

# MID SUSSEX TRANSPORT STUDY

## TRANSPORT IMPACT OF SCENARIOS 4, 5 AND 6

IDENTIFICATION TABLE	
Client/Project owner	Mid Sussex District Council
Project	Mid Sussex Transport Study
Study	Transport Impact of Scenarios 4, 5 and 6
Type of document	Note
Date	04/09/2019
File name	Scenario456_Note_v2.docx
Reference number	107380
Number of pages	14

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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 4, 5 and 6. 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 Scenario 4 assesses the impact of 32 additional housing development sites in the district compared to the 2031 Reference Case 3. Scenario 5 tests 35 sites, and Scenario 6 41. Of these, 31 of the sites are mutual between all three Scenarios. All Scenarios include a large employment site, the Science and Technology Park to the south of the A2300 near Burgess Hill. **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 4 VS. 2031 REFERENCE CASE 4	2,335
2031 SCENARIO 5 VS. 2031 REFERENCE CASE 4	2,272
2031 SCENARIO 6 VS. 2031 REFERENCE CASE 4	2,881

1.2.3 This report describes the production of the MSSHM 2031 Scenario 4, 5 and 6, and is structured as follows:

- Chapter 2: Development Scenario 4, 5 and 6 Preparation
- Chapter 3: Scenario Results

## 2. DEVELOPMENT SCENARIO 4 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 Locations, Use Class and number of units/employees (**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 4, 5 and 6 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 **Appendix A** provides details of the strategic sites in more detail, including location, units/employees, trip rate, trips generated and allocated model zone.

#### **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 4, 5 and 6 Site Access and Link Roads

2.3.1 Access points are added to connect the development model zone to the network, based on the likely location of the development accesses; these are described in Table 2 below for Scenario developments larger than 50 units.

2.3.2 The Burgess Hill Science and Technology Park is included within Scenarios 4, 5 and 6, south of the A2300. The associated traffic is assumed to be able to access the transport network via a new roundabout on the A2300 between the A2300 / Stairbridge Lane / Pookbourne Lane junction and the A2300 / Cuckfield Road roundabout, as has been modelled in Scenario 3.

**Table 2. Scenario 4, 5 and 6 Development Site Access**

ID	SITE	S4	S5	S6	ACCESS
4	Wintons Farm Folders Lane Burgess Hill		✓	✓	Access is from east of Kings Way, near Barnside Avenue
13	Land west of Kemps Hurstpierpoint			✓	Access is from west of Cuckfield Road, near Western Road
19	Land east of College Lane Hurstpierpoint			✓	Access is from west of College Lane, north of Wickham Hill
127	Land at St Martin Close Handcross	✓	✓	✓	Access is from south of B2110 between Coos Lane and A23 slip roads
196	Land south of Crawley Down Road Felbridge	✓	✓	✓	Access is from south of Crawley Down Road, south of A264
221	Land to the north of Shepherds Walk Hassocks	✓	✓	✓	Access is from north of B2116, near railway
227	Land to the north of Glebe Road Cuckfield			✓	Access is from south of Broad Street, near Courtmead Road
345	St Wilfrids Catholic Primary School School Close Burgess Hill	✓	✓	✓	Access is from north of Queen Elizabeth Avenue, at School Close
479	Land at Hanlye Lane to the east of Ardingly Road Cuckfield	✓	✓	✓	Access is from south of Hanlye Lane, near Stocklands Close
503	Haywards Heath Golf Course High Beech Lane Haywards Heath	✓			Access is from east of High Beech Lane, at Sandridge Lane
519	Land north of Burleigh Lane Crawley Down	✓	✓	✓	Access is from south of Vicarage Road, East of B2028
543	Land West of London Road north Bolney			✓	Access is from north of A272 Cowfold Lane, between Foxhole Lane and The Street
557	Land south of Folders Lane and east of Keymer Road Burgess Hill excluding site 738		✓	✓	Two access locations west of Keymer Road, one near Greenlands Drive, the other near Oak Hall Park
567	Land to East of Polestub Lane Cuckfield			✓	Access is from south of Broad Street, near Courtmead Road
738	Land east of Greenacres Keymer Road and south of Folders Lane formerly part of site 557		✓	✓	Two access locations west of Keymer Road, one near Greenlands Drive, the other near Oak Hall Park
770	Land south and west of Imberhorne Upper School Imberhorne Lane East Grinstead	✓	✓	✓	Access is from west of Imberhorne Lane, opposite Heathcote Drive
827	Land South of 96 Folders Lane Burgess Hill		✓	✓	Access is from east of Kings Way, near Barnside Avenue
832	Land west of Selsfield Road Ardingly	✓	✓	✓	Access is from west of B2028 Selsfield Road, near Tillinghurst Lane

### 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 Only junctions that are identified as having different impacts between Scenarios have been commented on in the below text. A summary of all junction is included in Chapter 4.

### Scenario 4

- 3.1.7 The largest site included in Scenario 4, and the most notable difference between Scenario 4 compared to Scenario 5 and 6, is SHLAA 503, Haywards Heath Golf Course. The additional traffic generated by this site has impacts at junctions on key strategic routes near the site.
- 3.1.8 The nearby junctions on Borde Hill Lane (C4) is forecast to be impacted severely by the Haywards Heath site. The Borde Hill Lane / Copyhold Lane junction (C4), is forecast to have V/Cs exceeding 100% on the Copyhold Lane arm in the AM, which can be attributed to the routing of traffic exiting the development. To access the A23 from the development, the shortest path is via Copyhold Lane, Hanlye Lane, and the B2115 Sloughgreen Lane. The increase in traffic on this route, means Copyhold Lane is forecast to operate at capacity in Scenario 4, with delays of over 1 minute turning onto Borde Hill Lane. Due to this being a minor road, it is possible that the forecast volume increase would be lower in reality. The strategic nature of the MSSHM means it can difficult to accurately represent local, minor roads of this nature, because in reality they are not known to drivers and/or drivers prefer not to use them.
- 3.1.9 The impacts of this development, are also more widespread, with the North Chailey junction also being identified as being impacted severely. The A275 southbound arm, of the A272 / A275 North Chailey mini-roundabouts (C11), is forecast to have a reduction in traffic from 232 vehicles in the Reference Case, to 30 vehicles in Scenario 4, in the PM. Despite this, there is a significant increase in delay on this arm, from 28 to 320 seconds. For reasons associated with the proximity of this junction to the edge of the area modelled in detail, it is considered that this junction would not be impacted as severely in reality.

#### Outcome of Junction Analysis – Scenario 4

Number of junctions identified as having ‘severe’ impacts in the AM or PM peak:	<b>11</b>
Number of junctions identified as having ‘significant’ impacts in the AM or PM peak:	<b>10</b>

- 3.1.10 **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 the previous Mid Sussex Transport Study.

### Scenario 5

- 3.1.11 Scenario 5 assesses the impact of a number of development sites in the district. Compared to Scenario 4, Scenario 5 excludes the development site at Haywards Heath Golf Course (Site ID 503), instead testing slightly fewer units further south in the district, south of Folder’s Lane (ID 4, 557, 738, 827).
- 3.1.12 The addition of several development sites south of Folder’s Lane adds traffic to key strategic routes in Burgess Hill. Roads. The increased traffic on these roads, means that three junctions to the east of Burgess Hill (S6, S20, and S22) are forecast to have a severe impact when these development sites are included in Scenario 5.
- 3.1.13 Junction Road / B2113, Burgess Hill (S6), is the closest to the development, and is forecast to have the most severe impact of the three. In the AM period, a delay increases of 130 seconds is forecast on the B2113 Keymer Road approach, which also increases V/C. The B2113 Station Road approach sees an increase of 76 vehicles in the PM periods compared to Reference Case 4, which increases delay by over 2 minutes. Both arms operate over capacity in the Reference Case. In SATURN, this can cause small changes in traffic to generate large changes in delay.
- 3.1.14 The A273 / B2112 junction (S18) in Hassocks is forecast to be impact severely in Scenario 5 compared to Reference Case 4. In the AM period, the B2112 arm is forecast to have an additional 25 vehicles approaching the junction, which generates severe delay increases of 70 seconds compared to Reference Case 4. Again, this junction operates over capacity in Reference Case 4, which can lead to volatile behaviour in SATURN. It is expected that, if this junction was mitigated against Reference Case 4, it would not be impacted as severely as is identified.

#### Outcome of Junction Analysis – Scenario 5

Number of junctions identified as having ‘severe’ impacts in the AM or PM peak:	<b>14</b>
Number of junctions identified as having ‘significant’ impacts in the AM or PM peak:	<b>13</b>

- 3.1.15 **Appendix G** summarises the junctions that are identified as per the above criteria. **Appendix H** shows the detailed junction results by approach arm for the identified junctions. **Appendices I and J** 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 6**

- 3.1.16 Scenario 6 also excludes the development at Haywards Heath Golf Course (503) tested in Scenario 4. It tests the same sites as Scenario 5, as well as a number of development sites near Hurstpierpoint on the B2116 corridor, and some in Bolney and Cuckfield.
- 3.1.17 Despite an additional 609 units being assessed in Scenario 6 compared to Scenario 5, no additional junctions are identified as having a severe impact when compared against Reference Case 4.

<b>Outcome of Junction Analysis – Scenario 6</b>	
Number of junctions identified as having ‘severe’ impacts in the AM or PM peak:	<b>14</b>
Number of junctions identified as having ‘significant’ impacts in the AM or PM peak:	<b>13</b>

- 3.1.18 **Appendix L** summarises the junctions that are identified as per the above criteria. **Appendix M** shows the detailed junction results by approach arm for the identified junctions. **Appendices N and O** 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.

### 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 4**

##### **M23/A23 Outcome – Scenario 4**

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **AM peak**: **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**: **10**  
 These are all 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 4 compared to the Reference Case are summarised in **Appendix B**.

#### **Scenario 5**

##### **M23/A23 Outcome – Scenario 5**

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **AM peak**: **7**  
 These are predominantly 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**: **9**  
 These are all in the **northbound** direction from the A2300 to Junction 10 of the M23.

3.2.4 The carriageway sections identified as having a ‘notable flow increase’ in AM and PM periods in Scenario 5 compared to the Reference Case are summarised in **Appendix G**.

#### **Scenario 6**

##### **M23/A23 Outcome - – Scenario 6**

Number of carriageway sections identified as having a ‘**notable flow increase**’ in the **AM peak**: **7**  
 These are predominantly 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**: **10**  
 These are all in the **northbound** direction from the A2300 to Junction 10 of the M23.

3.2.5 The carriageway sections identified as having a ‘notable flow increase’ in AM and PM periods in Scenario 6 compared to the Reference Case are summarised in **Appendix L**.

### 3.3 Flow and Delay Difference Plots

3.3.1 In all 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 turning into and out of the park, for example 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.

3.3.2 **Appendix F, Appendix K, and Appendix P** reports the forecast flow, and delay plots for Scenario 4, Scenario 5 and Scenario 6 vs. Reference Case 4 respectively, for AM and PM periods.

## 4. SUMMARY

### 4.1 Overview

4.1.1 When comparing the Scenarios against Reference Case 4, Scenarios 5 and 6 are forecast to have the most severe impact on the junctions in Mid-Sussex. Despite Scenario 6 including an additional 609 units compared to Scenario 5, no additional junctions are identified as being severely impacted. Table 3 summarises the impacts of the three Scenarios with respect to Reference Case 4; and the below text summarises how they differ between Scenarios.

**Table 3. Summary of severe and significant impacts generated by each Scenario with respect to Reference Case 4**

SCENARIO	NUMBER OF JUNCTIONS IDENTIFIED AS HAVING 'SEVERE' IMPACTS	NUMBER OF JUNCTIONS IDENTIFIED AS HAVING 'SIGNIFICANT' IMPACTS
Scenario 4	11	10
Scenario 5	14	13
Scenario 6	14	13

4.1.2 Ten junctions that are identified as being severely impacted in all Scenarios:

- N7 - B2028 Turners Hill Road / Wallage Lane
- C4 - Borde Hill Lane / Copyhold Lane
- C6 - B2036 / Ardingly Road, Whitemans Green
- C7 - A272 / B2036
- C10 - A23 / A272 Bolney Road
- S1 - A23 / A2300 Southbound On-Slip
- S2 - A23 / A2300 Eastern Roundabout
- S3 - A2300 / Cuckfield Road
- S7 - B2117 / B2116 Hurstpierpoint
- S8 - A273 / B2116 Hassocks (Stonepound)

4.1.3 The junctions that are identified as being severely impacted in all Scenarios reflect the locations of development included in all Scenarios. This includes the Science and Technology Park on the A2300.

4.1.4 One junction is identified as being severely impacted in Scenario 4 only:

- C11 - A272 / A275 North Chailey

4.1.5 Four Junctions are identified as being severely impacted in Scenarios 5 and 6 only:

- S6 - Junction Road / B2113, Burgess Hill
- S18 - A273 / B2112
- S20 - Janes Lane / Manor Road
- S22 - Valebridge Road / Junction Road / Leylands Road

4.1.6 The location of the developments in Scenario 5 and 6, means more southern junctions are severely impacted whereas Scenario 4 did not impact these junctions.

- 4.1.7 A number of junctions highlighted as being impacted severely are operating beyond capacity in Reference Case 4. This can cause large delay and V/C increases from small flow changes, which can cause junctions to be identified as being severely impacted by the Scenarios. In order to assess these junctions successfully, mitigation measures should be considered in both Reference Case and Scenario options.
- 4.1.8 Each junction has been assessed with respect to the Reference Case. The impact of each junction when comparing Reference Case 4 to the 2017 Base should also be considered. Some junctions are flagged as severe in both cases, which suggests that the junction is already operating at or over capacity in Reference Case 4, before the development from the Scenario is included. These junctions should still be considered when proposing mitigation for each Scenario, as they still generate severe impacts beyond those resulting from Reference Case 4.
- 4.1.9 The strategic nature of the MSSHM means it can be difficult to accurately represent local, minor roads, and specific junction details. Junctions flagged as having a severe impact should be considered carefully, with respect to road conditions, local signage, and representation in the MSSHM. This is the case for junctions like Borde Hill Lane / Copyhold Lane (C4), and A272 / A275 North Chailey (C11).

## 4.2 M23 and A23

- 4.2.1 The results for Scenarios 4, 5 and 6 are similar and tidal. Up to 7 southbound sections of the M23 / A23 carriageway are forecast to have a 'notable flow increase' in the AM period. In the PM period up to 10 northbound sections are forecast to have a 'notable flow increase'.

## 4.3 Felbridge junctions

- 4.3.1 The A264/A22 junction is not identified as having a severe impacts in the Scenarios. However, it should be noted that this junction is flagged as severe in the Reference Case, and operates over capacity; the Scenarios generate slightly more traffic passing through the junction, which increases these impacts further, but not enough to result in severe impacts for the scenarios.

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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 based on employees)	GFA per employee (sqm)	AM O	Trip Rate AM O	Trip Rate PM O	Trip Rate PM D	Trips AM O	Trips AM D	Trips PM O	Trips PM D	REFERENCE CASE 4	SCENARIO 4	SCENARIO 5	SCENARIO 6
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	X	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	X	X	X	X
FULL	MidSussex	32	Land south of Sunnys House, Birchen Lane, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	8 units	8					0.397	0.191	0.143	0.486	3	1	1	4	X	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	X	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	X	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	X	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	X	X	X	X
FULL	MidSussex	57	Land at Fossilhill (Gambelwood Lane), Fossilhill, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	149 units	152					0.397	0.191	0.143	0.486	60	29	24	87	X	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	X	X	X	X
FULL	MidSussex	110	Land to the south west of Haywards Heath - Bolnere Village Phases 4 & 5 (land south of Wealden Way)	Commitment - Full/Outline Planning Permission	Housing	18 units	19					0.397	0.191	0.143	0.486	7	4	3	9	X	X	X	X
FULL	MidSussex	128	Cuckfield, North Green, Turners Hill Road, Crawley Down	Commitment - Full/Outline Planning Permission	Housing	49 units	49					0.397	0.191	0.143	0.486	20	10	8	28	X	X	X	X
FULL	MidSussex	153	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	X	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	X	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	X	X	X	X
FULL	MidSussex	220	Pease Pottage Golf House, Horseshoe Road, Pease Pottage	Commitment - Full/Outline Planning Permission	Housing	23 units	24					0.397	0.191	0.143	0.486	10	5	4	13	X	X	X	X
FULL	MidSussex	220	Land north of Kingsland Lanes, Sayers Common	Commitment - Full/Outline Planning Permission	Housing	120 units	125					0.397	0.191	0.143	0.486	50	24	18	61	X	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	X	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	X	X	X	X
FULL	MidSussex	246	Peatland Farm, Haywards Heath	Commitment - Full/Outline Planning Permission	Housing	210 units	219					0.397	0.191	0.143	0.486	87	42	31	106	X	X	X	X
FULL	MidSussex	268	Land at Holly Farm, Cophthorne Way, Cophthorne	Commitment - Full/Outline Planning Permission	Housing	44 units	46					0.397	0.191	0.143	0.486	18	9	7	22	X	X	X	X
FULL	MidSussex	271	Land to the west of The Pheasantry, Turners Hill Road, Crawley Down (part of site previously assessed as site 688)	Commitment - Full/Outline Planning Permission	Housing	44 units	46					0.397	0.191	0.143	0.486	18	9	7	22	X	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	X	X	X	X
FULL	MidSussex	286	Land at the Ham, Hassocks	Commitment - Full/Outline Planning Permission	Housing	97 units	103					0.397	0.191	0.143	0.486	40	19	14	49	X	X	X	X
FULL	MidSussex	313	Farrington 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	X	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	X	X	X	X
FULL	MidSussex	324	Meadway Garage, Lowerdown Lane, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	7 units	7					0.397	0.191	0.143	0.486	3	1	1	4	X	X	X	X
FULL	MidSussex	369	53-59 Longfield Road, East Grinstead	Commitment - Full/Outline Planning Permission	Housing	11 units	11					0.397	0.191	0.143	0.486	5	2	2	6	X	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	2	1	1	4	X	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	X	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	X	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	2	8	X	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	X	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	X	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	X	X	X	X
FULL	MidSussex	488	Palmer's Autocare Centre, Turners Hill Road, Crawley Down	District Plan - With Permission	Housing	19 units	19					0.397	0.191	0.143	0.486	8	4	3	11	X	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	X	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	X	X	X	X
FULL	MidSussex	493	Northern Arc, Burgess Hill (Freemans Farm)	District Plan - Pending Allocation	Housing	500 units	522					0.397	0.191	0.143	0.486	207	100	75	254	X	X	X	X
FULL	MidSussex	496	Land to the east of the site of Scamps Hill and bounded to the east by Northlands Brook (Site K), Lindfield	Commitment - Full/Outline Planning Permission	Housing	52 units	54					0.397	0.191	0.143	0.486	22	10	8	28	X	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	X	X	X	X
FULL	MidSussex	513	Land corner of Hollye 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	X	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	X	X	X	X
FULL	MidSussex	528	Site of Burgess Hill Town Centre (multiple sites)	Commitment - Full/Outline Planning Permission	Housing	149 units	149					0.397	0.191	0.143	0.486	59	28	21	78	X	X	X	X
FULL	MidSussex	533	Land north of 99 Red 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	X	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	X	X	X	X
FULL	MidSussex	548	Land at rear of and including 17 Cophthorne Road, Felbridge	Commitment - Full/Outline Planning Permission	Housing	25 units	26					0.397	0.191	0.143	0.486	10	5	4	13	X	X	X	X
FULL	MidSussex	562	Land at Little Place Farm to the south west of East Grinstead, west and east of the Bluebell Railway Line	Commitment - Full/Outline Planning Permission	Housing	200 units	209					0.397	0.191	0.143	0.486	83	40	30	103	X	X	X	X
FULL	MidSussex	570	Land at Bridge Hill, Cuckfield	Commitment - Full/Outline Planning Permission	Housing	35 units	37					0.397	0.191	0.143	0.486	14	7	5	19	X	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	X	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	X	X	X	X
FULL	MidSussex	651	Handring Farm, Brighton Road, Pease Pottage	District Plan - With Permission	Housing	598 units	624					0.397	0.191	0.143	0.486	248	119	87	305	X	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	X	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	X	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	X	X	X	X
FULL	MidSussex	713	Land north of Beckford South, Cuttidge Lane, Crawley Down	Commitment - Full/Outline Planning Permission	Housing	5 units	5					0.397	0.191	0.143	0.486	2	1	1	3	X	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	X	X	X	X
FULL	MidSussex	728	Ravenwood 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	X	X	X	X
FULL	MidSussex	729	Land adjacent to Greensted 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	X			



## Mid Sussex Transport Study: Scenario 4 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

M23 - Impact of Scenario 4 v Reference Case 4
A23 - Impact of Scenario 4 v Reference Case 4
Overall

M23 - Impact of Reference Case 4 v 2017
A23 - Impact of Reference Case 4 v Base
Overall

Scenario 4 v Reference 4	
AM	PM
0.52%	1.78%
2.10%	1.88%
1.67%	1.85%

Reference 4 v 2017	
AM	PM
20.48%	9.34%
24.74%	19.35%
23.56%	16.59%

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

##### Northbound

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
7	A23 - A272 ON to Jeremys Lane OFF
8	A23 - Jeremys Lane ON to B2115 OFF
9	A23 - B2115 ON to B2110 OFF
10	A23 - B2110 ON to J11 OFF
11	M23 - J11 ON - J10a ON
12	M23 - J10a ON to J10 OFF
13	M23 - J10 ON to J9 OFF
14	M23 - J9 ON to J8 OFF

##### Southbound

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
20	A23 - B2114 OFF to B2110 ON
21	A23 - B2110 ON to B2115 OFF
22	A23 - B2115 ON to Broxmead Lane OFF
23	A23 - Broxmead Lane OFF to A272 OFF
24	A23 - A272 ON to A2300 OFF
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

Scenario 4 v Reference 4	
AM	PM

	105 (3.4%)
	280 (8.4%)
	356 (11%)
	356 (11%)
	314 (9.6%)
	287 (8.3%)
	167 (5.1%)
	164 (4.6%)
	145 (4.1%)
	101 (2.5%)

	158 (4.4%)
	156 (5%)
	212 (6.3%)
	278 (8.3%)
	278 (8.3%)
	341 (9.9%)

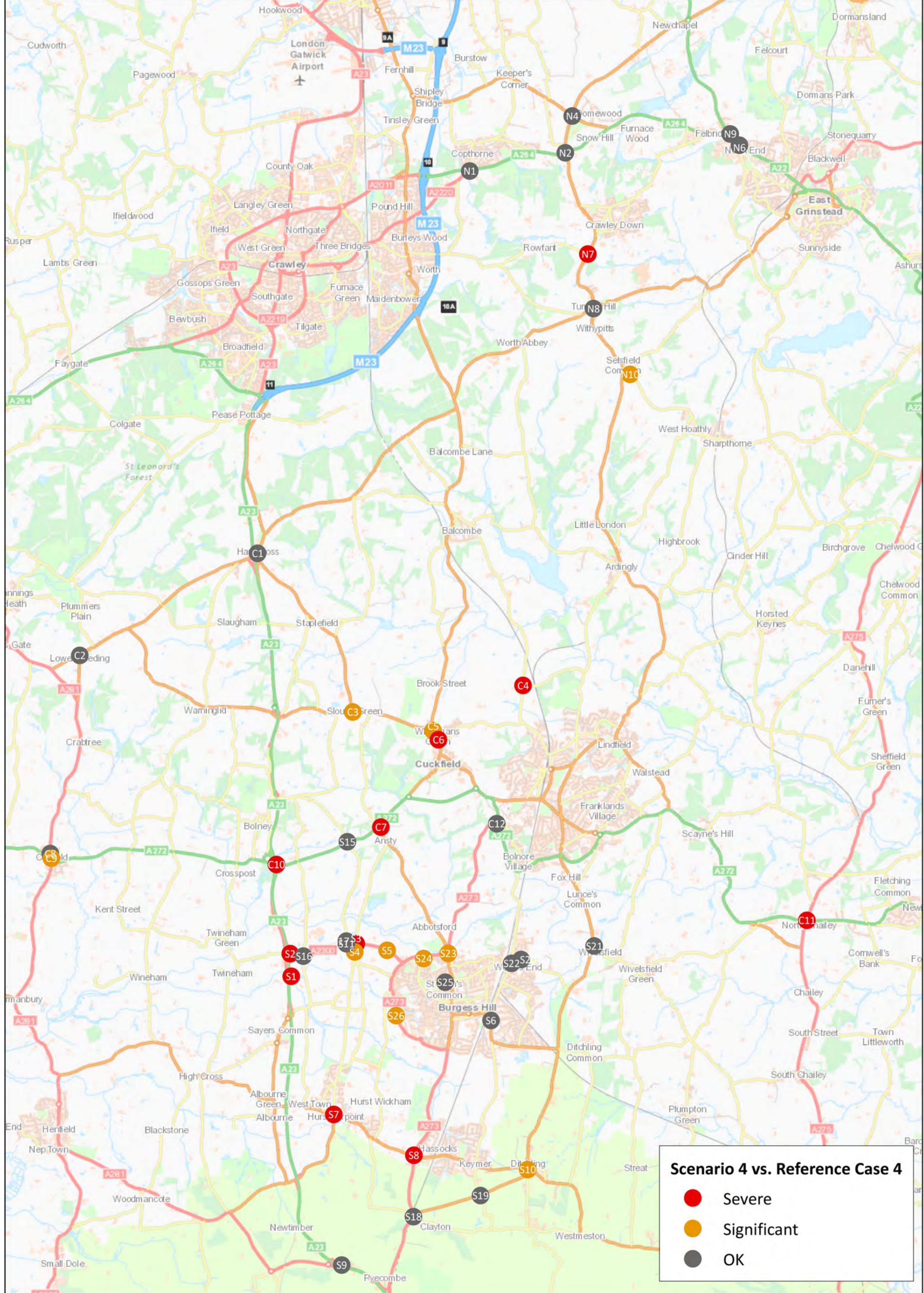
<b>Number of Sections with a NOTABLE FLOW INCREASE (29 in total)</b>
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<b>6</b>	<b>10</b>
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NOTABLE FLOW INCREASE = Increase in traffic flow of 100 vehicles or more

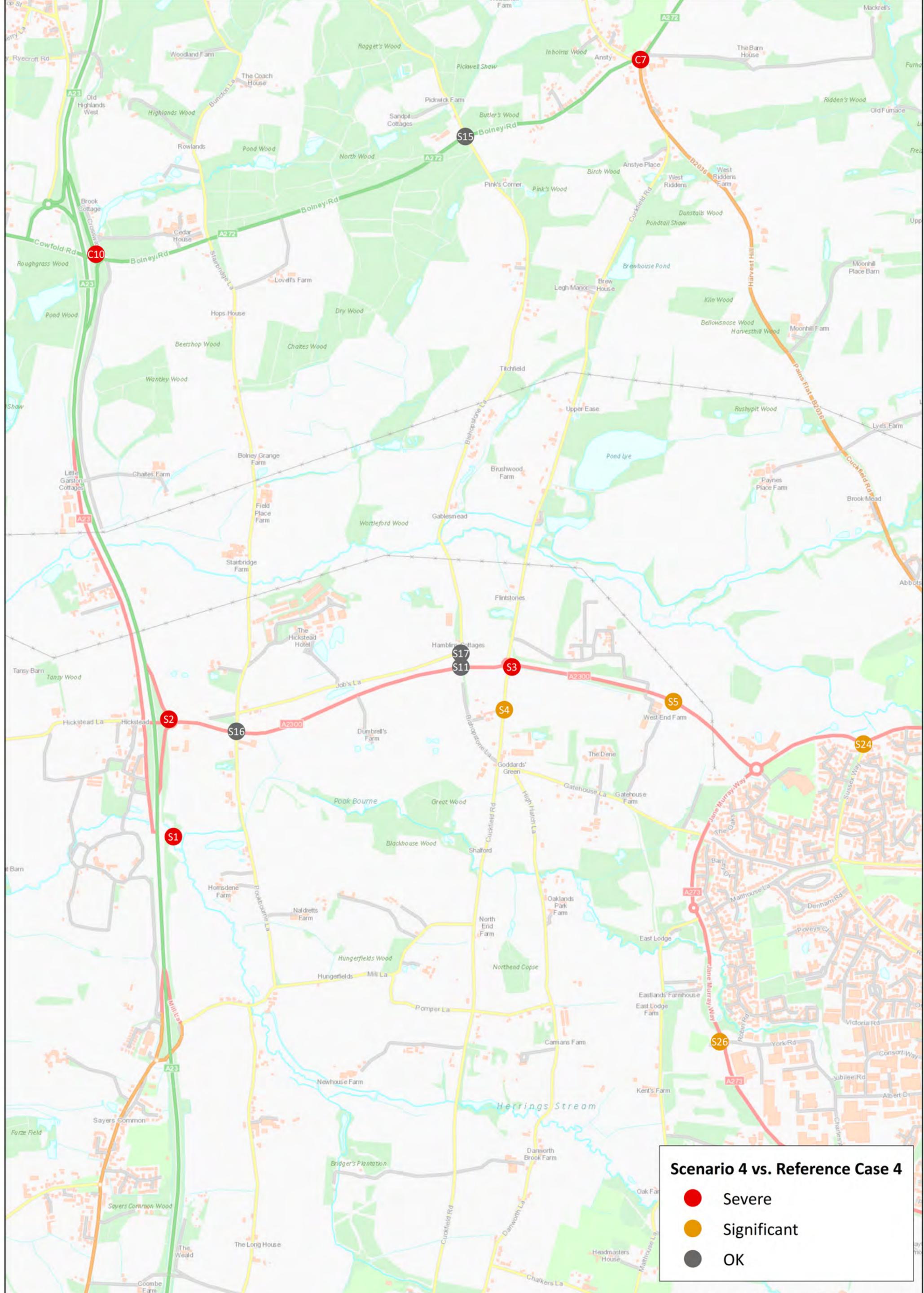
Mid Sussex Transport Study: Junction approach arm statistics for identified locations

ID	New ID	Area	Junction	Approach Arm	Junction Type	Identified MSTs Stage 3	2017										2031 Reference Case										2031 Scenario 4									
							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)	Roundabout		344	36	15	0	525	44	14	0	420	41	14	0	858	72	16	1	426	42	14	0	850	74	16	1						
1	N1		A264 (E)	2031 Scheme	AM Delay		781	61	13	0	1138	85	14	1	575	43	12	0	1121	88	16	2	643	48	12	0	1116	86	15	1						
1	N1		Copthorne Hotel Access				43	1	10	0	60	1	10	0	62	1	10	0	69	3	10	0	62	1	10	0	69	1	10	0						
1	N1		A2220 (S)	capacity increase			872	65	12	0	508	39	12	0	1093	73	12	0	766	61	12	0	1100	74	12	0	1107	70	13	1						
1	N1		A264 Copthorne Way (W)		PM Delay		1376	97	18	3	1173	75	10	0	1409	109	184	68	1220	78	11	1	1409	108	179	66	1260	83	11	1						
2	N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	Roundabout	AM Delay	171	25	5	0	447	64	7	0	223	11	4	0	728	35	4	0	253	13	4	0	778	37	4	0						
2	N2			B2028 Turners Hill Road (S)	2031 Scheme		384	51	0	461	77	12	1	224	11	4	0	418	21	4	0	285	13	3	0	396	21	4	0							
2	N2			A264 Copthorne Common Road (W)	capacity increase		917	102	64	15	845	87	4	0	977	47	4	0	1131	53	3	0	968	46	4	0	1314	62	3	0						
3	N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	Roundabout	AM Delay	249	23	3	0	374	39	4	0	384	34	3	0	470	54	5	0	448	40	3	0	458	54	5	0						
3	N4			B2037 Snow Hill (E)	In Surrey		449	43	4	0	101	11	4	0	524	51	4	0	71	10	5	0	505	51	5	0	71	10	5	0						
3	N4			B2028 West Park Road (S)			515	56	5	0	237	21	3	0	787	94	17	3	311	27	3	0	783	96	21	4	315	27	3	0						
3	N4			B2037 Effingham Road (W)			176	19	4	0	655	61	4	0	215	23	4	0	926	82	5	0	234	25	4	0	985	86	5	1						
4	N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	Signalised T-Junction		723	46	9	1	856	58	11	2	734	47	6	1	932	62	11	2	759	49	6	1	959	62	10	2						
4	N6			A22 (E)	near 770 Imberhorne Lane		714	80	27	3	792	75	20	3	545	60	20	2	831	84	24	3	498	56	19	2	807	77	20	3						
4	N6			Imberhorne Lane (S)			366	48	18	1	183	32	19	1	548	71	23	2	315	54	24	1	626	81	28	3	367	62	26	2						
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	Priority Junction		318	16	1	0	561	29	1	0	319	16	1	0	1006	50	2	0	359	18	1	0	1198	58	2	0						
5	N7			B2028 Turners Hill Road (S)	near 852 Old Vicarage Field		268	13	1	0	195	10	1	0	541	25	1	0	199	10	1	0	557	25	1	0	241	11	1	0						
5	N7			Wallage Lane			352	57	24	0	178	32	12	0	519	96	61	3	364	82	36	1	520	98	70	4	368	98	77	5						
6	N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	Crossroads		556	32	2	0	704	37	2	0	820	45	2	0	1326	67	3	0	862	48	2	0	1530	75	4	0						
6	N8			B2110 East Street (E)	near 852 Old Vicara	AM Delay	387	92	29	3	387	101	76	8	424	115	326	34	311	107	209	17	428	118	384	39	293	108	227	17						
6	N8			B2028 Selsfield Road (S) (priority)	also Ref 116, 492, 553		803	41	2	0	688	36	2	0	1068	51	2	0	794	42	2	0	1117	52	2	0	825	43	2	0						
6	N8			B2110 Paddockhurst Road (W)			563	108	186	27	535	107	171	23	481	109	218	27	429	107	197	21	480	110	228	28	397	109	236	23						
25	N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)			676	61	15	2	609	65	21	3	587	107	229	23	580	101	110	5	596	108	247	25	595	102	137	9						
25	N9			A22 Eastbourne Road (N)			304	68	28	2	504	65	20	2	489	95	31	1	591	62	13	2	490	55	13	1	610	65	14	2						
25	N9			A22 London Road (S)			1326	73	70	14	1112	68	47	4	1379	108	241	60	1234	98	87	11	1394	108	241	60	1245	99	114	21						
26	N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)			597	30	1	0	801	39	2	0	663	32	1	0	1082	52	2	0	674	33	1	0	1153	55	2	0						
26	N10			Vowels Lane (E)			183	37	7	0	177	40	9	0	311	55	6	0	304	82	24	2	284	75	12	1	326	89	30	2						
26	N10			Selsfield Road (S)			664	36	2	0	593	34	2	0	779	43	2	0	629	40	3	0	748	94	27	0	657	44	3	0						
<b>CENTRAL</b>																																				
7	C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	Priority Junction (B2PM RFC)		558	35	3	0	761	44	3	0	684	43	3	0	905	51	3	0	744	46	3	0	793	45	3	0						
7	C1			B2114 (S) (priority)			332	17	1	0	130	7	1	0	399	20	1	0	138	7	1	0	397	20	1	0	143	7	1	0						
7	C1			B2110 (W)			453	63	4	0	320	45	4	0	532	73	4	0	465	65	4	0	547	75	4	0	500	68	4	0						
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	Priority Junction	AM Delay	491	32	3	0	530	29	2	0	538	33	3	0	708	39	2	0	477	29	3	0	652	36	2	0						
8	C2			B2110 Leechpond Hill (S)	In Horsham		253	13	1	0	162	8	1	0	197	10	1	0	251	12	1	0	182	9	1	0	259	13	1	0						
8	C2			B2115 (W)			269	39	4	0	270	38	4	0	528	74	4	0	339	50	4	0	549	76	4	0	336	49	4	0						
9	C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	T-Junction		153	8	1	0	71	4	1	0	94	5	1	0	80	4	1	0	93	5	1	0	70	4	1	0						
9	C3			B2114 (E) (priority)	AM RFC		639	30	1	0	477	24	1	0	823	34	1	0	514	25	1	0	886	36	1	0	607	29	1	0						
9	C3			B2115 Sloughgreen Lane (W)			388	58	4	0	492	67	4	0	579	81	5	0	606	82	5	0	599	83	5	0	678	92	6	1						
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	Priority Junction		465	24	1	0	651	33	1	0	544	28	1	0	813	39	1	0	555	28	1	0	861	40	2	0						
10	C4			Copyhold Lane (E)	near 503 HH Golf Course		148	27	5	0	204	36	6	0	408	81	13	1	289	52	7	0	520	101	63	8	302	55	7	0						
10	C4			Borde Hill Lane (S)			707	40	2	0	368	23	2	0	990	54	3	0	533	34	3	0	1024	54	3	0	668	44	4	0						
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	Roundabout		266	38	4	0	291	42	5	0	257	38	5	0	258	38	5	0	273	41	5	0	233	36	5	0						
11	C5			B2036 (S)	near 479 Hanlye La	AM RFC	922	105	101	25	648	74	3	0	1046	111	202	51	667	74	3	0	1092	112	235	59	811	88	3	0						
11	C5			B2114 Staplefield Road (W)	near 503 HH Golf Course		540	70	5	0	562	68	4	0	673	83	5	0	685	82	4	0	691	84	5	0	746	90	6	1						
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	Mini-roundabout		711	89	5	0	795	95	6	1	814	104	97	22	878	106	131	31	834	105	104	24	907	112	239	56						
12	C6			Ardingly Road (E)	near 479 Hanlye La	AM Delay	431	56	4	0	451	64	6	0	761	37	1	0	683	33	1	0	791	37	1	0	760	36	1	0						
12	C6			B2036 London Road (S)	near 503 HH Golf Course		795	103	67	15	467	59	4	0	838	115	293	61	524	64	5	0	881	116	316	68	697	83	6	1						
13	C7	Haywards Heath	A272 / B2036	A272 (E)	Mini-roundabout		708	92	8	1	811	102	51	11	859	101	39																			



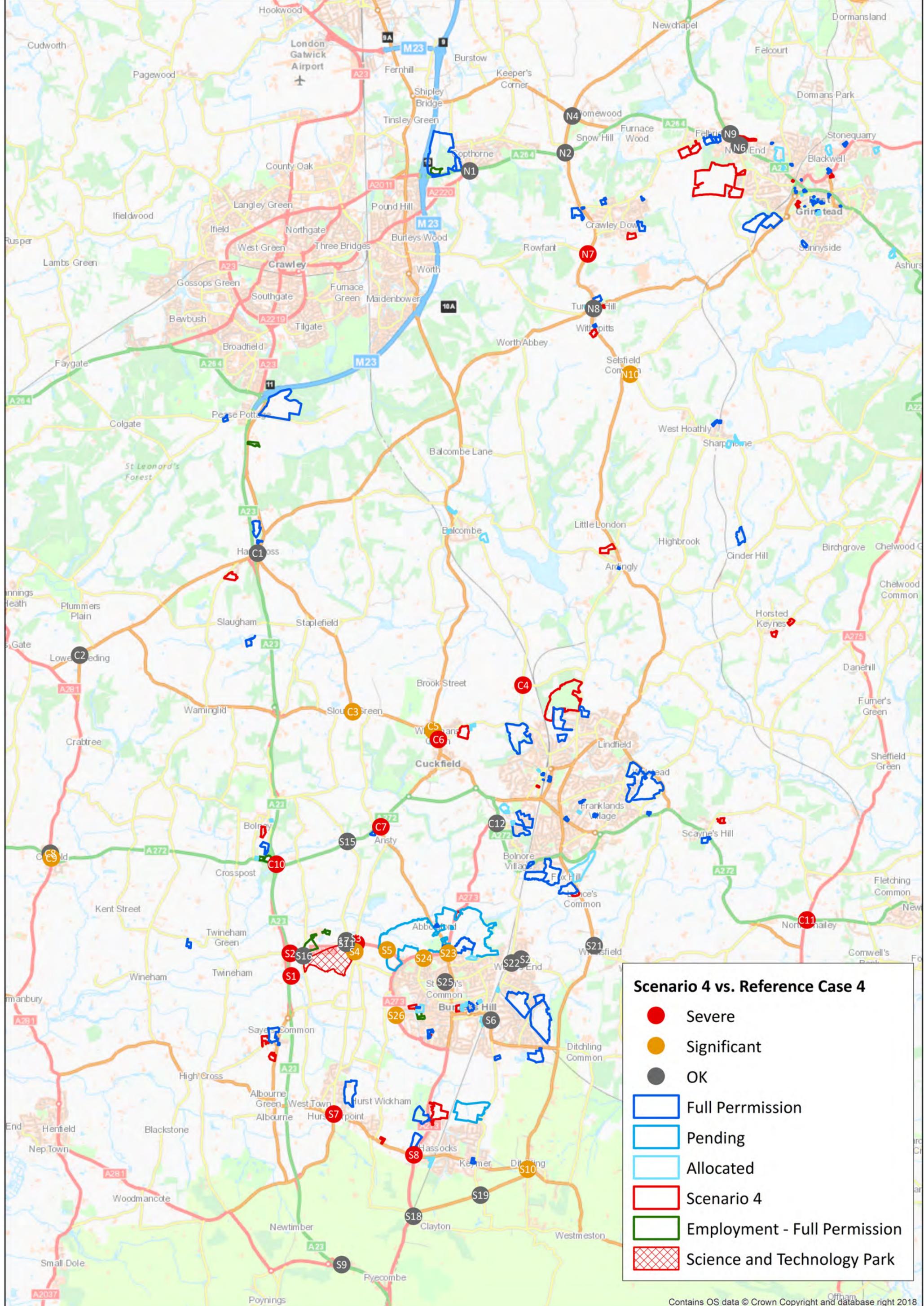
**Scenario 4 vs. Reference Case 4**

- Severe
- Significant
- OK



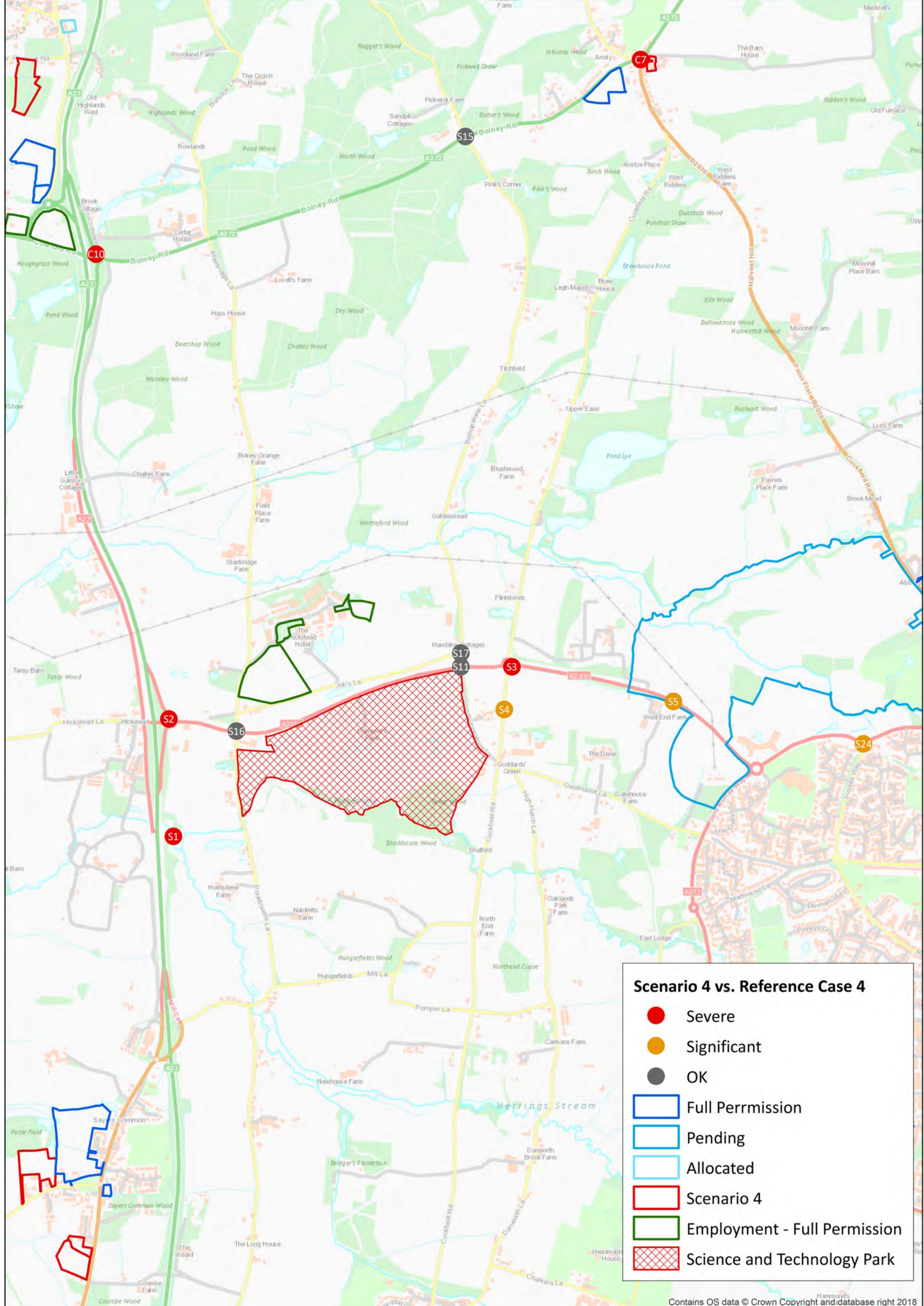
**Scenario 4 vs. Reference Case 4**

- Severe
- Significant
- OK



**Scenario 4 vs. Reference Case 4**

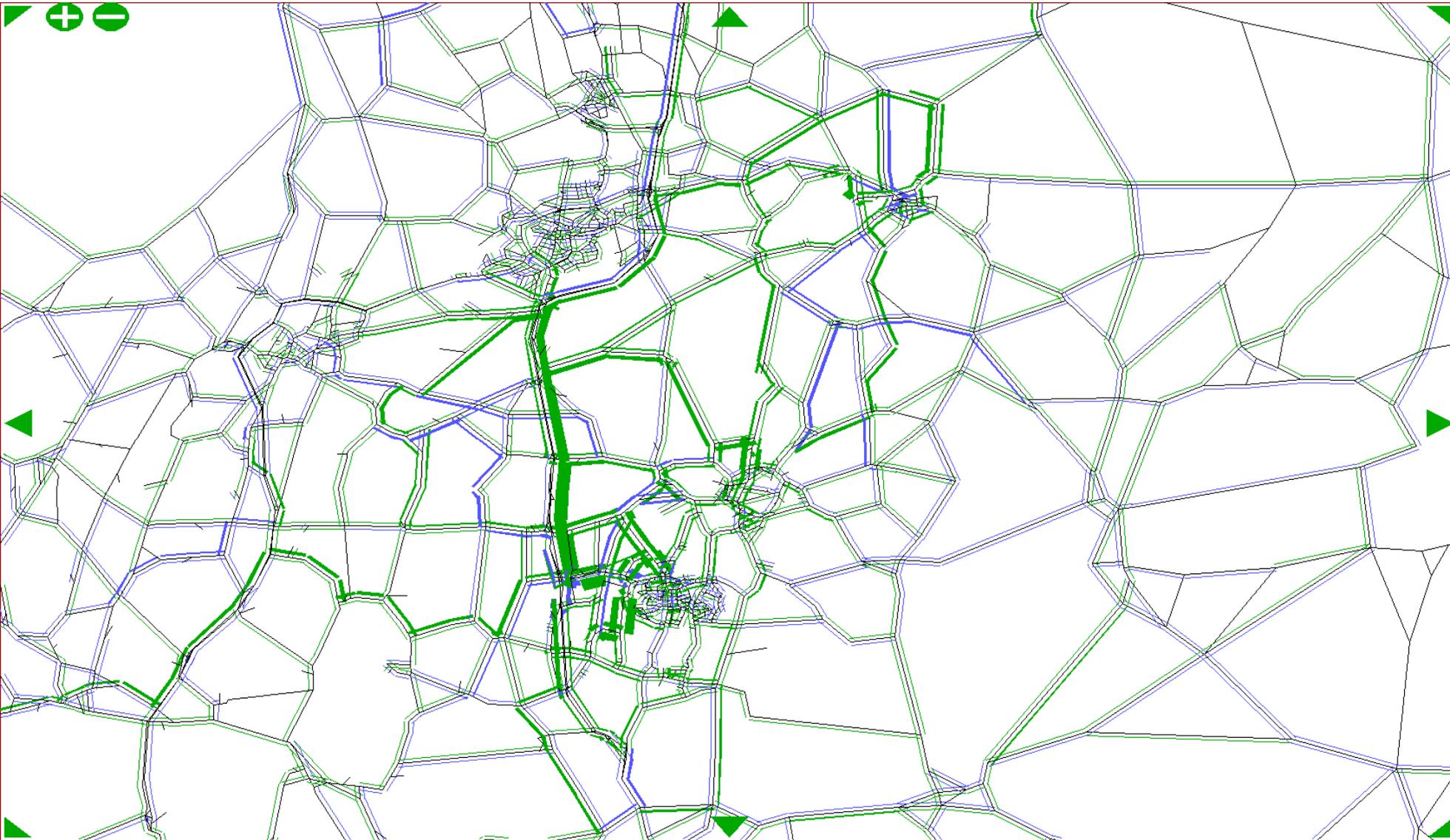
- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 4
- Employment - Full Permission
- Science and Technology Park



**Scenario 4 vs. Reference Case 4**

- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 4
- Employment - Full Permission
- Science and Technology Park

# Sc4 AM Traffic Demand Flow: Difference from Reference Case



General  
Display  
Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.00

Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

Centre Window

Lines on edges included

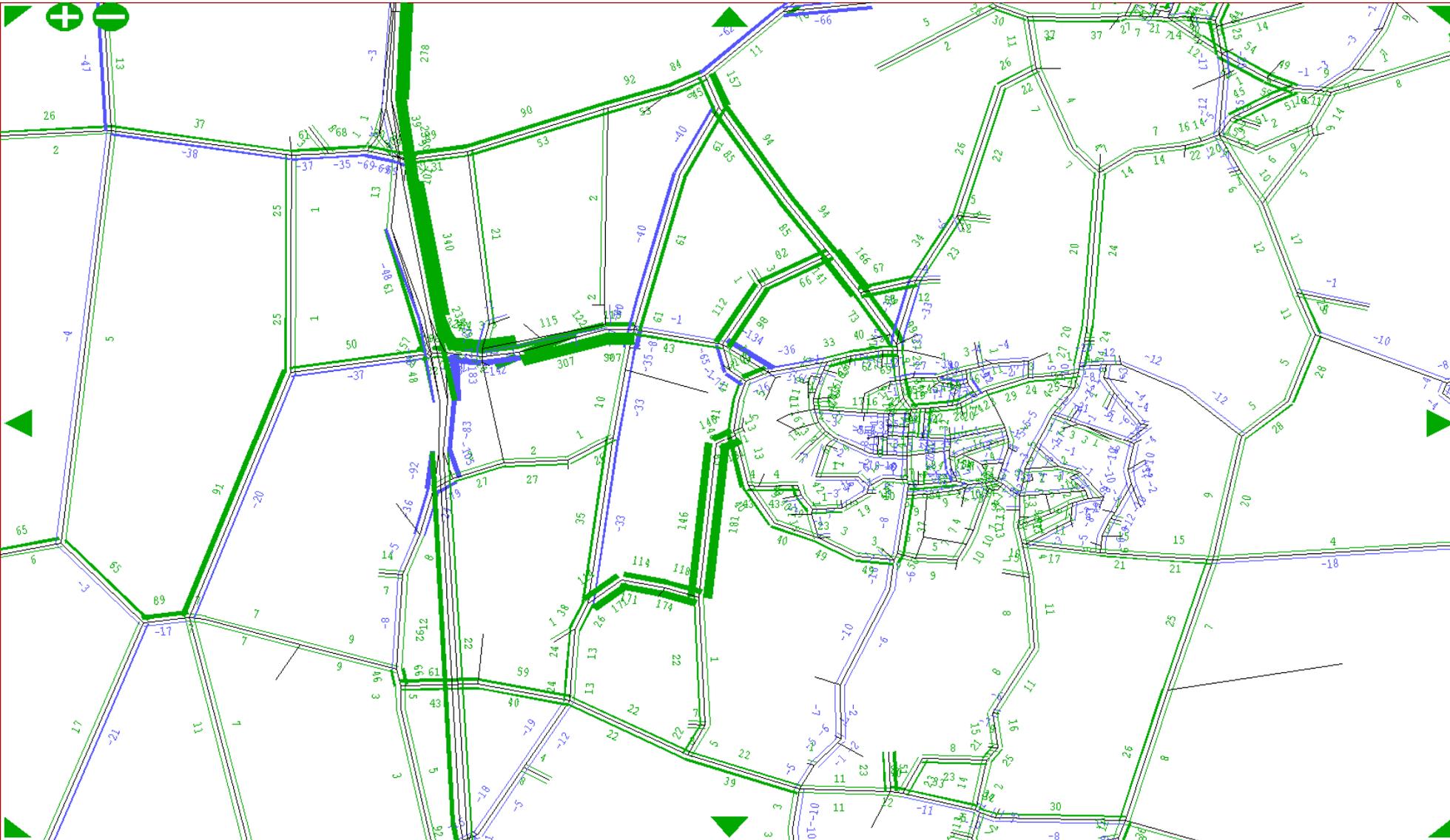
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

# Sc4 AM Traffic Demand Flow: Difference from Reference Case



Mid Sussex Strategic Transport Model 24- 4-19

System/Device Options:

Device - SCREEN

Alt device: PRINTER A4

Parameters: Primary dev. Second dev.

Colours/pens

Banner pens

Gen Params

Filename definitions for bitmap output

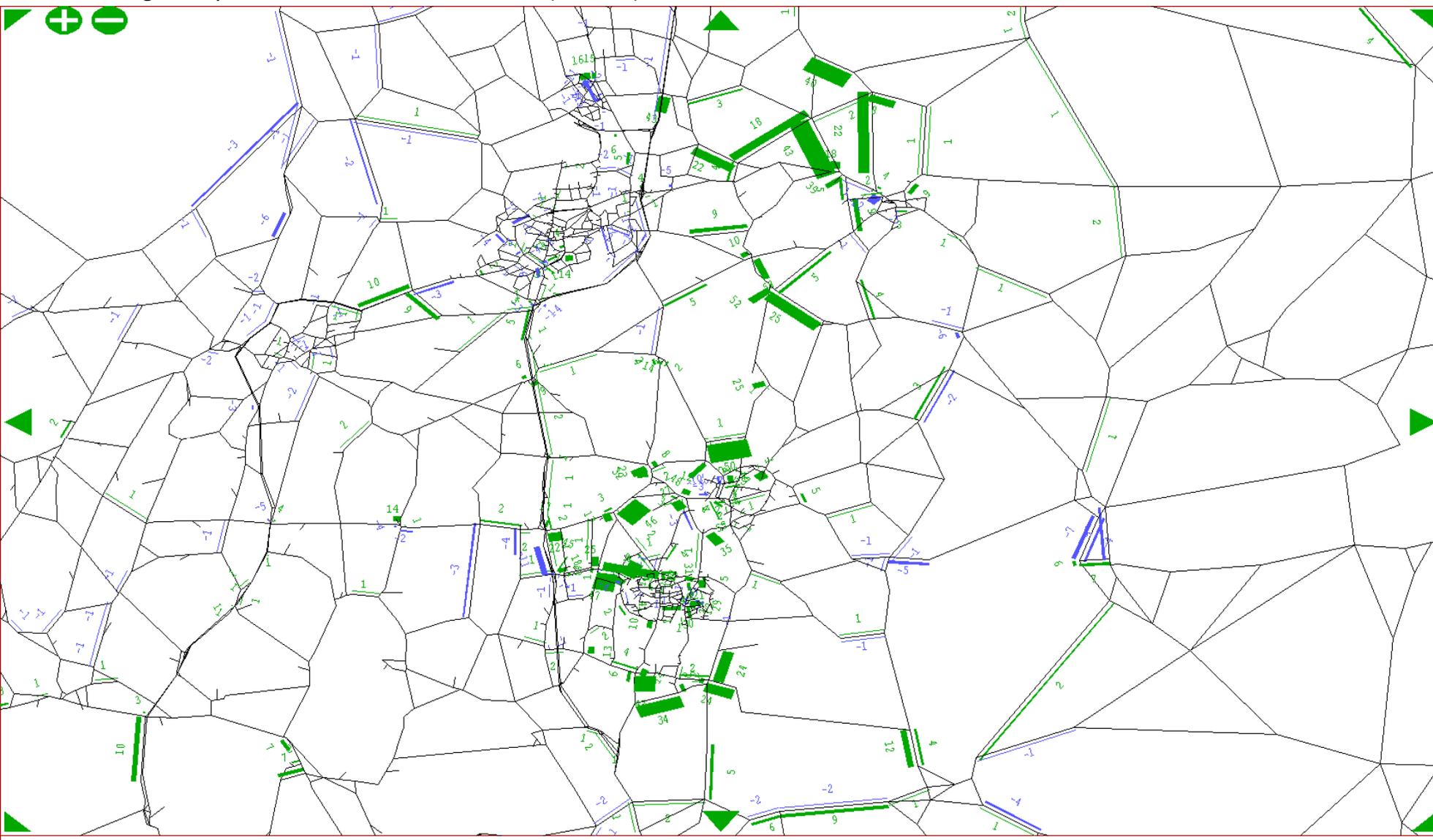
Left h drive

Q - Return

+ Menu bar!

See 11.3

# Sc4 AM Average Delay: Difference from Reference Case (seconds)



Window Selection:

- Box X
- drag X
- scale 2 pts X
- set Centre X

Full network X

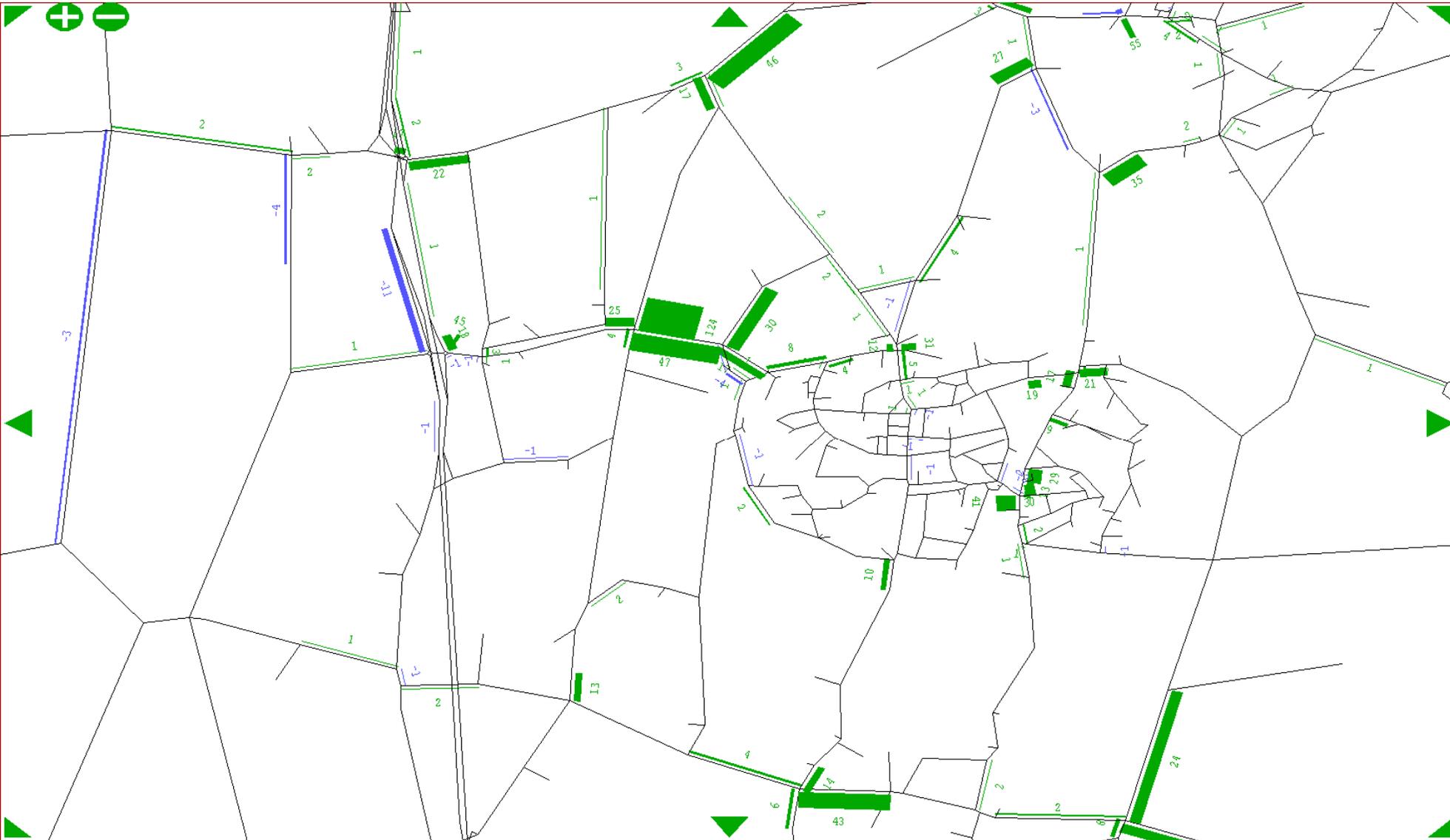
- Up X
- Down X
- Left X
- Right X
- Zoom (in) X
- Pan (out) X
- Move X

Xmin/max etc >

Previous windows:

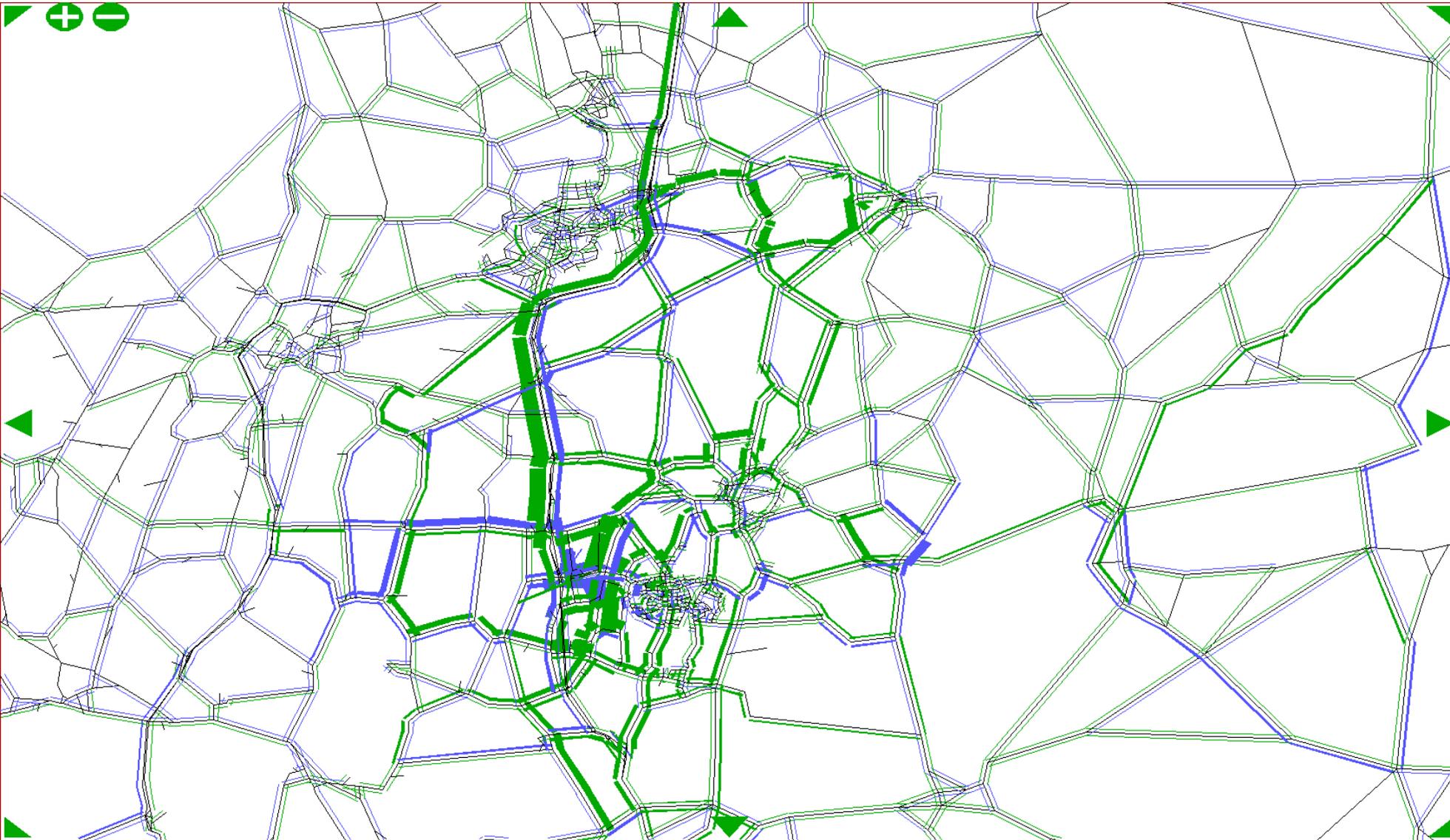
- Original saved before X
- Save window X
- last window X
- Wxy Output X
- wxY Input X
- l - Options X
- Q - Return
- + Menu bar!

# Sc4 AM Average Delay: Difference from Reference Case (seconds)



- Link Annotation Display Options:
- Display Mode
- Bandwidths ...with...
- Units = 10.00 /mm
- Toggle numer / geometric
- Annotate as space permit
- Numerical selection/truncation menu
- 2-way link annotation: Directional
- Bandwidth par
- Pen and/or range defs
- offset Gap = 1.0 mm
- Q - Return
- + Menu bar!

# Sc4 PM Traffic Demand Flow: Difference from Reference Case



General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.00

Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

Centre Window

Lines on edges included

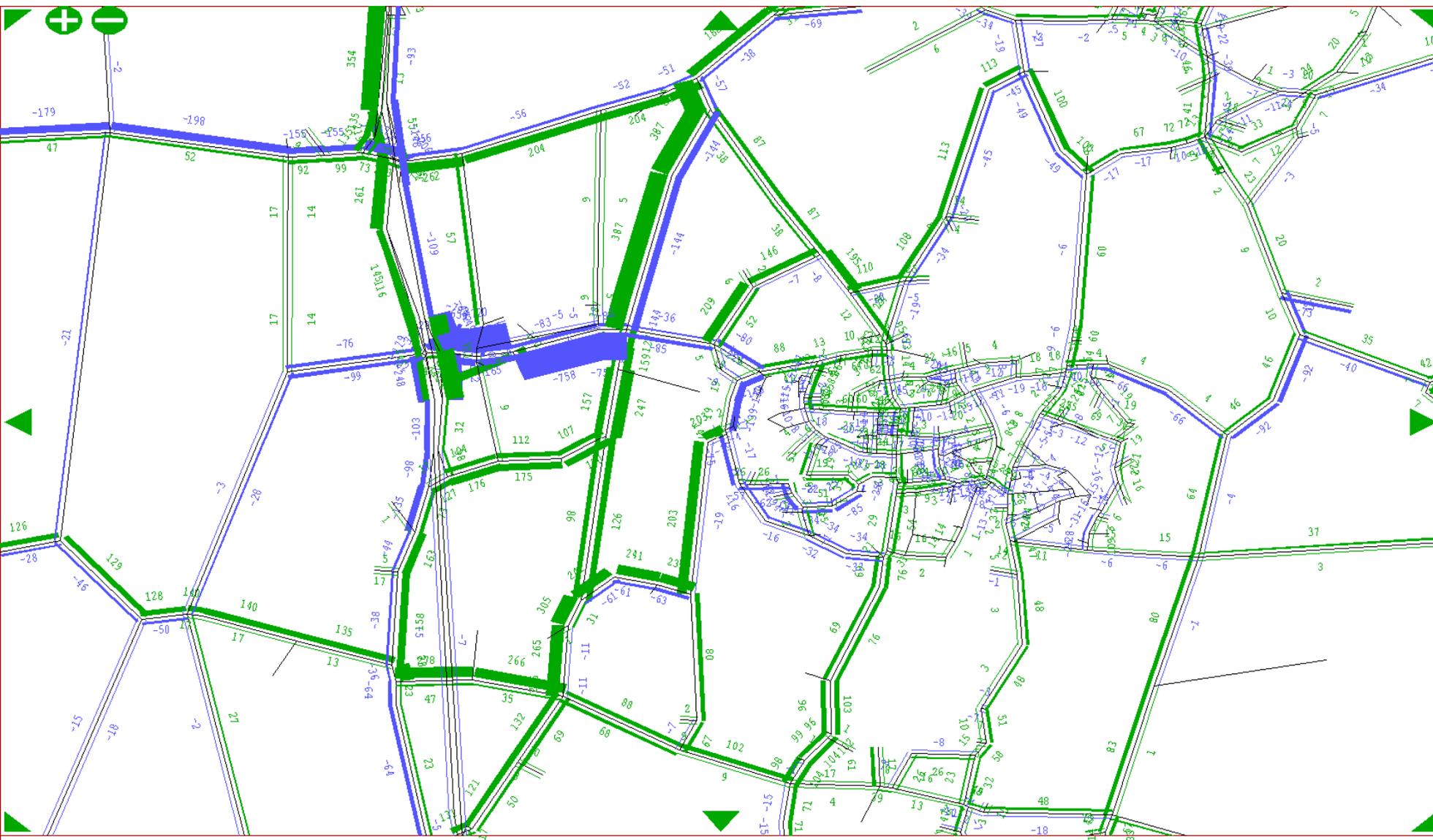
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

# Sc4 PM Traffic Demand Flow: Difference from Reference Case



Mid Sussex Strategic Transport Model 13- 5-19

- General Display Options:
- Border = 0. mm
  - LH Border = 0. mm
  - no Annot inside borders
  - Factor Char Sizes By: 0.80
  - Pen Menu
  - No Grid Line
  - XYUNIT = 1.0 M/KY
  - Centre Windo
  - Lines on edges included
  - Gen Params
  - Q - Return
  - + Menu bar!
  - See 11.6.8

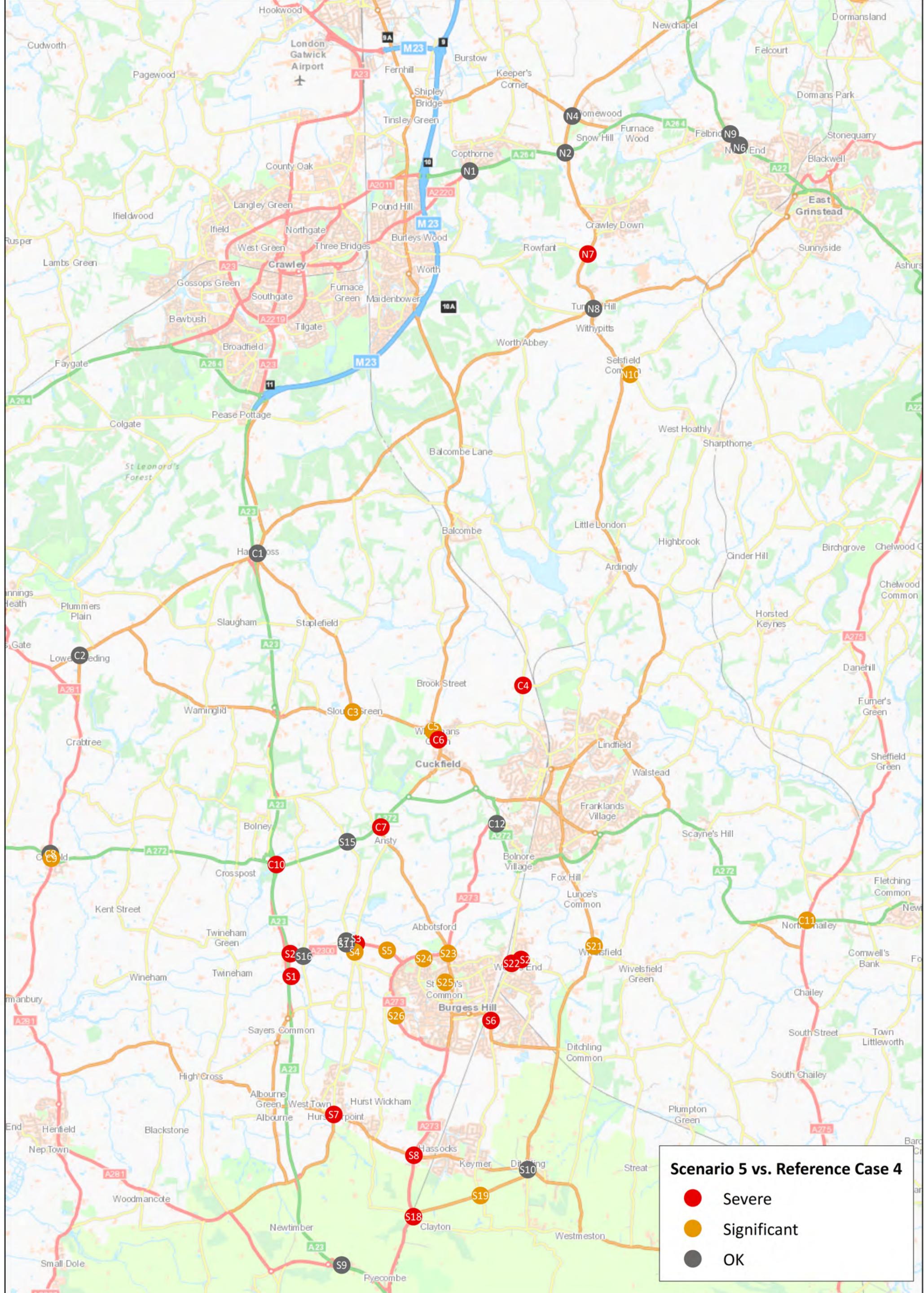






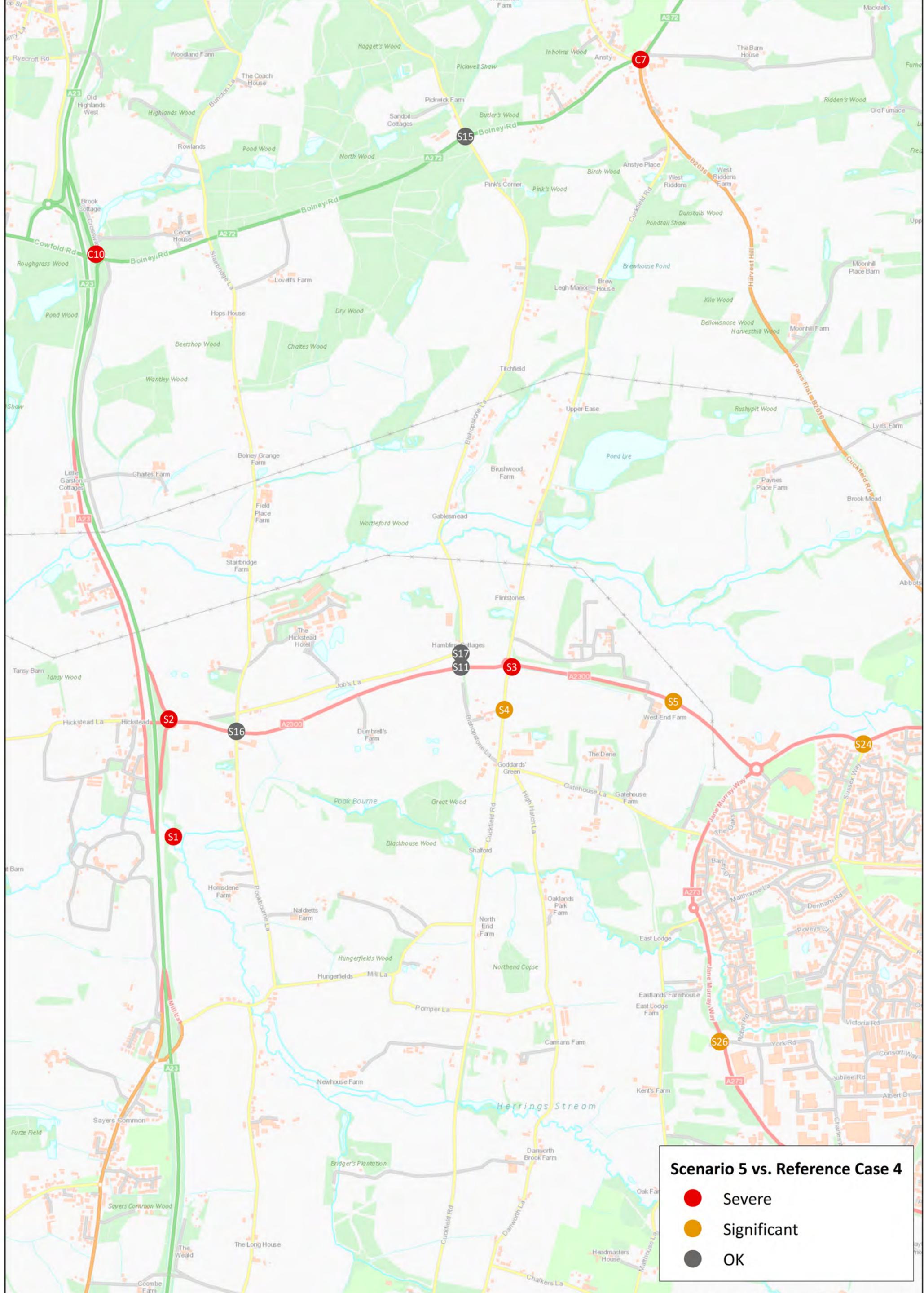


Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2017												2031 Reference Case												2031 Scenario 5											
ID	New ID	Area	Junction	Approach Arm	Junction Type	Identified MST5 Stage 3	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	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)	Roundabout		344	36	15	0	525	44	14	0	420	41	14	0	858	72	16	1	426	42	14	0	848	74	16	1									
1	N1	N1	A264 (E)	A264 (E)	2031 Scheme	AM Delay	781	61	13	0	1138	85	14	1	575	43	12	0	1121	88	16	2	652	49	12	0	1112	86	15	1									
1	N1	N1	Copthorne Hotel Access	Copthorne Hotel Access	2031 Scheme		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	N1	A2220 (S)	A2220 (S)	capacity increase		872	65	12	0	508	39	12	0	1093	73	12	0	766	61	12	0	1098	74	12	1	877	67	12	1									
1	N1	N1	A264 Copthorne Way (W)	A264 Copthorne Way (W)		PM Delay	1376	97	18	3	1173	75	10	0	1409	109	184	68	1220	78	11	1	1408	109	183	67	1254	82	11	1									
2	N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	Roundabout	AM Delay	171	25	5	0	467	64	7	0	223	11	4	0	728	35	4	0	252	13	4	0	764	37	4	0									
2	N2	N2	A264 Snow Hill (E)	A264 Snow Hill (E)	2031 Scheme		504	58	4	0	463	77	12	1	224	11	3	0	418	21	4	0	282	13	3	0	393	20	4	0									
2	N2	N2	B2028 Turners Hill Road (S)	B2028 Turners Hill Road (S)	2031 Scheme		384	51	0	0	369	58	7	0	667	31	3	0	331	16	4	0	681	95	20	3	317	27	3	0									
2	N2	N2	A264 Copthorne Common Road (W)	A264 Copthorne Common Road (W)	capacity increase		917	102	64	15	845	87	4	0	977	47	4	0	1131	53	3	0	970	46	4	0	1284	60	3	0									
3	N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	Roundabout	AM Delay	249	23	3	0	374	39	4	0	384	34	3	0	470	39	5	0	444	40	3	0	458	54	5	0									
3	N4	N4	B2037 Snow Hill (E)	B2037 Snow Hill (E)			449	43	4	0	101	11	4	0	524	51	4	0	71	10	5	0	505	51	5	0	71	10	5	0									
3	N4	N4	B2028 West Park Road (S)	B2028 West Park Road (S)	In Surrey		515	56	5	0	237	21	3	0	787	94	17	3	311	27	3	0	781	95	20	3	317	27	3	0									
3	N4	N4	B2037 Effingham Road (W)	B2037 Effingham Road (W)			176	19	4	0	655	61	4	0	215	23	4	0	926	82	5	0	233	25	4	0	973	85	5	0									
4	N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	Signalled T-Junction		723	46	9	1	856	58	11	2	734	47	6	1	932	62	11	2	760	49	6	1	963	62	10	2									
4	N6	N6	A22 (E)	A22 (E)	near 770 Imberhorne Lane		714	80	27	3	792	75	20	3	545	60	20	2	831	84	24	3	498	56	19	2	805	76	20	3									
4	N6	N6	Imberhorne Lane (S)	Imberhorne Lane (S)			366	48	18	1	183	32	19	1	548	71	23	2	315	54	24	1	625	81	28	3	367	62	26	2									
5	N7	Crowley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	Priority Junction		318	16	1	0	561	29	1	0	319	16	1	0	1006	50	2	0	358	18	1	0	1156	56	2	0									
5	N7	N7	B2028 Turners Hill Road (S)	B2028 Turners Hill Road (S)	near 852 Old Vicarage Field		268	13	1	0	195	10	1	0	541	25	1	0	199	10	1	0	563	25	1	0	245	12	1	0									
5	N7	N7	Wallage Lane	Wallage Lane			352	57	24	0	178	32	12	0	519	96	61	3	364	82	36	1	519	98	70	4	378	98	74	5									
6	N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	Crossroads		556	32	2	0	704	37	2	0	820	45	2	0	1326	67	3	0	860	47	2	0	1499	74	4	0									
6	N8	N8	B2110 East Street (E)	B2110 East Street (E)	near 852 Old Vicarage Field	AM Delay	387	92	29	3	387	101	76	8	424	115	326	34	313	107	209	17	431	117	379	39	297	108	223	17									
6	N8	N8	B2028 Selsfield Road (S) (priority)	B2028 Selsfield Road (S) (priority)	also Ref 116, 492, 553		803	41	2	0	688	36	2	0	1068	51	2	0	794	42	2	0	1103	51	2	0	834	44	2	0									
6	N8	N8	B2110 Paddockhurst Road (W)	B2110 Paddockhurst Road (W)			563	108	186	27	535	107	171	23	481	109	218	27	429	107	197	21	479	110	227	28	404	109	233	23									
25	N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)			676	61	15	2	609	65	21	3	587	107	229	23	580	101	110	5	598	108	248	26	593	102	135	9									
25	N9	N9	A22 Eastbourne Road (N)	A22 Eastbourne Road (N)			304	68	28	2	504	65	20	2	489	95	23	1	591	69	13	2	491	55	13	1	615	65	14	2									
25	N9	N9	A22 London Road (S)	A22 London Road (S)			1326	73	70	14	1112	68	47	4	1379	108	241	60	1234	98	87	11	1393	108	241	60	1243	98	111	20									
26	N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)			597	30	1	0	801	39	2	0	663	32	1	0	1082	52	2	0	668	32	1	0	1137	55	2	0									
26	N10	N10	Vowels Lane (E)	Vowels Lane (E)			183	37	7	0	177	40	9	0	311	55	6	0	304	82	24	2	325	59	7	0	327	88	29	2									
26	N10	N10	Selsfield Road (S)	Selsfield Road (S)			664	36	2	0	593	34	2	0	779	43	2	0	629	40	3	0	768	43	2	0	648	43	3	0									
<b>CENTRAL</b>																																							
7	C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	Priority Junction (B2PM RFC)		558	35	3	0	761	44	3	0	684	43	3	0	905	51	3	0	729	45	3	0	794	45	3	0									
7	C1	C1	B2114 (S) (priority)	B2114 (S) (priority)			332	17	1	0	130	7	1	0	399	20	1	0	138	7	1	0	396	20	1	0	142	7	1	0									
7	C1	C1	B2110 (W)	B2110 (W)			453	63	4	0	320	45	4	0	532	73	4	0	465	65	4	0	538	74	4	0	491	67	4	0									
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	Priority Junction	AM Delay	491	32	3	0	530	29	2	0	538	33	3	0	708	39	2	0	479	29	3	0	650	36	2	0									
8	C2	C2	B2110 Leechpond Hill (S)	B2110 Leechpond Hill (S)	In Horsham		253	13	1	0	162	8	1	0	197	10	1	0	251	12	1	0	180	9	1	0	258	13	1	0									
8	C2	C2	B2115 (W)	B2115 (W)			269	39	4	0	270	38	4	0	528	74	4	0	339	50	4	0	556	77	5	0	332	48	4	0									
9	C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	T-Junction		153	8	1	0	71	4	1	0	94	5	1	0	80	4	1	0	94	5	1	0	72	4	1	0									
9	C3	C3	B2114 (E) (priority)	B2114 (E) (priority)	AM RFC		639	30	1	0	477	24	1	0	823	34	1	0	514	25	1	0	875	35	1	0	606	29	1	0									
9	C3	C3	B2115 Sloughgreen Lane (W)	B2115 Sloughgreen Lane (W)			388	58	4	0	492	67	4	0	579	81	5	0	606	82	5	0	597	83	5	0	673	91	6	1									
10	C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	Priority Junction		465	24	1	0	651	33	1	0	544	28	1	0	813	39	1	0	554	28	1	0	842	39	2	0									
10	C4	C4	Copyhold Lane (E)	Copyhold Lane (E)	near 503 HH Golf Course		148	27	5	0	204	36	6	0	408	81	13	1	289	52	7	0	479	95	27	3	283	51	7	0									
10	C4	C4	Borde Hill Lane (S)	Borde Hill Lane (S)			707	40	2	0	368	23	2	0	990	54	3	0	533	34	3	0	982	52	3	0	595	38	3	0									
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	Roundabout		266	38	4	0	291	42	5	0	257	38	5	0	258	38	5	0	272	41	5	0	239	37	5	0									
11	C5	C5	B2036 (S)	B2036 (S)	near 479 Hanlye Lar	AM RFC	922	105	101	25	648	74	3	0	1046	111	202	51	667	74	3	0	1082	112	229	58	805	87	3	0									
11	C5	C5	B2114 Staplefield Road (W)	B2114 Staplefield Road (W)	near 503 HH Golf Course		540	70	5	0	562	68	4	0	673	83	5	0	685	82	4	0	691	84	5	0	745	90	6	1									
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	Mini-roundabout		711	89	5	0	795	95	6	1	814	103	97	22	878	106	131	31	835	105	103	24	911	111	224	53									
12	C6	C6	Ardingly Road (E)	Ardingly Road (E)	near 479 Hanlye Lar	AM Delay	431	56	4	0	451	64	6	0	761	37																							



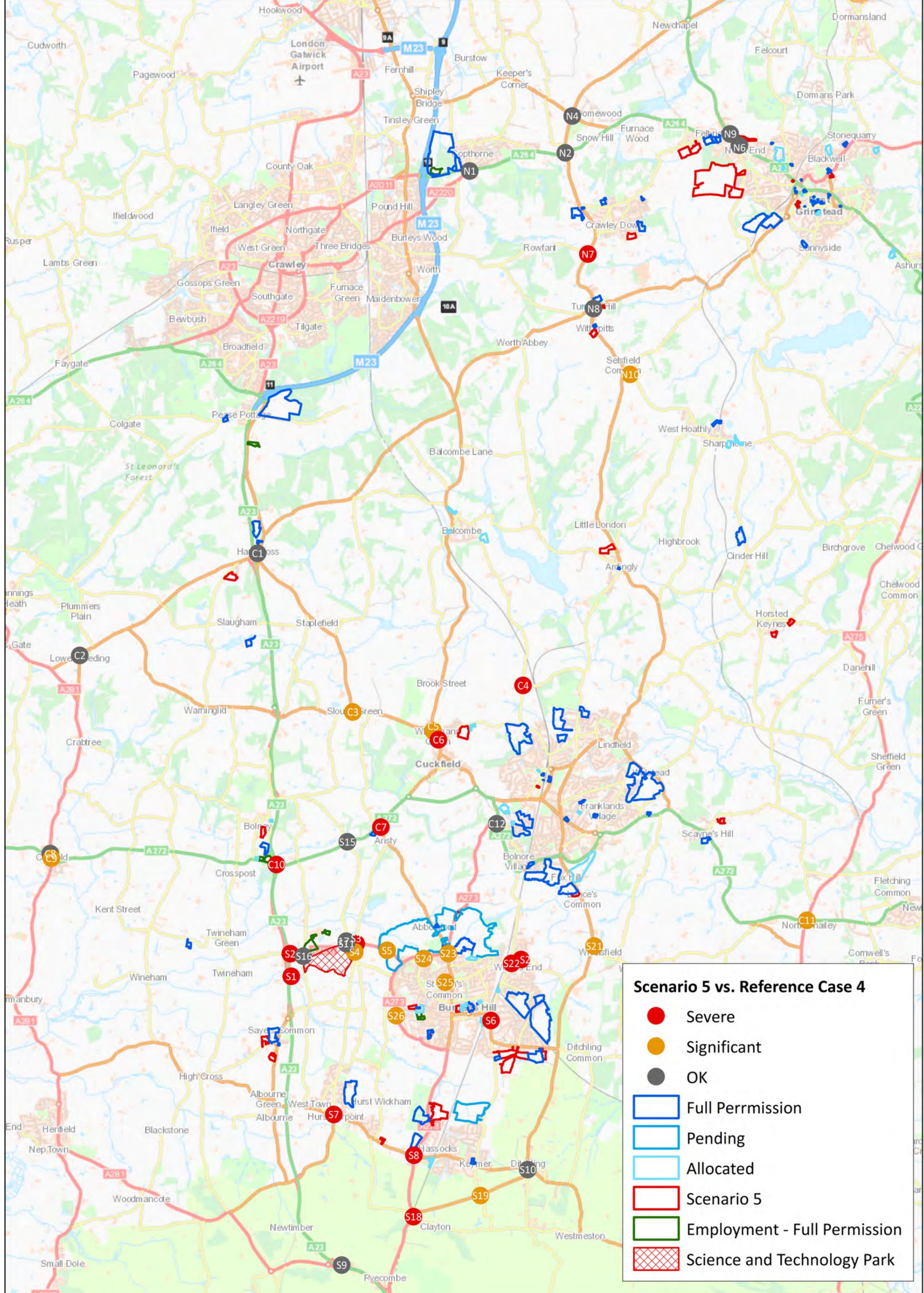
**Scenario 5 vs. Reference Case 4**

- Severe
- Significant
- OK



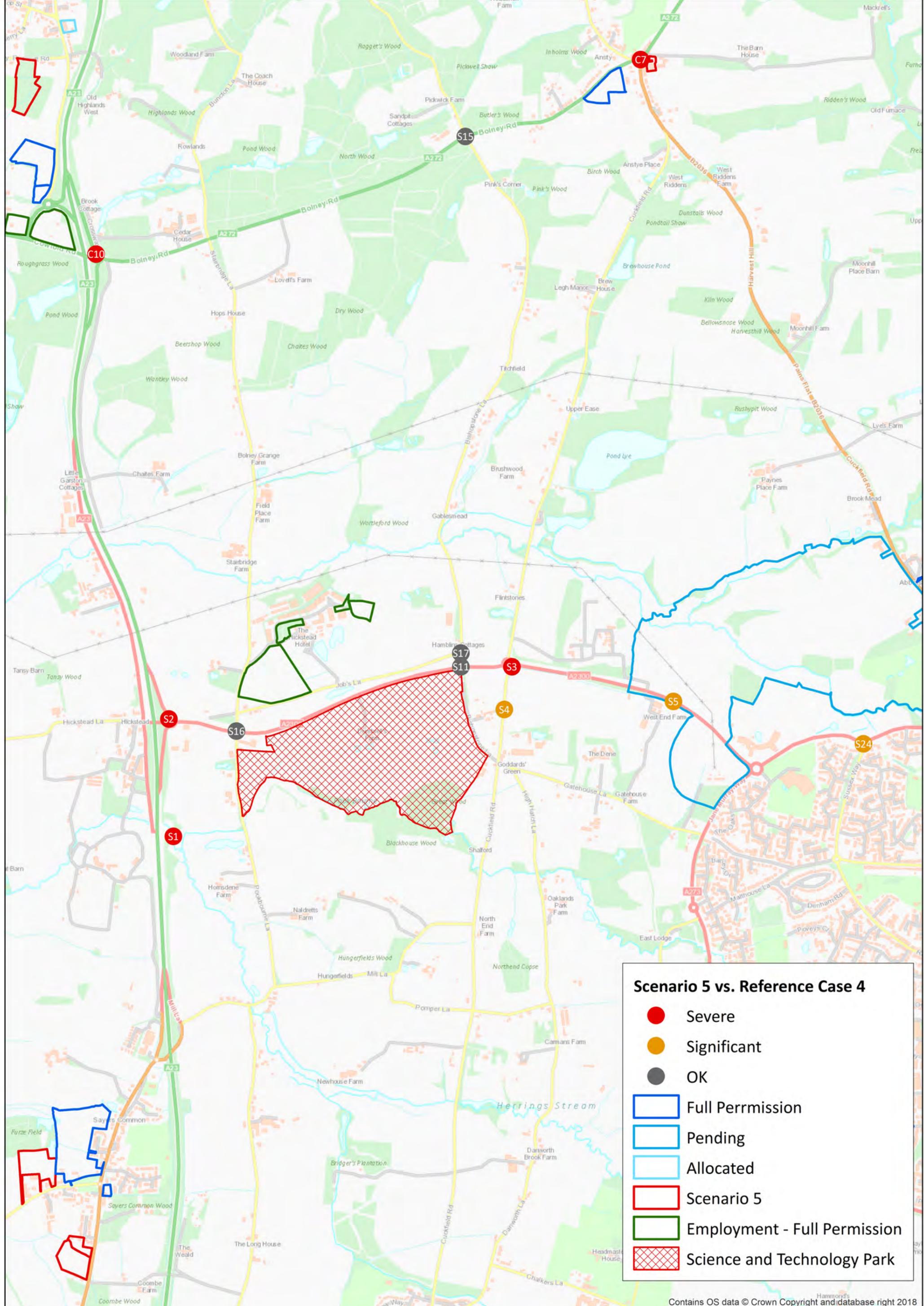
**Scenario 5 vs. Reference Case 4**

- Severe
- Significant
- OK



**Scenario 5 vs. Reference Case 4**

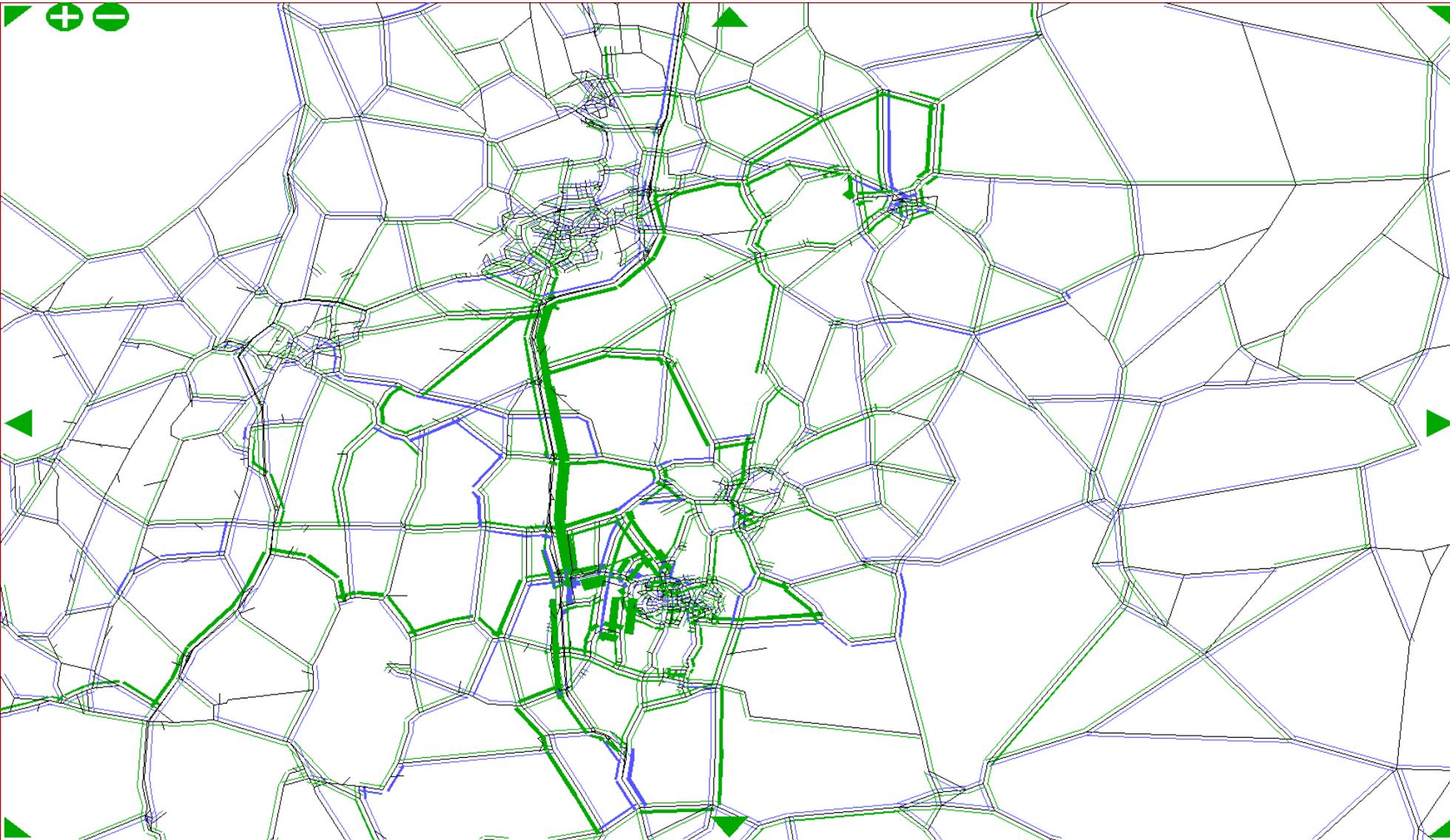
- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 5
- Employment - Full Permission
- Science and Technology Park



**Scenario 5 vs. Reference Case 4**

- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 5
- Employment - Full Permission
- Science and Technology Park

# Sc5 AM Traffic Demand Flow: Difference from Reference Case



General  
Display  
Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.00

Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

Centre Window

Lines on edges included

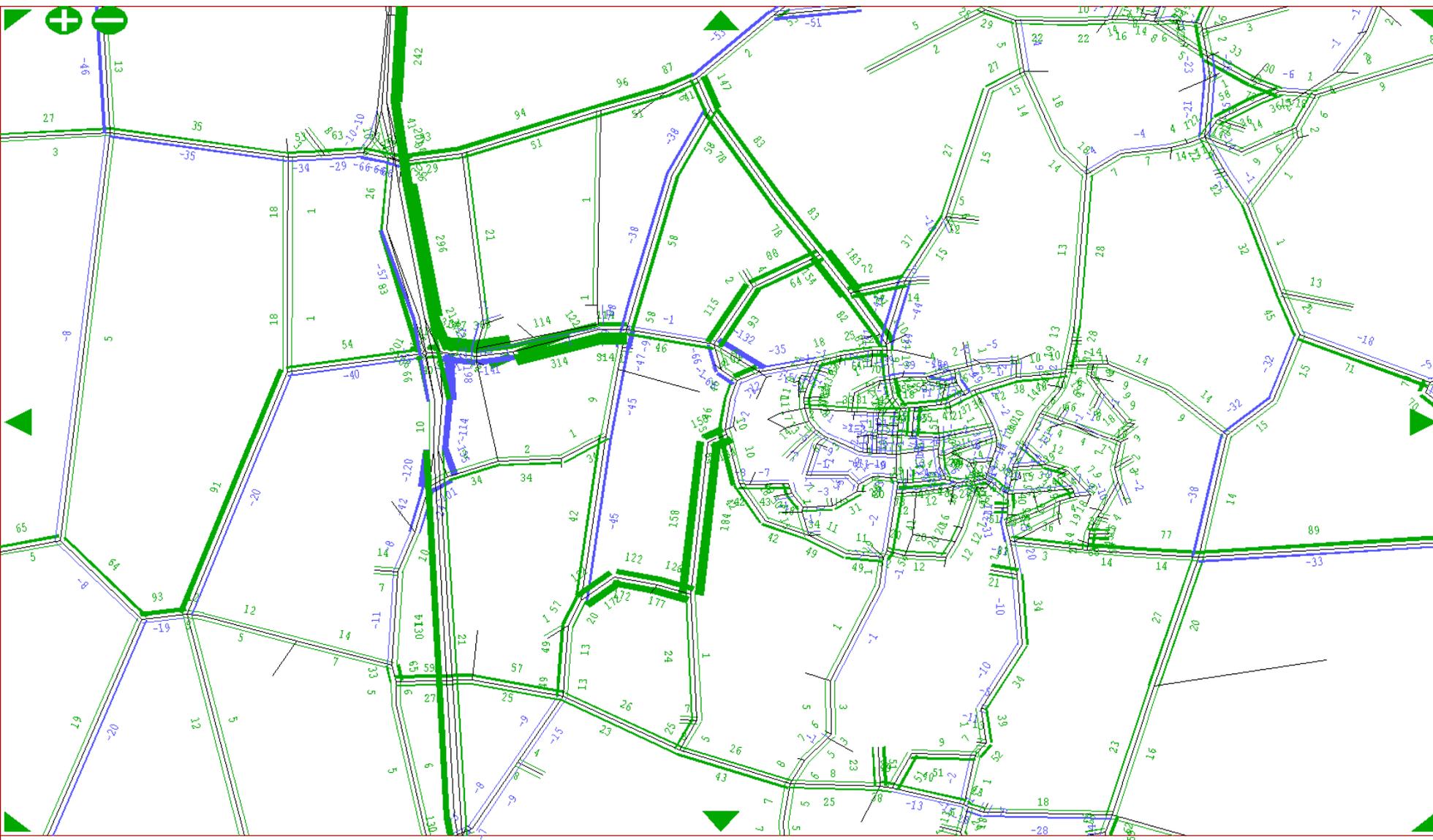
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

# Sc5 AM Traffic Demand Flow: Difference from Reference Case



Mid Sussex Strategic Transport Model 24- 4-19

General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.80

Pen Menu

No Grid Line

XYUNIT = 1.0 M/KY

Centre Window

Lines on edges included

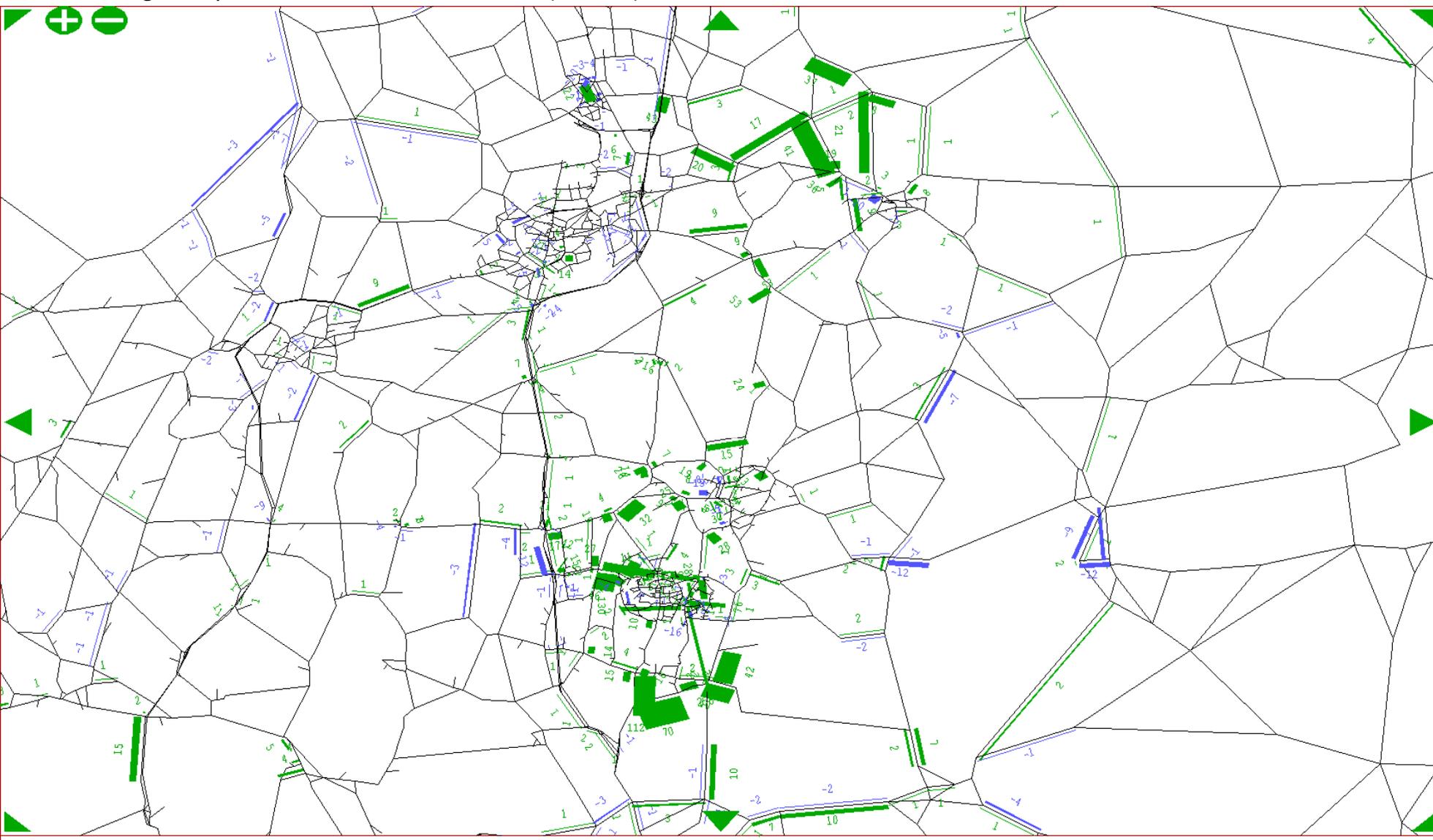
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

# Sc5 AM Average Delay: Difference from Reference Case (seconds)



Window Selection:

- Box
- drag
- scalE 2 pts
- set Centre

Full network

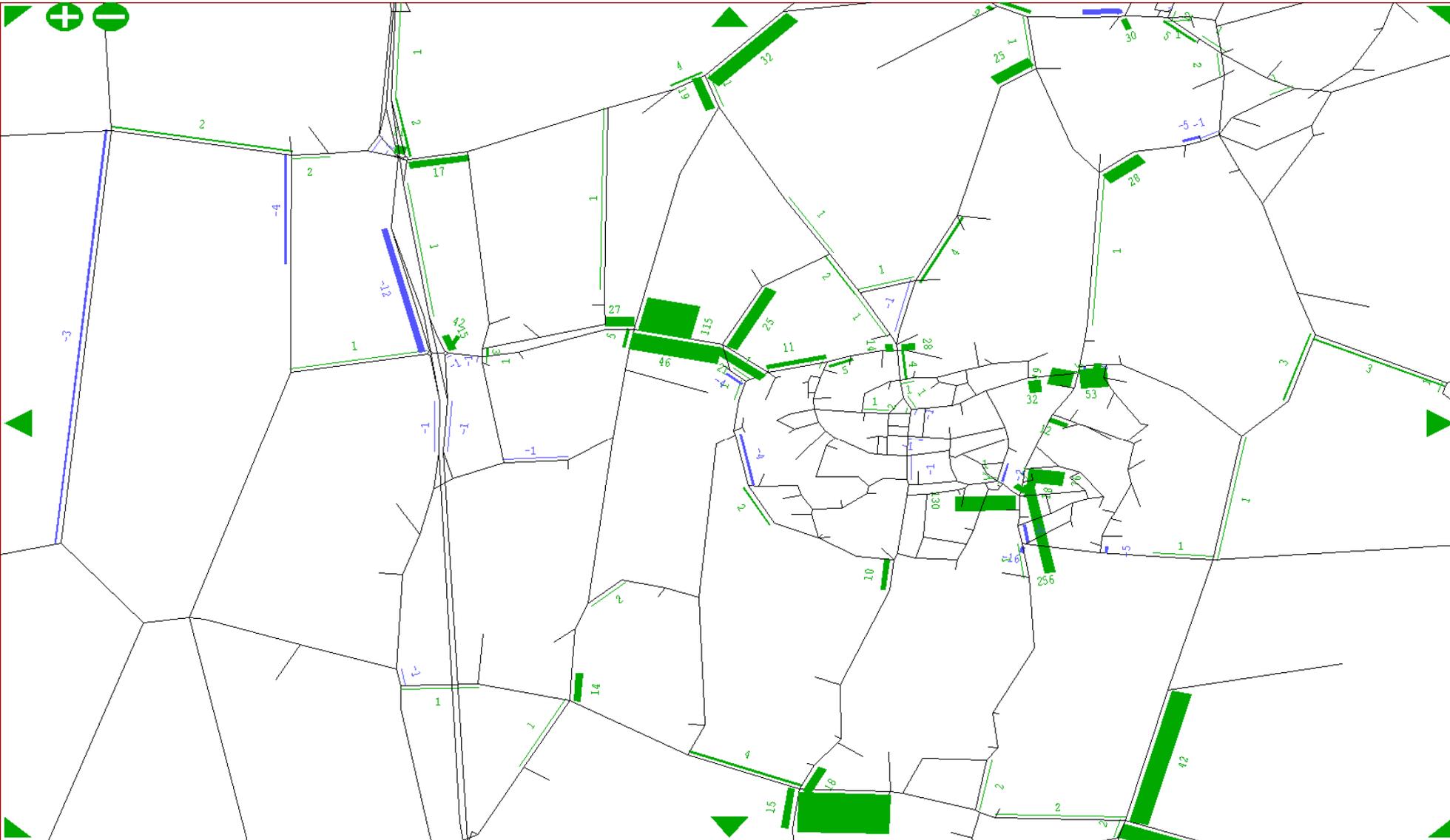
- Up
- Down
- Left
- Right
- Zoom (in)
- Pan (out)
- Move

Xmin/max etc

Previous windows:

- Original saved before
- Save window
- last window
- Wxy Output
- wxY Input
- l - Options
- Q - Return
- + Menu bar!

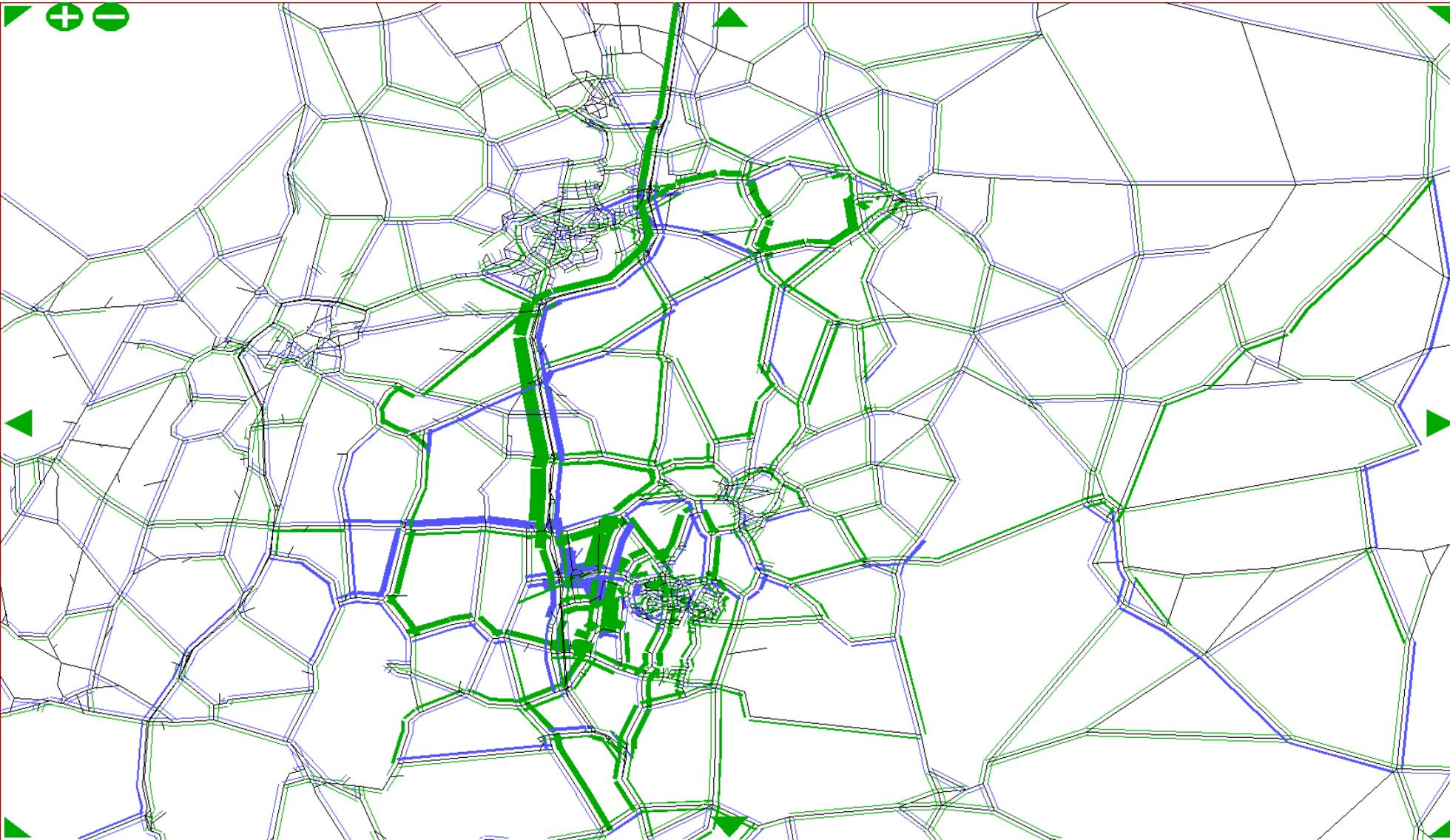
# Sc5 AM Average Delay: Difference from Reference Case (seconds)



Link Annotation Display Options:

Display Mode >  
Bandwidths ...with... ?  
Units = 10.00 /mm  
Toggle numer / geometric  
Annotate as space permit  
Numerical selection/truncation menu >  
2-way link annotation: Directional S  
Bandwidth par >  
Pen and/or range defs >  
offset Gap = 1.0 mm ?  
Q - Return  
+ Menu bar!

# Sc5 PM Traffic Demand Flow: Difference from Reference Case



General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.00

Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

Centre Window

Lines on edges included

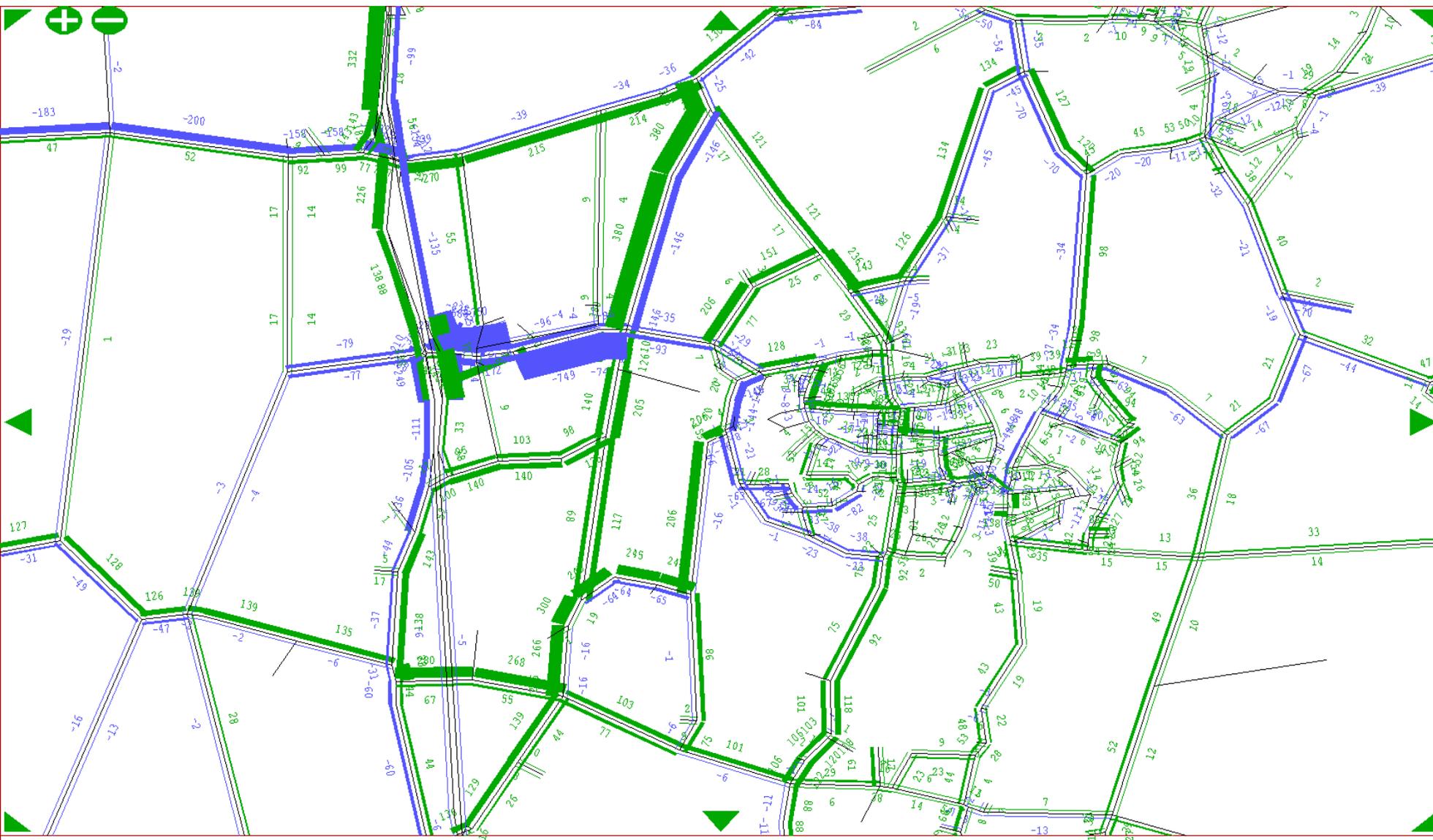
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

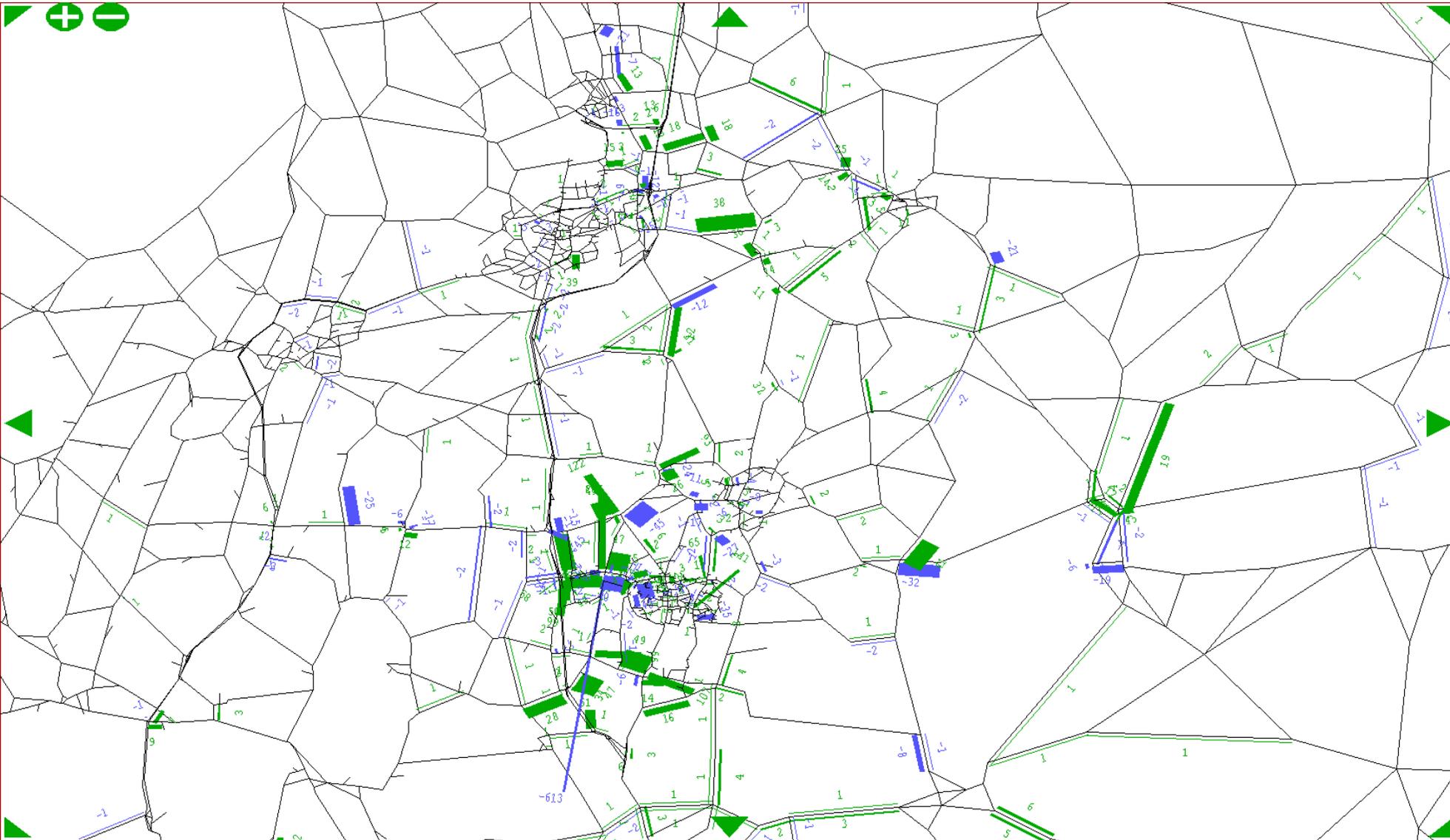
# Sc5 PM Traffic Demand Flow: Difference from Reference Case



Mid Sussex Strategic Transport Model 13- 5-19

- General Display Options:
- Border = 0. mm
- LH Border = 0. mm
- no Annot inside borders
- Factor Char Sizes By: 0.80
- Pen Menu
- No Grid Line
- XYUNIT = 1.0 M/KY
- Centre Windo
- Lines on edges included
- Gen Params
- Q - Return
- + Menu bar!
- See 11.6.8

# Sc5 PM Average Delay: Difference from Reference Case (seconds)



Window Selection:

- Box X
- drag X
- scale 2 pts X
- set Centre X

Full network X

- Up X
- Down X
- Left X
- Right X
- Zoom (in) X
- Pan (out) X
- Move X

Xmin/max etc >

Previous windows:

- Original saved before X
- Save window X
- last window X
- Wxy Output X
- wxy Input X
- 1 - Options X
- Q - Return
- + Menu bar!





## Mid Sussex Transport Study: Scenario 6 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

M23 - Impact of Scenario 6 v Reference Case 4
A23 - Impact of Scenario 6 v Reference Case 4
Overall

M23 - Impact of Reference Case 4 v 2017
A23 - Impact of Reference Case 4 v Base
Overall

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

##### Northbound

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
7	A23 - A272 ON to Jeremys Lane OFF
8	A23 - Jeremys Lane ON to B2115 OFF
9	A23 - B2115 ON to B2110 OFF
10	A23 - B2110 ON to J11 OFF
11	M23 - J11 ON - J10a ON
12	M23 - J10a ON to J10 OFF
13	M23 - J10 ON to J9 OFF
14	M23 - J9 ON to J8 OFF

##### Southbound

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
20	A23 - B2114 OFF to B2110 ON
21	A23 - B2110 ON to B2115 OFF
22	A23 - B2115 ON to Broxmead Lane OFF
23	A23 - Broxmead Lane OFF to A272 OFF
24	A23 - A272 ON to A2300 OFF
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

**Number of Sections with a NOTABLE FLOW INCREASE (29 in total)**

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

Scenario 6 v Reference 4	
AM	PM
0.69%	1.52%
2.17%	1.78%
1.76%	1.71%

Reference 4 v 2017	
AM	PM
20.48%	9.34%
24.74%	19.35%
23.56%	16.59%

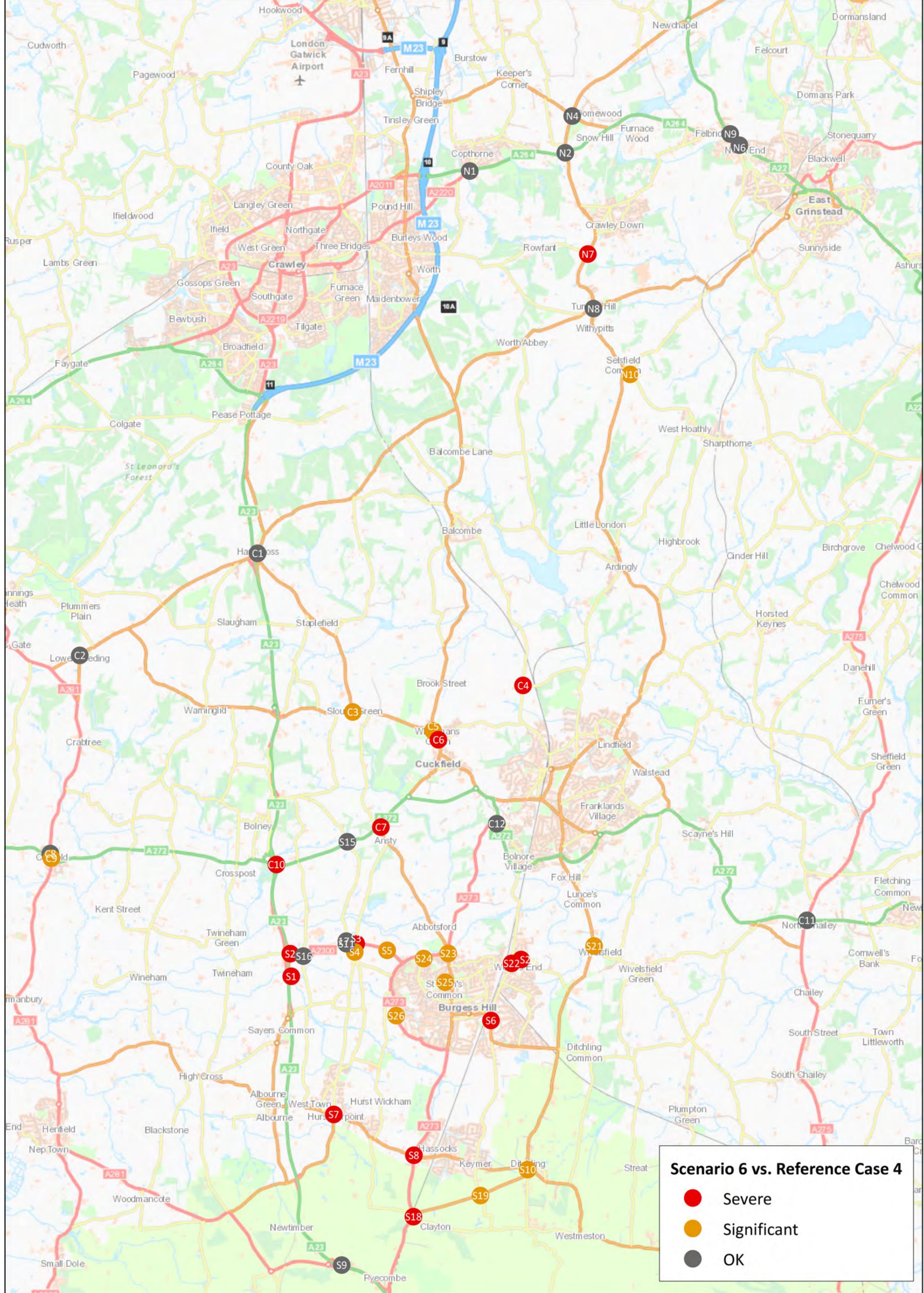
Scenario 6 v Reference 4	
AM	PM

	108 (3.2%)
	110 (3.5%)
112 (3.8%)	
	234 (7.1%)
	314 (9.7%)
	314 (9.7%)
	274 (8.4%)
	250 (7.2%)
	148 (4.6%)
	147 (4.1%)
	125 (3.5%)

157 (4.4%)	
140 (4.5%)	
191 (5.7%)	
259 (7.7%)	
259 (7.7%)	
302 (8.7%)	

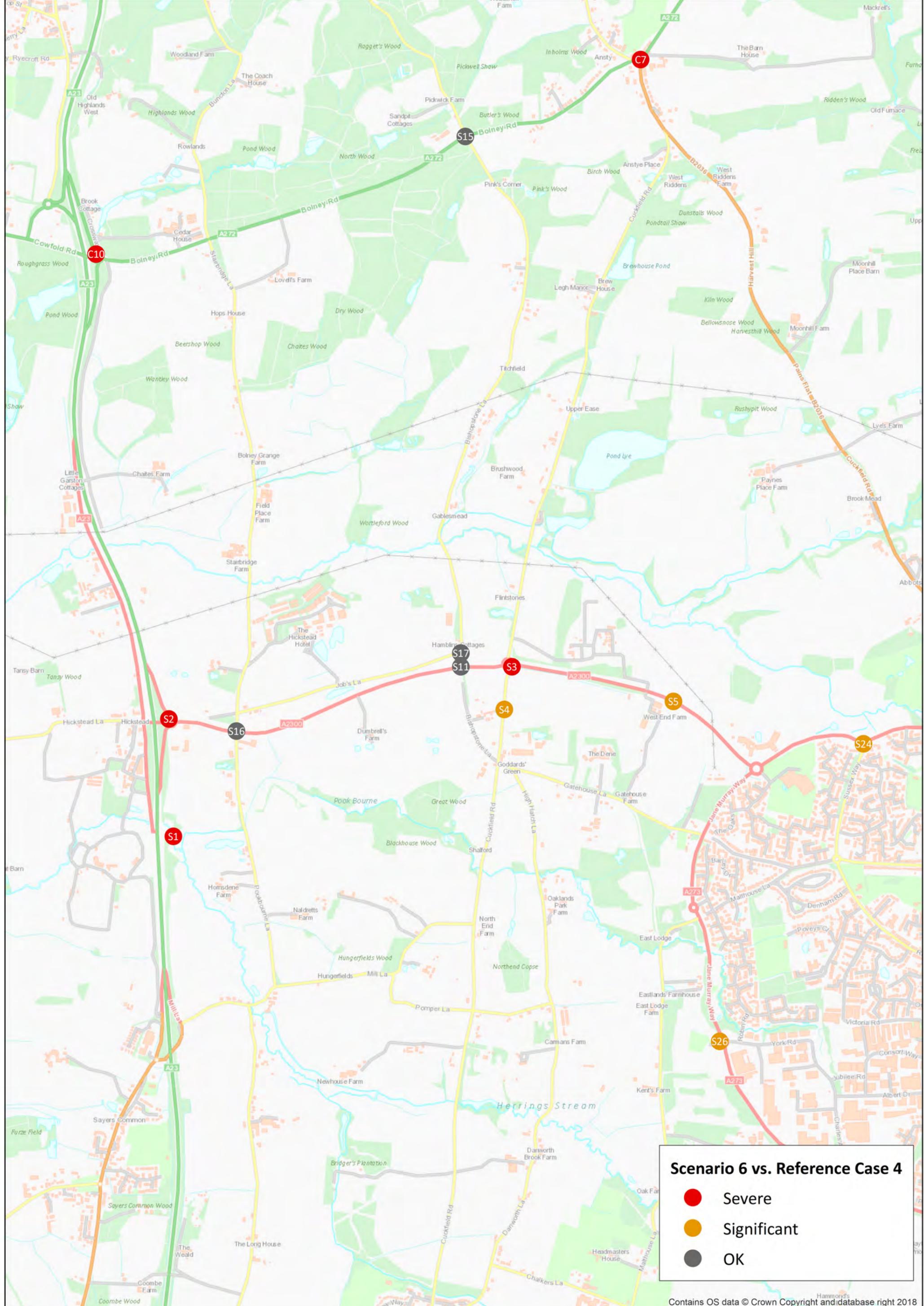
**7** **10**

Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2017													2031 Reference Case													2031 Scenario 6												
ID	New ID	Area	Junction	Approach Arm	Junction Type	Identified MST5 Stage 3	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)												
NORTH																																										
1	N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	Roundabout		344	36	15	0	525	44	14	0	420	41	14	0	858	72	16	1	425	42	14	0	850	74	16	1												
1	N1			A264 (E)			781	61	13	0	1138	85	14	1	575	43	12	0	1121	88	16	2	659	49	12	0	1114	86	15	1												
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	1093	73	12	0	766	61	12	0	1098	74	12	1	897	69	13	1												
1	N1			A264 Copthorne Way (W)			1376	97	18	3	1173	75	10	0	1409	109	184	68	1220	78	11	1	1410	109	182	67	1258	83	11	1												
2	N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	Roundabout	AM Delay	171	25	5	0	447	64	7	0	223	11	4	0	728	35	4	0	257	13	4	0	767	37	4	0												
2	N2			A264 Snow Hill (E)			508	58	4	0	461	77	12	1	224	11	3	0	418	21	4	0	291	14	3	0	397	21	4	0												
2	N2			B2028 Turners Hill Road (S)			384	51	0	0	369	58	7	0	67	3	16	0	316	16	4	0	687	33	3	0	351	17	4	0												
2	N2			A264 Copthorne Common Road (W)			917	102	64	15	845	87	4	0	977	47	4	0	1131	53	3	0	967	46	4	0	1304	61	3	0												
3	N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	Roundabout	AM Delay	249	23	3	0	374	39	4	0	384	34	3	0	470	54	5	0	433	39	3	0	458	54	5	0												
3	N4			B2037 Snow Hill (E)			449	43	4	0	101	11	4	0	524	51	4	0	71	10	5	0	489	50	5	0	71	10	5	0												
3	N4			B2028 West Park Road (S)			515	56	5	0	237	21	3	0	787	94	17	3	311	27	3	0	779	93	16	3	313	26	3	0												
3	N4			B2037 Effingham Road (W)			176	19	4	0	655	61	4	0	215	23	4	0	926	82	5	0	236	25	4	0	978	85	5	0												
4	N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)			723	46	9	1	856	58	11	2	734	47	6	1	932	62	11	2	763	49	6	1	965	62	10	2												
4	N6			A22 (E)			714	80	27	3	792	75	20	3	545	60	20	2	831	84	24	3	501	56	19	2	806	77	20	3												
4	N6			Imberhorne Lane (S)			366	48	18	1	183	32	19	1	548	71	23	2	315	54	24	1	625	81	28	3	365	62	26	2												
5	N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	Priority Junction		318	16	1	0	561	29	1	0	319	16	1	0	1006	50	2	0	361	18	1	0	1182	57	2	0												
5	N7			B2028 Turners Hill Road (S)			268	13	1	0	195	10	1	0	541	25	1	0	199	10	1	0	560	25	1	0	242	11	1	0												
5	N7			Wallage Lane			352	57	24	0	178	32	12	0	519	96	61	3	364	82	36	1	518	98	70	4	371	98	75	5												
6	N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	Crossroads		556	32	2	0	704	37	2	0	820	45	2	0	1326	67	3	0	862	48	2	0	1517	75	4	0												
6	N8			B2110 East Street (E)			387	92	29	3	387	101	76	8	424	115	326	34	313	107	209	17	430	118	380	39	295	108	226	17												
6	N8			B2028 Selsfield Road (S) (priority)			803	41	2	0	688	36	2	0	1068	51	2	0	794	42	2	0	1107	51	2	0	826	43	2	0												
6	N8			B2110 Paddockhurst Road (W)			563	108	186	27	535	107	171	23	481	109	218	27	429	107	197	21	479	109	227	28	401	109	235	23												
25	N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)			676	61	15	2	609	65	21	3	587	107	229	23	580	101	110	5	604	108	250	26	593	102	133	9												
25	N9			A22 Eastbourne Road (N)			304	68	28	2	504	65	20	2	489	95	73	1	591	89	13	2	491	95	13	1	617	65	14	2												
25	N9			A22 London Road (S)			1326	73	70	14	1112	68	47	4	1379	108	241	60	1234	98	87	11	1395	108	241	60	1242	98	114	21												
26	N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)			597	30	1	0	801	39	2	0	663	32	1	0	1082	52	2	0	674	33	1	0	1149	55	2	0												
26	N10			Vowels Lane (E)			183	37	7	0	177	40	9	0	311	55	6	0	304	82	24	2	329	59	7	0	334	50	33	3												
26	N10			Selsfield Road (S)			664	36	2	0	593	34	2	0	779	43	2	0	629	40	3	0	765	43	2	0	657	44	3	0												
CENTRAL																																										
7	C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	Priority Junction (B2PM RFC)		558	35	3	0	761	44	3	0	684	43	3	0	905	51	3	0	734	46	3	0	807	46	3	0												
7	C1			B2114 (S) (priority)			332	17	1	0	130	7	1	0	399	20	1	0	138	7	1	0	396	20	1	0	141	7	1	0												
7	C1			B2110 (W)			453	63	4	0	320	45	4	0	532	73	4	0	465	65	4	0	547	75	4	0	498	68	4	0												
8	C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	Priority Junction	AM Delay	491	32	3	0	530	29	2	0	538	33	3	0	708	39	2	0	479	29	3	0	651	36	2	0												
8	C2			B2110 Leechpond Hill (S)			253	13	1	0	162	8	1	0	197	10	1	0	251	12	1	0	177	9	1	0	259	13	1	0												
8	C2			B2115 (W)			269	39	4	0	270	38	4	0	528	74	4	0	339	50	4	0	554	77	4	0	334	49	4	0												
9	C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	T-Junction		153	8	1	0	71	4	1	0	94	5	1	0	80	4	1	0	93	5	1	0	72	4	1	0												
9	C3			B2114 (E) (priority)			639	30	1	0	477	24	1	0	823	34	1	0	514	25	1	0	880	35	1	0	603	28	1	0												
9	C3			B2115 Sloughgreen Lane (W)			388	58	4	0	492	67	4	0	579	81	5	0	606	82	5	0	598	82	5	0	677	91	6	1												
10	C4	Haywards Heath	Borde Hill Lane / Cophold Lane	Borde Hill Lane (N)	Priority Junction		465	24	1	0	651	33	1	0	549	31	1	0	813	39	1	0	567	28	1	0	841	39	2	0												
10	C4			Cophold Lane (E)			148	27	5	0	204	36	6	0	408	81	13	1	289	52	7	0	483	97	37	4	287	52	7	0												
10	C4			Borde Hill Lane (S)			707	40	2	0	368	23	2	0	990	54	3	0	533	34	3	0	991	53	3	0	582	37	3	0												
11	C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	Roundabout		266	38	4	0	291	42	5	0	257	38	5	0	258	38	5	0	273	41	5	0	242	38	5	0												
11	C5			B2036 (S)			922	105	101	25	648	74	3	0	1046	111	202	51	667	74	3	0	1088	112	232	58	801	86	3	0												
11	C5			B2114 Staplefield Road (W)			540	70	5	0	562	68	4	0	673	83	5	0	685	82	4	0	690	84	5	0	748	90	6	1												
12	C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	Mini-roundabout		711	89	5	0	795	95	6	1	814	103	97	22	878	106	131	31	835	105	106	24	918	112	231	55												
12	C6			Ardingly Road (E)			431	56	4	0	451	64	6	0	761	37	1	0	683	33	1	0	767	36	1	0	755	36	1	0												
12	C6			B2036 London Road (S)			795	103	67	15	467	59	4	0	838	115	293	61	524	64	5	0	883	117	327	70	630	75	5	0												
13	C7	Haywards Heath	A272 / B2036	A272 (E)	Mini-roundabout		708	92	8	1	811	102	51	11	859	101	39	9	879	105	118	26	863	103	74	17	830	102	66	14												
13	C7			B2036 (S)			620	89	10	1	384	55	5	0	764	101	33	6	393	44	4	0	810	101	42	9	796	93	12	2												
13	C7			A272 (W)			651	93	12	2	658	83	5	0	676	91	8	1	846	105	115	26	744	96	9	1	809	112	242	50												
14	C8	Cowfold	A281 North Junction, Cowfold	A281 (N)	(Double) Mini-roundabout		183	27	5	0	471	69	6	0	132	20	5	0	544	79	8	1	154	23	5	0	591	82	8	1												
14	C8			A281 (S)			771	92	4	0	795	101	38	8	873	100	11	2	765	100	23	4	861	99	8	1	803	100	26	5												
14	C8			A272 Station Road (W)			770	102	52	11	730	87	4	0	766	102	57	12	832	99	10	2	762	102	59	12	755	90	5	0												
15	C9	Cowfold	A281 South Junction, Cowfold	A281 (N)	(Double) Mini-roundabout		792	94	4	0	845	101	36	8	853	100	20	4	823	102	44	10	854	101	29	6	848	101	37	8												
15	C9			A272 Bolney Road (E)			818	97	6	1	859	100	11	2	890	101	30	7	840	93	4	0	893	101	27	6	884	99	12	2												
15	C9																																									



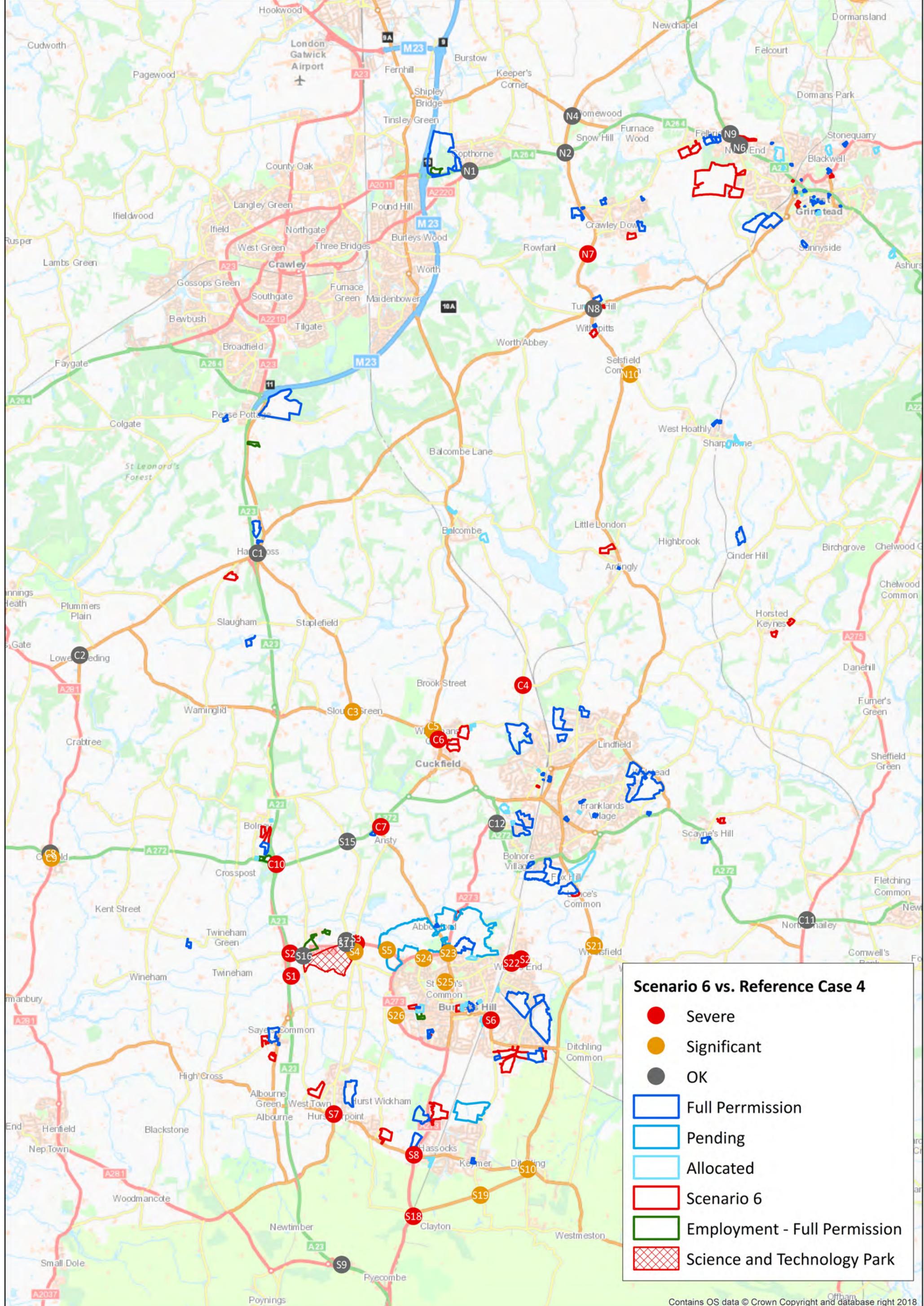
**Scenario 6 vs. Reference Case 4**

- Severe
- Significant
- OK



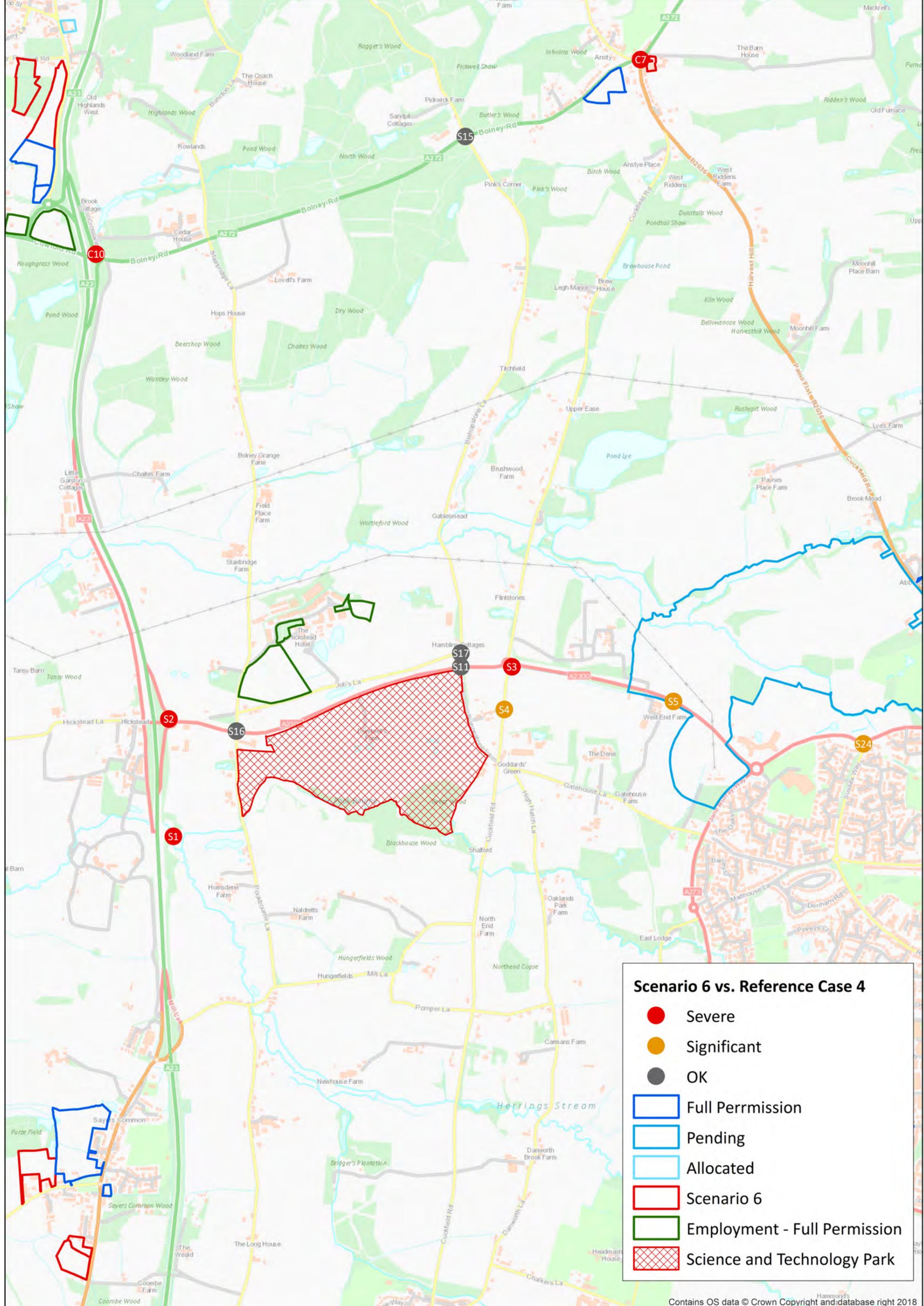
**Scenario 6 vs. Reference Case 4**

- Severe
- Significant
- OK



**Scenario 6 vs. Reference Case 4**

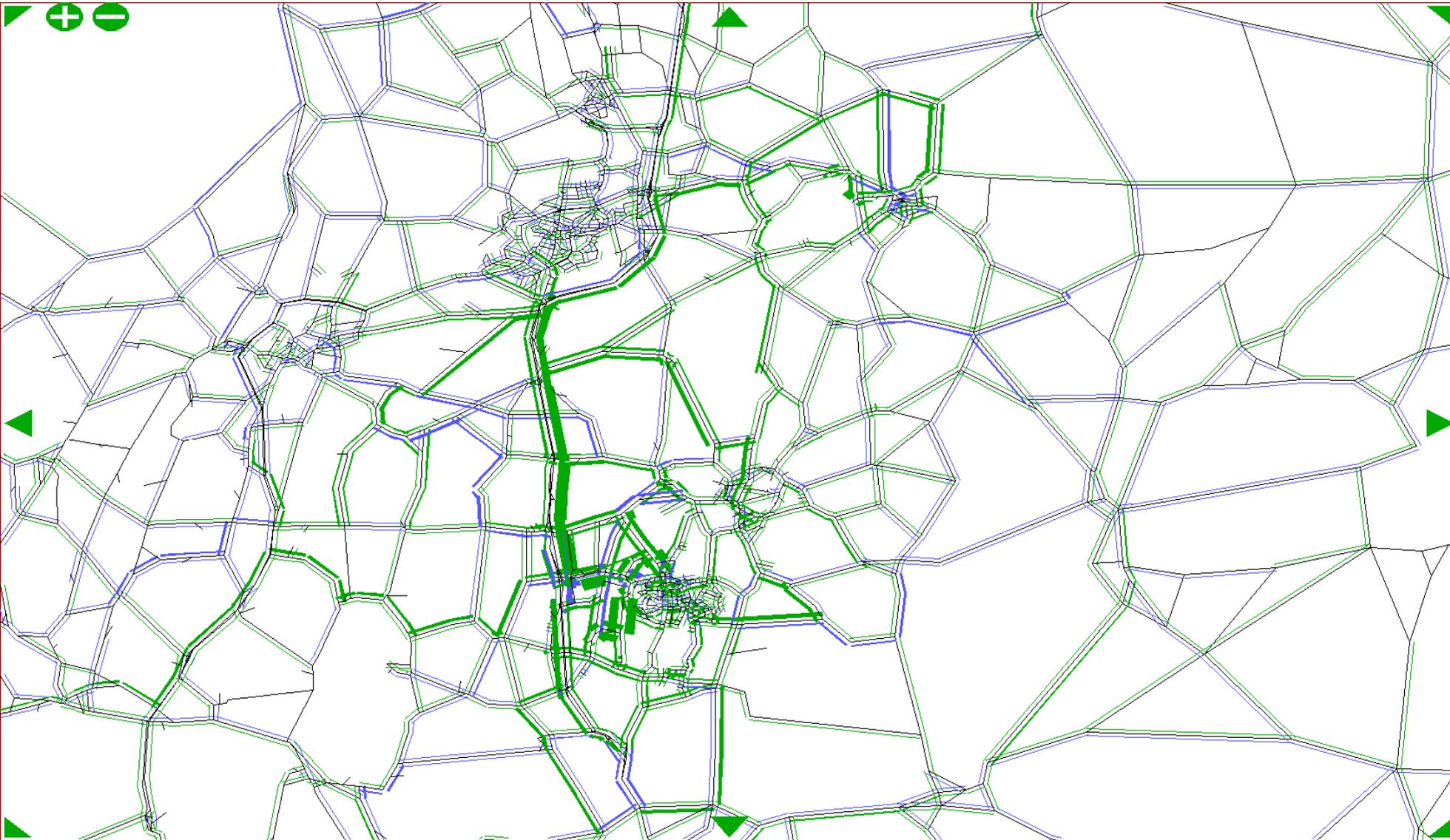
- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 6
- Employment - Full Permission
- Science and Technology Park



**Scenario 6 vs. Reference Case 4**

- Severe
- Significant
- OK
- Full Permission
- Pending
- Allocated
- Scenario 6
- Employment - Full Permission
- Science and Technology Park

# Sc6 AM Traffic Demand Flow: Difference from Reference Case



General Display Options:

Border = 0. mm ?

LH Border = 0. mm ?

no Annot inside borders ?

Factor Char Sizes By: 0.00 ?

Pen Menu >

No Grid Line >

XYUNIT = 1.0 M/XY ?

Centre Window ?

Lines on edges included ?

Gen Params >

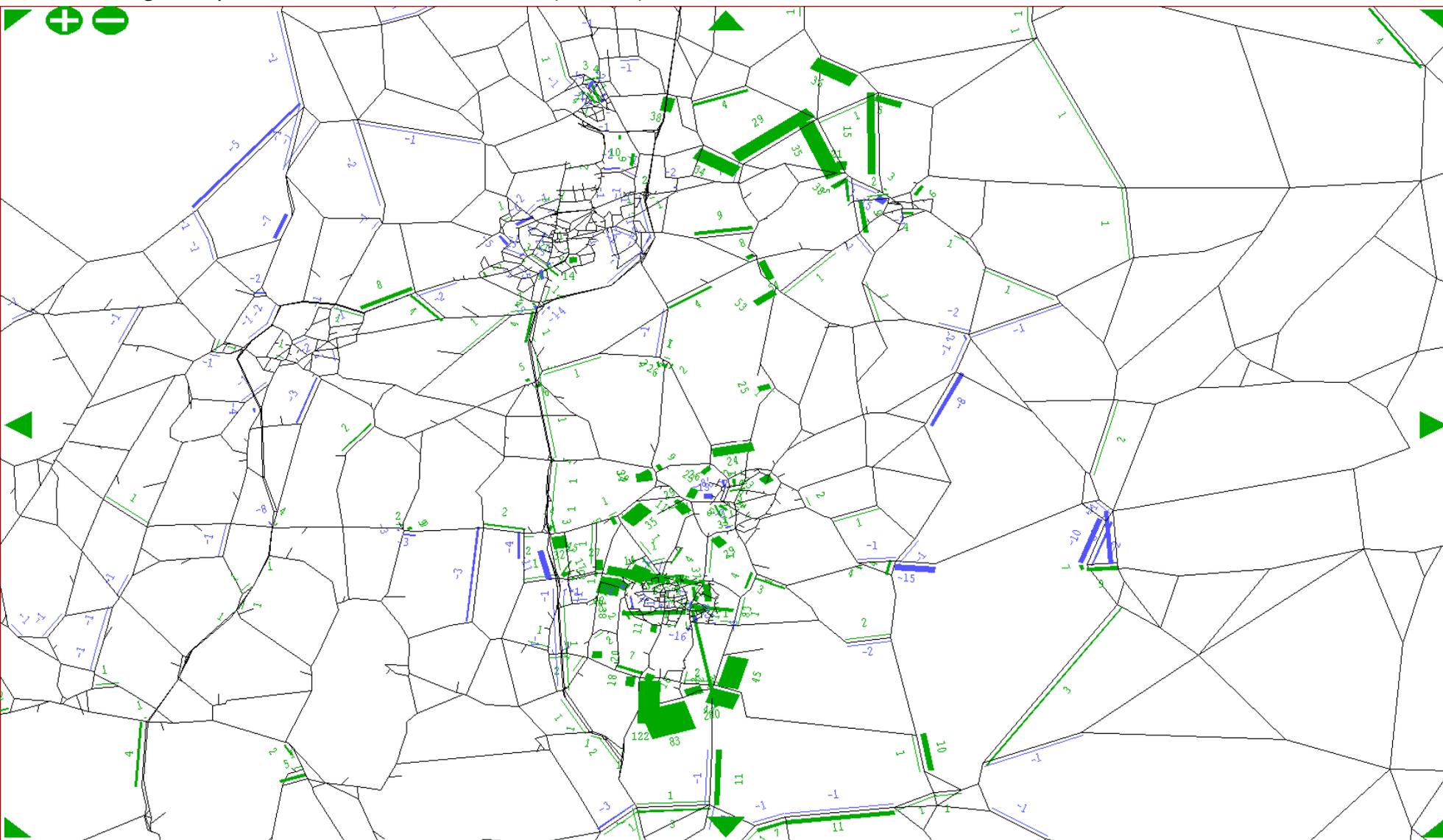
Q - Return

+ Menu bar!

See 11.6.8



# Sc6 AM Average Delay: Difference from Reference Case (seconds)



Window Selection:

- Box X
- drag X
- scale 2 pts X
- set Centre X

Full network X

Up X

Down X

Left X

Right X

Zoom (in) X

Pan (out) X

Move X

Xmin/max etc >

Previous windows:

Original saved before X

Save window X

last window X

Wxy Output X

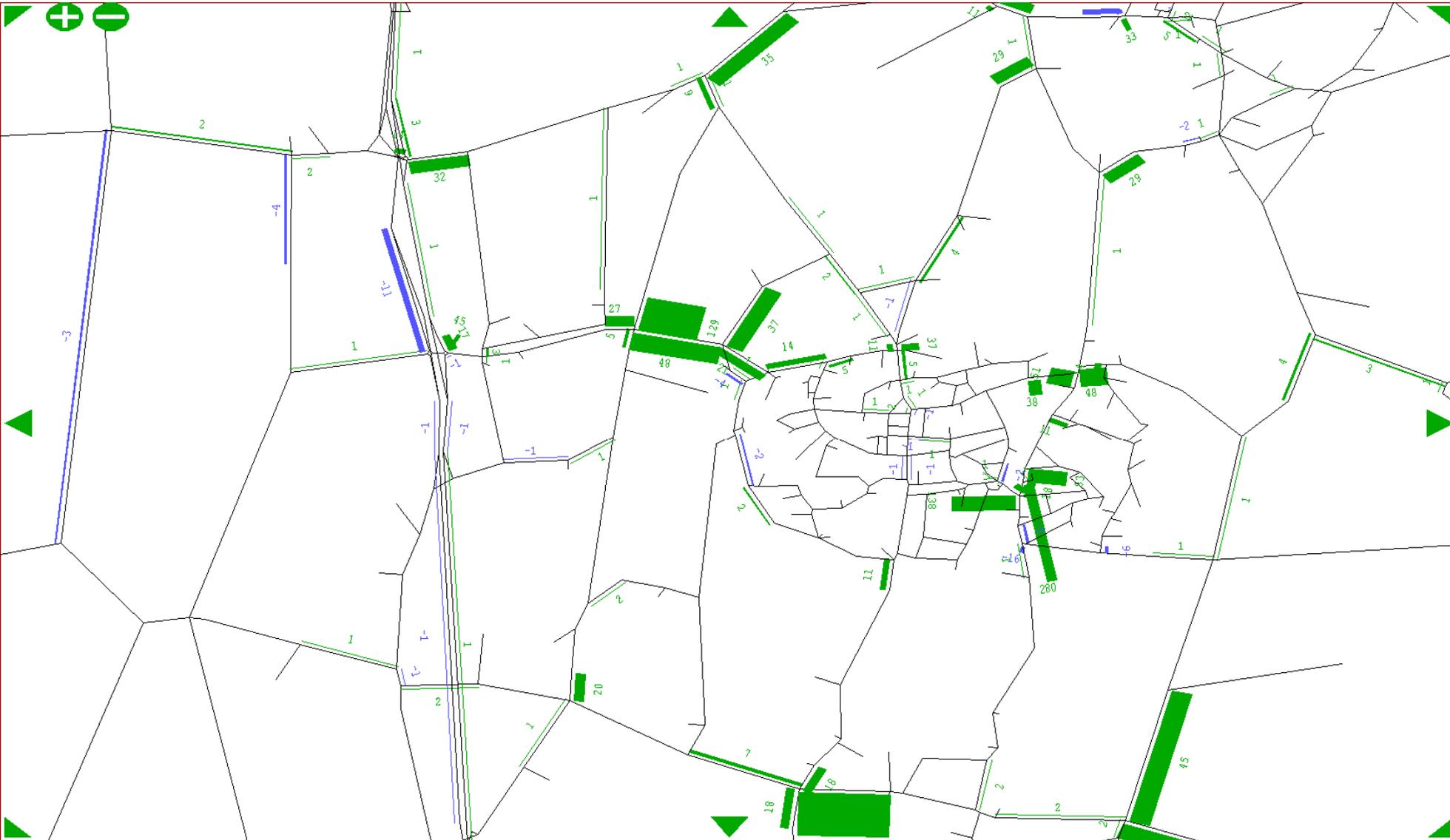
wxY Input X

l - Options X

Q - Return

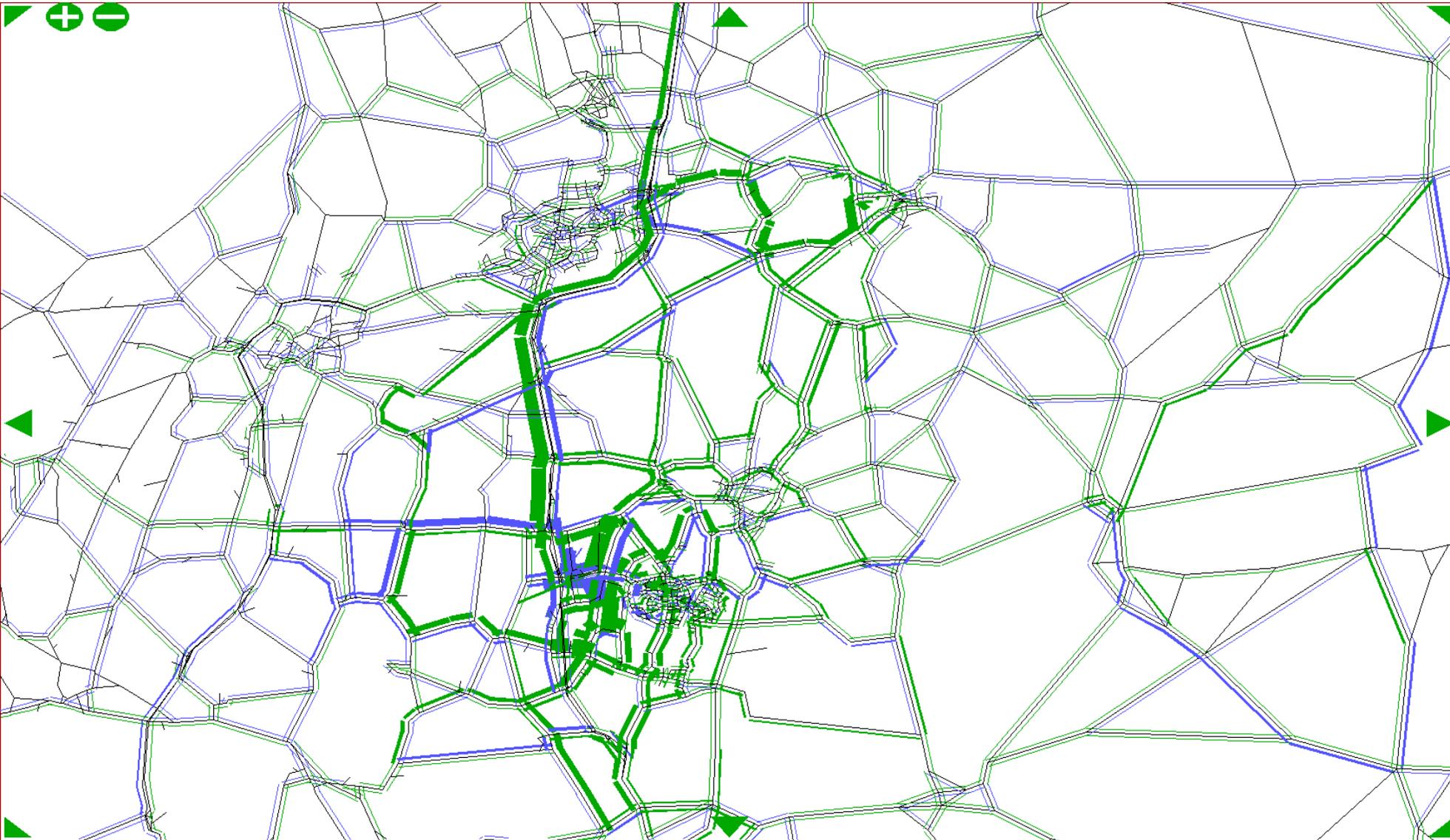
+ Menu bar!

# Sc6 AM Average Delay: Difference from Reference Case (seconds)



- Link Annotation Display Options:
- Display Mode
- Bandwidths ...with...
- Units = 10.00 /mm
- Toggle numer / geometric
- Annotate as space permit
- Numerical selection/truncation menu
- 2-way link annotation: Directional
- Bandwidth par
- Pen and/or range defs
- offset Gap = 1.0 mm
- Q - Return
- + Menu bar!

# Sc6 PM Traffic Demand Flow: Difference from Reference Case



General Display Options:

Border = 0. mm  
LH Border = 0. mm

no Annot inside borders

Factor Char Sizes By: 0.00

Pen Menu

No Grid Line

XYUNIT = 1.0 M/XY

Centre Window

Lines on edges included

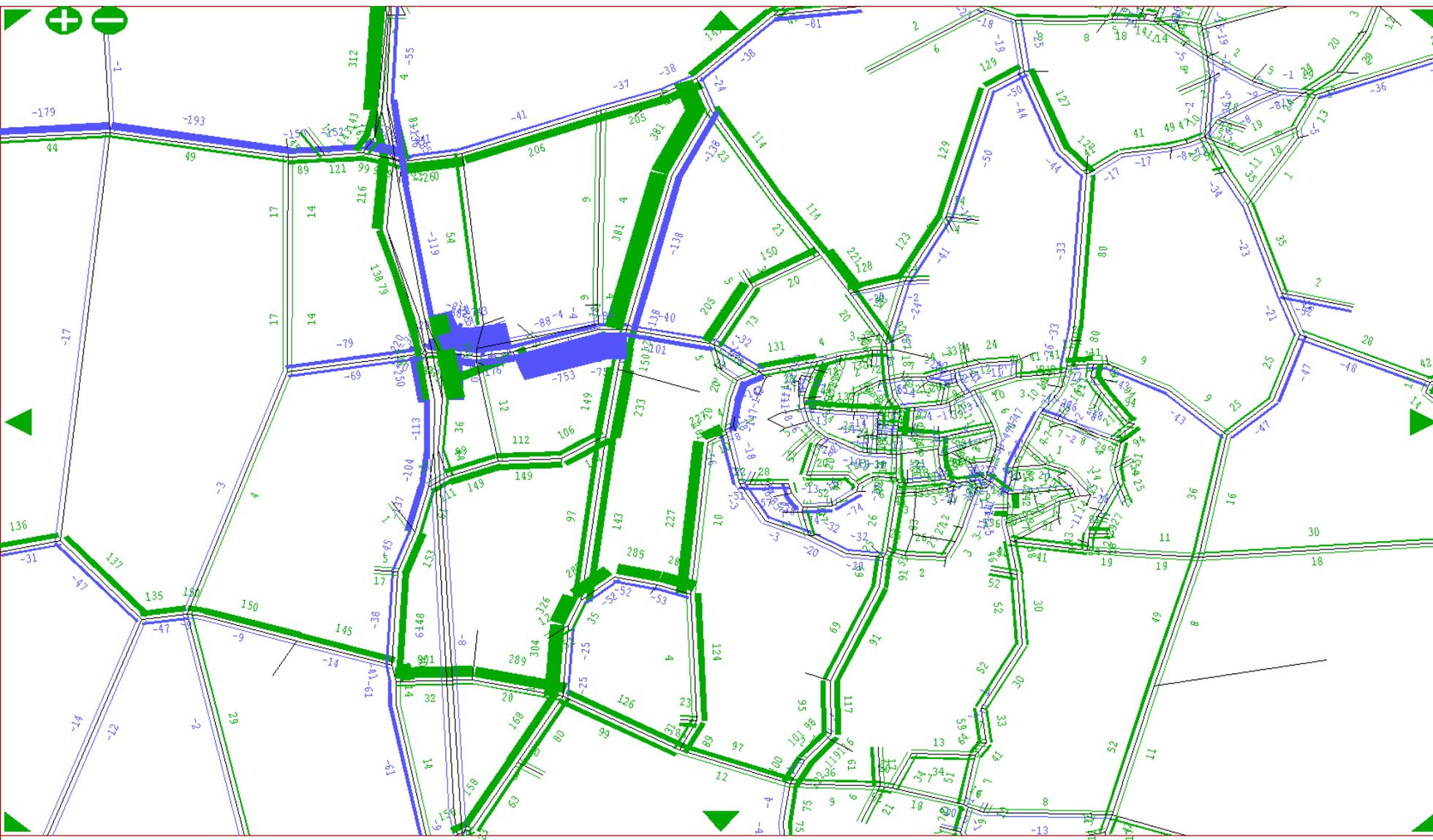
Gen Params

Q - Return

+ Menu bar!

See 11.6.8

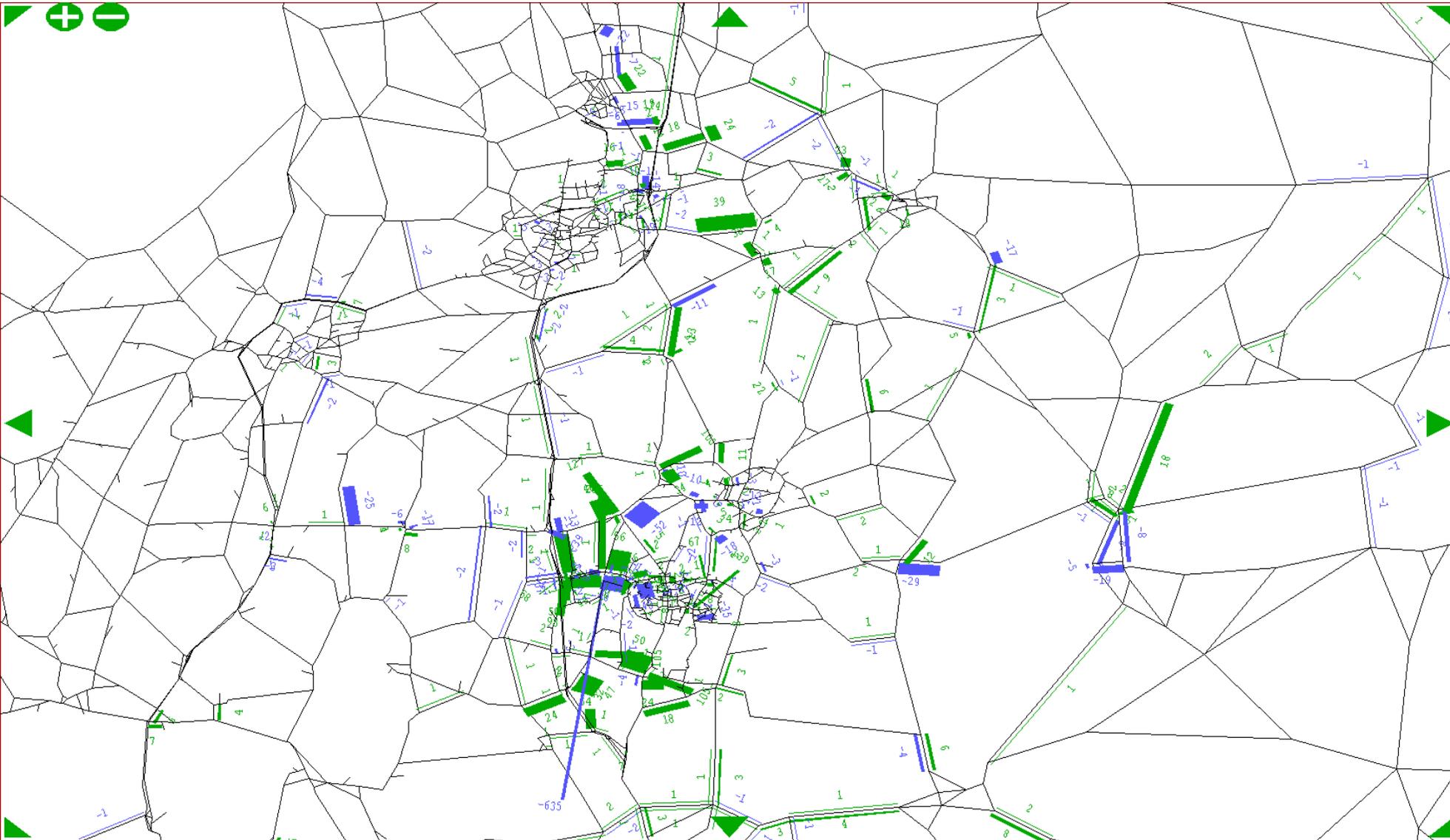
# Sc6 PM Traffic Demand Flow: Difference from Reference Case



Mid Sussex Strategic Transport Model 13- 5-19

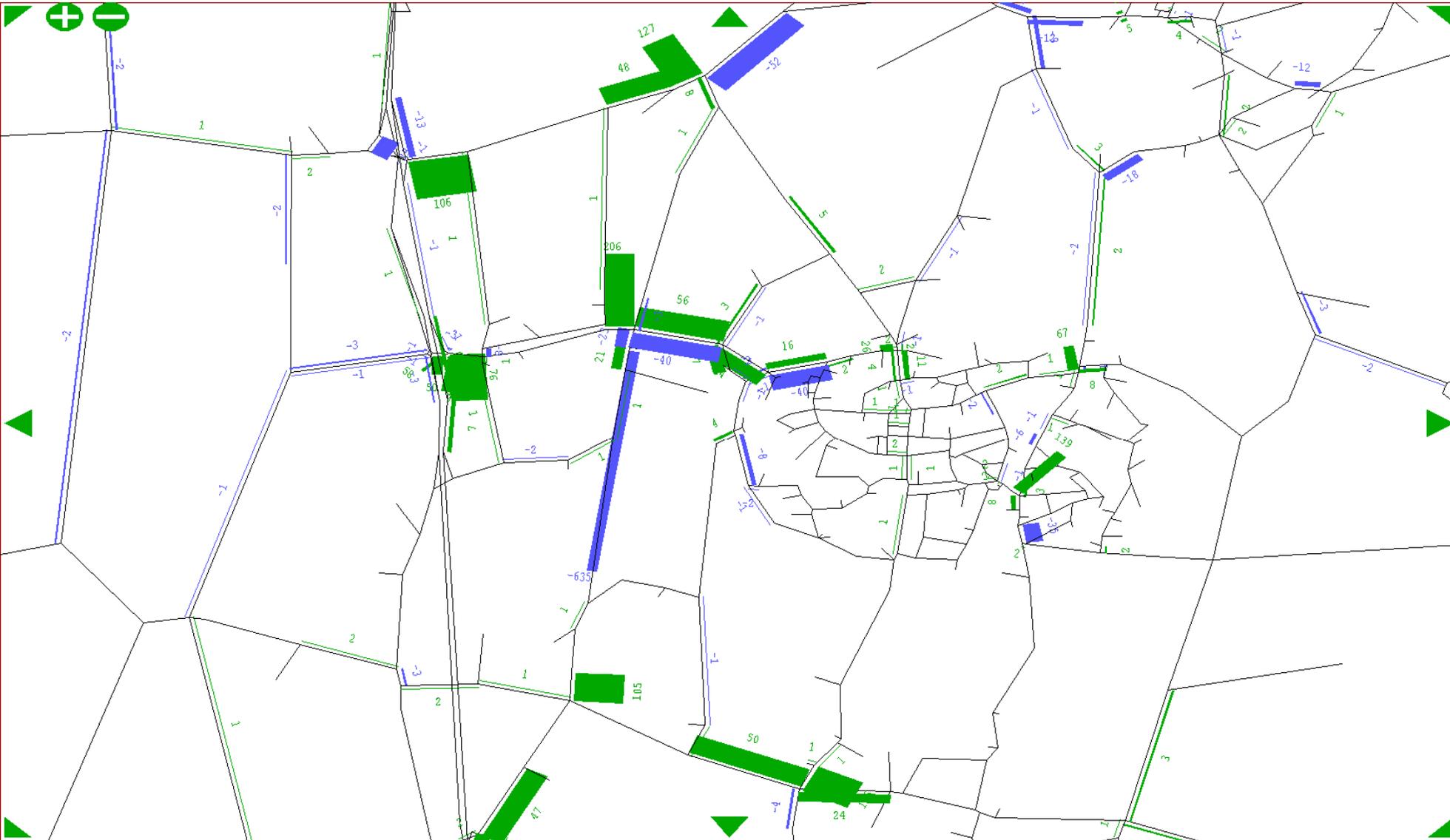
- General Display Options:
- Border = 0. mm
- LH Border = 0. mm
- no Annot inside borders
- Factor Char Sizes By: 0.80
- Pen Menu
- No Grid Line
- XYUNIT = 1.0 M/KY
- Centre Window
- Lines on edges included
- Gen Params
- Q - Return
- + Menu bar!
- See 11.6.8

# Sc6 PM Average Delay: Difference from Reference Case (seconds)



- Window Selection:
- Box
- drag
- scale 2 pts
- set Centre
- Full network
- Up
- Down
- Left
- Right
- Zoom (in)
- Pan (out)
- Move
- Xmin/max etc
- Previous windows:
- Original saved before
- Save window
- last window
- Wxy Output
- wxy Input
- 1 - Options
- Q - Return
- + Menu bar!

# Sc6 PM Average Delay: Difference from Reference Case (seconds)



- Link Annotation Display Options:
- Display Mode
- Bandwidths ...with...
- Units = 10.00 /mm
- Toggle numer / geometric
- Annotate as space permit
- Numerical selection/truncation menu
- 2-way link annotation: Directional
- Bandwidth par
- Pen and/or range defs
- offset Gap = 1.0 mm
- Q - Return
- + Menu bar!