

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



PROPOSED 120 RESIDENTIAL UNIT
DEVELOPMENT AT LAND SOUTH OF NEW
HOUSE FARM, OLD CRAWLEY ROAD,
FAYGATE

TRANSPORT ASSESSMENT

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1.0 INTRODUCTION & DEVELOPMENT SUMMARY

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by FCP Land 4 Limited to prepare a Transport Assessment (TA) in support of a planning application for the development of up to 120 residential units on land south of New House Farm, Old Crawley Road, Faygate. The location of the proposed development site is shown on plan in **appendix a**.
- 1.2 The site falls within Horsham District Council and the highway authority is West Sussex County Council (WSCC).
- 1.3 The TA has been produced in line with national and local guidance, outlined in the documents:
- Department for Transport (DfT) 'Guidance on Transport Assessment'
 - West Sussex County Council's (WSCC) 'Transport Assessment Methodology'
 - The National Planning Policy Framework (NPPF) – December 2024
 - National Planning Practice Guidance (PPG), covering Transport Assessments and Travel Plans – March 2014
- 1.4 The TA also considers the guidance outlined in the following documents:
- Manual for Streets, Department for Transport, Department for Communities and Local Government and Welsh Assembly Government (2007)
 - Manual for Streets 2 – Wider application of the Principles, Chartered Institute of Highways and Transportation (2010)
 - LTN 1/20 Cycle Infrastructure Design (2020)
 - Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport (2021)
 - Design Manual for Roads and Bridges (DMRB), Volume 11, Highways Agency (2009 to 2011)
- 1.5 The technical assessment has been shaped by the technical appraisal of other residential schemes in the general location of the proposed development site, as well as historic technical discussions with WSCC in 2020/2021 when considering a larger residential development proposal on this site, plus land to the east.

Summary of Site Characteristics & Development Proposals

- 1.6 A summary of the development location, existing use and proposals is outlined below.

Location:	Land south of New House Farm, Old Crawley Road, Faygate (appendix a)
Existing Use:	Greenfield site with existing vehicular and pedestrian access onto Old Crawley Road to the north-west, with the southern site boundary running immediately adjacent to residential development accessed from Crawley Road
Development Schedule:	Up to 120 residential units (45% affordable dwellings) with open space and landscaping provision

Proposed pedestrian and vehicular access from a new signalised junction on Crawley Road

Enhancements to existing pedestrian and cycle access via the proposed new signalised junction onto Crawley Road, and beyond via Earles Meadow

Mitigation measures:

Framework Travel Plan

Parking to be in line with Horsham District Council (TDC) and West Sussex County Council (WSCC) adopted guidance

Layout in line with Manual for Streets (1 & 2) principles

Improvements to existing bus stop provision on Crawley Road, and enhancements to off-site pedestrian/cycle connections

2.0 EXISTING SITUATION, ACCESSIBILITY & SITE CHARACTERISTICS

Site Location & Characteristics

- 2.1 The development site is located immediately to the east of Crawley Road, a 'B' classification road (the B2195), which links with the A264 Crawley Road to the north at a three-arm roundabout junction and Crawley Road/Forest Road corridor to the south at a signalised junction.
- 2.2 The section of Crawley Road running past the site is subject to a 40mph speed limit, reducing to 30mph circa 250m south of the site frontage towards Horsham town centre. Crawley Road benefits from street lighting and footways on both sides of the carriageway from the south-western corner of the site.
- 2.3 Crawley Road has ribbon residential development along both sides of the carriageway to the south of the proposed development site. There are a number of minor priority junctions along this corridor, as well as residential properties having direct pedestrian and vehicular access into this section of adopted highway.
- 2.4 Along the northern boundary of the application site is Old Crawley Road. This linear corridor forms part of the adopted highway network and would have historically formed part of the Crawley to Horsham Road. This corridor is subject to the national speed limit. This route connects with the B2195 Crawley Road immediately to the north of the site, and then travels eastwards providing pedestrian and vehicular access to a small number of residential properties and smallholdings before joining the westbound carriageway of the A264.
- 2.5 At the junction with the A264 vehicular traffic joins the westbound carriageway but cannot cross the central reservation to travel eastwards towards Faygate, Crawley and the M23 motorway. Traffic from Old Crawley Road joining the A264 has to route westwards to reach the Moorhead roundabout junction, where the A264 meets the B2195.
- 2.6 To the south, the development site boundary abuts residential development in the south-western corner, which is accessed via New Moorhead Drive. The development continues south-eastwards and is bounded by woodland to the east

B2195 Crawley Road Development Frontage

- 2.7 The Crawley Road corridor runs immediately to the west of the development site and as mentioned earlier in this report it links with the A264 Crawley Road dual carriageway at a three-arm roundabout junction to the north (the Moorhead roundabout), and a

signalised junction at Crawley Road/Forest Road to the south, known as Roffey Corner. This section of the adopted highway is subject to a 40mph speed limit and signage confirms that the site frontage forms the town's boundary.

- 2.8 Past the development site Crawley Road is circa 9.5m in width, and the carriageway has sizeable grassed verges on both sides of the carriageway. In the south-western corner of the site, pedestrian footways start on both sides of the carriageway allowing residents living on this corridor direct, attractive access to the local area as well as the town centre.
- 2.9 The development site location and local highway network is shown in **appendix a**.
- 2.10 To consider the appropriateness of the B2195 Crawley Road as a route that would provide pedestrian, cycle and vehicular access to the site, a review of existing traffic volumes, speeds and personal injury collision data has been collated along this corridor. Commentary on each data set for this route is provided below.

Accessibility on Foot and by Cycle

- 2.11 Plan 2 in **appendix b** shows pedestrian routes within the vicinity of the site. From the site frontage access on Crawley Road it has been confirmed that the existing footways terminate in the south-western corner of the site frontage.
- 2.12 Whilst all the residents of the residential properties living on Crawley Road to the south have the benefit of these continuous footways to the south and town centre, those residents living on Old Crawley Road, to the north of the site, have to walk along the grass verges along the site frontage to connect to these footways.
- 2.13 Travelling south along the B2195 Crawley Road corridor, the existing highway network benefits from continuous footways connecting through the residential area, and also towards the town centre.
- 2.14 Along this corridor site visits have confirmed that there are some gaps in the network relating to pram crossings and tactile paving at junctions and crossing points. Further commentary on these matters is provided later in this report as part of the development mitigation strategy.
- 2.15 Turning to the PROW network, whilst no footpaths or bridleways cross the site, it is well located for end occupiers of the proposed residential development to access routes that pass through The Birches and Roffey Hurst, as shown on the OS extract below. These routes allow easy and attractive access to the countryside, in particular Roffey Park.

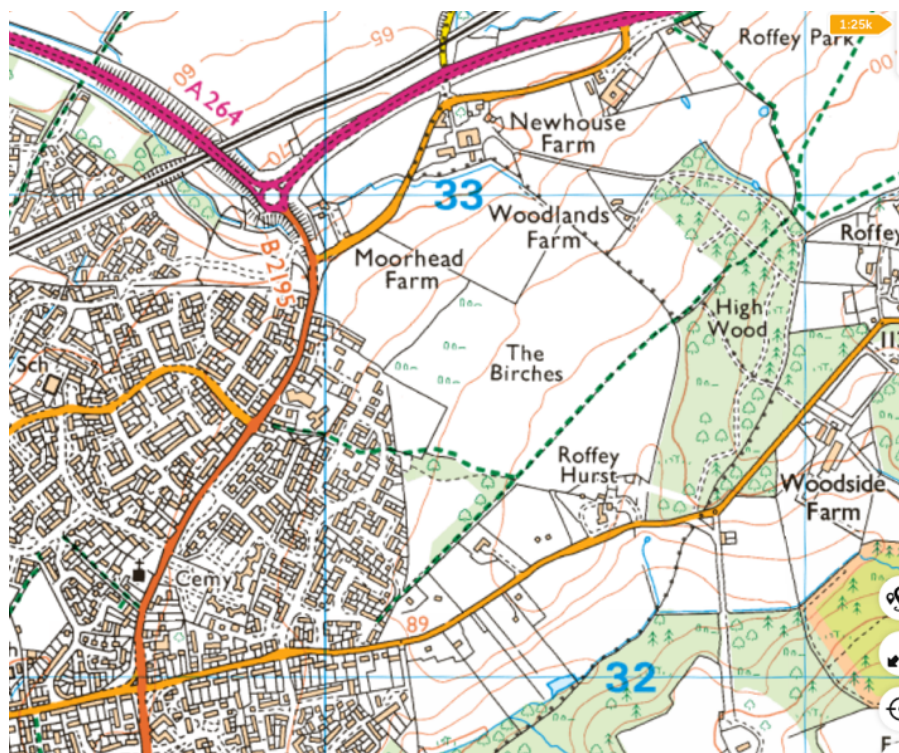


Figure 2.1: Local PROW Network Surrounding the Site

- 2.16 The PROW network shown in **figure 2.1** also connects with the residential street known as Rowan Way to the south-west, immediately to the north of Forest Road. Like the Crawley Road pedestrian link further north, which routes through Beech Road Park, this corridor also benefits from connecting into an established residential area that benefits from street lighting, standard width footways and good connectivity westwards to link with Forest Road via the Beech Road roundabout.
- 2.17 Footways are then provided from this roundabout junction westwards along Forest Road to join Crawley Road at a signalised junction, which benefits from controlled pedestrian crossing facilities.
- 2.18 As with the PROW link that runs from the site westwards to Crawley Road via Beech Road, there are gaps in this pedestrian corridor relating to pram crossings and tactile paving. Later in this report consideration has been given to opportunities to enhance pedestrian connectivity along these corridors, to allow easier access on foot from the proposed development to a range of established local destinations.
- 2.19 To consider how well located the proposed development site is with respect to established local destinations, an assessment of the overall accessibility of the site has been undertaken. The documents 'PPG13 – Best Practice Guidance' and 'Creating Growth, Cutting Carbon' state that walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km.
- 2.20 The IHT document, 'Guidelines for Providing for Journeys on Foot' provides further details on recommended walking distances, these are shown in **table 2.1**.

	Commuting/School (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

Table 2.1: IHT Acceptable Walking Distances

- 2.21 Pedestrian walking catchment plans have been produced to demonstrate the accessibility of the site by foot from the site access point on Crawley Road. The catchment plan, attached as plan 3 in **appendix c**, shows the trip attractors within 2km of the site.
- 2.22 **Table 2.2** provides a summary of a range of local amenities and services and their respective walk and cycle distances from the edge of the application site.

Faygate Amenities/ Services	Location/ Address	Distance from Site Boundary (km)	Walk time from Site Boundary (min)	Cycle Time from Site Boundary (min)
Recreation & Leisure Facilities				
The Holm Bush Inn Public House	Faygate Lane, RH12 4SH	2.73	34.1	8.5
Roffey Park	Nr. Forest Road, RH12 4TB	2.47	30.9	7.7
Norfolk Arms Public House	Crawley Road, RH12 4NB	0.35	4.4	1.1
Birches Road Play Area	Off Birches Road, RH12 4NH	0.69	8.6	2.1
Roffey Cricket Club	Crawley Road, RH12 4ET	1.38	17.6	4.3
Bartholomew Way Play Area	Oldbury Close, RH12 5JZ	2.37	29.6	7.4
Roffey Football Club	Bartholomew Way, RH12 5JL	2.39	29.9	7.4
Amberley Close Play Area	Amberley Close, RH12 4LL	0.97	12.1	3.0
Amberley Road Allotments	Off Amberley Road, RH12 4	0.74	9.3	2.3
1 st Roffey Scouts	Off Crawley Road, RH12 4EY	0.67	8.4	2.1
Earles Meadow Children's Play Area	Off Earles Meadow, Rh12 4HP	0.56	7.0	1.7
Beech Road Allotments	Off Beech Road, RH12 4TY	0.41	5.1	1.3
The Roffey Sports & Social Club	Spooners Road, RH12 4DY	1.65	20.6	5.1
The Holbrook Club – Sports & Leisure	N Heath Road, RH12 5PJ	2.73	34.1	8.5
Manor Fields Play Area	Off Manor Fields, RH13 6SD	1.59	19.9	4.9
Oakleigh Road Play Area	Off Littlehaven Road, RH12 4HX	1.81	22.6	5.6
Woodside Equestrian Centre	Forest Road, RH12 4TF	2.19	27.4	6.8
The Star Inn Public House	108 Crawley Road, RH12 4DT	1.53	19.1	4.8
Frog & Nightgown Public House & Tea Room	Wimland Road, RH12 4SS	1.32	16.5	4.1
Horsham Motocross Track	Colgate, RH13 6PH	3.79	47.4	11.8
Pavilions in the Park Leisure and Pool	Hurst Road, RH12 2DF	3.08	38.5	9.6
Summerhouse Yoga	187 Comptons Lane, RH13 6BW	2.05	25.6	6.4

Harwood Road Allotments	Off Harwood Road, RH13 6	1.52	19.0	4.7
Horsham Park	Hurst Road, RH12 2DF	3.08	38.5	9.6

Employment

Horsham Enterprise Park	Parsonage Road, RH12 5AB	2.53	31.6	7.9
Blatchford Road Business Park	Blatchford Road, RH13 5QL	2.00	25.0	6.2
Foundary Lane Industrial Area	Foundary Lane, RH13 5PL	2.31	28.9	7.2

Education

Primary School – Kingslea	Kings Road, RH13 5PS	2.36	29.5	7.3
Primary School – Leechpool	Leechpool Lane, RH13 6AG	1.53	19.1	4.8
Primary School – Oaklands Infants	Leith View Road, RH12 4EA	1.26	15.8	3.9
Primary School – Oaklands Juniors	Hawkesbourne Road, RH12 4EH	1.90	23.8	5.9
Primary School – Sir Robert Southwell Catholic	Lambs Farm Road, RH12 4LP	0.83	10.4	2.6
Primary School– North Heath Community	Erica Way, RH12 5XL	3.03	37.9	9.4
Primary School– Holbrook	Holbrook School Lane, RH12 5PP	2.18	27.3	6.8
Primary School – Heron Way	Heron Way, RH13 6DJ	3.14	39.3	9.8
Primary School – All Saint’s CofE	Tylden Way, RH12 5JB	2.06	25.8	6.4
Secondary School – The Forest School (Boys)	Comptons Lane, RH13 5NT	3.27	40.9	10.2
Secondary School – Millais School (Girls)	Depot Road, RH13 5HR	2.78	34.8	8.6
Further Education – Richard Collyers College (6 th form & Adult Ed.)	Hurst Road, RH12 2EJ	3.47	43.4	10.8

Retail

Local Convenience – Chirag Newsagent with Grocers	177 Crawley Road, RH12 4ET	1.36	17.0	4.2
Local Convenience – Co-op	2-4 Fitzalan Road, RH13 6AA	1.60	20.0	5.0
Local Convenience – New House Farm Shop	Old Crawley Road, RH12 4RU	0.48	6.0	1.5
Local Convenience – Tesco Express (at Esso)	Redkiln Way, RH13 %HQ	1.97	24.6	6.1
Local Convenience – Shelley’s Budgens	1 Coltsfoot Drive, RH12 5FN	2.83	35.4	8.8
Supermarket – Sainsburys	7 Worthing Road, RH12 1SQ	4.14	54.8	12.9

Local Services

St Andrews Methodist Church	Crawley Road, RH12 4DX	0.16	2.0	0.5
Holbrook Youth Centre	Holbrook School Lane, RH12 5PP	2.23	27.9	6.9
Roffey Post Office	8 Fitzalan Road, RH13 6AA	1.57	19.6	4.9
All Saints Church	Crawley Road, RH12 4HF	0.76	9.5	2.4

Horsham Hospital	Hurst Road, RH12 2DR	3.40	42.5	10.6
Holbrook Doctors Surgery	Bartholomew Way, RH12 5JL	2.21	27.6	6.9
Forestmead Dental Surgery	235 Crawley Road, RH12 4HD	1.12	14.0	3.5
St, Marks Church	St. Marks Lane, RH12 5PU	2.50	31.3	7.8
ATM – Co-op	2-4 Fitzalan Road, RH13 6AA	1.60	20.0	5.0
Dental Healthcare Practice (private)	North Heath Lane, RH12 5PJ	2.81	35.1	8.7
Public Transport				
Nearest Bus Stop	Roffey adj, The Norfolk Arms	0.43	5.4	1.3

Table 2.2: Local Facilities within the Local Area and Town (Walk Distances and Times)

- 2.23 **Table 2.2** confirms that the majority of local services and amenities are located within a 2km walk of the site. Of those destinations that fall outside of a 2km catchment, all are located within a 5km cycle ride of the site.
- 2.24 As DfT guidance states that cycling has the potential to substitute for car trips under 5km, as well as having the potential to form part of a wider public transport trip, all local services presented in **table 2.2** fall within this accepted cycling distance.
- 2.25 The site location lends itself well to allowing cyclists to use the existing highway network to access the range of local facilities on the eastern side of Horsham, as well as the town centre itself. With the site providing direct access onto Crawley Road, where the speed limit changes from 40mph to 30mph circa 250m south of the site frontage, this corridor is considered suitable for cyclists to use.
- 2.26 The proposed development access strategy, which is an iteration of a previously agreed signalised junction design prepared and agreed with WSCC Officers in 2020/21, also includes enhanced cycle connections from the site westwards to connect into the residential street known as Earles Meadows.
- 2.27 Whilst there are no existing marked cycle routes in the immediate vicinity of the site, the ability to use local streets to then connect into longer distance routes, such as route 223 of the National Cycle Network, which routes from the South Coast to Guildford, is a key attribute of the site. Measures to assist cyclists within the site, such as appropriate levels of cycle parking, have also been carefully considered as part of the development proposals.
- 2.28 **Plan 2** demonstrates that the site benefits from being located within appropriate walking and cycling distances to amenities both in the local area, as well as in Horsham town centre. With the development proposals able to directly access the B2195 Crawley Road, as well as linking with the public footpath network to connect into the residential area immediately to the west of the development site, the site is well located for access on foot and by cycle to a range of destinations locally and in the town centre.
- 2.29 As a footnote to this section of the TA, it is noted that agreement was reached with WSCC Highway Officers in 2020/21 that the site was sustainably located for residential development, albeit for a larger quantum of development (up to 473 residential units).
- 2.30 This is documented in a Statement of Common Ground (SoCG) signed by both SKTP and WSCC representatives as part of the 2021 planning appeal on the site.
- 2.31 The next section of this report considers accessibility to the development site by public transport.

Accessibility by Public Transport

Access by Bus

- 2.32 The nearest bus stops to the site are located on the B2195 Crawley Road, circa 70m south of the Norfolk Arms Public House. The bus stops provide dedicated bus laybys to allow passenger boarding/alighting off the main carriageway. Both stops also benefit from shelters, seating and basic timetable provision.
- 2.33 **Table 2.3** provides a summary of the bus services currently operating along this corridor.

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
23/23X	Metrobus	0550	Every 30 minutes	2300 (last bus to Worthing 1859. 2300 service terminates at Southwater)	Crawley – Faygate – Horsham Rail Station – Horsham Bus Station – Southwater – Ashington – Washington – Worthing
200	Metrobus	0048	Every 30 minutes	2348	Gatwick Airport – Ifield – Gossops Green Shops – Kilnwood Vale – Faygate – North Heath – Horsham Railway Station – Horsham Bus Station

Table 2.3: B2195 Crawley Road Bus Services (February 2026)

- 2.34 **Table 2.3** confirms that these stops are served by two bus services. The route 23/23X service runs on a half hourly frequency between Crawley and Worthing, via Faygate, Horsham Rail and Bus Stations, Ashington and Washington. This service offers excellent accessibility from the site to Horsham town centre, including the bus and rail stations from circa 6000 to 2300 hours, as well as longer distance trips to Crawley and Worthing.
- 2.35 Alongside the route 23 service, the Crawley Road corridor also benefits from the bus service upgrades that have been delivered with the Crest Nicholson Bewbush scheme, located circa 4km to the north-east of the proposed development site. As part of this planning approval the bus service provision has been significantly upgraded, to provide a 30-minute headway service running between 0048 and 2348.
- 2.36 The route 200 service offers existing residents living on the Crawley Road corridor a high frequency, regular service between Horsham, Faygate, Bewbush and Gatwick Airport.
- 2.37 The excellent service timings of both the route 23/23X and 200 bus services will provide end occupiers of the proposed residential development with an alternative to the private car to make these journeys to local employment, leisure and retail destinations.
- 2.38 Notwithstanding the quality and frequency of these existing bus services, as part of the previous residential development proposals considered in 2020/21, contact was made with Metrobus, the bus service provider, to discuss if any further enhancements could be made to encourage end occupiers of the proposed development to use these services.
- 2.39 Commentary on these discussions, which have been carried forward to this technical submission are provided later in this report, in the development mitigation section.

- 2.40 The IHT document, 'Planning for Public Transport in Developments', states that 400m (a five-minute walk time) is an acceptable walking distance to local bus services. With the nearest bus stops being circa 400m south of the proposed site access on Crawley Road, the site is considered to be appropriately located for end occupiers of the development to access these directional bus stops.
- 2.41 Based on the findings in this section of the TA it is considered that the proposed development site has an excellent level of bus service provision routing past the site along the Crawley Road corridor.
- 2.42 Opportunities to provide further enhancements to encourage end occupiers to use these established bus services has been considered as part of the development proposals and mitigation strategy.

Access by Rail

Turning to rail access the site is located 2.2km from Littlehaven railway station. A summary of the rail services is provided in **table 2.4**.

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
Littlehaven	Horsham	0613	2 direct trains per hour	0041	Littlehaven - Horsham
Littlehaven	Peterborough (via London Bridge)	0529	1 direct train per hour	2315	Littlehaven – Ilfield – Crawley – Three Bridges – Gatwick Airport – Horley – Redhill – Merstham – Coulsdon South – East Croydon – London Bridge – London Blackfriars- City Thameslink – Farrington – London St. Pancras – Finsbury Park – Stevenage – Hitchin – Arlsey – Biggleswade – Sandy – St. Neots – Huntingdon – Peterborough

Table 2.4: Local Rail Services (February 2026)

- 2.43 Whilst it is accepted that Littlehaven rail station is marginally outside of the recommended 2km walk catchment, it remains within an easy and direct walk from the development site and is well within a 5km cycle distance from the site.
- 2.44 The review of local bus services earlier in this section of the report also confirms that the existing 23 bus service that routes past the site provides convenient and direct access to Horsham rail station. End occupiers of the development could use the existing bus service to access Horsham rail station, as part of a longer distance trip by rail.
- 2.45 As the Horsham and Littlehaven rail stations are on the same line, end occupiers will have the choice of either walking or cycling to Littlehaven station or travelling by bus to Horsham rail station.
- 2.46 This section of the TA confirms that the development site benefits from good pedestrian accessibility from the western site boundary on Crawley Road southwards through the residential areas and onwards towards Horsham town centre. Whilst there is an existing gap in the pedestrian footway from the site frontage to connect into the

existing footways on Crawley Road there are opportunities to deliver improved pedestrian connections between the site access and these established footways.

- 2.47 This section of the report also confirms that the existing bus services that route along the B2195 Crawley Road offer excellent, frequent service provision to and from a range of local and more distant destinations, including Horsham rail and bus stations.
- 2.48 As with all pedestrian and cycle infrastructure there are always opportunities to enhance connectivity by these sustainable modes. Further commentary on potential improvements to walking and public transport access is provided later in the development mitigation section of this TA.

3.0 EXISTING LOCAL AREA TRAVEL & TRAFFIC PATTERNS

Existing Traffic Conditions

- 3.1 To understand the existing traffic conditions on the surrounding highway network a combination of manual classified turning counts and an automatic traffic counter (ATC) on the B2195 Crawley Road corridor have been undertaken.
- 3.2 The ATC was placed on Crawley Road adjacent to the site frontage to allow an assessment of existing traffic volumes and vehicle speeds to be recorded, as the development proposals look to introduce a new vehicular access onto this section of adopted highway. A summary of the survey data is provided below.

B2195 Crawley Road Traffic Flow and Vehicle Speed Surveys

- 3.3 To assess the volume and speed of traffic on Crawley Road a number of seven-day Automatic Traffic Counters (ATCs) have been placed on the carriageway adjacent to the proposed site access. The first ATC was placed in November 2019, as part of the technical work associated with the promotion of the 473 residential unit scheme.
- 3.4 A summary of the directional traffic flows and 85th percentile vehicle speeds from the 2019 ATC are provided in **table 3.1**, with the full 2019 ATC survey data provided in **appendix d**.

Direction	Crawley Road (Northbound)	Crawley Road (Southbound)	Total
AM Peak (0800-0900) Traffic Flow (Vehicles)	713 (48%)	774 (52%)	1,487
PM Peak (1700-1800) Traffic Flow (Vehicles)	608 (35%)	1116 (65%)	1,724
Average Vehicle Speeds	32.9 mph	34.4 mph	
85 th Percentile Vehicle Speeds	37.7 mph	39.0 mph	

Table 3.1: 2019 B2195 Crawley Road Traffic Flows and 85th Percentile Vehicle Speeds

- 3.5 **Table 3.1** confirms that the 2019 dataset shows that in the AM and PM peak periods Crawley Road accommodates a neutral weekday average of circa 1,500 and 1,700 two-way vehicle movements for each respective peak period. This equates to circa 28 two-way vehicles a minute when averaged over the busiest 60-minute time periods. The data confirms that this is a well trafficked corridor.
- 3.6 With regard to vehicle speeds on Crawley Road it is noted that the average vehicle speeds over the seven-day survey period are 32.9mph and 34.4mph in the northbound and southbound directions respectively. These average speeds are noted to be materially lower than the 40mph speed limit along this route.

- 3.7 With regard to 85th percentile vehicle speeds **table 3.1** confirms that the speeds recorded in 2019 are also lower than the 40mph speed limit at 37.7mph and 39.0mph in the northbound and southbound directions respectively.
- 3.8 This data confirms that motorists acknowledge the existing 40mph speed limit and travel at speeds lower than the speed limit past the site.
- 3.9 To check and verify the 2019 traffic and speed survey data an ATC was placed in the same location between Thursday 5th and Wednesday 11th February 2026. This survey collected the same data as recorded in 2019, with a summary of the dataset provided in **table 3.2**, with the full dataset provided in **appendix e**.

Direction	Crawley Road (Northbound)	Crawley Road (Southbound)	Total
AM Peak (0800-0900) Traffic Flow (Vehicles)	879 (53%)	779 (47%)	1,659
PM Peak (1700-1800) Traffic Flow (Vehicles)	730 (46%)	844 (54%)	1,574
Average Vehicle Speeds	35.3 mph	35.0 mph	
85 th Percentile Vehicle Speeds	35.3 mph	40.3 mph	

Table 3.2: 2026 B2195 Crawley Road Traffic Flows and 85th Percentile Vehicle Speeds

- 3.10 **Table 3.2** confirms that whilst there has been some minor variation in the directional traffic flows between 2019 and 2026, the changes are not considered to be material or of a level that impacts on the ability to provide a new development access point on this section of adopted highway.
- 3.11 The 2026 recorded average and 85th percentile vehicle speeds are also comparable to the speeds recorded in 2019, with speeds at or below the existing 40mph speed limit in this location. The dataset confirms that there has been no material change that would affect the ability to deliver a new development site access in this location.

Historic Collision Patterns

- 3.12 With regard to historic collisions in the vicinity of the development site the Crashmap website has been interrogated to consider any collision patterns or causation factors on the Crawley Road past the site. The study area runs from the Crawley Road/A264 roundabout junction to the north of the site, southwards for c.500m to Lambs Farm Road.
- 3.13 This study area takes in the section of Crawley Road where the proposed development site access will be delivered, as well as the adjacent junctions on this corridor.
- 3.14 The available data for this corridor for the last five years (2020 to 2024 inclusive) is attached as **appendix f** and is summarised below.

Personal Injury Collisions

- 3.15 The section of Crawley Road from the Lambs Farm Road to the south to the A264 roundabout junction to the north has been reviewed and assessed. The assessment confirms that there have been no recorded collisions on the section of the B2195 Crawley Road past the development site in the last five years.
- 3.16 All of the collisions have occurred at, or on the approaches to the A264 roundabout junction as shown in **figure 3.1**.
- 3.17 Of these twelve collisions, ten have been classified as "slight" and two collisions were recorded as "serious" in nature. The Crashmap collision data has been summarised in **table 3.3**.

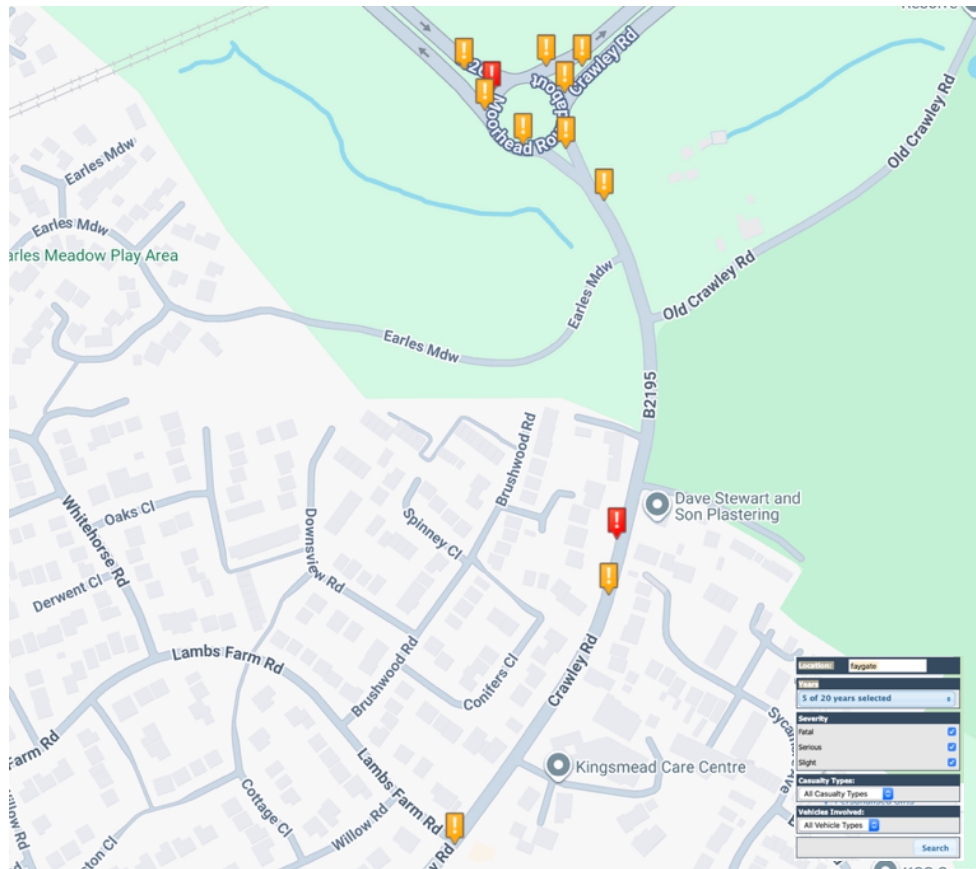


Figure 3.1: 5 Year Crashmap Data (2020 to 2024) for the Local Highway Network Surrounding the Site

Ref	PIC Location	Reference	Date and Time	Severity	Weather/Driving Conditions	Description
1	Lambs Farm Road/ JW Crawley Road	2020470957132	13 th June 2020 @ 1820	Slight	Fine without High Winds Dry Carriageway Surface	Three vehicle collision where V1 and V3 were in the act of turning right. V2 (manoeuvre unknown) collided with V1
2	Crawley Road c.60m south of New Moorhead Drive	2023471322066	22 nd June 2023 @ 2000	Slight	Fine without High Winds Dry Carriageway Surface	Single Vehicle Collision – Driver of V1 lost control and collided with lamppost
3	Crawley Road c.30m south of New Moorhead Drive	2023471362757	14 th Oct 2023 @0002	Serious	Fine without High Winds Wet Carriageway Surface	Two private car collision – V1 and V2 collide head on
4	Southern Arm of Crawley Rd/A264 R/A Junction	2020471004820	7 th Dec 2020 @1354	Slight	Fine without High Winds Wet Carriageway Surface	Collision between 2 x Private Cars. V1 was waiting to turn right and V2 collided with rear of V2
5	Southern Arm of Crawley Rd/A264 R/A Junction	2023471352223	12 th Sept 2023 @1640	Slight	Fine without High Winds Dry Carriageway Surface	Collision between 2 x Private Cars. V1 was in the act of turning left when colliding with V2

Ref	PIC Location	Reference	Date and Time	Severity	Weather/Driving Conditions	Description
						(unknown manoeuvre)
6	Circulatory Lanes on Crawley Road/A264 R/A Junction	2024471503904	15 th Oct 2024 @0818	Slight	Fine without High Winds Wet Carriageway Surface	Collision between V1 (private car) and V2 (Van/Goods Vehicle 3.5t and under) on R/A junction
7	Circulatory Lanes on Crawley Road/A264 R/A Junction	2024471400793	20 th Jan 2024 @2205	Slight	Fine without High Winds Dry Carriageway Surface	Collision between 2 x Private Cars. V1 (unknown manoeuvre) collides with V2, which was changing lanes to the left
8	Circulatory Lanes on Crawley Road/A264 R/A Junction	2024471487284	4 th Sept 2024 @1402	Serious	Fine without High Winds Dry Carriageway Surface	Collision between V1 (private car) and V2 (motorcycle), the latter in the act of turning left
9	Circulatory Lanes on Crawley Road/A264 R/A Junction	2020470993699	26 th Oct 2020 @1940	Slight	Unknown Weather Wet Carriageway Surface	Collision between two vehicles – V1 (private car) and V2 (other vehicle – not specified). V2 was waiting to move off and V1 was in the act of turning right
10	Northwestern Arm of Crawley Road/A264 R/A Junction	2023471338013	3 rd Aug 2023 @0705	Slight	Fine without High Winds Wet Carriageway Surface	Single vehicle collision – V1 (motorcycle) was slowing down or stopping
11	Northeastern Arm of Crawley Road/A264 R/A Junction	2020470995607	3 rd Nov 2020 @1245	Slight	Fine without High Winds Wet Carriageway Surface	Collision between 2 x Private Cars. V1 was passing another moving vehicle on its offside and V2 was in the act of turning left
12	Northeastern Arm of Crawley Road/A264 R/A Junction	2023471343592	20 th Aug 2023 @0845	Slight	Fine without High Winds Wet Carriageway Surface	Single Vehicle Collision – V1 (private car) was changing lane to the right (including slip road) when it collided with road sign/traffic signal

Table 3.3: Crashmap Personal Injury Collision Data

- 3.5 **Table 3.3** confirms that there is no pattern or causation of collisions on the local highway network in the vicinity of the proposed development access. The data also confirms that no collisions have been recorded along the site frontage on Crawley Road.
- 3.6 The actual number of recorded collisions across the five-year study period results in an average of less than three collisions per annum, which is not considered to be significant in this location.
- 3.7 Whilst all collisions are regrettable, the review of collisions on this section of adopted highway in the vicinity of the proposed development site access indicates that there is

no materially adverse pattern of collisions in this location. Notwithstanding this there are opportunities to attempt to reduce the collision rates further at this location, which are summarised in the development mitigation section of this report.

- 3.8 It is also noted from this review that there have been no recorded collisions on the section of adopted highway immediately adjacent to the proposed development site, where the proposed access would be located.
- 3.9 The next section of this report considers the relevant local and national policy guidelines pertinent to the development proposals.

4.0 TRANSPORT POLICY SUMMARY

- 4.1 This section outlines the local and national policy guidelines that will govern future development of the development site.

The National Planning Policy Framework

- 4.2 The 'National Planning Policy Framework' (NPPF), most recently published in December 2024 states at paragraph 109 that:

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

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

- 4.3 As set out in this TA the Design Team, from the outset, has carefully considered sustainable access, traffic and transport matters from the outset, placing sustainable modes of travel as high as practically possible whilst acknowledging there is also a need to consider the potential impacts of the development (in traffic terms) on the local highway network.
- 4.4 Wherever possible innovative solutions have been incorporated into the development proposals to encourage sustainable travel, through hard and soft interventions (cycle

parking, active travel routes, attractive green space through the site, and EV charging provision).

- 4.5 Turning to paragraph 110 in the NPPF, this states:

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

- 4.6 As confirmed in paragraphs 4.3 and 4.4 the development proposals look to maximise sustainable transport solutions wherever possible, to encourage sustainable travel.

- 4.7 Paragraph 115 states that:

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

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

- 4.8 All four matters listed above have been carefully considered as part of the evolution of the development proposals, making sure sustainable travel is prioritised and that safe, suitable and attractive access will be delivered for all users, including residents, and their visitors.

- 4.9 The access strategy and internal development layout has been prepared to align with both national and local policies, and relevant design guidance. The TA also carefully considers the impacts from the development on the transport network, in terms of capacity, congestion and highway safety, and presents a cost-effective mitigation strategy, through a "vision-led" approach for the scheme.

- 4.10 Paragraph 116 confirms 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.

- 4.11 As presented in this TA, the approach to delivering a truly sustainable development has been to follow the requirements of paragraph 115 in the NPPF, prioritising sustainable transport modes to give end occupiers of the proposed development real

travel choices over and above a reliance on the private car. This is the starting point for the "vision-led" sustainable access strategy for the site.

- 4.12 Care has been taken to deliver safe and suitable access for all users by all modes, which means considering all walking, cycling, public transport and vehicular access arrangements, to ensure that they are appropriate for all to use. Where there are "gaps" in pedestrian accessibility, these have been noted with the development potentially contributing to enhancements on these routes, to be agreed with WSCC and HBC Officers.
- 4.13 As confirmed in the summary and conclusions in this TA, the development proposals are shown to not have an unacceptable impact on highway safety, or on the local highway network. The impacts of the development will certainly not be "severe" (the test taken from the NPPF), and the scheme's sustainable access strategy, which forms part of the mitigation measures, will be of benefit to all highway users, not just the end occupiers of the proposed development.

Planning Policy Guidance Note 13 (PPG13): Revoked March 2012

- 4.14 The NPPF, which was first published in 2012 replaces government transport policy previously outlined in PPG13 (last updated in 2011). However, on occasion there is still best practice guidance that makes reference to PPG13, and so for ease of reference a summary is provided below.
- 4.15 One of the principal aims of PPG13 was to integrate planning and transport at all levels to:
- promote more sustainable transport choices for both people and for moving freight
 - promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
 - reduce the need to travel, especially by car
- 4.16 The location of the site is in line with above objectives. The site is well located in terms of connecting into the existing pedestrian route on Crawley Road. Measures are proposed to improve walking conditions from the site towards local destinations and the town centre and can be delivered as part of the development proposals and mitigation measures.
- 4.17 PPG13 also states that:

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

- 4.18 The site is located adjacent to an existing residential area on the north-eastern side of Horsham, as shown in **appendix b**. This means that residents and their visitors would not need to have access to a private car in order to access the site and the surrounding facilities.
- 4.19 PPG13 detailed the importance of cycling as a mode of travel. It states:

Cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport

- 4.20 All the key destinations within the local area and the town lie within acceptable cycle distances of the site, and therefore cycling would be a practical means of accessing the site.
- 4.21 Whilst this TA confirms that there is currently a limited provision of marked and segregated cycle routes, the development proposes to deliver a new access onto Crawley Road that facilitates cycle access to connect into Earles Meadow and onwards towards the town centre.
- 4.22 The site also benefits from being located close to a high quality bus corridor that is served by frequent services which offer convenient, direct access to destinations such as Gatwick Airport, Horsham and Worthing. End occupiers will have excellent opportunities to use these services via the existing stops on Crawley Road to access both local and more distant destinations.
- 4.23 In combination with the bus services, excellent train services are provided at Littlehaven rail station, which is located just over 2km from the site. End occupiers of the development will be able to use this station to provide longer distance trips to Three Bridges, Gatwick, East Croydon, Central London and Peterborough.

The Horsham Local Plan (The Horsham District Planning Framework)

- 4.24 The Horsham District Planning Framework (HDPF) remains the Council's current Local Plan, and is the overarching planning document for Horsham district outside the South Downs National Park (SDNP). It replaced the Core Strategy and General Development Control Policies documents, which were adopted in 2007.
- 4.25 The document sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the HDPF plan area, as well as looking beyond the District boundaries.
- 4.26 Whilst the Council is progressing with its new Local Plan, which is currently going through Local Plan Examination, the current Local Plan remains the adopted document to which planning decisions should be made against, and should be read in conjunction with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG).

The Priority Themes

- 4.27 The document sets out six priority themes for the Council to deliver through the HDPF, which are:
- economic development: plan for a successful local economy with high levels of employment
 - efficiency and taxation: delivering excellent value and high performance
 - arts, heritage and leisure: build an arts, leisure and culture reputation that also supports our economy
 - living, working communities: working together to support the life of local communities
 - environment: a better environment for today and tomorrow
 - safer and healthier: improving health and well being
- 4.28 To assist in the delivery of these priority themes the Council has set out its position on transport infrastructure. The document states:

"The transport infrastructure, especially public transport, is continually improved to offer a high quality, reliable and frequent service and communication facilities are developed to support a sustainable, resilient economy with opportunities for living and working communities including opportunities for people to live close to where they work. Opportunities for non-car based transport including walking and cycling and community transport services will be supported."

- 4.29 As highlighted earlier in this report, the development site benefits from being well located to the existing bus services which route along Crawley Road. This will help to deliver and support a sustainable development and allow end occupiers to travel sustainably to a range of local and distant destinations without reliance on the private car. The scheme also promotes measures to encourage non-car based transport to and from the site, in line with the HDPF strategy.
- 4.30 With regard to the spatial objectives of development the key traffic and transport objectives are:
- ensure that future development in the district is based on sustainable development principles that strike the correct balance between economic, social and environmental priorities and delivers living, working and balanced communities which contribute to community cohesion
 - to promote a living and working rural economy where employment opportunities exist which reduce the need for residents to travel, including reducing commuting distances, and facilitate and promote innovation in business including such as high-speed broadband.
 - provide a range of housing developments across the district that: delivers the target number of new homes; respects the scale of existing places; and so far as is possible caters for the needs of all residents, including the delivery of a range of housing sizes and types including affordable housing
 - to locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place, or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations
- 4.31 The development proposals have been prepared in line with sustainable development principles and will deliver a high-quality residential development that provides good living and working conditions, and supports the existing community adjacent to the site, in the northeastern sector of the town.
- 4.32 It has been previously agreed with WSCC, through the 2020 planning application for a larger residential development, that the site is located in a sustainable location and through sustainable travel measures has the potential to reduce commuting distances and deliver development which can positively accommodate home working, through good design and broadband connectivity.
- 4.33 The development proposals will also help deliver the Council's housing requirements and provide a range of housing sizes and types, including affordable housing. The scheme also respects the local environmental capacity in the area and has been shown to be located where local infrastructure, services and facilities can be easily accessed.

Relevant Local Plan Policies

- 4.34 With regard to specific Policies that consider traffic and transport matters these are summarised below:

Policy 39 Strategic Policy: Infrastructure Provision

- 4.35 With regard to appropriate levels of infrastructure provision, the Council has set out that the release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
- 4.36 In this instance, through the preparation of this document and the wider planning application, a robust assessment has been made of the development impact on the surrounding area in order to consider and demonstrate that the environment and amenities of existing or new local residents will not be adversely affected with the development coming forward.
- 4.37 This report also confirms that the site promotion team is prepared to enter into discussions with both the District Council and County Council to discuss and consider any appropriate mitigation measures and financial contributions that could be brought forward as part of the development proposals.
- 4.38 Any agreed financial contributions would need to be CIL compliant, meeting the appropriate tests. Any agreed measures or financial contributions would need to be tied to agreed trigger points through the phased delivery of the development.

Policy 40: Sustainable Transport

- 4.39 This report confirms the commitment by the site promoter to deliver a sustainable development which through an innovative access design can link directly with existing walking, cycling and public transport infrastructure.
- 4.40 In line with the Council's requirements this sustainable development will assist in managing the anticipated growth in demand for travel, as the proposals have the potential to re-balance access in favour of non-car modes as a means of access to jobs, homes, services and facilities. This Policy confirms that this form of sustainable development will be encouraged and supported if it:
- a) is appropriate and in scale to the existing transport infrastructure, including public transport
 - b) maintains and improves the existing transport system (road, rail, cycle)
 - c) is integrated with the wider network of routes, including public rights of way and cycle paths
 - d) includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions
 - e) is located in areas where there are, or will be a choice in the modes of transport available.
 - f) minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians
 - g) delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport

- h) develops innovative and adaptable approaches to public transport in the rural areas of the district
- i) provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods
- j) is accompanied by an agreed Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem

4.41 With regard to points a to j, this report confirms that the development proposals are compliant and deliver against every item listed above. By virtue of being located in a sustainable location and the proposals supported by a Travel Plan, the scheme is considered to be Policy compliant.

Policy 41: Parking

- 4.42 With regard to cycle and vehicular parking, whilst the scheme is currently illustrative in nature, appropriate consideration has been given to the level of cycle and vehicular parking to deliver a sustainable residential development.
- 4.43 In line with Policy 41 requirements, the parking shown on the illustrative layout strikes a balance between good urban design, highway safety, residential amenity and promoting attractiveness and vitality.
- 4.44 The level of parking shown on the illustrative layout is considered to be adequate to meet the needs of anticipated users. The final scheme layout will ensure that the needs of users for their cycle parking needs, motorcycle parking, electric vehicle charging requirements, low emission vehicles and the mobility impaired will be provided at detailed design stage.
- 4.45 The quantum of parking will be delivered in line with the District Council and County Council's adopted parking standards.

Local Plan Policy Summary

- 4.46 To conclude, the development proposals have been shown to accord with the relevant traffic and transport policies laid out in the District Council's Planning Framework. The site has been shown to have good accessibility to existing local pedestrian facilities, is located close to an established public transport route and through the delivery of the residential travel plan, will seek to minimise the number of private car trips generated by the development.
- 4.47 The internal layout, although illustrative in nature, has been designed to deliver safe and attractive pedestrian routes that connect back to Crawley Road and beyond towards Horsham town centre.
- 4.48 Physical measures to extend the existing footway on Crawley Road, and deliver a new shared pedestrian/cycle link are proposed, to deliver enhanced connectivity to the surrounding residential areas.

West Sussex Transport Plan

- 4.49 The West Sussex Transport Plan (WSTP) is the County Council's main policy on transport, and supports the delivery of the Council Plan and its priorities. It was adopted in April 2022. It covers the period from 2022 to 2036.
- 4.50 The WSTP is the County Council's main transport policy, supporting Our Council Plan and its priorities. It outlines how the Council, with strategic partners, will address transport challenges by improving, maintaining, and managing the network until 2036.

- 4.51 The document builds on local plans and is supported by thematic strategies like the Road Safety Framework and Bus Strategy. These strategies will be updated as needed to align with the WSTP.
- 4.52 The WSTP includes a monitoring framework to track performance and initiate reviews as needed. This allows the Plan to adapt to changes in legislation, policy, and delivery.

Transport Challenges

- 4.53 The transport network, which includes infrastructure and services, enables movement and access to education, healthcare, employment, leisure, and business opportunities.
- 4.54 The document highlights the flaws in a traditional 'predict and provide' approach to transport planning (i.e. building road capacity to cater for forecast traffic growth). It goes on to highlight that use of the transport network (and issues that affect transport network performance) can contribute to economic performance and environmental issues such as climate change.
- 4.55 In order to deliver the priorities of the Council Plan, WSCC has confirmed that transport network improvements need to address all of the economic, social and environmental objectives, while taking advantage of the opportunities provided by digital infrastructure.
- 4.56 The Council has confirmed that changes to the transport network will take place alongside maintenance of existing assets which is important for all road users. As assets are renewed, WSCC will explore opportunities to take advantage of technological advances, to ensure that renewals programmes also help to deliver the vision and objectives of the WSTP.
- 4.57 The document highlights a number of key issues that the WSTP looks to address:
- Climate change
 - Local environmental impacts
 - Spatially variable economic performance
 - Development and regeneration pressures and opportunities
 - Growing and ageing population
 - Public health and well-being
 - Access to services
 - Transport network performance issues

- 4.58 To achieve this, WSCC's Vision is:

A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

- 4.59 As set out later in this TA, the development proposals look to deliver much needed residential development, in a previously agreed sustainable location, with good connections on foot, cycle and public transport back into Horsham. Measures to connect the development into the existing network have been identified, and are discussed later in this report.
- 4.60 To deliver this WSCC has developed their **Active Travel Strategy**, which looks to facilitate greater use of active travel modes (e.g. walking and cycling). The Council's approach and priorities is to extend and improve the network of active travel facilities, providing segregation where necessary, which will require funding and partnership working to identify priorities and deliver improvements. If opportunities arise, the Council will work with partners to deliver skills training and promotion initiatives.
- 4.61 As set out above, the development looks to deliver new connections into the existing sustainable travel network, as well as off-site pedestrian, cycle and bus stop enhancements that will benefit all residents living in the local area.
- 4.62 WSCC has also identified the opportunity for a **Shared Transport Strategy** (i.e. buses, community transport and mobility solutions). The strategy looks to facilitate a more efficient and customer focused bus network, using community transport and new mobility solutions where possible and viable.
- 4.63 The Council has committed to work with operators to explore new models of service delivery and identify and deliver improvements to services, infrastructure and the customer interface. As and when opportunities arise, the Council has stated they will support partners to renew vehicle fleets, deliver promotional initiatives and explore new fares and ticketing arrangements.
- 4.64 As confirmed later in this report, the sustainable access strategy for the site looks to promote public transport through enhanced bus stop provision on the Crawley Road corridor, as well as through the Travel Plan for the site.
- 4.65 Turning to the Council's **rail strategy**, this sets out how the Council wants the railway to be improved. This includes identifying priorities that will help the rail network to perform a strategic role in the transport network, providing connectivity between towns in West Sussex and other regional economic centres, and work with regional partners to promote their inclusion in future rail investment programmes.
- 4.66 Earlier in this TA it has been shown that the development site is well located to allow end occupiers easy access to Littlehaven rail station. By supporting development where residents have the opportunity to use and support existing stations and rail services, this provides greater opportunity for funding to enhance services and infrastructure in these locations.
- 4.67 This approach dovetails in with the Council's **Gatwick Airport Strategy**, where they have confirmed that they will support initiatives to increase sustainable transport mode share for passengers and employees and ensure community needs are taken into account.

- 4.68 With the proposed development site located immediately adjacent to an established bus route with the 200 bus service linking with Gatwick airport, there is the opportunity for end occupiers to support this established service, for both local trips to Horsham and longer distance trips back to Gatwick.
- 4.69 Finally, WSCC's **road network strategy** confirms that travel behaviour in West Sussex is currently dominated by fossil fuel propelled car travel. The Council is planning to change this by enabling increased use of electric vehicles and sustainable modes of transport. This dovetails neatly with the development's commitment to each property having EV charging facilities, as well as a commitment to provide appropriate levels of cycle parking.
- 4.70 WSCC have also committed to improve the efficiency of the most strategically important local roads, and provide facilities for active travel and shared transport services, supported by use of demand management techniques. These improvements are also expected to contribute to improving road safety and resilience to the effects of climate change.
- 4.71 The development proposals look to enhance connectivity onto the Crawley Road, which dovetails with WSCC's commitment to giving active travel and shared transport greater priority on local roads that do not form part of the County Strategic Road Network.
- 4.72 In summary, the residential development proposals and the access strategy (which incorporates pedestrian and cycle enhancements), are considered to align well with the WSTP. Later in this report there is confirmation that the proposed residential development proposes to deliver significant enhancements to pedestrian and cycle connections on Crawley Road, and the site promotion team is also prepared to enter into discussions with both the District and County Council's on appropriate financial contributions towards any WSCC-led improvements on the adjacent local highway network, to mitigate the traffic and transport impacts of the development proposals.
- 4.73 The development proposals have been shown to accord with National and Local policies. The development proposals have been shown to be sustainably located, within appropriate walking and cycling distances of a range of local facilities the proposals meet the relevant policy requirements.
- 4.74 Whilst it is acknowledged that the development is located adjacent to the A264 and Crawley Road, with both routes accommodating significant volumes of traffic in peak periods, through an appropriate assessment of the development impact, it is demonstrated later in this TA that the proposals will not have a 'severe' impact on the performance of the highway network, and that safe access from the development can be delivered.

5.0 DEVELOPMENT PROPOSALS

Development Schedule

- 5.1 The development proposes 120 new residential units on the site, with a 55/45% percentage split of private and affordable units. The development layout is attached as **appendix g**.

Site Layout

- 5.2 The development proposals aim to deliver a high level of permeability within the internal layout and provides pedestrian, cycle and vehicular connectivity back to Crawley Road and onwards towards the town centre.
- 5.3 Safe access to each of the residential units is achieved through the treatment of the site as a pedestrian friendly environment, placing pedestrian needs first. The

illustrative layout has been designed to reduce vehicle speeds, in line with the principles of 'Manual for Streets'.

- 5.4 Care has been taken when planning the illustrative layout to ensure that access for emergency and service vehicles (such as refuse collection vehicles) accords with the advice contained in 'Manual for Streets'. In any locations where appropriate reversing distances are exceeded turning heads have been provided.

Access Proposals

- 5.5 Vehicular access to the proposed development is via a new signalised junction onto the B2195 Crawley Road. The access has been carefully designed to safely accommodate both pedestrian access and vehicular access for private cars, refuse vehicles and emergency/service vehicles.
- 5.6 The design is a modification of a design previously prepared, audited and ultimately accepted by WSCC, as the local highway authority, as part of the 2020/21 planning application and planning appeal. At that time the junction design and new pedestrian/cycle crossing facilities were all discussed and agreed with WSCC Officers. This access design was also presented at the 2021 planning inquiry, with all matters accepted by WSCC, and the Planning Inspector.
- 5.7 The only modification to the previously agreed signalised junction design is the deletion of the dedicated left and right turn exit lanes from the development. This modification has been possible due to the development scale materially reducing from 473 units to 120 units, and the commensurate reduction in traffic generated by the smaller scheme.
- 5.8 This signalised junction access will be delivered before occupation of any of the proposed residential units served from the internal access routes. The proposed signalised junction access arrangement is presented in **appendix h**.
- 5.9 In line with WSCC requirements the proposed access strategy has been the subject of a stage 1 Road Safety Audit (RSA). Commentary on the audit, along with the Designers Response is discussed later in this TA.

Parking Proposals

- 5.10 Parking levels on site will accord with locally adopted standards for both cars and cycles.

Framework Travel Plan Summary

- 5.11 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. A Travel Plan contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport.
- 5.12 The first step in the Travel Plan process is the production of a Framework Travel Plan. This document details the transport strategy to be adopted upon occupation of the development. It outlines the accessibility of the site, *hard* infrastructure measures proposed as part of the development and objectives of the travel plan.
- 5.13 The Framework should also recommend possible policy measures, monitoring methods and management methods that could be adopted on occupation of the site. It is proposed that the Framework document be updated to a full Travel Plan upon occupation of the site.
- 5.14 The Framework objectives are to:
 - define the principals of the final transport strategy and travel plan

- outline measures to reduce the reliance on the private car
 - detail measures to encourage sustainable access to the site
 - define the future management and monitoring methods to be adopted on site
- 5.15 The Framework Travel Plan for the proposed development site is attached as **appendix i**. This Plan outlines recommended measures, initial targets, monitoring and management mechanisms, to assist in reducing peak hour traffic and encouraging active travel. The Plan has been produced in line with DfT and WSCC guidance.

6.0 BASE TRAFFIC SITUATION

Study Area & Assessment Periods

- 6.1 To assess the impact of the proposed development on the surrounding area careful consideration of the expected impacts on the surrounding highway network has been undertaken. Further commentary on this assessment is provided in this section of the TA, but as a summary the TA study area has been set as:
- 1) the proposed site access onto Crawley Road
 - 2) the B2195 Crawley Road/A265 Crawley Road roundabout junction (known locally as the Moorhead roundabout)
 - 3) the B2195 Crawley Road/Harwood Road signalised junction (known locally as Roffey Corner)
- 6.2 The study area has been finalised based on email discussions with WSCC's Highways Officer, Ian Gledhill in November 2025. SKTP and WSCC Officers worked closely together through the 2020/21 planning application and appeal, which at the time resulted in an agreed position of "no objection" being reached on all traffic, transport and sustainable access matters associated with the 473 residential unit scheme.
- 6.3 Having established an agreed position at this time, it was considered prudent to set out revised development proposals again to WSCC Officers, to gauge their understanding of the most appropriate approach to assess the development.
- 6.4 Those November 2025 discussions confirmed that:
- based on the development scale, there would not be a need to use the previously used Horsham strategic transport model
 - WSCC Officers also confirmed that the strategic model base assessment is from 2019, pre-COVID and therefore may not truly represent current traffic flows during peak times (with the expectation that it will likely over-estimate traffic flows)
 - The model has a future year assessment scenario of 2039, a date well in excess of the completion date of a 120 residential scheme in this location
- 6.5 Officers also confirmed that the Horsham Local Plan Review has stalled, and whilst the 2039 future year assessment includes potential Local Plan allocations, these carry no weight, and as such any modelling including these would not be reflective of committed development.

- 6.6 The November 2025 discussions highlighted that the more common approach of undertaking traffic surveys (at the locations listed in paragraph 6.1), and then applying an appropriate TEMPro growth factor to reflect development growth in the local area could be applied.
- 6.7 This is the approach that has been taken, and as set out later in this TA suitable TEMPro growth factors have been applied to recently surveyed traffic data, to create a suitable opening and future year baseline network flows.
- 6.8 The opening year for the proposed development is 2029, with a future year assessment in 2031, e.g. five years post planning submission. These assessment years are considered to be robust, particularly based on the scale of the proposed development, and the likely build-out time.

2029 Base Traffic Flows

- 6.9 To create the 2029 Base traffic flows, traffic surveys were undertaken in February 2026, with the Manual Classified Turning Counts (MCTCs) undertaken on Wednesday 11th February. A seven day Automatic Traffic Counter (ATC) was placed on Crawley Road, adjacent to the site access between Thursday 5th and Wednesday 11th February.
- 6.10 The traffic surveys are considered representative of normal traffic conditions on the surrounding highway network.
- 6.11 To replicate future traffic growth across the local highway network TEMPRO 8 has been interrogated. Growth factors for the Horsham 001 Super Output Area (SOA) have been applied to the survey data to replicate the increase in background traffic growth and development traffic flows on the network. This SOA is shown on plan in **figure 6.1**.
- 6.12 As the site falls within this SOA it is considered appropriate and applicable to use these local growth factors to calculate the opening and future year baseline traffic flows.

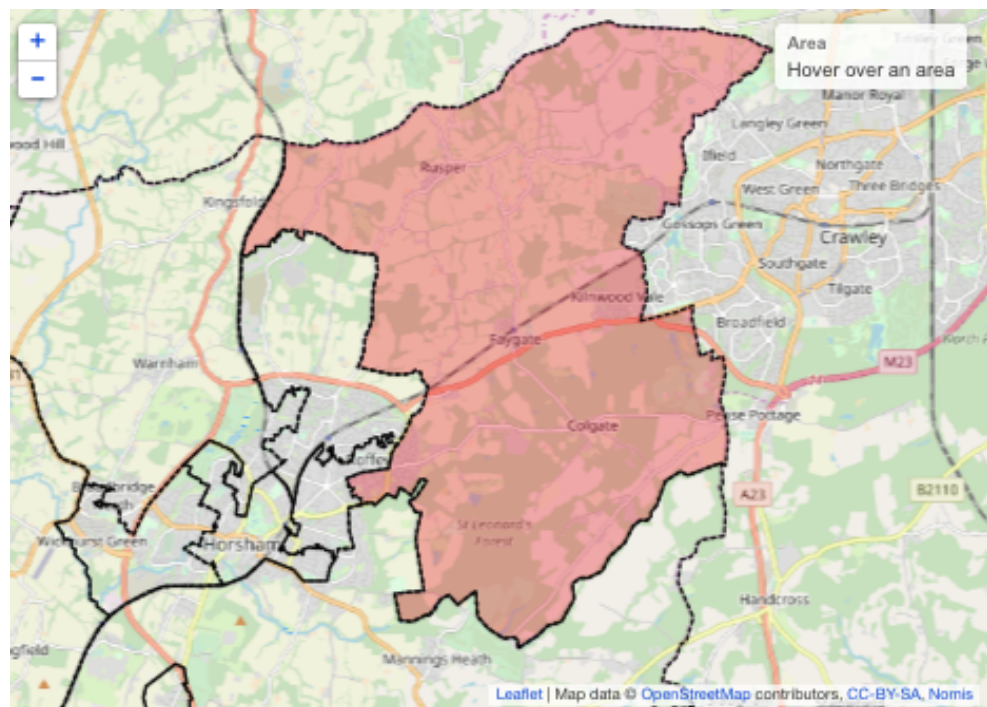


Figure 6.1: Horsham 001 Super Output Area

- 6.13 The appropriate growth factors for the local area are presented in **table 6.1**.

TEMPRO	AM Peak	PM Peak
2026 Surveyed to 2029 Opening Year	1.0364	1.037
2026 Surveyed to 2031 Future Year	1.0583	1.0593

Table 6.1: Horsham 001 SOA TEMPRO Growth Factors (Opening and Future Year Assessment)

- 6.14 The 2026 surveyed AM and PM peak surveyed flows have been growthed using the TEMPRO values presented in **table 6.1** to provide the 2029 and 2031 opening and future year base assessment flows. These base assessment flows for each time period are presented in **appendix j**.
- 6.15 These are the anticipated traffic conditions that would occur should the proposed residential development not go ahead.

7.0 DEVELOPMENT TRIP GENERATION, DISTRIBUTION & ASSIGNMENT

Vehicle Trips

- 7.1 As part of the previous technical work undertaken as part of the 2020/21 planning application and appeal for the 473 residential unit scheme appropriate trip rates were discussed and agreed with WSCC Officers. These are presented in **table 7.1**.

	Vehicle Trips (473 Residential Units)			Trip rates per unit		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak	57	184	241	0.12	0.39	0.51
PM Peak	161	90	251	0.34	0.19	0.53

Table 7.1: Original Residential Development Vehicle Trips (473 Units) sourced from TRICS

- 7.2 Using these same trip rates it has been possible to calculate the vehicle trip rates for the revised 120 residential unit scheme. These are presented in **table 7.2**.

	Vehicle Trips (120 Residential Units)			Trip rates per unit		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak	15	47	62	0.12	0.39	0.51
PM Peak	41	23	64	0.34	0.19	0.53

Table 7.2: Revised Residential Development Vehicle Trips (120 Units) sourced from TRICS

- 7.3 It is important to note that the use of *houses privately owned* category is likely to overestimate the number of trips generated by the development, as it fails to acknowledge the lower trip generating potential of the 45% of affordable housing units. In addition, the residential vehicle trip rates presented in **table 7.2** do not acknowledge the impact on car use of the Framework Travel Plan. DfT research has shown that developments that adopt a travel plan or smart travel measures can reduce car use by up to 30%.
- 7.4 The Framework Travel Plan for the proposed development is attached as **appendix i**. This document outlines measures, such as personalised journey planning for all new

residents, that have been proven to have a significant impact on car use across the UK.

- 7.5 To ensure a robust assessment the trip rates have not been adjusted to reflect an appropriate reduction in single occupancy car trips resulting from the introduction of the Travel Plan measures. The lack of adjustment to the trip rates, as well as the use of private residential development trip rates, ensures an exceptionally robust assessment has been made.
- 7.6 This approach, whilst considered exceptionally robust and “worst-case” has been agreed with WSCC on other residential development assessment work, and as such is considered to be an appropriate approach to assess the development impact for this scheme.

Trip Distribution & Assignment

- 7.7 The development trip distribution for this revised 120 residential unit scheme is based on the previously agreed distribution for the 473 residential scheme presented in the 2020 planning application and 2021 appeal.
- 7.8 This development trip distribution was based on 2011 Census Journey to Work data, with a gravity model being prepared for both the AM and PM peak periods, to assess the origin/destination trips for the MSOA area known as Horsham 001.
- 7.9 The development traffic flows for the residential scheme were assigned to the highway network using proprietary online vehicle route choice software. This approach allows an appropriate estimate of the development traffic distribution across the TA study area.
- 7.10 The development flows and distribution for both the AM and PM peak periods are attached as **appendix j**.

8.0 IMPACT ASSESSMENT

- 8.1 This section of the TA outlines the likely traffic and sustainable accessibility impact of the development proposals. In line with good practice guidance the traffic impact of the development proposals has been assessed in terms of changes in average delay per vehicle and Ratio to Flow to Capacity (RFC) for the junctions in the study area.

Modelling Scenarios

- 8.2 The following assessment scenarios have been modelled in both the AM and PM peak hours:
- 2026 surveyed
 - 2029 base
 - 2029 base and development
 - 2031 base
 - 2031 base and development
- 8.3 Note that each of the existing junctions referenced in **paragraph 6.1** has been modelled for the 2026 surveyed periods. These model outputs are provided in each of the LinSig model outputs appended to this document.
- 8.4 For the 2029 opening year and 2031 future year assessment period each peak period has been considered in turn.

2029 Opening Year Modelled Scenarios

2029 Development Access - Signalised Junction onto B2195 Crawley Road

- 8.5 The proposed new signalised junction onto the B2195 Crawley Road has been assessed using the industry standard software package LinSig. The full modelling output is attached as **appendix k. Tables 8.1** and **8.2** show a summary of the Ratio of Flow to Capacity (RFC) at the site access junction in 2029.

	AM Base			AM Base & Dev		
	Mean Max Queue (PCU)	Average Delay per PCU	Degree of Saturation	Mean Max Queue (PCU)	Average Delay per PCU (s)	Degree of Saturation
Crawley Road (N) Left and Ahead	-	-	-	15.2	15.8	68.4%
Site Access Right Left	-	-	-	1.1	39.1	23.1%
Crawley Road (S) Ahead and Right	-	-	-	19.7	19.8	79.4%

Table 8.1: B2195 Crawley Road Site Access Capacity Assessment Results – 2029 AM Peak Hour

	PM Base			PM Base & Dev		
	Mean Max Queue (PCU)	Average Delay per PCU	Degree of Saturation	Mean Max Queue (PCU)	Average Delay per PCU (s)	Degree of Saturation
Crawley Road (N) Left and Ahead	-	-	-	17.7	17.5	74.2%
Site Access Right Left	-	-	-	0.5	37.3	11.8%
Crawley Road (S) Ahead and Right	-	-	-	14.3	15.7	67.1%

Table 8.2: B2195 Crawley Road Site Access Capacity Assessment Results – 2029 PM Peak Hour

- 8.6 The LinSig junction modelling demonstrates that the proposed new site access, which takes the form of a signalised junction, will not have a material impact upon the operation of Crawley Road in terms of capacity, queuing or delay.
- 8.7 The proposed development access will operate well within accepted capacity thresholds in the 2029 AM and PM peak period development scenario.

2029 B2195 Crawley Road/A264 Crawley Road Roundabout Junction (Moorhead Junction)

- 8.8 The performance of the Moorhead roundabout junction, which connects the A2195 Crawley Road with the A264 has been assessed using the industry standard software package LinSig.
- 8.9 The previously agreed junction model incorporates the committed signalisation improvements associated with the Land North of Horsham (LNOH) scheme. The modelling in this report is identical to that previously reviewed and agreed with WSCC Officers during the life of the 2020 473 residential unit scheme, and the 2021 planning appeal.

8.10 The full modelling output is attached as **appendix I**.

8.11 **Tables 8.3** and **8.4** show a summary of the ratio of flow to capacity at this existing junction in 2029.

WSSC Committed Dev LinSig Model		2029 AM Peak "Base"			2029 AM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1	A264 E Circ Ahead	39.7	9.7	2.1	36.4	8.4	2.1
1/2	A264 E Circ Ahead	41.3	9.7	2.3	38.1	8.4	2.2
2/1	A264 W Circ Right	39.0	5.6	0.6	38.1	5.2	0.5
2/2	A264 W Circ Right	36.9	5.6	0.5	36.0	5.2	0.5
3/1	B2195 Circ Right	88.8	17.6	17.8	91.8	22.5	19.6
3/2	B2195 Circ Right	88.0	18.6	16.6	91.0	23.2	18.2
4/2 + 4/1	A264 East Ahead Left	70.5	12.6	14.1	74.0	13.7	14.8
4/3	A264 East Ahead	70.5	13.1	11.3	72.5	14.3	11.9
7/1+7/2	B2195 Right Ahead	91.7	43.8	11.0	86.5	34.4	9.2
9/1	A264 West Ahead	74.3	16.8	11.3	76.8	18.5	12.0
9/2+9/3	A264 West Ahead Ahead 2	79.9	20.7	10.9	82.0	22.2	11.5

Table 8.3: Moorhead R/A SKTP LinSig 2029 AM Peak "Base" & "Base and Development" Assessment Summary (60 sec Cycle Time)

WSSC Committed Dev LinSig Model		2029 PM Peak "Base"			2029 PM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1	A264 E Circ Ahead	45.1	10.5	2.3	45.7	10.6	2.4

1/2	A264 E Circ Ahead	46.5	10.5	2.8	47.0	10.6	2.8
2/1	A264 W Circ Right	49.4	6.7	0.7	50.2	6.8	0.7
2/2	A264 W Circ Right	47.7	6.7	0.7	48.6	6.8	0.7
3/1	B2195 Circ Right	70.6	8.8	10.7	70.5	8.8	10.6
3/2	B2195 Circ Right	67.5	9.1	9.4	67.5	9.1	9.4
4/2 + 4/1	A264 East Ahead Left	65.1	9.5	9.2	65.8	9.6	9.2
4/3	A264 East Ahead	54.0	10.2	7.2	54.1	10.2	7.2
7/1+7/2	B2195 Right Ahead	68.2	26.5	5.1	69.4	26.8	5.3
9/1	A264 West Ahead	80.7	19.6	13.5	80.7	19.6	13.5
9/2+9/3	A264 West Ahead Ahead 2	85.4	23.6	13.0	85.5	23.7	13.1

Table 8.4: Moorhead R/A SKTP LinSig 2029 PM Peak “Base” & “Base and Development” Assessment Summary (60 sec Cycle Time)

- 8.12 The LinSig junction modelling confirms that this roundabout junction is predicted to experience ratios of flow to capacity less than 1.0 on all links in both the 2029 AM and PM peak periods. For the majority of links these have a Degree of Saturation (DoS) of 0.85 or less.
- 8.13 In the AM peak motorists passing through this junction will experience a total delay over all lanes of c.38 seconds in the 2029 Base assessment, rising to c.40 seconds in the With Development scenario.
- 8.14 In the PM peak the total junction delay stays static at c.28 seconds, confirming that the overall delay to motorists through this junction will be minimal, and the changes in delay and queuing do not materially change when comparing the base and With Development assessment.
- 8.15 Overall, using the previously agreed LinSig junction modelling demonstrates that the addition of the development traffic will not have a material or ‘severe’ impact upon the operation of this existing roundabout junction in terms of capacity, queuing or delay in the 2029 opening year assessment.

Crawley Road/Harwood Road Signalised Junction (Roffey Corner)

- 8.16 This signalised junction has been modelled in LinSig, using the previously reviewed and approved LinSig model from the 2020/2021 473 residential unit scheme assessment.

8.17 A summary of the 2029 AM Peak “Base” and “Base with Development” flows are presented in **appendix m**, and summarised in **table 8.5** and **table 8.6** below.

Previously Agreed Model (2020/21 Assessment)		2029 AM Peak “Base”			2029 AM Peak “Base & Development”		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1 + 1/2	Harwood Road Ahead Left Right	88.6	41.9	13.3	91.1	46.1	14.6
2/1 + 2/2	Crawley Road (N) Ahead Right Left	88.3	39.8	15.9	91.2	46.3	18.4
3/1	Crawley Road (W) Left	13.0	12.6	1.5	12.9	12.6	1.5
3/2 + 3/3	Crawley Road (W) Right Ahead	40.4	37.2	2.3	40.4	37.1	2.3
4/1 + 4/2	Forest Road Right Ahead	56.4	42.4	3.1	56.4	42.4	3.1

Table 8.5: Roffey Corner Signalised Junction 2029 AM Peak “Base” & “Base and Development” LinSig Assessment Summary

Previously Agreed Model (2020/21 Assessment)		2029 PM Peak “Base”			2029 PM Peak “Base & Development”		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1 + 1/2	Harwood Road Ahead Left Right	92.9	49.8	17.0	96.2	63.8	20.5
2/1 + 2/2	Crawley Road (N) Ahead Right Left	94.0	58.8	18.2	96.2	69.1	20.2
3/1	Crawley Road (W) Left	19.3	14.3	2.3	19.3	14.3	2.2
3/2 + 3/3	Crawley Road (W) Right Ahead	29.5	34.9	1.6	29.5	34.8	1.6
4/1 + 4/2	Forest Road Right Ahead	33.8	35.6	1.5	33.9	35.5	1.5

Table 8.6: Roffey Corner Signalised Junction 2029 PM Peak “Base” & “Base and Development” LINSIG Assessment Summary

- 8.18 **Tables 8.5 and 8.6** confirm that the previously agreed adjustments to the LinSig model, which were carefully considered and agreed by WSCC at the time (which adjusted the effective junction cycle time and green time settings), still deliver material enhancements and betterment to the performance of the junction.
- 8.19 The summary tables confirm the junction will be approaching but remains within capacity in both the 2029 AM and PM period scenarios.
- 8.20 The 2029 "Base" scenarios indicate maximum degrees of saturation of 88.6% in the AM peak and 94.0% in the PM peak, rising to 91.2% and 96.2% respectively in the 2029 "Base and Development" scenarios.
- 8.21 Based on the LINSIG summary data presented in **tables 8.5 and 8.6** and also the full junction model outputs presented in **appendix m** it has been demonstrated that with the previously agreed adjustments to the effective cycle time and green time settings, the signalised junction will operate with limited change in the 2029 "Base and Development" assessments.
- 8.22 In all the above scenarios the maximum DoS remains below 100%, which was previously confirmed in 2020 as an improvement on the accepted modelling presented as part of the LNOH proposals.
- 8.23 Based on the above findings it has been demonstrated that with the proposed adjustments to the approved LNOH LinSig the impact of the proposed development is not considered to be significant in this 2029 scenario.

2029 Junction Assessment Summaries

- 8.24 The 2029 opening year junction assessments have confirmed that the proposed residential development can come forward without a material or 'severe' impact on the local highway network. The assessment work confirms that the proposed new signalised junction onto the B2195 Crawley Road will operate well within accepted capacity thresholds, with limited queuing and delay on all junction arms.
- 8.25 Turning to the off-site junction assessments, the technical review confirms that whilst there is already a level of congestion and delay experienced on the A264 in the peak periods, even in the busiest 15-minute time period within the peak period (the 'peak within the peak'), the congestion and delay experienced by motorists is not considered to be 'severe', and traffic dissipates quickly across the peak period.
- 8.26 With respect to the B2195 Crawley Road/A264 Crawley Road junction (the Moorhead roundabout), the LinSig junction modelling confirms that this roundabout junction is predicted to experience ratios of flow to capacity less than 1.0 on all links in both the 2029 AM and PM peak periods. For the majority of links these have a Degree of Saturation (DoS) of 0.85 or less.
- 8.27 In the AM peak motorists passing through this junction will experience a total delay over all lanes of c.38 seconds in the 2029 Base assessment, rising to c.40 seconds in the "With Development" scenario. In the PM peak the total junction delay stays static at c.28 seconds, confirming that the overall delay to motorists through this junction will be minimal, and the changes in delay and queuing do not materially change when comparing the base and With Development assessment.
- 8.28 Overall, the previously agreed LinSig junction modelling demonstrates that the addition of the development traffic will not have a material or 'severe' impact upon the operation of this existing roundabout junction in terms of capacity, queuing or delay in the 2029 opening year assessment.
- 8.29 At the Crawley Road/Harwood Road Signalised Junction (Roffey Corner), the modelling for the 2029 "Base" scenarios indicate maximum degrees of saturation of 88.6% in the AM peak and 94.0% in the PM peak, rising to 91.2% and 96.2% respectively in

the 2029 “Base and Development” scenarios. In the 2029 “Base and Development” assessments the maximum DoS remains below 100%, which was previously confirmed in 2020 as an improvement on the accepted modelling presented as part of the LNOH proposals.

- 8.30 Based on the above findings it has been demonstrated that with the proposed adjustments to the approved LNOH LinSig, the impact of the proposed development is not considered to be significant in this 2029 scenario.
- 8.31 When considering the junction modelling outputs, it should be remembered that the assessment makes no allowance of the benefits that the site-wide Travel Plan, which through the raft of hard and soft travel plan measures, will deliver a step change in sustainable travel behaviour to and from the site.
- 8.32 With the above technical points in mind this 2029 assessment is considered to be a robust assessment of the impacts, in traffic and transport terms, of the proposed development.

2031 Modelled Scenarios

2031 Signalised Junction onto B2195 Crawley Road

- 8.33 The proposed new signalised junction onto the B2195 Crawley Road has been assessed using the industry standard software package LinSig. The full modelling output is attached as **appendix k. Tables 8.7** and **8.8** show a summary of the Ratio of Flow to Capacity (RFC) at the site access junction in 2031.

	AM Base			AM Base & Dev		
	Mean Max Queue (PCU)	Average Delay per PCU	Degree of Saturation	Mean Max Queue (PCU)	Average Delay per PCU (s)	Degree of Saturation
Crawley Road (N) Left and Ahead	-	-	-	15.9	16.1	69.8%
Site Access Right Left	-	-	-	1.1	39.1	23.1%
Crawley Road (S) Ahead and Right	-	-	-	20.8	20.6	81.1%

Table 8.7: B2195 Crawley Road Site Access Capacity Assessment Results – 2031 AM Peak Hour

	PM Base			PM Base & Dev		
	Mean Max Queue (PCU)	Average Delay per PCU	Degree of Saturation	Mean Max Queue (PCU)	Average Delay per PCU (s)	Degree of Saturation
Crawley Road (N) Left and Ahead	-	-	-	18.4	18.0	75.7%
Site Access Right Left	-	-	-	0.5	37.3	11.6%
Crawley Road (S) Ahead and Right	-	-	-	14.8	16.1	68.4%

Table 8.8: B2195 Crawley Road Site Access Capacity Assessment Results – 2031 PM Peak Hour

- 8.34 The LinSig junction modelling demonstrates that the addition of the new signalised junction and development traffic from the proposed residential development will not have a material impact upon the operation of Crawley Road in terms of capacity, queuing or delay.

- 8.35 The signalised access junction will operate well within accepted capacity thresholds in the 2031 with development scenario.

2031 B2195 Crawley Road/A264 Crawley Road Roundabout Junction (Moorhead Roundabout)

- 8.36 The performance of the Moorhead roundabout junction, which connects the A2195 Crawley Road with the A264 has been assessed for the 2031 future year assessment using the previously agreed LinSig junction model, which incorporates the committed improvements associated with the LNOH scheme.
- 8.37 The full modelling output is attached as **appendix I**, and **tables 8.9** and **8.10** show a summary of the ratio of flow to capacity at this junction in 2031.

WSCC Committed Dev LinSig Model		2031 AM Peak "Base"			2031 AM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1	A264 E Circ Ahead	36.7	8.5	2.1	37.2	8.5	2.1
1/2	A264 E Circ Ahead	38.3	8.5	2.3	38.8	8.5	2.3
2/1	A264 W Circ Right	37.4	5.1	0.5	39.1	5.3	0.6
2/2	A264 W Circ Right	35.2	5.1	0.5	36.5	5.2	0.5
3/1	B2195 Circ Right	93.6	26.4	21.3	93.4	25.9	21.2
3/2	B2195 Circ Right	93.1	27.6	19.9	93.3	28.1	20.1
4/2 + 4/1	A264 East Ahead Left	85.3	14.2	15.5	85.1	14.2	15.5
4/3	A264 East Ahead	74.3	14.8	12.6	74.4	14.9	12.6
7/1+7/2	B2195 Right Ahead	86.9	35.0	9.3	88.3	36.3	9.8
9/1	A264 West Ahead	78.6	19.3	12.6	78.7	19.3	12.6
9/2+9/3	A264 West Ahead Ahead 2	83.3	22.9	12.1	83.3	22.9	11.9

Table 8.9: Moorhead R/A SKTP LinSig 2031 AM Peak "Base" & "Base and Development" Assessment Summary (60 sec Cycle Time)

WSSC Committed Dev LinSig Model		2031 PM Peak "Base"			2031 PM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1	A264 E Circ Ahead	45.9	10.7	2.4	46.5	10.8	2.4
1/2	A264 E Circ Ahead	47.6	10.7	2.8	48.2	10.8	2.8
2/1	A264 W Circ Right	50.5	6.9	0.8	51.2	7.0	0.8
2/2	A264 W Circ Right	48.8	6.8	0.7	49.6	6.9	0.7
3/1	B2195 Circ Right	72.0	9.1	11.2	71.9	9.1	11.1
3/2	B2195 Circ Right	69.0	9.4	9.8	69.1	9.4	9.8
4/2 + 4/1	A264 East Ahead Left	66.5	9.7	9.4	67.1	9.8	9.4
4/3	A264 East Ahead	55.3	10.4	7.4	55.4	10.4	7.4
7/1+7/2	B2195 Right Ahead	69.7	26.8	5.3	70.8	27.1	5.4
9/1	A264 West Ahead	82.7	20.7	14.3	82.7	20.7	14.3
9/2+9/3	A264 West Ahead Ahead 2	86.9	24.7	14.0	87.0	24.8	14.1

Table 8.10: Moorhead R/A SKTP LinSig 2031 PM Peak "Base" & "Base and Development" Assessment Summary (60 sec Cycle Time)

- 8.38 As with the 2029 modelling, the 2031 LinSig model confirms that this roundabout junction is predicted to experience ratios of flow to capacity less than 1.0 on all links in both the 2029 AM and PM peak periods. For the majority of links these have a Degree of Saturation (DoS) of 0.85 or less.
- 8.39 In the AM peak motorists passing through this junction will experience a total delay over all lanes of c.44 seconds in the 2029 Base assessment, rising to c.45 seconds in the With Development scenario.
- 8.40 In the PM peak the total junction delay stays static at c.30 seconds, confirming that the overall delay to motorists through this junction will be minimal, and the changes in delay and queuing do not materially change when comparing the base and With Development assessment.

- 8.41 Overall, the previously agreed LinSig junction modelling demonstrates that the addition of the development traffic will not have a material or 'severe' impact upon the operation of this existing roundabout junction in terms of capacity, queuing or delay in the 2031 future year assessment.

Crawley Road/Harwood Road Signalised Junction (Roffey Corner)

- 8.42 As confirmed earlier in this report, this signalised junction has been modelled in LinSig, using the previously reviewed and approved LinSig model from the 2020/2021 473 residential unit scheme assessment.
- 8.43 A summary of the 2031 AM Peak "Base" and "Base with Development" flows are presented in **appendix m**, and summarised in **table 8.11** and **table 8.12** below.

Previously Agreed Model (2020/21 Assessment)		2031 AM Peak "Base"			2031 AM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1 + 1/2	Harwood Road Ahead Left Right	85.6	40.7	13.4	93.1	51.1	15.8
2/1 + 2/2	Crawley Road (N) Ahead Right Left	84.9	37.7	16.6	93.1	50.6	19.9
3/1	Crawley Road (W) Left	12.5	14.8	1.6	13.2	12.6	1.5
3/2 + 3/3	Crawley Road (W) Right Ahead	54.9	56.2	3.0	41.2	37.5	2.4
4/1 + 4/2	Forest Road Right Ahead	77.3	75.0	4.8	58.9	43.1	3.3

Table 8.11: Roffey Corner Signalised Junction 2031 AM Peak "Base" & "Base and Development" LinSig Assessment Summary

Previously Agreed Model (2020/21 Assessment)		2031 PM Peak "Base"			2031 PM Peak "Base & Development"		
	Lane Description	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)	Degree of Saturation	Delay (s/PCU)	Mean Max Queue (PCU)
1/1 + 1/2	Harwood Road Ahead Left Right	88.3	42.8	17.2	98.3	76.6	23.5
2/1 + 2/2	Crawley Road (N) Ahead Right Left	87.4	45.1	17.1	98.1	81.1	22.8
3/1	Crawley Road (W) Left	18.9	17.3	2.5	19.7	14.3	2.3
3/2 + 3/3	Crawley Road (W) Right Ahead	40.6	50.5	2.0	30.5	35.0	1.6
4/1 + 4/2	Forest Road Right Ahead	45.9	51.7	1.9	34.5	35.6	1.5

Table 8.12: Roffey Corner Signalised Junction 2031 PM Peak "Base" & "Base and Development" LinSig Assessment Summary

- 8.44 The summary tables confirm the junction will be approaching but remains within capacity in both the 2031 AM and PM period scenarios.
- 8.45 The 2031 "Base" scenarios indicate maximum degrees of saturation of 85.6% in the AM peak and 88.3% in the PM peak, rising to 93.1% and 98.3% respectively in the 2031 "Base and Development" scenarios.
- 8.46 Based on the LINSIG summary data presented in **tables 8.11 and 8.12** and also the full junction model outputs presented in **appendix m** it has been demonstrated that with the previously agreed adjustments to the effective cycle time and green time settings, the signalised junction will continue to operate with a DoS of less than 100 on all junction arms in the 2031 "Base and Development" assessments.
- 8.47 Based on the above findings it has been demonstrated that with the proposed adjustments to the previously agreed and approved LNOH LinSig, the impact of the proposed development is not considered to be "severe", the test taken from the NPPF in this 2031 scenario.

2031 Junction Assessment Summaries

- 8.48 The 2031 future year junction assessments have confirmed that the proposed residential development can come forward without a material or 'severe' impact on the local highway network. The assessment work confirms that the proposed new signalised junction onto the B2195 Crawley Road will operate within accepted capacity thresholds, with limited queuing and delay on all junction arms in 2031.

- 8.49 Turning to the off-site junction assessments, the technical review confirms that whilst there is already a level of congestion and delay experienced on the A264 in the peak periods, even in the busiest 15-minute time period within the peak period (the 'peak within the peak') the congestion and delay experienced by motorists is not considered to be 'severe', and traffic dissipates quickly across the peak period.
- 8.50 With respect to the B2195 Crawley Road/A264 Crawley Road junction (the Moorhead roundabout), the LinSig junction modelling confirms that this roundabout junction is predicted to experience ratios of flow to capacity less than 1.0 on all links in both the 2031 AM and PM peak periods. For the majority of links these have a Degree of Saturation (DoS) of 0.85 or less.
- 8.51 Overall, the previously agreed LinSig junction modelling demonstrates that the addition of the development traffic will not have a material or 'severe' impact upon the operation of this existing roundabout junction in terms of capacity, queuing or delay in the 2031 future year assessment.
- 8.52 At the Crawley Road/Harwood Road Signalised Junction (Roffey Corner), the 2031 "Base" scenarios indicate maximum degrees of saturation of 85.6% in the AM peak and 88.3% in the PM peak, rising to 93.1% and 98.3% respectively in the 2031 "Base and Development" scenarios.
- 8.53 Based on the LINSIG summary data presented in this report it has been demonstrated that with the previously agreed adjustments to the effective cycle time and green time settings, the signalised junction will continue to operate with a DoS of less than 10.0 on all junction arms in the 2031 "Base and Development" assessments.
- 8.54 Based on the above findings it has been demonstrated that with the proposed adjustments to the approved LNOH LinSig, the impact of the proposed development is not considered to be significant in this future year 2031 scenario.
- 8.55 As set out earlier in this report, when considering the junction modelling outputs, it should be remembered that the assessment makes no allowance of the benefits that the site-wide Travel Plan, which through the raft of hard and soft travel plan measures, will deliver a step change in sustainable travel behaviour to and from the site.
- 8.56 With the above technical points in mind this 2031 assessment is considered to be a robust assessment of the impacts, in traffic and transport terms, of the proposed development.

Mitigation Measures and Road Safety Audit

Non-Motorised User Audit and Proposed Mitigation Measures

- 8.57 In line with other recent work undertaken within West Sussex a Non-Motorised User Audit (NMUA) has been undertaken by the site promoter, to consider locations where enhancements could be made to assist walking, cycling and the use of public transport in the local area.
- 8.58 This NMUA has also been prepared to align with historic discussions with the local bus operator, who provides the two services past the site on Crawley Road. They provided guidance and input to the potential improvements that the development could make, as well as advising on appropriate financial contributions towards to encourage sustainable travel.
- 8.59 This review has been undertaken in locations where enhanced measures to encourage non-motorised access could be delivered. These are shown on the NMUA plan in **appendix n** and include:

- the provision of a new footway on the eastern side of the B2195 Crawley Road from the site access southwards to connect into the existing eastern footway
 - enhancements to pedestrian crossing points at existing simple priority junctions in the vicinity of the site
 - improvements to the directional bus stops on Crawley Road, with the provision of new shelters, seating and Real Time Passenger Information
- 8.60 The client has confirmed that they are willing to discuss the delivery mechanism for these measures with both Council's once the planning application has been submitted.
- 8.61 All the above measures will deliver a step change in making it easier for both existing residents living in the local area, as well as the end occupiers of the proposed development, to use sustainable modes of travel to access both local destinations as well as the town centre.
- 8.62 Providing appropriate infrastructure to allow easy, direct access from the site to Crawley Road is a key strength of the site's location. This, along with the excellent and established bus services routing past the site will ensure that the development is a sustainable place to live.

Stage 1 Road Safety Audit

- 8.63 In line with WSCC requirements an independent Stage 1 Road Safety Audit (RSA) has been undertaken by Waterman Aspen on the proposed new signalised junction access onto the B2195 Crawley Road. This is an update to the RSA prepared by them in 2020. The RSA is provided in **appendix o**.
- 8.64 The revised access strategy for the site, which incorporates all the technical matters raised in the previous 2020 Stage 1 RSA, as well as the sustainable access measures discussed with WSCC Officers, has been shown to be appropriate in this location and for the scale of development proposed.
- 8.65 In summary, the proposed mitigation package will offer a material enhancement to sustainable access in the local area, as well as providing easy access to the Crawley Road corridor, for both existing residents in the area and end occupiers of the site.
- 8.66 The proposed upgrades to the directional bus stops were historically discussed with the local bus operator as part of the previous 473 residential unit scheme, and have been carried over to this development proposal. These upgrades will offer a material improvement to all bus users who board and alight to access the two services along this corridor, not just the end occupiers of the proposed development.
- 8.67 In line with the previous RSA, undertaken on the near identical signalised junction design, no fundamental issues have been identified. For ease of reference the previous RSA highlighted the opportunity to provide signage, and a wider inbound vehicle lane width, to enable the free-flow of larger vehicles through the access. The lane width has been incorporated into the scheme design, and the signage proposals can be included at detailed design stage.
- 8.68 These measures will assist in ensuring the impact of the proposed development will not significantly change the operation of the local highway network and opportunities are provided to enhance sustainable access for all.

9.0 THE FINAL "VISION-LED" STRATEGY AND CONCLUSIONS

- 9.1 SK Transport Planning Ltd (SKTP) has been commissioned by Fairfax Acquisitions Limited to prepare a Transport Assessment (TA) in support of a planning application

for the development of up to 120 residential units on land to the south of New House Farm, Old Crawley Road, Faygate.

- 9.2 As set out in this report our approach has been to undertake a thorough and extensive assessment of the development proposals, to ensure that sustainable travel modes are prioritised and safe and suitable access to the site can be achieved for all users.
- 9.3 This technical report has also been prepared to carefully assess whether there are any significant impacts from the proposed development on the transport network. This has been undertaken carrying out a robust assessment of existing traffic conditions, applying robust development trip rates and then modelling the impact of the development traffic at identified locations.
- 9.4 Adopting this approach has allowed an assessment as to whether the development proposals would also have any adverse impacts on highway safety, and whether any impacts can be cost-effectively mitigated through our “vision-led” approach to access and movement to and from the site.
- 9.5 The above approach to the assessment is considered to be entirely consistent with paragraph 115 in the NPPF.

Our Vision-Led Strategy

- 9.6 This TA has set out a raft of measures to encourage sustainable travel for all, reduce the reliance on the private car and ensure safe and appropriate access can be achieved in perpetuity for all occupiers of the site.
- 9.7 The report highlights all these measures, but for completeness these are summarised in **table 9.1** below, and shown on plan in **appendix n**.

Technical Matter	Vision-Led Approach	SKTP Technical Response
Demonstrating the site is sustainably located	To ensure that end occupiers of the development have the opportunity to travel by sustainable modes, and not be reliant on the private car	The TA includes a comprehensive assessment of accessibility to a range of local destinations (retail, employment, leisure and public transport nodes), and confirms all can be safely accessed on foot, cycle and public transport by safe and attractive routes
Demonstrating safe and attractive access on foot	Consideration has been given to the appropriateness of existing pedestrian routes to/from the site, and where needed identify opportunities to enhance pedestrian connections	A comprehensive review of existing pedestrian routes to, from and around the development site has been undertaken. This has confirmed that there are opportunities to enhance connections to Crawley Road, by extending an existing pedestrian link to connect into the development. New links from the development site to this corridor will enhance connectivity for all, not just the end occupiers of the development. The walking audit has also identified the opportunity to extend the existing footway on the western side of Crawley Road to Earles Meadows. The development walking strategy ultimately gives end occupiers a choice of routes on Crawley Road, either via Earles Meadows or south along the Crawley Road corridor. An opportunity to enhance crossing points along the Crawley Road corridor has been identified. These enhancements could include:

Technical Matter	Vision-Led Approach	SKTP Technical Response
		- new tactiles and dropped kerbs at the New Moorhead Drive priority junction - new tactiles and dropped kerbs across Lambs Farm Road - new tactiles and dropped kerbs across Borers Arms Road to Knowle Drive - new tactiles and dropped kerbs at the Church Road/Crawley Road junction - new tactiles and dropped kerbs at the Shepherds Way/Crawley Road junction All the above measures can be incorporated into a pedestrian enhancement scheme, to be reviewed and finalised with SCC and WSCC Highway Officers
Demonstrating safe and attractive access by cycle	Consideration has been given to the appropriateness of existing cycle routes to/from the site, and where needed identify opportunities to enhance pedestrian connections	A cycle audit has been undertaken, which has confirmed that whilst there are no defined cycle routes/corridors in the local area, the site is well located adjacent to an existing residential area, where the residential streets are quiet and conducive to encourage people to cycle. By providing a new link from the development site access, across to the western side of Crawley Road and onwards to Earles Meadow to route to/from the town centre.
Considering access to local bus services	Giving consideration to access to existing bus services, the quality of the service and bus stop facilities for users	A comprehensive review of existing services along the Crawley Road corridor has been undertaken. This review confirms that there are good quality services that route past the proposed development site. Opportunities to enhance the directional bus stops have been identified, with improved shelters and seating. The walking audit has confirmed that appropriate and continuous pedestrian links are already in place, and the development access strategy will link to these to access the directional stops on Crawley Road.
Access to local rail services	Undertake an assessment of accessibility to local rail stations, and identify enhancements to routes, if needed	The nearest rail station to the site is Littlehaven, which is a 2.2km walk/cycle from the site. This rail station will be attractive for some end occupiers to access, particularly with the increased popularity of ebikes, particularly for commuting purposes.
Deliver safe and design-compliant vehicular access arrangements to site	Ensure vehicular access arrangements are appropriately located, and are designed to accommodate all vehicles that will access the site	The new signalised junction serving the site has been designed to accommodate all vehicular traffic associated with the proposed residential development, including emergency vehicles and refuse collection vehicles. The access design is virtually identical to the previous access design that was reviewed and agreed with WSCC as part of the 473 residential development proposals.
Assess the operation of the proposed development access arrangements	Confirm that the proposed vehicular points can operate without significant impact on the local highway network	Using robust trip rates and distributing development traffic using a gravity model based on 2011 Census data the site access has been modelled in LinSig. The modelling outputs confirm that the site access junction will operate with significant levels of spare

Technical Matter	Vision-Led Approach	SKTP Technical Response
onto Crawley Road		capacity and minimal delay in the 2029 opening year and 2031 future year peak period assessments.
Assess the operation of off-site junctions within the study area	Confirm that those junctions that are predicted to experience a 30 (or more) vehicle increase can appropriately accommodate these additional traffic movements without adverse impact	Using robust trip rates and distributing development traffic using a Census-based gravity model those junctions within the study area have been modelled using proprietary industry-standard junction modelling software. The modelling outputs confirm that the two modelled junctions will see minimal change in their performance with the introduction of development traffic in the 2029 opening and 2031 future year peak period assessments. Whilst the inclusion of some development traffic at these locations is predicted to lead to some increased queuing and delay, it is of a level that cannot be considered to be adverse, or "severe", the test taken from the NPPF.
Commitment to a site-wide Travel Plan	Confirm that all elements of the sustainable access strategy will be incorporated into a final Travel Plan	This TA confirms that a site-wide Travel Plan will be prepared and implemented prior to first occupations at the site. The final document will also include a detailed monitoring strategy, confirmation of the Travel Plan Co-ordinator and SMART targets.

Table 9.1: The Final Vision-Led Strategy for the Site

- 9.8 Having presented the final "vision-led" strategy for the site, we reiterate that this report has demonstrated that the site is located in a sustainable location, adjacent to existing residential development and in a location where end occupiers are able to access key local facilities/services on foot, cycle and public transport.
- 9.9 The sustainable credentials of a wider residential development site, which included the proposed development site, were considered and agreed with WSCC as part of the 2020 planning application, and 2021 planning appeal.
- 9.10 Through careful assessment, the TA also confirms that the traffic and transport impacts of the proposed 120 residential units will not have a material or 'severe' impact (the latter test taken from the NPPF) on the surrounding highway network.
- 9.11 An appropriate mitigation package, which includes physical works to enhance pedestrian corridors to and from the site, off-site crossing improvements, and upgrades to existing bus stops has been identified. The site promoter is content to discuss the mechanism for delivering these measures with the Council, as well as any other sustainable transport initiatives that the Council may be looking to deliver in this location, which are directly related to enhancing sustainable access to the site.
- 9.12 In summary, the TA confirms that the proposed signalised junction access onto the B2195 Crawley Road will operate well within accepted capacity thresholds in both the AM and PM peak periods for the 2029 and 2031 modelled periods.
- 9.13 At the off-site junctions, which include the A264 Moorhead roundabout junction and the Crawley Road/Harwood Road signalised junction (Roffey Corner), the LinSig junction modelling confirms that in the baseline assessments (which include the application of a local TEMPRO growth factor for the opening and future years), the additional traffic generated by the proposed development will not have a significant or 'severe' impact.

- 9.14 The TA has also confirmed that the trips modelled in the assessment do not make any reductions for the 45% affordable housing provision on the site, or the benefits that the residential Travel Plan will deliver.
- 9.15 In summary, this TA confirms that the development proposals will not significantly change the operation of the local highway network and is not forecast to exacerbate local road safety issues to a point where the impact could be considered "severe".
- 9.16 Based on the above it is considered that there are no traffic or transportation reasons why the 120-unit residential scheme should not be granted planning consent, subject to appropriate planning conditions.