MID SUSSEX TRANSPORT STUDY

TRANSPORT IMPACT OF *SITES DPD SCENARIO*

MODELLING REPORT

IDENTIFICATION TABLE	
Client/Project owner	Mid Sussex District Council
Project	Mid Sussex Transport Study
Study	Transport Impact of *Sites DPD Scenario*
Type of document	Modelling Report
Date	03/03/2020
File name	MSTS Sites DPD Scenario Final Report.docx
Reference number	107380

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APPENDICES

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 *Sites DPD (Development Plan Documents) Scenario*
- 2031 *Sites DPD Scenario* including potential mitigation schemes

1.2 Background to the Study

1.2.1 The District Plan was submitted to the Secretary of State in August 2016 and adopted on 28th March 2018.

1.2.2 The Inspector is satisfied that it is appropriate for the Plan to contain a stepped housing trajectory, taking place after year 2023/24,at 876 dpa for the period up to 2023/24, and subsequently 1,090 dpa to 2031. Effectively this means MSDC have an agreed Plan at 876 dpa for the period to 2023/24 - with any subsequent increase primarily subject to the findings of Habitats Regulation Assessment at the higher level of development to assess the transport impact of the Plan on the Ashdown Forest.

1.2.3 The additional housing requirement was agreed up to 2031 plan period based on 1,090dpa, subject to further transport modelling work that is required to test the impact of the residual housing requirement on the highway network.

1.3 Highway Model

1.3.1 The Mid Sussex Strategic Highway Model (MSSHM) was produced in accordance with standard good practice as set out in the Department for Transport's (DfT) transport analysis guidance (TAG) , in particular TAG unit M3-1 Highway Assignment Modelling, (January 2014). As such, the approaches to data processing, matrices and network production, along with model calibration are consistent with those of similar strategic highways models.

1.3.2 The model production made appropriate use of existing data and existing models in the area. A very small programme of surveys was undertaken to fill in some gaps in data.

1.4 Transport Study

1.4.1 The impact on the highway network of the agreed 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.

1.4.2 Where junctions are assessed to be adversely impacted by the developments, mitigation schemes are devised and tested. These mitigations aim to remove all 'severe' impacts.

1.4.3 Further parallel work is also being undertaken to:

- Undertake environmental impact and road safety impact analysis to comply with National Planning Practice Guidance on transport evidence bases in plan making. This work is undertaken for the *Sites DPD Scenario* as part of the Mid Sussex Transport Study to inform the proposed submission (Regulation 19) Site Allocations Development Plan Documents (DPD).
- Undertake air quality modelling and ecological interpretation for Habitats Regulations Assessment to test the impact of traffic, as a result of proposed development, on the Ashdown Forest Special Area of Conservation. This will be based on the outputs of the Mid Sussex Transport Study.

1.5 Scenario's Tested

1.5.1 A series of 2031 Development Scenarios have been refined over a number of iterations (reports for Development Scenarios 1 – 8 are available on the Site Allocations DPD Evidence Library). The *Reference Case* Scenario has also been updated. The *Sites DPD Scenario* represents a refined scenario as part of the Council's plan making process, including sustainability appraisal, to help inform preparation of the Draft Site Allocations DPD and select a preferred option.

1.5.2 The *Reference Case* represents the road network in 2031, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the Development Scenarios.

1.5.3 The *Sites DPD Scenario* builds on the *Reference* Case and assesses proposed Local Plan development and supporting infrastructure in 2031. It includes:

- 22 housing development sites
  (there are 21 additional to the *Reference Case* due to SA24 being committed); and
- 8 additional employment sites including a science and technology park
  (subsequently referred to as the S&T park) north of the A2300 near Burgess Hill

1.5.4 Where junctions are assessed to be adversely impacted by the developments, a set of appropriate sustainable measures and highway mitigation schemes are proposed and tested. These mitigations aim to remove the 'severe' impacts.

1.5.5 The report chapters are:

- Chapter 1 Introduction
- Chapter 2 Scenario Preparation
- Chapter 3 The *Sites DPD Scenario* *without* Mitigation
- Chapter 4 Proposed Mitigation
- Chapter 5 The *Sites DPD Scenario* *with* Mitigation
- Chapter 6 Key Locations
- Chapter 7 Conclusions
- Chapter 8 Junction Summaries

2. SCENARIO PREPARATION

2.1 *Reference Case* Demand Matrices

Key Assumptions

2.1.1 This Chapter describes the production of the future year *Reference Case* matrices and network, using the Base model as the starting point. The assumptions for this task are:

- *Reference Case* Housing in Mid Sussex District **(see Appendix A for detail)**:
- Significant *Reference Case* Housing in Neighbouring Authorities **(Appendix A)**:
- *Reference Case* Employment **(Appendix A)**
- *Reference Case* Infrastructure
- Trip Rates and Trip Generation

2.1.2 The *Reference Case* represents a benchmark against which the development Scenarios are tested and compared. This enables separation of impacts resulting from the Scenario from impacts due to background growth, committed development and infrastructure.

Use of TEMPro

2.1.3 Travel demand matrices contain the forecast trips between origin and destination zones across the model study area. Forecasts are based on information obtained from the DfT's National Trip End Model (NTEM), obtained using the Trip End Model Presentation Program (TEMPro). This is compliant with guidance set out in WebTAG (Web-based Transport Assessment Guidance, published by the DfT). The forecasts include:

- population
- employment
- households by car ownership
- trip ends

2.1.4 TEMPro is designed to allow analysis of pre-processed data from the NTEM. The pre-processed data is itself the output from a series of models developed and run by DfT's Transport Appraisal and Strategic Modelling (TASM) division. TEMPro can also be used to provide summaries of traffic growth using data from the National Transport Model (NTM).

2.1.5 For the transport study the trip ends information is used in the form of origin and destination growth factors. These are extracted for 2017-2031 for the AM (0700-1000) and PM (1600-1900) periods, for the locations required.

TEMPro and Site Specific Growth

2.1.6 In using TEMPro it is important to be aware of the level of growth that it is applying, and to compare that with the reference case development data that has been provided by the District Council. The data from the district should not simply be added to the TEMPro data as this would lead to double-counting.

2.1.7 If committed development data appears to fall short of TEMPro forecasts it is usually considered appropriate to uplift the growth to match TEMPro. Matching to TEMPro provides a consistent benchmark upon which to base Scenario impacts.

2.1.8 Comparison between Mid Sussex TEMPro housing forecasts for 2017-2031 and site specific housing reference case data showed they are very similar:

- Mid Sussex TEMPro housing 2017-2031 = 10789 households
- Mid Sussex Site Specific Reference Case = 10802 households including Windfall

2.1.9 It was therefore agreed that all reference case growth in the District is applied on a site specific basis directly to model zones, in preference to using TEMPro, which is used for growth outside the District only.

2.1.10 Growth in **freight** traffic is taken from national road traffic forecasts taken from the National Transport Model (NTM) in accordance with DfT WebTAG guidance.

2.1.11 **Windfall sites** are assumed to be 588 units by 2031 distributed pro-rata across the *Reference Case* developments.

2.2 Trip Rates

2.2.1 Trip rates are required to calculate trip generations for Mid Sussex developments that are applied directly to an existing model zone or dedicated new model zone.

2.2.2 The TRICS (Trip Rate Information Computer System) database is used to calculate origin and destination trip rates for the AM peak, and PM peak hours. They are used to derive the forecast matrices for the *Reference Case* and are shown in **Table 1**; the higher tidal rates are in **bold**. For robustness the 85th percentile is used rather than the mean trip rate for the survey selection.

2.2.3 To ensure an adequate sample a minimal number of surveys regarded as not relevant were removed from the analyses. Surveys in the following groups were removed:

- Town centre, neighbourhood centre and 'free-standing' developments
- Saturday surveys
- All non B1 or B2 (for employment)
- C1 and C2 (for residential)

Table 1. General Vehicle Trip Rates

USE	CLASS	PARAMETER	AM ORIG	AM DEST	PM ORIG	PM DEST
Private Houses and Flats		dwellings	**0.397**	0.191	0.143	**0.486**
Office	B1a	employees	0.043	**0.511**	**0.394**	0.021
Research and Development	B1b	employees	0.183	**0.367**	**0.465**	0.045
Light Industry	B1c	employees	0.300	**0.700**	**0.844**	0.067
Hotel	C1	rooms	**0.284**	0.104	0.151	**0.252**

2.3 *Sites DPD Scenario* Matrices

Key Assumptions

2.3.1 The key assumptions are listed below:

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

2.3.2 The *Sites DPD Scenario* trip matrices are prepared for the AM 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.

2.3.3 The *Sites DPD Scenario* assesses the impact of an additional 21 housing development sites and 8 employment sites (including the S&T park), compared to the *Reference Case.* **Table 2** summarises the total housing units considered.

Table 2. Total Housing units Considered in Mid-Sussex in the *Sites DPD Scenario*

SCENARIO	TOTAL UNITS CONSIDERED	DIFFERENCE
Reference Case excluding Windfall	10,214	-
Reference Case including Windfall	10,802	588
Sites DPD Scenario	12,646	1,844

2.3.4 **Appendix A** provides details of the strategic sites in more detail, including location, units/employees, trip rate and trips generated.

Trip Distribution

2.3.5 The trip distributions are taken from the main model zones that the development is located in or near to and are therefore based on a combination of Census Journey Work 2011 for commuting trips and existing local model matrices.

2.4 Forecast Matrices Creation Process

2.4.1 The process to prepare the 2031 *Reference Case* and *Sites DPD Scenario* matrices is described below.

***Reference Case* - Non Mid Sussex Growth (TEMPro)**

1) Origin and destination trip ends growth factors are extracted from TEMPro for 2017-2031 for the AM (0700-1000) and PM (1600-1900) periods. This is done at the most appropriate level of detail for the model zones, including at the lowest level of disaggregation available (Middle Super Output Area - MSOA) for neighbouring areas. Mid Sussex is not included because growth is applied from site specific data.

2) TEMPro trip ends by mode are based on the average rates over an area. A mapping exercise is therefore undertaken to calculate appropriate factor for each of the MSSHM zones. This process results in creation of 2017-2031 zonal trip end growth factors for the non- Mid Sussex zones.

***Reference Case* – Mid Sussex and Neighbouring Authority Site Specific Development**

3) The site specific data is collated and a mapping exercise is undertaken to apply each development to the appropriate model zone. Larger developments usually have a dedicated new zone added.

4) Trip generations are applied using the trip rates described above. This creates trip growth for the zones which is then applied to the 2017 Base matrices in combination with non-Mid Sussex TEMPro growth to produce the 2031 Reference Case matrices.

***Sites DPD Scenario* - Mid Sussex Growth Site Specific Development**

5) The site specific Mid Sussex data is collated and a mapping exercise is undertaken to apply each development to the appropriate model zone. Larger developments usually have a dedicated new zone added.

6) Trip generations are applied using the trip rates above. This creates trip growth for the Mid Sussex zones which is then applied to the 2031 Reference Case matrices. The applied origin and destination trip generations do not necessarily match, so a furnessing process is required (using the SATURN MX software) to balance these appropriately. This results in the matrices increasing by approximately the average of the origin and destination increases, which is considered appropriate due to the use of 85th percentile trip rates.

2.4.2 The matrix changes are summarised in **Table 3**.

Table 3. ***Sites DPD Scenario Matrix Sizes and Changes***

SCENARIO	AM PEAK		PM PEAK	
	ORIGINS	DESTS	ORIGINS	DESTS
Reference Case Matrix Total	185,749	185,749	179,361	179,361
Sites DPD Scenario Trips Generations from Trip Rate	1,422	2,239	2,316	1,158
Sites DPD Scenario Furnessed Matrix Total	187,578	187,578	181,116	181,116
Change from Reference Case	1,829	1,829	1,755	1,755

2.5 Infrastructure

2.5.1 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. **Table 4** is a summary of infrastructure included in the *Reference Case.*

Table 4. *Reference Case Infrastructure*

LOCATION			DESCRIPTION
Burgess Hill	A2300		Dualling, and junction improvements
	The Hub	Cuckfield Rd	Roundabout improvements
		Gatehouse Lane	Signal controlled crossing
	East of Kings Way	Junction Road / Silverdale road	Traffic signals
		Valebridge Rd / Janes Lane / Junction Rd	Traffic signals
		Kings Way	Traffic signals
		Church Rd / Mill Rd	Traffic signals
		Keymer Rd	Traffic signals
		Cants Lane	Traffic signals
		Ditchling Common	Speed restrictions
Copthorne	A264	A264 / Brookhill Rd / A220	Roundabout improvements
		Dukes Head Roundabout	Roundabout improvements
Hassocks	Hassocks Stonepound	Stonepound Crossroads	Traffic signals improvements
Haywards Heath	Penland Farm	Hanlye Lane, Borderhill Lane	Roundabout
	Fox Hill	South of Hurstwood Lane	Extension of 30mph speed limit
	Relief Road (east)	Hurstwood Lane	Traffic Signals
	Fox Hill	B2112, Colwell Rd	Roundabout improvements
Crawley	Copthorne	M23 J10	Junction improvements
	Tinsley	Gatwick road	Roundabout improvements
	Pound Hill	A2011	Link road, and junction improvements
	Tinsley	Radford Rd	Traffic signals
	Tinsley Green	Steers Lane / Radford Rd	Traffic signals
		Steers Lane / B2036	Traffic signals
	Hazelwick	A2011	Signalised roundabout
	Fernhill	B2036	Roundabout improvements
	Manor Royal	Gatwick Road	Roundabout improvements
	Cheals Junction	A23	Roundabout slip lane
	Pease Pottage	M23 J11	Signalised gyratory
	Smart Motorways	M23	Motorway improvements

2.5.2 The *Sites DPD Scenario* includes the S&T Park to the north of the A2300, the access to which is via a new roundabout on Cuckfield Road, north of the A2300 / Cuckfield Road roundabout. Improvements at the A2300 / Cuckfield Road roundabout have been included as part of the this development in order to accommodate the large volumes of traffic using this junction in the AM and PM peaks. In the *Sites DPD Scenario*, a hamburger configuration is included at this junction, with a cut-through for traffic staying on the A2300, and signals installed on all approach arms. This has been based on the developer's documents provided.

3. THE *SITES DPD SCENARIO WITHOUT* MITIGATION

3.1 Introduction to Results

3.1.1 This section includes commentary on the outcomes of the *Sites DPD Scenario*, along with numerical analysis using criteria based on interpretation of the National Planning Policy Framework (NPPF). The following sections are:

- The *Sites DPD Scenario without Mitigation*
  - Traffic Flow Impacts
  - Impacts on M23 and A23 strategic road network
- Identification of Junctions with Capacity Impacts
  - Criteria
  - Junctions Identified
- Proposed Mitigation
  - Sustainable Measures
  - Highway Mitigation
- The *Sites DPD Scenario with Mitigation*
  - Traffic Flow Impacts
  - Impacts on M23 and A23 strategic road network
- Key Locations Commentary – focussing on the A264/A22 at Felbridge
- Conclusions
- Junction Summaries – one page summaries for junctions with 'severe' impacts

3.2 Traffic Flow Impacts

3.2.1 The *Sites DPD Scenario without Mitigation* generates significant additional traffic centred around the A2300 and nearby roads, in the AM and PM Peak. The additional demand on the A2300 in particular results in significant rerouting on Cuckfield Road (north and south of the A2300) and the A272 through Ansty. There are also particular impacts on the A273 through Hassocks, B2036, B2116 and B2117.

3.2.2 The A23/A2300 dumbbell junction is significantly impacted and in the PM peak traffic is avoiding this junction in favour of alternative routes.

3.2.3 In the PM peak, the S&T park traffic appears to be forcing existing traffic to reroute away from the A2300. This is due to heavy flows turning into and out of the park. This impact is less evident in the AM peak. In considering mitigations a priority is for this impact to be alleviated, so that existing A2300 traffic 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.

3.2.4 There are also significant flow impacts on the A264, along with rerouting to alternative routes using the B2110 through Turners Hill. This appears to be due to congestion on the A264 particularly at the junction with the A22 at Felbridge.

3.3 Impacts on M23 and A23 strategic road network

3.3.1 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

3.3.2 The impact between the M23 Junction 9 and the A23/A273 at Pyecombe is assessed and the number carriageway sections with a notable flow increase is shown in **Table 5.**

Table 5. Number of M23/A23 carriageway sections identified as having a 'notable flow increase'

SCENARIO	AM NORTHBOUND	AM SOUTHBOUND	PM NORTHBOUND	PM SOUTHBOUND
Sites DPD Scenario without Mitigation	1	6	9	0

3.3.3 The results show the impact is tidal, the southbound being impacted in the AM and the northbound in the PM. It is considered that this is largely due to the commuting trips to the S&T park. In the AM peak the notable flow increases are confined to the A23, while in the PM peak they extend to the M23. **Appendix B** include these results in more detail.

3.3.4 The detailed results show the flow increases are higher in the PM peak, when the most significantly impacted section, in term of traffic flow increase, is between the A272 and the M23 Junction 11 where the increase is up to approximately **13%**.

3.4 Identification of Junctions with Capacity Impacts

3.4.1 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.

3.4.2 An approach is devised to identify locations forecast to experience 'severe' impacts in the future because of the strategic developments.

3.4.3 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

3.4.4 A '**significant**' impact is 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

3.4.5 **Table 6** shows how many junctions are forecast to be impacted significantly or severely in the *Sites DPD Scenario without Mitigation* when compared to the *Reference* Case.

Table 6. 'Severe' and 'Significant' impacts due to *Sites DPD Scenario without Mitigation* versus *Reference Case*

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Sites DPD Scenario without Mitigation vs *Reference Case*	9	8

3.4.6 It can be seen that in the *Sites DPD Scenario without Mitigation* there are 'severe' impacts at **nine** junctions and 'significant' impacts at **eight** junctions.

'Severe' Junctions

3.4.7 The nine junctions with 'severe' impacts are:

- N7 B2028 Turners Hill Road / Wallage Lane, Crawley Down
- C7 A272 / B2036, Ansty
- S1 A23 / A2300 Southbound On-Slip
- S2 A23 / A2300 Eastern Roundabout
- S5 A2300 / Northern Arc Spine Road
- S6 Junction Road / B2113, Burgess Hill
- S8 A273 / B2116 Hassocks (Stonepound)
- S9 A23 / A281 Eastbound On-Slip, Pyecombe
- S22 Valebridge Road / Junction Road / Leylands Road, Burgess Hill

3.4.8 **Appendix B** shows summary results for the *Sites DPD Scenario without Mitigation.* They include junctions identified in previous Scenarios or in the previous Mid Sussex Transport Study which, for consistency, are retained in the list even if no 'significant' or 'severe' impacts are identified in the *Sites DPD Scenario without Mitigation*. They also contain the results for the Reference Case, compared against the 2017 Base using the same criteria.

3.4.9 **Appendix C** shows detailed results for the same junctions, by approach arm. The *Reference* Case results are also provided.

3.4.10 **Figure 1** is a map showing the locations of the significant and severely impacted junctions. **Appendix D** shows the map including the full list of junctions. **Appendix E** shows the map including the locations of the *Sites DPD Scenario* development sites.

3.5 Cross Boundary Impacts

3.5.1 The junction analysis includes appropriate coverage of neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

3.5.2 In the *Sites DPD Scenario without Mitigation* there are no 'severe' and two 'significantly' impacted junctions outside of Mid Sussex, as follows.

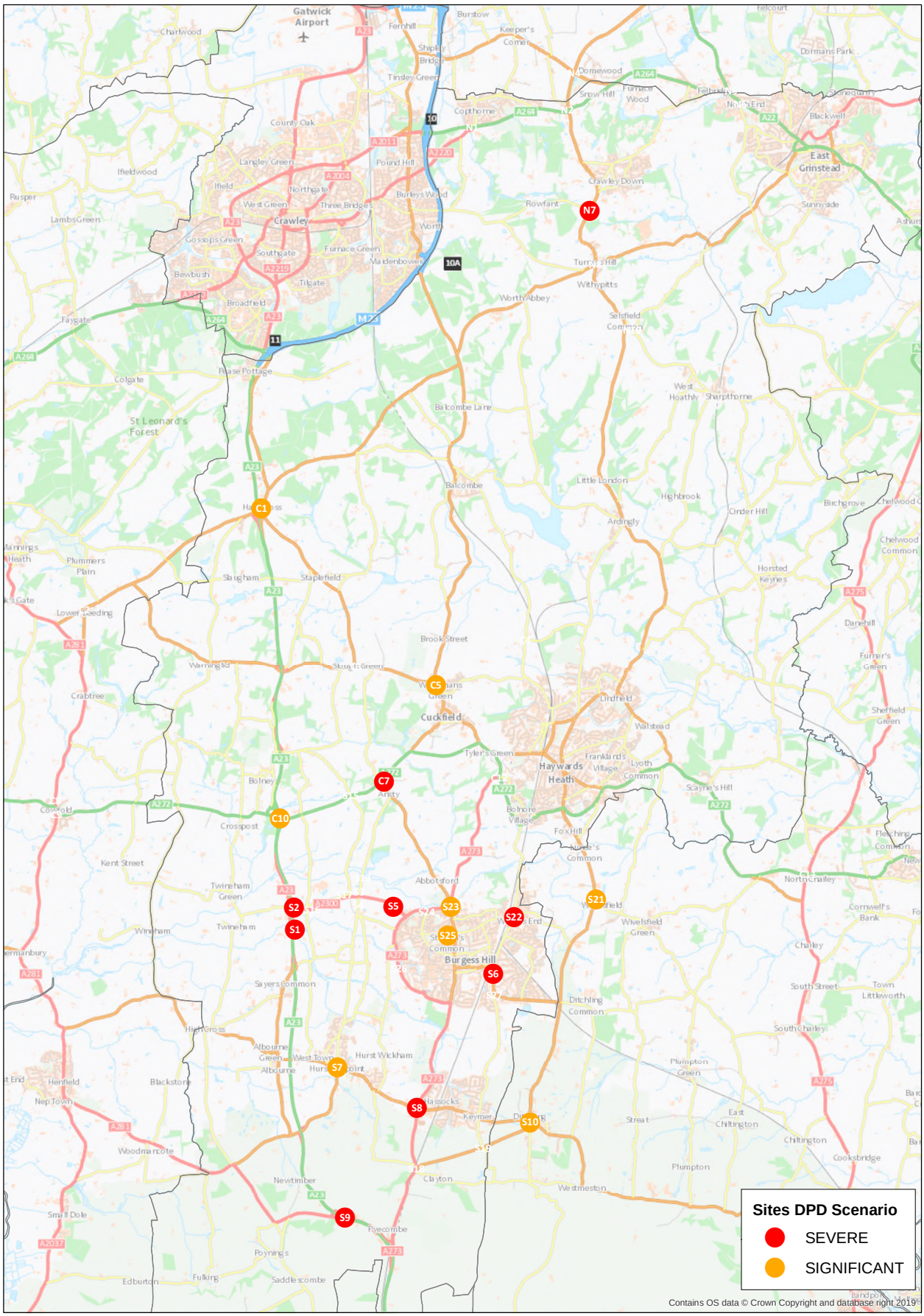
- S10 B2112 / B2116, Ditchling (Lewes District)
- S21 B2112 / Green Road, Wivelsfield (Lewes District)

These are both marginal impacts affecting the B2112 southern approach arm in the PM peak only, due to the volume over capacity (V/C) increasing from 87% to 94% at S10 and from 81% to 86% at S21 (see **Appendix C**).

3.5.3 The are no 'severe' or 'significant' impacts in any of the other neighbouring authorities.

3.5.4 **Appendix B** summarises changes in traffic volumes in terms of total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case the *Sites* DPD *Scenario without Mitigation* results in an increase in vehicle kilometres of 0.52% in the PM peak. In the AM peak there is no discernible change in distance travelled.

Figure 1. Location of 'significant' and 'severely' impacted junctions in the *Sites DPD Scenario* versus *Reference Case*



4. PROPOSED MITIGATION

4.1 Sustainable Measures

4.1.1 Sustainable travel measures are the most effective form of mitigating highway impacts. Sustainable transport, and 'smarter choices' have been considered at each development site, and have been modelled through a reduction of car trips.

4.1.2 A set of mitigations is proposed to alleviate the 'severe' impacts identified for *Sites DPD Scenario* . The potential **sustainable mitigations** are proposed in discussion with WSCC and are the measures that can be expected for each site based on location and opportunity for enhancement to bus services and active modes.

4.1.3 For the purposes of modelling the sustainable measures are translated to assumed percentage reductions to be applied to the scenario developments only, on a site by site basis as shown in **Table 7**.

Table 7. Sustainable Measures by Development Site

SHLAA ID	Site address	Sites DPD Scenario	Proposed Sustainable Mitigation Improvements	Proposed Car Trip Reduction
127	Land at St. Martin Close, Handcross	65 units	RTI Summary Display on site	1.5%
138	Land south of Hammerwood Road, Ashurst Wood	12 units		1.0%
184	Land south of St. Stephens Church, Hamsland, Horsted Keynes	30 units	RTI Summary Display on site	1.0%
196	Land south of Crawley Down Road, Felbridge	200 units	Bus Priority on A22 corridor Direct bus services to Gatwick	2.0%
345	St. Wilfrids Catholic Primary School, School Close, Burgess Hill	200 units	PT Interchange BH Enhanced bus infrastructure BH Enhanced of cycle parking at BH station	1.5%
479	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield	55 units	RTI Summary Display on site	1.5%
519	Land north of Burleigh Lane, Crawley Down	50 units	RTI Summary Display on site	1.5%
594	Land South of Southway, Burgess Hill	30 units	PT Interchange BH	1.5%
644	Ansty Cross Garage, Cuckfield Road, Ansty	12 units		1.0%
770	Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead	550 units	Bus Priority on A22 corridor Bus Shelters within development with RTI Direct bus services to Gatwick	3.0%
783	Rogers Farm, Fox Hill, Haywards Heath	25 units	RTI Summary Display on site	1.0%
807	Land South of The Old Police House, Birchgrove Road, Horsted Keynes	25 units	RTI Summary Display on site	1.0%
827	Land South of 96 Folders Lane, Burgess Hill	43 units	PT Interchange BH	1.5%
829	Land to the north Lyndon, Reeds Lane, Sayers Common	35 units	RTI Summary Display on site	1.0%
832	Land west of Selsfield Road, Ardingly	100 units	RTI Summary Display on site	1.5%
840	Woodfield House, Isaacs Lane, Burgess Hill	30 units	RTI Summary Display on site	1.0%
847	East Grinstead Police Station, College Lane, East Grinstead	34 units	Bus Priority on A22 corridor	1.5%
854	Withypitts Farm, Selsfield Road, Turners Hill	16 units		1.0%
897	Land to the rear Firlands, Church Road, Scaynes Hill	20 units	RTI Summary Display on site	1.0%
904	Land to the south of Selby Close, Hammonds Ridge, Burgess Hill	12 units	PT Interchange BH	1.5%
976	Land East of Keymer Road and South of Folders Lane, Burgess Hill.	300 units	PT Interchange BH	1.5%
801	Science and Technology Park - North	2500 employees	PT Interchange BH Bus Shelters within development with RTI Bus Services to BH and station	3.0%

Note: *Improved PT interchange refers to improvements to interchange facilities, the extent of which is not yet decided and would be developed through contributions from multiple sites, whether through CIL or S106.*

4.2 Highway Mitigation

4.2.1 Highway mitigations are proposed to directly address the 'severe' impacts that cannot be fully removed by sustainable measures alone. **Table 8** describes the outline measures that are proposed and tested in the *Sites DPD Scenario* *with* mitigation model runs. At this stage of the mitigation process the outline descriptions are sufficient for the purposes of the strategic highway model.

4.2.2 To explain the approach in proposing mitigations, it is apparent that some junctions are suffering severe delays, due in part at least, to rerouting away from the A2300 to the A272, A273 through Hassocks, B2036, B2116 and B2117 (including junctions S6, S8, S9 and S22). For these junctions we state 'Full or partial mitigation expected from mitigation at other locations', the focus being to mitigate the A2300, because this will encourage traffic to remain on the main arterial routes and not reroute to rural and residential roads.

4.2.3 In proposing mitigation at the A23/A2300 junction at Hickstead (S1/S2), it is apparent from the modelling that in the PM peak the southbound on-slip is unlikely to be able to accommodate significant additional demand without widening of the A23. This is due to the on-slip being opposed by the high tidal flow the A23 southbound experiences in the PM peak, which results in difficulties for traffic merging onto the A23. Further work is required to establish the deliverability of this mitigation improvement.

4.2.4 It should be noted that the potential need to provide access for the consented site at Northlands Farm could constrain the proposed free flow mitigation at Hickstead (S2). The status of this site's access requirements should be investigated in further design.

Waste Plan Allocation

4.2.5 The West Sussex Waste Local Plan allocates land at Goddards Green, (approximately 5.0 hectares) as acceptable in principle for the development of facilities for the transfer, recycling, and/or recovery of waste. As there is currently no planning application under discussion for the site, the timing of any development remains uncertain. The scale of development to be provided on the site is also flexible and traffic conditions at Hickstead may be a constraint to that. Accordingly this allocation is not included in the Reference Case.

4.2.6 The allocation will generate a number of HGV movements during the proposed operating hours of 07:30-18:30 Monday-Friday and 07:30-13.00 Saturday, estimated as between 60 and 240 per day. Generated HGV traffic should be restricted to routing via the A2300 and connecting principal (class A) roads, rather than any use of Cuckfield Road either north of the site access point or to the south of the A2300. This means that the future year base conditions on junctions along the A2300, notably including the roundabouts with the A23 slip roads at Hickstead may have slightly more congested conditions in the future reference conditions, with an estimate of 7-20 additional two-way HGV movements at A2300/A23 in any one hour, subject to any improvement works. A need for modelling at planning application stage is therefore identified.

4.2.7 Development of a joint solution with the Science and Technology Park at the impacted junctions (including Hickstead) may enable the future facility, through its own impact assessment, to identify a proportional contribution for the additional traffic movements which it would generate.

Table 8. Outline Highway Mitigation

ID	AREA	JUNCTION	OUTLINE MITIGATION PROPOSAL
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	None - the impacted approach arm (Wallage Lane) is a minor road and the 'severe' impact is marginal. It is not considered appropriate to undertake junction improvements which could result in facilitating additional through traffic on Wallage Lane
C7	Ansty	A272 / B2036	**Minor widening on A272 western and eastern arms**
S1	Hickstead	A23 / A2300 Southbound On-Slip	**A23 widened to three lanes from A2300 Southbound Off-Slip to B2118/Mill Lane Off-Slip**
S2	Hickstead	A23 / A2300 Eastern Roundabout	**Free flow for A23 Southbound off-slip to A2300 eastbound and partial signalisation**
S5	Burgess Hill	A2300 / Northern Arc Spine Road	**Lengthening of A2300 western arm flare**
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	None – full or partial mitigation expected from mitigation at other locations
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	None – full or partial mitigation expected from mitigation at other locations
S9	Pyecombe	A23 / A281 Eastbound On-Slip	None – full or partial mitigation expected from mitigation at other locations
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	None – full or partial mitigation expected from mitigation at other locations

5. THE *SITES DPD SCENARIO WITH* MITIGATION

5.1 Traffic Flow Impacts

5.1.1 The highway mitigations remove the 'severe' impacts on the A23 and A2300, which draws traffic back to these more strategic routes, thereby also removing the 'severe' impacts on the less strategic rural and residential roads to which some traffic had been displaced.

5.2 Performance on M23 and A23 strategic road network

5.2.1 The impact between the M23 Junction 9 and the A23/A273 at Pyecombe is assessed and the number carriageway sections with a notable flow increase is shown in **Table 9.**

Table 9. Number of M23/A23 carriageway sections identified as having a 'notable flow increase'

SCENARIO	AM NORTHBOUND	AM SOUTHBOUND	PM NORTHBOUND	PM SOUTHBOUND
Sites DPD Scenario	1	6	9	0
Sites DPD Scenario with Mitigation	1	6	9	2

5.2.2 Although the number of carriageway sections with a notable flow increase is largely unchanged, the mitigations at the A23/A2300 junction and widening of the A23, as described in **Table 8** result in a releasing of capacity leading to new notable flow increases on **two** A23 southbound sections (PM Peak) from the A2300 on-slip to the B2117. This is shown in more detail in **Appendix B.**

5.2.3 The detailed results show the flow increases are higher in the PM peak, when the most significantly impacted section, in term of traffic flow increase, is between the A272 and the M23 Junction 11 where the increase is up to **14%**.

5.3 Junctions with Capacity Impacts

5.3.1 **Table 10** shows how many junctions are forecast to be impacted significantly or severely in the *Sites DPD Scenario with* Mitigation when compared to the *Reference* Case.

Table 10. 'Severe' and 'Significant' impacts due to *Sites DPD Scenarios* versus *Reference Case*

SCENARIO	'SEVERE'	'SIGNIFICANT'
Sites DPD Scenario without Mitigation versus *Reference* Case	9	8
Sites DPD Scenario with Mitigation versus *Reference* Case	1	11

'Severe' Junctions

5.3.2 The inclusion of mitigation measures, reduces the number of junctions severely impacted to **one** junction:

- N7 B2028 Turners Hill Road / Wallage Lane, Crawley Down

5.3.3 As stated in **Table 8** the impacted approach arm (Wallage Lane) is a minor road and the 'severe' impact is relatively marginal due to the PM peak volume over capacity (V/C) increasing from 83% to 98% (see **Appendix C**). It is not considered appropriate to undertake junction improvements which could result in facilitating additional through

traffic on Wallage Lane, rather than using more appropriate east-west routes including the A264.

5.3.4 **Appendices B and C** show the summary results and detailed junction results

5.3.5 **Figure 2** is a map showing the locations of the significant and severely impacted junctions in the *Sites DPD Scenario with Mitigation*.

5.3.6 There is an increase in the number of junctions with a 'significant' impact compared to the *without* mitigation Scenario. This is largely due to junctions moving from 'severe' to 'significant', while others move from either 'severe' or 'significant' to 'no impact'. However there are two junctions in Burgess Hill that become newly 'significant' having been 'no impact' in the *without* mitigation Scenario. These are:

- S24 A273 Jane Murray Way / Sussex Way
- S27 B2113 Keymer Road / Folders Lane

5.3.7 These secondary impacts are relatively small and result from the mitigation drawing traffic back to the A23/A2300 and the main arterial routes through Burgess Hill, away from roads in residential areas, which is the desired overall outcome. It should be noted that changes in traffic flows will include displaced traffic and is not just confined to development traffic only. Traffic volumes overall are reduced in Burgess Hill in the *with* mitigation scenario which is beneficial in terms of undesirable rat-running and the associated safety and air quality impacts.

5.3.8 It is considered that these and other 'significant' impacts should be addressed using sustainable measures. In addition to the sustainability advantages, this is due to highway mitigations being limited by constraints on land availability within the highway boundary.

5.3.9 In studying the newly 'significant' impacts at junctions S24 and S27 in more detail, they each occur at one approach arm at each of these junctions. These are the A273 western approach at junction S24 and the Keymer Road southern approach at S27 where, in both cases, the PM peak volume over capacity (V/C) increases to approximately 89% and triggers a 'significant' impact (they both increase to just under 85% in the *without* mitigation scenario, therefore 'no impact' because the criteria are not triggered).

5.3.10 These effects are largely a secondary impact of mitigations elsewhere, particularly on the A2300 and its junction with the A23 at Hickstead. As intended, these mitigations lead to reductions in traffic on routes such as the A273, B2036, B2112 and B2113 as traffic returns to the A23/A2300. However, as part of the balancing of delay across different locations that the model simulates, these reductions in turn release some capacity, resulting in traffic increases on some roads and leading to these small increases in V/C. This effect is more noticeable at roundabouts, where increased flow will also decrease spare capacity and therefore increase the V/C for movements they oppose.

5.4 Cross Boundary Impacts

5.4.1 The junction analysis includes appropriate coverage of neighbouring authorities, the extent of which is defined by the scale and location of the developments. In the *Sites DPD Scenario with Mitigation* there are no 'severe' and one 'significantly' impacted junction outside of Mid Sussex, as follows:

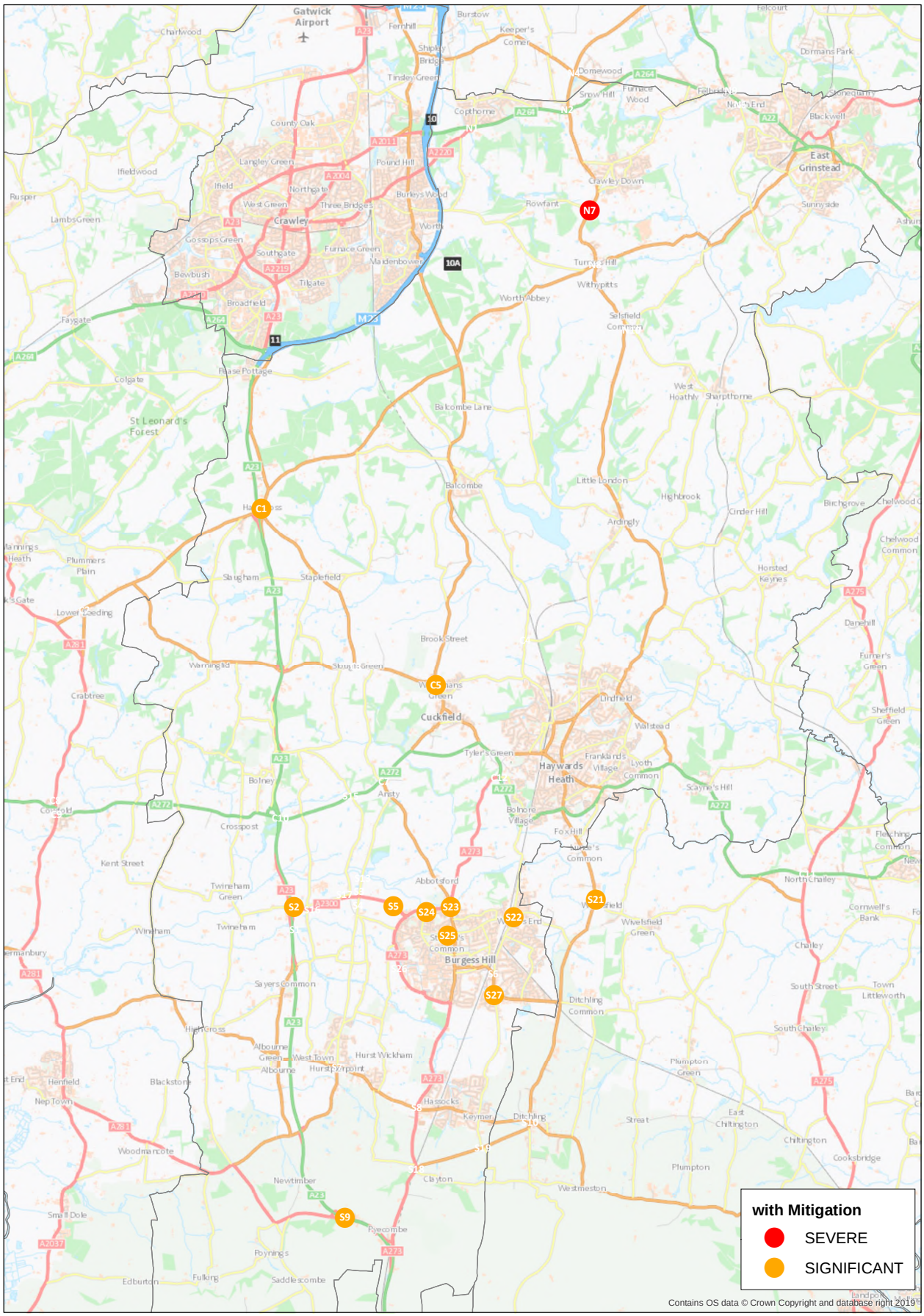
- S21 B2112 / Green Road, Wivelsfield (Lewes District)

This is a marginal impact affecting the B2112 southern approach arm in the PM peak only, due to the volume over capacity (V/C) increasing from 81% to 86% (see **Appendix C**).

5.4.2 The are no 'severe' or 'significant' impacts in any of the other neighbouring authorities.

5.4.3 **Appendix B** summarises changes in traffic volumes in terms of total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case the *Sites DPD Scenario with Mitigation* results in an increase in vehicle kilometres of 0.24% in the PM peak, which is lower the 0.52% increase *without* mitigation. In the AM peak there remains no discernible change in distance travelled.

Figure 2. **'Significant' and 'severely' impacted junctions in *Sites DPD Scenario with Mitigation* vs. *Reference Case***



6. KEY LOCATIONS

A264/A22 Felbridge

6.1.1 This signalised junction is currently regarded as a 'hotspot' where delays are experienced. Therefore, it would be reasonable to expect 'severe' conditions in future year scenarios.

6.1.2 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. Although the nearby developments increase pressure, the model is reporting that the 'severe' conditions are attributable to the *Reference Case* situation rather than the Scenario developments.

Rerouting

6.1.3 The highway model allows travellers to change their route due to congestion to achieve the most cost-effective journey possible. It can be seen in the *Reference Case* that significant rerouting is occurring away from the A264/A22 in both the AM and PM peak, and this continues in the Scenarios. The alternative route favoured by the model is via the B2028 and B2110 through Turners Hill. It is mostly trips going to East Grinstead area south of the A22, including Imberhorne Lane that do this.

6.1.4 Online route planners suggest that even in current conditions alternative routes on local 'B' roads including those used in the model are viable, and therefore it is reasonable to expect this would happen in reality in 2031.

6.1.5 Once the model reaches capacity at a location, delay will increase significantly and extensive rerouting will occur if alternative faster routes are available. Traffic heading to the Imberhorne Lane development from the west will, according to the model, route via the B2110 through Turners Hill, rather than experience the delays on the A264 particularly at the junction with the A22 at Felbridge. Online journey planners suggest this is perhaps already the quicker route in the PM peak for Imberhorne and other destinations south of the A22 in the East Grinstead area.

6.1.6 It is apparent that in the PM peak, for journeys from the west to the Imberhorne Lane development, most of the scenario traffic is rerouting from the A264. It is difficult to put an exact figure on this because it varies depending on origin and journey length. The PM peak model shows increases of up to around 150 vehicles on the B2028 through Crawley Down towards Turner's Hill and about 100 additional vehicles travelling east on the B2110 at Turner's Hill towards Imberhorne Lane. This is a mix of traffic relating to the Imberhorne site, the smaller sites in the north of the District and re-routed traffic from the *Reference Case* avoiding the A264. This outcome is similar in the mitigation scenario.

Recommended Further Work

6.1.7 It is considered that to significantly reduce the congestion at this junction and therefore the rerouting in favour of less suitable routes in the *Reference Case* and Scenarios, a significant mitigation of the A264/A22 would be required. To be fully effective this could involve land outside of the WSCC highway boundary, subject to the outcome of more detailed study work.

7. CONCLUSIONS

The *Sites DPD Scenario without Mitigation*

7.1.1 The *Sites DPD Scenario without Mitigation* generates significant additional traffic centred around the A2300 and nearby roads, in the AM and PM Peak. This results in significant rerouting on Cuckfield Road and the A272 through Ansty. There are also impacts on the A273 through Hassocks, B2036, B2116 and B2117. The A23/A2300 dumbbell junction is significantly impacted and in the PM peak traffic is avoiding this junction in favour of alternative routes.

7.1.2 There are also significant flow impacts on the A264, but these are already prevalent in the Reference Case, resulting in rerouting to alternative routes using the B2110 through Turners Hill. This appears to be mainly due to congestion on the A264 particularly at the junction with the A22 at Felbridge.

7.1.3 'Severe' impacts (as defined by the described criteria) occur at **nine** junctions:

- N7 B2028 Turners Hill Road / Wallage Lane, Crawley Down
- C7 A272 / B2036, Ansty
- S1 A23 / A2300 Southbound On-Slip
- S2 A23 / A2300 Eastern Roundabout
- S5 A2300 / Northern Arc Spine Road
- S6 Junction Road / B2113, Burgess Hill
- S8 A273 / B2116 Hassocks (Stonepound)
- S9 A23 / A281 Eastbound On-Slip, Pyecombe
- S22 Valebridge Road / Junction Road / Leylands Road, Burgess Hill

7.1.4 On the M23/A23 the impact is tidal. In the AM peak **six** southbound carriageway sections (all on A23) show an increase of 100 vehicles or more, while in the PM peak **nine** northbound sections (A23 and M23) increase by 100 vehicles or more. The highest percentage increases are up to approximately **13%** on the section between the A272 and M23 Junction 11. It is considered that this is largely attributable to the S&T park.

The *Sites DPD Scenario with Mitigation*

7.1.5 Modelled mitigations include widening of the A23 to three lanes from the A2300 Southbound off-slip to B2118/Mill Lane off-slip and at the eastern Hickstead roundabout a free flow for the A23 southbound off-slip to A2300 eastbound, and partial signalisation.

7.1.6 The highway mitigations remove the 'severe' impacts on the A23 and A2300, which draws traffic back to these more strategic routes, thereby also removing the 'severe' impacts on the less strategic rural and residential roads to which some traffic had been displaced.

7.1.7 Following mitigation, **one** location remains at 'severe':

- N7 B2028 Turners Hill Road / Wallage Lane, Crawley Down

The impacted approach arm (Wallage Lane) is a minor road and the 'severe' impact is relatively marginal due to the PM peak volume over capacity (V/C) increasing from 83% to 98% (see **Appendix C**). It is not considered appropriate to undertake junction improvements which could result in facilitating additional through traffic on Wallage Lane, rather than using more appropriate east-west routes including the A264.

7.1.8 There is an increase in the number of junctions with a 'significant' impact compared to the *without* mitigation Scenario. This is largely due to junctions moving from 'severe' to 'significant'. However there are two junctions in Burgess Hill that become newly 'significant' having been 'no impact' in the *without* mitigation Scenario. These impacts are small and result from the mitigation drawing traffic back to the A23/A2300 and the main arterial routes through Burgess Hill, away from roads in residential areas, which is the desired overall outcome.

7.1.9 On the M23/A23 the mitigations described above at the A23 and at Hickstead result in a releasing of capacity leading to **two** new PM peak increases of 100 vehicles or more on carriageway sections of the A23 southbound from the A2300 on-slip to the B2117. The highest percentage increases are up to approximately **14%** on the section between the A272 and M23 Junction 11. It is considered that this is largely attributable to the S&T park.

Cross Boundary Impacts

7.1.10 The junction analysis includes appropriate coverage of neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

7.1.11 Outside of Mid Sussex there are no 'severe' and one marginal 'significant' impact in the *Sites DPD Scenario with Mitigation*:

- S21 B2112 / Green Road, Wivelsfield (Lewes District)

7.1.12 The are no 'severe' or 'significant' impacts in any of the other neighbouring authorities.

7.1.13 In the Ashdown Forest, there is an increase in distance travelled (vehicle kilometres) of 0.24% in the PM peak, which is lower the 0.52% increase *without* mitigation. In the AM peak there is no discernible change in distance travelled.

8. JUNCTION SUMMARIES

8.1.1 The following pages provide the junction performance statistics and commentary for each of the severely impacted junctions in *Sites* DPD Scenario, when compared to the *Reference* Case.

8.1.2 Strategic junctions on the A264, and in East Grinstead (N1, N2, N9, and N6) have also been included for reference. A summary of how the junctions are forecast to perform is shown in **Appendix C**, alongside the impact on the M23 and A23.

N7 B2028 Turners Hill Road / Wallage Lane

Table 11 reports the performance by approach arm for AM and PM peaks, in each modelled Scenario.

***Reference* Case**

The congestion on the A264 / A22 causes rerouting in both the AM and PM peak to alternative routes such as the B2028 and B2110 through Turner's Hill. This causes a number of junctions on these roads to operate at capacity in the *Reference* Case. The Wallage Lane arm of junction N7 is forecast to operate at capacity in the AM peak, with an RFC of 99%, and is forecast to operate close to capacity, 83% in the PM peak. The B2110 Church Road arm of the B2110 Church Road / B2028 Selsfield Road / B2110 East Street junction (N8) is forecast to operate over capacity.

Sites DPD Scenario

The *Sites DPD Scenario* includes development sites near Turner's Hill as well as in East Grinstead. This increases the amount of traffic rerouting away from the congested A264 / A22 to the B2028 and B2110 compared to the *Reference* Case. With the B2110 Church Road / B2028 Selsfield Road / B2110 East Street junction (N8) still operating over capacity, this additional traffic is forced to use Wallage Lane, B2027 Turner's Hill Road, and B2110 East Street to access East Grinstead. This increases the traffic on the Wallage Lane arm of the B2028 Turners Hill Road / Wallage Lane junction (N7), causing it to have a forecast capacity increase over 10% in the PM peak, to 98% in the *Sites DPD Scenario*.

Sites DPD Scenario with Mitigation

When the proposed mitigation is introduced, there are small amounts of rerouting at this junction, however the Wallage Lane arm remains at 'severe'. Wallage Lane is a minor road and the 'severe' impact is marginal. It is not considered appropriate to undertake junction improvements which could result in facilitating additional through traffic on Wallage Lane.

Table 11. N7: B2028 Turners Hill Road / Wallage Lane

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
TURNERS HILL ROAD (N)	338	17	1	380	19	1	376	19	1
TURNERS HILL ROAD (S)	473	22	1	524	24	1	524	24	1
WALLAGE LANE	549	99	73	532	100	77	533	100	79
PM PEAK									
TURNERS HILL ROAD (N)	945	47	2	1101	54	2	1075	53	2
TURNERS HILL ROAD (S)	224	11	1	249	12	1	247	12	1
WALLAGE LANE	380	83	38	392	**98**	73	401	**97**	71

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

C7 A272 / B2036, Ansty

The junction performance in the AM and PM peaks for the A272 / B2036 (C7) junction are summarised in **Table 12.**

***Reference* Case**

The junction is forecast to perform at or over capacity on every arm in the AM peak, and over capacity on A272 eastern and western arms in the PM peak.

Sites DPD Scenario

In the 2031 development scenarios, more traffic is generated by the additional development. This causes more traffic to use the junction, hence increasing RFC and delay on most arms of the junction in AM and PM peaks triggering a severe impact when compared to the *Reference* Case. Due to the junctions location, there is some tidal flow with the A272 eastern arm being forecast to cause a severe impact in the AM period, and the A272 western arm causing a severe impact in the PM peak.

Sites DPD Scenario with Mitigation

At this junction, additional capacity in the form of **flared approaches on the A272 (W) and A272 (E)** have been included, successfully mitigating the junction impacts.

Table 12. C7: A272 / B2036 Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A272 (E)	898	103	64	903	108	163	1106	103	66
B2036 (S)	753	105	122	749	103	88	702	105	122
A272 (W)	736	92	6	748	97	12	571	64	4
PM PEAK									
A272 (E)	879	105	104	889	105	118	984	103	80
B2036 (S)	305	36	5	716	98	21	494	72	7
A272 (W)	846	102	47	789	108	171	946	103	81

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in orange
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted red
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted red

S1 A23 / A2300 Southbound On-Slip, Burgess Hill

The forecast performance of the A23 / A2300 southbound on-slip (S1) in Burgess Hill are shown in **Table 13**.

***Reference* Case**

The A23 southbound operates within capacity on three lane section north of the A2300; the model forecasts that the junction operates close to capacity (RFC of 98%) when the A23 reduces to two lanes, after the A23 southbound off-slip to the A2300. Both the A23 southbound and A23 southbound on-slip operate within capacity in the AM peak.

Sites DPD Scenario

The additional development introduced as part of the 2031 development scenario generates more traffic on the A23 southbound in the PM peak, increasing the RFC to 100%. With the A23 southbound operating at capacity, traffic on the southbound on-slip has difficulty merging onto the A23 southbound. This is reflected in an RFC increase of over 50% in 2031 *Sites* DPD Scenario compared to the *Reference* Case, meaning the junction is severely impacted.

Sites DPD Scenario with Mitigation

At this junction, additional capacity in the form of a **A23 widening to three lanes from the A2300 Southbound Off-Slip to the B2118/Mill Lane Off-Slip** has been included, successfully mitigating the junction impacts.

Table 13. S1: A23 / A2300 Southbound On-Slip

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH MITIGATION*		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A23 SB ON-SLIP	698	39	4	772	47	4	785	41	3
A23 SOUTHBOUND	2287	71	4	2305	75	5	2295	46	2
PM PEAK									
A23 SB ON-SLIP	677	49	5	596	**107**	**173**	1158	61	4
A23 SOUTHBOUND	3501	98	25	3632	100	36	3605	70	4

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S2 A23 / A2300 Eastern Roundabout, Burgess Hill

Table 14 summarises the junction performance of the A23 / A2300 eastern roundabout (S2), in the modelled scenarios.

***Reference* Case**

The model forecasts that the A23 / A2300 eastern roundabout operates within capacity, with RFC's below 80% on all arms, in the AM and PM peaks in the *Reference* Case.

Sites DPD Scenario

When the additional development included in the *Sites DPD Scenario*, more traffic is forecast on the A23 southbound off-slip and A2300 eastern arm of the roundabout in the AM peak. This is primarily driven by traffic travelling to the Science and Technology Park, on the A2300, in the AM peak. The additional traffic causes the junction to be severely impacted, with increases in RFC and delay on these arms.

Sites DPD Scenario with Mitigation

A single free-flow lane from the A23 southbound off-slip to the A2300 (E) arm has been included, alongside reducing the number of approach lanes from two to one on the southbound off-slip. This give-way is also signalised in the same phase as circulating traffic, and traffic from the A2300 (W) approach. The mitigation also includes new traffic signals where the A2300 (E) approach gives way to circulating traffic. The proposed scheme successfully mitigates against the high RFCs and delays at the junction, in both AM and PM peaks.

Table 14. S2: A23 / A2300 Eastern Roundabout

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH MITIGATION*		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A23 SB OFF-SLIP	1182	68	4	1422	**107**	**159**	0	0	14
A2300 (E)	1619	73	3	1965	**96**	4	1948	73	10
A2300 (W)	326	32	3	744	79	4	519	27	0
PM PEAK									
A23 SB OFF-SLIP	1175	68	4	1081	57	3	0	0	32
A2300 (E)	1785	79	3	1951	**91**	3	2529	**85**	11
A2300 (W)	424	39	3	191	18	3	215	11	0

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S5 A2300 / Northern Arc Spine Road, Burgess Hill

Table 15 shows how the performance of the A2300 / Northern Arc Spine Road junction compares in the different modelled scenarios.

***Reference* Case**

The A2300 / Northern Arc Spine Road junction is introduced with the addition of the Northern Arc development in the *Reference* Case scenario. The proposed access takes the form of a four-arm roundabout on the A2300. The model forecasts that the A2300 (W) and southern Northern Arc arms of the junction are approaching capacity in the AM and PM peaks, but the other arms operate within capacity.

Sites DPD Scenario

The *Sites DPD Scenario* includes the Science and Technology Park, located to the west of this junction. The additional traffic generated by this development increases the volume of traffic on the A2300 as it's the primary access road to and from the Park. This causes a severe impact at the junction compared to the *Reference* Case, with the A2300 western arm having an increase in RFC exceeding 100% in the PM peak.

Sites DPD Scenario with Mitigation

Additional capacity has been included on the A300 western arm through increasing the length of the proposed flare. This mitigation measure successfully reduces the RFC and delay to a point where the junction is no longer severely impacted.

Table 15. S5: A2300 / Northern Arc Spine Road Roundabout

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH MITIGATION*		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
NORTHERN ARC (N)	338	29	5	872	76	9	840	80	11
A2300 (E)	846	56	5	1258	79	8	1185	74	7
NORTHERN ARC (S)	997	67	5	1066	69	7	1068	69	7
A2300 (W)	1669	79	4	1966	**94**	6	2136	**92**	5
PM PEAK									
NORTHERN ARC (N)	248	20	5	197	18	5	239	22	5
A2300 (E)	845	55	5	839	55	5	822	54	5
NORTHERN ARC (S)	1175	77	6	1239	81	6	1236	81	7
A2300 (W)	2185	86	5	2291	**104**	83	2334	**93**	7

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S6 Junction Road / B2113, Burgess Hill

The junction performance of the Junction Road / B2113 junction (S6) are summarised in **Table 16.**

***Reference* Case**

The *Reference* Case scenario includes all committed development and infrastructure. This includes the reconfiguration of this junction from a roundabout, to signals. The model forecasts that this junction operates at capacity, with delays in the AM and PM peaks in the *Reference* Case.

Sites DPD Scenario

The additional developments in 2031 *Sites* DPD Scenario increases the traffic passing through this junction, primarily on the B2113 Station Road arm. Although there is some rerouting to avoid it, the increases worsen the performance of the junction enough to cause severe impacts in the AM and PM peaks.

Sites DPD Scenario with Mitigation

Nearby mitigation results in rerouting from this junction, reducing the volume of traffic to a point where it is no longer severely impacted, but is still operating over capacity.

Table 16. S6: Junction Road / B2113 Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
JUNCTION ROAD (N)	425	97	108	430	101	153	415	101	154
SILVERDALE ROAD	0	0	122	0	0	122	0	0	122
B2113 KEYMER RD (S)	499	105	212	520	109	**294**	573	107	249
B2113 STATION RD (W)	525	105	206	523	103	183	483	105	218
PM PEAK									
JUNCTION ROAD (N)	138	10	38	132	10	38	134	10	43
SILVERDALE ROAD	0	0	122	0	0	122	0	0	122
B2113 KEYMER RD (S)	479	100	122	483	99	115	481	100	126
B2113 STATION RD (W)	541	106	235	564	**111**	**325**	634	107	242

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S8 A273 / B2116 Stonepound. Hassocks

Table 17 outlines the junction performance for A273 / B2116 Stonepoound crossroads in the modelled scenarios.

***Reference* Case**

Despite additional capacity being provided as part of the committed highway infrastructure scheme, all arms of the junction operate at, or close to capacity in the *Reference* Case scenario.

Sites DPD Scenario

The additional traffic generated by the developments cause the London Road and Hurst Road arms to be severely impacted in the PM peak.

Sites DPD Scenario with Mitigation

Rerouting, caused by mitigation elsewhere in the network successfully reduces delay on the London Road and Hurst Road arms in the PM peak, to a point where the junction is no longer severely impacted, but is still operating over capacity.

Table 17. S8: A273 / B2116 Stonepound Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH MITIGATION*		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
LONDON ROAD (N)	551	112	335	612	106	225	589	108	260
KEYMER ROAD (E)	439	106	248	451	109	302	462	108	279
BRIGHTON ROAD (S)	420	103	190	423	105	214	410	105	223
HURST ROAD (W)	430	89	81	433	90	83	435	90	84
PM PEAK									
LONDON ROAD (N)	614	102	138	728	**107**	**232**	689	102	153
KEYMER ROAD (E)	463	101	147	465	101	139	453	102	166
BRIGHTON ROAD (S)	424	95	92	426	60	49	329	96	120
HURST ROAD (W)	347	101	161	405	**106**	**246**	559	103	175

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S9 A23 / A23 Southbound On-Slip, Pyecombe

Table 18 shows the RFC and delay for each approach arm in each of the modelled scenarios.

***Reference* Case**

As the A23 / A2300 southbound on-slip (S1) shows, the A23 southbound operates at capacity when it reduces to two lanes after the A23 / A2300 southbound off-slip. The capacity constraints continue to Pyecombe, where the model forecasts an RFC of 100% on both the A23, and A23 eastbound on-slip in the PM peak.

Sites DPD Scenario

In the *Sites DPD Scenario*, the additional traffic increases the traffic on the already congested A23 southbound on-slip. The model forecasts that the additional traffic on the A23 southbound on-slip would increase delays on the slip road by 73 seconds in *Sites DPD Scenario*, when compared to *Reference* Case, causing the junction to be severely impacted.

Sites DPD Scenario with Mitigation

The mitigation included elsewhere provides a small amount of relief on the A23 southbound, allowing more traffic to merge from the A23 southbound on-slip to the A23 southbound. This slightly reduces the delay experienced by users on the A23 southbound on-slip, such that the junction is no longer identified as being severely impacted compared to the *Reference* Case.

Table 18. S9: A23 / A281 Eastbound On-Slip

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A23 SB ON-SLIP	2979	83	17	2916	82	17	2945	83	18
A23 SB	346	34	5	317	33	5	321	34	5
PM PEAK									
A23 SB ON-SLIP	4270	100	62	4276	100	64	4247	101	69
A23 SB	28	95	227	31	103	300	31	102	275

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in orange
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

S22 Valebridge Road / Junction Road / Leylands Road, Burgess Hill

The junction performance of Valebridge Road / Junction Road / Leylands Road in the modelled scenarios is summarised in **Table 19.**

***Reference* Case**

The *Reference* Case includes the committed schemes to convert the Valebridge Road / Junction Road / Leylands Road junction from a mini-roundabout to traffic signals. The Leylands Road arm of the junction is forecast to operate at capacity in the PM peak, with an RFC of 104%.

Sites DPD Scenario

The *Sites DPD Scenario* forecasts that the Leylands Road approach arm is severely impacted compared to the *Reference* Case, in the PM peak. The additional traffic generated by the developments increases the traffic flows on the Leylands Road approach arm, causing the delay to increase by 77 seconds.

Sites DPD Scenario with Mitigation

Traffic reduction from sustainable measures, and highway mitigation measures elsewhere in the network have successfully mitigated the delay on the Leylands Road approach arm such that the junction is no longer identified as having a severe impact compared to the *Reference* Case.

Table 19. S22: Valebridge Road / Junction Road / Leylands Road Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
VALEBRIDGE ROAD (N)	644	55	72	641	55	72	643	55	82
JUNCTION ROAD (S)	486	93	65	509	97	91	465	**100**	118
LEYLANDS ROAD (W)	1041	99	66	1030	95	44	1085	96	45
PM PEAK									
VALEBRIDGE ROAD (N)	659	56	73	642	54	67	668	57	92
JUNCTION ROAD (S)	259	50	33	256	49	32	263	56	37
LEYLANDS ROAD (W)	1025	104	152	1043	108	**229**	1102	105	158

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

N1 A264 / A2220, Copthorne

Table 20. N1: A264 / A2220 Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
BROOKHILL RD (N)	409	40	14	426	41	14	426	41	14
A264 (E)	548	42	11	663	50	12	665	50	12
COPTHORNE HOTEL	63	1	10	63	1	10	63	1	10
A2220 (S)	1076	71	12	1143	78	12	1140	78	12
A264 (W)	1436	108	174	1389	109	191	1390	109	192
PM PEAK									
BROOKHILL RD (N)	769	65	15	855	75	16	854	74	16
A264 (E)	1130	87	15	1097	86	15	1091	85	15
COPTHORNE HOTEL	69	1	10	69	1	10	69	1	10
A2220 (S)	783	61	12	863	67	12	844	66	12
A264 (W)	1220	79	11	1254	82	11	1254	82	11

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

N6 A22 / Imberhorne Lane, East Grinstead

Table 21. N6: A22 / Imberhorne Lane Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A22 (W)	730	45	8	735	46	6	730	46	6
A22 (E)	713	98	70	675	100	57	676	100	54
IMBERHORNE LANE (S)	375	50	18	445	62	20	440	61	20
PM PEAK									
A22 (W)	919	61	11	953	62	10	948	62	10
A22 (E)	838	85	25	828	82	23	828	82	23
IMBERHORNE LANE (S)	324	55	24	361	61	25	361	61	25

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

N2 A264 / B2028, Copthorne

Table 22. N2: A264 / B2028 Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
B2027 (N)	248	12	3	278	14	4	274	14	4
A264 SNOW HILL (E)	241	12	3	293	14	3	294	14	3
B2027 (S)	596	28	3	652	31	3	652	31	3
A264 (W)	966	46	4	967	46	4	961	46	4
PM PEAK									
B2027 (N)	710	34	4	737	36	4	736	36	4
A264 SNOW HILL (E)	398	20	4	382	19	4	381	19	4
B2027 (S)	365	18	4	363	18	4	356	18	4
A264 (W)	1121	53	3	1256	59	3	1227	58	3

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

N9 A264 / A22 Felbridge, East Grinstead

Table 23. N9: A265 / A22 Felbridge Junction

APPROACH ARM	REFERENCE CASE			2031 SITES DPD SCENARIO			2031 *WITH* MITIGATION		
	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)	FLOW (VEH)	RFC (%)	DELAY (SECS)
AM PEAK									
A264 (W)	578	105	195	604	107	225	601	107	216
A22 (N)	492	56	13	496	56	13	496	56	13
A22 LONDON RD (S)	1368	108	241	1407	108	241	1406	108	241
PM PEAK									
A264 (W)	580	101	113	595	103	145	596	103	148
A22 (N)	595	64	14	613	65	14	605	64	14
A22 LONDON RD (S)	1267	100	101	1276	101	110	1275	101	108

Notes: an increase in RFC of **5%** or more to an RFC of **85%** or more is highlighted in **orange**
an increase in RFC of **10%** or more to an RFC of **95%** or more is highlighted **red**
an increase in delay of **one minute** or more to a delay of **two minutes** or more is highlighted **red**

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MID SUSSEX TRANSPORT STUDY - DEVELOPMENT SITE ASSUMPTIONS AND TRIP RATES

Windfall: 588

Check: 588

District	ID	Site address	Use Class	Quant for TRiCs rate	Ref	Ref inc Windfall	Sites DPD	Diff	Trip Rate AM O	Trip Rate AM D	Trip Rate PM O	Trip Rate PM D	Ref Trips Trip AM O	Trip AM D	Trip PM O	Trip PM D	SitesDPD Trips Trip AM O	Trip AM D	Trip PM O	Trip PM D	Diff Trip AM O	Trip AM D	Trip PM O	Trip PM D
MidSussex	6	Land at Gravelye Lane and Scamps Hill, Lindfield	Housing	units	130	137	137	0	0.397	0.191	0.143	0.486	55	26	20	67	55	26	20	67	0	0	0	0
MidSussex	21	Land rear of 11A Crawley Down Road, Felbridge	Housing	units	31	33	33	0	0.397	0.191	0.143	0.486	13	6	5	16	13	6	5	16	0	0	0	0
MidSussex	22	Land to rear of Dunnings Mill Sports Club Dunnings Rd, East Grinstead	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	32	Land south of Sunte House, Birchen Lane, Haywards Heath	Housing	units	8	8	8	0	0.397	0.191	0.143	0.486	3	2	1	4	3	2	1	4	0	0	0	0
MidSussex	33	Land North of Wickham Way and East of Birchen Lane, Haywards Heath	Housing	units	15	16	16	0	0.397	0.191	0.143	0.486	6	3	2	8	6	3	2	8	0	0	0	0
MidSussex	36	Land adjacent to Station Goods Yard, Keymer Road, Hassocks	Housing	units	16	17	17	0	0.397	0.191	0.143	0.486	7	3	2	8	7	3	2	8	0	0	0	0
MidSussex	38	Land north of the A264 at Junction 10 of M23	Housing	units	500	529	529	0	0.397	0.191	0.143	0.486	210	101	76	257	210	101	76	257	0	0	0	0
MidSussex	45	Former Sewage Works, Fairbridge Way, Burgess Hill	Housing	units	325	344	344	0	0.397	0.191	0.143	0.486	136	66	49	167	136	66	49	167	0	0	0	0
MidSussex	46	Land off Kings Way, East of Gerald Close, Burgess Hill	Housing	units	27	29	29	0	0.397	0.191	0.143	0.486	11	5	4	14	11	5	4	14	0	0	0	0
MidSussex	57	Land at Foxhill (Gamblemead Lane), Foxhill, Haywards Heath	Housing	units	104	110	110	0	0.397	0.191	0.143	0.486	44	21	16	53	44	21	16	53	0	0	0	0
MidSussex	81	Imberhorne Lower School, Windmill Lane, East Grinstead	Housing	units	200	212	212	0	0.397	0.191	0.143	0.486	84	40	30	103	84	40	30	103	0	0	0	0
MidSussex	82	Motorcycle Workshop (former G&W Motors), London Road, Bolney	Housing	units	10	11	11	0	0.397	0.191	0.143	0.486	4	2	2	5	4	2	2	5	0	0	0	0
MidSussex	83	Burgess Hill Station yard/car park, Burgess Hill	Housing	units	150	159	159	0	0.397	0.191	0.143	0.486	63	30	23	77	63	30	23	77	0	0	0	0
MidSussex	84	The Oaks Centre, Junction Road, Burgess Hill	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	88	Land north of Faulkners Way, Burgess Hill	Housing	units	20	21	21	0	0.397	0.191	0.143	0.486	8	4	3	10	8	4	3	10	0	0	0	0
MidSussex	91	Keymer Tile Works, Nye Road, Burgess Hill	Housing	units	308	326	326	0	0.397	0.191	0.143	0.486	129	62	47	158	129	62	47	158	0	0	0	0
MidSussex	92	Open air market, Cyprus Road, Burgess Hill	Housing	units	25	26	26	0	0.397	0.191	0.143	0.486	10	5	4	13	10	5	4	13	0	0	0	0
MidSussex	96	Stonequarry Woods, East Grinstead	Housing	units	40	42	42	0	0.397	0.191	0.143	0.486	17	8	6	21	17	8	6	21	0	0	0	0
MidSussex	106	Station Goods Yard, Hassocks	Housing	units	54	57	57	0	0.397	0.191	0.143	0.486	23	11	8	28	23	11	8	28	0	0	0	0
MidSussex	116	Clockfield, North Street, Turners Hill	Housing	units	41	43	43	0	0.397	0.191	0.143	0.486	17	8	6	21	17	8	6	21	0	0	0	0
MidSussex	127	Land at St. Martin Close, Handcross	Housing	units	0	0	65	65	0.397	0.191	0.143	0.486	0	0	0	0	26	12	9	32	26	12	9	32
MidSussex	138	Land south of Hammerwood Road, Ashurst Wood	Housing	units	0	0	12	12	0.397	0.191	0.143	0.486	0	0	0	0	5	2	2	6	5	2	2	6
MidSussex	139	Land between 98-104 Maypole Road. Ashurst Wood	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	147	West Hoathly Station Goods Yard, Station Road, Sharpthorne	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	148	Land north of Top Road, Sharpthorne	Housing	units	0	0	0	0	0.397	0.191	0.143	0.486	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	150	Land to the west of the Rectory, Haywards Heath Road, Balcombe	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	151	Land east of Portsmouth Wood Close, Lindfield	Housing	units	43	45	45	0	0.397	0.191	0.143	0.486	18	9	7	22	18	9	7	22	0	0	0	0
MidSussex	184	Land south of St. Stephens Church, Hamsland, Horsted Keynes	Housing	units	0	0	30	30	0.397	0.191	0.143	0.486	0	0	0	0	12	6	4	15	12	6	4	15
MidSussex	188	Land opposite Newlands, (Spring Field Shaw), London Road, Balcombe	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	191	Land to the north and rear of Barnfield Cottages, Haywards Heath Road, Balcombe.	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	196	Land south of Crawley Down Road, Felbridge	Housing	units	0	0	200	200	0.397	0.191	0.143	0.486	0	0	0	0	79	38	29	97	79	38	29	97
MidSussex	197	Land rear of 15 and 39 Crawley Down Road, Felbridge	Housing	units	62	66	66	0	0.397	0.191	0.143	0.486	26	13	9	32	26	13	9	32	0	0	0	0
MidSussex	218	Pease Pottage Golf House, Horsham Road, Pease Pottage	Housing	units	25	26	26	0	0.397	0.191	0.143	0.486	10	5	4	13	10	5	4	13	0	0	0	0
MidSussex	220	Land north of Kingsland Laines, Sayers Common	Housing	units	119	126	126	0	0.397	0.191	0.143	0.486	50	24	18	61	50	24	18	61	0	0	0	0
MidSussex	221	Land to the north of Shepherds Walk Hassocks	Housing	units	130	137	137	0	0.397	0.191	0.143	0.486	55	26	20	67	55	26	20	67	0	0	0	0
MidSussex	233	Land east of Kings Way, Burgess Hill	Housing	units	309	327	327	0	0.397	0.191	0.143	0.486	130	62	47	159	130	62	47	159	0	0	0	0
MidSussex	238	Land at Little Park Farm, north of Hurstpierpoint	Housing	units	84	89	89	0	0.397	0.191	0.143	0.486	35	17	13	43	35	17	13	43	0	0	0	0
MidSussex	246	Hurst Farm, Hurstwood Lane, Haywards Heath	Housing	units	350	370	370	0	0.397	0.191	0.143	0.486	147	71	53	180	147	71	53	180	0	0	0	0
MidSussex	247	Penland Farm, Haywards Heath	Housing	units	178	188	188	0	0.397	0.191	0.143	0.486	75	36	27	91	75	36	27	91	0	0	0	0
MidSussex	268	Land at Holly Farm, Copthorne Way, Copthorne	Housing	units	45	48	48	0	0.397	0.191	0.143	0.486	19	9	7	23	19	9	7	23	0	0	0	0
MidSussex	271	Land to the west of The Pheasantry, Turners Hill Road, Crawley Down (part of site previously assessed as of site 688)	Housing	units	44	47	47	0	0.397	0.191	0.143	0.486	18	9	7	23	18	9	7	23	0	0	0	0
MidSussex	281	Land south of Hazel Close, Crawley Down	Housing	units	60	63	63	0	0.397	0.191	0.143	0.486	25	12	9	31	25	12	9	31	0	0	0	0
MidSussex	286	Land at the Ham, Hassocks	Housing	units	129	136	136	0	0.397	0.191	0.143	0.486	54	26	20	66	54	26	20	66	0	0	0	0
MidSussex	313	Farringdon House, Wood Street, East Grinstead	Housing	units	42	44	44	0	0.397	0.191	0.143	0.486	18	8	6	22	18	8	6	22	0	0	0	0
MidSussex	321	Seaspace House, Brighton Road, Handcross	Housing	units	7	7	7	0	0.397	0.191	0.143	0.486	3	1	1	4	3	1	1	4	0	0	0	0
MidSussex	324	Meadway Garage, Lowdells Lane, East Grinstead	Housing	units	8	8	8	0	0.397	0.191	0.143	0.486	3	2	1	4	3	2	1	4	0	0	0	0
MidSussex	345	St. Wilfrids Catholic Primary School, School Close, Burgess Hill	Housing	units	0	0	200	200	0.397	0.191	0.143	0.486	0	0	0	0	79	38	29	97	79	38	29	97
MidSussex	369	53-59 Lingfield Road, East Grinstead	Housing	units	11	12	12	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	409	Sussex House, London Road, East Grinstead	Housing	units	8	8	8	0	0.397	0.191	0.143	0.486	3	2	1	4	3	2	1	4	0	0	0	0
MidSussex	430	Victoria House, College Road, Ardingly	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	433	Beckford Lewes Road, East Grinstead	Housing	units	6	6	6	0	0.397	0.191	0.143	0.486	3	1	1	3	3	1	1	3	0	0	0	0
MidSussex	447	The Emperor Restaurant, Cyprus Road, Burgess Hill	Housing	units	9	10	10	0	0.397	0.191	0.143	0.486	4	2	1	5	4	2	1	5	0	0	0	0
MidSussex	470	Wealden House, Lewes Road, Ashurst Wood	Housing	units	50	53	53	0	0.397	0.191	0.143	0.486	21	10	8	26	21	10	8	26	0	0	0	0
MidSussex	472	Stafford House, 91 Keymer Road, Hassocks	Housing	units	7	7	7	0	0.397	0.191	0.143	0.486	3	1	1	4	3	1	1	4	0	0	0	0
MidSussex	477	Land adjacent to Cookhams, south of Top Road, Sharpthorne	Housing	units	16	17	17	0	0.397	0.191	0.143	0.486	7	3	2	8	7	3	2	8	0	0	0	0
MidSussex	479	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield	Housing	units	0	0	55	55	0.397	0.191	0.143	0.486	0	0	0	0	22	11	8	27	22	11	8	27
MidSussex	480	Courtmeadow School, Hanlye Lane, Cuckfield	Housing	units	10	11	11	0	0.397	0.191	0.143	0.486	4	2	2	5	4	2	2	5	0	0	0	0
MidSussex	483	Land South of Scamps Hill, Lindfield	Housing	units	200	212	212	0	0.397	0.191	0.143	0.486	84	40	30	103	84	40	30	103	0	0	0	0
MidSussex	485	Land south of Rocky Lane Phase 2, Haywards Heath	Housing	units	112	118	118	0	0.397	0.191	0.143	0.486	47	23	17	58	47	23	17	58	0	0	0	0
MidSussex	488	Palmers Autocare Centre, Turners Hill Road, Crawley Down	Housing	units	8	8	8	0	0.397	0.191	0.143	0.486	3	2	1	4	3	2	1	4	0	0	0	0
MidSussex	492	Old Vicarage Field, Church Road, Turners Hill	Housing	units	44	47	47	0	0.397	0.191	0.143	0.486	18	9	7	23	18	9	7	23	0	0	0	0
MidSussex	493a	Northern Arc, Burgess Hill	Housing	units	1163.5	1230	1230	0	0.397	0.191	0.143	0.486	489	235	176	598	489	235	176	598	0	0	0	0
MidSussex	493b	Northern Arc, Burgess Hill	Housing	units	1163.5	1230	1230	0	0.397	0.191	0.143	0.486	489	235	176	598	489	235	176	598	0	0	0	0
MidSussex	494	Land to the east of Gravelye Lane and south of Scamps Hill and bounded to the east by Northlands Brook (Site K), Lindfield	Housing	units	18	19	19	0	0.397	0.191	0.143	0.486	8	4	3	9	8	4	3	9	0	0	0	0
MidSussex	496	Land south of Rocky Lane & to the west of Weald Rise and Fox Hill Village, Haywards Heath	Housing	units	320	338	338	0	0.397	0.191	0.143	0.486	134	65	48	164	134	65	48	164	0	0	0	0
MidSussex	510	Imberhorne Lane car park, Imberhorne Lane, East Grinstead	Housing	units	18	19	19	0	0.397	0.191	0.143	0.486	8	4	3	9	8	4	3	9	0	0	0	0
MidSussex	517	Land at Hyde Estate (to the north of Handcross)	Housing	units	70	74	74	0	0.397	0.191	0.143	0.486	29	14	11	36	29	14	11	36	0	0	0	0
MidSussex	519	Land north of Burleigh Lane, Crawley Down	Housing	units	0	0	50	50	0.397	0.191	0.143	0.486	0	0	0	0	20	10	7	24	20	10	7	24
MidSussex	528	Land at Burgess Hill Town Centre (multiple sites)	Housing	units	142	150	150	0	0.397	0.191	0.143	0.486	60	29	21	73	60	29	21	73	0	0	0	0
MidSussex	531	Land north of 99 Reed Pond Walk, Franklands Village, Haywards Heath	Housing	units	18	19	19	0	0.397	0.191	0.143	0.486	8	4	3	9	8	4	3	9	0	0	0	0
MidSussex	534	Land rear of 88 Folders Lane, Burgess Hill	Housing	units	73	77	77	0	0.397	0.191	0.143	0.486	31	15	11	38	31	15	11	38	0	0	0	0
MidSussex	544	Western side of Victoria Road, Burgess Hill	Housing	units	80	85	85	0	0.397	0.191	0.143	0.486	34	16	12	41	34	16	12	41	0	0	0	0
MidSussex	548	Land at rear of and including 17 Copthorne Road, Felbridge	Housing	units	25	26	26	0	0.397	0.191	0.143	0.486	10	5	4	13	10	5	4	13	0	0	0	0
MidSussex	553	The Old Estate Yard, Church Road, Turners Hill	Housing	units	0	0	0	0	0.397	0.191	0.143	0.486	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	559	East Grinstead Delivery Office, 76 London Road, East Grinstead	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	562	Land at Hill Place Farm to the south west of East Grinstead, west and east of the Bluebell Railway Line	Housing	units	200	212	212	0	0.397	0.191	0.143	0.486	84	40	30	103	84	40	30	103	0	0	0	0
MidSussex	570	Land at Bridge Hall, Cuckfield Road, Burgess Hill	Housing	units	35	37	37	0	0.397	0.191	0.143	0.486	15	7	5	18	15	7	5	18	0	0	0	0
MidSussex	594	Land South of Southway, Burgess Hill	Housing	units	0	0	30	30	0.397	0.191	0.143	0.486	0	0	0	0	12	6	4	15	12	6	4	15
MidSussex	597	Land rear of Devon Villas, Western Road, Haywards Heath	Housing	units	10	11	11	0	0.397	0.191	0.143	0.486	4	2	2	5	4	2	2	5	0	0	0	0
MidSussex	619	Beech Hurst Depot, Bolnore Road, Haywards Heath	Housing	units	15	16	16	0	0.397	0.191	0.143	0.486	6	3	2	8	6	3	2	8	0	0	0	0
MidSussex	629	Land at Bolney Road, Ansty	Housing	units	20	21	21	0	0.397	0.191	0.143	0.486	8	4	3	10	8	4	3	10	0	0	0	0
MidSussex	644	Ansty Cross Garage, Cuckfield Road, Ansty	Housing	units	0	0	12	12	0.397	0.191	0.143	0.486	0	0	0	0	5	2	2	6	5	2	2	6
MidSussex	645	Bluebell Woodland, Sharpthorne	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	666	Hardriding Farm, Brighton Road, Pease Pottage	Housing	units	617	653	653	0	0.397	0.191	0.143	0.486	259	125	93	317	259	125	93	317	0	0	0	0
MidSussex	668	Hook Place, Cuckfield Road, Burgess Hill	Housing	units	8	8	8	0	0.397	0.191	0.143	0.486	3	2	1	4	3	2	1	4	0	0	0	0
MidSussex	690	Hassocks Golf Club, London Road, Hassocks	Housing	units	165	174	174	0	0.397	0.191	0.143	0.486	69	33	25	85	69	33	25	85	0	0	0	0
MidSussex	696	1 -25 Bell Hammer, East Grinstead	Housing	units	11	12	12	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	707	Land west of London Road (southern part), Bolney	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	711	Bolney House, Cowfold Road, Bolney	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	713	Land north of Redcourt South, Cuttinglye Lane, Crawley Down	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	723	Ashplats House, Holtye Road, East Grinstead	Housing	units	30	32	32	0	0.397	0.191	0.143	0.486	13	6	5	15	13	6	5	15	0	0	0	0
MidSussex	725	Land adjacent to Barn Cottage, Lewes Road, Scaynes Hill	Housing	units	51	54	54	0	0.397	0.191	0.143	0.486	21	10	8	26	21	10	8	26	0	0	0	0
MidSussex	728	Ravenswood Hotel, Horsted Lane, Sharpthorne	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	729	Land adjacent to Greenstede House, Wood Street, East Grinstead	Housing	units	11	12	12	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	732	The Priory, Syresham Gardens, Haywards Heath	Housing	units	53	56	56	0	0.397	0.191	0.143	0.486	22	11	8	27	22	11	8	27	0	0	0	0
MidSussex	744	NCP Car Park, Harlands Road, Haywards Heath	Housing	units	40	42	42	0	0.397	0.191	0.143	0.486	17	8	6	21	17	8	6	21	0	0	0	0
MidSussex	746	Land south of Phoenix House, Cantelupe Road, East Grinstead	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	750	Downlands Park, Isaacs Lane, Haywards Heath	Housing	units	20	21	21	0	0.397	0.191	0.143	0.486	8	4	3	10	8	4	3	10	0	0	0	0
MidSussex	753	Land to the north of Clayton Mills, Mackie Avenue, Hassocks	Housing	units	500	529	529	0	0.397	0.191	0.143	0.486	210	101	76	257	210	101	76	257	0	0	0	0
MidSussex	756	Land at the Brow, Burgess Hill	Housing	units	100	106	106	0	0.397	0.191	0.143	0.486	42	20	15	51	42	20	15	51	0	0	0	0
MidSussex	757	LIC, Wealden House, Lewes Road, Ashurst Wood	Housing	units	25	26	26	0	0.397	0.191	0.143	0.486	10	5	4	13	10	5	4	13	0	0	0	0
MidSussex	759	Tower Car Sales, Tower Close, East Grinstead	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	761	Industrial units, Springfield Farm, Lewes Road, Scaynes Hill	Housing	units	3	3	3	0	0.397	0.191	0.143	0.486	1	1	0	2	1	1	0	2	0	0	0	0
MidSussex	765	Slaugham Manor, Slaugham Place, Slaugham.	Housing	units	25	26	26	0	0.397	0.191	0.143	0.486	10	5	4	13	10	5	4	13	0	0	0	0
MidSussex	768	Martells Store, 1-4 Normans Gardens and 38A Queens Road, East Grinstead	Housing	units	129	136	136	0	0.397	0.191	0.143	0.486	54	26	20	66	54	26	20	66	0	0	0	0
MidSussex	770	Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead	Housing	units	0	0	550	550	0.397	0.191	0.143	0.486	0	0	0	0	218	105	79	267	218	105	79	267
MidSussex	773	Superdrug, 78 London Road, East Grinstead	Housing	units	9	10	10	0	0.397	0.191	0.143	0.486	4	2	1	5	4	2	1	5	0	0	0	0
MidSussex	778	Wallis Centre, De La Warr Road, East Grinstead	Housing	units	7	7	7	0	0.397	0.191	0.143	0.486	3	1	1	4	3	1	1	4	0	0	0	0
MidSussex	779	Land at Hammonds Ridge, Burgess Hill	Housing	units	43	45	45	0	0.397	0.191	0.143	0.486	18	9	7	22	18	9	7	22	0	0	0	0
MidSussex	783	Rogers Farm, Fox Hill, Haywards Heath	Housing	units	0	0	25	25	0.397	0.191	0.143	0.486	0	0	0	0	10	5	4	12	10	5	4	12
MidSussex	807	Land South of The Old Police House, Birchgrove Road, Horsted Keynes	Housing	units	0	0	25	25	0.397	0.191	0.143	0.486	0	0	0	0	10	5	4	12	10	5	4	12
MidSussex	827	Land South of 96 Folders Lane, Burgess Hill	Housing	units	0	0	43	43	0.397	0.191	0.143	0.486	0	0	0	0	17	8	6	21	17	8	6	21
MidSussex	829	Land to the north Lyndon, Reeds Lane, Sayers Common	Housing	units	0	0	35	35	0.397	0.191	0.143	0.486	0	0	0	0	14	7	5	17	14	7	5	17
MidSussex	832	Land west of Selsfield Road, Ardingly	Housing	units	0	0	100	100	0.397	0.191	0.143	0.486	0	0	0	0	40	19	14	49	40	19	14	49
MidSussex	840	Woodfield House, Isaacs Lane, Burgess Hill	Housing	units	0	0	30	30	0.397	0.191	0.143	0.486	0	0	0	0	12	6	4	15	12	6	4	15
MidSussex	843	37-39 Perrymount Road, Haywards Heath	Housing	units	145	153	153	0	0.397	0.191	0.143	0.486	61	29	22	75	61	29	22	75	0	0	0	0
MidSussex	847	East Grinstead Police Station, College Lane, East Grinstead	Housing	units	0	0	34	34	0.397	0.191	0.143	0.486	0	0	0	0	13	6	5	17	13	6	5	17
MidSussex	854	Withypitts Farm, Selsfield Road, Turners Hill	Housing	units	0	0	16	16	0.397	0.191	0.143	0.486	0	0	0	0	6	3	2	8	6	3	2	8
MidSussex	897	Land to the rear Firlands, Church Road, Scaynes Hill	Housing	units	0	0	20	20	0.397	0.191	0.143	0.486	0	0	0	0	8	4	3	10	8	4	3	10
MidSussex	904	Land to the south of Selby Close, Hammonds Ridge, Burgess Hill	Housing	units	0	0	12	12	0.397	0.191	0.143	0.486	0	0	0	0	5	2	2	6	5	2	2	6
MidSussex	923	49 Queens Road East Grinstead	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	924	Twineham Grange Farm, Bob Lane, Twineham	Housing	units	6	6	6	0	0.397	0.191	0.143	0.486	3	1	1	3	3	1	1	3	0	0	0	0
MidSussex	925	Land parcel north of Charles Bennett Court Franklands Village Haywards Heath	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	953	Land opposite Former Queens Head (west of London Road), Bolney	Housing	units	30	32	32	0	0.397	0.191	0.143	0.486	13	6	5	15	13	6	5	15	0	0	0	0
MidSussex	956	122 Queens Road East Grinstead	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	958	Duke of York London Road Sayers Common	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	959	Sopers Ride Selsfield Road Turners Hill	Housing	units	9	10	10	0	0.397	0.191	0.143	0.486	4	2	1	5	4	2	1	5	0	0	0	0
MidSussex	960	Site to rear of Tiltwood House Gage Close Crawley Down	Housing	units	5	5	5	0	0.397	0.191	0.143	0.486	2	1	1	3	2	1	1	3	0	0	0	0
MidSussex	963	Manor Court Valebridge Road Burgess Hill	Housing	units	-1	-1	-1	0	0.397	0.191	0.143	0.486	0	0	0	-1	0	0	0	-1	0	0	0	0
MidSussex	964	Packer Close, Quarry Rise, East Grinstead	Housing	units	-8	-8	-8	0	0.397	0.191	0.143	0.486	-3	-2	-1	-4	-3	-2	-1	-4	0	0	0	0
MidSussex	965	Dart Court Quarry Rise East Grinstead	Housing	units	-13	-14	-14	0	0.397	0.191	0.143	0.486	-5	-3	-2	-7	-5	-3	-2	-7	0	0	0	0
MidSussex	966	Zenith House Market Place Haywards Heath	Housing	units	17	18	18	0	0.397	0.191	0.143	0.486	7	3	3	9	7	3	3	9	0	0	0	0
MidSussex	967	Aventis House Market Place Haywards Heath Heath	Housing	units	12	13	13	0	0.397	0.191	0.143	0.486	5	2	2	6	5	2	2	6	0	0	0	0
MidSussex	969	Land west of Freeks Lane Burgess Hill	Housing	units	460	486	486	0	0.397	0.191	0.143	0.486	193	93	70	236	193	93	70	236	0	0	0	0
MidSussex	974	87 Junction Road Burgess Hill	Housing	units	6	6	6	0	0.397	0.191	0.143	0.486	3	1	1	3	3	1	1	3	0	0	0	0
MidSussex	975	Jubilee House Cyprus Road Burgess Hill	Housing	units	14	15	15	0	0.397	0.191	0.143	0.486	6	3	2	7	6	3	2	7	0	0	0	0
MidSussex	976	Land East of Keymer Road and South of Folders Lane, Burgess Hill.	Housing	units	0	0	300	300	0.397	0.191	0.143	0.486	0	0	0	0	119	57	43	146	119	57	43	146
Horsham	H1	Kilnwood Vale	Housing	units	2500	2500	2500	0	0.397	0.191	0.143	0.486	993	478	358	1215	993	478	358	1215	0	0	0	0
Horsham	H2	Land North of Horsham	Housing	units	2500	2500	2500	0	0.397	0.191	0.143	0.486	993	478	358	1215	993	478	358	1215	0	0	0	0
Crawley	C1	North East Crawley	Housing	units	2000	2000	2000	0	0.397	0.191	0.143	0.486	794	382	286	972	794	382	286	972	0	0	0	0
Tandridge	T1	South Godstone Garden Community	Housing	units	1330	1330	1330	0	0.397	0.191	0.143	0.486	528	254	190	646	528	254	190	646	0	0	0	0
Horsham	H1	Kilnwood Vale	B1c	emp	721	721	721	0	0.300	0.700	0.844	0.067	216	505	609	48	216	505	609	48	0	0	0	0
Horsham	H2	Land North of Horsham	B1c	emp	714	714	714	0	0.300	0.700	0.844	0.067	214	500	603	48	214	500	603	48	0	0	0	0
MidSussex	493	Northern Arc, Burgess Hill	B1b	sqm	21000	21000	21000	0	0.450	1.606	1.933	0.212	95	337	406	45	95	337	406	45	0	0	0	0
MidSussex	HUB	The Hub	B1b	emp	2500	2500	2500	0	0.183	0.367	0.465	0.045	458	918	1163	113	458	918	1163	113	0	0	0	0
MidSussex	801	Science and Technology Park	B1a	emp	0	0	625	625	0.043	0.511	0.394	0.021	0	0	0	0	27	319	246	13	27	319	246	13
MidSussex	801	Science and Technology Park	B1b	emp	0	0	1250	1250	0.183	0.367	0.465	0.045	0	0	0	0	229	459	581	56	229	459	581	56
MidSussex	801	Science and Technology Park	B1c	emp	0	0	625	625	0.300	0.700	0.844	0.067	0	0	0	0	188	438	528	42	188	438	528	42
MidSussex	801	Science and Technology Park (Hotel)	C1	rooms	0	0	154	154	0.284	0.104	0.151	0.252	0	0	0	0	44	16	23	39	44	16	23	39
Reigate&Bans	RB1	Horley Strategic Business Park	B1a	sqm	88000	88000	88000	0	0.269	3.077	2.587	0.425	237	2708	2277	374	237	2708	2277	374	0	0	0	0
MidSussex	24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	B1	sqm	0	0	6547	6547	0.450	1.606	1.933	0.212	0	0	0	0	29	105	127	14	29	105	127	14
MidSussex	24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	B2	sqm	0	0	6547	6547	0.468	1.000	0.737	0.263	0	0	0	0	31	65	48	17	31	65	48	17
MidSussex	24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	B8	sqm	0	0	6547	6547	0.136	0.634	0.607	0.102	0	0	0	0	9	42	40	7	9	42	40	7
MidSussex	192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	B1	sqm	0	0	1190	1190	0.450	1.606	1.933	0.212	0	0	0	0	5	19	23	3	5	19	23	3
MidSussex	192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	B2	sqm	0	0	1190	1190	0.468	1.000	0.737	0.263	0	0	0	0	6	12	9	3	6	12	9	3
MidSussex	192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	B8	sqm	0	0	1190	1190	0.136	0.634	0.607	0.102	0	0	0	0	2	8	7	1	2	8	7	1
MidSussex	826	Burnside Centre, Victoria Road, Burgess Hill	B1	sqm	0	0	1714	1714	0.450	1.606	1.933	0.212	0	0	0	0	8	28	33	4	8	28	33	4
MidSussex	826	Burnside Centre, Victoria Road, Burgess Hill	B2	sqm	0	0	1714	1714	0.468	1.000	0.737	0.263	0	0	0	0	8	17	13	5	8	17	13	5
MidSussex	826	Burnside Centre, Victoria Road, Burgess Hill	B8	sqm	0	0	0	0	0.136	0.634	0.607	0.102	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	864	Marylands Nursery, Cowfold Road, Bolney	B1	sqm	0	0	0	0	0.450	1.606	1.933	0.212	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	864	Marylands Nursery, Cowfold Road, Bolney	B2	sqm	0	0	0	0	0.468	1.000	0.737	0.263	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	864	Marylands Nursery, Cowfold Road, Bolney	B8	sqm	0	0	8571	8571	0.136	0.634	0.607	0.102	0	0	0	0	12	54	52	9	12	54	52	9
MidSussex	888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	B1	sqm	0	0	2738	2738	0.450	1.606	1.933	0.212	0	0	0	0	12	44	53	6	12	44	53	6
MidSussex	888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	B2	sqm	0	0	2738	2738	0.468	1.000	0.737	0.263	0	0	0	0	13	27	20	7	13	27	20	7
MidSussex	888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	B8	sqm	0	0	2738	2738	0.136	0.634	0.607	0.102	0	0	0	0	4	17	17	3	4	17	17	3
MidSussex	906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	B1	sqm	0	0	714	714	0.450	1.606	1.933	0.212	0	0	0	0	3	11	14	2	3	11	14	2
MidSussex	906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	B2	sqm	0	0	714	714	0.468	1.000	0.737	0.263	0	0	0	0	3	7	5	2	3	7	5	2
MidSussex	906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	B8	sqm	0	0	714	714	0.136	0.634	0.607	0.102	0	0	0	0	1	5	4	1	1	5	4	1
MidSussex	907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	B1	sqm	0	0	238	238	0.450	1.606	1.933	0.212	0	0	0	0	1	4	5	1	1	4	5	1
MidSussex	907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	B2	sqm	0	0	238	238	0.468	1.000	0.737	0.263	0	0	0	0	1	2	2	1	1	2	2	1
MidSussex	907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	B8	sqm	0	0	238	238	0.136	0.634	0.607	0.102	0	0	0	0	0	2	1	0	0	2	1	0
MidSussex	912	Site of Former KDG Victoria Road Burgess Hill	B1	sqm	0	0	1964	1964	0.450	1.606	1.933	0.212	0	0	0	0	9	32	38	4	9	32	38	4
MidSussex	912	Site of Former KDG Victoria Road Burgess Hill	B2	sqm	0	0	1964	1964	0.468	1.000	0.737	0.263	0	0	0	0	9	20	14	5	9	20	14	5
MidSussex	912	Site of Former KDG Victoria Road Burgess Hill	B8	sqm	0	0	0	0	0.136	0.634	0.607	0.102	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	B1	sqm	0	0	833	833	0.450	1.606	1.933	0.212	0	0	0	0	4	13	16	2	4	13	16	2
MidSussex	931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	B2	sqm	0	0	833	833	0.468	1.000	0.737	0.263	0	0	0	0	4	8	6	2	4	8	6	2
MidSussex	931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	B8	sqm	0	0	833	833	0.136	0.634	0.607	0.102	0	0	0	0	1	5	5	1	1	5	5	1
MidSussex	940	Land north of the A264 at Junction 10 of M23 (Employment Area)	B1	sqm	0	0	4821	4821	0.450	1.606	1.933	0.212	0	0	0	0	22	77	93	10	22	77	93	10
MidSussex	940	Land north of the A264 at Junction 10 of M23 (Employment Area)	B2	sqm	0	0	0	0	0.468	1.000	0.737	0.263	0	0	0	0	0	0	0	0	0	0	0	0
MidSussex	940	Land north of the A264 at Junction 10 of M23 (Employment Area)	B8	sqm	0	0	4821	4821	0.136	0.634	0.607	0.102	0	0	0	0	7	31	29	5	7	31	29	5
		MidSussex	units		10214	10802	12646	1844	1	2	3	4	4288	2063	1545	5250	5020	2415	1808	6146	732	352	264	896
		MidSussex	sqm		21000	21000	83353.46	62353.46					95	337	406	45	297	993	1080	157	203	655	674	112
		MidSussex	emp		2500	2500	5000	2500					458	918	1163	113	901	2133	2518	224	443	1216	1355	111
		MidSussex	rooms		0	0	154	154					0	0	0	0	44	16	23	39	44	16	23	39
		MidSussex	**Total Trips**										**4840**	**3318**	**3113**	**5407**	**6262**	**5557**	**5430**	**6565**	**1422**	**2239**	**2316**	**1158**
		All	units			19132	20976	1844					7595	3654	2736	9298	8327	4006	3000	10194	732	352	264	896
		All	sqm			109000	171353.5	62353.46					331	3045	2682	419	534	3700	3357	531	203	655	674	112
		All	emp			3935	6435	2500					888	1922	2374	209	1331	3138	3729	320	443	1216	1355	111
		All	rooms			0	154	154					0	0	0	0	44	16	23	39	44	16	23	39
		All	**Total Trips**										**8815**	**8621**	**7792**	**9925**	**10236**	**10861**	**10108**	**11084**	**1422**	**2239**	**2316**	**1158**

Mid Sussex Transport Study: Scenario DPD Results Summary

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

Junction Analysis

Note: Includes junctions identified in previous Scenarios or in the previous Mid Sussex Transport Study which, for consistency, are retained in the list even if no significant or severe impacts are identified in the Sites DPD Scenario

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

ID	Area	Junction	Ref v 2017	2031 Sites DPD Scenario						2031 Sites DPD Scenario with Mitigation					
				Scenario v Ref	'Severe' change in Ref v 2017 also?	Number of 'Severe' Arms		Excess V/C (above severe criteria)	Excess delay (above severe criteria)	Scenario v Ref	'Severe' change in Ref v 2017 also?	Number of 'Severe' Arms		Excesss V/C (above severe criteria)	Excesss delay (above severe criteria)
						AM	PM					AM	PM		
N1	Copthorne	A264 / A2220 Copthorne	SEVERE			0	0	0	0			0	0	0	0
N2	Copthorne	A264 / B2028 Copthorne				0	0	0	0			0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.			0	0	0	0			0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SEVERE			0	0	0	0			0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SEVERE	SEVERE	YES	0	1	14	0	SEVERE	YES	0	1	14	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE			0	0	0	0			0	0	0	0
N9	Felbridge	A264 / A22 Felbridge	SEVERE			0	0	0	0			0	0	0	0
N10	West Hoathly	Selsfield Road / Vowels Lane				0	0	0	0			0	0	0	0
C1	Handcross	B2114 Junction, Handcross		SIG.		0	0	0	0	SIG.		0	0	0	0
C2	Lower Beeding	B2110 / B2115 Leechpond Hill				0	0	0	0			0	0	0	0
C3	Slough Green	B2115 Junction, Slough Green				0	0	0	0			0	0	0	0
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane				0	0	0	0			0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green		SIG.		0	0	0	0	SIG.		0	0	0	0
C6	Haywards Heath	B2036 / Ardingly Road, Whitemans Green	SEVERE			0	0	0	0			0	0	0	0
C7	Haywards Heath	A272 / B2036	SEVERE	SEVERE	YES	1	2	61	223			0	0	0	0
C8	Cowfold	A281 North Junction, Cowfold	SEVERE			0	0	0	0			0	0	0	0
C9	Cowfold	A281 South Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C10	Bolney	A23 / A272 Bolney Road	SEVERE	SIG.		0	0	0	0			0	0	0	0
C11	North Chailey	A272 / A275 North Chailey	SEVERE			0	0	0	0			0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SEVERE			0	0	0	0			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SEVERE	SEVERE	YES	0	2	58	168			0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout		SEVERE		3	0	63	155	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SEVERE			0	0	0	0			0	0	0	0
S4	Burgess Hill	Cuckfield Road / THE HUB	SEVERE			0	0	0	0			0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.	SEVERE		0	1	17	0	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	SEVERE	YES	1	1	0	172			0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SEVERE	SIG.		0	0	0	0			0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE	YES	0	2	0	179			0	0	0	0
S9	Pyecombe	A23 / A281 Eastbound On-Slip	SEVERE	SEVERE	YES	0	1	0	73	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling	SEVERE	SIG.		0	0	0	0			0	0	0	0
S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane				0	0	0	0			0	0	0	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane				0	0	0	0			0	0	0	0
S17	Burgess Hill	Bishopstone Lane / Job's Lane				0	0	0	0			0	0	0	0
S18	Hassocks	A273 / B2112				0	0	0	0			0	0	0	0
S19	Hassocks	B2112 / Lodge Lane				0	0	0	0			0	0	0	0
S20	Burgess Hill	Janes Lane / Manor Road				0	0	0	0			0	0	0	0
S21	Burgess Hill	B2112 / Green Road	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SEVERE	SEVERE	YES	0	1	0	77	SIG.		0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S24	Burgess Hill	A273 / Sussex Way				0	0	0	0	SIG.		0	0	0	0
S25	Burgess Hill	West Street / Fairfield Road		SIG.		0	0	0	0	SIG.		0	0	0	0
S26	Burgess Hill	A273 / York Road	SEVERE			0	0	0	0			0	0	0	0
S27	Burgess Hill	B2113 Keymer Road / Folders Lane				0	0	0	0	SIG.		0	0	0	0
Number of Junction with SEVERE Impacts			22	9	7	5	11	214	1047	1	1	0	1	14	0
Number of Junction with SIGNIFICANT impacts			4	8						11					

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 DPD 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

	ScDPD v Ref		ScDPD mit. v Ref	
	AM	PM	AM	PM
M23 - Impact of Scenario v Reference Case	0.10%	2.42%	0.09%	2.66%
A23 - Impact of Scenario v Reference Case	2.76%	2.09%	3.28%	3.44%
Overall	2.03%	2.18%	2.40%	3.22%

	Ref v 2017	
	AM	PM
M23 - Impact of Reference Case v 2017	20.80%	10.09%
A23 - Impact of Reference Case v 2017	25.29%	19.04%
Overall	24.05%	16.57%

Road Sections with a NOTABLE FLOW INCREASE in AM or PM

		ScDPD v Ref		ScDPD mit. v Ref	
		AM	PM	AM	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	183 (5.1%)		124 (3.5%)	
6	A23 - A2300 ON to A272 OFF		260 (7.9%)		326 (10%)
7	A23 - A272 ON to Jeremys Lane OFF		415 (13.1%)		430 (13.6%)
8	A23 - Jeremys Lane ON to B2115 OFF		415 (13.1%)		430 (13.6%)
9	A23 - B2115 ON to B2110 OFF		411 (12.7%)		433 (13.4%)
10	A23 - B2110 ON to J11 OFF		386 (11.3%)		399 (11.7%)
11	M23 - J11 ON - J10a ON		235 (7.2%)		242 (7.5%)
12	M23 - J10a ON to J10 OFF		230 (6.4%)		238 (6.6%)
13	M23 - J10 ON to J9 OFF		198 (5.5%)		202 (5.6%)
14	M23 - J9 ON to J8 OFF		148 (3.7%)		153 (3.8%)
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	244 (6.9%)		247 (7%)	
20	A23 - B2114 OFF to B2110 ON	226 (7.2%)		226 (7.3%)	
21	A23 - B2110 ON to B2115 OFF	260 (7.7%)		254 (7.6%)	
22	A23 - B2115 ON to Broxmead Lane OFF	305 (9.3%)		297 (9.1%)	
23	A23 - Broxmead Lane OFF to A272 OFF	305 (9.3%)		297 (9.1%)	
24	A23 - A272 ON to A2300 OFF	258 (7.4%)		564 (16.3%)	
25	A23 - A2300 ON to B2118 OFF				584 (14%)
26	A23 - B2118 OFF to B2117 ON				434 (11.5%)
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)		**7**	**9**	**7**	**11**

NOTABLE = Increase in traffic flow of 100 vehicles or more

Ashdown Forest

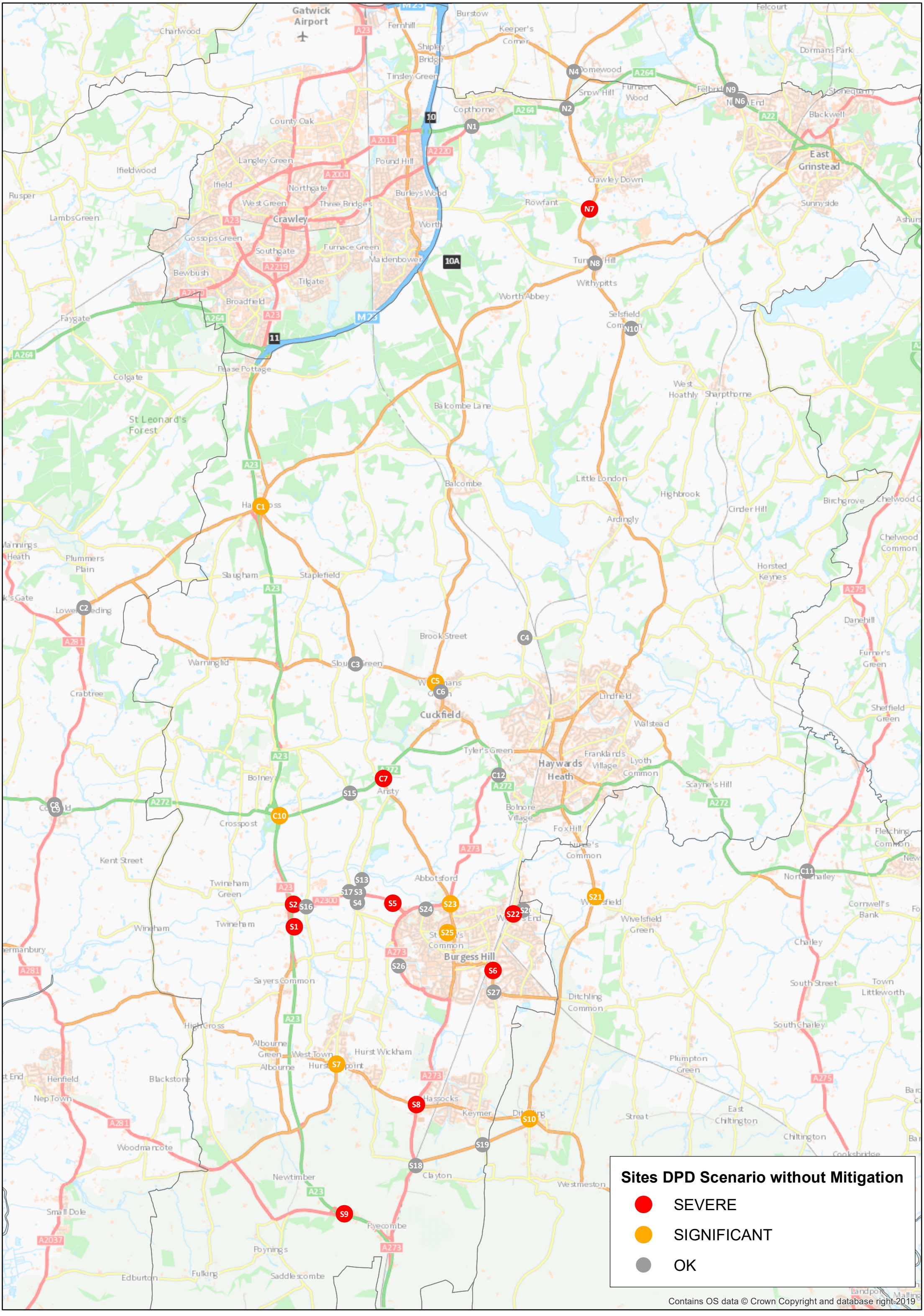
Change in Vehicle Kilometres - Impact of Scenario

	ScDPD v Ref		ScDPD mit. v Ref	
	AM	PM	AM	PM
Ashdown Forest - Impact of Scenario v Reference	-0.48%	0.52%	-0.48%	0.24%

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

New ID	Area	Junction	Approach Arm	2017 AM Dem (Veh)	2017 AM RFC (%)	2017 AM Delay (s)	2017 AM Avg Q (pcu)	2017 PM Dem (Veh)	2017 PM RFC (%)	2017 PM Delay (s)	2017 PM Avg Q (pcu)	2031 Reference Case AM Dem (Veh)	2031 Reference Case AM RFC (%)	2031 Reference Case AM Delay (s)	2031 Reference Case AM Avg Q (pcu)	2031 Reference Case PM Dem (Veh)	2031 Reference Case PM RFC (%)	2031 Reference Case PM Delay (s)	2031 Reference Case PM Avg Q (pcu)	2031 Sites DPD Scenario AM Dem (Veh)	2031 Sites DPD Scenario AM RFC (%)	2031 Sites DPD Scenario AM Delay (s)	2031 Sites DPD Scenario AM Avg Q (pcu)	2031 Sites DPD Scenario PM Dem (Veh)	2031 Sites DPD Scenario PM RFC (%)	2031 Sites DPD Scenario PM Delay (s)	2031 Sites DPD Scenario PM Avg Q (pcu)	2031 Sites DPD Scenario with Mitigation AM Dem (Veh)	2031 Sites DPD Scenario with Mitigation AM RFC (%)	2031 Sites DPD Scenario with Mitigation AM Delay (s)	2031 Sites DPD Scenario with Mitigation AM Avg Q (pcu)	2031 Sites DPD Scenario with Mitigation PM Dem (Veh)	2031 Sites DPD Scenario with Mitigation PM RFC (%)	2031 Sites DPD Scenario with Mitigation PM Delay (s)	2031 Sites DPD Scenario with Mitigation PM Avg Q (pcu)
	NORTH																																		
N1	*Copthorne*	A264 / A2220 Copthorne	Brookhill Road (N)	344	35.5	14.6	0.2	525	44.5	14.1	0.2	409	40.3	14.2	0.3	769	64.7	15.1	0.6	426	41.4	14.2	0.3	855	74.7	16.3	1.0	426	41.4	14.2	0.3	854	74.1	16.2	0.9
N1			A264 (E)	781	61.1	12.8	0.4	1138	85.2	13.8	1.1	548	41.6	11.5	0.2	1130	87.1	15.2	1.5	663	49.5	11.9	0.3	1097	85.7	15.1	1.4	665	49.7	11.9	0.3	1091	85.5	15.1	1.4
N1			Copthorne Hotel Access	43	0.7	10.0	0.0	60	1.1	9.8	0.0	63	1.0	10.0	0.0	69	1.3	9.8	0.0	63	1.0	10.1	0.0	69	1.4	9.8	0.0	63	1.0	10.1	0.0	69	1.4	9.8	0.0
N1			A2220 (S)	872	65.3	12.4	0.4	508	39.2	11.6	0.2	1076	71.1	11.6	0.4	783	60.9	12.0	0.4	1143	77.7	12.5	0.6	863	67.0	12.5	0.5	1140	77.6	12.5	0.6	844	65.8	12.4	0.5
N1			A264 Copthorne Way (W)	1376	97.2	18.1	3.3	1173	75.0	9.9	0.3	1436	**108.1**	**173.7**	65.2	1220	78.5	10.6	0.5	1389	109.0	190.9	69.5	1254	82.1	11.2	0.7	1390	109.1	192.3	70.1	1254	81.6	11.1	0.7
N2	*Copthorne*	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	171	24.8	4.8	0.1	447	64.0	6.9	0.5	248	12.4	3.5	0.0	710	34.5	3.9	0.2	278	13.8	3.5	0.0	737	35.7	4.0	0.2	274	13.6	3.5	0.0	736	35.6	4.0	0.2
N2			A264 Snow Hill (E)	504	58.0	4.4	0.2	461	77.5	11.5	1.1	241	11.5	3.4	0.0	398	20.0	4.0	0.1	293	13.6	3.4	0.0	382	19.2	4.1	0.1	294	13.7	3.4	0.0	381	19.0	4.1	0.1
N2			B2028 Turners Hill Road (S)	384	51.3	5.4	0.3	369	57.6	7.3	0.4	596	28.3	3.3	0.1	365	18.2	3.6	0.1	652	30.6	3.4	0.1	363	18.1	3.6	0.1	652	30.7	3.4	0.1	356	17.7	3.6	0.1
N2			A264 Copthorne Common Road (W)	917	102.5	63.5	15.0	845	86.5	4.0	0.2	966	46.1	3.5	0.1	1121	53.0	3.1	0.0	967	46.1	3.5	0.1	1256	59.1	3.1	0.0	961	45.8	3.5	0.1	1227	57.7	3.1	0.0
N4	*Copthorne*	B2028 / B2037 Copthorne	B2028 West Park Road (N)	249	23.1	3.2	0.0	374	38.6	4.0	0.1	361	32.9	3.4	0.0	462	52.5	5.0	0.3	381	34.4	3.4	0.0	446	52.4	5.2	0.3	381	34.4	3.4	0.0	447	52.6	5.3	0.3
N4			B2037 Snow Hill (E)	449	43.4	3.7	0.1	101	11.1	3.8	0.0	500	49.6	4.4	0.2	92	12.4	4.9	0.1	485	48.0	4.5	0.2	73	10.2	4.9	0.0	483	47.8	4.5	0.2	73	10.1	4.9	0.0
N4			B2028 West Park Road (S)	515	55.6	5.1	0.3	237	20.8	3.2	0.0	766	**88.9**	11.9	1.8	327	28.2	3.3	0.0	756	86.1	10.3	1.4	334	28.3	3.2	0.0	756	86.1	10.2	1.4	340	28.9	3.2	0.0
N4			B2037 Effingham Road (W)	176	18.8	3.7	0.0	655	60.9	3.7	0.1	239	24.7	3.7	0.1	898	79.9	4.6	0.4	258	26.4	3.7	0.1	947	84.0	4.9	0.5	256	26.1	3.7	0.1	947	84.2	5.0	0.5
N6	*East Grinstead*	A22 / Imberhorne Lane	A22 (W)	723	46.3	8.8	1.4	856	58.0	11.1	2.0	730	45.2	7.9	1.2	919	60.8	10.7	1.9	735	46.2	5.7	0.8	953	62.2	10.3	1.8	730	45.9	5.7	0.8	948	61.7	10.3	1.8
N6			A22 (E)	714	80.3	27.3	3.1	792	74.9	19.7	2.9	713	**98.2**	70.1	3.5	838	**85.1**	25.4	3.2	675	100.4	57.2	4.6	828	82.1	23.2	3.1	676	100.2	54.1	3.9	828	82.1	23.2	3.1
N6			Imberhorne Lane (S)	366	48.4	17.6	1.3	183	32.4	19.0	0.8	375	49.7	17.8	1.4	324	55.2	24.1	1.5	445	62.1	19.7	1.7	361	60.8	25.5	1.7	440	61.2	19.6	1.7	361	60.8	25.5	1.7
N7	*Crawley Down*	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	318	16.4	1.1	0.0	561	28.6	1.4	0.0	338	17.1	1.1	0.0	945	46.5	1.8	0.0	380	19.0	1.2	0.0	1101	53.8	2.0	0.0	376	18.8	1.2	0.0	1075	52.6	2.0	0.0
N7			B2028 Turners Hill Road (S)	268	13.3	1.1	0.0	195	9.7	1.0	0.0	473	22.0	1.2	0.0	224	10.7	1.0	0.0	524	24.0	1.2	0.0	249	11.9	1.0	0.0	524	24.1	1.2	0.0	247	11.7	1.0	0.0
N7			Wallage Lane	352	57.2	23.8	0.2	178	31.9	11.6	0.1	549	**99.4**	73.0	4.7	380	83.4	37.6	1.6	532	100.2	77.3	5.8	392	**97.8**	72.9	4.5	533	100.3	79.1	6.1	401	**97.5**	71.2	4.3
N8	*Turners Hill*	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	556	31.5	1.9	0.0	704	37.1	1.7	0.0	871	47.8	2.3	0.0	1290	64.6	2.7	0.0	898	49.4	2.4	0.0	1457	72.6	3.5	0.0	895	49.4	2.4	0.0	1437	71.9	3.4	0.0
N8			B2110 East Street (E)	387	92.4	29.3	2.9	387	101.1	75.6	7.8	418	**113.6**	**308.3**	31.6	317	**106.8**	**194.3**	15.9	426	115.9	350.9	35.9	305	106.8	198.9	15.6	424	115.7	346.4	35.3	307	106.8	198.0	15.7
N8			B2028 Selsfield Road (S) (priority)	803	41.5	1.8	0.0	688	36.3	1.7	0.0	1045	49.8	1.9	0.0	772	38.4	1.5	0.0	1069	50.2	1.9	0.0	800	39.7	1.6	0.0	1074	50.6	1.9	0.0	800	39.7	1.6	0.0
N8			B2110 Paddockhurst Road (W)	563	107.9	185.5	27.0	535	106.8	171.0	23.2	494	109.7	229.2	28.9	462	107.3	193.6	22.4	495	111.7	267.2	33.1	436	109.2	231.9	25.0	490	110.9	252.8	31.2	438	109.1	230.9	25.0
N9	*Felbridge*	A264 / A22 Felbridge	A264 Copthorne Road (W)	676	61.4	15.4	2.1	609	65.0	21.4	2.7	578	**105.4**	**195.4**	17.8	580	**100.9**	113.4	5.6	604	107.1	225.0	22.9	595	102.7	145.0	10.5	601	106.6	216.0	21.5	596	102.8	147.5	10.9
N9			A22 Eastbourne Road (N)	384	68.4	27.7	2.2	504	64.6	20.1	2.0	492	55.6	12.7	1.4	595	63.7	13.6	1.7	496	55.6	12.8	1.4	613	65.0	13.9	1.8	496	55.6	12.8	1.4	605	64.2	13.8	1.7
N9			A22 London Road (S)	1326	73.2	70.3	13.7	1112	68.4	46.6	3.8	1368	**108.4**	**241.3**	59.8	1267	**100.4**	101.0	11.1	1407	108.4	241.3	59.8	1276	100.9	109.9	14.2	1406	108.4	241.3	59.8	1275	100.8	108.2	13.6
N10	*West Hoathly*	Selsfield Road / Vowels Lane	Selsfield Road (N)	597	29.8	1.3	0.0	801	39.5	1.5	0.0	650	31.7	1.3	0.0	1041	50.2	1.8	0.0	650	31.4	1.3	0.0	1082	52.0	1.9	0.0	655	31.7	1.3	0.0	1049	50.5	1.8	0.0
N10			Vowels Lane (E)	183	37.0	6.9	0.2	177	40.3	8.6	0.3	296	52.5	6.4	0.3	286	78.8	21.7	1.5	331	59.1	7.0	0.4	298	81.3	23.2	1.6	337	60.8	7.3	0.4	307	82.3	23.3	1.7
N10			Selsfield Road (S)	664	36.2	1.9	0.0	593	34.5	2.1	0.0	780	43.5	2.2	0.0	680	44.0	3.0	0.1	768	42.8	2.2	0.0	705	46.8	3.3	0.1	755	42.1	2.2	0.0	701	46.2	3.2	0.1
	CENTRAL																																		
C1	*Handcross*	B2114 Junction, Handcross	B2110 High Street (N) (priority)	558	35.2	2.7	0.0	761	44.5	2.7	0.0	700	44.4	3.0	0.1	883	50.2	2.8	0.0	744	46.9	3.1	0.1	883	50.5	2.8	0.0	737	46.6	3.1	0.1	900	51.4	2.8	0.0
C1			B2114 (S) (priority)	332	16.9	1.1	0.0	130	6.7	1.0	0.0	396	20.1	1.1	0.0	139	7.1	1.0	0.0	398	20.2	1.1	0.0	140	7.2	1.0	0.0	398	20.2	1.1	0.0	140	7.2	1.0	0.0
C1			B2110 (W)	453	62.6	3.7	0.1	320	45.3	3.6	0.1	586	80.9	4.5	0.2	482	66.9	3.8	0.1	661	**92.1**	6.2	0.6	496	68.8	3.9	0.1	658	**91.7**	6.1	0.6	500	70.0	3.9	0.1
C2	*Lower Beeding*	B2110 / B2115 Leechpond Hill	B2110 (E)	491	31.9	3.0	0.0	530	29.5	2.0	0.0	581	36.1	3.1	0.0	712	39.3	2.2	0.0	578	35.9	3.0	0.0	721	39.9	2.2	0.0	575	36.1	3.1	0.0	720	39.9	2.2	0.0
C2			B2110 Leechpond Hill (S)	253	12.8	1.0	0.0	162	8.1	1.0	0.0	183	9.1	1.0	0.0	254	12.6	1.0	0.0	177	8.9	1.0	0.0	256	12.6	1.0	0.0	195	9.8	1.0	0.0	252	12.5	1.0	0.0
C2			B2115 (W)	269	39.4	3.9	0.1	270	38.2	3.5	0.0	497	69.4	4.2	0.2	340	49.9	4.1	0.1	533	74.2	4.4	0.2	338	49.5	4.1	0.1	534	75.8	4.6	0.2	349	51.1	4.1	0.1
C3	*Slough Green*	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	8.0	1.0	0.0	71	3.7	1.0	0.0	97	5.1	1.0	0.0	81	4.1	1.0	0.0	93	4.9	1.0	0.0	77	4.0	1.0	0.0	93	4.9	1.0	0.0	77	3.9	1.0	0.0
C3			B2114 (E) (priority)	639	30.1	1.3	0.0	477	23.8	1.2	0.0	753	32.6	1.4	0.0	547	26.5	1.2	0.0	771	33.1	1.4	0.0	602	29.0	1.3	0.0	713	31.2	1.3	0.0	564	27.4	1.3	0.0
C3			B2115 Sloughgreen Lane (W)	388	57.6	4.5	0.2	492	67.4	4.0	0.1	582	83.0	5.7	0.4	609	82.8	4.9	0.3	572	81.7	5.5	0.4	614	83.7	5.0	0.3	568	81.5	5.5	0.4	610	83.1	5.0	0.3
C4	*Haywards Heath*	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	465	23.7	1.2	0.0	651	32.5	1.4	0.0	518	26.2	1.2	0.0	795	37.9	1.5	0.0	517	26.2	1.2	0.0	811	38.3	1.5	0.0	515	26.0	1.2	0.0	808	38.3	1.5	0.0
C4			Copyhold Lane (E)	148	26.6	5.3	0.1	204	36.2	5.6	0.2	153	28.2	5.5	0.1	134	26.5	6.3	0.1	215	38.0	5.5	0.2	109	22.0	6.3	0.1	249	42.8	5.4	0.2	111	22.5	6.3	0.1
C4			Borde Hill Lane (S)	707	40.5	2.3	0.0	368	22.7	2.4	0.0	874	45.5	2.3	0.0	425	25.0	2.2	0.0	862	44.5	2.2	0.0	451	27.1	2.4	0.0	809	41.6	2.2	0.0	448	26.9	2.4	0.0
C5	*Haywards Heath*	B2114 / B2036 Whitemans Green	B2036 (N)	266	38.1	4.3	0.1	291	42.3	4.5	0.1	263	39.4	4.7	0.1	260	38.4	4.8	0.1	268	39.9	4.7	0.1	255	37.7	4.8	0.1	270	40.3	4.7	0.1	253	37.4	4.8	0.1
C5			B2036 (S)	922	105.0	101.2	25.1	648	74.4	3.2	0.0	1009	107.5	146.7	36.7	728	81.2	3.3	0.1	1016	107.7	149.5	37.5	830	**91.8**	3.7	0.2	999	106.0	119.7	29.8	776	**86.6**	3.4	0.1
C5			B2114 Staplefield Road (W)	540	69.9	4.5	0.2	562	68.3	4.0	0.2	679	84.8	5.3	0.4	689	83.0	4.8	0.3	664	82.9	5.0	0.4	690	84.6	5.3	0.4	661	83.9	5.4	0.5	686	83.7	5.1	0.4
C6	*Haywards Heath*	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	711	89.2	5.3	0.5	795	95.3	5.8	0.6	828	**104.1**	91.8	21.0	885	**105.1**	105.7	25.2	822	104.2	94.5	21.5	879	107.5	152.8	35.7	824	104.2	93.9	21.4	873	106.8	140.7	32.7
C6			Ardingly Road (E)	431	56.2	4.4	0.2	451	64.0	5.6	0.3	664	31.7	1.3	0.0	663	32.6	1.4	0.0	734	34.6	1.4	0.0	669	32.1	1.3	0.0	790	37.0	1.4	0.0	679	32.7	1.3	0.0
C6			B2036 London Road (S)	795	102.6	67.2	14.6	467	58.8	4.1	0.1	836	107.6	**159.7**	34.6	495	61.4	4.6	0.2	835	108.6	178.5	38.5	667	82.8	6.3	0.6	834	106.0	131.2	28.4	639	79.7	5.6	0.5
C7	*Haywards Heath*	A272 / B2036	A272 (E)	708	92.4	8.2	1.0	811	101.8	51.1	11.0	898	**102.7**	63.9	14.8	879	104.7	104.0	23.5	903	**108.0**	**163.4**	37.6	889	105.5	117.8	26.8	1106	103.1	65.6	18.5	984	103.4	80.5	20.4
C7			B2036 (S)	620	89.0	9.5	1.1	384	54.8	5.2	0.2	753	**105.3**	**122.5**	24.6	305	36.4	4.6	0.1	749	103.4	87.5	17.5	716	**97.8**	20.6	3.3	702	105.1	121.8	23.1	494	71.6	7.3	0.6
C7			A272 (W)	651	93.5	11.7	1.6	658	83.0	5.3	0.4	736	91.7	6.1	0.6	846	**101.7**	47.1	10.4	748	**97.4**	11.7	1.9	789	**108.1**	**170.6**	35.6	571	63.8	4.2	0.2	946	103.4	81.1	20.4
C8	*Cowfold*	A281 North Junction, Cowfold	A281 (N)	183	27.3	4.6	0.1	471	68.9	6.3	0.4	146	22.4	4.8	0.1	550	79.5	7.7	0.7	143	21.9	4.7	0.1	569	82.3	8.3	0.8	143	21.8	4.7	0.1	562	81.4	8.1	0.8
C8			A281 (S)	771	92.0	4.1	0.2	795	101.0	37.6	7.8	850	**97.6**	5.4	0.6	772	100.9	40.1	7.9	816	95.1	4.5	0.4	771	101.2	44.3	8.8	823	95.8	4.7	0.4	767	101.0	41.2	8.2
C8			A272 Station Road (W)	770	101.8	52.1	11.1	730	87.3	4.4	0.3	772	101.9	55.4	11.8	836	**99.3**	10.3	1.7	778	102.0	56.7	12.2	841	99.7	11.9	2.1	781	102.0	56.5	12.1	836	99.2	10.2	1.7
C9	*Cowfold*	A281 South Junction, Cowfold	A281 (N)	792	93.9	4.2	0.3	845	101.2	36.0	8.0	856	**101.2**	34.4	7.8	816	101.5	44.8	9.7	838	100.9	31.3	6.8	838	101.6	43.6	9.7	832	100.8	29.1	6.2	829	101.5	44.1	9.7
C9			A272 Bolney Road (E)	818	96.8	5.6	0.6	859	99.9	11.2	1.9	891	101.6	40.5	9.4	858	94.8	3.9	0.2	876	101.5	38.4	8.9	861	96.4	4.8	0.4	876	101.5	38.4	8.8	849	95.4	4.3	0.3
C9			A281 (S)	288	45.0	5.5	0.2	236	36.1	5.1	0.1	347	54.2	6.1	0.3	345	51.4	5.6	0.2	382	59.4	6.4	0.4	276	41.3	5.2	0.2	417	64.7	6.9	0.5	302	45.3	5.3	0.2
C10	*Bolney*	A23 / A272 Bolney Road	A23 Southbound Off-Slip	386	55.7	6.2	0.3	324	48.1	6.4	0.3	302	25.3	4.5	0.1	525	40.9	4.8	0.3	410	33.9	4.6	0.2	562	42.2	4.7	0.3	258	21.7	4.4	0.1	561	43.7	4.9	0.3
C10			A272 (E)	782	97.2	20.6	2.9	756	93.6	12.5	1.9	1116	**103.8**	95.6	25.7	633	57.2	5.5	0.4	1050	96.4	20.2	3.7	979	**90.3**	11.4	2.1	1086	100.4	35.9	9.2	857	79.7	7.4	1.0
C10			A272 (W)	661	67.7	3.0	0.0	786	78.2	3.0	0.0	1014	**101.2**	24.5	6.0	1027	**101.0**	21.6	5.2	990	99.5	3.0	0.0	947	93.4	3.0	0.0	1029	102.9	55.3	14.5	1029	101.7	33.6	8.5
C11	*North Chailey*	A272 / A275 North Chailey	A272 (W)	426	64.0	5.8	0.3	570	75.1	5.2	0.4	658	81.6	5.1	0.4	807	**92.2**	3.9	0.2	626	77.4	4.7	0.3	820	93.8	4.4	0.3	626	77.1	4.5	0.3	806	93.0	4.4	0.3
C11			A275 (N)	143	24.4	5.2	0.1	219	47.6	9.4	0.4	110	22.2	6.3	0.1	197	43.7	9.4	0.4	111	21.4	6.0	0.1	201	49.1	11.3	0.5	111	21.4	6.0	0.1	187	45.7	10.8	0.4
C11			A272 (E)	852	99.2	10.6	1.7	687	82.0	4.7	0.3	895	100.1	14.0	2.6	853	**98.1**	8.9	1.3	896	100.2	15.9	3.1	835	96.2	7.2	0.9	896	100.2	14.5	2.8	853	97.5	7.9	1.1
C11			A275 (S)	478	72.6	7.1	0.6	300	41.1	4.3	0.1	358	**101.8**	93.7	9.3	95	32.9	14.5	0.3	369	102.1	98.5	10.0	113	33.1	12.0	0.3	366	101.7	91.5	9.2	118	39.2	15.0	0.4
C12	*Haywards Heath*	A273 / Isaac's Lane / Traustein Way	A273 (W)	578	69.0	6.4	0.6	529	54.1	4.2	0.2	869	**103.7**	97.6	22.5	849	78.2	5.2	0.5	910	104.6	112.2	27.1	889	84.6	6.4	0.8	873	103.8	98.2	23.1	816	81.0	6.1	0.7
C12			Isaac's Lane	769	68.7	3.7	0.2	941	83.4	4.0	0.3	831	75.8	4.3	0.3	1087	**102.8**	73.7	19.8	899	79.8	4.5	0.3	1099	103.0	75.6	20.5	810	74.0	4.2	0.3	1100	101.6	50.4	13.5
C12			Parkfield Way (zone access)	307	4.7	3.2	0.0	83	1.3	3.2	0.0	355	5.7	3.2	0.0	88	1.7	3.3	0.0	357	5.8	3.2	0.0	87	1.7	3.3	0.0	357	5.7	3.2	0.0	87	1.6	3.3	0.0
C12			Traunstein Way	761	80.6	6.1	0.7	501	50.2	4.0	0.1	945	**101.5**	51.8	12.7	724	69.9	4.9	0.4	939	104.2	103.4	25.5	749	71.4	4.8	0.4	960	102.7	74.8	18.9	733	70.3	4.8	0.3
	SOUTH																																		
S1	*Burgess Hill*	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip	214	16.2	3.9	0.1	388	34.1	4.7	0.2	698	39.5	3.9	0.1	677	49.0	5.2	0.4	772	47.1	3.9	0.2	596	**107.1**	**173.5**	24.4	785	40.8	3.3	0.1	1158	60.8	3.6	0.2
S1			A23 Southbound	1996	55.9	3.5	0.0	3000	80.7	7.7	0.0	2287	71.2	4.4	0.0	3501	**98.5**	25.2	0.0	2305	74.7	4.8	0.0	3632	100.0	36.2	0.0	2295	45.6	1.6	0.0	3605	69.8	3.5	0.0
S2	*Burgess Hill*	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	637	39.7	3.6	0.1	817	45.7	3.4	0.1	1182	68.4	3.9	0.3	1175	68.1	4.1	0.3	1422	**107.4**	**159.4**	57.6	1081	57.3	3.4	0.1	0	0.0	14.4	0.0	0	0.0	31.7	0.0
S2			A2300 (E)	946	93.7	4.2	0.3	881	88.6	3.6	0.2	1619	72.5	3.1	0.0	1785	79.4	3.1	0.1	1965	**96.4**	4.2	0.1	1951	**91.2**	3.0	0.0	1948	73.0	9.9	3.9	2529	**85.1**	10.8	4.4
S2			A2300 (W)	367	37.0	3.0	0.0	282	27.7	3.0	0.0	326	31.7	3.0	0.0	424	39.2	3.0	0.0	744	78.7	4.0	0.2	191	18.3	3.0	0.0	519	26.5	0.0	0.0	215	10.6	0.0	0.0
S3	*Burgess Hill*	A2300 / Cuckfield Road	Cuckfield Road (N)	132	15.6	4.3	0.1	199	24.2	4.7	0.1	500	**100.7**	66.7	8.5	128	24.6	8.5	0.2	507	45.0	19.3	2.3	1240	63.0	11.8	3.2	542	47.5	19.5	2.5	1307	66.6	12.3	3.5
S3			A2300 (E)	1161	108.2	161.0	51.6	1076	103.6	81.8	24.3	1533	**117.1**	**330.8**	127.8	1668	99.0	9.5	2.9	2614	62.5	1.2	0.0	1389	33.5	0.7	0.0	2592	62.4	1.2	0.0	1567	37.9	0.7	0.0
S3			Cuckfield Road (S)	174	23.5	4.7	0.1	172	21.0	4.5	0.1	737	**102.9**	88.7	18.1	1154	**103.9**	107.1	21.2	802	41.3	9.4	1.8	996	105.1	143.6	25.6	865	44.2	9.7	2.0	1024	104.6	165.7	25.6
S3			A2330 (W)	988	91.6	4.7	0.5	1099	98.0	7.8	1.4	1548	**105.3**	113.3	47.7	1696	**108.1**	**163.4**	71.7	2170	51.7	0.9	0.0	1489	102.1	85.3	14.8	2222	55.2	1.0	0.0	1518	103.4	109.6	24.9
S4	*Burgess Hill*	Cuckfield Road / THE HUB	Cuckfield Road (N)	N/A				N/A				985	16.3	0.4	0.0	588	23.9	1.0	0.0	1062	21.1	0.5	0.0	660	28.5	1.1	0.0	1059	21.2	0.5	0.0	398	15.8	0.9	0.0
S4			THE HUB	N/A				N/A				447	6.4	3.1	0.0	1183	**170.7**	**1287.2**	247.2	449	6.9	3.2	0.0	1173	119.3	362.7	98.2	449	7.1	3.2	0.0	1173	112.6	238.9	68.3
S4			Cuckfield Road (S)	N/A				N/A				438	19.7	1.5	0.0	128	68.6	28.7	0.0	450	20.8	1.4	0.0	43	14.9	6.9	0.0	513	23.9	1.4	0.0	57	22.0	8.4	0.0
S5	*Burgess Hill*	A2300 / Northern Arc Spine Road	N Arc (N)	N/A				N/A				338	28.8	5.0	0.2	248	20.3	4.9	0.1	872	75.5	8.8	1.4	197	17.6	5.2	0.1	840	80.5	11.2	1.9	239	21.8	5.4	0.2
S5			A2300 (E)	N/A				N/A				846	56.1	4.9	0.4	845	54.7	4.8	0.4	1258	78.6	7.9	1.6	839	54.5	4.9	0.4	1185	74.5	7.3	1.3	822	53.8	4.9	0.4
S5			N Arc (S)	N/A				N/A				997	67.4	5.3	0.7	1175	77.4	6.1	1.0	1066	69.2	6.9	1.1	1239	80.8	6.5	1.2	1068	69.1	6.8	1.1	1236	80.8	6.6	1.2
S5			A2300 (W)	N/A				N/A				1669	78.7	4.3	0.6	2185	**86.1**	5.1	1.0	1966	**94.0**	5.7	1.4	2291	**103.5**	83.3	45.6	2136	**91.9**	4.6	1.0	2334	**93.0**	6.8	2.3
S6	*Burgess Hill*	Junction Road / B2113, Burgess Hill	Junction Road (N)	323	47.2	5.1	0.2	31	5.2	4.8	0.0	425	**96.8**	108.1	5.7	138	10.1	38.1	1.4	430	101.1	153.1	9.7	132	9.5	38.0	1.3	415	101.1	153.5	9.3	134	10.1	43.1	1.5
S6			Silverdale Road	112	19.7	5.7	0.1	41	6.6	4.8	0.0	0	0.0	**122.1**	0.0	0	0.0	**122.1**	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0
S6			B2113 Keymer Road (S)	779	102.6	69.0	14.7	661	77.2	3.3	0.1	499	104.8	**211.6**	17.1	479	**99.6**	**122.3**	5.8	520	109.3	**293.6**	27.9	483	98.7	115.3	5.8	573	107.2	249.0	25.3	481	100.0	125.8	5.8
S6			B2113 Station Road (W)	765	93.6	6.3	0.7	852	101.6	41.2	9.4	525	**104.6**	**206.3**	17.5	541	106.2	**234.6**	21.5	523	103.3	182.7	14.2	564	**111.2**	**324.8**	34.0	483	105.0	217.6	17.0	634	107.1	241.9	27.3
S7	*Hurstpierpoint*	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	316	41.3	3.9	0.1	526	67.2	4.4	0.2	498	63.1	4.1	0.2	783	**95.5**	10.4	1.5	408	52.4	3.9	0.1	825	**104.3**	98.7	21.6	473	61.1	4.1	0.1	667	93.2	12.0	1.7
S7			B2116 Hassocks Road (E)	313	28.7	3.3	0.0	360	39.1	4.3	0.1	398	38.3	3.9	0.1	264	32.8	5.0	0.2	395	35.9	3.6	0.1	259	33.6	5.3	0.2	414	39.0	3.8	0.1	232	25.7	4.2	0.1
S7			B2117 Brighton Road (S)	286	37.1	3.8	0.1	105	13.4	3.4	0.0	303	41.9	4.4	0.1	269	33.9	3.6	0.1	296	40.6	4.3	0.1	332	43.1	4.0	0.1	417	59.3	5.3	0.3	379	49.0	4.0	0.1
S7			B2116 Albourne Road (W)	153	15.3	3.5	0.0	251	23.1	3.2	0.0	140	14.4	3.6	0.0	214	21.1	3.5	0.0	140	14.5	3.6	0.0	265	26.7	3.7	0.1	139	15.4	3.9	0.0	342	35.2	3.9	0.1
S8	*Hassocks*	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.8	134.6	6.8	387	101.0	142.0	5.3	551	**112.1**	**335.3**	35.1	614	101.6	138.0	10.4	612	106.3	225.2	24.0	728	**106.9**	**232.1**	30.1	589	108.1	259.9	27.8	689	102.4	153.1	15.4
S8			B2116 Keymer Road (E)	369	102.2	178.7	8.6	373	99.2	132.5	4.8	439	106.3	**247.6**	18.5	463	101.0	146.5	8.0	451	109.3	302.0	24.7	465	100.6	139.5	7.1	462	108.2	278.8	23.0	453	102.0	165.8	10.0
S8			A273 Brighton Road (S)	389	101.7	160.2	8.8	402	51.5	43.4	4.3	420	103.4	190.2	13.3	424	**95.4**	92.4	4.5	423	104.7	213.5	16.2	426	59.6	48.6	5.0	410	105.1	222.5	16.6	329	96.4	120.4	4.5
S8			B2116 Hurst Road (W)	492	67.8	49.0	5.7	300	56.2	54.4	3.9	430	**89.3**	80.8	6.1	347	**100.7**	**160.8**	6.0	433	90.0	82.7	6.2	405	**105.7**	**245.8**	16.3	435	90.4	83.9	6.2	559	102.9	175.5	14.8
S9	*Pyecombe*	A23 / A281 Eastbound On-Slip	A23 Southbound	2366	67.3	10.7	0.0	3994	100.0	54.6	0.1	2979	82.5	17.2	0.0	4270	100.3	61.9	6.9	2916	81.9	17.1	0.0	4276	100.4	63.8	8.9	2945	82.7	17.6	0.0	4247	100.7	69.3	15.0
S9			A281 Southbound on-Slip	310	25.6	4.1	0.1	118	101.1	133.7	4.3	346	34.3	5.0	0.2	28	94.8	**227.2**	1.8	317	33.0	5.0	0.2	31	**103.1**	**299.8**	2.5	321	33.6	5.1	0.2	31	**101.7**	274.5	2.3
S10	*Ditchling*	B2112 / B2116 Ditchling	B2116 (W)	323	53.0	6.5	0.3	287	40.9	4.7	0.1	466	75.5	9.1	0.8	151	23.0	4.8	0.1	431	69.2	7.8	0.6	171	26.4	5.1	0.1	422	68.1	7.8	0.6	180	28.0	5.1	0.1
S10			B2112 (N)	825	104.9	106.4	24.4	852	106.0	125.5	29.2	864	**111.9**	**234.5**	52.6	952	110.4	**199.4**	49.3	876	111.9	235.0	53.3	957	110.9	208.1	51.2	878	111.9	234.2	53.4	943	110.2	196.5	48.2
S10			B2116 (E)	229	39.5	6.2	0.2	355	60.6	7.7	0.5	339	60.2	8.1	0.5	270	44.3	6.0	0.2	345	60.7	8.0	0.5	276	45.4	6.1	0.2	345	60.5	7.9	0.5	265	43.8	6.1	0.2
S10			B2112 (S)	785	96.3	6.4	0.8	542	64.9	3.5	0.1	786	96.3	6.8	0.8	730	**87.2**	4.3	0.3	762	93.8	5.6	0.6	792	**93.7**	5.4	0.5	773	95.1	6.1	0.7	770	92.0	5.0	0.4
S13	*Burgess Hill*	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	N/A				N/A				N/A				N/A				1100	64.5	3.4	0.1	211	10.1	3.0	0.0	1078	64.4	3.4	0.1	159	7.9	3.0	0.0
S13			Science & Tech Park Access (W)	N/A				N/A				N/A				N/A				474	5.5	3.0	0.0	1389	16.2	3.0	0.0	459	5.4	3.0	0.0	1348	15.5	3.0	0.0
S13			Cuckfield Rd (S)	N/A				N/A				N/A				N/A				300	27.7	3.7	0.1	135	16.0	4.9	0.1	341	30.9	3.7	0.1	146	18.3	5.2	0.1
S15	*Burgess Hill*	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W)	590	30.8	1.3	0.0	606	30.4	1.3	0.0	676	34.2	1.4	0.0	810	39.8	1.5	0.0	704	36.1	1.4	0.0	749	37.1	1.4	0.0	510	25.8	1.2	0.0	900	44.1	1.6	0.0
S15			A272 Bolney Road (E)	676	34.5	1.4	0.0	639	31.5	1.3	0.0	1110	52.1	1.9	0.0	618	28.1	1.3	0.0	1028	47.5	1.7	0.0	818	37.4	1.5	0.0	1070	49.9	1.8	0.0	785	36.6	1.4	0.0
S15			Bishopstone Lane	49	11.8	7.7	0.1	35	8.2	7.2	0.0	36	11.7	10.6	0.1	22	4.7	6.0	0.0	23	6.4	8.4	0.0	43	10.2	7.2	0.1	35	10.1	9.1	0.1	43	10.6	7.8	0.1
S16	*Burgess Hill*	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W)	963	34.9	1.0	0.0	1053	37.6	1.2	0.0	1501	28.0	0.5	0.0	1566	28.1	0.5	0.0	2300	45.1	0.7	0.0	1288	23.0	0.4	0.0	2363	49.3	0.7	0.0	1229	21.9	0.4	0.0
S16			Stairbridge Lane	18	2.3	5.3	0.0	87	10.7	6.5	0.2	69	5.4	3.5	0.0	152	10.8	3.5	0.0	159	13.5	3.8	0.0	271	16.1	3.3	0.0	148	13.4	4.1	0.1	356	20.6	3.3	0.0
S16			A2300 (E)	1040	25.4	1.4	0.1	944	23.0	1.4	0.1	1619	26.7	0.5	0.0	1785	29.3	0.5	0.0	1965	37.3	0.6	0.0	1951	35.1	0.5	0.0	1948	37.1	0.6	0.0	2525	48.7	0.7	0.0
S16			Pookbourne Lane	23	3.0	4.4	0.0	20	2.9	5.4	0.0	0	0.0	3.5	0.0	0	0.0	3.5	0.0	0	0.0	3.8	0.0	0	0.0	3.7	0.0	0	0.0	3.8	0.0	5	0.6	4.4	0.0
S18	*Hassocks*	A273 / B2112	A273 (N)	514	25.9	1.2	0.0	226	11.3	1.0	0.0	525	24.5	1.2	0.0	413	20.1	1.1	0.0	587	28.2	1.3	0.0	556	25.9	1.2	0.0	558	26.5	1.2	0.0	532	25.9	1.2	0.0
S18			B2112 (E)	630	102.8	80.7	13.2	392	57.3	4.4	0.2	671	105.3	123.5	20.9	432	61.3	4.5	0.2	644	105.7	134.3	22.0	449	67.3	5.5	0.3	656	105.5	129.3	21.5	431	61.8	4.7	0.2
S18			A273 (S)	956	39.9	2.8	0.2	678	23.3	2.1	0.0	932	38.0	2.6	0.1	881	32.7	2.6	0.1	925	37.9	2.7	0.2	1029	41.4	3.1	0.2	911	37.1	2.6	0.1	837	32.3	3.0	0.2
S19	*Hassocks*	B2112 / Lodge Lane	Lodge Lane (N)	321	59.7	7.6	0.4	112	18.5	4.6	0.1	478	83.5	11.0	1.1	158	29.9	6.0	0.1	499	84.7	10.6	1.1	164	33.2	6.9	0.2	494	84.4	10.7	1.1	153	31.2	6.8	0.2
S19			B2112 (E)	352	18.0	1.2	0.0	316	15.7	1.2	0.0	248	12.5	1.3	0.0	300	14.3	1.2	0.0	177	9.0	1.2	0.0	329	16.4	1.5	0.0	194	9.8	1.2	0.0	305	15.2	1.4	0.0
S19			B2112 (W)	598	30.8	1.3	0.0	428	21.6	1.2	0.0	562	28.6	1.3	0.0	772	38.4	1.5	0.0	560	28.7	1.3	0.0	952	46.7	1.7	0.0	555	28.5	1.3	0.0	892	44.3	1.6	0.0
S20	*Burgess Hill*	Janes Lane / Manor Road	Janes Lane (E)	196	10.1	1.0	0.0	184	9.3	1.0	0.0	196	10.0	1.0	0.0	327	16.2	1.1	0.0	227	11.5	1.0	0.0	333	16.4	1.1	0.0	204	10.3	1.0	0.0	332	16.4	1.1	0.0
S20			Manor Road	144	21.0	3.7	0.0	83	12.1	3.6	0.0	309	44.7	3.9	0.1	175	26.8	4.2	0.1	310	45.3	4.0	0.1	197	30.0	4.2	0.1	322	46.6	3.9	0.1	197	30.0	4.2	0.1
S20			Janes Lane (W)	305	16.9	1.7	0.0	360	20.0	1.9	0.0	573	33.0	2.3	0.0	684	41.4	3.1	0.1	550	31.9	2.4	0.0	739	43.6	3.2	0.1	574	33.2	2.4	0.0	692	41.6	3.1	0.1
S21	*Burgess Hill*	B2112 / Green Road	B2112 (N)	695	84.4	4.2	0.2	822	100.2	18.2	3.6	660	80.2	4.5	0.3	841	100.3	20.9	4.1	687	83.9	4.9	0.4	848	100.5	25.3	5.2	669	81.4	4.6	0.3	835	100.2	19.2	3.7
S21			Green Road (E)	346	52.5	5.4	0.2	277	45.2	6.2	0.2	407	60.1	5.9	0.3	415	63.3	6.8	0.4	441	66.6	6.7	0.5	400	61.4	6.8	0.4	415	62.1	6.1	0.4	423	65.2	7.2	0.5
S21			B2112 (S)	800	104.0	92.3	20.5	610	74.6	4.0	0.2	828	108.4	**172.9**	38.7	648	80.8	5.1	0.4	824	108.7	178.2	39.6	702	**86.0**	5.7	0.5	833	108.8	179.3	40.3	690	**86.4**	6.0	0.6
S22	*Burgess Hill*	Valebridge Road / Junction Road / Leylands Road	Valebridge Road (N)	691	82.9	3.7	0.1	599	75.5	4.3	0.2	644	55.2	72.1	5.1	659	55.6	72.8	5.1	641	54.6	71.9	4.9	642	54.1	67.3	5.0	643	54.9	81.9	5.0	668	56.7	91.6	5.3
S22			Junction Road (S)	430	64.8	6.5	0.4	207	30.7	4.7	0.1	486	**92.9**	64.7	4.1	259	49.5	32.5	1.8	509	97.3	91.5	4.4	256	48.7	32.3	1.8	465	**100.1**	117.9	3.7	263	56.3	37.3	2.0
S22			Leylands Road (W)	532	70.2	4.7	0.3	846	100.5	19.9	4.1	1041	**98.9**	65.6	5.5	1025	104.1	**152.5**	25.3	1030	94.6	43.7	5.3	1043	108.3	**229.2**	44.7	1085	95.8	45.4	5.2	1102	104.6	157.9	28.6
S23	*Burgess Hill*	A273 / B2036 / Marchants Way	A273 (N)	790	97.0	7.6	1.0	813	96.5	6.8	0.9	811	99.1	13.6	2.4	753	86.7	6.6	0.7	836	97.2	8.0	1.1	756	88.3	7.2	0.8	658	81.7	5.8	0.5	775	**92.6**	8.1	1.0
S23			Marchants Way (E)	15	2.7	5.5	0.0	22	3.9	5.4	0.0	16	0.3	3.2	0.0	23	0.4	3.2	0.0	16	0.3	3.2	0.0	23	0.4	3.2	0.0	16	0.3	3.2	0.0	23	0.4	3.2	0.0
S23			B2036 (S)	444	56.5	4.0	0.1	466	60.2	4.3	0.2	758	**93.0**	7.0	0.8	733	**88.4**	5.3	0.5	856	**100.2**	18.2	3.5	784	**95.8**	8.6	1.2	854	**100.1**	15.7	2.9	737	91.7	7.1	0.8
S23			A273 (W)	674	88.2	7.1	0.8	573	74.3	4.9	0.3	545	75.9	6.2	0.5	659	**85.9**	7.8	0.8	409	58.1	5.0	0.2	601	83.3	8.0	0.8	575	81.2	7.0	0.7	635	87.4	8.7	1.0
S24	*Burgess Hill*	A273 / Sussex Way	A273 (E)	393	51.3	4.2	0.1	500	59.7	3.6	0.1	495	59.7	6.0	0.4	471	50.9	4.9	0.2	474	62.5	7.3	0.6	465	56.8	6.3	0.4	462	62.9	7.6	0.6	515	64.6	7.1	0.6
S24			Sussex Way (S)	576	74.6	4.7	0.3	487	65.3	4.6	0.2	631	63.4	4.3	0.2	718	70.3	4.2	0.2	829	80.3	4.9	0.4	750	72.6	4.2	0.3	819	80.0	4.9	0.4	757	73.9	4.3	0.3
S24			A273 (W)	761	70.3	3.8	0.2	526	47.2	3.3	0.1	1106	79.3	3.6	0.2	1117	73.5	3.7	0.2	1035	76.1	3.8	0.2	1240	84.8	4.1	0.3	1211	**90.7**	5.0	0.7	1253	**88.6**	4.6	0.5
S25	*Burgess Hill*	West Street / Fairfield Road	Fairfield Road (N)	46	2.3	0.9	0.0	21	1.1	0.9	0.0	23	1.1	0.9	0.0	12	0.6	0.9	0.0	41	2.0	0.9	0.0	14	0.7	0.9	0.0	22	1.1	0.9	0.0	17	0.8	0.9	0.0
S25			West Street (E)	110	15.6	3.4	0.0	49	6.7	3.3	0.0	127	17.9	3.5	0.0	42	5.7	3.4	0.0	202	28.3	3.8	0.0	43	5.8	3.4	0.0	172	24.7	3.8	0.0	50	6.9	3.5	0.0
S25			Fairfield Road (S)	142	7.3	1.2	0.0	116	6.1	1.5	0.0	196	9.7	1.0	0.0	180	9.0	1.0	0.0	246	12.1	1.0	0.0	139	7.0	1.0	0.0	261	12.9	1.1	0.0	163	8.2	1.0	0.0
S25			West Street (W)	257	34.7	3.3	0.0	214	29.6	3.2	0.0	609	80.4	3.7	0.1	551	69.2	3.4	0.1	686	**90.6**	4.6	0.3	690	**88.2**	4.0	0.2	689	**91.6**	4.5	0.3	709	**91.9**	4.4	0.3
S26	*Burgess Hill*	A273 / York Road	A273 (N)	945	103.1	67.0	16.5	775	79.3	3.2	0.0	919	105.4	109.1	27.3	993	**105.2**	105.5	26.4	921	103.3	71.9	17.6	954	104.8	98.5	24.5	918	104.0	84.2	20.8	944	104.3	89.7	22.3
S26			York Road (E)	206	27.3	3.8	0.1	600	82.0	6.5	0.6	365	48.7	4.2	0.1	568	84.9	9.3	1.0	279	37.2	4.0	0.1	492	73.0	6.7	0.5	291	39.0	4.0	0.1	530	77.9	7.2	0.6
S26			A273 (S)	564	71.3	4.0	0.2	462	67.8	6.3	0.4	645	**86.8**	6.9	0.7	529	75.9	6.9	0.6	696	89.5	6.5	0.7	537	73.6	5.9	0.4	682	88.5	6.4	0.7	503	70.6	6.0	0.4
S27	*Burgess Hill*	B2113 Keymer Road / Folders Lane	B2113 Keymer Road (N)	528	47.4	3.3	0.0	630	56.8	3.5	0.1	375	63.4	25.5	1.7	354	58.1	24.1	1.5	350	59.4	24.4	1.6	386	60.9	24.8	1.6	326	54.8	23.3	1.4	467	77.0	31.5	2.2
S27			B2113 Folders Lane (E)	561	52.4	3.5	0.1	520	49.0	3.6	0.1	544	50.5	24.2	2.5	497	45.8	22.9	2.2	544	50.4	24.3	2.5	568	51.9	24.6	2.6	585	54.2	24.5	2.7	568	52.2	24.9	2.6
S27			Keymer Road (S)	479	48.4	4.0	0.1	462	46.0	3.9	0.1	432	68.1	23.2	1.7	512	77.0	26.6	2.1	492	75.7	26.2	2.1	545	84.4	33.4	2.4	494	73.2	24.2	2.0	497	**88.9**	43.8	2.4

Key:
Increase in RFC of 5% or more to 85% or more are highlighted in orange
Increase in RFC of 10% or more to 95% or more are highlighted in red
Increase in Delay of 1 minute or more to 2 minutes or more are in red



Sites DPD Scenario without Mitigation

- SEVERE
- SIGNIFICANT
- OK
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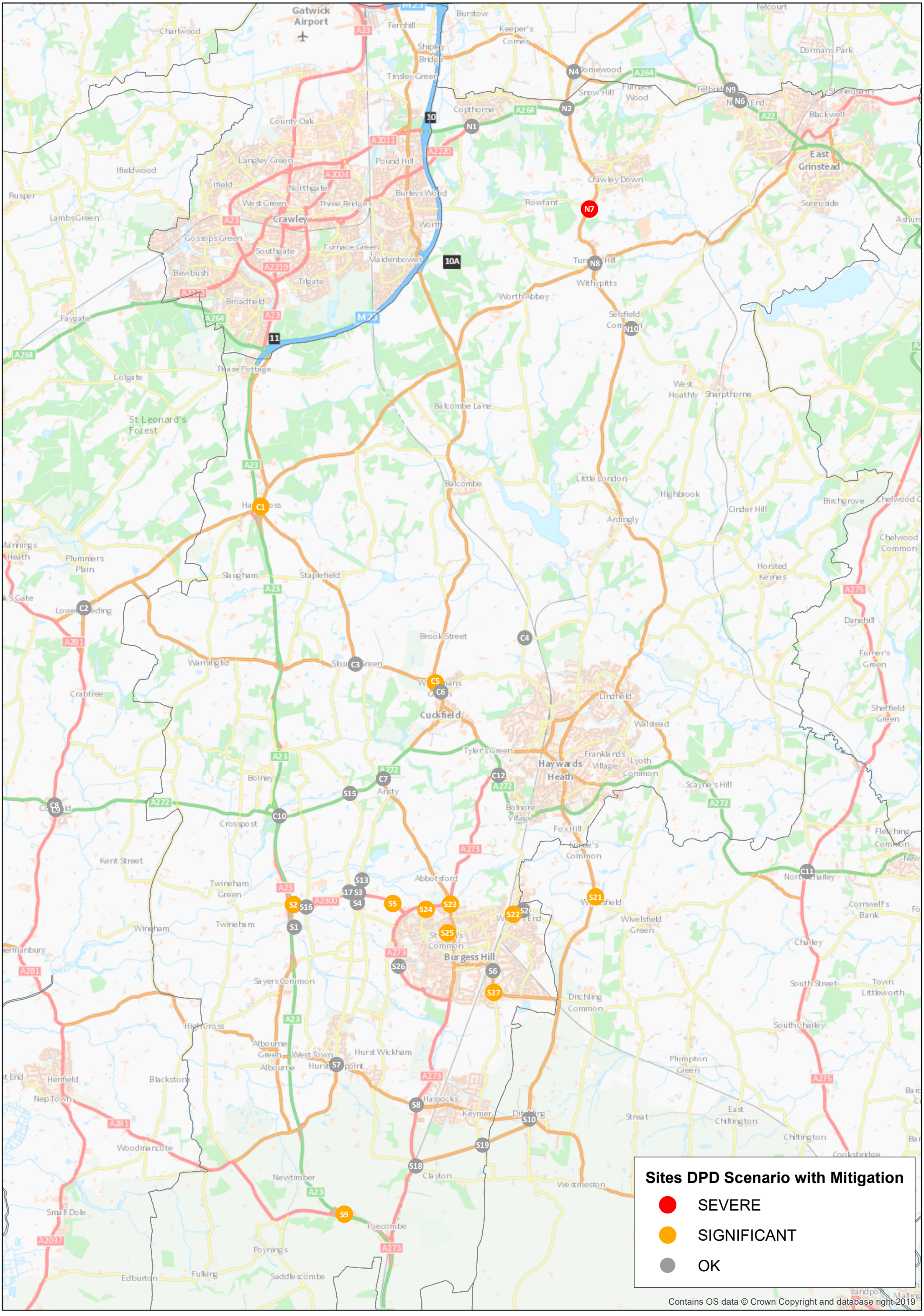
- EmploymentAllocations


Gatwick Airport
Charlwood
Fernhill
Burstow
Keeper's Corner
Shipley Bridge
Tinsley Green
Felcourt
Dormans Park
Homewood
Snow Hill
Furnace Wood
Felbridge
North End
Stonequarry
Blackwell
East Grinstead
Copthorne
County Oak
Langley Green
Pound Hill
Ifield
Ifieldwood
Rusper
Lambs Green
Northgate
West Green
Three Bridges
Crawley
Burleys Wood
Worth
Crawley Down
Rowfant
Sunnyside
Gossops Green
Southgate
Furnace Green
Maidenbower
Bewbush
Tilgate
Broadfield
Faygate
Colgate
Pease Pottage
Withypitts
Worth Abbey
Selsfield Common
West Hoathly
Sharpthorne
Balcombe Lane
St Leonard's Forest
Balcombe
Little London
Highbrook
Cinder Hill
Ardingly
Birchgrove
Chelwood Common
Horsted Keynes
Plummers Plain
Slaugham
Staplefield
Lower Beeding
Brook Street
Warninglid
Crabtree
Cuckfield
Lindfield
Walstead
Sheffield Green
Furner's Green
Tyler's Green
Haywards Heath
Franklands Village
Lyoth Common
Scaynes Hill
Bolney
Ansty
Bolnore Village
Fox Hill
Crosspost
Kent Street
Twineham Green
Twineham
Wineham
Abbotsford
Burgess Hill
Wivelsfield Green
Chailey
South Street
Town Littleworth
South Chailey
Ditchling Common
Sayers Common
High Cross
Albourne
West Town
Hurst Wickham
Hassocks
Keymer
Ditchling
Plumpton Green
East Chiltington
Chiltington
Henfield
Blackstone
Nep Town
Woodmancote
Newtimber
Small Dole
Poynings
Pyecombe
Clayton
Westmeston
Edburton
Fulking
Saddlescombe
Cooksbridge
Fletching Common
North Chailey
Cornwell's Bank
Wivelsfield
Streat
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Sites DPD Scenario with Mitigation
SEVERE
SIGNIFICANT
OK
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Gatwick Airport
Charlwood
Fernhill
Burstow
Keeper's Corner
Shipley Bridge
Tinsley Green
Felcourt
Dormans Park
Homewood
A264
Snow Hill
Furnace Wood
Felbridge
Stonequarry
North End
A22
Blackwell
East Grinstead
Copthorne
A264
County Oak
A2011
A2220
Pound Hill
Langley Green
Ifield
Ifieldwood
Rusper
A2004
Northgate
Three Bridges
Burleys Wood
Crawley Down
Rowfant
Sunnyside
Lambs Green
West Green
Crawley
A23
Worth
Gossops Green
Southgate
Furnace Green
Maidenbower
Bewbush
A2219
Tilgate
Turners Hill
Withypitts
Worth Abbey
Broadfield
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M23
Faygate
Selsfield Common
A264
Colgate
Pease Pottage
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Sharpthorne
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10A
11

Sites DPD Scenario with Mitigation

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