



TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF CHAPEL ROAD, BARNS GREEN, HORSHAM

On Behalf of: Shanly Homes
Report Reference: **26/782/C**
May 2026

REPORT CONTROL SHEET

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd has been appointed by Shanly Homes (“the Applicant”) to prepare a Transport Statement (TS) in support of a planning application for a proposed residential development on land west of Chapel Road, Barns Green, Horsham.
- 1.1.2 This TS has been prepared in accordance with the Department for Transport’s Overarching Principles on Travel Plans, Transport Assessments and Statements (2014), the National Planning Policy Framework (NPPF, December 2024), and the policies of Horsham District Planning Framework (HDPF).
- 1.1.3 The purpose of this report is to describe the existing transport conditions, the accessibility of the site by various modes, and the likely impact of the proposed development on the surrounding road network. The assessment demonstrates that the proposed development will not have any severe impact on highway safety or network capacity, in accordance with Paragraph 116 of the NPPF.

1.2 Structure of Report

- 1.2.1 Chapter 2 provides details of site and surrounding area.
- 1.2.2 Chapter 3 provides details of the accessibility by non-car modes of transport.
- 1.2.3 Chapter 4 provides description of the proposed development.
- 1.2.4 Chapter 5 outlines the traffic impact assessment.
- 1.2.5 Chapter 6 provides the proposed sustainable travel measures.
- 1.2.6 Chapter 7 summarises and concludes the study.

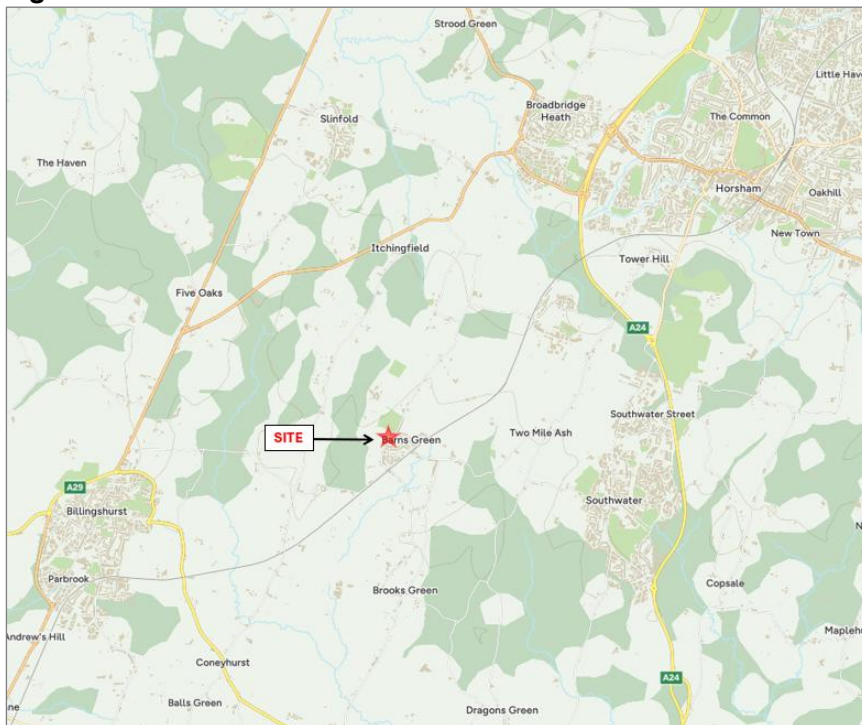
2 SITE AND SURROUNDING AREA

2.1 The Site

2.1.1 The is located within a village of Barns Green, in the Itchingfield, Slinfold & Warnham ward of Horsham local authority, approximately five miles (driving distance) southwest of Horsham town centre and four kilometres east of Billingshurst.

2.1.2 The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



2.1.3 The site encompasses an area of approximately 1.88 hectares. It is bound by Chapel Road to the east, existing residential development to the southeast, Muntham Drive to the north, field to the west and bridleway (known as Smugglers Lane) to the immediate south.

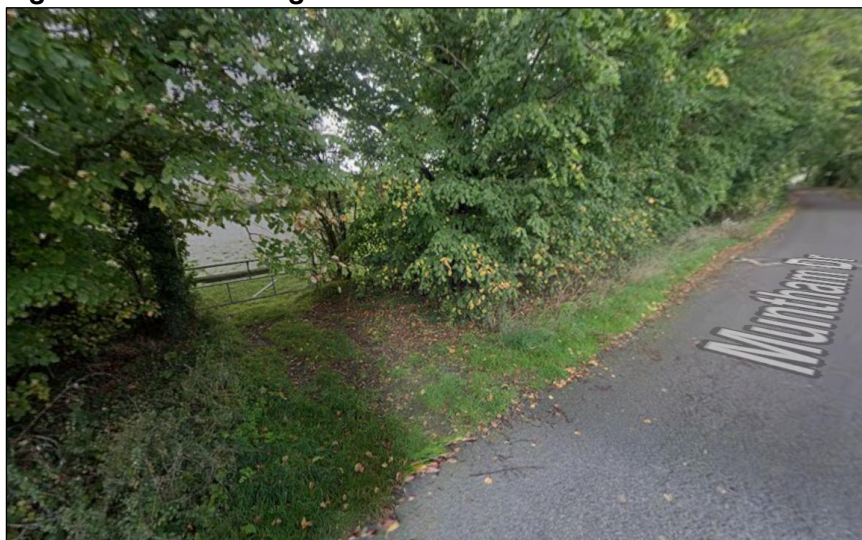
2.1.4 The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



- 2.1.5 There is an existing gated entrance into the site via Muntham Drive on the northeastern corner of the site – opposite the village hall building, as shown in Figure 2C.

Figure 2C Existing Gate Site Access on Muntham Drive



2.2 Local Amenities

- 2.2.1 There is a pub and village shop located opposite the site. In addition to these, there are some local amenities and services in Barns Green, within approximately 800 metres of the site; equating to approximately 11-minute walk; which complement and support the proposed residential development.

2.2.2 They are as follows:

Public Transport

- Bus stops on Chapel Road at 195 metres south of the site

Schools

- Barns Green Primary School at 245 metres northwest of the site

Retail, Restaurant

- The Queens Head pub (opposite the site)
- Barns Green Village Store and Post Office at 50 metres south of the site
- The Café by the Lake at 550 metres south of the site

Community Building / Leisure

- Barns Green Sports and Social Club at 185 metres north of the site
- Barns Green Village Hall at 275 metres north of the site

2.2.3 These local amenities provide for day-to-day needs, with larger retail, leisure, and employment opportunities available in Horsham (approximately five miles northeast), and Billingshurst (four kilometres west).

2.3 Local Road Network

2.3.1 Chapel Road is a primary route through Barns Green. In the vicinity of the site, the carriageway of Chapel Road is approximately 5.5 metres, with a continuous footway on its eastern side. Chapel Road is subject to a 30 mph speed limit and benefits from street lighting. Chapel Road connects to Muntham Drive and Two Mile Ash Road at a crossroads junction at approximately 125 metres northeast of the proposed site access.

2.3.2 The land to the immediate south of Smugglers Lane bridleway is subject to a planning application (ref. DC/2025/2057) for a development comprising 68 homes. This development has been considered in relation to the access arrangements to ensure that there are no compatibility issues between both access points.

2.4 Baseline Traffic Conditions

2.4.1 To inform the current planning application, Magna Transport Planning instructed RD Services to undertake automatic traffic count (ATC) surveys at Chapel Road at approximately 40 metres either side of the proposed site access location for a period

of one week, commencing 15 October 2025. The ATC survey data is provided in Appendix 1.

2.4.2 The ATC survey shows that there on an average weekday, there were around 2,100 vehicles (two-way) recorded travelling on Chapel Road, with the weekday peak hour two-way flows being 174 vehicles (08:00-09:00) and 183 vehicles (17:00-18:00).

2.4.3 The recorded vehicular speeds are summarised in Table 2A.

Table 2A ATC – Speed Data

ATC	85 th Percentile Speed		Average Speed	
	Northeastbound	Southwestbound	Northeastbound	Southwestbound
Southern ATC	29.6 mph	28.8 mph	22.8 mph	22.0 mph
Northern ATC	31.2 mph	30.2 mph	25.1 mph	24.0 mph

2.4.4 Table 2A shows that the recorded 85th percentile speeds approaching the proposed site access location on Chapel Road are 29.6 mph (northeastbound) and 30.2 mph (southwestbound). These speeds will be used to inform the visibility splay requirements at the proposed site access.

2.4.5 Table 2A also shows that overall, the average speeds on Chapel Lane are in the range of 22 mph and 25 mph

2.5 Collision Analysis

2.5.1 The Crashmap website has been used to obtain the personal injury collision (PIC) data for streets in the vicinity of the site, during the latest available five-year period. The search area comprises a section of Chapel Road between the crossroads junction with Muntham Drive and Two Mike Ash Road to the north of the site and Valewood Lane to the south, covering an approximate length of 570 metres.

2.5.2 The analysis identifies one recorded personal injury collision along this section of Chapel Road. The collision was classified as ‘slight’ in severity and occurred approximately 45 metres north of the proposed site access. The incident took place in November 2020 during daylight conditions, when the carriageway was recorded as wet or damp. The collision involved two vehicles and resulted in one slight injury. There is no indication that the incident was related to visibility constraints, access arrangements, or the geometric characteristics of Chapel Road at this location.

2.5.3 No further collisions were reported on Chapel Road.

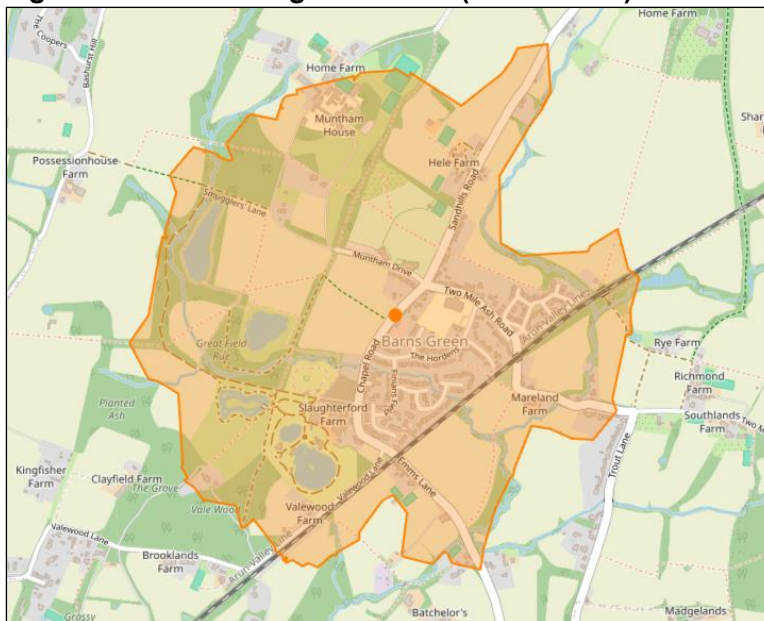
- 2.5.4 One additional 'slight' personal injury collision was recorded on The Hordens (at approximately 28 metres east of Chapel Road) at around 150 metres south of the site. This collision occurred in August 2024 during daylight conditions and involved two vehicles. The available information indicates that the collision related to low-speed vehicle manoeuvring rather than the operation or layout of the wider highway network.
- 2.5.5 The collision reports are provided in Appendix 2.
- 2.5.6 Overall, the very limited collision history along this section of Chapel Road does not indicate any existing highway safety concern. On this basis, there is no evidence to suggest that the proposed development would give rise to an unacceptable impact on highway safety.

3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 The Chartered Institution of Highways and Transportation (CIHT), in its document Planning for Walking (2015), notes that most people are willing to walk where destinations are located within around one mile. The guidance explains that land use patterns most conducive to walking typically take the form of mixed-use, walkable neighbourhoods with a catchment of approximately 800 metres, equivalent to around a 10-minute walk.
- 3.1.2 On this basis, an 800-metre walking catchment is considered a reasonable and accepted benchmark for assessing pedestrian accessibility. Figure 3A illustrates the 800-metre walking isochrone from the site.

Figure 3A Walking Isochrone (800 Metres)



- 3.1.3 The entirety of Barns Green lies within an 800-metre walking distance of the site. As such, the local amenities and services identified in Chapter 2 of this report, including the village store, post office, school, public house and bus stops, are readily accessible on foot.
- 3.1.4 A footway is provided along the eastern side of Chapel Road, offering continuous pedestrian access to the bus stops, village store, post office and public house, all of which are located on Chapel Road.

- 3.1.5 In the vicinity of the bus stops to the immediate north of Farm Close, dropped kerbs and tactile paving are provided, facilitating safe pedestrian crossing movements as shown in Figure 3B. South of this location, the footway continues along the western side of Chapel Road, maintaining continuity of pedestrian provision.

Figure 3B Pedestrian Crossing Adj. to Bus Stop on Chapel Road



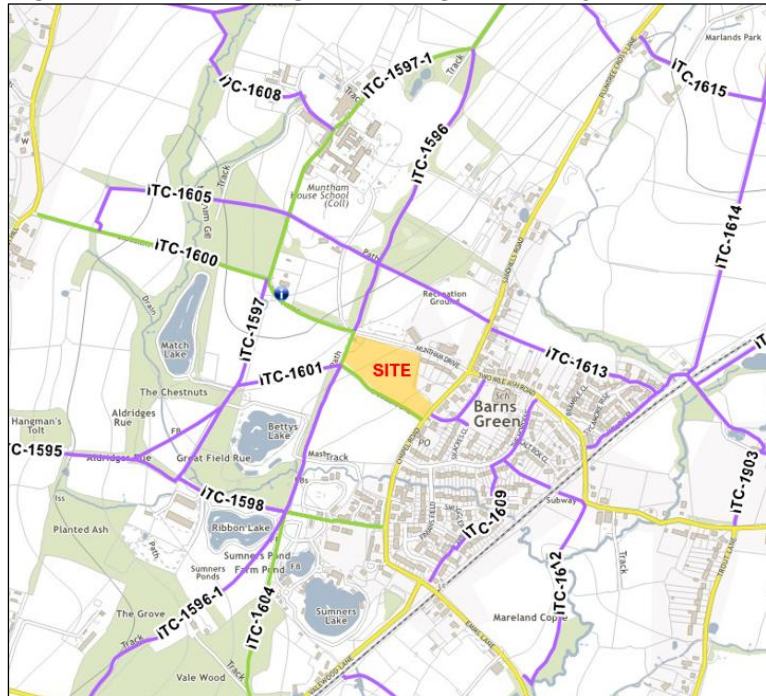
- 3.1.6 To the north of the proposed site access, the footway on Chapel Road continues northwards and onto the southern side of Two Mile Ash Road. This route provides continuous pedestrian access to Barns Green Primary School.
- 3.1.7 At the crossroads junction of Barns Green with Muntham Drive and Two Mile Ash Road, there are informal pedestrian crossings in the form of dropped kerbs with tactile paving on the southern and western arms of the junction, as shown in Figure 3C. These crossings provide safe pedestrian access to the village hall on Muntham Drive.

Figure 3C Pedestrian Crossing at Chapel Road/Muntham Drive Crossroads



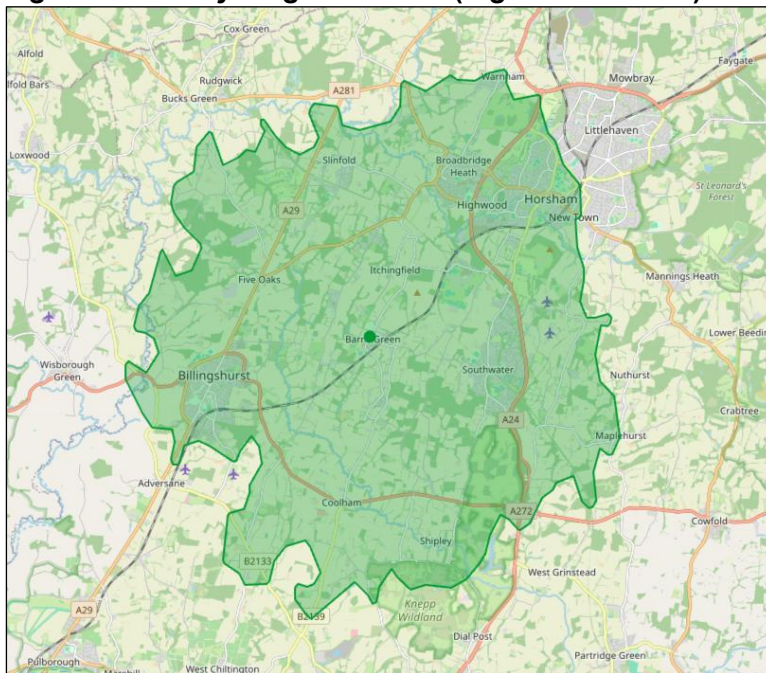
3.1.8 There is a network of public rights of way in the vicinity of the site, as shown in Figure 3D.

Figure 3D Existing Public Rights of Way



- 3.1.9 Figure 3D shows that a bridleway (ITC-1600), Smugglers Lane, bounds the site to the south and west. This route provides pedestrian access towards Muntham House School, located to the north of the site, and also connects with a wider network of footpaths extending to the west and south-west.
- 3.1.10 To the immediate east of the site, a public footpath (ITC-1611) runs through The Queens Head public house car park and continues north-eastwards towards Two Mile Ash Road, providing an additional pedestrian route connecting the site with the surrounding area.
- 3.1.11 The bridleway ITC-1600 provides connection to a public footpath ITC-1596, which in turn provides pedestrian access to the recreational ground, north of Muntham Drive.
- 3.1.12 The CIHT, in its document Planning for Cycling (2014), notes that the majority of cycling trips are made over relatively short distances, with around 80% of trips being less than five miles, or approximately eight kilometres.
- 3.1.13 On this basis, an eight-kilometre distance is commonly regarded as an appropriate benchmark for assessing cycling accessibility. Figure 3E illustrates the eight-kilometre cycling isochrone from the site.

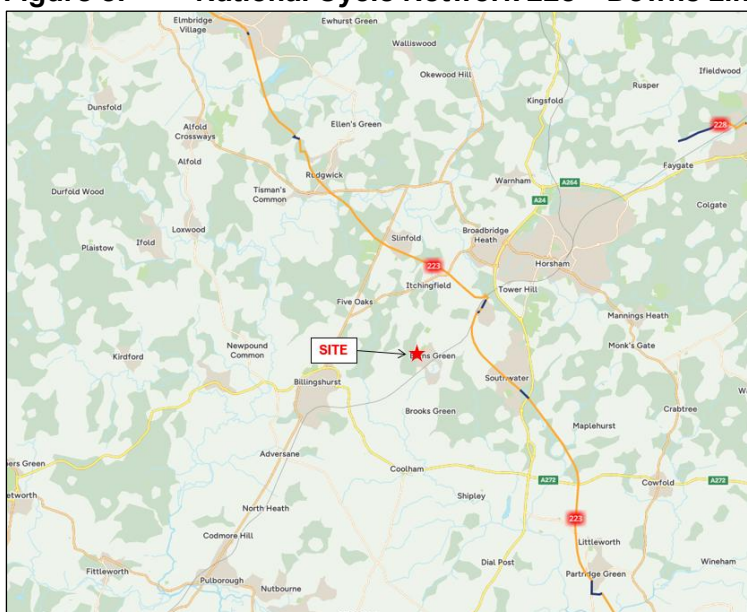
Figure 3E Cycling Isochrone (Eight Kilometres)



3.1.14 The cycling isochrone encompasses Southwater, Billingshurst and parts of Horsham, indicating that these locations fall within a realistic cycling catchment for commuting and other local trips.

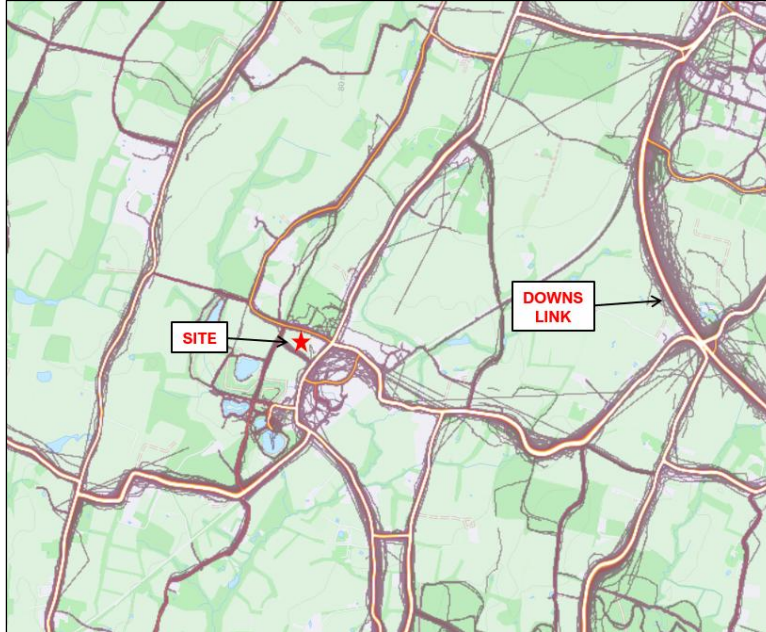
3.1.15 The nearest signed cycle route is the Downs Link, National Cycle Network Route 223, located at Two Mile Ash and accessed via Two Mile Ash Road, approximately a nine-minute cycle from the site. The Downs Link is a shared-use strategic route providing connections to a wider area, including Partridge Green, Steyning, Southwater and Cranleigh, as shown in Figure 3F.

Figure 3F National Cycle Network 223 – Downs Link



3.1.16 While there are no formally designated cycle routes within Barns Green itself, Figure 3G indicates regular cycling activity along Chapel Road and the surrounding rural lanes. This demonstrates that the local highway network is already used by both recreational and utility cyclists, reflecting its suitability for cycling movements.

Figure 3G STRAVA Cycle Heatmap



3.1.17 Overall, the site is well located in pedestrian and cycling terms, with convenient access to local services, facilities and public transport within accepted walking distances, and realistic opportunities for cycling to nearby settlements and employment areas. The presence of continuous footway provision, appropriate crossing facilities, public rights of way and access to the wider cycling network supports sustainable travel choices and accords with the guidance set out by the Chartered Institution of Highways and Transportation.

3.2 Public Transport

Buses

- 3.2.1 The nearest bus stops are located on Chapel Road, approximately 210 metres south of the proposed site access, equating to around a three-minute walk. These stops are served by Routes 64, 74 and 74A.
- 3.2.2 The timetable for these routes is provided in Appendix 3. These confirm that Barns Green is served by Routes 64, 74 and 74A, with services operating on different days of the week rather than as a single high-frequency corridor.

- 3.2.3 Route 74 operates on Tuesdays only, providing three services in each direction between Barns Green and Horsham, spread across the late morning and early afternoon periods. Route 74A provides the most regular level of service, operating Monday to Friday. This includes an early morning northbound service to Horsham at approximately 07:00, suitable for commuting, together with late afternoon southbound return services at around 16:57 on weekdays. Additional daytime services operate on Thursdays.
- 3.2.4 Route 64 operates on a more limited basis, with a single mid-day service in each direction on Mondays and Thursdays, providing additional connectivity between Barns Green, Horsham and Loxwood.
- 3.2.5 While service frequencies reflect the context of the village, the provision enables access to employment, education, retail and onward public transport connections without reliance on the private car

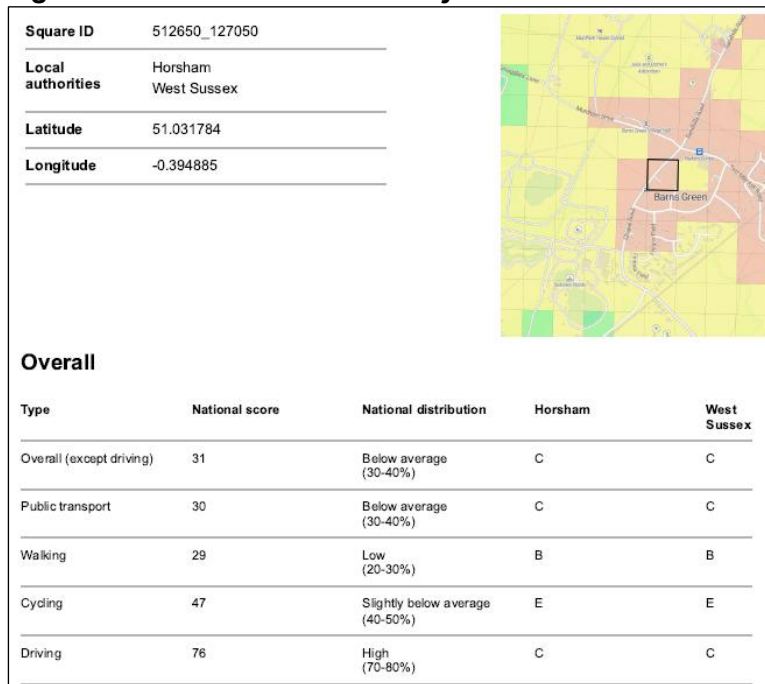
Rail

- 3.2.6 Christ's Hospital Railway Station is located at approximately 3.7 kilometres northeast of the site, equating to five minutes of drivetime or 13 minutes on bike. All services at the station are operated by Southern, and there are two trains per hour to London Victoria (via Gatwick Airport) and Bognor Regis.

3.3 Connectivity Tool

- 3.3.1 The Department for Transport's Connectivity Tool provides a high-level, comparative assessment of accessibility by different transport modes. Connectivity is expressed through national scores on a scale from 1 to 100, together with bandings from A to J relative to the local authority area, with Band A representing the highest level of connectivity.
- 3.3.2 The connectivity scores for the site (**measured at the proposed site access**) are shown in Figure 3H.

Figure 3H Site's Connectivity Scores



3.3.3 The site records an overall non-car connectivity score of 31, placing it below the national average but, within Band C when benchmarked against West Sussex and Horsham more generally. This indicates a relatively good level of accessibility by sustainable modes in local authority terms.

3.3.4 For walking, the site achieves a score of 29, which is also below the national average and within Band B locally. Public transport connectivity records a score of 30, placing the site within Band C, while cycling connectivity achieves a score of 47 (slightly above national average) and is also categorised as Band E.

3.3.5 Taken together, the Connectivity Tool outputs present a balanced and expected accessibility profile for a residential site in this location. Importantly, the results are consistent with the detailed, site-specific assessment set out earlier in this chapter, which confirms that realistic and practical opportunities for walking, cycling and public transport use are available to future residents, notwithstanding the rural character of the surrounding area.

4 PROPOSED DEVELOPMENT

4.1 The Proposal

4.1.1 The proposed development comprises 31 residential dwellings, in the form of:

Private – Houses

- 6 x 2-bed units
- 6 x 3-bed units
- 5 x 4-bed units
- 3 x 5-bed units

Affordable – Houses

- 3 x 3-bed units

Affordable – Flats

- 3 x 1-bed units
- 5 x 2-bed units

4.1.2 As can be seen, approximately 35% of the dwellings will be affordable.

4.2 Access Arrangements

Site Access on Chapel Road

4.2.1 The proposed development will be accessed via a new bell-mouth junction off Chapel Road. This will have 5.5 metres wide carriageway and two metres wide footway on both sides.

4.2.2 The visibility splay of 2.4 metres x 40 metres (to the southwest) and 2.4 metres x 41 metres (to the northeast) can be easily achieved. These splays are commensurate to the recorded 85th percentile speeds of 29.6 mph (northeastbound) and 30.2 mph (southwestbound) when calculated using the Manual for Street parameters of reaction time (2.0 seconds) and deceleration rate (4.41 m/s²).

4.2.3 The footways along the access road will continue onto the western side of Chapel Road. To the south, this footway will continue up to Smugglers Lane bridleway, allowing continuous pedestrian access to this public right of way. To the north, the footway will continue for approximately 12 metres, whereby an informal pedestrian crossing in the

form of dropped kerbs with tactile paving will be provided. This provides a safe pedestrian route to the north.

4.2.4 The site access will comprise a 5.5-metre-wide carriageway with a two-metre-wide footway on its northern side. This footway will continue for approximately 20 metres along the southern side of Church Lane to create a short, clearly defined pedestrian refuge and improve visibility between drivers and pedestrians at the access. The short section of footway will assist pedestrians in stepping clear of passing vehicles, provide a convenient waiting point for those entering or leaving the site, and help signal to motorists that they are entering a low-speed environment, thereby reinforcing the shared-surface character of the lane.

4.2.5 The junction arrangement drawing is provided in Appendix 4.

4.2.6 In addition to the main site access on Chapel Road, the existing gated access on Muntham Drive will be reinstated as a permeable pedestrian link. This will provide an alternative and more direct walking route to destinations to the north of the site, including the village hall, the nearby cricket and tennis clubs as well as existing public rights of way network.

Interaction with Pub Car Park Access

4.2.7 Whilst it is acknowledged that the proposed access would form a crossroads junction with the access to The Queens Head public house car park, it is not anticipated that this arrangement would give rise to any perceptible vehicular conflict. This is because the peak hours associated with the proposed development would not coincide with the typical peak periods of the public house car park, there would be no through vehicular movements between the development and the public house which reduces the overall conflict movements, and the overall level of trip generation associated with the proposal would be low and unlikely to result in any adverse impact at this junction.

Interaction with the Access to Adjacent Miller Homes Development

4.2.8 The land to the south of the site is subject to an ongoing planning application (DC/2025/2057) by Miller Homes, for a 68-dwelling scheme. The access arrangements for this site have been considered to ensure that there are no compatibility issues.

4.2.9 A composite plan showing both the proposed and Miller Homes accesses is provided in Appendix 4.

Internal Road Arrangements

- 4.2.10 The internal road arrangement will comprise approximately 4.8 metres wide, with two metres wide footway on one side of the access road. This main access road will be providing direct access to majority of the dwellings. The visibility along with main access road development are in line with the design speed of 20 mph.
- 4.2.11 The side road access adjacent to Plot 16 provides access to 14 dwellings (Plots 16 to 29). This side road designed with 4.8 metres wide carriageway and a two metres wide footway on one side. This side road is also in line with the design speed of 20 mph.
- 4.2.12 Both, the main access road and side access road have appropriate turning heads that can accommodate typical delivery and servicing vehicles as well as emergency vehicles. The turning head at the end of the main access road provides access to four dwellings (Plots 8 to 11).
- 4.2.13 The internal layout arrangements are provided in Appendix 5.

4.3 Parking

Car Parking

- 4.3.1 The car parking allocation is provided in Table 4A. Single garage is counted as 0.5 space, car port is counted as 1 space and double garage is counted as 2 spaces.

Table 4A Proposed Car Parking Allocation

Plot No.	No. Of Bedrooms	Car Parking Provision		
		No of Driveway Spaces	Garage Type	Total Hypothetical Provision
1	3	4	Single Garage & Single Carport	5.5
2	4	2	Single Garage & Single Carport	3.5
3	4	2	Single Garage & Single Carport	3.5
4	4	2	Single Garage & Single Carport	3.5
5	4	2	Single Garage & Single Carport	3.5
6	4	2	Double Garage	4
7	5	2	Double Garage	4
8	5	2	Double Garage	4
9	5	2	Double Garage	4
10	3	2	Single Garage & Single Carport	3.5
11	3	2	Single Garage	2.5
12	3	2	Single Garage	2.5
13	3	1	Single Garage	1.5
14	3	2	Single Garage	2.5
15	3	2	-	2.5
16	2	2	-	2
17	2	2	-	2
18	2	2	-	2
19	3	2	-	2
20	3	2	-	2
21	2	1.5	-	1.5

22	2	1.5	-	1.5
23	2	1.5	-	1.5
24	2	1.5	-	1.5
25	1	1	-	1
26	1	1	-	1
27	1	1	-	1
28	1	1	-	1
29	3	2	-	2
30	2	2	-	2
31	2	2	-	2
	87	57	15.5	72.5

4.3.2 Overall, the proposed development provided 72.5 theoretical allocated car parking spaces.

4.3.3 Based on the West Sussex County Council (WSCC) Guidance on Parking at New Developments (September 2020), the parking requirement for the development within Parking Behaviour Zone 1 in which the site is located is provided in Table 4B.

Table 4B WSCC Parking Requirement (PBZ1)

No. Of Bedrooms	No. of Dwellings Proposed	Parking Requirement (per dwelling)	Parking Requirement for Proposed Development
1	4	1.5	6
2	9	1.7	15.3
3	10	2.2	22
4	5	2.7	13.5
5	3	2.7	8.1
Total	31	-	64.9

4.3.4 Table 4B shows that based the WSCC's parking guidance, there is a requirement for 64 to 65 car parking spaces. The proposal to provide a total of 72.5 (rounded up to 73) car parking spaces therefore meets the WSCC's parking requirements.

4.3.5 In addition to the above, there are eight visitor spaces provided across the development. This provision equates to 0.26 spaces per dwellings, which also accords with the WSCC's parking guidance.

4.3.6 Each dwelling will be provided with an electric vehicle charging point – in line with the WSCC's parking guidance.

Cycle Parking

4.3.7 There will be sufficient space provided on site to ensure each dwelling is provided with sufficient facility within its curtilage to accommodate at least two bikes either within the garage or in a shed.

4.4 Servicing

- 4.4.1 Majority of the deliveries will occur via transit and long wheel base vans. In addition to these, the development will attract refuse collection vehicles. The layout has been designed to accommodate such vehicles. The swept path of a large refuse truck (11.2 metres in length) and a fire tender is provided in Appendix 6.

5 TRAFFIC AND PARKING IMPACT ASSESSMENT

5.1 Introduction

5.1.1 This chapter assesses the likely transport impacts associated with the proposed development. It considers the proposed vehicular trip generation and quantifies the resulting change in traffic demand on the local road network during the weekday AM and PM peak hours.

5.2 Proposed Development Trip Generation

5.3 The site selection criteria used in TRICS to estimate the people trip generation associated with the proposed residential development is as follows:

- Main land use – Residential
- Sub land use – Houses Privately Owned
- Regions – England (excl. Greater London), Wales, Scotland
- Parameters – Sites between 15 and 50 dwellings
- Location – Suburban, Edge of Town
- Population within 1 mile – no more than 10,000

5.4 The TRICS report is provided in Appendix 7. The vehicular trip generation during the weekday peak hours i.e., 08:00-09:00 (AM peak hour), and 17:00-18:00 (PM peak hour) is provided in Table 5F.

Table 5F Vehicular Trip Generation – Proposed Residential Development

Mode of Transport	Peak Hour	Trip Rates		Trips (31 dwellings)		
		In	Out	In	Out	Two-way
Pedestrians	AM peak hour	0.066	0.185	2	6	8
	PM peak hour	0.132	0.040	4	1	5
Cyclists	AM peak hour	0.003	0.013	0	0	0
	PM peak hour	0.016	0.000	0	0	0
Public Transport	AM peak hour	0.000	0.040	0	1	1
	PM peak hour	0.008	0.005	0	0	0
Vehicles	AM peak hour	0.145	0.361	4	11	15
	PM peak hour	0.319	0.166	10	5	15

5.5 Table 5F shows proposed residential development could generate up to eight two-way pedestrian trips, one public transport trips and 15 two-way vehicular trips in the AM and PM peak hours respectively.

5.6 In terms of the vehicular traffic impact, the trip generation equates to an addition of one vehicular trip every four minutes on average, which is unlikely to be perceptible in traffic engineering terms.

6 SUSTAINABLE TRAVEL MEASURES

6.1 NPPF Context

- 6.1.1 Section 9 of the National Planning Policy Framework (NPPF, December 2024) establishes the Government's overarching approach to promoting sustainable transport. Paragraph 109 highlights the importance of addressing transport issues from the earliest stages of development, ensuring that schemes are well-designed, sustainable and contribute to high-quality places.
- 6.1.2 Paragraph 110 requires the planning system to actively manage patterns of growth to limit the need to travel and to promote a genuine choice of transport modes, recognising that opportunities to maximise sustainable travel will differ between urban and rural contexts.
- 6.1.3 Paragraph 115 confirms that sustainable transport modes should be prioritised and that safe and suitable access must be achieved for all users, while paragraph 116 clarifies that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network.
- 6.1.4 Paragraph 118 further requires that developments generating significant movement are supported by a vision-led Transport Statement or Transport Assessment and a Travel Plan. In line with this, a Framework Travel Plan will be prepared to complement this Transport Statement, setting out a package of measures and monitoring arrangements to encourage sustainable travel choices amongst future residents.

6.2 Travel Measures

- 6.2.1 A series of definite measures are proposed as part of the development to reduce private car dependency and promote more sustainable modes of travel.
- Each dwelling will be provided with a secure space for at least two cycles, incorporating facilities for electric vehicle charging point to support the transition towards active and low-emission travel, in accordance with paragraph 117(e) of the NPPF.
 - All homes will be connected to broadband infrastructure, thereby enabling effective homeworking and reducing the need for commuting journeys,

consistent with paragraph 109(d) which encourages adaptation to changing transport technology and usage.

- Each household will also receive a Residential Travel Information Pack upon first occupation containing details of local public transport services, active travel routes and community facilities, helping residents to make informed travel choices from the outset.

6.3 Further Potential Measures

6.3.1 In addition to the measures discussed in Section 6.2, the Applicant would be willing to investigate the following measure if deemed necessary or appropriate by the Local Planning and Highway Authorities:

- Offer of a one-off £100 bus or cycle voucher per household to incentivise public transport and active travel, in line with paragraph 109(e) of the NPPF.

6.4 Summary

6.4.1 The measures outlined in this chapter demonstrate that the proposed development will deliver tangible and proportionate sustainability benefits appropriate to its rural setting.

6.4.2 Through the provision of cycle parking facilities, electric vehicle charging, full-fibre broadband, Travel Information Packs and potential community initiatives such as transport vouchers will actively encourage sustainable travel choices and support wider community safety objectives.

6.4.3 Collectively, these initiatives accord with the principles set out in paragraphs 109 to 118 of the NPPF, ensuring that the development promotes safe, inclusive and low-impact travel for future residents and the surrounding village.

7 SUMMARY & CONCLUSIONS

7.1 Summary

- 7.1.1 This Transport Statement has been prepared by Magna Transport Planning Ltd on behalf of Shanly Homes to support a planning application for a proposed residential development on land west of Chapel Road, Barns Green, Horsham. The proposals comprise 31 dwellings, including a mix of private and affordable housing.
- 7.1.2 The site is located within Barns Green, with day-to-day amenities and facilities available within accepted walking distances. These include the village store and post office, bus stops on Chapel Road, Barns Green Primary School, The Queens Head public house, the village hall and the sports and social club. In addition, the site benefits from proximity to public rights of way including Smugglers Lane bridleway and other local footpath connections, supporting walking for recreation and local journeys.
- 7.1.3 The accessibility review confirms that the site offers realistic opportunities for travel by non-car modes. A continuous footway is available on the eastern side of Chapel Road connecting towards local services and bus stops, with crossing facilities provided in the vicinity of the bus stops and at the Chapel Road / Muntham Drive / Two Mile Ash Road crossroads. Cycling opportunities are supported by the surrounding network of rural lanes and access to the Downs Link (National Cycle Network Route 223) within a short cycling distance. The Department for Transport Connectivity Tool outputs also indicate that, when benchmarked locally, the site achieves a reasonable level of accessibility by sustainable modes for its rural context.
- 7.1.4 The development would be served by a new priority bell-mouth access on Chapel Road, designed to provide safe and suitable access for all users. Visibility splays of 2.4 metres x 40 metres to the southwest and 2.4 metres x 41 metres to the northeast can be achieved, informed by measured 85th percentile speeds obtained from ATC surveys undertaken in October 2025. Pedestrian connectivity would be strengthened through new footway provision associated with the access arrangements, including an informal crossing point to the north, and through the reinstatement of the existing gated access on Muntham Drive as a permeable pedestrian link to destinations north of the site and the wider rights of way network.
- 7.1.5 The relationship between the proposed site access and the adjacent access to The Queens Head public house car park has been considered. Having regard to the modest

scale of the proposals, the absence of through movements between the development and the public house, and the differing peak characteristics of residential and public house activity, the arrangement is not expected to give rise to any operational or safety concerns.

- 7.1.6 The proximity of the Miller Homes proposal to the south (DC/2025/2057) has also been reviewed and the access arrangements have been considered to ensure compatibility between both proposals.
- 7.1.7 Parking provision has been assessed against WSCC Guidance on Parking at New Developments (September 2020). The proposals provide 69.5 allocated spaces (equivalent to 70 spaces when rounded), which meets the calculated requirement of 64.4 spaces for the development, together with visitor parking which accords with WSCC guidance. Cycle storage will be accommodated within plots, with provision to enable at least two cycles per dwelling to be stored securely within a garage or suitable outbuilding.
- 7.1.8 Baseline traffic conditions on Chapel Road have been established using ATC data, which demonstrates modest existing traffic flows through the village. The collision review identifies a very limited record of personal injury collisions within the study area, with one slight collision on Chapel Road in November 2020 and one slight collision on The Hordens in August 2024. The collision data does not indicate an existing highway safety issue at or in the vicinity of the proposed access location.
- 7.1.9 Trip generation has been derived using TRICS and demonstrates that the development would generate low levels of peak hour traffic, with up to 15 two-way vehicle trips in both the weekday AM and PM peak hours. In traffic engineering terms, this equates to around one vehicle movement every four minutes on average during peak periods, which would be unlikely to be perceptible on the local network.
- 7.1.10 A package of proportionate sustainable travel measures is proposed, including secure cycle storage, provision for electric vehicle charging, broadband connectivity to support home working, and the provision of a Residential Travel Information Pack to each household at first occupation. In addition, provision of the travel vouchers has also been identified.

7.2 Conclusions

7.2.1 The National Planning Policy Framework (NPPF, 2024) states that:

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

7.2.2 The evidence presented in this Transport Statement demonstrates that safe and suitable access can be achieved for all users, that the site is accessible by non-car modes consistent with its village context, and that the development would generate low levels of traffic that can be accommodated without material impact on the operation of the local highway network.

7.2.3 There is no collision pattern that would indicate an existing highway safety deficiency that would be exacerbated by the proposals, and the proposed access design is informed by measured traffic speeds and appropriate visibility standards. Parking provision meets the relevant WSCC guidance and the development incorporates measures to encourage sustainable travel choices.

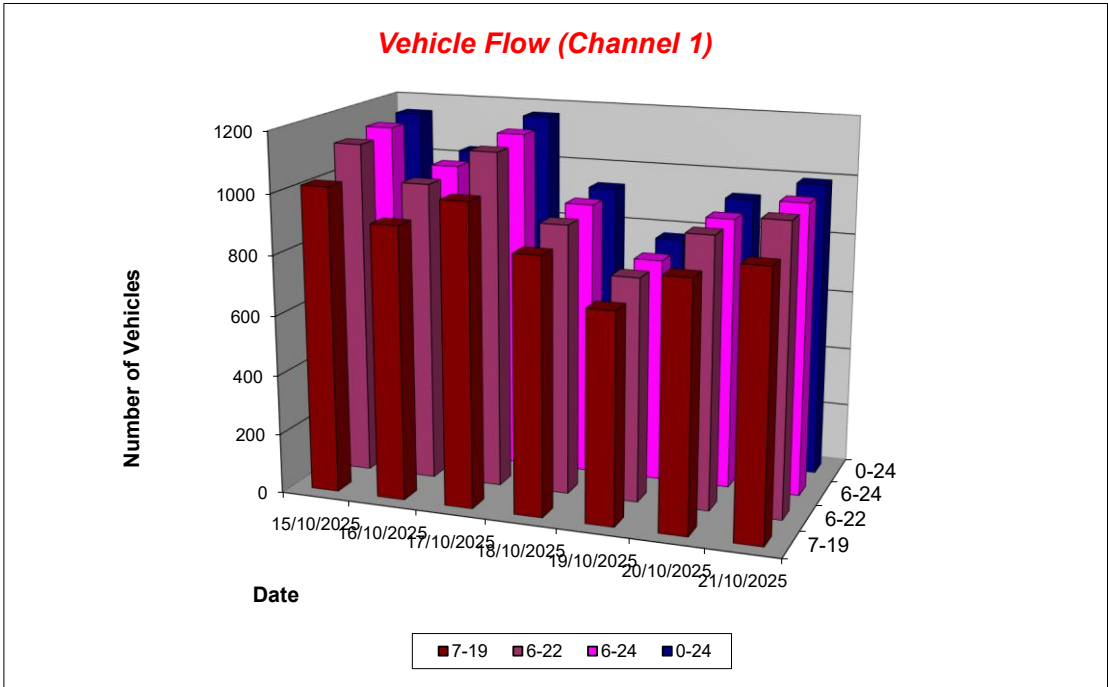
7.2.4 On this basis, the proposed development would not result in an unacceptable impact on highway safety and would not give rise to severe residual cumulative impacts on the road network. There are therefore no transport reasons that should prevent the grant of planning permission for the proposed development.

Appendix 1. ATC SURVEYS

Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound								Vehicle Flow	Week 1
Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday	Weekday Average	Average
1	0	1	3	4	13	1	0	1	3
2	0	0	3	2	2	1	0	1	1
3	0	0	3	0	0	1	1	1	1
4	2	2	2	0	1	4	4	3	2
5	2	1	4	3	2	2	5	3	3
6	9	7	9	2	2	10	6	8	6
7	40	42	34	3	8	37	44	39	30
8	78	74	56	35	15	61	55	65	53
9	128	137	113	63	30	87	99	113	94
10	96	72	69	75	75	73	96	81	79
11	66	62	91	88	73	65	75	72	74
12	75	75	76	98	78	64	80	74	78
13	71	81	75	87	85	70	65	72	76
14	60	66	84	91	88	73	79	72	77
15	101	65	101	77	73	69	68	81	79
16	100	64	98	70	39	64	83	82	74
17	83	61	101	56	71	75	90	82	77
18	85	92	70	64	40	76	56	76	69
19	77	63	71	50	34	46	32	58	53
20	27	21	48	22	19	25	29	30	27
21	19	19	23	14	11	15	11	17	16
22	12	7	10	8	10	4	5	8	8
23	16	18	13	13	1	3	6	11	10
24	4	1	8	7	2	0	3	3	4
7-19	1020	912	1005	854	701	823	878	928	885
6-22	1118	1001	1120	901	749	904	967	1022	966
6-24	1138	1020	1141	921	752	907	976	1036	979
0-24	1151	1031	1165	932	772	926	992	1053	996



Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	-	22.9	27.2	24.1	26.8	17.4	-
2	-	-	28.9	24.7	22.1	19.1	-
3	-	-	30.5	-	-	25.5	30.4
4	27.2	30.5	26.0	-	36.9	21.8	22.7
5	23.9	41.3	23.9	24.9	29.0	31.1	21.8
6	23.1	26.7	27.8	24.1	18.2	23.8	24.8
7	26.1	25.3	25.7	27.1	23.0	25.0	26.0
8	24.4	24.6	24.1	22.7	29.2	23.2	23.1
9	24.3	24.3	22.2	22.9	25.2	23.6	22.9
10	22.2	21.2	21.1	23.4	24.0	23.1	22.0
11	22.4	23.0	22.5	20.7	22.3	22.1	23.0
12	23.4	22.9	20.8	21.1	21.7	19.8	22.6
13	21.6	20.7	23.5	22.5	21.9	23.9	21.6
14	24.2	21.0	23.4	23.1	22.2	20.9	23.0
15	20.8	20.9	24.7	23.1	23.7	23.7	23.1
16	21.2	22.7	23.6	22.5	22.8	24.0	22.8
17	23.8	22.4	22.0	22.7	21.9	22.9	23.5
18	22.3	21.7	21.6	24.7	20.1	21.5	23.5
19	22.2	24.5	22.0	21.5	19.6	24.0	23.3
20	24.7	21.1	21.8	25.9	24.5	24.7	25.2
21	24.3	21.5	21.0	22.6	17.5	25.2	26.0
22	24.2	25.8	24.2	26.5	23.2	19.0	24.9
23	20.3	17.3	25.5	22.4	10.6	19.5	20.5
24	23.3	12.5	25.9	22.8	36.8	-	24.9

10-12	22.9	23.0	21.7	20.9	21.9	20.9	22.8
14-16	21.0	21.8	24.2	22.8	23.4	23.9	22.9
0-24	22.9	22.6	22.8	22.7	22.6	22.9	23.1

Mean (ALL)	22.8
Weekday Inter-Peak	22.5

Channel 1 - Northeastbound

85th Percentile

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	-	-	30.7	32.6	34.7	-	-
2	-	-	36.0	27.7	22.5	-	-
3	-	-	33.8	-	-	-	-
4	31.7	34.4	27.2	-	-	26.5	27.9
5	27.8	-	33.4	28.8	32.5	33.1	25.0
6	31.2	34.2	35.6	34.2	22.9	31.2	33.5
7	32.1	34.1	33.3	32.1	28.8	31.9	32.1
8	30.0	30.0	30.2	31.3	35.4	29.5	29.3
9	30.5	30.6	28.6	29.5	31.1	30.5	28.8
10	28.2	27.1	27.8	29.8	31.8	29.9	28.8
11	29.1	29.0	29.0	27.8	28.9	28.7	29.2
12	30.6	29.5	27.2	27.8	28.9	25.9	29.7
13	28.1	27.1	30.8	28.6	28.1	30.7	29.3
14	30.5	27.5	29.5	29.7	28.3	27.2	30.7
15	27.8	26.8	31.4	30.5	31.7	29.6	29.5
16	27.4	28.4	30.2	30.4	30.6	30.1	29.8
17	29.7	29.8	28.9	29.1	28.2	29.7	29.6
18	29.2	28.4	28.9	31.8	26.2	28.6	30.0
19	28.8	31.6	27.8	28.4	25.7	30.3	29.9
20	32.0	28.2	28.3	31.5	30.9	31.2	31.5
21	31.3	28.3	30.0	29.1	24.9	33.2	34.6
22	32.4	33.2	31.7	31.8	28.8	24.6	28.3
23	27.8	23.0	35.0	25.1	-	24.0	25.2
24	31.7	-	32.6	29.7	46.6	-	29.3

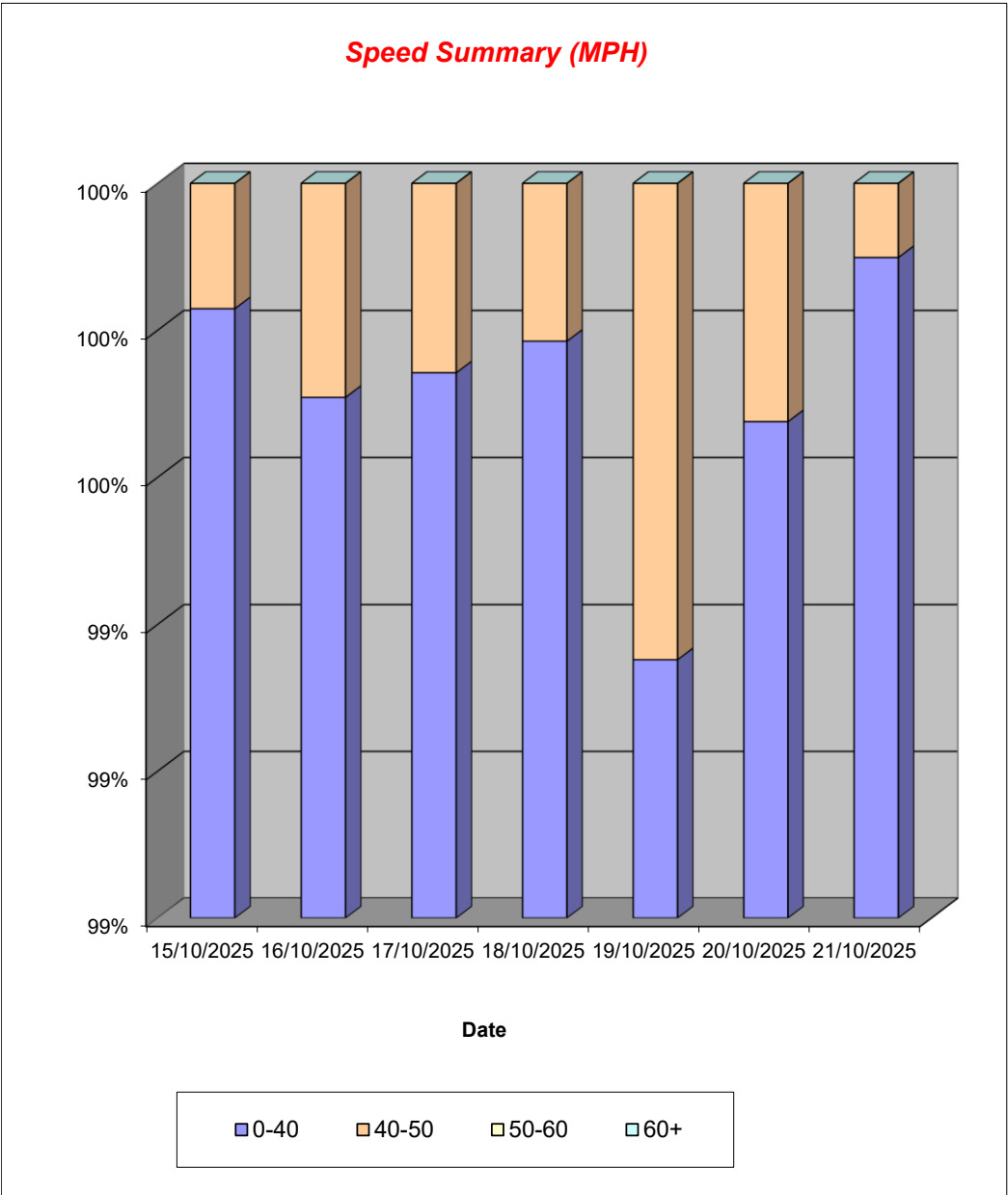
10-12	29.9	29.3	28.2	27.8	28.8	27.4	29.5
14-16	27.6	27.7	30.9	30.4	31.3	29.9	29.7
0-24	29.6	29.4	29.7	29.6	29.7	29.6	29.8

85th %ile (ALL)	29.6
Weekday Inter-Peak	29.1

Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Speed Summary			Week 1
Speed (MPH)	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
0-40	1172	1028	1162	930	767	923	991
40-50	2	3	3	2	5	3	1
50-60	0	0	0	0	0	0	0
60+	0	0	0	0	0	0	0
TOTAL	1174	1031	1165	932	772	926	992

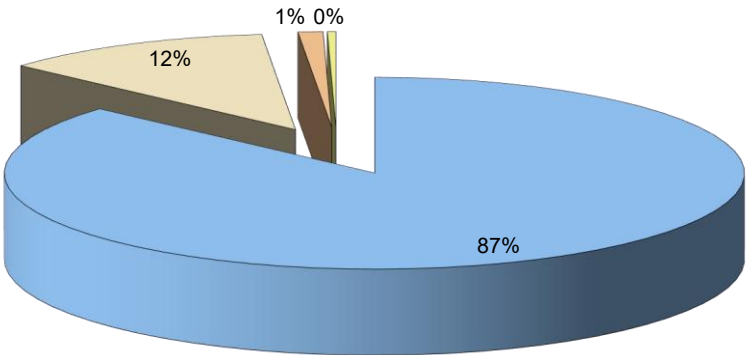


Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Vehicle Class	Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/10/2025					
7-19	930	100	8	5	1043
6-22	1017	110	9	5	1141
6-24	1036	110	9	6	1161
0-24	1045	114	9	-6	1162
16/10/2025					
7-19	784	113	12	3	912
6-22	860	124	14	3	1001
6-24	876	124	16	4	1020
0-24	882	129	16	4	1031
17/10/2025					
7-19	850	138	13	4	1005
6-22	946	152	18	4	1120
6-24	965	154	18	4	1141
0-24	979	162	20	4	1165
18/10/2025					
7-19	768	75	8	3	854
6-22	809	80	9	3	901
6-24	825	83	10	3	921
0-24	828	90	10	4	932
19/10/2025					
7-19	613	86	0	2	701
6-22	653	89	1	6	749
6-24	655	90	1	6	752
0-24	674	91	1	6	772
20/10/2025					
7-19	699	113	7	4	823
6-22	768	122	8	6	904
6-24	771	122	8	6	907
0-24	787	125	8	6	926
21/10/2025					
7-19	757	104	10	7	878
6-22	835	114	11	7	967
6-24	843	114	12	7	976
0-24	854	118	12	8	992
Average					
7-19	772	104	8	4	888
6-22	841	113	10	5	969
6-24	853	114	11	5	983
0-24	864	118	11	4	997

Total Vehicle Class Distribution



Barns Green ATC 1, Chapel Road (Southern Site)

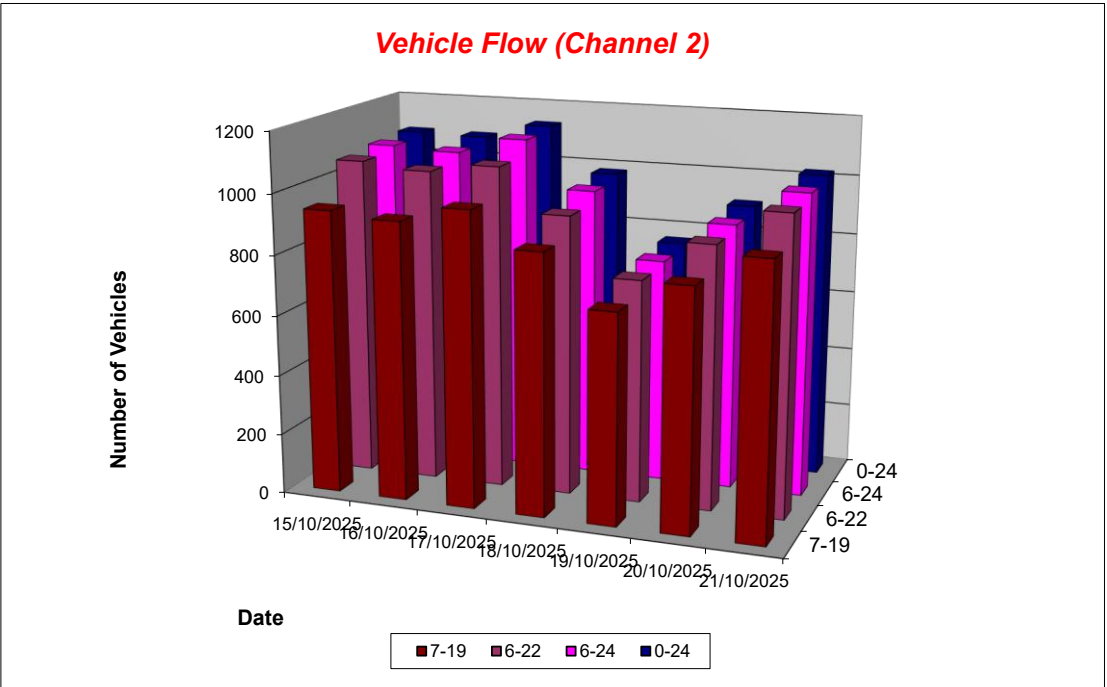
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday	Weekday Average	Average
1	2	4	0	5	4	4	3	3	3
2	1	0	1	2	3	1	0	1	1
3	0	2	1	0	0	0	0	1	0
4	0	2	1	1	1	0	3	1	1
5	3	2	2	3	1	3	2	2	2
6	4	6	5	4	0	7	6	6	5
7	8	5	10	5	3	7	7	7	6
8	48	49	49	17	19	37	47	46	38
9	63	62	69	46	42	51	66	62	57
10	77	66	104	57	53	58	71	75	69
11	61	79	70	95	75	69	70	70	74
12	59	81	71	110	69	77	61	70	75
13	81	75	91	105	99	52	82	76	84
14	72	58	79	101	77	46	110	73	78
15	93	64	62	72	58	55	75	70	68
16	100	97	117	67	84	81	86	96	90
17	89	110	117	73	61	101	84	100	91
18	113	101	103	82	29	101	103	104	90
19	87	83	47	39	30	70	45	66	57
20	50	59	53	30	24	46	42	50	43
21	39	34	20	24	10	16	21	26	23
22	22	20	11	7	7	7	20	16	13
23	11	20	34	22	5	12	13	18	17
24	4	4	16	14	4	2	5	6	7
7-19	943	925	979	864	696	798	900	909	872
6-22	1062	1043	1073	930	740	874	990	1008	959
6-24	1077	1067	1123	966	749	888	1008	1033	983
0-24	1087	1083	1133	981	758	903	1022	1046	995



Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Average Speed

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	26.2	25.0	-	25.0	24.3	20.8	24.0
2	32.9	-	25.1	32.4	19.9	25.5	-
3	-	25.0	23.0	-	-	-	-
4	-	26.5	27.8	14.1	39.3	-	23.0
5	31.4	32.2	31.0	24.8	24.4	21.0	35.2
6	28.0	22.7	25.3	20.7	-	22.7	19.9
7	23.4	26.3	22.7	18.8	23.4	20.3	24.6
8	22.2	22.8	24.8	21.9	24.9	22.6	22.8
9	21.4	22.9	22.6	22.4	25.1	22.9	22.2
10	22.4	20.6	22.4	23.5	24.1	22.3	21.4
11	23.8	19.6	21.7	22.1	22.7	20.5	24.0
12	20.9	21.0	22.2	22.4	23.3	21.7	20.3
13	20.4	19.9	22.6	22.2	22.9	20.6	20.8
14	22.3	23.4	22.5	21.9	22.3	21.9	22.1
15	21.2	22.9	22.1	20.9	21.1	22.3	22.6
16	21.2	20.9	22.4	22.3	21.6	22.6	20.5
17	23.5	21.4	19.9	21.7	19.1	21.5	22.3
18	21.4	22.0	19.0	21.1	20.7	22.6	22.7
19	21.8	20.9	19.2	21.3	20.5	21.5	22.7
20	23.1	21.3	20.0	23.3	20.0	23.4	23.1
21	23.8	23.4	22.7	23.4	24.3	22.9	21.2
22	23.9	24.0	24.0	23.2	21.4	22.5	24.0
23	21.3	23.9	23.5	23.7	25.5	25.8	26.4
24	26.4	22.8	27.2	23.6	19.5	20.0	23.7

10-12	22.4	20.3	22.0	22.3	23.0	21.1	22.3
14-16	21.2	21.7	22.3	21.6	21.4	22.5	21.4
0-24	22.1	21.6	21.8	22.1	22.3	22.0	22.2

Average (ALL)	22.0
Weekday Inter-Peak	21.7

Channel 2 - Southwestbound

85th Percentile

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	27.1	37.3	-	35.0	31.5	24.3	28.1
2	-	-	-	32.9	25.7	-	-
3	-	34.1	-	-	-	-	-
4	-	26.6	-	-	-	-	32.2
5	36.6	39.9	31.5	28.2	-	21.7	37.3
6	32.7	28.2	30.9	25.9	-	27.9	24.8
7	30.5	29.9	30.8	25.4	26.9	26.0	27.4
8	28.9	30.3	31.7	29.2	31.0	29.1	28.6
9	28.3	29.1	28.5	29.0	32.0	30.1	28.8
10	29.0	26.9	29.1	30.2	30.7	29.5	28.1
11	31.8	25.9	28.7	28.7	28.5	26.7	31.0
12	27.3	27.8	28.7	28.2	29.7	27.6	27.4
13	27.4	27.1	29.7	28.6	28.6	27.1	27.9
14	28.6	30.1	28.9	28.2	30.2	29.0	29.2
15	27.7	28.9	29.1	26.9	27.6	29.6	28.2
16	27.5	27.3	28.8	29.1	28.2	29.1	26.4
17	29.4	28.4	27.0	29.3	25.9	27.6	28.8
18	28.4	28.5	25.9	27.5	28.0	27.8	29.2
19	28.0	28.5	25.9	27.2	26.5	28.4	30.5
20	29.5	30.8	27.0	30.8	26.1	30.3	30.6
21	30.9	28.3	28.4	30.2	29.0	29.0	27.9
22	30.3	32.3	31.1	31.3	28.6	25.4	30.9
23	27.1	30.9	30.9	31.3	30.7	30.9	33.2
24	30.1	31.0	32.1	27.6	29.1	22.1	31.4

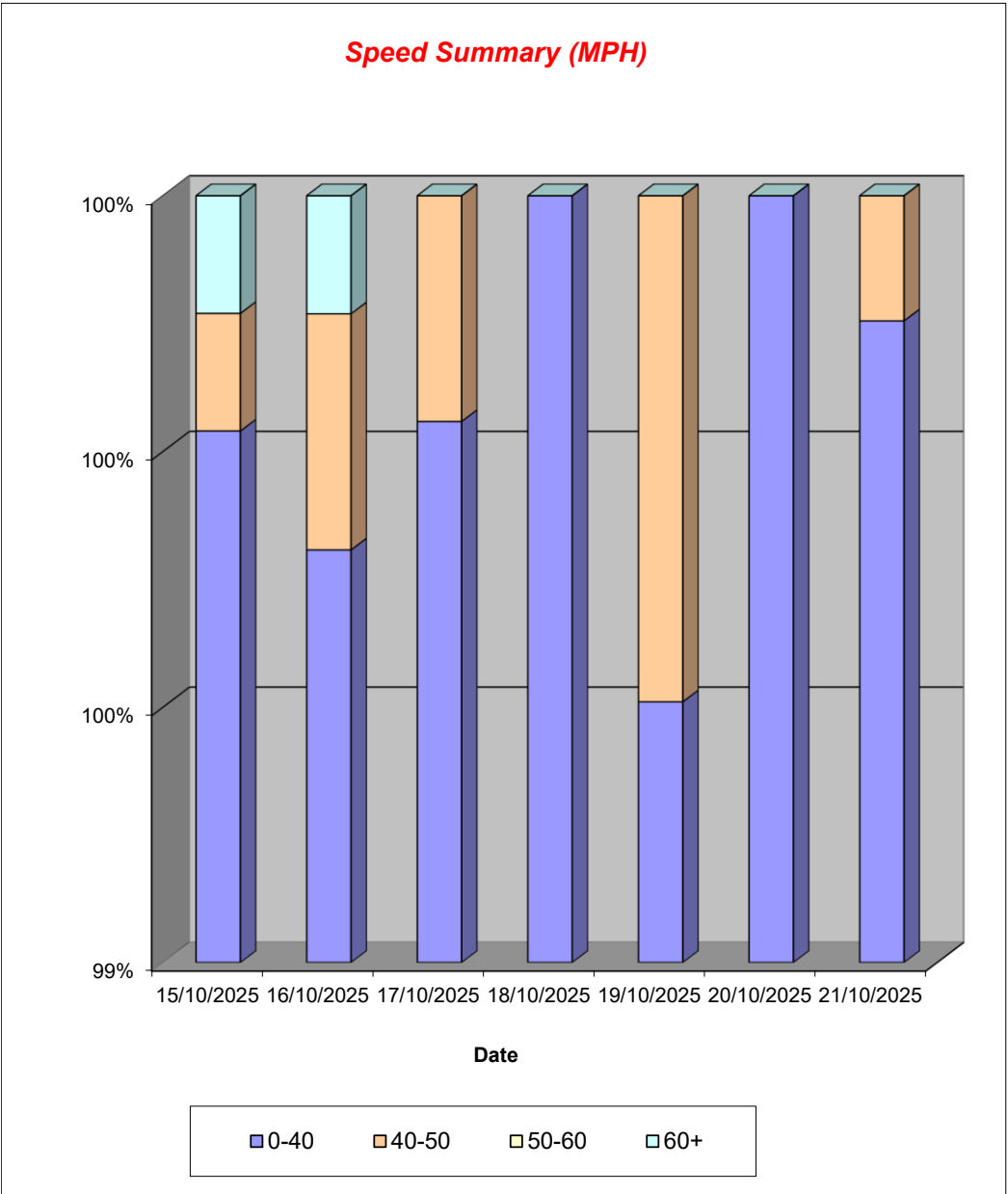
10-12	29.8	26.9	28.7	28.5	29.1	27.2	29.6
14-16	27.6	28.0	28.9	28.0	28.0	29.3	27.3
0-24	28.8	28.7	28.7	28.7	29.1	28.5	29.0

85th %ile (ALL)	28.8
Weekday Inter-Peak	28.3

Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound				Speed Summary			Week 1
Speed (MPH)	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
0-40	1085	1080	1131	981	755	903	1021
40-50	1	2	2	0	3	0	1
50-60	0	0	0	0	0	0	0
60+	1	1	0	0	0	0	0
TOTAL	1087	1083	1133	981	758	903	1022

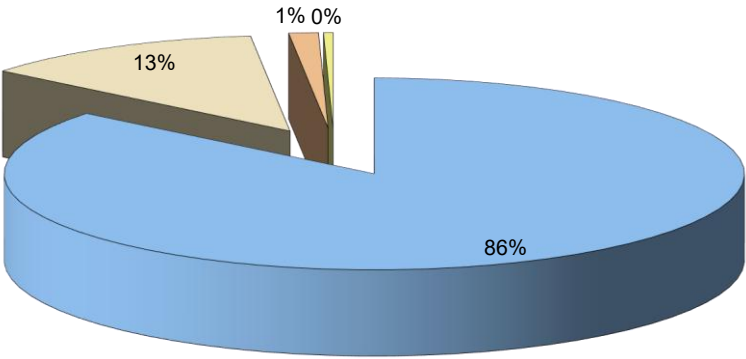


Barns Green ATC 1, Chapel Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/10/2025					
7-19	816	122	5	0	943
6-22	923	134	5	0	1062
6-24	935	137	5	0	1077
0-24	939	140	7	1	1087
16/10/2025					
7-19	775	135	11	4	925
6-22	877	148	14	4	1043
6-24	899	149	15	4	1067
0-24	907	153	16	7	1083
17/10/2025					
7-19	809	148	20	2	979
6-22	893	158	20	2	1073
6-24	940	161	20	2	1123
0-24	945	166	20	2	1133
18/10/2025					
7-19	768	89	7	0	864
6-22	826	95	7	2	930
6-24	861	96	7	2	966
0-24	869	99	11	2	981
19/10/2025					
7-19	638	51	6	1	696
6-22	679	54	6	1	740
6-24	686	55	6	2	749
0-24	693	56	7	2	758
20/10/2025					
7-19	666	117	10	5	798
6-22	738	121	10	5	874
6-24	748	124	11	5	888
0-24	755	129	13	6	903
21/10/2025					
7-19	766	113	15	6	900
6-22	849	119	15	7	990
6-24	864	122	15	7	1008
0-24	870	127	16	9	1022
Average					
7-19	748	111	11	3	872
6-22	826	118	11	3	959
6-24	848	121	11	3	983
0-24	854	124	13	4	995

Total Vehicle Class Distribution



Barns Green ATC 2, Chapel Road (Northern Site)

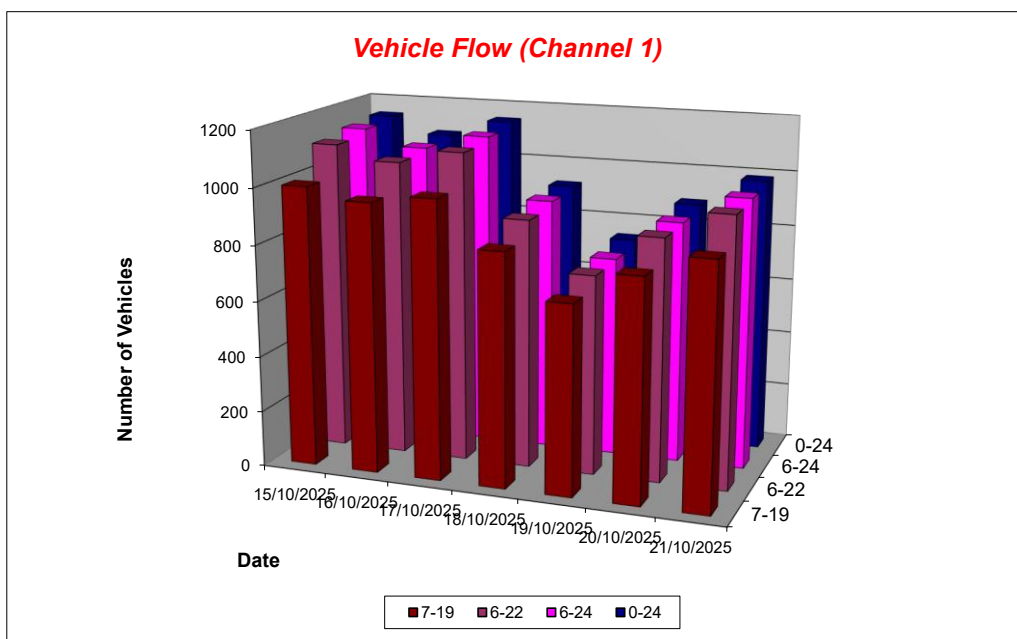
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday	Weekday Average	Average
1	0	2	2	3	10	1	0	1	3
2	0	0	2	1	2	1	0	1	1
3	0	0	2	0	0	1	0	1	0
4	3	2	2	0	1	3	3	3	2
5	2	1	3	3	2	2	4	2	2
6	8	6	8	3	3	9	9	8	7
7	44	43	34	4	7	35	39	39	29
8	72	85	59	35	11	62	60	68	55
9	129	134	122	59	36	85	102	114	95
10	91	75	67	72	69	68	88	78	76
11	60	65	94	82	74	63	69	70	72
12	67	72	82	88	81	57	75	71	75
13	70	76	73	91	87	72	65	71	76
14	58	69	77	80	77	64	77	69	72
15	91	74	91	75	66	67	75	80	77
16	113	76	94	77	43	57	77	83	77
17	93	67	94	61	64	76	83	83	77
18	84	105	75	58	39	69	60	79	70
19	74	65	65	54	29	49	34	57	53
20	30	26	47	27	19	24	36	33	30
21	18	20	24	16	8	14	14	18	16
22	15	8	11	11	5	3	7	9	9
23	17	13	9	12	2	3	7	10	9
24	4	0	9	8	2	0	2	3	4
7-19	1002	963	993	832	676	789	865	922	874
6-22	1109	1060	1109	890	715	865	961	1021	958
6-24	1130	1073	1127	910	719	868	970	1034	971
0-24	1143	1084	1146	920	737	885	986	1049	986



Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	-	25.0	28.9	32.3	29.6	23.7	-
2	-	-	26.9	22.0	26.6	21.0	-
3	-	-	31.4	-	-	29.1	-
4	35.6	29.1	26.5	-	35.7	30.9	27.8
5	30.6	42.6	29.8	31.3	27.3	26.7	24.1
6	26.8	28.5	31.6	29.5	23.9	28.6	31.0
7	29.2	28.8	31.2	25.2	26.2	26.2	29.1
8	26.8	26.3	26.6	27.5	29.4	26.4	26.5
9	26.4	26.4	25.1	25.8	26.8	26.6	26.1
10	24.9	24.3	24.5	25.2	26.2	24.9	25.1
11	23.3	24.8	25.3	23.3	25.4	23.9	24.5
12	25.5	24.2	24.6	23.4	23.6	22.4	24.9
13	23.5	22.7	24.8	24.4	24.4	24.6	23.2
14	24.1	25.3	25.0	24.6	26.2	23.9	24.3
15	24.2	24.0	26.3	24.3	26.6	26.2	25.8
16	23.1	25.3	25.0	26.3	24.5	27.0	23.7
17	25.9	24.8	24.2	24.9	22.8	25.0	26.2
18	26.0	22.5	22.6	25.9	23.7	24.1	26.3
19	24.8	24.8	23.3	24.4	22.6	25.0	26.0
20	26.7	24.9	25.8	25.2	24.7	27.0	26.9
21	25.9	23.6	24.3	23.7	21.9	29.2	29.4
22	24.8	25.1	26.6	26.4	24.8	25.6	26.2
23	21.7	21.3	26.5	24.1	17.4	23.9	21.2
24	31.5	-	25.1	27.8	37.0	-	27.2
10-12	24.5	24.5	25.0	23.3	24.5	23.2	24.7
14-16	23.6	24.6	25.8	25.3	25.8	28.6	24.8
0-24	25.2	24.8	25.2	24.9	25.0	25.3	25.5

Mean (ALL)	25.1
Weekday Inter-Peak	24.7

Channel 1 - Northeastbound

85th Percentile

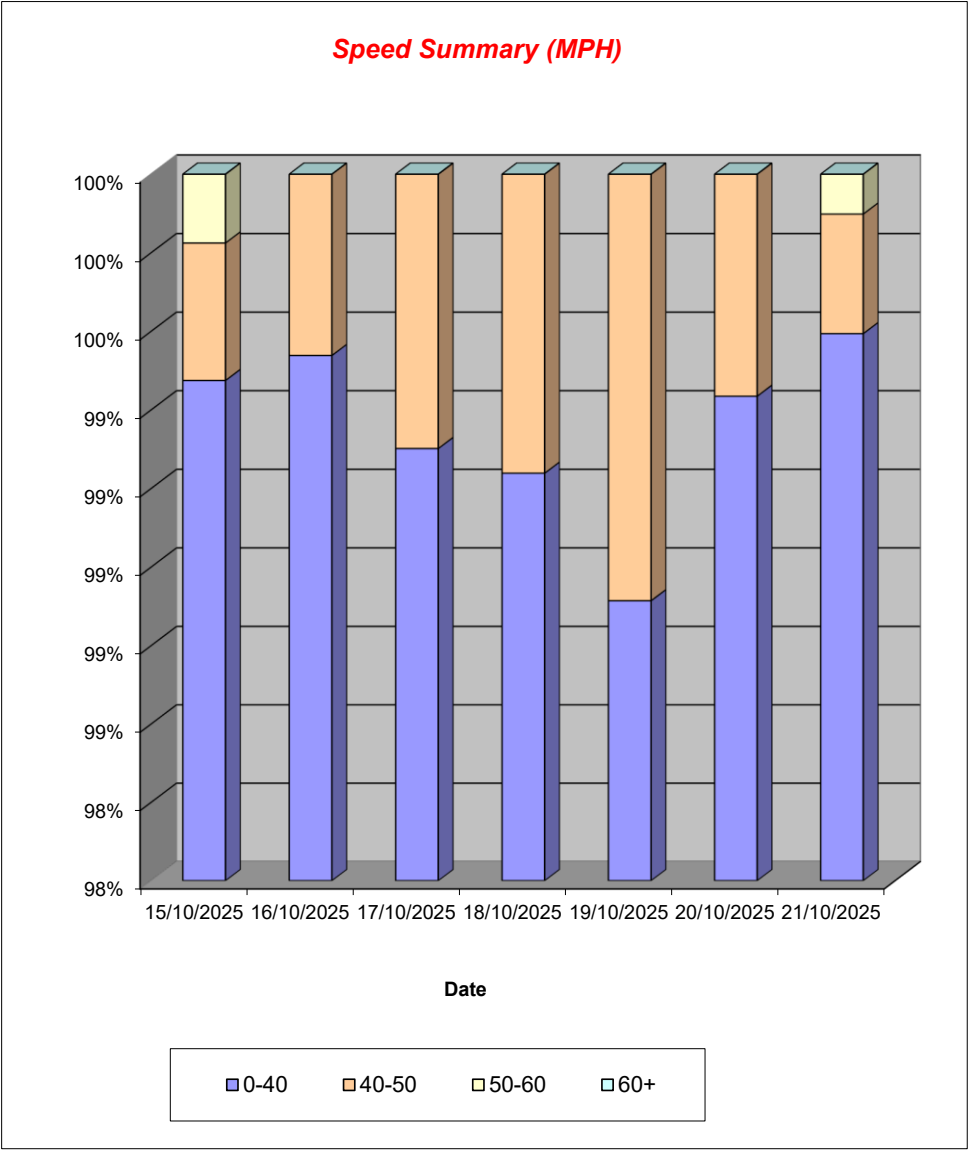
Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	-	27.9	33.0	39.4	34.8	-	-
2	-	-	31.8	-	32.6	-	-
3	-	-	31.6	-	-	-	-
4	47.5	34.7	29.4	-	-	33.3	31.9
5	35.1	-	36.8	36.8	32.4	30.1	25.8
6	34.4	33.8	36.6	39.2	24.3	32.6	35.1
7	35.9	34.8	37.5	30.9	29.8	32.1	35.3
8	31.8	31.6	31.1	33.1	37.1	31.6	31.2
9	31.2	31.2	30.9	30.9	33.6	32.2	31.3
10	29.6	30.3	29.8	30.8	32.4	30.9	30.1
11	29.8	30.3	30.7	29.7	30.7	29.5	29.6
12	32.2	29.9	30.0	29.4	30.8	28.2	30.6
13	29.7	28.1	31.2	30.7	29.9	30.6	28.8
14	30.6	30.8	30.8	30.5	31.0	30.5	30.7
15	30.5	30.0	32.0	30.4	33.4	31.8	31.4
16	28.8	30.8	30.5	33.2	31.2	31.7	30.7
17	31.0	30.2	30.5	30.4	28.6	30.1	31.8
18	31.6	28.5	28.4	32.0	29.4	31.2	31.4
19	30.6	31.7	29.1	30.8	28.6	30.2	31.1
20	33.0	33.1	31.8	32.8	30.6	33.3	34.5
21	32.3	30.3	31.6	30.0	29.7	34.4	34.7
22	32.4	28.2	33.3	30.7	32.1	28.9	28.8
23	29.7	29.9	34.6	29.2	20.3	27.8	28.2
24	39.1	-	33.8	34.4	48.3	-	29.1
10-12	31.2	30.1	30.4	29.5	30.9	28.9	30.1
14-16	29.6	30.4	31.3	31.9	32.6	31.9	31.2
0-24	31.3	30.8	31.2	31.1	31.3	31.2	31.4

85th %ile (ALL)	31.2
Weekday Inter-Peak	30.6

Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Speed Summary			Week 1
Speed (MPH)	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
0-40	1137	1079	1138	913	729	880	982
40-50	4	5	8	7	8	5	3
50-60	2	0	0	0	0	0	1
60+	0	0	0	0	0	0	0
TOTAL	1143	1084	1146	920	737	885	986

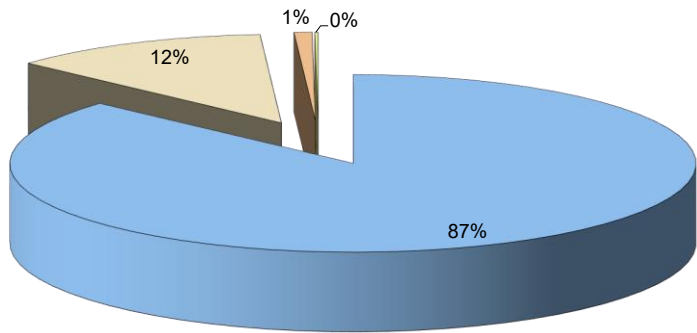


Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Vehicle Class	Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time					
15/10/2025					
7-19	879	114	6	3	1002
6-22	977	123	6	3	1109
6-24	998	123	6	3	1130
0-24	1006	128	6	-3	1137
16/10/2025					
7-19	834	115	13	1	963
6-22	920	125	14	1	1060
6-24	933	125	14	1	1073
0-24	940	129	14	1	1084
17/10/2025					
7-19	839	141	11	2	993
6-22	939	154	14	2	1109
6-24	955	156	14	2	1127
0-24	967	163	14	2	1146
18/10/2025					
7-19	757	70	4	1	832
6-22	809	75	5	1	890
6-24	826	78	5	1	910
0-24	830	84	5	1	920
19/10/2025					
7-19	603	72	0	1	676
6-22	639	75	0	1	715
6-24	642	76	0	1	719
0-24	659	77	0	1	737
20/10/2025					
7-19	666	114	7	2	789
6-22	733	122	8	2	865
6-24	736	122	8	2	868
0-24	749	126	8	2	885
21/10/2025					
7-19	727	120	11	7	865
6-22	812	131	11	7	961
6-24	821	131	11	7	970
0-24	832	136	11	7	986
Average					
7-19	758	107	7	2	874
6-22	833	115	8	2	958
6-24	844	116	8	2	971
0-24	855	120	8	2	985

Total Vehicle Class Distribution



Barns Green ATC 2, Chapel Road (Northern Site)

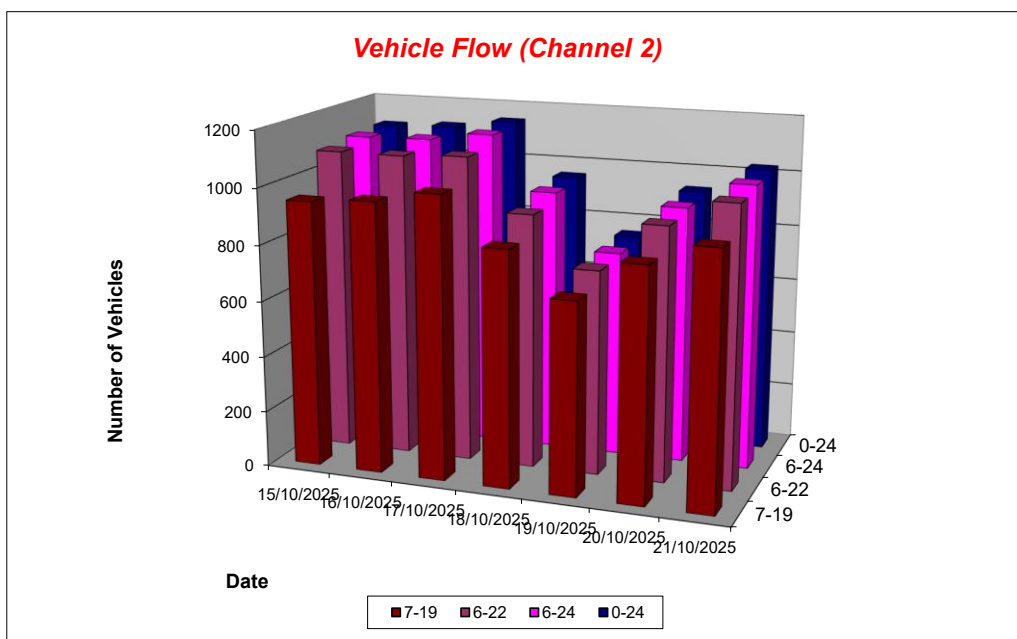
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday	Weekday Average	Average
1	1	5	0	4	5	3	3	2	3
2	1	0	2	0	2	1	0	1	1
3	0	1	1	0	0	0	0	0	0
4	0	2	1	2	1	0	1	1	1
5	2	1	2	2	1	2	1	2	2
6	3	3	4	4	0	5	5	4	3
7	12	9	7	9	3	10	10	10	9
8	42	50	48	20	22	37	49	45	38
9	58	62	73	46	37	55	59	61	56
10	73	76	91	63	51	63	64	73	69
11	68	83	75	88	74	65	73	73	75
12	53	86	77	96	71	83	70	74	77
13	89	78	103	101	95	58	76	81	86
14	81	67	73	89	69	57	101	76	77
15	83	69	67	71	64	61	80	72	71
16	109	98	116	73	73	85	92	100	92
17	95	106	119	72	65	101	85	101	92
18	116	108	112	80	35	97	105	108	93
19	83	83	54	41	30	65	48	67	58
20	49	53	47	29	23	39	38	45	40
21	47	34	18	20	11	21	25	29	25
22	26	21	14	11	9	9	24	19	16
23	13	17	29	21	4	13	11	17	15
24	3	4	11	11	4	1	6	5	6
7-19	950	966	1008	840	686	827	902	931	883
6-22	1084	1083	1094	909	732	906	999	1033	972
6-24	1100	1104	1134	941	740	920	1016	1055	994
0-24	1107	1116	1144	953	749	931	1026	1065	1004



Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Average Speed

Week 1

Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	20.8	30.2	-	26.7	27.6	24.8	26.8
2	39.4	-	31.5	-	20.8	31.0	-
3	-	34.7	26.0	-	-	-	-
4	-	28.0	23.6	26.0	32.9	-	32.7
5	35.5	38.4	39.1	35.7	38.0	33.2	36.8
6	28.9	26.9	29.0	25.0	-	22.8	26.9
7	27.8	26.0	26.2	28.9	30.0	24.7	27.7
8	25.7	25.0	26.9	27.9	25.6	25.4	24.8
9	24.3	25.7	24.4	26.3	26.4	23.9	24.7
10	25.1	23.4	25.4	24.8	24.8	22.9	23.9
11	24.0	20.1	24.9	23.4	24.3	21.5	25.4
12	22.7	21.3	24.3	24.2	24.7	21.7	22.4
13	22.4	20.5	23.4	22.9	24.6	22.2	21.7
14	22.8	25.3	24.7	23.7	24.5	24.0	24.6
15	23.7	24.7	24.2	24.6	24.3	25.2	23.8
16	23.2	23.9	23.8	23.6	22.7	24.7	22.8
17	25.5	23.4	21.8	23.6	20.6	23.0	24.8
18	25.0	23.2	20.2	22.9	22.8	25.1	25.6
19	24.8	22.8	22.7	23.9	21.9	25.1	25.2
20	25.5	23.1	20.9	26.4	22.7	25.5	26.9
21	25.9	23.7	21.9	26.3	25.4	26.0	25.3
22	26.8	25.5	25.4	25.8	24.1	25.4	25.4
23	24.5	25.3	26.0	25.2	28.6	28.3	26.4
24	28.4	27.5	29.1	25.9	26.2	28.8	26.2
10-12	23.5	20.7	24.6	23.8	24.5	21.6	23.9
14-16	23.4	24.3	24.0	24.1	23.5	24.9	23.3
0-24	24.4	23.3	23.7	24.2	24.0	23.9	24.4

Average (ALL)	24.0
Weekday Inter-Peak	23.4

Channel 2 - Southwestbound

85th Percentile

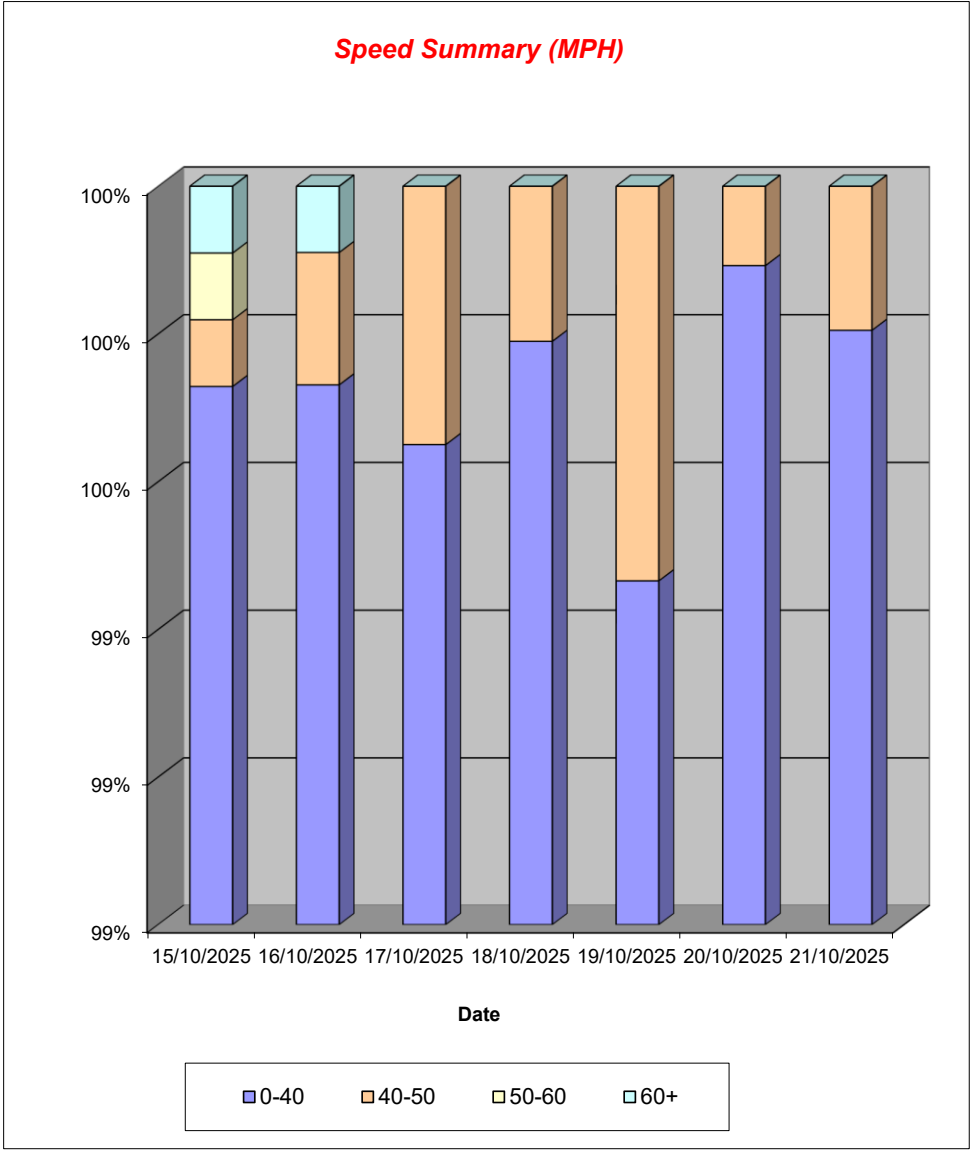
Hr Ending	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
1	-	38.7	-	32.4	32.0	27.1	30.4
2	-	-	34.5	-	20.9	-	-
3	-	-	-	-	-	-	-
4	-	32.4	-	27.6	-	-	-
5	40.0	-	39.1	37.6	-	35.0	-
6	35.6	33.1	36.0	26.5	-	24.7	29.1
7	32.3	30.0	30.9	33.5	32.6	28.3	32.7
8	31.4	31.5	34.8	33.4	30.0	30.5	30.5
9	29.9	31.2	29.9	32.6	31.8	29.2	30.0
10	30.9	29.1	31.5	29.7	30.5	29.4	28.9
11	31.3	26.6	31.4	28.9	29.3	26.9	30.7
12	28.8	27.3	30.0	30.2	29.7	27.8	28.9
13	28.8	27.5	29.0	29.7	29.6	27.8	28.3
14	28.8	31.4	29.8	29.4	30.5	30.3	30.3
15	29.5	28.7	29.4	30.3	28.7	30.0	28.8
16	29.9	29.7	29.6	29.7	29.6	29.7	28.9
17	30.5	29.3	29.2	29.6	27.5	29.4	30.8
18	29.7	29.7	27.2	29.4	28.6	29.7	30.9
19	33.3	30.1	28.2	30.8	27.9	30.4	32.0
20	31.4	33.1	27.9	33.0	29.8	30.8	32.4
21	32.0	29.3	28.2	32.0	31.1	31.2	30.8
22	30.8	31.8	31.1	31.6	29.1	27.5	30.6
23	28.7	31.9	32.4	30.8	32.5	35.1	32.9
24	32.2	28.2	35.2	30.6	30.3	-	31.6
10-12	30.3	27.0	30.7	29.6	29.5	27.4	30.0
14-16	29.7	29.5	29.6	30.0	29.4	29.8	28.9
0-24	30.7	29.9	30.3	30.4	29.9	29.6	30.3

85th %ile (ALL)	30.2
Weekday Inter-Peak	29.4

Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound				Speed Summary			Week 1
Speed (MPH)	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	18/10/2025 Saturday	19/10/2025 Sunday	20/10/2025 Monday	21/10/2025 Tuesday
0-40	1104	1113	1140	951	745	930	1024
40-50	1	2	4	2	4	1	2
50-60	1	0	0	0	0	0	0
60+	1	1	0	0	0	0	0
TOTAL	1107	1116	1144	953	749	931	1026



Barns Green ATC 2, Chapel Road (Northern Site)

Produced by Road Data Services Ltd.

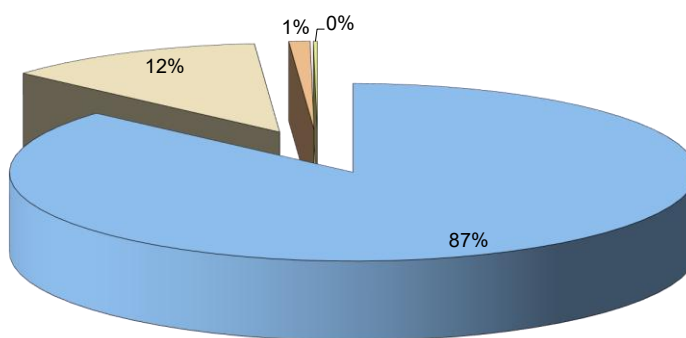
Channel 2 - Southwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/10/2025					
7-19	825	119	6	0	950
6-22	949	129	6	0	1084
6-24	963	131	6	0	1100
0-24	967	134	6	0	1107
16/10/2025					
7-19	821	131	12	2	966
6-22	926	143	12	2	1083
6-24	946	144	12	2	1104
0-24	953	149	12	2	1116
17/10/2025					
7-19	853	135	18	2	1008
6-22	930	144	18	2	1094
6-24	968	146	18	2	1134
0-24	973	151	18	2	1144
18/10/2025					
7-19	748	85	7	0	840
6-22	810	91	8	0	909
6-24	841	92	8	0	941
0-24	849	96	8	0	953
19/10/2025					
7-19	627	56	3	0	686
6-22	671	58	3	0	732
6-24	678	59	3	0	740
0-24	686	60	3	0	749
20/10/2025					
7-19	690	125	9	3	827
6-22	764	130	9	3	906
6-24	776	132	9	3	920
0-24	782	137	9	3	931
21/10/2025					
7-19	762	121	14	5	902
6-22	852	127	14	6	999
6-24	866	130	14	6	1016
0-24	871	135	14	6	1026
Average					
7-19	761	110	10	2	883
6-22	843	117	10	2	972
6-24	863	119	10	2	994
0-24	869	123	10	2	1004

Total Vehicle Class Distribution

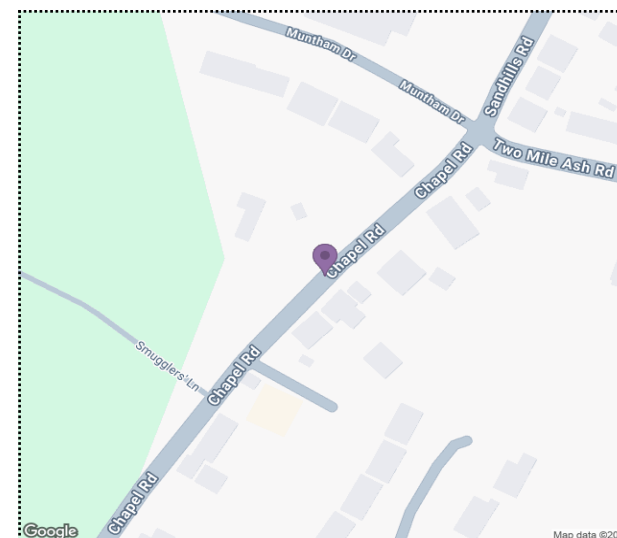


Appendix 2. PERSONAL INJURY COLLISION DATA REPORTS



Validated Data

Crash Date:	Sunday, November 29, 2020	Time of Crash:	13:13:00	Crash Reference:	2020471002721
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Horsham			OS Grid Reference:	512648 127080
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, November 29, 2020

Time of Crash: 13:13:00

Crash Reference: 2020471002721

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	14	Female	66 - 75	Unknown	Front	Unknown	None	None
1	Other vehicle, whether motorised or not (2011 onwards)	-1	Male	11 - 15	Unknown	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Thursday, August 15, 2024

Time of Crash: 13:30:00

Crash Reference: 2024471482623

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Horsham

OS Grid Reference: 512583 126941

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

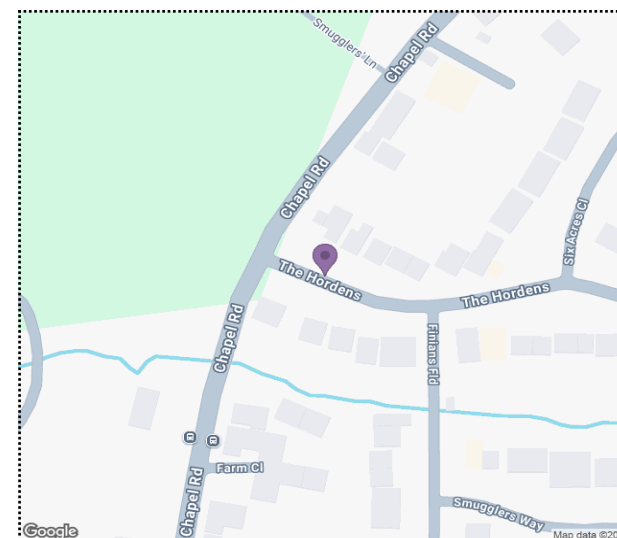
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, August 15, 2024

Time of Crash: 13:30:00

Crash Reference: 2024471482623

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	4	Male	Over 75	Vehicle is reversing	Back	Unknown	Parked vehicle	None
1	Car (excluding private hire cars 2005 onwards)	-1	Male	66 - 75	Vehicle is parked in the carriageway	Offside	Missing	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 3. BUS TIMETABLES

64: Loxwood - Wisborough Green - Billingshurst - Barns Green - Horsham

69: Alfold - Loxwood - Wisborough Green - Billingshurst - Pulborough - Worthing

64

69

Operates only on days shown

	TuF 69	MTh 64
Alfold Crossways	0915*	
Alfold, Crown Inn	0917*	
Loxwood, Spy Lane	▼	1038
Loxwood, Post Office	0921*	1040
Ifold, Stores	0924*	1044
Plaistow, Church	0928*	1049
Mackerells Common	0933	1053
Kirdford, Memorial	0936	1056
Wisborough Green, Three Crowns	0942	1102
Billingshurst, Village Hall	0948	
Billingshurst, Kings Arms	▼	1109
Coolham, Crossroads	▼	1115
Brooks Green	▼	1118
Barns Green, The Hordens	▼	1122
Barns Green, Recreation Ground	▼	1124
Christ's Hospital, Bluecoat Pond	▼	1130
Horsham, Bus Station	▼	1138
Horsham, Carfax	▼	1140
Adversane, Blacksmiths Arms	0954	
Pulborough, Sainsburys A29	0959	
Pulborough, Swan Corner	1002	
Hardham, Church	1004	
Coldwaltham, A29, Brookview	1007	
Watersfield Village	1008	
Bury, Squire & Horse	1012	
Bury, Coombe Crescent	1013	
Houghton, George & Dragon	1016	
Arundel, High Street, Norfolk Arms	1023	
Poling Corner	1028	
Patching Village	1034	
Clapham Common	1037	
Offington Corner	1044	
Broadwater Church	1047	
Worthing, High Street, Waitrose	1050	
Worthing , Marine Parade, M&S	1053	

	MTh 64	TuF 69
Worthing , Marine Parade, M&S		1320
Worthing, High Street, Waitrose		1324
Broadwater Church		1329
Offington Corner		1332
Clapham Common		1336R
Patching Village		1339R
Poling Corner		1342
Arundel, Riverbank		1346
Houghton, George & Dragon		1354R
Bury, Coombe Crescent		1356R
Bury, Squire & Horse		1358
Watersfield Village		1402
Coldwaltham, A29, Brookview		1406
Hardham, Church		1408
Pulborough, Swan Corner		1410
Pulborough, Sainsburys A29		1413
Adversane, Blacksmiths Arms		1417
Horsham, Bus Station	1325	▼
Horsham, Carfax	1327	▼
Christ's Hospital, Bluecoat Pond	1337	▼
Barns Green, Recreation Ground	1341	▼
Barns Green, The Hordens	1343	▼
Brooks Green	1346	▼
Coolham, Crossroads	1350	▼
Billingshurst, Kings Arms	1355	▼
Billingshurst, Jengers Mead	▼	1423
Wisborough Green, Three Crowns	1400	1429
Kirdford, Memorial	1406	1434R
Mackerells Common	1408	1437R
Plaistow, Church	1412	1441R
Ifold, Stores	1416	1445R
Loxwood, Post Office	1419	1435#
Loxwood, Spy Lane	1421	▼
Alfold, Crown Inn		1439#
Alfold Crossways		1441#

MTh - Operates Mondays & Thursdays only

TuF - Operates Tuesdays & Fridays only

* - Surrey and West Sussex concessionary passes accepted on this journey from Alfold

R - Serves this point only if required by passengers already on the bus

- These stops may be served up to 14 minutes later

74: Storrington - West Chiltington - Barns Green - Horsham

74A: Storrington - Thakeham - Barns Green - Horsham

74B: Storrington - Thakeham - Shipley - Maplehurst - Horsham

includes 64 journeys from Loxwood to Coolham, Barns Green and Horsham

74
74A
74B

Operates on days shown

	M-F 74A	Tue 74	Tue 74	Tue 74	Thu 74B	M Th 64	Thu 74A	Thu 74A
Storrington , Bus Stand	0643	0935	1212	1340	0935		1219	1347
Thakeham, The Street	0649	▼	▼	▼	0941		1225	1353
W.Chiltington Common, C'rds	▼	0941	1218	1346	▼		▼	▼
W.Chiltington, Queens Head	▼	0944	1221	1349	▼		▼	▼
Danhill, Crossroads	0651	0950	1227	1355	0943		1227	1355
Shipley Village	▼	▼	▼	▼	0948		▼	▼
Buckbarn Crossroads	▼	▼	▼	▼	0953		▼	▼
Maplehurst, White Horse	▼	▼	▼	▼	0959		▼	▼
Nuthurst, Black Horse	▼	▼	▼	▼	1003		▼	▼
Coolham, Crossroads	0654	0953	1230	1358	▼	1115	1230	1358
Brooks Green	0657	0956	1233	1401	▼	1118	1233	1401
Barns Green, The Hordens	0701	1000	1237	1405	▼	1122	1237	1405
Barns Green, Recreation Grnd	0702	1002	1239	1407	▼	1124	1239	1407
Christ's Hospital, Bluecoat Pond	0708	1008	1245	1413	▼	1130	1245	1413
Horsham , Bus Stn, Bay A (arr)	0714	1016	1253	1421	1016	▼	1253	1421
Horsham , Bus Stn, Bay A (dep)		1020	1255	1425	1020	1138		
Horsham, Carfax		1022	1257	1427	1022	1140		

	Tue 74	Tue 74	Tue 74	Thu 74A	Thu 74B	M Th 64	Thu 74A	Sch 74A	M-F 74A
Horsham , Bus Station, Bay A (dep)	1020	1255	1425	1020	1255	1325	1425		1635
Horsham, Carfax	1022	1257	1427	1022	1257	1327	1427		1637
Horsham, Station	▼	▼	▼	▼	▼	▼	▼		1640
Horsham, Hospital	▼	▼	▼	▼	▼	▼	▼		1641
Christ's Hospital, Bluecoat Pond	1032	1307	1437	1032	▼	1337	1437		1651
Barns Green, Recreation Ground	1038	1313	1443	1038	▼	1341	1443		1657
Barns Green, The Hordens	1040	1315	1445	1040	▼	1343	1445		▼
Brooks Green	1044	1319	1449	1044	▼	1346	1449		1703
Coolham, Crossroads	1047	1322	1452	1047	▼	1350	1452		1706
Nuthurst, Black Horse	▼	▼	▼	▼	1307		▼		▼
Maplehurst, White Horse	▼	▼	▼	▼	1311		▼		▼
Buckbarn Crossroads	▼	▼	▼	▼	1317		▼		▼
Shipley Village	▼	▼	▼	▼	1322		▼		▼
Danhill, Crossroads	1050	1325	1455	1050	1327		1455		1709
W.Chiltington, Queens Head	1056	1331	1501	▼	▼		▼		▼
W.Chiltington Common, Crossroads	1059	1334	1504	▼	▼		▼		▼
Thakeham, The Street	▼	▼	▼	1052	1329		1457		1711
Thakeham, SGS Rock Rd, Grounds	▼	▼	▼	▼	▼		▼	1520C	▼
Storrington , Bus Stand	1105	1340	1510	1058	1335		1503	1530	1717
Rackham Street								1538	
Amberley Square								1542R	
Amberley Station								1546R	
Houghton, Houghton Lane								1548R	

C - Operates via Thakeham, Furze Common Road. This section to Thakeham carries school pupils only and not the public

M-F - Operates Mondays to Fridays

Mon - Operates Mondays only

Tue - Operates Tuesdays only

Thu - Operates Thursdays only

M Th - Operates Monday and Thursday only

Sch - Operates schooldays only

R - Request for passengers already onboard

Appendix 4. PROPOSED SITE ACCESS ARRANGEMENTS [+ ADJACENT MILLER HOMES ACCESS]



B	21.05.26	UPDATED LAYOUT	KJ	AP	AP
A	14.04.26	UPDATED LAYOUT	KJ	AP	AP
-	30.01.26	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drn	Chk	App

MAGNA

MAGNA TRANSPORT PLANNING LTD

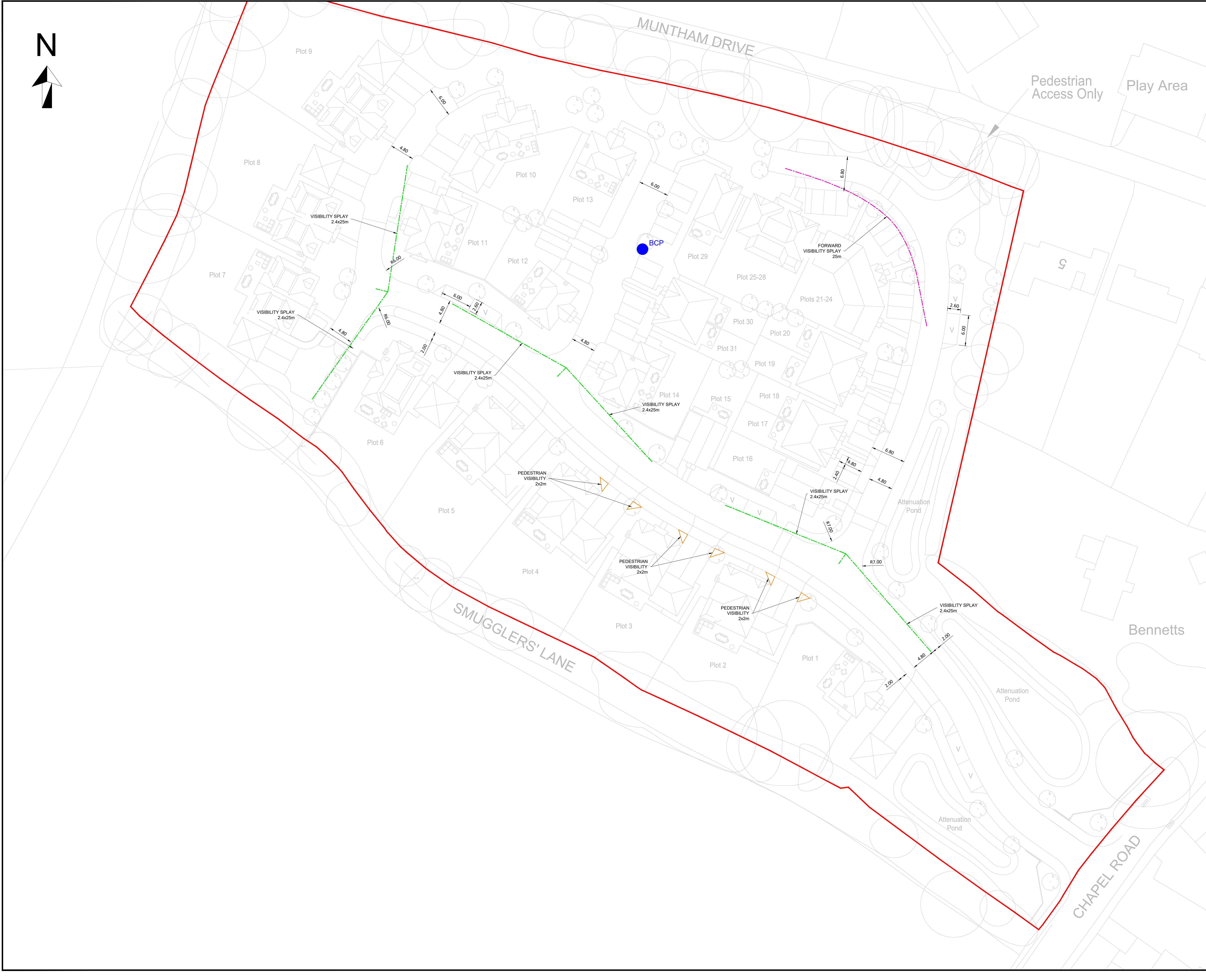
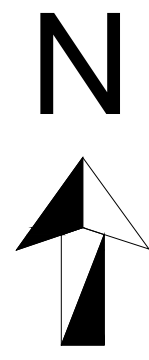
Client

Project
BARNES GREEN

Drawing Title
INTERNAL SITE ACCESS

Drawing Status					
FOR INFORMATION					
Drawn	Designed	Date	Scale	Size	
KJ		JAN 2026	1:250	A1	
Drawing No.				Rev	
25-782-SK01				B	

Appendix 5. INTERNAL LAYOUT ARRANGEMENTS



KEY:

2x2m PEDESTRIAN VISIBILITY

BCP
BIN COLLECTION POINT

Rev	Date	Description	Drn	Chk	App
B	21.05.26	UPDATED LAYOUT	KJ	AP	AP
A	14.04.26	UPDATED LAYOUT	KJ	AP	AP
-	02.01.26	ORIGINAL ISSUE	KJ	AP	AP

MAGNA TRANSPORT PLANNING LTD

Client

Project
BARNES GREEN

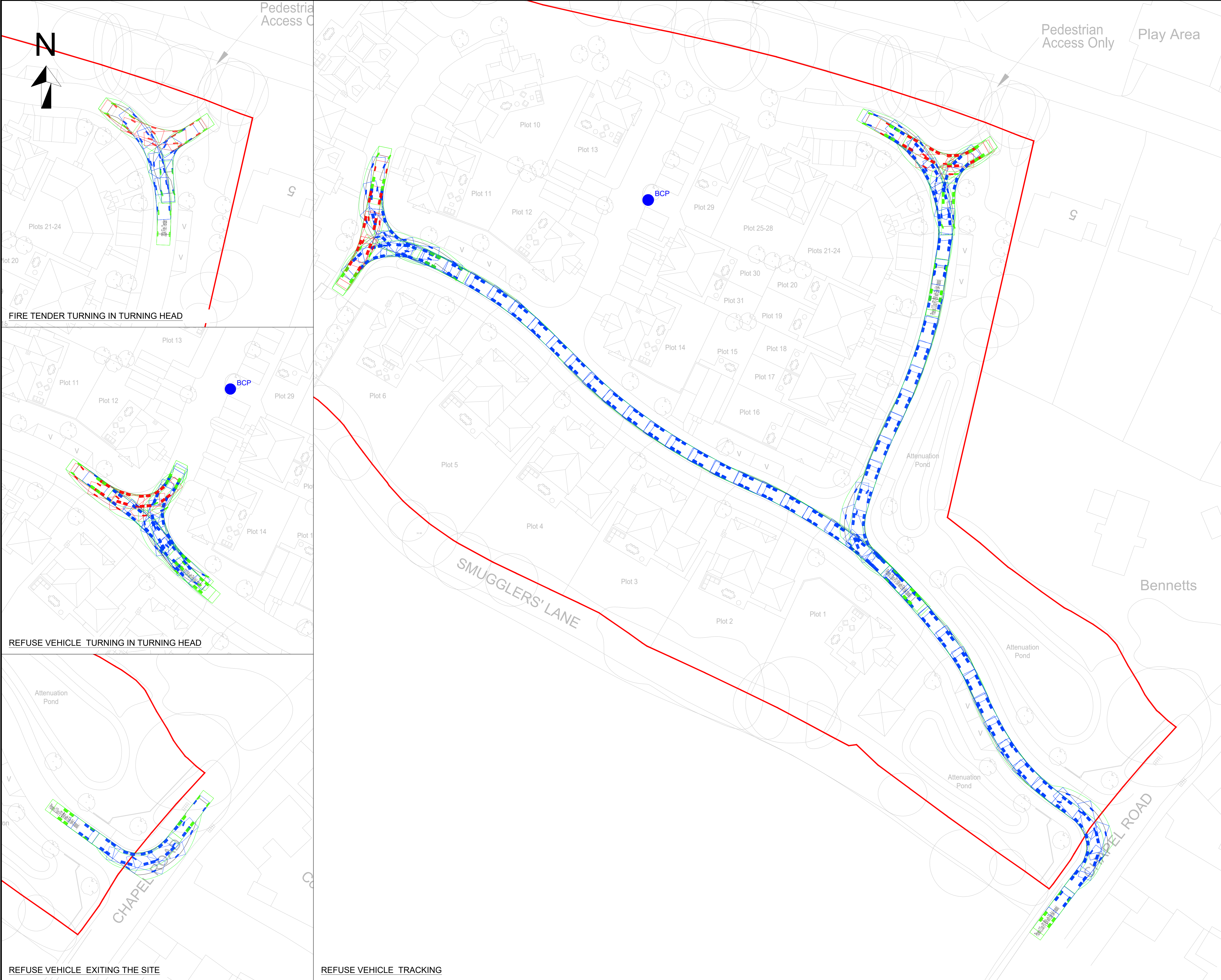
Drawing Title
INTERNAL SITE ACCESS

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date JAN 2026	Scale NTS	Size A1
-------------	----------	------------------	--------------	------------

Drawing No. 25-782-SK02	Rev B
----------------------------	----------

Appendix 6. SWEPT PATH ASSESSMENT



2024 Fire Tender
Overall Length 8.200m
Overall Width 2.600m
Overall Body Height 3.650m
Min Body Ground Clearance 0.435m
Track Width 0.600m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.800m
Overall Body Height 3.750m
Min Body Ground Clearance 0.540m
Track Width 2.800m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	21.05.26	UPDATED LAYOUT	KJ	AP	AP
-	20.12.25	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drn	Chk	App

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client

Project
BARNES GREEN

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE/FIRE TENDER

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date DEC 2025	Scale NTS	Size A1
-------------	----------	------------------	--------------	------------

Drawing No. 25-782-TR01	Rev A
----------------------------	----------

PLOT DATE: 22 May 2026 10:20:12

Appendix 7. TRICS: HOUSES



Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Public Transport Users

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
	TE	TELFORD & WREKIN	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	DH	DURHAM	1 day
10	WALES		
	CP	CAERPHILLY	1 day
	PS	POWYS	1 day
11	SCOTLAND		
	FI	FIFE	1 day

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

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	10 to 58 (units:DWELLS)
Range Selected by User:	10 to 60 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

Selected survey days:

Friday	1 days
Monday	5 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Suburban Area	6 days

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

Selected Location Sub Categories:

No Sub Category	2 days
Residential Zone	8 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	10 days
----------------------------	---------

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Secondary Filtering Selection:

Use Class:

C3	10 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

213 - 2428

Population within 1 mile:

1,001 to 5,000	4 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

25,001 to 50,000	3 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 10 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

1	CP-03-A-02	SEMI DETACHED	CAERPHILLY
THE RISE PENGAM Suburban Area No Sub Category Site area: 0.625 hect Survey date:			
			Survey Type: Manual
2	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.8999999761581421 hect Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
3	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX
A265 HEATHFIELD Edge of Town Residential Zone Site area: 1.7000000476837158 hect Survey date:			
			Survey Type: Manual
4	FI-03-A-02	SEMI DETACHED	FIFE
WAROUT ROAD GLENROTHES Suburban Area Residential Zone Site area: 3.5 hect Survey date:			
			Survey Type: Manual
5	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Site area: 1.4900000095367432 hect Survey date: Tuesday 16/10/2012			
			Survey Type: Manual
6	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area Residential Zone Site area: 3.299999952316284 hect Survey date:			
			Survey Type: Manual
7	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013			
			Survey Type: Manual
8	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
GUNROG ROAD WELSHPOOL Suburban Area Residential Zone Site area: 0.8100000023841858 hect Survey date:			
			Survey Type: Manual

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

9	SH-03-A-03	DETACHED	SHROPSHIRE
SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Site area: 0.5099999904632568 hect Survey date: Friday 26/06/2009			
			Survey Type: Manual

10	TE-03-A-03	SEMI-DETACHED/TERRACED	TELFORD & WREKIN
SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Site area: 1.3200000524520874 hect Survey date: Thursday 24/10/2013			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-07 20-12-2011	20-12-2011	Ireland site
CV-03-A-01 18-12-2012	18-12-2012	Ireland site
CV-03-A-03 22-05-2017	22-05-2017	Ireland site
DE-03-A-04 19-05-2022	19-05-2022	Ireland site
IM-03-A-05 21-05-2024	21-05-2024	Ireland site
MG-03-A-01 12-10-2021	12-10-2021	Ireland site
RO-03-A-02 14-07-2011	14-07-2011	Ireland site
RO-03-A-03 25-09-2014	25-09-2014	Ireland site
RO-03-A-04 26-09-2014	26-09-2014	Ireland site
WC-03-A-01 28-05-2018	28-05-2018	Ireland site

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	38	0.106	0.195	0.301
08:00-09:00	10	38	0.145	0.361	0.506
09:00-10:00	10	38	0.193	0.187	0.380
10:00-11:00	10	38	0.148	0.172	0.320
11:00-12:00	10	38	0.201	0.198	0.399
12:00-13:00	10	38	0.182	0.135	0.317
13:00-14:00	10	38	0.153	0.172	0.325
14:00-15:00	10	38	0.190	0.240	0.430
15:00-16:00	10	38	0.245	0.158	0.403
16:00-17:00	10	38	0.288	0.187	0.475
17:00-18:00	10	38	0.319	0.166	0.485
18:00-19:00	10	38	0.195	0.111	0.306
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.365	2.282	4.647

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Parameter Summary:

Trip rate parameter range selected:	10 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 18/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	38	0.000	0.029	0.029
08:00-09:00	10	38	0.003	0.013	0.016
09:00-10:00	10	38	0.003	0.016	0.019
10:00-11:00	10	38	0.013	0.005	0.018
11:00-12:00	10	38	0.005	0.005	0.010
12:00-13:00	10	38	0.003	0.005	0.008
13:00-14:00	10	38	0.000	0.000	0.000
14:00-15:00	10	38	0.008	0.003	0.011
15:00-16:00	10	38	0.016	0.000	0.016
16:00-17:00	10	38	0.021	0.008	0.029
17:00-18:00	10	38	0.016	0.000	0.016
18:00-19:00	10	38	0.003	0.005	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.091	0.089	0.180

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Parameter Summary:

Trip rate parameter range selected:	10 - 60 (units: DWELLS)
Survey date date range:	26/06/2009 - 18/03/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	38	0.005	0.111	0.116
08:00-09:00	10	38	0.066	0.185	0.251
09:00-10:00	10	38	0.047	0.069	0.116
10:00-11:00	10	38	0.058	0.077	0.135
11:00-12:00	10	38	0.071	0.055	0.126
12:00-13:00	10	38	0.074	0.040	0.114
13:00-14:00	10	38	0.055	0.082	0.137
14:00-15:00	10	38	0.084	0.079	0.163
15:00-16:00	10	38	0.132	0.116	0.248
16:00-17:00	10	38	0.164	0.077	0.241
17:00-18:00	10	38	0.132	0.040	0.172
18:00-19:00	10	38	0.058	0.034	0.092
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.946	0.965	1.911

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: feb9b1d7-3c00-4067-88fa-138e68bbe07c

Parameter Summary:

Trip rate parameter range selected:	10 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 18/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	38	0.000	0.018	0.018
08:00-09:00	10	38	0.000	0.040	0.040
09:00-10:00	10	38	0.000	0.016	0.016
10:00-11:00	10	38	0.003	0.003	0.006
11:00-12:00	10	38	0.008	0.000	0.008
12:00-13:00	10	38	0.008	0.005	0.013
13:00-14:00	10	38	0.008	0.003	0.011
14:00-15:00	10	38	0.011	0.008	0.019
15:00-16:00	10	38	0.034	0.005	0.039
16:00-17:00	10	38	0.024	0.003	0.027
17:00-18:00	10	38	0.008	0.005	0.013
18:00-19:00	10	38	0.013	0.000	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.117	0.106	0.223

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	10 - 60 (units: DWELLS)
Survey date date range:	16/05/2005 - 18/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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