

planning
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Transport Statement for Mr and Mrs Bos
Ashplats House, Holtye Road, East Grinstead

April 2019
PL/HA/JH/13279



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1 Introduction

1.1 Overview

1.1.1 DHA has been commissioned by Mr and Mrs Bos to provide transport planning advice in relation to the proposed residential development comprising 30 dwelling units at Ashplats House, Holtye Road, East Grinstead, West Sussex. The planning application is in outline form.

1.1.2 This assessment has been produced in accordance with the National Planning Practice Guidance (2014) and the West Sussex County Council Transport Assessment Methodology (June 2007). Following this introduction the Transport Assessment is structured as follows:-

- Section 2 summarises the existing site and its location;
- Section 3 provides assessment of transport policy;
- Section 4 considers the total travel demand with respect to the proposals;
- Section 5 provides a Travel Plan Statement for the site;
- Section 6 provides an assessment of access by sustainable modes;
- Section 7 reviews the highway and environmental traffic impact; and
- Section 8 provides a summary and conclusion.

1.1.3 A pre-application site meeting and scoping exercise was undertaken for the proposed 30-unit scheme in November 2018 and agreed with West Sussex County Council (WSCC). A copy of the associated correspondence can be found at **Appendix A**.

2 The Site

2.1 Location

- 2.1.1 The site is located on Holtye Road and lies on the north eastern edge of East Grinstead. The site is bound by residential dwellings, with Greenhurst Drive running parallel to the site's western boundary. Figure 2-1 shows the site in a local context.



Figure 2-1: Site Location (courtesy of Google Maps)

2.2 Site Use

- 2.2.1 As shown in Figure 2-1, the site currently comprises one residential dwelling (Ashplats House). Access to the site is currently derived to the east of the site via Holtye Road, which connects to the A264 Holtye Road in the south at a priority intersection.

2.3 Local Road Network

- 2.3.1 The proposal site lies on the north eastern edge of the town of East Grinstead. The site is located to the east of Greenhurst Drive, where the new access will be taken from. It is a private road which leads directly from the A264 Holtye Road.
- 2.3.2 The junction of Greenhurst Drive with Holtye Road was constructed as part of the Barratt Homes scheme (Planning Application Reference: 10/01317/OUT) that lies south of the site (as shown in Figure 2-1). Greenhurst Drive is provided with a

carriageway width of 5.5 metres with a kerbed compound curve bellmouth radii onto Holtye Road.

- 2.3.3 The A264 Holtye Road takes a general east to west alignment, linking Tunbridge Wells in the east with Five Oaks in the west. Within the vicinity of the Greenhurst Drive junction, the A264 Holtye Road measures approximately 6.0 metres in width with a footway provision on the south side of the road leading to East Grinstead town centre.
- 2.3.4 To the east, the A264 continues as a 30mph single carriageway road for approximately 1.1km where the speed limit increases to national speed limit.
- 2.3.5 To the west, the A264 Holtye Road continues as Blackwell Road, Cranston Road and Moat Road until it meets with the A22 London Road approximately 2.4km from Greenhurst Drive at a signalised junction.

3 Policy Context

3.1 National Planning Policy Framework (NPPF)

3.1.1 The NPPF has recently been updated (February 2019) and sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.

3.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-

- (a) *"Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
- (b) *Safe and suitable access to the site can be achieved for all users; and*
- (c) *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."*

3.1.3 Paragraph 109 states that: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe."*

3.1.4 Paragraph 110 further notes that applications for development should:-

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

- 3.1.5 All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

3.2 National Planning Practice Guidance (NPPG)

- 3.2.1 In conjunction with the NPPF, the NPPG was established in March 2014 as a supporting resource which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled 'Travel Plans, transport assessments and statements in decision-taking'. This provides general guidance on the process of producing these documents, from which the following key points are expressed.

- 3.2.2 With regard to the purpose of a Transport Assessment or Statement it is noted that:-

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

- 3.2.3 In terms of parking provision, the requirements are set out by the Local Authority however, further to the NPPF the following should be taken into consideration (paragraph 8):-

"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."

3.3 West Sussex Local Transport Plan (LTP3) 2011 - 2026

- 3.3.1 The West Sussex Transport Plan (LTP3) was produced in February 2011, for the period up until 2026 and notes that its main objectives are:-

(1) "A high quality transport network that promotes a competitive and prosperous economy in all parts of the County;

(2) A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;

(3) Access to services, employment and housing; and

(4) A transport network that feels, and is, safer and healthier to use."

- 3.3.2 Relating specifically to the Mid Sussex District, the Transport Plan outlines a set of aims to target the transport issues within this area. These include the maintenance of roads and the Public Right of Way (PRoW) network to make the best use of existing networks, improving street lighting, ensuring maximum transport benefits from proposed development with minimal negative impact,

encouraging sustainable travel, managing on-street parking, improving accessibility and safety and reducing congestion.

3.4 Mid Sussex District Plan 2014-2031

3.4.1 The Mid Sussex District Plan was adopted on 28th March 2018. It supersedes the Mid Sussex Local Plan (2004), however, several Local Plan policies have been saved as part of the document (outlined as part of Appendix C of the Plan). None, however, have relevance to transport planning policy.

3.4.2 As part of the Plan, Mid Sussex outline their vision for the district:-

"A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future."

3.4.3 To achieve this, Mid Sussex outline 15 Strategic Objectives. Of these, Objectives 6 and 15 relate to transport measures:-

6. "To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and

15. To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations."

3.4.4 Policy DP21 outlines the transport measures that will be required to meet the above Objectives, outlining the following:-

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

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

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

- The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (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”.

3.5 Mid Sussex Development Infrastructure and Contributions SPD (July 2018)

- 3.5.1 The Development Infrastructure and Contributions Supplementary Planning Document was adopted by Mid Sussex District Council in July 2018. It is noted that the advice in the SPD is not consistent with the parking guidance used by WSCC, as examined further below.
- 3.5.2 The SPD outlines the minimum indicative residential parking standards for Mid Sussex, which are shown in Figure 3-1 below.

Dwelling type - (Flats and Houses)	Minimum Indicative Standard
1 bed dwellings	1 car space* per dwelling and 1 cycle space per dwelling**
2/3 bed dwellings	2 spaces per dwelling and 2 cycle spaces per dwelling**
4 bed dwellings	3 spaces per dwelling and 2 cycle spaces per dwelling**
5+ bed dwellings	Car and cycle parking to be assessed individually

* A residential parking space is defined as a garage, spaces on driveway within the curtilage of property or designated parking outside the curtilage of the property such as parking courts and laybys.

** No cycle parking is required if a garage is provide and the garage is of sufficient size. On larger developments (8 dwellings or more) cycle parking for visitors should be provided at a ratio of 1 cycle space per 8 dwellings.

Figure 3-1: Mid Sussex Minimum Residential Parking Standards

3.5.3 Given the range of dwellings sizes of between one to four bedrooms, the minimum permitted parking spaces in accordance with these standards would be 61. Cycle parking will be contained within the curtilage of the dwellings.

3.6 West Sussex Parking Policy

3.6.1 In September 2010, WSCC adopted a Car Parking Demand Calculator for new residential development, as outlined in the 'Guidance on Car Parking in Residential Developments' document. Section 4 of this report outlines the output of the Car Parking Demand Calculator in relation to the proposal site.

3.7 Policy Summary

3.7.1 The overarching theme found within all policy from national to local level is sustainability and the location of residential development in relation to accessibility. As detailed further in Section 6.1 of this report, East Grinstead town centre provides a wide range of services and amenities for future residents, accessed by foot, bicycle and bus.

3.7.2 The NPPF requires new development to provide a safe and suitable access, along with improvements to limit the impact of further traffic on the road network, particularly where cumulative impacts are expected to be severe. The proposals provide vehicle access from Greenhurst Drive which provides visibility in accordance with current standards. Vehicle trip calculations in relation to the development (Section 7) show that the residual trips are unlikely to result in any 'severe' impacts on the surrounding highway network in accordance with Paragraph 109 of the NPPF.

3.7.3 Local policy also emphasises the importance of ensuring that the development would not impact negatively on road safety or traffic congestion. Personal Injury Accident (PIA) data has been obtained and analysed within Section 7 of this report to assess any road safety concerns, along with calculations for trip generation in relation to the site.

- 3.7.4 A Travel Plan Statement has been produced in accordance with the development proposals which will promote the use of sustainable transport modes and include initiatives as suggested in the Local Transport Plan. Travel targets will be aimed towards walking and cycling and facilitating increased use of public transport.
- 3.7.5 In relation to parking policy the demand for spaces will be assessed in accordance with both Mid Sussex and WSCC standards. The full parking assessment can be found in Section 4 of this report.
- 3.7.6 Given this the proposals have been found to be compliant with national and local transport policy, in particular with regard to the provision of sustainable transport alternatives to the private car, ensuring safety and minimal impact to the existing road network, there should be no policy-based objections to the proposals.

4 Total Travel Demand

4.1 The Development Proposals

4.1.1 The development proposals comprise the construction of 30 dwellings at Ashplats House, utilising a new priority junction access off Greenhurst Drive. The planning application is in outline form. A plan showing the proposals is attached at **Appendix B**.

4.1.2 The 30 proposed dwellings would consist of 30 per cent (9) non-private units and is envisaged to comprise a range of unit types. The development schedule is set out below.

Accommodation Type	Number of Units
AFFORDABLE	
1 bed	3
2 bed	5
3 bed	1
PRIVATE	
1 bed	2
2 bed	6
3 bed	7
4 bed	6

Table 4-1 : Proposed Development Schedule

4.2 Vehicle Access

4.2.1 As noted above vehicle access to the site will be achieved via a new priority junction on Greenhurst Drive. The junction itself follows the standards set out in the DMRB TD 42/95. A carriageway width of 4.8 metres will be provided, with kerb radii of 6.0 and 8.0 metres provided to the north and south of the junction respectively.

4.2.2 The speed limit on Greenhurst Drive is 30mph and the gradient of Greenhurst Drive falls gradually from south to north. These factors have been taken into account during the design process for the junction. A copy of the access design for the proposals is included at **Appendix C**.

4.2.3 The internal road layout will be formed off the main means of access and will be in accordance with Manual for Streets and the relevant Sussex Design Guide.

4.2.4 With regards to site servicing, plots 19, 20 and 21 will be serviced from Greenhurst Drive for their refuse requirements. All other units will be serviced from within the internal site confines. It is noted that Greenhurst Drive is a private road and the internal roads provided as part of the development will also be maintained privately.

- 4.2.5 Swept path analysis has been completed for the site to ensure that the necessary vehicles can safely enter, circulate and egress the site, including a refuse vehicle and pantechnicon. The associated drawings are included at **Appendix D**. As shown, all necessary vehicles can enter and turn within the site, ensuring the suitability of the proposals.

Road Safety Audit

- 4.2.6 A Stage 1 Road Safety Audit (RSA) of the proposed site access design was completed by M&S Traffic Ltd on 24th April 2019 and is included at **Appendix E**. The RSA raised four points, which have been duly responded to in the Designer’s Response document (included at **Appendix F**). A summary of these points is provided in Table 4-2 below.

Point Raised	Recommendation	Designers Response
<p>Location: Proposed Access.</p> <p>Summary: Insufficient construction details could lead to overshoot collisions.</p> <p>No construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate tie-ins or significant changes in Polished Stone Values could lead to differential braking or overshoot collisions, particularly under severe braking conditions.</p>	<p>That PSV details should be checked to ensure they provide adequate grip resistance under severe braking conditions.</p>	<p><u>Agreed</u></p> <p>Details to be provided as part of the Stage 2 detailed design process.</p>
<p>Location: Proposed access.</p> <p>Summary: Ponding of surface water could lead to loss of control collisions</p> <p>Kerblines are being altered to accommodate the proposed access, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at the</p>	<p>That drainage and vertical profiles details should be provided for assessment.</p>	<p><u>Agreed</u></p> <p>Details to be provided as part of the Stage 2 detailed design process.</p>

junctions could lead to loss of control collisions.

Location: Proposed access with Greenhurst Drive.

Summary: Insufficient carriageway space may lead to head on collisions or side swipe collisions.

Vehicles swept paths have been provided for assessment, where the refuse vehicle tracking shows incursions into the opposing carriageway of the site access and Greenhurst Drive. This could cause conflict with vehicle travelling in the opposing direction leading to possible head on collisions or side swipe collisions. However, it is also recognised that this is an infrequent vehicle movement and that this section of Greenhurst Drive is narrow in width, where an inappropriate access road carriageway width and junction radii would be required to accommodate the swept paths.

That the junction radii should be eased to provide sufficient carriageway space for all expected movements.

Not Agreed.

As mentioned, the refuse vehicle movements are infrequent and adequate visibility is provided at the access giving the vehicle the necessary information to ensure the manoeuvre can be conducted without conflicting oncoming vehicles.

The junction size is currently in line with other local junctions.

Greenhurst Drive is narrow at this point therefore meaning an oversized junction would be required to accommodate the infrequent large vehicle movements which would be unnecessary and out of character.

<p>Location: Proposed access – southern visibility splay.</p>	<p>That the visibility splay should be free from obstruction; further that a regular maintenance programme to maintain the verge should be employed.</p>	<p><u>Agreed.</u> A regular maintenance scheme will be employed to ensure that the hedge is kept out of the visibility splay.</p>
<p>Summary: Restricted visibility could lead to side swipe collisions or rear end shunt collisions.</p> <p>There is existing vegetation close to or within the southern visibility splay, see figure 1 below. Restricted visibility could lead to side swipe collisions or rear end shunt collisions.</p>		

Table 4-2: Summary of Stage 1 Road Safety Audit

4.2.7 It is noted that the proposed access regime satisfies all of the RSA requirements. This is confirmed via email correspondence from M&S Traffic, which is included at **Appendix F**.

Access Visibility

4.2.8 The proposed access is assessed in accordance with design advice set out in Manual for Streets for a 30mph road, resulting in splays of 2.4 metres by 43.0 metres. The visibility splays are shown at **Appendix C**.

Vehicle Access Standards

4.2.9 In accordance with the discussion at the scoping process a priority junction is proposed on the east side of Greenhurst Drive approximately 180m south of the junction with A264 Holtye Road.

4.2.10 At the request of WSCC, a PICADY capacity assessment is carried out later in this report for the A264 Holtye Road / Greenhurst Drive priority junction to determine if capacity is adequate at the junction for the development proposals.

4.3 Pedestrian Access

4.3.1 Access for pedestrians would be gained from the new vehicular access from Greenhurst Drive, with footways measuring 2.0 metres in width to be provided on both sides of the access. A dropped kerb, tactile paving crossing will be provided across the access to facilitate pedestrian movements. These features are shown on the site access drawing package at **Appendix C**.

4.3.2 Additionally, Public Footpath 3dEG lies to the east of the site. Connection to this footpath will be retained via a footway provision to the north of the site, as shown in **Appendix B**.

- 4.3.3 Through the site the pedestrian routes will follow standard guidance (Manual for Streets) to provide 'permeable' and connected street layouts. A footway will be provided on at least one side of the internal road network for the majority of the route network, after which a shared surface arrangement will be provided.

4.4 Parking

- 4.4.1 As outlined, a minimum of 61 vehicle parking spaces can be provided in accordance with Mid Sussex Guidance. A total of 71 spaces are provided on the site. Of these, 63 are allocated to the dwellings in the form of uncovered parking spaces, car barns and garages, with eight spaces provided for visitor needs. Whilst Mid Sussex do not specifically outline a standard for visitor parking, it is considered that the spaces provided are sufficient for the needs of the site.
- 4.4.2 The West Sussex County Council Parking Demand Calculator has also been employed to identify parking demand for the development. The data for each tenure along with the number of units and habitable rooms, along with allocated parking spaces have been input into the calculator spreadsheet.
- 4.4.3 The results of the Car Parking Demand Calculator show a demand for a total of 62 allocated parking spaces, plus 3 spaces unallocated for residents and a further 6 unallocated spaces for visitors. This amounts to a total demand of 71 parking spaces. The full output for the Car Parking Demand Calculator is attached in **Appendix G**.
- 4.4.4 Parking for bicycles can be provided within garages or garden space where no garage is available.

4.5 Construction

- 4.5.1 Site offices, staff parking and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation.
- 4.5.2 It is anticipated that the site access would be constructed as one of the early development phases so that it can then be used to construct the remainder of the housing site. There is likely to be a requirement for traffic management at certain phases, although it is envisaged that this would be subject to the relevant approvals.
- 4.5.3 Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. HGV traffic will access the site via Greenhurst Drive from either the east or west depending on the location of the suppliers. The impact of the temporary construction traffic would be deemed minimal, given the level of traffic flow already using the A264. A Construction Traffic Management Plan will be completed and agreed with the Planning Authority and Highway Authority prior to construction commencing.
- 4.5.4 Third party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site

management will ensure compliance with the construction access arrangements at all times.

4.6 Travel Demand

- 4.6.1 A full assessment of the number of trips which would be generated by the development proposals is included within Section 7 of this report. The likely vehicle trip attraction has been calculated using TRICS data for the morning and afternoon peak hours. Mode shares for alternative travel are also provided by journey purpose, including specifically the likely daily pedestrian flow to and from the site.

5 Travel Plan Statement

5.1.1 A Travel Plan Statement has been produced to accompany this TS, in accordance with the 'WSCC Guidance on Travel Plan Statements (2013)' document. The aim of the Travel Plan Statement is to reduce the trip attraction in relation to the proposed development, encouraging future occupants at the site to utilise alternative methods of travel to the private car, and make use of local services and facilities to promote sustainability. The WSCC Travel Plan Policy states:-

"Travel Plan Statements will include a commitment to delivering a range of measures to promote sustainable modes of transport, raising the awareness of the benefits for both the individual and the environment of using these modes."

5.1.2 In order to achieve the above, the following objectives will need to be addressed:-

- Encouraging walking and cycling as sustainable travel options to promote a healthy lifestyle;
- Promoting and encouraging the use of public transport;
- Making use of the existing local services and facilities so as to reduce the need to travel; and
- Making alternative travel information easily available to all residents.

5.2 Benefits of Sustainable Travel

5.2.1 The promotion of sustainable travel can provide a number of benefits for individual residents, the local community and the environment. These benefits may include:-

- Residents will gain improved health, cost and time savings along with a general improvement on their quality of life, including improved access to services and jobs through a range of travel choices;
- Local communities can benefit from reduced congestion, less on street parking and improvements to the sustainable transport network;
- Developers may gain an increased profit, allowing for higher housing densities and reduced transport infrastructure costs; and
- Reducing the number of vehicle trips will essentially improve the environment, reduce CO₂ emissions, along with noise and air pollution, and on a larger scale help to reduce the effects of national and global environmental issues.

5.3 Sustainable Travel Measures

5.3.1 This section discusses the initiatives to be put in place at the residential development at Ashplats House, East Grinstead with the aim to meet the objectives set out in the previous section. It is acknowledged that these measures

should be realistic in order to encourage new occupants to choose sustainable travel options to reduce their impact in regards to vehicle trip generation on the local area. In relation to the aims of the Travel Plan these measures have been based around:

- Reducing the need to travel; and
- Increasing the use of sustainable modes.

Reducing the Need to Travel

5.3.2 Both the NPPF and saved Local Plan policy advise that new development should be located in relation to local services to reduce the need for people to travel. As noted the site does enjoy access to number of local services that could be used by future residents of the development.

5.3.3 In order to encourage the use of local facilities a Welcome Pack will be given to all new residents providing information on the local services including education, healthcare, employment and retail with details on how to get there by public transport, bicycle or on foot.

Increasing the Use of Sustainable Modes

Measures to Increase Walking and Cycling

5.3.4 To encourage a healthy lifestyle for residents the following initiatives aim to increase journeys by walking and cycling to and from the site. These include:

- As part of the Welcome Pack a plan indicating the walking and cycle routes to key services will be provided. This could include information with regards to the WSCC Cycle Journey Planner which is available on the WSCC website;
- The development will provide adequate footway and cycle routes through the site to improve legibility, and create a safe and high-quality environment;
- Liaise with local cycle shops to potentially negotiate a bicycle discount for residents as part of the Welcome Pack; and
- Cycle parking will be provided for each dwelling, within its curtilage.

Measures to Increase Public Transport Use

5.3.5 For journeys that require travel over a further distance that cannot feasibly be carried out on foot or bicycle, the encouragement of public transport use is essential. Measures to promote this will include:

- Plans indicating the location of the nearest bus stops with bus routes will be provided within the Welcome Pack, along with the relevant bus timetables;

- Liaise with local bus companies to potentially negotiate a discounted ticket for residents as part of the Welcome Pack;
- Plans indicating the location of the nearest rail station with information on available services will be provided within the Welcome Pack; and
- Making residents aware of on-line information and journey planners such as Traveline (<https://www.traveline.info/>), via the Welcome Pack. Also providing information on discounted tickets and monthly and weekly passes.

Measures to manage/reduce car use

5.3.6 Along with the promotion of the alternative travel methods, measures for those who require the use of a car will also be put in place including:

- Residents will be encouraged to use the existing West Sussex Car Share Scheme (<https://liftshare.com/uk/community/westsussexcarshare>) or other car share schemes for example at their work place, or with parents taking children to school; and
- Encouragement to use internet shopping facilities, perhaps arranging an offer with a local supermarket to allow the first two orders from each household to receive free delivery.

5.3.7 Being a Travel Plan Statement, modal shift targets and monitoring are not required. However, the above measures will aim to encourage residents to travel sustainably, where possible, to reduce the impacts of private vehicle movements in association with the development.

6 Access to Services and Sustainable Modes

6.1 Access to Services

6.1.1 As a result of the site's location on the outskirts of East Grinstead, the site is afforded access to a number of everyday services. With regard to walking distances, reference is given to Table 3.2 of the Institution of Highways and Transportation guidance 'Providing for Journeys on Foot' which suggests the acceptable walking distances to facilities as outlined below in Table 6-1.

	Town Centres (m)	Commuting/School/Site-Seeing(m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 6-1 : 'Providing for Journeys on Foot' suggested acceptable walking distances

6.1.2 A small row of shops is provided on Holtye Avenue approximately 1.1km or a 13-minute walk from the site; it includes a convenience store and two takeaway outlets.

6.1.3 A children's play area is provided at the southern end of Greenhurst Drive (Holtye Road play area) only a short walk away from the site.

6.1.4 Blackwell Primary School is located approximately 2.0km from the site or a 25-minute walk. The nearest secondary school to the site is Sackville School which is located approximately 2.9km south of the site.

6.1.5 With regards to employment, East Grinstead town centre offers a number of employment opportunities for future residents.

6.1.6 Other services such as leisure facilities and larger retail outlets such as Sainsbury's, Iceland, Waitrose and Aldi can be found in East Grinstead, as shown in Figure 6-1. East Grinstead town centre is 2.5km by road from the site, which in itself would not result in significant drive distances and therefore this is not considered to result in unsustainable travel patterns.



Figure 6-1: East Grinstead town centre map

6.1.7 This review concludes that the site does enjoy access to number of local services that could be used by future residents of the development within East Grinstead accessed by foot in approximately 30 minutes or by bus within 20 minutes.

6.2 Pedestrian Access

6.2.1 A 2.0 metre wide footway runs along the both sides of Greenhurst Drive as shown in Figure 6-2.



Figure 6-2: Pedestrian provision on Greenhurst Drive

- 6.2.2 At the junction of Greenhurst Drive with Holtye Road, the footway ties in with the existing footway on the south side of Holtye Road as can be seen in Figure 6-3, the footway is set back from the highway.



Figure 6-3: Pedestrian provision on A264 towards East Grinstead centre

- 6.2.3 There are no controlled pedestrian crossing facilities provided within the vicinity of the A264 / Greenhurst Drive junction, although the footway provision on Greenhurst Drive and the A264 Holtje Road provides a continuous link into East Grinstead.
- 6.2.4 In terms of Public Rights of Way (PRoW) the WSCC iMap extract in Figure 6-4 indicates the footpath routes available in the local area. As shown, to the east of the site lies Footpath 3dEG. Connection to this footpath will be retained as the development comes forward, with a footway provided through the northern part of the site, connecting to Footpath 3dEG.



Figure 6-4: Local PRoW Network (courtesy WSCC)

6.3 Cycle Access

- 6.3.1 There are no formal cycle routes in close proximity of the site, the nearest formal National or Regional route being Route 21 running through the centre of East Grinstead. This is indicated on the Sustrans map extract in Figure 6-5.
- 6.3.2 Given the location of the site, the surrounding highway network is considered suitable for on-carriageway cycling in view of its low speed, suburban nature.

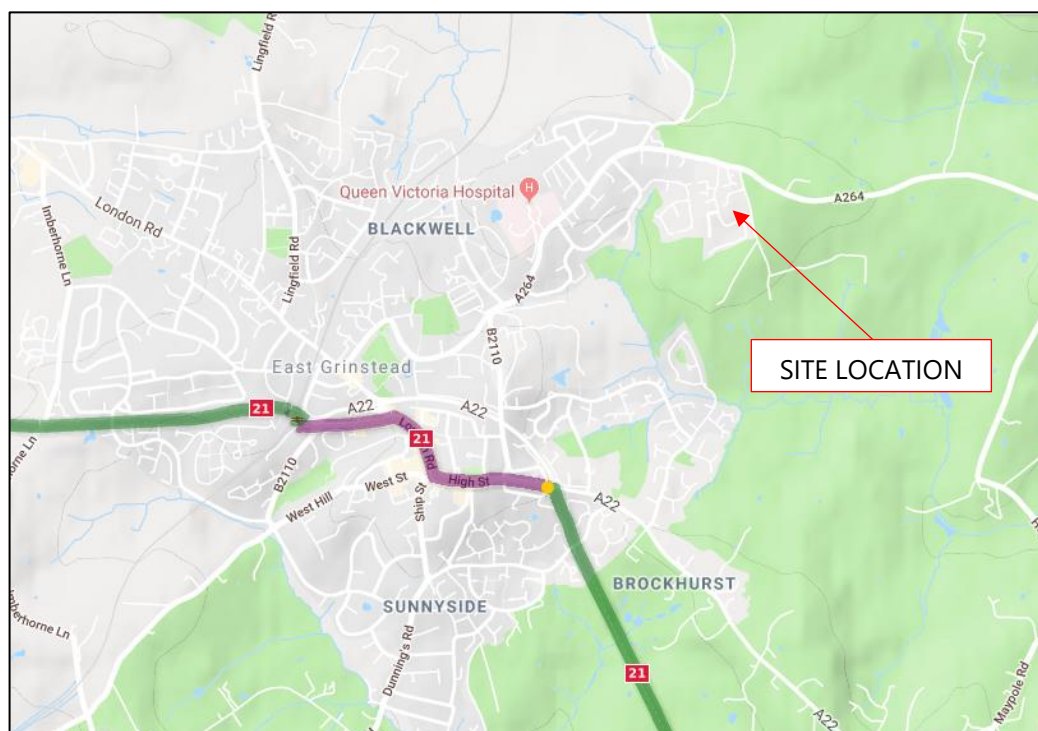


Figure 6-5: Local Cycle Network (courtesy Sustrans.org.uk)

6.4 Public Transport

- 6.4.1 The nearest bus stops (The Larches) to the proposal site are located approximately 600 metres (8-minute walk) west of the site. The westbound bus stop is indicated by a post, flag and timetable. The eastbound bus stop is also supported by a bus shelter.
- 6.4.2 Three services can be accessed from these stops: the 236, 281 and 609. Bus service 281 is operated by Metrobus and runs between Crawley and Lingfield at a frequency of approximately one service per hour Monday to Saturday.
- 6.4.3 The 236 service is currently operated by Southdown PSV, and runs between Oxted and East Grinstead Monday to Friday, with four services per day stopping at The Larches. Bus service 609 is a school service that operates once a day from East Grinstead to Oxted School. Bus timetables can be found at **Appendix H**.
- 6.4.4 East Grinstead Railway Station is located approximately 2.9km from the site, or approximately a 6-minute drive / 12-minute cycle. It is the southern termini of the Oxted line (operated by Southern) providing half hourly services to London Victoria. During peak periods services are also provided to London Bridge via South Croydon and Bedford (operated by Thameslink).

6.5 Mode Share

- 6.5.1 In order to ascertain the likely mode share for the site, the 2011 Census has been interrogated, specifically the Middle Layer Super Output Area (MSOA) showing

journey to work mode. The site is within layer "Mid Sussex 003" as shown by the map in Figure 6-6 below.

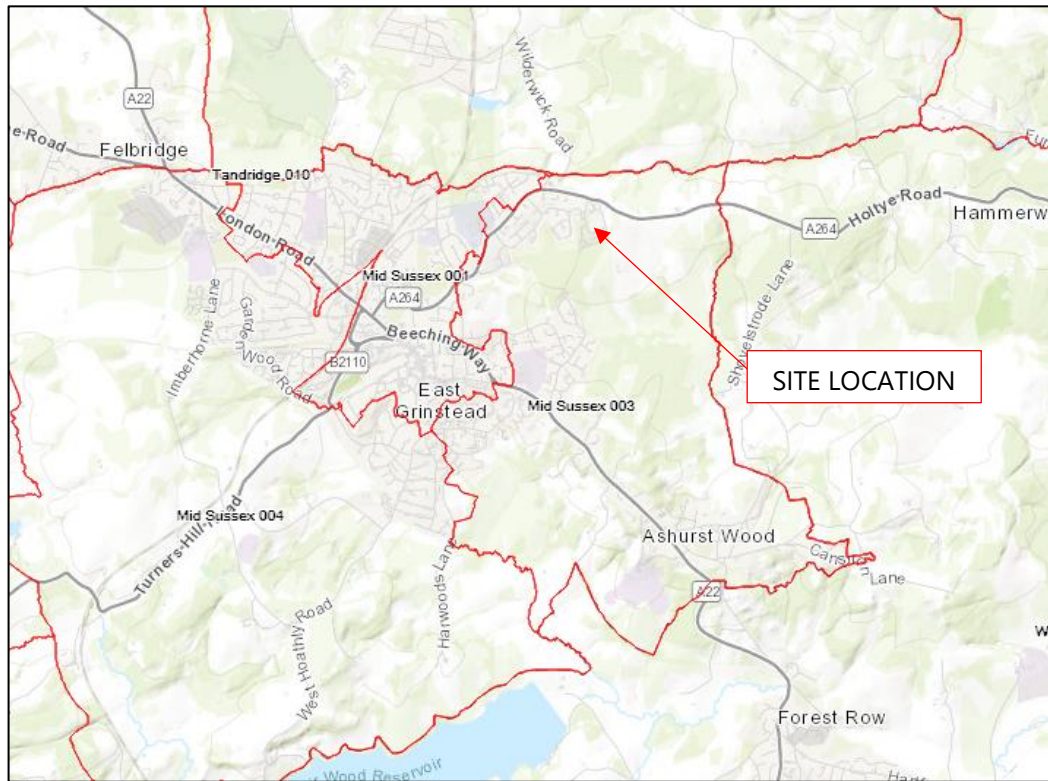


Figure 6-6: 2011 Census Mid Layer Super Output Area for East Grinstead

6.5.2 Extracting the above data from the 2011 Census returns the full data output included at **Appendix I**, which is summarised in Table 6-2.

Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Total
0	7	369	49	13	23	2462	174	47	464	9	3617
0%	0%	10%	1%	0%	1%	68%	5%	1%	13%	0%	100.0%

Table 6-2: Mid Sussex 003 Census Journey to Work Mode Share Data

6.5.3 The above data indicates a mode share of 68 per cent for car driver, with 13 per cent walking and 10 per cent travelling by train. Only one per cent are expected to travel by bus and bicycle.

7 Traffic Access

7.1 Existing Network Traffic Flow

7.1.1 To gain an understanding of the existing traffic flows on the local highway network a Manual Classified Count (MCC) survey was undertaken by K&M Traffic Surveys during the AM and PM peak periods on Tuesday 8th January 2019 as agreed with WSCC at the scoping stage.

7.1.2 A summary of the data is presented in Table 7-1 and the full survey data attached at **Appendix J**. The flows and movement proportions can be seen in Figures 1 and 2.

Traffic Direction	AM Peak (07:30-08:30)	PM Peak (17:15-18:15)
East Bound	263	296
West Bound	368	670
Two-Way	631	966

Table 7-1 : A264 Surveyed Traffic Flow (raw vehicle flows)

7.1.3 The flows identified through the above surveys have been converted to Passenger Car Units (PCUs) for the purpose of traffic capacity modelling, assuming the following conversion factors.

	Car/LGV	HGV	Bus	Cycle/Mcycle
Factor	1.0	2.3	2.0	0.4

Table 7-2: PCU Conversion Factors

7.1.4 The flow scenarios for the 2019 base, with the PCU conversion factors applied, are shown in Figures 3 and 4.

7.2 Network Traffic Growth

7.2.1 To allow for the assessment of future traffic impact on the local highway network a traffic model has been prepared in spreadsheet format. The traffic growth factors to be applied to the model flows have been derived using TEMPRO 7.2 traffic growth forecasting software in accordance with WebTAG guidance.

7.2.2 The NTM adjustment has been made for MSOA Mid Sussex 003 geographical area, assuming 'Rural Principal' routes. The weekday morning and afternoon data sets have been selected for the assessment year 2024 (application year plus 5 years).

7.2.3 The growth factor calculations are summarised in Table 7-3 below. The resulting traffic flows after growth factors have been applied to the existing data for 2019 are shown in Figures 5 and 6. Please note, no growth has been applied to vehicles entering and exiting Greenhurst Drive. This is a private access road, leading to a finite number of houses. As such, it is not anticipated that traffic flows on this road will grow in line with wider background growth.

Year	AM Peak	PM Peak
2019 to 2024 (Assessment Year)	1.0787	1.0785

Table 7-3: Traffic Growth Factors

7.3 Vehicle Traffic Attraction

7.3.1 This section sets out the methodology used to forecast the number of trips expected to be attracted by the development proposals.

7.3.2 TRICS v7.6.1 has been utilised to output average trip rates for '03 RESIDENTIAL A – HOUSES PRIVATELY OWNED'. Search criteria for sites in England with *Edge of Town* locations were selected to reflect the proposal site location. Although an element of the proposed development will be affordable housing only private housing data is to be used as a 'worst case' scenario. The initial trip rates are shown in Table 7-4, with the full TRICS data output being included in **Appendix K**.

Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.136	0.390	0.526
PM Peak (17:00-18:00)	0.357	0.131	0.488
Daily (07:00- 19:00)	2.349	2.333	4.682

Table 7-4 : Vehicle Trip Rates (veh.trips/dwelling)

7.3.3 The above trip rates are then applied to the tested development quantum of 30 dwellings to provide the total number of vehicle trips in relation to the site, summarised below in Table 7-5. Please note any errors are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	4	12	16
PM Peak (17:00-18:00)	11	4	15
Daily (07:00- 19:00)	70	70	140

Table 7-5 : Total Vehicle Trip Generation

7.3.4 The proposed development will result in 140 vehicle movements across the 12-hour day, of which 16 occur in the AM peak and 15 occur during the PM peak. This equates to just under 12 vehicles an hour across the 12-hour day, or approximately one additional trip every five minutes.

7.3.5 Given the expected increase in vehicle trips, it is not considered that the development proposals will result in a 'severe' impact, in line with the NPPF.

7.4 Traffic Distribution and Assignment

7.4.1 Given the limited scale of development proposed, traffic distribution and assignment at the site access has been determined using 2011 Census Journey to Work data and is summarised in Table 7-5.

Traffic Direction	Percentage of traffic
East Bound	8%
West Bound	92%
Two-Way	100%

Table 7-5: A264 Existing Traffic Flow Proportions

7.4.2 The traffic generations outlined in Table 7-5 have been applied to the above flow proportions to provide an estimate of turning movements at the site access, which are summarised below in Table 7-6. This is shown graphically in Figures 7 and 8.

Period	Left out	Right out	Left in	Right in
AM 0800-0900	11	1	0	4
PM 1700-1800	4	0	1	10

Table 7-6: Forecast Access Junction Traffic Movements - 30 dwellings (Vehicles)

7.4.3 Figures 9 and 10 show the 2024 flows with the above development trips added.

7.5 Highway Capacity Impact

7.5.1 The traffic distribution for the proposals has been applied to the 2024 future scenario (without development) A264 Holtye Road traffic flows to produce an outcome for the percentage traffic impact on the link as summarised for the morning and afternoon peaks in Table 7-7. Please note any inaccuracies are the result of rounding in MS Excel.

Period	West of Access (Westbound)	West of Access (Eastbound)	East of Access (Westbound)	East of Access (Eastbound)
AM 0800-0900	2%	1%	0%	0%
PM 1700-1800	0%	3%	0%	0%

Table 7-7: Estimated Traffic Impact from Development on Local Highway

7.5.2 An assessment of traffic capacity has been undertaken for the Greenhurst Drive / Holtye Road junction, to ascertain future levels of capacity operation and the effects of additional development traffic on capacity and delay.

7.5.3 Use has been made of the PICADY priority junction traffic capacity modelling software, applying an O/D tab synthesised peak traffic profile with site specific geometric parameters. The traffic flows recorded in the traffic surveys undertaken for the weekday peaks have then been tested to understand the 2024 assessment year both with and without development.

7.5.4 The PICADY results are summarised in Table 7-8, with full data outputs being included at **Appendix L**.

Link	2024 Base			
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Greenhurst Drive	0.18	0	0.08	0
A264 Holtye Road (W)	0.02	0	0.18	0
Ave delay (s/pcu)	1.01		0.86	
Link	2024 Base plus Development			
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Greenhurst Drive	0.21	0	0.09	0
A264 Holtye Road (W)	0.03	0	0.21	0
Ave delay (s/pcu)	1.19		0.99	

Table 7-8: PICADY Model Results

- 7.5.5 The results of the junction capacity analysis for the Greenhurst Drive / A264 Holtye Road show that in the 2024 with and without development scenarios, the junction is forecast to work well within capacity on all arms. The addition of the development proposals has no material impact with regards to the capacity of the junction and as such it is considered that no 'severe' impacts will result from the proposals at this location, in line with the NPPF.

7.6 Road Traffic Accidents

- 7.6.1 PIA data has been sourced from Sussex Police for the latest five-year period from 1st March 2014 to 28th February 2019, for the A264 between the junction with Sandhawes Hill in the west and the Orchard Nursery Plant Centre to the east. In accordance with the Sussex Police instructions the PIA report is not appended.
- 7.6.2 In total six PIAs were recorded within the latest five-year period for the study area, of which one was considered 'serious' with the remaining incidents classified as 'slight' in severity.
- 7.6.3 The 'serious' incident involved only one vehicle to the east of the site on the A264 close to Orchard Nursery Plant Centre. It is recorded that the driver had a medical episode causing damage to a hedge and fence and resulting in serious injury to the driver.
- 7.6.4 The remaining five 'slight' incidents occurred at the junction of A264 Holtye Road / Sandhawes Hill.
- 7.6.5 One of the incidents involved a car and pedal cycle, which occurred as a result of the car driver pulling out of the junction and failing to see the cyclist who had right of way. Two incidents occurred when a vehicle pulled out of the junction in front of another vehicle travelling along A264. Another occurred when a vehicle was travelling at excessive speed on Sandhawes Hill and failed to give way at the junction causing a collision with another vehicle travelling along the A264. The final accident occurred when a vehicle was travelling along A264 and collided with another vehicle.

- 7.6.6 Whilst it is acknowledged that several incidents were recorded at the A264 Holtye Road / Sandhaves Hill junction, the minimal trip generation expected as a result of the site and the likely routing of these trips, are not expected to impact highway safety in this location or within the wider network.

8 Summary and Conclusion

- 8.1.1 This Transport Statement (TS) has been prepared on behalf of Mr and Mrs Bos in relation to the proposed residential development on the site at Ashplats House, East Grinstead. This TS has been produced in accordance with the Transport Assessment Methodology produced by West Sussex County Council following scoping discussions.
- 8.1.2 The development proposals comprise the construction of 30 dwellings, of which 30% would be affordable. Access to the site will utilise a new simple priority junction off Greenhurst Avenue. Footpaths measuring 2.0 metres will be provided within the site, with a shared surface area also to be developed when progressing through the site, to ensure pedestrian amenity is maintained. A footway connection will also be provided to the east of the site, intersecting Public Footpath 3dEG. Parking will be provided in accordance with Mid Sussex's and WSCC's Parking Standards at a total of 63 allocated spaces with a further eight unallocated spaces for visitors.
- 8.1.3 The proposals have been found to comply with all national and local transport policy, particularly in regard to accessibility to local services by alternative modes other than private car use, to ensure that no negative impact occurs as a result of the development in terms of congestion, road safety and promoting sustainable development.
- 8.1.4 Accessibility from the site to local services has been assessed and has identified several services within a walkable distance of the site, including convenience retail, employment and public community facilities. Furthermore, the nearest bus stops provide access to services to and from East Grinstead, with East Grinstead Railway Station providing regular services to London Victoria.
- 8.1.5 Data from TRICS has been obtained to forecast the number of trips that could be associated with the development, which identified a total of 16 trips in the morning peak (arrivals and departures) and 15 trips in the afternoon peak. The trips were then distributed using the Census 2011 'Journey to Work' data for Middle Super Output Area Mid Sussex 003 in which the site is located, which highlighted that the majority of movements would route west towards East Grinstead.
- 8.1.6 Following discussions with WSCC, a PICADY junction capacity assessment was carried out for the A264 Holtye Road / Greenhurst Drive junction, covering the peak weekday periods. The outcome indicated that the junction operates well within capacity during the 2024 assessment year plus development scenario, ensuring the suitability of this junction to accommodate the development proposals.
- 8.1.7 The outcome of the PIA data obtained for the latest five-year study period showed a total of six incidents with one regarded as 'serious' and the remaining as 'slight' in severity. Whilst several were recorded at the A264 Holtye Road / Sandhaves Hill junction, given the scale of development proposed, it is not considered that the proposals will materially impact highway safety in this location or within the wider network.

- 8.1.8 The proposed junction arrangement has been designed to accommodate the necessary vehicles, with a carriageway width of 4.8 metres provided. Swept path analysis has been completed for the junction and the internal site layout to ensure vehicles can enter, turn and egress the site. A Stage 1 Road Safety Audit has been completed for the proposed access arrangement. All points raised by the auditor have been responded to and addressed to ensure the suitability of the proposed access arrangement in highway safety terms.
- 8.1.9 It is therefore concluded that the proposals should not result in significant detrimental impacts in transport terms and due to this there should be no reasonable transport based objections to the proposals.

APPENDIX

A



**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

DATE: 06/11/18

TO: DHA Transport FAO: Hannah Atkins

FROM: Stephen Gee
Stephen.gee@westsussex.gov.uk

SUBJECT: PRE-80-18

Residential development for up to 40 dwellings. Access to be derived from Greenhurst Drive. At the current time, no plans are available for the site Ashplats House, Holtye Road, East Grinstead, West Sussex, RH19 3EZ

RECOMMENDATION:

Advice Modification More information

Objection No objection Refusal

The Highways Authority has been consulted for pre-application advice in regard to the proposed residential development at Ashplats House, Holtye Road, East Grinstead, West Sussex, RH19 3EZ. We currently operate a scheme of charging for detailed highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our charging procedure at the link below:

<https://www.westsussex.gov.uk/preapphighways>

A pre application site meeting took place on the 01/11/18. It was explained that the site is anticipated to deliver approximately 30 dwellings. The site will be accessed via Greenhurst Drive, a private road. It is anticipated visibility splays can be achieved with the availability of an existing verge. A safety audit (and if applicable designers response) would be required for the proposed access.

Site Layout

The site may benefit from a pedestrian link onto the Pedestrian Right of Way 3dEG where the existing vehicular access to Ashplats House is. It was advised that the existing vehicular access would be removed.

Whilst layout would be a reserved matter vehicle tracking to indicate that a refuse vehicle can enter and exit the site in a forward gear should be provided.

Junction Modelling

It was discussed that during the application for the existing residential development served off Greenhurst drive ref GR/1317/10 concerns were raised about the level of right turning vehicles into the site and the potential requirement for a right hand turn lane. It is recommended that the safety record is interrogated and the junction surveyed and modelled to confirm that queues would not form as a result of the development. A future year of the development being built out would be acceptable to consider this.

Parking

Mid Sussex District Council SPD on parking is available at <https://www.midsussex.gov.uk/media/3614/development-infrastructure-and-contributions-spd.pdf> It is also advised that the WSCC parking demand calculator is utilised to assess the demand.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of proposed Highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of proposed highway works and designers response, including amended plans and a 'Design Audit' of proposed highway works including identified departures from standards
- A 'Transport Statement', including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MFS is to be interpreted and applied within West Sussex.

I have also included a link to our parking standards which we adopted in 2003 as Supplementary Planning Guidance (SPG) and that sets out parking standards for development

in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

[Manual for Streets](#) and [Manual for Streets 2](#)

DMRB supplementary documents TD/93:

<http://www.standardsforhighways.co.uk/ha/standards/dmr/vol6/section1.htm>

Local Design Guide:

<https://www.westsussex.gov.uk/preapphighways> – available under Additional Information

WSSC car parking standards:

<https://www.westsussex.gov.uk/preapphighways> – available under Additional Information

S106

Please see below for S106 for PRE-80-18 at Ashplats House, Holtye Road, East Grinstead, West Sussex, RH19 3EZ. This is as a guideline for any future Full applications relating to this site.

We use Office of National Statistics data to determine household sizes. As the housing mix and car parking spaces has not been confirmed at this stage we can advise that for this application we will be seeking financial contributions towards sustainable transport schemes (TAD); Primary, Secondary and Further Secondary Education; and Libraries. A Highway Work's package will be negotiated by the Highways Case Officer once enough suitable information has been received. In addition, the installation of and connection to mains water Fire Hydrants are required at the developer's expense, these will be conditioned if necessary after a formal application has been made.

The financial contribution sought by the County Council will be based on: the estimated additional population that will be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings).

Should the applicant wish to estimate the level of contribution that will be sought our calculator is available at the following address:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/planning_obligations.aspx#S106

For further information please contact planningservices@westsussex.gov.uk and please include "s106 Calculation query" and the location of the proposed site in the subject line.

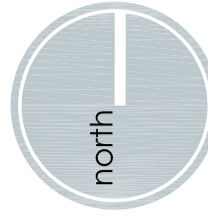
Stephen Gee

STRATEGIC PLANNING

APPENDIX

B





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Planning
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Rev.	Description	Date
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Notes



Client: MR AND MRS BOS

Project: Ashplats House
 Holtye Road
 East Grinstead
 West Sussex RH19 3NE

Title: Indicative Site Layout

Status: PLANNING

Scale: 1:500 **Date:** 04/2019

Revision: D **Sheet:** A1

Drg No: FD 18 - 1661 - 52

APPENDIX

C

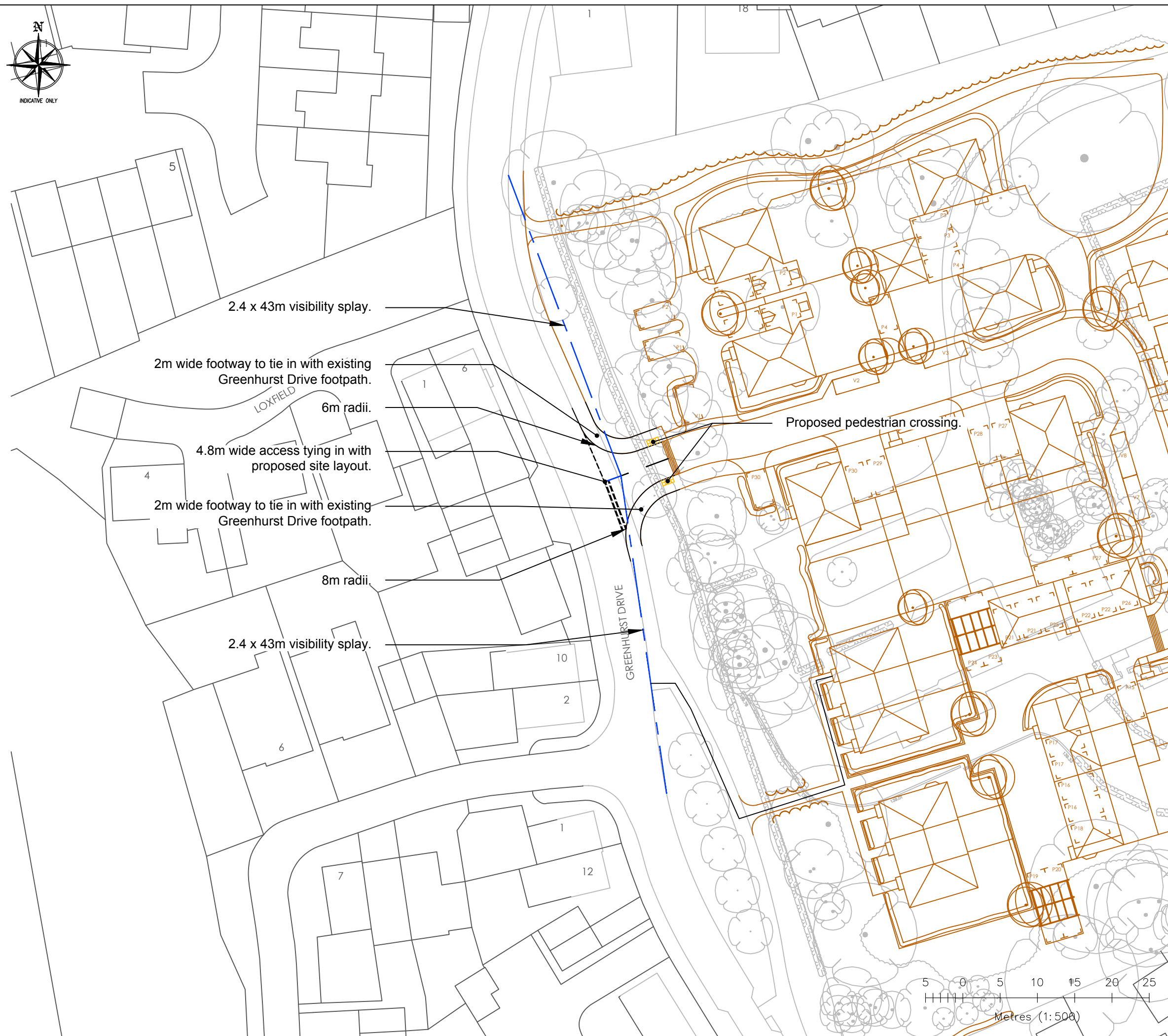




DO NOT SCALE

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- Notes:
- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 9th April 2019.
 - Visibility splays have been measured to standards set out in Manual for Streets for a 30mph zone.



REV	DATE	BY	DESCRIPTION	CHK	APD
P2	17.04.19	JM	Updated Layout	JH	JH
P1	09.04.19	JM	First Issue	HA	CS

client
MR AND MRS BOS

project
ASHPLATS HOUSE, EAST GRINSTEAD

title
ACCESS DESIGN

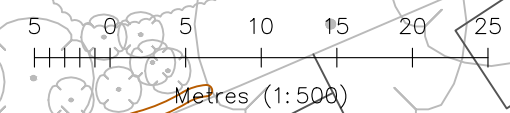
project 13279	drwg H-01	rev P2
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Drawn JM	Checked JH	Approved JH	scale @ A3 1:500	date 17.04.19
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status FOR INFORMATION	P
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Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

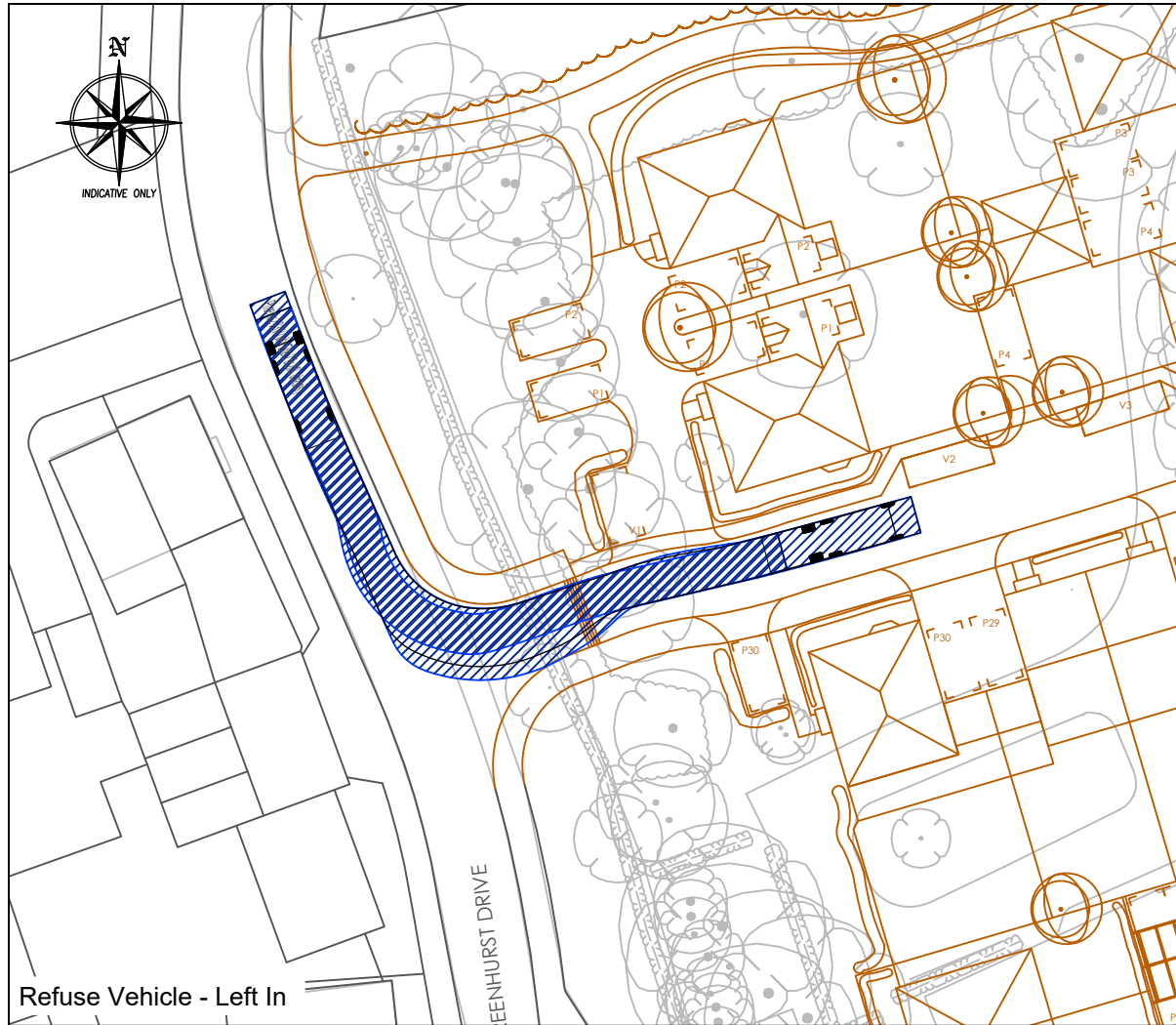


CAD Reference: **A3**

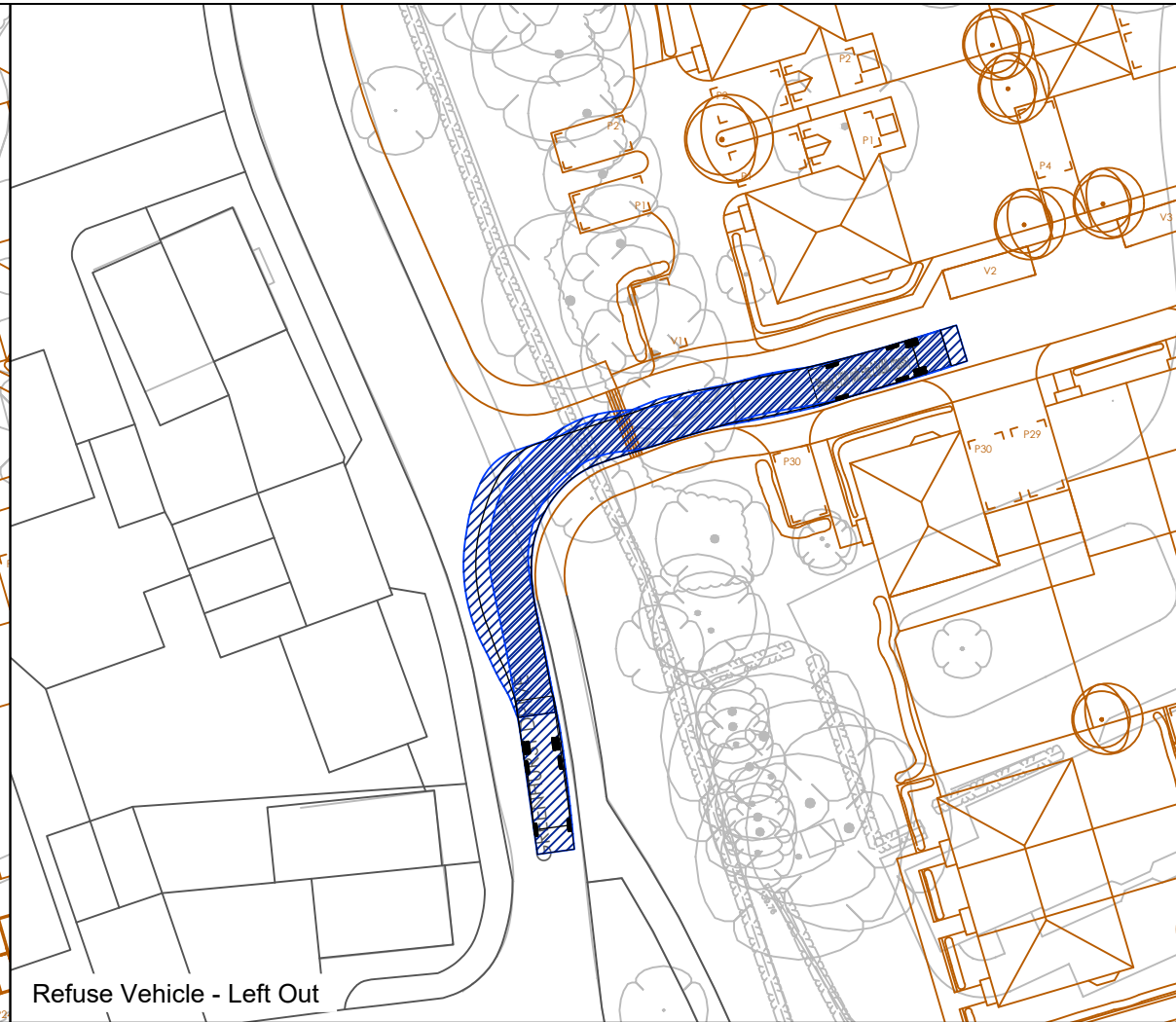
APPENDIX

D

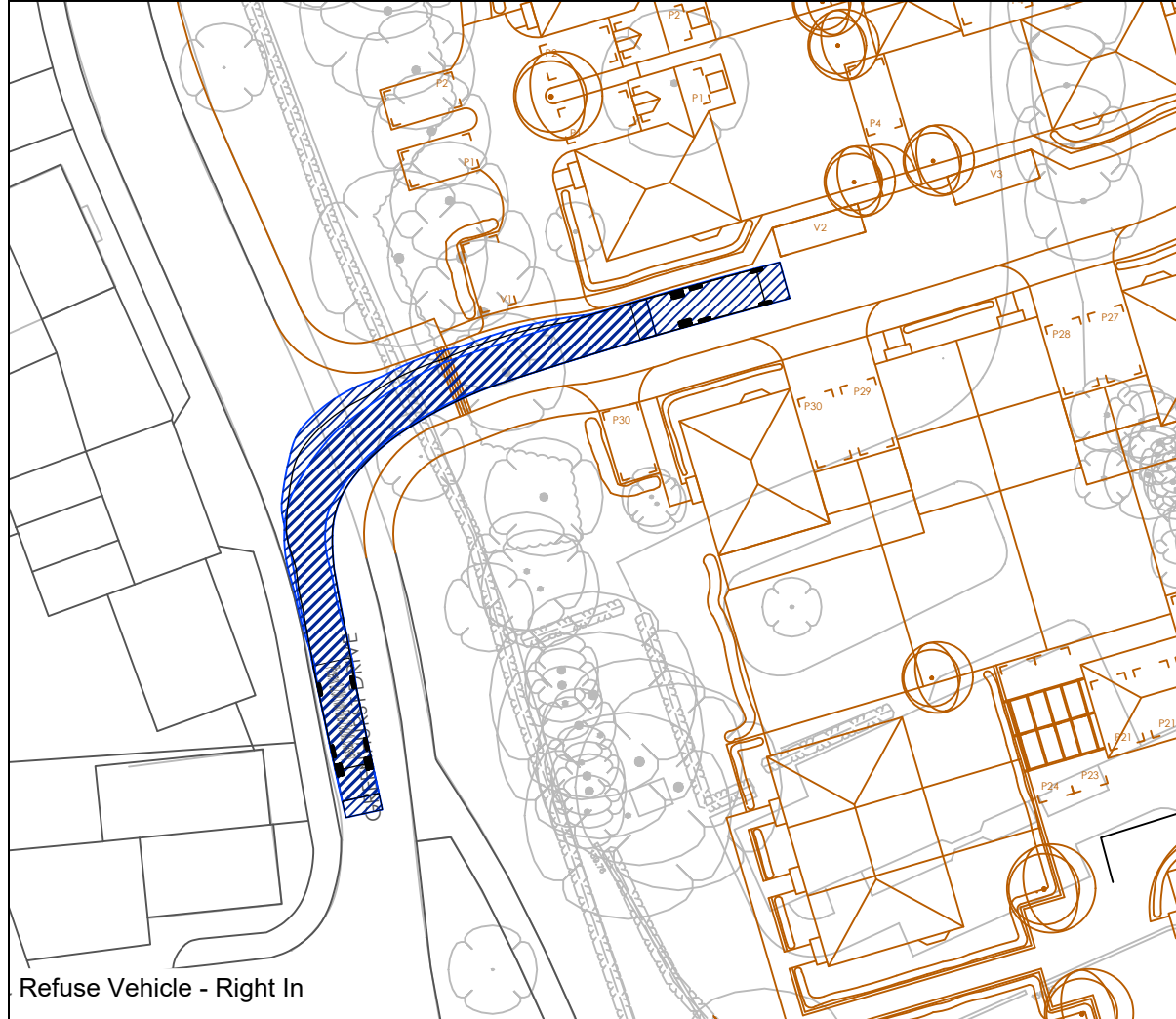




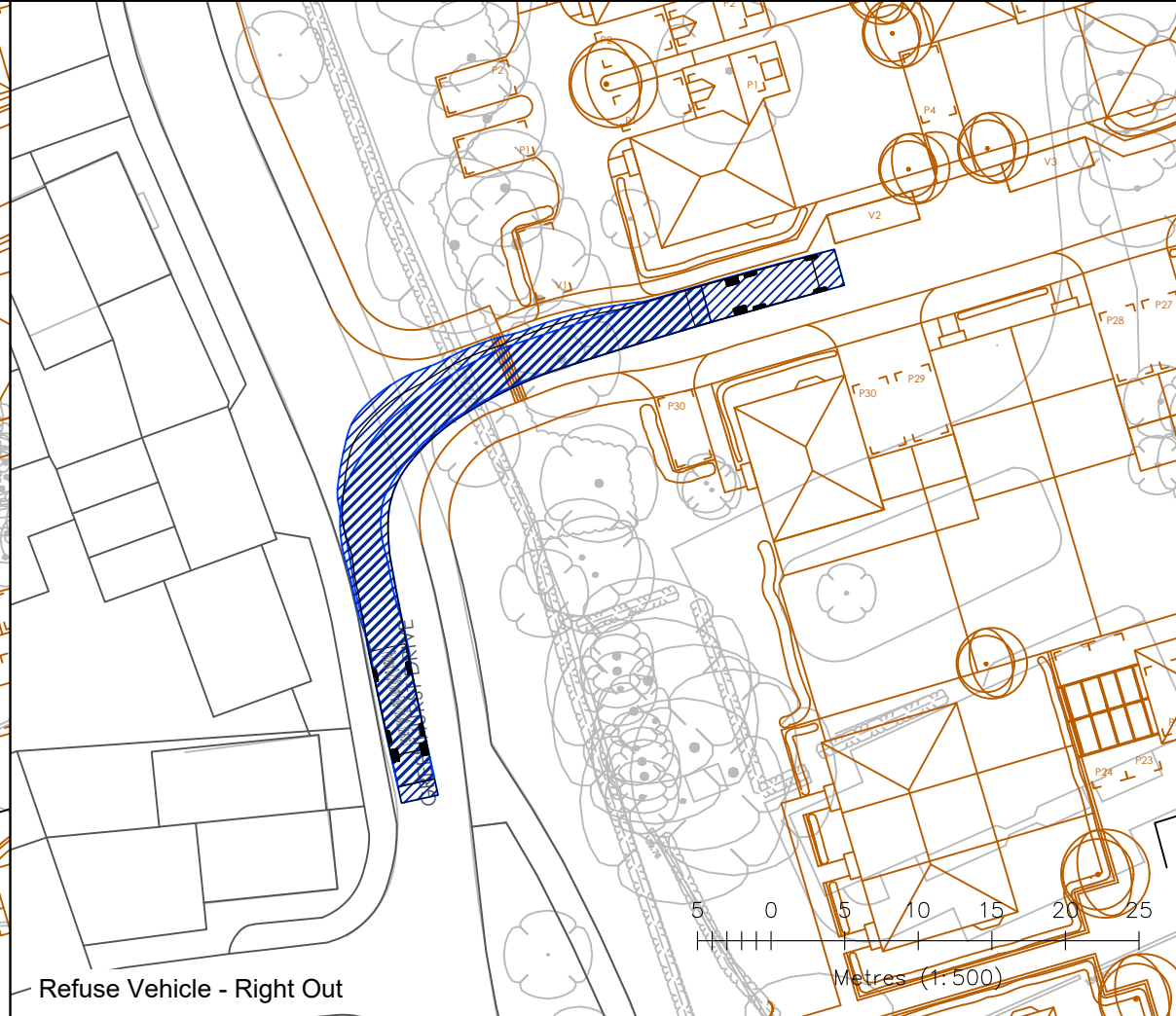
Refuse Vehicle - Left In



Refuse Vehicle - Left Out



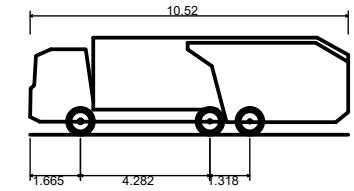
Refuse Vehicle - Right In



Refuse Vehicle - Right Out

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Phoenix 2-23W (with Elite 2 6x2ML chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.250m

Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 16th April 2019.

REV	DATE	BY	DESCRIPTION	CHK	APD
P2	17.04.19	JM	Updated Layout	JH	JH
P1	09.04.19	JM	First Issue	HA	CS

client
MR AND MRS BOS

project
ASHPLATS HOUSE, EAST GRINSTEAD

title
VEHICLE SWEEP PATH ANALYSIS
ACCESS DESIGN - REFUSE VEHICLE

project	13279	drwg	T-01	rev	P2
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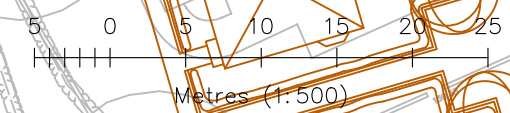
Drawn	Checked	Approved	scale @ A3	date
JM	JH	JH	1:500	17.04.19

status	FOR INFORMATION	P
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Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

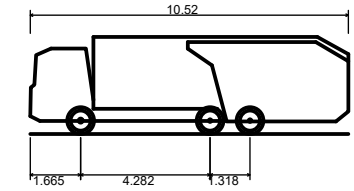




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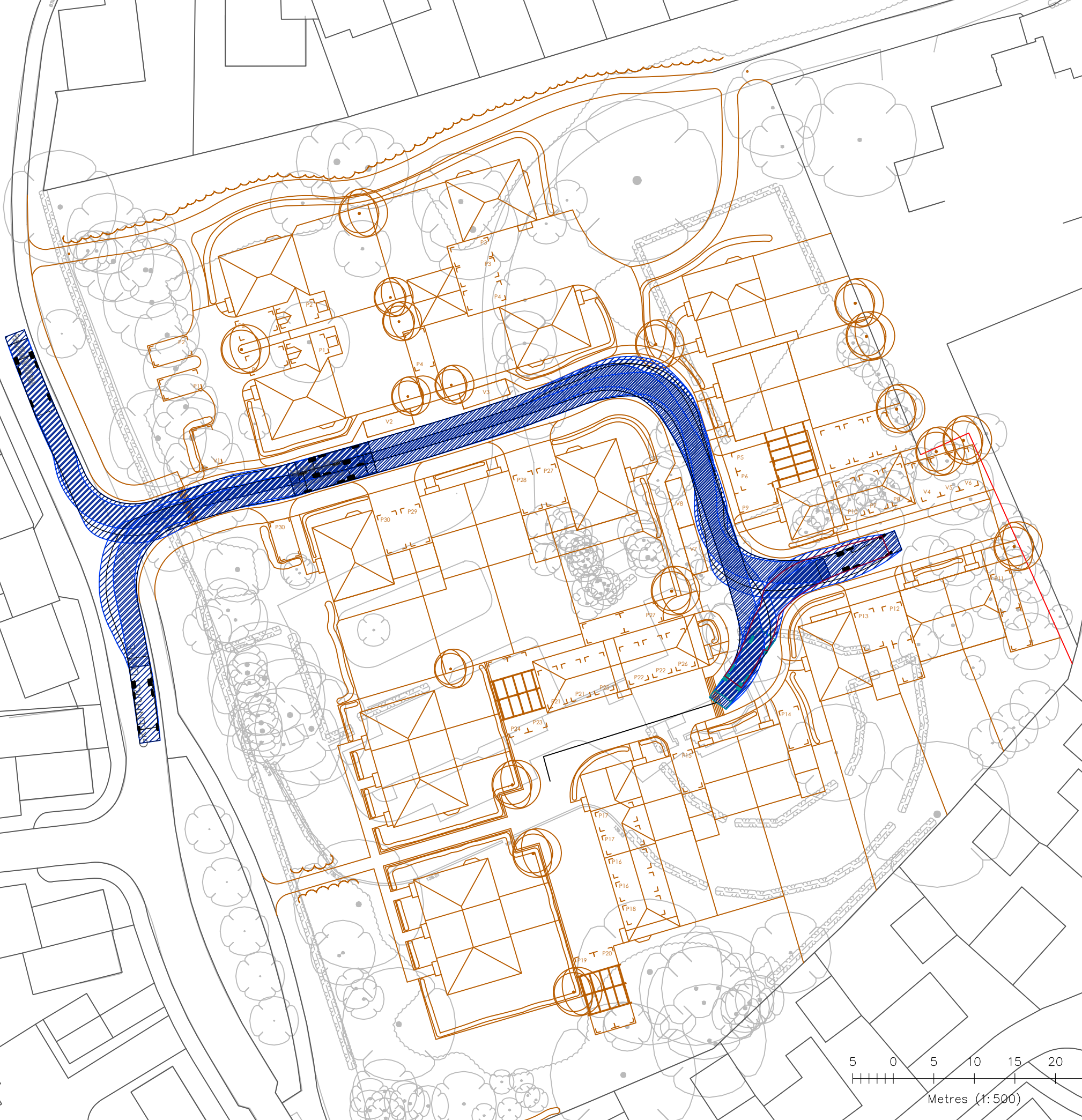


Phoenix 2-23W (with Elite 2 6x2ML chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.250m

Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 16th April 2019.



REV	DATE	BY	DESCRIPTION	CHK	APD
P1	17.04.19	JM	First Issue	HA	CS

client
MR AND MRS BOS

project
ASHPLATS HOUSE, EAST GRINSTEAD

title
VEHICLE SWEEP PATH ANALYSIS
REFUSE VEHICLE

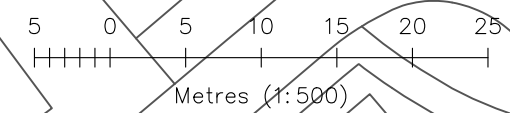
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Drawn	Checked	Approved	scale @ A3	date
JM	HA	CS	1:500	17.04.19

status	FOR INFORMATION	P
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e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk



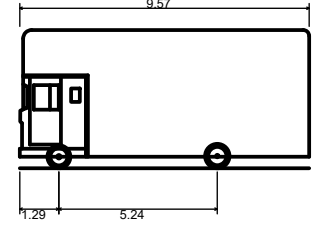
CAD Reference: **A3**



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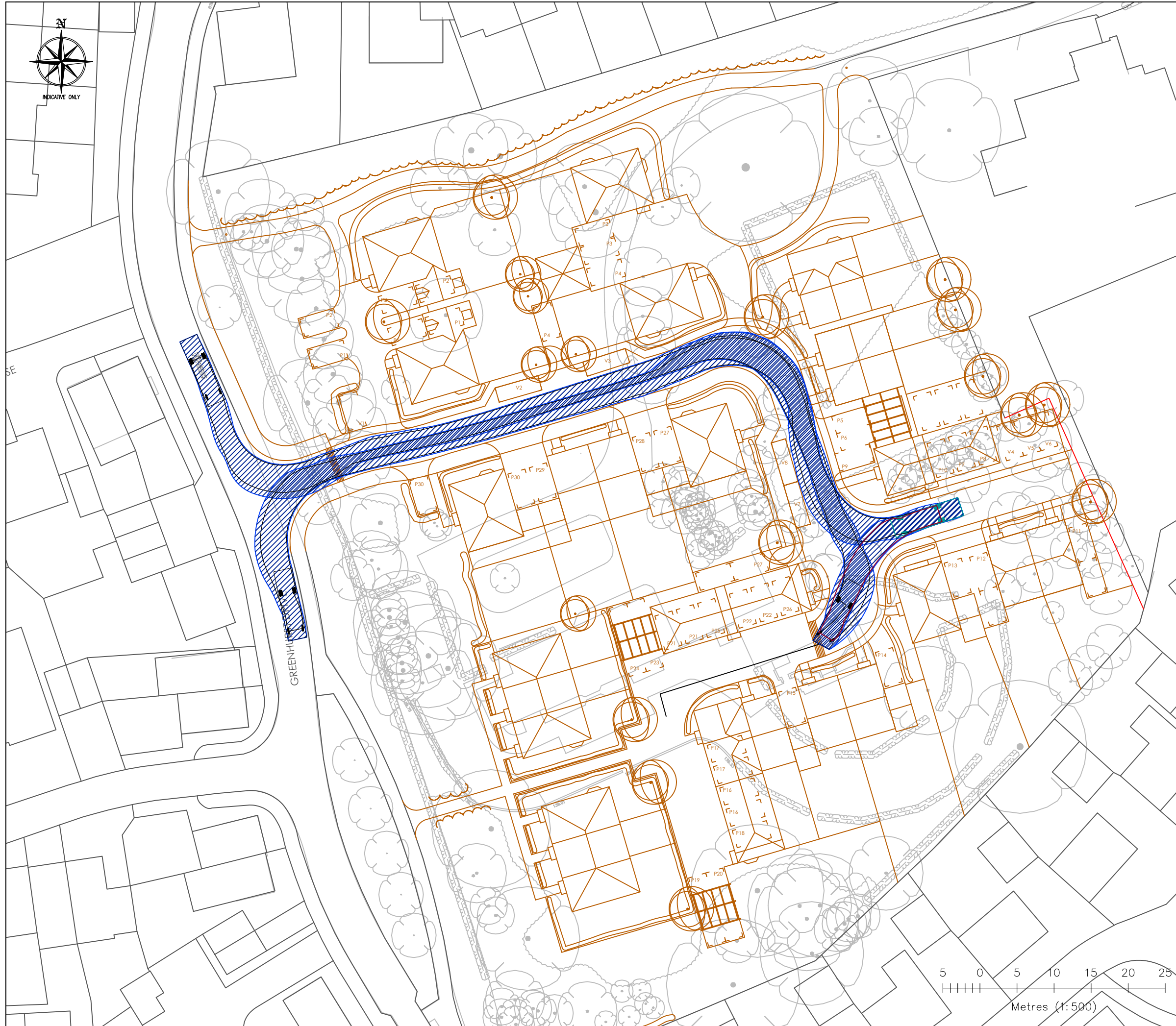
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DB32 Pantechnicon
 Overall Length 9.570m
 Overall Width 2.520m
 Overall Body Height 4.571m
 Min Body Ground Clearance 0.383m
 Max Track Width 2.300m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 10.450m

Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 16th April 2019.



REV	DATE	BY	DESCRIPTION	CHK	APD
P1	17.04.19	JM	First Issue	HA	CS

client
 MR AND MRS BOS

project
 ASHPLATS HOUSE, EAST GRINSTEAD

title
 VEHICLE SWEEP PATH ANALYSIS
 PANTECHNICON

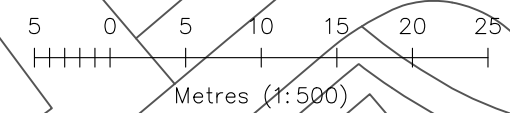
project	drwg	rev
13279	T-03	P1

Drawn	Checked	Approved	scale @ A3	date
JM	HA	CS	1:500	17.04.19

status	
FOR INFORMATION	P



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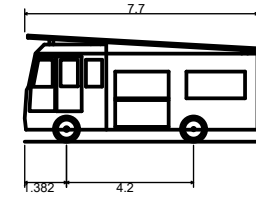
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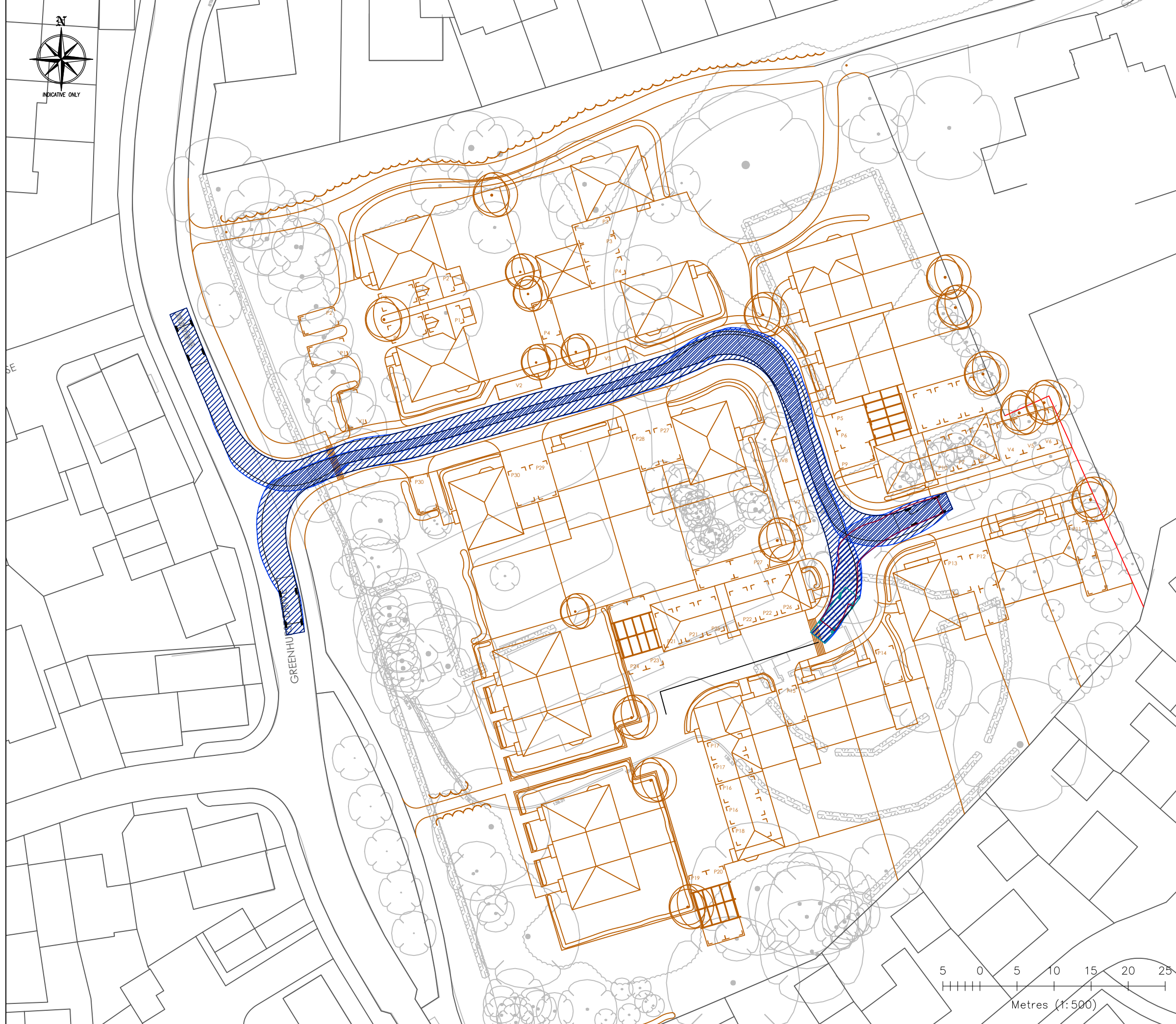
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Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.380m
 Lock-to-lock time 5.00s
 Curb to Curb Turning Radius 7.400m

Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 16th April 2019.



P1	17.04.19	JM	First Issue	HA	CS

REV	DATE	BY	DESCRIPTION	CHK	APD
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client
MR AND MRS BOS

project
ASHPLATS HOUSE, EAST GRINSTEAD

title
**VEHICLE SWEEP PATH ANALYSIS
 FIRE TENDER**

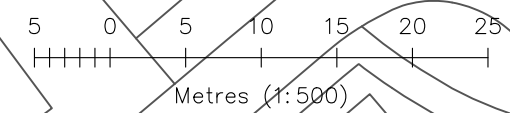
project	13279	drwg	T-04	rev	P1
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Drawn	Checked	Approved	scale @ A3	date
JM	HA	CS	1:500	17.04.19

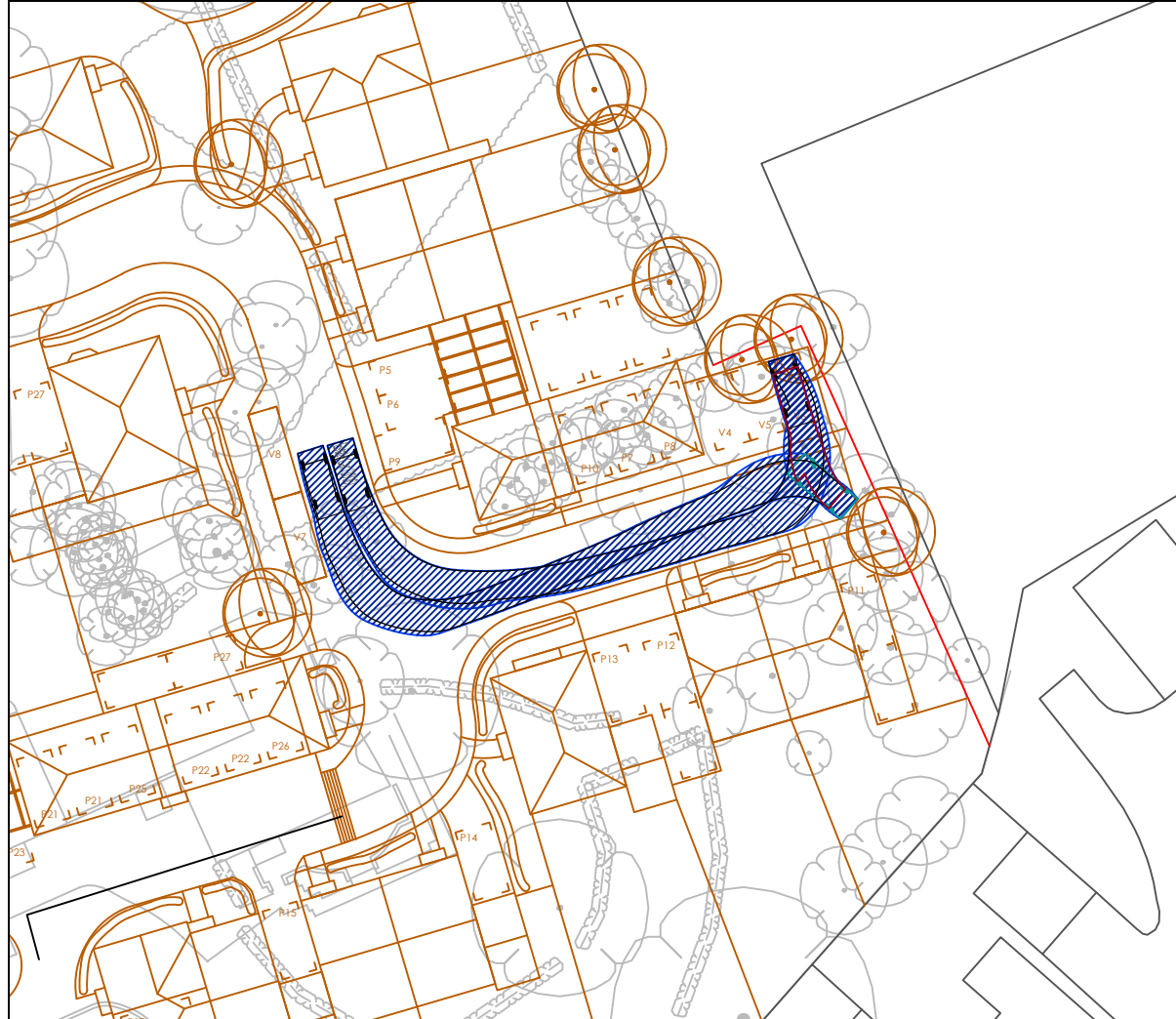
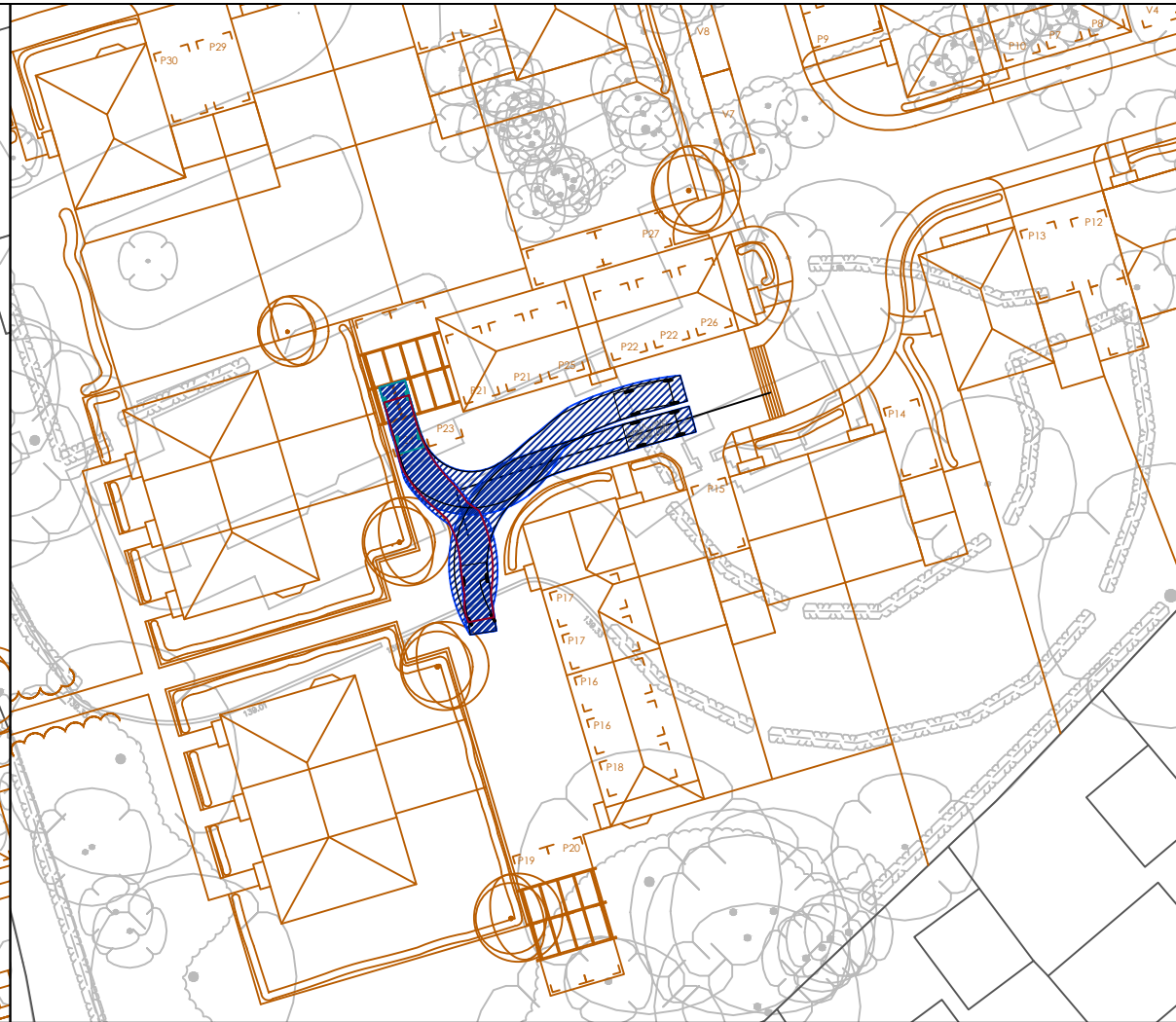
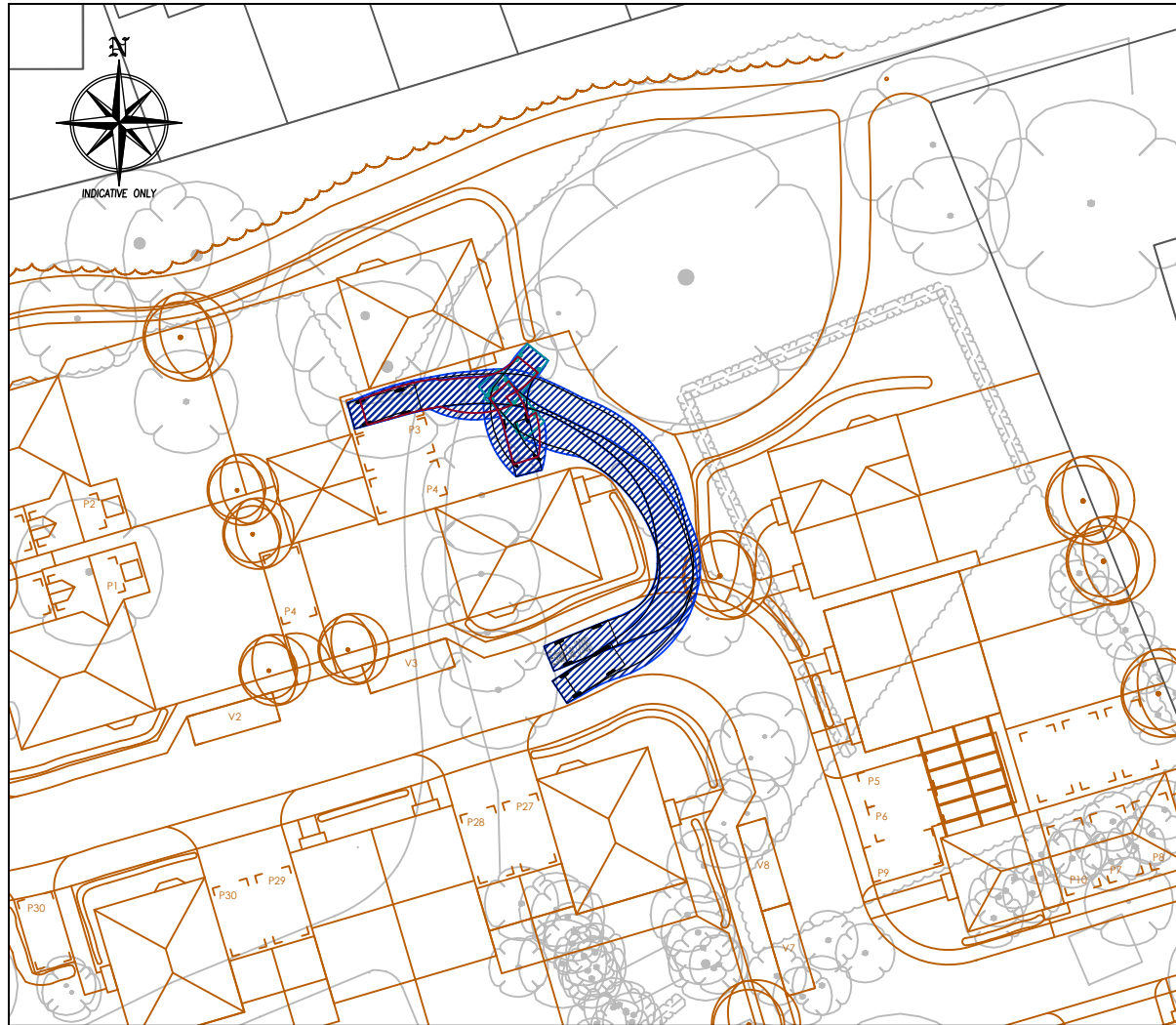
status	FOR INFORMATION	P
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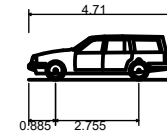


CAD Reference: **A3**



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Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.950m

Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 16th April 2019.

P1	17.04.19	JM	First Issue	HA	CS
REV	DATE	BY	DESCRIPTION	CHK	APD

client	MR AND MRS BOS
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project	ASHPLATS HOUSE, EAST GRINSTEAD
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title	VEHICLE SWEEP PATH ANALYSIS ESTATE CAR
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project	13279	drwg	T-05	rev	P1
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Drawn	Checked	Approved	scale @ A3	date
JM	HA	CS	1:500	17.04.19

status	FOR INFORMATION	P
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CAD Reference: A3

APPENDIX
E





Road Safety Audit Stage 1

Ashplatts House

Greenhurst Drive

East Grinstead

West Sussex

Date: 24th April 2019

Report produced for: **DHA Transport**

Report produced by: M & S Traffic Ltd

M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Tel: +44 1634 307498

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from DHA Transport. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Ashplatts House, East Grinstead

Report Title Road Safety Audit Stage 1

Revision

Status Final

Reference DHA/19/13279/1/BS

Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Final	BS	24/04/19	MM	24/04/19	BS	24/04/19

Distribution

Organisation	Contact	Copies
DHA Transport	James Marsh	-

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2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	9
5 Auditors Statement	10
Appendix A..... List of drawings	
Appendix B..... Comment location drawing	

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out for proposed development site access, at Ashplatts House, Greenhurst Drive, East Grinstead associated with a 30-unit development, including:

- Priority access with footways from the development an uncontrolled crossing point across the access road.

The Audit was requested by the design organisation, DHA Transport, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, Kent on behalf of West Sussex County Council as the Highway Authority.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA, HE Cert Comp, Audit Team Leader

Martin Morris, PGD, MCIHT, MSoRSA, HE RSA Cert Comp, Audit Team Member

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in April 2019 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme on the morning of the 24th April 2019 between 11:00 and 11:30. Weather conditions at the time were overcast and the road surface was damp. Traffic flows and free flow speeds were low. Pedestrian flows were low, and no cyclist movements were observed during the site visit.

1.5 The report has been compiled, only with regard to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. 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.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed access.

Summary: Insufficient construction details could lead to overshoot collisions.

No construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate tie-ins or significant changes in Polished Stone Values could lead to differential braking or overshoot collisions, particularly under severe braking conditions.

RECOMMENDATION

That PSV details should be checked to ensure they provide adequate grip resistance for the speed of road.

3.1.2 PROBLEM

Location: Proposed access.

Summary: Ponding of surface water could lead to loss of control collisions.

Kerblines are being altered to accommodate the proposed access, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at the junctions could lead to loss of control collisions.

RECOMMENDATION

That drainage and vertical profile details should be provided at Safety Audit Stage 2.

3.2 Local Alignment

3.2.1 No comment.

3.3 **Junctions**

3.3.1 **PROBLEM**

Location: Proposed access with Greenhurst Drive.

Summary: Insufficient carriageway space may lead to head on collisions or side swipe collisions.

Vehicle swept paths have been provided for assessment, where the refuse vehicle tracking shows incursion into the opposing carriageway of the site access and Greenhurst Drive. This could cause conflict with vehicles travelling in the opposing direction leading to possible head on collisions or side swipe collisions. However, it is also recognised that this is an infrequent vehicle movement and that this section of Greenhurst Drive is narrow in width, where an inappropriate access road carriageway width and junction radii would be required to accommodate the swept paths.

RECOMMENDATION

That the junction radii should be eased to provide sufficient carriageway space for all expected movements.

3.3.2 **PROBLEM**

Location: Proposed access – southern visibility splay.

Summary: Restricted visibility could lead to side swipe collisions or rear end shunt collisions.

There is existing vegetation close to or within the southern visibility splay, see figure 1 below. Restricted visibility could lead to side swipe collisions or rear end shunt collisions.



Figure 1: Existing vegetation may restrict visibility.

RECOMMENDATION

That the visibility splay should be free from obstruction; further that a regular maintenance programme to maintain the verge should be employed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 SAFETY AUDIT OUTSIDE THE TERMS OF REFERENCE

4.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA, HE RSA Cert Comp
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 24/04/2019

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA, HE RSA Cert Comp
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 24/04/2019

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
13279-H-01 rev P1	Access Design
13279-T-01 rev P1	Vehicle Swept Path Analysis, Access Design – Refuse Vehicle

Supporting documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

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Notes:

- Drawing is based on OS Data, Topographical Survey and an architects plan provided by Fluid Design on 9th April 2019.
- Visibility splays have been measured to standards set out in Manual for Streets for a 30mph zone.

REV	DATE	BY	DESCRIPTION	HA	CS
P1	09.04.19	JM	First Issue	HA	CS

client

MR AND MRS BOS

project

ASHPLATTS HOUSE, EAST GRINSTEAD

title

ACCESS DESIGN

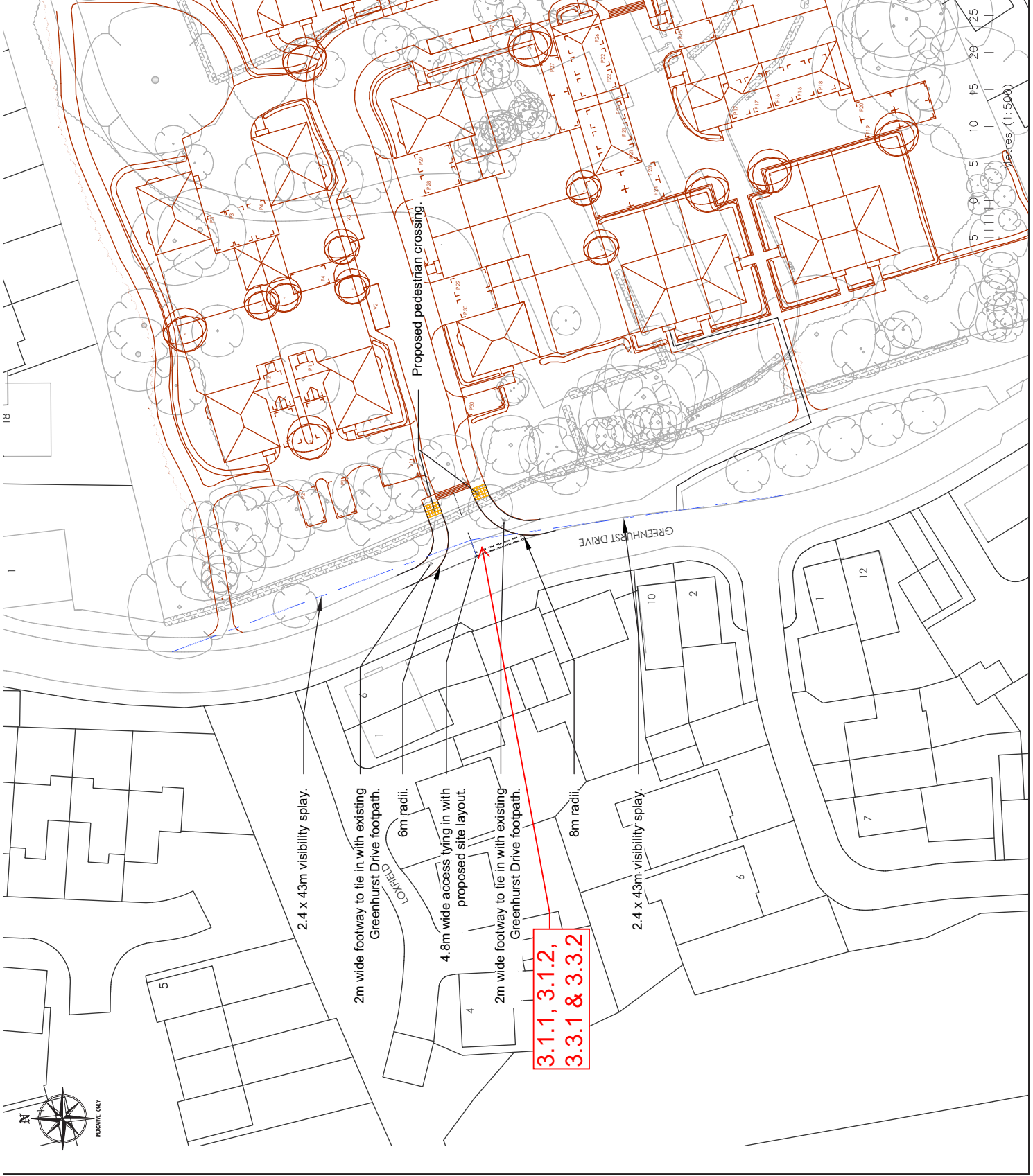
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Drawn	JM	Checked	HA	Approved	CS
status	FOR INFORMATION		scale @ A3	1:500	date
					09.04.19



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CAD Reference:

A3



APPENDIX

F



Designers Response – Land at Ashplats House, East Grinstead, West Sussex.

Date – 24/04/19

Consultant/Design Engineer – DHA

Contact – James Marsh 01622 776226



Road Safety Audit Stage 1

This response is to the problems raised in the Stage 1 RSA report, prepared by M S Traffic Limited dated 24th April 2019. Ref DHA/19/13279/1/BS

Item Number	Issue raised	Recommendation	Designers Response
3.1 General			
3.1.1	<p>Location: Proposed Access.</p> <p>Summary: Insufficient construction details could lead to overshoot collisions.</p> <p>No construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate tie-ins or significant changes in Polished Stone Values could lead to differential braking or overshoot collisions, particularly under severe braking conditions.</p>	<p>That PSV details should be checked to ensure they provide adequate grip resistance under severe braking conditions.</p>	<p>Agreed</p> <p>Details to be provided as part of the Stage 2 detailed design process.</p>
3.1.2	<p>Location: Proposed access.</p> <p>Summary: Ponding of surface water could lead to loss of control collisions</p> <p>Kerblines are being altered to accommodate the proposed access, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at the junctions could lead to loss of control collisions.</p>	<p>That drainage and vertical profiles details should be provided for assessment.</p>	<p>Agreed</p> <p>Details to be provided as part of the Stage 2 detailed design process.</p>

Item Number	Issue raised	Recommendation	Designers Response
3.2 Local Alignment			
3.2.1	No comments		
3.3 Junctions			
3.3.1	<p>Location: Proposed access with Greenhurst Drive.</p> <p>Summary: Insufficient carriageway space may lead to head on collisions or side swipe collisions.</p> <p>Vehicles swept paths have been provided for assessment, where the refuse vehicle tracking shows incursions into the opposing carriageway of the site access and Greenhurst Drive. This could cause conflict with vehicle travelling in the opposing direction leading to possible head on collisions or side swipe collisions. However, it is also recognised that this is an infrequent vehicle movement and that this section of Greenhurst Drive is narrow in width, where an inappropriate access road carriageway width and junction radii would be required to accommodate the swept paths.</p>	<p>That the junction radii should be eased to provide sufficient carriageway space for all expected movements.</p>	<p>Not Agreed.</p> <p>As mentioned, the refuse vehicle movements are infrequent and adequate visibility is provided at the access giving the vehicle the necessary information to ensure the manoeuvre can be conducted without conflicting oncoming vehicles.</p> <p>The junction size is currently in line with other local junctions.</p> <p>Greenhurst Drive is narrow at this point therefore meaning an oversized junction would be required to accommodate the infrequent large vehicle movements which would be unnecessary and out of character.</p>
3.3.2	<p>Location: Proposed access – southern visibility splay.</p> <p>Summary: Restricted visibility could lead to side swipe collisions or rear end shunt collisions.</p> <p>There is existing vegetation close to or within the southern visibility splay, see figure 1 below. Restricted visibility could lead to side swipe collisions or rear end shunt collisions.</p>	<p>That the visibility splay should be free from obstruction; further that a regular maintenance programme to maintain the verge should be employed.</p>	<p>Agreed.</p> <p>A regular maintenance scheme will be employed to ensure that the hedge is kept out of the visibility splay.</p>

Item Number	Issue raised	Recommendation	Designers Response
3.4 Non-motorised User Provision			
3.4.1	No comments		
3.5 Road signs, Carriageway Markings and Lighting			
3.5.1	No comments		

Prepared by: ... James Marsh

Reviewed by: ... Chris Smoker

Joely Hill

From: bryan.shawyer <bryan.shawyer@mstraffic.co.uk>
Sent: 25 April 2019 09:37
To: James Marsh
Cc: martin.morris; Hannah Atkins; Joely Hill
Subject: RE: Ashplats Stage 1 Road Safety Audit

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Good morning James,

Thank you for your email below, where I comment as follows:

Item 3.1.1 – Noted and accepted.

Item 3.1.2 – Noted and accepted.

Item 3.3.1 – Noted, where it is accepted that vehicle movements will be low, and that the junction size is in line with the other local junctions.

Item 3.3.2 – Noted and accepted.

Kind regards

Bryan

Bryan Shawyer
Director

M&S Traffic Ltd
Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX

M: 07891 596289 T: 01634 307498

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From: James Marsh <james.marsh@dhatransport.co.uk>
Sent: 25 April 2019 08:56
To: bryan.shawyer <bryan.shawyer@mstraffic.co.uk>
Cc: martin.morris <martin.morris@mstraffic.co.uk>; Hannah Atkins <hannah.atkins@dhatransport.co.uk>; Joely Hill <joely.hill@dhatransport.co.uk>
Subject: RE: Ashplats Stage 1 Road Safety Audit

Good morning Bryan,

Please find attached the designers response for your commenting. Can we receive your comments as soon as possible as the application is going in Friday.

Thank you in advance.

Kind Regards

APPENDIX

G



APPENDIX

H





The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1		2		3			
	Notes	SDO	SDO	SHOL	SDO	SHOL		
Oxted, nr Oxted Railway Station	—	—	0920	1120	1320	—	1520	1750
Limpsfield, adj St Peter's Church	—	—	0924	1124	1324	—	1524	1754
Moorhouse Bank, adj The Grasshopper	—	—	0929	1129	1329	—	1529	1759
Westerham, opp The Kings Arms	—	—	0933	1133	1333	—	1533	1803
Crockham Hill, opp The Royal Oak	—	—	0940	1140	1340	—	1540	1810
Edenbridge, Industrial Estate (E-bound)	0725	—	0945	1145	1345	1545	1545	1815
Edenbridge, opp Post Office	0730	—	0948	1148	1348	1548	1548	1818
Edenbridge, opp Hospital	0732	—	0950	1150	1350	1550	1550	1820
Marsh Green, opp Wheatsheaf Inn	0735	—	0953	1153	1353	1553	1553	1823
Dormansland, o/s The Plough	0740	—	0958	1158	1358	1558	1558	1828
Dormansland, opp Memorial Hall		0810						
Dormansland, adj Memorial Hall	0742							
Lingfield, Lingfield Railway Station (Stop A)		0814	1002	1202	1402	1602	1602	1832
Lingfield, o/s 108 Saxby's Lane		0816	1004	1204	1404	1604	1604	1834
Lingfield, War Memorial (W-bound)		0820	1008	1208	1408	1608	1608	1838
Felcourt, adj Blackberry Road		0823	1011	1211	1411	1611	1611	—
East Grinstead, adj Hermitage Road		0826	1014	1214	1414	1614	1614	—
East Grinstead, War Memorial (Stop H)				1222		1622	1622	—
East Grinstead, King Street (N-bound)		0832	1020	—	1420	—	—	—
East Grinstead, opp Queen Victoria Hospital	0750	—	—	—	—	—	—	—
East Grinstead, o/s Sackville School	0753	—	—	—	—	—	—	—

Saturdays

no service

Sundays

no service

Good Friday (Friday 19th April)

no service

Easter Monday (Monday 22nd April)

no service

Service Restrictions: 1 - only 23.4.19 to 24.5., 3.6. to 23.7.
2 - only 23.4.19 to 24.5., 3.6. to 24.7.
3 - not 23.4.19 to 24.5., 3.6. to 24.7.

Notes: SDO - Schooldays only
SHOL - Operates during School Holidays



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	2		3	
	Notes		SDO	SHOL
East Grinstead, opp Sackville School	—	—	1505	—
East Grinstead, War Memorial (Stop J)	0935	1135	1335	1508
East Grinstead, East Grinstead Station (Stop A)	0938	1138	1338	1511
East Grinstead, opp Hermitage Road	0942	1142	1342	1515
Felcourt, opp Blackberry Road	0945	1145	1345	1518
Lingfield, War Memorial (E-bound)	0949	1149	1349	1522
Lingfield, o/s 113 Saxby's Lane	0953	1153	1353	1526
Lingfield, Lingfield Railway Station (Stop B)	0955	1155	1355	1528
Dormansland, opp The Plough	0959	1159	1359	1532
Marsh Green, adj Wheatsheaf Inn	1004	1204	1404	1537
Edenbridge, adj Hospital	1006	1206	1406	1539
Edenbridge, o/s Post Office	1009	1209	1409	1542
Edenbridge, Industrial Estate (W-bound)	1012	1212	1412	1544
Crockham Hill, adj The Royal Oak	1017	1217	1417	—
Westerham, adj The Kings Arms	1024	1224	1424	—
Moorhouse Bank, opp The Grasshopper	1028	1228	1428	—
Limpsfield, opp St Peter's Church	1033	1233	1433	—
Oxted, nr Oxted Railway Station	1037	1237	1437	—

Saturdays

no service

Sundays

no service

Good Friday (Friday 19th April)

no service

Easter Monday (Monday 22nd April)

no service

Service Restrictions: 2 - only 23.4.19 to 24.5., 3.6. to 24.7.

3 - not 23.4.19 to 24.5., 3.6. to 24.7.

Notes: SDO - Schooldays only

SHOL - Operates during School Holidays



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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
surdpgtm	Oxted, nr Oxted Railway Station	Station Road East	40004410185A
surdpgwd	Oxted, Gresham Road (NE-bound)	Gresham Road	40004410186C
surdpjad	Hookwood, adj Titsey Road	Bluehouse Lane	40004410188A
surdpjaj	Limpsfield, adj St Peter's Church	High Street	40004410189A
surdpjdg	Limpsfield, High Street (SE-bound)	High Street	40004410190A
surdpjdm	Limpsfield, o/s Limpsfield School	Westerham Road	40004410191A
surdpjdw	Limpsfield, opp Ballards Lane	Westerham Road	40004410192A
surdpjgd	Limpsfield, adj Broomlands Lane	Westerham Road	40004410193A
surdpjgm	Moorhouse Bank, adj The Grasshopper	Westerham Road	40004410194A
ktajdp	Westerham, opp Goodley Stock Road	Westerham Road	2400A006530A
ktajdpw	Westerham, adj Squerries Mede	High Street	2400A006540A
ktajdta	Westerham, opp The Kings Arms	Market Square	2400A006550A
ktajdtd	Westerham, The Green (Stop A)	Vicarage Hill	2400A006560A
ktajgmj	Hosey Hill, opp Glebe House	Hosey Hill	2400A007660B
ktajmwm	Hosey Hill, adj French Street	Hosey Common Road	2400A007650A
ktjptgt	Westerham, adj Mapleton Road	Hosey Common Road	2400104645
ktjptgtm	Crockham Hill, Hosey Common Road (W-bound)	Hosey Common Road	2400104649
ktndmdwt	Crockham Hill, opp The Royal Oak	Main Road	2400A034780A
ktndmgad	Crockham Hill, opp Model Farm	Main Road	2400A034790A
ktjptgtw	Crockham Hill, The Rushetts (SW-bound)	Main Road	2400104653
ktajmwj	Marlpit Hill, Orpins Corner (S-bound)	Main Road	2400A007640A
ktajmwg	Edenbridge, adj Swan Lane	Main Road	2400A007630A
ktajmwa	Edenbridge, opp Enterprise Way	Station Road	2400A007610A
ktjtajp	Edenbridge, Industrial Estate (E-bound)	Fircroft Way	2400105457
ktjapdj	Edenbridge, adj Farmstead Drive	Fircroft Way	2400102627
ktajmjp	Edenbridge, adj The Eden Centre	Four Elms Road	2400A007440A
ktjptgwd	Edenbridge, opp Leisure Centre	Station Road	2400104661
ktajmtp	Edenbridge, adj Edenbridge Town Railway Station	Station Road	2400A007590A
ktajmpa	Edenbridge, opp Post Office	High Street	2400A007470A
ktjmdgt	Edenbridge, adj Hever Road	High Street	2400103640
ktajmpj	Edenbridge, opp Hospital	Mill Hill	2400A007500A
ktndmgja	Marsh Green, Den Cross (S-bound)	Mill Hill	2400A034940A
ktndmgjd	Marsh Green, opp Wheatstheaf Inn	Marsh Green Road	2400A034950A
surdtdap	Dormansland, Moor Lane East Hail & Ride (SW-bound)	Moor Lane	40004410812C
surdmjta	Dormansland, adj New Barns Farm	Moor Lane	40004410045B
surdtdat	Dormansland, Moor Lane West Hail & Ride (W-bound)	Moor Lane	40004410812D
surdmjpi	Dormansland, o/s The Plough	Plough Road	40004410043B
surdmjpij	Dormansland, opp Memorial Hall	Dormans High Street	40004410042B
surdmjmi	Dormansland, adj Memorial Hall	Dormans High Street	40004410042A
surdmjpa	Dormansland, adj Swallowfield	Dormans Road	40004410042C
surdmjtd	Lingfield, opp St Pier's Lane	Racecourse Road	40004410046B
surdmjtm	Lingfield, o/s Lingfield Racecourse	Racecourse Road	40004410047B
surdmjtw	Lingfield, opp Station Road	Racecourse Road	40004410048B
surdmjwd	Lingfield, Lingfield Railway Station (Stop A)	Station Road	40004410049A
surdptja	Lingfield, adj Pauls Mead	Station Road	40004410289B
surdmpat	Lingfield, o/s 108 Saxby's Lane	Saxby's Lane	40004410053A
surdmpam	Lingfield, adj Little Lullenden	Saxby's Lane	40004410052A
surdmpap	Lingfield, adj The Star	Church Road	40004410216A
surdmpad	Lingfield, War Memorial (W-bound)	High Street	40004410051B
surgtjgm	Lingfield, adj Stanfords Place	East Grinstead Road	40004406965A
surgpgtd	Lingfield, Jacks Bridge (SW-bound)	Felcourt Road	40004410036A
surgpdap	Felcourt, opp Felcourt Lane	Felcourt Road	40004410034A
surdmjdp	Felcourt, adj Blackberry Road	Felcourt Road	40004410033A
surgpdam	Felcourt, adj Chestnut Walk	Felcourt Road	40004410032A
surgpdja	Felcourt, opp Yew Tree Lodge	Felcourt Road	40004410031A
surgpdpg	Dormans Park, opp Chartham Park	Felcourt Road	40004410030A
surgpdgt	Dormans Park, adj Wadlands Brook Road	Lingfield Road	40004410029A
wxapjga	East Grinstead, adj Furzeield Road	Lingfield Road	4400EG0316
wxapjdw	East Grinstead, adj Hermitage Road	Lingfield Road	4400EG0315
wxapjgj	East Grinstead, adj Dormans Park Road	Lingfield Road	4400EG0318
wxapjgt	East Grinstead, opp Trinity Methodist Church	Lingfield Road	4400EG0321
wxapjmi	East Grinstead, Fire Station (Stop T)	London Road	4400EG0326
wxapjgpa	East Grinstead, Broadway (Stop E)	London Road	4400EG0280
wxapjmw	East Grinstead, adj Whitehall	London Road	4400EG0426
wxapjw	East Grinstead, War Memorial (Stop H)	High Street	4400EG0272
wxapjpd	East Grinstead, King Street (N-bound)	King Street	4400EG0281
surdmjmd	Dormansland, opp Church	High Street	40004410041A
surdmjma	Dormansland, opp Dormans Station Turning	High Street	40004410040C
surdmjgt	Dormans Park, opp The Approach	Wilderwick Road	40004410039C
surdptdt	Dormans Park, adj Wilderwick Farm	Wilderwick Road	40004410280B
wxapdam	East Grinstead, opp The Larches	Holyte Road	4400EG0203
wxapdgd	East Grinstead, adj Turner Court	Holyte Road	4400EG0208
wxapdgm	East Grinstead, opp Queen Victoria Hospital	Holyte Road	4400EG0210
wxapdgp	East Grinstead, adj East Court	Holyte Road	4400EG0211
wxapawp	East Grinstead, opp Court Crescent	Estcots Drive	4400EG0198
wxapatm	East Grinstead, o/s Sackville School	Lewes Road	4400EG0190



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SMS Code	Stop Name	Street	ATCO Code
wxapgj	East Grinstead, opp Sackville School	Lewes Road	4400EG0269
wxapjp	East Grinstead, Sackville College (Stop L)	High Street	4400EG0270
wxapgma	East Grinstead, War Memorial (Stop J)	High Street	4400EG0273
wxapwmt	East Grinstead, Whitehall (Stop P)	London Road	4400EG0360
wxapjma	East Grinstead, Railway Approach (Stop D)	Railway Approach	4400EG0323
wxapgwa	East Grinstead, East Grinstead Station (Stop A)	Station Road	4400EG0295
wxdtddp	East Grinstead, Garland Road (Stop U)	London Road	4400EG0431
wxapjpp	East Grinstead, adj Trinity Methodist Church	Lingfield Road	4400EG0320
wxapjgm	East Grinstead, opp Dormans Park Road	Lingfield Road	4400EG0319
wxapjdt	East Grinstead, opp Hermitage Road	Lingfield Road	4400EG0314
wxapjgd	East Grinstead, opp Furze Field Road	Lingfield Road	4400EG0317
surdmjda	Dormans Park, opp Wadlands Brook Road	Lingfield Road	40004410029B
surdmjdg	Dormans Park, adj Chartham Park	Felcourt Road	40004410030B
surdmjdj	Felcourt, adj Yew Tree Lodge	Felcourt Road	40004410031B
surdmjdm	Felcourt, opp Chestnut Walk	Felcourt Road	40004410032B
surdmjd	Felcourt, opp Blackberry Road	Felcourt Road	40004410033B
surdmjdw	Felcourt, adj Felcourt Lane	Felcourt Road	40004410034B
surdmjga	Lingfield, Jacks Bridge (NE-bound)	Felcourt Road	40004410036B
surgtjgp	Lingfield, opp Stanfords Place	East Grinstead Road	40004406965B
surdmjwt	Lingfield, War Memorial (E-bound)	High Street	40004410051A
surdpmat	Lingfield, opp The Star	Church Road	40004410216B
surdmpap	Lingfield, opp Little Lullenden	Saxby's Lane	40004410052B
surdmpaw	Lingfield, o/s 113 Saxby's Lane	Saxby's Lane	40004410053B
surdptgt	Lingfield, opp Pauls Mead	Station Road	40004410289A
surdmjwm	Lingfield, Lingfield Railway Station (Stop B)	Station Road	40004410049B
surdmjtj	Lingfield, opp Lingfield Racecourse	Racecourse Road	40004410047A
surdmjtjg	Lingfield, adj St Pier's Lane	Racecourse Road	40004410046C
surgpdgw	Dormansland, opp Swallowfield	Dormans Road	40004410042D
surdmjpg	Dormansland, opp The Plough	Plough Road	40004410043A
surdtdaj	Dormansland, Moor Lane West Hail & Ride (E-bound)	Moor Lane	40004410812A
surdmjpw	Dormansland, opp New Barns Farm	Moor Lane	40004410045A
surdtdam	Dormansland, Moor Lane East Hail & Ride (NE-bound)	Moor Lane	40004410812B
kntdmgjj	Marsh Green, adj Wheatshaf Inn	Marsh Green Road	2400A034960A
kntajmtj	Marsh Green, Den Cross (N-bound)	Mill Hill	2400A007570A
kntajmpg	Edenbridge, adj Hospital	Mill Hill	2400A007490A
kntajmpd	Edenbridge, opp Hever Road	High Street	2400A007480A
kntajmjw	Edenbridge, o/s Post Office	High Street	2400A007460A
kntajmtm	Edenbridge, opp Edenbridge Town Railway Station	Station Road	2400A007580A
kntjpgmt	Edenbridge, adj Leisure Centre	Station Road	2400104613
kntajmjt	Edenbridge, opp The Eden Centre	Four Elms Road	2400A007450A
kntgdmad	Edenbridge, opp Farmstead Drive	Fircroft Way	2400A071010A
kntjpgmw	Edenbridge, Industrial Estate (W-bound)	Fircroft Way	2400104615
kntajmtw	Edenbridge, adj Enterprise Way	Station Road	2400A007600A
kntajmwd	Edenbridge, opp Swan Lane	Main Road	2400A007620A
kntdmgaj	Marlpit Hill, Orpins Corner (N-bound)	Main Road	2400A034810A
kntjpgwa	Crockham Hill, The Rushetts (NE-bound)	Main Road	2400104655
kntdmgag	Crockham Hill, adj Model Farm	Main Road	2400A034800A
kntgjatg	Crockham Hill, adj The Royal Oak	Main Road	2400A073430A
kntjpgtj	Crockham Hill, Hosey Common Road (E-bound)	Hosey Common Road	2400104647
kntjpgtp	Westerham, opp Mapleton Road	Hosey Common Road	2400104651
kntjgmjm	Hosey Hill, opp French Street	Hosey Common Road	2400A007650B
kntajmwp	Hosey Hill, adj Glebe House	Hosey Hill	2400A007660A
kntajdpd	Westerham, The Green (Stop B)	Vicarage Hill	2400A006470A
kntajdpg	Westerham, adj The Kings Arms	Market Square	2400A006480A
kntajdjp	Westerham, opp Squerries Mede	High Street	2400A006490A
kntajdpm	Westerham, adj Goodley Stock Road	Westerham Road	2400A006500A
surdpjgp	Moorhouse Bank, opp The Grasshopper	Westerham Road	40004410194B
surdpjg	Limpsfield, opp Broomlands Lane	Westerham Road	40004410193B
surdpjga	Limpsfield, adj Ballards Lane	Westerham Road	40004410192B
surdpjdp	Limpsfield, opp Limpsfield School	Westerham Road	40004410191B
surdpjdj	Limpsfield, High Street (NW-bound)	High Street	40004410190B
surdpjam	Limpsfield, opp St Peter's Church	High Street	40004410189B
surdpgtj	Oxted, opp Oxted School	Bluehouse Lane	40004410184B
surdpgtm	Oxted, nr Oxted Railway Station	Station Road East	40004410185A



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions (1-4), Notes, and stop times for various locations including Crawley, Three Bridges, Copthorne, and Lingfield.

Mondays to Fridays

Table with columns for Service Restrictions (5-6), Notes, SDO, and stop times for various locations including Gossops Green, Southgate, and Lingfield.

Saturdays

Table with columns for Service Restrictions (7-8), Notes, and stop times for various locations including Crawley, Three Bridges, Copthorne, and Lingfield.

Sundays

no service

Good Friday (Friday 19th April)

no service

Easter Monday (Monday 22nd April)

no service

- Service Restrictions: 1 - to 26.4.19, 2 - from 29.4.19, 3 - to 18.4.19, 4 - from 28.5.19, not 3.6.19 to 23.7., 5 - from 23.4.19 to 26.4.19, 6 - only 29.4.19 to 24.5., 3.6. to 23.7., 7 - from 27.4.19, 8 - to 20.4.19

- Notes: SDO - Schooldays only, SHOL - Operates during School Holidays



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions (6, 5, 3, 4, 2, 1, 2, 1, 2, 1, 2, 1, 2, 1, 2, 1, 2, 1) and rows for various bus stops including Lingfield, War Memorial, Dormansland, East Grinstead, and Crawley.

Mondays to Fridays

Table with columns for Service Restrictions (6, 5, 4, 3, 2, 1, 3, 4, 5, 6, 1, 2, 1, 2) and rows for various bus stops including Lingfield, War Memorial, Dormansland, East Grinstead, and Crawley.

Saturdays

Table with columns for Service Restrictions (7, 8, 7, 7, 8, 8, 7, 8, 7, 8) and rows for various bus stops including Lingfield, War Memorial, Dormansland, East Grinstead, and Crawley.

Sundays

no service

Good Friday (Friday 19th April)

no service

Easter Monday (Monday 22nd April)

no service

- Service Restrictions: 1 - to 26.4.19, 2 - from 29.4.19, 3 - to 18.4.19, 4 - from 28.5.19, not 3.6.19 to 23.7., 5 - from 23.4.19 to 26.4.19, 6 - only 29.4.19 to 24.5., 3.6. to 23.7., 7 - from 27.4.19, 8 - to 20.4.19

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SMS Code	Stop Name	Street	ATCO Code
wxsamdjd	Gossops Green, o/s Holy Trinity School	Woburn Road	4400CY0278
wxsamjpt	Southgate, o/s St Wilfrid's School	St Wilfred's Way	4400CY0394
wxsajpgm	Southgate, adj Goffs Park	Horsham Road	4400CY0078
wxsdpwgd	Southgate, o/s 34 Goffs Park Road	Goff Park Road	4400CY0430
wxsajpjm	Southgate, adj Sunningdale Court	Brighton Road	4400CY0085
wxsajtj	Crawley, opp East Park	Brighton Road	4400CY0141
wxsamdj	Crawley, Bus Station (Stand D)	Friary Way	4400CY0294
wxsamaja	Crawley, opp Rowan Close	Three Bridges Road	4400CY0228
wxsdtdmt	Three Bridges, adj Artel Croft	Three Bridges Road	4400CY0446
wxsamadj	Three Bridges, opp Jubilee Walk	Three Bridges Road	4400CY0216
wxsajwpt	Three Bridges, Three Bridges Station (Stop B)	Haslett Avenue East	4400CY0205
wxsgmdmd	Pound Hill, Worth Park Avenue (NE-bound)	Worth Park Avenue	4400CY0523
wxsgtdw	Pound Hill, Ridley's Corner (E-bound)	Worth Park Avenue	4400CY0550
wxsajwgp	Wakehams Green, adj Blackheath	Cophorne Road	4400CY0183
wxspadjg	Wakehams Green, adj Wyevale Garden Centre	Cophorne Road	4400EG0219
wxspadjt	Wakehams Green, adj Petrol Station	A264 Cophorne Road	4400EG0222
wxspagm	Cophorne, opp Church Lane	Brookhill Road	4400EG0255
wxspagp	Cophorne, opp Brookview	Brookhill Road	4400EG0256
wxspagda	Cophorne, opp The Prince Albert	Cophorne Bank	4400EG0259
wxspagdg	Cophorne, adj Village Hall	Cophorne Bank	4400EG0260
wxspagja	Cophorne, opp Church	Borers Arms Road	4400EG0266
wxspagdm	Cophorne, adj Borers Close	Borers Arms Road	4400EG0262
wxspagdt	Cophorne, adj Lashmere	Borers Arms Road	4400EG0264
wxspadmt	Cophorne, adj Abergavenny Gardens	A264 Cophorne Common Road	4400EG0229
wxspadpa	Cophorne, opp Cottage Place	Cophorne Common Road	4400EG0231
wxspadpg	Cophorne, adj The Duke's Head	Turners Hill Road	4400EG0233
wxspadpm	Crawley Down, adj Mascotte	B2028 Turners Hill Road	4400EG0235
wxsgmgja	Crawley Down, adj Sandy Lane	Turners Hill Road	4400EG0447
wxspadwa	Crawley Down, opp Forge Garage	Sandy Lane	4400EG0247
wxspadwa	Crawley Down, opp War Memorial	Sandy Lane	4400EG0245
wxsdptmp	Crawley Down, Sunnymead (S-bound)	Station Road	4400EG0354
wxspadwj	Crawley Down, adj Royal Oak	Burleigh Way	4400EG0248
wxspadwp	Crawley Down, opp Burleigh Close	Burleigh Way	4400EG0250
wxsgmgpw	Crawley Down, opp Larches Way	Burleigh Way	4400EG0467
wxsgmgta	Crawley Down, opp Tiltwood Drive	Burleigh Way	4400EG0468
wxspadtg	Crawley Down, o/s Falcon Park	Hophurst Lane	4400EG0240
wxspadpw	Crawley Down, adj Cuttinglye Road	Hophurst Hill	4400EG0237
wxspadj	Felbridge, opp Felbridge Nurseries	Felbridge Road	4400EG0217
wxspadgt	Felbridge, adj Rowplatt Lane	Crawley Down Road	4400EG0215
surdmgaw	Felbridge, adj Mclver Close	Crawley Down Road	40004410003A
surdmgaw	Felbridge, o/s Felbridge School	Crawley Down Road	40004410002C
surdmwdt	Felbridge, before The Star Inn	Cophorne Road	40004410001A
wxsapjag	East Grinstead, adj Felbridge Hotel	London Road	4400EG0303
wxsgmgtm	East Grinstead, opp Imberhorne Upper School	Imberhorne Lane	4400EG0648
wxsgmgtw	East Grinstead, opp Fairlawn Drive	Heathcote Drive	4400EG0650
wxspagpw	East Grinstead, after Heathcote Drive	Garden Wood Road	4400EG0286
wxsgmgap	East Grinstead, adj Blount Avenue	Garden Wood Road	4400EG0437
wxspagpm	East Grinstead, adj Kipling Way	Garden Wood Road	4400EG0284
wxspagpj	East Grinstead, after Railway Viaduct	Garden Wood Road	4400EG0283
wxspagtj	East Grinstead, adj Garden Wood Road	Brooklands Way	4400EG0289
wxspagtm	East Grinstead, Brooklands Way (Stop M)	Brooklands Way	4400EG0292
wxspagwa	East Grinstead, East Grinstead Station (Stop A)	Station Road	4400EG0295
wxspagpa	East Grinstead, Broadway (Stop E)	London Road	4400EG0280
wxsdpwmw	East Grinstead, adj Whitehall	London Road	4400EG0426
wxspagjw	East Grinstead, War Memorial (Stop H)	High Street	4400EG0272
wxspagjt	East Grinstead, Sackville College (Stop K)	High Street	4400EG0271
wxspatm	East Grinstead, o/s Sackville School	Lewes Road	4400EG0190
wxspatp	East Grinstead, opp Farm Close	Woodbury Avenue	4400EG0191
wxspawa	East Grinstead, adj Harmans Mead	Harmans Drive	4400EG0193
wxspawj	East Grinstead, opp Chestnut Close	Estcoats Drive	4400EG0196
wxspawt	East Grinstead, adj Court Crescent	Estcoats Drive	4400EG0199
wxspadad	East Grinstead, opp East Court	Holtye Road	4400EG0200
wxspadjj	East Grinstead, adj Queen Victoria Hospital	Holtye Road	4400EG0209
wxspadga	East Grinstead, opp Turner Court	Holtye Road	4400EG0207
wxspadaw	East Grinstead, Stone Quarry Estate (NW-bound)	Quarry Rise	4400EG0206
wxsgmgpt	East Grinstead, opp Copse Close	Holtye Avenue	4400EG0466
wxspadat	East Grinstead, Stone Quarry Estate (SE-bound)	Quarry Rise	4400EG0205
wxspadap	East Grinstead, adj The Larches	Holtye Road	4400EG0204
surdptdp	Dormans Park, opp Wilderwick Farm	Wilderwick Road	40004410280A
surdmjgp	Dormans Park, adj The Approach	Wilderwick Road	40004410039B
surdmjgw	Dormansland, adj Dormans Station Turning	Wilderwick Road	40004410040B
surdmjmg	Dormansland, adj Church	High Street	40004410041B
surdmjmp	Dormansland, opp Memorial Hall	Dormans High Street	40004410042B
surdmjpa	Dormansland, adj Swallowfield	Dormans Road	40004410042C
surdmjtd	Lingfield, opp St Pier's Lane	Racecourse Road	40004410046B
surdmjtm	Lingfield, o/s Lingfield Racecourse	Racecourse Road	40004410047B
surdmjtw	Lingfield, opp Station Road	Racecourse Road	40004410048B
surdmjwd	Lingfield, Lingfield Railway Station (Stop A)	Station Road	40004410049A



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surdmjwd	Lingfield, Lingfield Railway Station (Stop A)	Station Road	40004410049A
surdptja	Lingfield, adj Pauls Mead	Station Road	40004410289B
surdmpat	Lingfield, o/s 108 Saxby's Lane	Saxby's Lane	40004410053A
surdmpam	Lingfield, adj Little Lullenden	Saxby's Lane	40004410052A
surdmjw	Lingfield, War Memorial (E-bound)	High Street	40004410051A
surdmjtp	Lingfield, adj Station Road	Town Hill	40004410048A
surdmjti	Lingfield, opp Lingfield Racecourse	Racecourse Road	40004410047A
surdmjtg	Lingfield, adj St Pier's Lane	Racecourse Road	40004410046C
surgpdgw	Dormansland, opp Swallowfield	Dormans Road	40004410042D
surdmjmi	Dormansland, adj Memorial Hall	Dormans High Street	40004410042A
surdmjmd	Dormansland, opp Church	High Street	40004410041A
surdmjma	Dormansland, opp Dormans Station Turning	High Street	40004410040C
surdmjgt	Dormans Park, opp The Approach	Wilderwick Road	40004410039C
surdptdt	Dormans Park, adj Wilderwick Farm	Wilderwick Road	40004410280B
wxapdam	East Grinstead, opp The Larches	Holyte Road	4400EG0203
wxgmgpt	East Grinstead, opp Copse Close	Holyte Avenue	4400EG0466
wxapdat	East Grinstead, Stone Quarry Estate (SE-bound)	Quarry Rise	4400EG0205
wxapdgd	East Grinstead, adj Turner Court	Holyte Road	4400EG0208
wxapdgm	East Grinstead, opp Queen Victoria Hospital	Holyte Road	4400EG0210
wxapdgp	East Grinstead, adj East Court	Holyte Road	4400EG0211
wxapawp	East Grinstead, opp Court Crescent	Estcots Drive	4400EG0198
wxapawg	East Grinstead, adj Chestnut Close	Estcots Drive	4400EG0195
wxapawd	East Grinstead, opp Harmans Mead	Harmans Drive	4400EG0194
wxapatw	East Grinstead, adj Farm Close	Woodbury Avenue	4400EG0192
wxapamp	East Grinstead, adj Herontye Drive	Lewes Road	4400EG0176
wxapgjm	East Grinstead, opp Sackville School	Lewes Road	4400EG0269
wxapgjp	East Grinstead, Sackville College (Stop L)	High Street	4400EG0270
wxapgma	East Grinstead, War Memorial (Stop J)	High Street	4400EG0273
wxapwmt	East Grinstead, Whitehall (Stop P)	London Road	4400EG0360
wxapjma	East Grinstead, Railway Approach (Stop D)	Railway Approach	4400EG0323
wxapgtj	East Grinstead, Brooklands Way (Stop B)	Brooklands Way	4400EG0291
wxapwgd	East Grinstead, opp Garden Wood Road	Brooklands Way	4400EG0679
wxapgtl	East Grinstead, Railway Viaduct (NW-bound)	Garden Wood Road	4400EG0288
wxgmgat	East Grinstead, opp Kipling Way	Garden Wood Road	4400EG0438
wxapgpt	East Grinstead, opp Blount Avenue	Garden Wood Road	4400EG0285
wxapgta	East Grinstead, before Heathcote Drive	Garden Wood Road	4400EG0287
wxgmgwa	East Grinstead, adj Fairlawn Drive	Heathcote Drive	4400EG0651
wxgmgtp	East Grinstead, at Imberhome Upper Grounds	Imberhome Lane	4400EG0649
wxapgwt	East Grinstead, o/s Imberhome Upper School	Imberhome Lane	4400EG0301
wxapjad	East Grinstead, opp Felbridge Hotel	London Road	4400EG0302
surdmgad	Felbridge, after The Star Inn	Cophorne Road	40004410001B
surdmgat	Felbridge, opp Felbridge School	Crawley Down Road	40004410002D
surdmgda	Felbridge, opp McIver Close	Crawley Down Road	40004410003B
wxapdgv	Felbridge, opp Rowplatt Lane	Crawley Down Road	4400EG0216
wxapdjd	Felbridge, o/s Felbridge Nurseries	Felbridge Road	4400EG0218
wxapdta	Crawley Down, opp Cuttinglye Road	Hophurst Hill	4400EG0238
wxapdtm	Crawley Down, adj Pasture Wood	Hophurst Lane	4400EG0242
wxgmgtd	Crawley Down, adj Tiltwood Drive	Burleigh Way	4400EG0469
wxapdwt	Crawley Down, adj Larches Way	Burleigh Way	4400EG0251
wxapdwm	Crawley Down, opp Royal Oak	Burleigh Way	4400EG0249
wxapdtmj	Crawley Down, Sunnymead (N-bound)	Station Road	4400EG0353
wxapdwd	Crawley Down, War Memorial (Stop F)	Sandy Lane	4400EG0246
wxgmgjd	Crawley Down, adj Forge Garage	Sandy Lane	4400EG0448
wxapdpt	Crawley Down, opp Sandy Lane	Turners Hill Road	4400EG0236
wxapdpgp	Crawley Down, opp Mascotte	B2028 Turners Hill Road	4400EG0359
wxapdpd	Cophorne, The Duke's Head (W-bound)	Cophorne Common Road	4400EG0232
wxapdmw	Cophorne, adj Cottage Place	Cophorne Common Road	4400EG0230
wxapdmp	Cophorne, opp Abergavenny Gardens	A264 Cophorne Common Road	4400EG0228
wxapgdg	Cophorne, opp Lashmere	Borers Arms Road	4400EG0263
wxapgdj	Cophorne, opp Borers Close	Borers Arms Road	4400EG0261
wxapgdw	Cophorne, adj Church	Borers Arms Road	4400EG0265
wxgmgma	Cophorne, opp Village Hall	Cophorne Bank	4400EG0454
wxapgaw	Cophorne, adj The Prince Albert	Cophorne Bank	4400EG0258
wxapgat	Cophorne, adj Brookview	Brookhill Road	4400EG0257
wxapgaj	Cophorne, adj Church Lane	Brookhill Road	4400EG0254
wxapdjp	Wakehams Green, opp Petrol Station	A264 Cophorne Road	4400EG0221
wxgmgjg	Wakehams Green, opp Wyevale Garden Centre	Cophorne Road	4400EG0449
wxajwgm	Pound Hill, Ridley's Corner (W-bound)	Worth Park Avenue	4400CY0182
wxgmdma	Pound Hill, Worth Park Avenue (SW-bound)	Worth Park Avenue	4400CY0522
wxajwjp	Three Bridges, Three Bridges Station (Stop A)	Haslett Avenue East	4400CY0203
wxamadm	Three Bridges, adj Jubilee Walk	Three Bridges Road	4400CY0217
wxapdtmw	Three Bridges, opp Artel Croft	Three Bridges Road	4400CY0447
wxamagw	Crawley, adj Rowan Close	Three Bridges Road	4400CY0227
wxamdp	Crawley, Bus Station (Stand E)	Friary Way	4400CY0295
wxamdp	Crawley, Bus Station (Stand F)	Friary Way	4400CY0296
wxajtjm	Crawley, adj East Park	Brighton Road	4400CY0140
wxapdtpt	Southgate, opp Sunningdale Court	Brighton Road	4400CY0501
wxapdtm	Southgate, o/s 33 Golfs Park Road	Golfs Park Road	4400CY0500

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For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wxajpgp	Southgate, opp Goffs Park	Horsham Road	4400CY0079
wxamjpt	Southgate, o/s St Wilfrid's School	St Wilfred's Way	4400CY0394
wxajpgj	Gossops Green, Cheals Roundabout (SW-bound)	Horsham Road	4400CY0077
wxajpgd	Gossops Green, Cheals Roundabout (NE-bound)	Horsham Road	4400CY0076
wxamdjd	Gossops Green, o/s Holy Trinity School	Woburn Road	4400CY0278
surdpmap	Lingfield, adj The Star	Church Road	40004410216A
surdmpad	Lingfield, War Memorial (W-bound)	High Street	40004410051B



The information on this timetable is expected to be valid until at least 8th May 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	SDO
East Grinstead, War Memorial (Stop H)	0742
East Grinstead, o/s Estcots School	0745
East Grinstead, adj Queen Victoria Hospital	0750
Dormansland, adj Church	0755
Lingfield, Lingfield Railway Station (Stop A)	0800
Blindley Heath, opp Ray Lane	0808
South Godstone, adj Godstone Railway Station	0813
South Godstone, adj Woodlands Drive	0814
Oxted, adj Oxted School	0830

Saturdays

no service

Sundays

no service

Good Friday (Friday 19th April)

no service

Easter Monday (Monday 22nd April)

no service

Service Restrictions: 1 - only 23.4.19 to 24.5., 3.6. to 24.7.

Notes: SDO - Schooldays only