



Proposed Residential Development
Land North of Burleigh Lane, Crawley Down

Transport Statement

For
Burleigh Lane Crawley Down Ltd

Document Control Sheet

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Burleigh Lane Crawley Down Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Motion on behalf of Burleigh Lane Crawley Down Ltd to accompany an outline planning application for a proposed residential development on land north of Burleigh Lane, Crawley Down (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.
- 1.2 The site is located to the north of Burleigh Road, east of Woodlands Close and benefits from close proximity to the village centre of Crawley Down. The site is located within the administrative boundaries of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).
- 1.3 The application proposals have been subject to pre-application discussions with WSCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. WSCC's pre-application responses are included at **Appendix A**.
- 1.4 Within the MSDC Site Allocation DPD (2022), the site is allocated for 50 residential units under Policy SA22. This outline planning application seeks permission for a development comprising 48 residential units with associated car parking, landscaping and a new access onto Woodlands Close.

Scope of Report

- 1.5 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed.
- 1.6 The report considers the relevant national and local planning policy, existing conditions of the application site and the local area, and detail of the development proposals. The TS has been prepared with the following objectives:
 - ▶ To review the existing conditions of the local highway network and the development site, including its accessibility by sustainable modes of transport.
 - ▶ To provide a review of the proposed site layout, confirming the proposed design suitably accommodates the transport requirements of the proposed operation.
 - ▶ To use the TRICS database to consider the impact of the proposed units in terms of trip generation and parking demand.
 - ▶ To consider the impact of the development proposal on the local highway and transport network.

Report Structure

- 1.7 Following this introduction, this TS is structured as follows:
 - ▶ Section 2 outlines the transport related planning policies that are considered to be relevant to this application;
 - ▶ Section 3 assesses the existing level of accessibility of the Site;
 - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have;
 - ▶ Section 6 provides a sustainable travel strategy for the site; and
 - ▶ Section 7 summarises the key findings and conclusions of this report.

2.0 Transport Policy Context

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

- ▶ National Planning Policy Framework – December 2024;
- ▶ Mid Sussex District Plan 2014-2031 – March 2018;
- ▶ Mid Sussex Site Allocations DPD – June 2022;
- ▶ Crawley Down Neighbourhood Plan 2014-2031 – January 2016; and,
- ▶ West Sussex County Council's Guidance on Parking at New Developments – 2020.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. However, Section 9 indicates that local context should be taken into account when planning policy and decisions are being made.

2.4 Section 9 of the NPPF relates to 'Promoting Sustainable Transport', with paragraph 109 stating:

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

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

2.5 Paragraph 110 emphasises the need for significant developments to be situated in areas which encourage sustainable travel and to actively manage development for sustainable patterns of growth, stating:

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

2.6 The NPPF defines sustainable transport modes as, "*any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport*".

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

- "a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.8 In respect of car parking, paragraph 113 states:

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

2.9 Paragraph 115 outlines points to be taken into account in making site allocations and considering development proposals:

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

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

2.10 This is followed by paragraph 116 which states:

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

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

Local Policy

Mid Sussex District Plan 2014-2031

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

2.13 Policy DP21: Transport, states;

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

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

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

- ▶ *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- ▶ *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- ▶ *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- ▶ *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- ▶ *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- ▶ *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- ▶ *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- ▶ *The scheme protects the safety of road users and pedestrians; and*
- ▶ *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

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

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

2.14 Policy DP22: Rights of Way and Other Recreational Routes states:

"Access to the countryside will be encouraged by: Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes"

2.15 The MSDC Site Allocations DPD was adopted in June 2022. Within this, the site is allocated as site SA22. With regard to highways, the site should:

"Provide access from Sycamore Lane.

Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks."

2.16 'The District Plan 2021-2039' was submitted for examination on 8th July 2024. In June 2025, the Inspector has written to the council following the Stage 1 hearings and suggested that the Local Plan is unsound due to failures in the duty to cooperate. Whilst the transport related policy in the emerging plan provides an indication of the future policy aspirations, these policies have not been subject to examination in public and are therefore attributed little weight at this time.

Crawley Down Neighbourhood Plan 2014-2031

2.17 The Crawley Down Neighbourhood Plan was adopted in January 2016 and outlines policy for the local area. Within the plan Policy CDNP10: Promoting Sustainable Transport is included, which states:

"Development that does not conflict with other Policies will be permitted provided that it promotes sustainable transport within the Neighbourhood Area by:

a) Providing safely located vehicular and pedestrian access with adequate visibility.

b) Demonstrating that adequate sustainable transport links to the principal village facilities including the village centre, the primary school, Health Centre and recreation open space already exist or will be provided.

c) Identifying and undertaking appropriate measures, such as highway improvements, to address any transport infrastructure inadequacies.

d) Where development would add to traffic congestion in the village or inappropriate traffic on rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes.

e) Development proposals for new developments should include secure cycle storage and ideally storage for children's buggies and mobility scooters where appropriate.

f) Development proposals would maintain or enhance the existing public footpaths, rights of way, bridle paths and twittens.

g) A full transport assessment is provided using current data and identified issues addressed developments of more than 50 houses."

2.18 Appendix 1 of the Neighbourhood Plan provides parking standards, with Table 2 of Appendix 1 providing parking standards for developments in excess of 20 dwellings. This is replicated in Table 2.1.

Housing type	Bedrooms	Non-allocated Provision	Allocated Provision		
			1 Designated Space	2 Designated Spaces	3 Designated Spaces
			Additional Undesignated Spaces		
Owned Houses	1 bed	1.2	0.5	-	-
	2 bed	1.5	0.7	0.3	-
	3 bed	1.7	0.9	0.3	0.2
	4 bed	1.8	1.0	0.3	0.2
Shared & Rented Houses	1 bed	1.2	0.6	-	-
	2 bed	1.4	0.7	0.3	-
	3 bed	1.6	0.9	0.4	0.2
	4 bed	1.6	0.9	0.5	0.2
Owned Flats	Studio Flat	0.0	0.2	-	-
	1 bed	0.0	0.2	-	-
	2 bed	0.5	0.2	0.2	0.2
	3 bed	0.6	0.2	0.2	0.2
Shared & Rented Flats	Studio Flat	0.7	0.2	-	-
	1 bed	0.7	0.2	-	-
	2 bed	0.9	0.4**	0.2	0.2
	3 bed	0.9**	0.4**	0.2	0.2

Table 2.1: Crawley Down Neighbourhood Plan Parking Standards (Replicating Table 2 of Appendix 1)

West Sussex County Council Parking Standards

2.19 Parking guidance in WSCC is also contained within WSCC's document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.

2.20 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of the site. The proposed development is in a PBZ 2 location. Table 2.2 below summarises WSCC's expected car parking standards for residential developments located within PBZ 2.

Number of Bedrooms	Car Parking Provision per Unit
1	1.4
2	1.7
3	2.1
4+	2.7

Table 2.2 - Local Parking Standards

2.21 If garages are provided, they should be at least 6 metres by 3 metres internally. If garages meet this requirement, they will be regarded as half an allocated parking space and calculations of parking demand should take this into account. Visitor parking requirements will be influenced by the level of unallocated

parking and should be provided at a rate of 0.2 spaces per unit where more than half of spaces on site are allocated.

2.22 West Sussex County Council's cycle parking standards for residential developments are provided in Table 2.3 below.

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

Table 2.3 - Local Cycle Parking Standards

Summary

2.23 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

2.24 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Site Location

3.1 The site is located to the north of Burleigh Road, east of Woodlands Close and benefits from close proximity to the village centre of Crawley Down. The location of the site is shown in Figure 1.1 below.

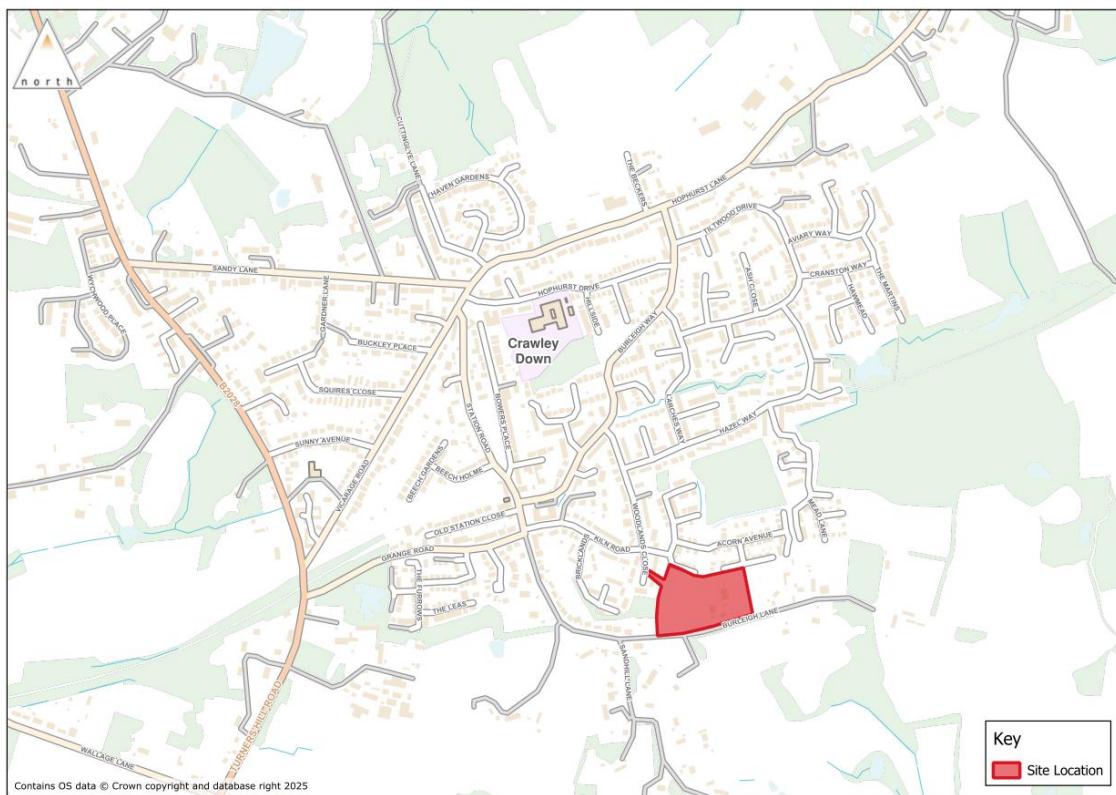


Figure 3.1 - Site Location

3.2 The area to the north and west of the site is residential in nature. The area to the east is known as West Way Country Park which provides some walking and recreational space. The site is located close to the towns of East Grinstead to the east, with Crawley and Three Bridges to the west, with easy access to the A264 and M23.

Local Highway Network

3.3 The south of the site fronts onto Burleigh Lane which is a single lane private road subject to a 10mph speed limit providing access to a small number of residential properties. Burleigh Road is also a Public Right of Way (PRoW) Footpath.

3.4 Woodlands Close is located to the west of the site and is a two-way single carriageway road subject to a 30mph speed limit. To the south Woodlands Close provides access to residential properties before becoming a dead end approximately 35 metres south of the proposed site access. To the north Woodlands Close connects to Kiln Road/ Bramble Way at a crossroads junction, with Bramble Way and Woodlands Close providing access to further residential properties. Woodlands Close measures approximately 5 metres wide allowing two cars to safely pass each other.

3.5 Kiln Road provides access onto Station Road/ Grange Road, with Station Road providing access into the village centre of Crawley Down and Grange Road providing access directly onto the B2028 Turners Hill

Road, which provides access north to the A264 and south towards Turners Hill and onwards to Haywards Heath.

3.6 The A264 runs on a west-east basis and connects the M23 with the A22 as well as connecting Crawley to East Grinstead.

Sustainable Transport Accessibility

Accessibility by Foot and Cycle

3.7 Wide footways are present along both sides of Woodlands Close, with dropped kerbs and tactile paving at crossing points. Lit footways are present along both sides of all local roads, providing a continuous route into the village centre of Crawley Down. The footways vary from being provided adjacent to the carriageway or separated from the carriageway by grass verges.

3.8 In the vicinity of the Site, cycling occurs on-street with no dedicated cycle lanes. Approximately 210 metres north of the Site access, the National Cycle Network (NCN) Route 21 can be accessed, providing a north-east long distance route between Greenwich and Eastbourne, with local connections via Crawley and East Grinstead.

3.9 There is an extensive network of Public Rights of Way in the vicinity of the Site, including Burleigh Lane along the southern site boundary. Burleigh Lane (Footpath 56W) forms part of the Sussex Border Path, a long distance route around the county, which provides a route east to East Grinstead, south towards Uckfield and west towards Crawley. Figure 3.2 shows this PRoW network in detail.

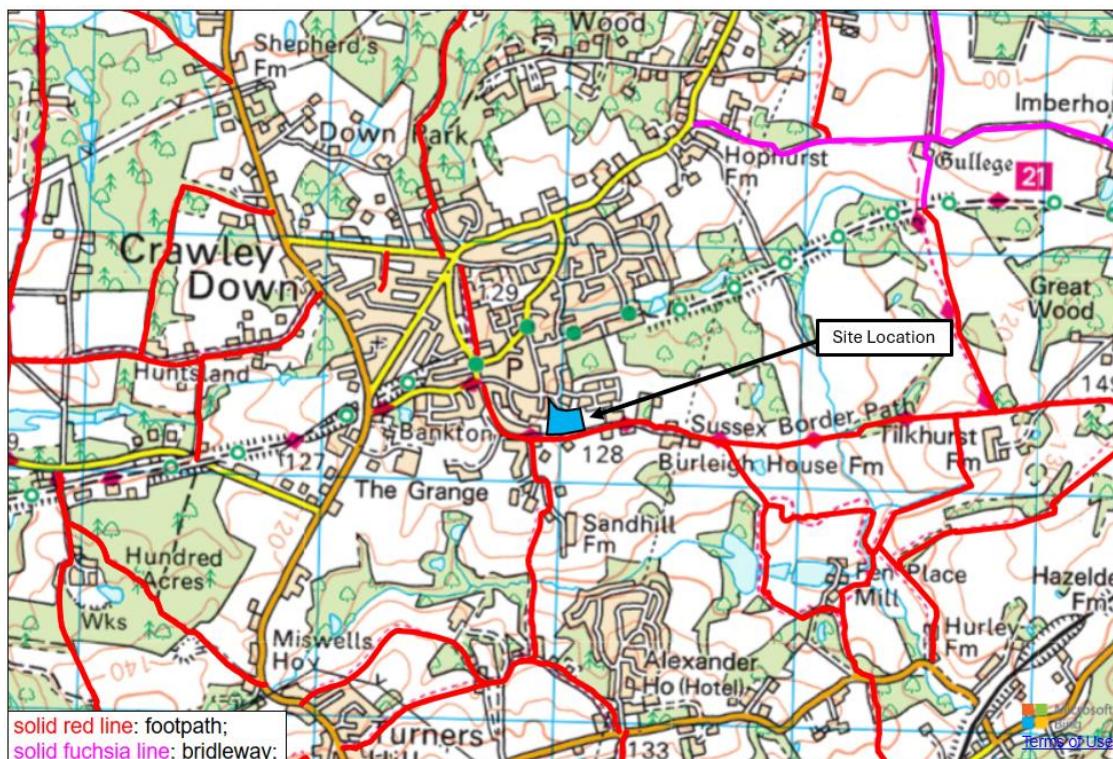


Figure 3.2 - Local Public Rights of Way

Access to Local Amenities

3.10 Within Crawley Down there are everyday local amenities which can all be accessed within a circa 20 minute walk or 5 minute cycle. These amenities include:

- ▶ Crawley Down Village CofE School;
- ▶ Morrisons Daily;
- ▶ Crawley Down Health Centre;
- ▶ Co-Op Crawley Down;
- ▶ King George V Recreation Ground;
- ▶ Crawley Down Gatwick FC; and,
- ▶ Crawley Down Post Office.

3.11 Further everyday amenities are available within East Grinstead, Three Bridges and Crawley. These can be accessed by bus services 281 and 291 as detailed below, for services including additional health facilities, education facilities, employment opportunities, shopping and public transport options such as railway stations.

Public Transport Accessibility

Accessibility by Bus

3.12 The closest bus stops to the site are located approximately 400 metres north-west of the site on Burleigh Way and Station Road, which can be accessed within a 6-minute walk. Both bus stops are provided with a flag pole and timetable. The frequency and routes of bus services operating from these stops are displayed in Table 3.1.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
281	Lingfield Station – East Grinstead – Crawley Down – Copthorne – Three Bridges – Crawley Bus Station	Every Hour	Every Hour	Every 2 hours
291	Tunbridge Wells – Groombridge – East Grinstead – Crawley Down - Copthorne – Three Bridges – Crawley Bus Station	Every Hour	Every Hour	Every 2 hours
624	Horley – Smallfield – Copthorne – Crawley Down – East Grinstead (School Days Only)	2 per day	-	-
643	Pound Hill – Turners Hill – Crawley Down - East Grinstead (School Days Only)	2 per day	-	-
648	Copthorne – Crawley Down – East Grinstead (School Days Only)	2 per day	-	-

Table 3.1 – Local Bus Services

Accessibility by Rail

3.13 The closest railway station to the site is East Grinstead, located approximately 4.5km east of the site, an approximate 12 minute car journey or 17 minute cycle. The car park at the station is provided with 375 car parking spaces along with 6 accessible bays, and there are 96 cycle parking spaces which are sheltered and covered by CCTV. The frequency and routes of bus services operating from these stops are displayed in Table 3.2.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
London Victoria	East Grinstead – Dormans – Lingfield – Hurst Green – Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	2 per hour

Table 3.2 – Local Rail Services

3.14 Other services run from East Grinstead on a daily basis, these include services to London Bridge and Bedford. Three Bridges railway station is located 6.6kilometres west of the site which can be accessed in a 12 minute drive or 27 minute cycle providing access to services towards London Victoria via Gatwick Airport, Brighton, Cambridge, Portsmouth Harbour, Horsham and Bognor Regis.

Road Safety Review

3.15 Personal Injury Collision (PIC) data was obtained from CrashMap for the adjoining highway network along Woodlands Road and Kiln Road for the most recent five-year period available (Jan 2019 – Dec 2023). Within this time period, no incidents occurred within the vicinity of the site.

Summary

3.16 In summary, the Site is well located to be accessed by sustainable modes of travel, reducing reliance on the private car due to its accessibility to nearby bus stops within a reasonable walk distance and connections to East Grinstead Railway Station. Furthermore, the local area of the Site benefits from established pedestrian infrastructure offering access to a wide range of local amenities.

4.0 Proposed Development

Overview

4.1 The outline development proposals comprise the construction of 48 residential dwellings with associated car parking, landscaping and a new access onto Woodlands Close. The Architect's proposed site layout is included at [Appendix B](#).

Access Arrangements

4.2 Access to the development is proposed via properties no. 9 and 11 which the Applicant has control over. Both properties would be demolished to provide the access to the site.

4.3 Drawing 2303093-04 P01 included at [Appendix C](#), illustrates the proposed access design which provides a carriageway width of 6m flanked by a 2.0m wide footways on the northern side of the access which connects with the existing provision on Woodlands Close. The proposed design is line with Manual for Streets (MfS) principles and WSCC design guidance.

4.4 In terms of visibility, the 30 mph speed limit would require sightlines of 2.4m x 43m from the proposed site access. Given the layout of Woodlands Close, the maximum achievable visibility along Woodlands Road to the south is 32.3m to the southern extent of the turning head. To the north, a visibility splay of 37.6m is provided to the give-way line of the Kiln Road / Bramble Way junction. A 43m splay can be achieved in this direction, though this would sit within the centre of the carriageway through this junction. This was agreed in principle with WSCC during pre-application discussions. The achievable visibility is illustrated in drawing 2303093-04 P01, included at [Appendix C](#).

4.5 Further pedestrian connections are provided along the southern boundary of the site, with two connections provided onto Burleigh Lane.

4.6 The proposed internal road network would be formed of low speed and lightly trafficked residential streets with carriageway widths which render them suitable for on-carriageway cycling in accordance with LTN 1/20. Whilst the layout is indicative at this stage, the layout consists of 5.5m shared surface loops linking to a 5.5m central spine road.

4.7 A Road Safety Audit (RSA) is being undertaken of the site access junction and will follow the submission of this TS.

Parking Provision

4.8 The development proposals comprise the construction of 48 residential dwellings. As such, the proposals will include parking in accordance with the Crawley Down Neighbourhood Plan and WSCC's parking standards as detailed in [Section 2](#), the proposed development is in a PBZ 2 location.

4.9 Table 4.1 summarises the applicable Crawley Down Neighbourhood Plan parking standards, parking standards applied to the development quantum and the provided parking on the site.

Housing type	Bedrooms	Non-allocated Provision	Allocated Spaces	Additional Spaces	No. Units	Parking Standard	Parking Provision
Owned Houses	2 bed	1.5	2	0.3	1	2.3	2
	3 bed	1.7	2	0.3	19	43.7	38
	4 bed	1.8	2	0.3	13	29.9	26
Shared & Rented Houses	2 bed	1.4	2	0.3	6	13.8	12
	3 bed	1.6	2	0.4	2	4.8	4
Shared & Rented Flats	1 bed	0.7	1	0.2	4	4.8	4
	2 bed	0.9	2	0.2	3	6.6	6
Visitor	-	-	-	-	-	-	12
Total	-	-	-	-	-	105.9	104

Table 4.1 – Crawley Down Neighbourhood Plan Car Parking Standards

4.10 The above table demonstrates that in accordance with the Crawley Down Neighbourhood Plan, the development should provide 105.9 parking spaces. Each dwelling has either 1 or 2 allocated parking spaces and 12 visitor bays are provided across the layout for a total parking provision of 104 spaces.

4.11 The schedule of accommodation, WSCC parking standards and required parking standard based on the development quantum is summarised in Table 4.2 below.

Number of Bedrooms	PBZ 2 – Car Parking Standards	No. Units	WSCC Parking Standard	Parking Provision
1-bed unit	1.4	4	5.6	4
2-bed unit	1.7	10	17	20
3-bed unit	2.1	21	44.1	42
4-bed unit	2.7	13	35.1	26
Visitor	0.2	48	9.6	12
Total		48	111.4	104

Table 4.2 – WSCC's Car Parking Standards

4.12 In terms of garages WSCC state that "If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5." There are a total of 14 garages within the development which amounts to an additional 7 car parking spaces. The total parking provision illustrated on the masterplan therefore amounts to 111 spaces, including visitor and garage car parking in accordance with WSCC's guidance.

4.13 On this basis, it is considered that suitable provision can be made for car parking in accordance with both the Crawley Down Neighbourhood Plan and WSCC parking guidance.

Servicing and Refuse Collection

4.14 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated bin stores on the appropriate bin collect days. All bin stores will be located within an acceptable distance for both residents and bin collection personnel to access.

4.15 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at [Appendix D](#), demonstrates a refuse vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear.

Emergency Arrangements

4.16 Emergency access to the site will be taken via the access from Woodlands Close. Emergency vehicles, including a fire appliance and ambulance are smaller than the refuse vehicle that has been tracked, therefore will be able to access and leave the site in forward gear.

Summary

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

5.0 Trip Generation

Overview

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest.

Residential Trip Generation

5.2 To determine the trip generational characteristics of the proposed residential development, the TRICS database has been examined. The category '03 – Residential – A – Houses Privately Owned' has been utilised for sites located within the South East. A copy of the TRICS output is included at [Appendix E](#).

5.3 To derive a representative mode share for the site location, located data from the 2011 Census dataset 'Method of Travel to Work' for the Mid Sussex 005A Lower Super Output Areas (LSOAs) has been obtained.

5.4 The mode share has been applied to the total person trip rates. A summary of resulting two-way trips rates and trips by mode for the AM peak and PM peak are provided in Table 3.1, based on 48 units.

Mode	Mode Share	AM Peak				PM Peak			
		Arrivals		Departures		Arrivals		Departures	
		Trip Rate	No. Trips						
Vehicle Driver	76%	0.181	9	0.612	29	0.453	22	0.204	10
Vehicle Passenger	5%	0.011	1	0.037	2	0.027	1	0.012	1
Public Transport	10%	0.024	1	0.080	4	0.059	3	0.027	1
Walk	6%	0.015	1	0.050	2	0.037	2	0.017	1
Cycle	1%	0.003	0	0.009	0	0.007	0	0.003	0
Other	2%	0.004	0	0.013	1	0.010	0	0.004	0
Total	100%	0.237	11	0.801	38	0.593	28	0.267	13

Table 3.1 – Multi-Modal Trip Generation

5.5 Table 3.1 shows that the residential development has the potential to generate in the order of 50 person movements during the AM peak, of which 38 would be vehicular. During the PM peak the development could generate approximately 41 person movements, of which 32 would be vehicular.

5.6 It is considered that the majority of development-related traffic would head towards Station Road utilising either Hophurst Lane or Sandy Lane to access the A264. The volume of vehicular trips expected to be generated by the proposed development is not considered to be significant and would have a minimal impact on the operation of the local highway network.

5.7 Likewise, the existing pedestrian/cycle infrastructure and public transport offers can accommodate the volume of predicted trips.

6.0 Sustainable Transport Strategy

- 6.1 The Site Allocations DPD allocates the site as parcel SA22 and states that this should include a sustainable travel strategy for the site.
- 6.2 This TS demonstrates that the site links into the existing footway and cycleway network in the vicinity of the site, including dedicated links onto Burleigh Way, which forms part of the Sussex Border Path PRoW Footpath.
- 6.3 In addition to this, the developer will provide a sustainable travel pack to residents as part of the documentation provided upon occupation of the property. This sustainable travel pack will include the following:
 - ▶ The location of and means of accessing local amenities (e.g. health, education, retail and leisure facilities), focussing on the use of active and/or sustainable modes;
 - ▶ The location of and means of accessing local transport facilities covering walking, cycling and public transport modes;
 - ▶ Community transport provision;
 - ▶ Assistance for mobility impaired travellers;
 - ▶ The health benefits of active travel;
 - ▶ Active travel opportunities for school-age children (e.g. walking bus and 'park and stride');
 - ▶ Information about lift sharing;
 - ▶ Ways in which to reduce the need to travel;
 - ▶ Cycle maintenance and cycling skills provision;
 - ▶ Safety advice for walking and cycling, including buddy schemes and appropriate motor vehicle driver behaviour;
 - ▶ Promotion of local and/or national events focussed on the adoption of active and/or sustainable travel modes; and,
 - ▶ Weblinks providing sources of further information.
- 6.4 Additional improvements to the local network could be funded through the WSCC Total Access Demand contribution from the development.

7.0 Summary and Conclusion

7.1 This Transport Statement (TS) has been prepared by Motion on behalf of Burleigh Lane Crawley Down Ltd to accompany a planning application for a proposed residential development on land north of Burleigh Lane, Crawley Down. The site is located to the north of Burleigh Road, east of Woodlands Close and benefits from close proximity to the village centre of Crawley Down. The site is located within the administrative boundaries of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).

7.2 This outline planning application seeks permission for a development comprising 48 residential units with associated car parking, landscaping and a new access onto Woodlands Close.

7.3 This Transport Statement has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:

- ▶ The proposals accord with national and local policies relevant to transport;
- ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
- ▶ Safe and suitable access to the site can be achieved for all users;
- ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
- ▶ Each residential dwelling will benefit from secure cycle parking;
- ▶ The proposals include appropriate provision for servicing activity; and,
- ▶ The proposed trip generation would not have a detrimental impact on the local highway network.

7.4 In view of the above, the proposed development is acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the proposals should be resisted.

Appendix A

Pre-application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion FAO: Mark Fitzgerald
FROM:	WSCC - Highways Authority
DATE:	23 September 2024
LOCATION:	9 Woodlands Close Crawley RH10 4JZ
SUBJECT:	Internal Reference: PRE-076-24 Demolition of 9 and 11 Woodlands Close to provide access to a 49 dwelling development on land to the rear.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments are made in respects of,

- Pre-Application Highways and Transport Technical Note, dated 13th September 2024

Unless stated otherwise, comments are made against the numbered points within the Transport Technical Note.

3.3 – The two access options are noted. The difference between the central and southern positions are not great, and as such WSCC has no particular preference with either. Both positions are equally acceptable in principle.

3.5 – It's recognised that the speed limit on Woodlands Close is 30mph. Actual vehicle speeds in the vicinity of the access are expected to be significantly lower given the short extent of Woodlands Close that remains to the south of the proposed access and the give way lines to the north; vehicles are consequently unlikely to be able to gather any speed.

3.6 and 3.7 – The achievable sightlines are noted. In reality, the achievable sightlines will exceed those required for 20mph speeds and as such are considered acceptable.

Whilst the proposed access arrangement is not in principle unacceptable, the arrangement would give priority to the lightly trafficked arm (i.e. Woodlands Close) and require the more heavily trafficked development arm to give way (in reality neither arm will be especially trafficked). Has any consideration been given to further realignment of Woodlands Close to better reflect the more dominant traffic flow into the development site? Likewise, it may not be necessary for the proposed junction design to be symmetrical given no vehicles would be expected to be turning left when exiting the development. A continuous footway on the southern side of the proposed access and associated access road may also not be necessary.

Whatever access option is taken forward, a Stage One Road Safety Audit will be required in accordance with current WSCC policy.

3.8 – The alternate options are noted. There would still be benefit to pedestrian access being provided onto Burleigh Lane if possible.

4.1 to 4.5 – The means of calculating potential trips is noted and accepted. It's accepted that there will be an increase in vehicle movements but these will disperse quickly. Formal capacity modelling (using PICADY/ARCADY) is not considered necessary.

4.6 – It should be noted that the Mid Sussex Site Allocations DPD requires a 'Sustainable Transport Strategy' to be submitted. This must form a distinctly separate section of any Transport Statement.

5.1 – The proposed Transport Statement Scope is agreed. It's suggested that the extent of any personal injury accident data is agreed with WSCC prior to any information being obtained.

Other Matters

It's noted that the Mid Sussex Site Allocations DPD policy requirement for this site (SA22) makes specific reference to the site being accessed from Sycamore Lane. It's understood that there are land ownership issues that would prevent access to Sycamore Lane. WSCC Highways have reviewed the access arrangement as presented onto Woodlands Close. The option presented is very much deliverable and in principle acceptable.

As I trust you appreciate, any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to

the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Gledhill
Planning Services

Appendix B**Site Layout Plan**

25

scription:

Amended layout following council meeting & drainage comments	15
Amended layout following internal review & client comments	31
Revised layout following updates to tree survey, drainage suds & badger relocation	23
Revised layout following client comments	08
Final tweaks to layout before freezing	16

Date:
/01/2025
/01/2025
/04/2025
/05/2025
/05/2025



LAND NORTH OF Burleigh Lane Crawley Down West Sussex

MERROW WOOD

Job No	FL24-2191-045
Site Name	Illustrative Site Layout
Scale	1:500
Survey Date	Oct 2024

Appendix C

Proposed Access Arrangements



Notes

All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.

This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Highway boundary information obtained from [add] and based on OS mapping, Motion cannot guarantee the accuracy of the data provided.

Legend

The diagram illustrates three types of boundaries. The top boundary is a thick pink line labeled 'Existing Highway Boundary'. The middle boundary is a thick blue line labeled 'Visibility Splay'. The bottom boundary is a thick green line labeled 'Land Title Boundary'.

1 First Issue DR MF MF 10/09/2024

v. Description Drn Chk App Date

owing Status:

FOR PLANNING NOT FOR CONSTRUCTION

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ent:
urleigh Lane Crawley Down Ltd

ject:
Burleigh Lane, Crawley Down

e: potential Site Access and Visibility Splays

Scale: 1:500 (@ A3)

owing:

Revision:

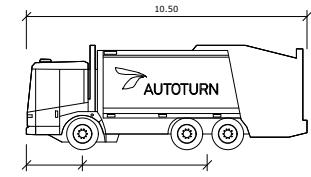
Appendix D

Swept Path Analysis – Refuse Vehicle



Notes

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



A: Updated Site Layout DR MF MF 15/05/2025
 P01 First Issue DR MF MF 30/04/2025
 Rev. Description Drn Chk App Date

Drawing Status:
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Client:
 Burleigh Lane Crawley Down Ltd

Project:
 Burleigh Lane, Crawley Down

Title:
 Swept Path Analysis
 Refuse Vehicle
 Throughout Site

Scale: 1:500 (@ A3)

Drawing:
 2303093-TK04

Revision:
 A

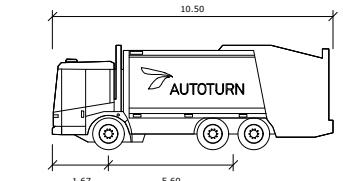


Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.

2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Mid Sussex Refuse Vehicle

metres

Width : 2.53
Track : 2.53
Lock to Lock Time : 4.0
Steering Angle : 45.0

A Updated Site Layout DR MF MF 15/05/2025
P01 First Issue DR MF MF 30/04/2025
Rev. Description Drn Chk App Date

Drawing Status:

FOR PLANNING
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motion
Guildford - Reading - London
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Client:
Burleigh Lane Crawley Down Ltd

Project:
Burleigh Lane, Crawley Down

Title:
Swept Path Analysis
Refuse Vehicle
Throughout Site

Scale: 1:500 (@ A3)

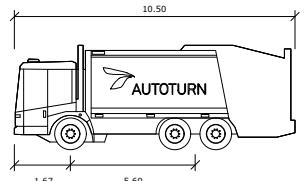
Drawing: 2303093-TK05

Revision: A



Notes

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



Mid Sussex Refuse Vehicle

Width : 2.53
Track : 2.53
Lock to Lock Time : 4.0
Steering Angle : 45.0

A Updated Site Layout DR MF MF 15/05/2025
P01 First Issue DR MF MF 30/04/2025
Rev. Description Drn Chk App Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
Burleigh Lane Crawley Down Ltd

Project:
Burleigh Lane, Crawley Down

Title:
Swept Path Analysis
Refuse Vehicle
Throughout Site

Scale: 1:500 (@ A3)

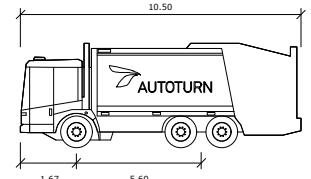
Drawing: 2303093-TK06

Revision: A



Notes

- All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
- This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
- Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or its vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Mid Sussex Refuse Vehicle

Width : 2.53
Track : 2.53
Lock to Lock Time : 4.0
Steering Angle : 45.0
meters

A Updated Site Layout DR MF MF 15/05/2025
P01 First Issue DR MF MF 30/04/2025
Rev. Description Dm Chk App Date

Drawing Status:

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Client:
Burleigh Lane Crawley Down Ltd

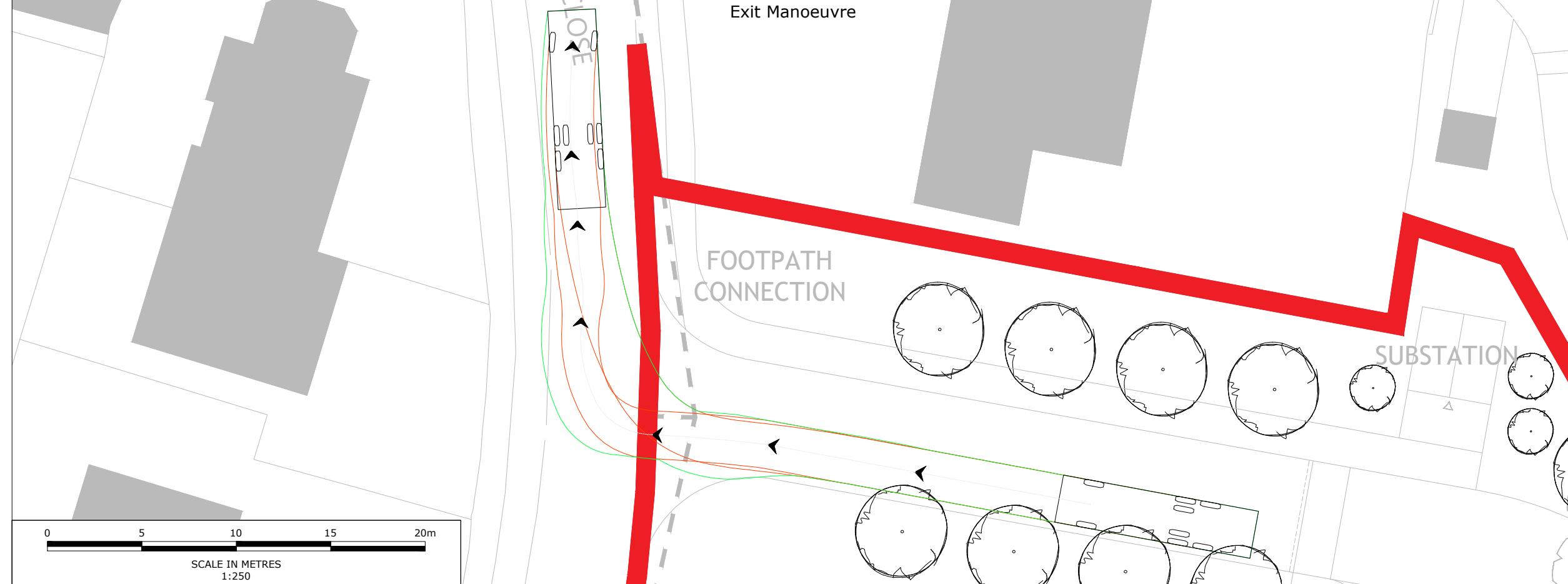
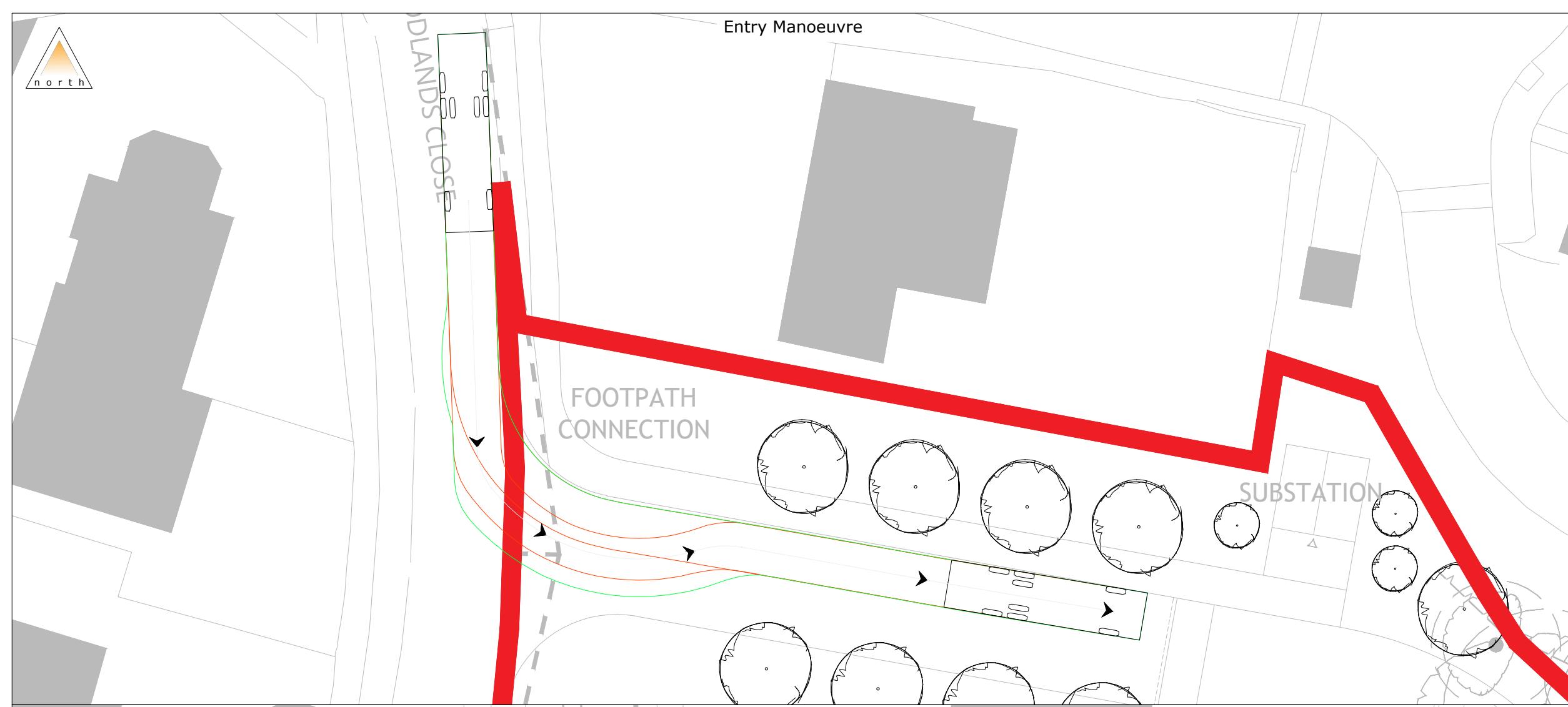
Project:
Burleigh Lane, Crawley Down

Title:
Swept Path Analysis
Refuse Vehicle
Throughout Site

Scale: 1:500 (@ A3)

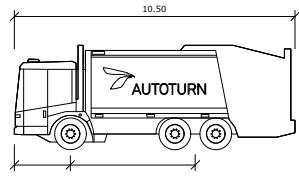
Drawing: 2303093-TK07

Revision: A



Notes

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



Mid Sussex Refuse Vehicle

Width : 2.53
Track : 2.53
Lock to Lock Time : 4.0
Steering Angle : 45.0

A Updated Site Layout DR MF MF 15/05/2025
P01 First Issue DR MF MF 30/04/2025
Rev. Description Dm Chk App Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
Burleigh Lane Crawley Down Ltd

Project:
Burleigh Lane, Crawley Down

Title:
Swept Path Analysis
Refuse Vehicle
at Site Access

Scale: 1:250 (@ A3)

Drawing: 2303093-TK08

Revision: A

Appendix E

TRICS Output – Residential

Calculation Reference: AUDIT-734001-240823-0802

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
CT	CENTRAL BEDFORDSHIRE	1 days
ES	EAST SUSSEX	5 days
EX	ESSEX	1 days
HC	HAMPSHIRE	7 days
HF	HERTFORDSHIRE	1 days
KC	KENT	2 days
MW	MEDWAY	1 days
SC	SURREY	1 days
WB	WEST BERKSHIRE	1 days
WS	WEST SUSSEX	3 days

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

Motion High Street Guildford

Licence No: 734001

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: No of Dwellings
 Actual Range: 8 to 145 (units:)
 Range Selected by User: 8 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	6 days
Tuesday	5 days
Wednesday	7 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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 undertaking using machines.

Selected Locations:

Edge of Town	23
--------------	----

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

Selected Location Sub Categories:

Residential Zone	23
------------------	----

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	20 days - Selected

LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
2	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	73 27/06/23	<i>Survey Type: MANUAL</i> EAST SUSSEX
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	99 05/06/19	<i>Survey Type: MANUAL</i> EAST SUSSEX
4	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	<i>Survey Type: MANUAL</i> EAST SUSSEX
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	<i>Survey Type: MANUAL</i> EAST SUSSEX
6	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	<i>Survey Type: MANUAL</i> EAST SUSSEX
7	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	<i>Survey Type: MANUAL</i> ESSEX
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	139 28/09/23	<i>Survey Type: MANUAL</i> HAMPSHIRE
		123 27/09/21	
		39 13/11/18	<i>Survey Type: MANUAL</i>

Motion High Street Guildford

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LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD		
	ANDOVER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	<i>Survey date: TUESDAY</i>	<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
11	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	125	
	<i>Survey date: MONDAY</i>	<i>08/11/21</i>	<i>Survey Type: MANUAL</i>
12	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	<i>Survey date: FRIDAY</i>	<i>07/10/22</i>	<i>Survey Type: MANUAL</i>
13	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE
	HAVANT ROAD		
	EMSWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	145	
	<i>Survey date: TUESDAY</i>	<i>12/09/23</i>	<i>Survey Type: MANUAL</i>
14	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	<i>Survey date: WEDNESDAY</i>	<i>27/03/24</i>	<i>Survey Type: MANUAL</i>
15	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	<i>Survey date: MONDAY</i>	<i>05/06/23</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI -DETACHED & TERRACED 110 22/09/17	KENT <i>Survey Type: MANUAL</i>
17	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 106 09/05/23	KENT <i>Survey Type: MANUAL</i>
18	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 19 06/06/22	MEDWAY <i>Survey Type: MANUAL</i>
19	SC-03-A-07 FOLLY HILL FARNHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 41 11/05/22	SURREY <i>Survey Type: MANUAL</i>
20	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 108 09/09/22	WEST BERKSHIRE <i>Survey Type: MANUAL</i>
21	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 117 20/10/21	WEST SUSSEX <i>Survey Type: MANUAL</i>
22	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 86 01/03/23	WEST SUSSEX <i>Survey Type: MANUAL</i>

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

23	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	<i>Survey date:</i> MONDAY	15/05/23	<i>Survey Type:</i> MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	23	82	0.126	23	82	0.510	23	82	0.636
08:00 - 09:00	23	82	0.237	23	82	0.801	23	82	1.038
09:00 - 10:00	23	82	0.214	23	82	0.277	23	82	0.491
10:00 - 11:00	23	82	0.173	23	82	0.227	23	82	0.400
11:00 - 12:00	23	82	0.189	23	82	0.213	23	82	0.402
12:00 - 13:00	23	82	0.214	23	82	0.215	23	82	0.429
13:00 - 14:00	23	82	0.241	23	82	0.255	23	82	0.496
14:00 - 15:00	23	82	0.254	23	82	0.295	23	82	0.549
15:00 - 16:00	23	82	0.624	23	82	0.293	23	82	0.917
16:00 - 17:00	23	82	0.502	23	82	0.275	23	82	0.777
17:00 - 18:00	23	82	0.593	23	82	0.267	23	82	0.860
18:00 - 19:00	23	82	0.471	23	82	0.215	23	82	0.686
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.838			3.843				7.681

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.