

# MID SUSSEX TRANSPORT STUDY

## TRANSPORT IMPACT OF SCENARIOS 2 AND 3

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# 1. INTRODUCTION

## 1.1 Work Undertaken

1.1.1 Mid Sussex District Council (MSDC) commissioned SYSTRA to:

- Build a strategic highway model to underpin the Mid Sussex Transport Study (MSTS); and
- Update the Mid Sussex Transport Study to test the impact of proposed development on the strategic and local transport network and upon significant routes in Ashdown Forest (adjacent to but outside of Mid Sussex District).

1.1.2 The work is further divided into the following stages:

- 2017 Base Year Highway Model Production and Validation
- 2031 Reference Case Scenario;
- 2031 Development Scenarios including MSDC local plan developments;
- 2031 Preferred Development Scenarios including potential mitigation schemes

## 1.2 Scenario Tested

1.2.1 This Note focusses on the outcomes of 2031 Development Scenario 2 and 3. The 2031 Development Scenarios build on the Reference Case which represents a benchmark against which the development Scenarios are tested and compared. This enables separation of impacts resulting from the Scenarios from impacts due to background growth, committed development and infrastructure.

1.2.2 2031 Development Scenarios 2 and 3 assesses the impact of the same 25 additional housing development sites in the district compared to the 2031 Reference Case 3. Both Scenarios also include a large employment site, the Science and Technology Park off the A2300 near Burgess Hill. In Scenario 2, this site is located to the north of the A2300, whereas in Scenario 3 it's located to the south. **Table 1** summarises the housing units assessed in the Scenarios compared to the Reference Case.

**Table 1. Units assessed in 2031 Development Scenarios compared to the Reference Case**

SCENARIO	TOTAL UNITS COMPARED TO 2031 REFERENCE CASE
2031 SCENARIO 2 VS. 2031 REFERENCE CASE 3	2,487
2031 SCENARIO 3 VS. 2031 REFERENCE CASE 3	2,487

1.2.3 This report describes the production of the MSSHM 2031 Scenario 2 and Scenario 3, and is structured as follows:

- Chapter 2: Development Scenario 2 & 3 Preparation
- Chapter 3: Scenario Results

## 2. DEVELOPMENT SCENARIO 2 & 3 PREPARATION

### 2.1 Key Assumptions

2.1.1 This Chapter describes the production of the Development Scenario's. The key assumptions are listed below, some of which are described in the Forecasting Note:

- Development Sites Locations, Use Class and number of units/employees (see **Appendix A**)
- Trip Rates (see Forecasting Note)
- Trip Distribution
- Development Scenario Infrastructure (see Forecasting Note)
- Development Site Access and Link Roads (see Forecasting Note)

### 2.2 Development Scenario 2 & 3 Site Locations, Use Class and Units/GFA

2.2.1 2031 Development Scenario trip matrices are prepared for the AM peak, inter-peak and PM peak hours. The trip rates that are derived from TRICS for the committed Reference Case developments are used again to calculate trip generations for the development sites.

2.2.2 Table 2 summarises the sites included in Scenario 2 and Scenario 3. **Appendix A** provides details of the strategic sites in more detail, including location, units/employees, trip rate, trips generated and allocated model zone.

**Table 2. Strategic Sites included in Scenario 2 and Scenario 3**

STRATEGIC SITE	SCENARIO 2	SCENARIO 3
Revised housing commitments, as of January 2019	✓	✓
Horley Business Park	✓	✓
Bolney / Maryland employment site	✓	✓
A3200 Science and Technology Park – north of A3200	✓	✗
A3200 Science and Technology Park – south of A3200	✗	✓

#### Trip Distribution

2.2.3 The trip distributions are taken from the main model zone that the development is located in and are therefore based on a combination of Census Journey Work 2011 for commuting trips and existing local model matrices. Tree diagrams of development-only traffic flows are used to sense check the realism of the distribution of trips to and from each site.

## 2.3 Development Scenario 2 & 3 Site Access and Link Roads

### **Scenario 2**

- 2.3.1 Access points are added to connect the development model zone to the network. In Development Scenario 2, three access scenarios, and associated mitigation schemes for the Burgess Hill Science and Technology Park are included forming Scenarios 2A, 2B and 2C. These were based on the developers document provided.
- 2.3.2 The dualling of the A2300 is included in the reference case scenario. The scheme includes the closure of the Bishopstone Lane / A2300 junction for vehicular use. In Scenario 2A, this junction is reopened to traffic turning left into Bishopstone Lane and turning left out of Bishopstone Lane onto the A2300. Access to the Science and Technology Park is through a priority T-junction further north on Bishopstone Lane.
- 2.3.3 Scenario 2B maintains the closure of the Bishopstone Lane / A2300 junction, providing access to and from the development via a new roundabout on Cuckfield Road, north of the A2300 / Cuckfield Road roundabout.
- 2.3.4 Scenario 2C is as Scenario 2B, but with further mitigation at the A2300 / Cuckfield Roundabout junction. In Scenario 2C, a hamburger configuration is included at this junction, with a cut-through for traffic staying on the A2300, and signals installed at all approach arms.

### **Scenario 3**

- 2.3.5 In Development Scenario 3 access to the Burgess Hill Science and Technology Park is via a new roundabout on the A2300 between the A2300 / Stairbridge Lane / Pookbourne Lane junction and the A2300 / Cuckfield Road roundabout.

### 3. SCENARIO RESULTS

#### 3.1 Identification of Junctions with Capacity Impacts

3.1.1 The impact of the Development Scenarios are assessed based on the National Planning Policy Framework (NPPF). The assessment of impacts is based on criteria agreed by MSDC and West Sussex County Council (WSCC). These are derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely “significant amount of movement” and “severe impacts”. In addition, a “showstopper” is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

3.1.2 An approach is devised to identify locations forecast to experience severe or significant impacts in the future because of the strategic developments.

3.1.3 This uses appropriately selected criteria to reflect the interpretation of the NPPF. A ‘**severe**’ impact is defined as a junction with any approach arm experiencing either of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **10%** or more to an RFC of **95%** or more in any period in any Scenario; or
- an increase in average delay of **one minute** or more to an average delay of **two minutes** or more in any period in any Scenario

3.1.4 A ‘**significant**’ impact is defined as a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **5%** or more to an RFC of **85%** or more in any period in any Scenario

3.1.5 **Appendix B (Page 1)** summarises the junctions that are identified as per the above criteria. **Appendix C** shows the detailed junction results by approach arm for the identified junctions. **Appendices D and E** are key maps showing the locations of the junction. It should be noted that to assist with continuity from previous work the list of junctions includes those identified in previous Mid Sussex Transport Study.

### Scenario 2

3.1.6 In Scenario 2, three transport mitigation schemes associated with northern Science and Technology Park were tested. Based on the information provided, significant impacts were seen on the local road network in Scenarios 2A and 2B. The egress sites in Scenarios 2A and 2B struggle to cope with the demand from the Science and Technology Park, particularly in the PM, which gives potentially unrealistic and over-optimistic results further afield, as traffic gets stuck near the development, and can't make it to other parts of the road network. Additionally, large volumes of traffic are forecast on Bishopstone Lane and Stairbridge Lane, which not be appropriate due to the minor nature of these roads. For this reason, it was decided that Scenario 2C (hamburger junction at the A2300 / Cuckfield Road roundabout) is the only option that reflects an accurate forecast of a northern Science and Technology Park, hence are the only results included. **This conclusion is, of course, based on the results and assumptions in the strategic model and alternative local analysis may have a different conclusion.** The impact of Scenario 2A, 2B and 2C on the road network can be seen in the difference plots outlined in 3.3.

#### Outcome of Junction Analysis.

Number of junctions identified as having 'severe' impacts in the AM or PM peak:

Development Scenario 2C: 11

Number of junctions identified as having 'significant' impacts in the AM or PM peak:

Development Scenario 2C: 9

3.1.7 **Appendix B** summarises the junctions that are identified as per the above criteria. **Appendix C** shows the detailed junction results by approach arm for the identified junctions. **Appendices D and E** are key maps showing the locations of the junction. It should be noted that to assist with continuity from previous work the list of junctions includes those identified in previous Mid Sussex Transport Study.

### Scenario 3

#### Outcome of Junction Analysis

Number of junctions identified as having 'severe' impacts in the AM or PM peak:

Development Scenario 3: 12

Number of junctions identified as having 'significant' impacts in the AM or PM peak:

Development Scenario 3: 7

3.1.8 The junctions identified as meeting the above criteria are shown in **Appendix F**. A detailed analysis of the approach arm of each identified junction is outlined in **Appendix G**. **Appendices H and I** show the locations of the junctions. As in Scenario 2, junctions identified in previous versions of the Mid Sussex Transport Study have been included.

### 3.2 Impacts on M23 and A23 strategic road network

3.2.1 An approach is devised to identify directional carriageway sections forecast to experience impacts in the future because of the strategic developments. An adaptable criteria representing a ‘**notable flow increase**’ is defined as any carriageway section experiencing the following:

- Increase in traffic flow of **100 vehicles** or more

3.2.2 The impact of the Mid Sussex Transport Study has been assessed on the M23 and A23 from M23 Junction 9 to A23 / A273 at Pyecombe.

#### **Scenario 2**

##### **M23/A23 Outcome**

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **AM peak**:

Development Scenario 2C: 8

These are mainly in the **southbound** direction from Junction 11 of the M23 to the A272.

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **PM peak**:

Development Scenario 2C: 11

These are predominantly in the **northbound** direction from the A2300 to Junction 10 of the M23.

3.2.3 The carriageway sections identified as having a ‘notable flow increase’ in AM and PM periods in Scenario 2C compared to the Reference Case are summarised in **Appendix B**.

#### **Scenario 3**

##### **M23/A23 Outcome**

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **AM peak**:

Development Scenario 3: 6

These are all in the **southbound** direction from Junction 11 of the M23 to the A272.

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **PM peak**:

Development Scenario 3: 9

These are all in the **northbound** direction from the A2300 to Junction 10 of the M23.

3.2.4 **Appendix F** outlines the carriageway sections in Scenario 3 that have a ‘notable flow increase’ from the Reference Case in AM and PM periods.

### 3.3 Flow and Delay Difference Plots

3.3.1 **Appendix J** reports the forecast volume over capacity and delay plots for Scenario's 2A, 2B, 2C and 3 for AM and PM periods. Flow and delay difference plots are also included for Scenario 2C vs. Reference Case 3 and Scenario 3 vs. Reference Case 3.

## 4. SUMMARY

### 4.1 Overview

4.1.1 In terms of the number of junctions impacted the results are broadly similar, with around 20 either significantly or severely impacted for both. This is perhaps to be expected given that the scenarios are the same other than the Science and Technology Park.

4.1.2 There are slightly fewer severely impacted junctions in Scenario 2C (11) compared to Scenario 3 (12), however Scenario 3 includes a severe impact at A2300/Cuckfield Road roundabout; in Scenario 2C it doesn't but is mitigated so the results are effectively the same in this regard. Although the same in number, the particular junctions experiencing severe impacts is slightly different for Scenario 2C and 3. This is likely to be associated with local access/egress to and from the Science and Technology Park, and how traffic chooses to approach from, and feed onto the network.

4.1.3 The flow difference plots suggest that Scenario 2C has more impacts on local roads (other than A2300 and A23) because traffic attempts to access/egress the Science and Technology Park via Cuckfield Road (and A272) as could be expected north of the A2300, but it is also happening on Cuckfield Road south of the A2300. In Scenario 3 the additional flow to and from the Science and Technology Park appears to be mostly confined to the A23 and A2300 in the AM peak. In the PM peak more use of alternative local roads is made, again including Cuckfield Road.

4.1.4 In both Scenarios in the PM peak the Science and Technology Park appears to be forcing existing traffic to reroute away from the A2300. This would be due to opposing flows to/from the Science and Technology Park, for example in Scenario 3 flow turning right out of the park (onto assumed new priority roundabout) could delay eastbound traffic on the A2300. This effect is not as evident in the AM peak. In considering mitigations it is proposed that this impact should be removed, so that existing A2300 remains on the A2300 and not be forced elsewhere. Keeping traffic on the A2300 may in turn mitigate impacts elsewhere that are currently suffering from the re-routeing.

### 4.2 M23 and A23

4.2.1 The impacts on the M23 and A23 shows more sections having a notable flow increase (over 100 vehicles in either direction) in Scenario 2C in both the AM and PM peak hours.

### 4.3 Felbridge junctions

4.3.1 The A264/A22 junction shows no significant or severe impacts in either Scenario 2C or Scenario 3. However, it should be noted that this junction shows high RFC and delay due to the Reference Case, the Scenarios increase these further but not enough to trigger significant or severe Scenario impacts.

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MID SUSSEX TRANSPORT STUDY - DEVELOPMENT SITE ASSUMPTIONS AND TRIP RATES

STATUS	District	ID	Site address	Details Planning Status	Use Class	Total (by 2031)	Quantity for TRICs rate	Units inc. Windfall	Gross Site Area (ha)	GFA (sqm) (TRICs rate is based on employees)	GFA per employee (sqm)	Trip Rate AM O	Trip Rate AM D	Trip Rate PM O	Trip Rate PM D	Trips AM O	Trips AM D	Trips PM O	Trips PM D	Base Zone	Final Zone (new zone if bold)	REFERENCE CASE 3	SCENARIO 2	SCENARIO 3
FULL	MidSussex	6	Land at Gravelly Lane and Scamps Hill, Lindfield	Commitment - Full/Outline Planning Permission	Housing	130	units	136				0.397	0.191	0.143	0.486	54	26	19	66	1044	5010	X	X	X
FULL	MidSussex	22	Land to rear of Dunning's Mill Sports Club Dunning's Rd, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	12	units	13				0.397	0.191	0.143	0.486	5	2	2	6	3366	3366	X	X	X
FULL	MidSussex	32	Land south of Sunte House, Birchen Lane, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	8	units	8				0.397	0.191	0.143	0.486	3	2	1	4	1041	1041	X	X	X
FULL	MidSussex	33	Land North of Wickham Way and East of Birchen Lane, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	40	units	42				0.397	0.191	0.143	0.486	17	8	6	20	3177	3177	X	X	X
FULL	MidSussex	38	Land north of the A264 at Junction 10 of M23	Commitment - Full/Outline Planning Permission	Housing	500	units	522				0.397	0.191	0.143	0.486	207	100	75	254	2167	5006	X	X	X
FULL	MidSussex	45	Former Sewage Works, Fairbridge Way, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	325	units	339				0.397	0.191	0.143	0.486	135	65	48	165	1104	1104	X	X	X
FULL	MidSussex	46	Land off Kings Way, East of Gerald Close, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	63	units	66				0.397	0.191	0.143	0.486	26	13	9	32	1087	1087	X	X	X
FULL	MidSussex	57	Land at Foxhill (Gamblemead Lane), Foxhill, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	146	units	152				0.397	0.191	0.143	0.486	60	29	22	74	1075	4200	X	X	X
FULL	MidSussex	91	Keymer Tile Works, Nye Road, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	363	units	379				0.397	0.191	0.143	0.486	150	72	54	184	1088	1088	X	X	X
FULL	MidSussex	110	Land to the south west of Haywards Heath - Bolnere Village Phases 4 & 5 (land south of We	Commitment - Full/Outline Planning Permission	Housing	18	units	19				0.397	0.191	0.143	0.486	7	4	3	9	1068	1068	X	X	X
FULL	MidSussex	116	Clockfield, North Street, Turners Hill	Commitment - Full/Outline Planning Permission	Housing	47	units	49				0.397	0.191	0.143	0.486	19	9	7	24	3189	3189	X	X	X
FULL	MidSussex	151	Land east of Portsmouth Wood Close, Lindfield	Commitment - Full/Outline Planning Permission	Housing	43	units	45				0.397	0.191	0.143	0.486	18	9	6	22	3177	3177	X	X	X
FULL	MidSussex	197	Land rear of 15 and 39 Crawley Down Road, Felbridge	Commitment - Full/Outline Planning Permission	Housing	59	units	62				0.397	0.191	0.143	0.486	24	12	9	30	3186	3186	X	X	X
FULL	MidSussex	199	Land to rear of 151 Western Road, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	14	units	15				0.397	0.191	0.143	0.486	6	3	2	7	1080	1080	X	X	X
FULL	MidSussex	218	Pease Pottage Golf House, Horsham Road, Pease Pottage	Commitment - Full/Outline Planning Permission	Housing	25	units	26				0.397	0.191	0.143	0.486	10	5	4	13	3196	3196	X	X	X
FULL	MidSussex	220	Land north of Kingsland Laines, Sayers Common	Commitment - Full/Outline Planning Permission	Housing	120	units	125				0.397	0.191	0.143	0.486	50	24	18	61	3364	3364	X	X	X
FULL	MidSussex	233	Land east of Kings Way, Burgess Hill	District Plan - With Permission	Housing	343	units	358				0.397	0.191	0.143	0.486	142	68	51	174	1061	1061	X	X	X
FULL	MidSussex	238	Land at Little Park Farm, north of Hurstpierpoint	Commitment - Full/Outline Planning Permission	Housing	124	units	129				0.397	0.191	0.143	0.486	51	25	19	63	1053	1030	X	X	X
FULL	MidSussex	247	Penland Farm, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	210	units	219				0.397	0.191	0.143	0.486	87	42	31	106	1039	5009	X	X	X
FULL	MidSussex	268	Land at Holly Farm, Copthorne Way, Copthorne	Commitment - Full/Outline Planning Permission	Housing	44	units	46				0.397	0.191	0.143	0.486	18	9	7	22	2172	2172	X	X	X
FULL	MidSussex	271	Land to the west of The Pheasantry, Turners Hill Road, Crawley Down (part of site previously	Commitment - Full/Outline Planning Permission	Housing	44	units	46				0.397	0.191	0.143	0.486	18	9	7	22	3188	3188	X	X	X
FULL	MidSussex	281	Land south of Hazel Close, Crawley Down	Commitment - Full/Outline Planning Permission	Housing	60	units	63				0.397	0.191	0.143	0.486	25	12	9	30	3370	3370	X	X	X
FULL	MidSussex	286	Land at the Ham, Hassocks	Commitment - Full/Outline Planning Permission	Housing	97	units	101				0.397	0.191	0.143	0.486	40	19	14	49	1028	1028	X	X	X
FULL	MidSussex	313	Farringdon House, Wood Street, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	41	units	43				0.397	0.191	0.143	0.486	17	8	6	21	3183	3183	X	X	X
FULL	MidSussex	321	Seaspace House, Brighton Road, Handcross	Commitment - Full/Outline Planning Permission	Housing	7	units	7				0.397	0.191	0.143	0.486	3	1	1	4	3195	3195	X	X	X
FULL	MidSussex	324	Meadway Garage, Lowdells Lane, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	7	units	7				0.397	0.191	0.143	0.486	3	1	1	4	3183	3183	X	X	X
FULL	MidSussex	369	53-59 Lingfield Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	11	units	11				0.397	0.191	0.143	0.486	5	2	2	6	3183	3183	X	X	X
FULL	MidSussex	409	Sussex House, London Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	8	units	8				0.397	0.191	0.143	0.486	3	2	1	4	3183	3183	X	X	X
FULL	MidSussex	430	Victoria House, College Road, Ardingly	Commitment - Full/Outline Planning Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	3	3178	3178	X	X	X
FULL	MidSussex	433	Beckford Lewes Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	6	units	6				0.397	0.191	0.143	0.486	2	1	1	3	3184	3184	X	X	X
FULL	MidSussex	447	The Emperor Restaurant, Cyprus Road, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	1130	1130	X	X	X
FULL	MidSussex	472	Stafford House, 91 Keymer Road, Hassocks	Commitment - Full/Outline Planning Permission	Housing	16	units	17				0.397	0.191	0.143	0.486	7	3	2	8	1026	1026	X	X	X
FULL	MidSussex	483	Land South of Scamps Hill, Lindfield	Commitment - Full/Outline Planning Permission	Housing	200	units	209				0.397	0.191	0.143	0.486	83	40	30	101	1043	3176	X	X	X
FULL	MidSussex	485	Land south of Rocky Lane Phase 2, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	132	units	138				0.397	0.191	0.143	0.486	55	26	20	67	1067	5008	X	X	X
FULL	MidSussex	488	Palmer's Autocare Centre, Turners Hill Road, Crawley Down	Commitment - Full/Outline Planning Permission	Housing	8	units	8				0.397	0.191	0.143	0.486	3	2	1	4	3370	3370	X	X	X
FULL	MidSussex	493	Northern Arc, Burgess Hill (West Residential)	District Plan - Pending Allocation	Housing	1500	units	1565				0.397	0.191	0.143	0.486	621	299	224	761	1037	5004	X	X	X
FULL	MidSussex	493	Northern Arc, Burgess Hill (Central/East Residential)	District Plan - Pending Allocation	Housing	1500	units	1565				0.397	0.191	0.143	0.486	621	299	224	761	1037	5005	X	X	X
FULL	MidSussex	493	Northern Arc, Burgess Hill (Freeks Farm)	District Plan - Pending Allocation	Housing	500	units	522				0.397	0.191	0.143	0.486	207	100	75	254	1037	5003	X	X	X
FULL	MidSussex	494	Land to the east of Gravelly Lane and south of Scamps Hill and bounded to the east by Nort	Commitment - Full/Outline Planning Permission	Housing	52	units	54				0.397	0.191	0.143	0.486	22	10	8	26	1044	1044	X	X	X
FULL	MidSussex	496	Land south of Rocky Lane & to the west of Weald Rise and Fox Hill Village, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	320	units	334				0.397	0.191	0.143	0.486	133	64	48	162	1067	5008	X	X	X
FULL	MidSussex	513	Land corner of Holtye Road/ Blackwell Farm Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	3368	3368	X	X	X
FULL	MidSussex	517	Land at Hyde Estate (to the north of Handcross)	Commitment - Full/Outline Planning Permission	Housing	92	units	96				0.397	0.191	0.143	0.486	38	18	14	47	3196	3196	X	X	X
FULL	MidSussex	528	Land at Burgess Hill Town Centre (multiple sites)	Commitment - Full/Outline Planning Permission	Housing	142	units	148				0.397	0.191	0.143	0.486	59	28	21	72	1121	1130	X	X	X
FULL	MidSussex	531	Land north of 99 Reed Pond Walk, Franklands Village, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	18	units	19				0.397	0.191	0.143	0.486	7	4	3	9	1074	1074	X	X	X
FULL	MidSussex	534	Land rear of 88 Folders Lane, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	74	units	77				0.397	0.191	0.143	0.486	31	15	11	38	1062	1062	X	X	X
FULL	MidSussex	548	Land at rear of and including 17 Copthorne Road, Felbridge	Commitment - Full/Outline Planning Permission	Housing	25	units	26				0.397	0.191	0.143	0.486	10	5	4	13	3186	3186	X	X	X
FULL	MidSussex	562	Land at Hill Place Farm to the south west of East Grinstead, west and east of the Bluebell Rai	Commitment - Full/Outline Planning Permission	Housing	200	units	209				0.397	0.191	0.143	0.486	83	40	30	101	3366	3366	X	X	X
FULL	MidSussex	570	Land at Bridge Hall, Cuckfield Road, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	35	units	37				0.397	0.191	0.143	0.486	14	7	5	18	1037	1037	X	X	X
FULL	MidSussex	629	Land at Bolney Road, Ansty	Commitment - Full/Outline Planning Permission	Housing	20	units	21				0.397	0.191	0.143	0.486	8	4	3	10	3166	3166	X	X	X
FULL	MidSussex	645	Bluebell Woodland, Sharpthorne	Commitment - Full/Outline Planning Permission	Housing	14	units	15				0.397	0.191	0.143	0.486	6	3	2	7	3179	3179	X	X	X
FULL	MidSussex	666	Hardriding Farm, Brighton Road, Pease Pottage	District Plan - With Permission	Housing	598	units	624				0.397	0.191	0.143	0.486	248	119	89	303	3196	5001	X	X	X
FULL	MidSussex	668	Hook Place, Cuckfield Road, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	8	units	8				0.397	0.191	0.143	0.486	3	2	1	4	1038	1038	X	X	X
FULL	MidSussex	690	Hassocks Golf Club, London Road, Hassocks	Commitment - Full/Outline Planning Permission	Housing	130	units	136				0.397	0.191	0.143	0.486	54	26	19	66	1028	1052	X	X	X
FULL	MidSussex	707	Land west of London Road (southern part), Bolney	Commitment - Full/Outline Planning Permission	Housing	12	units	13				0.397	0.191	0.143	0.486	5	2	2	6	3152	3152	X	X	X
FULL	MidSussex	713	Land north of Redcourt South, Cuttinglye Lane, Crawley Down	Commitment - Full/Outline Planning Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	3	3188	3188	X	X	X
FULL	MidSussex	725	Land adjacent to Barn Cottage, Lewes Road, Scaynes Hill	Commitment - Full/Outline Planning Permission	Housing	50	units	52				0.397	0.191	0.143	0.486	21	10	7	25	3238	3238	X	X	X
FULL	MidSussex	728	Ravenswood Hotel, Horsted Lane, Sharpthorne	Commitment - Full/Outline Planning Permission	Housing	12	units	13				0.397	0.191	0.143	0.486	5	2	2	6	3237	3237	X	X	X
FULL	MidSussex	729	Land adjacent to Greenstede House, Wood Street, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	11	units	11				0.397	0.191	0.143	0.486	5	2	2	6	3183	3183	X	X	X
FULL	MidSussex	730	69 Victoria Road, Burgess Hill	Commitment - Full/Outline Planning Permission	Housing	14	units	15				0.397	0.191	0.143	0.486	6	3	2	7	1115	1115	X	X	X
FULL	MidSussex	732	The Priory, Syresham Gardens, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	53	units	55				0.397	0.191	0.143	0.486	22	11	8	27	1081	1081	X	X	X
FULL	MidSussex	745	Land to the north of Rocky Lane, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	30	units	31				0.397	0.191	0.143	0.486	12	6	4	15	1077	1077	X	X	X
FULL	MidSussex	746	Land south of Phoenix House, Cantelupe Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	12	units	13				0.397	0.1											

STATUS	District	ID	Site address	Details PlanningStatus	Use Class	Total (by 2031)	Quantity for TRICs rate	Units inc. Windfall	Gross Site Area (ha)	GFA (sqm) (TRICs rate is based on employees)	GFA per employee (sqm)	Trip Rate AM O	Trip Rate AM D	Trip Rate PM O	Trip Rate PM D	Trips AM O	Trips AM D	Trips PM O	Trips PM D	Base Zone	Final Zone (new zone if bold)	REFERENCE CASE 3	SCENARIO 2	SCENARIO 3
PENDING	MidSussex	96	Stonequarry Woods, East Grinstead	Commitment - Allocated Site Without Permission	Housing	40	units	40				0.397	0.191	0.143	0.486	16	8	6	19	3368	3368	X	X	X
PENDING	MidSussex	101	Tennis and Squash Club, Ship Street, East Grinstead	Commitment - Allocated Site Without Permission	Housing	40	units	40				0.397	0.191	0.143	0.486	16	8	6	19	3367	3367	X	X	X
PENDING	MidSussex	102	Land at the junction of Windmill Lane and London Road	Commitment - Allocated Site Without Permission	Housing	35	units	35				0.397	0.191	0.143	0.486	14	7	5	17	3183	3183	X	X	X
PENDING	MidSussex	106	Station Goods Yard, Hassocks	Commitment - Allocated Site Without Permission	Housing	54	units	54				0.397	0.191	0.143	0.486	21	10	8	26	3157	3157	X	X	X
PENDING	MidSussex	139	Land between 98-104 Maypole Road, Ashurst Wood	Commitment - Allocated Site Without Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3182	3182	X	X	X
PENDING	MidSussex	148	Land north of Top Road, Sharpthorne	Commitment - Allocated Site Without Permission	Housing	24	units	24				0.397	0.191	0.143	0.486	10	5	3	12	3179	3179	X	X	X
PENDING	MidSussex	150	Land to the west of the Rectory, Haywards Heath Road, Balcombe	Commitment - Allocated Site Without Permission	Housing	14	units	14				0.397	0.191	0.143	0.486	6	3	2	7	3191	3191	X	X	X
PENDING	MidSussex	177	The Manor House, 14 Manor Drive, Cuckfield	Commitment - Allocated Site Without Permission	Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	3168	3168	X	X	X
PENDING	MidSussex	188	Land opposite Newlands, (Spring Field Shaw), London Road, Balcombe	Commitment - Allocated Site Without Permission	Housing	14	units	14				0.397	0.191	0.143	0.486	6	3	2	7	3191	3191	X	X	X
PENDING	MidSussex	191	Land to the north and rear of Barnfield Cottages, Haywards Heath Road, Balcombe.	Commitment - Allocated Site Without Permission	Housing	14	units	14				0.397	0.191	0.143	0.486	6	3	2	7	3191	3191	X	X	X
PENDING	MidSussex	246	Hurst Farm, Hurstwood Lane, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	350	units	350				0.397	0.191	0.143	0.486	139	67	50	170	1075	5007	X	X	X
PENDING	MidSussex	441	67-69 Railway Approach, East Grinstead	Commitment - Allocated Site Without Permission	Housing	7	units	7				0.397	0.191	0.143	0.486	3	1	1	3	3367	3367	X	X	X
PENDING	MidSussex	470	Wealden House, Lewes Road, Ashurst Wood	Commitment - Allocated Site Without Permission	Housing	50	units	50				0.397	0.191	0.143	0.486	20	10	7	24	3182	3182	X	X	X
PENDING	MidSussex	477	Land adjacent to Cookhams, south of Top Road, Sharpthorne	Commitment - Allocated Site Without Permission	Housing	16	units	16				0.397	0.191	0.143	0.486	6	3	2	8	3179	3179	X	X	X
PENDING	MidSussex	480	Courtmeadow School, Hanlye Lane, Cuckfield	Commitment - Allocated Site Without Permission	Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	3168	3168	X	X	X
PENDING	MidSussex	492	Old Vicarage Field, Church Road, Turners Hill	Commitment - Allocated Site Without Permission	Housing	44	units	44				0.397	0.191	0.143	0.486	17	8	6	21	3190	3190	X	X	X
PENDING	MidSussex	507	Caru Hall, Bolnore Road, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	12	units	12				0.397	0.191	0.143	0.486	5	2	2	6	1068	1068	X	X	X
PENDING	MidSussex	510	Imberhorne Lane car park, Imberhorne Lane, East Grinstead	Commitment - Allocated Site Without Permission	Housing	18	units	18				0.397	0.191	0.143	0.486	7	3	3	9	3186	3186	X	X	X
PENDING	MidSussex	544	Western side of Victoria Road, Burgess Hill	Commitment - Allocated Site Without Permission	Housing	80	units	80				0.397	0.191	0.143	0.486	32	15	11	39	1126	1126	X	X	X
PENDING	MidSussex	553	The Old Estate Yard, Church Road, Turners Hill	Commitment - Allocated Site Without Permission	Housing	0	units	0				0.397	0.191	0.143	0.486	0	0	0	0	3190	3190	X	X	X
PENDING	MidSussex	559	East Grinstead Delivery Office, 76 London Road, East Grinstead	Commitment - Allocated Site Without Permission	Housing	12	units	12				0.397	0.191	0.143	0.486	5	2	2	6	3367	3367	X	X	X
PENDING	MidSussex	597	Land rear of Devon Villas, Western Road, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	1081	1081	X	X	X
PENDING	MidSussex	619	Beech Hurst Depot, Bolnore Road, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	15	units	15				0.397	0.191	0.143	0.486	6	3	2	7	1069	1069	X	X	X
PENDING	MidSussex	649	Horsgate House, Hanlye Lane, Cuckfield	Commitment - Allocated Site Without Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3168	3168	X	X	X
PENDING	MidSussex	711	Bolney House, Cowfold Road, Bolney	Commitment - Allocated Site Without Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3152	3152	X	X	X
PENDING	MidSussex	723	Ashplats House, Holtye Road, East Grinstead	Commitment - Allocated Site Without Permission	Housing	45	units	45				0.397	0.191	0.143	0.486	18	9	6	22	3368	3368	X	X	X
PENDING	MidSussex	744	NCP Car Park, Harlands Road, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	40	units	40				0.397	0.191	0.143	0.486	16	8	6	19	1070	1070	X	X	X
PENDING	MidSussex	750	Downlands Park, Isaacs Lane, Haywards Heath	Commitment - Allocated Site Without Permission	Housing	20	units	20				0.397	0.191	0.143	0.486	8	4	3	10	1069	1069	X	X	X
PENDING	MidSussex	753	Land to the north of Clayton Mills, Mackie Avenue, Hassocks	District Plan - Pending Allocation	Housing	500	units	500				0.397	0.191	0.143	0.486	199	96	72	243	1050	1050	X	X	X
PENDING	MidSussex	756	Land at the Brow, Burgess Hill	Commitment - Allocated Site Without Permission	Housing	100	units	100				0.397	0.191	0.143	0.486	40	19	14	49	1136	1136	X	X	X
PENDING	MidSussex	757	LIC, Wealden House, Lewes Road, Ashurst Wood	Commitment - Allocated Site Without Permission	Housing	25	units	25				0.397	0.191	0.143	0.486	10	5	4	12	3182	3182	X	X	X
SC	MidSussex	21	Land rear of 11A Crawley Down Road, Felbridge	Commitment - Full/Outline Planning Permission	Housing	31	units	31				0.397	0.191	0.143	0.486	12	6	4	15	3186	3186	X	X	X
SC	MidSussex	68	Farm buildings, Jeffreys Farm, Horsted Keynes		Housing	6	units	6				0.397	0.191	0.143	0.486	2	1	1	3	3237	3237	X	X	X
SC	MidSussex	127	Land at St. Martin Close, Handcross		Housing	65	units	65				0.397	0.191	0.143	0.486	26	12	9	32	3194	6007	X	X	X
SC	MidSussex	138	Land south of Hammerwood Road, Ashurst Wood		Housing	12	units	12				0.397	0.191	0.143	0.486	5	2	2	6	3182	3182	X	X	X
SC	MidSussex	147	West Hoathly Station Goods Yard, Station Road, Sharpthorne	Commitment - Full/Outline Planning Permission	Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3179	3179	X	X	X
SC	MidSussex	184	Land south of St. Stephens Church, Hamsland, Horsted Keynes		Housing	30	units	30				0.397	0.191	0.143	0.486	12	6	4	15	3237	3237	X	X	X
SC	MidSussex	196	Land south of Crawley Down Road, Felbridge		Housing	200	units	200				0.397	0.191	0.143	0.486	79	38	29	97	3186	6003	X	X	X
SC	MidSussex	207	Land at Dirty Lane/Hammerwood Road, Ashurst Wood		Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3182	3182	X	X	X
SC	MidSussex	216	Land at Police House Field, Birch Grove Road/Danehill Lane, Horsted Keynes		Housing	10	units	10				0.397	0.191	0.143	0.486	4	2	1	5	3237	3237	X	X	X
SC	MidSussex	224	Land at Brooklands Park, west of Orchard Way, East Grinstead		Housing	15	units	15				0.397	0.191	0.143	0.486	6	3	2	7	3367	3367	X	X	X
SC	MidSussex	391	88 Holtye Road, East Grinstead		Housing	6	units	6				0.397	0.191	0.143	0.486	2	1	1	3	3368	3368	X	X	X
SC	MidSussex	444	Warrenside, College Lane, East Grinstead		Housing	14	units	14				0.397	0.191	0.143	0.486	6	3	2	7	3184	3184	X	X	X
SC	MidSussex	479	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield		Housing	168	units	168				0.397	0.191	0.143	0.486	67	32	24	82	3168	6004	X	X	X
SC	MidSussex	503	Haywards Heath Golf Course, High Beech Lane, Haywards Heath		Housing	900	units	900				0.397	0.191	0.143	0.486	357	172	129	437	3177	6001	X	X	X
SC	MidSussex	519	Land north of Burleigh Lane, Crawley Down		Housing	60	units	60				0.397	0.191	0.143	0.486	24	11	9	29	3370	6008	X	X	X
SC	MidSussex	595	Land at Brookhurst, Furze Lane, East Grinstead		Housing	30	units	30				0.397	0.191	0.143	0.486	12	6	4	15	3186	3186	X	X	X
SC	MidSussex	617	Land at Foxhole Farm, Bolney		Housing	50	units	50				0.397	0.191	0.143	0.486	20	10	7	24	3152	6009	X	X	X
SC	MidSussex	676	Land south of 61 Crawley Down Road, Felbridge		Housing	30	units	30				0.397	0.191	0.143	0.486	12	6	4	15	3186	3186	X	X	X
SC	MidSussex	696	1 -25 Bell Hammer, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	11	units	11				0.397	0.191	0.143	0.486	4	2	2	5	3367	3367	X	X	X
SC	MidSussex	763	Carpet Right, 220 - 228 London Road, East Grinstead		Housing	24	units	24				0.397	0.191	0.143	0.486	10	5	3	12	3183	3183	X	X	X
SC	MidSussex	770	Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead		Housing	550	units	550				0.397	0.191	0.143	0.486	218	105	79	267	3186	6002	X	X	X
SC	MidSussex	829	Land to the north Lyndon, Reeds Lane, Sayers Common		Housing	35	units	35				0.397	0.191	0.143	0.486	14	7	5	17	3363	6010	X	X	X
SC	MidSussex	832	Land west of Selsfield Road, Ardingly		Housing	100	units	100				0.397	0.191	0.143	0.486	40	19	14	49	3178	6006	X	X	X
SC	MidSussex	847	East Grinstead Police Station, College Lane, East Grinstead		Housing	12	units	12				0.397	0.191	0.143	0.486	5	2	2	6	3368	3368	X	X	X
SC	MidSussex	848	Highfields, West Hill, East Grinstead		Housing	15	units	15				0.397	0.191	0.143	0.486	6	3	2	7	3367	3367	X	X	X
SC	MidSussex	849	West House, West Lane, East Grinstead		Housing	5	units	5				0.397	0.191	0.143	0.486	2	1	1	2	3367	3367	X	X	X
SC	MidSussex	852	Land north of Old Vicarage Field, Lion Lane, Turners Hill		Housing	130	units	130				0.397	0.191	0.143	0.486	52	25	19	63	3190	6005	X	X	X
SC	MidSussex	929	Land to the west of the Rectory, Haywards Heath Road, Balcombe		Housing	15	units	15				0.397	0.191	0.143	0.486	6	3	2	7	3191	3191	X	X	X
FULL	Horsham		Kilnwood Vale		Housing	2500	units	2500				0.397	0.191	0.143	0.486	993	478	358	1215	3213	3213	X	X	X
FULL	Horsham		Land North of Horsham		Housing	2500	units	2500				0.397	0.191	0.143	0.486	993	478	358	1215	3380	3380	X	X	X
FULL	Crawley		North East Crawley		Housing	2000	units	2000				0.397	0.191	0.143	0.486	794	382	286	972	2121	2121	X	X	X
FULL	Horsham		Kilnwood Vale		B1c	721	emp	721				0.300	0.700	0.844	0.067	216	505	609	48	3213	3213	X	X	X
FULL	Horsham		Land North of Horsham		B1c	714	emp	714		17,136		0.300	0.700	0.844	0.067	214								

## Mid Sussex Transport Study: Scenario 2C Results Summary

Note: Results in *Grey Italics* are comparisons of Reference Cases to 2017 (for context)

### Junction Analysis

Note: List includes junctions identified in previous MSTs

#### Junctions with SIGNIFICANT or SEVERE impact in either AM or PM Peak Hour

ID	ID	Area	Junction	Reference 3 v 2017	Scenario 2C v Reference 3
1	N1	Copthorne	A264 / A2220 Copthorne	SEVERE	SIGNIFICANT
2	N2	Copthorne	A264 / B2028 Copthorne	OK	OK
3	N4	Copthorne	B2028 / B2037 Copthorne	SIGNIFICANT	SIGNIFICANT
4	N6	East Grinstead	A22 / Imberhorne Lane	OK	OK
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SEVERE	SEVERE
6	N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	OK
25	N9	Felbridge	A264 / A22 Felbridge	SEVERE	OK
26	N10	West Hoathly	Selsfield Road / Vowels Lane	OK	SIGNIFICANT
7	C1	Handcross	B2114 Junction, Handcross	OK	SIGNIFICANT
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	OK	OK
9	C3	Slough Green	B2115 Junction, Slough Green	OK	SIGNIFICANT
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	OK	SEVERE
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIGNIFICANT
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	SEVERE	SEVERE
13	C7	Haywards Heath	A272 / B2036	SEVERE	SEVERE
14	C8	Cowfold	A281 North Junction, Cowfold	SEVERE	OK
15	C9	Cowfold	A281 South Junction, Cowfold	SIGNIFICANT	OK
27	C10	Bolney	A23 / A272 Bolney Road	SEVERE	SEVERE
28	C11	North Chailey	A272 / A275 North Chailey	SEVERE	SEVERE
29	C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SEVERE	SIGNIFICANT
16	S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SEVERE	OK
17	S2	Burgess Hill	A23 / A2300 Eastern Roundabout	OK	SEVERE
18	S3	Burgess Hill	A2300 / Cuckfield Road	SEVERE	SIGNIFICANT
19	S4	Burgess Hill	Cuckfield Road / THE HUB	OK	OK
20	S5	Burgess Hill	A2300 / Northern Arc Spine Road	OK	OK
21	S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	SEVERE
22	S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SEVERE	SEVERE
23	S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE
24	S9	Pyecombe	A23 / A281 Eastbound On-Slip	SEVERE	SEVERE
30	S10	Ditchling	B2112 / B2116 Ditchling	SEVERE	SIGNIFICANT
31	S11	Burgess Hill	A2300 / Bishopstone Lane	SEVERE	OK
32	S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)	-	-
33	S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)	OK	OK
34	S14	Burgess Hill	A2300 / Science & Tech Park Access (S)	-	-
35	S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane	OK	OK
36	S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane	OK	OK
37	S17	Burgess Hill	Bishopstone Lane / Job's Lane	SEVERE	OK
<b>Number of Junction with SEVERE Impacts</b>				<b>20</b>	<b>11</b>
<b>Number of Junction with SIGNIFICANT impacts</b>				<b>2</b>	<b>9</b>

**SEVERE**= Increase in RFC of 10% or more to 95% or more  
or increase in delay of 1 min or more to 2 mins or more

**SIGNIFICANT**= Increase in RFC of 5% or more to 85% or more

## Mid Sussex Transport Study: Scenario 2C Results Summary

Note: Results in *Grey Italics* are comparisons of Reference Cases to 2017 (for context)

### M23 and A23 (Junction 8 to A27 Main Sections)

#### Average Increase in Peak Hour Flow - Impact of Scenario 2C

	Scenario 2C v Reference 3	
	AM	PM
M23 - Impact of Scenario 2C v Reference Case 3	0.3%	2.9%
A23 - Impact of Scenario 2C v Reference Case 3	2.7%	3.5%
Overall - Impact of Scenario 2C v Reference Case 3	2.1%	3.4%

#### Average Increase in Peak Hour Flow - Impact of Reference 3 and 2 v 2017

	Reference 3 v 2017	
	AM	PM
M23 - Impact of Reference v 2017	20.7%	9.4%
A23 - Impact of Reference v 2017	25.1%	19.6%
Overall - Impact of Reference v 2017	23.9%	16.8%

#### Road Sections with a NOTABLE FLOW INCREASE in AM or PM

			Scenario 2C v Reference 3	
			AM	PM
<b>Northbound</b>				
1		A23 - A27 to A273 OFF		
2		A23 - A273 ON to A281 OFF		
3		A23 - A281 ON to B2117 OFF		
4		A23 - B2117 OFF to B2118 ON	236 (8.3%)	
5		A23 - B2118 ON to A2300 OFF		203 (7.8%)
6		A23 - A2300 ON to A272 OFF		468 (14.2%)
7		A23 - A272 ON to Jeremys Lane OFF		592 (18.4%)
8		A23 - Jeremys Lane ON to B2115 OFF		592 (18.4%)
9		A23 - B2115 ON to B2110 OFF		548 (16.9%)
10		A23 - B2110 ON to J11 OFF		497 (14.5%)
11		M23 - J11 ON - J10a ON		274 (8.4%)
12		M23 - J10a ON to J10 OFF		273 (7.7%)
13		M23 - J10 ON to J9 OFF		235 (6.6%)
14		M23 - J9 ON to J8 OFF		168 (4.2%)
<b>Southbound</b>				
15		M23 - J8 ON to J9 OFF		
16		M23 - J9 ON to J10 OFF		
17		M23 - J10 ON to J10a OFF	115 (2.9%)	
18		M23 - J10a OFF - J11 OFF	143 (4.6%)	
19		A23 - J11 ON to B2114 OFF	374 (10.5%)	
20		A23 - B2114 OFF to B2110 ON	384 (12.3%)	
21		A23 - B2110 ON to B2115 OFF	452 (13.4%)	
22		A23 - B2115 ON to Broxmead Lane OFF	495 (14.8%)	
23		A23 - Broxmead Lane OFF to A272 OFF	482 (14.4%)	
24		A23 - A272 ON to A2300 OFF		
25		A23 - A2300 ON to B2118 OFF		
26		A23 - B2118 OFF to B2117 ON		190 (4.9%)
27		A23 - B2117 ON to A281 ON		
28		A23 - A281 ON to A273 OFF		
29		A23 - A273 ON to A27		
<b>Number of Sections with a NOTABLE FLOW INCREASE (29 in total)</b>			<b>8</b>	<b>11</b>

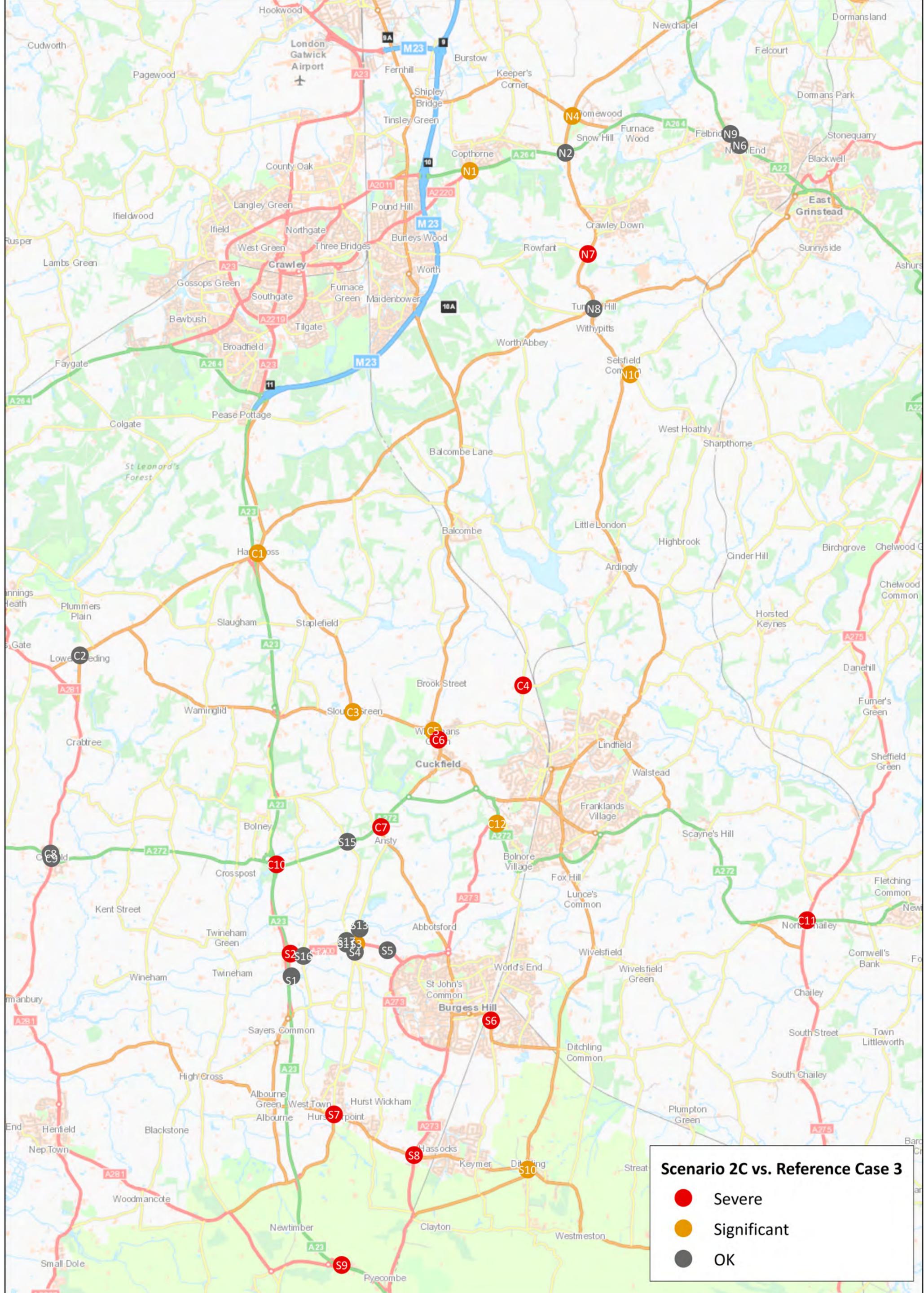
**NOTABLE FLOW INCREASE** = Increase in traffic flow of 100 vehicles or more

Mid Sussex Transport Study: Junction approach arm statistics for identified locations

				2017										2031 Reference Case 3										2031 Scenario 2C									
ID	New ID	Area	Junction	Approach Arm			AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)				
<b>NORTH</b>																																	
1	N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	344	36	15	0	525	44	14	0	425	42	14	0	908	77	16	1	436	42	14	0	893	79	17						
1	N1			A264 (E)	781	61	13	0	1138	85	14	1	597	45	12	0	1118	89	16	2	688	52	12	0	1112	87	15						
1	N1			Copthorne Hotel Access	43	1	10	0	60	1	10	0	62	1	10	0	69	1	10	0	63	1	10	0	69	1	10						
1	N1			A2220 (S)	872	65	12	0	508	39	12	0	1126	76	12	1	769	61	12	0	1142	78	13	1	940	73	13						
1	N1			A264 Copthorne Way (W)	1376	97	18	3	1173	75	10	0	1387	109	193	70	1225	79	11	1	1387	109	185	67	1283	86	12						
2	N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	171	25	5	0	447	64	7	0	225	11	4	0	729	35	4	0	274	14	4	0	775	37	4						
2	N2			A264 Snow Hill (E)	504	58	4	0	461	77	12	1	229	11	3	0	419	21	4	0	304	14	3	0	399	21	4						
2	N2			B2028 Turners Hill Road (S)	384	51	5	0	369	58	7	0	686	32	3	0	318	16	4	0	710	33	3	0	353	18	4						
2	N2			A264 Copthorne Common Road (W)	917	102	64	15	845	87	4	0	977	47	4	0	1161	55	3	0	974	46	4	0	1369	64	3						
3	N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	249	23	3	0	374	39	4	0	386	35	3	0	470	54	5	0	441	40	3	0	455	54	5						
3	N4			B2037 Snow Hill (E)	449	43	4	0	101	11	4	0	520	51	4	0	71	10	5	0	475	49	5	0	71	10	5						
3	N4			B2028 West Park Road (S)	515	56	5	0	237	21	3	0	790	94	17	3	317	27	3	0	786	93	16	3	331	28	3						
3	N4			B2037 Eppingham Road (W)	176	19	4	0	655	61	4	0	216	23	4	0	924	82	5	0	249	26	4	0	992	87	5						
4	N6	East Grinstead	A22 / Imberhome Lane	A22 (W)	723	46	9	1	856	58	11	2	733	47	6	1	932	62	11	2	766	49	6	1	961	62	10						
4	N6			A22 (E)	714	80	27	3	792	75	20	3	546	60	20	2	831	83	24	3	499	56	19	2	818	80	22						
4	N6			Imberhome Lane (S)	366	48	18	1	183	32	19	1	548	71	23	2	313	53	24	1	622	80	27	3	371	62	26						
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	318	16	1	0	561	29	1	0	319	16	1	0	1032	51	2	0	379	19	1	0	1244	60	2						
5	N7			B2028 Turners Hill Road (S)	268	13	1	0	195	10	1	0	560	26	1	0	212	10	1	0	582	26	1	0	250	12	1						
5	N7			Wallage Lane	352	57	24	0	178	32	12	0	515	96	62	3	363	84	39	2	518	100	74	5	352	98	78						
6	N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	556	32	2	0	704	37	2	0	818	45	2	0	1357	69	3	0	907	51	3	0	1559	77	4						
6	N8			B2110 East Street (E)	387	92	29	3	387	101	76	8	425	115	332	34	306	108	211	17	423	117	380	38	287	108	229						
6	N8			B2028 Selsfield Road (S) (priority)	803	41	2	0	688	36	2	0	1075	51	2	0	792	42	2	0	1110	51	2	0	826	41	2						
6	N8			B2110 Paddockhurst Road (W)	563	108	186	27	535	107	171	23	476	109	217	27	426	107	198	21	475	110	244	29	396	109	241						
25	N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	676	61	15	2	609	65	21	3	588	107	229	23	580	101	112	5	605	109	251	27	599	103	152						
25	N9			A22 Eastbourne Road (N)	384	68	28	2	504	65	20	2	489	55	13	1	591	63	13	2	490	55	13	1	610	65	14						
25	N9			A22 London Road (S)	1326	73	70	14	1112	68	47	4	1380	108	241	60	1232	98	87	11	1395	108	241	60	1252	99	118						
26	N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	597	30	1	0	801	39	2	0	660	32	1	0	1094	53	2	0	662	32	1	0	1162	56	2						
26	N10			Vowels Lane (E)	183	37	7	0	177	40	9	0	312	55	6	0	308	84	26	2	351	63	7	0	323	89	32						
26	N10			Selsfield Road (S)	664	36	2	0	593	34	2	0	778	43	2	0	625	40	3	0	777	43	2	0	694	48	4						
<b>CENTRAL</b>																																	
7	C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	558	35	3	0	761	44	3	0	697	44	3	0	938	53	3	0	772	48	3	0	851	49	3						
7	C1			B2114 (S) (priority)	332	17	1	0	130	7	1	0	401	20	1	0	138	7	1	0	396	20	1	0	144	7	1						
7	C1			B2110 (W)	453	63	4	0	320	45	4	0	572	79	5	0	469	66	4	0	626	86	5	0	515	71	4						
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	491	32	3	0	530	29	2	0	531	33	3	0	708	39	2	0	485	29	3	0	696	38	2						
8	C2			B2110 Leechpond Hill (S)	253	13	1	0	162	8	1	0	192	10	1	0	250	12	1	0	172	9	1	0	255	13	1						
8	C2			B2115 (W)	269	39	4	0	270	38	4	0	521	73	4	0	342	50	4	0	567	79	5	0	338	49	4						
9	C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	8	1	0	71	4	1	0	93	5	1	0	81	4	1	0	93	5	1	0	66	3	1						
9	C3			B2114 (E) (priority)	639	30	1	0	477	24	1	0	819	34	1	0	506	24	1	0	843	35	1	0	617	29	1						
9	C3			B2115 Sloughgreen Lane (W)	388	58	4	0	492	67	4	0	576	81	5	0	604	82	5	0	573	79	5	0	668	90	6						
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	465	24	1	0	651	33	1	0	543	27	1	0	814	39	1	0	541	27	1	0	866	40	2						
10	C4			Copyhold Lane (E)	148	27	5	0	204	36	6	0	406	81	13	1	290	52	7	0	546	102	7	0	296	54	7						
10	C4			Borde Hill Lane (S)	707	40	2	0	368	23	2	0	993	54	3	0	521	33	3	0	986	52	3	0	698	47	4						
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	266	38	4	0	291	42	5	0	258	39	5	0	257	38	5	0	287	43	5	0	227	34	5						
11	C5			B2036 (S)	922	105	101	25	648	74	3	0	1044	110	200	50	659	73	3	0	1063	109	171	43	826	90	4						
11	C5			B2114 Staplefield Road (W)	540	70	5	0	562	68	4	0	669	82	5	0	684	81	4	0	666	82	5	0	733	89	6						
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	711	89	5	0	795	95	6	1	812	104	95	21	876	106	124	29	836	105	100	23	890	113	252						
12	C6			Ardingly Road (E)	431	56	4	0	451	64	6	0	760	37	1	0	684	34	1	0	836	39	1	0	771	35	1						
12	C6			B2036 London Road (S)	795	103	67	15	467	59	4	0	836	115	289	61	518	63	4	0	878	111	229	50	775	94	10						
13	C7	Haywards Heath	A272 / B2036	A272 (E)	708	92	8	1	811	102	51	11	860	101	25	5	883	106	119	27	894	112	241	53	856	103	80						
13	C7			B2036 (S)	620	89	10	1	384	55	5	0	766	101	41	8	412	47	4	0	838	101	31	6	804	102	60						
13	C7			A272 (W)	651	99	12	2	658	83	5	0	641	87	7	1	826	104	88	20	797	103	67	15	802	111	233						
14	C8	Cowfold	A281 North Junction, Cowfold	A281 (N)	183	27	5	0	471	69	6	0	134	20	5	0	540	78	8	1	151	23	5	0	550	79	8						

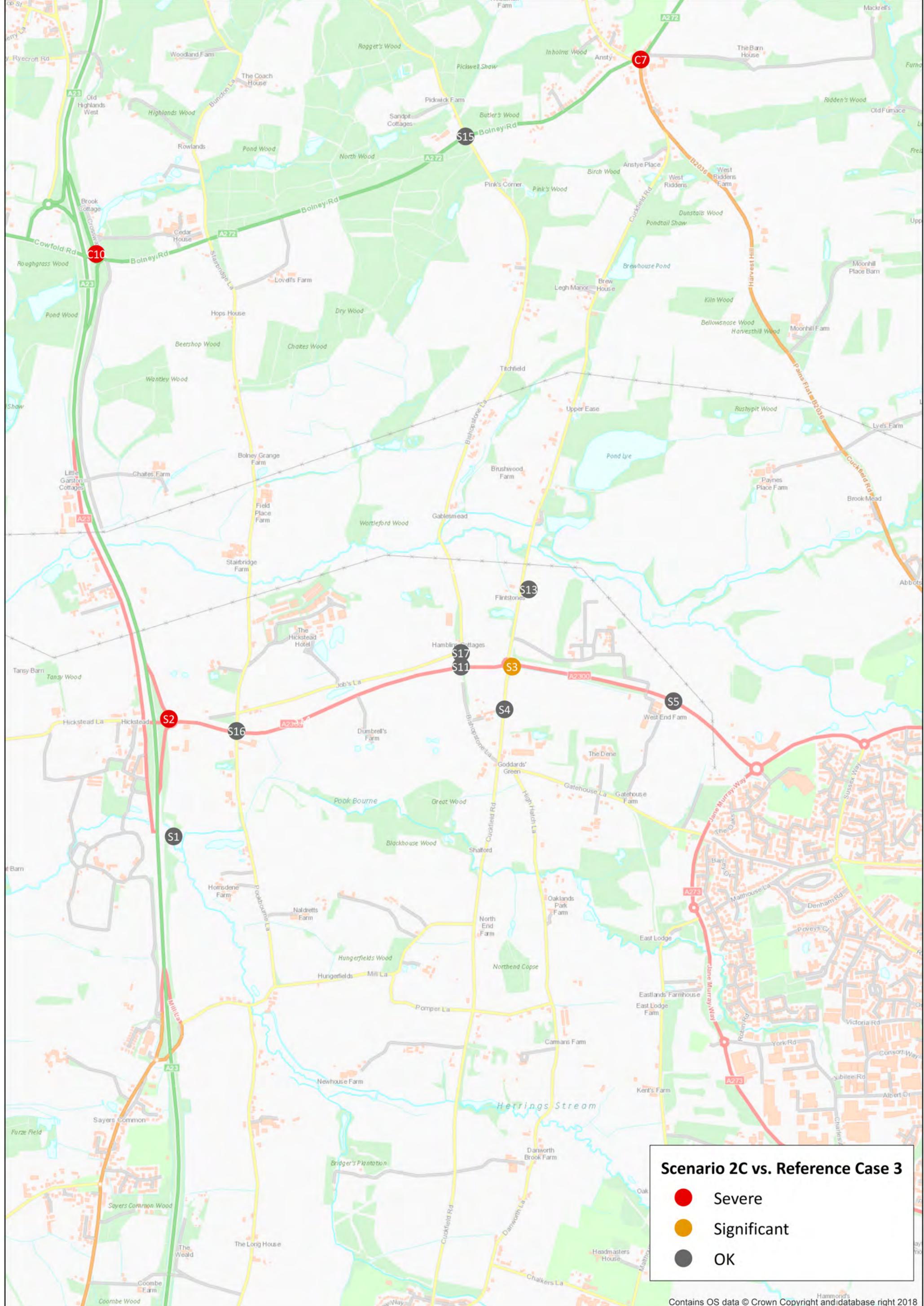
ussex Transport Study: Junction approach arm statistics for identified locations

New ID	Area	Junction	Approach Arm	PM Avg Q (pcu)
<b>NORTH</b>				
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	1
N1			A264 (E)	2
N1			Copthorne Hotel Access	0
N1			A2220 (S)	1
N1			A264 Copthorne Way (W)	1
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	0
N2			A264 Snow Hill (E)	0
N2			B2028 Turners Hill Road (S)	0
N2			A264 Copthorne Common Road (W)	0
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	0
N4			B2037 Snow Hill (E)	0
N4			B2028 West Park Road (S)	0
N4			B2037 Effingham Road (W)	1
N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	2
N6			A22 (E)	3
N6			Imberhorne Lane (S)	2
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	0
N7			B2028 Turners Hill Road (S)	0
N7			Wallage Lane	5
N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	0
N8			B2110 East Street (E)	17
N8			B2028 Selsfield Road (S) (priority)	0
N8			B2110 Paddockhurst Road (W)	24
N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	11
N9			A22 Eastbourne Road (N)	2
N9			A22 London Road (S)	22
N10	West Haathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	0
N10			Vowels Lane (E)	3
N10			Selsfield Road (S)	0
<b>CENTRAL</b>				
C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	0
C1			B2114 (S) (priority)	0
C1			B2110 (W)	0
C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	0
C2			B2110 Leechpond Hill (S)	0
C2			B2115 (W)	0
C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	0
C3			B2114 (E) (priority)	0
C3			B2115 Sloughgreen Lane (W)	1
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	0
C4			Copyhold Lane (E)	0
C4			Borde Hill Lane (S)	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	0
C5			B2036 (S)	0
C5			B2114 Staplefield Road (W)	1
C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	57
C6			Ardingly Road (E)	0
C6			B2036 London Road (S)	1
C7	Haywards Heath	A272 / B2036	A272 (E)	17
C7			B2036 (S)	12
C7			A272 (W)	48
C8	Cowfold	A281 North Junction, Cowfold	A281 (N)	1
C8			A281 (S)	6
C8			A272 Station Road (W)	1
C9	Cowfold	A281 South Junction, Cowfold	A281 (N)	9
C9			A272 Bolney Road (E)	0
C9			A281 (S)	0
C10	Bolney	A23 / A272 Bolney Road	A23 Southbound Off-Slip	3
C10			A272 (E)	18
C10			A272 (W)	0
C11	North Chailey	A272 / A275 North Chailey	A272 (W)	3
C11			A275 (N)	3
C11			A272 (E)	0
C11			A275 (S)	0
C12	Haywards Heath	A273 / Isaac's Lane / Traunstein Way	A273 (W)	1
C12			Isaac's Lane	14
C12			Parkfield Way (zone access)	0
C12			Traunstein Way	0
<b>SOUTH</b>				
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	A2300 Southbound On-Slip	0
S1			A23 Southbound	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A2300 Southbound Off-Slip	0
S2			A2300 (E)	84
S2			A2300 (W)	0
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N)	6
S3			A2300 (E)	3
S3			Cuckfield Road (S)	5
S3			A2330 (W)	2
S4	Burgess Hill	Cuckfield Road / THE HUB	Cuckfield Road (N)	0
S4			THE HUB	0
S4			Cuckfield Road (S)	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (N)	0
S5			A2300 (E)	15
S5			N Arc (S)	24
S5			A2300 (W)	210
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	Junction Road (N)	2
S6			Silverdale Road	0
S6			B2113 Keymer Road (S)	5
S6			B2113 Station Road (W)	18
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	29
S7			B2116 Hassocks Road (E)	0
S7			B2117 Brighton Road (S)	0
S7			B2116 Albourne Road (W)	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepond)	A273 London Road (N)	30
S8			B2116 Keymer Road (E)	11
S8			A27 Brighton Road (S)	5
S8			B2116 Hurst Road (W)	24
S9	Pyecombe	A23 / A281 Eastbound On-Slip	A281 Southbound on-Slip	11
S9			A23 Southbound	3
S10	Ditchling	B2112 / B2116 Ditchling	B2116 (W)	0
S10			B2112 (N)	29
S10			B2116 (E)	1
S10			B2112 (S)	1
S11	Burgess Hill	A2300 / Bishopstone Lane	A2300 (W)	0
S11			Bishopstone Lane (N)	0
S11			A2300 (E)	0
S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)	Bishopstone Lane (N)	0
S12			Science & Tech Park Access (E)	0
S12			Bishopstone Lane (S)	0
S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	0
S13			Science & Tech Park Access (W)	0
S13			Cuckfield Rd (S)	0
S14	Burgess Hill	A2300 / Science & Tech Park Access (S)	A2300 (W)	0
S14			A2300 (E)	0
S14			Science & Tech Park Access (S)	0
S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W)	0
S15			A272 Bolney Road (E)	0
S15			Bishopstone Lane	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W)	0
S16			Stairbridge Lane	0
S16			A2300 (E)	0
S16			Pookbourne Lane	0
S17	Burgess Hill	Bishopstone Lane / Job's Lane	Bishopstone Lane (N)	0
S17			Bishopstone Lane (S)	0
S17			Job's Lane	0



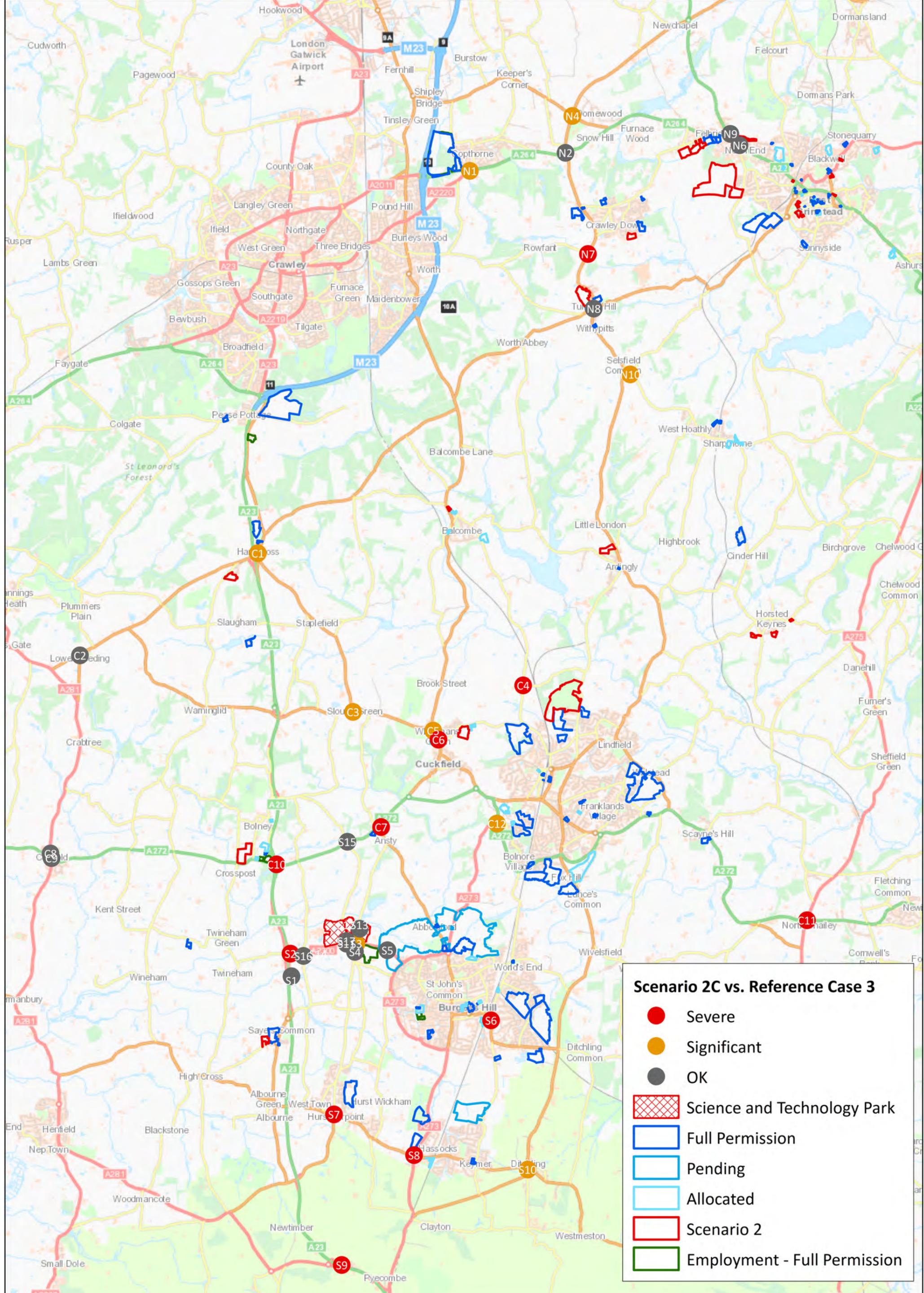
**Scenario 2C vs. Reference Case 3**

- Severe
- Significant
- OK



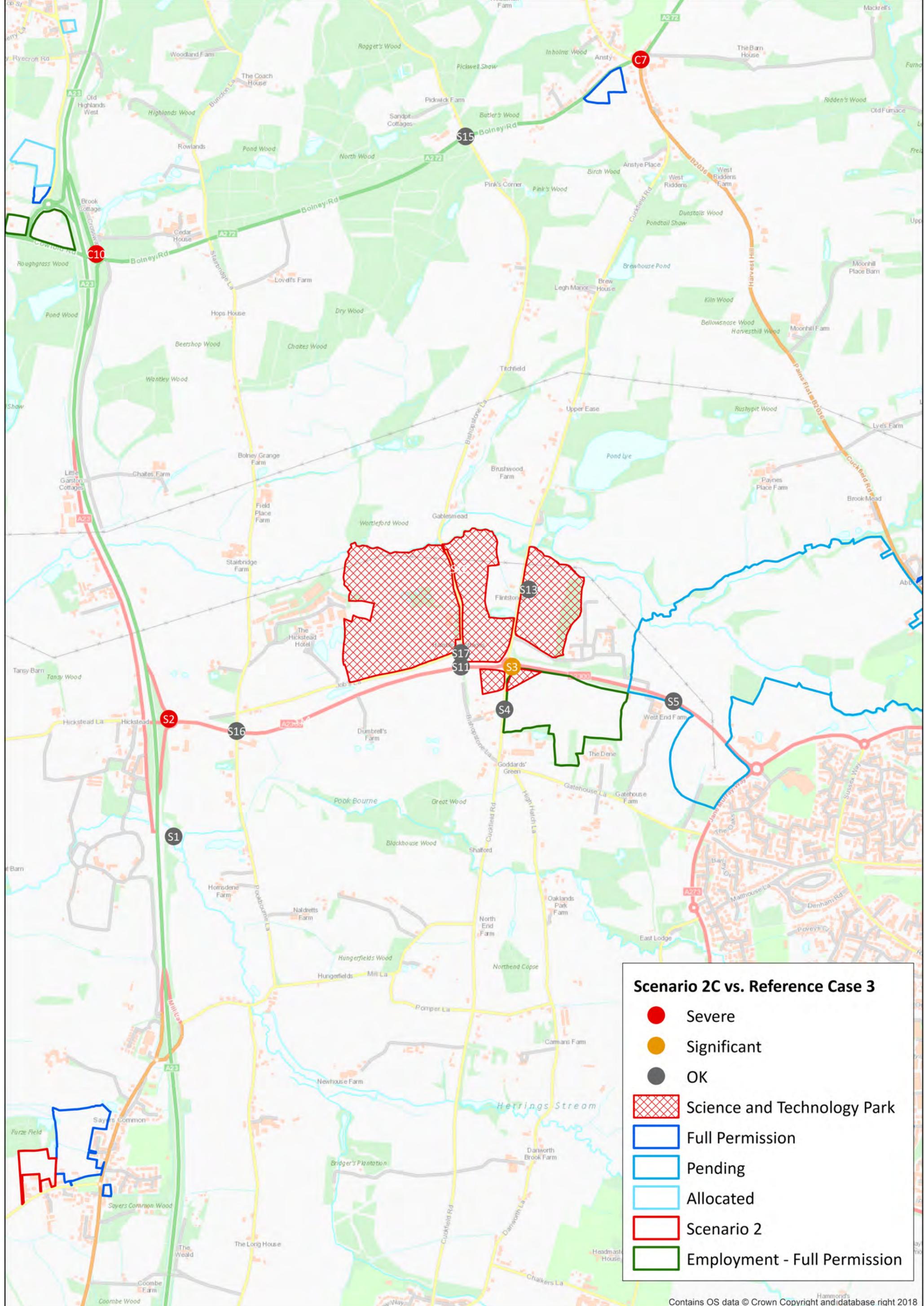
**Scenario 2C vs. Reference Case 3**

- Severe
- Significant
- OK



**Scenario 2C vs. Reference Case 3**

- Severe
- Significant
- OK
- Science and Technology Park
- Full Permission
- Pending
- Allocated
- Scenario 2
- Employment - Full Permission



**Scenario 2C vs. Reference Case 3**

- Severe
- Significant
- OK
- Science and Technology Park
- Full Permission
- Pending
- Allocated
- Scenario 2
- Employment - Full Permission

## Mid Sussex Transport Study: Scenario 3 Results Summary

Note: Results in *Grey Italics* are comparisons of Reference Cases to 2017 (for context)

### Junction Analysis

Note: List includes junctions identified in previous MSTs

#### Junctions with SIGNIFICANT or SEVERE impact in either AM or PM Peak Hour

ID	ID	Area	Junction	Reference 3 v 2017	Scenario 3 v Reference 3
1	N1	Copthorne	A264 / A2220 Copthorne	<i>SEVERE</i>	<b>SIGNIFICANT</b>
2	N2	Copthorne	A264 / B2028 Copthorne	OK	OK
3	N4	Copthorne	B2028 / B2037 Copthorne	<i>SIGNIFICANT</i>	OK
4	N6	East Grinstead	A22 / Imberhorne Lane	OK	OK
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	<i>SEVERE</i>	<b>SEVERE</b>
6	N8	Turners Hill	B2110 / B2028 Turners Hill	<i>SEVERE</i>	<b>SEVERE</b>
25	N9	Felbridge	A264 / A22 Felbridge	<i>SEVERE</i>	OK
26	N10	West Hoathly	Selsfield Road / Vowels Lane	OK	<b>SIGNIFICANT</b>
7	C1	Handcross	B2114 Junction, Handcross	OK	OK
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	OK	OK
9	C3	Slough Green	B2115 Junction, Slough Green	OK	<b>SIGNIFICANT</b>
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	OK	<b>SEVERE</b>
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	<i>SEVERE</i>	<b>SIGNIFICANT</b>
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	<i>SEVERE</i>	<b>SEVERE</b>
13	C7	Haywards Heath	A272 / B2036	<i>SEVERE</i>	<b>SEVERE</b>
14	C8	Cowfold	A281 North Junction, Cowfold	<i>SEVERE</i>	OK
15	C9	Cowfold	A281 South Junction, Cowfold	<i>SIGNIFICANT</i>	<b>SIGNIFICANT</b>
27	C10	Bolney	A23 / A272 Bolney Road	<i>SEVERE</i>	<b>SEVERE</b>
28	C11	North Chailey	A272 / A275 North Chailey	<i>SEVERE</i>	<b>SEVERE</b>
29	C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	<i>SEVERE</i>	OK
16	S1	Burgess Hill	A23 / A2300 Southbound On-Slip	<i>SEVERE</i>	<b>SEVERE</b>
17	S2	Burgess Hill	A23 / A2300 Eastern Roundabout	OK	<b>SEVERE</b>
18	S3	Burgess Hill	A2300 / Cuckfield Road	<i>SEVERE</i>	<b>SEVERE</b>
19	S4	Burgess Hill	Cuckfield Road / THE HUB	OK	OK
20	S5	Burgess Hill	A2300 / Northern Arc Spine Road	OK	OK
21	S6	Burgess Hill	Junction Road / B2113, Burgess Hill	<i>SEVERE</i>	OK
22	S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	<i>SEVERE</i>	<b>SEVERE</b>
23	S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	<i>SEVERE</i>	<b>SEVERE</b>
24	S9	Pyecombe	A23 / A281 Eastbound On-Slip	<i>SEVERE</i>	<b>SIGNIFICANT</b>
30	S10	Ditchling	B2112 / B2116 Ditchling	<i>SEVERE</i>	<b>SIGNIFICANT</b>
31	S11	Burgess Hill	A2300 / Bishopstone Lane	<i>SEVERE</i>	OK
32	S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)	-	-
33	S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)	-	-
34	S14	Burgess Hill	A2300 / Science & Tech Park Access (S)	OK	OK
35	S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane	OK	OK
36	S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane	OK	OK
37	S17	Burgess Hill	Bishopstone Lane / Job's Lane	<i>SEVERE</i>	OK
<b>Number of Junction with SEVERE Impacts</b>				<b>20</b>	<b>12</b>
<b>Number of Junction with SIGNIFICANT impacts</b>				<b>2</b>	<b>7</b>

**SEVERE**= Increase in RFC of 10% or more to 95% or more  
or increase in delay of 1 min or more to 2 mins or more

**SIGNIFICANT**= Increase in RFC of 5% or more to 85% or more

## Mid Sussex Transport Study: Scenario 3 Results Summary

Note: Results in *Grey Italics* are comparisons of Reference Cases to 2017 (for context)

### M23 and A23 (Junction 8 to A27 Main Sections)

#### Average Increase in Peak Hour Flow - Impact of Scenario 3

	Scenario 3 v Reference 3	
	AM	PM
M23 - Impact of Scenario 3 v Reference Case 3	0.5%	1.9%
A23 - Impact of Scenario 3 v Reference Case 3	2.4%	1.5%
Overall - Impact of Scenario 3 v Reference Case 3	1.8%	1.6%

#### Average Increase in Peak Hour Flow - Impact of Reference 3 and 2 v 2017

	Reference 3 v 2017	
	AM	PM
M23 - Impact of Reference v 2017	20.7%	9.4%
A23 - Impact of Reference v 2017	25.1%	19.6%
Overall - Impact of Reference v 2017	23.9%	16.8%

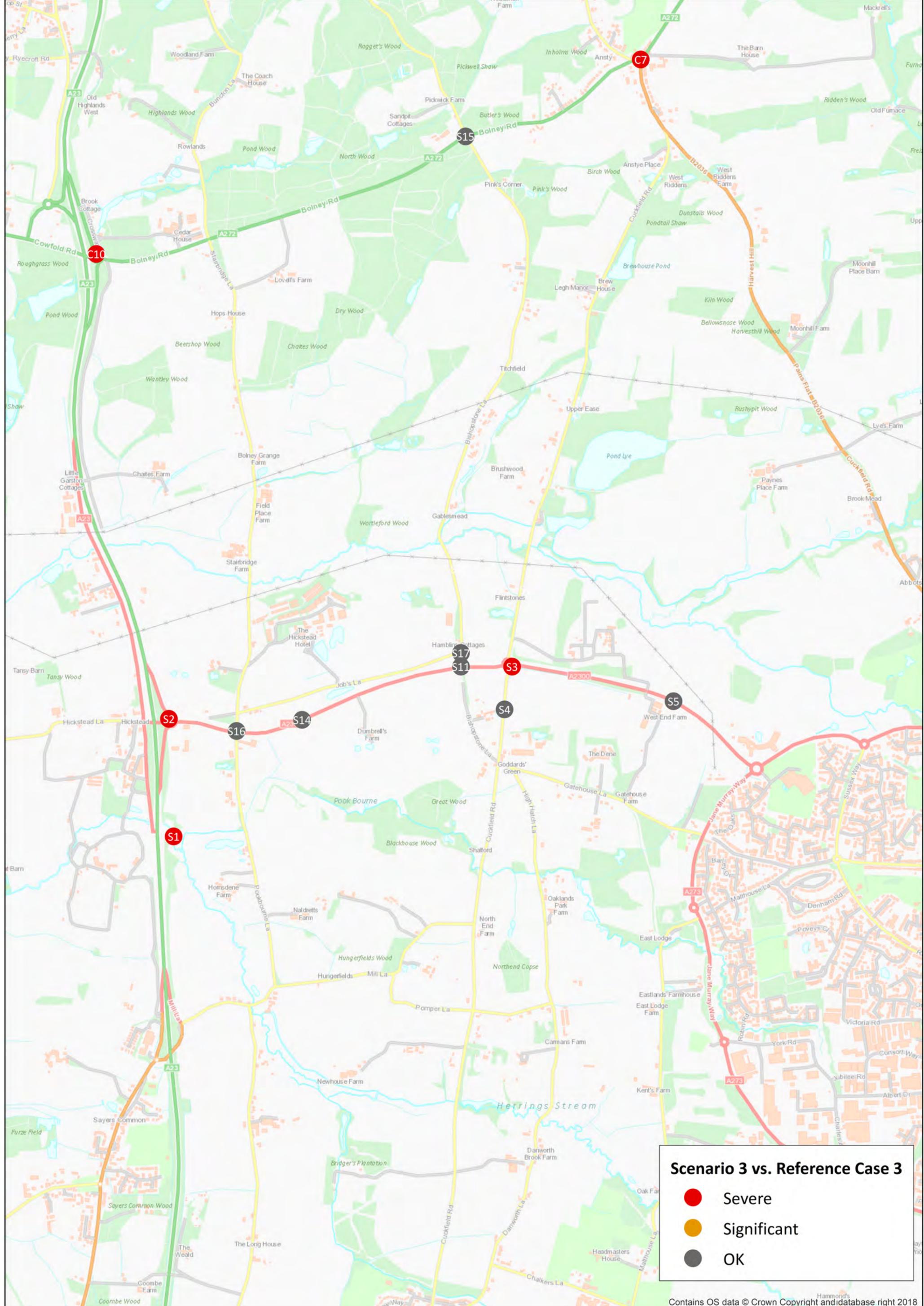
#### Road Sections with a NOTABLE FLOW INCREASE in AM or PM

		Scenario 3 v Reference 3	
		AM	PM
<b>Northbound</b>			
1	A23 - A27 to A273 OFF		
2	A23 - A273 ON to A281 OFF		
3	A23 - A281 ON to B2117 OFF		
4	A23 - B2117 OFF to B2118 ON		
5	A23 - B2118 ON to A2300 OFF		
6	A23 - A2300 ON to A272 OFF		279 (8.5%)
7	A23 - A272 ON to Jeremys Lane OFF		366 (11.4%)
8	A23 - Jeremys Lane ON to B2115 OFF		366 (11.4%)
9	A23 - B2115 ON to B2110 OFF		335 (10.3%)
10	A23 - B2110 ON to J11 OFF		309 (9%)
11	M23 - J11 ON - J10a ON		178 (5.5%)
12	M23 - J10a ON to J10 OFF		172 (4.8%)
13	M23 - J10 ON to J9 OFF		140 (3.9%)
14	M23 - J9 ON to J8 OFF		107 (2.7%)
<b>Southbound</b>			
15	M23 - J8 ON to J9 OFF		
16	M23 - J9 ON to J10 OFF		
17	M23 - J10 ON to J10a OFF		
18	M23 - J10a OFF - J11 OFF		
19	A23 - J11 ON to B2114 OFF	160 (4.5%)	
20	A23 - B2114 OFF to B2110 ON	163 (5.2%)	
21	A23 - B2110 ON to B2115 OFF	234 (7%)	
22	A23 - B2115 ON to Broxmead Lane OFF	345 (10.3%)	
23	A23 - Broxmead Lane OFF to A272 OFF	345 (10.3%)	
24	A23 - A272 ON to A2300 OFF	381 (11%)	
25	A23 - A2300 ON to B2118 OFF		
26	A23 - B2118 OFF to B2117 ON		
27	A23 - B2117 ON to A281 ON		
28	A23 - A281 ON to A273 OFF		
29	A23 - A273 ON to A27		
<b>Number of Sections with a NOTABLE FLOW INCREASE (29 in total)</b>		<b>6</b>	<b>9</b>

**NOTABLE FLOW INCREASE** = Increase in traffic flow of 100 vehicles or more

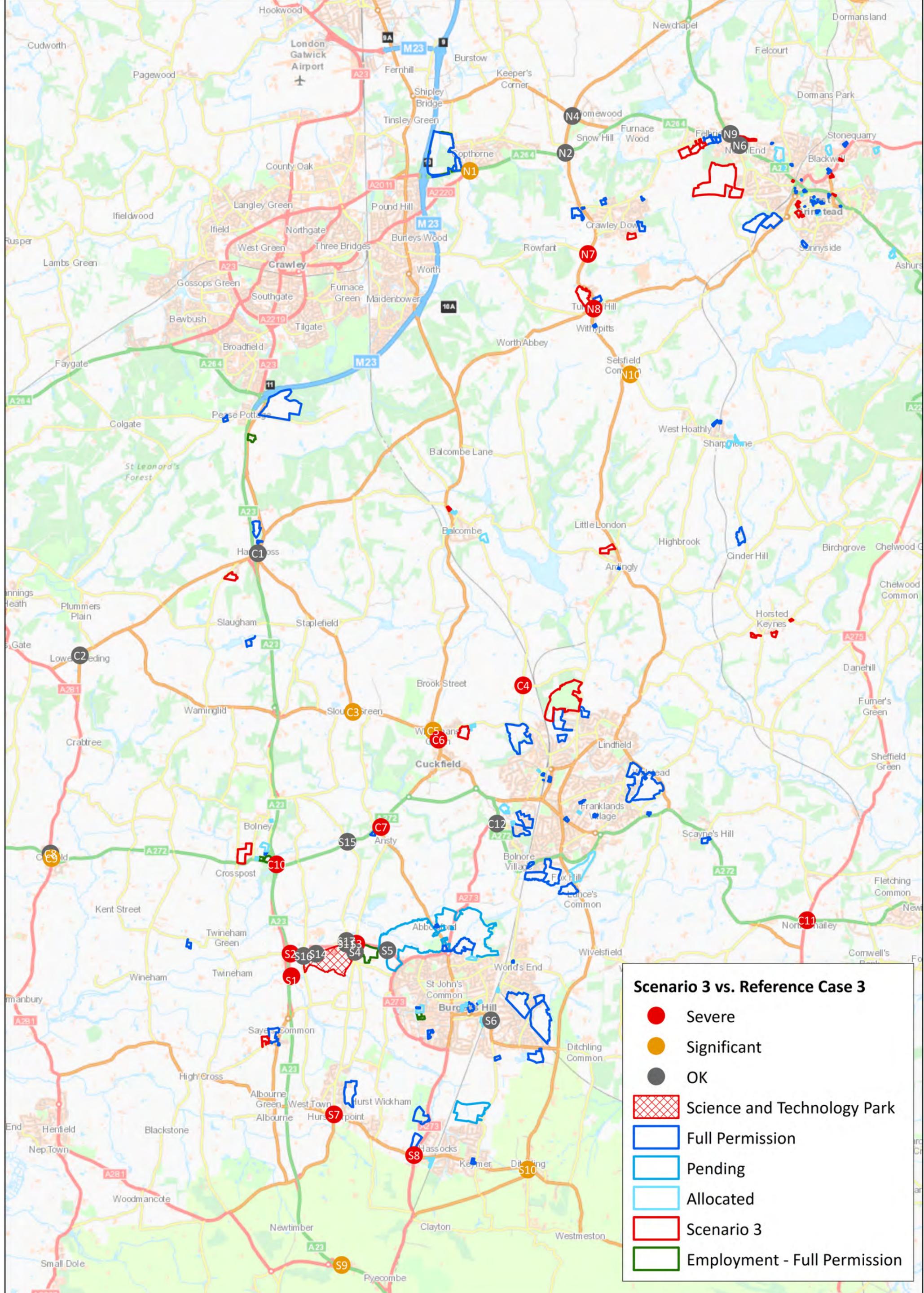
Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2017										2031 Reference Case 3										2031 Scenario 3									
ID	New ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)					
<b>NORTH</b>																																	
1	N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	344	36	15	0	525	44	14	0	425	42	14	0	908	77	16	1	431	42	14	0	898	80	18	1					
1	N1			A264 (E)	781	61	13	0	1138	85	14	1	597	45	12	0	1118	89	16	2	682	51	12	0	1114	87	15	2					
1	N1			Copthorne Hotel Access	43	1	10	0	60	1	10	0	62	1	10	0	69	1	10	0	62	1	10	0	69	1	10	0					
1	N1			A2220 (S)	872	65	12	0	508	39	12	0	1126	76	12	1	769	61	12	0	1120	76	12	1	941	73	13	1					
1	N1			A264 Copthorne Way (W)	1376	97	18	3	1173	75	10	0	1387	109	19	3	1225	79	11	1	1393	109	18	6	1275	85	12	1					
2	N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	171	25	5	0	447	64	7	0	225	11	4	0	729	35	4	0	266	13	4	0	266	13	4	0					
2	N2			A264 Snow Hill (E)	504	58	4	0	461	77	12	1	229	11	3	0	419	21	4	0	304	14	3	0	401	22	4	0					
2	N2			B2028 Turners Hill Road (S)	384	51	5	0	369	58	7	0	686	32	3	0	318	16	4	0	717	33	3	0	348	17	4	0					
2	N2			A264 Copthorne Common Road (W)	917	102	64	15	845	87	4	0	977	47	4	0	1161	55	3	0	968	46	4	0	1377	65	3	0					
3	N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	249	23	3	0	374	39	4	0	386	35	3	0	470	54	5	0	444	40	3	0	458	54	5	0					
3	N4			B2037 Snow Hill (E)	449	43	4	0	101	11	4	0	520	51	4	0	71	10	5	0	482	49	5	0	71	10	5	0					
3	N4			B2028 West Park Road (S)	515	56	5	0	237	21	3	0	790	94	17	3	317	27	3	0	782	93	16	3	313	26	3	0					
3	N4			B2037 Effingham Road (W)	176	19	4	0	655	61	4	0	216	23	4	0	924	82	5	0	245	26	4	0	995	86	5	1					
4	N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	723	46	9	1	856	58	11	2	733	47	6	1	932	62	11	2	765	49	6	1	960	62	10	2					
4	N6			A22 (E)	714	80	27	3	792	75	20	3	546	60	20	2	831	83	24	3	500	56	19	2	814	78	21	3					
4	N6			Imberhorne Lane (S)	366	48	18	1	183	32	19	1	548	71	23	2	313	53	24	1	626	81	28	3	362	61	25	2					
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	318	16	1	0	561	29	1	0	319	16	1	0	1032	51	2	0	373	19	1	0	1268	61	2	0					
5	N7			B2028 Turners Hill Road (S)	268	13	1	0	195	10	1	0	560	26	1	0	212	10	1	0	591	27	1	0	242	11	1	0					
5	N7			Wallage Lane	352	57	24	0	178	32	12	0	515	96	62	3	363	84	39	2	518	100	77	6	351	100	81	6					
6	N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	556	32	2	0	704	37	2	0	818	45	2	0	1357	69	3	0	901	50	2	0	1583	78	4	0					
6	N8			B2110 East Street (E)	387	92	29	3	387	101	76	8	425	115	332	34	306	108	211	17	419	118	397	39	284	108	229	17					
6	N8			B2028 Selsfield Road (S) (priority)	803	41	2	0	688	36	2	0	1075	51	2	0	792	42	2	0	1154	54	2	0	822	41	2	0					
6	N8			B2110 Paddockhurst Road (W)	563	108	186	27	535	107	171	23	476	109	217	27	426	107	198	21	470	110	235	28	309	109	243	23					
25	N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	676	61	15	2	609	65	21	3	588	107	229	23	580	101	112	5	602	108	250	26	599	103	147	11					
25	N9			A22 Eastbourne Road (N)	384	68	28	2	504	65	20	2	489	55	13	1	591	63	13	2	490	55	13	1	611	65	14	2					
25	N9			A22 London Road (S)	1326	73	70	14	1112	68	47	4	1380	108	241	60	1232	98	87	11	1397	108	241	60	1242	98	117	22					
26	N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	597	30	1	0	801	39	2	0	660	32	1	0	1094	53	2	0	678	33	1	0	1165	56	2	0					
26	N10			Vowels Lane (E)	183	37	7	0	177	40	9	0	312	55	6	0	308	84	26	2	270	79	15	1	328	90	33	3					
26	N10			Selsfield Road (S)	664	36	2	0	593	34	2	0	778	43	2	0	625	40	3	0	713	94	26	0	670	46	3	0					
<b>CENTRAL</b>																																	
7	C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	558	35	3	0	761	44	3	0	697	44	3	0	938	53	3	0	773	48	3	0	839	48	3	0					
7	C1			B2114 (S) (priority)	332	17	1	0	130	7	1	0	401	20	1	0	138	7	1	0	400	20	1	0	143	7	1	0					
7	C1			B2110 (W)	453	63	4	0	320	45	4	0	572	79	5	0	469	66	4	0	570	79	5	0	507	69	4	0					
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	491	32	3	0	530	29	2	0	531	33	3	0	708	39	2	0	475	29	3	0	669	37	2	0					
8	C2			B2110 Leechpond Hill (S)	253	13	1	0	162	8	1	0	192	10	1	0	250	12	1	0	174	9	1	0	259	13	1	0					
8	C2			B2115 (W)	269	39	4	0	270	38	4	0	521	73	4	0	342	50	4	0	551	76	4	0	340	50	4	0					
9	C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	8	1	0	71	4	1	0	93	5	1	0	81	4	1	0	90	5	1	0	70	4	1	0					
9	C3			B2114 (E) (priority)	639	30	1	0	477	24	1	0	819	34	1	0	506	24	1	0	879	35	1	0	574	27	1	0					
9	C3			B2115 Sloughgreen Lane (W)	388	58	4	0	492	67	4	0	576	81	5	0	604	82	5	0	591	82	5	0	668	90	6	1					
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	465	24	1	0	651	33	1	0	543	27	1	0	814	39	1	0	553	28	1	0	865	40	2	0					
10	C4			Copyhold Lane (E)	148	27	5	0	204	36	6	0	406	81	13	1	290	52	7	0	521	102	77	10	318	57	7	0					
10	C4			Borde Hill Lane (S)	707	40	2	0	368	23	2	0	993	54	3	0	521	33	3	0	1081	57	3	0	694	47	4	0					
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	266	38	4	0	291	42	5	0	258	39	5	0	257	38	5	0	273	41	5	0	230	35	5	0					
11	C5			B2036 (S)	922	105	101	25	648	74	3	0	1044	110	200	50	659	73	3	0	1086	113	239	60	767	83	3	0					
11	C5			B2114 Staplefield Road (W)	540	70	5	0	562	68	4	0	669	82	5	0	684	81	4	0	681	83	5	0	737	89	6	1					
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	711	89	5	0	795	95	6	1	812	104	95	21	876	106	124	29	825	105	103	23	895	112	244	56					
12	C6			Ardingly Road (E)	431	56	4	0	451	64	6	0	760	37	1	0	684	34	1	0	792	37	1	0	776	36	1	0					
12	C6			B2036 London Road (S)	795	103	67	15	467	59	4	0	836	115	289	61	518	63	4	0	862	116	307	65	727	86	7	1					
13	C7	Haywards Heath	A272 / B2036	A272 (E)	708	92	8	1	811	102	51	11	860	101	25	5	883	106	119	27	873	103	72	16	866	104	89	20					
13	C7			B2036 (S)	620	89	10	1	384	55	5	0	766	101	41	8	412	47	4	0	813	102	54	11	813	98	19	3					
13	C7			A272 (W)	651	93	12	2	658	83	5	0	641	87	7	1	826	104	88														





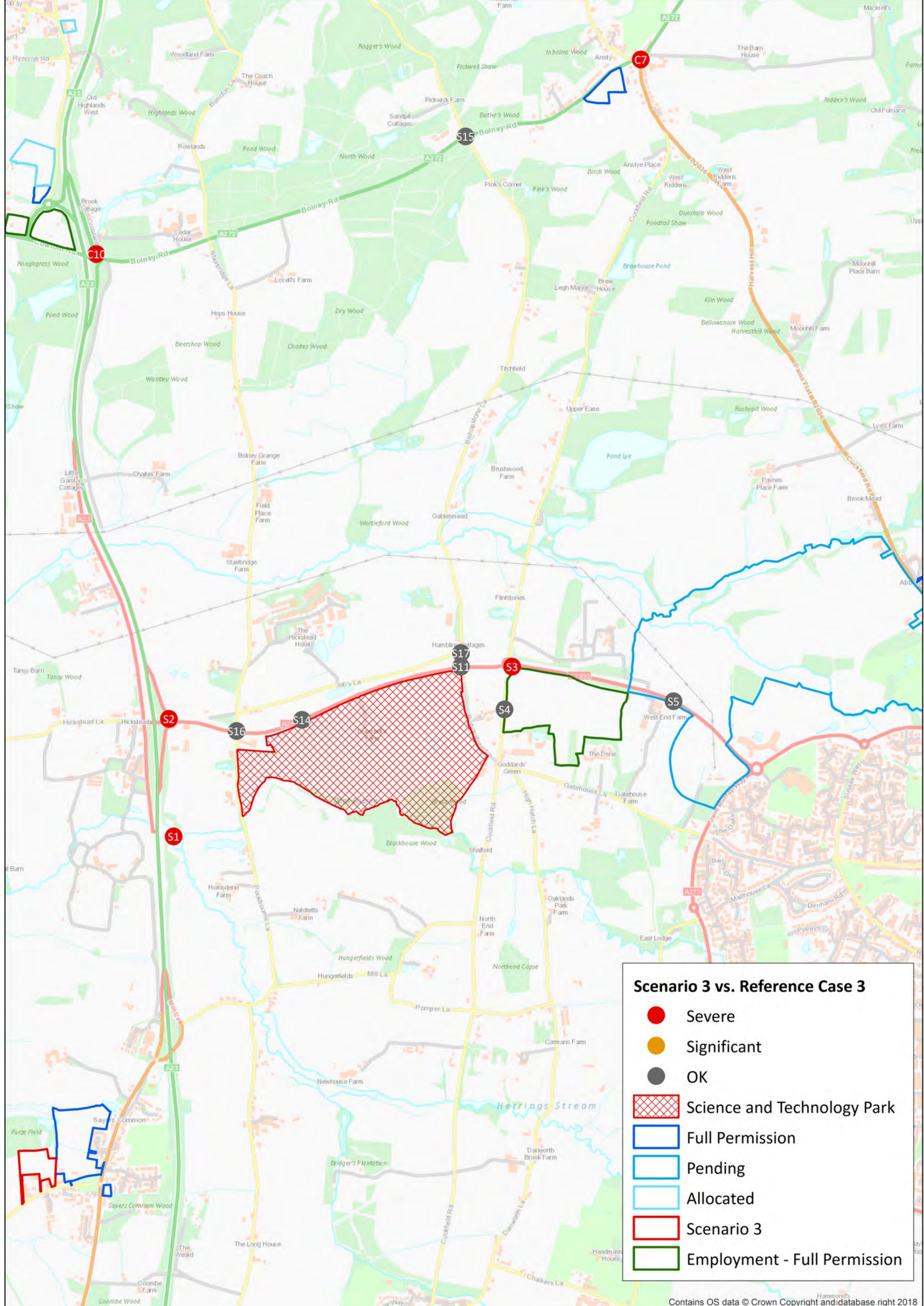
**Scenario 3 vs. Reference Case 3**

- Severe
- Significant
- OK



**Scenario 3 vs. Reference Case 3**

- Severe
- Significant
- OK
- Science and Technology Park
- Full Permission
- Pending
- Allocated
- Scenario 3
- Employment - Full Permission

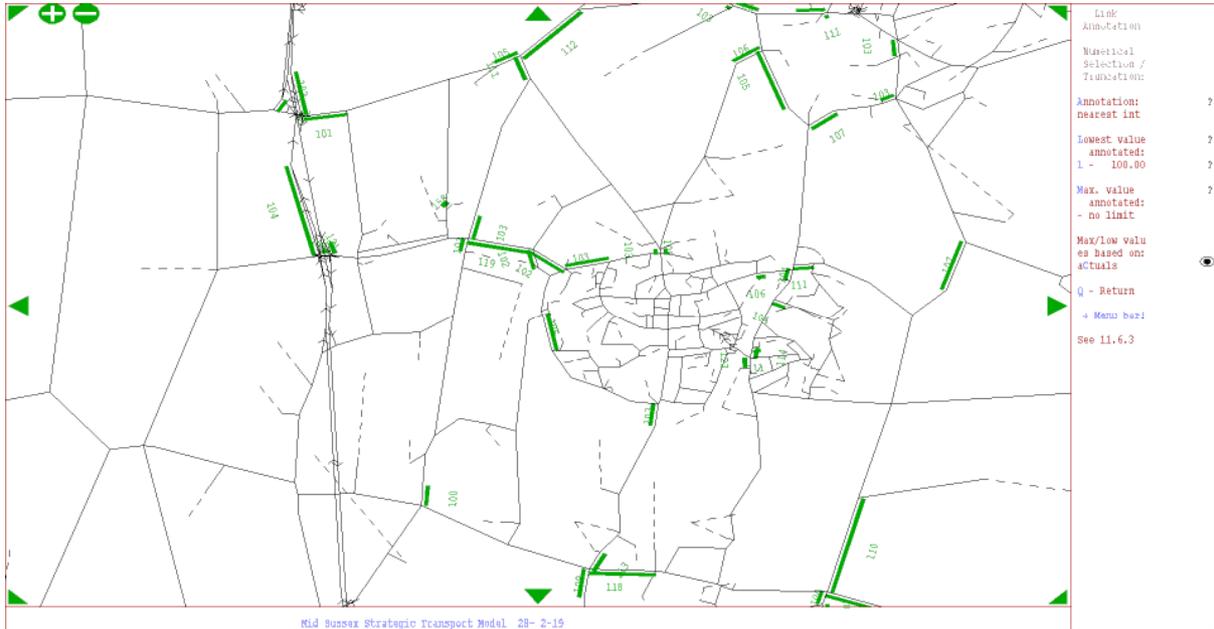


**Scenario 3 vs. Reference Case 3**

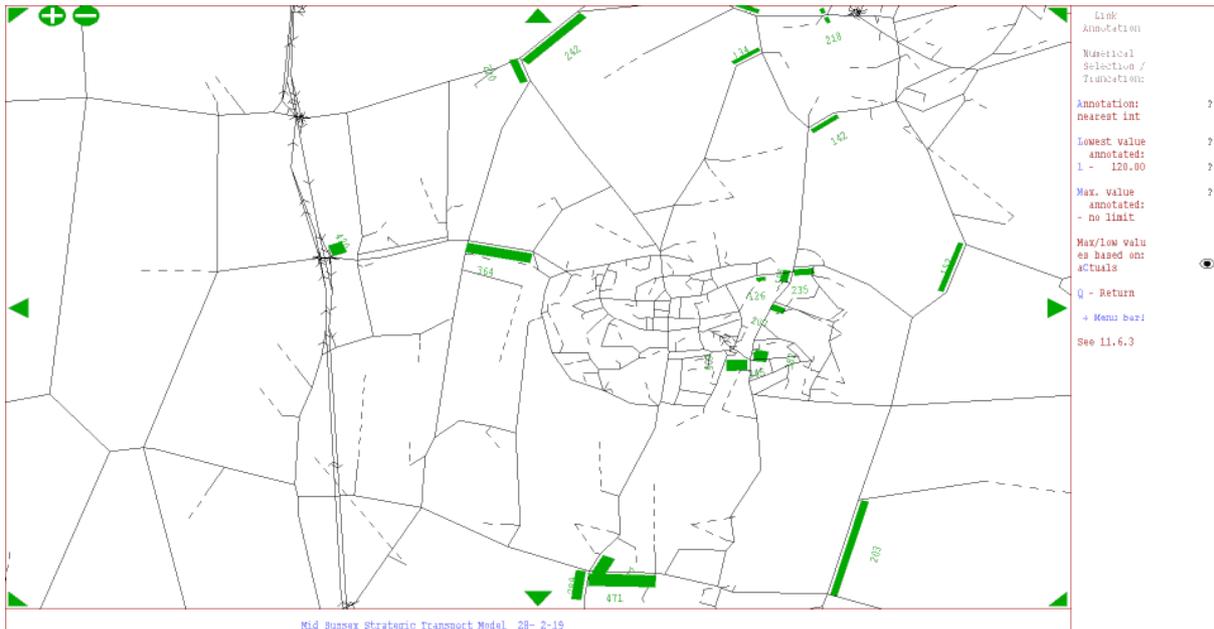
- Severe
- Significant
- OK
- Science and Technology Park
- Full Permission
- Pending
- Allocated
- Scenario 3
- Employment - Full Permission

## 2031 Scenario 2A AM

Volume Over Capacity ( $\geq 100\%$ )

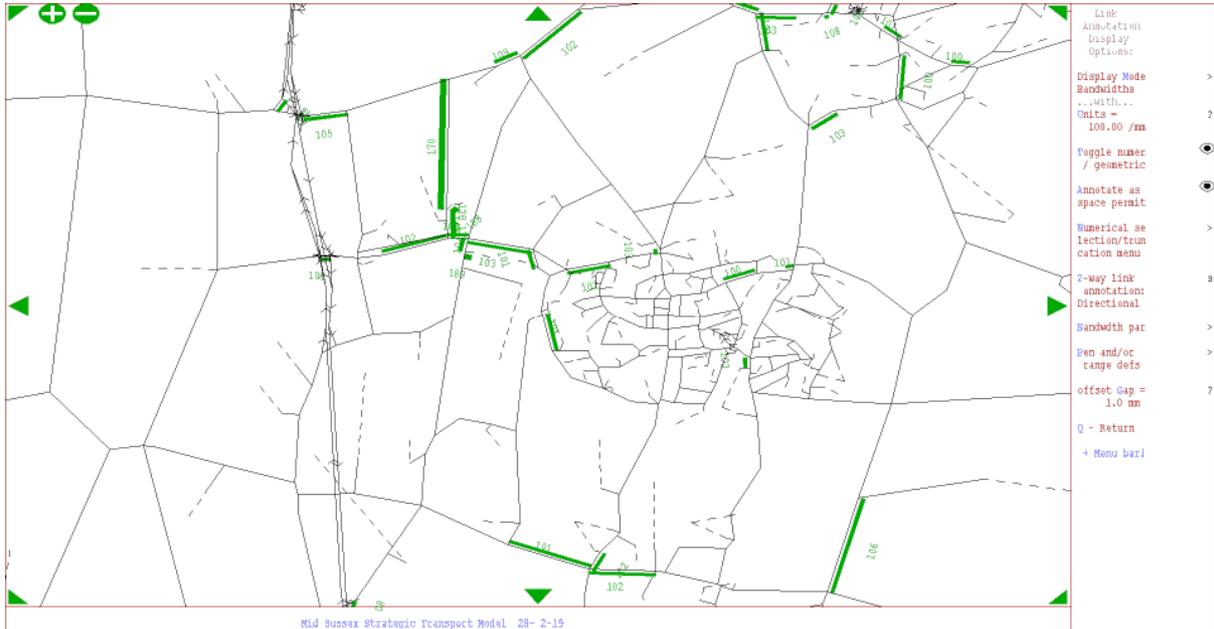


Delay ( $\geq 120$  seconds)

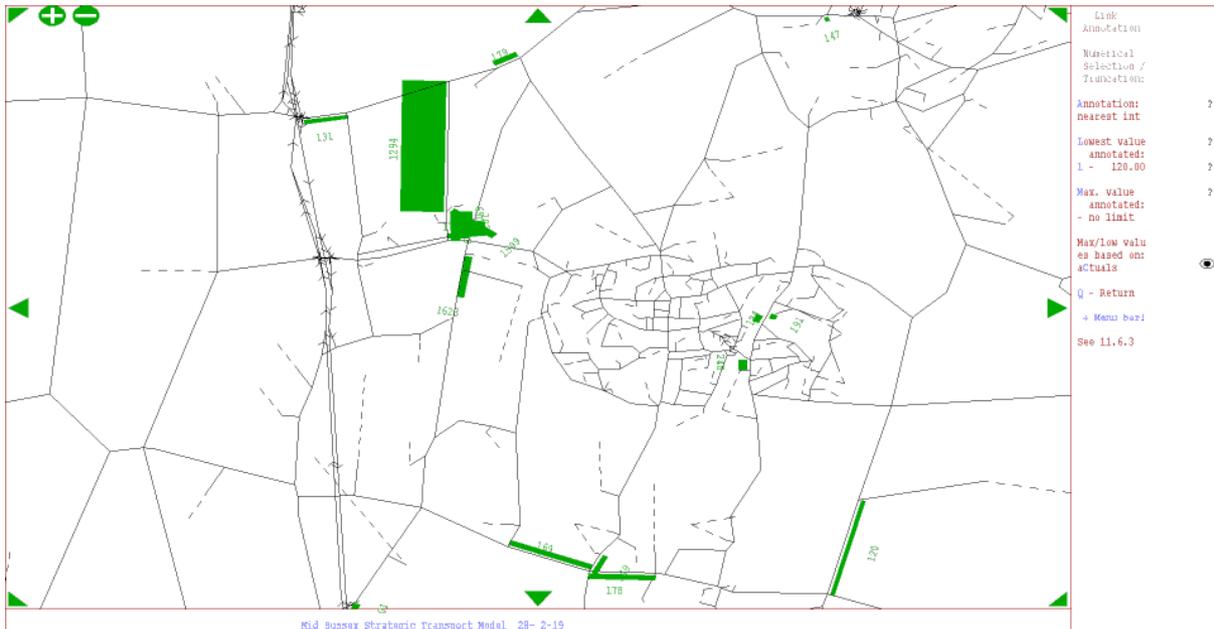


## 2031 Scenario 2A PM

Volume Over Capacity ( $\geq 100\%$ )

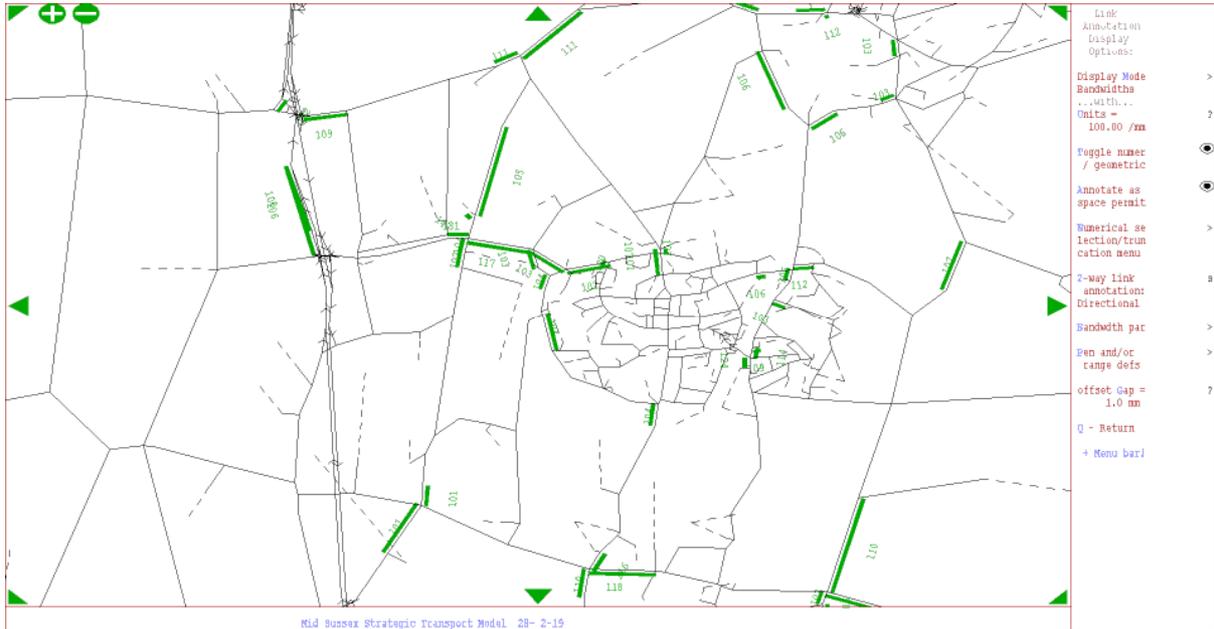


Delay ( $\geq 120$  seconds)

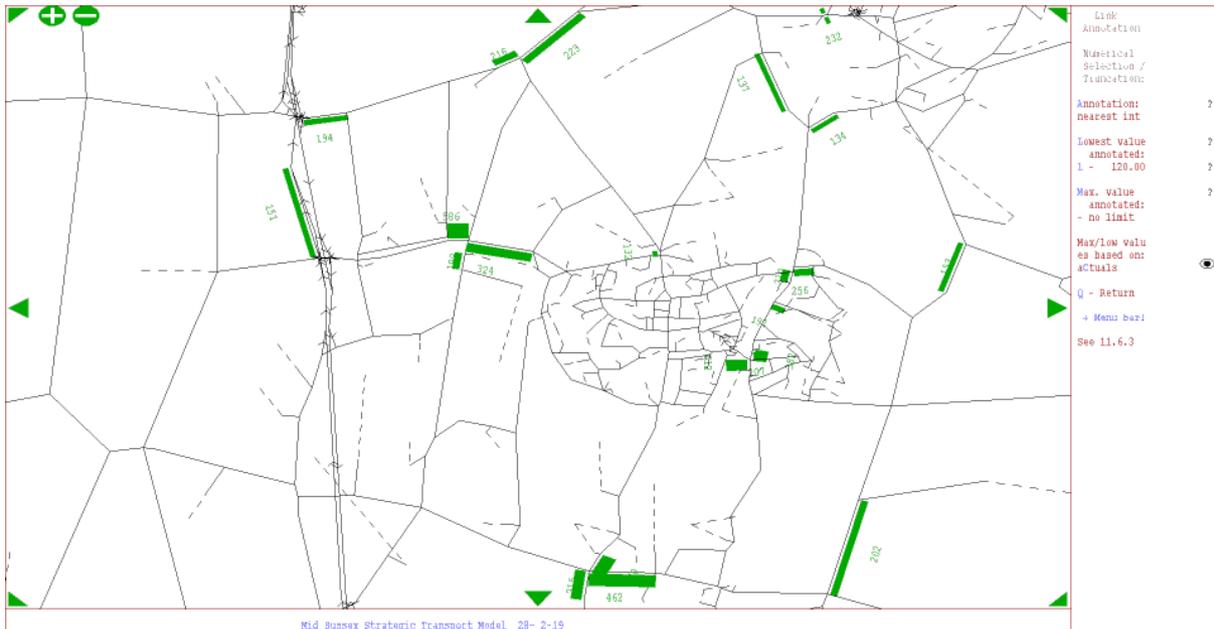


## 2031 Scenario 2B AM

Volume Over Capacity ( $\geq 100\%$ )

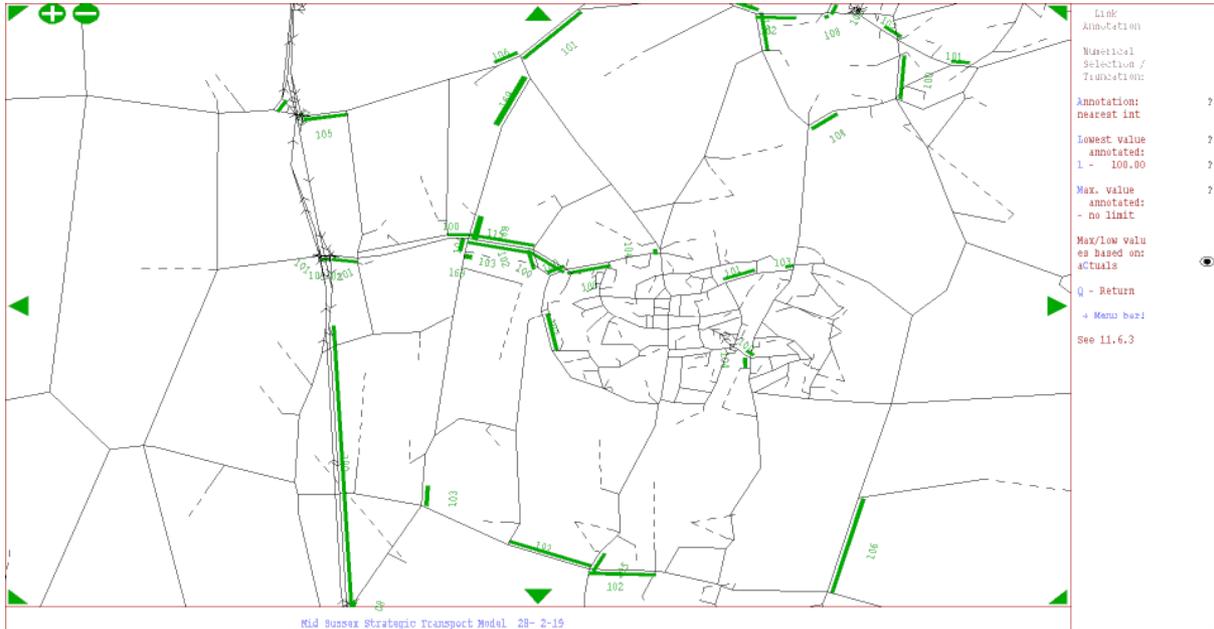


Delay ( $\geq 120$  seconds)

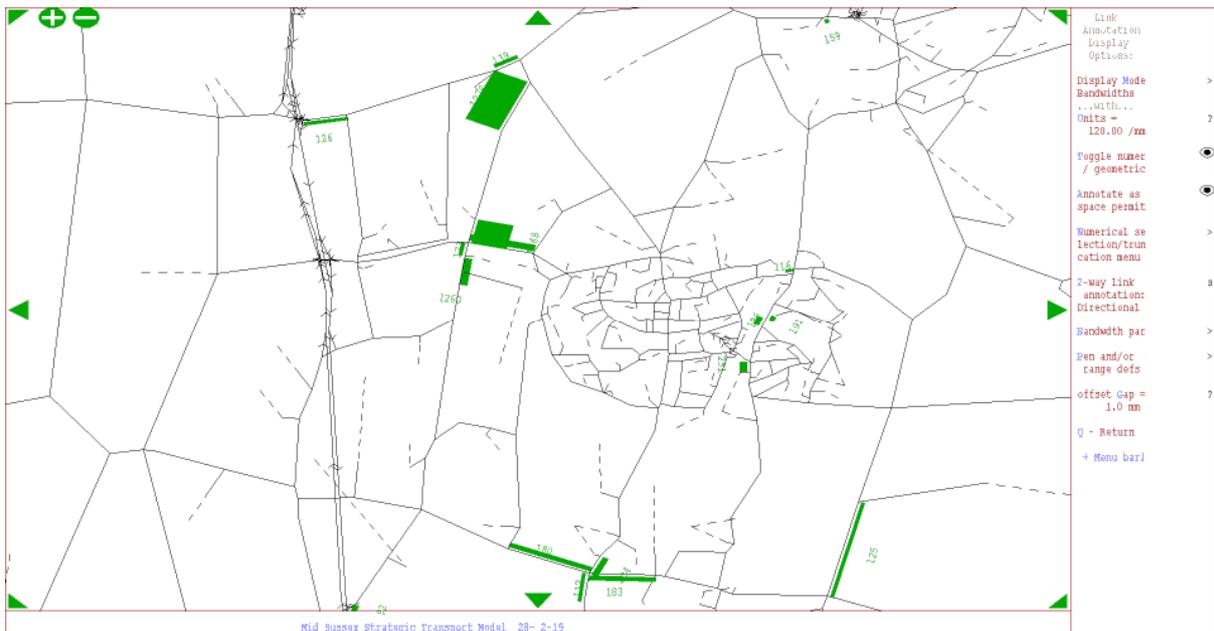


## 2031 Scenario 2B PM

### Volume Over Capacity ( $\geq 100\%$ )

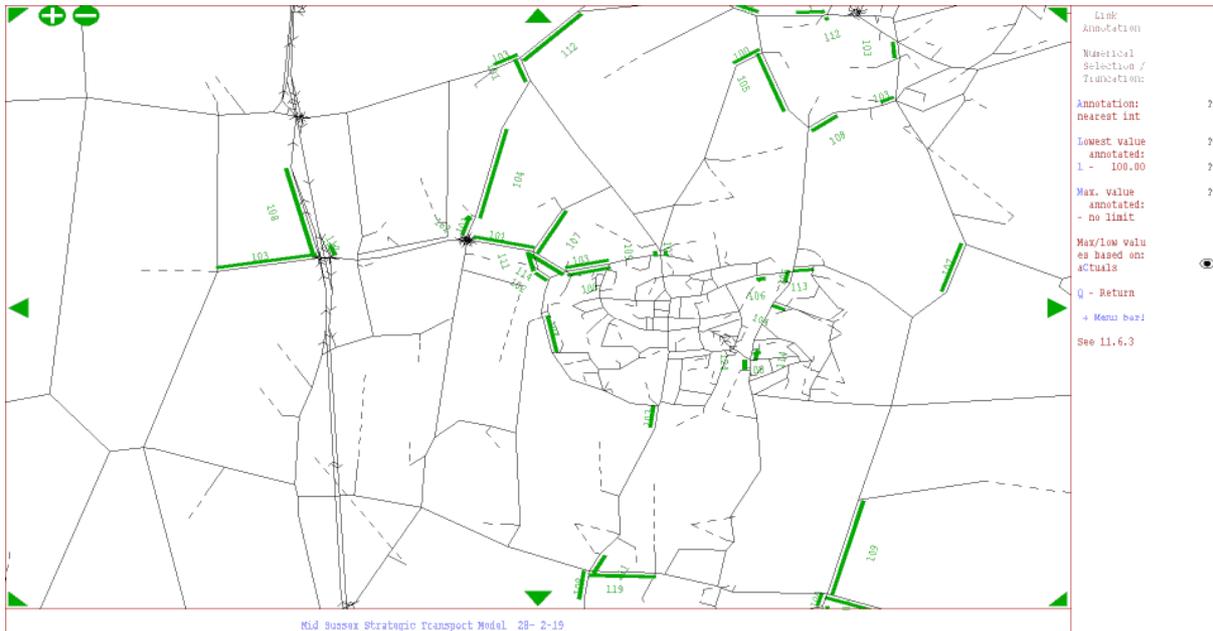


### Delay ( $\geq 120$ seconds)

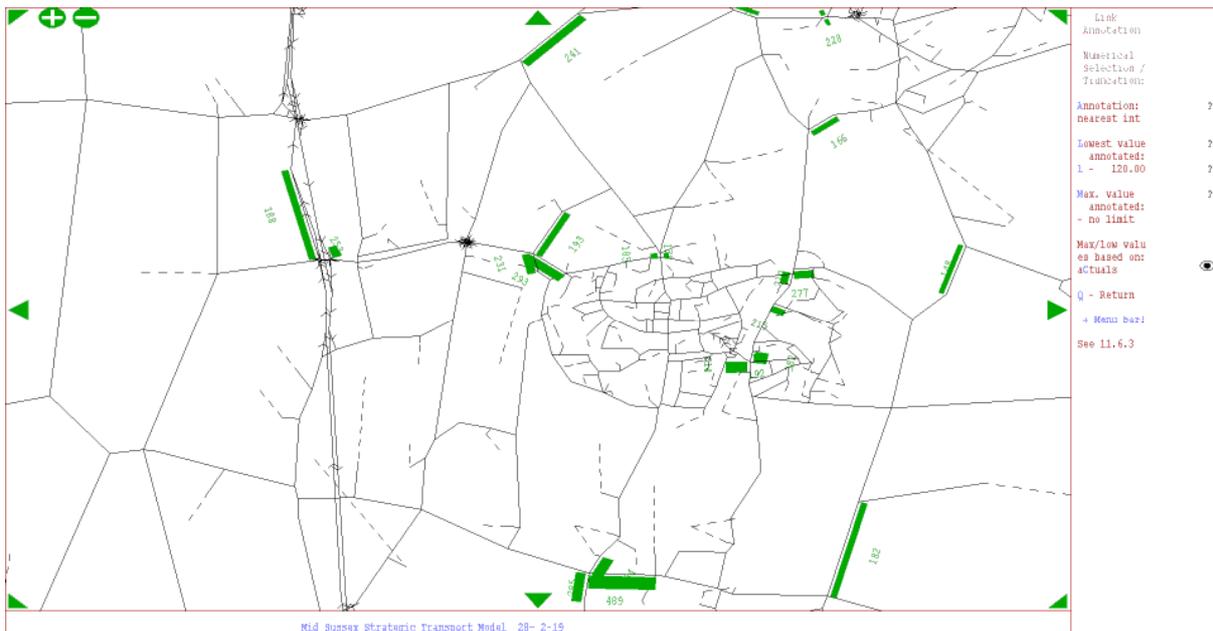


## 2031 Scenario 2C AM

### Volume Over Capacity ( $\geq 100\%$ )



### Delay ( $\geq 120$ seconds)

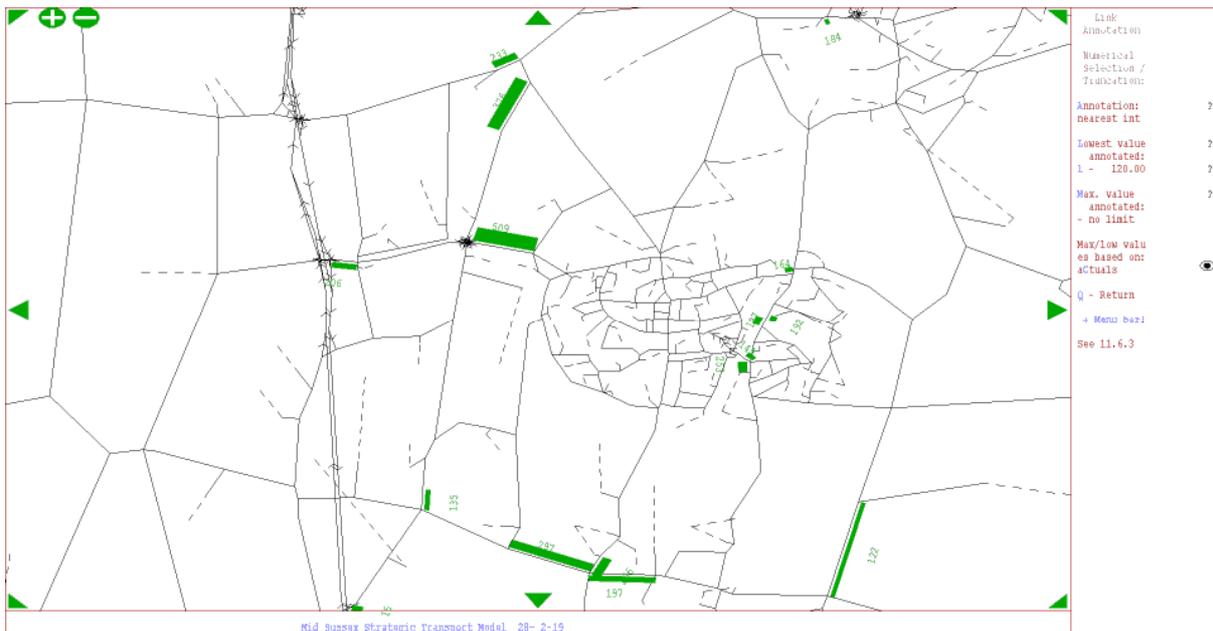


## 2031 Scenario 2C PM

### Volume Over Capacity ( $\geq 100\%$ )

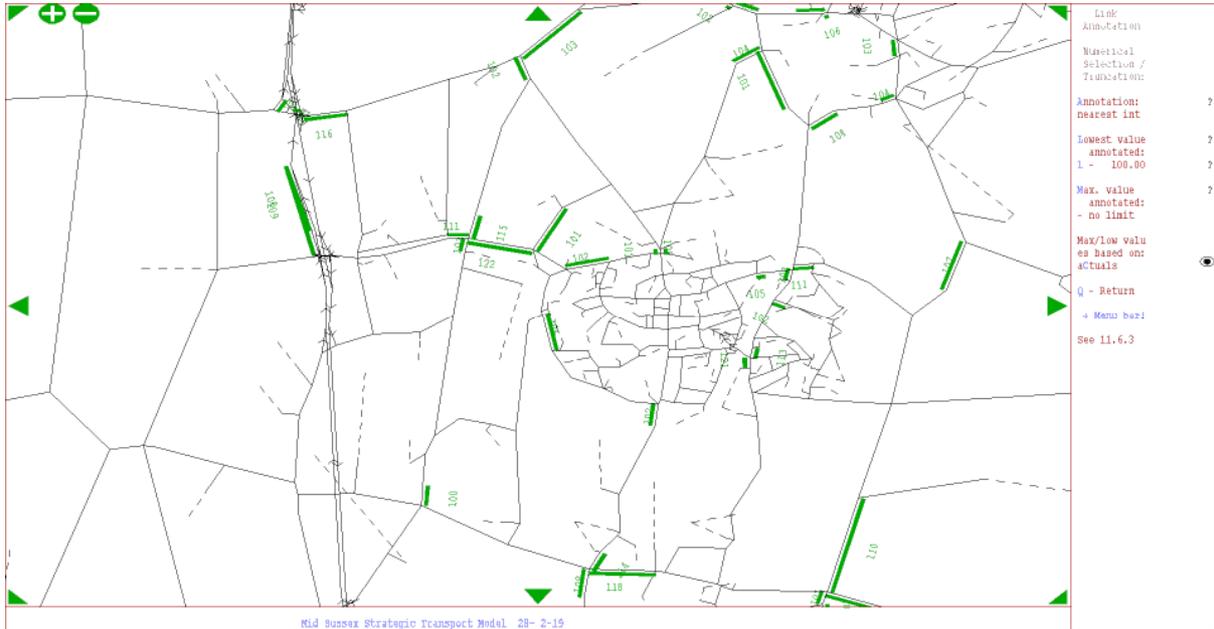


### Delay ( $\geq 120$ seconds)

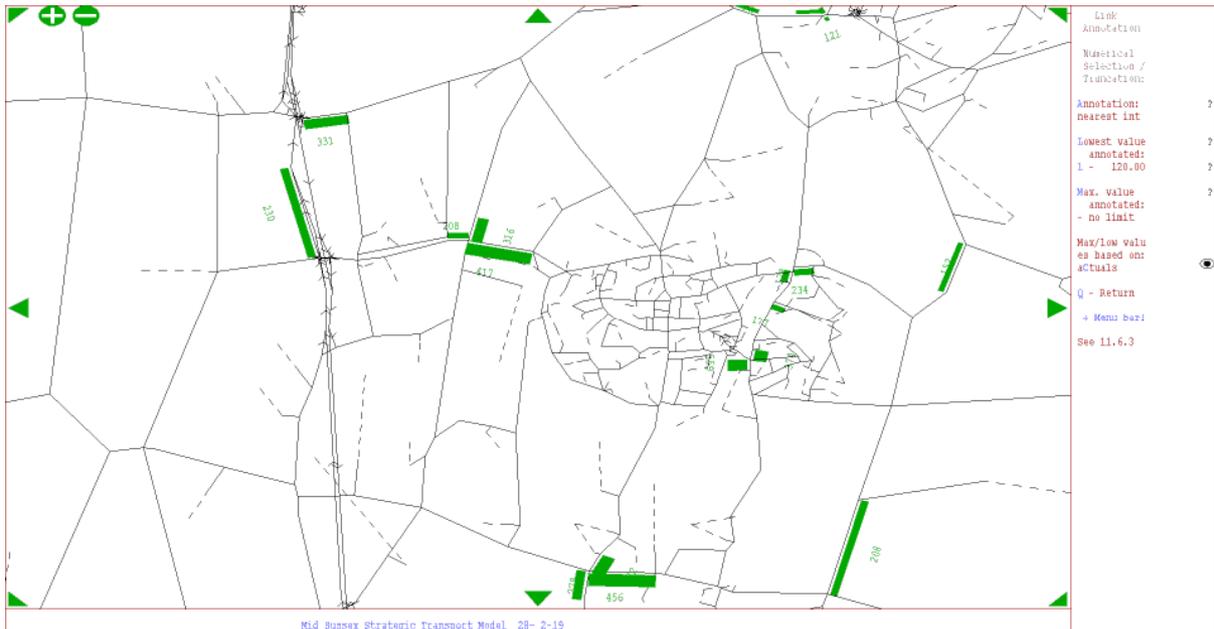


## 2031 Scenario 3 AM

### Volume Over Capacity ( $\geq 100\%$ )

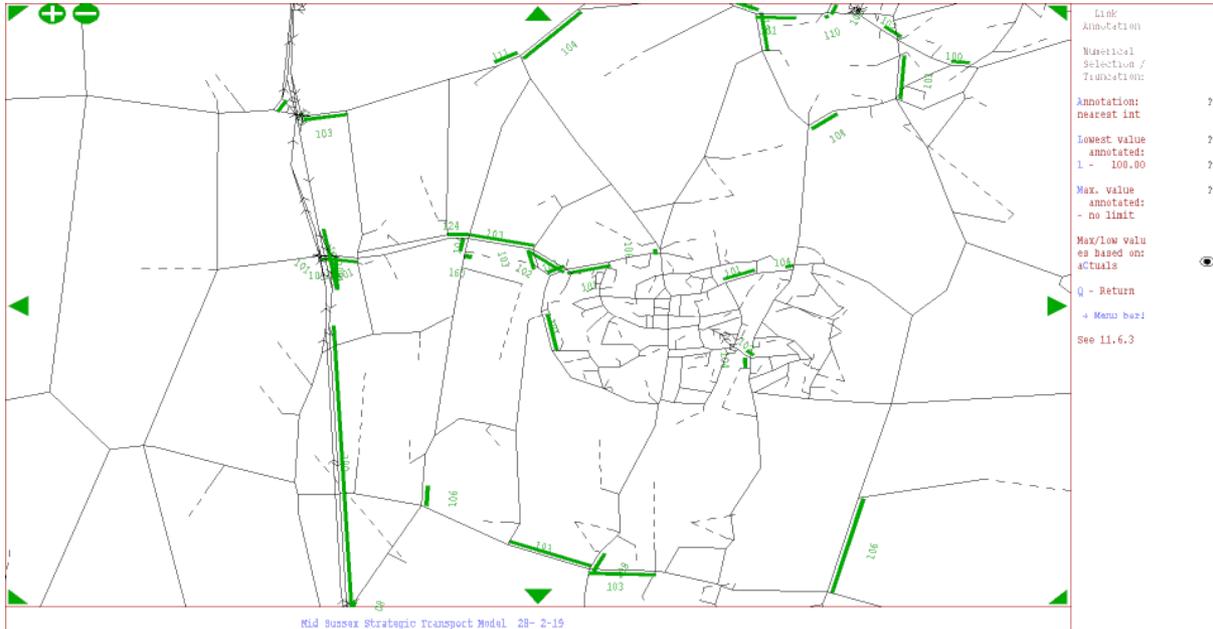


### Delay ( $\geq 120$ seconds)

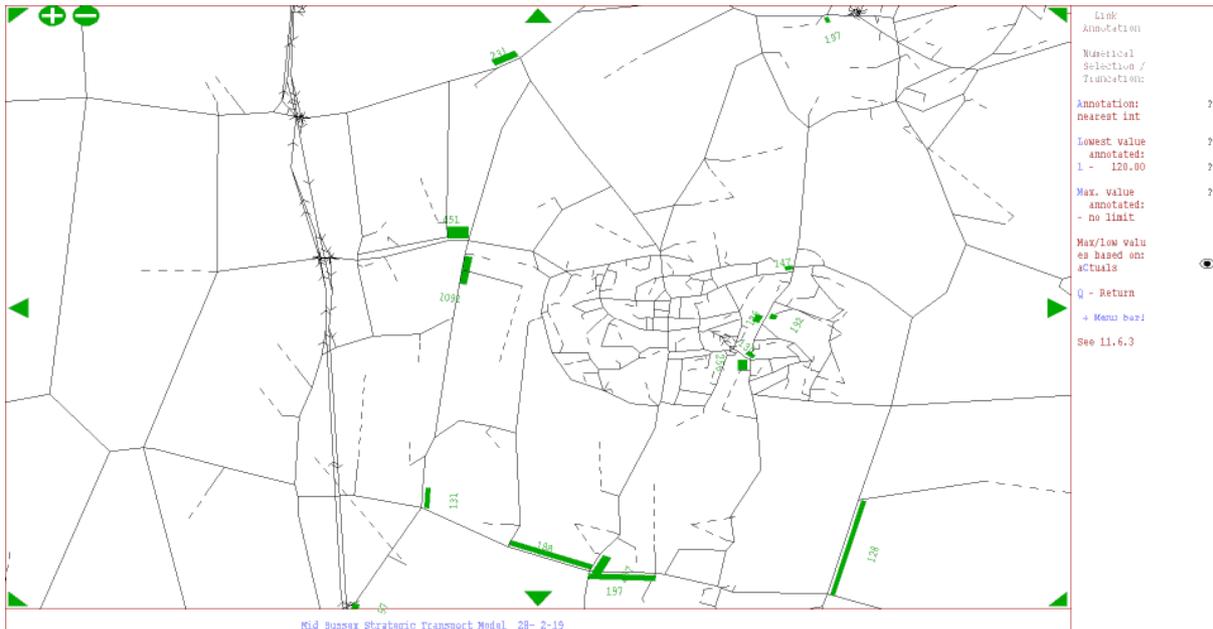


## 2031 Scenario 3 PM

### Volume Over Capacity ( $\geq 100\%$ )

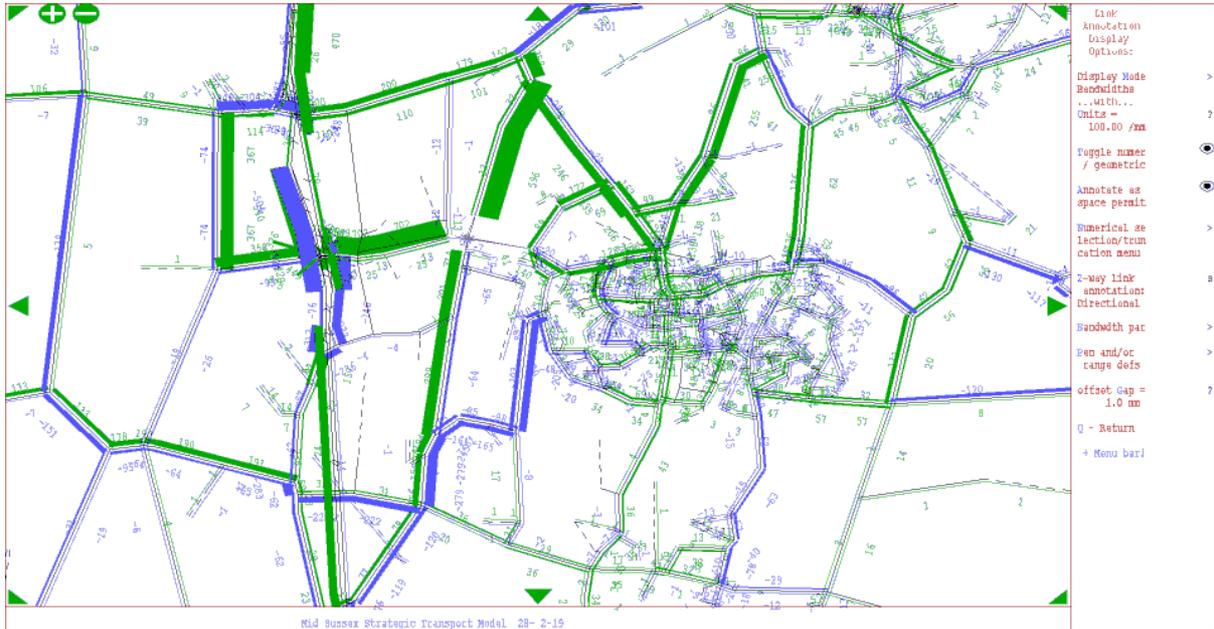


### Delay ( $\geq 120$ seconds)

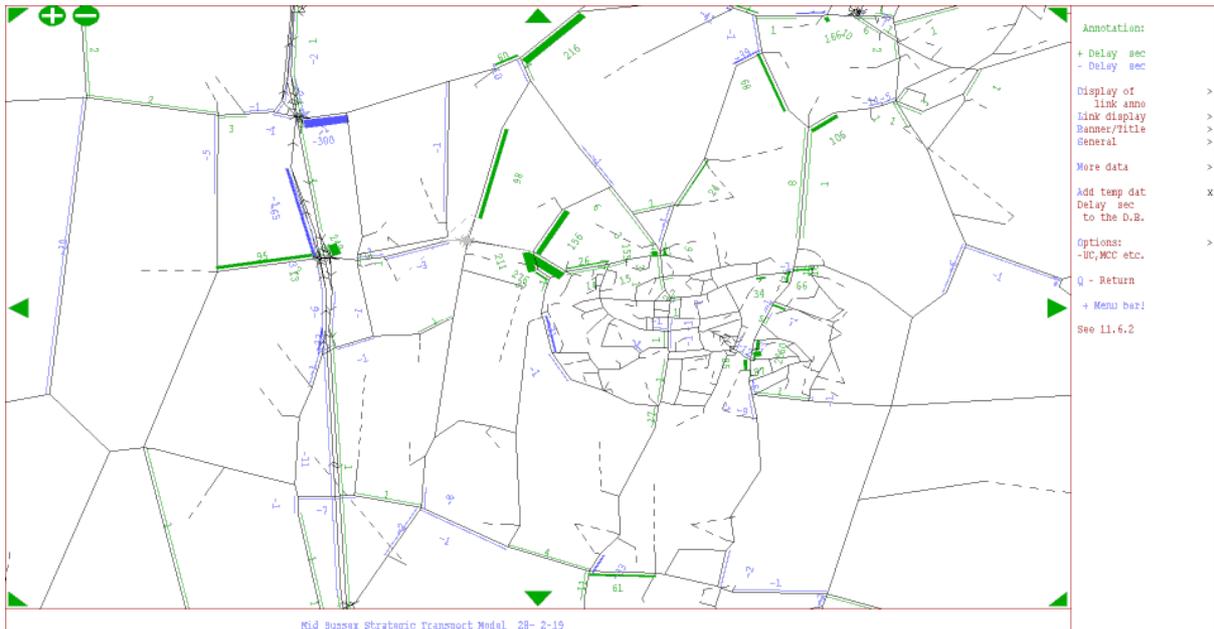


# 2031 Scenario 2C vs. 2031 Reference Case 3 AM

## Flow Difference (pcus)

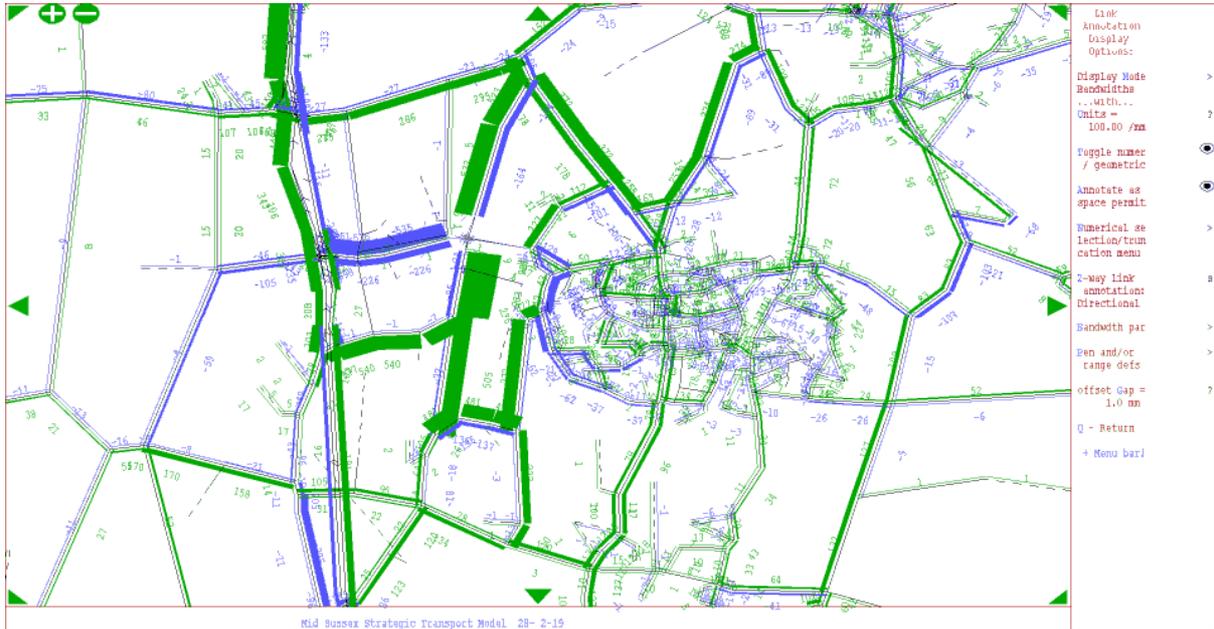


## Delay Difference (seconds)

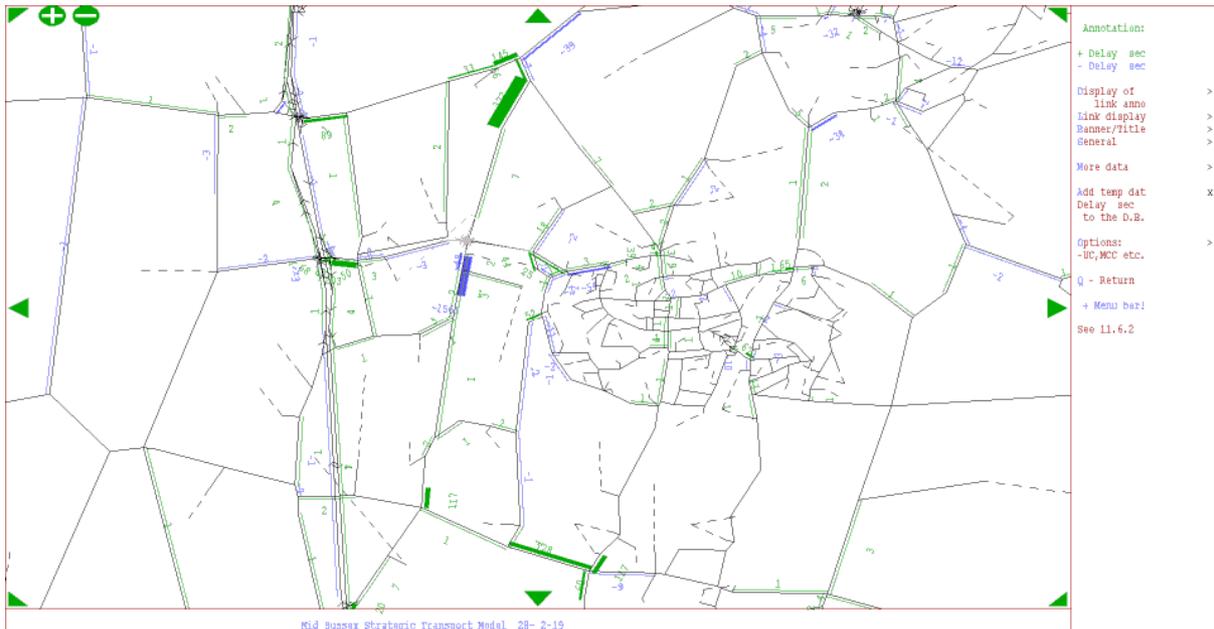


# 2031 Scenario 2C vs. 2031 Reference Case 3 PM

## Flow Difference (pcus)

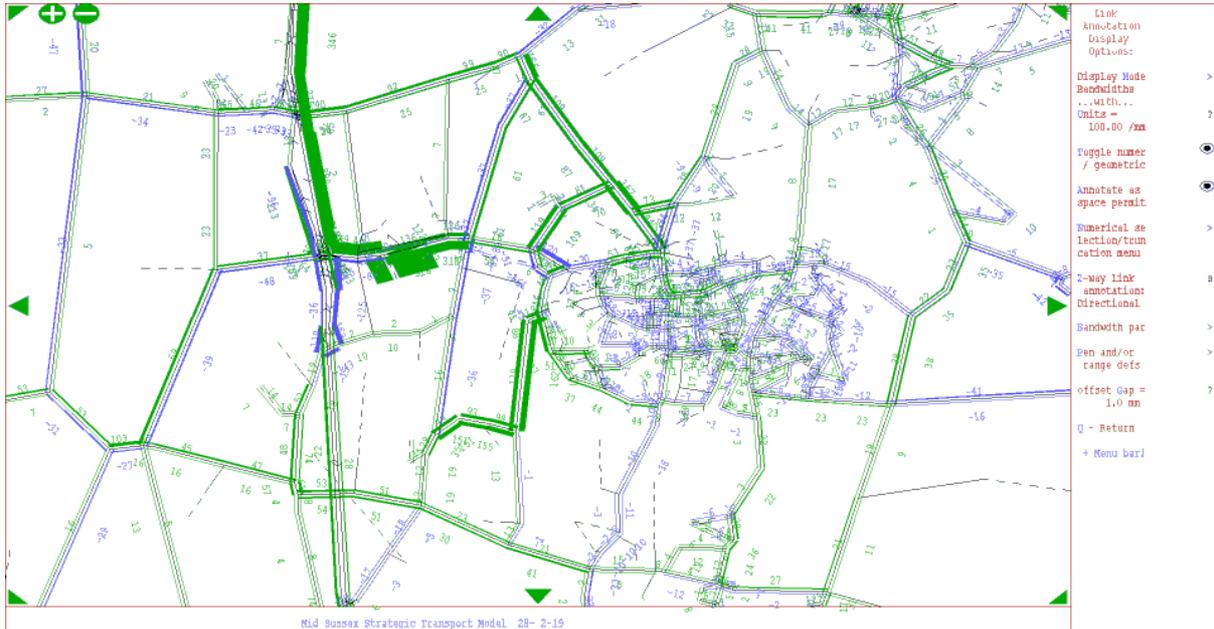


## Delay Difference (seconds)

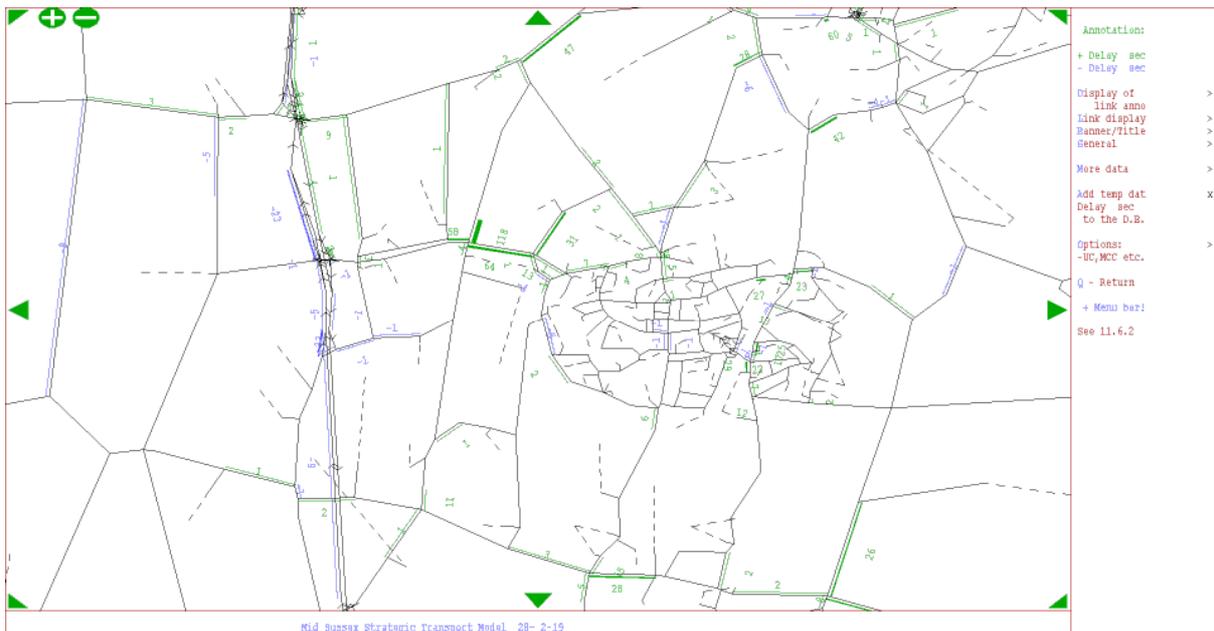


# 2031 Scenario 3 vs. 2031 Reference Case 3 AM

## Flow Difference (pcus)

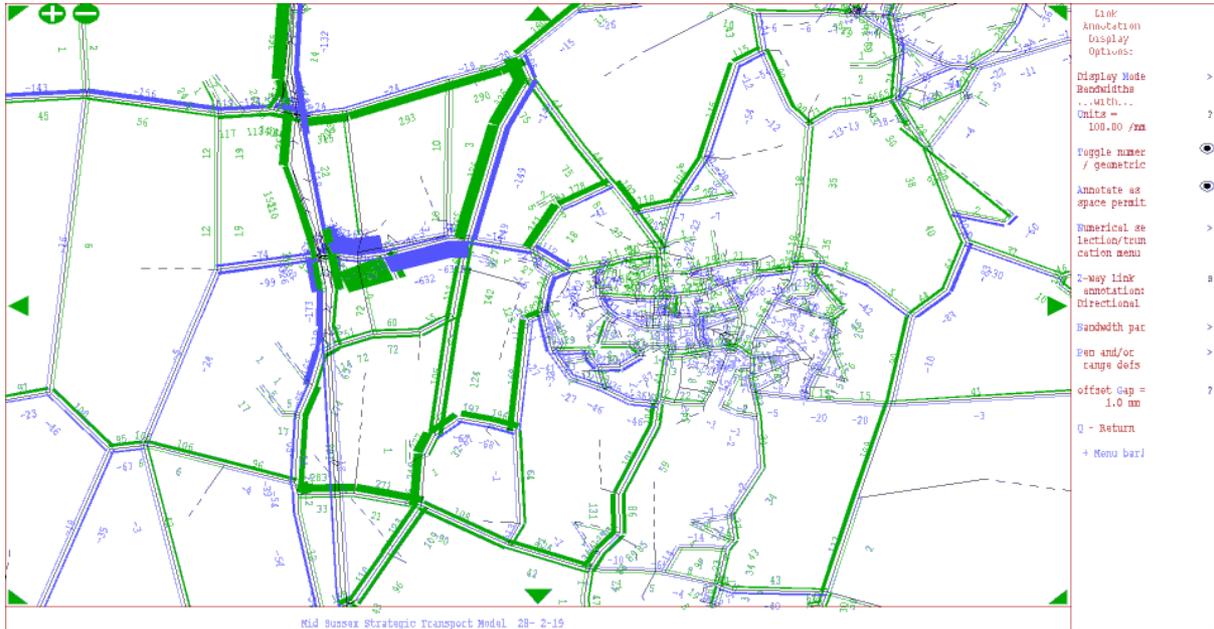


## Delay Difference (seconds)



# 2031 Scenario 3 vs. 2031 Reference Case 3 AM

## Flow Difference (pcus)



## Delay Difference (seconds)

