Site 196, Land South of Crawley Down Road, Felbridge

Transport Assessment

for

Barratt David Wilson Homes

motion

Document Control Sheet

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Barratt David Wilson Homes

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1.0 Introduction

1.1 Motion has been instructed by Barratt David Wilson Homes to provide transport advice in relation to a proposal to provide 200 new dwellings on land to the south of Crawley Down Road. The site is identified in Mid Sussex District Council's SHELAA with reference 196. The site itself lies within Mid-Sussex District (County of West Sussex) with the access in Tandridge (Surrey County Council). The key junctions on the surrounding highway network also lie within Tandridge (Surrey County Council).

1.2 The site lies within Felbridge, which is strategically located to the east of Crawley and north west of East Grinstead. The strategic road network can be accessed to the west, with the A264 providing access to Junction 10 of the M23. The M23 provides a strategic link north towards London and the M25; and south towards Brighton, as the A23.

1.3 The development is located on the south side of Crawley Down Road, which runs west from Felbridge village centre and is subject to a 30 miles per hour speed limit.

1.4 The intention is to access the site using 71 Crawley Down Road with a simple priority junction. This arrangement has been discussed with Surrey County Council (SCC) and agreed in principle.

1.5 A Transport Assessment (TA) Scoping Note has been prepared and submitted to SCC, whose comments have been taken into account including agreement on the committed development schemes and junctions for assessment, though noting that the geographical scope may need to expand depending on the assessment results.

1.6 The report is set out as follows:

- Policy Context
- Existing Conditions and Site Sustainability
- Proposed Development
- Traffic Impact
- Summary and Conclusions

2.0 Policy Context

2.1 Statutory transport policy and guidance relevant to the proposed development is found within the following documents:

- NPPF, February 2019;
- National Planning Practice Guidance (NPPG), March 2014;
- Mid Sussex District Plan 2014-2031, Adopted 2018;
- East Grinstead Neighbourhood Plan, November 2016;
- East Grinstead Traffic Management Study Final Report, May 2012;
- Mid Sussex Development Infrastructure and Contributions SPD, July 2018;
- Surrey County Council, Surrey Transport Plan (STP), April 2018: and,
- Tandridge District Council: 2033 (Regulation 22 submission), January 2019.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.8 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.9 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance (NPPG), March 2014

2.10 The NPPG provides government led advice on when Transport Assessments and Transport Statements are required, and what they should contain. Paragraph 6 of the 'Overarching principles on Travel Plans, Transport Assessments and Statements' within the NPPG states that they can positively contribute to:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.11 They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Mid Sussex District Plan

2.12 The MSDC District Plan was adopted in March 2018. On 12th March 2018, the Local Plan Inspector declared the plan to be an appropriate basis for the planning of the District, subject to a number of main modifications which were adopted by the Council on the 28th March 2018.

2.13 Policy DP21 relates to transport and states that decisions on development proposals will take account of whether:

- *"the scheme is sustainably located to minimise the need to travel…;*
- *appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking…;*
- *the scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *the scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *the scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district…;*
- *the scheme avoids severe additional traffic congestion, individually or cumulatively, taking into account of any proposed mitigation;*
- *the scheme protects the safety of road users and pedestrians; and*
- *the scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts."*

2.14 In addition, Policy DP21 states that developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. DP21 also states that Neighbourhood Plans can set local standards for car parking provision, provided that they are based on evidence that provides clear and compelling justification for doing so.

East Grinstead Neighbourhood Plan, November 2016

2.15 Chapter 7 of this Plan contains Policy EG11 – Mitigating Highway Impact and states:

"Due to the identified highway constraints within the Neighbourhood Plan Area all new housing and business development proposals will be expected to:

1.Be supported by an appropriate assessment of the impact of the proposal on the highway network. Proposals, which cause a severe cumulative impact in terms of road safety and increased congestion, which cannot be ameliorated through appropriate mitigation will be refused. Appropriate mitigation could be in the form of a zero car development (where justified in a transport assessment), a travel plan, the provision of footpath and cycle links, junction and highway improvements or contributions to the Highway Authority to carry out junction and highway improvements; 2. Include access arrangements that are appropriately designed and include adequate visibility splays"

2.16 Policy EG12 of the Plan relates to car parking and states:

"Planning permission will only be granted where vehicle-parking provision, including cycle parking, is in accordance with West Sussex County Council adopted parking standards and it does not dominate the street scene. In exceptional circumstances, a departure from the adopted standards will be supported if the applicant can demonstrate specific local circumstances require a different level of parking provision, including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems. For this to be accepted a Transport Assessment will be required together with a set of proposals to justify this alternative provision."

2.17 Policy EG13 refers to Modern Technology and states:

"All new business and residential development will be required to include details of how the provision of modern technology interfaces, including broadband connection and other digital connections, can be incorporated into the development. On major business and housing schemes, proposals will be expected to include measures such as solar generation, ground source heat pumps, and home electric charging points where practical."

East Grinstead Traffic Management Study Final Report, May 2012

2.18 This study was prepared by Atkins on behalf of West Sussex County Council reviews the congestion and delays occurring in East Grinstead together with mitigation measures**.**

The report assesses the opportunities to the A22 London Road / A264 Copthorne Road junction as follows:

- Signal optimisation – improve the signal technology to optimise the green time for busiest arms of the junction;
- Link signals to A22 / Imberhorne Lane – this option would improve the traffic flow between the two junctions;
- Provide two right turn lanes on the A264 Copthorne Road;
- Provide improved pedestrian crossing facilities at the junction; and,
- Increase the length of the two lane A22 northbound approach.

2.19 The proposal to provide two right turning lanes on the A264 Copthorne Road and the extension of the two lanes on the A22 northbound approach were considered the most effective means of improving the operation of the junction.

Mid Sussex Development Infrastructure and Contributions SPD

2.20 Parking standards within Mid Sussex are contained within Appendix 1 of the Mid Sussex Development Infrastructure and Contributions SPD. This states that the minimum parking standards are as follows:

- 1 bed dwelling – 1 car space per dwelling and 1 cycle space per dwelling;
- 2/3 bed dwellings – 2 car spaces per dwelling and 2 cycle spaces per dwelling;
- 4 bed dwellings – 3 car spaces per dwelling and 2 cycle spaces per dwelling; and
- 5+ bed dwellings – car and cycle parking to be assessed individually.

2.21 The SPD text relating to the parking standards states:

"The standards below are minimum indicative standards of the level of provision parking generally expected in new developments. Where a lower provision is proposed, this will need to be justified on site specific grounds.

Where a lower provision is provided, evidence should be submitted to demonstrate where overflow parking demands can be accommodated (on-street or elsewhere); that there is sufficient capacity for these demands to be met; and that where necessary, mitigation can be provided to ensure that overflow parking would not cause highway safety issues. This could include where appropriate, measures included in a Travel Plan, or the funding of additional waiting restrictions."

2.22 Therefore, whilst the listed standards provide minimum car parking requirements for residential development, they may be applied flexibly should evidence be provided to justify a lower provision.

West Sussex Guidance on Parking at New Developments

2.23 Additional guidance on parking provision is contained within this document, published in August 2019. A zonal approach is applied whereby each district is split into zones 1-5, the site is located in Zone 4. The relevant parking standards are reproduced below in Table 2.1.

Number of Bedrooms	Habitable Rooms	Parking Demand
1	1 to 3	0.9
2	4	1.1
4	5 to 6	1.7
4+	7 or more	2.2

Table 2.1 – WSCC Parking Standards (Zone 4)

2.24 The guidance states that a reduction of 10% may be applied to the figures above to account for the impact of Travel Plans and other sustainable travel initiatives.

Surrey County Council, Surrey Transport Plan (STP), April 2018

2.25 There are four objectives of the STP as follows:

- Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements;
- Reliable transport: To improve the journey time reliability of travel in Surrey;
- Safe transport: To improve road safety and the security of the travelling public in Surrey; and,
- Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

2.26 The STP also contains 13 strategies including:

- Air Quality Strategy;
- Asset Management Strategy;
- Climate Change Strategy;
- Congestion Strategy;
- Cycling Strategy;
- Freight Strategy;
- Local Transport Strategies and Forward Programmes;
- Parking Strategy;
- Passenger Transport Strategy Part 1 Local Bus;
- Passenger Transport Strategy Part 2 Information

- Rights of Way Improvement Plan;
- Surrey Rail Strategy; and,
- Travel Planning Strategy.

2.27 The objectives of the **Congestion Strategy, July 2014** are to:

- Improve the reliability of journeys;
- Reduce delays for all transport modes on key routes and at congestion hotspots; and,
- Improve the provision of journey planning information for travel in Surrey.

2.28 The target is to ensure congestion – both delay and journey time reliability – does not deteriorate beyond current levels. Given that providing additional capacity is no longer considered to be the best solution except in certain locations and for particular circumstances, a mix of solutions is required involving a wide range of tools. This mix of solutions includes demand management, integrated land use & transport planning, network management, traffic management, freight & goods management and behavioural change.

2.29 The **Surrey Cycling Strategy 2014-2026** provides a framework for more detailed local plans to be developed for each district under the guidance of Surrey Local Committees summarised as follows;

Surrey County Council (SCC) and partners will work together to oversee delivery of the strategy

SCC will:

- work in partnership to develop local cycling plans for each of Surrey's 11 districts and boroughs that are responsive to local needs and concerns;
- provide a comprehensive cycle training offer, and commit funding to ensure that cost is not a barrier to learning to ride a bike;
- capture the economic benefits of cycling for the county, both through encouraging utility cycling as part of our congestion programme and through working with Surrey businesses, particularly in rural Surrey, to ensure that they can capture the benefits of Surrey's popularity as a cycling destination. SCC will also ensure that the disruption of cycling events to businesses are minimised;
- improve infrastructure for cycling by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. SCC will focus our efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations for longer journeys. We will actively bid for external funding to do this and integrate cycling considerations into our highways processes, programmes and initiatives;
- promote and encourage cycling, as an affordable, healthy and environmentally friendly means of transport, and for sport and leisure, building on the enthusiasm generated by the Olympic Games. This will include maps, information, events and other promotional measures. SCC will also explore measures to improve mountain bike routes and facilities;
- implement measures to make cycling in Surrey safer for all. In addition to the infrastructure and training measures described above, we will work with the Drive SMART Partnership to deliver media and publicity campaigns targeting safety and awareness for cyclists and motorists, alongside enforcement measures;
- manage the impacts of increased levels of cycling and cycling events on Surrey's highway network, countryside and communities through putting in place robust and transparent event approval and management processes, lobbying for an update to current regulations governing cycle events on the highway and working closely with the sport governing body to disseminate codes of conduct to event organisers and cyclists; and,

- support major cycling events only where they bring economic, social, health and environmental benefits to the country."

2.30 The objectives of the **Local bus Strategy, July 2014,** are

- To provide reliable and punctual bus services
- To maintain a sustainable network of financially-supported bus services;
- To improve the accessibility of bus services for passengers;

Delivery of these objectives will be achieved through the following areas of work:

- Focussing on improvements to bus punctuality and journey time reliability through Bus Punctuality Partnerships;
- Restructuring the supported bus service network to deliver better value for money and a better service for passengers;
- Continued support for Park & Ride in Guildford;
- Coordinating and supporting community transport and demand responsive transport provision in areas where it is more effective and sustainable than regular bus services; and,
- Working with partners to ensure that passenger information and infrastructure is delivered in a cost effective manner.

Tandridge District Council: 2033 (Regulation 22 submission), January 2019

2.31 Chapter 31 of the Plan sets out the policies for sustainable transport and travel.

2.32 Policy TLP50: sustainable Transport and Travel states:

"The Council is committed to developing well-integrated communities with sustainable transport which connects people to jobs, services and community facilities, while recognising that Tandridge is a rural District. This will be achieved by taking the following steps:

- *Proposals will need to demonstrate how they will ensure that the principle objectives and overall vision of the Surrey Local Transport Plan are met, particularly in relation to active travel and air quality;*
- *Locating most new development in the Tier 1 and 2 settlements close to services, served by a range of sustainable travel options, such as public transport, walking and cycling, to minimise the need to travel and distance travelled;*
- *Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of traffic and other environmental and safety impacts (direct or cumulative).*

Transport and Travel Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures."

2.33 The policy then sets out the Council's support for cycling and walking and how development proposals should demonstrate how safe and accessible pedestrian and cycle routes will be delivered and provision for electric vehicles should be in accordance with the Surrey Local Transport Plan. It also sets out the public transport policy with regard to seeking enhancement to the local bus network in order to meet the additional demands of new development. Finally, it refers to improvements to improve key junctions along the A22 and A25.

3.0 Existing Conditions and Site Sustainability

3.1 The site is located to the south of Crawley Down Road and is bordered by existing residential properties along Crawley Down Road and a mix of wooded and open land to the south. The location of the site is illustrated in **Figure 3.1**.

3.2 Crawley Down Road is a single carriageway road with a 30mph speed limit. It benefits from a footway to the northern side of the carriageway and, to the east of the site, a footway on the southern side of the carriageway. The footways on the northern side of Crawley Down Road are set back from the carriageway by a wide grassed verge.

3.3 To the north east of the site Crawley Down road forms a priority controlled (give way) junction with A264 Copthorne Road. There is a yellow box marking on the eastbound lane of Copthorne Road to assist right turning vehicles from Crawley Down Road. Approximately 330m to the east of this junction Copthorne Road joins the A22 Eastbourne Road at a signalised junction.

3.4 There is also a well-connected set of public rights of way (PROW) in the vicinity of the site as illustrated at **Figure 3.2**. Bridleway 40aEG runs through the centre of the site in a north-south direction and provides a link to other public rights of way including 44bEG, which provides access to East Grinstead to the south east. In addition, Footpaths 44W and 45EG are located to the east of the site, which again provide links to other public rights of way and access to Crawley Down and elsewhere to the south west.

3.5 Crawley Down Road is relatively flat and is therefore attractive to cyclists. It provides a link to London Road to the east, which has a designated cycle lane located approximately 200 metres with its junction with Imberhorne Lane. The cycle lane starts within the vicinity of East Grinstead Service Station and extends for approximately 900 metres towards East Grinstead.

3.6 National Cycle Route 21 is located approximately 1.5 kilometres to the south of the site, which can be accessed via Bridleway 40aEG. Much of the route is traffic free and provides a link to East Grinstead to the east and Crawley to the west.

Public Transport Accessibility

3.7 Both the eastbound and westbound bus stops are within 30m from the proposed site access. There are 2 bus services directly passing the site with additional bus services on A264 Copthorne Road as set out in Table 3.1.

Service Route and Number		Approximate Frequency		
		Monday - Friday	Saturdays	Sundays
281	Crawley – Three Bridges – Copthorne – Crawley Down – Felbridge – East Grinstead – Stone Quarry – Dormansland - Lingfield	Every hour	Every hour	No service
291	Crawley – Three Bridges – Copthorne – Crawley Down – Felbridge – East Grinstead – Ashurst Wood – Forest Row – Hartfield – Groombridge – Langton Green – Tunbridge Wells	Every hour	Every hour	Every 2 hours
400	Stone Quarry – East Grinstead – Felbridge – Copthorne – Three Bridges – Crawley – Gatwick Airport – Horley – Salfords – East Surrey Hospital – Redhill – Godstone – Caterham	Every hour	Every hour	Every 2 hours
409	Selsdon – Farleigh – Warlingham – Whyteleafe – Caterham – Godstone – Lingfield – East Grinstead	One a day	No service	No service
485	Snow Hill – Newchapel – Felbridge – East Grinstead	1132, 1232, 1732 and 1932	No service	No service

Service Route and Number		Approximate Frequency		
		Monday - Friday	Saturdays	Sundays
610	Felbridge – Newchapel – Smallfield – Outwood – Nutfield – Godstone - Oxted	0735 and 1620 (schooldays only)	No service	No service

Table 3.1: Local Bus Services and Frequencies

3.8 The nearest rail station to the site is East Grinstead, located approximately 3.5 kilometres to the south east. East Grinstead railway station is one of the two southern termini of the Oxted line and is managed by Southern.

3.9 Further rail services are available from Three Bridges railway station, located approximately 9 kilometres to the south west of the site. The station is an important junction on the Brighton Main Line and services are provided by Southern and Thameslink. Although Three Bridges station is located 9 kilometres away, bus services 281, 291 and 400 provide a direct link to the station within circa 25 minutes.

3.10 The destinations and peak time frequencies of trains from both stations are summarised below.

Destination	Route	Frequency (per hour)		
		Mon-Fri	Saturday	Sunday
East Grinstead				
London Victoria	East Grinstead – Dormans – Lingfield – Hurst Green – Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	2	2	2
Three Bridges				
Brighton	Three Bridges – Balcombe – Haywards Heath – Wivelsfield – Burgess Hill - Brighton	3	3	2
London Victoria	Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	4	2	1
Horsham	Three Bridges – Crawley – Ifield – Littlehaven – Horsham	3	4	2
Southampton Central	Three Bridges – Crawley – Horsham – Barnham – Chichester – Southbourne – Emsworth – Havant – Cosham – Portchester – Fareham – Swanwick – Southampton Central	1	1	No direct service
London Bridge	Three Bridges – Gatwick Airport – Horley – Salfords – Earlswood – Redhill – Purley – East Croydon – Norwood Junction – London Bridge	5	5	2
Portsmouth Harbour	Three Bridges – Crawley – Ifield – Littlehaven – Horsham – Barnham – Chichester – Havant – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1	1	1
Cambridge	Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Royston - Cambridge	1	1	No direct service

Table 3.2 Rail Services

Local Amenities

3.11 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to key local services including education, employment, retail and health facilities.

3.12 **Figure 3.3** illustrates that the application site is well located with respect to a range of the key services. For example, there are a number of schools, including Felbridge Primary School, Imberhorne School, and Whittington College located within two kilometres of the site.

3.13 East Grinstead town centre is also located approximately 3.5 kilometres to the east of the site, which offers access to a range of facilities including employment, retail, commercial and medical facilities.

3.14 In addition to the above, the following table summarises the typical journey times to access local services including those to destinations beyond Felbridge. The walk and cycle distances have been taken from the approximate centre of the site.

Destination	Distance (metres)	Typical Journey Times (minutes)	
		Foot	Cycle
Supermarkets			
M&S Simply Food BP Garage	1400	18	6
Aldi	3100	40	12
Felbridge Village Store	600	7	2
Health Facilities			
Day Lewis Pharmacy	1500	18	6
Queen Victoria Hospital	4600	59	17
Education Facilities			
Felbridge Primary School	750	9	3
Imberhorne School	1800	23	7
Halsford Park Primary School	2500	32	10
St. Peter's Catholic Primary School	2500	32	10
Whittington College	1600	20	7
Imberhorne Lower School	2900	37	12
Leisure Facilities			
Felbridge & Sunnyside Cricket Club	1200	15	5
Felbridge Lawn Tennis and Football Club	270	3	1
Felbridge Show Ground	1000	12	4
Kings Centre (Leisure Centre)	3800	49	16
Community Facilities			
Felbridge Village Hall	450	6	2
Star Inn	1100	13	4
Key Employment Areas			
Crowne Plaza Hotel	1300	17	6
Imberhorne Industrial Estate	1900	24	8
Birches Industrial Estate	2100	27	8
Charleswood Road Industrial Estate	3200	41	13

Table 3.3 Local Rail Services

3.15 Table 3.3 demonstrates that a number of key services are within a reasonable walking/cycling distance from the site. The site is thus well located with respect to a range of community facilities that can be accessed by a range of transportation modes in accordance with the guiding principles of the NPPF.

Collision Data Analysis

3.16 Detailed analysis of collision records in the local area has been carried out by a third party specialising in road safety using data obtained from the Sussex Safer Roads Partnership. This is included at **Appendix A**.

3.17 The analysis identifies three possible areas for improvement, including a review of cycling facilities on the A22, a review of signal timings at the A264 / A22 junction and provision of additional signage on Furnace Farm Road.

Summary

3.18 The above review demonstrates that the application site is accessible by a variety of modes of transports and therefore offers potential to reduce reliance upon the private car. In addition, there are a number of local facilities located in close proximity to the site. In this regard, it is considered that the location of the site accords with the guiding principles of the NPPF.

4.0 Proposed Development

4.1 The proposal is for up to 200 dwellings with access provided using No. 71 Crawley down Road. It is anticipated that these dwellings will be divided on a circa 65%:35% split between private and affordable dwellings.

Access

4.2 In accordance with MfS guidance, a speed survey was undertaken on 7th October 2016 adjacent to the site between Oak Farm Place and McIver Close (location 1) and between Rowplatt Lane and Wheelers Way (location 2). This gave an eastbound 85th percentile dry weather speed of 39.5 mph and, a westbound speed of 40.7 mph. As the weather conditions were predominantly dry, these speeds are translated into equivalent wet weather speeds of 37.0 mph eastbound and 38.2 mph westbound. The speed survey is attached within **Appendix B**.

4.3 As the recorded speeds are below 60km/h (40mph), MfS sightlines of 2.4m x 59m, based on a speed of 37 mph, have been used to the west and 2.4m x 62m, based on a speed of 38.2 mph have been used to the east. These visibility splays were requested by SCC within the pre-application response. The indicative layout is shown on Drawing 160741-01D is attached within **Appendix C**. The access arrangement has been discussed with SCC and agreement in principle has been received, which is included for reference at **Appendix D**.

4.4 The site access will be 5.5m wide with 2.0m footways on both sides. Short sections of new footway are proposed to connect to adjacent bus stops. These bus stops will be upgraded with Real Time Passenger Information and shelters as required.

Parking

4.5 Car parking standards in Mid Sussex are provided in the Development Infrastructure and Contributions SPD which provide minimum car parking standards. Reference is also made to the WSCC car parking calculator for predicted parking demands. As the development is proposed in outline form, the mix of dwellings is likely to change at the reserved matters stage. As such, the development will propose parking in line with the WSCC car parking calculator output.

4.6 Cycle parking will be provided in accordance with the Mid Sussex guidance, which requires 1 space per unit for one-bedroom dwellings and 2 spaces per unit for 2-4 bedroom dwellings. Five-or-more bedroom dwellings require individual assessment, with any houses of this size able to accommodate cycles within the residential curtilage, for example within a shed.

Servicing

4.7 The development has been designed to accommodate vehicles up to and including 11.2 metre refuse vehicles, which represent the largest vehicles to require access to the development on a regular basis. It is noted that Mid Sussex currently operates with a refuse vehicle up to 10.5 metres in length, therefore the development has been designed to accommodate a worst case vehicle.

4.8 Swept path analysis has been undertaken of the refuse vehicle passing a car at the proposed access junction and is included at **Appendix E**. It is noted that the scheme is submitted in outline form and therefore could alter at the reserved matters stage. As such, at this stage plans have been prepared to demonstrate that the vehicle can access and depart the site in a forward gear, with the internal scheme to enable the vehicle to manoeuvre within the site.

Public Transport Strategy

4.9 The proposed development provides an opportunity to improve public transport services in the local area. Improvements could include the funding to upgrade nearby bus stops near the site with real time information and contributions towards providing a new bus lane southbound along the A22 to give bus priority to East Grinstead. This scheme has already been designed.

4.10 We have had discussions with both the local bus operator and WSCC in relation to these opportunities and they are very supportive of the intention to improve public transport provision in the local area. Correspondence with the local bus operator is included at **Appendix F**.

5.0 Traffic Impact

Introduction

5.1 This section considers the traffic impact of the proposal during the weekday morning and evening peak periods.

5.2 The operation of the local highway network and development impact has been assessed through the use of Junctions 9 and LinSig. It is acknowledged that WSCC officers requested a VISSIM model be developed for this purpose. Unfortunately, it is not possible to gather the necessary data due to the current circumstances with regard to COVID-19.

5.3 The following statement has been provided by the Ministry of Housing, Communities and Local Government;

"We understand that some councils are concerned about the implications of COVID19 for their capacity to process planning applications within statutory timescales. It is important that authorities continue to provide the best service possible in these stretching times and prioritise decision-making to ensure the planning system continues to function, especially where this will support the local economy.

We ask you to take an innovative approach, using all options available to you to continue your service. We recognise that face-to-face events and meetings may have to be cancelled but we encourage you to explore every opportunity to use technology to ensure that discussions and consultations can go ahead."

5.4 Whilst unfortunately it is not possible to provide the detailed modelling requested, given the data available and the guidance from the DHCLG it is considered that the methodology used is a reasonable compromise.

5.5 This does not rule out the possibility of further modelling being undertaken in the future, when conditions allow the collection of representative data.

Traffic Surveys

5.6 Traffic surveys were undertaken on Thursday 27th June 2019 between the hours of 07:00 – 10:00 and 16:00 – 19:00 at the following junctions:

- A264 Copthorne Road / Crawley Down Road;
- A264 Copthorne Road / A22 London Road;
- Crawley Down Road / Rowplatt Lane and
- A264 Copthorne Road / Rowplatt Lane.

5.7 These surveys established that the peak hours for traffic flow at the key location of the A264 Copthorne Road / A22 London Road are 07:45 – 08:45 for the weekday morning peak and 16:15 – 17:15 for the weekday evening peak.

5.8 The peak hour 2019 observed traffic flows are included at **Figures 5.1** and **5.2** for the weekday morning and evening peak hours respectively.

Committed Developments

5.9 The following committed developments are included in the assessment;

- 11a Crawley Down Road (ref: PP/M3645/W/16/3153733) – 32 new homes;
- 15 Crawley Down Road
- Land at Hill Place Farm, Turners Hill Road, East Grinstead 200 new homes (appeal ref.APP/D3830/W/3142487); and

- 17 Copthorne Road (application ref. TA/16/2319).

5.10 Traffic flows from the above schemes have been derived from the respective Transport Assessments. The total committed development traffic flows are included at **Figures 5.3** and **5.4** for the respective weekday morning and evening peak hours.

Highway Improvement Schemes

5.11 Two improvement schemes have been designed by Atkins and approved in principle by WSCC at the following junctions:

- A264 Copthorne Road / A22 London Road; and,
- A22 London Road / Lingfield Road.

5.12 Lane widening and improved crossing facilities are proposed for the A264 Copthorne Road / A22 London Road junction. All future year scenarios are modelled using this layout.

5.13 The A22 London Road/ Lingfield Road junction is positioned south-east of the modelled network and is not considered in detail. It comprises the conversion of a mini roundabout to a signalised junction.

5.14 Both schemes are illustrated at **Appendix G**.

Assessment Year and Traffic Growth

5.15 It is assumed that the development completion date is 2026 based on a Reserved Matters application submitted in approximately June 2021 and construction between 2022 and 2026. Thus 2026 will be used as the assessment year.

The NTM AF15 dataset, and Tandridge 011 Mid-Layer Super Output Area / Rural Area / All Road Type will be used to derive growth factors. The output is given in **Appendix H** and summarised below.

- 2019 – 2026 morning peak (1.0730); and
- 2019 – 2026 evening peak (1.0719).

5.16 These traffic growth factors have been applied to the 2019 observed traffic flows in **Figures 5.5** and **5.6** for the weekday morning and evening peak hours. The 2026 uplifted traffic flows have been added to the committed development traffic flows to provide a 2026 future year baseline in **Figures 5.7** and **5.8** for the respective peak hours.

Traffic Movements

5.17 The TRICS trip generation has been used to determine suitable residential trip generation rates selecting houses privately owned, South-East only and size between 100 and 300 dwellings. The peak hour trip rates are given in full in **Appendix I** and summarised in Table 5.1 below. For the weekday evening peak, the 17:00 – 18:00 trip rates have been used as these are higher than the 16:00 – 17:00 trip rates, with the observed peak hour straddling both time periods. Within the pre-application response, Surrey requested the criteria for assessment within the TRICS database to be amended. As a result, sites within England (excluding Greater London) of between 100 and 500 units was investigated, though the trip rates are lower than those used within the TA Scoping Note. Accordingly, Table 5.1 below replicates the assessment used within the Scoping Note to assess the development proposal.

	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip rate per dwelling	0.145	0.355	0.500	0.320	0.162	0.482
Vehicle Movements (200 dwellings)	29	71	100	64	32	96

Table 5.1: TRICS Trip Rates and Traffic Generation

Traffic Distribution and Assignment

5.18 To distribute vehicles onto the local highway network, it is proposed to utilise the agreed traffic distributions used within the 15 Crawley Down Lane planning application, given the proximity to the development site. The agreed distributions were based on the 2011 Census travel to work data and an allowance for other journey purposes. Traffic has been assigned based on local knowledge supplemented by Google Maps (©) traffic and directions facility.

5.19 The proposed development traffic flows are included in **Figures 5.9** and **5.10** for the weekday morning and evening peak hours respectively. These development traffic flows have been added onto the 2026 future year baseline in **Figures 5.11** and **5.12** to provide the 'with development' traffic flows.

Site Access/Crawley Down Road

5.20 The site access/Crawley Down Road junction has been modelled using the Junctions 9 (PICADY) modelling software. Junctions 9 calculates the relationship between traffic flow and the capacity of the relevant entry arm as a ratio, known as the RFC (ratio of flow to capacity). RFCs are provided for each movement and values between 0 and 1 indicate that the highway is operating within capacity. It is generally accepted that free flowing conditions can be achieved where the RFC is less than or around 0.9, whilst a frequently adopted design RFC for new junctions is 0.85.

5.21 The site access junction is proposed as part of the development and therefore will only be modelled for the 2026 'with development' scenario. Table 5.2 below summarises the PICADY results for the weekday morning and evening peak hours, with the full Junctions 9 output included at **Appendix J**.

Arm	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Site Access	0.144	0.2	0.067	0.1
Crawley Down Road (W)	0.028	0.0	0.064	0.1

Table 5.2: 2026 'with Development' Junctions 9 Summary

5.22 Table 5.2 indicates that the proposed site access junction will operate significantly within capacity during both the weekday morning and evening peak hours with no queuing anticipated.

Crawley Down Road/Rowplatt Lane

5.23 The Crawley Down Road/Rowplatt Lane junction has also been modelled using the Junctions 9 (PICADY) software. The 2019 observed junction operation is summarised within Table 5.3 below, with the full Junctions 9 output included at **Appendix K**.

Arm	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.119	0.1	0.203	0.3
Crawley Down Road (E)	0.114	0.1	0.080	0.1

Table 5.3: 2019 Observed Junctions 9 Summary

5.24 Table 5.3 indicates that the Crawley Down Road/Rowplatt Lane junction currently operates within its theoretical capacity with no queuing recorded during the observed scenarios.

5.25 Tables 5.4 and 5.5 below summarise the 2026 without development and 'with development' scenarios in the weekday morning and evening peak hours respectively.

Arm	2026 Future Year Baseline		2026 'with Development'	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.137	0.2	0.160	0.2
Crawley Down Road (E)	0.145	0.2	0.204	0.3

Table 5.4: 2026 Weekday Morning Peak Hour Junctions 9 Summary

Arm	2026 Future Year Baseline		2026 'with Development'	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.234	0.3	0.282	0.4
Crawley Down Road (E)	0.101	0.1	0.131	0.2

Table 5.5: 2026 Weekday Evening Peak Hour Junctions 9 Summary

5.26 Tables 5.4 and 5.5 indicate that the junction continues to operate significantly within capacity, with a maximum RFC of 0.282 in the weekday evening peak hour with development scenario on the Rowplatt Lane arm. The impacts of the development are considered to be negligible to the operation of the Rowplatt Lane/Crawley Down Road junction.

Rowplatt Lane/A264 Copthorne Road

5.27 The Rowplatt Lane/A264 Copthorne Road junction has also been modelled using the Junctions 9 (PICADY) software. The 2019 observed junction operation is summarised within Table 5.6 below, with the full Junctions 9 output included at **Appendix L**.

Arm	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.308	0.4	0.284	0.4
A264 Copthorne Road (W)	0.080	0.1	0.131	0.2

Table 5.6: 2019 Observed Junctions 9 Summary

5.28 Table 5.6 indicates that the Rowplatt Lane/A264 Copthorne Road junction currently operates within its theoretical capacity with no queuing recorded during the observed scenarios.

5.29 Tables 5.7 and 5.8 below summarise the 2026 without development and 'with development' scenarios in the weekday morning and evening peak hours respectively.

Arm	2026 Future Year Baseline		2026 'with Development'	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.374	0.6	0.447	0.8
A264 Copthorne Road (W)	0.098	0.1	0.125	0.1

Table 5.7: 2026 Weekday Morning Peak Hour Junctions 9 Summary

Arm	2026 Future Year Baseline		2026 'with Development'	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Rowplatt Lane	0.366	0.5	0.374	0.6
A264 Copthorne Road (W)	0.161	0.2	0.219	0.3

Table 5.8: 2026 Weekday Evening Peak Hour Junctions 9 Summary

5.30 Tables 5.7 and 5.8 indicate that the junction continues to operate significantly within capacity, with a maximum RFC of 0.447 in the weekday morning peak hour with development scenario on the Rowplatt Lane arm. The impacts of the development are considered to be negligible to the operation of the Rowplatt Lane/A264 Copthorne Road junction.

Crawley Down Road/A264 Copthorne Road and A22 Eastbourne Road/A22 London Road/A264 Copthorne Road Junctions

5.31 To assess the impacts of the A22/A264 signalised junction, the LinSig v3 traffic modelling software has been used. Given the proximity of the junctions, the A264/Crawley Down Road priority junction has also been included within the model, to examine the interactions between the junctions.

5.32 The LinSig model has been set up to replicate the assessment for the 15 Crawley Down Road scheme, with Table 5.9 summarising the 2019 observed junction operation. The full LinSig outputs are included for reference at **Appendix M**.

Arm	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
Junction 1: A22/A264 Signalised Junction				
A264 Copthorne Road	89.0	15.9	83.5	14.6
A22 Eastbourne Road	70.5	8.8	61.7	7.9
A22 London Road	74.9	9.0	64.4	7.4
Junction 2: A264/Crawley Down Road Priority Junction				
Crawley Down Road	47.6	0.5	27.0	0.2
A264 Copthorne Road (W)	1.5	0.0	1.8	0.0

Table 5.9: 2019 Observed LinSig Summary

5.33 Table 5.9 indicates that the junction operates within capacity at present, with an element of queuing on each arm which discharges each cycle.

5.34 The 2026 scenarios are summarised within Tables 5.10 and 5.11 below for the future year baseline and 'with development' it should be noted that the proposed improvement scheme discussed earlier is modelled in these scenarios. Signal timings have been optimised for all scenarios.

Arm	2026 Future Year Baseline		2026 'with Development'	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
Junction 1: A22/A264 Signalised Junction				
A264 Copthorne Road	88.6	16.9	89.7	18.1
A22 Eastbourne Road	75.2	10.3	78.0	10.7
A22 London Road	89.1	13.6	90.8	14.4
Junction 2: A264/Crawley Down Road Priority Junction				
Crawley Down Road	61.9	0.8	73.8	1.4
A264 Copthorne Road (W)	1.6	0.0	1.6	0.0

Table 5.10: 2026 Weekday Morning Peak Hour LinSig Summary

Arm	2026 Future Year Baseline		2026 'with Development'	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
Junction 1: A22/A264 Signalised Junction				
A264 Copthorne Road	77.1	13.8	78.6	14.4
A22 Eastbourne Road	71.3	10.6	74.3	10.6
A22 London Road	77.6	10.0	77.9	10.0
Junction 2: A264/Crawley Down Road Priority Junction				
Crawley Down Road	34.5	0.3	40.0	0.3
A264 Copthorne Road (W)	2.0	0.0	2.0	0.0

Table 5.11: 2026 Weekday Evening Peak Hour LinSig Summary

5.35 Tables 5.10 and 5.11 indicate that the junction will operate close with a maximum degree of saturation of 89.1% on the A22 London Road in the weekday morning peak hour. The development impacts are considered to be slight, with a degree of saturation increase of 1.7% on the A22 London Road arm in the weekday morning peak hour.

Additional Cumulative Impact

5.36 Additional feedback from suggests that the key highway issue relates to the junction of A22 Eastbourne / London Road and A264 Copthorne Road at Felbridge.

5.37 An initial assessment degree to which the proposals are likely to impact on this junction is included in the Scoping Note at **Appendix N**. This Technical Note also sets out a proposed methodology for a more detailed future assessment using a VISIM model.

5.38 it is calculated that the proposals are likely to result in an increase in traffic volumes on the A22 of less than 2% and are therefore unlikely to result in a severe impact. This assessment does not include any potential ameliorative effect that might be achieved through the implementation of public transport improvements or the operation of a Travel Plan at the development.

5.39 Furthermore, as referred to in paragraphs 4.9 and 4.10 above, there is the opportunity of reducing car based travel through the potential improvements to public transport of real time information at bus stops and a new bus lane southbound along the A22 to East Grinstead.

Summary

5.40 Based on the assessment undertaken above, the proposed development is considered to have a negligible impact on the operation of the local highway network.

6.0 Summary and Conclusion

Summary

6.1 Motion has been instructed by Barratt David Wilson Homes to prepare this Transport Assessment (TA) in relation to a residential development on land to the south of Crawley Down Road, Felbridge.

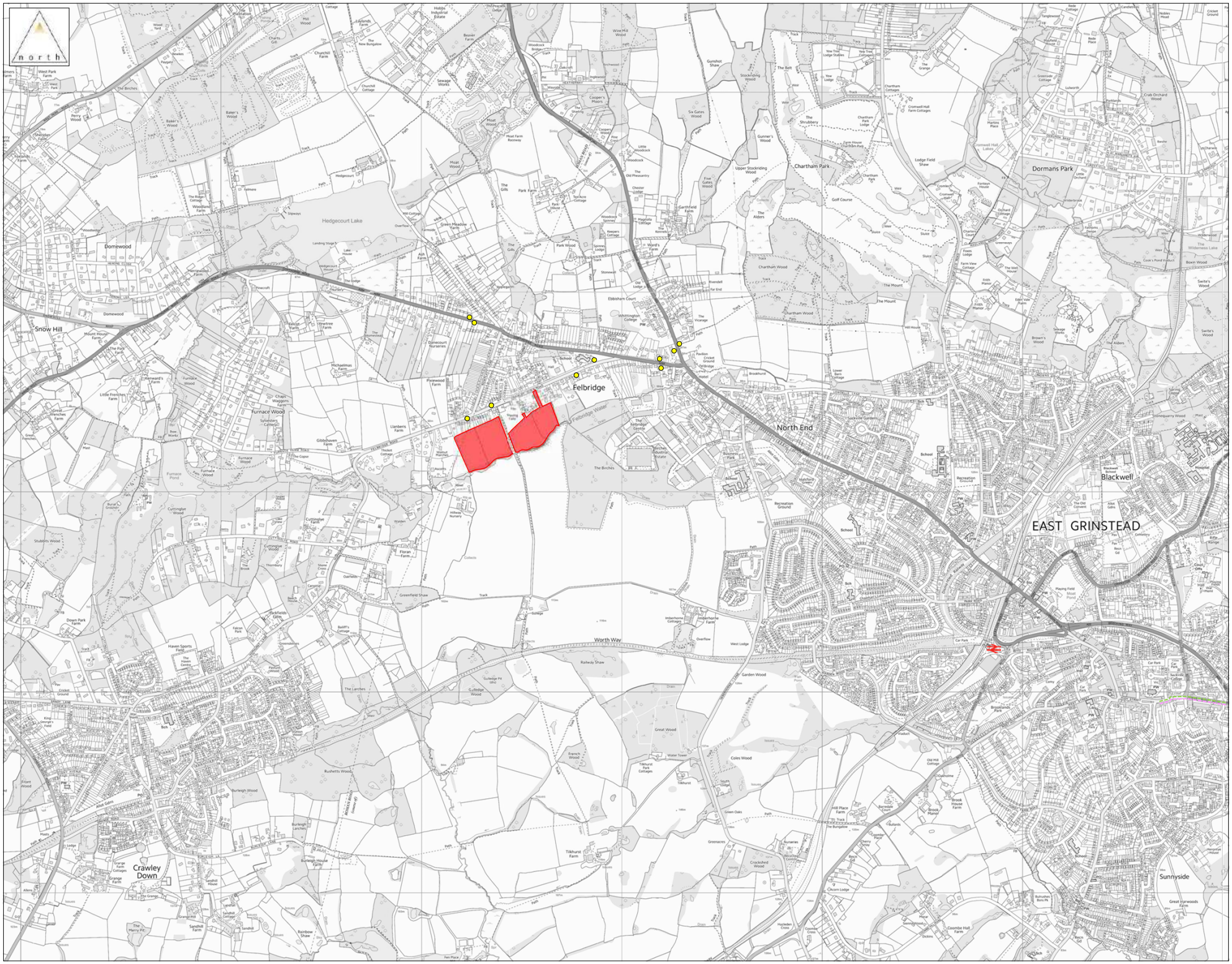
6.2 In summary, this report identifies the following:

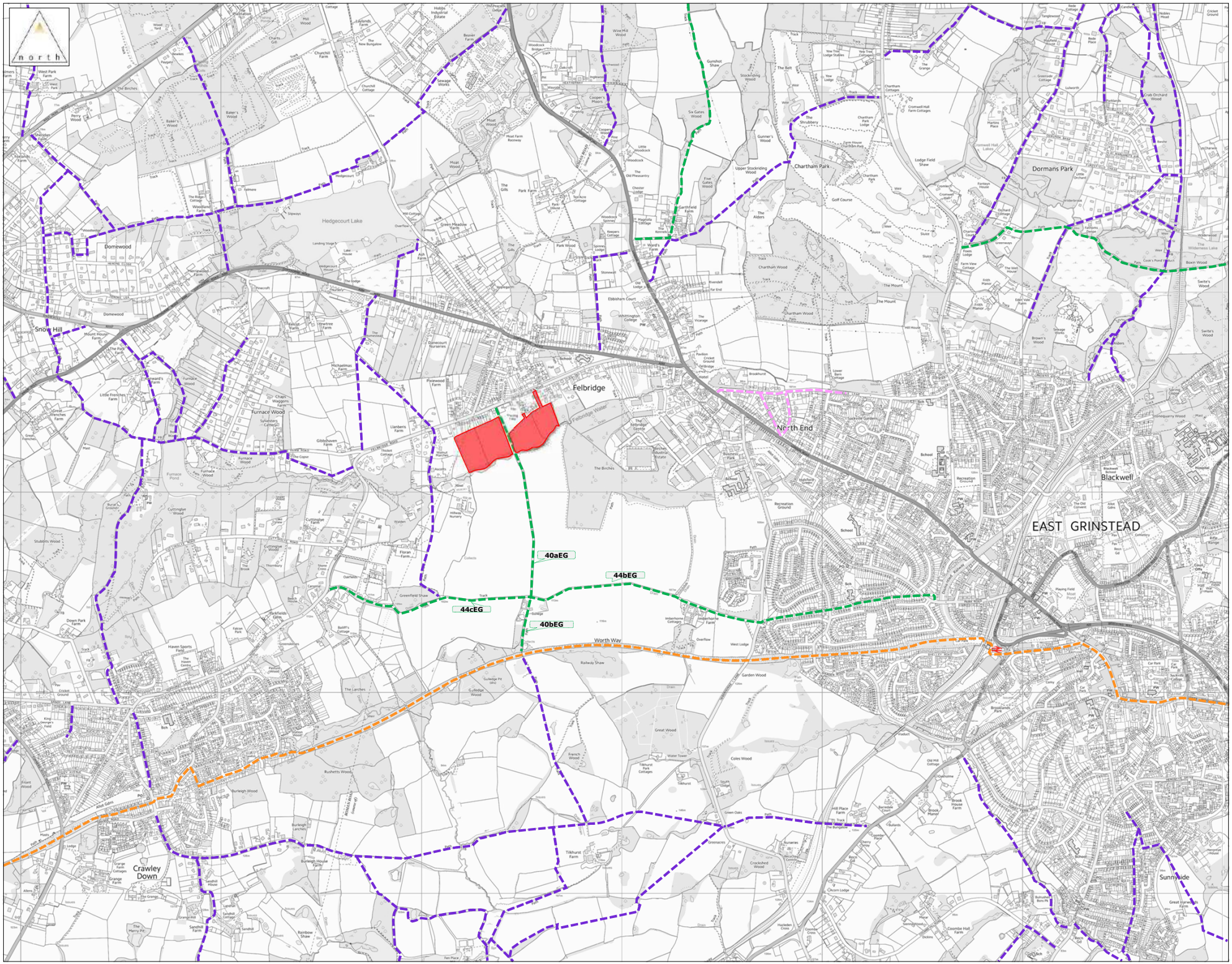
- The site is located within 3.5 kilometres of East Grinstead railway station, with a number of bus stops also located close to the site. Local bus services also provide access to Three Bridges railway station, which is located on the London to Brighton mainline and is accessible within a 25 minute public transport travel time;
- The development proposes the construction of 200 residential units with vehicular access provided onto Crawley Down Road. Pedestrian and cycle access is provided alongside the main vehicular access;
- Car and cycle parking will be provided in accordance with the standards set out within the WSCC Guidance on Car Parking in Residential Developments document and accompanying car parking demand calculator;
- Servicing will be undertaken within the site, with refuse vehicles able to manoeuvre within, enter and depart the site in a forward gear;
- The development could generate 100 two-way vehicular trips in the weekday morning peak hour and 96 two-way vehicular trips in the weekday evening peak hour;
- There is the opportunity to bring forward measures to improve public transport in the area through the provision of real time information and shelters at bus stops and a new southbound bus lane on the A22 towards East Grinstead to reduce bus journey times.
- Traffic modelling indicates that the A22/A264 signalised junction is forecast to operate at capacity, though with minimal impacts arising from the proposed development in the 2026 future year scenarios. Analysis of the site access junction with Crawley Down Road and the Rowplatt Lane/Crawley Down Road junction indicate that the development will have a negligible impact on the local highway network.

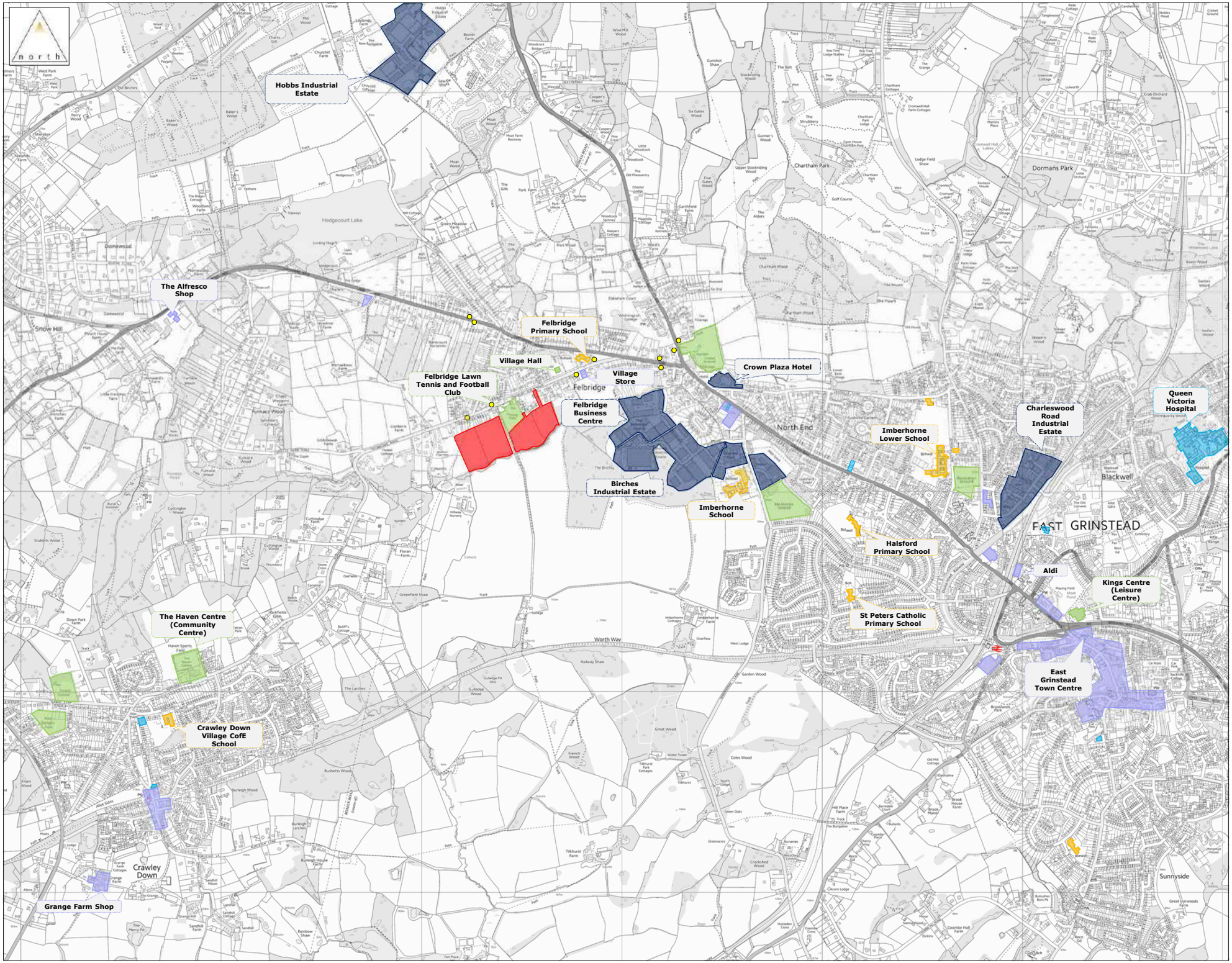
Conclusion

6.3 In view of the above, the proposed development is considered to be acceptable in transport policy terms and meets with national and local policy criteria. The assessment work undertaken has indicated that there would be no demonstrable harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no traffic and transport related reasons why the site should not be brought forward for development.

Figures


north
Legend:
Station
Local Bus Stops
Site Location
Felbridge
North End
EAST GRINSTEAD
Blackwell
Dormans Park
Snow Hill
Domewood
Furnace Wood
Crawley Down
Sunnyside
Worth Way
Hedgecourt Lake
Felbridge Water
Land South of Crawley Down Road,
Felbridge
Site Location
Figure 3.1
Not to Scale
motion


north
Legend:
Footpath
Bridleway
Byway
National Cycle Network R21
Bus Routes 281 and 291
Station
Local Bus Stops
Site Location
40aEG
44bEG
44cEG
40bEG
Felbridge
North End
EAST GRINSTEAD
Blackwell
Dormans Park
Chartham Park
Hedgecourt Lake
Domewood
Snow Hill
Furnace Wood
Worth Way
Crawley Down
Sunnyside
Land South of Crawley Down Road, Felbridge
Foot and Cycle Routes Map
Figure 3.2
Not to Scale
motion



Legend:

- Educational Facilities
- Health Facilities
- Employment Facilities
- Retail Facilities
- Leisure Facilities
- Station
- Local Bus Stops
- Site Location

Land South of Crawley Down Road, Felbridge

Local Amenities Map

Figure 3.3

Not to Scale

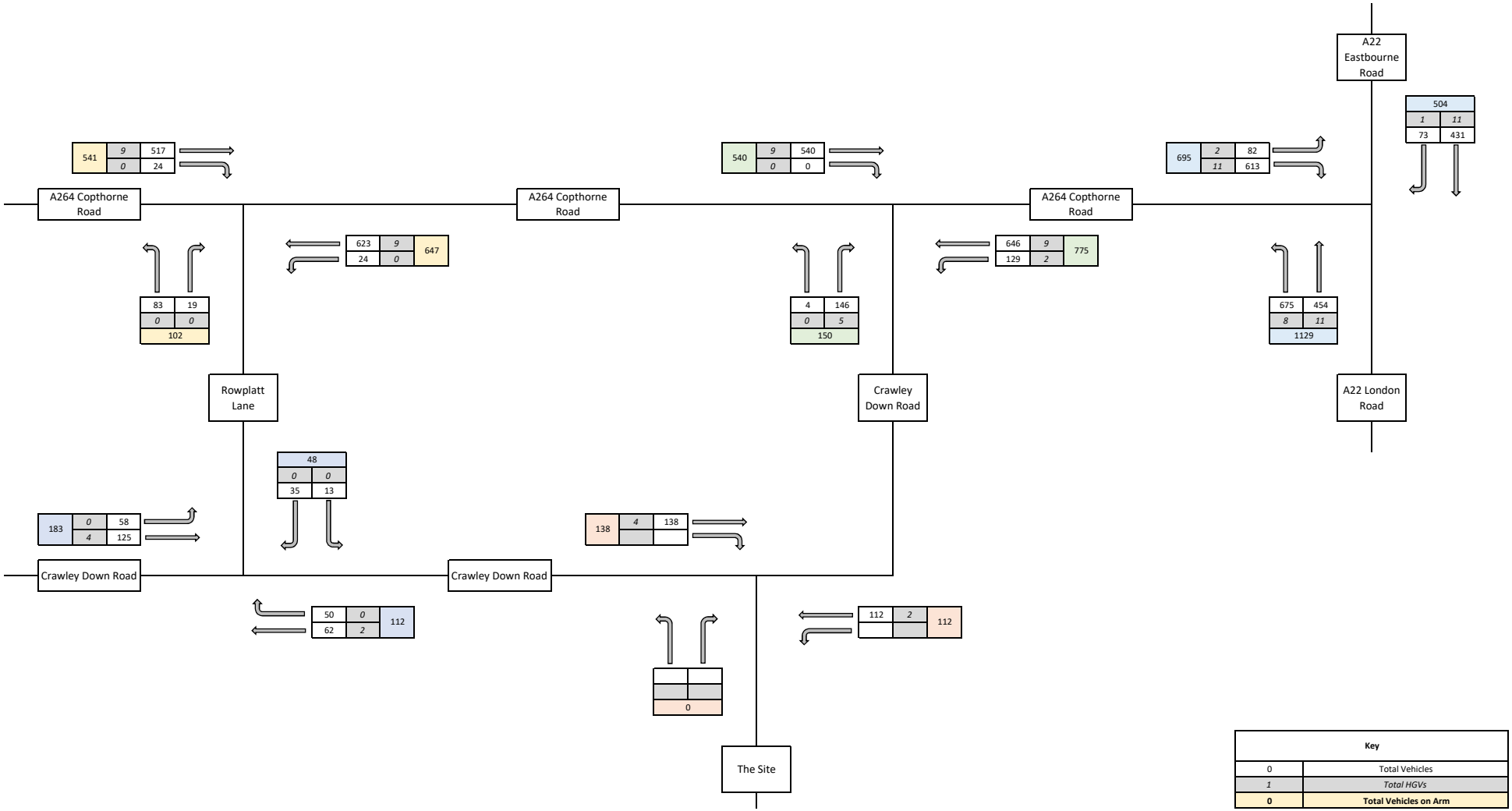
motion

Fig. 9: Constraints and opportunities plan

Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2019 Observed Traffic Flows

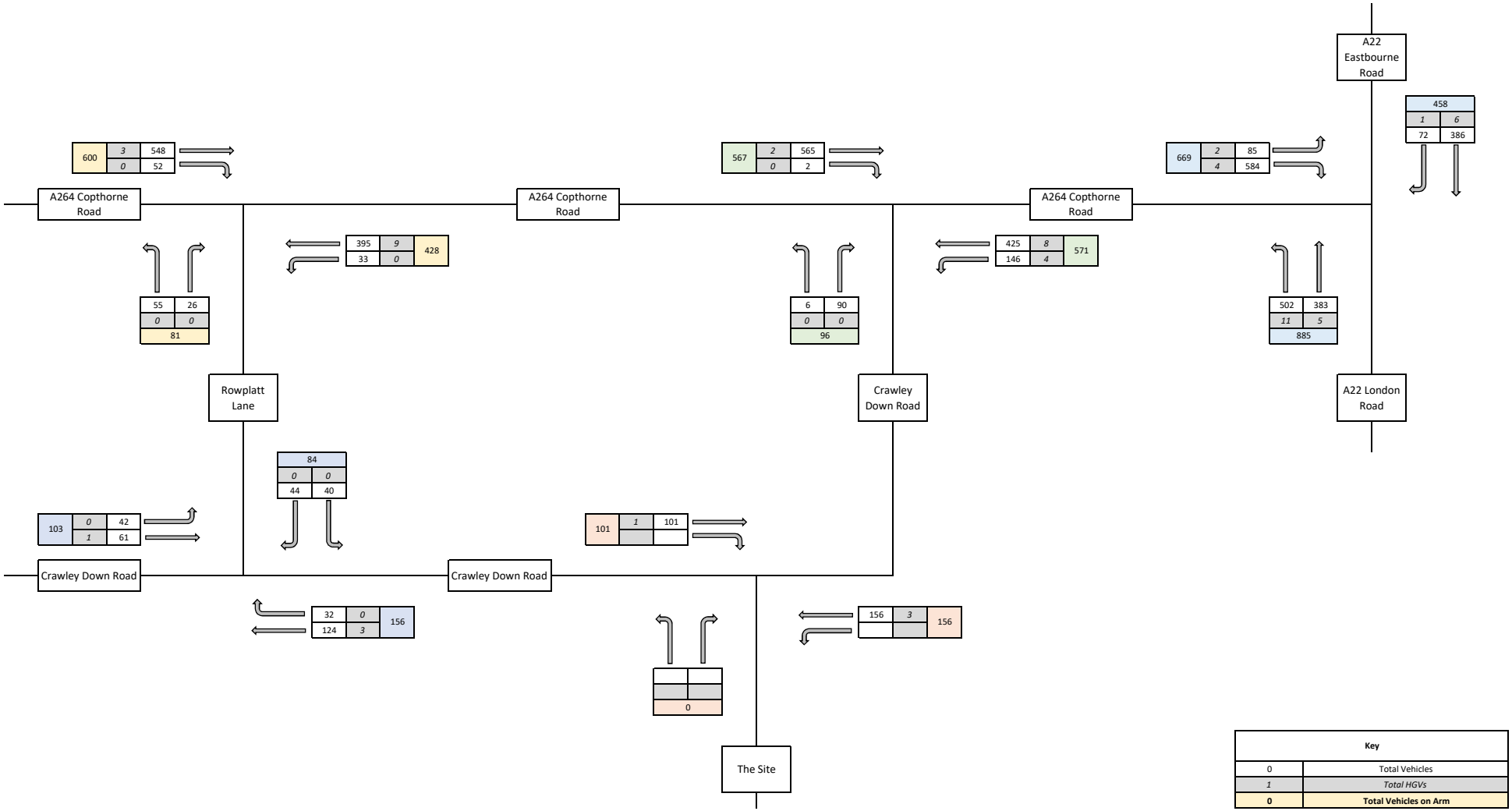
Figure 5.1



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2019 Observed Traffic Flows

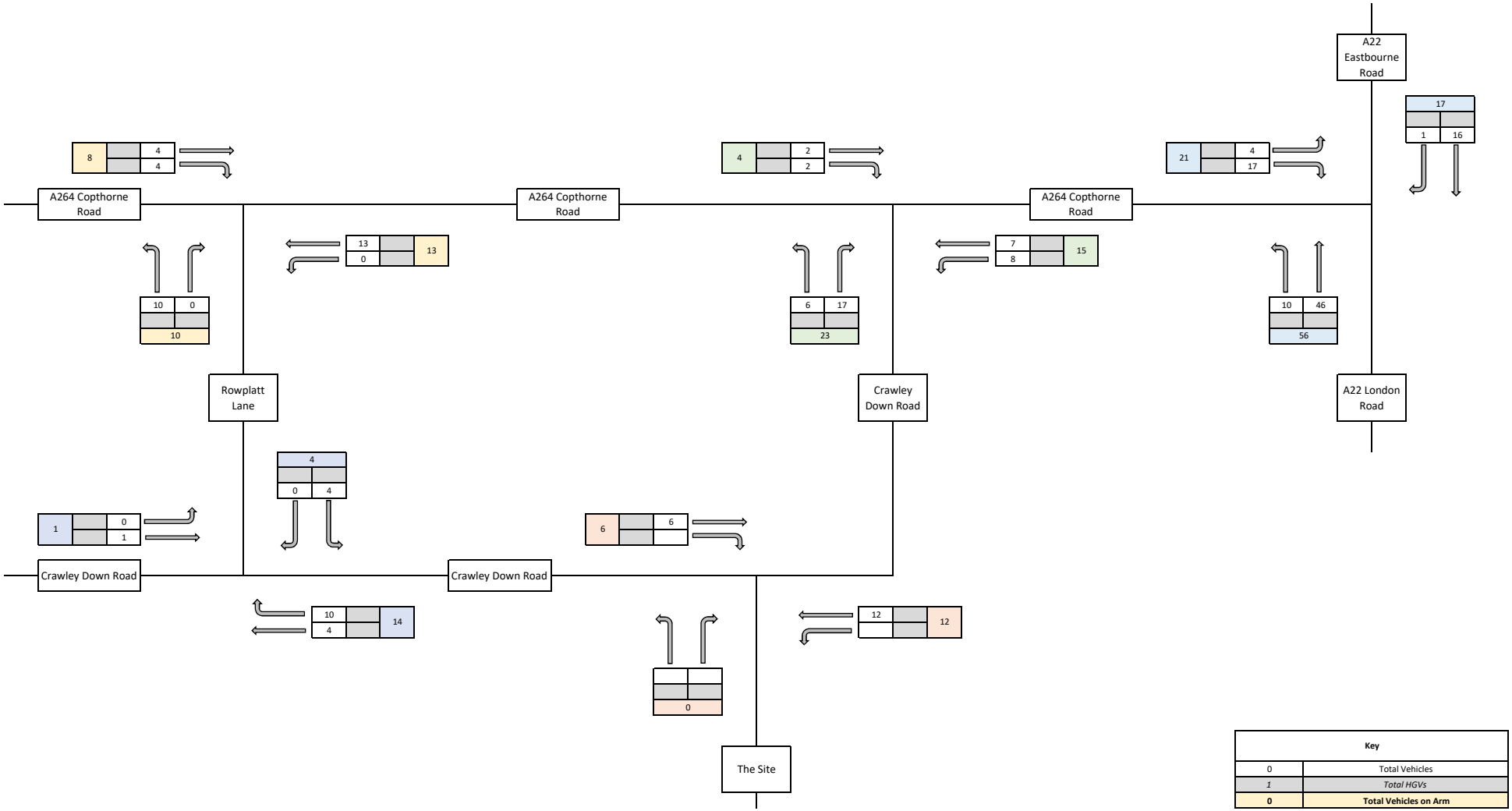
Figure 5.2



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - Committed Development Traffic Flows

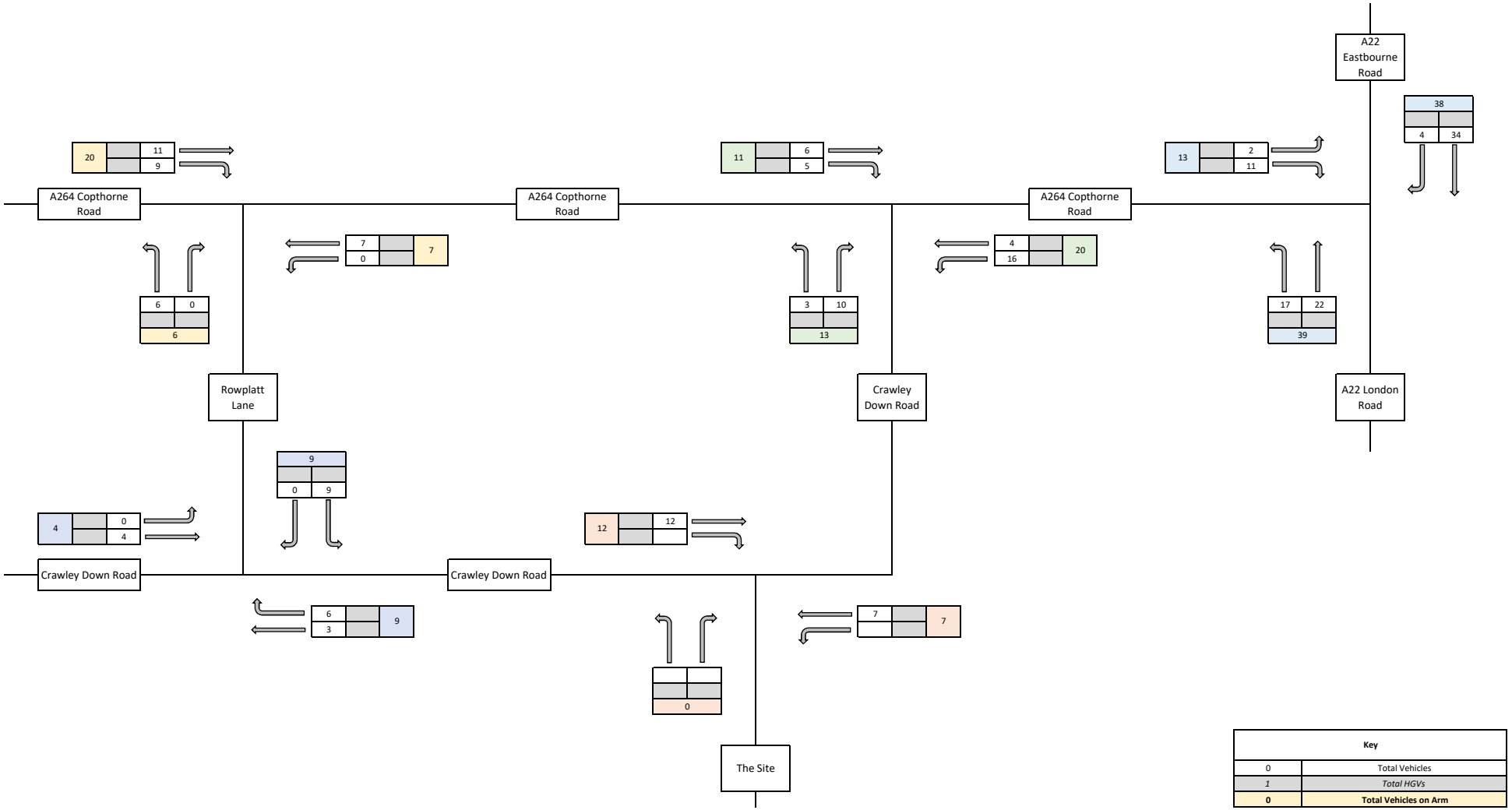
Figure 5.3



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - Committed Development Traffic Flows

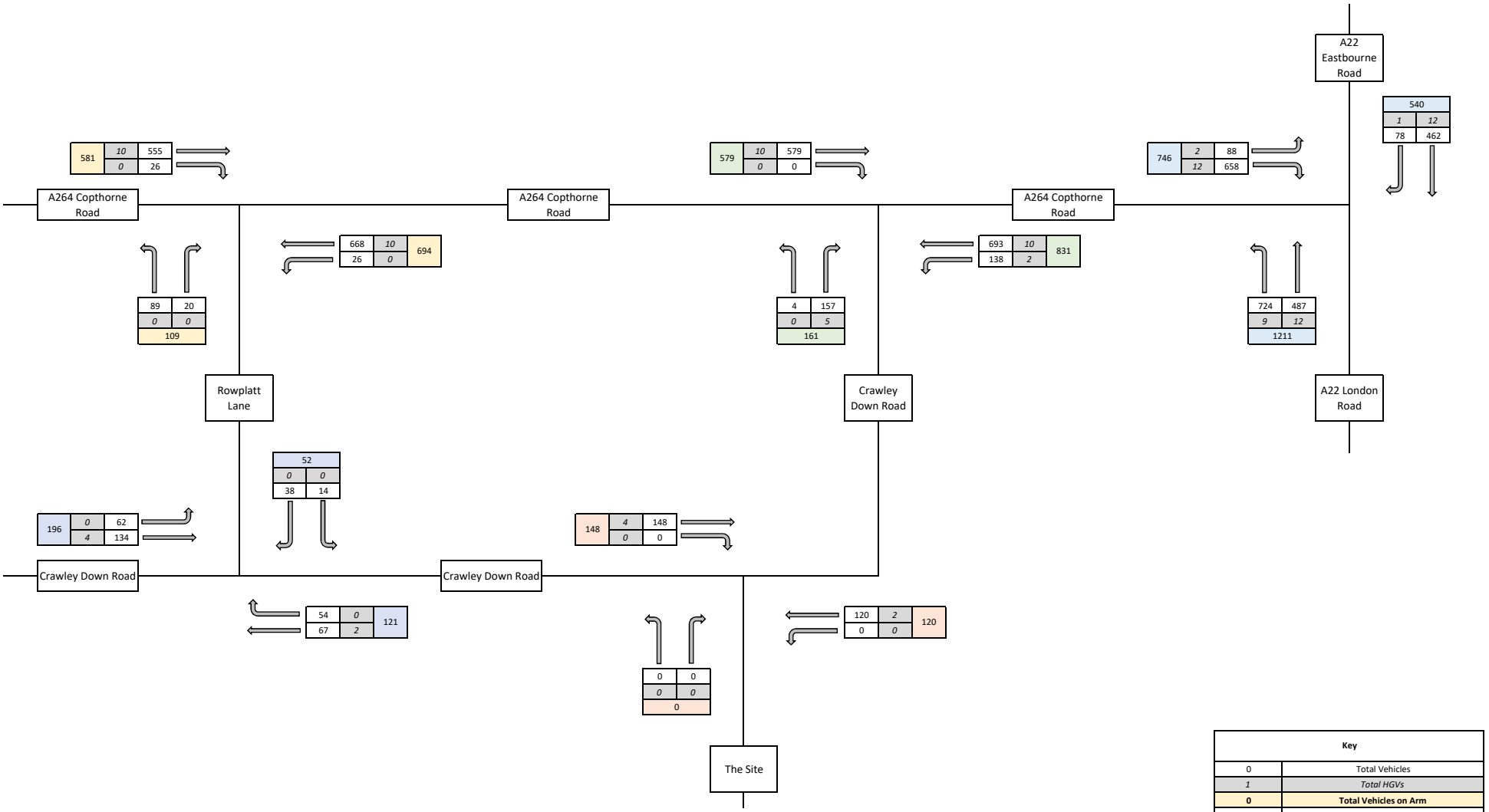
Figure 5.4



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2026 Uplifted Traffic Flows

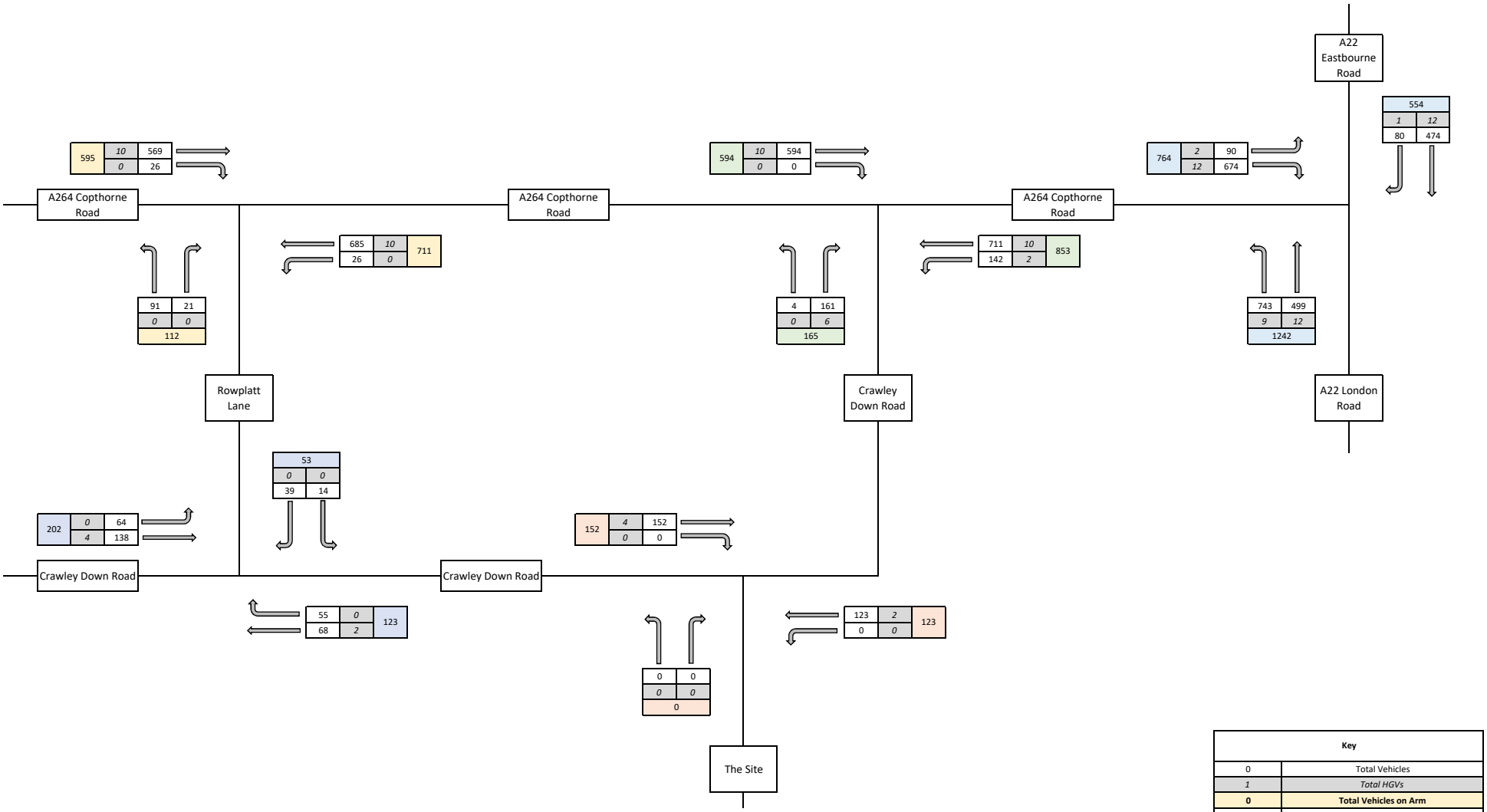
Figure 5.5



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2031 Uplifted Traffic Flows

Figure 5.5 (a)

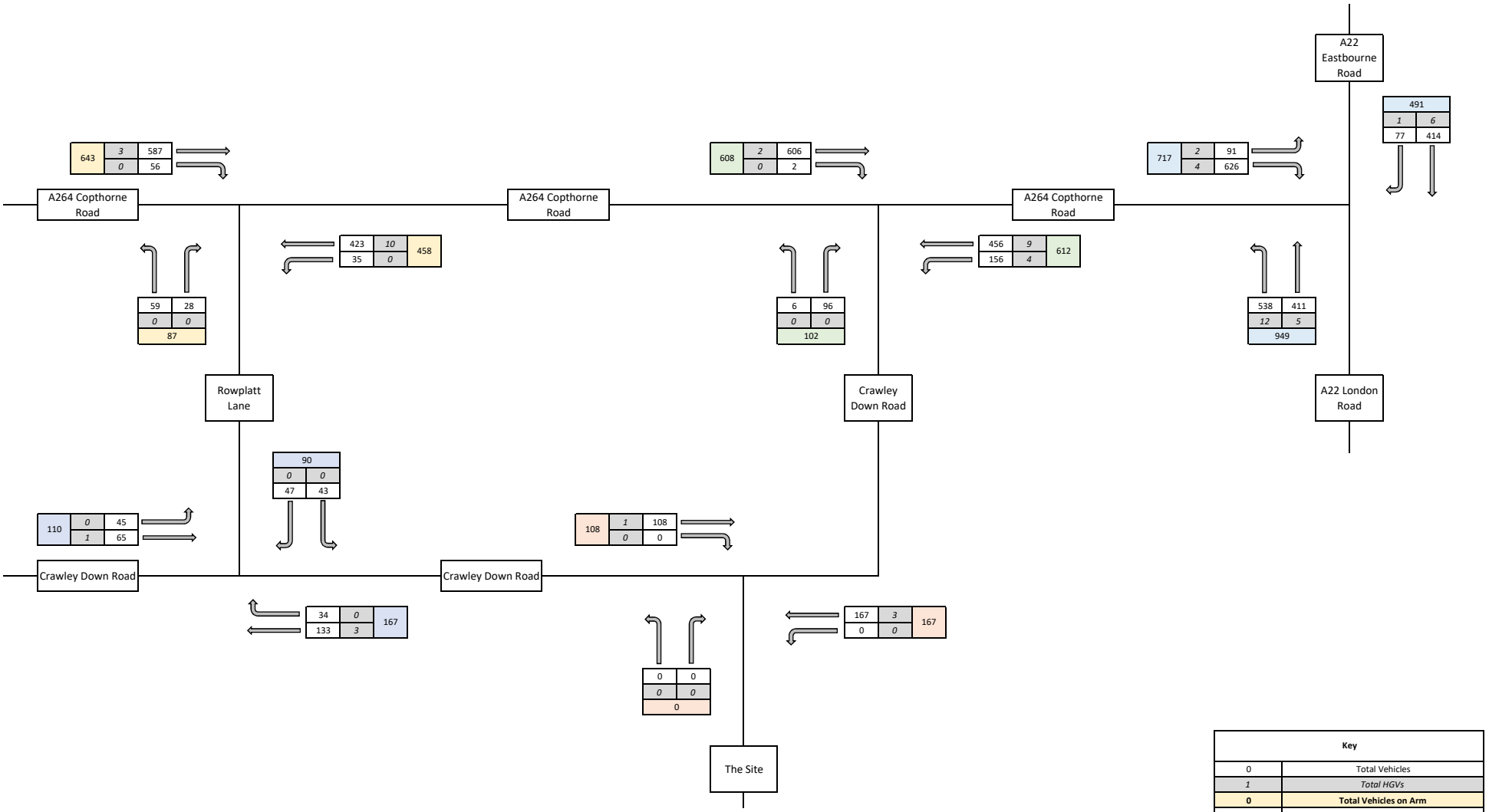


Key	
0	Total Vehicles
1	*Total HGVs*
0	**Total Vehicles on Arm**
1.1001	2019 - 2031 TEMPro Growth Factor

Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2026 Uplifted Traffic Flows

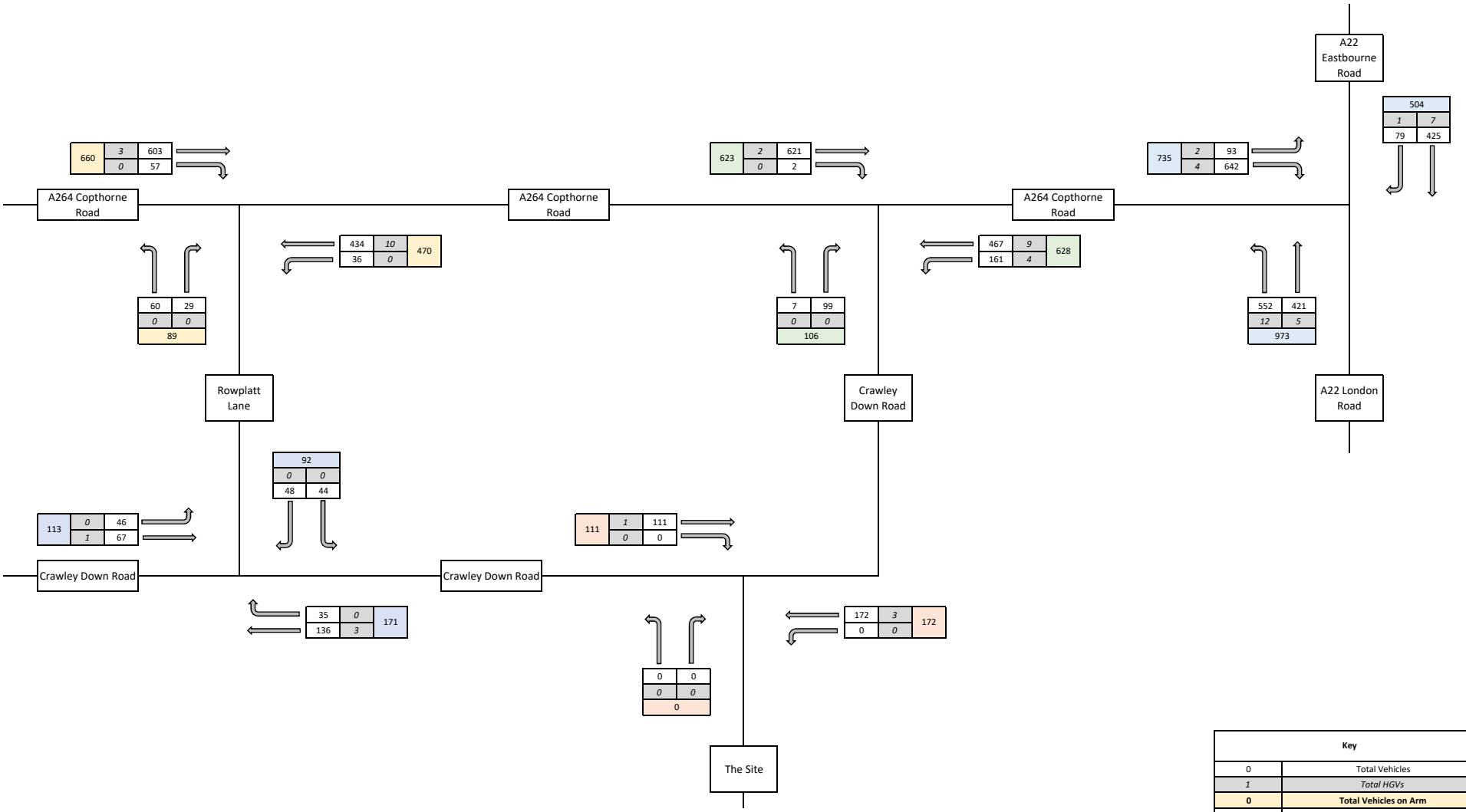
Figure 5.6



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2031 Uplifted Traffic Flows

Figure 5.6 (a)

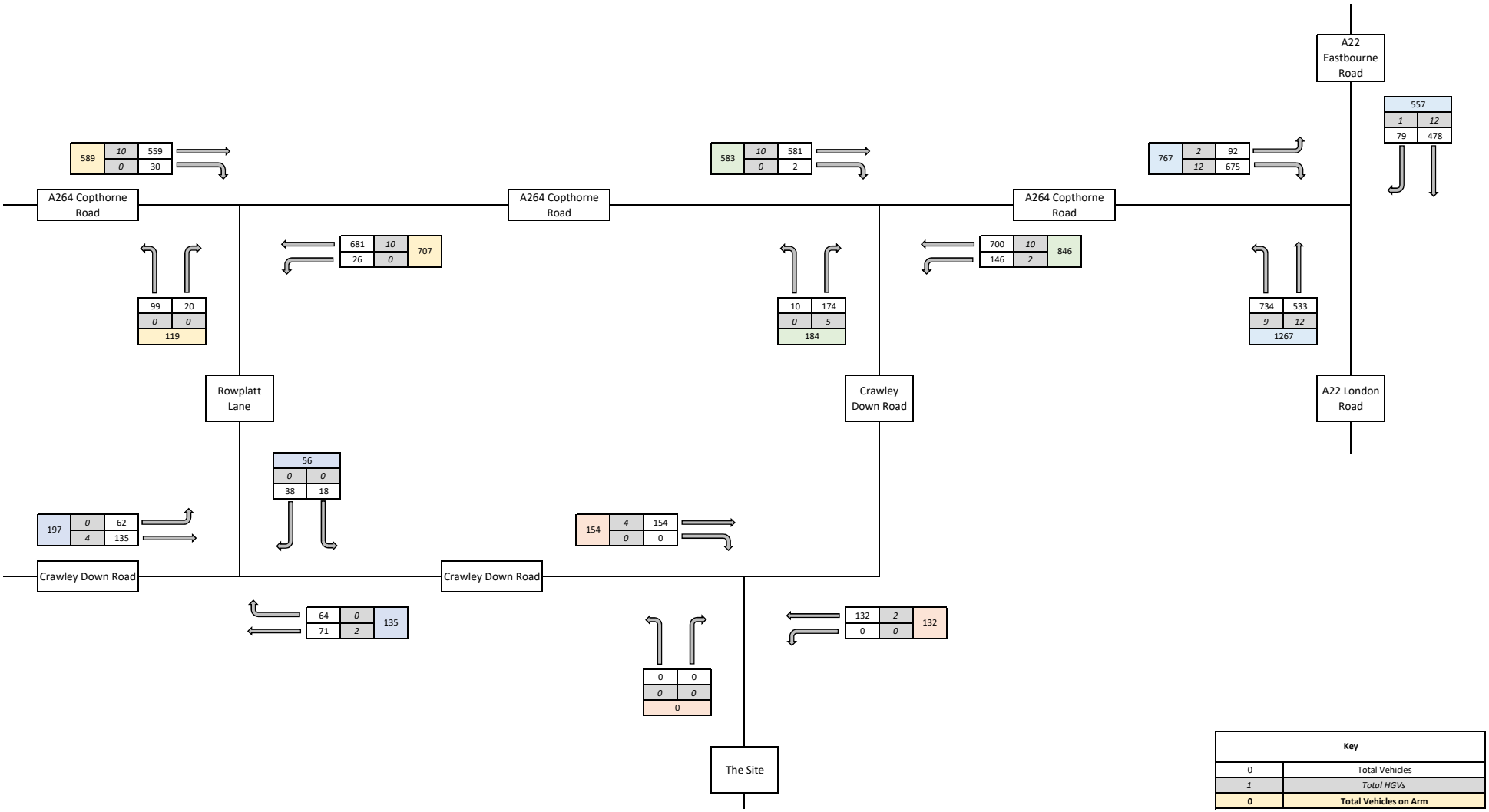


Key	
0	Total Vehicles
1	*Total HGVs*
0	**Total Vehicles on Arm**
1.0998	2019 - 2026 TEMPro Growth Factor

Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2026 Future Year Baseline Traffic Flows

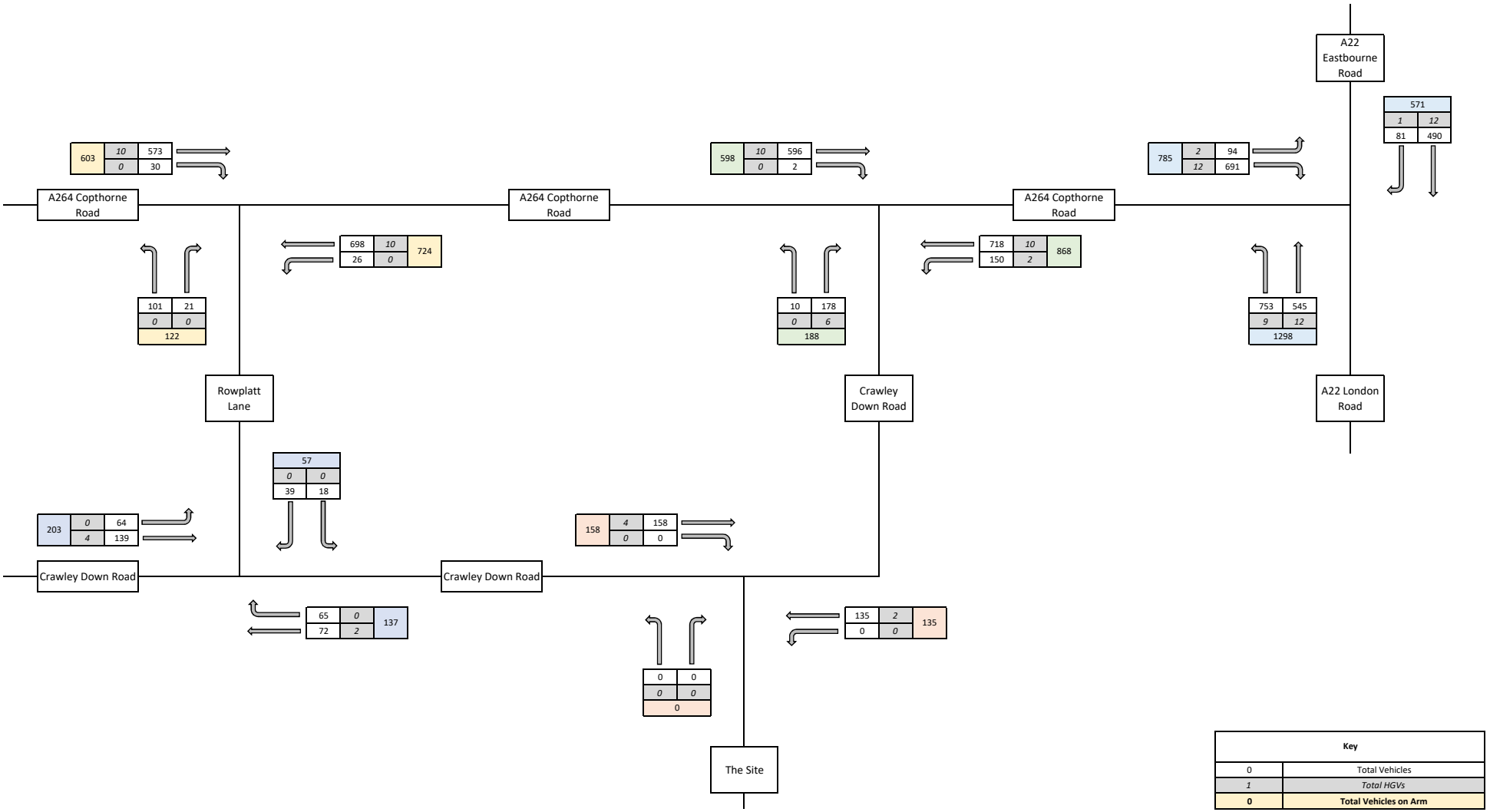
Figure 5.7



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2031 Future Year Baseline Traffic Flows

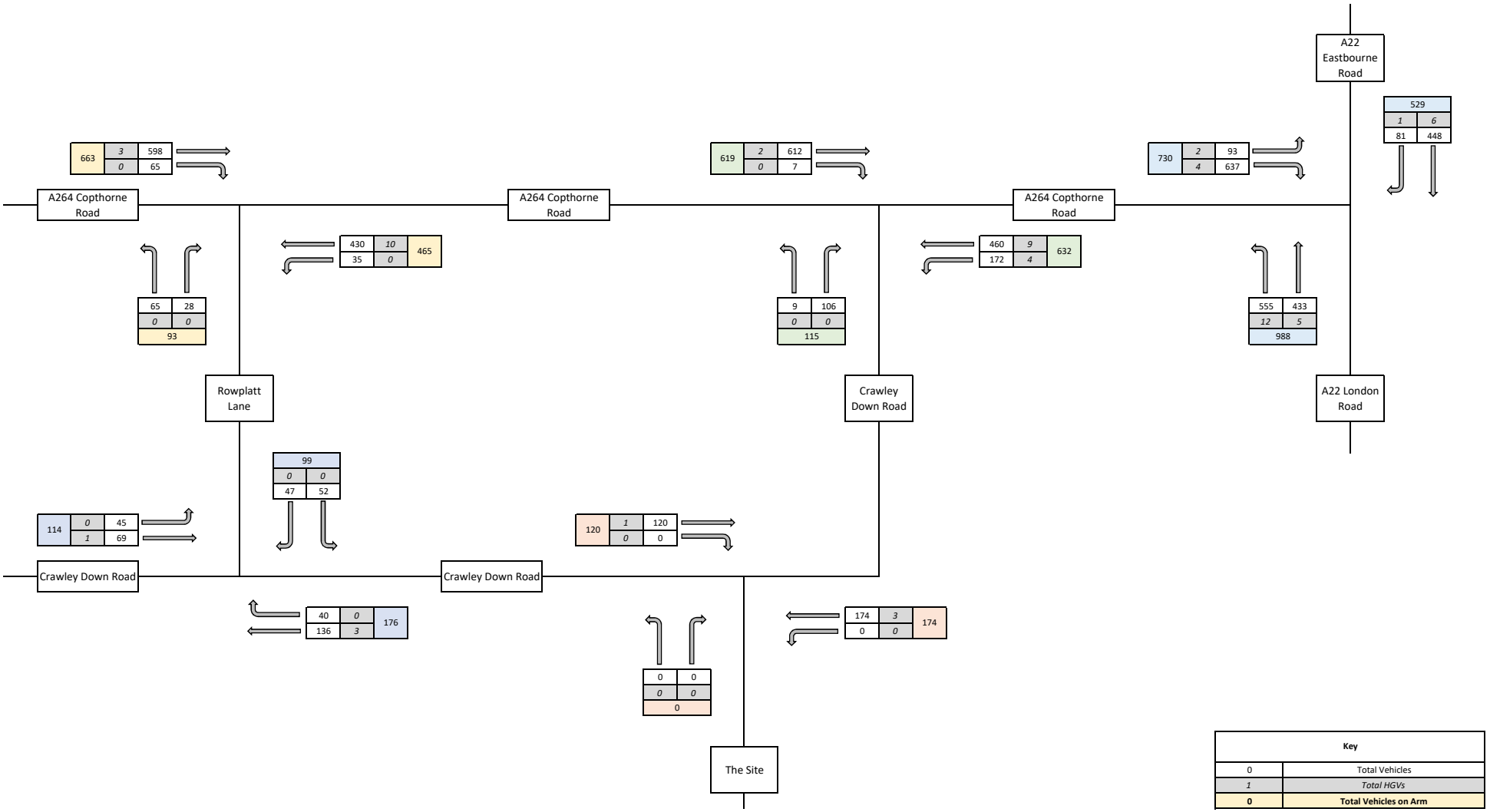
Figure 5.7 (a)



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2026 Future Year Baseline Traffic Flows

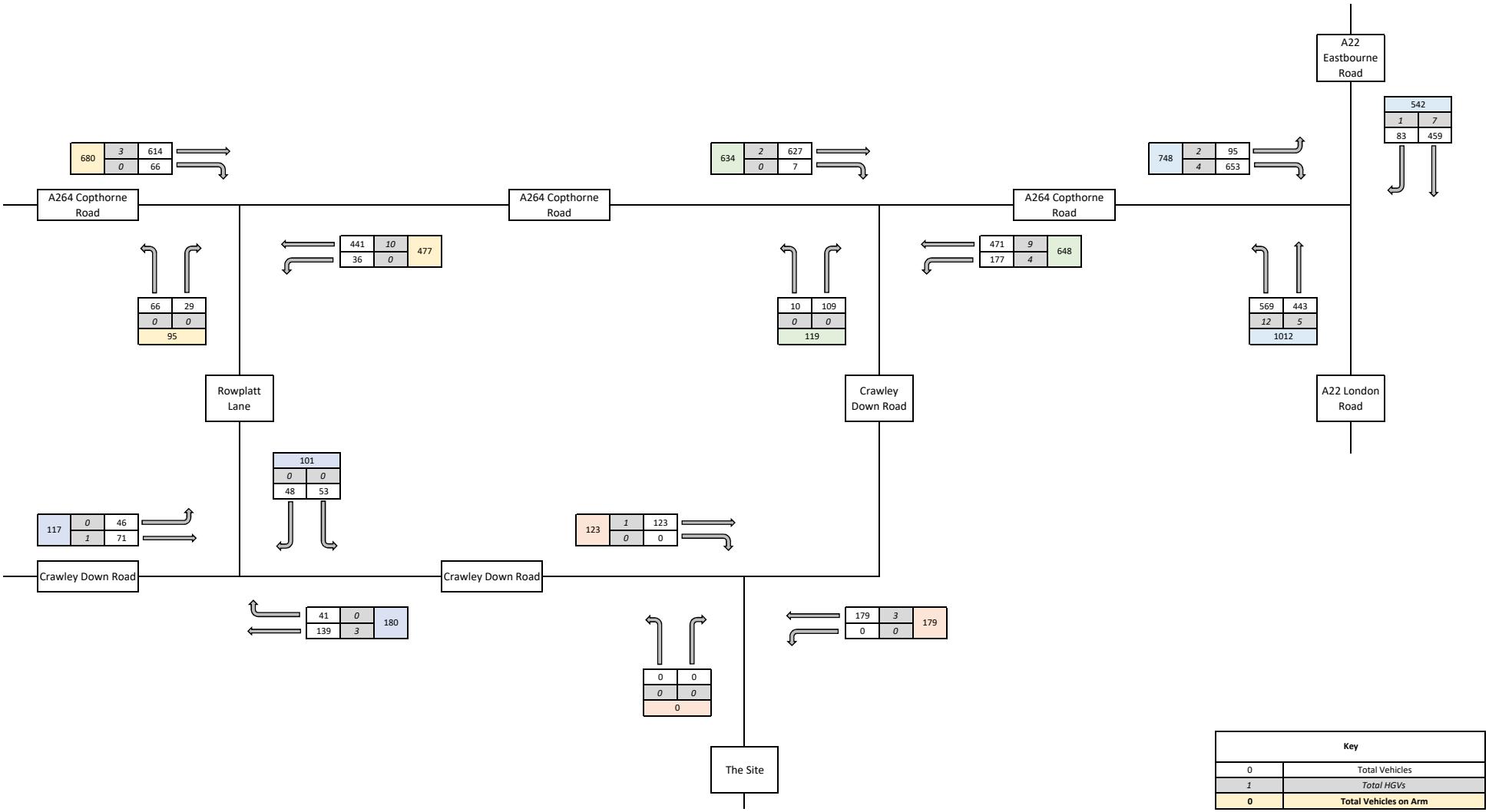
Figure 5.8



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2031 Future Year Baseline Traffic Flows

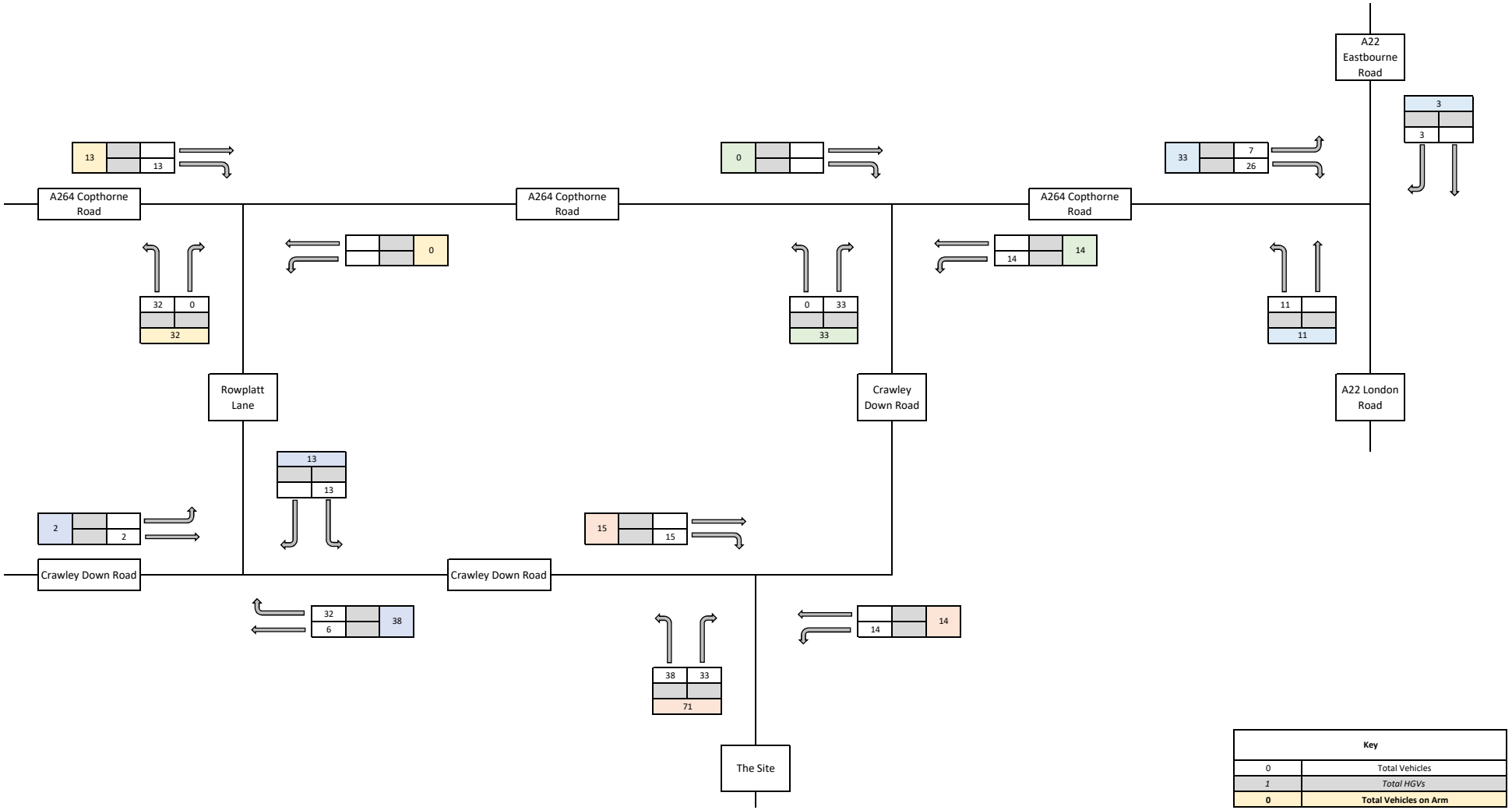
Figure 5.8 (a)



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - Proposed Development Traffic Flows

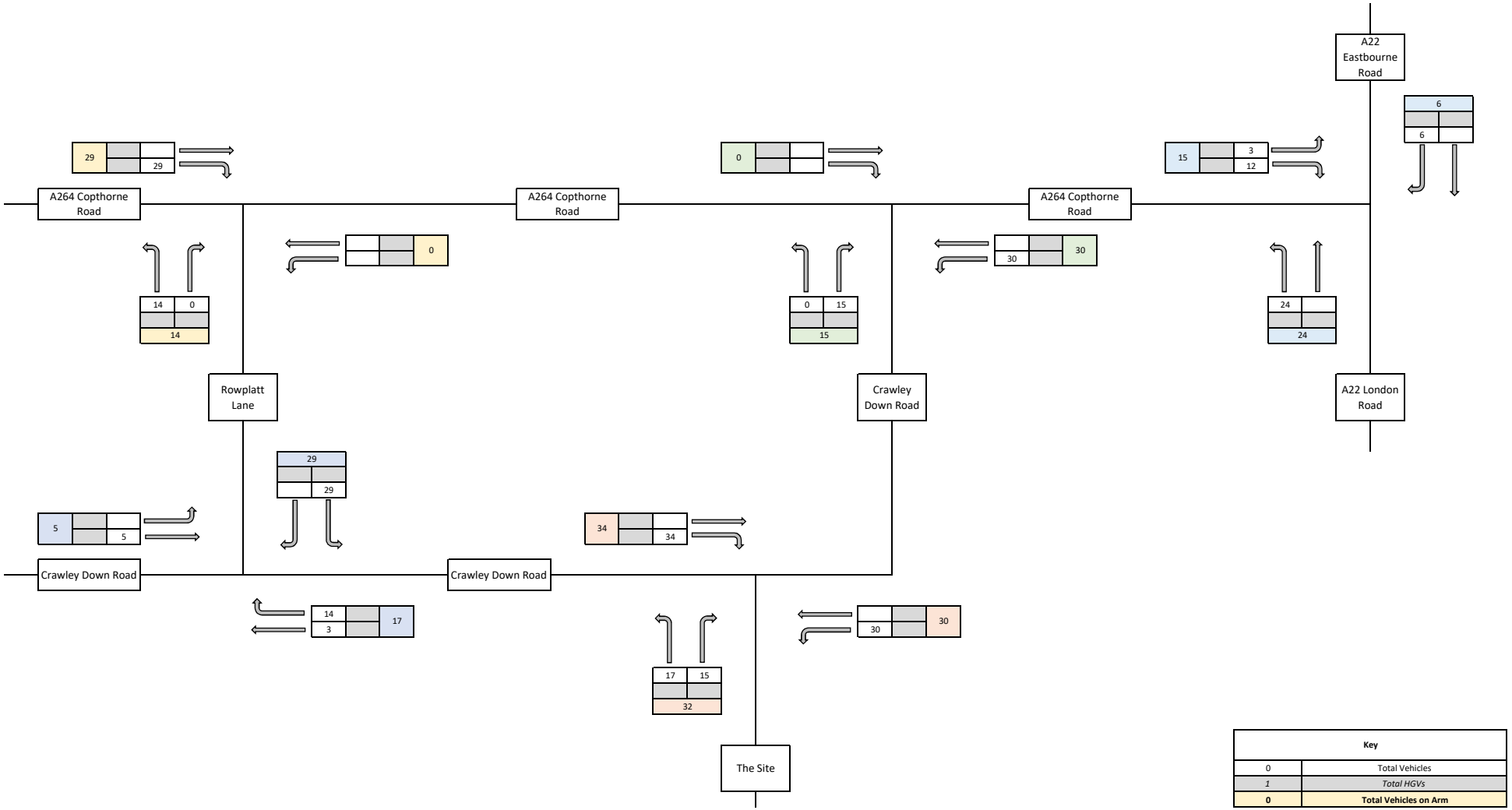
Figure 5.9



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - Proposed Development Traffic Flows

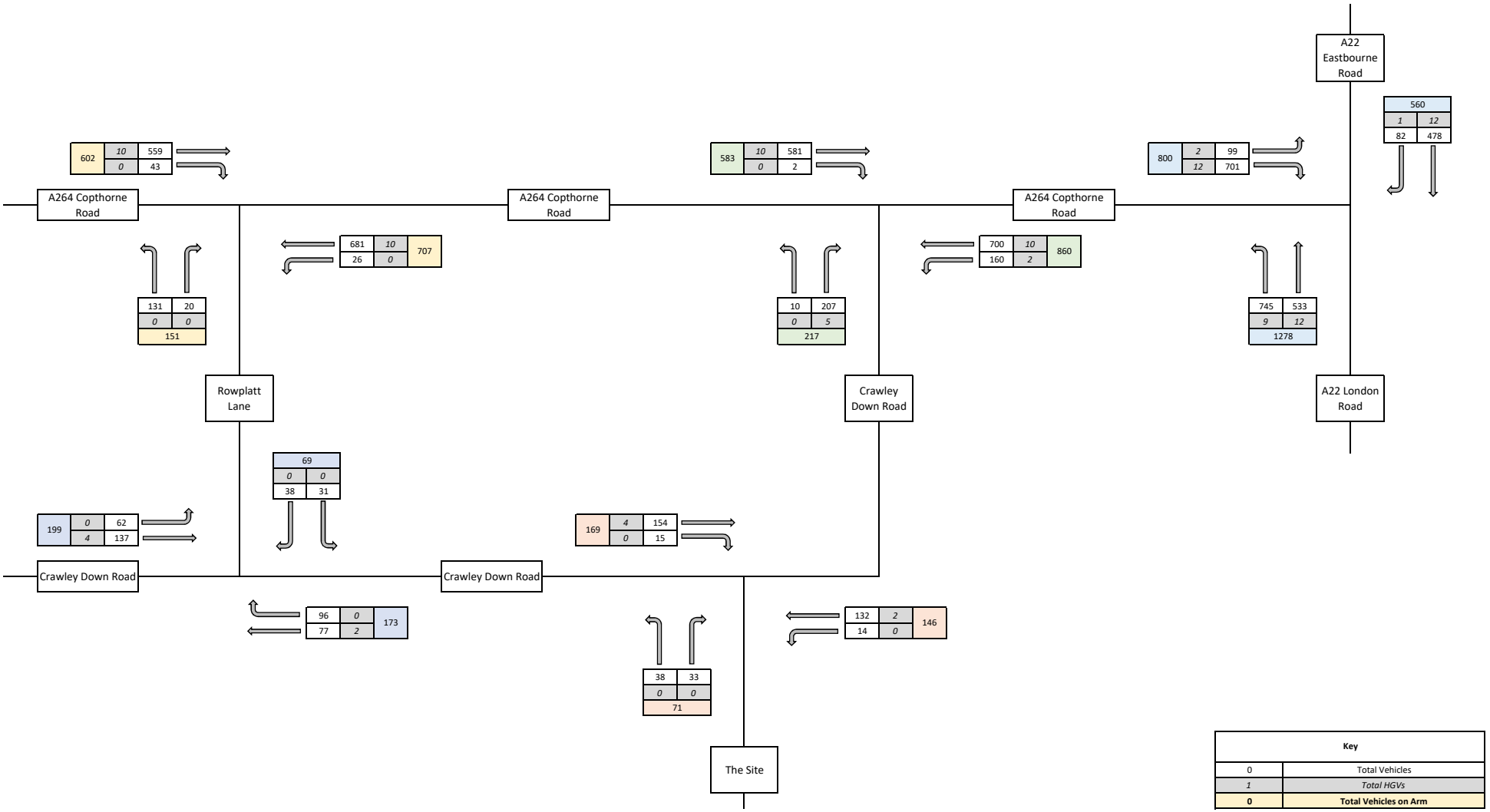
Figure 5.10



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2026 Future Year Baseline with Development Traffic Flows

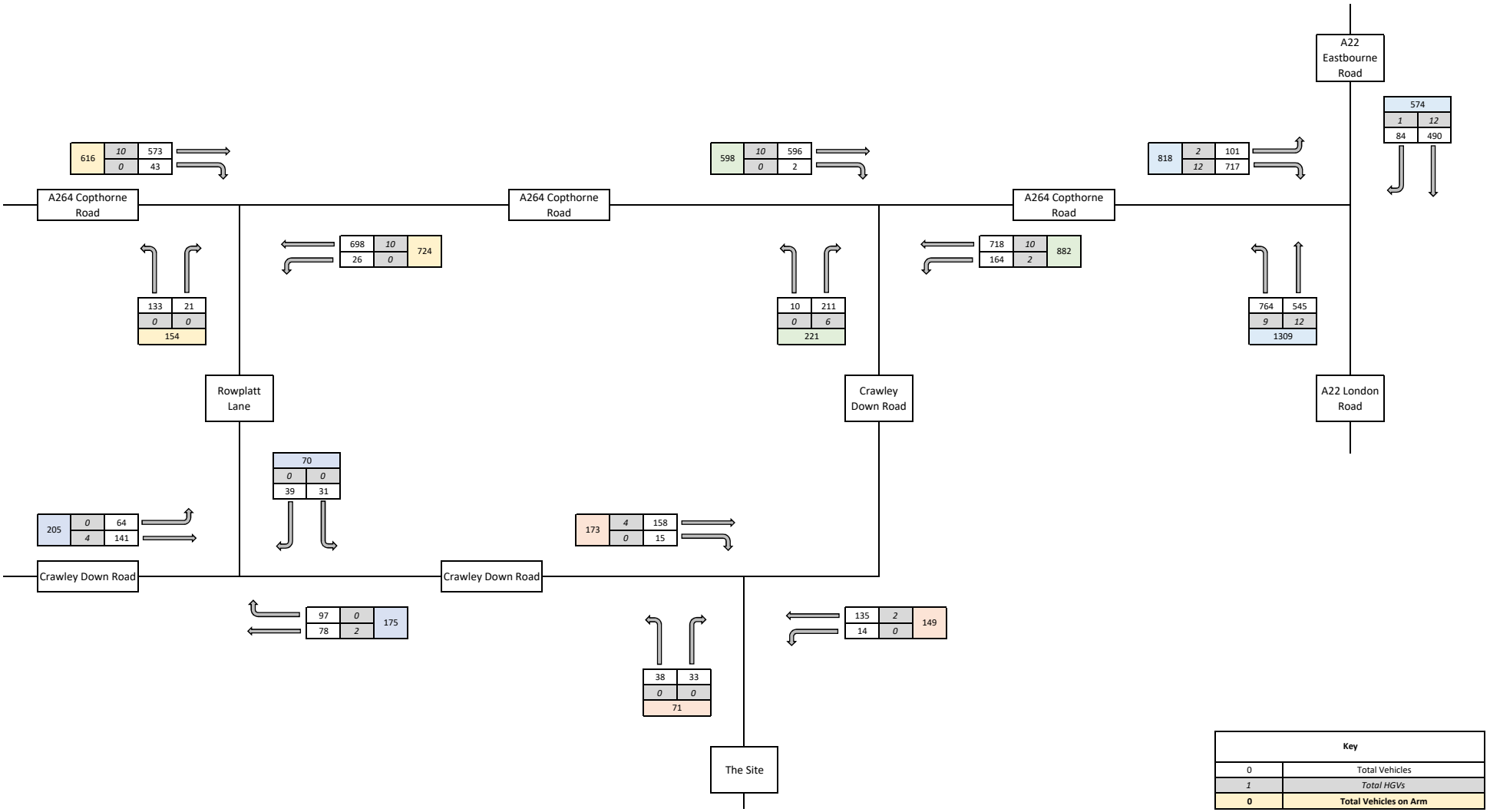
Figure 5.11



Land South of Crawley Down Road, Felbridge

Weekday Morning Peak Hour (07:45 -08:45) - 2031 Future Year Baseline with Development Traffic Flows

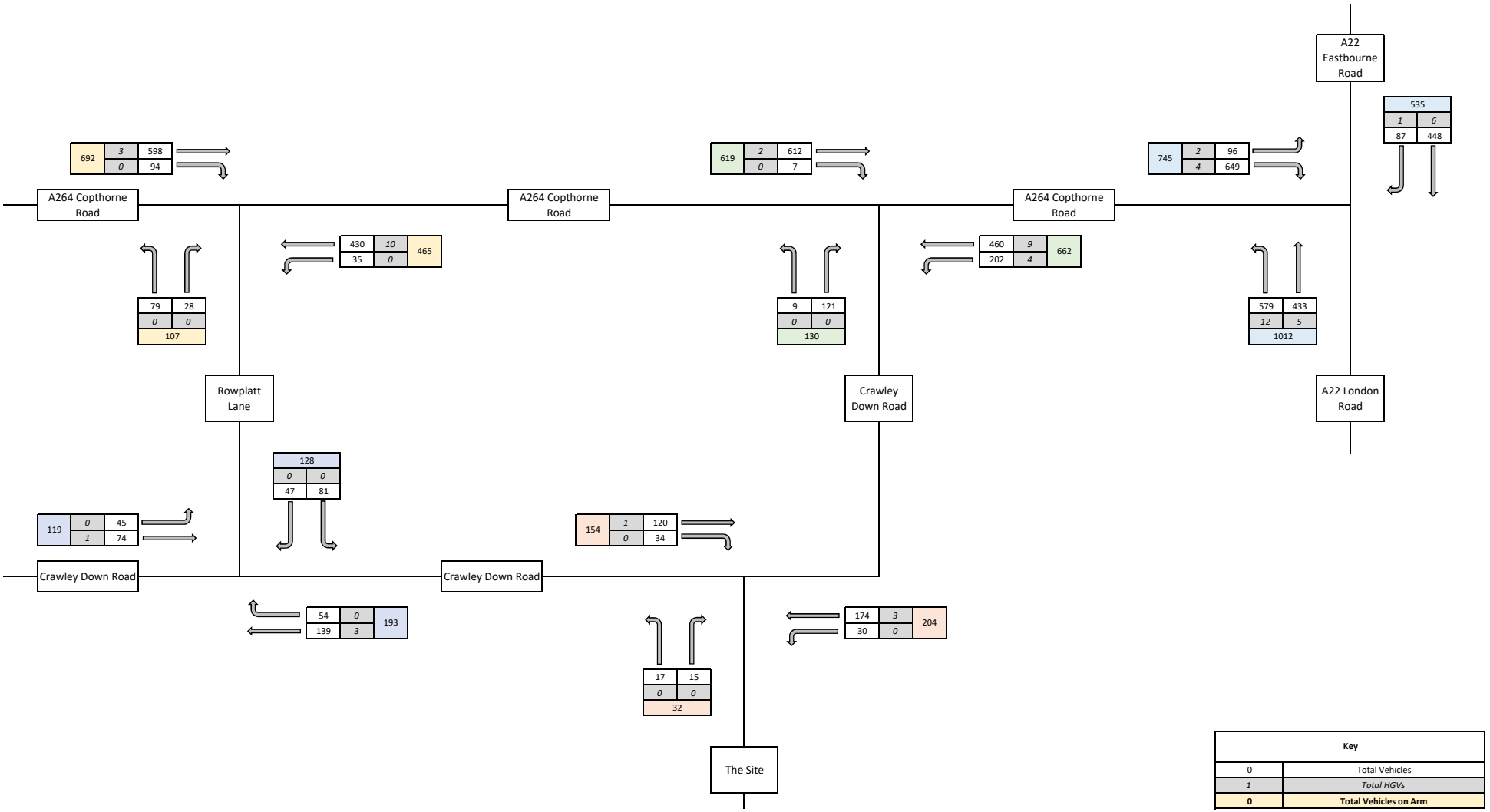
Figure 5.11 (a)



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2026 Future Year Baseline with Development Traffic Flows

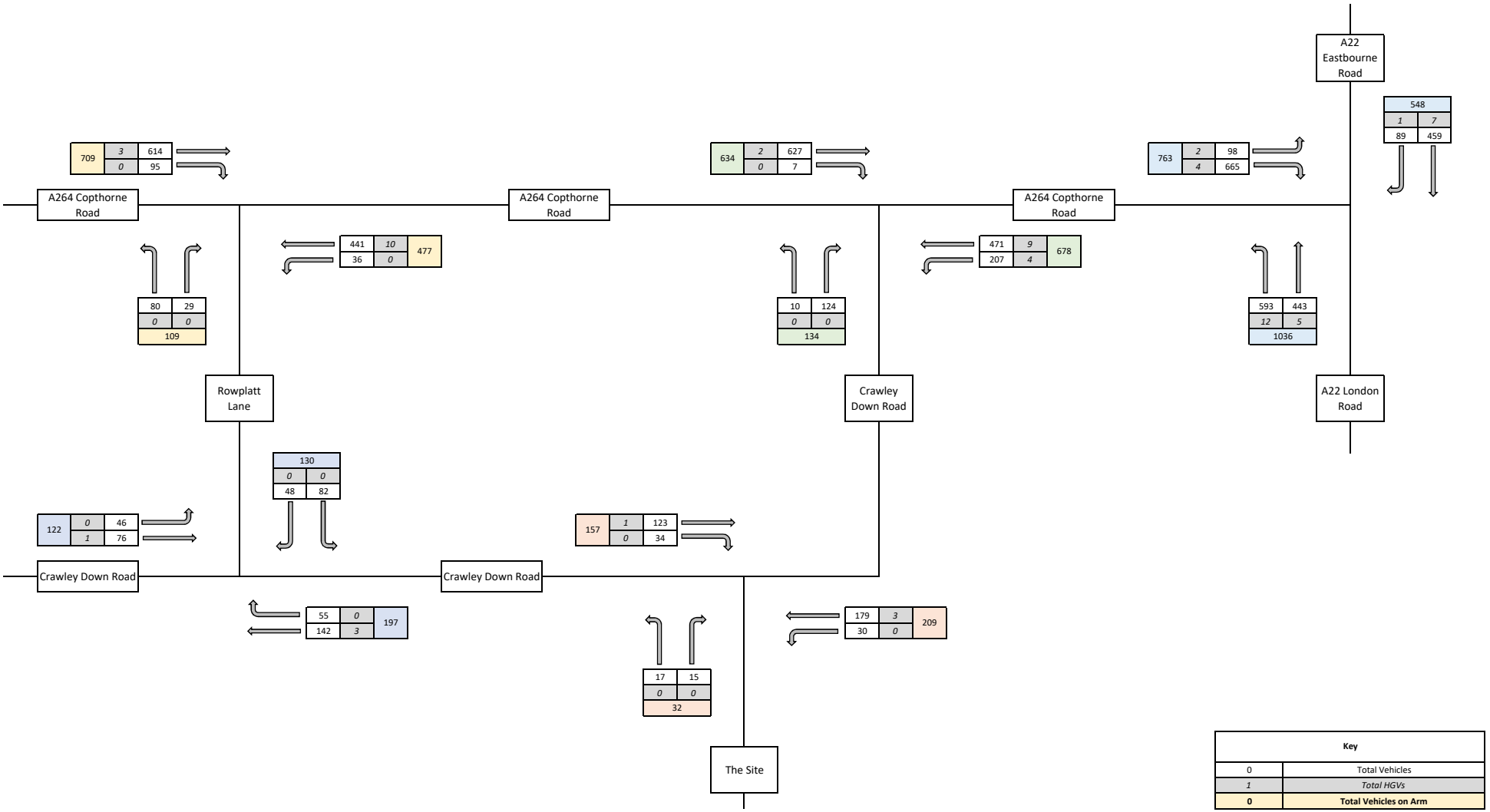
Figure 5.12



Land South of Crawley Down Road, Felbridge

Weekday Evening Peak Hour (16:15 -17:15) - 2031 Future Year Baseline with Development Traffic Flows

Figure 5.12 (a)

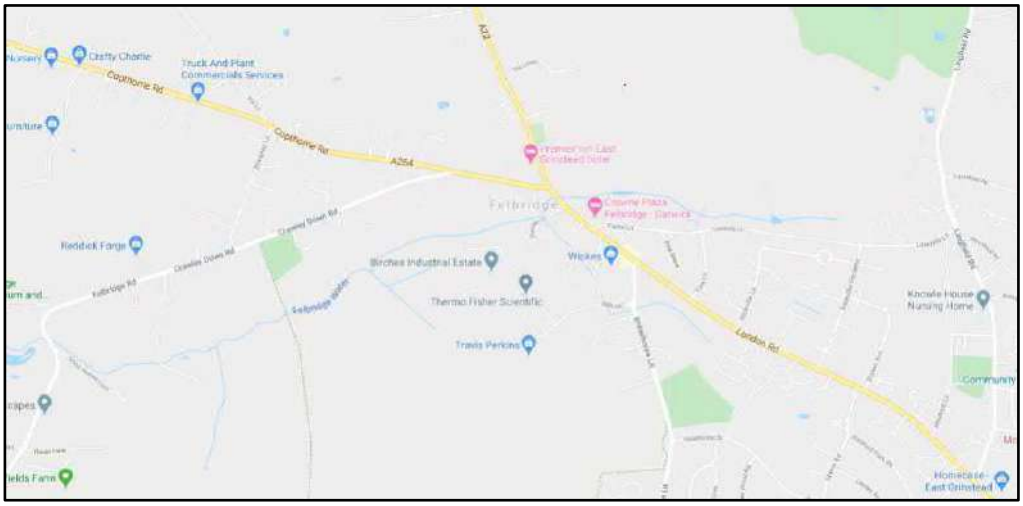


Appendix A

Collision Data Analysis

1 COLLISION DATA ANALYSIS

1.1 Personal Injury Collision (PIC) data has been obtained from Sussex Safer Roads Partenrship (SSRP) for the five-year period 31/12/2014 to 31/12/2019, for the area shown below, covering Felbridge Road, Crawley Down Road, Imberhorne Lane (Heathcote Drive to A22), Copthorne Road (Mill Lane to A22) and A22 London Road/ Eastbourne Road (The Limes to Lingfield Road).



PIC Study Area

1.2 Analysis of the data found that 64 PICs occurred, 11 of serious and 53 of slight severity, resulting in 85 casualties. It is also noted that 13 (8%) of the total involved motorcycles and 15 (10%) involved pedal cycles. Two PICs (1%) involved pedestrians. The SSRP reports can be found in Appendix **X** and are summarised in tables 1 and 2.

	Collisions (Casualties)		
	Serious	**Slight**	**Total**
2015	2(2)	8(9)	10(11)
2016	4(4)	14(17)	18(21)
2017	3(3)	11(16)	14(19)
2018	0	11(19)	11(19)
2019	2(2)	9(13)	11(15)
Total	**11(11)**	**53(74)**	**64(85)**

Table 1: Summary of collisions and casualties

	Wet	Dark
2015	4	3
2016	3	2
2017	1 (flood)	3
2018	2	3
2019	4	4
Total	**14 (9%)**	**15 (10%)**

Table 2: Summary of conditions

1.3 Detailed analysis of each PIC has been carried out and ,for ease of reference, PICs have been numbered 1-64 within the following links and junctions.

1.4 Felbridge Road/ Crawley Down Road between Hurst Hill and A264

- 4 PICs (refs 11, 26, 46 & 61) occurred on this link, 1 of serious and 3 of slight severity, resulting in 6 casualties.
- PICs 46 & 61 occurred at the Furnace Farm Road bend in similar circumstances. One involved a motorcycle and one involved a car in wet/dark conditions. Both vehicles were travelling westbound and misjudged the bend, crossing into the opposite carriageway and oncoming traffic.

1.5 A264 between Mill Lane and A22 London Road

- 5 PICs (refs 2, 6, 8, 19 & 21) occurred between Rowplatt Lane and A22 London Road, 1 of serious and 5 of slight severity. One involved a right turning vehicle out of Rowplatt Lane.

1.6 A22 Eastbourne Road between The Limes and A264 Copthorne Road

- 4 PICs (refs 7, 9, 17 & 18) occurred on the southbound approach to the A264 signalised junction. Two were during darkness and two involved a single vehicle losing control (1 drunk).

1.7 A264/ A22 signalised junction

- 7 PICs (ref 1, 3, 4, 5, 15, 16 & 22) occurred at the signalised junction, 6 involving right turning vehicles and one involving a pedal cyclist; two occurred during darkness and two in wet conditions.

- 2 involved right turning vehicles from Copthorne Road being struck by a northbound vehicle
- 4 involved a right turning vehicles from A22 southbound also being struck by a northbound vehicle.

1.8 A22 London Road between A264 and Lingfield Road roundabout

- 25 PICs occurred on this link, 3 in wet and 5 in dark conditions. 2 involved pedestrians, one on a pedestrian crossing.
- It is noted that there is an advisory cycle lane southbound on this link, and that 8 pedal cycle collisions (refs 23, 25, 35, 40, 54, 59, 62 & 63) occurred on the link. There is no cycle lane on the northbound carriageway.
- Six motorcycle PICs also occurred on this link, three due to overtaking in the vicinity of Buckhurst Way.
- 2 PICs involved right turning vehciels at the BP garage in wet and dark conditions.

Imberhorn Lane between A22 and Heathcote Drive

- 6 PICs (refs 31, 33, 43, 45, 48, 50 & 64) 3 in wet and 2 in dark conditions. 2 involved pedal cycles.

- It is noted that no PICs occurred at the A22 signalised junction.

Lingfield Road roundabout

- 5 PICs (refs 27, 29, 37, 52 & 53) occurred at the roundabout, 2 involving pedal cycles and one involving a motorcycle, and no patterns in the vehicle movements have been identified.

1.9 In conclusion, from the PIC analysis we have identified the following;

- PICs 46 & 61 at the Furnace Farm Road bend are both noted to be inexperienced or unfamiliar drivers. Signing on the approach to the bend is good and the chevron sign is suitably located. It may benefit from yellow backing boards and more chevrons.
- 6 right turning collisions occurred at the A264/ A22 signalised junction, also involving northbound vehicles. A review of the traffic signal staging would reduce driver confusion here.
- 5% of pedal cycle PICs occurred on A22 London Road. A review of cycle facilities on this link would be beneficial.

Crawley Down Road – Motion –

Collision report 01/01/2015 – 31/03/2015

Date produced
27 April 2020

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Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

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Sussex Safer Roads PARTNERSHIP

Crawley Down Road, Felbridge
Collision Dates 01/01/2015 - 31/03/2015
Motion

SCALE	1 : 13000
DATE	27/04/2020
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/01/2015** **to** **31/03/2015** (3) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1500845 Tuesday 10/02/2015 1740hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U WINDMILL LANE OUTSIDE AT

Veh 1	Car	Going ahead LH bend	E	to	S				
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	M	44	Slight

R1: A 22
R2: U
Darkness: street lights present a
E 538,597
Dry
N 138,851
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely

V1 4X4 PULLING TRAILER HEADING EASTBOUND IN SLOW MOVING QUEING TRAFFIC. V2 PEDAL CYCLE UNDERTAKES V1. AS V2 REACHES REAR NEARSIDE DOOR OF V1, V1 MOVES OFF AND TRAILER OF V1 CATCHES HANDLE BAR OF V2 PULLING HIM ALONG CARRIAGEWAY UNTIL V2 LOOSES CONTROL
AND COMES OFF PEDAL CYCLE SUFFERING MINOR INJURIES.

1501142 Thursday 26/02/2015 0830hrs — U MAYPOLE ROAD EAST GRINSTEAD AT JUNCTION OF A22 LONDON ROAD OUTSIDE MAYPOLE

Veh 1	Car	Going ahead	SW	to	NE	Dri	M	26	Slight
Veh 2	Car	Parked	0	to	0				
Veh 3	Car	Parked	0	to	0				

R1: U
R2: A 22
Daylight:street lights present
E 538,749
Wet/Damp
N 138,623
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Possible
4th:	Swerved	Vehicle 1	Possible

VEHICLE 1 WAS DRIVING DOWN MAYPOLE ROAD IT COLLIDED WITH VEHICLE 2 A PARKED VEHICLE WHICH THEN COLLIDED WITH VEHICLE 3 ANOTHER PARKED VEHICLE.

1501510 Tuesday 24/02/2015 0920hrs — A22 FELBRIDGE 38M NORTH OF U STANDEN CLOSE

Veh 1	Goods > 7.5t	Going ahead	S	to	N				
Veh 2	Pedal cycle	Going ahead	S	to	N	Dri	M	67	Serious

R1: A 22
Daylight:street lights present
E 537,334
Wet/Damp
N 139,598
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible

V1 TRAVELLING NORTH ADN HAS PASSED V2 ALSO TRAVELLING NORTH . V1 HAS EITHER CLIPPED OR CROWDED V2 WHO HAS LOST CONTROL AND FALLEN AWAY FROM THE ROAD ONTO THE PAVEMENT. V1 HAS STOPPED ABOUT 15M ON FROM THE INCIDENT.

Details of Personal Injury Accidents for Period - **01/01/2015** **to** **31/03/2015** (3) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1501328	Friday	U CRAWLEY DOWN ROAD EAST	Veh 1	Agric. veh	Turning right	S	to E			
	06/03/2015	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Going ahead	E	to W	Dri	F	64 Slight
R1: U	1640hrs	ENTRANCE TO BUILDERS SITE								
R2: U	Daylight:street lights present									
E 536,047	Dry									
N 139,320	Fine without high winds									
	40 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 2 TRAVELLING WEST ON SINGLE CARRIAGEWAY ROAD COLLIDED WITH VEHICLE 1 A TIIPER TRUCK THAT EXITED A BUILDING SITE FROM THE NEARSIDE.

1501567	Friday	A22 LONDON ROAD EAST	Veh 1	Car	Wait go ahead held	E	to W			
	20/03/2015	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Going ahead	E	to W	Dri	F	27 Slight
R1: A 22	1438hrs	FURZE LANE OUTSIDE THE								
R2: U	Daylight:street lights present									
E 537,478	Dry									
N 139,484	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 2 WAS HELD IN SLOW MOVING TRAFFIC. AS VEHICLE 2 MOVED OFF, VEHICLE 1 DROVE INTO THE BACK OF VEHICLE 2 THEN MADE OFF WITHOUT MAKING ANY ATTEMPT TO STOP.

Crawley Down Road – Motion –

Collision report 01/03/2015 – 29/02/2020

Date produced
07 April 2020

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Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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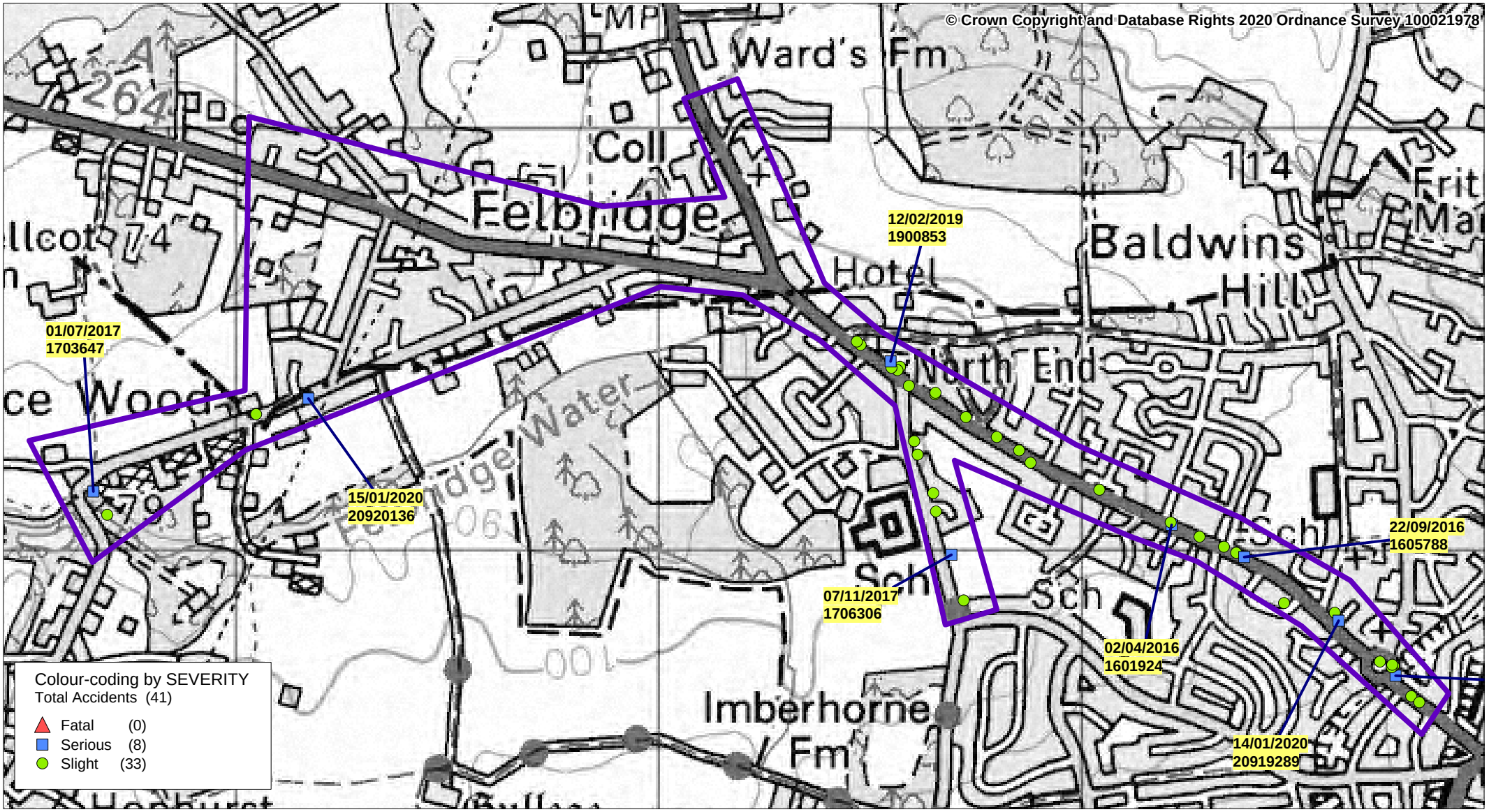

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Sussex Safer Roads PARTNERSHIP

Crawley Down Road, East Grinstead
Collision Dates 01/03/2015 - 29/02/2020
Motion

SCALE	1 : 12500
DATE	07/04/2020
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1501328 Friday 06/03/2015 1640hrs — U CRAWLEY DOWN ROAD EAST GRINSTEAD AT JUNCTION OF U ENTRANCE TO BUILDERS SITE

Veh 1	Agric. veh	Turning right	S	to	E					
Veh 2	Car	Going ahead	E	to	W	Dri	F	64	Slight	

R1: U
R2: U Daylight:street lights present
E 536,047 Dry
N 139,320 Fine without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE 2 TRAVELLING WEST ON SINGLE CARRIAGEWAY ROAD COLLIDED WITH VEHICLE 1 A TIIPER TRUCK THAT EXITED A BUILDING SITE FROM THE NEARSIDE.

1504302 Saturday 25/07/2015 1010hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U LINGFIELD ROAD

Veh 1	Car	O/take m/veh o/side	N	to	S					
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	F	71	Serious	

R1: A 22
R2: U Daylight:street lights present
E 538,744 Dry
N 138,701 Fine with high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Passing too close to cyclist, horse rider or pedestrian — Vehicle 1 — Very Likely

VEHICLE 1 WITH TRAILER TRAVELLING SOUTH EXITS RA AND OVERTAKES VEHICLE 2 (PEDAL CYCLE). VEHICLE 1'S TRAILER WHEEL COLLIDES WITH VEHICLE 2 DRAGGING RIDER ALONG WITH IT. INJURY CAUSED TO RIDER OF VEHICLE 2. VEHICLE 1 EVENTUALLY STOPS BUT DOES NOT PASS ANY
DETAILS TO RIDER OF VEHICLE 2

1501567 Friday 20/03/2015 1438hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U FURZE LANE OUTSIDE THE

Veh 1	Car	Wait go ahead held	E	to	W					
Veh 2	Car	Going ahead	E	to	W	Dri	F	27	Slight	

R1: A 22
R2: U Daylight:street lights present
E 537,478 Dry
N 139,484 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely
2nd: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE 2 WAS HELD IN SLOW MOVING TRAFFIC. AS VEHICLE 2 MOVED OFF, VEHICLE 1 DROVE INTO THE BACK OF VEHICLE 2 THEN MADE OFF WITHOUT MAKING ANY ATTEMPT TO STOP.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1507632 Tuesday 22/12/2015 2139hrs — U LINGFIELD ROAD EAST GRINSTEAD AT JUNCTION OF A22 LONDON ROAD OUTSIDE TRINITY

Veh 1	Car	Turning right	N	to	W				
Veh 2	Car	Stopping	E	to	W	Dri	M	19	Slight
Veh 2	Car	Stopping	E	to	W	FSP	M	18	Slight

R1: U
R2: A 22
Darkness: street lights present a
E 538,740
Wet/Damp
N 138,724
Raining with high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 2 TRAVELLING ALONG LONDON ROAD, EAST GRINSTEAD WAS STRUCK ON THE DRIVERS SIDE BY VEHICLE 1 TURNING RIGHT IN FRONT OF VEHICLE 2 ON A MINI ROUNDABOUT. A KEEP LEFT SIGN AT THE JUNCTION WITH LINGFIELD ROAD WAS DAMAGED. THE WALL THAT THE PEUGEOT RESTE
D ON WAS NOT DAMAGED.

1601238 Monday 29/02/2016 1740hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U BUCKHURST WAY

Veh 1	M/C > 125 cc	O/take s/veh o/side	SE	to	NW	Dri	M	34	Slight
Veh 2	Car	Turning right	N	to	W				

R1: A 22
R2: U
Darkness: street lighting unkno
E 538,214
Dry
N 139,060
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 WAS TRAVELLING IN THE DIRECTION OF EAST GRINSTEAD WHILST OVERTAKING A LINE OF STATIONARY TRAFFIC. THE TRAFFIC WAS QUEUING IN ORDER TO LET VEHICLE 2 PULL OUT FROM BUCKHURST WAY AND TURN RIGHT ON TO THE A22 LONDON ROAD TOWARDS FELBRIDGE. AS
VEH 2 PULLED OUT, IT COLLIDED WITH VEH 1 CAUSING DAMAGE TO VEH 2S OFFSIDE FRONT WHEEL-ARCH AND CAUSING THE RIDER OF VEH 1 AND HIS PASSENGER TO COME OFF.

1601411 Wednesday 09/03/2016 0815hrs — U IMBERHORNE LANE EAST GRINSTEAD 56M NORTH OF U HEATHCOTE DRIVE

Veh 1	Car	Going ahead	S	to	N				
Veh 2	Pedal cycle	Going ahead	W	to	E	Dri	M	13	Slight

R1: U
Daylight:street lights present
E 537,722
Wet/Damp
N 138,879
Raining with high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Cyclist entering road from pavement	Vehicle 2	Possible

VEHICLE 1 TRAVELLING NORTH COLLIDES WITH VEH 2 (PEDAL CYCLIST) CROSSING ROAD FROM WEST TO EAST. INJURIES CAUSED TO RIDER OF VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

1601422	Wednesday	A22 EAST GRINSTEAD 50M EAST OF	Veh 1	Car	Stopping	SE	to NW	Dri	M	20 Slight
	09/03/2016	B0 IMBERHORNE LANE	Veh 2	Car	Stopping	SE	to NW	Dri	M	21 Slight
R1: A 22	1220hrs									
	Daylight:street lights present									
E 537,727	Wet/Damp									
N 139,313	Raining without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely

IN RAINY CONDITIONS WITH WET ROAD, TRAFFIC WAS QUEUING AT LIGHTS. VEHICLE 2 STOPPED, VEHICLE 1 HAS HIT BRAKES AND AQUAPLANED IN TO REAR OF VEHICLE 2. THE COLLISION WAS LOW SPEED.

1602146	Thursday	U IMBERHORNE LANE EAST	Veh 1	Car	Stopping	S	to N			
	14/04/2016	GRINSTEAD AT JUNCTION OF A22	Veh 2	Goods 3.5 - 7.5t	Wait to turn left	S	to NW	Dri	M	37 Slight
R1: U	0725hrs	LONDON ROAD	Veh 3	Car	Wait to turn left	S	to NW	Dri	M	32 Slight
R2: A 22	Daylight:street lights present									
E 537,592	Dry									
N 139,387	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Possible

VEHICLE 1 SLOWING FOR TRAFFIC LIGHTS HIT STATIONARY VEHICLE 2 PUSHING IT IN TO STATIONARY VEHICLE 3

1602563	Sunday	A22 LONDON ROAD EAST	Veh 1	Car	Stopping	NW	to SE			
	01/05/2016	GRINSTEAD 56M SOUTH OF U	Veh 2	Car	Wait go ahead held	NW	to SE	Dri	M	20 Slight
R1: A 22	1540hrs	IMBERHORNE LANE								
	Daylight:street lights present									
E 537,654	Dry									
N 139,367	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Driver using mobile phone	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING NORTH COLLIDES WITH STATIONERY VEHICLE 2 ALSO TRAVELLING NORTH. SLIGHT INJURY CAUSED TO DRIVER OF VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1603662	Sunday	A22 LONDON ROAD EAST	Veh 1	Car	Wait to turn right	E	to N				
	19/06/2016	GRINSTEAD AT JUNCTION OF U	Veh 2	Pedal cycle	Stopping	N	to S	Dri	M	16	Slight
R1: A 22	1115hrs	FELBRIDGE CLOSE									
R2: U	Daylight:street lights present										
E 538,043	Dry										
N 139,141	Fine without high winds										
	40 mph										

VEHICLE 1 EMERGING FROM SIDE ROAD ON NORTH SIDE OF ROAD COLLIDES WITH VEHICLE 2 (PEDAL CYCLE) TRAVELLING SOUTH IN CYCLE LANE. INJURY CAUSED TO RIDER OF VEHICLE 2.

1601924	Saturday	A22 LONDON ROAD EAST	Veh 1	M/C < 125 cc	O/take m/veh o/side	SE	to NW	Dri	M	17	Serious
	02/04/2016	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Turning right	SE	to N				
R1: A 22	1557hrs	BUCKHURST WAY									
R2: U	Daylight:street lights present										
E 538,214	Dry										
N 139,058	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	

VEHICLE 1 A MOTORCYCLE AND ANOTHER ARE OVERTAKING MOVING TRAFFIC IN 30MPH ROAD, AND OVERTAKE VEHICLE 2 WHICH IS TURNING RIGHT AND VEHICLES HAVE COLLIDED.

1604857	Saturday	A22 LONDON ROAD EAST	Veh 1	Car	Going ahead	NW	to SE	RSP	F	77	Slight
	13/08/2016	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Turning right	SE	to NE	Dri	F	78	Slight
R1: A 22	0957hrs	LINGFIELD ROAD									
R2: U	Daylight:street lights present										
E 538,735	Dry										
N 138,721	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible

V2 HAS ENTERED ROUNDABOUT ON THEIR RIGHT OF WAY. V1 HAS THEN ENTERED AND HIT THE FRONT OF V2 CAUSING SUBSTANTIAL DAMAGE. V1 HAS THEN FAILED TO STOP AND DRIVEN OFF.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1604115 Sunday 10/07/2016 1120hrs — A22 EAST GRINSTEAD AT JUNCTION OF U MAYPOLE ROAD
R1: A 22
R2: U
E 538,781
N 138,652
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

Veh 1	Car	Turning right	NW	to	SW				
Veh 2	Pedal cycle	Going ahead	SE	to	NW	Dri	M	55	Slight
Veh 3	Car	Turning right	SW	to	SE				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely

VEH1, TRAVELING SE ON LONDON RD A22, WANTING TO TURN RIGHT ACROSS CARRIAGEWAY INTO MAYPOLE ROAD. ALLOWED A VEH TO PULL OUT OF MAYPOLE ROAD, ACROSS CARRIAGEWAY TO HEAD SE, BEFORE VEH 1 THEN PROCEEDED MANOUVER INTO MAYPOLE ROAD. VEH 2, CYCLIST, HEADING NW
ON LONDON RD, COLLIDED WITH VEH 1 AS VEH1 CROSSED THE CARRIAGEWAY.

1604766 Monday 08/08/2016 1227hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U BUCKHURST WAY
R1: A 22
R2: U
E 538,212
N 139,064
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	M/C > 500 cc	Going ahead	W	to	E	Dri	M	47	Slight
Veh 2	Car	Turning right	N	to	W				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible

VEHICLE TWO EXITING SIDE ROAD. WITH BOTH EASTBOUND AND WESTBOUND STOPPED TO LET VEHICLE OUT. VEHICLE TWO STARTED TO EDGE OUT VERY SLOWLY FROM SIDE ROAD AND DID NOT PASS THE WHITE CENTRAL LINES. VEHICLE TWO STOPPED AND THEN VEHICLE ONE MOTORCYCLE FILTERE
D PAST SIDE ROAD AND COLLIDED WITH FRONT OF VEHICLE TWO. SLIGHT INJURIES.

1605534 Tuesday 13/09/2016 0835hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U DORSET AVENUE
R1: A 22
R2: U
E 538,367
N 138,992
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	Pedal cycle	Going ahead	S	to	N	Dri	M	14	Slight
Veh 2	Car	Turning left	N	to	E				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 (*CYCLE) TRAVELING N LONDON ROAD A22 IN CYCLE LANE ON WRONG SIDE OF ROAD. V2 TRAVELING S ALONG A22 LONDON ROAD TURNED LEFT INTO DORSET AVENUE. V1 CYCLED STRIGHT OVER JUNCTION WITHOUT GIVING WAY. CYCLED INTO FRONT OS WING OF V22

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No.	Time								
2nd Road No.									
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

1605788	Thursday	A22 LONDON ROAD EAST	Veh 1	Car	Turning right	SE to NE			
	22/09/2016	GRINSTEAD AT JUNCTION OF U	Veh 2	M/C > 500 cc	O/take m/veh o/side	SE to NW Dri	M	38	Serious
R1: A 22	1830hrs	DORSET GARDENS							
R2: U	Daylight:street lights present								
E 538,386	Dry								
N 138,982	Fine without high winds								
	30 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely

V2 (MOTORCYCLE) WAS TRAVELLING DOWN A22 TOWARDS FELBRIDGE FILTERING PAST V1 WHO WAS ALLEGEDLY SIGNALLING TO TURN RIGHT TRAVELLING IN SAME DIRECTION. AS V2 WAS ALONGSIDE V1 HAS TURNED RIGHT INTO V2.

1701006	Saturday	A22 LONDON ROAD EAST	Veh 1	Taxi	Going ahead	SE to NW			
	18/02/2017	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Stopping	SE to NW Dri	M	49	Slight
R1: A 22	1228hrs	MAYPOLE ROAD OUTSIDE O/S							
R2: U	Daylight:street lights present								
E 538,800	Dry								
N 138,638	Fine without high winds								
	30 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Driver using mobile phone	Vehicle 1	Possible

V1 TRAVELLING WEST BEHIND V2, FAILED TO STOP FOR SLOWING TRAFFIC, STRIKING REAR OF V2.

1703062	Saturday	A22 LONDON ROAD EAST	Veh 1	Car	Stopping	SE to NW Dri	M	57	Slight
	03/06/2017	GRINSTEAD 40M EAST OF U	Veh 2	Car	Stopping	SE to NW			
R1: A 22	2019hrs	IMBERHORNE LANE	Veh 3	Goods < 3.5t	Stopping	SE to NW			
	Darkness: street lights present a								
E 537,655	Dry								
N 139,371	Fine without high winds								
	30 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

DRIVER OF VEHICLE 1 HAS APPLIED HIS BRAKES BUT HAS NOT STOPPED IN TIME AND GONE INTO THE BACK OF VEHICLE 2. THIS HAS CAUSED VEHICLE 2 TO GO INTO THE BACK OF VEHICLE 3.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1703097	Sunday	A22 LONDON ROAD EAST	Veh 1	Car	Turning left	NW	to E			
	04/06/2017	GRINSTEAD AT JUNCTION OF U	Veh 2	M/C < 125 cc	Going ahead	SE	to NW Dri	M	19	Slight
R1: A 22	1725hrs	PRIVATE GARAGE								
R2: U	Daylight:street lights present									
E 537,571	Dry									
N 139,432	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEH 1 HAS HAS BEEN TRAVELLING SOUTHBOUND WHEN IT HAS TURNED INTO A GARAGE AND NOT SEEN A MOTORCYCLIST AND HAS COLLIDED WITH THE MOTORCYCLIST.

1703352	Monday	U IMBERHORNE ROAD EAST	Veh 1	Car	Starting	S	to N			
	19/06/2017	GRINSTEAD AT JUNCTION OF U	Veh 2	Pedal cycle	Turning right	N	to W Dri	M	29	Slight
R1: U	0811hrs	HILLSIDE ROAD								
R2: U	Daylight:street lights present									
E 537,605	Dry									
N 139,256	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to signal/Misleading signal	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 2	Possible

VEH 1 (CAR) WAS DRIVING NORTH ALONG IMBERHORNE ROAD AND APPROACHED THE SOUTH ENTRANCE TO THE ROUNDABOUT (JUNCTION WITH HILLSIDE ROAD). VEH 2 (PEDAL CYCLE) APPROACHED THE SAME ROUNDABOUT ON IMBERHORNE LANE AND APPROACHED THE NORTH ENTRANCE. THE PEDAL CYCL
E SIGNALLED RIGHT AND BEGAN TO TURN RIGHT HAVING RIGHT OF WAY. VEH 1 BELIEVED VEH2 WAS GOING STRAIGHT AHEAD AND COLLIDED WITH VEH 2 AS VEH 2 CROSSED THE PATH OF VEH1. MINOR INJURIES ONLY RECEIVED TO VEH 2.

1703647	Saturday	U FELBRIDGE ROAD CRAWLEY	Veh 1	M/C > 500 cc	Going ahead LH bend	E	to SW Dri	M	52	Serious
	01/07/2017	DOWN 70M SOUTH OF U FURNACE	Veh 2	Car	Going ahead RH bend	SW	to E Dri	F	51	Slight
R1: U	1817hrs	FARM ROAD								
	Daylight:street lights present									
E 535,662	Dry									
N 139,137	Fine without high winds									
	50 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	

VEHICLE 1 A KAWASAKI MOTORBIKE IS TRAVELLING EAST ALONG ROAD, AS HE HAS APPROACHED LEFT HAND CORNER HE HAS MISJUDGED BEND AND GONE ONTO ONCOMING CARRIAGE WAY AND COLLIDED WITH ONCOMING VEHICLE 2, CAUSING SERIOUS INJURY TO HIMSELF

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1706306 Tuesday 07/11/2017 1605hrs — U IMBERHORNE LANE EAST GRINSTEAD 110M SOUTH OF U IMBERHORNE WAY
R1: U
Daylight:street lights present
E 537,693
Dry
N 138,987
Fine without high winds
30 mph

Veh 1	Goods < 3.5t	Stopping	S	to	N	Ped	F	55	Serious

VEHICLE 1 TRAVELLING NORTH COLLIDES WITH PEDESTRIAN CROSSING ROAD FROM WEST TO EAST AT PEDESTRIAN ATS. VEHICLE 1 FAILED TO COMPLY WITH RED TRAFFIC SIGNAL. INJURY CAUSED TO PEDESTRIAN.

1706611 Wednesday 22/11/2017 1640hrs — U IMBERHORNE LANE EAST GRINSTEAD AT JUNCTION OF U IMBERHORNE WAY OUTSIDE
R1: U
R2: U
Darkness: street lights present a
E 537,650
Dry
N 139,133
Fine without high winds
30 mph

Veh 1	Car	Turning left	NE	to	SE	Dri	M	42	Slight
Veh 1	Car	Turning left	NE	to	SE	RSP	F	12	Slight
Veh 2	Car	Going ahead	NW	to	SE	Dri	M	47	Slight

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 1	Possible

VEHICLE 1 - PULLED OUT FROM SIDE ROAD AND INTO ON COMING TRAFFIC, VEHICLE 2. MINOR INJURY FROM PASSENGER IN VEHICLE 2 INJURY UNKNOWN FROM PASSENGER CHILD IN VEHICLE 1, SHE HAS BEEN TAKEN TO EAST SURREY HOSPITAL FOR OBVS.

1802802 Sunday 20/05/2018 1250hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U FURZE LANE
R1: A 22
R2: U
Daylight:street lights present
E 537,469
Dry
N 139,492
Fine without high winds
30 mph

Veh 1	Car	Turning right	NE	to	NW				
Veh 2	Car	Going ahead	NW	to	SE	FSP	F	27	Slight

Causation Factor:	**Participant:**	**Confidence:**
1st: Careless/Reckless/In a hurry	Vehicle 1	Possible

V1 ASSUMED THAT V2 WAS GIVING WAY AND PULLED OUT OF A JUNCTION AND TURNED RIGHT. V2 DID NOT GIVE WAY, VEHICLES COLLIDED N/S/F TO N/S/F

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
1802172	Friday	U IMBERHORNE LANE EAST	Veh 1	Goods < 3.5t	Change lane to left	NW to SE					
	20/04/2018	GRINSTEAD 30M SOUTH OF U HILLS	Veh 2	Car	O/take on n/side	NW to SE	Dri	F	18	Slight	
R1: U	1110 hrs	ROAD	Veh 2	Car	O/take on n/side	NW to SE	FSP	F	18	Slight	
	Daylight:street lights present		Veh 2	Car	O/take on n/side	NW to SE	RSP	F	18	Slight	
E 537,613	Dry										
N 139,224	Fine without high winds										
	30 mph										

VEHICLE 1 TRAVELLING SOUTH INDICATES TO TURN RIGHT. VEHICLE 2 TRAVELLING SOUTH BEHIND VEHICLE 1 STARTS TO PASS VEHICLE 1 ON IT'S LEFT HAND. VEHICLE 1 THEN TURNS LEFT AND COLLIDES WITH VEHICLE 2. INJURY CAUSED TO DRIVER AND PASSENGERS IN VEHICLE 2 AND DAM
AGE CAUSED TO VEHICLE 2.

1805410	Monday	A22 LONDON ROAD EAST GRINSTED	Veh 1	Car	Wait to turn right	SW to SE	Dri	M	42	Slight
	01/10/2018	AT JUNCTION OF U GWYNNE	Veh 1	Car	Wait to turn right	SW to SE	FSP	F	8	Slight
R1: A 22	0843 hrs	GARDENS	Veh 2	Car	Stopping	NW to SE	Dri	F	59	Slight
R2: U	Daylight:street lights present		Veh 3	Car	Wait go ahead held	NW to SE				
E 538,280	Dry		Veh 4	Goods < 3.5t	Stopping	NW to SE				
N 139,030	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Very Likely

VEHICLE 1 TURNED RIGHT ONTO LONDON ROAD AND WINDSCREEN WAS COMPLETELY FOGGED. VEHICLE 1 HAS DRIVEN INTO VEHICLE 2 AND AIRBAGS WERE DEPLOYED. AS A RESULT, VEHICLE 2 HAS NUDGED VEHICLE 3. VEHICLE 4 HAS THEN NUDGED VEHICLE 1 DUE TO THE ROLL BACK OF THE VEHI
CLES IN FRONT.

1805544	Friday	A22 LONDON ROAD EAST	Veh 1	Goods > 7.5t	Turning left	NW to N				
	05/10/2018	GRINSTEAD AT JUNCTION OF U	Veh 2	Pedal cycle	Turning left	NW to N	Dri	M	12	Slight
R1: A 22	0745 hrs	LINGFIELD ROAD								
R2: U	Daylight:street lights present									
E 538,736	Dry									
N 138,727	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	

VEH 1 HGV TURNING LEFT AT MINI R/A OF A22 ONTO LINGFIELD ROAD. VEH 2 PEDAL CYCLE HAS BEEN PASSING ON THE INSIDE, CONTACT HAS BEEN MADE BETWEEN THE 2 CAUSING THE CYCLIST TO BE DISMOUNTED. SLIGHT INJURY SUSTAINED TO HAND OF PEDAL CYCLIST AND SLIGHT DAMAGE
CAUSED TO PEDAL CYCLE.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1806695 Thursday 29/11/2018 0700hrs — A22 LONDON ROAD EAST GRINDSTEAD AT JUNCTION OF U LINGFIELD ROAD

Veh 1	Goods < 3.5t	U turn	SE to SE		
Veh 2	M/C > 500 cc	Going ahead	SE to NW	Dri	M 54 Slight

R1: A 22
R2: U
E 538,707
N 138,734
Daylight:street lights present
Dry
Fine without high winds
30 mph

V2 HAD JUST TURNED FROM LINGFIELD ROAD ONTO LONDON ROAD AND WAS HIT BY V1 ATTEMPTING TO CARRY OUT A U TURN IN THE ROAD. BOTH PARTIES HAVE STOPPED BUT FULL DETAILS HAVE NOT BEEN EXCHANGED ONLY NAME, PHONE NUMBER AND EMAIL.

1805578 Tuesday 09/10/2018 0828hrs — A22 LONDON ROAD EAST GRINSTEAD AT JUNCTION OF U WINDMILL LANE

Veh 1	Car	Turning right	SE to NE		
Veh 2	Pedal cycle	Turning left	NE to SE	Dri	F 54 Slight
Veh 3	Bus/coach	Wait go ahead held	NW to SE		

R1: A 22
R2: U
E 538,600
N 138,850
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible

VEHICLE 1 WAS TRAVELLING WEST ON LONDON ROAD AND HAS INDICATED TO TURN RIGHT ONTO WINDMILL LANE AND A BUS HAS FLASHED TO SIGNAL THAT IT COULD TURN AHEAD OF IT. A QUEUE OF TRAFFIC ON WINDMILL LANE WAS WAITING TO TUR ONTO LONDON ROAD AND THE VEHICLE AT
THE HEAD OF THIS QUEUE HAD WAVED THE CYCLIST FORWARD TO TURN AHEAD OF HIM. VEHICLE 1 HAS TURNED INTO WINDMILL LANE AND HIT THE CYCLIST IN IT'S FRONT OFFSIDE BLIND SPOT.

1805923 Saturday 27/10/2018 1145hrs — U ENGALEE EAST GRINSTEAD 47M SOUTH OF A22 LONDON RIAD OUTSIDE 17

Veh 1	Car	Going ahead	N to S	Ped	M 30 Slight

R1: U
E 538,480
N 138,873
Daylight:street lights present
Dry
Fine without high winds
30 mph

VEH 1 TRAVELLING ALONG ROAD WHEN A DOG FOLLOWED BY A PEDESTRIAN RUNNING FROM HOUSE PEDESTRIAN HIT VEH 1 OFFSIDE FRONT DETAILS EXCHANGED

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1806780	Thursday	A22 LONDON ROAD FELBRIDGE 25M	Veh 1	Goods < 3.5t	Reversing	W	to E				
	06/12/2018	WEST OF B30 INBERHORNE LANE	Veh 2	Car	Parked	0	to 0	FSP	F	52	Slight
R1: A 22	1646hrs										
	Darkness: street lights present a										
E 537,565	Wet/Damp										
N 139,424	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Possible

VEHICLE 2 WAS PARKED IN A LAYBY ON LONDON ROAD. VEHICLE 1 PULLED IN THE LAYBY BEHIND VEHICLE 2. DRIVER OF VEHICLE 1 EXITED HIS VEHICLE VIA THE PASSENGER SIDE. IN DOING SO NOTICED HIS VEHICLE WAS ROLLING RESULTING IN MINIMAL CONTACT BEING MADE WITH VEHICL
E 2 CAUSING NO DAMAGE. PASSENGER IN VEHICLE 2 REPORTING BACK PAIN FOLLOWING VERY MINOR COLLISION.

1900452	Friday	A22 LONDON ROAD EAST	Veh 1	Car	Going ahead	NW	to SE	Dri	M	26	Slight
	25/01/2019	GRINSTEAD 30M EAST OF U	Veh 2	Car	Going ahead	SE	to NW				
R1: A 22	0548hrs	SACKVILE GARDEN OUTSIDE	Veh 3	Car	Parked	0	to 0				
	Darkness: street lights present a		Veh 4	Car	Parked	0	to 0				
E 537,880	Dry		Veh 5	Car	Stopping	NW	to SE	Dri	F	44	Slight
N 139,205	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	

VEHICLE 1 IS TRAVELING EASTBOUND TOWARDS EAST GRINSTEAD, WEAVING ACROSS AND AT EXCESS SPEED, VEHICLE 1 THEN SERVES INTO ONCOMING LANE CLIPPING KERB AND COLLIDING WITH ONCOMING VEHICLE 2, BOTH VEHICLES SPIN, VEHICLE 1 COLLIDES WITH PARKED VEHICLE 3 WHICH
THEN GOES INTO HOUSE AND VEHICLE 2'S BUMPER COMES OFF AND DAMAGES PARKED VEHICLE 4, BOTH VEHICLE 1 COLLIDE WITH BT POLES ON OFF SIDE AND VEHICLE 2 COLLIDES WITH BT POLE ON NEARSIDE. V5 HAS TO PERFORM EMERGENCY STOP TO AVOID RESULTING IN INJURY.

1806697	Thursday	A22 LONDON ROAD EAST	Veh 1	Car	O/take s/veh o/side	SE	to NW				
	22/11/2018	GRINSTEAD AT JUNCTION OF U	Veh 2	Car	Wait go ahead held	SE	to NW	Dri	M	28	Slight
R1: A 22	2033hrs	PRIVATE ROAD OUTSIDE M&S	Veh 2	Car	Wait go ahead held	SE	to NW	FSP	F	40	Slight
R2: U	Darkness: street lights present a		Veh 3	Car	Turning right	NW	to SW				
E 537,551	Wet/Damp										
N 139,430	Fine without high winds										
	30 mph										

V2 WAS WAITING TO ALLOW V3 TO PULL INTO PRIVATE ROAD, V1 HAS OVERTOOK V2 GOING INTO OPPOSITE LANE AND THEN PULLED BACK INTO CORRECT LANE WITHOUT INDICATION AND COLLIDED WITH FRONT OFFSIDE OF V2 FORCING V2 ONTO PAVEMENT. V3 NOT HIT.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1901245 Friday A22 LONDON ROAD EAST
01/03/2019 GRINSTEAD AT JUNCTION OF U YEW
R1: A 22 0750hrs LANE OUTSIDE 13 NORTH END
R2: U Daylight:street lights present
E 537,800 Dry
N 139,266 Fine with high winds
30 mph

Veh 1	Car	Starting	SE to NW		
Veh 2	Pedal cycle	Going ahead	N to S	Dri	M 60 Slight

VEHICLE 1 TRAVELLING NORTH-WEST COLLIDES WITH VEHICLE 2 (PEDAL CYCLE) CROSSING ON PEDESTRIAN ATS FROM NORTH TO SOUTH. SLIGHT INJURY CAUSED TO RIDER OF VEHICLE 2.

1900853 Tuesday A22 LONDON ROAD EAST
12/02/2019 GRINSTEAD AT JUNCTION OF U BP
R1: A 22 0550hrs PETROL STATION OUTSIDE BP
R2: U Daylight:street lights present
E 537,549 Dry
N 139,445 Fine without high winds
30 mph

Veh 1	Goods < 3.5t	Going ahead	NW to SE		
Veh 2	M/C > 125 cc	Going ahead	NW to SE	Dri	M 61 Serious
Veh 3	Car	Turning right	NW to W		

Causation Factor:	**Participant:**	**Confidence:**
1st: Following too close	Vehicle 1	Very Likely

VEHICLE 1 TRAVELING EAST BOUND ON LONDON ROAD AND TURNED INTO THE RIGHT TURN LANE, THOUGHT VEHICLE INFRONT (UNKNOWN V3) WAS CARRYING ON BUT BREAKED TO TURN INTO PETROL STATION. VEHICLE 1 SWERVED BACK INTO THE LEFT LANE TO GO STRAIGHT ON AND HIT MOTOCYCLI
ST (V2) OFFSIDE.

1902284 Thursday U FELBRIDGE ROAD CRAWLEY 99M
02/05/2019 SOUTH OF U FURNACE FARM ROAD
R1: U 2000hrs OUTSIDE ON BRIDGE OVER
Darkness: no street lighting
E 535,695 Wet/Damp
N 139,082 Raining without high winds
40 mph

Veh 1	Car	Going ahead LH bend	N to SE	Dri	F 22 Slight
Veh 1	Car	Going ahead LH bend	N to SE	FSP	M 19 Slight
Veh 2	Car	Going ahead	S to N		

Causation Factor:	**Participant:**	**Confidence:**
1st: Inexperienced or learner driver/rider	Vehicle 1	Very Likely

DRIVER TRAVELLING ON UNFAMILAR ROAD IN THE DARK IN WET CONDITIONS. MIS-JUDGED CORNER CROSSING THE CENTRE LINE, SWERVED BACK TO AVOID ONCOMING VEHICLE AND LOST CONTROL. HIT CRASH BARRIER AND VEHICLE WENT DOWN AN EMBANKMENT INTO A SHALLOW STREAM. DRIVER AN
D FOUR PASSENGERS WITHING VEHICLE, AIRBAGS DEPLOYED AND CAR WRITTEN OFF. DRIVER AND FRONT SEAT PASSENGER RECIEVED MINOR INJURIES, REAR PASSENGERS UNHURT.

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

0867409 Wednesday 07/08/2019 1000hrs — LONDON ROAD (A22) AT JUNCTION WITH PRIVATE DRIVEWAY

Veh 1	Goods < 3.5t	Turning right	SE to NE						
Veh 2	Pedal cycle	O/take m/veh o/side	SE to NW	Dri	M	60	Slight		

R1: A 22
R2: U
E 537,853
N 139,234
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Vehicle blind spot	Vehicle 1	

V1 TRAVELLING NORTH ALONG THE A22 LONDON ROAD, EAST GRINSTEAD TURNS RIGHT (INTO GORSE COTTAGE) IN FRONT OF V2 (PEDAL CYCLIST) FILTERING ALONG THE OFFSIDE OF STATIONARY TRAFFIC. INJURY CAUSED TO THE RIDER/CASUALTY OF V2 DRIVER OF V1 FAILS TO GIVE DET
AILS TO THE RIDER OF V2. ONLY DESECRIPTION OF V1 DRIVER IS MALE AND ELDERLY

0880256 Saturday 21/09/2019 1015hrs — LONDON ROAD (A22) NEAR JUNCTION WITH HALSFORD PARK ROAD

Veh 1	Car	Stopping	SE to NW						
Veh 2	Pedal cycle	Going ahead	SE to NW	Dri	F	42	Slight		

R1: A 22
R2: U
E 538,338
N 139,006
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Possible

V1 TURNS RIGHT OUT OF DORSET AVE, EAST GRINSTEAD TO TRAVEL NORTH ON THE A22 LONDON ROAD. V1 THEN BRAKES FOR NO APPARENT REASON (CLEAR ROAD AHEAD) AND V2 (PEDAL CYCLE) TRAVELLING NORTH ON THE A22 COLLIDES WITH THE REAR OF V1. INJURY CAUSED TO RIDER OF
V2 AND DAMAGE CAUSED TO V2. V1 FAILS TO STOP AT SCENE

0884651 Friday 04/10/2019 1543hrs — IMBERHORNE LANE NEAR JUNCTION WITH IMBERHORNE WAY

Veh 1	Car	Going ahead	SE to NW						
Veh 2	Car	Going ahead	SE to NW	FSP	F	10	Slight		
Veh 3	Goods 3.5 - 7.5t	Going ahead	SE to NW						

R1: U
R2: U
E 537,656
N 139,090
Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 TRAVELLING IMBERHORNE LANE PAST SCHOOL TOWARDS ROUND-A-BOUT DRIVER DISTRACTED DIDN'T SEE V2 HAD STOPPED APPLIED BREAKS SKIDDED INTO V2 WHICH PUSHED V2 INTO V3

Details of Personal Injury Accidents for Period - **01/03/2015** **to** **29/02/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

20919289	Tuesday	LONDON ROAD (A22) NEAR	Veh 1	Car	Going ahead	NW to NE					
	14/01/2020	JUNCTION WITH WINDMILL LANE	Veh 2	Pedal cycle	Stopping	NW to SE	Dri	F	73	Serious	
R1: A 22	1500 hrs										
R2: U	Daylight:street lights present										
E 538,609	Wet/Damp										
N 138,831	Raining with high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible

IT APPEARS THAT THE FEMALE RIDER HAS COME TO A STOP IN THE CARRIAGEWAY ON HER ELECTRICALLY ASSISTED PEDAL CYCLE DUE TO THE POWER CUTTING OUT. SHE HAS THEN BEEN STRUCK FROM BEHIND BY V1 KNOCKING HER OFF INTO THE ROAD. V1 HAS THEN RUN ONTO THE BIKE CAU
SING IT TO BREAK.

20920136	Wednesday	CRAWLEY DOWN ROAD AT	Veh 1	Car	O/take s/veh o/side	NE to SW	Dri	M	18	Slight	
	15/01/2020	JUNCTION WITH WHEELERS WAY	Veh 1	Car	O/take s/veh o/side	NE to SW	FSP	M	18	Serious	
R1: U	2223 hrs		Veh 2	Car	Parked	0 to 0					
R2: U	Darkness: street lights present a		Veh 3	Car	Parked	0 to 0					
E 536,171	Wet/Damp										
N 139,357	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 TRAVELLING WESTBOUND BEHIND ANOTHER VEHICLE, WENT TO OVERTAKE THIS VEHICLE HOWEVER ANOTHER VEHICLE TRAVELLING EASTBOUND WHICH CAUSED V1 TO SWEEP BACK INTO CORRECT SIDE OF CARRIAGE WAY WHICH CAUSED TO HIT PARKED VEHICLE V2 AND V3

Section of A264 and A22. Surrounding roads inc. Crawley Down Road and Imberhorne Lane – Felbridge, Surrey – Motion Consultants Ltd.

Collision report 31/12/2014 – 31/12/2019

Date produced
07 April 2020

The information included in this report is provided for analysis and is based on the data provided by Sussex/Surrey Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads

Data regarding personal injury collisions is recorded by Sussex/Surrey Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

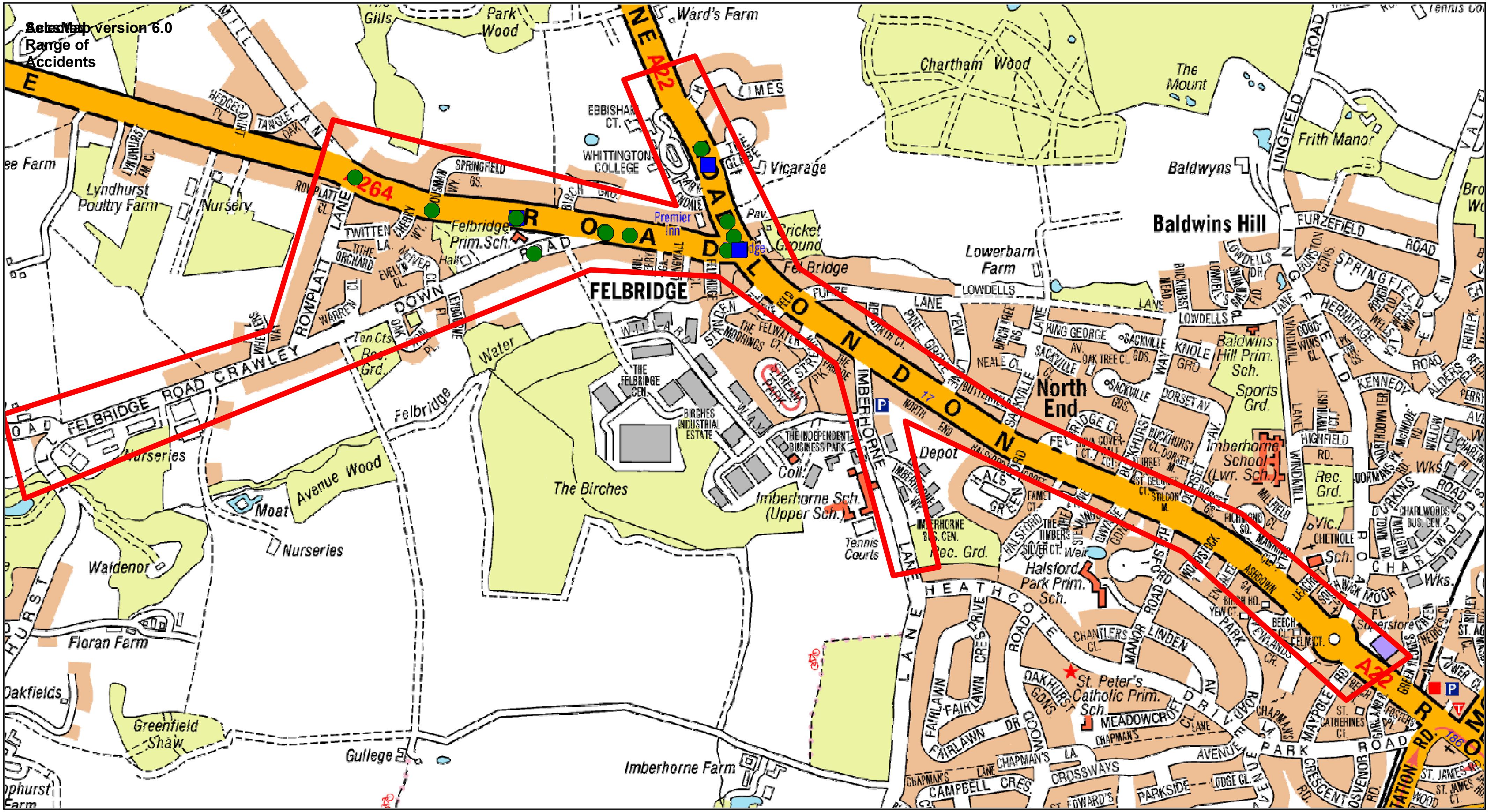
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex/Surrey Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



DRIVE SMART	Section of A264 and A22. Surrounding areas inc: Crawley Down Road and Imberhorne Lane	Her Majesty's Office (c) Crown Copyright All rights reserved Surrey County Council Licence No. 100019613 2020

SCALE	1 : 12500
DATE	07/04/2020
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles				Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

TA21517/15	Friday	A22 EASTBOURNE ROAD AT	Veh 1	Car	Going ahead	SE	to	N				
	02/01/2015	JUNCTION WITH A264 COPTHORNE	Veh 2	Car	Turning right	W	to	SE	Dri	M	29	Slight
R1: A 22	1949hrs	ROAD FELBRIDGE										
R2: A 264	Darkness: street lighting											
E 537,310	Dry											
N 139,636	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Possible
3rd:	Disobeyed automatic traffic signal	Vehicle 002	Possible
4th:	Failed to look properly	Vehicle 002	Possible

V1 HAS BEEN TRAVELLING NORTH ON A22 AT TRAFFIC LIGHTS. V2 ENTERED JUNCTION AND COLLIDED WITH V1

TA26232/15	Saturday	A264 COPTHORNE ROAD AT	Veh 1	Goods < 3.5t	Reversing	E	to	W				
	27/06/2015	ENTRANCE TO FELBRIDGE SHOW	Veh 2	M/C > 500 cc	Wait go ahead held up	W	to	E	Dri	F	41	Slight
R1: A 264	0900hrs	GROUND DFELBRIDGE FELBRIDGE										
	Daylight:street lights present											
E 536,782	Dry											
N 139,708	Fine without high winds											
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction overshoot	Vehicle 001	Possible
2nd:	Poor turn or manoevre	Vehicle 001	Possible
3rd:	Failed to look properly	Vehicle 001	Possible
4th:	Failed to judge other persons path or speed	Vehicle 002	Possible

V2 MOTORCYCLIST KNOCKED OFF WHEN V1 REVERSED BACK AFTER OVERSHOOTING JUNCTION

TA29602/15	Thursday	A264 COPTHORNE ROAD NEAR TO	Veh 1	Pedal cycle	Going ahead	W	to	E	Dri	M	52	Slight
	24/09/2015	FELBRIDGE COURT FELBRIDGE	Veh 2	Goods < 3.5t	Going ahead	S	to	W				
R1: A 264	1803hrs											
	Daylight:street lights present											
E 537,282	Dry											
N 139,633	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 002	Very Likely

V1 PEDAL CYCLIST WAITING AT TRAFFIC LIGHT. V1 TURNED LEFT WHEN V2 VAN CLIPPED THE RIDER CAUSING HIM TO FALL OFI

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class					Casualties: Sex / Age / Sev
TA82119/16	Sunday 26/06/2016 1727hrs	A22 LONDON ROAD AT JUNCTION WITH A264 COPTHORNE ROAD FELBRIDGE	Veh 1 Car Turning right N to W Veh 2 Car Going ahead S to N RSP					M 25 Slight
R1: A 22								
R2: A 264	Daylight:street lights present							
E 537,313	Dry							
N 139,637	Fine without high winds							
	40 mph							

Causation Factor: **Participant:** **Confidence:**

1st: Failed to judge other persons path or speed — Vehicle 001 — Very Likely

V1 HAS TURNED INTO THE PATH OF V2

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class					Casualties: Sex / Age / Sev
TA02918/16	Friday 02/09/2016 1747hrs	A22 EASTBOURNE ROAD AT JUNCTION WITH A64 COPTHORNE ROAD FELBRIDGE	Veh 1 Goods 3.5 - 7.5t Turning right N to W Veh 2 Car Going ahead S to N Dri					F 59 Slight
R1: A 22								
R2: A 264	Daylight:street lights present							
E 537,313	Wet/Damp							
N 139,637	Raining without high winds							
	40 mph							

Causation Factor: **Participant:** **Confidence:**

1st: Disobeyed automatic traffic signal — Vehicle 001 — Very Likely

V1 AND V2 HAVE COLLIDED AT ATS CONTROLLED JUNCTION.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class					Casualties: Sex / Age / Sev
TA06911/16	Wednesday 14/09/2016 1820hrs	A264 COPTHORNE ROAD JUNCTION WITH ROWPLATT LANE FELBRIDGE	Veh 1 Car Turning right S to E Dri Veh 2 Car Going ahead E to W					F 77 Slight
R1: A 264								
R2: U	Daylight:street lights present							
E 536,397	Dry							
N 139,807	Fine without high winds							
	30 mph							

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 001 — Very Likely

V1 HAS BEEN AT THE JUNCTION OF LANE INTENT TO TURN RIGHT WHEN COLLIDED WITH V2

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

TA08919/16 Wednesday 21/09/2016 2205hrs — A22 LONDON ROAD OUTSIDE ST JOHNS CHURCH FELBRIDGE
R1: A 22
E 537,236
N 139,837
Darkness: street lights present
Dry
Fine without high winds
40 mph

		Vehicle								
Veh 1	M/C > 500 cc	Going ahead	N	to	S	Dri	M	63	Serious

Causation Factor:		Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 001	Possible
2nd:	Failed to look properly	Vehicle 001	Very Likely

FOR REASONS UNKNOWN V1 HAS COLLIDED WITH CENTRAL REFUGE ISLAND AND RIDER HAS BEEN THORWN FROM MOTORCYCI CAUSING SERIOUS INJURIES

TA19153/16 Thursday 20/10/2016 0820hrs — A264 COPTHORNE ROAD T JUNCTION WITH HAMPTON MEWS FELBRIDGE
R1: A 264
E 536,782
N 139,711
Daylight:street lights present
Dry
Fine without high winds
30 mph

		Vehicle								
Veh 1	M/C < 50 cc	O/take s/veh o/side	W	to	E	Dri	M	16	Serious
Veh 2	Car	Turning right	N	to	W				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 002	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 001	

V1 TRAVELLING EAST ON COPTHORNE ROAD FELBRIDGE OVERTAKING STATIONARY TRAFFIC ON THE APPROACH TO HAMPTON MEWS. V2 TURNING RIGHT OUT OF HAMPTON MEWS. V2 PULLS OUT INTO THE PATH OF V1.

TA44429/16 Tuesday 27/12/2016 0330hrs — A22 LONDON ROAD FELBRIDGE
R1: A 22
E 537,220
N 139,875
Darkness: street lights present
Wet/Damp
Fine without high winds
40 mph

		Vehicle								
Veh 1	Car	Going ahead	N	to	S	Dri	F	27	Slight

Causation Factor:		Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 001	Very Likely

V1 TRAVELLING SOUTH ON A22 EASTBOURNE ROAD FELBRIDGE. V1 HAS COLLIDED WITH CENTRAL ISLAND

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

TA72265/17 Sunday 26/03/2017 0905hrs — A264 COPTHORNE ROAD FELBRIDGE

Veh 1	Car	Going ahead	W	to	E			
Veh 2	Car	Going ahead	W	to	E	FSP	M	13 Slight
Veh 3	Goods < 3.5t	Parked	0	to	0			

R1: A 264
Daylight:street lights present
E 537,050
Dry
N 139,669
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Stationary or parked vehicle	Vehicle 002	Possible

V1 AND V2 TRAVELLING EAST ON THE A264 COPTHORNE ROAD FELBRIDGE. V3 PARKED AND UNATTENDED. V2 HAS STOPPED TO NEGOTIATE V3 WHEN V1 HAS RUN INTO THE REAR OF V2

TA75749/17 Thursday 06/04/2017 0835hrs — CRAWLEY DOWN ROAD OUTSIDE FELBRIDGE PRIMARY SCHOOL FELBRIDGE

Veh 1	Car	Going ahead	W	to	E			
Veh 2	Goods > 7.5t	Parked	0	to	0	Dri	M	58 Slight

R1: C 89
Daylight:street lights present
E 536,823
Flood
N 139,626
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 001	Possible

V1 HAS BEEN TRAVELING EAST BOUND ALONG CRAWLEY DOWN ROAD IN FELBRIDGE BEFORE COLLIDING WITH A PARKED V2.

TA03283/17 Thursday 13/07/2017 1745hrs — A264 COPTHORNE ROAD FELBRIDGE

Veh 1	Car	Going ahead	SW	to	E			
Veh 2	M/C < 125 cc	Going ahead	E	to	W	Dri	F	25 Slight

R1: A 264
Daylight:street lights present
E 536,991
Dry
N 139,678
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 001	Very Likely
2nd: Failed to look properly	Vehicle 001	Very Likely

NO DETAILS GIVEN.

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

TA05029/17	Sunday	CRAWLEY DOWN ROAD AT JN WITH A264 COPTHORNE ROAD FELBRIDGE	Veh 1	Car	O/take on n/side	E	to W				
	16/07/2017		Veh 2	Car	Going ahead	W	to E				
R1: C 89	1545hrs		Veh 3	Car	Going ahead	W	to E	Dri	M	52	Slight
R2: A 264	Daylight:street lights present										
E 536,994	Dry										
N 139,675	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 003 — Possible

V1 DRIVING ON OPPOSITE SIDE OF THE ROAD TO CLEAR PARKED CARS HAD NOWHERE TO PULL OVER SO KEPT GOING TOWARDS OPPOSING VEHICLES CAUSING V3 TO STOP TO AVOID A COLLISION. V2 DROVE INTO THE REAR OF V3.

TA15113/17	Thursday	A22 LONDON ROAD AT JUNCTION WITH A264 COPTHORNE ROAD FELBRIDGE	Veh 1	M/C > 500 cc	Stopping	S	to N	Dri	M	51	Serious
	24/08/2017										
R1: A 22	1745hrs										
R2: A 264	Daylight:street lights present										
E 537,312	Dry										
N 139,636	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Sudden braking — Vehicle 001 — Possible

THE DRIVER HAS COME TOWARDS A JUNCTION CONTROLLED BY TRAFFIC LIGHTS AND HAS SOMEHOW COME OFF HIS BIKE WITH NO INVOLVEMENT FROM ANY OTHER VEHICLES.

TA26607/17	Friday	A264 COPTHORNE ROAD AT JUNCTION WITH A22 LONDON ROAD FELBRIDGE	Veh 1	Car	Turning right	N	to W	FSP	F	21	Slight
	29/09/2017		Veh 2	Car	Going ahead	S	to N				
R1: A 264	0305hrs										
	Darkness: street lighting										
E 537,312	Dry										
N 139,638	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 001 — Very Likely

V1 APPROACHED JUNCTION SOUTHBOUND. V2 TRAVELLING NORTHBOUND APPROACHING JUNCTION. V1 HAS PULLED ACROSS THE PATH OF V2. V2 HAS COLLIDED WITH NEARSIDE OF V1.

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

TA46263/17	Tuesday	A22 EASTBOURNE ROAD AT JUNCTION WITH A264 COPTHORNE ROAD FELBRIDGE	Veh 1	Car	Going ahead	S	to N	Dri	F	18	Slight
	28/11/2017		Veh 2	Car	Turning right	N	to W	Dri	M	48	Slight
R1: A 22	0820hrs										
R2: A 264	Daylight:street lights present										
E 537,311	Dry										
N 139,637	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Travelling too fast for conditions	Vehicle 001	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 001	Very Likely

VEHICLE 1 DROVE THROUGH A JUNCTION WITH ATS ON AMBER/RED AT SPEED CAUSING VEHICLE 1 TO COLLIDE WITH VEHICLE 2 WHICH WAS TURNING RIGHT CROSSING VEHICLE 1'S PATH WITH ATS ON GREEN. THIS HAS RESULTED IN THE FRONT OF VEHICLE COLLIDING WITH THE NEAR SIDE RE

TA10686/18	Friday	A22 LONDON ROAD FELBRIDGE	Veh 1	Bus/coach	Going ahead	N	to S	Seat	F	50	Slight
	29/06/2018		Veh 1	Bus/coach	Going ahead	N	to S	Seat	M	50	Slight
R1: A 22	1054hrs										
	Daylight:street lights present										
E 537,283	Dry										
N 139,702	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 1	Very Likely

V1 STOPPED SHARPLY WHEN V2 HIT BEHIND

TA35982/18	Friday	A22 EASTBOURNE ROAD AT ENTRANCE TO KWIKFIT FELBRIDGE	Veh 1	M/C < 125 cc	Turning right	E	to NW				
	05/10/2018		Veh 2	M/C < 125 cc	Going ahead	NW	to SE	Dri	M	19	Slight
R1: A 22	1505hrs		Veh 3	Car	Wait go ahead held up	NW	to SE				
	Daylight:street lights present										
E 537,298	Dry										
N 139,666	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible

V2 WAS APPROACHING TRAFFIC LIGHTS WHEN V1 HAD PULLED OUT FROM KWIKFITT

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

TA25621/19 Tuesday
19/03/2019
R1: A 264 1320hrs
R2: U Daylight:street lights present
E 536,781 Dry
N 139,711 Fine without high winds
30 mph

Veh 1	Pedal cycle	Going ahead	E	to W	Dri	F	49	Slight
Veh 2	Goods < 3.5t	Going ahead	N	to S				

Causation Factor:		Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely

V1 WAS CYCLING ALONG THE OFFSIDE PAVEMENT AND APPROACHED THE DRIVEWAY FOR FELBRIDGE SHOW GROUND. V2 WAS ON THE DRIVEWAY TO FELBRIDGE SHOW GROUND APPROACHING THE EXIT. V1 COLLIDED WITH V2 AT THE ENTRANCE CAUSINC DAMAGE AND INJURY.

TA26599/19 Tuesday
26/03/2019
R1: A 264 2029hrs
R2: C 89 Darkness: street lights present
E 536,994 Dry
N 139,676 Fine without high winds
30 mph

A264 COPTHORNE ROAD AT JUNCTION WITH CRAWLEY DOWN ROAD FELBRIDGE

Veh 1	Car	Turning right	SW	to E	FSP	M	18	Slight
Veh 1	Car	Turning right	SW	to E	Dri	F	19	Slight
Veh 2	Car	Going ahead	E	to W	Dri	F	47	Slight

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	

V1 WAS TRAVELLING NORTH. V2 WAS TRAVELLING WEST. V1 HAS PULLED OUT OF JUNCTION TURNING RIGHT HEADING EAST INTO PATH OF V2. V2 COLLIDED WITH V1

TA74969/19 Friday
06/09/2019
R1: A 264 0840hrs
R2: U Daylight:street lights present
E 536,580 Dry
N 139,729 Unknown
30 mph

COPTHORNE ROAD (A264) NEAR JUNCTION WITH HOUSMAN WAY

Veh 1	Car	Going ahead	S	to N	Dri	M	22	Slight

Causation Factor:		Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Possible

DRIVER STATES HE BLACKED OUT AND LEFT THEBROA TO THE OFFSIDE.

Details of Personal Injury Accidents for Period - **31/12/2014** **to** **31/12/2019** (60) months

Selection: **Notes:**

			Vehicles				Casualties
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev
	Date						
Road No.	Time						
2nd Road No.	D/L						
Grid Ref.	R.S.C						
	Weather						
	Speed						
	Account of Accident						
Causation Factor:							

TA91770/19	Friday	COPTHORNE ROAD (A264) AT	Veh 1	Goods < 3.5t	Going ahead	SE	to	NW				
	25/10/2019	JUNCTION WITH LONDON ROAD	Veh 2	Car	Turning right	W	to	SE	FSP	F	74	Serious
R1: A 264	1429hrs	(A22)										
R2: A 22	Daylight:street lights present											
E 537,310	Wet/Damp											
N 139,634	Raining without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

V1 TRAVELLING NORTH ON A22 MISSED RED LIGHT BECAUSE OF GREEN FILTER LIGHT HIT V2 TRAVELLING FROM A264 TURNING RIGHT.

Appendix B

Speed Survey Results

Tracsis plc
Traffic and Data Services

3384-LON - Crawley Down Road
prepared for Fairhurst
07 Oct 2016 - 10 Oct 2016

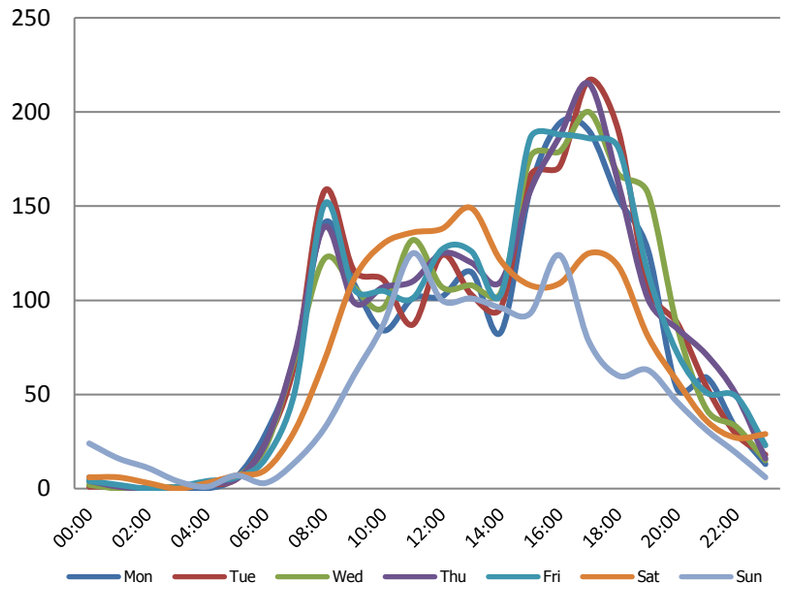
Dashboard Summary

Click to view full data sets and further breakdown

1. Crawley Down Road (Btwn Oak Farm Place & McIver Close) - 51.138526, -0.049943

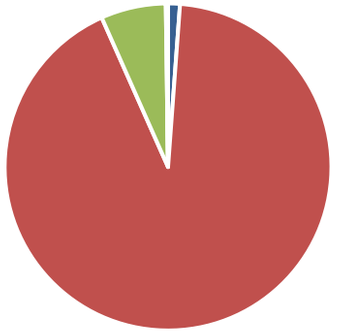
Westbound

Daily Volume Counts



Weekday Average Total Traffic	7-Day Average Total Traffic	Weekly Traffic Total
1,907	1,756	12,425

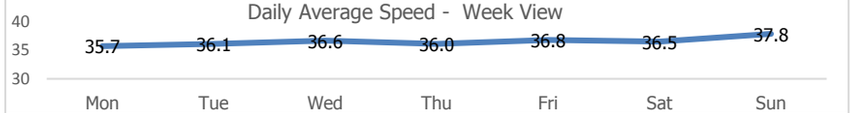
Traffic Composition by Class - Total Surveyed Vehicles



1.2%	
92.2%	
6.4%	
0.1%	
0.1%	

7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average
36.6 mph	40.7 mph	84.8% of vehicles are speeding

Daily Average Speed - Week View



Click to view in Google Maps (opens web browser)

Tracsis plc
Traffic and Data Services

3384-LON - Crawley Down Road
prepared for Fairhurst
07 Oct 2016 - 10 Oct 2016

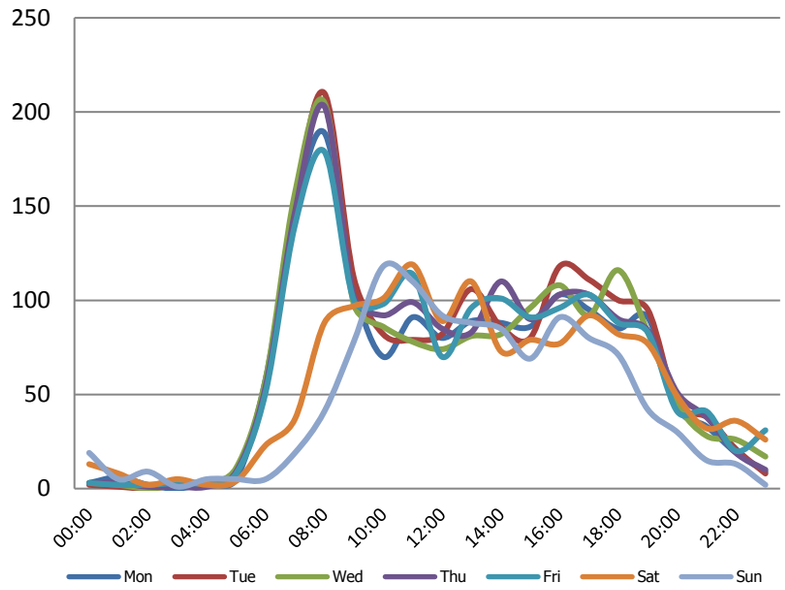
Dashboard Summary

Click to view full data sets and further breakdown

2. Crawley Down Road (Btwn Rowplatt Lane & Wheelers Way) - 51.137402, -0.054350

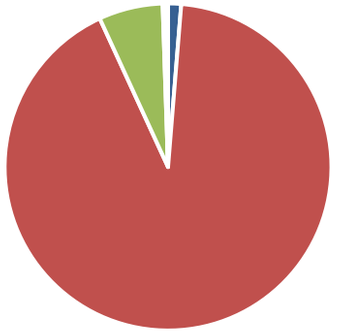
Eastbound

Daily Volume Counts



Weekday Average Total Traffic	7-Day Average Total Traffic	Weekly Traffic Total
1,542	1,437	10,209

Traffic Composition by Class - Total Surveyed Vehicles

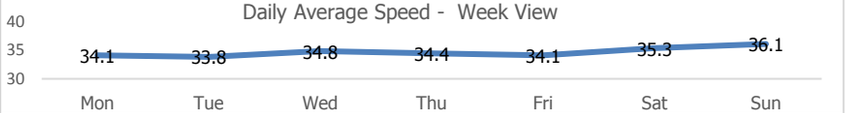


1.3%	
91.8%	
6.3%	
0.3%	
0.2%	

30 mph

7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average
35.0 mph	39.5 mph	72.5% of vehicles are speeding

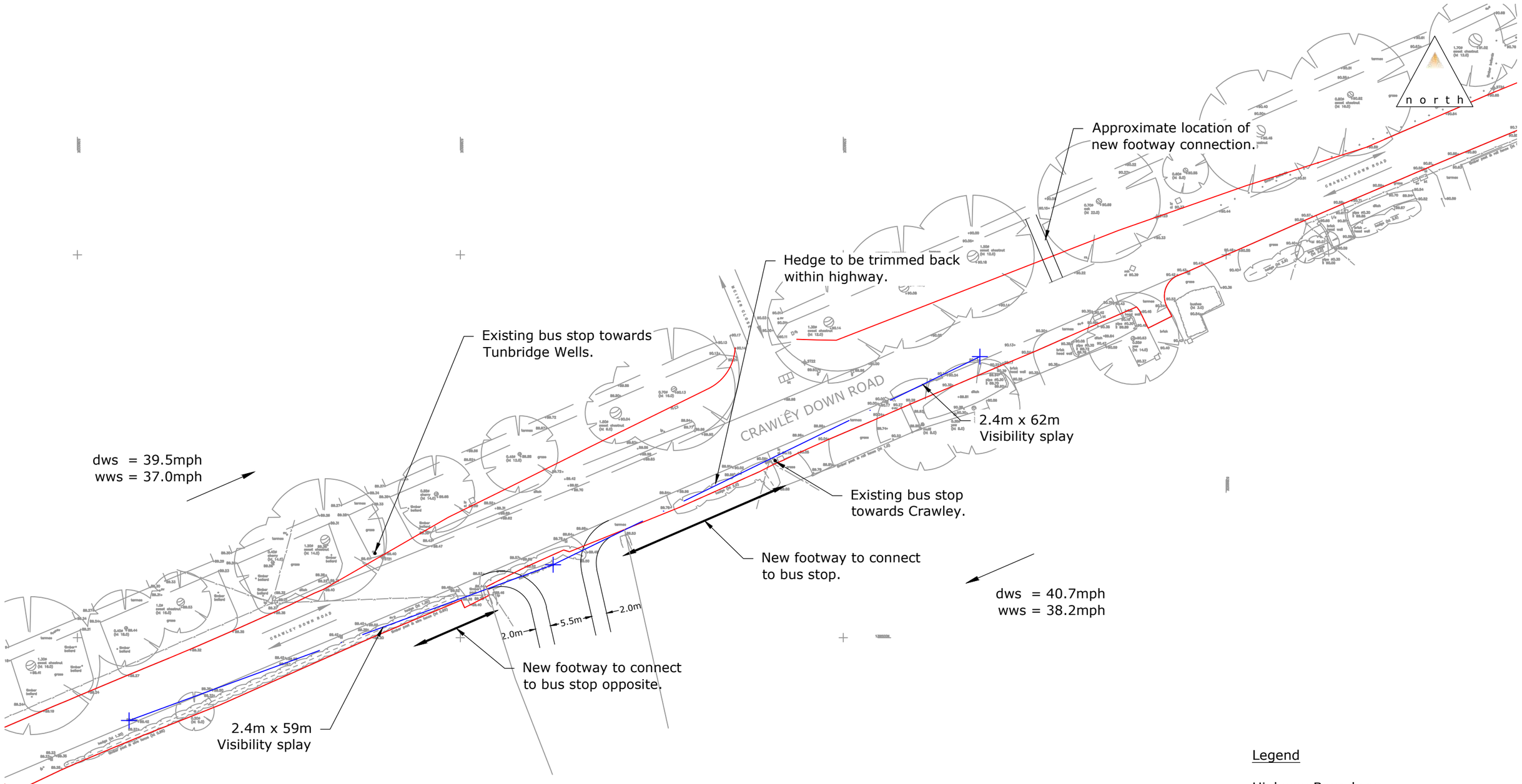
Daily Average Speed - Week View



Click to view in Google Maps (opens web browser)

Appendix C

Access Arrangement Drawing



Legend

Highway Boundary

dsw - dry weather speed

wws - wet weather speed

motion

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Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Land South of Crawley Down Road, Felbridge

Title:
Proposed Indicative Access Arrangement - No.71

Scale: 1:500 (@ A3)

Notes:

Drawing: 160741-01

Revision: D

L:\Projects\bafelb 160741\Drawings\160741-01D.dwg

Appendix D

SCC Access Agreement in Principle

Mark Fitzgerald

From: Toni Walmsley Macey EI <toni.walmsleymacey@surreycc.gov.uk>
Sent: 23 May 2018 08:40
To: Andrew Whittingham
Cc: Nicola Downes EI
Subject: RE: Crawley Down Road

Mr Whittingham

Thank you for your email and technical note for the proposed 200 dwellings at Crawley Down Road. Please note I have not been on to site in order to make a full assessment and should you require more detailed comments, pre-planning application charges may apply.

The County Highway Authority requires any development proposals within this area above 20 houses to provide a transport analysis to address the impact upon the wider area, in particular the impact of cumulative development (including Hill Place Farm, Imberhorne Lane, Copthorne Road and Crawley Down Road) which would impact the capacity at the A22/A264 junction. Recent application decisions in Tandridge include 17 Copthorne Road (APP/M3645/W/16/3156077) and that of 15 & 39 Crawley Down Road (TA/17/1290) have been required to undertake extensive modelling of the junction (at A22/A264, A264/Rowplatt Lane and Crawley Down Road/Rowplatt Lane) including sensitivity and alternative assumption testing (for up to 18000 additional dwellings), along with likely trip distribution. Please note the comments provided by Felbridge Parish Council and local residents upon applications in this area; you may wish to address some of these concerns within your supporting evidence. I would expect the same level of detailed consideration to be included within any submitted future application and transport assessment.

While the proposed access appears acceptable in principle, there may be other issues that arise as a result of the proposed development that may make it unsuitable in transport terms. Until robust evidence is submitted, including the above information, and any mitigation measures to overcome the transport implications of development are considered, these comments are made without prejudice to any future application that may be submitted.

Kind regards,
Toni.

Toni Walmsley Macey, MA MRTPI
TDP Officer – Tandridge

From: Andrew Whittingham [mailto:awhittingham@motion.co.uk]
Sent: 22 May 2018 15:12
To: Toni Walmsley Macey EI <toni.walmsleymacey@surreycc.gov.uk>
Cc: Nicola Downes EI <nicola.downes@surreycc.gov.uk>
Subject: Crawley Down Road

Hi

We are acting for Barratt Developments in respect of land to the south of Crawley Down Road, Felbridge.

We have prepared an indicative site access arrangement based on the results of speed surveys and an explanatory Technical Note.

I would be grateful if you would review the access arrangement and confirm your in-principle approval.

Please don't hesitate to contact me if any questions arise.

Regards

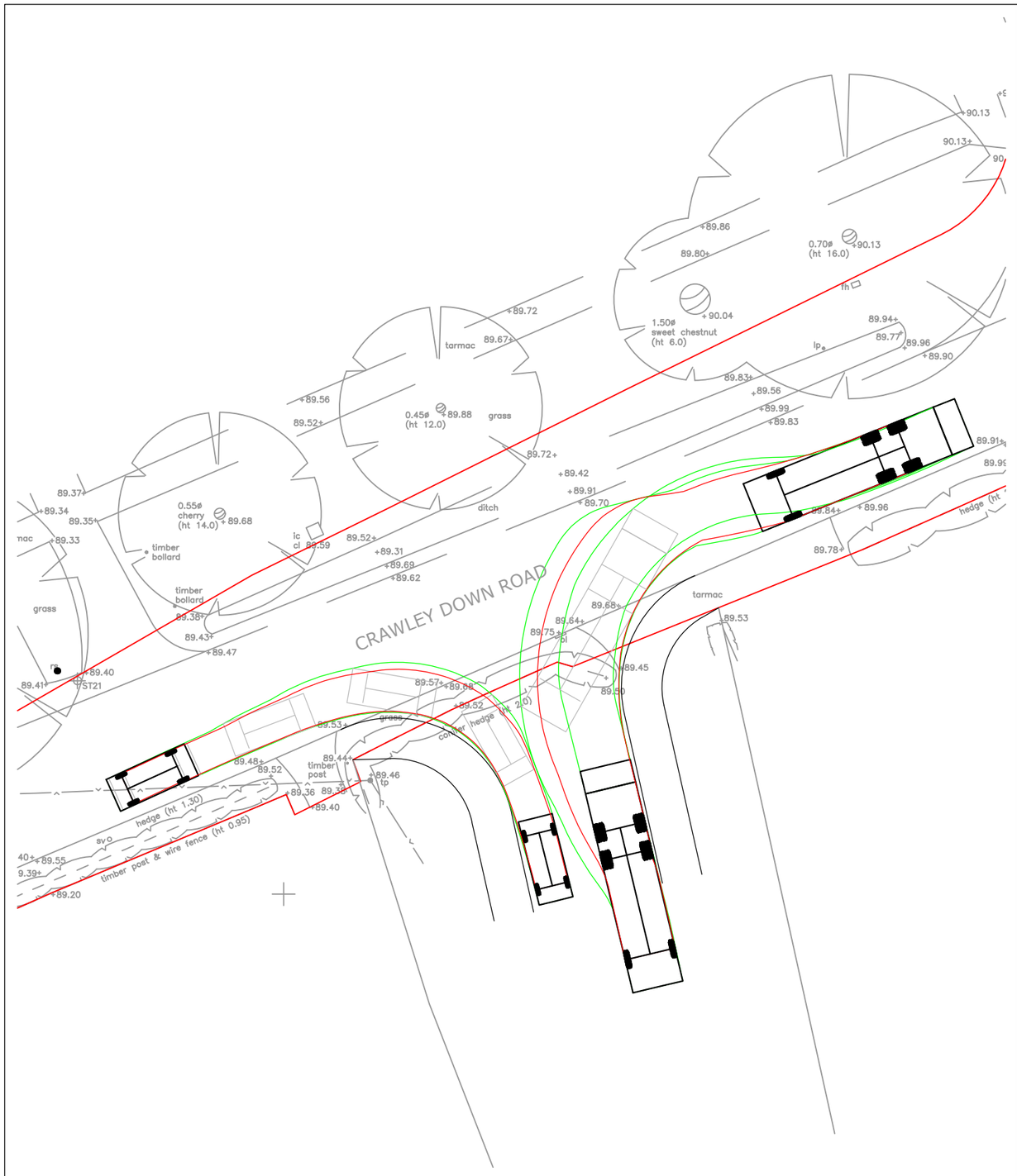
Andrew

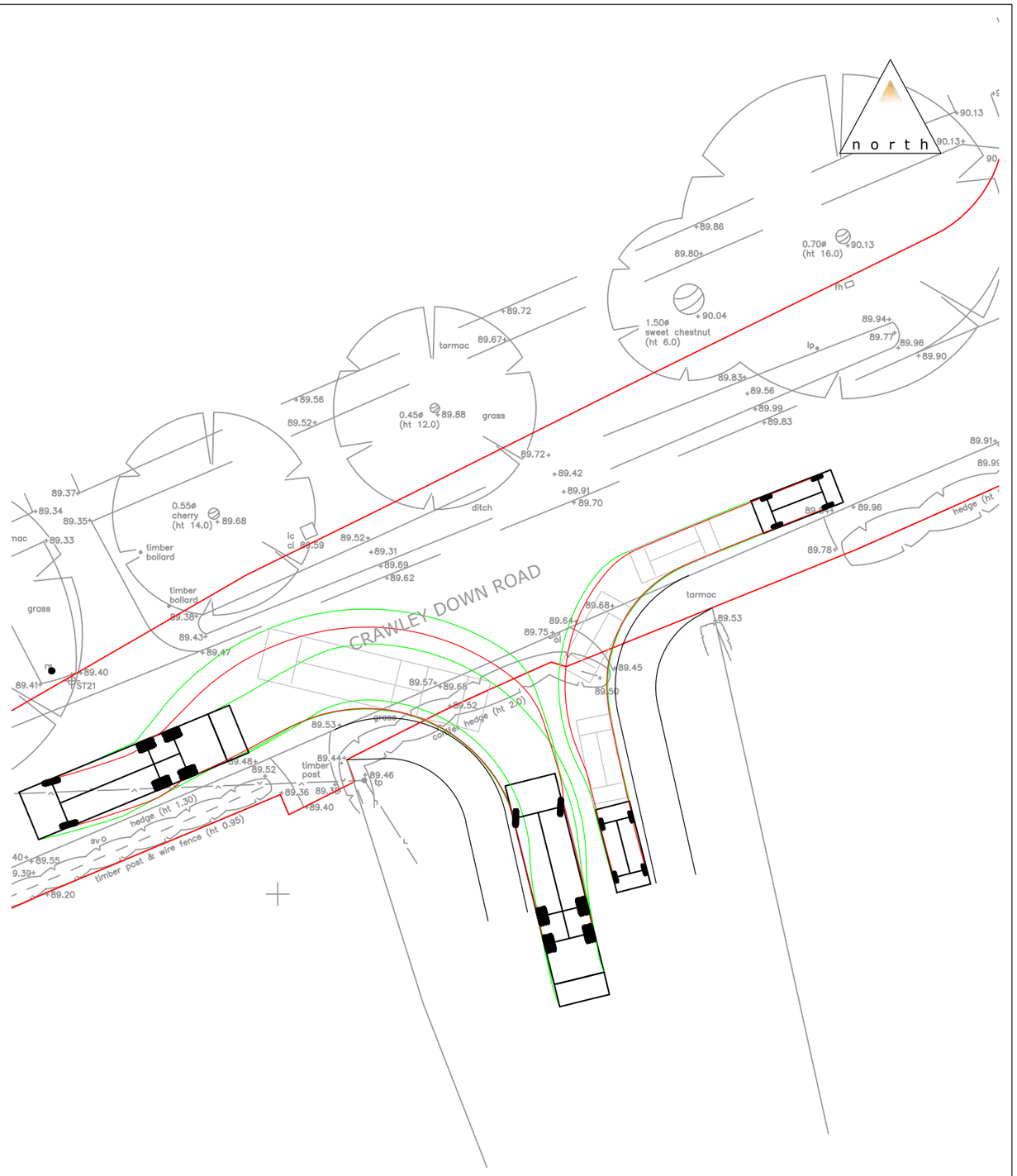
Andrew Whittingham | Director

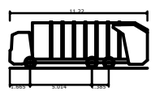
motion **|** 8 Duncannon Street, London WC2N 4JF
t 020 7031 8141 | m 07766 522 911 | e awhittingham@motion.co.uk | w www.motion.co.uk
LinkedIn | Twitter

Appendix E

Swept Path Analysis







Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.550m

DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.780m

motion

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8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Land South of Crawley Down Road, Felbridge

Title:
Swept Path Analysis
Access Arrangement

Scale: 1:250 (@ A3)

Notes:

Drawing: 160741-TK01

Revision: -

L:\Projects\bafelb 160741\Drawings\160741-TK01.dwg

Appendix F

Bus Company Correspondence

Calum McGoff

From:	Nick Hill <[redacted]>
Sent:	Thursday, June 4, 2020 2:28 PM
To:	Calum McGoff
Cc:	Chris Suggitt; David Brown; Ashley Jinks; Lewis Jackson
Subject:	Re: Planning advice
Attachments:	London Rd bus lane proposals.pdf

Hi Calum

Thanks for getting in touch with us. We'd love to work with you on ways to help make the proposal sustainable from a transport perspective.

I attach the plan for the London Road bus lane that was produced by WSP on behalf of WSCC in consultation with us. It would be great to see this progressed and it is relatively simple as it can largely be constructed within the existing highway by reallocating roadspace to remove centre hatchings. It was produced by Bogdan Schiteanu at WSP[redacted]. There has been a project led by Ian Patrick at WSCC to look at the project to upgrade bus infrastructure between Crawley and East Grinstead.

All our buses have GPS tracking equipment to provide live times information but at present no stops in the Crawley Down and Copthorne areas have screens at bus stops to advise customers when buses are coming. Very few have shelters. It would be great if this proposal could provide shelters and live times signs at stops near the development, along with bus stop clearway markings and raised kerbs. It would be worth working with Ian Patrick on this but also Liz Robbins at WSCC for info on real time screens.

We would also like to work with you on new resident packs to give more info on the bus service but also some free taster travel which we could jointly fund with you. The funding of pump priming for additional journeys such as an improved evening service would also be very welcome.

We would be happy to explore these opportunities with you further in the hope that we can work up ideas that enable us to be a keen supporter of this application from a sustainability perspective.

Kind regards

Nick Hill
Commercial Director
Metrobus

Hi received this though main email

Appendix G

Committed Improvement Schemes

Rev A

Status P | Drawing Number 5107918/TP/PD/301

DO NOT SCALE

50 0 10

A3

A22 LONDON ROAD

PROPOSED CARRIAGEWAY WIDENING

PROPOSED 2 NO. 3.25m LANES

PROPOSED UNCONTROLLED CROSSING

PROPOSED CONTROLLED CROSSING

BUS STOP

LINGFIELD ROAD

PROPOSED 2 NO. 2.5m LANES

PROPOSED CARRIAGEWAY WIDENING

PROPOSED CONTROLLED CROSSING

ELECTRICITY SUB–STATION

PROPOSED CARRIAGEWAY WIDENING

PROPOSED CONTROLLED CROSSING

PROPOSED 2 NO. 2.5m LANES

N

NOTES:

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY.
2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN.

KEY:

— — — — HIGHWAY BOUNDARY

Stat	Purpose of issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth
P	FOR DISCUSSION	13.1.12	PG	A	ORIGINAL ISSUE	SD	13.01.12	JM	PG

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	
	NONE
MAINTENANCE/CLEANING	
	NONE
USE	
	NONE
DECOMMISSIONING/DEMOLITION	
	NONE

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Atkins Limited
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KT18 5BW

Tel: (01372) 726140
Fax: (01372) 740055
www.atkinsglobal.com

Client: WEST SUSSEX COUNTY COUNCIL

Project: EAST GRINSTEAD STAGE 3

Title: A22 / LINGFIELD ROAD JUNCTION DO MINIMUM WSCC SCHEME WITHOUT ASLs

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:500	SD Date 13.01.12	JM Date 13.1.12	PG Date 13.1.12

Status P | Drawing Number 5107918/TP/PD/301 | Rev A

File: P:\GBEMB\TP\HB\PROJECTS\5107918 – East Grinstead – CARY7641\40_Technical\ACAD\OUT\P_5107918_TP_PD_301 revB.dwg
Date: Jan 16, 2012 – 8.44am Plotted by: dimm3215

P:\GBEMB\TP\HB\PROJECTS\5107918 – East Grinstead – CARY7641\40_Technical\ACAD\OUT\P_5107918_TP_PD_301 revB.dwg

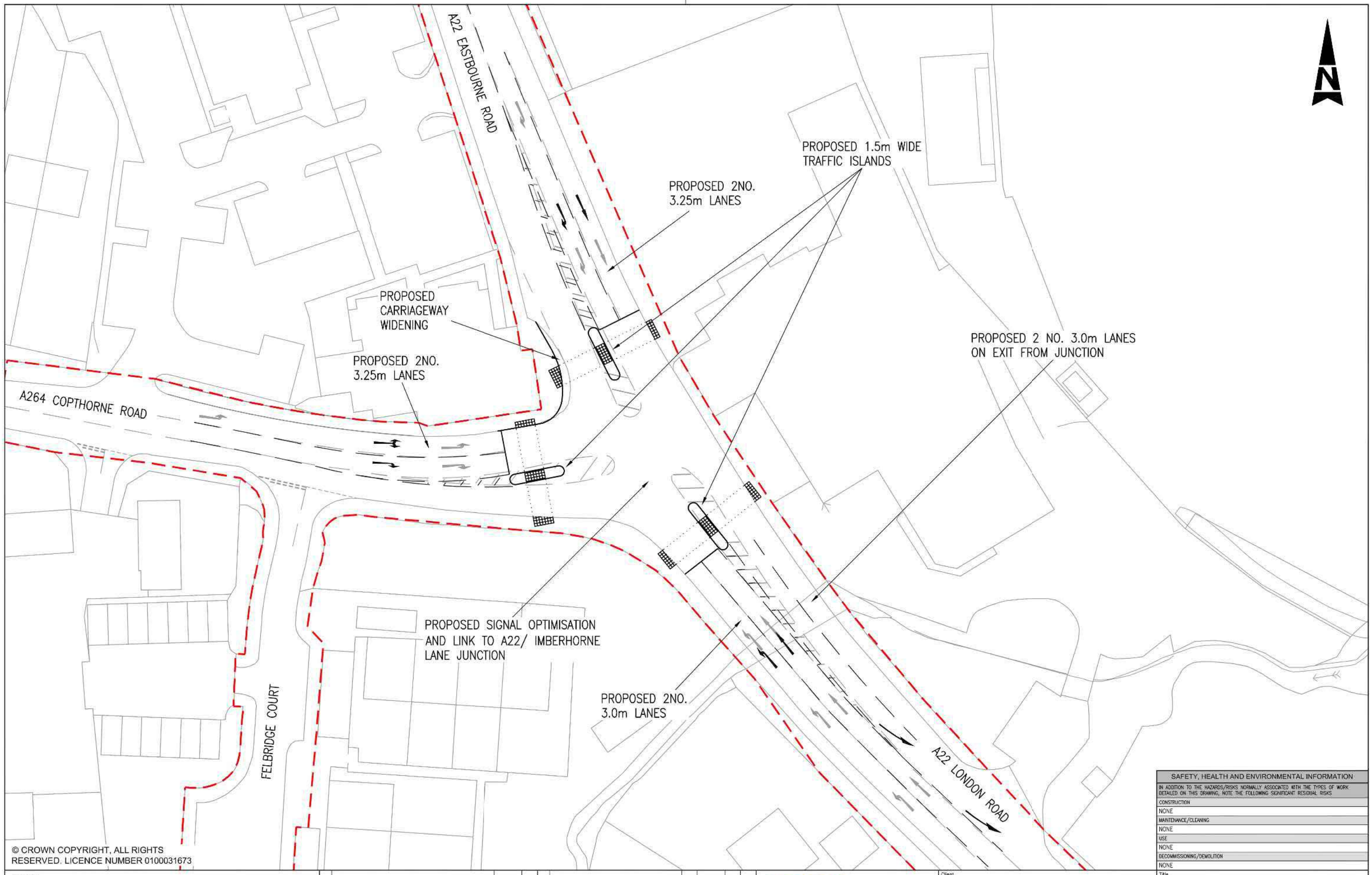
Rev B

Drawing Number 5107918/TP/PD/101

Status P

DO NOT SCALE

A3



NOTES:

1. EXISTING ROAD MARKINGS ARE INDICATIVE ONLY.
2. OUTLINE PROPOSALS BASED ON ORDNANCE SURVEY DATA AND SUBJECT TO DETAILED DESIGN.

KEY:

HIGHWAY BOUNDARY

Stat	Purpose of Issue	Date	Auth	Rev	Description	By	Date	Chk'd	Auth
P	FOR DISCUSSION	13.1.12	PG	B	LAYOUT AMENDED	SD	04.01.12	JM	PG
P	FOR INFORMATION	–	–	A	ORIGINAL ISSUE	AE	–	–	–

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
NONE
MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

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www.atkinsglobal.com

Client: WEST SUSSEX COUNTY COUNCIL

Project: EAST GRINSTEAD STAGE 3

Title: A22/ A264 COPTHORNE ROAD JUNCTION DO MINIMUM

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:500	AE Date 12.11	JM Date 13.1.12	PG Date 13.1.12

Status P | Drawing Number 5107918/TP/PD/101 | Rev B

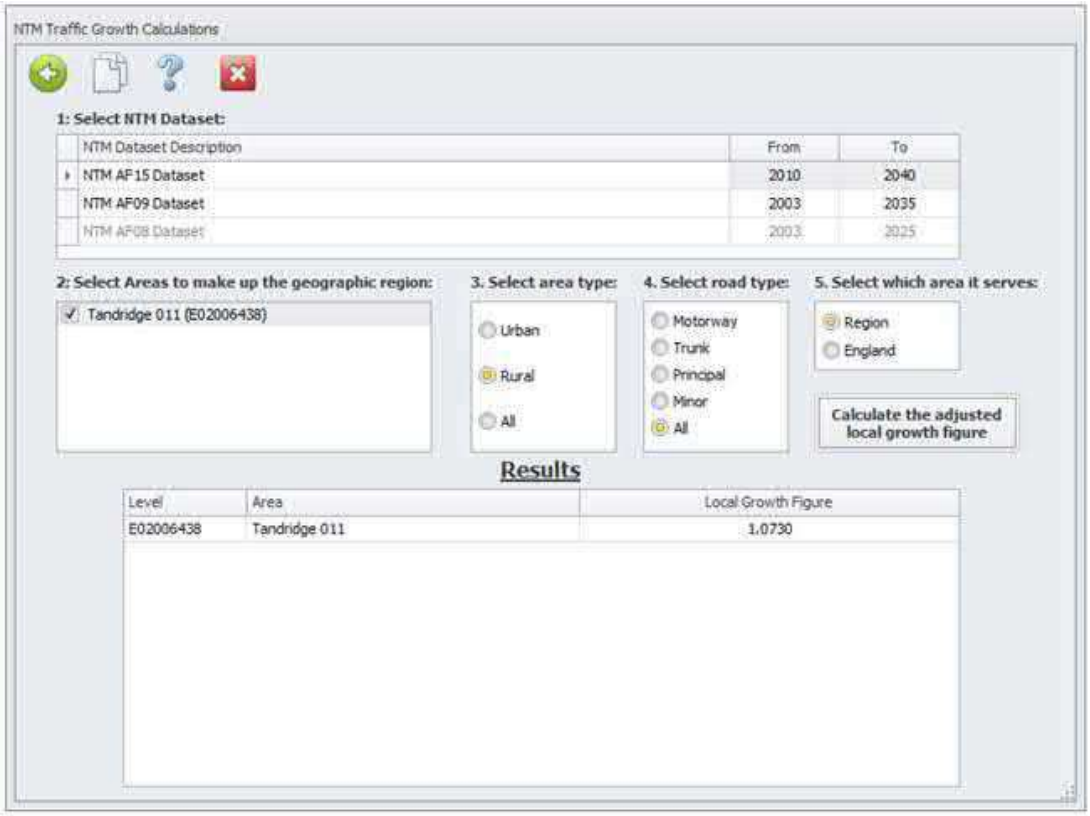
File: P:\GBEMB\TP\HB\PROJECTS\5107918 – East Grinstead – CARY7641\40_Technical\ACAD\OUT\P_5107918_TP_PD_101 revB.dwg

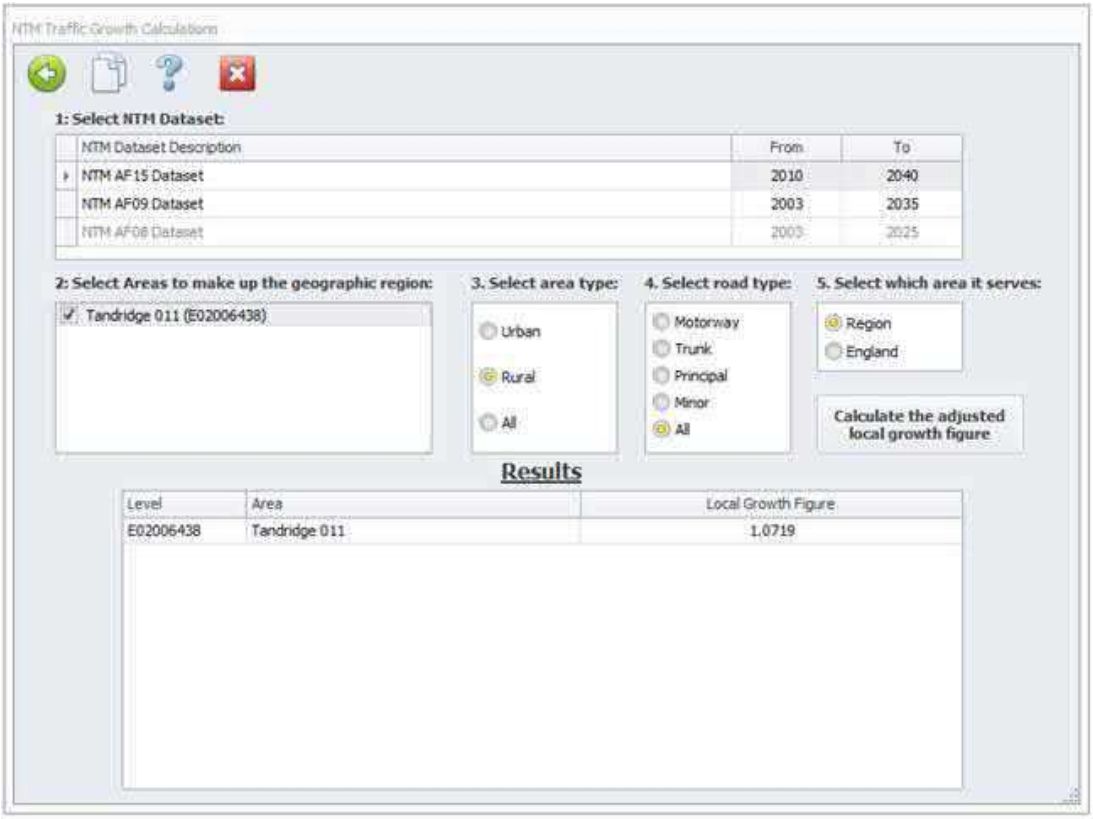
Date: Jan 16, 2012 – 8:54am Plotted by: dimm3215

P:\GBEMB\TP\HB\PROJECTS\5107918 – East Grinstead – CARY7641\40_Technical\ACAD\OUT\P_5107918_TP_PD_101 revB.dwg

Appendix H

TEMPro Factors


NTM Traffic Growth Calculations
1: Select NTM Dataset:
NTM Dataset Description
From
To
NTM AF15 Dataset
2010
2040
NTM AF09 Dataset
2003
2035
NTM AF08 Dataset
2003
2025
2: Select Areas to make up the geographic region:
Tandridge 011 (E02006438)
3. Select area type:
Urban
Rural
All
4. Select road type:
Motorway
Trunk
Principal
Minor
All
5. Select which area it serves:
Region
England
Calculate the adjusted local growth figure
Results
Level
Area
Local Growth Figure
E02006438
Tandridge 011
1.0730


NTM Traffic Growth Calculations
1: Select NTM Dataset:
NTM Dataset Description
From
To
NTM AF15 Dataset
2010
2040
NTM AF09 Dataset
2003
2035
NTM AF08 Dataset
2003
2025
2: Select Areas to make up the geographic region:
Tandridge 011 (E02006438)
3. Select area type:
Urban
Rural
All
4. Select road type:
Motorway
Trunk
Principal
Minor
All
5. Select which area it serves:
Region
England
Calculate the adjusted local growth figure
Results
Level
Area
Local Growth Figure
E02006438
Tandridge 011
1.0719

Appendix I

TRICS Output – Residential

Calculation Reference: AUDIT-734001-190625-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 110 to 288 (units:)
Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 05/07/18

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	7

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

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	3 days
No	4 days

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

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

2 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

3 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

4 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

5 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

6 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

7 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.068	7	182	0.265	7	182	0.333
08:00 - 09:00	7	182	0.145	7	182	0.355	7	182	0.500
09:00 - 10:00	7	182	0.153	7	182	0.179	7	182	0.332
10:00 - 11:00	7	182	0.138	7	182	0.169	7	182	0.307
11:00 - 12:00	7	182	0.140	7	182	0.164	7	182	0.304
12:00 - 13:00	7	182	0.159	7	182	0.137	7	182	0.296
13:00 - 14:00	7	182	0.186	7	182	0.156	7	182	0.342
14:00 - 15:00	7	182	0.184	7	182	0.202	7	182	0.386
15:00 - 16:00	7	182	0.274	7	182	0.180	7	182	0.454
16:00 - 17:00	7	182	0.263	7	182	0.168	7	182	0.431
17:00 - 18:00	7	182	0.329	7	182	0.145	7	182	0.474
18:00 - 19:00	7	182	0.287	7	182	0.193	7	182	0.480
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.326			2.313			4.639

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

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

Parameter summary

Trip rate parameter range selected:	110 - 288 (units:)
Survey date date range:	01/01/11 - 05/07/18
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.002	7	182	0.002	7	182	0.004
08:00 - 09:00	7	182	0.002	7	182	0.002	7	182	0.004
09:00 - 10:00	7	182	0.001	7	182	0.001	7	182	0.002
10:00 - 11:00	7	182	0.002	7	182	0.001	7	182	0.003
11:00 - 12:00	7	182	0.002	7	182	0.002	7	182	0.004
12:00 - 13:00	7	182	0.001	7	182	0.002	7	182	0.003
13:00 - 14:00	7	182	0.003	7	182	0.002	7	182	0.005
14:00 - 15:00	7	182	0.004	7	182	0.003	7	182	0.007
15:00 - 16:00	7	182	0.009	7	182	0.009	7	182	0.018
16:00 - 17:00	7	182	0.006	7	182	0.007	7	182	0.013
17:00 - 18:00	7	182	0.002	7	182	0.002	7	182	0.004
18:00 - 19:00	7	182	0.004	7	182	0.003	7	182	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.036			0.074

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.001	7	182	0.001	7	182	0.002
08:00 - 09:00	7	182	0.001	7	182	0.000	7	182	0.001
09:00 - 10:00	7	182	0.002	7	182	0.001	7	182	0.003
10:00 - 11:00	7	182	0.003	7	182	0.002	7	182	0.005
11:00 - 12:00	7	182	0.000	7	182	0.002	7	182	0.002
12:00 - 13:00	7	182	0.000	7	182	0.000	7	182	0.000
13:00 - 14:00	7	182	0.001	7	182	0.000	7	182	0.001
14:00 - 15:00	7	182	0.001	7	182	0.002	7	182	0.003
15:00 - 16:00	7	182	0.000	7	182	0.000	7	182	0.000
16:00 - 17:00	7	182	0.001	7	182	0.002	7	182	0.003
17:00 - 18:00	7	182	0.002	7	182	0.000	7	182	0.002
18:00 - 19:00	7	182	0.000	7	182	0.000	7	182	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.010			0.022

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.008	7	182	0.010	7	182	0.018
08:00 - 09:00	7	182	0.012	7	182	0.015	7	182	0.027
09:00 - 10:00	7	182	0.000	7	182	0.002	7	182	0.002
10:00 - 11:00	7	182	0.003	7	182	0.004	7	182	0.007
11:00 - 12:00	7	182	0.003	7	182	0.004	7	182	0.007
12:00 - 13:00	7	182	0.005	7	182	0.006	7	182	0.011
13:00 - 14:00	7	182	0.002	7	182	0.001	7	182	0.003
14:00 - 15:00	7	182	0.004	7	182	0.004	7	182	0.008
15:00 - 16:00	7	182	0.008	7	182	0.006	7	182	0.014
16:00 - 17:00	7	182	0.006	7	182	0.013	7	182	0.019
17:00 - 18:00	7	182	0.020	7	182	0.009	7	182	0.029
18:00 - 19:00	7	182	0.017	7	182	0.014	7	182	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.088			0.176

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.050	7	182	0.241	7	182	0.291
08:00 - 09:00	7	182	0.124	7	182	0.329	7	182	0.453
09:00 - 10:00	7	182	0.125	7	182	0.155	7	182	0.280
10:00 - 11:00	7	182	0.109	7	182	0.146	7	182	0.255
11:00 - 12:00	7	182	0.121	7	182	0.134	7	182	0.255
12:00 - 13:00	7	182	0.129	7	182	0.115	7	182	0.244
13:00 - 14:00	7	182	0.148	7	182	0.123	7	182	0.271
14:00 - 15:00	7	182	0.160	7	182	0.169	7	182	0.329
15:00 - 16:00	7	182	0.248	7	182	0.146	7	182	0.394
16:00 - 17:00	7	182	0.237	7	182	0.135	7	182	0.372
17:00 - 18:00	7	182	0.293	7	182	0.124	7	182	0.417
18:00 - 19:00	7	182	0.259	7	182	0.175	7	182	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.003			1.992			3.995

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.015	7	182	0.020	7	182	0.035
08:00 - 09:00	7	182	0.018	7	182	0.022	7	182	0.040
09:00 - 10:00	7	182	0.024	7	182	0.022	7	182	0.046
10:00 - 11:00	7	182	0.022	7	182	0.020	7	182	0.042
11:00 - 12:00	7	182	0.016	7	182	0.025	7	182	0.041
12:00 - 13:00	7	182	0.028	7	182	0.019	7	182	0.047
13:00 - 14:00	7	182	0.032	7	182	0.030	7	182	0.062
14:00 - 15:00	7	182	0.020	7	182	0.026	7	182	0.046
15:00 - 16:00	7	182	0.018	7	182	0.025	7	182	0.043
16:00 - 17:00	7	182	0.018	7	182	0.022	7	182	0.040
17:00 - 18:00	7	182	0.031	7	182	0.017	7	182	0.048
18:00 - 19:00	7	182	0.020	7	182	0.013	7	182	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.262			0.261			0.523

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	182	0.000	7	182	0.002	7	182	0.002
08:00 - 09:00	7	182	0.000	7	182	0.001	7	182	0.001
09:00 - 10:00	7	182	0.000	7	182	0.001	7	182	0.001
10:00 - 11:00	7	182	0.002	7	182	0.000	7	182	0.002
11:00 - 12:00	7	182	0.002	7	182	0.001	7	182	0.003
12:00 - 13:00	7	182	0.001	7	182	0.002	7	182	0.003
13:00 - 14:00	7	182	0.002	7	182	0.001	7	182	0.003
14:00 - 15:00	7	182	0.000	7	182	0.002	7	182	0.002
15:00 - 16:00	7	182	0.000	7	182	0.000	7	182	0.000
16:00 - 17:00	7	182	0.002	7	182	0.002	7	182	0.004
17:00 - 18:00	7	182	0.002	7	182	0.002	7	182	0.004
18:00 - 19:00	7	182	0.003	7	182	0.002	7	182	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.016			0.030

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

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

Appendix J

Site Access/Crawley Down Road Junctions 9 (PICADY) Output

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: M04-Site Access-CDR Picady 2019-07-26.j9
Path: L:\Projects\bafelb 160741\Analysis\July 2019 Modelling Assessment
Report generation date: 26/07/2019 12:06:44

»Proposed Junction Layout - 2026 Future Year Baseline with Development, AM
»Proposed Junction Layout - 2026 Future Year Baseline with Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed Junction Layout - 2026 Future Year Baseline with Development							
Stream B-AC	0.2	8.39	0.14	A	0.1	8.12	0.07	A
Stream C-AB	0.0	5.14	0.03	A	0.1	5.69	0.06	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access/Crawley Down Road Priority Junction, Felbridge
Location	
Site number	
Date	26/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\markfitzgerald
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15
D2	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Junction Layout	100.000

Proposed Junction Layout - 2026 Future Year Baseline with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Crawley Down Road (E)		Major
B	Site Access		Minor
C	Crawley Down Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.88			160.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	21	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	120.826	0.088	0.224	0.141	0.320
1	B-C	155.609	0.096	0.242	-	-
1	C-B	166.655	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	35.00
	B	8.00	0.00	10.00
	C	37.00	4.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	30.00
	B	8.00	0.00	10.00
	C	42.00	4.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	32.00
	B	8.00	0.00	10.00
	C	38.00	4.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	35.00
	B	8.00	0.00	10.00
	C	37.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.39	0.2	A
C-AB	0.03	5.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	125.21	0.144	17.83	0.2	8.370	A
C-AB	5.06	181.20	0.028	5.03	0.0	5.138	A
C-A	36.97			36.97			
A-B	4.00			4.00			
A-C	35.56			35.56			

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	125.96	0.143	18.00	0.2	8.336	A
C-AB	5.22	185.75	0.028	5.22	0.0	5.015	A
C-A	41.96			41.96			
A-B	4.00			4.00			
A-C	30.48			30.48			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	125.83	0.143	18.00	0.2	8.345	A
C-AB	5.10	182.60	0.028	5.10	0.0	5.101	A
C-A	37.97			37.97			
A-B	4.00			4.00			
A-C	32.51			32.51			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	125.20	0.144	18.00	0.2	8.395	A
C-AB	5.07	181.21	0.028	5.07	0.0	5.139	A
C-A	36.97			36.97			
A-B	4.00			4.00			
A-C	35.56			35.56			

Proposed Junction Layout - 2026 Future Year Baseline with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	8.00	41.00
	B	4.00	0.00	4.00
	C	26.00	9.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	8.00	44.00
	B	4.00	0.00	4.00
	C	24.00	9.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	8.00	48.00
	B	4.00	0.00	4.00
	C	33.00	9.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	8.00	41.00
	B	4.00	0.00	4.00
	C	37.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	8.12	0.1	A
C-AB	0.06	5.69	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	121.17	0.066	7.93	0.1	7.942	A
C-AB	10.63	171.01	0.062	10.55	0.1	5.614	A
C-A	24.60			24.60			
A-B	8.00			8.00			
A-C	41.74			41.74			

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	120.63	0.066	8.00	0.1	7.990	A
C-AB	10.52	168.94	0.062	10.52	0.1	5.689	A
C-A	22.70			22.70			
A-B	8.00			8.00			
A-C	44.79			44.79			

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	118.80	0.067	8.00	0.1	8.122	A
C-AB	11.15	173.96	0.064	11.14	0.1	5.538	A
C-A	31.15			31.15			
A-B	8.00			8.00			
A-C	48.86			48.86			

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	120.09	0.067	8.00	0.1	8.030	A
C-AB	11.40	178.33	0.064	11.40	0.1	5.402	A
C-A	34.93			34.93			
A-B	8.00			8.00			
A-C	41.74			41.74			

Appendix K

Crawley Down Road/Rowplatt Lane Junctions 9 (PICADY) Output

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: M02-RL-CDR Picady 2019-07-26.j9
Path: L:\Projects\bafelb 160741\Analysis\July 2019 Modelling Assessment
Report generation date: 26/07/2019 10:52:50

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction Layout - 2019 Observed							
Stream B-AC	0.1	9.20	0.12	A	0.3	8.82	0.20	A
Stream C-AB	0.1	6.67	0.11	A	0.1	5.96	0.08	A
	Existing Junction Layout - 2026 Future Year Baseline							
Stream B-AC	0.2	9.41	0.14	A	0.3	9.17	0.23	A
Stream C-AB	0.2	6.88	0.15	A	0.1	6.06	0.10	A
	Existing Junction Layout - 2026 Future Year Baseline with Development							
Stream B-AC	0.2	9.50	0.16	A	0.4	9.57	0.28	A
Stream C-AB	0.3	7.33	0.20	A	0.2	6.26	0.13	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Rowplatt Lane/Crawley Down Road Priority Junction, Felbridge
Location	
Site number	
Date	26/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\markfitzgerald
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Observed	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2019 Observed	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2026 Uplifted	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.0730
D4	2026 Uplifted	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.0719
D5	Committed Development	AM	DIRECT	07:45	08:45	60	15			
D6	Committed Development	PM	DIRECT	16:15	17:15	60	15			
D7	2026 Future Year Baseline	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2026 Future Year Baseline	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D9	Proposed Development	AM	DIRECT	07:45	08:45	60	15			
D10	Proposed Development	PM	DIRECT	16:15	17:15	60	15			
D11	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	100.000	100.000

Existing Junction Layout - 2019 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Crawley Down Road (W)		Major
B	Rowplatt Lane		Minor
C	Crawley Down Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.39			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.78	23	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	121.595	0.087	0.220	0.138	0.314
1	B-C	156.396	0.094	0.238	-	-
1	C-B	155.073	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	11.00	29.00
	B	10.00	0.00	4.00
	C	22.00	8.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	15.00	36.00
	B	11.00	0.00	2.00
	C	11.00	14.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	18.00	32.00
	B	11.00	0.00	2.00
	C	15.00	12.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	14.00	28.00
	B	3.00	0.00	5.00
	C	14.00	16.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.12	9.20	0.1	A	12.00	48.00
C-AB	0.11	6.67	0.1	A	13.87	55.48
C-A					14.63	58.51
A-B					14.50	58.00
A-C					32.25	129.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.00	14.00	117.41	0.119	13.87	0.0	0.1	8.681	A
C-AB	9.32	9.32	160.77	0.058	9.24	0.0	0.1	5.963	A
C-A	21.39	21.39			21.39				
A-B	11.00	11.00			11.00				
A-C	29.93	29.93			29.93				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	13.00	13.00	110.82	0.117	13.00	0.1	0.1	9.201	A
C-AB	15.15	15.15	150.51	0.101	15.10	0.1	0.1	6.666	A
C-A	10.20	10.20			10.20				
A-B	15.00	15.00			15.00				
A-C	37.15	37.15			37.15				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	13.00	13.00	111.48	0.117	13.00	0.1	0.1	9.138	A
C-AB	13.36	13.36	153.58	0.087	13.37	0.1	0.1	6.439	A
C-A	14.12	14.12			14.12				
A-B	18.00	18.00			18.00				
A-C	33.02	33.02			33.02				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	8.00	129.14	0.062	8.07	0.1	0.1	7.436	A
C-AB	17.66	17.66	154.74	0.114	17.63	0.1	0.1	6.584	A
C-A	12.79	12.79			12.79				
A-B	14.00	14.00			14.00				
A-C	28.90	28.90			28.90				

Existing Junction Layout - 2019 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Observed	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	11.00	14.00
	B	11.00	0.00	7.00
	C	30.00	7.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	7.00	11.00
	B	9.00	0.00	9.00
	C	30.00	9.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.00	15.00
	B	13.00	0.00	13.00
	C	38.00	5.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	14.00	21.00
	B	11.00	0.00	11.00
	C	26.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.20	8.82	0.3	A	21.00	84.00
C-AB	0.08	5.96	0.1	A	9.78	39.11
C-A					29.97	119.87
A-B					10.50	42.00
A-C					15.49	61.98

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	18.00	124.04	0.145	17.83	0.0	0.2	8.474	A
C-AB	8.55	8.55	169.65	0.050	8.48	0.0	0.1	5.607	A
C-A	29.17	29.17			29.17				
A-B	11.00	11.00			11.00				
A-C	14.22	14.22			14.22				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	18.00	128.93	0.140	18.00	0.2	0.2	8.115	A
C-AB	10.98	10.98	171.21	0.064	10.96	0.1	0.1	5.642	A
C-A	28.74	28.74			28.74				
A-B	7.00	7.00			7.00				
A-C	11.18	11.18			11.18				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.00	26.00	127.83	0.203	25.91	0.2	0.3	8.824	A
C-AB	6.45	6.45	175.14	0.037	6.49	0.1	0.1	5.364	A
C-A	37.46	37.46			37.46				
A-B	10.00	10.00			10.00				
A-C	15.24	15.24			15.24				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22.00	22.00	125.93	0.175	22.04	0.3	0.2	8.667	A
C-AB	13.13	13.13	164.68	0.080	13.07	0.1	0.1	5.961	A
C-A	24.49	24.49			24.49				
A-B	14.00	14.00			14.00				
A-C	21.34	21.34			21.34				

Existing Junction Layout - 2026 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 Future Year Baseline	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	11.80	31.12
	B	10.73	0.00	5.29
	C	24.61	11.58	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	16.10	38.63
	B	11.80	0.00	3.15
	C	12.80	18.02	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	19.31	34.34
	B	11.80	0.00	3.15
	C	17.10	15.88	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	15.02	30.04
	B	3.22	0.00	6.37
	C	16.02	20.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.14	9.41	0.2	A	13.88	55.50
C-AB	0.15	6.88	0.2	A	18.50	74.02
C-A					16.08	64.32
A-B					15.56	62.23
A-C					34.60	138.42

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	16.02	16.02	117.17	0.137	15.87	0.0	0.2	8.871	A
C-AB	13.74	13.74	161.90	0.085	13.62	0.0	0.1	6.094	A
C-A	23.21	23.21			23.21				
A-B	11.80	11.80			11.80				
A-C	32.11	32.11			32.11				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.95	14.95	110.57	0.135	14.95	0.2	0.2	9.411	A
C-AB	19.76	19.76	150.90	0.131	19.71	0.1	0.2	6.883	A
C-A	11.46	11.46			11.46				
A-B	16.10	16.10			16.10				
A-C	39.86	39.86			39.86				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.95	14.95	111.28	0.134	14.95	0.2	0.2	9.342	A
C-AB	17.94	17.94	154.20	0.116	17.96	0.2	0.2	6.626	A
C-A	15.55	15.55			15.55				
A-B	19.31	19.31			19.31				
A-C	35.43	35.43			35.43				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.58	9.58	129.45	0.074	9.66	0.2	0.1	7.519	A
C-AB	22.58	22.58	155.43	0.145	22.54	0.2	0.2	6.796	A
C-A	14.10	14.10			14.10				
A-B	15.02	15.02			15.02				
A-C	31.01	31.01			31.01				

Existing Junction Layout - 2026 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 Future Year Baseline	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	11.79	16.01
	B	11.79	0.00	9.50
	C	33.16	9.50	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	7.50	12.79
	B	9.65	0.00	11.65
	C	33.16	11.65	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	10.72	17.08
	B	13.93	0.00	15.93
	C	41.73	7.36	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	15.01	23.51
	B	11.79	0.00	13.79
	C	28.87	13.79	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.23	9.17	0.3	A	24.51	98.04
C-AB	0.10	6.06	0.1	A	13.22	52.89
C-A					32.38	129.52
A-B					11.25	45.02
A-C					17.61	70.43

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.29	21.29	124.79	0.171	21.09	0.0	0.2	8.663	A
C-AB	11.85	11.85	171.19	0.069	11.75	0.0	0.1	5.669	A
C-A	31.58	31.58			31.58				
A-B	11.79	11.79			11.79				
A-C	16.25	16.25			16.25				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.29	21.29	129.59	0.164	21.30	0.2	0.2	8.311	A
C-AB	14.51	14.51	172.85	0.084	14.49	0.1	0.1	5.709	A
C-A	31.06	31.06			31.06				
A-B	7.50	7.50			7.50				
A-C	12.98	12.98			12.98				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.87	29.87	127.83	0.234	29.77	0.2	0.3	9.169	A
C-AB	9.73	9.73	177.08	0.055	9.76	0.1	0.1	5.409	A
C-A	40.33	40.33			40.33				
A-B	10.72	10.72			10.72				
A-C	17.33	17.33			17.33				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.58	25.58	126.02	0.203	25.63	0.3	0.3	8.970	A
C-AB	16.79	16.79	165.87	0.101	16.74	0.1	0.1	6.064	A
C-A	26.54	26.54			26.54				
A-B	15.01	15.01			15.01				
A-C	23.86	23.86			23.86				

Existing Junction Layout - 2026 Future Year Baseline with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	11.80	32.12
	B	10.73	0.00	8.29
	C	26.61	19.58	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	16.10	39.63
	B	11.80	0.00	6.15
	C	14.80	26.02	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	19.31	35.34
	B	11.80	0.00	6.15
	C	19.10	23.88	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	15.02	31.04
	B	3.22	0.00	9.37
	C	18.02	28.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.16	9.50	0.2	A	16.88	67.50
C-AB	0.20	7.33	0.3	A	27.95	111.81
C-A					16.65	66.59
A-B					15.56	62.23
A-C					35.60	142.41

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19.02	19.02	118.81	0.160	18.83	0.0	0.2	8.984	A
C-AB	23.53	23.53	163.04	0.144	23.33	0.0	0.2	6.465	A
C-A	23.41	23.41			23.41				
A-B	11.80	11.80			11.80				
A-C	33.11	33.11			33.11				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	17.95	17.95	112.66	0.159	17.95	0.2	0.2	9.502	A
C-AB	28.94	28.94	152.07	0.190	28.88	0.2	0.3	7.333	A
C-A	12.31	12.31			12.31				
A-B	16.10	16.10			16.10				
A-C	40.86	40.86			40.86				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	17.95	17.95	113.38	0.158	17.95	0.2	0.2	9.432	A
C-AB	27.36	27.36	155.37	0.176	27.38	0.3	0.2	7.056	A
C-A	16.15	16.15			16.15				
A-B	19.31	19.31			19.31				
A-C	36.43	36.43			36.43				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.58	12.58	131.88	0.095	12.67	0.2	0.1	7.553	A
C-AB	31.98	31.98	156.59	0.204	31.94	0.2	0.3	7.246	A
C-A	14.72	14.72			14.72				
A-B	15.02	15.02			15.02				
A-C	32.01	32.01			32.01				

Existing Junction Layout - 2026 Future Year Baseline with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	11.79	17.01
	B	11.79	0.00	16.50
	C	34.16	13.50	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	7.50	13.79
	B	9.65	0.00	18.65
	C	34.16	15.65	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.72	18.08
	B	13.93	0.00	22.93
	C	42.73	11.36	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	15.01	24.51
	B	11.79	0.00	20.79
	C	29.87	17.79	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.28	9.57	0.4	A	31.51	126.04
C-AB	0.13	6.26	0.2	A	18.38	73.51
C-A					32.22	128.89
A-B					11.25	45.02
A-C					18.61	74.42

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28.29	28.29	129.40	0.219	28.02	0.0	0.3	8.854	A
C-AB	16.95	16.95	171.64	0.099	16.81	0.0	0.1	5.837	A
C-A	31.48	31.48			31.48				
A-B	11.79	11.79			11.79				
A-C	17.25	17.25			17.25				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28.29	28.29	133.64	0.212	28.30	0.3	0.3	8.544	A
C-AB	19.63	19.63	173.30	0.113	19.61	0.1	0.2	5.883	A
C-A	30.95	30.95			30.95				
A-B	7.50	7.50			7.50				
A-C	13.99	13.99			13.99				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	36.87	36.87	130.69	0.282	36.75	0.3	0.4	9.570	A
C-AB	15.11	15.11	177.54	0.085	15.14	0.2	0.1	5.574	A
C-A	39.95	39.95			39.95				
A-B	10.72	10.72			10.72				
A-C	18.33	18.33			18.33				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32.58	32.58	129.38	0.252	32.63	0.4	0.3	9.308	A
C-AB	21.82	21.82	166.34	0.131	21.76	0.1	0.2	6.256	A
C-A	26.52	26.52			26.52				
A-B	15.01	15.01			15.01				
A-C	24.86	24.86			24.86				

Appendix L

Rowplatt Lane/A264 Copthorne Road Junctions 9 (PICADY) Output

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: M03-RL-A264 Picady 2019-07-26.j9
Path: L:\Projects\bafelb 160741\Analysis\July 2019 Modelling Assessment
Report generation date: 26/07/2019 11:31:14

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction Layout - 2019 Observed							
Stream B-AC	0.4	13.31	0.31	B	0.4	12.70	0.28	B
Stream C-AB	0.1	8.66	0.08	A	0.2	8.47	0.13	A
	Existing Junction Layout - 2026 Future Year Baseline							
Stream B-AC	0.6	15.20	0.37	C	0.5	14.16	0.34	B
Stream C-AB	0.1	9.10	0.10	A	0.2	8.92	0.16	A
	Existing Junction Layout - 2026 Future Year Baseline with Development							
Stream B-AC	0.8	16.74	0.45	C	0.6	14.86	0.37	B
Stream C-AB	0.1	9.37	0.13	A	0.3	9.49	0.22	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A264 Copthorne Road/Rowplatt Lane Priority Junction, Felbridge
Location	
Site number	
Date	26/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\markfitzgerald
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Observed	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2019 Observed	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2026 Uplifted	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.0730
D4	2026 Uplifted	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.0719
D5	Committed Development	AM	DIRECT	07:45	08:45	60	15			
D6	Committed Development	PM	DIRECT	16:15	17:15	60	15			
D7	2026 Future Year Baseline	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2026 Future Year Baseline	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D9	Proposed Development	AM	DIRECT	07:45	08:45	60	15			
D10	Proposed Development	PM	DIRECT	16:15	17:15	60	15			
D11	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction Layout	✓	100.000	100.000

Existing Junction Layout - 2019 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A264 Copthorne Road (E)		Major
B	Rowplatt Lane		Minor
C	A264 Copthorne Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.91		✓	2.20	50.0	✓	2.70

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.79	20	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	120.645	0.088	0.223	0.140	0.319
1	B-C	155.478	0.096	0.242	-	-
1	C-B	150.730	0.235	0.235	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	5.00	148.00
	B	3.00	0.00	15.00
	C	169.00	7.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	5.00	155.00
	B	4.00	0.00	21.00
	C	140.00	9.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.00	158.00
	B	8.00	0.00	22.00
	C	108.00	3.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	162.00
	B	4.00	0.00	25.00
	C	100.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.31	13.31	0.4	B	25.50	102.00
C-AB	0.08	8.66	0.1	A	6.00	24.02
C-A					131.44	525.77
A-B					6.00	24.00
A-C					157.93	631.72

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.00	18.00	102.24	0.176	17.79	0.0	0.2	10.630	B
C-AB	7.01	7.01	114.45	0.061	6.94	0.0	0.1	8.365	A
C-A	171.87	171.87			171.87				
A-B	5.00	5.00			5.00				
A-C	150.07	150.07			150.07				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.00	25.00	102.56	0.244	24.89	0.2	0.3	11.571	B
C-AB	9.01	9.01	112.85	0.080	8.99	0.1	0.1	8.663	A
C-A	142.37	142.37			142.37				
A-B	5.00	5.00			5.00				
A-C	157.17	157.17			157.17				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	97.37	0.308	29.88	0.3	0.4	13.312	B
C-AB	3.00	3.00	110.82	0.027	3.06	0.1	0.0	8.355	A
C-A	109.84	109.84			109.84				
A-B	10.00	10.00			10.00				
A-C	160.21	160.21			160.21				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.00	29.00	105.05	0.276	29.05	0.4	0.4	11.850	B
C-AB	5.00	5.00	111.29	0.045	4.98	0.0	0.0	8.465	A
C-A	101.70	101.70			101.70				
A-B	4.00	4.00			4.00				
A-C	164.27	164.27			164.27				

Existing Junction Layout - 2019 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Observed	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	7.00	76.00
	B	3.00	0.00	9.00
	C	132.00	13.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	9.00	89.00
	B	8.00	0.00	11.00
	C	145.00	11.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	6.00	115.00
	B	6.00	0.00	16.00
	C	115.00	16.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	11.00	115.00
	B	9.00	0.00	19.00
	C	156.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.28	12.70	0.4	B	20.25	81.00
C-AB	0.13	8.47	0.2	A	13.03	52.14
C-A					137.65	550.60
A-B					8.25	33.00
A-C					101.02	404.09

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.00	12.00	115.71	0.104	11.89	0.0	0.1	8.659	A
C-AB	13.03	13.03	131.11	0.099	12.92	0.0	0.1	7.608	A
C-A	132.63	132.63			132.63				
A-B	7.00	7.00			7.00				
A-C	77.75	77.75			77.75				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19.00	19.00	100.67	0.189	18.89	0.1	0.2	10.988	B
C-AB	11.02	11.02	127.46	0.086	11.03	0.1	0.1	7.732	A
C-A	145.71	145.71			145.71				
A-B	9.00	9.00			9.00				
A-C	91.05	91.05			91.05				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22.00	22.00	105.03	0.209	21.97	0.2	0.3	10.830	B
C-AB	16.06	16.06	122.21	0.131	16.01	0.1	0.2	8.469	A
C-A	115.51	115.51			115.51				
A-B	6.00	6.00			6.00				
A-C	117.65	117.65			117.65				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28.00	28.00	98.61	0.284	27.87	0.3	0.4	12.700	B
C-AB	12.03	12.03	120.87	0.100	12.07	0.2	0.1	8.274	A
C-A	156.75	156.75			156.75				
A-B	11.00	11.00			11.00				
A-C	117.65	117.65			117.65				

Existing Junction Layout - 2026 Future Year Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 Future Year Baseline	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	5.37	161.80
	B	3.22	0.00	19.10
	C	182.34	8.51	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	5.37	169.32
	B	4.29	0.00	25.53
	C	151.22	10.66	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	10.73	172.53
	B	8.58	0.00	26.61
	C	116.88	4.22	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	4.29	176.83
	B	4.29	0.00	29.83
	C	108.30	6.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.37	15.20	0.6	C	30.36	121.45
C-AB	0.10	9.10	0.1	A	7.45	29.80
C-A					142.04	568.14
A-B					6.44	25.75
A-C					172.46	689.83

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22.31	22.31	99.48	0.224	22.03	0.0	0.3	11.580	B
C-AB	8.52	8.52	111.18	0.077	8.44	0.0	0.1	8.746	A
C-A	185.41	185.41			185.41				
A-B	5.37	5.37			5.37				
A-C	164.03	164.03			164.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.83	29.83	99.25	0.301	29.69	0.3	0.4	12.912	B
C-AB	10.69	10.69	109.51	0.098	10.66	0.1	0.1	9.103	A
C-A	153.75	153.75			153.75				
A-B	5.37	5.37			5.37				
A-C	171.64	171.64			171.64				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	35.19	35.19	94.09	0.374	35.03	0.4	0.6	15.196	C
C-AB	4.22	4.22	107.22	0.039	4.29	0.1	0.0	8.749	A
C-A	118.86	118.86			118.86				
A-B	10.73	10.73			10.73				
A-C	174.90	174.90			174.90				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	34.12	34.12	101.59	0.336	34.18	0.6	0.5	13.369	B
C-AB	6.37	6.37	107.74	0.059	6.35	0.0	0.1	8.874	A
C-A	110.13	110.13			110.13				
A-B	4.29	4.29			4.29				
A-C	179.26	179.26			179.26				

Existing Junction Layout - 2026 Future Year Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 Future Year Baseline	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	7.50	83.46
	B	3.22	0.00	11.65
	C	144.49	15.93	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	9.65	97.40
	B	8.58	0.00	13.79
	C	158.43	13.79	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	6.43	125.27
	B	6.43	0.00	19.15
	C	126.27	19.15	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	11.79	125.27
	B	9.65	0.00	22.37
	C	170.22	14.86	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.34	14.16	0.5	B	23.71	94.82
C-AB	0.16	8.92	0.2	A	16.02	64.07
C-A					150.50	602.00
A-B					8.84	35.37
A-C					110.27	441.08

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.86	14.86	114.83	0.129	14.72	0.0	0.1	8.978	A
C-AB	16.00	16.00	129.47	0.124	15.86	0.0	0.1	7.912	A
C-A	145.13	145.13			145.13				
A-B	7.50	7.50			7.50				
A-C	85.34	85.34			85.34				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22.37	22.37	98.68	0.227	22.22	0.1	0.3	11.751	B
C-AB	13.84	13.84	125.53	0.110	13.85	0.1	0.1	8.060	A
C-A	159.16	159.16			159.16				
A-B	9.65	9.65			9.65				
A-C	99.59	99.59			99.59				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.58	25.58	102.31	0.250	25.54	0.3	0.3	11.716	B
C-AB	19.30	19.30	120.09	0.161	19.23	0.1	0.2	8.918	A
C-A	126.74	126.74			126.74				
A-B	6.43	6.43			6.43				
A-C	128.08	128.08			128.08				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32.01	32.01	95.23	0.336	31.85	0.3	0.5	14.160	B
C-AB	14.94	14.94	118.57	0.126	14.99	0.2	0.1	8.692	A
C-A	170.97	170.97			170.97				
A-B	11.79	11.79			11.79				
A-C	128.08	128.08			128.08				

Existing Junction Layout - 2026 Future Year Baseline with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2026 Future Year Baseline with Development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	5.37	161.80
	B	3.22	0.00	27.10
	C	182.34	11.51	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	5.37	169.32
	B	4.29	0.00	33.53
	C	151.22	13.66	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	10.73	172.53
	B	8.58	0.00	34.61
	C	116.88	7.22	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	4.29	176.83
	B	4.29	0.00	37.83
	C	108.30	9.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.45	16.74	0.8	C	38.36	153.45
C-AB	0.13	9.37	0.1	A	10.47	41.88
C-A					142.01	568.06
A-B					6.44	25.75
A-C					172.46	689.83

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	30.31	30.31	102.85	0.295	29.90	0.0	0.4	12.271	B
C-AB	11.55	11.55	111.41	0.104	11.44	0.0	0.1	8.993	A
C-A	185.38	185.38			185.38				
A-B	5.37	5.37			5.37				
A-C	164.03	164.03			164.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37.83	37.83	101.60	0.372	37.66	0.4	0.6	14.037	B
C-AB	13.73	13.73	109.78	0.125	13.70	0.1	0.1	9.366	A
C-A	153.71	153.71			153.71				
A-B	5.37	5.37			5.37				
A-C	171.64	171.64			171.64				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	43.19	43.19	96.53	0.447	42.98	0.6	0.8	16.738	C
C-AB	7.22	7.22	107.28	0.067	7.29	0.1	0.1	9.007	A
C-A	118.85	118.85			118.85				
A-B	10.73	10.73			10.73				
A-C	174.90	174.90			174.90				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	42.12	42.12	103.08	0.409	42.20	0.8	0.7	14.805	B
C-AB	9.38	9.38	107.83	0.087	9.36	0.1	0.1	9.137	A
C-A	110.12	110.12			110.12				
A-B	4.29	4.29			4.29				
A-C	179.26	179.26			179.26				

Existing Junction Layout - 2026 Future Year Baseline with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2026 Future Year Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2026 Future Year Baseline with Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	7.50	83.46
	B	3.22	0.00	15.65
	C	144.49	22.93	0.00

16:30 - 16:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	9.65	97.40
	B	8.58	0.00	17.79
	C	158.43	20.79	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	6.43	125.27
	B	6.43	0.00	23.15
	C	126.27	26.15	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	11.79	125.27
	B	9.65	0.00	26.37
	C	170.22	21.86	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.37	14.86	0.6	B	27.71	110.82
C-AB	0.22	9.49	0.3	A	23.25	92.99
C-A					150.27	601.09
A-B					8.84	35.37
A-C					110.27	441.08

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.86	18.86	117.48	0.161	18.67	0.0	0.2	9.091	A
C-AB	23.18	23.18	130.33	0.178	22.96	0.0	0.2	8.366	A
C-A	144.95	144.95			144.95				
A-B	7.50	7.50			7.50				
A-C	85.34	85.34			85.34				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.37	26.37	100.92	0.261	26.21	0.2	0.3	12.021	B
C-AB	21.00	21.00	126.36	0.166	21.01	0.2	0.2	8.544	A
C-A	158.99	158.99			158.99				
A-B	9.65	9.65			9.65				
A-C	99.59	99.59			99.59				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.58	29.58	103.57	0.286	29.54	0.3	0.4	12.149	B
C-AB	26.61	26.61	121.29	0.219	26.54	0.2	0.3	9.490	A
C-A	126.42	126.42			126.42				
A-B	6.43	6.43			6.43				
A-C	128.08	128.08			128.08				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	36.01	36.01	96.19	0.374	35.82	0.4	0.6	14.860	B
C-AB	22.20	22.20	119.74	0.185	22.25	0.3	0.2	9.237	A
C-A	170.71	170.71			170.71				
A-B	11.79	11.79			11.79				
A-C	128.08	128.08			128.08				

Appendix M

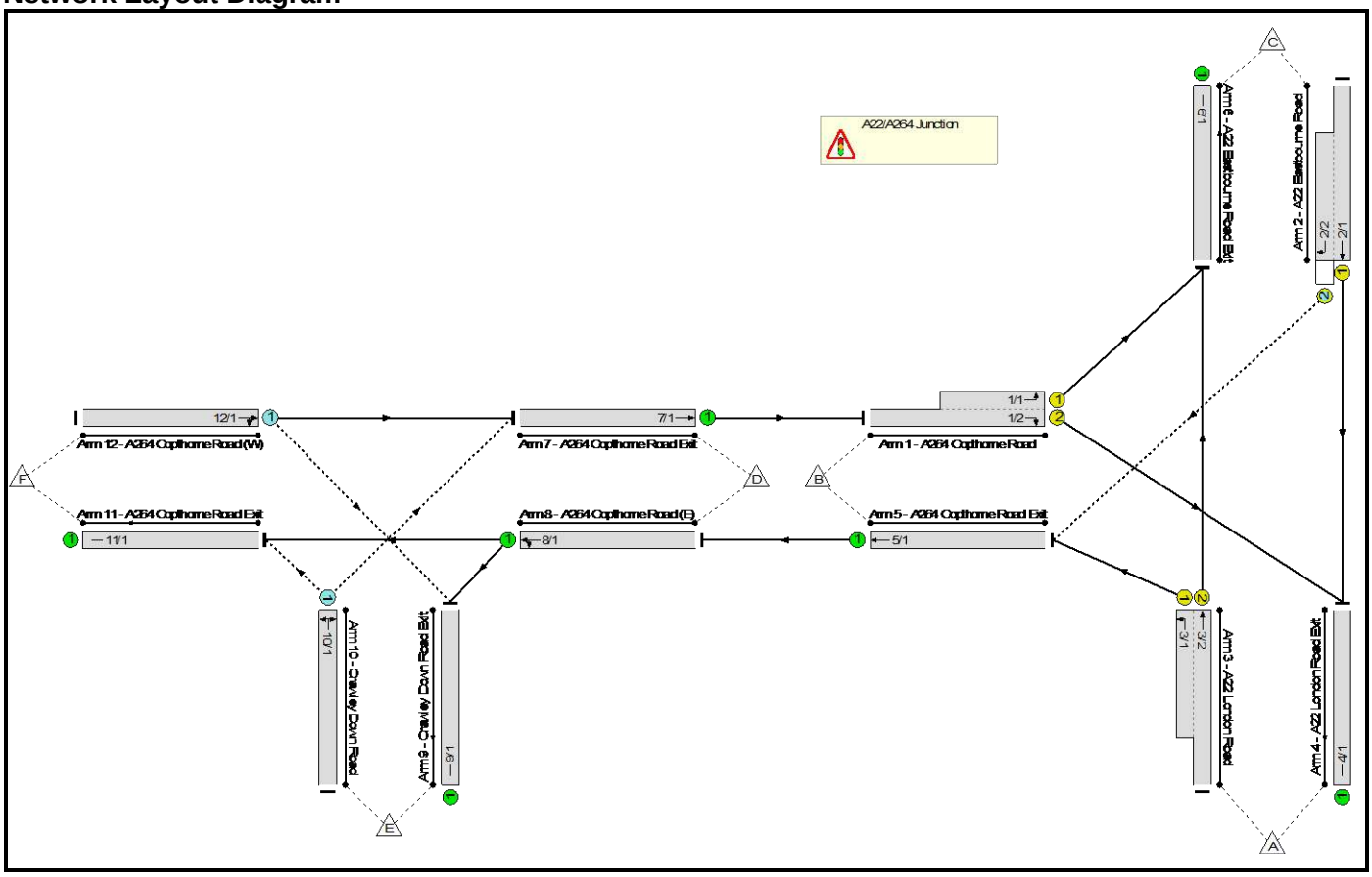
A22/A264 and A264/Crawley Down Road Network LinSig Output

A264/A22 LinSig Output

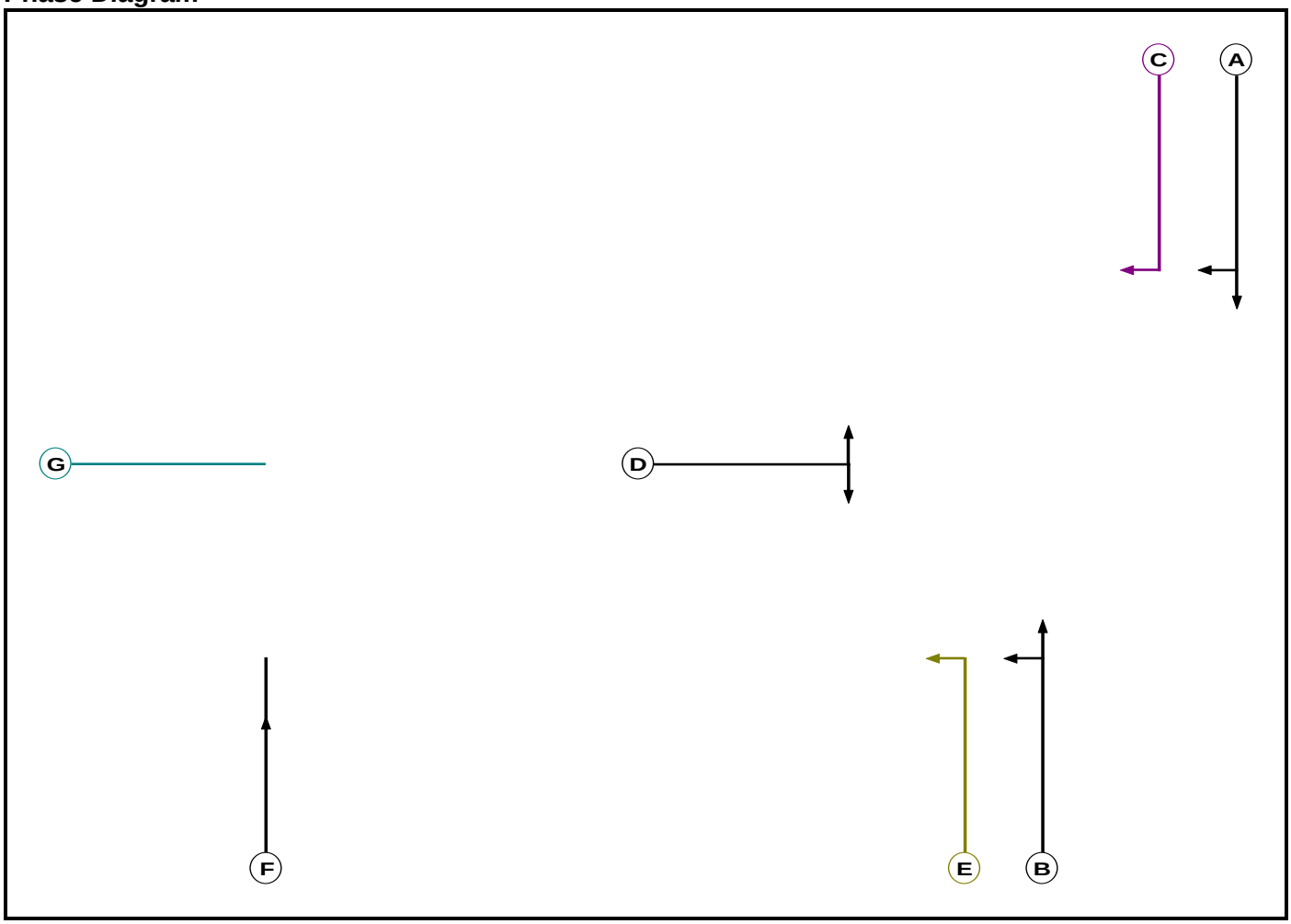
User and Project Details

Project:	**A22/A264 Signalised Junction and A264/Crawley Down Road Priority Junction Network Model, Felbridge**
Title:	
Location:	
Additional detail:	
File name:	M01-A22-A264 LinSig 2019-11-18 RAA Atkins Scheme.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Ind. Arrow	1	A	4	4
D	Traffic	1		7	7
E	Filter	1	B	2	0
F	Traffic	2		7	7
G	Dummy	2		0	0

A264/A22 LinSig Output

Phase Intergreens Matrix

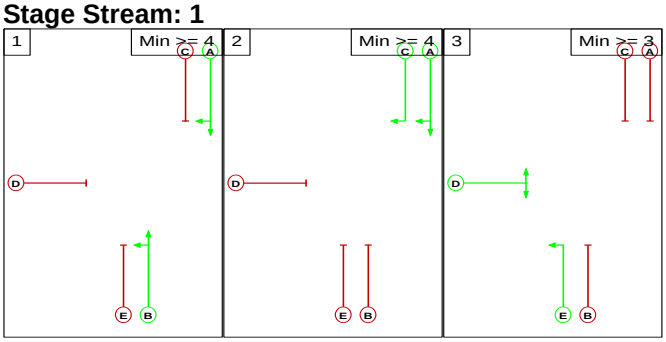
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	8	8	-	-
B	-		5	6	-	-	-
C	-	5		6	5	-	-
D	6	7	6		-	-	-
E	3	-	6	-		-	-
F	-	-	-	-	-		0
G	-	-	-	-	-	0	

Phases in Stage

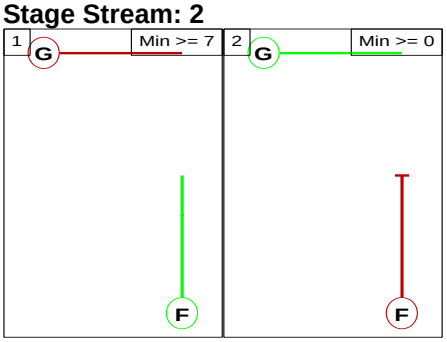
Stream	Stage No.	Phases in Stage
1	1	A B
1	2	A C
1	3	D E
2	1	F
2	2	G

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	E	Gaining absolute	12	12
2	3	E	Gaining absolute	12	12

A264/A22 LinSig Output

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		5	12
	2	5		12
	3	10	X	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		0
	2	2	

Give-Way Lane Input Data

Junction: A22/A264 Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (A22 Eastbourne Road)	5/1 (Right)	1439	0	3/1	1.09	All	2.00	-	0.50	2	2.00
				3/2	1.09	All					
10/1 (Crawley Down Road)	7/1 (Right)	600	0	8/1	0.22	All					
				12/1	0.19	All	-	-	-	-	-
	11/1 (Left)	715	0	8/1	0.22	All					
12/1 (A264 Copthorne Road (W))	9/1 (Right)	850	0	8/1	0.35	All	-	-	-	-	-

Lane Input Data

Junction: A22/A264 Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A264 Copthorne Road)	U	D	2	3	9.0	Geom	-	3.25	0.00	Y	Arm 6 Left	9.00
1/2 (A264 Copthorne Road)	U	D	2	3	34.8	Geom	-	3.25	0.00	Y	Arm 4 Right	32.00
2/1 (A22 Eastbourne Road)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
2/2 (A22 Eastbourne Road)	O	A C	2	3	11.0	Geom	-	3.25	0.00	Y	Arm 5 Right	10.00
3/1 (A22 London Road)	U	B E	2	3	11.0	Geom	-	3.00	0.00	Y	Arm 5 Left	24.00
3/2 (A22 London Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/1 (A22 London Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A264 Copthorne Road Exit)	U		2	3	34.8	Inf	-	-	-	-	-	-
6/1 (A22 Eastbourne Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A264 Copthorne Road Exit)	U		2	3	19.1	Inf	-	-	-	-	-	-
8/1 (A264 Copthorne Road (E))	U		2	3	19.1	Inf	-	-	-	-	-	-
9/1 (Crawley Down Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Crawley Down Road)	O		2	3	60.0	User	1800	-	-	-	-	-
11/1 (A264 Copthorne Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A264 Copthorne Road (W))	O		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2026 Future Year Baseline AM Peak'	07:45	08:45	01:00	F3+F5
8: '2026 Future Year Baseline PM Peak'	16:15	17:15	01:00	F4+F6
11: '2026 with Development AM Peak'	07:45	08:45	01:00	F7+F9
12: '2026 with Development PM Peak'	16:15	17:15	01:00	F8+F10
15: '2031 Future Year Baseline AM Peak'	07:45	08:45	01:00	F13+F5
16: '2031 Future Year Baseline PM Peak'	16:15	17:15	01:00	F14+F6
17: '2031 with Development AM Peak'	07:45	08:45	01:00	F15+F9
18: '2031 with Development PM Peak'	16:15	17:15	01:00	F16+F10

Scenario 3: '2026 Future Year Baseline AM Peak' (FG7: '2026 Future Year Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	743	545	0	0	0	1288
	B	687	0	94	0	0	0	781
	C	490	80	0	0	0	0	570
	D	0	0	0	0	149	710	859
	E	0	0	0	179	0	10	189
	F	0	0	0	591	2	0	593
	Tot.	1177	823	639	770	151	720	4280

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 3: 2026 Future Year Baseline AM Peak
Junction: A22/A264 Junction	
1/1 (short)	94
1/2 (with short)	781(In) 687(Out)
2/1 (with short)	570(In) 490(Out)
2/2 (short)	80
3/1 (short)	743
3/2 (with short)	1288(In) 545(Out)
4/1	1177
5/1	823
6/1	639
7/1	770
8/1	859
9/1	151
10/1	189
11/1	720
12/1	593

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Future Year Baseline PM Peak' (FG8: '2026 Future Year Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	567	438	0	0	0	1005
	B	641	0	95	0	0	0	736
	C	454	82	0	0	0	0	536
	D	0	0	0	0	177	468	645
	E	0	0	0	106	0	9	115
	F	0	0	0	710	7	0	717
	Tot.	1095	649	533	816	184	477	3754

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 4: 2026 Future Year Baseline PM Peak
Junction: A22/A264 Junction	
1/1 (short)	95
1/2 (with short)	736(In) 641(Out)
2/1 (with short)	536(In) 454(Out)
2/2 (short)	82
3/1 (short)	567
3/2 (with short)	1005(In) 438(Out)
4/1	1095
5/1	649
6/1	533
7/1	816
8/1	645
9/1	184
10/1	115
11/1	477
12/1	717

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 with Development AM Peak' (FG11: '2026 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	754	545	0	0	0	1299
	B	713	0	101	0	0	0	814
	C	490	83	0	0	0	0	573
	D	0	0	0	0	163	710	873
	E	0	0	0	212	0	10	222
	F	0	0	0	591	2	0	593
	Tot.	1203	837	646	803	165	720	4374

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 5: 2026 with Development AM Peak
Junction: A22/A264 Junction	
1/1 (short)	101
1/2 (with short)	814(In) 713(Out)
2/1 (with short)	573(In) 490(Out)
2/2 (short)	83
3/1 (short)	754
3/2 (with short)	1299(In) 545(Out)
4/1	1203
5/1	837
6/1	646
7/1	803
8/1	873
9/1	165
10/1	222
11/1	720
12/1	593

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 with Development PM Peak' (FG12: '2026 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	591	438	0	0	0	1029
	B	653	0	98	0	0	0	751
	C	454	88	0	0	0	0	542
	D	0	0	0	0	207	468	675
	E	0	0	0	121	0	9	130
	F	0	0	0	710	7	0	717
	Tot.	1107	679	536	831	214	477	3844

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 6: 2026 with Development PM Peak
Junction: A22/A264 Junction	
1/1 (short)	98
1/2 (with short)	751(In) 653(Out)
2/1 (with short)	542(In) 454(Out)
2/2 (short)	88
3/1 (short)	591
3/2 (with short)	1029(In) 438(Out)
4/1	1107
5/1	679
6/1	536
7/1	831
8/1	675
9/1	214
10/1	130
11/1	477
12/1	717

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 with Development - Optimised AM Peak' (FG11: '2026 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	754	545	0	0	0	1299
	B	713	0	101	0	0	0	814
	C	490	83	0	0	0	0	573
	D	0	0	0	0	163	710	873
	E	0	0	0	212	0	10	222
	F	0	0	0	591	2	0	593
	Tot.	1203	837	646	803	165	720	4374

Traffic Lane Flows

Lane	Scenario 7: 2026 with Development - Optimised AM Peak
Junction: A22/A264 Junction	
1/1 (short)	101
1/2 (with short)	814(In) 713(Out)
2/1 (with short)	573(In) 490(Out)
2/2 (short)	83
3/1 (short)	754
3/2 (with short)	1299(In) 545(Out)
4/1	1203
5/1	837
6/1	646
7/1	803
8/1	873
9/1	165
10/1	222
11/1	720
12/1	593

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 with Development - Optimised PM Peak' (FG12: '2026 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	591	438	0	0	0	1029
	B	653	0	98	0	0	0	751
	C	454	88	0	0	0	0	542
	D	0	0	0	0	207	468	675
	E	0	0	0	121	0	9	130
	F	0	0	0	710	7	0	717
	Tot.	1107	679	536	831	214	477	3844

Traffic Lane Flows

Lane	Scenario 8: 2026 with Development - Optimised PM Peak
Junction: A22/A264 Junction	
1/1 (short)	98
1/2 (with short)	751(In) 653(Out)
2/1 (with short)	542(In) 454(Out)
2/2 (short)	88
3/1 (short)	591
3/2 (with short)	1029(In) 438(Out)
4/1	1107
5/1	679
6/1	536
7/1	831
8/1	675
9/1	214
10/1	130
11/1	477
12/1	717

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 Future Year Baseline AM Peak' (FG15: '2031 Future Year Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	761	558	0	0	0	1319
	B	703	0	96	0	0	0	799
	C	502	82	0	0	0	0	584
	D	0	0	0	0	152	728	880
	E	0	0	0	183	0	10	193
	F	0	0	0	606	2	0	608
	Tot.	1205	843	654	789	154	738	4383

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 9: 2031 Future Year Baseline AM Peak
Junction: A22/A264 Junction	
1/1 (short)	96
1/2 (with short)	799(In) 703(Out)
2/1 (with short)	584(In) 502(Out)
2/2 (short)	82
3/1 (short)	761
3/2 (with short)	1319(In) 558(Out)
4/1	1205
5/1	843
6/1	654
7/1	789
8/1	880
9/1	154
10/1	193
11/1	738
12/1	608

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Future Year Baseline PM Peak' (FG16: '2031 Future Year Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	581	449	0	0	0	1030
	B	658	0	98	0	0	0	756
	C	465	84	0	0	0	0	549
	D	0	0	0	0	181	480	661
	E	0	0	0	109	0	10	119
	F	0	0	0	729	7	0	736
	Tot.	1123	665	547	838	188	490	3851

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 10: 2031 Future Year Baseline PM Peak
Junction: A22/A264 Junction	
1/1 (short)	98
1/2 (with short)	756(In) 658(Out)
2/1 (with short)	549(In) 465(Out)
2/2 (short)	84
3/1 (short)	581
3/2 (with short)	1030(In) 449(Out)
4/1	1123
5/1	665
6/1	547
7/1	838
8/1	661
9/1	188
10/1	119
11/1	490
12/1	736

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2031 with Development AM Peak' (FG17: '2031 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	772	558	0	0	0	1330
	B	729	0	103	0	0	0	832
	C	502	85	0	0	0	0	587
	D	0	0	0	0	166	728	894
	E	0	0	0	216	0	10	226
	F	0	0	0	606	2	0	608
	Tot.	1231	857	661	822	168	738	4477

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 11: 2031 with Development AM Peak
Junction: A22/A264 Junction	
1/1 (short)	103
1/2 (with short)	832(In) 729(Out)
2/1 (with short)	587(In) 502(Out)
2/2 (short)	85
3/1 (short)	772
3/2 (with short)	1330(In) 558(Out)
4/1	1231
5/1	857
6/1	661
7/1	822
8/1	894
9/1	168
10/1	226
11/1	738
12/1	608

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 with Development PM Peak' (FG18: '2031 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	605	449	0	0	0	1054
	B	670	0	101	0	0	0	771
	C	465	90	0	0	0	0	555
	D	0	0	0	0	211	480	691
	E	0	0	0	124	0	10	134
	F	0	0	0	729	7	0	736
	Tot.	1135	695	550	853	218	490	3941

A264/A22 LinSig Output

Traffic Lane Flows

Lane	Scenario 12: 2031 with Development PM Peak
Junction: A22/A264 Junction	
1/1 (short)	101
1/2 (with short)	771(In) 670(Out)
2/1 (with short)	555(In) 465(Out)
2/2 (short)	90
3/1 (short)	605
3/2 (with short)	1054(In) 449(Out)
4/1	1135
5/1	695
6/1	550
7/1	853
8/1	691
9/1	218
10/1	134
11/1	490
12/1	736

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2031 with Development - Optimised AM Peak' (FG17: '2031 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	772	558	0	0	0	1330
	B	729	0	103	0	0	0	832
	C	502	85	0	0	0	0	587
	D	0	0	0	0	166	728	894
	E	0	0	0	216	0	10	226
	F	0	0	0	606	2	0	608
	Tot.	1231	857	661	822	168	738	4477

Traffic Lane Flows

Lane	Scenario 13: 2031 with Development - Optimised AM Peak
Junction: A22/A264 Junction	
1/1 (short)	103
1/2 (with short)	832(In) 729(Out)
2/1 (with short)	587(In) 502(Out)
2/2 (short)	85
3/1 (short)	772
3/2 (with short)	1330(In) 558(Out)
4/1	1231
5/1	857
6/1	661
7/1	822
8/1	894
9/1	168
10/1	226
11/1	738
12/1	608

Lane Saturation Flows

Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2031 with Development - Optimised PM Peak' (FG18: '2031 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	605	449	0	0	0	1054
	B	670	0	101	0	0	0	771
	C	465	90	0	0	0	0	555
	D	0	0	0	0	211	480	691
	E	0	0	0	124	0	10	134
	F	0	0	0	729	7	0	736
	Tot.	1135	695	550	853	218	490	3941

Traffic Lane Flows

Lane	Scenario 14: 2031 with Development - Optimised PM Peak
Junction: A22/A264 Junction	
1/1 (short)	101
1/2 (with short)	771(In) 670(Out)
2/1 (with short)	555(In) 465(Out)
2/2 (short)	90
3/1 (short)	605
3/2 (with short)	1054(In) 449(Out)
4/1	1135
5/1	695
6/1	550
7/1	853
8/1	691
9/1	218
10/1	134
11/1	490
12/1	736

Lane Saturation Flows

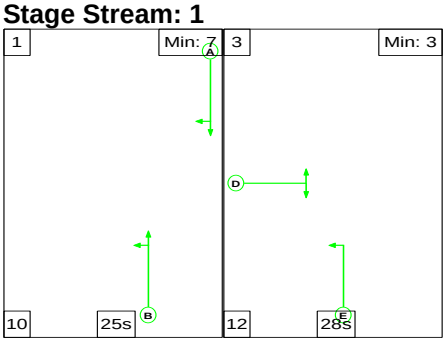
Junction: A22/A264 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Road)	3.25	0.00	Y	Arm 6 Left	9.00	100.0 %	1663	1663
1/2 (A264 Copthorne Road)	3.25	0.00	Y	Arm 4 Right	32.00	100.0 %	1853	1853
2/1 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
2/2 (A22 Eastbourne Road)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
3/1 (A22 London Road)	3.00	0.00	Y	Arm 5 Left	24.00	100.0 %	1802	1802
3/2 (A22 London Road)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/1 (A22 London Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A22 Eastbourne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A264 Copthorne Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Crawley Down Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Crawley Down Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (A264 Copthorne Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A264 Copthorne Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf

A264/A22 LinSig Output

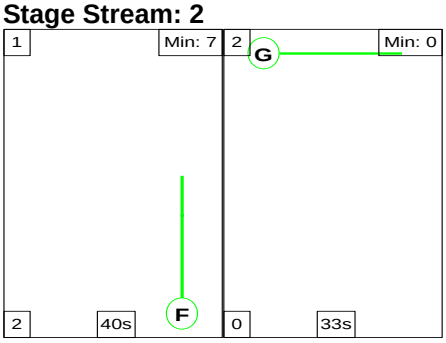
Scenario 3: '2026 Future Year Baseline AM Peak' (FG7: '2026 Future Year Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

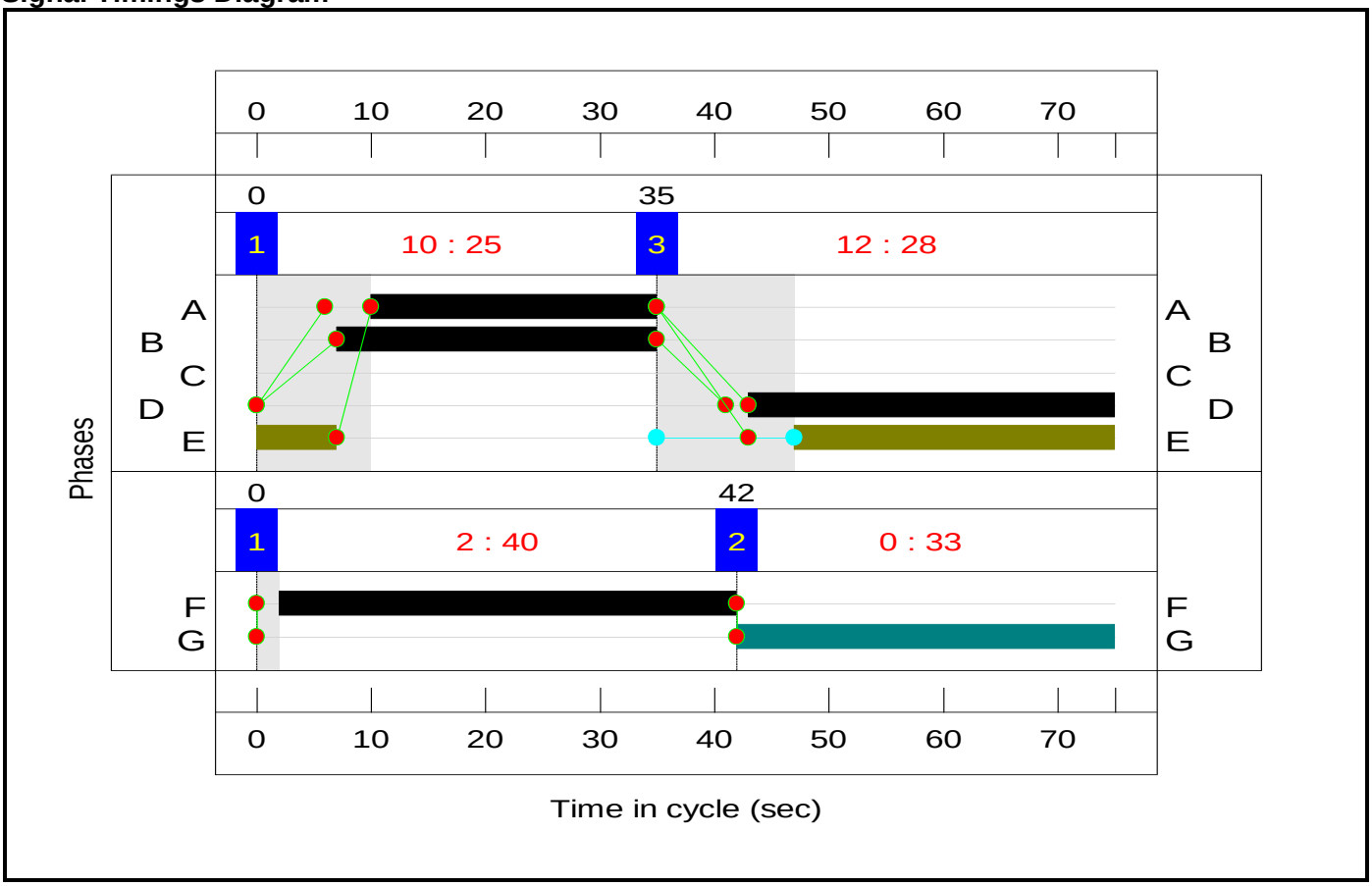
Stage Stream: 1

Stage	1	3
Duration	25	28
Change Point	0	35

Stage Stream: 2

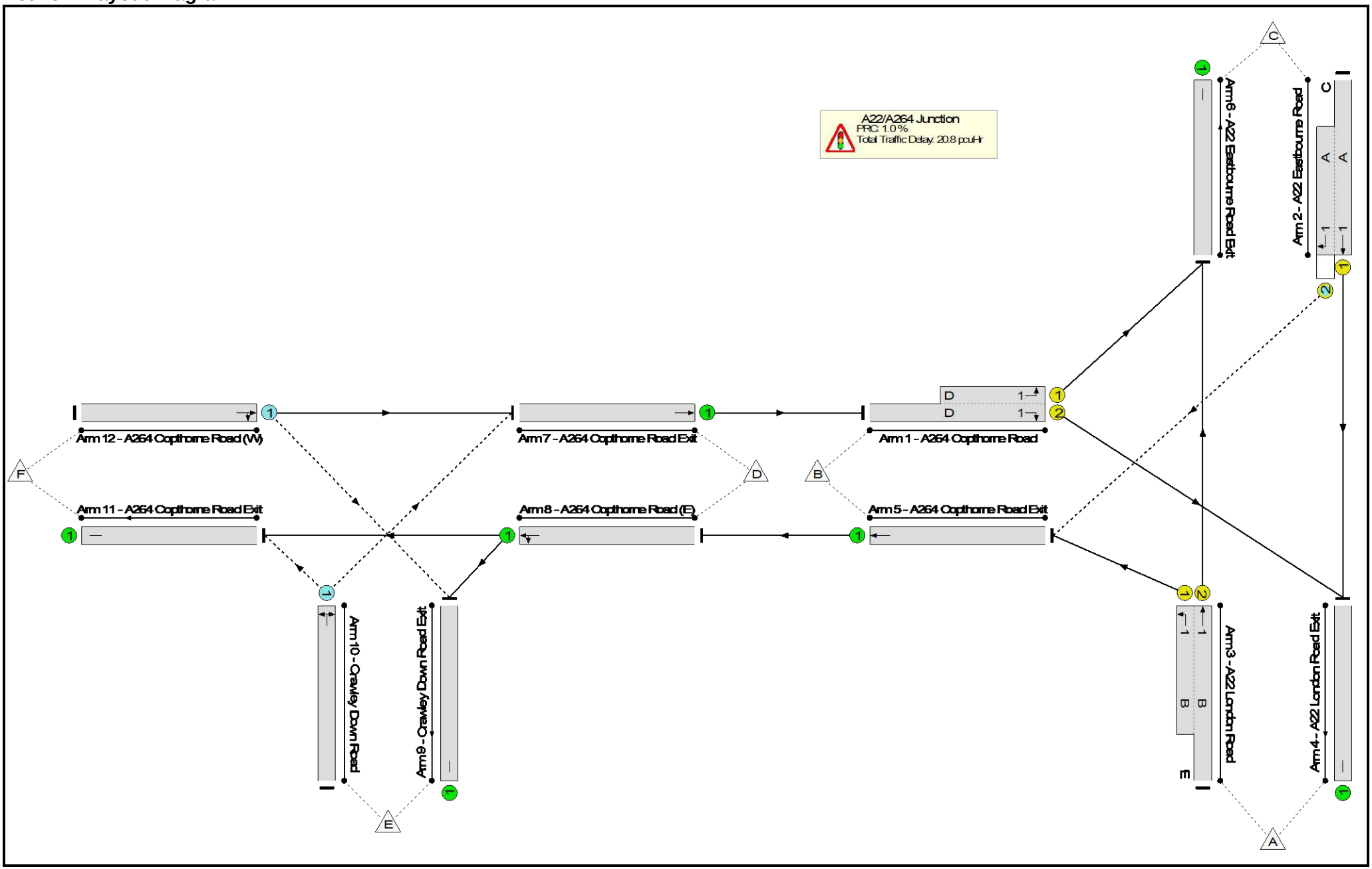
Stage	1	2
Duration	40	33
Change Point	0	42

Signal Timings Diagram



A264/A22 LinSig Output

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	32	-	781	1853:1663	881	88.6%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	25	0	570	1940:1687	758	75.2%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	28:63	35	1288	1915:1802	1445	89.1%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1177	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	189	1800	305	61.9%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	593	Inf	36000	1.6%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**196**	**0**	**75**	**10.5**	**9.8**	**0.5**	**20.8**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**196**	**0**	**75**	**10.5**	**9.8**	**0.5**	**20.8**	**-**	**-**	**-**	**-**
1/2+1/1	781	781	-	-	-	3.9	3.6	-	7.6	35.0	13.3	3.6	16.9
2/1+2/2	570	570	5	0	75	3.3	1.5	0.5	5.3	33.3	8.8	1.5	10.3
3/2+3/1	1288	1288	-	-	-	3.3	3.9	-	7.2	20.1	9.7	3.9	13.6
4/1	1177	1177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	189	189	189	0	0	0.0	0.8	-	0.8	15.3	0.0	0.8	0.8
11/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	593	593	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

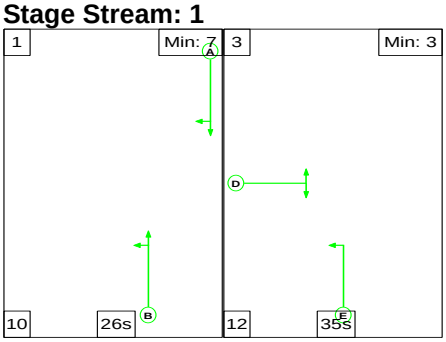
C1	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	20.03	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	20.84		

A264/A22 LinSig Output

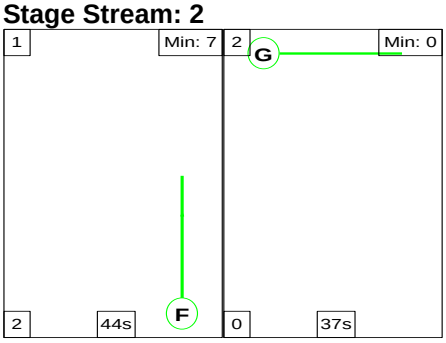
Scenario 4: '2026 Future Year Baseline PM Peak' (FG8: '2026 Future Year Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

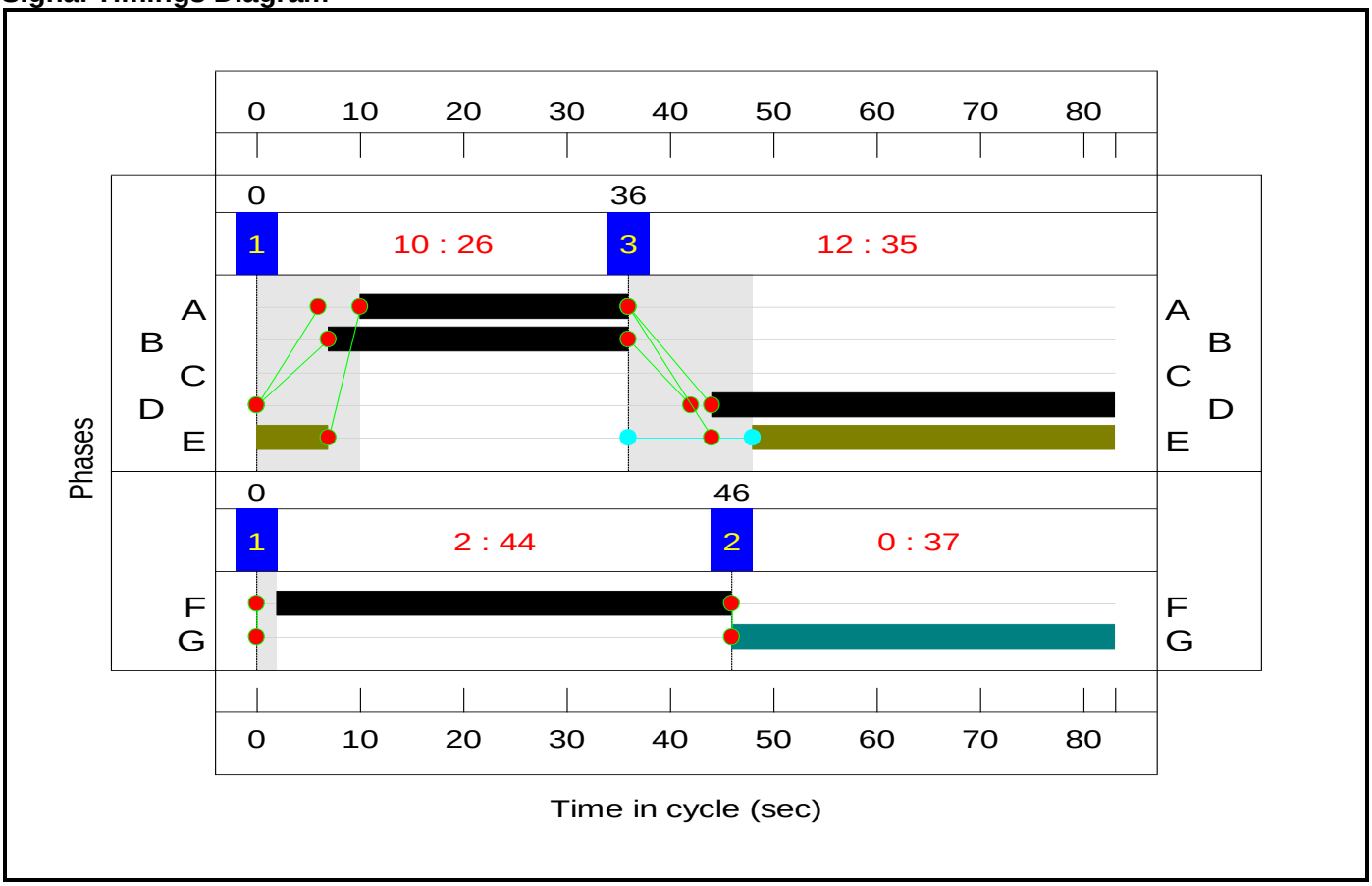
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

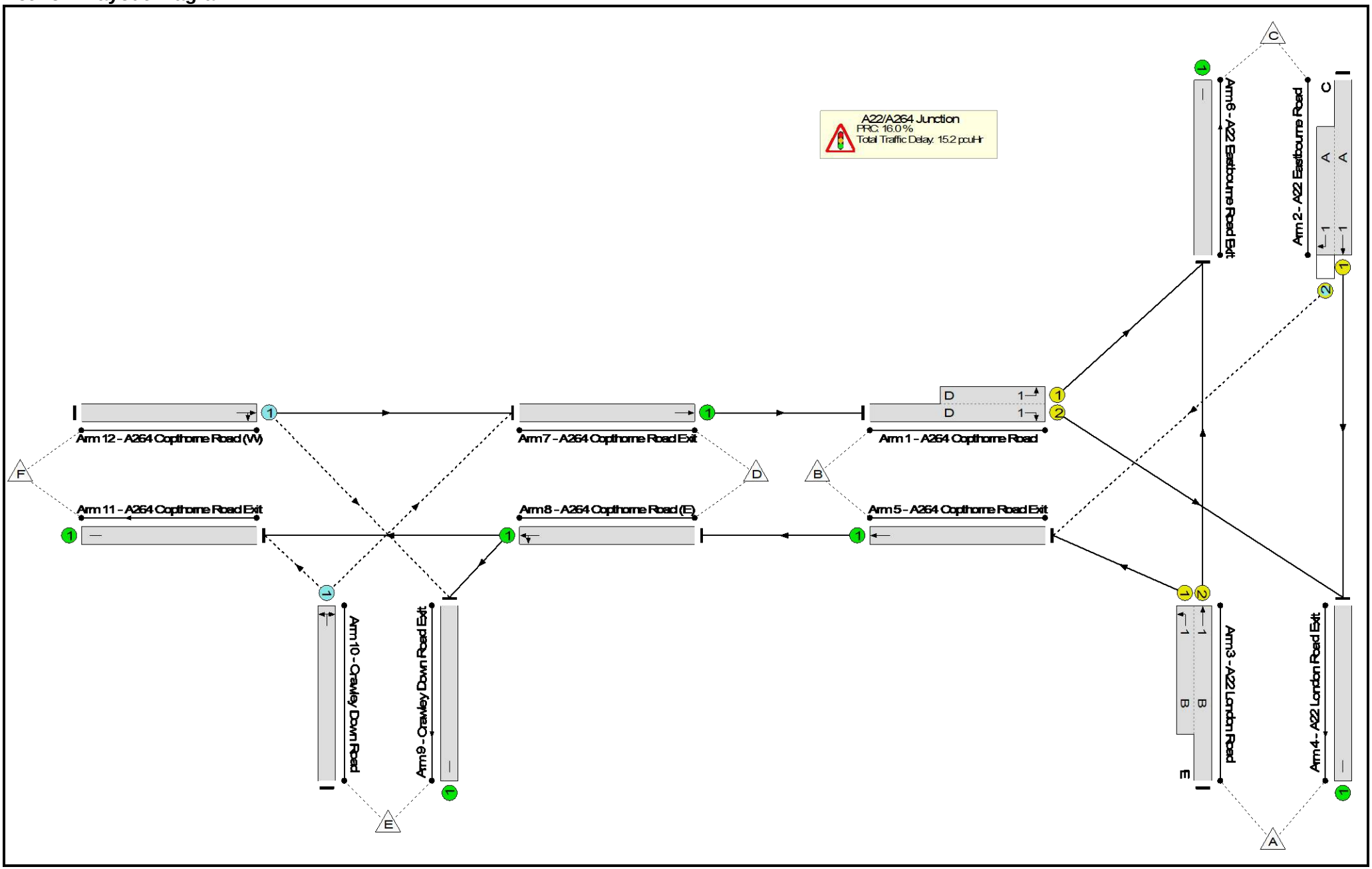
Stage Stream: 2

Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.6%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.6%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	736	1853:1663	954	77.1%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	536	1940:1687	723	74.1%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1005	1915:1802	1295	77.6%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	115	1800	333	34.5%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	717	Inf	36000	2.0%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**180**	**0**	**24**	**9.8**	**5.1**	**0.4**	**15.2**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**180**	**0**	**24**	**9.8**	**5.1**	**0.4**	**15.2**	**-**	**-**	**-**	**-**
1/2+1/1	736	736	-	-	-	3.4	1.7	-	5.0	24.6	12.2	1.7	13.8
2/1+2/2	536	536	58	0	24	3.6	1.4	0.4	5.4	36.0	9.2	1.4	10.6
3/2+3/1	1005	1005	-	-	-	2.8	1.7	-	4.5	16.3	8.3	1.7	10.0
4/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	115	115	115	0	0	0.0	0.3	-	0.3	8.2	0.0	0.3	0.3
11/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	717	717	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

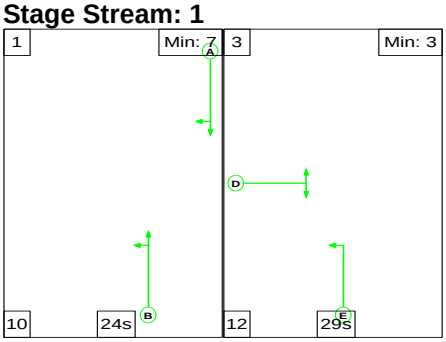
C1	Stream: 1 PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	14.94	Cycle Time (s):	83
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	83
	PRC Over All Lanes (%):	16.0	Total Delay Over All Lanes(pcuHr):	15.21		

A264/A22 LinSig Output

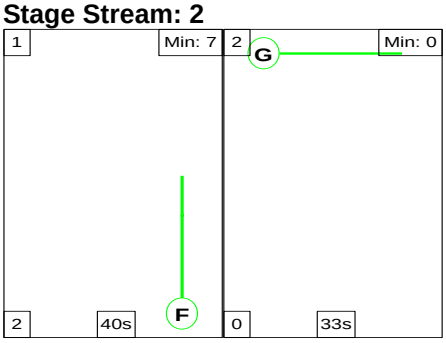
Scenario 5: '2026 with Development AM Peak' (FG11: '2026 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

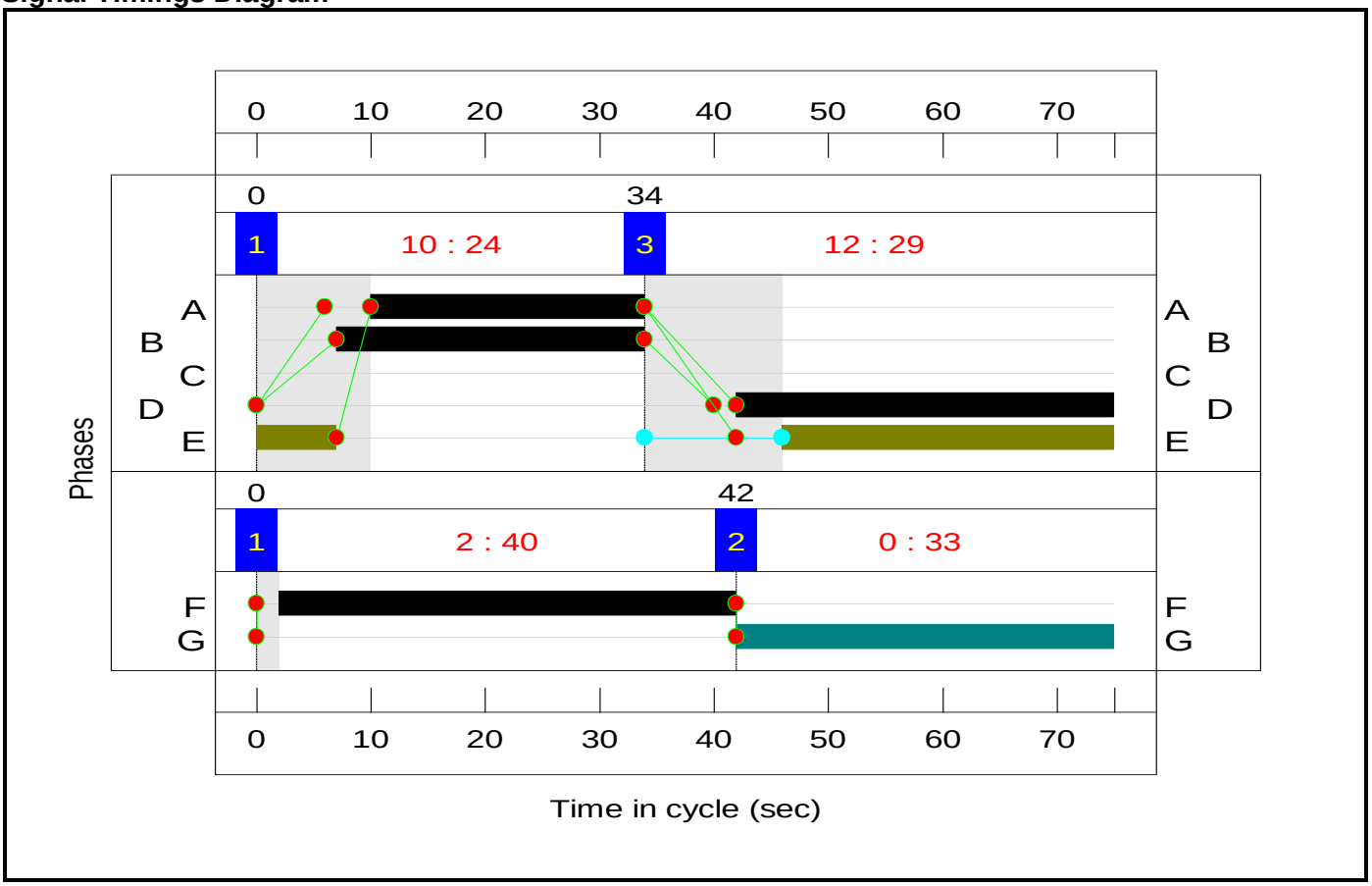
Stage Stream: 1

Stage	1	3
Duration	24	29
Change Point	0	34

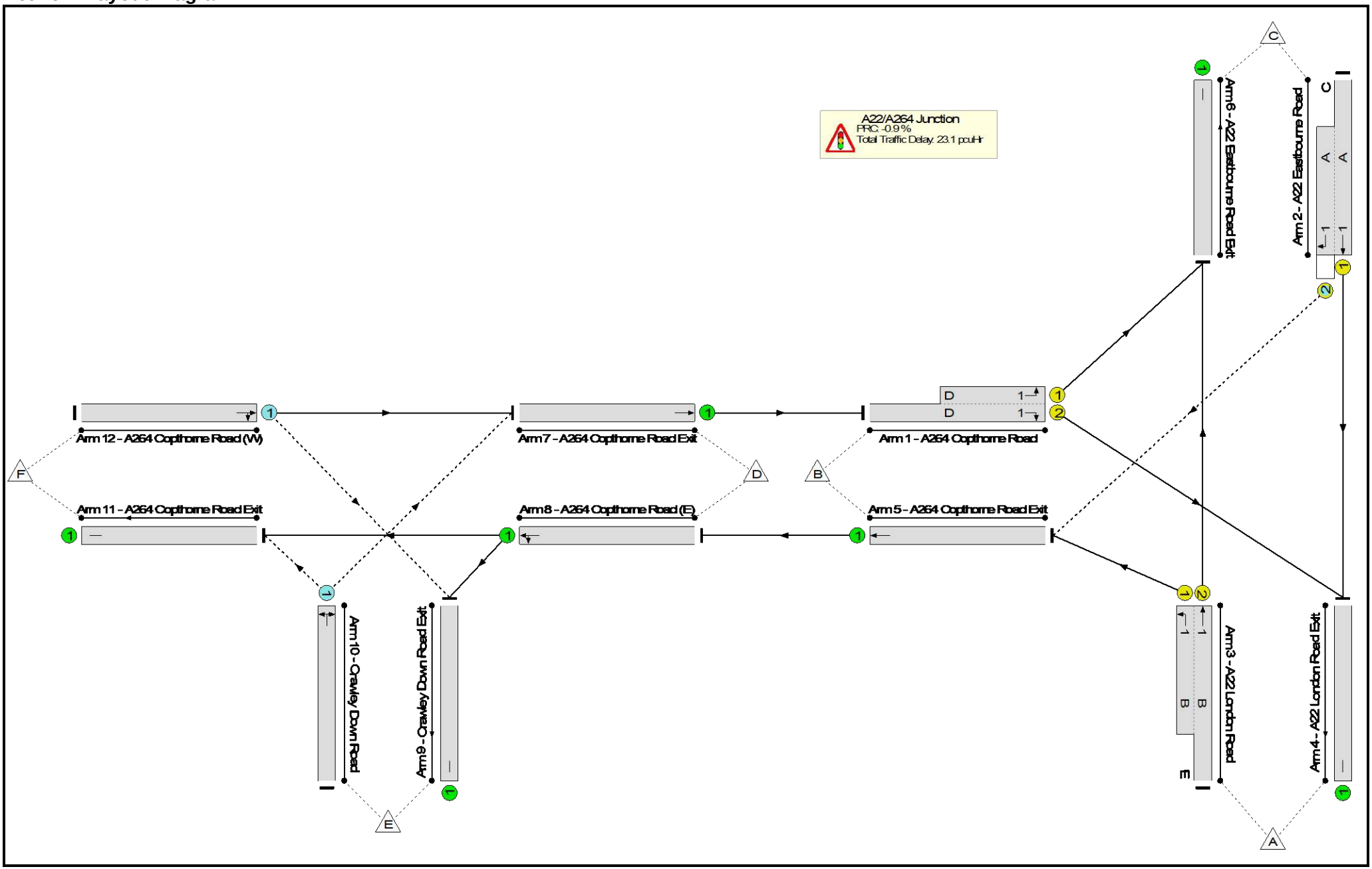
Stage Stream: 2

Stage	1	2
Duration	40	33
Change Point	0	42

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	33	-	814	1853:1663	907	89.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	24	0	573	1940:1687	734	78.0%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	27:63	36	1299	1915:1802	1431	90.8%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	222	1800	301	73.8%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	593	Inf	36000	1.6%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**227**	**0**	**80**	**10.9**	**11.7**	**0.5**	**23.1**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**227**	**0**	**80**	**10.9**	**11.7**	**0.5**	**23.1**	**-**	**-**	**-**	**-**
1/2+1/1	814	814	-	-	-	4.0	4.0	-	8.0	35.5	14.1	4.0	18.1
2/1+2/2	573	573	3	0	80	3.4	1.7	0.5	5.7	35.7	9.0	1.7	10.7
3/2+3/1	1299	1299	-	-	-	3.4	4.6	-	8.0	22.2	9.8	4.6	14.4
4/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	222	222	222	0	0	0.0	1.4	-	1.4	22.0	0.0	1.4	1.4
11/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	593	593	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

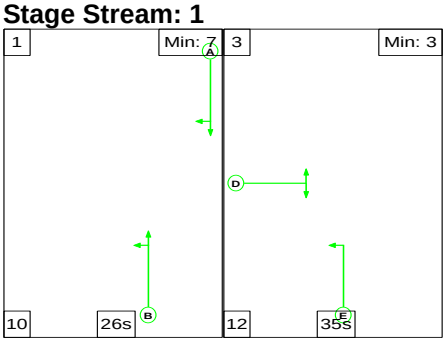
C1	Stream: 1 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	21.71	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	23.08		

A264/A22 LinSig Output

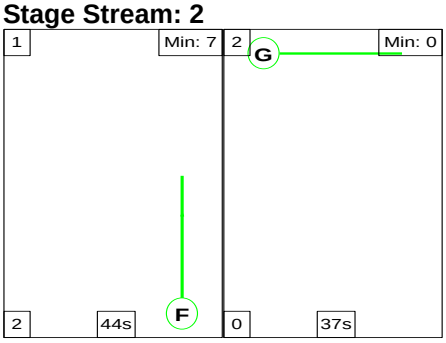
Scenario 6: '2026 with Development PM Peak' (FG12: '2026 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

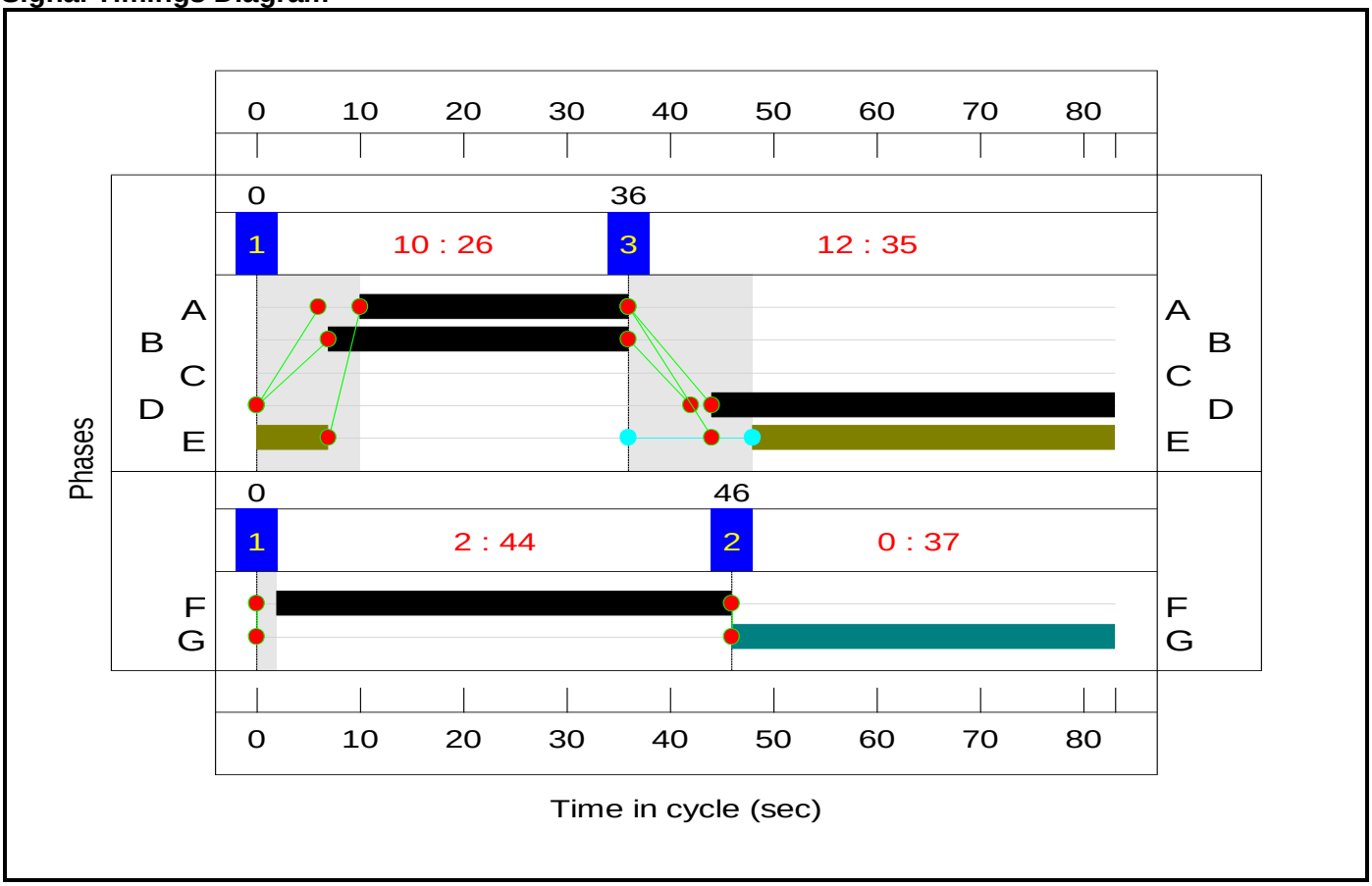
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

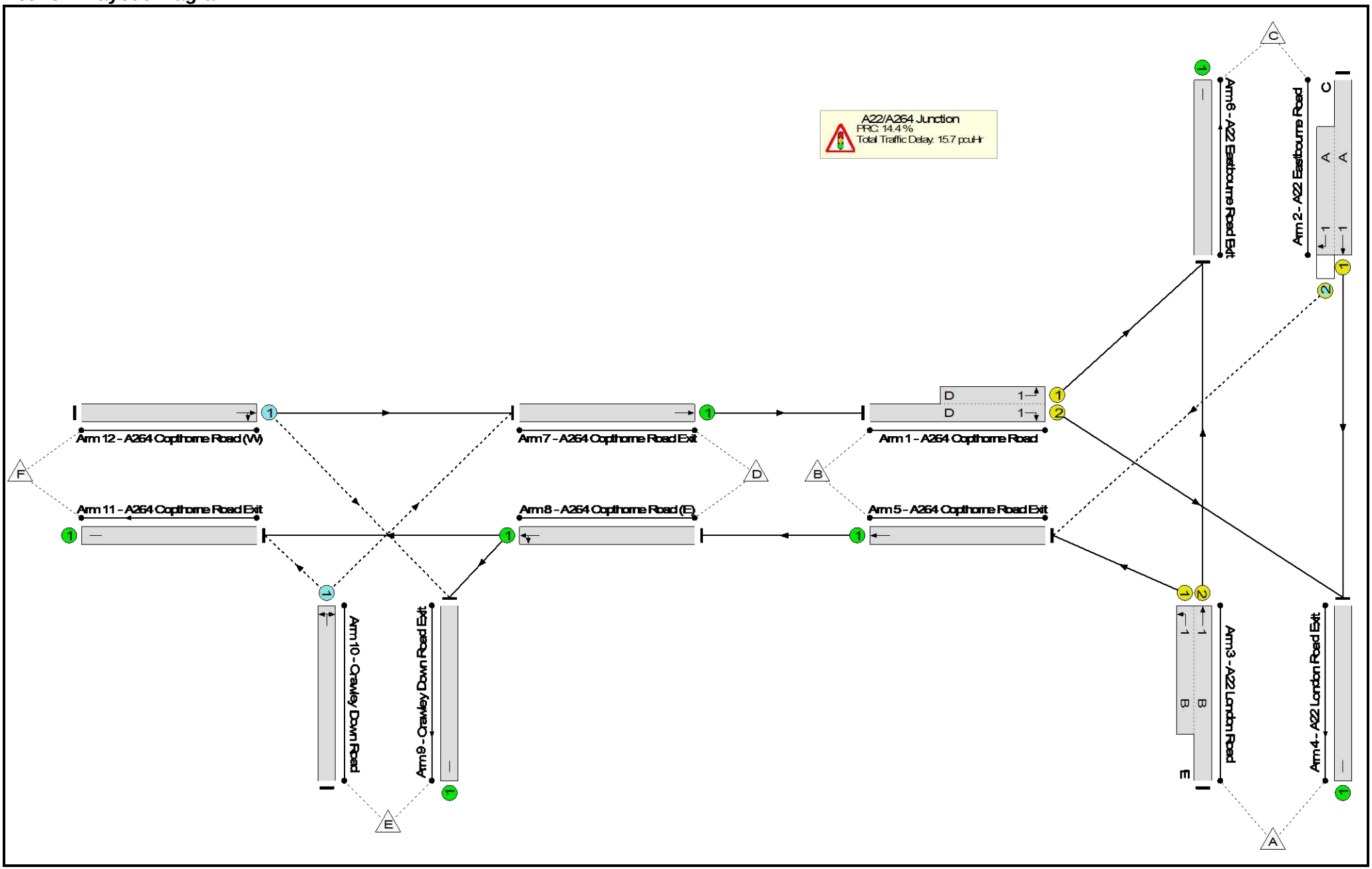
Stage Stream: 2

Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	751	1853:1663	955	78.6%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	542	1940:1687	729	74.3%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1029	1915:1802	1321	77.9%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	130	1800	325	40.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	717	Inf	36000	2.0%

A264/A22 LinSig Output

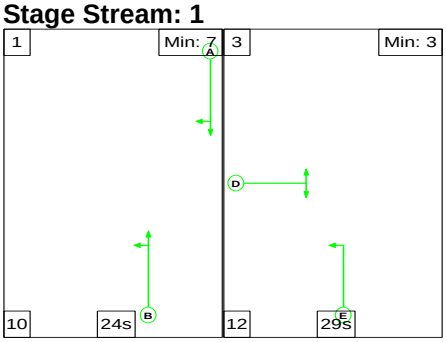
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**191**	**0**	**34**	**9.9**	**5.3**	**0.4**	**15.7**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**191**	**0**	**34**	**9.9**	**5.3**	**0.4**	**15.7**	**-**	**-**	**-**	**-**
1/2+1/1	751	751	-	-	-	3.5	1.8	-	5.3	25.3	12.6	1.8	14.4
2/1+2/2	542	542	54	0	34	3.6	1.4	0.4	5.5	36.2	9.2	1.4	10.6
3/2+3/1	1029	1029	-	-	-	2.8	1.7	-	4.6	16.1	8.3	1.7	10.0
4/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	130	130	130	0	0	0.0	0.3	-	0.3	9.2	0.0	0.3	0.3
11/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	717	717	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 15.33 Cycle Time (s): 83
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 83
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 15.67

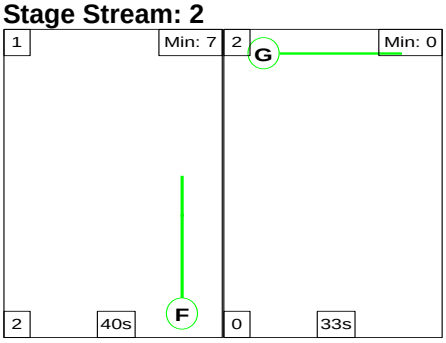
A264/A22 LinSig Output
Scenario 7: '2026 with Development - Optimised AM Peak' (FG11: '2026 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

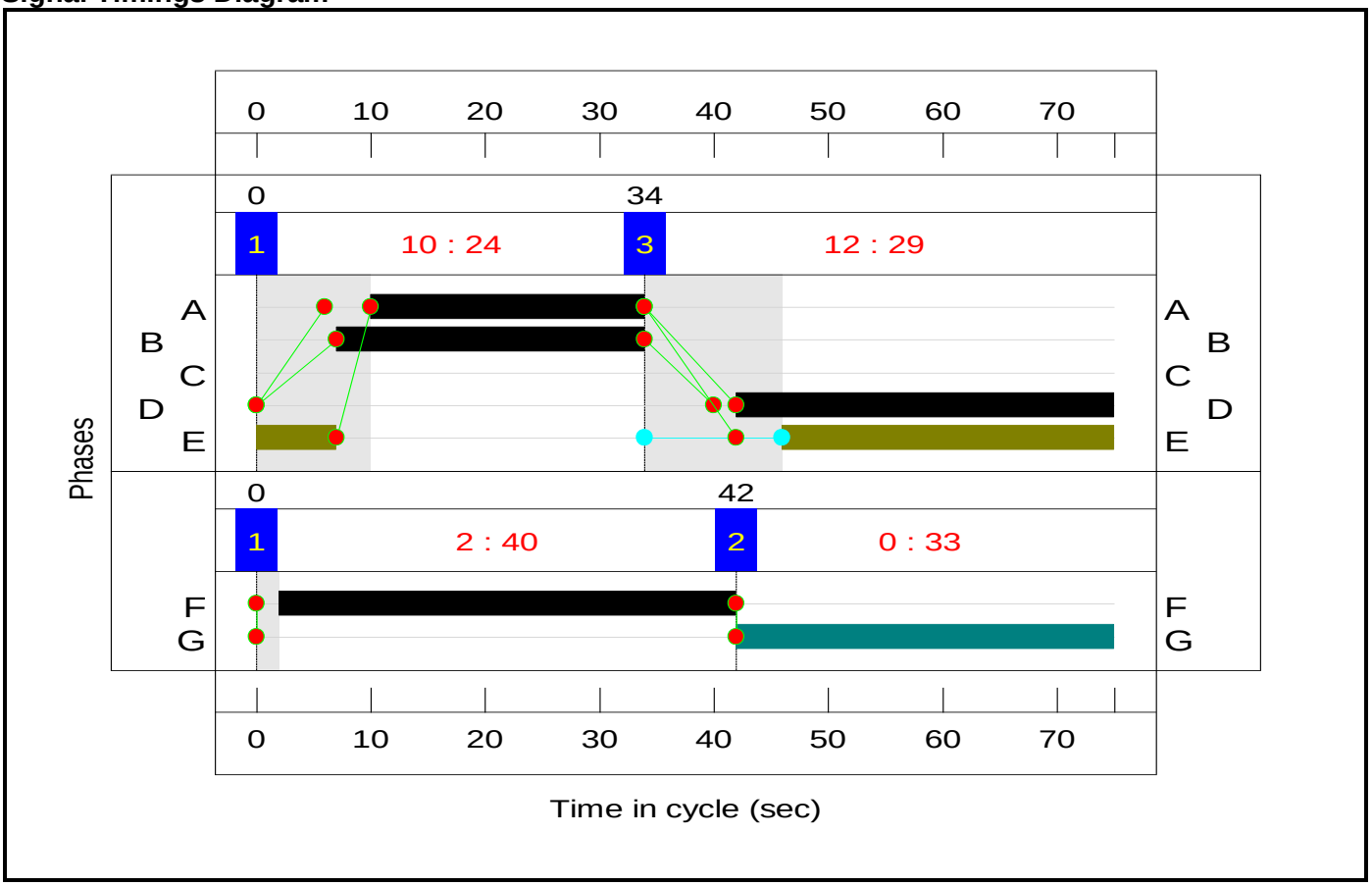
Stage Stream: 1

Stage	1	3
Duration	24	29
Change Point	0	34

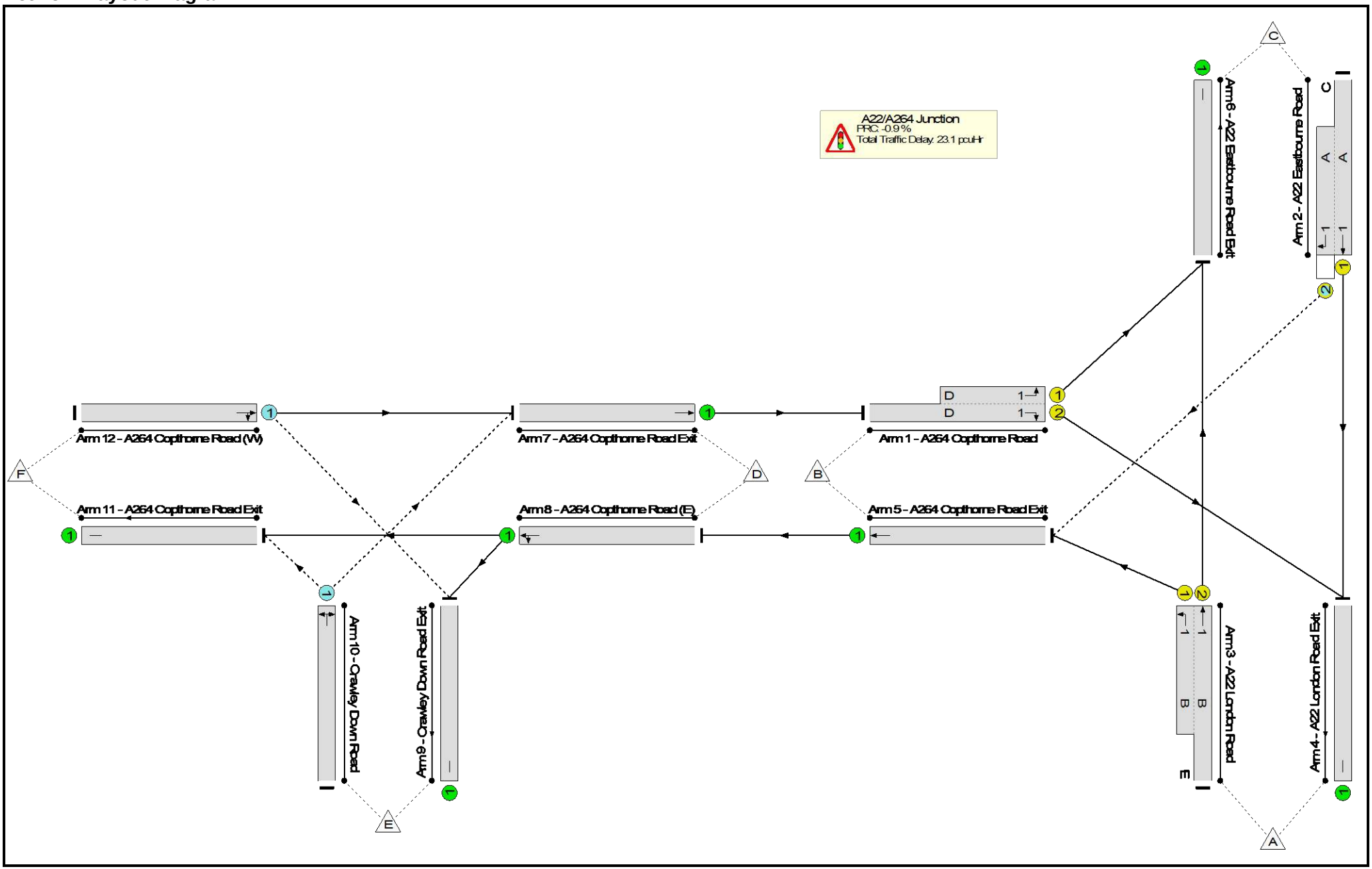
Stage Stream: 2

Stage	1	2
Duration	40	33
Change Point	0	42

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	33	-	814	1853:1663	907	89.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	24	0	573	1940:1687	734	78.0%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	27:63	36	1299	1915:1802	1431	90.8%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	222	1800	301	73.8%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	593	Inf	36000	1.6%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**227**	**0**	**80**	**10.9**	**11.7**	**0.5**	**23.1**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**227**	**0**	**80**	**10.9**	**11.7**	**0.5**	**23.1**	**-**	**-**	**-**	**-**
1/2+1/1	814	814	-	-	-	4.0	4.0	-	8.0	35.5	14.1	4.0	18.1
2/1+2/2	573	573	3	0	80	3.4	1.7	0.5	5.7	35.7	9.0	1.7	10.7
3/2+3/1	1299	1299	-	-	-	3.4	4.6	-	8.0	22.2	9.8	4.6	14.4
4/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	222	222	222	0	0	0.0	1.4	-	1.4	22.0	0.0	1.4	1.4
11/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	593	593	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

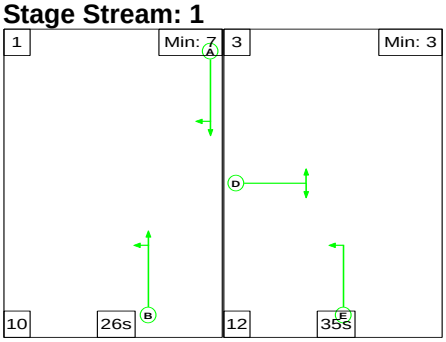
C1	Stream: 1 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	21.71	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	23.08		

A264/A22 LinSig Output

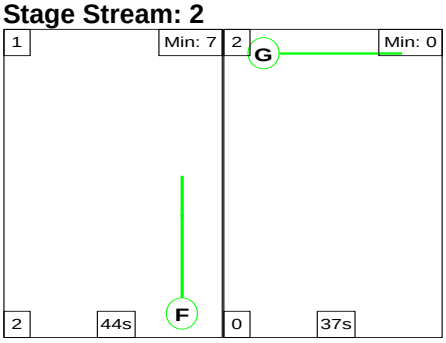
Scenario 8: '2026 with Development - Optimised PM Peak' (FG12: '2026 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

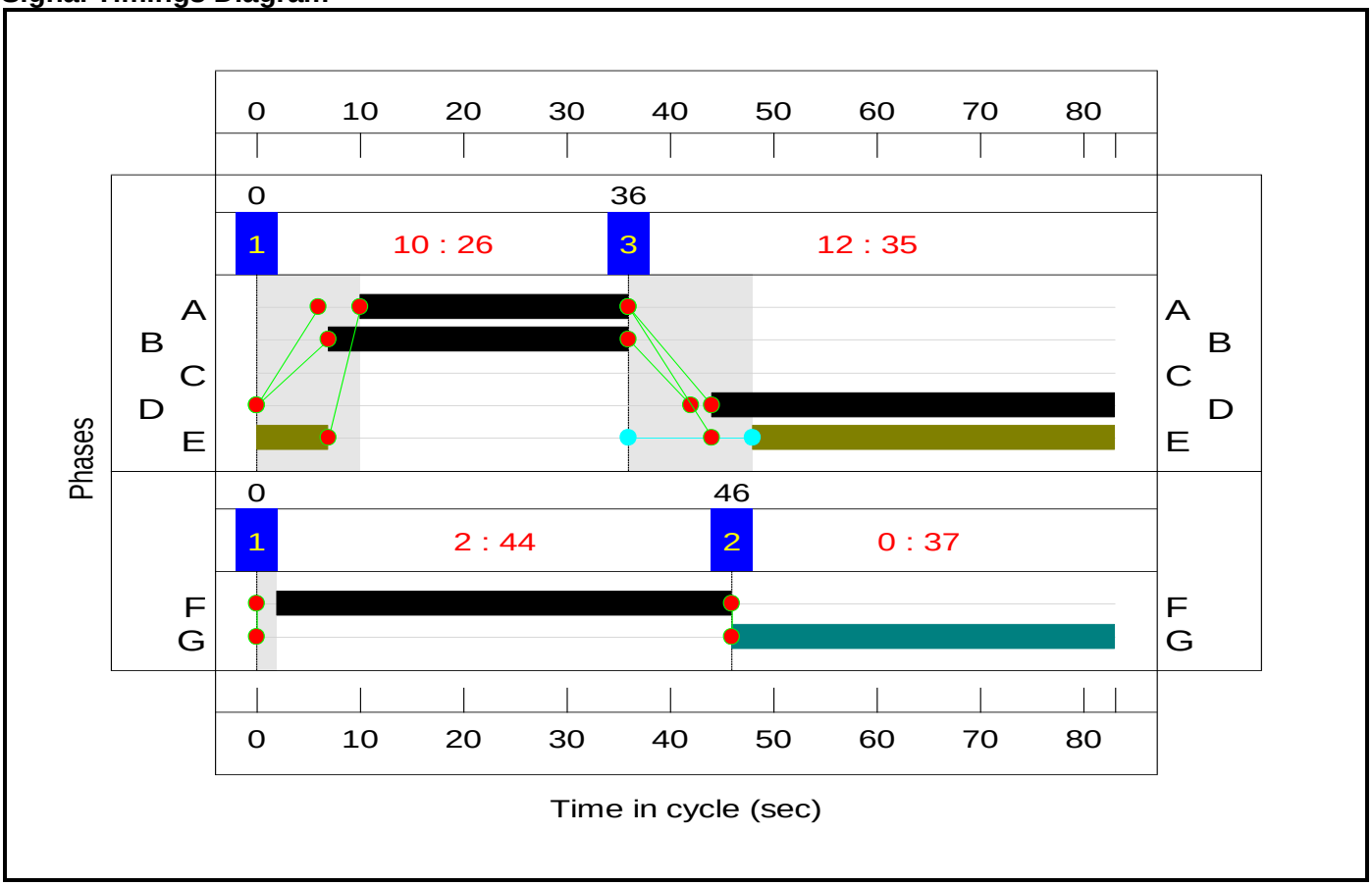
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

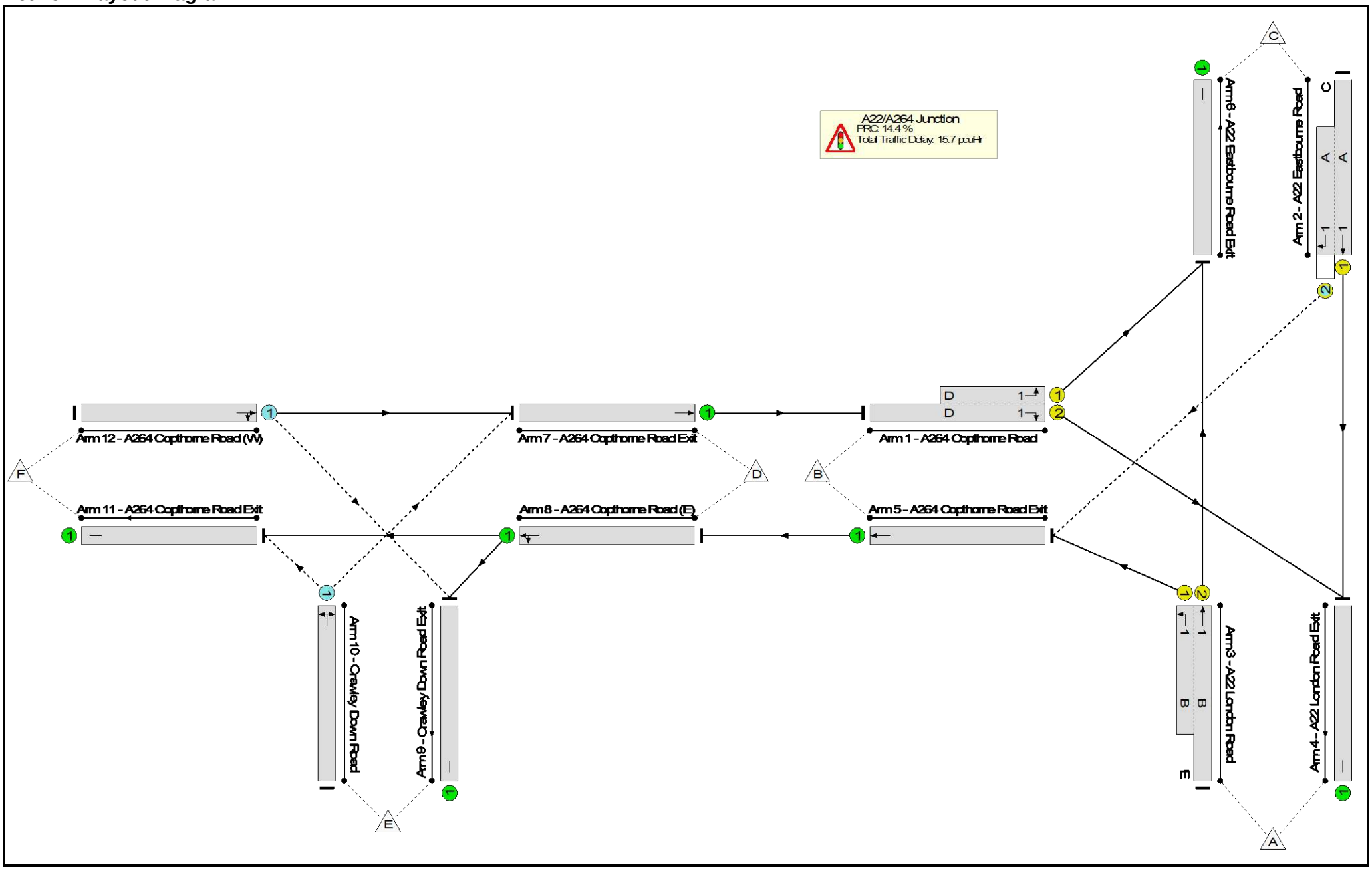
Stage Stream: 2

Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	751	1853:1663	955	78.6%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	542	1940:1687	729	74.3%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1029	1915:1802	1321	77.9%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	130	1800	325	40.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	717	Inf	36000	2.0%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**191**	**0**	**34**	**9.9**	**5.3**	**0.4**	**15.7**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**191**	**0**	**34**	**9.9**	**5.3**	**0.4**	**15.7**	**-**	**-**	**-**	**-**
1/2+1/1	751	751	-	-	-	3.5	1.8	-	5.3	25.3	12.6	1.8	14.4
2/1+2/2	542	542	54	0	34	3.6	1.4	0.4	5.5	36.2	9.2	1.4	10.6
3/2+3/1	1029	1029	-	-	-	2.8	1.7	-	4.6	16.1	8.3	1.7	10.0
4/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	130	130	130	0	0	0.0	0.3	-	0.3	9.2	0.0	0.3	0.3
11/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	717	717	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

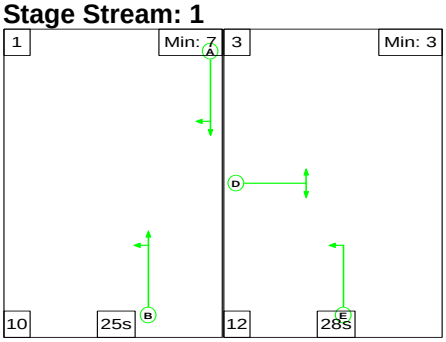
C1 Stream: 1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 15.33 Cycle Time (s): 83
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 83
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 15.67

A264/A22 LinSig Output

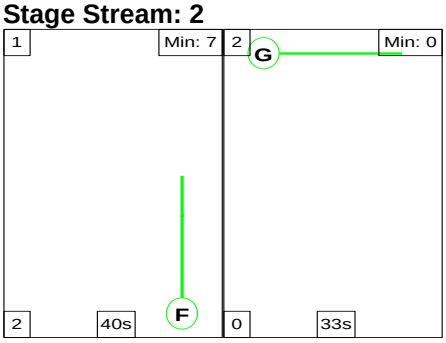
Scenario 9: '2031 Future Year Baseline AM Peak' (FG15: '2031 Future Year Baseline AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

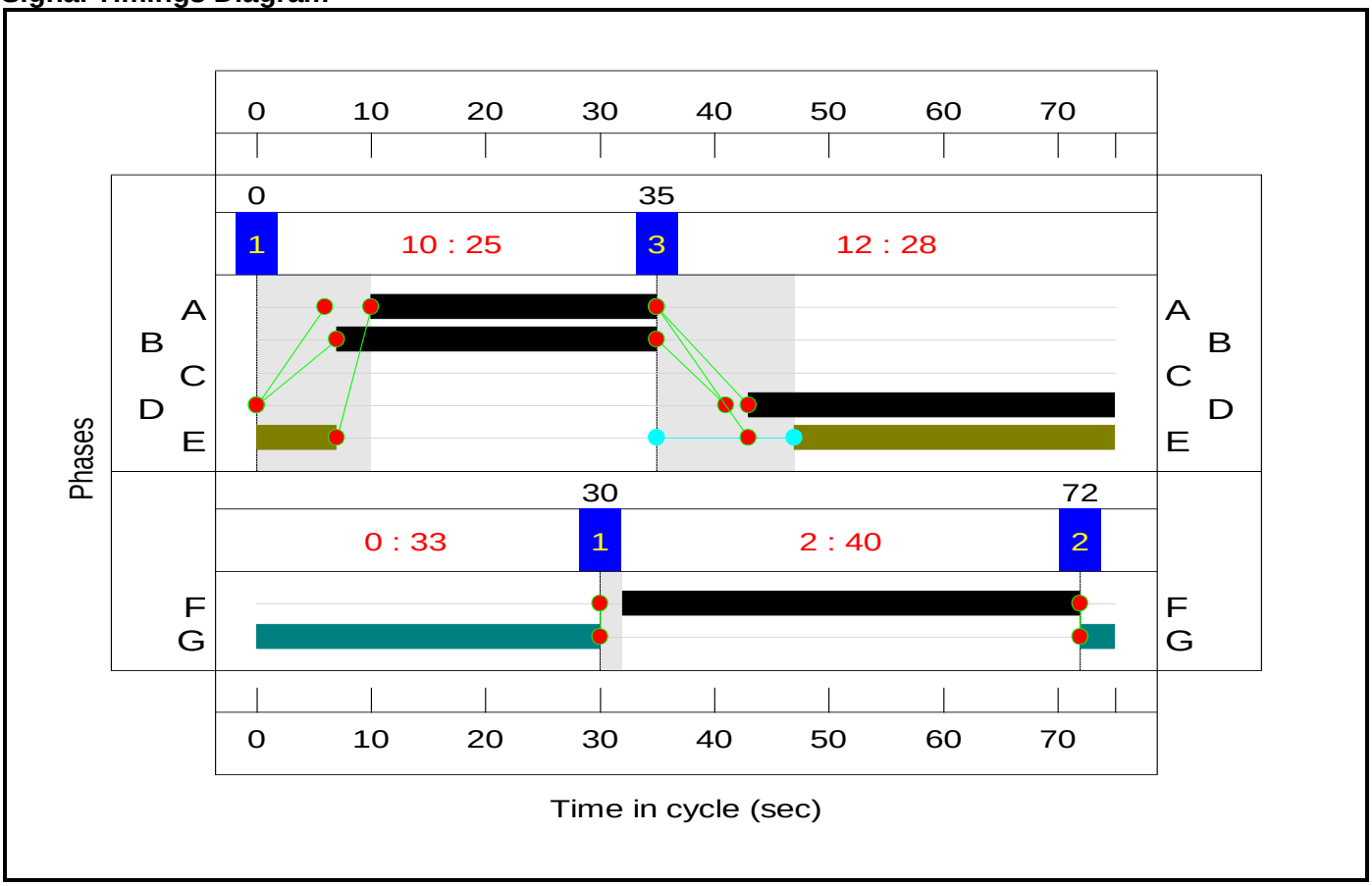
Stage Stream: 1

Stage	1	3
Duration	25	28
Change Point	0	35

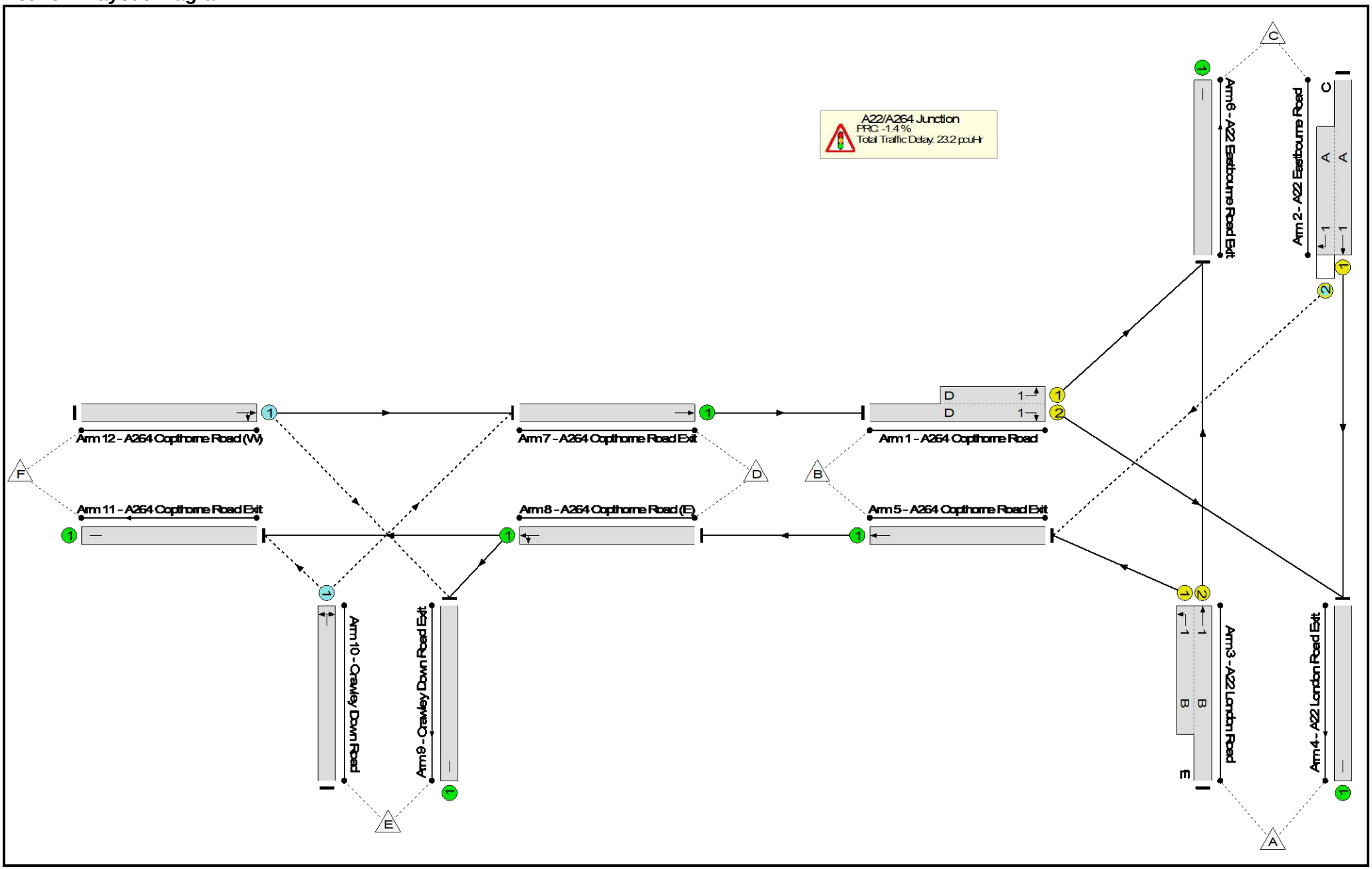
Stage Stream: 2

Stage	1	2
Duration	40	33
Change Point	30	72

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	32	-	799	1853:1663	881	90.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	25	0	584	1940:1687	755	77.4%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	28:63	35	1319	1915:1802	1445	91.3%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	193	1800	297	64.9%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	608	Inf	36000	1.7%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**195**	**0**	**82**	**10.9**	**11.8**	**0.5**	**23.2**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**195**	**0**	**82**	**10.9**	**11.8**	**0.5**	**23.2**	**-**	**-**	**-**	**-**
1/2+1/1	799	799	-	-	-	4.1	4.4	-	8.5	38.3	14.1	4.4	18.5
2/1+2/2	584	584	0	0	82	3.4	1.7	0.5	5.6	34.4	9.2	1.7	10.9
3/2+3/1	1319	1319	-	-	-	3.4	4.9	-	8.2	22.5	9.9	4.9	14.8
4/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	193	193	193	0	0	0.0	0.9	-	0.9	16.9	0.0	0.9	0.9
11/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	608	608	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

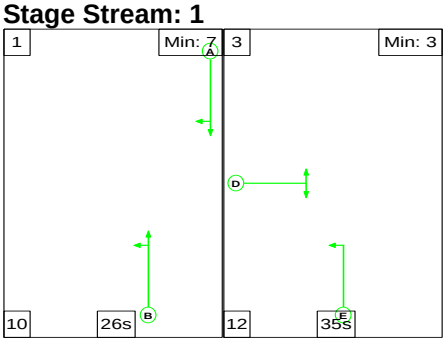
C1	Stream: 1 PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	22.32	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	23.24		

A264/A22 LinSig Output

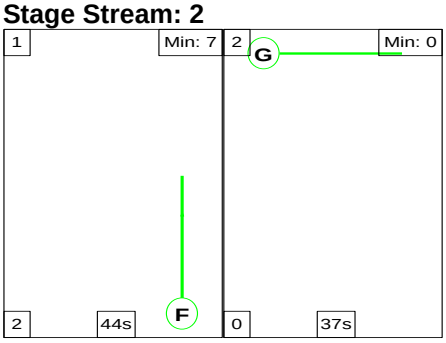
Scenario 10: '2031 Future Year Baseline PM Peak' (FG16: '2031 Future Year Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

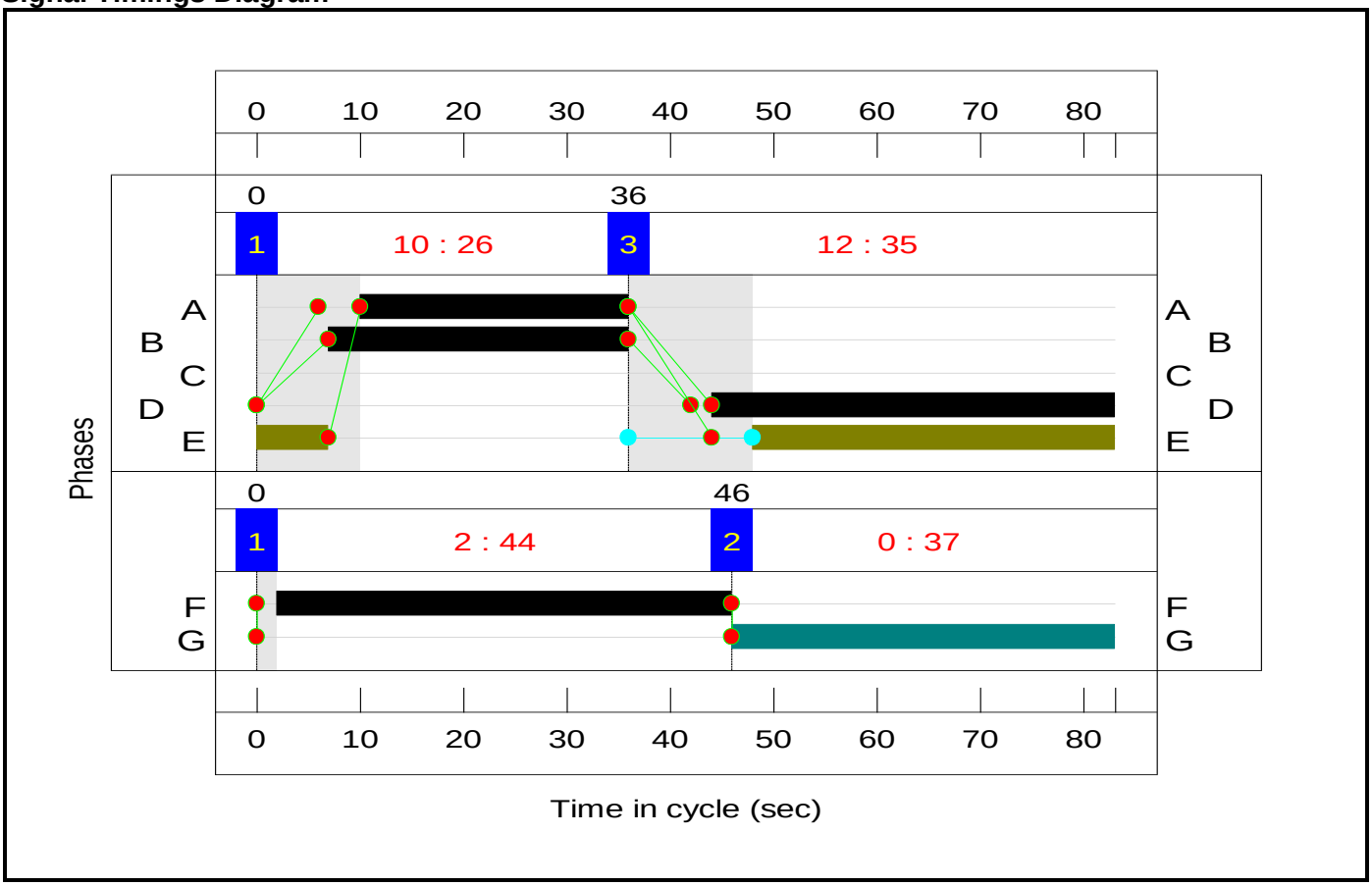
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

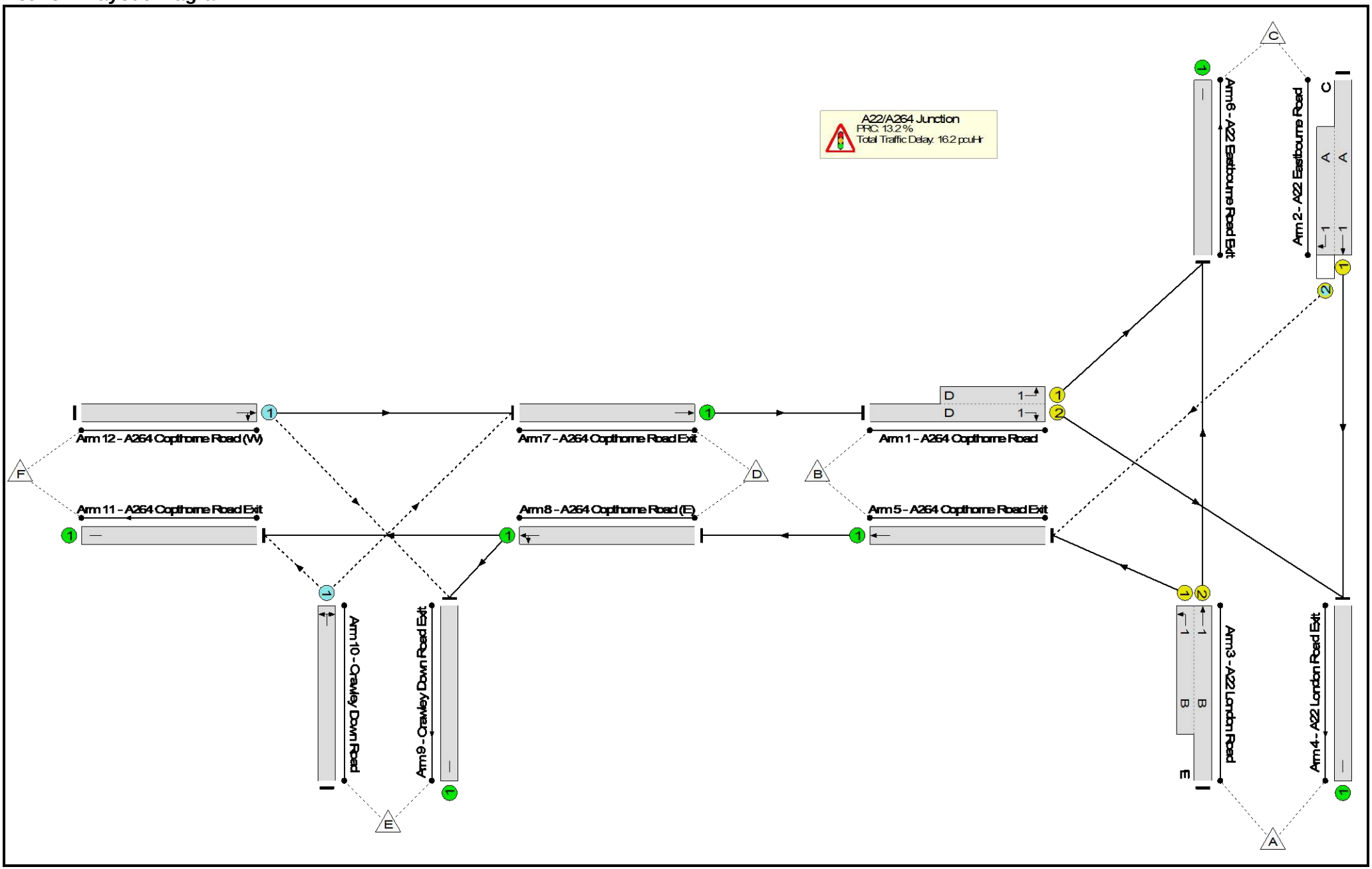
Stage Stream: 2

Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	756	1853:1663	954	79.2%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	549	1940:1687	723	75.9%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1030	1915:1802	1295	79.5%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	119	1800	327	36.4%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	736	Inf	36000	2.0%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**176**	**0**	**34**	**10.1**	**5.6**	**0.4**	**16.2**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**176**	**0**	**34**	**10.1**	**5.6**	**0.4**	**16.2**	**-**	**-**	**-**	**-**
1/2+1/1	756	756	-	-	-	3.5	1.9	-	5.4	25.7	12.7	1.9	14.6
2/1+2/2	549	549	50	0	34	3.7	1.5	0.4	5.6	37.0	9.4	1.5	11.0
3/2+3/1	1030	1030	-	-	-	2.9	1.9	-	4.8	16.9	8.6	1.9	10.5
4/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	119	119	119	0	0	0.0	0.3	-	0.3	8.6	0.0	0.3	0.3
11/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	736	736	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

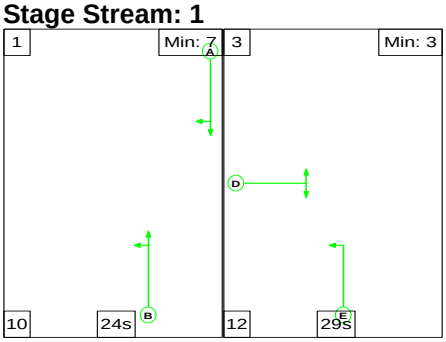
C1	Stream: 1 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	15.88	Cycle Time (s): 83
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 83
	PRC Over All Lanes (%):	13.2	Total Delay Over All Lanes(pcuHr):	16.18	

A264/A22 LinSig Output

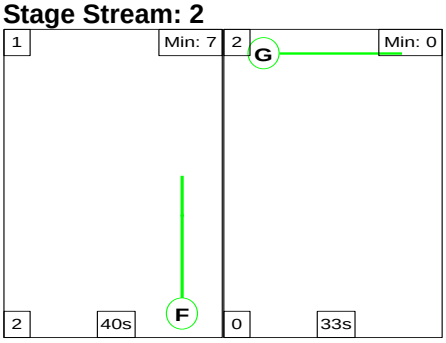
Scenario 11: '2031 with Development AM Peak' (FG17: '2031 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

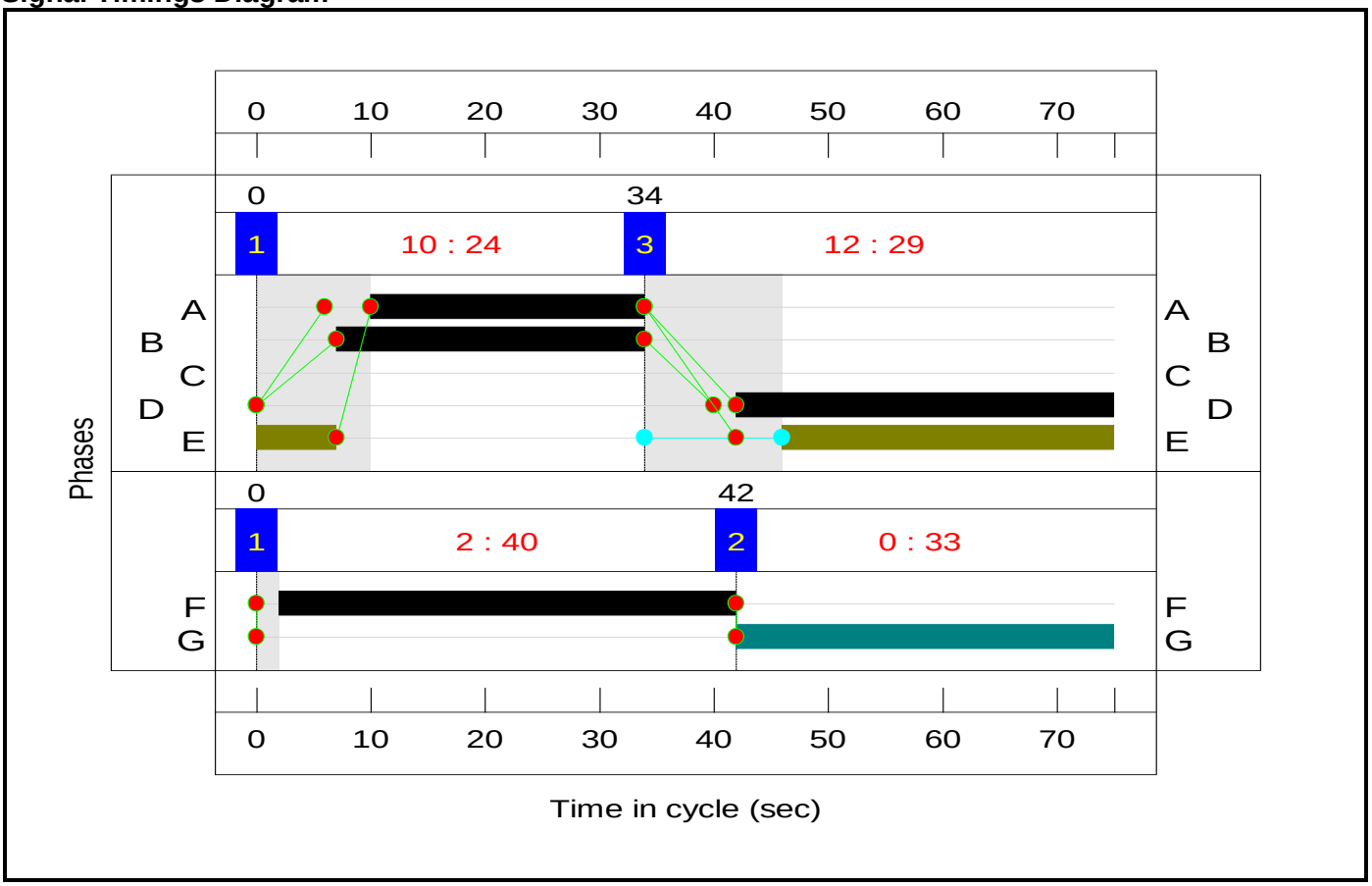
Stage Stream: 1

Stage	1	3
Duration	24	29
Change Point	0	34

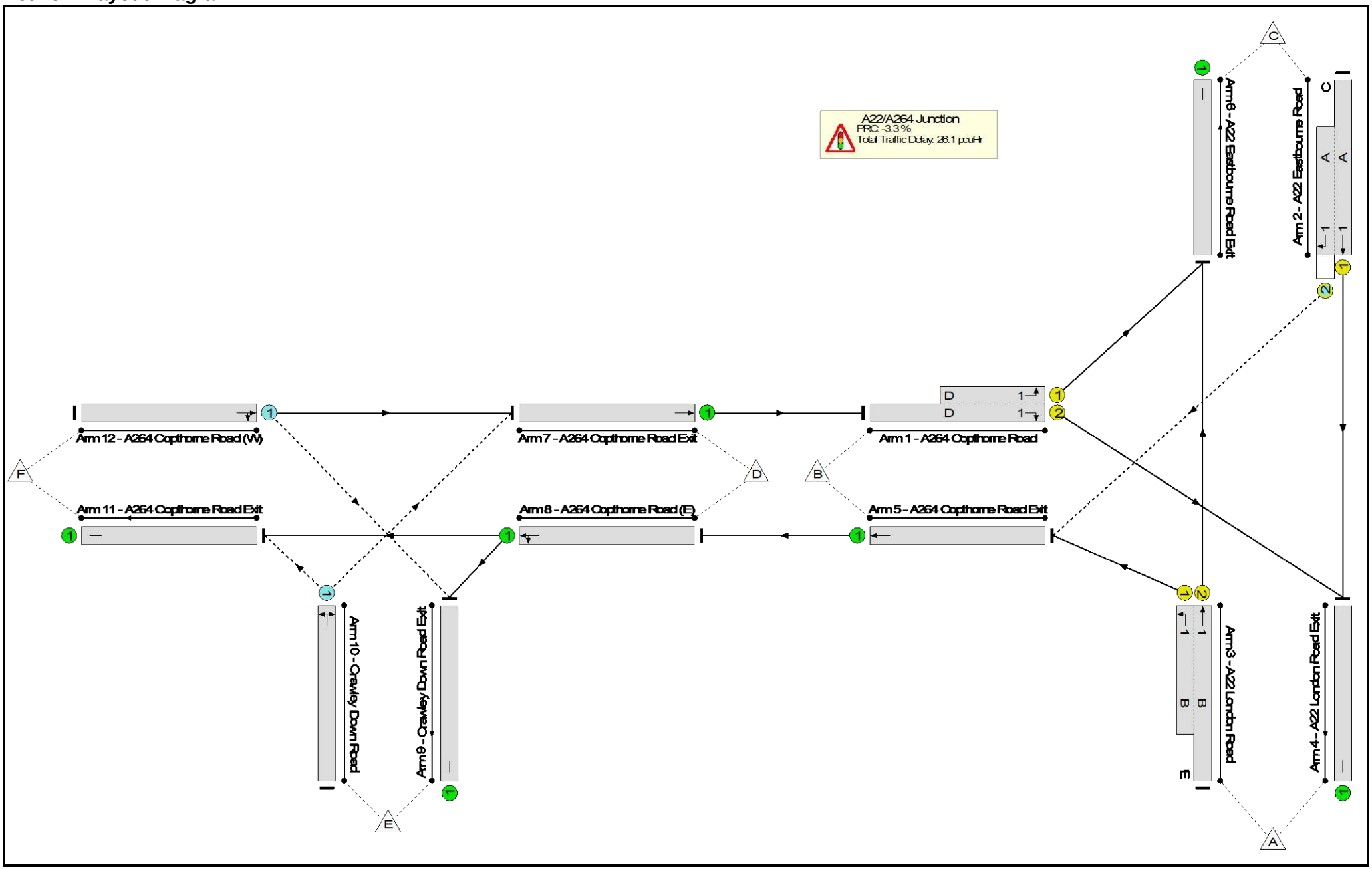
Stage Stream: 2

Stage	1	2
Duration	40	33
Change Point	0	42

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	33	-	832	1853:1663	907	91.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	24	0	587	1940:1687	732	80.2%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	27:63	36	1330	1915:1802	1431	92.9%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	226	1800	293	77.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	608	Inf	36000	1.7%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**228**	**0**	**85**	**11.2**	**14.4**	**0.5**	**26.1**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**228**	**0**	**85**	**11.2**	**14.4**	**0.5**	**26.1**	**-**	**-**	**-**	**-**
1/2+1/1	832	832	-	-	-	4.2	4.9	-	9.1	39.2	14.7	4.9	19.6
2/1+2/2	587	587	0	0	85	3.6	2.0	0.5	6.0	37.0	9.3	2.0	11.3
3/2+3/1	1330	1330	-	-	-	3.5	5.9	-	9.4	25.5	10.2	5.9	16.1
4/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	226	226	226	0	0	0.0	1.6	-	1.6	25.5	0.0	1.6	1.6
11/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	608	608	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

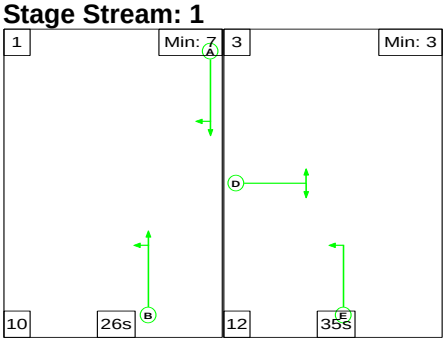
C1	Stream: 1 PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	24.52	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-3.3	Total Delay Over All Lanes(pcuHr):	26.13		

A264/A22 LinSig Output

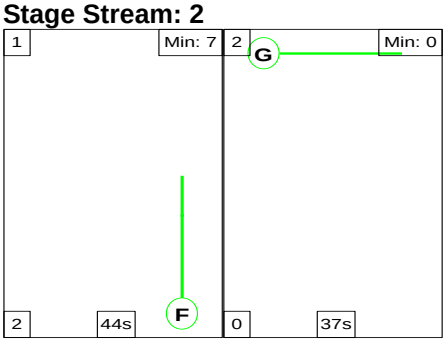
Scenario 12: '2031 with Development PM Peak' (FG18: '2031 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

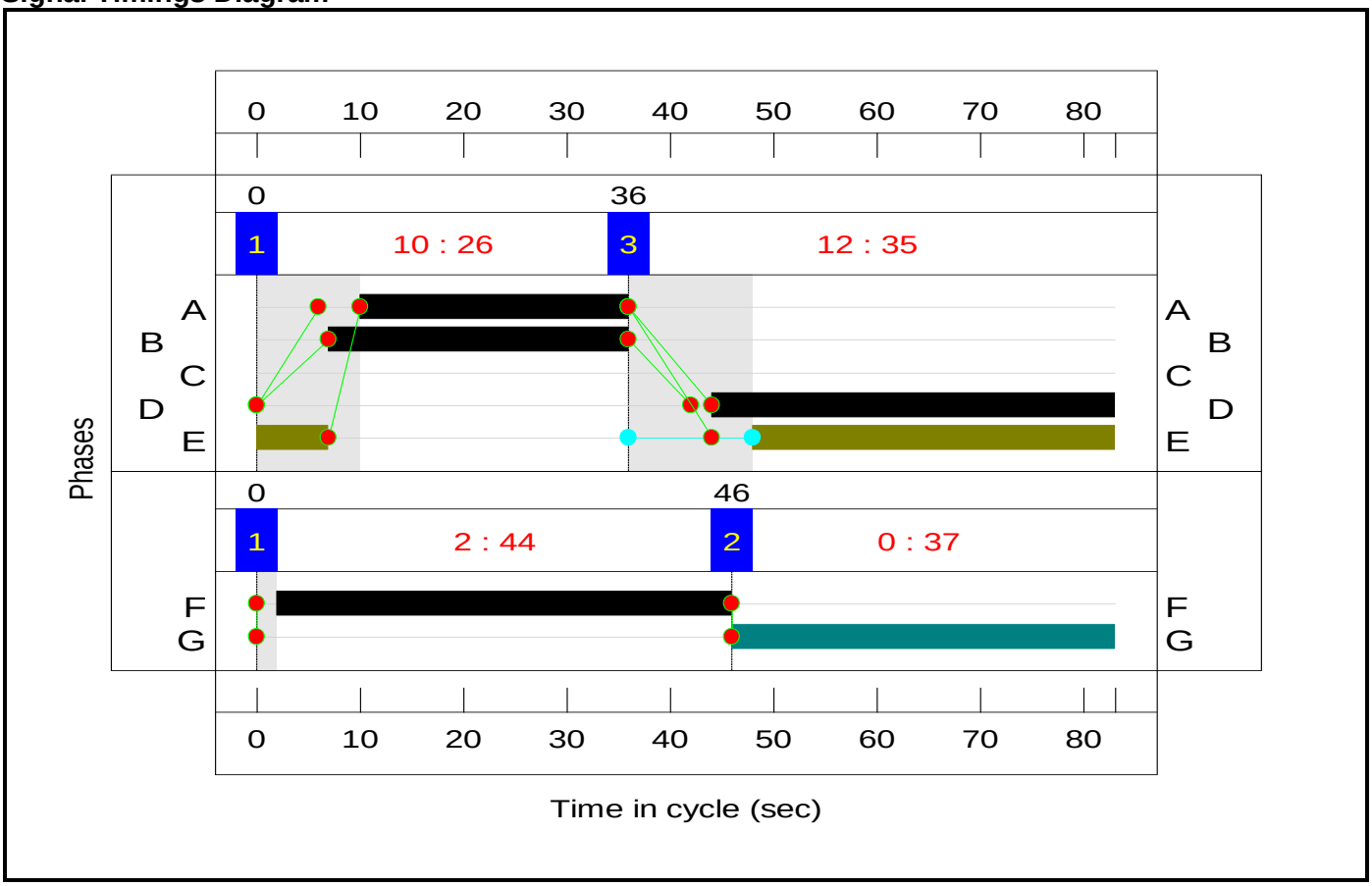
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

Stage Stream: 2

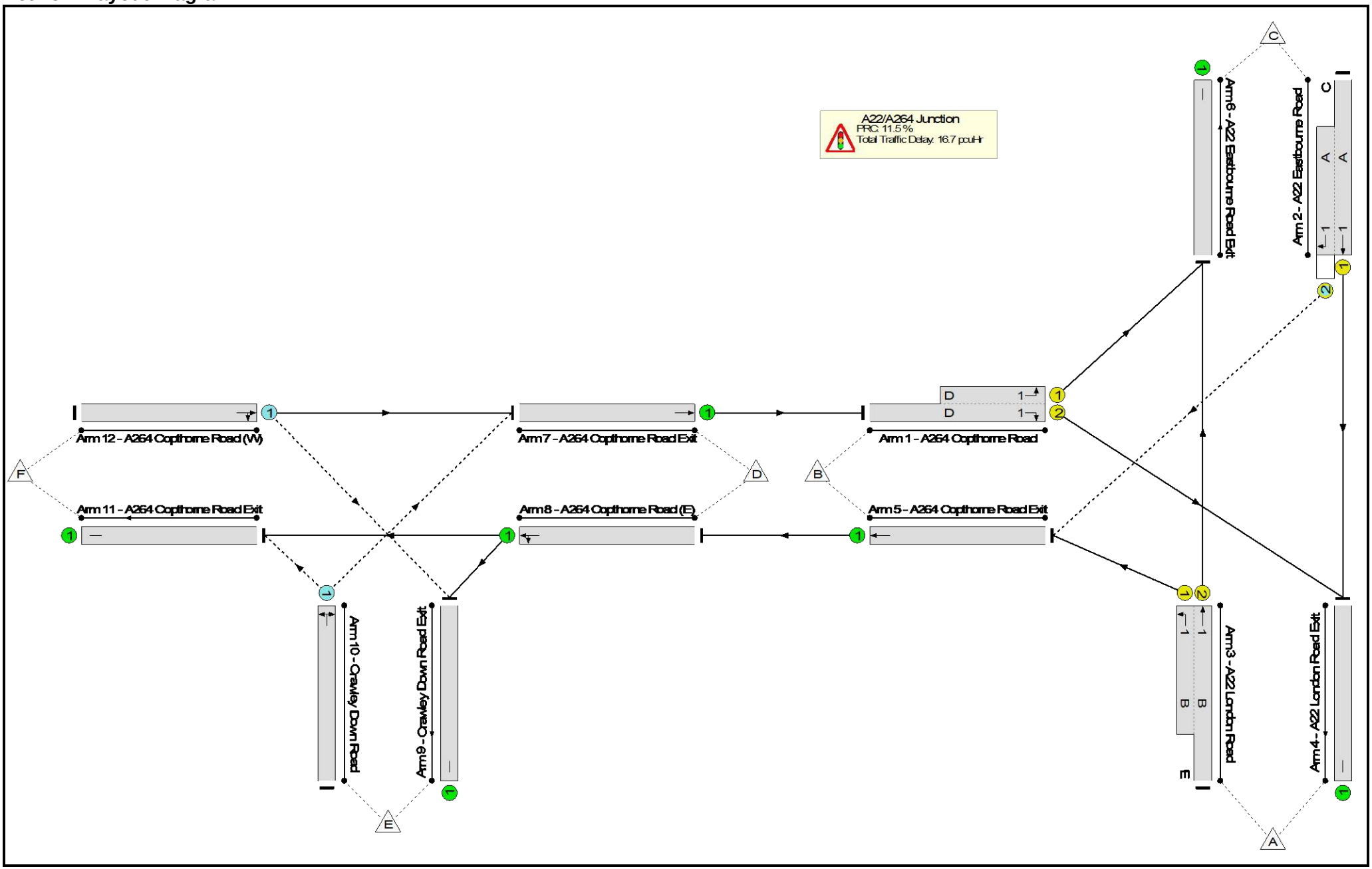
Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



A264/A22 LinSig Output

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	771	1853:1663	955	80.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	555	1940:1687	729	76.1%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1054	1915:1802	1320	79.8%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	134	1800	319	42.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	736	Inf	36000	2.0%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**186**	**0**	**45**	**10.3**	**5.9**	**0.5**	**16.7**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**186**	**0**	**45**	**10.3**	**5.9**	**0.5**	**16.7**	**-**	**-**	**-**	**-**
1/2+1/1	771	771	-	-	-	3.6	2.0	-	5.7	26.5	13.2	2.0	15.3
2/1+2/2	555	555	45	0	45	3.7	1.6	0.5	5.7	37.3	9.4	1.6	11.0
3/2+3/1	1054	1054	-	-	-	2.9	1.9	-	4.9	16.7	8.6	1.9	10.6
4/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	134	134	134	0	0	0.0	0.4	-	0.4	9.7	0.0	0.4	0.4
11/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	736	736	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

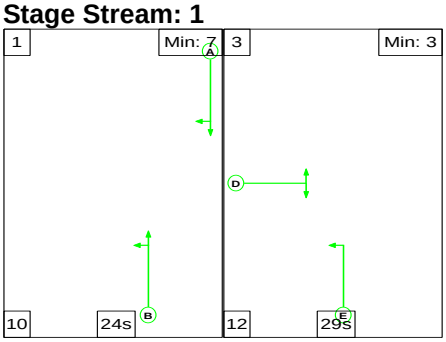
C1	Stream: 1 PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	16.31	Cycle Time (s):	83
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	83
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	16.69		

A264/A22 LinSig Output

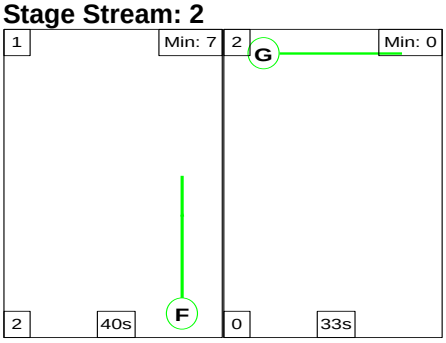
Scenario 13: '2031 with Development - Optimised AM Peak' (FG17: '2031 with Development AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

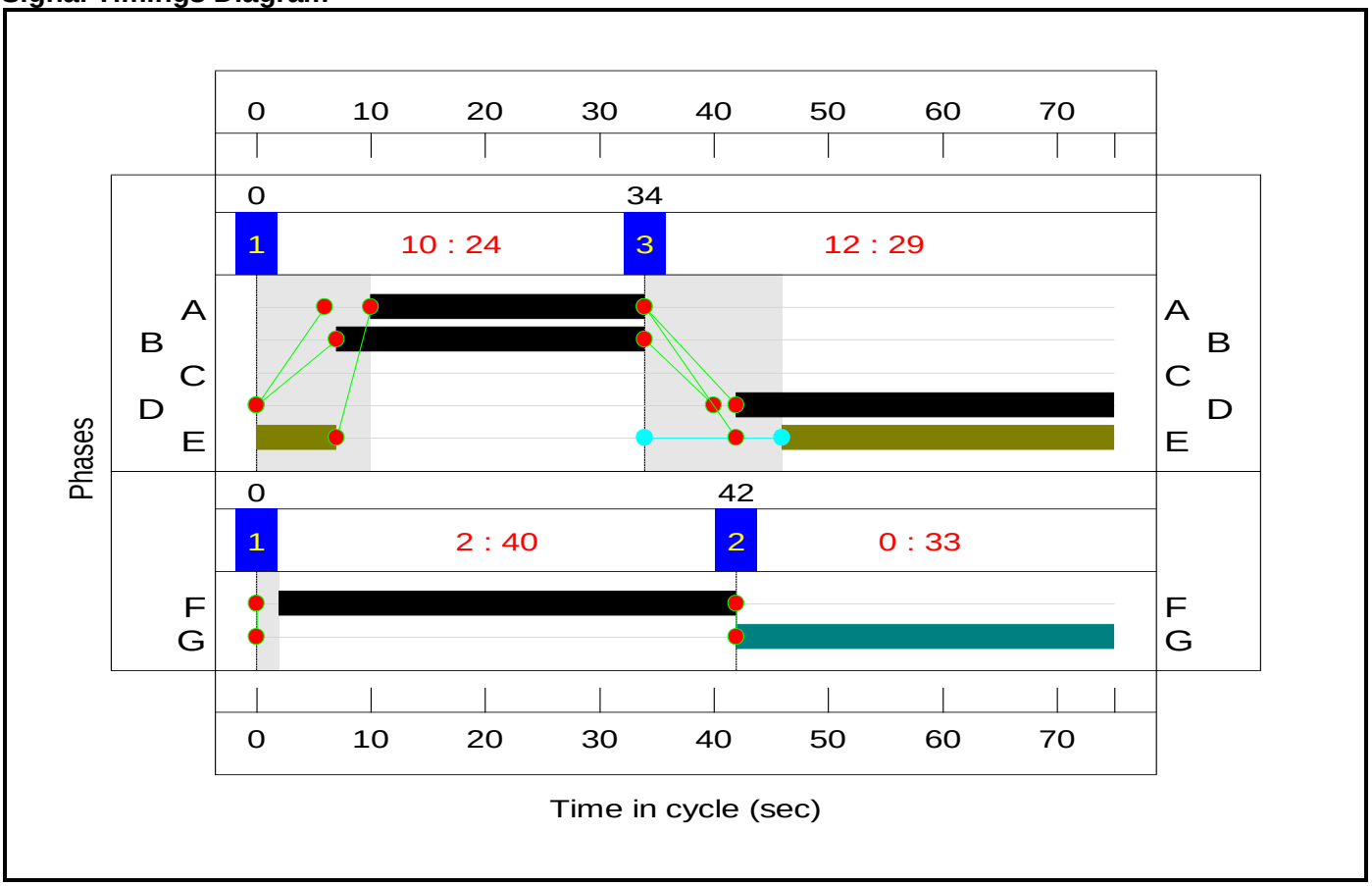
Stage Stream: 1

Stage	1	3
Duration	24	29
Change Point	0	34

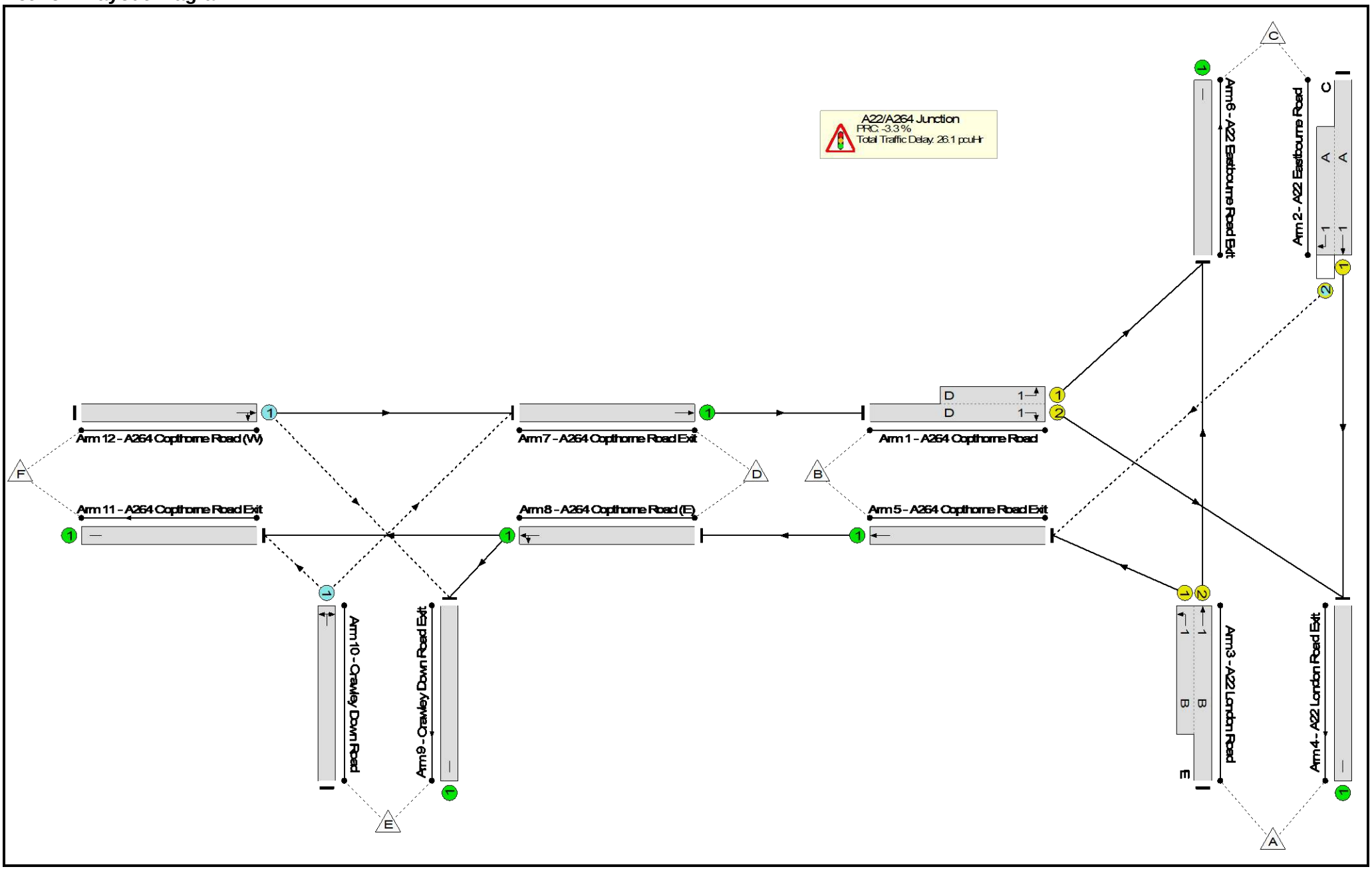
Stage Stream: 2

Stage	1	2
Duration	40	33
Change Point	0	42

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	33	-	832	1853:1663	907	91.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	24	0	587	1940:1687	732	80.2%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	27:63	36	1330	1915:1802	1431	92.9%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	226	1800	293	77.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	608	Inf	36000	1.7%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**228**	**0**	**85**	**11.2**	**14.4**	**0.5**	**26.1**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**228**	**0**	**85**	**11.2**	**14.4**	**0.5**	**26.1**	**-**	**-**	**-**	**-**
1/2+1/1	832	832	-	-	-	4.2	4.9	-	9.1	39.2	14.7	4.9	19.6
2/1+2/2	587	587	0	0	85	3.6	2.0	0.5	6.0	37.0	9.3	2.0	11.3
3/2+3/1	1330	1330	-	-	-	3.5	5.9	-	9.4	25.5	10.2	5.9	16.1
4/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	226	226	226	0	0	0.0	1.6	-	1.6	25.5	0.0	1.6	1.6
11/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	608	608	2	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

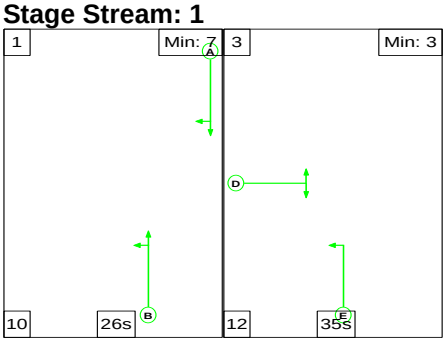
C1	Stream: 1 PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	24.52	Cycle Time (s):	75
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	75
	PRC Over All Lanes (%):	-3.3	Total Delay Over All Lanes(pcuHr):	26.13		

A264/A22 LinSig Output

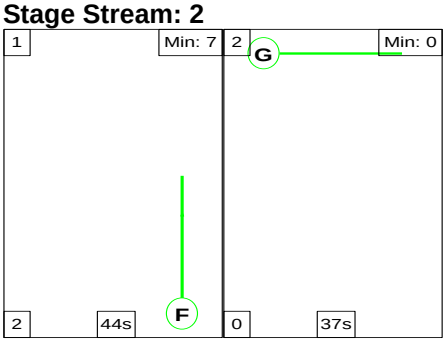
Scenario 14: '2031 with Development - Optimised PM Peak' (FG18: '2031 with Development PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

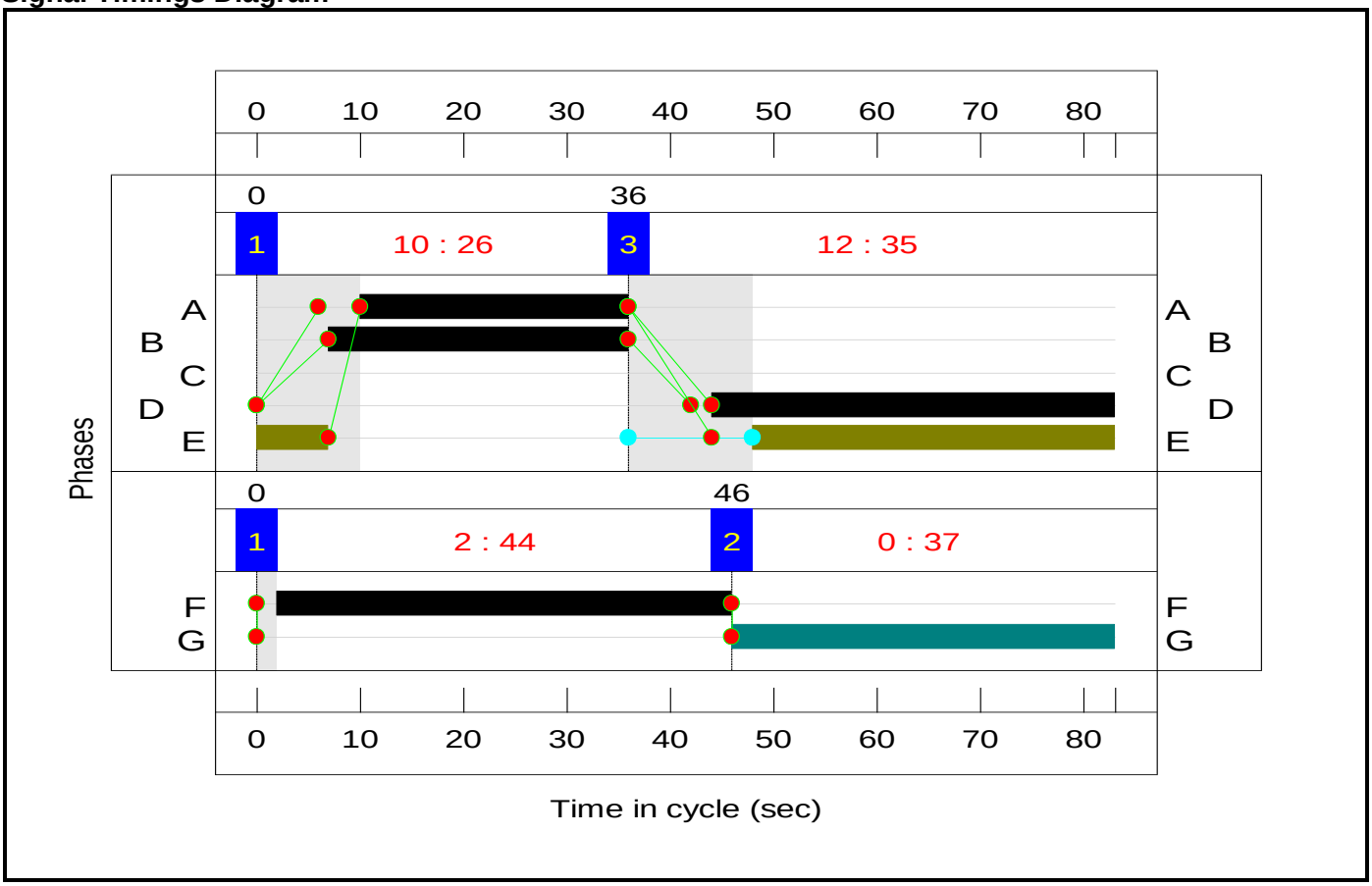
Stage Stream: 1

Stage	1	3
Duration	26	35
Change Point	0	36

Stage Stream: 2

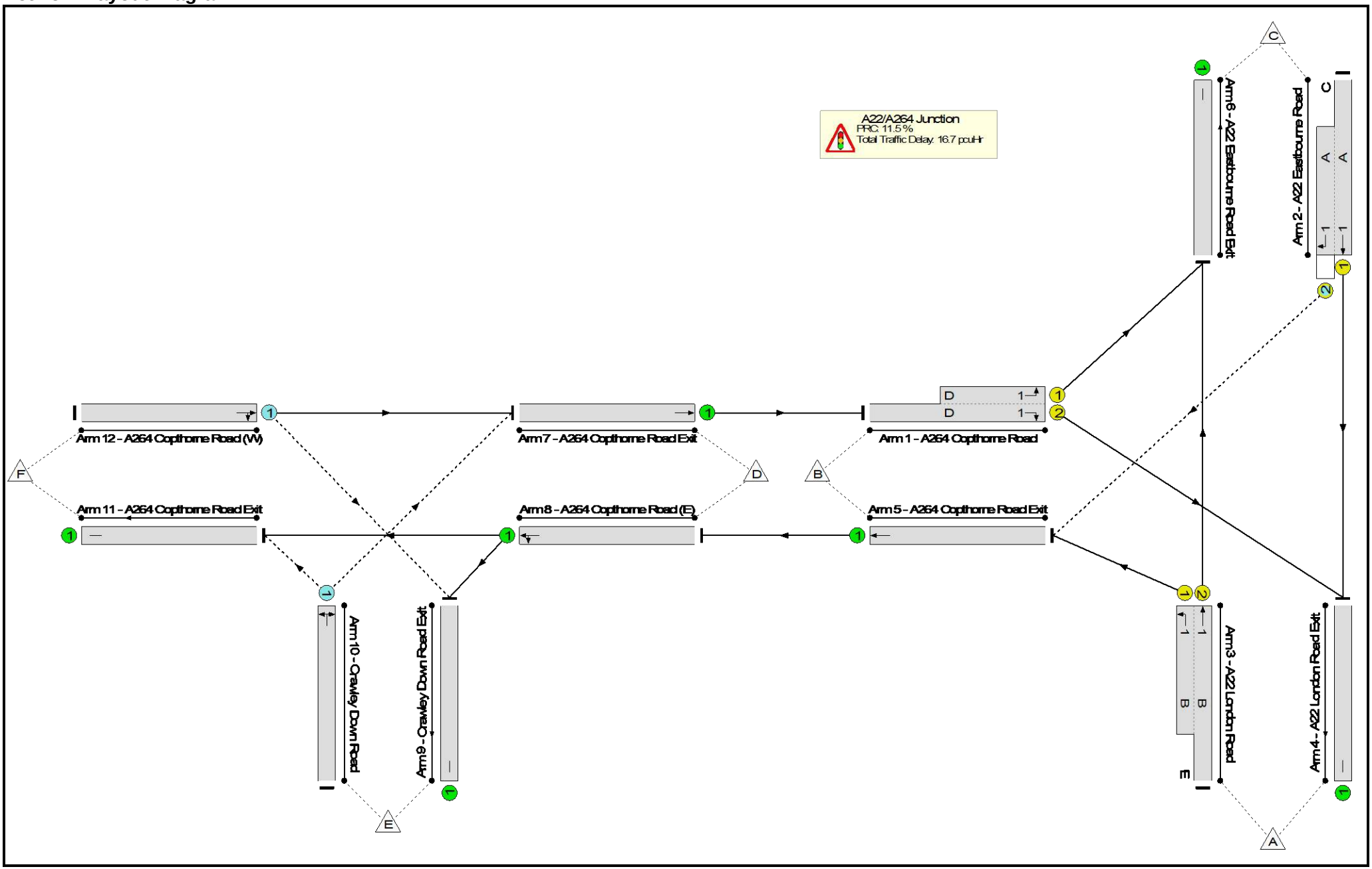
Stage	1	2
Duration	44	37
Change Point	0	46

Signal Timings Diagram



A264/A22 LinSig Output

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
A22/A264 Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/2+1/1	A264 Copthorne Road Right Left	U	1	N/A	D		1	39	-	771	1853:1663	955	80.7%
2/1+2/2	A22 Eastbourne Road Ahead Right	U+O	1	N/A	A	C	1	26	0	555	1940:1687	729	76.1%
3/2+3/1	A22 London Road Left Ahead	U	1	N/A	B	E	1	29:71	42	1054	1915:1802	1320	79.8%
4/1	A22 London Road Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
5/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
6/1	A22 Eastbourne Road Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
7/1	A264 Copthorne Road Exit Ahead	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
8/1	A264 Copthorne Road (E) Left Ahead	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
9/1	Crawley Down Road Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
10/1	Crawley Down Road Right Left	O	N/A	N/A	-		-	-	-	134	1800	319	42.0%
11/1	A264 Copthorne Road Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
12/1	A264 Copthorne Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	736	Inf	36000	2.0%

A264/A22 LinSig Output

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**186**	**0**	**45**	**10.3**	**5.9**	**0.5**	**16.7**	**-**	**-**	**-**	**-**
A22/A264 Junction	**-**	**-**	**186**	**0**	**45**	**10.3**	**5.9**	**0.5**	**16.7**	**-**	**-**	**-**	**-**
1/2+1/1	771	771	-	-	-	3.6	2.0	-	5.7	26.5	13.2	2.0	15.3
2/1+2/2	555	555	45	0	45	3.7	1.6	0.5	5.7	37.3	9.4	1.6	11.0
3/2+3/1	1054	1054	-	-	-	2.9	1.9	-	4.9	16.7	8.6	1.9	10.6
4/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	134	134	134	0	0	0.0	0.4	-	0.4	9.7	0.0	0.4	0.4
11/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	736	736	7	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	16.31	Cycle Time (s):	83
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	83
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	16.69		

Appendix N

Scoping Note of Additional Cumulative Assessment

Technical Note 6A: Scoping Note of Additional Cumulative Assessment

Project:	71 Crawley Down Road, Felbridge
Prepared by:	Andrew Whittingham
Approved by:	Andrew Whittingham
Date:	13/02/20

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1.0 Introduction

1.1 We act on behalf of Barratt David Wilson Homes in relation to land to the south of Crawley Down Road, Felbridge. The site is identified in Mid Sussex District Council's (MSDC) Draft Site Allocations Development Plan Document, reference SA19. The site is proposed to be accessed using No. 71 Crawley Down Road and will provide approximately 200 new dwellings.

1.2 We have received pre-application responses on our draft Transport Assessment (TA) from Surrey County Council (SCC) and West Sussex County Council (WSCC) dated 8 August and 16 August 2019 respectively. These responses have been fully incorporated into an updated TA dated 18 November 2019.

1.3 Subsequent discussion with WSCC and SCC have focussed on the operation of the A264 Copthorne Road at Felbridge. This junction is of importance to both highway authorities as the county boundary falls across the southern A22 approach to the junction as shown on Figure 1. We refer to this junction as the 'Felbridge junction'.

1.4 WSCC has requested that an additional assessment is made of this junction to include the cumulative impact of another draft allocation, namely, SA20 Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead. This Scoping Note sets out the methodology to be employed. We will refer to this additional junction assessment as sensitivity testing.

1.5 WSCC have also requested that an assessment is made of the relative traffic impact on A22 London Road north of the Felbridge junction as follows.

2.0 Relative Traffic Impact on the A22 London Road

2.1 The data for this assessment is taken from the submitted TA dated 18 November 2019. A copy is attached with the relevant pages used given in Appendix 1 to this document.

Arm	Weekday Morning Peak Hour		
	2026 Base	Increase with Dev	Percentage Increase
A22 London Road (southbound)	1153	26	2.3
A22 London Road (northbound)	1267	11	0.9
Total 2 way flow	2420	37	1.5

Table 1: Traffic Impact on A22 London Road: Morning Peak

Arm	Weekday Evening Peak Hour		
	2026 Base	Increase with Dev	Percentage Increase
A22 London Road (southbound)	1085	12	1.1
A22 London Road (northbound)	988	26	2.6
Total 2 way flow	2073	38	1.8

Table 2: Traffic Impact on A22 London Road: Evening Peak

2.2 On the basis of the 2-way flows south of the Felbridge junction being less than 2% it is not considered that there will be a severe impact on this section of A22 and thus no further analysis of the corridor is required.

3.0 Proposed Methodology

3.1 For consistency with the junction assessments presented in the submitted TA, we will use Linsig v3 traffic modelling software. This will enable the results of the sensitivity testing to be directly compared to other scenarios. It also enables direct comparison with the assessments presented, and agreed, in the TA supporting the Waites development at 15 Crawley Down Road.

3.2 We have previously presented the following assessments:

1. 2019 AM and PM observed junction operation;
2. 2026 AM and PM 'baseline' and 'with development' junction operation;
3. 2026 AM and PM 'baseline' and 'with development' optimised junction operation;
4. 2031 AM and PM 'baseline' and 'with development' junction operation; and,
5. 2031 AM and PM 'baseline' and 'with development' optimised junction operation.

3.3 The future year scenario of 2026 is based on a planning application being submitted in approximately June 2021 and construction between 2022 and 2026. At the request of WSCC a 2031 scenario has also been tested to reflect the end date of the Mid-Sussex Local Plan.

Sensitivity Tests

3.4 It is intended that trip generation and distribution data will be obtained from the transport consultants acting for the promoters of draft allocation SA20. If this is unavailable, estimates will be based on Trics data.

3.5 To reflect the cumulative impact of site SA20, the following tests are proposed:

2b 2026 AM and PM 'baseline' and 'with development and SA20' junction operation;

3b 2026 AM and PM 'baseline' and 'with development and SA20' optimised junction operation;

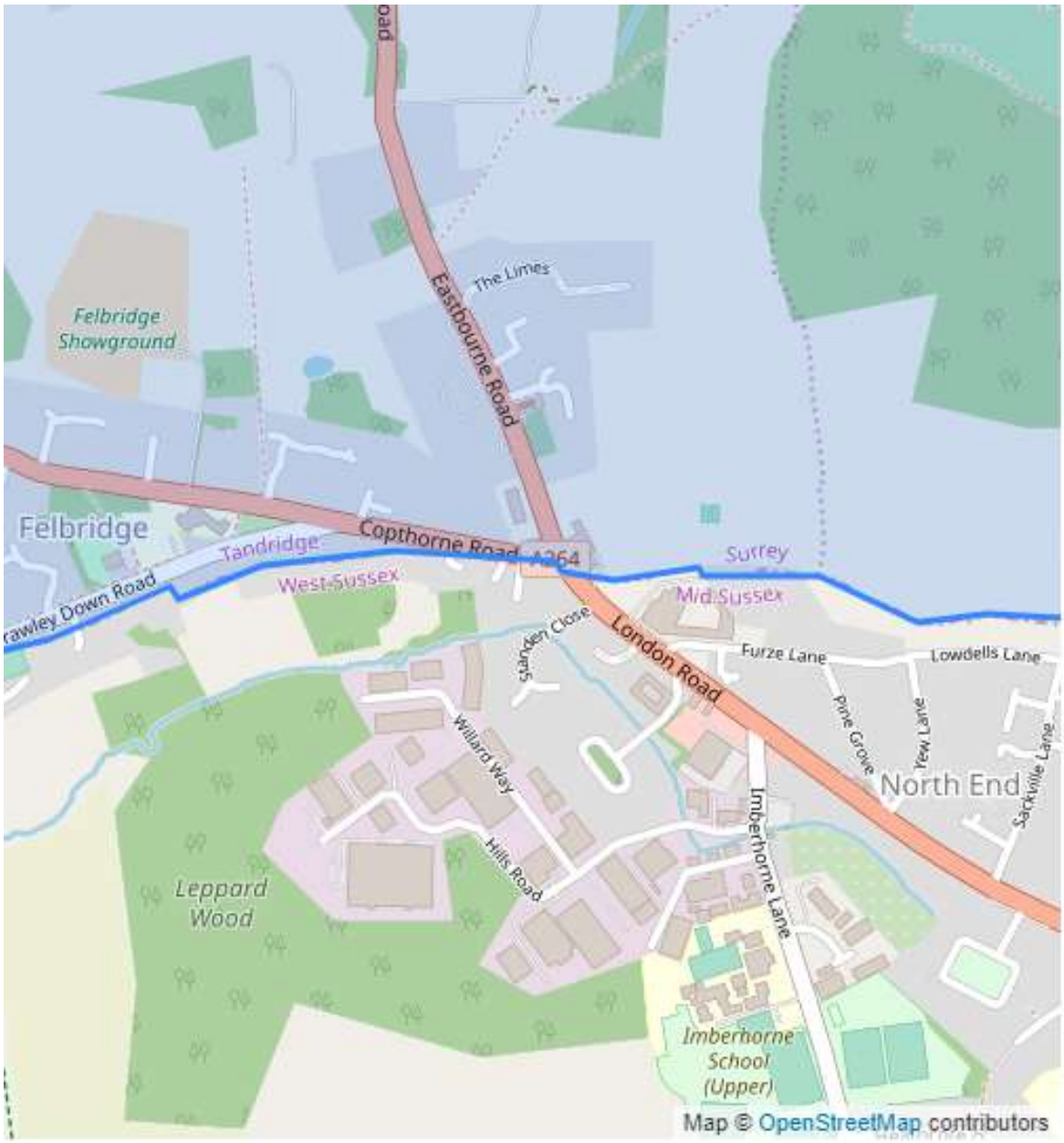
4b 2031 AM and PM 'baseline' and 'with development and SA20' junction operation; and,

5b 2031 AM and PM 'baseline' and 'with development and SA20' optimised junction operation.

3.6 A comparison will then be made between scenarios 3b and 5b to assess whether the residual cumulative impact is severe in terms of Paragraph 109 of National Planning Policy framework (NPPF), February 2019.

3.7 The methodology and results will be reported in the form of a Technical Note relating to the November TA.

Figure 1


Felbridge Showground
The Limes
Eastbourne Road
Felbridge
Copthorne Road A264
Tandridge
West Sussex
Surrey
Mid Sussex
London Road
Furze Lane
Lowdells Lane
Pine Grove
Yew Lane
Sackville Lane
North End
Willard Way
Hills Road
Imberhorne Lane
Leppard Wood
Imberhorne School (Upper)
Map © OpenStreetMap contributors