Transport Statement

Wedding & Events Venue

Twineham Court Farm

Bob Lane

West Sussex

RH17 5NH

Client: Telbridge Properties

Ref: 12391

Date: March 2024

Index

Schedule of Appendices

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	March 2024	RW	LNS	LNS

Executive Summary

The site is located on Bob Lane, which lies between the hamlets of Twineham to the east and Wineham to the west, in the county of West Sussex. The town of Burgess Hill lies approximately 4miles to the east.

The proposed development is for an events venue with the primary purpose being to host wedding receptions with a forecast capacity of up to 200 guests.

This Transport Statement summarises the existing situation, the local highway network, modal choices available to venue guests and sets out the likely transport impact of the proposed scheme through a trip forecasting exercise.

A new access is proposed off Bob Lane which provides visibility splays, compliant with the local highway authority requirements and the splays fall either within land owned by the applicant or within the public highway.

The proposed access and car parking is in accordance with guidance provided by Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highway Authority) and are consistent with national guidance documents such as Manual for Streets.

Using a first principal approach, the vehicle trips likely to be generated by the proposed events venue can easily be accommodated on the local highway network. Weddings are typically held at weekends and evenings and therefore would not generally correspond with standard network peak morning and early evening weekday travel times.

The total onsite car park of 66 spaces is considered to be sufficient to accommodate the forecast parking demand of the venue up to the guest capacity proposed, with temporary overspill space available within site if required. This would avoid any overspill parking taking place on Bob Lane.

There are no material highway or transport impacts as a result of the proposed development.

1 Introduction

1.1 This Transport Statement (TS) report has been prepared for Telbridge Properties to support the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils and Transport has been commissioned by Telbridge Properties to prepare a Transport Statement to support a planning application for a wedding and events venue.

1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed development on the local transport network.

2 The Site

Site Location

2.1 The site is located on Bob Lane, near the village of Twineham, West Sussex.

2.2 The existing site is a farm with an existing access from Bob Lane.

2.3 The site location is shown below.

Figure 2.1 – Site Location

3 Existing Situation

3.1 Bob Lane is a rural road subject to an unrestricted speed limit that connects the villages of Wineham to the west and Twineham to the east. Bob Lane is lightly trafficked with grass verges and no street lighting. An image of the lane fronting the site is shown below.

Figure 3.1 Bob Lane fronting the site

Source: Googlemaps

Traffic Survey (ATC)

3.2 An Automatic Traffic Count survey was undertaken for a 7-day period from Friday 26th January 2024 to Thursday 1st February 2024 inclusive on Bob Lane within close proximity of the proposed site access. The results are provided in **Appendix A.**, with a summary below.

3.3 This survey revealed the following speeds:

- Eastbound –24mph (average 7-day 85th percentile)
- Westbound – 23mph (average 7-day 85th percentile).

3.4 The following average weekday flows are:

- 80 eastbound
- 84 westbound

Accident Data

3.5 Local vehicle incident records in the vicinity of the site were reviewed for the last 3 years of available data from 2020-2022 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.6 There have been no incidents in the search area as illustrated in **Figure 3.2** below.

Figure 3.2 - Recorded Incidents (2020-2022)

Source: Crashmap.co.uk

Bus Services

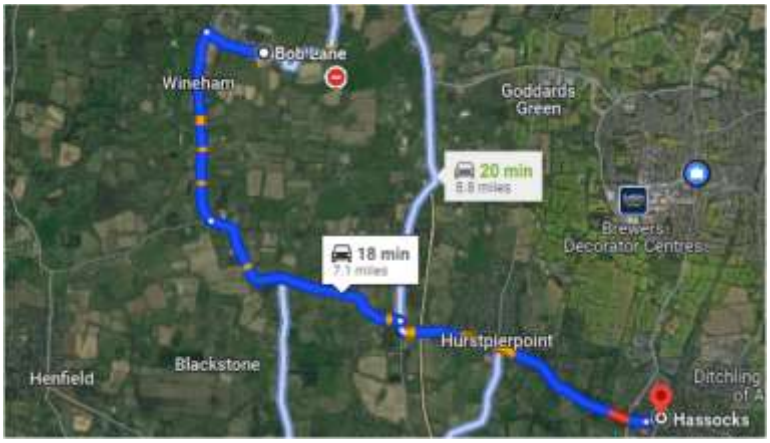
3.7 There are no bus services within a reasonable walking distance of the site.

Rail

3.8 The nearest railway stations are Hassocks and Burgess Hill, both being around 7 to 8 miles from the site, and therefore not particularly viable for either staff or guests to the venue.

3.9 The station is operated by Southern Rail and provides services to London, Brighton, Worthing, and Gatwick.

Figure 3.3 Route to Hassocks Station



Source: Googlemaps

4 Proposed Development

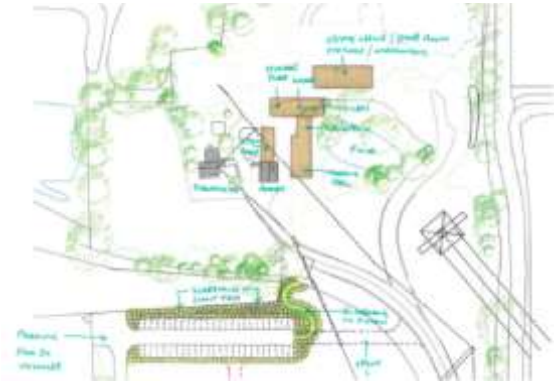
General

4.1 The proposed development is for an events venue for the purpose of hosting weddings and business events.

4.2 The capacity of the venue is intended for up to 200 guests. Around 10 to 15 members of staff which will likely fluctuate depending on the specifics of each individual event – a wedding is likely to require a few more staff than a business event, for example.

4.3 An indicative plan is below and a larger scale drawing is provided in **Appendix B**.

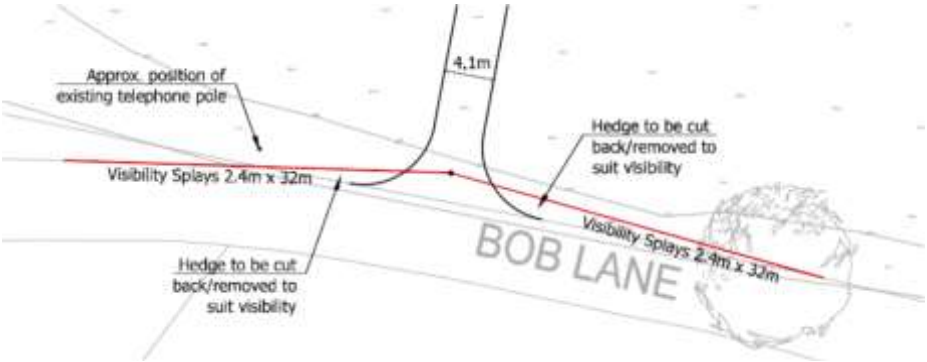
Figure 4.1 Proposed Layout



Proposed Access

4.4 Vehicles will access the site and the car park via a new access from Bob Lane. This is shown below.

Figure 4.2 Proposed Access



4.5 Visibility splays of 2.4metres x 32metres are available, either within land under the applicant's ownership or the public highway. The 32metres 'y' distance along the carriageway relates to the

surveyed 85th%ile speed of 24mph and determined by the stopping sight distance calculation provided by Manual for Streets.

4.6 The access is 4.1metres wide to allow two-way movements. The majority of vehicle use will be cars and therefore this width is sufficient.

4.7 Vehicle tracking has been provided in **Appendix C** to demonstrate that vehicles (cars / taxis / minibuses) can safely access and egress the site car park.

Stage 1 Road Safety Audit (RSA1)

4.8 A Stage 1 Road Safety Audit was undertaken on the proposed access by EC Road Safety Limited on Monday 4th March 2024 between 1230 and 1300. The weather during the site visit was dry with sunny intervals. The carriageway surface was slightly damp from earlier rainfall. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian flows and no cyclist movements were observed during the time of the site visit.

4.9 The RSA1 has been included within **Appendix D** and summary of the points are provided below. One point was raised, which is considered to be agreed and resolved through the designers response listed below.

Table 4.1 Points raised, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response
3.1.1	Proposed development access	Risk of failure to give way 'pull out' type collisions. Visibility for vehicles exiting the venue may be restricted due to existing trees and vegetation.	It is recommended that appropriate visibility splays are provided between potentially opposing users consistent with likely vehicle approach speeds. It is accepted that speeds are low, but visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed in perpetuity and that there will be no planting or structures taller than 600mm.	Agreed. Vegetation would be cut back to keep visibility splays clear. Centre line of the proposed site access to be 32metres from the large tree to the east so as not to conflict.

Proposed Cycle Parking

4.10 There are no specific cycle parking standards for wedding / events venues within the WSCC guidance for parking at non-residential institutions – Class E and F1 reference a 'Site-specific assessment based on travel plan and needs', which is considered applicable to this scheme.

4.11 Considering the rural location of the venue and that wedding guests are unlikely to travel by bicycle, only a modest number of cycle parking would be required, most likely to accommodate a limited staff demand only.

4.12 Therefore, provision for a few cycle parking spaces for staff is considered reasonable. This will be provided outside the Estate Office and Staff Room building.

Proposed Car Parking

4.13 The site main car park will provide 53 car park spaces, which should be sufficient to accommodate events up to 200 guests, plus 12 spaces for staff and disabled use. On occasions of slightly higher parking demand, an overspill area within the existing access road will be available for temporary use, up to 13 spaces.

4.14 Three accessible parking spaces are provided nearer the events venue, which is considered appropriate on the basis of a 5% typical provision level. Additional ad hoc space is also available within the courtyard area if required. Therefore, a total of 78 parking spaces.

4.15 Similarly to cycle parking standards, there is no reference within the WSCC guidance for a wedding/events venue, therefore the parking demand has been considered on a first principal basis.

4.16 Events will expect to accommodate up to 200 guests, plus around 10 to 15 members of staff / caterers. With regard to the typical wedding events, there is likely to be a high degree of car share as well as taxi use amongst guests.

Servicing & Emergency Access

4.17 Servicing and emergency vehicles will access the site using the proposed access. There is plenty of space available within the site to turn and exit in a forward gear. Servicing would be scheduled to take place outside the times of an event for operational reasons.

4.18 In accordance with Manual for Streets, a fire appliance is able to access the development and reach within 45metres of entrances (MfS1 - p75 – paragraph 6.7.2), using the existing access to the farmhouse, if required, which will continue to be available in the event of an emergency.

5 Trip Generation and Impact

5.1 The traffic movements will generally be fairly low-key and low intensity. In simple terms, vehicle flows will occur at the start and end of an event, with few movements in between these periods.

5.2 The following assessment considers the likely vehicle trips generated by a wedding event and the parking provision required.

5.3 The site will have a capacity of up to 200 guests, plus around 15 members of staff.

5.4 Weddings will typically generate traffic flows outside the typical peak weekday hours of 0800-0900 and 1700-1800. Weddings will typically occur on weekends with guests arriving early afternoon, and the majority leaving later in the evening with an assumed closure of before midnight, typically for noise abatement reasons in rural areas.

5.5 Business events may occur on weekdays, typically 10am until 4pm, also likely to avoid the peak network travel hours.

5.6 Typically for weddings:

- The majority of people come by car or taxi and occasionally by minibus in rural locations;
- Car occupancy rates tend to be high, typically around 4 people per car on average, considering some taxi and minibus use;
- Arrival and departure patterns tend to be spread over perhaps a few hours, particularly with people arriving and departing weddings and the receptions over a time period. Cars do not all arrive/depart in concentrated periods.

5.7 Within the TRICS database there are no surveys available for wedding venues of a similar use and character. A previously approved proposal for a barn conversion to a wedding venue at Peelings Manor (ref: WD/2012/1156) used supporting evidence for the traffic impact assessment from a wedding venue called Micklefield Hall which is situated in a rural location in Hertfordshire.

5.8 Traffic data was collected at Micklefield Hall for two weddings on Saturdays in 2007, the data is shown in **Appendix E**. Whilst the data is old, it is not considered that mode choices for travel to weddings would be any different now.

5.9 The following trip rate data was derived from the survey on 23rd June, as it covered a larger part of the day, between 10am to 2am, and it was a higher guest number, 240 rather than 180. Note that the trip generation figures will also include staff movements which might typically arise at the beginning and end of the day.

Table 5.1 Trip Rate per guest & Parking Accumulation for proposed Site

Time Period	Arrival Trip Rate	Departure Trip Rate	In 200 guests	Out 200 guests	Parking Accumulation
10:00-11:00	0.025	0.000	5	0	5
11:00-12:00	0.025	0.000	5	0	10
12:00-13:00	0.029	0.025	6	5	11
13:00-14:00	0.133	0.042	27	8	29
14:00-15:00	0.158	0.038	32	8	53
15:00-16:00	0.046	0.013	9	3	60
16:00-17:00	0.029	0.013	6	3	63
17:00-18:00	0.004	0.008	1	2	63
18:00-19:00	0.013	0.017	3	3	62
19:00-20:00	0.004	0.021	1	4	58
20:00-21:00	0.013	0.038	3	8	53
21:00-22:00	0.017	0.108	3	22	35
22:00-23:00	0.013	0.075	3	15	23
23:00-24:00	0.038	0.083	8	17	13
00:00-01:00	0.033	0.054	7	11	9
01:00-02:00	0.000	0.025	0	5	4

5.10 Based on the survey data, a wedding of 200 guests results in a maximum parking accumulation of 63 spaces.

5.11 Therefore, the proposed provision of 78 parking spaces onsite is considered to be sufficient.

6 Conclusion

6.1 The site is located on Bob Lane, which lies between the hamlets of Twineham to the east and Wineham to the west, in the county of West Sussex. The town of Burgess Hill lies approximately 4miles to the east.

6.2 The proposed development is for an events venue with the primary purpose being to host wedding receptions with a forecast capacity of up to 200 guests.

6.3 A new access is proposed off Bob Lane which provides visibility splays, compliant with the local highway authority requirements and the splays fall either within land owned by the applicant or within the public highway.

6.4 The proposed access and car parking is in accordance with guidance provided by Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highway Authority) and are consistent with national guidance documents such as Manual for Streets.

6.5 Based on a survey of a similar wedding venue, the vehicle trips likely to be generated by the proposed events venue can easily be accommodated on the local highway network. Weddings are typically held at weekends and evenings and therefore would not generally correspond with standard network peak morning and early evening weekday travel times.

6.6 The proposed car park of 78 spaces is sufficient to accommodate the forecast vehicle accumulations.

6.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

Bob Lane Traffic Survey

Traffic Watch (UK) Ltd
Phone: 01689 824292

AUTOMATIC TRAFFIC COUNT REPORT

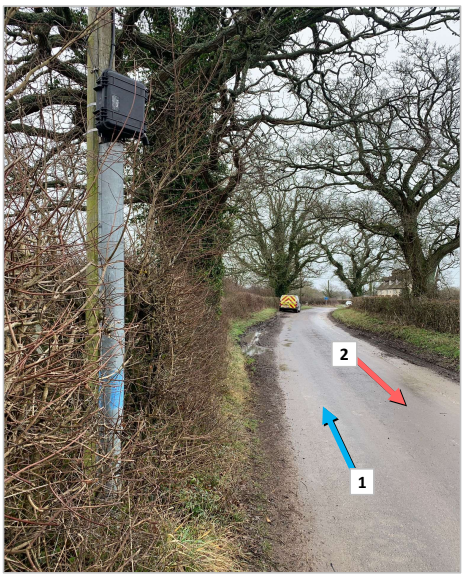
REF: Site No: 25012401

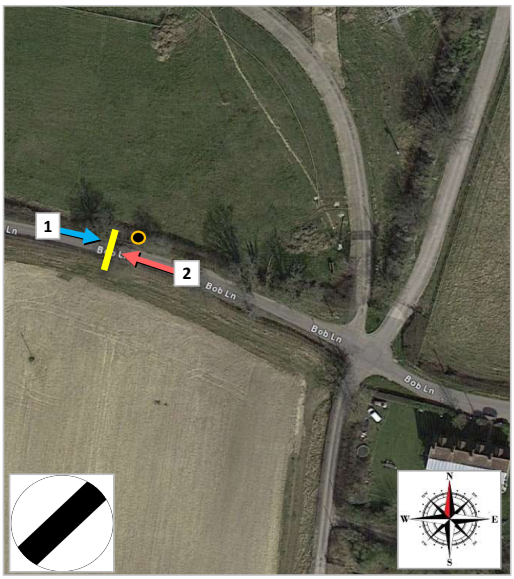
SITE LOCATION: Bob Lane, Haywards Heath, RH17 5NH
Coordinates - (50.972104, -0.228431)

Client: GTA Civils

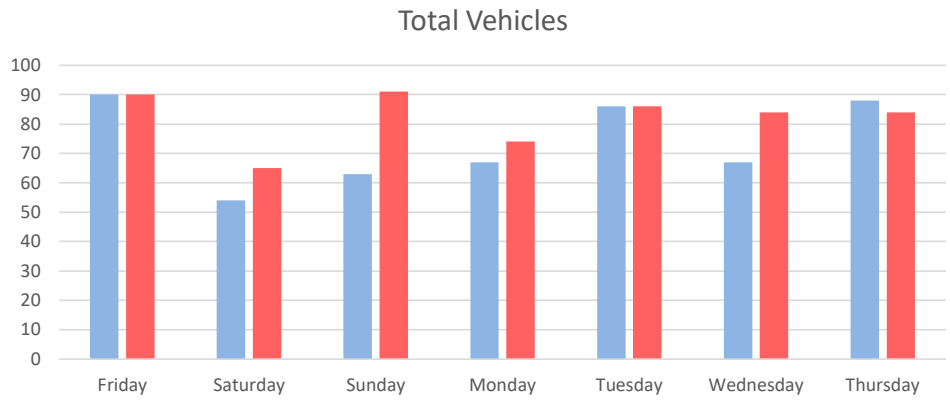
DATE: Friday 26th January - Thursday 1st February 2024

Requester: Richard Wells





		Summary	Direction 1 East Bound			Direction 2 West Bound		
			Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Day 1	Friday	26/01/2024	90	20	24	90	18	21
Day 2	Saturday	27/01/2024	54	22	25	65	20	23
Day 3	Sunday	28/01/2024	63	21	23	91	17	22
Day 4	Monday	29/01/2024	67	21	23	74	20	22
Day 5	Tuesday	30/01/2024	86	22	25	86	20	23
Day 6	Wednesday	31/01/2024	67	22	24	84	22	25
Day 7	Thursday	01/02/2024	88	22	25	84	21	24
		Week Total	**515**	**22**	**24**	**574**	**20**	**23**



Appendix B

Proposed Layout Plan

G3 ARCHITECTURE
26 Sutton Park Road I Seaford
East Sussex I BN25 1QU
mail@g3architecture.co.uk
www.g3architecture.co.uk

twineham substation
(national grid)

PYLON
G44
T50
T49
G48
T43
G45
W42
Mixed Species
POND
G17
T41
T40
T15
T14
G13
G18
G47
ESTATE MANAGEMENT
REFUSE +
RECYCLING
CYCLES
EVENTS VENUE
T10
G9
G5
T20
G19
T22
G24
EXISTING
POND
T6
T4
G3
ANCILLARY
ACCOMMODATION
T23
TWINEHAM
COURT FARM
G46
H51
G39
G38
G37
T36
53 car park spaces
PARKING
self binding gravel
4 no. electric vehicle
charging points
13 car
park
spaces
T33
G34
T35
POND 1
POND 2
T31
T32
H52
T30
T29
T28
T27
T26
G25
bob lane
hedge to be cut back
locally to achieve
new access and for
visibility splays
visibility splays
2.4m x 32m

NORTH

site layout / block plan
0m 5m 10m 20m 30m 40m 50m

client + project
Telbridge Properties
Twineham Court Farm
Bob Lane, Twineham

title
Proposed Site Layout/Block Plan

scale
1 : 500 @ A1

dwg ref
x:\drawings\2024\2427\Twineham Court Farm

date
15.02.2024

number
2427.PL01

status
PLANNING

KEY:
3D VIEWPOINT (REFER TO DRAWINGS 2427.PL12 - 2427.PL23)

notes + revisions

Appendix C

Proposed Access Plan

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

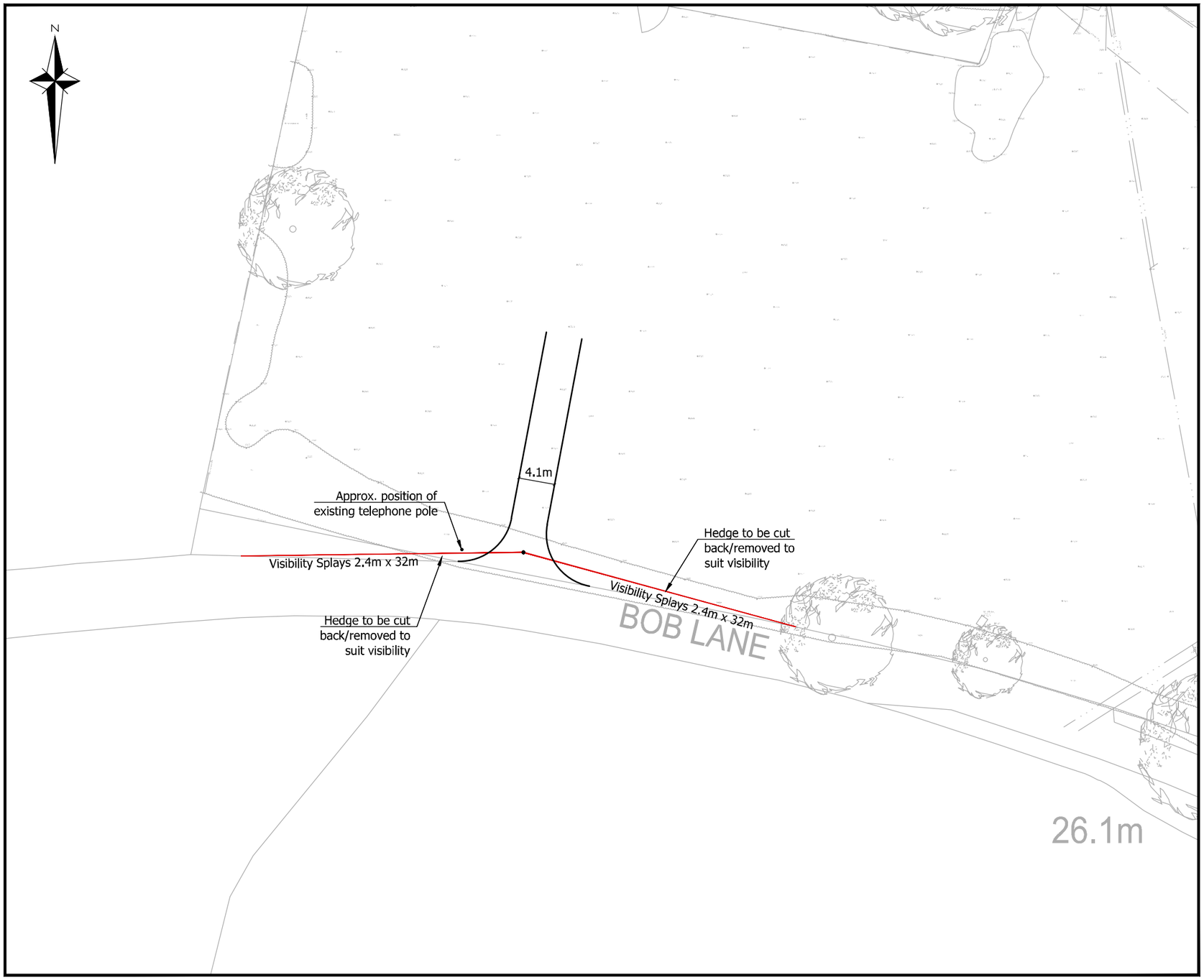
3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	09.02.2024	JMW	RW
P2	Updated access location	13.02.2024	JMW	RW
P3	Updated access location	08.03.2024	JMW	RW



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

Client: TELBRIDGE PROPERTIES LIMITED

Architect:

Project: TWINEHAM COURT FARMHOUSE
BOB LANE, TWINEHAM

Title: ACCESS PLAN

Status: PRELIMINARY

Date: FEB 2024

Scale @ A3: 1:500

Drawing Number: 12391/2100

Rev.: P3

Appendix D

Stage 1 Road Safety Audit

EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

Bob Lane
Haywards Heath
West Sussex
RH17 5NH

Proposed Development Access

Stage 1 Road Safety Audit

Report No. EC/2024/03/GTA4

March 2024

Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation: West Sussex County Council

Design Organisation: GTA Civils & Transportation Ltd

Project: Proposed Development Access

Address: Bob Lane
Haywards Heath
West Sussex
RH17 5NH

PREPARED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 26 February 2024

AGREED BY

Name: Vinny Rey
Position: Road Safety Engineer
Date: 04 March 2024

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 04 March 2024

DISTRIBUTION

Issue No.	Issued To	Date Issued
1.	Richard Wells – GTA Civils & Transportation Ltd	05/03/2024
2.	Office Copy	05/03/2024

1. INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transportation Ltd to undertake a Stage 1 Road Safety Audit on the Proposed Development Access at Bob Lane, Haywards Heath**,** West Sussex.

1.1.2 The Road Safety Audit was produced for Richard Wells on behalf of (overseeing organisation): West Sussex County Council. The Designer for the scheme is GTA Civils & Transportation Ltd.

1.1.3 The Audit Team membership (approved by Richard Wells – GTA Civils & Transportation Ltd) was as follows:

Audit Team Leader

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

1.1.4 No Road Safety Audit Brief was provided to the Audit Team however, email communication was provided along with the relevant documents and plans required to undertake the Road Safety Audit and, as such, this was considered by the audit team to be sufficient as to form a brief for the undertaking of this Stage 1 Road Safety Audit. A speed survey undertaken Friday 26th January – Thursday 1st February 2024 has also been provided that indicates 85th percentile speeds recorded of 24mph and 23mph in each direction.

1.1.5 The Audit took place at the offices of EC Road Safety between 28th February and 5th March 2024 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with the audit brief and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2).

1.1.6 The Audit Team visited the site together on Monday 4th March 2024 between 12.30 and 13.00. The weather during the site visit was dry with some sunny intervals. The carriageway surface was slightly damp from earlier rainfall. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian flows were observed (no footway) nor cyclist movements during the time of the site visit.

1.1.7 No details of collisions, levels, drainage, lighting, or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.

1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.

1.1.9 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function

on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.1.10 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

1.2 Scheme Proposals

1.2.1 The site includes a proposal consisting of a new development access from Bobs Lane, Haywards Heath. The access will serve a wedding venue that would have circa 200 guests with a provisional 50 space car park to be provided. The site suggests this could be expanded as necessary / appropriate.

1.2.2 The proposal includes the following elements:

- New vehicle access onto Bob Lane.
- 4.1m access road.
- Visibility splay of 2.4m x 32m in both directions.

1.2.3 The scope of the audit relates to the Proposed Development Access at Bob Lane, Haywards Heath**,** West Sussex.

1.2.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing and vehicle tracking.

1.3 Purpose of Scheme

1.3.1 The purpose of the scheme is to provide Proposed Development Access at Bob Lane, Haywards Heath**,** West Sussex.

1.4 Departures from Standards (Design & Audit)

1.4.1 The Audit Team has not been advised of any design departures from standards.

1.4.2 The Road Safety Audit has therefore been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by the overseeing organisation has not been provided to the Audit Team, however, the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

- Section 4 of this report will provide any other additional observations that are outside of the scope of GG119 (which specifically excludes the provision of additional comments within Road Safety Audit report). These comments, whilst considered outside the scope of the audit, have been produced to assist the designer in providing a safe design where any observation may be conditional on receiving more detailed information.

1.5 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

1.5.1 No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

3. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1. General

3.1.1 Problem

Location: Proposed development access

Summary: Risk of failure to give way 'pull out' type collisions.

Detail: At the development access, visibility for vehicles exiting the venue may be restricted due to existing trees and vegetation within the proposed visibility splays. This increases the risk of failure to give way 'pull out' type collisions, with consequent risk of injury. The plan indicates removal, and this will be essential (and maintained going forward) to prevent obstruction to visibility.

RECOMMENDATION

It is recommended that appropriate visibility splays are provided between potentially opposing users consistent with likely vehicle approach speeds. It is accepted that speeds are low, but visibility envelopes should be adopted as part of the Public Highway or covenants should be established to ensure that private parcels of land are not obstructed in perpetuity and that there will be no planting or structures taller than 600mm.

3.2. Local Alignment

No Problems identified in this category at this Stage.

3.3. Junctions

No Problems identified in this category at this Stage.

3.4. Non-Motorised User Provision

No Problems identified in this category at this Stage.

3.5. Road Signs, Carriageway Markings & Street Lighting

No Problems identified in this category at this Stage.

End of Safety Comments

4. OTHER OBSERVATIONS

No further comments / observations.

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: ……

Date: 5th March 2024

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer

Signed: …… ……

Date: 5th March 2024

EC Road Safety Limited
Tall Trees
Downe Road,
Keston,
Kent
BR2 6AD
United Kingdom

Tel: 07508 76 76 96

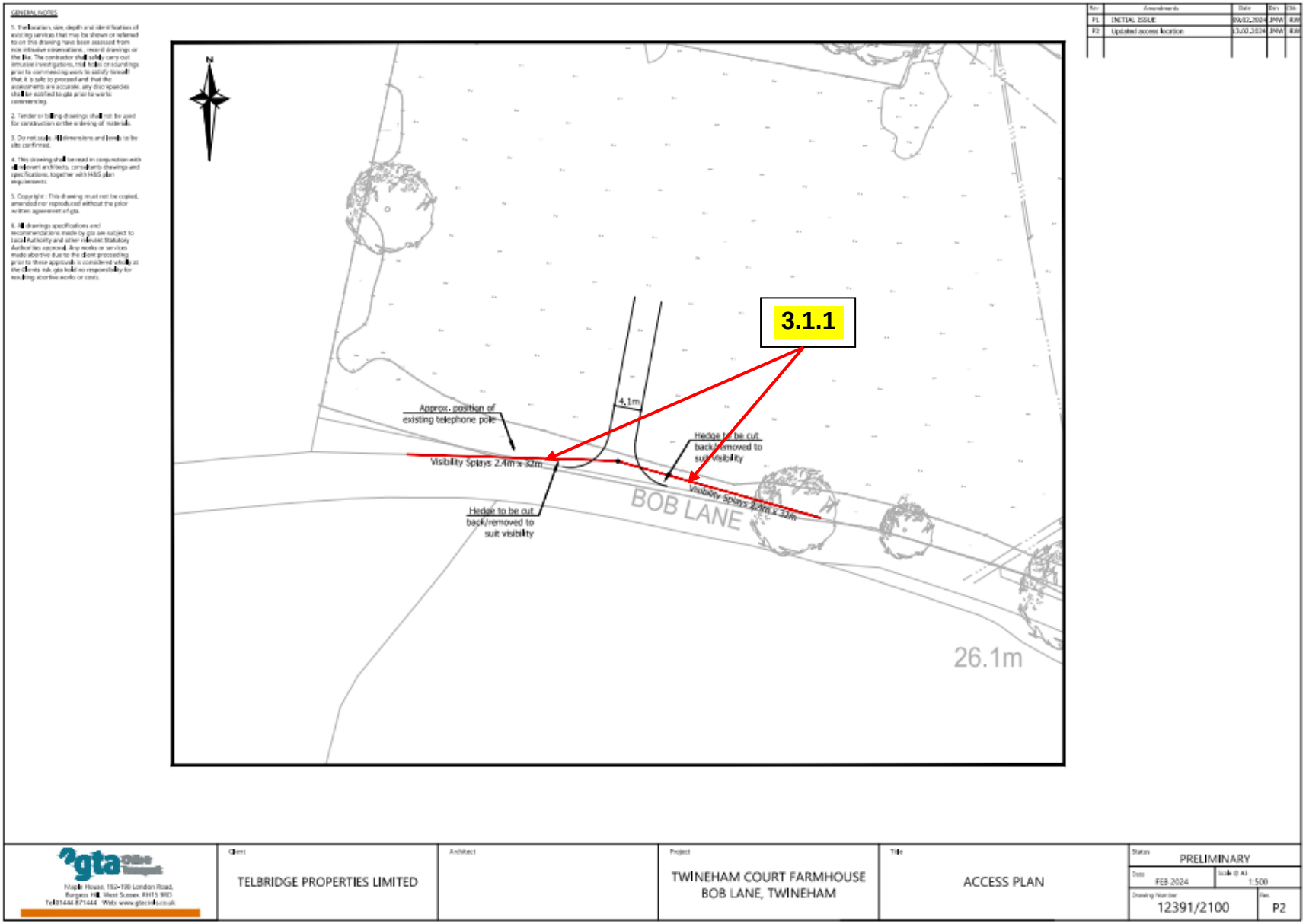
APPENDIX A

INFORMATION PROVIDED TO THE AUDIT TEAM

- 12391_2100_P2_Access Plan
- Copy of PO 3173 - ATC 25012401 - Bob Lane Haywards Heath RH17 5NH - Report v1.1

APPENDIX B

LOCATION PLAN



Appendix E

Micklefield Hall Survey Data

16/06/2007 180 Guests

Hour Start	Arrival	Dep	Total	Parking Accum
12:00	3	0	3	3
13:00	2	2	4	3
14:00	7	1	8	9
15:00	8	4	12	13
16:00	55	7	62	61
17:00	0	4	4	57
18:00	0	0	0	57
19:00	7	1	8	63
20:00	4	6	10	61
21:00	3	18	21	46
22:00	4	8	12	42
23:00	12	18	30	36
00:00	13	32	45	17
01:00	0	5	5	12
TOTAL	118	106	224	

23/06/2007 240 Guests

Hour Start	Arrival	Dep	Total	Parking Accum
10:00	6	0	6	6
11:00	6	0	6	12
12:00	7	6	13	13
13:00	32	10	42	35
14:00	38	9	47	64
15:00	11	3	14	72
16:00	7	3	10	76
17:00	1	2	3	75
18:00	3	4	7	74
19:00	1	5	6	70
20:00	3	9	12	64
21:00	4	26	30	42
22:00	3	18	21	27
23:00	9	20	29	16
00:00	8	13	21	11
01:00	0	6	6	5
TOTAL	139	134	273	

Civil Engineering - Transport Planning - Flood Risk

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