three minutes. Flow increases outside of the peak periods will be lower. This increase will not be perceptible and will not result in a material or adverse impact on the operation of the local highway network.

6.1.5 The West Sussex County Council Transport Assessment Methodology Guidance outlines that where a development results in an increase of 30 or more movements through a junction at any hour, junction capacity testing should be undertaken. On that basis, no junction capacity testing has been undertaken.

## 6.2 **Summary**

- 6.2.1 The above trip assessment demonstrates that the proposed development of 34 dwellings is expected to generate a modest number of additional vehicle movements and will therefore not have a significant, and certainly less than serve, impact on the operation of the local highway network, in accordance with the requirements of the NPPF.

---

## SECTION 7 Summary and Conclusions

### 7.1 Summary

- 7.1.1 Devine Homes has appointed i-Transport to provide highways and transport advice in relation to a full planning application comprising 34 new homes on land at Bolney Road, Ansty.
- 7.1.2 The development site is included as a preferred location for residential development within the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19) and has a draft allocation for 45 dwellings under Policy DPA17.
- 7.1.3 The site is located to the west of Ansty village centre and immediately adjoins the existing residential properties on Marwick Close and Upton Drive. The A272 Bolney Road runs along the northern boundary of the site.
- 7.1.4 Access to the site comprises an extension of Marwick Close into the site, comprising a minimum of a 5.0m shared surface carriageway. This is in accordance with the policy requirements for the site as set out in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19).
- 7.1.5 An additional pedestrian access will provide a direct connection onto the A272 Bolney to connect with the existing pedestrian infrastructure. An independent Stage One Road Safety Audit (RSA) of the proposed access arrangements has been carried out and there are no residual road safety concerns.
- 7.1.6 Ansty comprises a range of facilities for day-to-day living and convenience appropriate for a village without the need for residents to travel further afield.
- 7.1.7 The closest bus stops to the site are located on Bolney Road, circa 250m east of the site with two services per day to Horsham and Haywards Heath where further facilities and services can be accessed, as well as railway stations.
- 7.1.8 The nearest railway station is Haywards Heath, approximately 5km from the site with frequent services towards London, Eastbourne, Cambridge and Bedford. The station is served by the local bus service or is alternatively a 17-minute cycle ride.
- 7.1.9 The site layout has been designed in accordance with national and local design guidance and allows for the safe access of a refuse vehicle and fire tender to enter and turn within the site. In accordance with the transport related policy requirements for the site as set out in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19), the proposed development also includes a pedestrian connection in order to integrate the development with the potential residential development site to the east (DPA16).

7.1.10 Car and cycle parking is provided in accordance with WSCC guidance and an electric vehicle charging point will be provided for all dwellings.

7.1.11 The proposed development is expected to generate 17 and 15 two-way vehicle movements during the morning and evening peak periods respectively; circa one additional vehicle every three minutes. This is a negligible impact and will not have a severe impact on the operation of the local highway network.

## 7.2 Conclusion

7.2.1 In conclusion:

- The proposed development provides safe and suitable access into the site via an extension of Marwick Close and is in accordance with the transport related policy requirements for the site as set out in the Mid Sussex District Plan 2021 - 2039 Submission Draft (Regulation 19).
- The site is within a comfortable walking distance of a number of facilities in Ansty and bus stops on Bolney Road. Haywards Heath and Horsham can be accessed via the bus service or are a short cycle ride away where further facilities and services can be accessed.
- The development has been designed in line with national design guidance, and parking is provided in accordance with local parking standards and provides a pedestrian connection to the potential future residential development to the east.
- The impact of traffic generated by the proposed development on the operation of the highway network is imperceptible and falls short of the 'severe' residual cumulative impact' test.

7.2.2 The proposals therefore meet the requirements of the WSCC Transport Plan and the requirements for sustainable transport set out in the National Planning Policy Framework (Paragraph 115).

## FIGURES

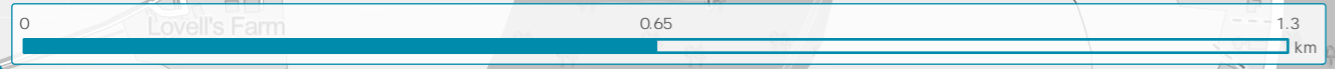
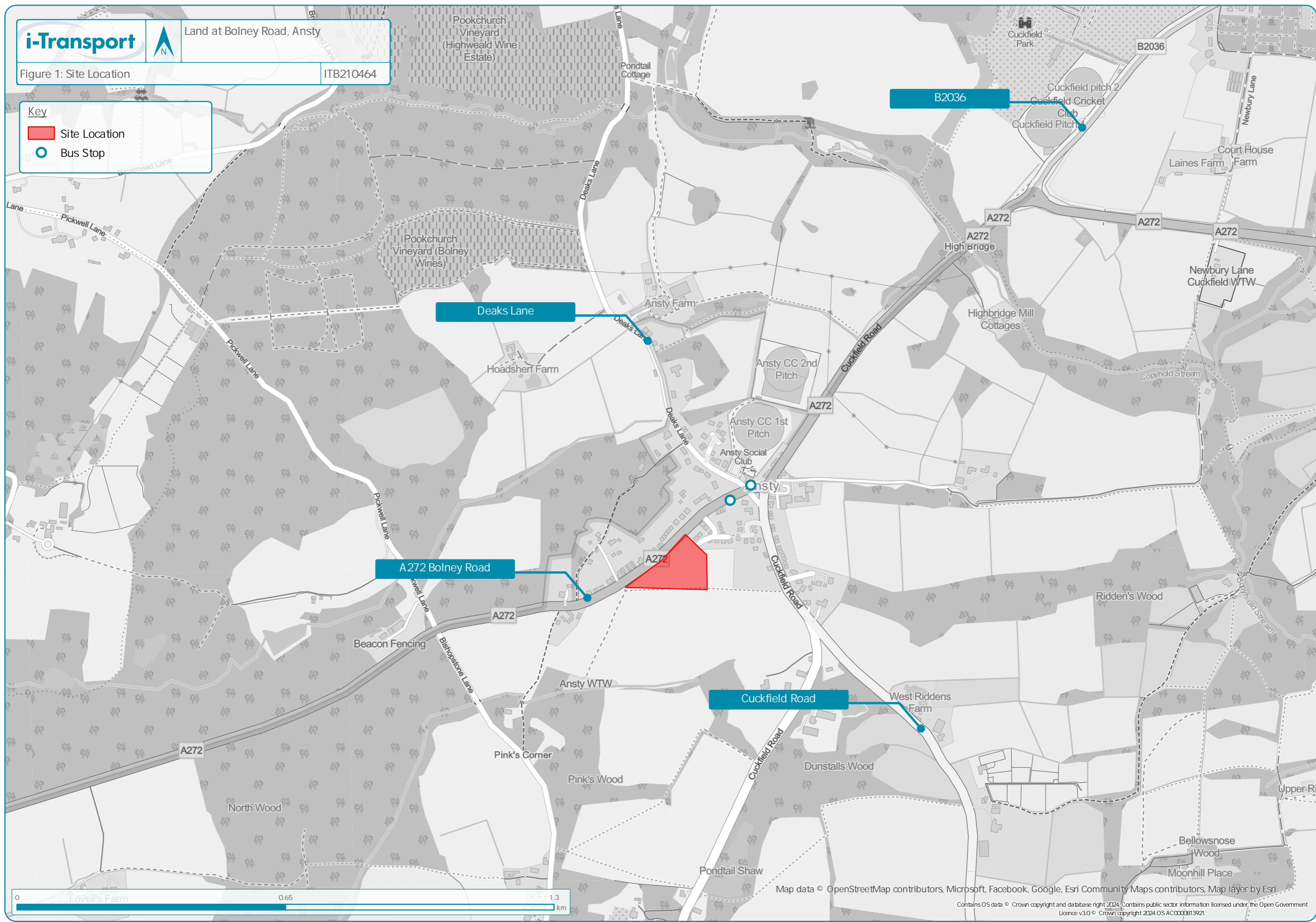


Figure 1: Site Location

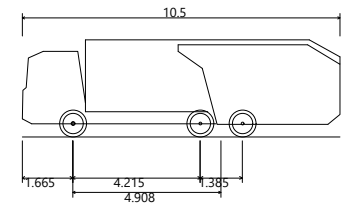
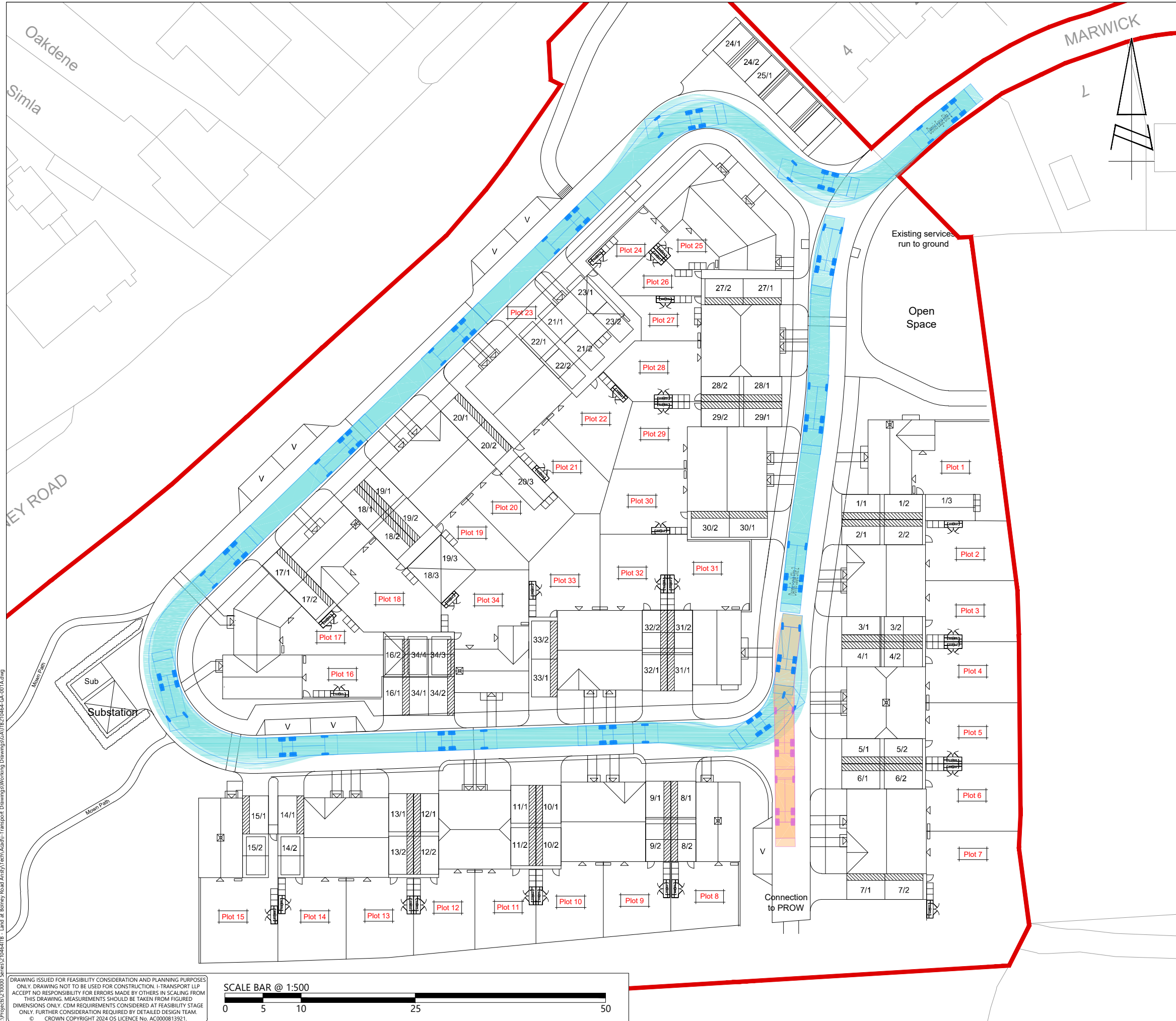
ITB210464

Key

- Site Location
- Bus Stop



# DRAWINGS



Dennis Eagle Elite 2  
 Overall Length 10.500m  
 Overall Width 2.600m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	09.02.26	JD	SITE LAYOUT UPDATED	BT	BT

STATUS: FOR INFORMATION



The Square, Basing View,  
 Basingstoke, Hampshire, RG21 4EB  
 Tel: 01256 898366  
 www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: LAND AT BOLNEY ROAD, ANSTY

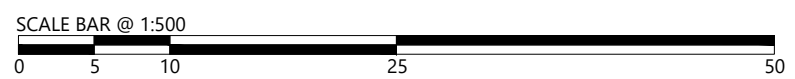
CLIENT: DEVINE HOMES PLC

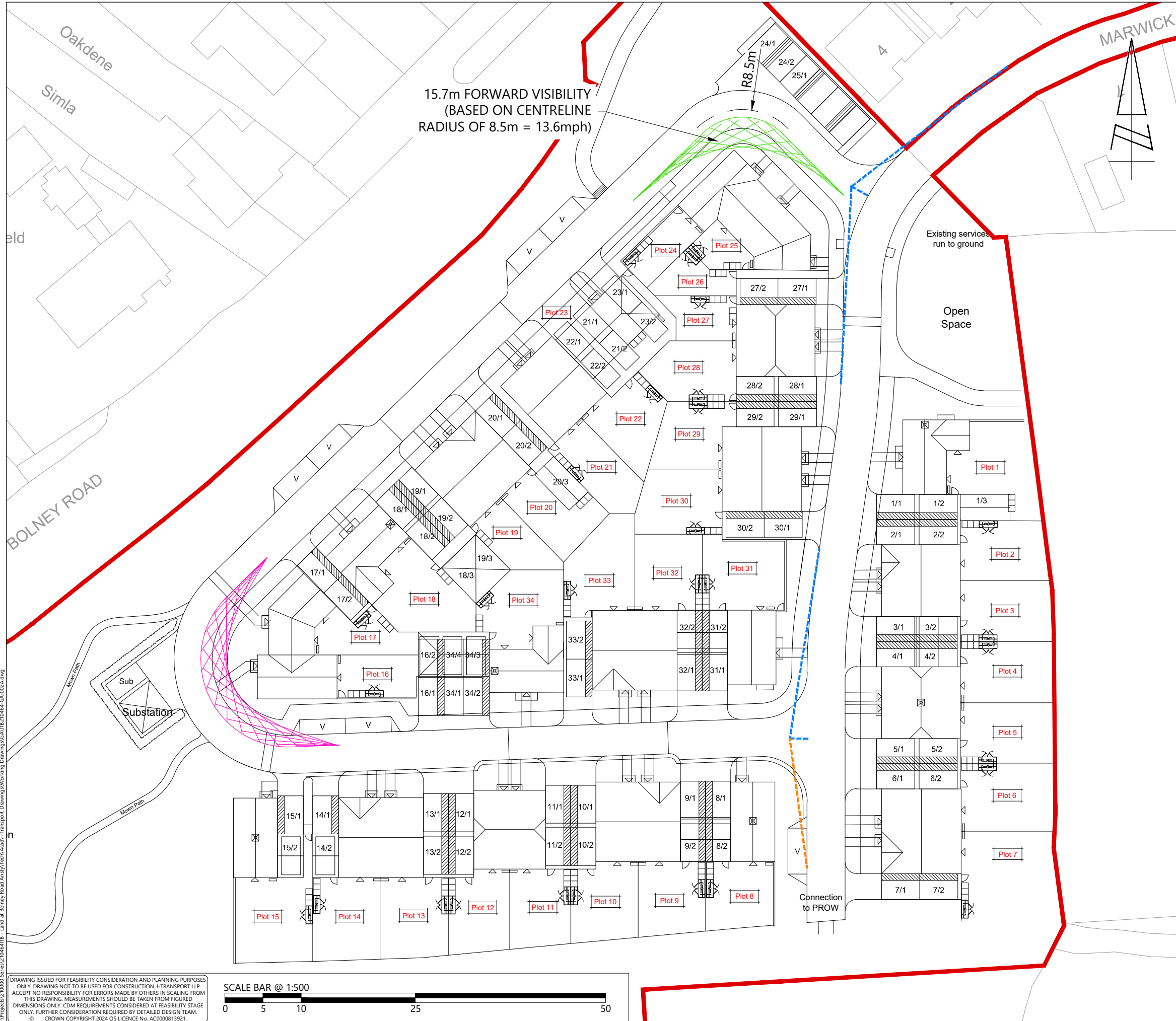
DRAWN: JD	CHECKED: BT	APPROVED: BT
PROJECT No: ITB210464	SCALE @ A3: 1:500	DATE: 29.08.25

DRAWING No: ITB210464-GA-001  
 REV: A

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**KEY:**

- 2.4m x 25m VISIBILITY SPLAY
- 2.4m x 17m VISIBILITY SPLAY
- 17m FORWARD VISIBILITY

A	09.02.26	JD	SITE LAYOUT UPDATED	BT	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **FOR INFORMATION**

The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 898366  
www.i-transport.co.uk

TITLE: **SITE LAYOUT REVIEW - VISIBILITY**

PROJECT: **LAND AT BOLNEY ROAD, ANSTY**

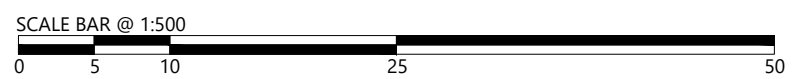
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DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	SCALE @ A3:	DATE:
ITB210464	1:500	29.08.25

DRAWING No: **ITB210464-GA-002**      REV: **A**

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EXISTING VEGETATION TO BE CUT BACK AND MAINTAINED

HAZARD WARNING PAVING AND DROPPED KERBS TO PROVIDE FLUSH TRANSITION BETWEEN FOOTWAY AND SHARED SURFACE

EXISTING PARKING LAYBY

EXISTING PARKING / DRIVEWAY

EXISTING 5.5m WIDE SHARED SURFACE

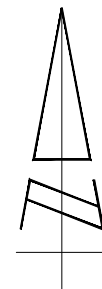
EXISTING GULLIES TO BE REPLACED WITH PEDESTRIAN-SAFE COVERS

EXISTING PARKING LAYBY

TIE INTO EXISTING CARRIAGEWAY EDGE

2.0m WIDE FOOTWAY

2.0m WIDE SERVICE / CONSTRUCTION MARGIN



REV	DATE	BY	DESCRIPTION	CHK	APD
B	09.02.26	JD	ACCESS ARRANGEMENT UPDATED	BT	BT
A	20.11.25	JD	RSA COMMENTS INCORPORATED	LJ	BT

STATUS: FOR INFORMATION



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LAND AT BOLNEY ROAD, ANSTY

CLIENT: DEVINE HOMES PLC

DRAWN: JD	CHECKED: BT	APPROVED: BT
PROJECT No: ITB210464	SCALE @ A3: 1:500	DATE: 17.09.25

DRAWING No: ITB210464-GA-003 REV: B

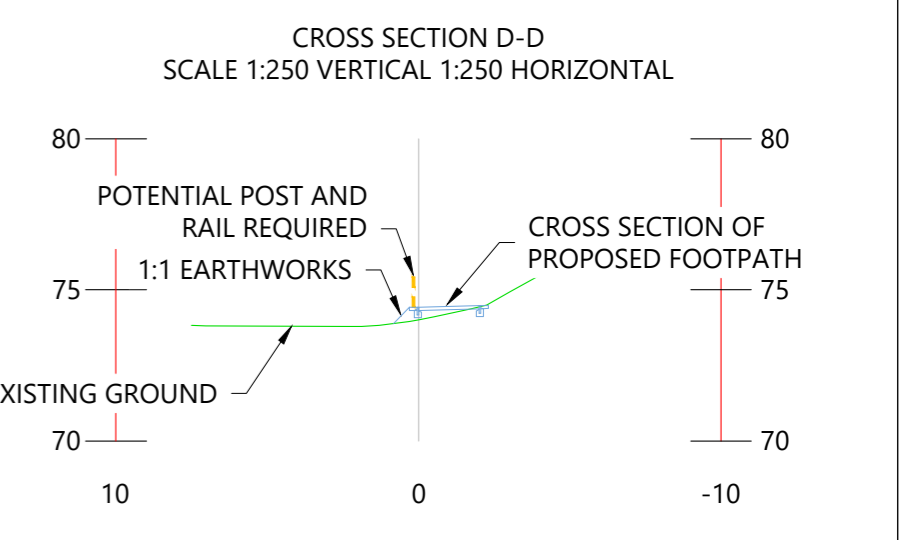
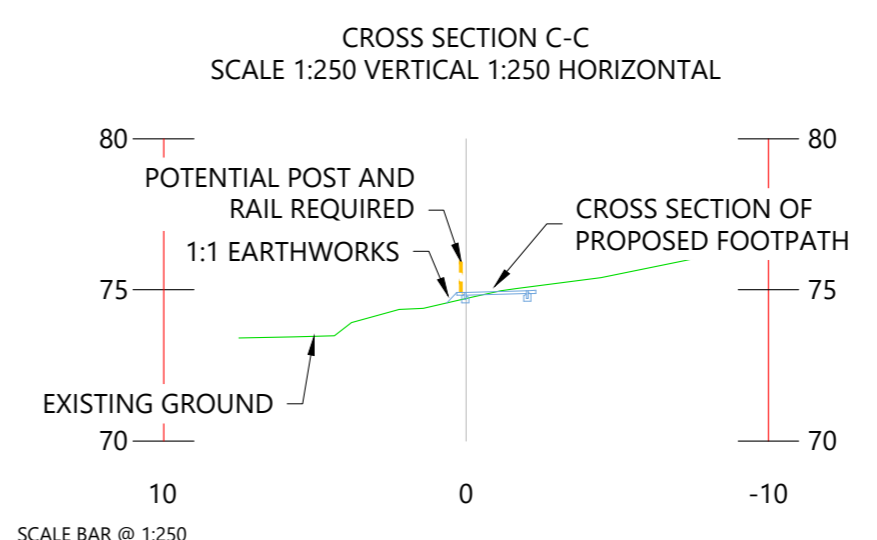
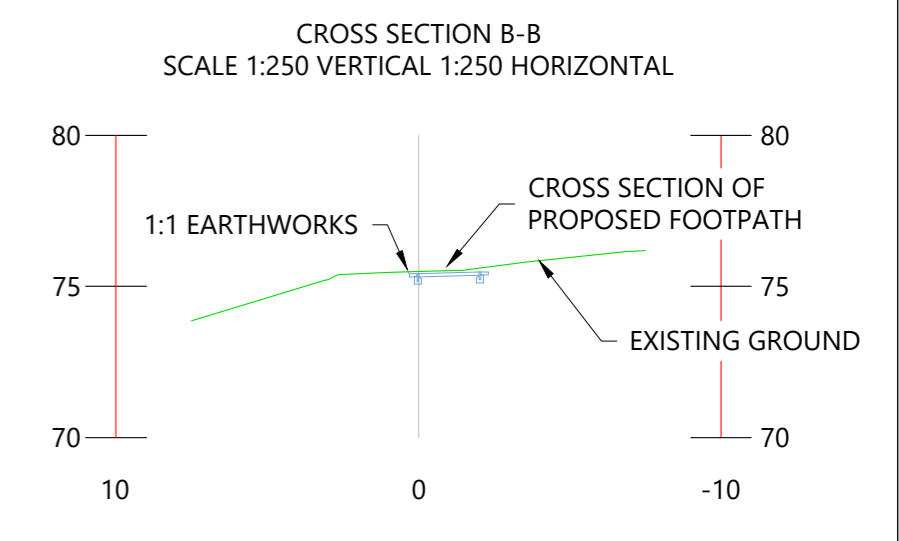
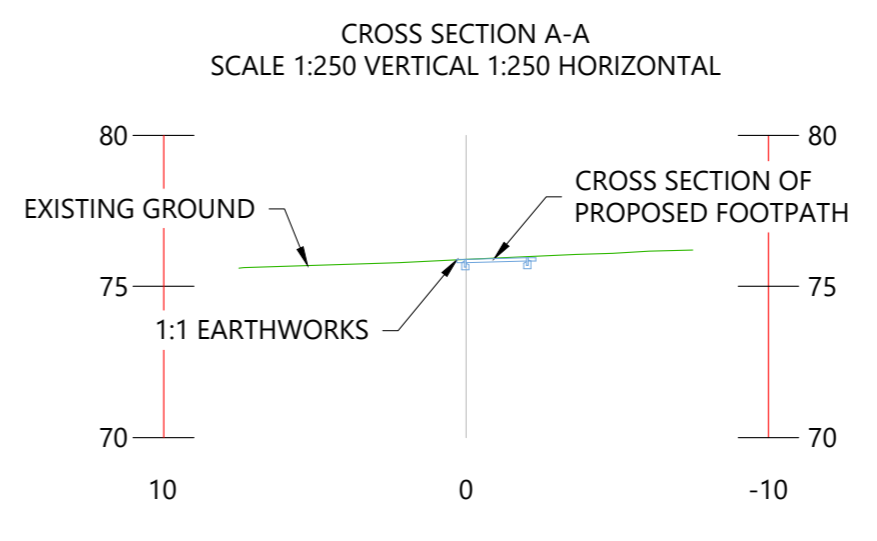
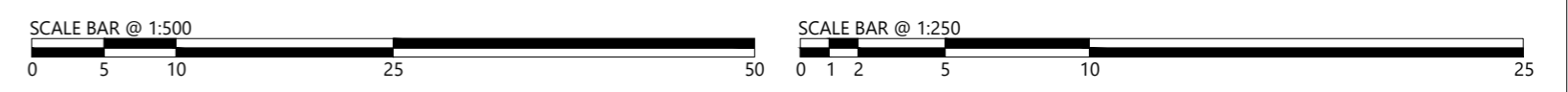
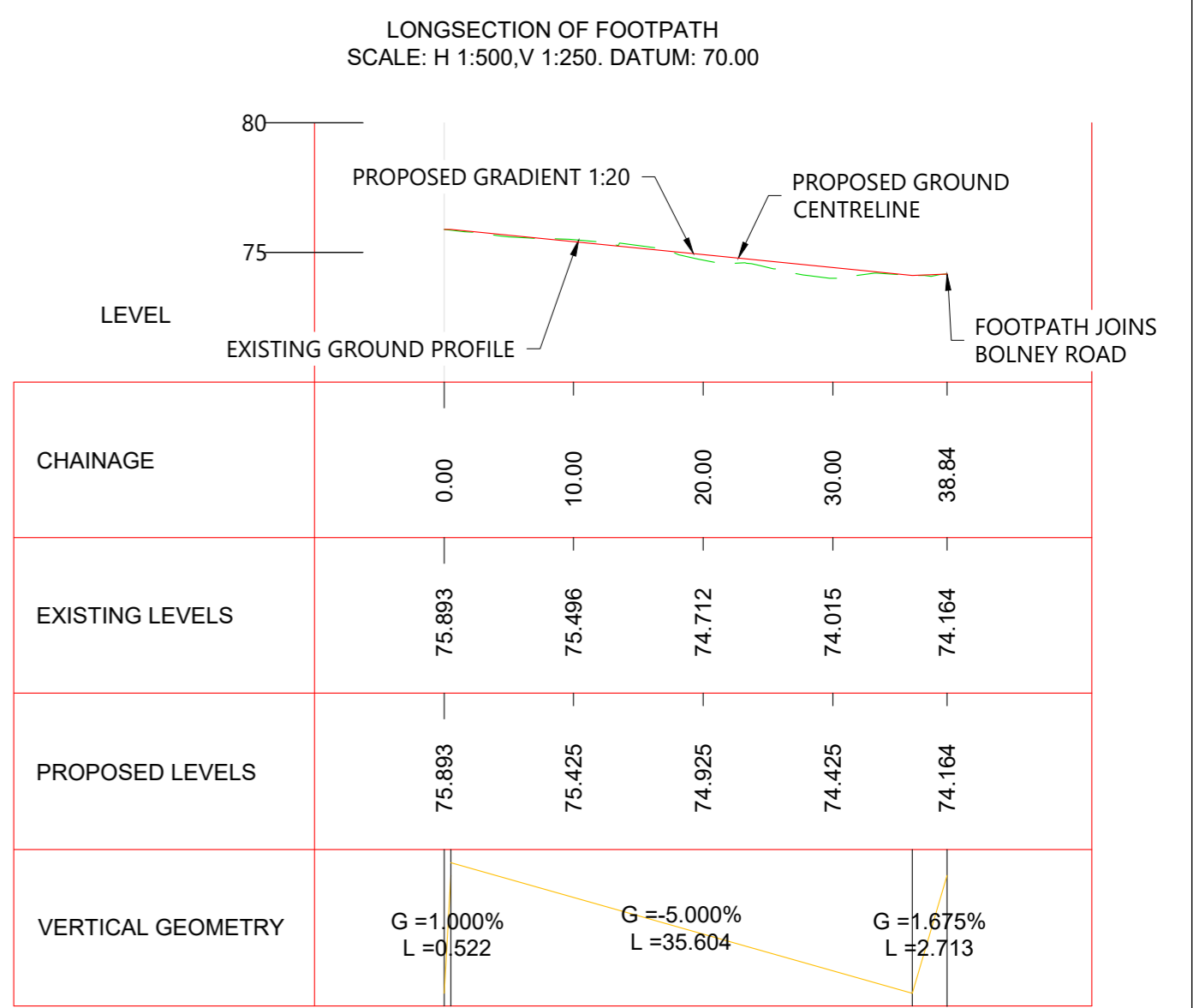
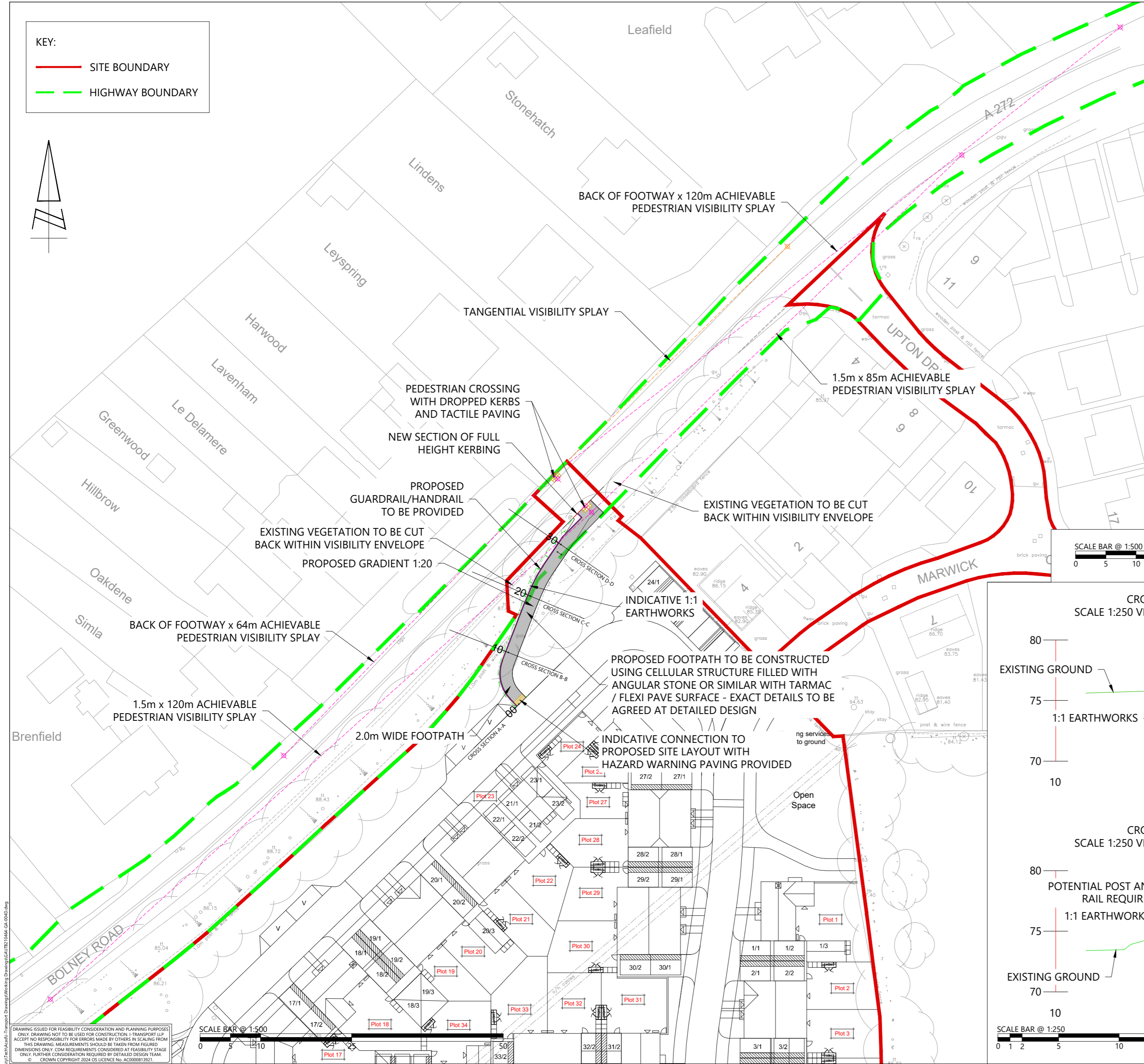
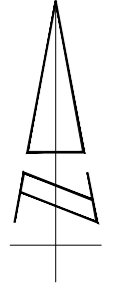
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SCALE BAR @ 1:500



KEY:  
 — SITE BOUNDARY  
 — HIGHWAY BOUNDARY



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 Tel: 01256 898366  
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REV	DATE	BY	DESCRIPTION	CHK	APP
D	09.02.26	JD	ARRANGEMENT UPDATED	BT	BT
C	20.01.26	JD	SITE LAYOUT UPDATED	BT	BT
B	19.11.25	MC	FOOTPATH VERTICAL ALIGNMENT REVISED	MC	BT
A	22.10.25	MC	FOOTPATH VERTICAL ALIGNMENT REVISED	MC	BT

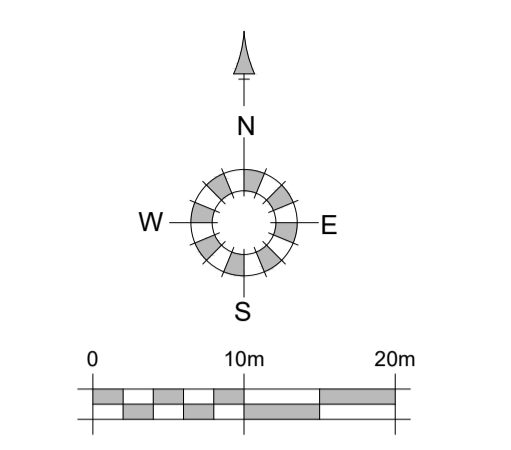
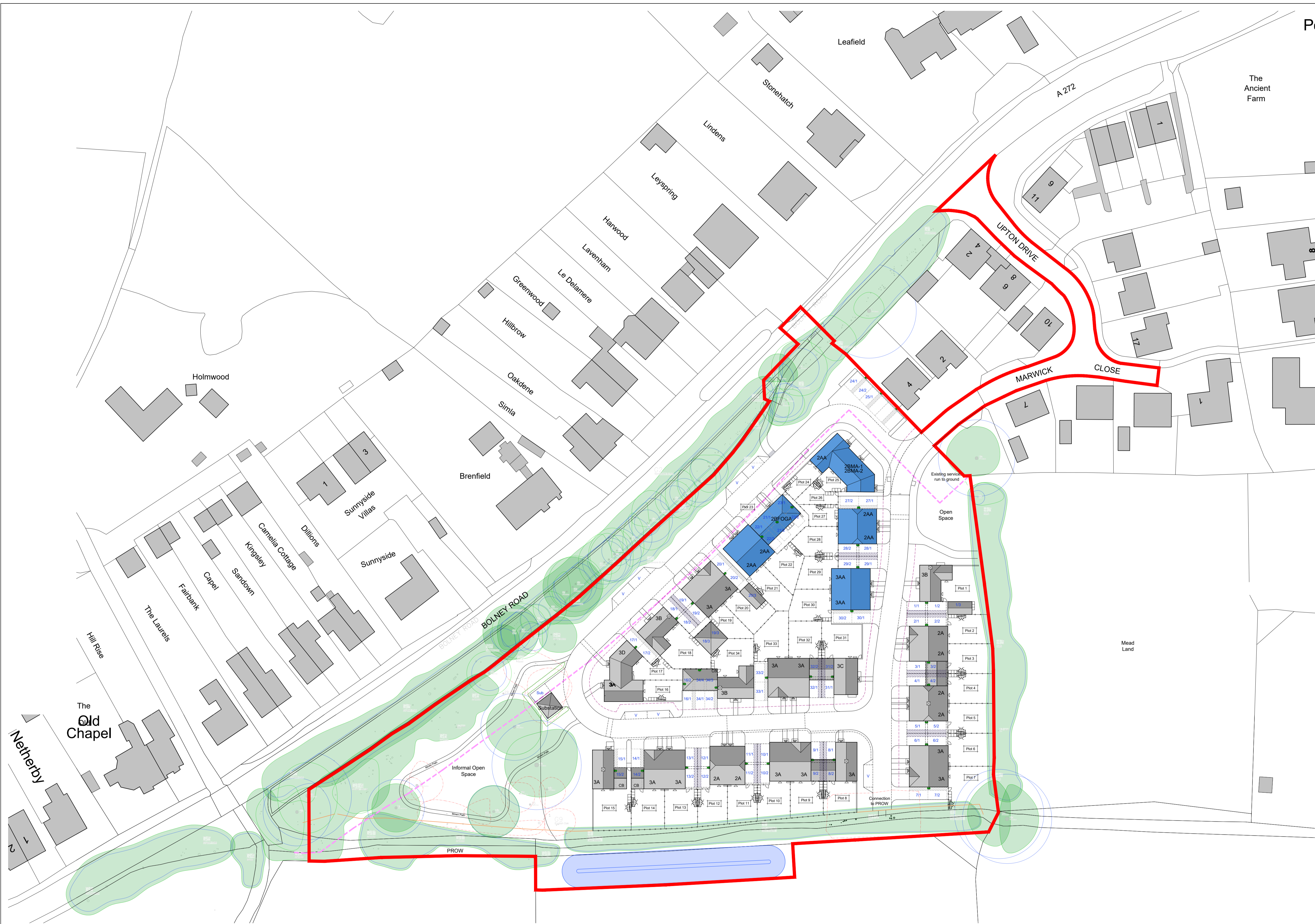
TITLE	PROJECT
FOR INFORMATION	LAND AT BOLNEY ROAD, ANSTY

PROPOSED SEPARATE PEDESTRIAN  
 ACCESS VIA A272 BOLNEY ROAD

CUSTOMER	DEVINE HOMES PLC
----------	------------------

DRAWN	CHECKED	APPROVED
JD	BT	BT
PROJECT No:	SCALE @ A2:	DATE:
ITB210464	AS SHOWN	24.09.25
DRAWING No:	REV:	
ITB210464-GA-004	D	

## **APPENDIX A.** Proposed Site Layout



Site Plan Legend  
Site Area 1.62 Ha (4.00 Acres)

- Application Site Boundary Line
- Existing Trees/Hedgerow
- Proposed Trees  
Indicative locations (see Landscape Architects Drawing xxxx)
- Proposed Hedging  
Indicative locations (see Landscape Architects Drawing xxxx)
- Trees / Hedges Removed  
(see Landscape Architects Information)
- 2B** Dwelling Reference  
Example shown
- Plot 00 Plot Number
- 1 Allocated Parking  
2.5m x 5m
- V Visitor Parking  
2.5m x 5m
- 1.8m Brick Wall
- 1.8m Timber Fence
- Affordable Housing
- Drainage Easement
- Air Source Heat Pump  
(indicative location)
- Electric Vehicle Charging Point
- Covered bins and bike shed
- Rumble Strip

REV	DATE	REVISIONS:
A	18/06/25	Minor amendments
B	31/07/25	Re drawn following clients sketch.
C	13/08/25	Amended following clients comments.
D	14/08/25	Amended following clients comments.
E	18/08/25	Topo survey overlaid.
F	02/09/25	Amended following clients comments.
G	02/09/25	Amended following clients comments.
H	11/09/25	Amended following clients comments.
J	15/09/25	Plot 23 updated.
K	18/09/25	Boundary line & Plot 22 updated.
L	30/09/25	Updated following clients comments.
M	07/11/25	Layout amended to suit new client house types
N	26/11/25	Minor S.O. amendments from HT design development

BY	REV	DATE	REVISIONS:
	P	11/12/25	Minor amendments
	R	16/12/25	Extra plot added W of plot 14, rest of plots re-numbered accordingly. Route of mown path adjusted.
	S	18/12/25	Chimney moved from plot 13 to plot 15.
	T	14/01/26	Red line amended, chimneys added to plots 8 & 34, car barn between plots 8 & 9 added and garage to plot 8 omitted.
	U	15/01/26	Drainage pond reduced and red line amended.
	V	19/01/26	Red line amended.
	W	20/01/26	New footpath into site amended.

BY	REV	DATE	REVISIONS:
	BH		
	BH		
	BH		
	BH		
	BH		
	BH		
	BH		

BY	STATUS:

Preliminary

CLIENT: Devine Homes	PROJECT: Land South of Bolney Road Ansty
SCALE: 1:500 (A1 ORIGINAL)	DRAWING: Proposed Site Layout
DRAWN: NCL	22129 SK15 W
DATE: 17/06/25	

OSPA  
architecture

Broadmeads House, Farnham Business Park,  
Weydon Lane, Farnham, Surrey GU9 8QT.  
info@ospaarchitecture.com www.ospaarchitecture.com  
Tel: 01252 267878

**APPENDIX B.** Stage 1 Road Safety Audit and  
Designer's Response

# Road Safety Audit Report

Incorporating  
Stage 1 Completion of Preliminary Design.



## Proposed continuation of Marwick Close and intensification of the Upton Drive priority junction with the A272 Bolney Road Ansty

**Client:**  
i-Transport

**Client reference:**  
ITB210464

Fenley  
2 Blaenant  
Emmer Green  
READING  
RG4 8PH

E: [office@fenley.co.uk](mailto:office@fenley.co.uk)  
[www.fenley.co.uk](http://www.fenley.co.uk)

**Report Status**            1

<b>Job no</b>	RSA-24-126	<b>Issue no</b>	1	<b>Date</b>	November 2025
<b>Prepared by</b>	JJF	<b>Verified by</b>	ZB	<b>Approved by</b>	JJF
<b>Filename and Path</b>	Fenley/Road Safety Audits/RSA-25/RSA-25-126-1				

## 1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	November 2025
Document reference and revision:	RSA-25-126-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Devine Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			22 <sup>nd</sup> October 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	13 <sup>th</sup> November 2025

### Contents:

<b>1.0</b>	<b>Project Details</b>	<b>1</b>
<b>2.0</b>	<b>Introduction</b>	<b>2</b>
<b>3.0</b>	<b>Items Raised in any previous Road Safety Audits</b>	<b>3</b>
<b>4.0</b>	<b>Items Raised in this Stage 1 Road Safety Audit</b>	<b>4</b>
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
<b>5.0</b>	<b>Audit Team Statement</b>	<b>7</b>

### Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

## 2.0 INTRODUCTION


- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed continuation of Marwick Close to form a development access as well as the associated intensification of the access route and Upton Drive junction with the A272 Bolney Road in Ansty. Marwick Close is a shared surface carriageway that is served off Upton Road and is formed with a block paved surface in contrast to Upton Drive which benefits from a footway. On entry to the application site, the continuation is to bend by circa 50° around a circa 26 metre road centreline radius. The junction of Upton Road with the A272 Bolney Road takes the form of a simple priority junction that benefits from an entry and exit corner taper but no footway due to the presence of a footpath link to the east that links the Upton Drive footway with the Bolney Road footway to the east. The geometric properties of the simple priority junction are to remain unchanged. It is understood that the proposed works are to facilitate access to a development of up to 33 homes that are expected to generate circa 17 two-way vehicular movements during the morning peak hour and 15 during the afternoon peak hour.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during October and November 2025 in accordance with the Road Safety Audit Brief provided on the 15<sup>th</sup> October 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Devine Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and therefore any related road safety concerns are only raised within this document if fundamental to the scheme. Further, it is identified that existing features within any visibility splays illustrated on the scheme drawings, such as foliage and street furniture, will be removed / cut back accordingly.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following:
- Audit Team Leader**  
**Jamie Fenning** *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*  
Road Safety / Highway Engineer

**Audit Team Member**


**Zane Beswick** MCIHT, MSoRSA  
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Thursday 16<sup>th</sup> October 2025 between the hours of 16:20 and 16:50. This site visit involved walking and driving around the local highway network for a 30-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrian and cyclists were observed on the local highway network during the site visit, but none were present along Upton Drive or Marwick Close. Vehicular traffic was also observed on the local highway network to include motorcycles, cars, passenger service vehicles and light as well as heavy goods vehicles with cars present manoeuvring into the driveways / parking courts off both Upton Drive and Marwick Close. Vehicular speeds were not recorded by the Audit Team.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.
- 3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**
- 3.1 Fenley Road Safety Limited understand that a Stage 1 Road Safety Audit of the Upton Drive simple priority access with the A272 Bolney Road was undertaken by others in March 2016, ref: DHA/T-07/P2/1/MM. That document was contained within the Transport Statement associated with Upton Drive / Marwick Close development which has been obtained from the planning portal of the Local Planning Authority. The Audit Team is unaware of any further Stage 2 and Stage 3 Road Safety Audits of that scheme or of any associated with Upton Road / Marwick Close.

**4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT**

<b>A.1</b>	<b>LOCAL ALIGNMENT</b>
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
<b>A.2</b>	<b>GENERAL</b>
<b>A.2.1</b>	<b>PROBLEM</b>
<b>Location:</b>	Upton Drive
<b>Summary:</b>	Visibility may be and become limited
<b>Acc Type:</b>	Vehicle side / rear impact type collision
<p>The existing access simple priority junction of Upton Drive with the A272 Bolney Road is formed with large corner radii as well as corner tapers to allow for the expected vehicles and allows access to circa 20 dwellings which is partially accommodated along Marwick Close. The planning documentation associated with the development has been interrogated and it appears that the scheme was approved subject to a condition that a 2.4x90 metre visibility splay was achievable to the north of the proposed access and a 2.4x120 metre splay was achievable to the south. It is understood that this was a condition of planning as the A272 Bolney Road observed 85<sup>th</sup> percentile speeds of 42mph and 35mph in the eastbound and westbound directions respectively, according to data from a traffic survey undertaken in Jan. 2016. The proposals include the continuation of Marwick Close to allow access to a development of circa 33 homes. Although no works are proposed at the existing Upton Road junction with the A272 Bolney Road, the development proposals will increase the number of movements at the junction with circa 17 additional two-way movements during the morning peak hour and 15 additional two-way movements during the afternoon peak hour and, as such, the junction is included within the scope of this Stage 1 Road Safety Audit. Observations made during the site visit indicate that vegetation growth has and will regularly limit the level of visibility that is achievable at the existing junction to below that approved within the associated planning documents. The Audit Team are unaware whose responsibility it is to maintain the envelopes clear but have concerns that limited visibility at the existing priority junction could result in a motorist attempting to manoeuvre when it is not safe to do so, leading to a side / rear impact type collision.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that the vegetation is cleared and measures provided to ensure the envelopes remain clear at all times.	
<b>Location Plan:</b>	
	

<b>A.3</b>	<b>JUNCTIONS</b>
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.</i>
<b>A.4</b>	<b>WALKING, CYCLING AND HORSE RIDING</b>
<b>A.4.1</b>	<b>PROBLEM</b>
<b>Location:</b>	Marwick Close
<b>Summary:</b>	No level access is provided between the footway of Upton Drive and the shared surface carriageway of Marwick Close
<b>Acc Type:</b>	Pedestrian trip, fall and personal injury
<p>Marwick Close is an east west shared surface carriageway that is accessible via Upton Drive and benefits from a footway along the eastern side. The Marwick Close carriageway is formed in block paving which highlights the change in route characteristics to motorists but is bounded by dropped kerbs that accommodate an upstand of circa 25mm. The proposals include the continuation of Marwick Close to the west to facilitate access to a residential development of circa 33 homes. The scheme drawings illustrate that the proposed continuation is to take the form of a shared surface carriageway, no details of the surface treatment have been provided which is acceptable at this preliminary stage. It is noted, however, that any pedestrians walking within the proposed shared surface carriageway will be faced with the existing dropped kerbs that form a boundary around Marwick Close which accommodate an upstand of circa 25mm and that no warning of the change in route characteristics is provided for pedestrians entering the shared surface carriageway. It is understood that the circa 25mm upstand as well as the absence of any warning of the change in route characteristics is existing and that there is no record of any incidents leading to personal injury, nevertheless, the Audit Team have concerns that the existing upstand will be an obstruction to pedestrians, particularly the elderly, infirm, visually / mobility impaired and those with buggies. Inappropriate upstands along a pedestrian route could result in trips and falls leading to personal injuries.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that a level route is provided between the proposed shared surface carriageway and the Upton Drive footway and that hazard warning paving is provided where appropriate.	
<p><b>Location Plan:</b> NB: The images below provide an example, more locations are present.</p>  	

<b>A.4.2</b>	<b>PROBLEM</b>
<b>Location:</b>	Marwick Close
<b>Summary:</b>	Existing gully grates are not pedestrian friendly
<b>Acc Type:</b>	Pedestrian trip, fall and personal injury
<p>The existing shared surface carriageway of Marwick Close is formed in block paving and accommodates a network of road gullies that are situated to positively drain the surface water that falls on to the carriageway. It was noted on-site, that the existing gully grates are not of a pedestrian friendly type. The proposals include the continuation of Marwick Close to form a development access which is likely to increase the footfall along the existing carriageway. It is understood that there is no record of incidents involving the existing gully grates, however, the footfall along the shared surface Marwick Close is likely to increase as a result of the proposals. The Audit Team have concerns that the large slots on the exiting gully grates could destabilise a pedestrian, particularly one wearing heels or a child riding a scooter, leading to a trip, fall and personal injury.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that the existing road gullies are upgraded to a pedestrian friendly type.	
<p><b>Location Plan:</b> NB: The images below provide an example, more locations are present.</p>	
	
<b>A.5</b>	<b>TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</b>
<p><i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i></p>	

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## 5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

### Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 13<sup>th</sup> November 2025

### Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 13<sup>th</sup> November 2025

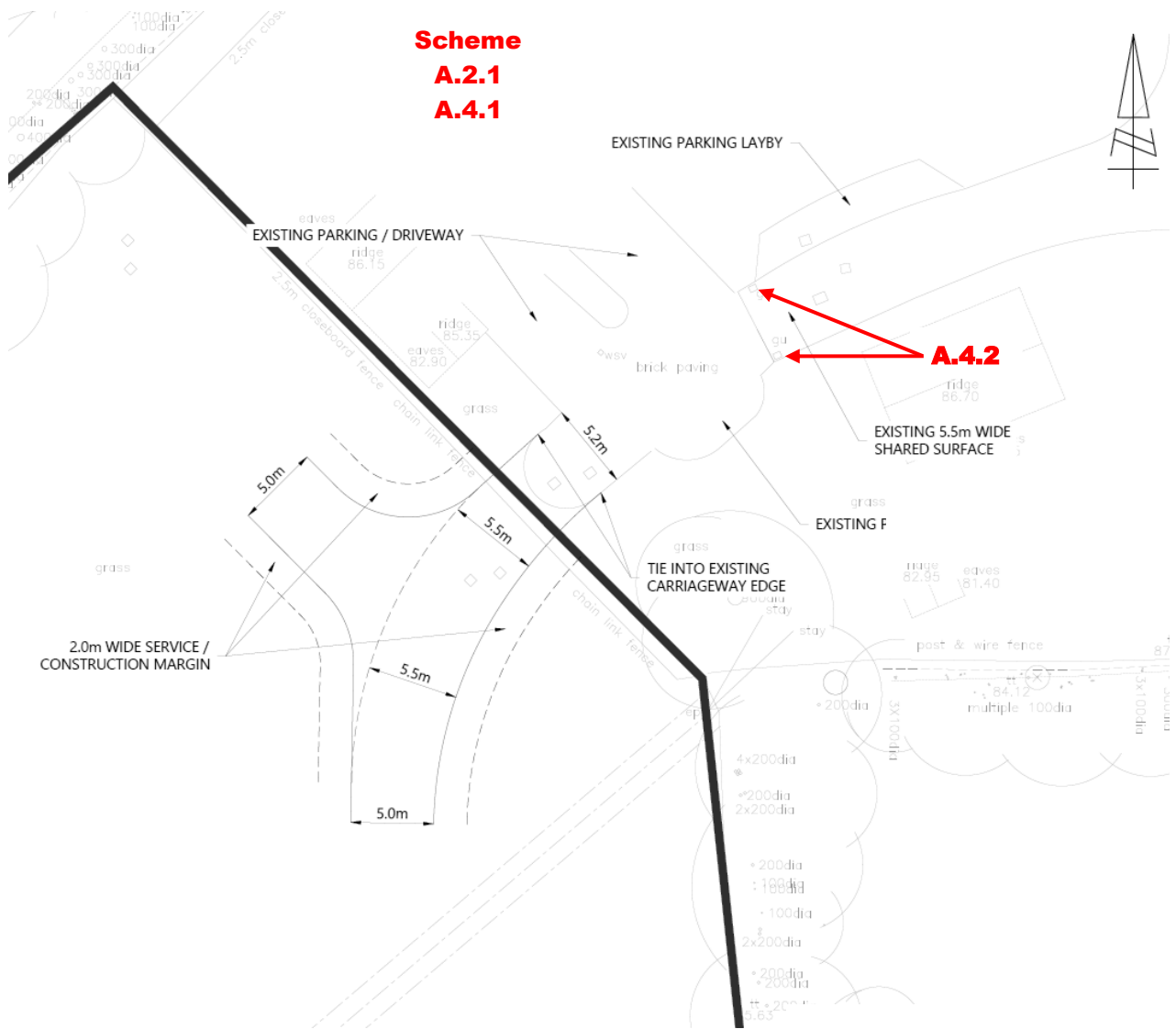
## Appendix A1

### Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 10 <sup>th</sup> October 2025		Stage 1 Road Safety Audit Brief
	ITB210464-001	Pre-Draft	Transport Statement
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
ITB210464-GA-003	-	PROPOSED SITE ACCESS ARRANGEMENT	

## **Appendix A2**

### **Item Location Plan**



fenley

## Stage 1 RSA – GG119 Response

Project No: ITB210464  
Project Title: Bolney Road, Ansty  
Ref: LJ/ITB210464-002  
Date: 9 February 2026

### SECTION 1 SUMMARY

- 1.1.1 This response has been prepared with regards to a Stage 1 Road Safety Audit (RSA) undertaken by Fenley Road Safety Limited, dated November 2025, to consider the proposed intensification of the Upton Drive Priority Junction.
- 1.1.2 In accordance with the WSCC Road Safety Audit (RSA) Policy, the Stage 1 RSA has been undertaken by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.
- 1.1.3 Three problems were identified in the RSA which have been summarised in the **Road Safety Audit Decision Log**.
- 1.1.4 Following receipt of the RSA, the proposed access drawing has been updated and accompanies this note, as follows:
- **ITB200464-GA-003A** – Proposed Site Access Arrangement

## SECTION 2 ROAD SAFETY AUDIT RESPONSE

### 2.1 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	February 2026
Document Reference and Revision:	RSA-25-126-1
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

### 2.2 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	Bolney Road, Ansty
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Ben Thomas
Position:	Partner
Signed:	<i>B.Thomas</i>
Organisation:	i-Transport LLP
Date:	February 2026
<b>Approved by (Overseeing Organisation)</b>	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

### Key Personnel

**Table F.3: Key Personnel**

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

## Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.1 The proposals include the continuation of Marwick Close to allow access to a development of circa 33 homes. Although no works are proposed at the existing Upton Road junction with the A272 Bolney Road, the development proposals will increase the number of movements at the junction with circa 17 additional two-way movements during the morning peak hour and 15 during the afternoon peak hour and as such, the junction is included within the scope of this Stage 1 Road Safety Audit. Observations made during the site visit, indicate that vegetation growth has and will regularly limit the level of visibility that is achievable at the existing junction to below that approved within the associated planning documents. The Audit Team are unaware whose responsibility it is to maintain the envelopes clear but have concerns that limited visibility at the existing priority junction could result in a motorist attempting to manoeuvre when it is not safe to do so and a side / rear impact type collisions.</p>	<p>It is recommended that the vegetation is cleared and measures provided to ensure the envelopes remain clear at all times.</p>	<p>Accepted – the vegetation will be cut back and can be secured by a suitably worded Condition.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.1 The scheme drawings illustrates that the proposed continuation is to take the form of a shared surface carriageway, no details of the surface treatment have been provided which is acceptable at this preliminary stage. It is noted, however, that any pedestrians walking within the proposed shared surface carriageway will be faced with the existing dropped kerbs that form a boundary around Marwick Close which accommodate an upstand of circa 25mm and that no warning of the change in route characteristics is provided for pedestrians entering the shard surface carriageway. It is understood that the circa 25mm upstand as well as the absence of any warning of the change in route characteristics is existing and that there is no record of any incidents leading to personal injury, nevertheless, the Audit Team have concerns that the existing upstand will be an obstruction to pedestrians, particularly the elderly, infirm, visually / mobility impaired and those with buggies. Inappropriate upstands along a pedestrian route could result in trips and falls leading to personal injuries.</p>	<p>It is recommended that a level route is provided between the proposed shared surface carriageway and the Upton Drive footway and that hazard warning paving is provided where appropriate.</p>	<p>Accepted – Hazard warning paving has been provided where there is a change in surface and dropped kerbs have been provided where there is a level change.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.2 The existing shared surface carriageway of Marwick Close is formed in block paving and accommodates a network of road gullies that are situated to positively drain the surface water that falls onto the carriageway. It was noted on-site, that the existing gully grates are not of a pedestrian friendly type. The proposals include the continuation of Marwick Close to form a development access which is likely to increase the footfall along the existing carriageway. It is understood that there is no record of incidents involving the existing gully grates, however, the footfall along the shared surface Marwick Close is likely to increase as a result of the proposals as therefore the risk of a pedestrian tripping on the existing grates is increased. Inappropriate gully grates within a shared surface area could result in trips and falls leading to personal injury, particularly involving the elderly, infirm, visually / mobility impaired and those with buggies.</p>	<p>It is recommended that the existing road gullies are upgraded to a pedestrian friendly type.</p>	<p>Accepted – the gullies will be upgraded at detailed design stage.</p>		

## 2.3 Design Organisation and Overseeing Organisation Statements

**Table F.5: Design Organisation Statement**

On behalf of the Design Organisation I certify that: 1) 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:	Ben Thomas
Signed:	<i>B.Thomas</i>
Position:	Partner
Organisation:	i-Transport LLP
Date:	February 2026

**Table F.6: Overseeing Organisation Statement**

On behalf of the Overseeing Organisation I certify that: 1) 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; and 2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

# Road Safety Audit Report

Incorporating  
Stage 1 Completion of Preliminary Design.



## Proposed Pedestrian Link off and Uncontrolled Crossing along the A272 Bolney Road Ansty

**Client:**  
i-Transport

**Client reference:**  
ITB210464

Fenley  
2 Blaenant  
Emmer Green  
READING  
RG4 8PH

E: [office@fenley.co.uk](mailto:office@fenley.co.uk)  
[www.fenley.co.uk](http://www.fenley.co.uk)

**Report Status**      1

<b>Job no</b>	RSA-24-194	<b>Issue no</b>	1	<b>Date</b>	November 2025
<b>Prepared by</b>	JJF	<b>Verified by</b>	ZB	<b>Approved by</b>	JJF
<b>Filename and Path</b>	Fenley/Road Safety Audits/RSA-25/RSA-25-194-1				

**1.0 PROJECT DETAILS**

Report Title:	Stage 1 Road Safety Audit
Date:	November 2025
Document reference and revision:	RSA-25-194-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Devine Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			22 <sup>nd</sup> October 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	13 <sup>th</sup> November 2025

**Contents:**

<b>1.0</b>	<b>Project Details</b>	<b>1</b>
<b>2.0</b>	<b>Introduction</b>	<b>2</b>
<b>3.0</b>	<b>Items Raised in any previous Road Safety Audits</b>	<b>3</b>
<b>4.0</b>	<b>Items Raised in this Stage 1 Road Safety Audit</b>	<b>4</b>
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
<b>5.0</b>	<b>Audit Team Statement</b>	<b>7</b>

**Appendices:**

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

## 2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed pedestrian link off and uncontrolled crossing along the A272 Bolney Road in Ansty. The A272 Bolney Road primary route that is subject to a 30mph speed limit but according to data from a January 2016 traffic survey, available to the public, observes 85<sup>th</sup> percentile speeds of 42mph and 35mph in the eastbound and westbound directions. The road observes circa 12,310 vehicular movements per day, ref: DfT count point 46879. It is understood that the proposed works are to facilitate a secondary pedestrian access to a development of up to 33 homes.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during October and November 2025 in accordance with the Road Safety Audit Brief provided on the 15<sup>th</sup> October 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Devine Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and therefore any related road safety concerns are only raised within this document if fundamental to the scheme. Further, it is identified that existing features within any visibility splays illustrated on the scheme drawings, such as foliage and street furniture, will be removed / cut back accordingly.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following:

***Audit Team Leader***

**Jamie Fenning** *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*  
Road Safety / Highway Engineer

***Audit Team Member***

**Zane Beswick** *MCIHT, MSoRSA*  
Road Safety / Highway Engineer

2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Thursday 16<sup>th</sup> October 2025 between the hours of 16:20 and 16:50. This site visit involved walking and driving around the local highway network for a 30-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was

overcast, the road surface was dry and visibility was good. A number of pedestrian and cyclists were observed on the local highway network during the site visit, but none were present along Upton Drive or Marwick Close. Vehicular traffic was also observed on the local highway network to include motorcycles, cars, passenger service vehicles and light as well as heavy goods vehicles with cars present manoeuvring into the driveways / parking courts off both Upton Drive and Marwick Close. Vehicular speeds were not recorded by the Audit Team.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

### **3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**

- 3.1 Fenley Road Safety Limited are unaware of any previous Road Safety Audits associated with the proposed pedestrian link and uncontrolled crossing.

**4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT**

<b>A.1</b>	<b>LOCAL ALIGNMENT</b>
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
<b>A.2</b>	<b>GENERAL</b>
	<i>No Road Safety Concerns regarding the scheme in GENERAL have been raised at this stage.</i>
<b>A.3</b>	<b>JUNCTIONS</b>
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.</i>
<b>A.4</b>	<b>WALKING, CYCLING AND HORSE RIDING</b>
<b>A.4.1</b>	<b>PROBLEM</b>
<b>Location:</b>	A272 Bolney Road
<b>Summary:</b>	Insufficient visibility may be achievable at the proposed uncontrolled crossing
<b>Acc Type:</b>	Vehicle to pedestrian type collision
<p>The A272 Bolney Road benefits from a footway along the northern side of the carriageway, allows access to a number of side roads, accommodates direct frontages, follows a series of bends and is subject to a 30mph speed limit. At the site visit associated with this assessment, it was noted that speeds could be higher than the assigned limit and therefore the application documents associated with the Upton Drive simple priority junction were interrogated. It is understood that data from a traffic survey undertaken in January 2016, identified that 85<sup>th</sup> percentile speeds equate to 42mph and 35mph in the eastbound and westbound directions, respectively. The proposals include the provision of an uncontrolled crossing along the A272 Bolney Road which is to allow for access between a proposed development of 33 homes on land to the south and the existing footway along the northern side of the carriageway. The scheme drawing illustrates that visibility splays of 1.5x59 metres are achievable from the proposed uncontrolled crossing point. Whilst this distance accords with the stopping sight distance for vehicles travelling at 37mph in urban areas and may be adequate for pedestrians and westbound motorists to become aware of one another, the Audit Team have concerns that westbound motorists may not expect an uncontrolled crossing to be present due to the horizontal alignment of the road and that the distance is not adequate for the approach speed of eastbound traffic. Limited intervisibility between a pedestrian and approaching traffic could result in a pedestrian attempting to cross when it is not safe to do so, leading to a vehicle to pedestrian type collision.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that adequate visibility envelopes are achievable.	

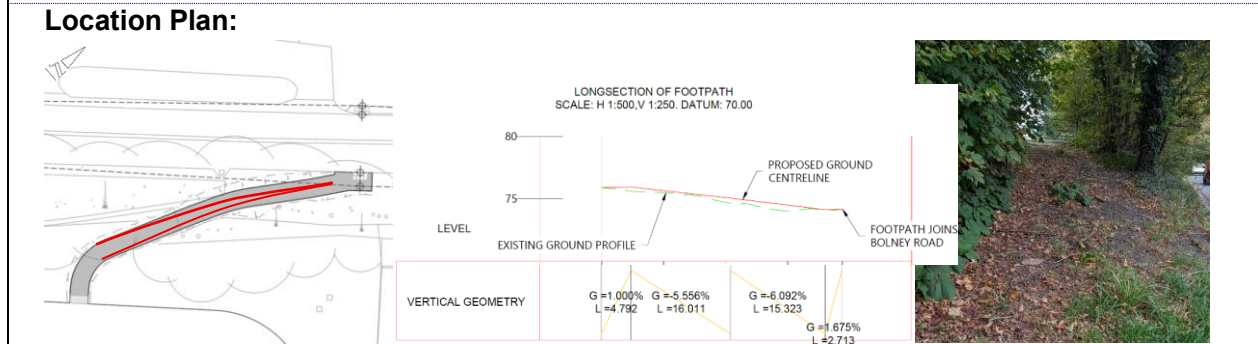


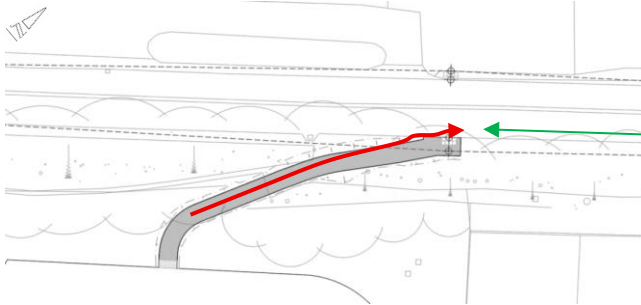

<b>A.4.2</b>	<b>PROBLEM</b>
<b>Location:</b>	A272 Bolney Road
<b>Summary:</b>	Proposed pedestrian link is set at an inappropriate gradient
<b>Acc Type:</b>	Pedestrian slip, fall and personal injury as well as vehicle to pedestrian type collision

The A272 Bolney Road benefits from a footway along the northern side of the carriageway with a grass verge to the south which is set as an embankment with a level difference of circa 2.25 metres in places. A field entrance is present off the southern side of Bolney Road that rises away from the carriageway at an angle between the carriageway and application site. The proposals include the provision of pedestrian link at the location of the existing field access which is to allow for access between a proposed development of 33 homes and the existing footway network via a proposed uncontrolled crossing. The scheme drawing details that the proposed link is to fall towards Bolney Road at a gradient of 5.556% before transitioning to 6.092% and flattening out to 1.675% at the proposed crossing point. Whilst a gradient of up to 6.092% is adequate for able bodied pedestrians, gradients in excess of 5% are considered ramps which are troublesome for many pedestrians, to include the elderly, infirm, visually / mobility impaired and those with buggies. The Audit Team, therefore, have concerns that the gradient of the proposed pedestrian link without any lands or handrails could result in trips, slips and loss of control type incidents leading to personal injuries as well as the potential for vehicle to pedestrian type collisions.

**RECOMMENDATION:**

It is recommended that the proposed pedestrian link accords with the requirements of Inclusive Mobility.



<b>A.4.3</b>	<b>PROBLEM</b>
<b>Location:</b>	A272 Bolney Road
<b>Summary:</b>	Proposed pedestrian link directs out of control users into the carriageway
<b>Acc Type:</b>	Vehicle to pedestrian type collision
<p>The A272 Bolney Road follows a series of bends and rises from west to east along the frontage of the application site. A field entrance is present off the southern side of Bolney Road that rises away from the carriageway at an angle up to the application site. The proposals include the provision of pedestrian link at the location of the existing field access which is to allow for access between a proposed development of 33 homes and the existing footway network via a proposed uncontrolled crossing. The scheme drawing details that the proposed link falls towards Bolney Road before flattening out and bending to run alongside the carriageway for just circa 2.7 metres. The Audit Team have concerns that users of the proposed link could slip during inclement and freezing conditions / loss control and would be directed onto the A272 Bolney Road carriageway and path of approaching traffic which could lead to a vehicle to pedestrian type collision.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that the northern section of the proposed pedestrian link is realigned to guide users away from the A272 Bolney Road carriageway.	
<b>Location Plan:</b>	
 	
<b>A.5</b>	<b>TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</b>
<p><i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i></p>	

## 5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

### Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

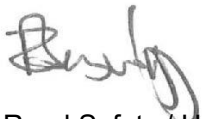
Organisation: Fenley Road Safety Limited

Date: 13<sup>th</sup> November 2025

### Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 13<sup>th</sup> November 2025

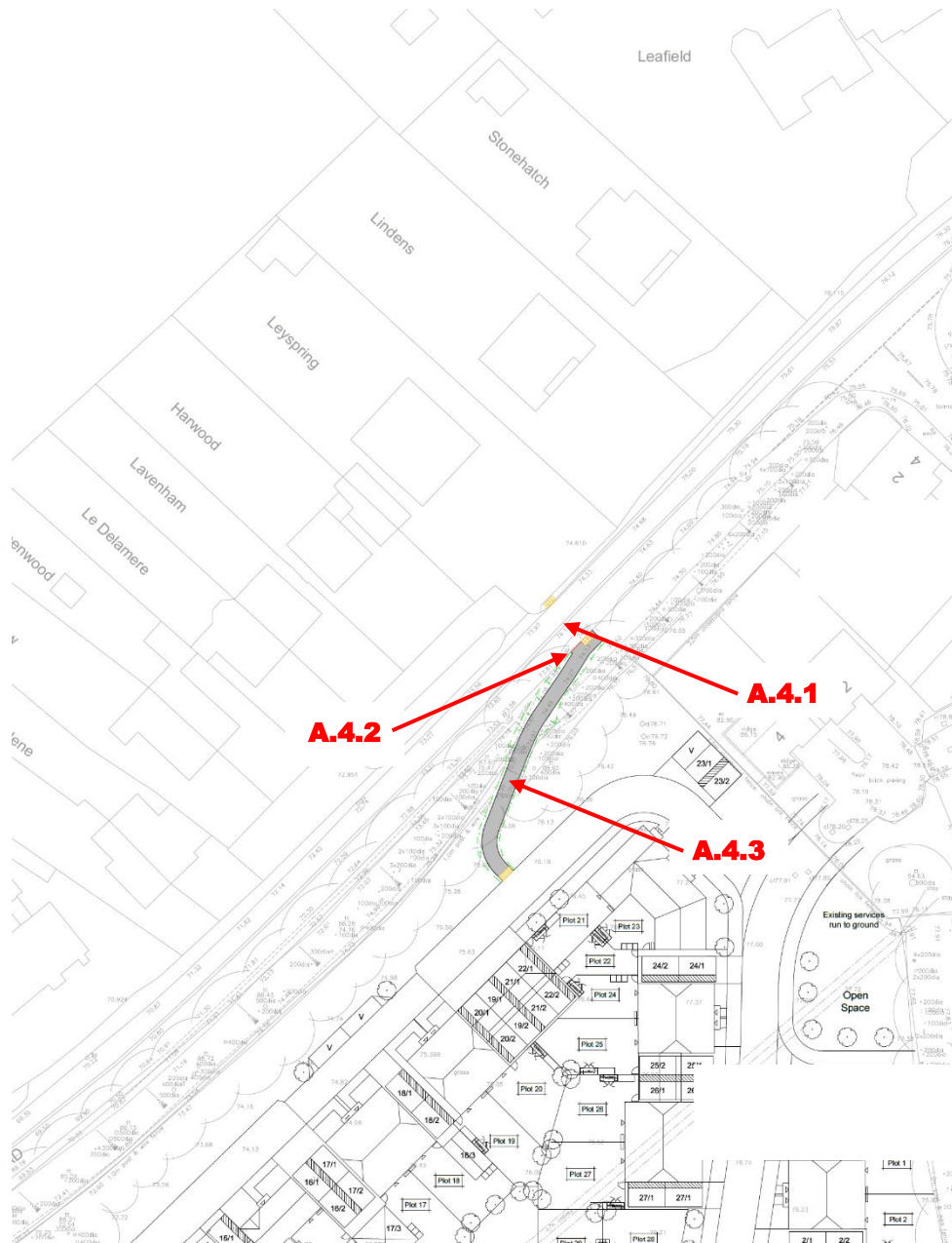
## Appendix A1

### Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 10 <sup>th</sup> October 2025		Stage 1 Road Safety Audit Brief
	ITB210464-001	Pre-Draft	Transport Statement
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
ITB210464-GA-004	A	PROPOSED SEPARATE PEDESTRIAN ARRANGEMENT VIA A272 BOLNEY ROAD	

## **Appendix A2**

### **Item Location Plan**



fenley

## Stage 1 RSA – GG119 Response

Project No: ITB210464  
Project Title: Bolney Road, Ansty  
Ref: LJ/ITB210464-002  
Date: 9 February 2026

### SECTION 1 SUMMARY

- 1.1.1 This response has been prepared with regards to a Stage 1 Road Safety Audit (RSA) undertaken by Fenley Road Safety Limited, dated November 2025, to consider the proposed pedestrian link along Bolney Road
- 1.1.2 In accordance with the WSCC Road Safety Audit (RSA) Policy, the Stage 1 RSA has been undertaken by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.
- 1.1.3 Three problems were identified in the RSA which have been summarised in the **Road Safety Audit Decision Log**.
- 1.1.4 Following receipt of the RSA, the proposed pedestrian access drawing has been updated and accompanies this note, as follows:
- **ITB200464-GA-004D** – Proposed Pedestrian Access

## SECTION 2 ROAD SAFETY AUDIT RESPONSE

### 2.1 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	February 2026
Document Reference and Revision:	RSA-25-194-1
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

### 2.2 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	Bolney Road, Ansty
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Ben Thomas
Position:	Partner
Signed:	<i>B.Thomas</i>
Organisation:	i-Transport LLP
Date:	February 2026
<b>Approved by (Overseeing Organisation)</b>	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

### Key Personnel

**Table F.3: Key Personnel**

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

## Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.3 The proposals include the provision of an uncontrolled crossing along the A272 Bolney Road which is to allow for access between a proposed development of 33 homes on land to the south and the existing footway along the northern side of the carriageway. The scheme drawing illustrates that visibility splays of 1.5 x 59 metres are achievable from the proposed uncontrolled crossing point. Whilst this distance accords with the stopping sight distance for vehicles travelling at 37mph in urban areas and may be adequate for pedestrians and westbound motorists to become aware of one another, the Audit Team have concerns that westbound motorists may not expect an uncontrolled crossing to be present due to the horizontal alignment of the road and that the distance is not adequate for the approach speed if eastbound traffic. Limited intervisibility between a pedestrian and approaching traffic could result in a pedestrian attempting to cross when it is not safe to do so, into the path of approaching traffic and lead to a vehicle to pedestrian type collision.</p>	<p>It is recommended that adequate visibility envelopes are achievable.</p>	<p>Acknowledged - The pedestrian visibility splays have been updated to demonstrate the maximum achievable splays in both directions. The achievable visibility in both directions on both sides of the carriageway significant exceeds the posted 30mph speed limit.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.4 A field entrance is present off the southern side of Bolney Road that rises away from the carriageway at an angle between the carriageway and application site. The proposals include the provision of pedestrian link at the location of the existing field access which is to allow for access between a proposed development of 33 homes and the existing footway network via a proposed uncontrolled crossing. The scheme drawing details that the proposed link is to fall towards Bolney Road at a gradient of 5.556% before transitioning to 6.092% and flattening out to 1.675% at the proposed crossing point. Whilst a gradient of up to 6.092% is adequate for able bodied pedestrians, gradients in excess of 5% are considered ramps which are troublesome for many pedestrians to include the elderly, infirm, visually / mobility impaired and those with buggies. The Audit Team therefore have concerns that the gradient of the proposed pedestrian link without any lands or handrails could result in trips, slips and loss of control type incidents leading to personal injuries as well as the potential for vehicle to pedestrian type collisions.</p>	<p>It is recommended that the proposed pedestrian link accords with the requirements of Inclusive Mobility.</p>	<p>Accepted – the pedestrian access has been updated to provide a consistent 1:20 gradient for its length, in accordance with the guidance in the DfT’s Inclusive Mobility.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>The scheme drawing details that the proposed link fall towards Bolney Road before flattening out and bending to run alongside the carriageway for just circa 2.7 metres. The Audit Team have concerns that users of the proposed link could slip during inclement and freezing conditions / loss control and would be directed onto the A272 Bolney Road carriageway and path of approaching traffic which could lead to a vehicle to pedestrian type collisions.</p>	<p>It is recommended that the northern section of the proposed pedestrian link is realigned to guide users away from the A272 Bolney Road carriageway.</p>	<p>Accepted – the link has been realigned to direct users straight onto the proposed uncontrolled crossing. A handrail will also be provided for its full length.</p>		

## 2.3 Design Organisation and Overseeing Organisation Statements

**Table F.5: Design Organisation Statement**

On behalf of the Design Organisation I certify that: 1) 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:	Ben Thomas
Signed:	<i>B.Thomas</i>
Position:	Partner
Organisation:	i-Transport LLP
Date:	February 2026

**Table F.6: Overseeing Organisation Statement**

On behalf of the Overseeing Organisation I certify that: 1) 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; and 2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

## **APPENDIX C.** TRICS Outputs



Audit Code: 32589ba3-591c-426b-aa76-e0ea860e8179

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>		
	HC	HAMPSHIRE	1 day
	KC	KENT	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	3 days
<b>03</b>	<b>SOUTH WEST</b>		
	SD	SWINDON	1 day
	SM	SOMERSET	2 days
<b>04</b>	<b>EAST ANGLIA</b>		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
<b>06</b>	<b>WEST MIDLANDS</b>		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	2 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	1 day
<b>08</b>	<b>NORTH WEST</b>		
	AC	CHESHIRE WEST & CHESTER	2 days
	GM	GREATER MANCHESTER	1 day
<b>09</b>	<b>NORTH</b>		
	DH	DURHAM	1 day

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

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**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:	0.29 to 3.7 (units:DWELLS)
Range Selected by User:	4 to 75 (units:DWELLS)
Parking Spaces Range:	6 - 2696

<b>Public Transport Provision:</b>	
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.*

<b>Selected survey days:</b>	
Monday	3 days
Thursday	5 days
Tuesday	7 days
Wednesday	7 days

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

<b>Selected survey types:</b>	
Manual count	22
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*

<b>Selected Locations:</b>	
Neighbourhood Centre (PPS6 Local Centre)	11 days
Suburban Area (PPS6 Out of Centre)	11 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.*

<b>Selected Location Sub Categories:</b>	
Residential Zone	14 days
Village	8 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.*

<b>Inclusion of Servicing Vehicle Counts:</b>	
Servicing vehicles Excluded	15 days
Servicing vehicles Included	7 days

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Secondary Filtering Selection:

Use Class:

C3 22 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:

200 - 9806

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	7 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	3 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	4 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	7 surveys
1.1 to 1.5	13 surveys
1.6 to 2.0	2 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.*



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**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	16 surveys
Yes	6 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:**

No PTAL Present	22 surveys
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*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:**

**No**

*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: 32589ba3-591c-426b-aa76-e0ea860e8179

1	AC-03-A-03	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.91 hect Survey date: Tuesday 04/06/2019			
		Survey Type: Manual	
2	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	
3	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	
4	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.29 hect Survey date: Monday 26/09/2016			
		Survey Type: Manual	
5	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019			
		Survey Type: Manual	
6	KC-03-A-03	MIXED HOUSES & FLATS	KENT
HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016			
		Survey Type: Manual	
7	LS-03-A-01	MIXED HOUSING	LEEDS
SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 1.38 hect Survey date: Wednesday 21/09/2016			
		Survey Type: Manual	
8	NF-03-A-40	MIXED HOUSES	NORFOLK
MILL LANE			

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NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 3.1 hect Survey date: Tuesday 11/10/2016				Survey Type: Manual
<b>9</b> CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.03 hect Survey date: Tuesday 13/09/2022	<b>NF-03-A-51</b>	<b>SEMI-DETACHED</b>	<b>NORFOLK</b>	Survey Type: Manual
<b>10</b> 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	<b>NY-03-A-13</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>	Survey Type: Manual
<b>11</b> EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.71 hect Survey date: Monday 17/10/2016	<b>PB-03-A-04</b>	<b>DETACHED HOUSES</b>	<b>PETERBOROUGH</b>	Survey Type: Manual
<b>12</b> GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.42 hect Survey date: Wednesday 14/09/2022	<b>SC-03-A-10</b>	<b>MIXED HOUSES</b>	<b>SURREY</b>	Survey Type: Manual
<b>13</b> HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.16 hect Survey date: Thursday 22/09/2016	<b>SD-03-A-01</b>	<b>SEMI DETACHED</b>	<b>SWINDON</b>	Survey Type: Manual
<b>14</b> FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 3.7 hect Survey date: Thursday 09/05/2019	<b>SF-03-A-07</b>	<b>MIXED HOUSES</b>	<b>SUFFOLK</b>	Survey Type: Manual
<b>15</b> HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	<b>SM-03-A-02</b>	<b>MIXED HOUSES</b>	<b>SOMERSET</b>	



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Site area: 2.87 hect  
Survey date: Tuesday 25/09/2018  
Survey Type: Manual

**16** SM-03-A-03 MIXED HOUSES SOMERSET  
HYDE LANE  
NEAR TAUNTON  
CREECH ST MICHAEL  
Neighbourhood Centre (PPS6 Local Centre)  
Village  
Site area: 2.65 hect  
Survey date: Tuesday 25/09/2018  
Survey Type: Manual

**17** WK-03-A-03 DETACHED HOUSES WARWICKSHIRE  
BRESE AVENUE  
WARWICK  
GUYS CLIFFE  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Site area: 0.85 hect  
Survey date: Wednesday 25/09/2019  
Survey Type: Manual

**18** WM-03-A-04 TERRACED HOUSES WEST MIDLANDS  
OSBORNE ROAD  
COVENTRY  
EARLSDON  
Neighbourhood Centre (PPS6 Local Centre)  
Residential Zone  
Site area: 1.1 hect  
Survey date: Monday 21/11/2016  
Survey Type: Manual

**19** WM-03-A-07 DETACHED HOUSES WEST MIDLANDS  
EVESON ROAD  
STOURBRIDGE  
NORTON  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Site area: 0.78 hect  
Survey date: Wednesday 18/09/2024  
Survey Type: Manual

**20** WS-03-A-07 BUNGALOWS WEST SUSSEX  
EMMS LANE  
NEAR HORSHAM  
BROOKS GREEN  
Neighbourhood Centre (PPS6 Local Centre)  
Village  
Site area: 3.25 hect  
Survey date: Thursday 19/10/2017  
Survey Type: Manual

**21** WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX  
BRACKLESHAM LANE  
BRACKLESHAM BAY  
Neighbourhood Centre (PPS6 Local Centre)  
Village  
Site area: 1.9 hect  
Survey date: Wednesday 09/11/2022  
Survey Type: Manual

**22** WS-03-A-25 PRIVATE HOUSES & FLATS WEST SUSSEX  
LIDSEY ROAD  
WOODGATE  
Neighbourhood Centre (PPS6 Local Centre)  
Village  
Site area: 2.4 hect  
Survey date: Wednesday 18/09/2024  
Survey Type: Manual

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DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-A-02	03-07-2018	Site location not representative
BY-03-A-01	09-09-2020	COVID Restrictions
CA-03-A-07	27-05-2021	COVID Restrictions
CS-03-A-03	27-10-2016	Site location not representative
CS-03-A-04	27-10-2016	Site location not representative
DL-03-A-11	19-05-2021	COVID Restrictions
DN-03-A-08	30-09-2020	COVID Restrictions
ES-03-A-06	16-06-2021	COVID Restrictions
HC-03-A-18	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19	27-11-2017	Removed: Site re-surveyed by HC-03-A-20
HC-03-A-20	20-11-2018	Removed: Site re-surveyed by HC-03-A-23
HG-03-A-01	05-11-2019	Site location not representative
HI-03-A-14	23-03-2016	Site location not representative
IM-03-A-01	21-05-2024	Site location not representative
IM-03-A-02	23-05-2024	Site location not representative
IM-03-A-04	20-05-2024	Site location not representative
MG-03-A-01	12-10-2021	COVID Restrictions
NM-03-A-02	20-10-2020	COVID Restrictions
NN-03-A-01	20-10-2020	COVID Restrictions
SE-03-A-01	10-09-2020	COVID Restrictions
SF-03-A-08	16-09-2020	COVID Restrictions



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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	22	41	0.070	0.262	0.332
08:00-09:00	22	41	0.154	0.360	0.514
09:00-10:00	22	41	0.166	0.188	0.354
10:00-11:00	22	41	0.136	0.160	0.296
11:00-12:00	22	41	0.144	0.171	0.315
12:00-13:00	22	41	0.151	0.144	0.295
13:00-14:00	22	41	0.174	0.174	0.348
14:00-15:00	22	41	0.184	0.207	0.391
15:00-16:00	22	41	0.266	0.221	0.487
16:00-17:00	22	41	0.273	0.146	0.419
17:00-18:00	22	41	0.298	0.147	0.445
18:00-19:00	22	41	0.221	0.127	0.348
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			2.237	2.307	4.544

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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Parameter Summary:

Trip rate parameter range selected:	4 - 75 (units: DWELLS)
Survey date date range:	14/07/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	21
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.*

