

MID SUSSEX TRANSPORT STUDY

DISTRICT PLAN REVIEW

SCENARIO 3 REPORT

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SYSTRA

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1. INTRODUCTION

1.1 Work Undertaken

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

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

1.1.2 The work is further divided into the following stages:

- 2017 Base Year Highway Model Production and Validation
- 2038 Reference Case Scenario;
- 2038 District Plan Review Scenarios
- 2038 District Plan Review Scenarios including potential mitigation

1.2 Current Position and Next Steps

1.2.1 This report describes the first stage in an iterative process to test the impact of development and the potential mitigations to reduce those impacts. The next steps will be to propose sustainable mitigations and highway mitigations and this is described in **Chapter 6 Next Steps – Capacity Mitigation**. This report is, therefore, focussed on the ‘without mitigation’ situation. However, this report does include results of a scenario including the potential impact of initial car trip rate reductions as a result of mode shift from car to sustainable modes, for trips to and from the scenario developments. These are high level assumptions based on the site location, settlement size and on existing infrastructure. Chapter 6 describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation to support the proposed allocations.

1.3 Highway Model

1.3.1 The Mid Sussex Strategic Highway Model (MSSHM) was produced in accordance with standard good practice as set out in the Department for Transport’s (DfT) transport analysis guidance (TAG) , in particular TAG Unit M3-1 Highway Assignment Modelling. As such, the approaches to data processing, matrices and network production, along with model calibration are consistent with those of similar strategic highways models. The model’s base year is 2017.

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

1.4 Transport Study

1.4.1 The impacts on the highway network of the agreed Development Scenarios were assessed based on the National Planning Policy Framework (NPPF). The assessment of impacts were based on criteria agreed by MSDC and West Sussex County Council (WSCC). These were derived using WSCC’s position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts.

- 1.4.2 Where junctions or roads sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation will be assessed before highway mitigation schemes are devised and tested. These mitigations will aim to remove all ‘severe’ impacts.
- 1.4.3 A safety review will also be undertaken to provide a junction and road-section based assessment of accident clusters, cross-referenced to national accident rates available from the DfT and forecast traffic flow changes as a result of the Scenarios compared to the Reference Case. This is described in **Chapter 7 Next Steps – Safety Impacts**.
- 1.4.4 Parallel work will include:
- Undertaking environmental impact to comply with National Planning Practice Guidance on transport evidence bases in plan making.
 - Undertaking air quality modelling and ecological interpretation for Habitats Regulations Assessment to test the impact of traffic, as a result of proposed development, on the Ashdown Forest Special Area of Conservation. This is based on the outputs of the Mid Sussex Transport Study.

1.5 Scenarios Tested

2038 Reference Case

- 1.5.1 The Reference Case represents the road network in 2038, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the Development Scenarios.

2038 Scenario 3

- 1.5.2 The 2038 Development Scenarios are being refined as part of the Council’s plan making process, including sustainability appraisal, to help inform preparation of the District Plan Review and select a preferred option. The Scenarios build on the Reference Case and assess proposed Local Plan development and supporting infrastructure in 2038.

Scenario 3 with Initial Mode Shift Assumptions (Scenario 3MS)

- 1.5.3 As stated above this report includes a scenario which tested the potential impact of initial trip rate reductions as a result of mode shift from car for trips to and from the scenario developments. These are high level assumptions based on the site location, settlement size and on existing infrastructure. Chapter 6 describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation to support the proposed allocations. The initial mode shift assumptions are provided in **Appendix A3**.

1.6 Report Structure

- 1.6.1 The chapters in this report are:
- Chapter 1 Introduction
 - Chapter 2 2038 Reference Case Preparation
 - Chapter 3 2038 Scenario 3 Preparation
 - Chapter 4 Scenario 3 - Capacity Impacts
 - Chapter 5 Scenario 3 with Mode Shift - Capacity Impacts
 - Chapter 6 Next Steps – Capacity Mitigation
 - Chapter 7 Next Steps – Safety Impacts

2. 2038 REFERENCE CASE PREPARATION

2.1 Introduction

- 2.1.1 This Chapter describes the production of the 2038 Reference Case matrices and network, using the 2017 Base model as the starting point.
- 2.1.2 The 2038 Reference Case represents a benchmark against which the development Scenarios are tested and compared. This enables separation of impacts resulting from the Scenarios from impacts due to background growth, committed development and infrastructure. The 2038 Reference Case includes the development sites that were in the previously modelled 2031 Sites DPD Scenario. It also includes the proposed mitigation for the 2031 Sites DPD Scenario as referenced in Section 2.8 below.
- 2.1.3 The following sections describes how the development growth was applied by location (external/non-MSDC or MSDC) and method (from the DfT's National Trip End Model or site specific).

2.2 2017-2038 External/Non-MSDC Development Growth (from TEMPro)

- 2.2.1 Travel demand matrices contain the forecast trips between origin and destination zones across the model study area. Forecasts are based on information obtained from the DfT's National Trip End Model (NTEM), obtained using the Trip End Model Presentation Program (TEMPro). This is compliant with guidance set out in WebTAG (Web-based Transport Assessment Guidance, published by the DfT). The forecasts include:
 - population
 - employment
 - households by car ownership
 - trip ends
- 2.2.2 TEMPro is designed to allow analysis of pre-processed data from the NTEM. The pre-processed data is itself the output from a series of models developed and run by DfT's Transport Appraisal and Strategic Modelling (TASM) division. TEMPro can also be used to provide summaries of traffic growth using data from the National Transport Model (NTM).
- 2.2.3 For the transport study the trip ends data were used in the form of origin and destination growth factors. These were extracted for 2017-2038 for the AM (0700-1000) and PM (1600-1900) periods, for the locations required.

2.3 2017-2038 Mid Sussex Development Growth (Site Specific)

- 2.3.1 Reference Case growth in the District was applied on a site specific basis directly to model zones, in preference to using TEMPro, which was used for growth outside the District only.

Reference Case Housing in Mid Sussex District:

- 2.3.2 The housing developments listed in **Appendix A1 - Commitments** are included.
- 2.3.3 In addition all completions that occurred between the model base year of 2017 and 2021 are included.

Reference Case Employment in Mid Sussex District:

2.3.4 The employment developments included are:

- Northern Arc, Business Park: 1,500 employees
- The Hub, Business Industrial and Storage/Distribution: 50,000 sqm
- Science and Technology Park (including 154 room hotel): 2,500 employees

2.3.5 In addition the employment sites included in the previous 2031 Sites DPD Scenario and listed in **Appendix A2 - Employment Allocations** are included.

2.4 2017-2038 External Development Growth (Site Specific)

2.4.1 Some large development sites in neighbouring authorities are included as site specific developments. These are:

Reference Case Housing in Neighbouring Authorities:

- Kilnwood Vale: 2,500 units
- Land North of Horsham: 2,500 units
- North East Crawley: 2,000 units

Reference Case Employment in Neighbouring Authorities:

- Kilnwood Vale, Industrial Estate: 721 employees
- Land North of Horsham, Industrial Estate: 714 employees
- Horley Business Park: 88,000 sqm

2.5 Freight

2.5.1 Growth in freight traffic was derived from national road traffic forecasts taken from the National Transport Model (NTM) in accordance with DfT guidance in paragraphs 7.3.18 to 7.3.19 of TAG Unit M4: Forecasting and Uncertainty.

2.6 Gatwick Airport

2.6.1 Gatwick Airport is currently estimated to grow to 53 million passengers per annum (mppa) by 2023, and up to 61mppa by 2032/33 in its current configuration as a single runway, two terminal airport. These totals are accepted as being achievable with permitted development only at the airport so are included in core forecasting assumptions. In addition, GAL has commenced work on a Development Consent Order which it is intending to submit to the Secretary of State for use of the existing standby runway, which could increase its capacity to 74mppa by 2038. However, this is not considered in the core forecasting as it does not yet have a planning status.

2.6.2 Forecasting for Gatwick Airport takes account of the advice provided in paragraphs 7.3.9 to 7.3.11 of TAG Unit M4: Forecasting and Uncertainty. Paragraph 7.3.10 states:

The NTEM dataset includes all trip end productions for surface access trips to airports. However, the NTEM trip end attractions **exclude** surface travel for airline passengers and those escorting them. This may mean that the spatial distribution of the trip end attractions may need to be modified from NTEM levels if there is a major airport within the vicinity of the scheme.

- 2.6.3 The airport is in Crawley Borough and so, by default, model growth was applied using TEMPro. Therefore, based on paragraph 7.3.10 an adjustment was applied to ensure that passenger growth is accounted for. This was based on the trajectories stated above in paragraph 2.6.1 assuming current configuration as a single runway, two terminal airport.

2.7 Trip Rates

- 2.7.1 Trip rates were required to calculate trip generations for developments that were applied directly to an existing model zone or dedicated new model zone.

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

- 2.7.3 To ensure an adequate sample, surveys regarded as not relevant were removed from the analyses. Surveys in the following groups were removed:

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

- 2.7.4 The trip rates for Private Houses and Flats use the TRICS residential category K – Mixed Private Housing (Flats and Houses).

Table 1. General Vehicle Trip Rates

USE (TRICS CATEGORY)	PARAMETER	AM ORIG	AM DEST	PM ORIG	PM DEST
Private Houses and Flats	dwelling	0.397	0.191	0.143	0.486
Office	employees	0.043	0.511	0.394	0.021
Business Park	employees	0.183	0.367	0.465	0.045
Industrial Estate	employees	0.300	0.700	0.844	0.067
Hotel	rooms	0.284	0.104	0.151	0.252
Retail (Food Superstore)	per 100sqm	3.428	3.532	6.281	5.140
Primary School	per 100sqm	4.717	5.818	0.903	0.323

2.8 Committed Infrastructure in 2038 Reference Case

2.8.1 The reference case schemes from the previous Sites DPD modelling were carried forward to the 2038 Reference Case. These are shown in **Table 2**. The dualling of the A2300 includes the closure of the Bishopstone Lane/A2300 junction for vehicular use.

Table 2. Reference Case Infrastructure

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

2.8.2 The following mitigation associated with the Sites DPD Scenario was also included.

- Sustainable transport trip reductions for the Sites DPD developments
- Ansty A272/B2036 - minor widening on A272 western and eastern arms

2.8.3 In addition, the following mitigation associated with the Sites DPD Scenario as proposed by the Science and Technology Park was included:

- A2300/A23 Hickstead, Eastern Roundabout (Drawing No. 18108 – SK201117.1)
- A23 Southbound upgraded merge and diverge between A2300 and Mill Lane (Drawing No. 18108 - SK201130.1)
- A2300/Cuckfield Road roundabout upgrade and new S&T Park access/Cuckfield Road roundabout (Drawing No. 18108 - SK20201209.1)
- A2300/Northern Arc roundabout (Drawing No. 18108 - SK210302.1)

2.8.4 One additional scheme was also included:

- New access road from A272/A23 northbound roundabout for Marylands Nursery

3. 2038 SCENARIO 3 PREPARATION

3.1 Introduction

3.1.1 This section describes the preparation of 2038 Scenario 3.

3.2 Site Specific Growth

3.2.1 Scenario trip matrices were prepared for the AM peak and PM peak hours. The trip rates that were derived from TRICS for the committed Reference Case developments were used again to calculate trip generations for the development sites.

3.2.2 Scenario 3 assesses the impact of an additional 27 housing development sites, some of which also include employment, retail and community uses. The sites are listed in **Appendix A3 - DPR Transport Scenario 3**.

3.2.3 In addition **windfall sites** are assumed to be 588 units by 2038, distributed pro-rata across the Reference Case housing developments.

3.2.4 **Table 3** summarises the total housing units considered.

Table 3. Total Housing units Considered in Mid-Sussex in Scenario 3

SCENARIO	TOTAL UNITS CONSIDERED	DIFFERENCE FROM REF
Reference Case	13,456	
Scenario 3	20,933	7,477
Scenario 3 including windfall	21,521	8,065

3.2.5 **Figure 1** shows the location of Scenario 3 development sites labelled by SHLAAID (Strategic Housing Land Availability Assessment ID) as referenced in Appendix A3. **Figure 2** shows the number of units for each site.

Development Zones – Representation of Sites

3.2.6 The larger developments sites were allocated to their own zone with appropriate access roads included.

Trip Distribution

3.2.7 The trip distributions were taken from the main model zones that the development is located in or near to and based on Census Journey Work 2011 for commuting trips and existing local model matrices for other purposes.

Scenario 3 with Initial Mode Shift Assumptions (Scenario 3MS)

3.2.8 As stated in the introduction this report includes a scenario which tested the potential impact of initial trip rate reductions as a result of mode shift from car for the scenario developments. These are high level assumptions based on site location, settlement size and on existing infrastructure. Chapter 6 describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation to support the proposed allocations. The initial mode shift assumptions are provided in **Appendix A3**.

Figure 1. Scenario Map with SHLAAID

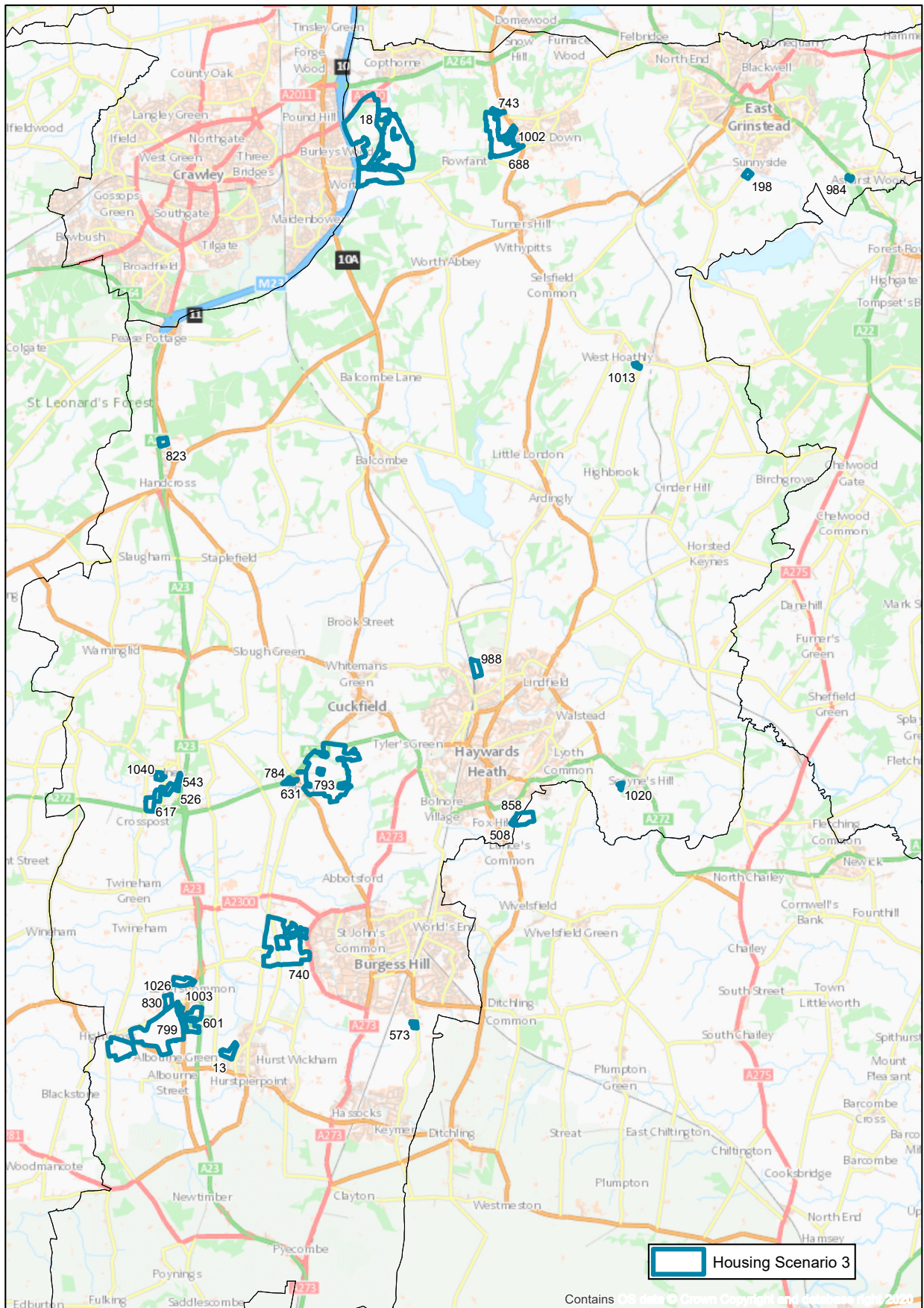
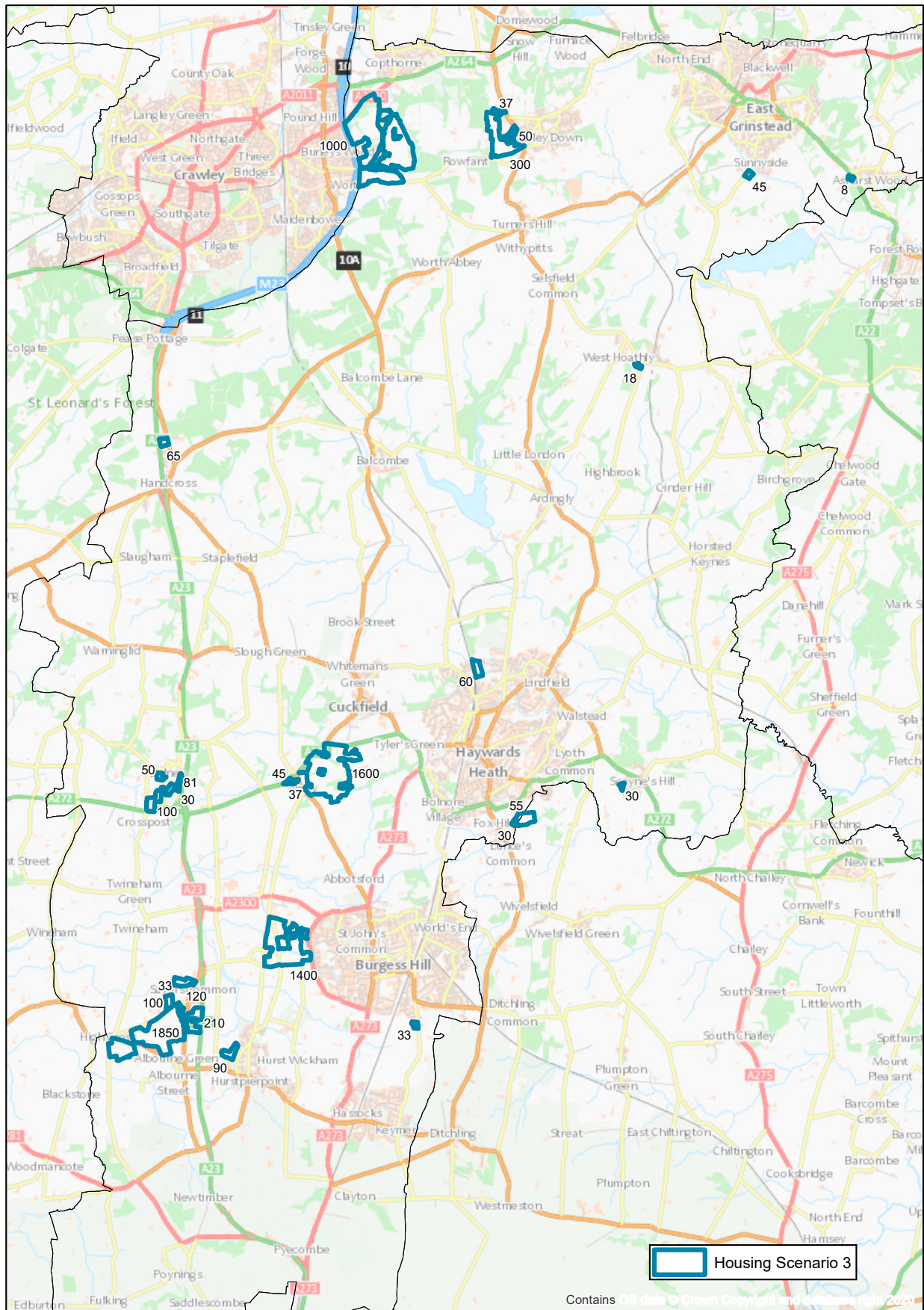


Figure 2. Scenario Map with Number of Units



4. SCENARIO 3 - CAPACITY IMPACTS

4.1 Introduction

4.1.1 This chapter reports the capacity impact results of the Scenario 3. This includes traffic flow diagrams and commentary on the outcomes, along with numerical analysis using criteria based on interpretation of the National Planning Policy Framework (NPPF) including:

- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

4.1.2 Reporting includes assessment of locations in neighbouring authorities.

4.2 Traffic Flow Impacts

4.2.1 **Appendix D – Flow Maps** shows the impact of the Scenario on traffic flows compared to the Reference Case. Maps are shown separately for the south and north areas and shown for all flow differences and for increases of 50 or more vehicles only.

4.2.2 In the AM peak, there are traffic flow increases at the following locations:

- On the M23/A23 the largest impacts are on the section between the A272 and B2115 where there are increases of approximately 600 vehicles northbound and over 400 vehicles southbound. The northbound impact extends northwards with increases of over 400 vehicles to the M23 Junction 11 (Pease Pottage), but below 300 beyond that on the M23 northbound.
- Cuckfield Road shows increases between the B2036 (Ansty) and the B2116 (Hurstpierpoint) with the highest directional increases of approximately 400 vehicles on the northbound approach to the A2300, and southbound increases of approximately 350 vehicles.
- Other increases include on the A272 east of the A23, and on roads west of the A23 including the A281 and B2118 (Sayers Common).
- In the north area the larger increases, other than on the M23/A23, are on the A2220 which increases by about 250 vehicles westbound on the section crossing the M23.

4.2.3 In the PM peak, there are traffic flow increases at the following locations:

- On the M23/A23 the largest impacts are southbound between Pease Pottage and the Mill Lane exit where there are increases of up to approximately 800 vehicles.
- Cuckfield Road shows smaller impacts than in the AM peak, including an increase up to approximately 250 vehicles northbound at Hurstpierpoint.
- Other increases include on the A272 at Haywards Heath, Valebridge Road and on roads west of the A23 including the A281 and B2118 (Sayers Common).
- In the north area the larger increases are mainly on the M23/A23.

4.3 Impacts on the M23 and A23 Strategic Road Network

4.3.1 An approach was devised to identify directional carriageway sections forecast to experience impacts due to the strategic developments. An adaptable criteria representing a '**notable flow increase**' was defined as any carriageway section experiencing the following:

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

- 4.3.2 The impact between the M25 and the A27 was assessed and the number carriageway sections with a notable flow increase is shown in **Table 4**.

Table 4. Number of M23/A23 carriageway sections with a 'notable flow increase' (Sc. 3)

SCENARIO	AM NORTHBOUND	AM SOUTHBOUND	PM NORTHBOUND	PM SOUTHBOUND
Scenario 3	11	11	8	15

- 4.3.3 The results show that in the AM peak the impacts on the northbound and southbound carriageways are similar, while in the PM there is more of an impact in the southbound direction. **Appendix B** includes these results in more detail.
- 4.3.4 The detailed results show the highest flow increases are southbound in the PM peak, where the most significantly impacted section is the A23 between the B2110 (Handcross) and the B2118 (Sayers Common) where the increase is up to approximately **17%**.

4.4 Identification of Junctions with Capacity Impacts

- 4.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.

- 4.4.2 An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A '**severe**' impact is defined as a junction with any approach arm experiencing both of the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any period in any Scenario; and
- an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any period in any Scenario

- 4.4.3 A '**significant**' impact is a junction with any approach arm experiencing the following:

- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any period in any Scenario

- 4.4.4 **Table 5** shows how many junctions are forecast to be impacted significantly or severely in Scenario 3 when compared to the Reference Case.

Table 5. 'Severe' and 'Significant' impacts due to Scenario 3 versus Reference Case

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 3 vs Reference Case	23	35

- 4.4.5 In Scenario 3 there are 'severe' impacts at **23** junctions and 'significant' impacts at **35** junctions.

4.4.6 The 23 junctions with 'severe' impacts are:

○ N8 Turners Hill	B2110 / B2028 Turners Hill
○ N11 Crawley	A2220 / B2036 (CRAWLEY)
○ N16 Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
○ N17 Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
○ C6 Cuckfield	B2036 / Ardingly Road, Whitmans Green
○ C7 Ansty	A272 / B2036
○ C10 Bolney	A23 / A272 Bolney Road
○ C12 Haywards Heath	A273 / Isaac's Lane / Traustein Way
○ C13 Haywards Heath	Haywards Heath - B2112/A272
○ C14 Haywards Heath	Haywards Heath - A272/Rocky Lane
○ C15 Haywards Heath	Haywards Heath - B2272/Bolnore Road
○ C16 Haywards Heath	Haywards Heath - A272/B2272
○ S2 Burgess Hill	A23 / A2300 Eastern Roundabout
○ S3 Burgess Hill	A2300 / Cuckfield Road
○ S6 Burgess Hill	Junction Road / B2113, Burgess Hill
○ S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
○ S9 Pyecombe	A23 / A281 Southbound On-Slip
○ S18 Hassocks	A273 / B2112
○ S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
○ S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road
○ S26 Burgess Hill	A273 / York Road
○ S35 Sayers Common	A23 / B2118 Sayers Common
○ S36 Burgess Hill	Wivelsfield Green (LEWES DISTRICT)

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

4.4.8 **Figure 3** is a map showing the locations of the significant and severely impacted junctions.

4.5 Cross Boundary Impacts

4.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

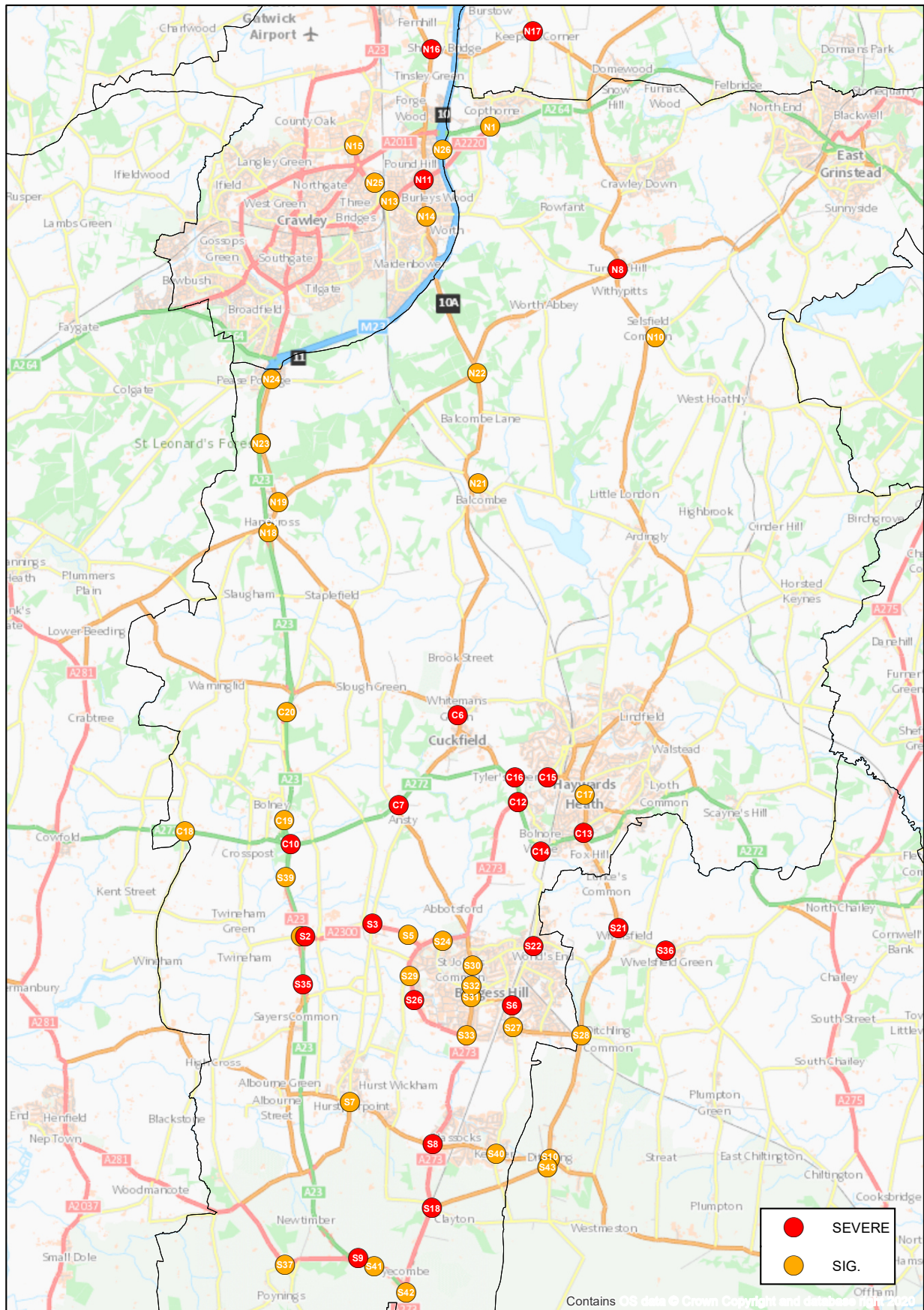
- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

4.5.2 There are **five** junctions in neighbouring authorities which experience a 'severe' impact:

- Crawley Borough: N11 and N16
- Tandridge District: N17
- Lewes District: S21 and S36

4.5.3 **Appendix B** summarises changes in traffic volumes in terms of total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 3 results in an increase in vehicle kilometres of **1.83%** in the **AM peak** and **1.58%** in the **PM peak**.

Figure 3. 'Significant' and 'severely' impacted junctions - Scenario 3 versus Reference Case



5. SCENARIO 3 WITH INITIAL MODE SHIFT ASSUMPTIONS – CAPACITY IMPACTS

5.1 Introduction

5.1.1 This chapter describes results of the scenario which tested the potential impact of initial assumed trip rate reductions as a result of mode shift from car for trips to and from the scenario developments. These are high-level assumptions based on the site location, settlement size and on existing infrastructure. Chapter 6 describes how further scenarios will be prepared to test the impact of proposed sustainable mitigation to support the proposed allocations. The initial mode shift assumptions are provided in **Appendix A3**.

5.1.2 Reporting of capacity impact results includes traffic flow diagrams and commentary on the outcomes, along with numerical analysis using criteria that are based on interpretation of the National Planning Policy Framework (NPPF) including:

- Impacts on M23 and A23 strategic road network
- Identification of Junctions with Capacity Impacts
- Cross Boundary Impacts

5.1.3 Reporting includes assessment of locations in neighbouring authorities.

5.2 Traffic Flow Impacts

5.2.1 **Appendix D – Flow Maps** shows the impact of the Scenario on traffic flows compared to Scenario 3. Maps are shown separately for the south and north areas.

5.2.2 The mode shift reductions do not make a substantial difference to Scenario 3 results and therefore the commentary in Section 4.2 remains largely applicable here.

5.2.3 In the AM peak, compared to Scenario 3, the largest decreases are:

- decreases of approximately 20 vehicles on the A23 northbound between the A272 and the M23 Junction 11 (Pease Pottage), slightly offsetting the increases of up to 600 vehicles in Scenario 3; and
- decreases of approximately 20 vehicles on Cuckfield Road southbound from the A2300, slightly offsetting the increases of up to 350 vehicles in Scenario 3.

5.2.4 In the PM peak, compared to Scenario 3, the largest decreases are:

- decreases of up to approximately 30 vehicles on the A23 southbound between the M23 Junction 11 (Pease Pottage) and the Mill Lane exit), slightly offsetting the increases of up to 800 vehicles in Scenario 3.

5.3 Impacts on the M23 and A23 Strategic Road Network

5.3.1 An approach was devised to identify directional carriageway sections forecast to experience impacts due to the strategic developments. An adaptable criteria representing a '**notable flow increase**' was defined as any carriageway section experiencing the following:

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

5.3.2 The impact between the M25 and the A27 was assessed and the number carriageway sections with a notable flow increase is shown in **Table 6**.

Table 6. Number of M23/A23 carriageway sections with a 'notable flow increase' (Sc. 3MS)

SCENARIO	AM NORTHBOUND	AM SOUTHBOUND	PM NORTHBOUND	PM SOUTHBOUND
Scenario 3 with Mode Shift	11	11	8	15

- 5.3.3 The numbers are as per Scenario 3 and show that in the AM peak the impacts on the northbound and southbound carriageways are similar, while in the PM there is more of an impact in the southbound direction. **Appendix B** includes these results in more detail.
- 5.3.4 The detailed results show the highest flow increases are southbound in the PM peak, where the most significantly impacted section, is the A23 between the B2110 (Handcross) and the B2118 (Sayers Common) where the increase is up to approximately **16%**, which is slightly lower than in Scenario 3 which showed increases of up to approximately **17%**.

5.4 Identification of Junctions with Capacity Impacts

- 5.4.1 The impact of development was assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC. These were derived using WSCC's position statement in relation to the NPPF which sets out their interpretation of terms defining traffic impacts, namely "significant amount of movement" and "severe impacts". In addition, a "showstopper" is defined as a location where the impacts do not have a reasonable prospect of being able to comply with NPPF paragraph 32.
- 5.4.2 An approach was devised to identify junctions forecast to experience 'severe' impacts in the future due to the strategic developments. This uses appropriately selected criteria to reflect the interpretation of the NPPF. A '**severe**' impact is defined as a junction with any approach arm experiencing both of the following:
- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **95%** or more in any period in any Scenario; and
 - an increase in average delay of **30 seconds** or more to an average delay of **two minutes** or more in any period in any Scenario
- 5.4.3 A '**significant**' impact is a junction with any approach arm experiencing the following:
- a junction with an increase in ratio of flow to capacity (RFC) of **3%** or more to an RFC of **85%** or more in any period in any Scenario
- 5.4.4 **Table 7** shows how many junctions are forecast to be impacted significantly or severely in Scenario 3 with initial mode shift assumptions when compared to the Reference Case.

Table 7. 'Severe' and 'Significant' impacts due to Scenario 3MS versus Reference Case

SCENARIO	'SEVERE' IMPACTS	'SIGNIFICANT' IMPACTS
Scenario 3 with Mode Shift vs Reference Case	23	34

- 5.4.5 There are 'severe' impacts at **23** junctions and 'significant' impacts at **34** junctions, which is a slight reduction on the 35 junctions in Scenario 3. For 'severe' impacts the junctions are the same junctions as in Scenario 3. However for 'significant' impacts there are some differences in the junctions with junctions C18 - A272 Cowfold Road/Wineham Lane and S29 - A273 Jane Murray Way/Malthouse Lane no longer being 'significant' and junction C1 - B2110/B2114 Handcross becoming 'significant'.

5.4.6 The 23 junctions with ‘severe’ impacts are:

○ N8 Turners Hill	B2110 / B2028 Turners Hill
○ N11 Crawley	A2220 / B2036 (CRAWLEY)
○ N16 Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
○ N17 Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
○ C6 Cuckfield	B2036 / Ardingly Road, Whitemans Green
○ C7 Ansty	A272 / B2036
○ C10 Bolney	A23 / A272 Bolney Road
○ C12 Haywards Heath	A273 / Isaac's Lane / Traustein Way
○ C13 Haywards Heath	Haywards Heath - B2112/A272
○ C14 Haywards Heath	Haywards Heath - A272/Rocky Lane
○ C15 Haywards Heath	Haywards Heath - B2272/Bolnore Road
○ C16 Haywards Heath	Haywards Heath - A272/B2272
○ S2 Burgess Hill	A23 / A2300 Eastern Roundabout
○ S3 Burgess Hill	A2300 / Cuckfield Road
○ S6 Burgess Hill	Junction Road / B2113, Burgess Hill
○ S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
○ S9 Pyecombe	A23 / A281 Southbound On-Slip
○ S18 Hassocks	A273 / B2112
○ S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
○ S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road
○ S26 Burgess Hill	A273 / York Road
○ S35 Sayers Common	A23 / B2118 Sayers Common
○ S36 Burgess Hill	Wivelsfield Green (LEWES DISTRICT)

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

5.4.8 **Figure 4** is a map showing the locations of the significant and severely impacted junctions.

5.5 Cross Boundary Impacts

5.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

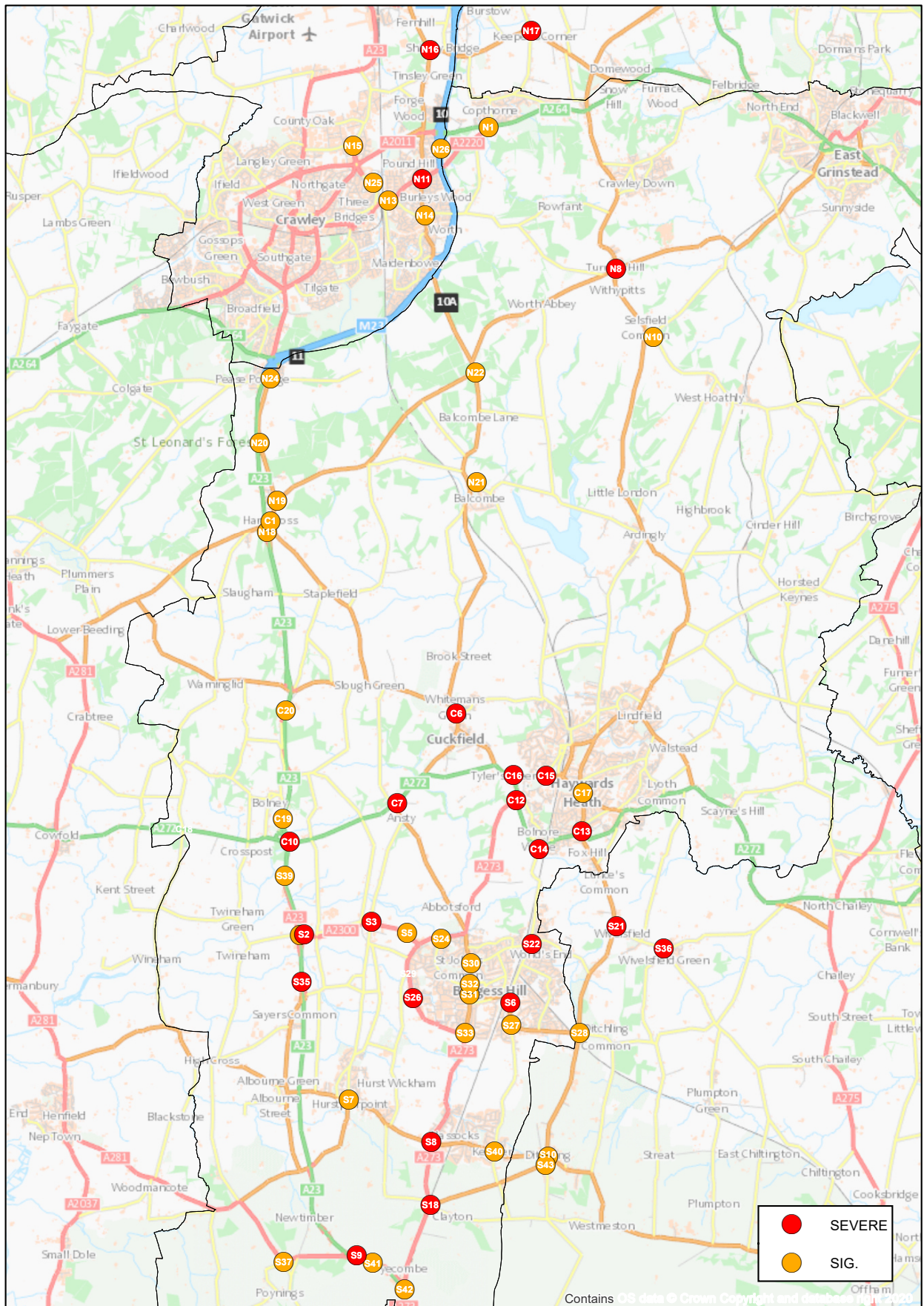
- Crawley Borough;
- Horsham District;
- Tandridge District;
- Wealden District; and
- Lewes District

5.5.2 There are **five** junctions in neighbouring authorities which experience a ‘severe’ impact:

- Crawley Borough: N11 and N16
- Tandridge District: N17
- Lewes District: S21 and S36

5.5.3 **Appendix B** summarises changes in traffic volumes in terms of total distance travelled (in vehicle kilometres) for the **Ashdown Forest**. It can be seen that compared to the Reference Case, Scenario 3 with Mode Shift results in an increase in vehicle kilometres of **1.72%** in the **AM peak** and **1.51%** in the **PM peak**. These are slightly lower increases than in Scenario 3 where the increases were 1.81% and 1.58% respectively.

Figure 4. 'Significant' and 'severely' impacted junctions - Scenario 3MS versus Reference Case



6. NEXT STEPS - CAPACITY MITIGATION

6.1 Introduction

- 6.1.1 Where junctions or road sections are assessed to be adversely impacted by the developments, the potential impact of sustainable transport mitigation (on mode shift from car) will be assessed before highway mitigation schemes are devised and tested. These mitigations will aim to remove all 'severe' impacts.

6.2 Sustainable Mitigation

- 6.2.1 To assess the potential impact of sustainable mitigation targets for the number of trips shifting mode from car to sustainable modes will be considered. The mode shift targets will reflect the nature of the proposed sites and will vary by characteristics including:

- site size
- location type (eg. urban extension or infill, rural village expansion or standalone)
- proximity to existing or proposed employment areas
- proximity to existing or proposed PT service
- existing or proposed cycle/walk accessibility

- 6.2.2 For the development scenario being considered, a "with-sustainable-mitigation scenario" will be applied using suitable agreed trip rate reductions for the developments. Where appropriate these will include distance-based reductions and origin or destination specific reductions to reflect the impact of improved public transport or active mode routes to and from certain locations. Additional with-sustainable-mitigation scenarios can be applied to test variations in the assumed trip rate reductions.

- 6.2.3 MSDC have provided significant site information for larger site allocations, which will be used to assess sustainable travel and links to services/employment.

- 6.2.4 The agreed parameters for the with-sustainable-mitigation run(s) will be set-out in tables showing the assumed reductions by site and characteristic contributing the reduction, along with other considerations including the origin/destinations that are benefitting. This will be based on a vision for how the development sites will operate based on recent TRICS guidance on travel behaviour and "decide and provide".

- 6.2.5 Following completion of the with-sustainable-mitigation model run(s) analysis as described earlier will be undertaken to compare to the Reference Case and to the scenarios without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

6.3 Highway Mitigation

- 6.3.1 Following completion of the sustainable mitigations analysis, highway mitigations may be considered for locations where 'severe' impacts remain in the with-sustainable-mitigation scenario(s), especially for main inter-urban routes. Capacity may not be increased for secondary routes where this could encourage short cutting.

- 6.3.2 The proposed highway mitigations will be applied to the with-sustainable-mitigation scenario(s) to form with-highway-mitigation scenarios(s). Analysis as described earlier will be undertaken to compare to the Reference Case and to the scenario without mitigation. The NPPF severe impact test will be based on the Reference Case comparison, while the comparison to without mitigation will inform of the effectiveness of the mitigation measures.

7. NEXT STEPS - SAFETY IMPACTS

7.1 Introduction

7.1.1 The safety review will undertake a junction and road section based assessment of accident clusters, cross-referenced to national accident rates available from the Department for Transport and forecast traffic flow changes as a result of the Scenarios compared to the Reference Case. The tasks can be summarised as:

- 1) Acquire road accident data for Mid Sussex District for the latest five-year period.
- 2) Map collisions to help identify injury accident clusters of note according to number and severity of incidents.
- 3) Undertake analysis to correlate the identified cluster map to where significant traffic flow increases are forecasted to occur as a result of the Scenarios when compared the Reference Case.
- 4) Where locations with increased traffic flow from the Scenario include notable injury accident clusters, further assessment will be undertaken to identify already committed or proposed mitigation, or the need for safety mitigation to be considered.

7.2 Junction Identification

7.2.1 This section will assess the accident clusters at junctions which are forecast to have increased traffic flows due the Scenario, compared to the Reference Case.

7.2.2 To identify a priority list of junctions, criteria are required to set appropriate thresholds for the number of accidents in a cluster and the increase in traffic flow as a result of the Scenario. Junctions that meet both the cluster size and flow criteria will then be identified as priority locations for further analysis. Junctions that meet both the following criteria will be selected for the priority list:

- Five or more accidents at the junction in the five year period
- A traffic flow increase through the junction of 10% or more, in either AM or PM, in the Scenario compared to the Reference Case.

7.3 Road Section Identification

7.3.1 This section will assess the number of accidents on road sections which are forecast to have increased traffic flows due the Scenarios compared to the Reference Case.

7.3.2 To identify a priority list of road sections, criteria are required to set appropriate thresholds for the number of accidents on the road section and the increase in traffic flow as a result of the Scenario. Road sections that meet both the number of accidents and flow criteria are then identified as priority locations for further analysis. Road sections that meet both the following criteria will be selected for the priority list:

- Five or more accidents on the road section in the five year period
- A traffic flow increase of 10% or more, or 100 vehicles or more, when averaged across the AM and PM peak hours, in the Scenario compared to the Reference Case.

7.3.3 The road sections that meet the criteria will be assessed against national accident rates available from the Department for Transport at the location below:
<https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents>
 (Table RAS10002)

7.3.4 The national rates are provided annually as the number of accidents per billion vehicle kilometres for different road types. To enable comparison to these rates the traffic flows from the model will be converted to vehicle kilometres. For consistency with the national accident rates, estimates of annual vehicle kilometres will be calculated using the 2017 base model flows. The calculation of vehicle kilometres will also require an annualisation factor to be applied to the modelled peak hours, which is derived using data from permanent traffic counters.

7.4 Safety Mitigation

7.4.1 This section will review the existing junction and road layouts at the identified locations, the evidence base for capacity and safety concerns, the highways design to mitigate these concerns and calculate costings for the designed interventions.

7.4.2 This design stage will include:

- Development of the highway design using DMRB and Manual for Streets design standards as appropriate
- Swept path analysis, visibility and deflection checks
- Identification and design of suitable walking and cycling facilities as required
- Highway boundary design consideration. It is assumed that proposed works should remain within the highway boundary.

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Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

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SHLAAID	Parish	Site
6	Lindfield Rural	Land at Gravelye Lane and Scamps Hill, Lindfield
21	East Grinstead	Land rear of 11A Crawley Down Road, Felbridge
22	East Grinstead	Land to rear of Dunnings Mill Sports Club Dunnings Rd, East Grinstead
36	Hassocks	Land adjacent to Station Goods Yard, Keymer Road, Hassocks
38	Worth	Land north of the A264 at Junction 10 of M23
45	Burgess Hill	Former Sewage Works, Fairbridge Way, Burgess Hill
57	Haywards Heath	Land at Foxhill (Gamblemead Lane), Foxhill, Haywards Heath
81	East Grinstead	Imberhorne Lower School, Windmill Lane, East Grinstead
82	Bolney	Motorcycle Workshop (former G&W Motors), London Road, Bolney
83	Burgess Hill	Burgess Hill Station yard/car park, Burgess Hill
84	Burgess Hill	The Oaks Centre, Junction Road, Burgess Hill
88	Burgess Hill	Land north of Faulkners Way, Burgess Hill
91	Burgess Hill	Keymer Tile Works, Nye Road, Burgess Hill
92	Burgess Hill	Open air market, Cyprus Road, Burgess Hill
96	East Grinstead	Stonequarry Woods, East Grinstead
102	East Grinstead	Land at the junction of Windmill Lane and London Road
106	Hassocks	Station Goods Yard, Hassocks
127	Slaugham	Land at St. Martin Close (west), Handcross
138	Ashurst Wood	Land south of Hammerwood Road, Ashurst Wood
147	West Hoathly	West Hoathly Station Goods Yard, Station Road, Sharpthorne
148	West Hoathly	Land north of Top Road, Sharpthorne
150	Balcombe	Land to the west of the Rectory, Haywards Heath Road, Balcombe
151	Lindfield Rural	Land east of Portsmouth Wood Close, Lindfield
177	Cuckfield	The Manor House, 14 Manor Drive, Cuckfield
184	Horsted Keynes	Land south of St. Stephens Church, Hamsland, Horsted Keynes
188	Balcombe	Land opposite Newlands, (Spring Field Shaw), London Road, Balcombe
191	Balcombe	Land to the north and rear of Barnfield Cottages, Haywards Heath Road, Balcombe.
196	East Grinstead	Land south of Crawley Down Road, Felbridge
197	East Grinstead	Land rear of 15 and 39 Crawley Down Road, Felbridge
208	Ashurst Wood	Mount Pleasant Nursery, Cansiron Lane, Ashurst Wood
220	Hurstpierpoint and Sayers Common	Land north of Kingsland Laines, Sayers Common
221	Hassocks	Land to the north of Shepherds Walk (Friars Oak), Hassocks
233	Burgess Hill	Land east of Kings Way, Burgess Hill
238	Hurstpierpoint and Sayers Common	Land at Little Park Farm, north of Hurstpierpoint
246	Haywards Heath	Hurst Farm, Hurstwood Lane, Haywards Heath
247	Haywards Heath	Penland Farm, Haywards Heath
271	Worth	Land to the west of The Pheasantry, Turners Hill Road, Crawley Down (part of site previously assessed as of site 688)
281	Worth	Land south of Hazel Close, Crawley Down
321	Slaugham	Seaspace House, Brighton Road, Handcross
345	Burgess Hill	St. Wilfrids Catholic Primary School, School Close, Burgess Hill
369	East Grinstead	53-59 Lingfield Road, East Grinstead
409	East Grinstead	Sussex House, London Road, East Grinstead
433	East Grinstead	Beckford Lewes Road, East Grinstead
441	East Grinstead	67-69 Railway Approach, East Grinstead
447	Burgess Hill	The Emperor Restaurant, Cyprus Road, Burgess Hill
470	Ashurst Wood	Wealden House, Lewes Road, Ashurst Wood
477	West Hoathly	Land adjacent to Cookhams, south of Top Road, Sharpthorne
479	Cuckfield	Land at Hanlye Lane to the east of Ardingly Road, Cuckfield
480	Cuckfield	Courtmeadow School, Hanlye Lane, Cuckfield
483	Lindfield Rural	Land South of Scamps Hill, Lindfield
485	Haywards Heath	Land south of Rocky Lane Phase 2, Haywards Heath
488	Worth	Palmers Autocare Centre, Turners Hill Road, Crawley Down
492	Turners Hill	Old Vicarage Field, Church Road, Turners Hill
493	Burgess Hill	Northern Arc, Burgess Hill
496	Haywards Heath	Land south of Rocky Lane & to the west of Weald Rise and Fox Hill Village, Haywards Heath
507	Haywards Heath	Caru Hall, Bolnore Road, Haywards Heath
510	East Grinstead	Imberhorne Lane car park, Imberhorne Lane, East Grinstead
519	Worth	Land north of Burleigh Lane, Crawley Down
528	Burgess Hill	The Martletts Shopping Centre Burgess Hill Town Centre
531	Haywards Heath	Land north of 99 Reed Pond Walk, Franklands Village, Haywards Heath
534	Burgess Hill	Land rear of 88 Folders Lane, Burgess Hill
544	Burgess Hill	Western side of Victoria Road, Burgess Hill
548	East Grinstead	Land at rear of and including 17 Copthorne Road, Felbridge
553	Turners Hill	The Old Estate Yard, Church Road, Turners Hill
559	East Grinstead	East Grinstead Delivery Office, 76 London Road, East Grinstead
562	East Grinstead	Land at Hill Place Farm to the south west of East Grinstead, west and east of the Bluebell Railway Line
570	Ansty and Staplefield	Land at Bridge Hall, Cuckfield Road, Burgess Hill
586	Lindfield Rural	Buxshalls, Ardingly Road, Lindfield
594	Burgess Hill	Land South of Southway, Burgess Hill
595	East Grinstead	Land at Brookhurst, Furze Lane, East Grinstead
597	Haywards Heath	Land rear of Devon Villas, Western Road, Haywards Heath
613	Hurstpierpoint and Sayers Common	Land at Whitehorse Lodge, Furzeland Way, Sayers Common
618	Haywards Heath	MSDC Car Park, north of Oaklands Road
619	Haywards Heath	Beech Hurst Depot, Bolnore Road, Haywards Heath
644	Ansty and Staplefield	Ansty Cross Garage, Cuckfield Road, Ansty
649	Cuckfield	Horsgate House, Hanlye Lane, Cuckfield
666	Slaugham	Hardriding Farm, Brighton Road, Pease Pottage
690	Hassocks	Hassocks Golf Club, London Road, Hassocks
696	East Grinstead	1 -25 Bell Hammer, East Grinstead
711	Bolney	Bolney House, Cowfold Road, Bolney
723	East Grinstead	Ashplats House, Holtye Road, East Grinstead
725	Lindfield Rural	Land adjacent to Barn Cottage, Lewes Road, Scaynes Hill
732	Haywards Heath	The Priory, Syresham Gardens, Haywards Heath
744	Haywards Heath	NCP Car Park, Harlands Road, Haywards Heath
750	Haywards Heath	Downlands Park, Isaacs Lane, Haywards Heath
753	Hassocks	Land to the north of Clayton Mills, Mackie Avenue, Hassocks
756	Burgess Hill	Land at the Brow, Burgess Hill
757	Ashurst Wood	LIC, Wealden House, Lewes Road, Ashurst Wood
759	East Grinstead	Tower Car Sales, Tower Close, East Grinstead
761	Lindfield Rural	Industrial units, Springfield Farm, Lewes Road, Scaynes Hill
765	Slaugham	Slaugham Manor, Slaugham Place, Slaugham.
768	East Grinstead	Martells Store, 1-4 Normans Gardens and 38A Queens Road, East Grinstead
770	East Grinstead	Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead
773	East Grinstead	Superdrug, 78 London Road, East Grinstead
783	Haywards Heath	Rogers Farm, Fox Hill, Haywards Heath
807	Horsted Keynes	Land South of The Old Police House, Birchgrove Road, Horsted Keynes
827	Burgess Hill	Land South of 96 Folders Lane, Burgess Hill
829	Hurstpierpoint and Sayers Common	Land to the north Lyndon, Reeds Lane, Sayers Common
832	Ardingly	Land west of Selsfield Road, Ardingly
840	Burgess Hill	Woodfield House, Isaacs Lane, Burgess Hill
843	Haywards Heath	37-39 Perrymount Road, Haywards Heath
847	East Grinstead	Former East Grinstead Police Station, College Lane, East Grinstead
854	Turners Hill	Withypitts Farm, Selsfield Road, Turners Hill
872	East Grinstead	East Grinstead House, London Road/Wood Street
897	Lindfield Rural	Land to the rear Firlands, Church Road, Scaynes Hill
904	Burgess Hill	Land to the south of Selby Close, Hammonds Ridge, Burgess Hill
923	East Grinstead	49 Queens Road East Grinstead
924	Twineham	Twineham Grange Farm, Bob Lane, Twineham
953	Bolney	Land opposite Former Queens Head (west of London Road), Bolney
960	Worth	Site to rear of Tiltwood House Gage Close Crawley Down
963	Burgess Hill	Manor Court Valebridge Road Burgess Hill
964	East Grinstead	Packer Close, Quarry Rise, East Grinstead
965	East Grinstead	Dart Court Quarry Rise East Grinstead
966	Haywards Heath	Zenith House Market Place Haywards Heath
967	Haywards Heath	Aventis House Market Place Haywards Heath Heath
968	East Grinstead	30 - 34 London Road East Grinstead
969	Burgess Hill	Land west of Freeks Lane Burgess Hill
970	Haywards Heath	23 and 25 Bolnore Road Haywards Heath
974	Burgess Hill	87 Junction Road Burgess Hill
975	Burgess Hill	Jubilee House Cyprus Road Burgess Hill
976	Burgess Hill	Land East of Keymer Road and South of Folders Lane, Burgess Hill.
977	Ashurst Wood	Spinney Hill and Willowtrees Lewes Road Ashurst Wood
978	Bolney	Site of Former Little Orchards, London Road, Bolney
980	East Grinstead	Oakhurst Maypole Road East Grinstead
981	Burgess Hill	Day Centre Royal George Road Burgess Hill
1009	Ardingly	The Oak Inn Street Lane Ardingly
1010	Slaugham	Land at St Martins Close (East) Handcross
1011	East Grinstead	53 London Road East Grinstead
1084	East Grinstead	Vacant Plot 70 - 72 London Road East Grinstead
1088	Burgess Hill	Weald Inn Royal George Road Burgess Hill
1089	Burgess Hill	Americas House 273 London Road Burgess Hill
1090	Haywards Heath	Maxwelton House 41 - 43 Boltro Road Haywards Heath
1091	Haywards Heath	Central House 25 -27 Perrymount Road
1092	Haywards Heath	Chester House Harlands Road Haywards Heath

Status	Yr1to5	Yr6to10	Yr11plus	TOTAL
Commitment - Full/Outline Planning Permission	40	0	0	40
Commitment - Full/Outline Planning Permission	31	0	0	31
Commitment - Full/Outline Planning Permission	12	0	0	12
Commitment - Allocated Site Without Permission	0	16	0	16
Commitment - Full/Outline Planning Permission	239	197	0	436
Commitment - Full/Outline Planning Permission	0	325	0	325
Commitment - Full/Outline Planning Permission	50	0	0	50
Commitment - Allocated Site Without Permission	0	0	200	200
Commitment - Allocated Site Without Permission	0	0	10	10
Commitment - Allocated Site Without Permission	0	0	150	150
Commitment - Allocated Site Without Permission	0	0	12	12
Commitment - Allocated Site Without Permission	0	20	0	20
Commitment - Full/Outline Planning Permission	157	0	0	157
Commitment - Allocated Site Without Permission	0	0	25	25
Commitment - Allocated Site Without Permission	0	0	40	40
Commitment - Allocated Site Without Permission	0	0	0	0
Commitment - Allocated Site Without Permission	0	0	54	54
Site Allocations DPD - Allocation	0	30	0	30
Site Allocations DPD - Allocation	0	12	0	12
Commitment - Full/Outline Planning Permission	0	0	0	0
Commitment - Allocated Site Without Permission	0	24	0	24
Commitment - Allocated Site Without Permission	0	14	0	14
Commitment - Full/Outline Planning Permission	46	0	0	46
Commitment - Allocated Site Without Permission	0	5	0	5
Site Allocations DPD - Allocation	30	0	0	30
Commitment - Allocated Site Without Permission	0	14	0	14
Commitment - Full/Outline Planning Permission	16	0	0	16
Site Allocations DPD - Allocation	110	90	0	200
Commitment - Full/Outline Planning Permission	63	0	0	63
Commitment - Full/Outline Planning Permission	5	0	0	5
Commitment - Full/Outline Planning Permission	120	0	0	120
Commitment - Full/Outline Planning Permission	0	130	0	130
Commitment - Full/Outline Planning Permission	261	17	0	278
Commitment - Full/Outline Planning Permission	15	0	0	15
Commitment - Allocated Site Without Permission	111	239	0	350
Commitment - Full/Outline Planning Permission	82	0	0	82
Commitment - Full/Outline Planning Permission	44	0	0	44
Commitment - Full/Outline Planning Permission	60	0	0	60
Commitment - Full/Outline Planning Permission	0	7	0	7
Site Allocations DPD - Allocation	0	175	25	200
Commitment - Full/Outline Planning Permission	9	0	0	9
Commitment - Full/Outline Planning Permission	8	0	0	8
Commitment - Full/Outline Planning Permission	0	6	0	6
Commitment - Allocated Site Without Permission	0	0	0	0
Commitment - Full/Outline Planning Permission	10	0	0	10
Commitment - Full/Outline Planning Permission	0	54	0	54
Commitment - Allocated Site Without Permission	0	16	0	16
Site Allocations DPD - Allocation	55	0	0	55
Commitment - Allocated Site Without Permission	0	10	0	10
Commitment - Full/Outline Planning Permission	148	52	0	200
Commitment - Full/Outline Planning Permission	40	0	0	40
Commitment - Full/Outline Planning Permission	8	0	0	8
Commitment - Allocated Site Without Permission	0	44	0	44
Commitment - Full/Outline Planning Permission	914	1396	0	2310
Commitment - Full/Outline Planning Permission	167	0	0	167
Commitment - Allocated Site Without Permission	0	0	0	0
Commitment - Allocated Site Without Permission	0	18	0	18
Site Allocations DPD - Allocation	0	50	0	50
Commitment - Full/Outline Planning Permission	0	142	0	142
Commitment - Full/Outline Planning Permission	0	24	0	24
Commitment - Full/Outline Planning Permission	37	0	0	37
Commitment - Full/Outline Planning Permission	0	54	0	54
Commitment - Full/Outline Planning Permission	25	0	0	25
Commitment - Allocated Site Without Permission	0	0	0	0
Commitment - Allocated Site Without Permission	0	0	12	12
Commitment - Full/Outline Planning Permission	200	0	0	200
Commitment - Full/Outline Planning Permission	0	39	0	39
Commitment - Full/Outline Planning Permission	16	0	0	16
Site Allocations DPD - Allocation	30	0	0	30
Commitment - Full/Outline Planning Permission	7	0	0	7
Commitment - Full/Outline Planning Permission	9	0	0	9
Commitment - Full/Outline Planning Permission	9	0	0	9
Commitment - Full/Outline Planning Permission	8	0	0	8
Commitment - Full/Outline Planning Permission	18	0	0	18
Site Allocations DPD - Allocation	0	12	0	12
Commitment - Allocated Site Without Permission	0	0	0	0
Commitment - Full/Outline Planning Permission	420	0	0	420
Commitment - Full/Outline Planning Permission	145	0	0	145
Commitment - Full/Outline Planning Permission	35	0	0	35
Commitment - Allocated Site Without Permission	0	5	0	5
Commitment - Full/Outline Planning Permission	29	0	0	29
Commitment - Full/Outline Planning Permission	3	0	0	3
Commitment - Full/Outline Planning Permission	11	0	0	11
Commitment - Full/Outline Planning Permission	40	0	0	40
Commitment - Allocated Site Without Permission	0	20	0	20
Commitment - Full/Outline Planning Permission	260	240	0	500
Commitment - Allocated Site Without Permission	0	100	0	100
Commitment - Allocated Site Without Permission	0	0	25	25
Commitment - Full/Outline Planning Permission	0	5	0	5
Commitment - Full/Outline Planning Permission	0	0	0	0
Commitment - Full/Outline Planning Permission	16	0	0	16
Commitment - Full/Outline Planning Permission	1	0	0	1
Site Allocations DPD - Allocation	45	420	85	550
Commitment - Full/Outline Planning Permission	0	11	0	11
Site Allocations DPD - Allocation	25	0	0	25
Site Allocations DPD - Allocation	25	0	0	25
Site Allocations DPD - Allocation	40	0	0	40
Site Allocations DPD - Allocation	35	0	0	35
Site Allocations DPD - Allocation	0	70	0	70
Commitment - Full/Outline Planning Permission	29	0	0	29
Commitment - Full/Outline Planning Permission	104	0	0	104
Site Allocations DPD - Allocation	0	22	0	22
Site Allocations DPD - Allocation	0	16	0	16
Commitment - Full/Outline Planning Permission	109	142	0	251
Site Allocations DPD - Allocation	20	0	0	20
Site Allocations DPD - Allocation	0	12	0	12
Commitment - Full/Outline Planning Permission	14	0	0	14
Commitment - Full/Outline Planning Permission	0	6	0	6
Commitment - Full/Outline Planning Permission	30	0	0	30
Commitment - Full/Outline Planning Permission	5	0	0	5
Commitment - Full/Outline Planning Permission	14	0	0	14
Commitment - Full/Outline Planning Permission	14	0	0	14
Commitment - Full/Outline Planning Permission	0	0	0	0
Commitment - Full/Outline Planning Permission	0	0	0	0
Commitment - Full/Outline Planning Permission	17	0	0	17
Commitment - Full/Outline Planning Permission	460	0	0	460
Commitment - Full/Outline Planning Permission	0	14	0	14
Commitment - Full/Outline Planning Permission	6	0	0	6
Commitment - Full/Outline Planning Permission	14	0	0	14
Site Allocations DPD - Allocation	110	190	0	300
Commitment - Full/Outline Planning Permission	5	0	0	5
Commitment - Full/Outline Planning Permission	5	0	0	5
Commitment - Full/Outline Planning Permission	10	0	0	10
Commitment - Full/Outline Planning Permission	8	0	0	8
Commitment - Full/Outline Planning Permission	5	0	0	5
Commitment - Allocated Site Without Permission	0	30	0	30
Commitment - Allocated Site Without Permission	4	0	0	4
Commitment - Full/Outline Planning Permission	6	0	0	6
Commitment - Full/Outline Planning Permission	9	0	0	9
Commitment - Full/Outline Planning Permission	6	0	0	6
Commitment - Full/Outline Planning Permission	9	0	0	9
Commitment - Full/Outline Planning Permission	38	0	0	38
Commitment - Full/Outline Planning Permission	76	0	0	76

Employment Allocations - December 2019

SHLAAID	Address	Settlement	Area	Location	Revised Usage Split			Revised Area			
					B1 %	B2 %	B8 %	B1	B2	B8	
24	Land at Stairbridge Lane (South of Bolney Grange), Bolney	Bolney	5.5	BolneyGrange	33.33	33.33	33.33	1.83	1.83	1.83	
906	Undeveloped land (south) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.6	BolneyGrange	33.33	33.33	33.33	0.20	0.20	0.20	
907	Undeveloped land (east) at Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.2	BolneyGrange	33.33	33.33	33.33	0.07	0.07	0.07	
931	Extension (east) to Bolney Grange Business Park Stairbridge Lane Bolney	Bolney	0.7	BolneyGrange	33.33	33.33	33.33	0.23	0.23	0.23	
192	Pease Pottage Nurseries, Brighton Road, Pease Pottage	Pease Pottage	1	Other	33.33	33.33	33.33	0.33	0.33	0.33	
826	Burnside Centre, Victoria Road, Burgess Hill	Burgess Hill	0.96	Other	50	50	0	0.48	0.48	0.00	
864	Marylands Nursery, Cowfold Road, Bolney	Bolney	2.4	Other	0	0	100	0.00	0.00	2.40	
888	Cedars (Former Crawley Forest School) Brighton Road Pease Pottage	Slaugham	2.3	Other	33.33	33.33	33.33	0.77	0.77	0.77	
912	Site of Former KDG Victoria Road Burgess Hill	Burgess Hill	1.1	Other	50	50	0	0.55	0.55	0.00	
940	Land north of the A264 at Junction 10 of M23 (Employment Area)	Copthorne	2.7	Other	50	0	50	1.35	0.00	1.35	
USE (ha)								5.81	4.46	7.18	17.46

ID	Site	Settlement	YIELD	Uses	Mode Shift %
631	Challoners, Cuckfield Road, Ansty	Ansty	37	C3 Residential	2
784	Extension to allocated Land at Bolney Road, Ansty	Ansty	45	C3 Residential	2
984	The Paddocks Lewes Road Ashurst Wood	Ashurst Wood	8	C3 Residential	2
617	Land at Foxhole Farm, Bolney	Bolney	100	C3 Residential	2.5
543	Land West of London Road (north), Bolney	Bolney	81	C3 Residential	2.5
1040	Land rear of Daltons Farm and The Byre, The Street, Bolney	Bolney	50	C3 Residential	2.5
526	Land east of Paynesfield, Bolney	Bolney	30	C3 Residential	2.5
573	Batchelors Farm, Keymer Road, Burgess Hill	Burgess Hill	33	C3 Residential	4
688	Land to west of Turners Hill Road, Crawley Down	Crawley Down	300	C3 Residential	2.5
1002	Land south of Huntsland, Turners Hill Road, Crawley Down	Crawley Down	50	C3 Residential	2.5
743	Hurst Farm, Turners Hill Road, Crawley Down	Crawley Down	37	C3 Residential	2.5
198	Land off West Hoathly Road, East Grinstead	East Grinstead	45	C3 Residential	2.5
823	Land at Hyde Lodge, London Road, Handcross	Handcross	65	C3 Residential	2
858	Land at Hurstwood Lane, Haywards Heath	Haywards Heath	55	C3 Residential	2.5
508	Land at Junction of Hurstwood Lane and Colwell Lane, Haywards Heath	Haywards Heath	30	C3 Residential	2.5
988	Land to the North of Old Wickham Lane Haywards Heath	Haywards Heath	60	C3 Residential	2.5
13	Land west of Kemps, Hurstpierpoint	Hurstpierpoint	90	C3 Residential	2
1026	Land at Chesapeke and Meadow View, Reeds Lane, Sayers Common	Sayers Common	33	C3 Residential	3
601	Land at Coombe Farm, London Road, Sayers Common	Sayers Common	210	C3 Residential	3
830	Land to the west of Kings Business Centre, Reeds Lane, Sayers Common	Sayers Common	100	C3 Residential	3
1003	Land to South of LVS Hassocks, London Road, Sayers Common	Sayers Common	120	C3 Residential	3
1020	Ham Lane Farm House, Ham Lane Scaynes Hill	Scaynes Hill	30	C3 Residential	3
1013	Land at Hoathly Hill, West Hoathly	West Hoathly	18	C3 Residential	2
793	Land at Ansty Farm, Cuckfield Road, Ansty	Ansty	1600	1000sqm E class, community hall, community centre, 2FE Primary school	4
740	Broad location to the West of Burgess Hill	Burgess Hill	1400	2FE Primary school, community centre	4
799	Land south of Reeds Lane, Sayers Common	Sayers Common	1850	2000-4000 retail sqm retail, 5000-9000sqm commercial (Class E(g))	4
18	Crabbet Park, Old Hollow, Near Crawley	Copthorne	1000	None	4

Mid Sussex Transport Study: Scenario 3 Scenario 3 and Scenario 3 with Mode Shift Results Summary

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

	Area	Junction
N1	Copthorne	A264 / A2220 Copthorne
N8	Turners Hill	B2110 / B2028 Turners Hill
N10	West Hoathly	Selsfield Road / Vowels Lane
N11	Crawley	A2220 / B2036 (CRAWLEY)
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
N18	Handcross	A23 / B2110 Northbound On-Slip
N19	Handcross	B2114 / B2110
N20	Handcross	A23 Southbound Off-Slip / B2114
N21	Balcombe	Haywards Heath Road / Bramble Hill
N22	Balcombe	B2036 / B2110
N24	Pease Pottage	Horsham Road / B2114 Brighton Road
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)
C1	Handcross	B2114 Junction, Handcross
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green
C7	Ansty	A272 / B2036
C10	Bolney	A23 / A272 Bolney Road
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way
C13	Haywards Heath	Haywards Heath - B2112/A272
C14	Haywards Heath	Haywards Heath - A272/Rocky Lane
C15	Haywards Heath	Haywards Heath - B2272/Bolnore Road
C16	Haywards Heath	Haywards Heath - A272/B2272
C17	Haywards Heath	B2112 / B2272
C18	Cowfold	A272 Cowfold Road / Wineham Lane
C19	Cowfold	A23 / A272 Northbound On-Slip
C20	Cowfold	A23 / London Road Northbound On-Slip
S2	Burgess Hill	A23 / A2300 Eastern Roundabout
S3	Burgess Hill	A2300 / Cuckfield Road
S5	Burgess Hill	A2300 / Northern Arc Spine Road
S6	Burgess Hill	Junction Road / B2113, Burgess Hill
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
S9	Pyecombe	A23 / A281 Southbound On-Slip
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)
S18	Hassocks	A273 / B2112
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road
S24	Burgess Hill	A273 / Sussex Way
S26	Burgess Hill	A273 / York Road
S27	Burgess Hill	B2113 Keymer Road / Folders Lane
S28	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane
S30	Burgess Hill	B2036 London Road / West Street
S31	Burgess Hill	B2036 London Road / Victoria Way
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road
S35	Sayers Common	A23 / B2118 Sayers Common
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)
S37	Poynings	A281 / Saddlescombe Road / Poynings Road
S38	Burgess Hill	A23 / A2300 Western Roundabout
S39	Burgess Hill	A23 / A2300 Northbound On-Slip
S40	Keymer	B2116 / Ockley Lane
S41	Pyecombe	A23 / A273 Northbound On-Slip
S42	Pyecombe	A281 / A273
S43	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)

Number of Junction with SEVERE Impacts
Number of Junction with SIGNIFICANT impacts

SEVERE= Increase in RFC of 3% or more to 95% or more
AND increase in delay of 1 min or more to 2 mins or more

SIGNIFICANT= Increase in RFC of 3% or more to 85% or more

Ref v 2017	
	SEVERE
	SEVERE
	SIG.
	SIG.
	SIG.
	SEVERE
	SEVERE
	SIG.
	SEVERE
	SIG.
	SIG.
	SIG.
	SIG.
	SEVERE
	SIG.
	SEVERE
	SEVERE
	SIG.
	SIG.
	SEVERE
SEVERE	
SIG.	
SEVERE	
SEVERE	
SEVERE	
SEVERE	
SIG.	
SIG.	
SIG.	
SIG.	
SIG.	
SIG.	
SIG.	

16
26

2038 Scenario 3

[illegible]

23	11	15	17	3996	2456
35					

2038 Scenario 3 with Mode Shift

[illegible]

23	11	15	16	3868	2367
34					

Mid Sussex Transport Study: Scenario 3 and Scenario 3MS (with Mode Shift) Results Summary

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

M23 and A23 (M25 to A27 Main Sections)

Average Increase in Peak Hour Flow - Impact of Scenario

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

Scenario 3 v Ref	
AM	PM
3.79%	3.40%
6.04%	7.92%
5.42%	6.67%

Scenario 3MS v Ref	
AM	PM
3.65%	3.26%
5.84%	7.64%
5.23%	6.43%

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

Ref v 2017	
AM	PM
24.79%	13.44%
31.88%	24.69%
29.92%	21.58%

Road Sections with a NOTABLE FLOW INCREASE in AM or PM

Northbound	
1	A23 - A27 to A273 OFF
2	A23 - A273 ON to A281 OFF
3	A23 - A281 ON to B2117 OFF
4	A23 - B2117 OFF to B2118 ON
5	A23 - B2118 ON to A2300 OFF
6	A23 - A2300 ON to A272 OFF
7	A23 - A272 ON to Jeremys Lane OFF
8	A23 - Jeremys Lane ON to B2115 OFF
9	A23 - B2115 ON to B2110 OFF
10	A23 - B2110 ON to J11 OFF
11	M23 - J11 ON - J10a ON
12	M23 - J10a ON to J10 OFF
13	M23 - J10 ON to J9 OFF
14	M23 - J9 ON to J8 OFF

Scenario 3 v Ref	
AM	PM

	315 (9%)
	286 (8.8%)
141 (4%)	290 (11%)
176 (4.6%)	235 (9.6%)
394 (8.8%)	105 (3%)
602 (12.2%)	167 (4.8%)
602 (12.2%)	167 (4.8%)
488 (10.3%)	
428 (8%)	
276 (5.7%)	
215 (3.8%)	109 (2.9%)
256 (5.6%)	
156 (3.6%)	

Scenario 3MS v Ref	
AM	PM

	304 (8.7%)
	276 (8.5%)
136 (3.8%)	278 (10.5%)
168 (4.4%)	226 (9.3%)
378 (8.4%)	104 (3%)
584 (11.9%)	162 (4.6%)
584 (11.9%)	162 (4.6%)
465 (9.9%)	
408 (7.6%)	
264 (5.5%)	
200 (3.6%)	104 (2.8%)
241 (5.2%)	
149 (3.4%)	

Southbound	
15	M23 - J8 ON to J9 OFF
16	M23 - J9 ON to J10 OFF
17	M23 - J10 ON to J10a OFF
18	M23 - J10a OFF - J11 OFF
19	A23 - J11 ON to B2114 OFF
20	A23 - B2114 OFF to B2110 ON
21	A23 - B2110 ON to B2115 OFF
22	A23 - B2115 ON to Broxmead Lane OFF
23	A23 - Broxmead Lane OFF to A272 OFF
24	A23 - A272 ON to A2300 OFF
25	A23 - A2300 ON to B2118 OFF
26	A23 - B2118 OFF to B2117 ON
27	A23 - B2117 ON to A281 ON
28	A23 - A281 ON to A273 OFF
29	A23 - A273 ON to A27

	196 (3.6%)
	198 (5.1%)
154 (3.7%)	237 (4.3%)
141 (4.2%)	273 (6%)
194 (5.1%)	461 (8.9%)
120 (3.6%)	572 (12.8%)
151 (4.2%)	677 (14.1%)
432 (12.1%)	809 (17%)
432 (12.1%)	819 (17.3%)
145 (3.8%)	703 (14.6%)
	754 (15.7%)
	118 (2.8%)
302 (9.8%)	119 (2.8%)
353 (10.1%)	120 (2.8%)
166 (4.3%)	124 (2.9%)

	187 (3.4%)
	189 (4.9%)
154 (3.7%)	227 (4.1%)
136 (4.1%)	265 (5.8%)
188 (4.9%)	447 (8.6%)
114 (3.4%)	553 (12.3%)
144 (4%)	651 (13.6%)
418 (11.7%)	776 (16.3%)
418 (11.7%)	786 (16.6%)
141 (3.7%)	679 (14.1%)
	736 (15.3%)
	112 (2.6%)
289 (9.4%)	113 (2.6%)
338 (9.7%)	115 (2.6%)
159 (4.1%)	119 (2.7%)

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

NOTABLE = Increase in traffic flow of 100 vehicles or more

22	23
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22	23
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Ashdown Forest

Change in Vehicle Kilometres - Impact of Scenario

Ashdown Forest - Impact of Scenario v Reference

Scenario 3 v Ref	
AM	PM
1.83%	1.58%

Scenario 3MS v Ref	
AM	PM
1.72%	1.51%

Sussex Transport Study: Junction approach arm statistics for identified locations				2017								2038 Reference Case								2038 Scenario 3								2038 Scenario 3 with Mode Shift							
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
NORTH																																			
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	344	35.5	14.6	0.2	525	44.5	14.1	0.2	427	43.3	14.6	0.3	775	66.8	15.6	0.7	451	45.0	14.6	0.3	882	76.1	17.3	1.1	451	45.0	14.6	0.3	877	75.8	17.2	1.1
N1			A264 (E)	781	61.1	12.8	0.4	1138	85.2	13.8	1.1	730	53.8	11.7	0.3	1182	89.1	15.7	1.7	829	60.0	11.8	0.4	1220	94.9	20.5	3.3	826	59.9	11.8	0.4	1221	94.9	20.4	3.3
N1			Copthorne Hotel Access	43	0.7	10.0	0.0	60	1.1	9.8	0.0	63	1.0	10.0	0.0	69	1.3	9.9	0.0	72	1.2	9.8	0.0	79	1.6	9.8	0.0	72	1.2	9.8	0.0	79	1.6	9.8	0.0
N1			A2220 (S)	872	65.3	12.4	0.4	508	39.2	11.6	0.2	1262	84.4	13.4	0.9	914	69.5	12.7	0.6	1498	101.8	59.6	20.3	1007	73.8	12.6	0.7	1495	101.7	56.8	19.1	1006	73.9	12.7	0.7
N1			A264 Copthorne Way (W)	1376	97.2	18.1	3.3	1173	75.0	9.9	0.3	1341	110.1	212.6	74.6	1313	86.1	12.0	1.0	1331	112.2	251.6	85.5	1478	94.6	15.4	2.3	1330	112.2	251.6	85.5	1475	94.7	15.5	2.3
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	171	24.8	4.8	0.1	447	64.0	6.9	0.5	295	14.4	3.6	0.1	785	37.3	4.1	0.2	361	17.4	3.7	0.1	875	40.3	4.2	0.3	357	17.3	3.7	0.1	872	40.3	4.2	0.3
N2			A264 Snow Hill (E)	504	58.0	4.4	0.2	461	77.5	11.5	1.1	290	13.0	3.5	0.0	391	20.2	4.3	0.1	312	13.9	3.6	0.1	420	20.6	4.2	0.1	311	13.9	3.6	0.1	420	20.6	4.2	0.1
N2			B2028 Turners Hill Road (S)	384	51.3	5.4	0.3	369	57.6	7.3	0.4	746	34.6	3.4	0.1	424	21.1	3.7	0.1	869	39.9	3.5	0.1	429	21.0	3.7	0.1	865	39.7	3.5	0.1	431	21.1	3.7	0.1
N2			A264 Copthorne Common Road (W)	917	102.5	63.5	15.0	845	86.5	4.0	0.2	1128	53.3	3.6	0.2	1345	62.4	3.2	0.1	1171	54.2	3.6	0.2	1387	62.9	3.2	0.1	1168	54.2	3.6	0.2	1390	63.1	3.2	0.1
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	249	23.1	3.2	0.0	374	38.6	4.0	0.1	516	45.8	3.5	0.1	503	58.7	5.5	0.4	531	47.9	3.7	0.1	528	62.6	5.9	0.4	531	47.8	3.6	0.1	528	62.6	6.0	0.4
N4			B2037 Snow Hill (E)	449	43.4	3.7	0.1	101	11.1	3.8	0.0	535	55.7	5.5	0.3	80	11.6	5.3	0.1	516	55.8	5.9	0.4	83	12.5	5.9	0.1	517	55.8	5.9	0.4	83	12.5	5.9	0.1
N4			B2028 West Park Road (S)	515	55.6	5.1	0.3	237	20.8	3.2	0.0	773	99.9	36.2	6.6	354	30.1	3.3	0.0	769	95.2	20.8	3.5	342	28.4	3.3	0.0	767	95.2	21.0	3.5	343	28.5	3.3	0.0
N4			B2037 Effingham Road (W)	176	18.8	3.7	0.0	655	60.9	3.7	0.1	268	28.8	4.0	0.1	1015	86.8	5.4	0.6	317	33.9	4.2	0.1	1094	88.4	5.4	0.6	314	33.7	4.2	0.1	1092	88.4	5.4	0.6
N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	723	46.3	8.8	1.4	856	58.0	11.1	2.0	737	48.3	4.0	0.5	1008	65.3	10.8	2.0	755	48.9	3.9	0.5	1087	70.4	11.5	2.1	754	48.9	3.9	0.5	1085	70.4	11.5	2.1
N6			A22 (E)	714	80.3	27.3	3.1	792	74.9	19.7	2.9	611	104.7	118.6	16.7	833	83.2	23.9	3.2	603	106.4	147.3	21.0	846	86.0	26.3	3.2	603	106.3	146.7	20.9	847	86.1	26.3	3.2
N6			Imberhorne Lane (S)	366	48.4	17.6	1.3	183	32.4	19.0	0.8	534	80.2	29.7	2.4	345	57.9	24.7	1.6	558	96.4	66.9	2.6	352	58.4	24.8	1.7	558	96.3	66.5	2.6	352	58.4	24.8	1.7
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	318	16.4	1.1	0.0	561	28.6	1.4	0.0	490	23.9	1.2	0.0	1223	58.6	2.2	0.0	588	28.6	1.3	0.0	1271	58.8	2.3	0.0	583	28.4	1.3	0.0	1273	58.9	2.3	0.0
N7			B2028 Turners Hill Road (S)	268	13.3	1.1	0.0	195	9.7	1.0	0.0	633	28.5	1.3	0.0	234	11.1	1.0	0.0	672	29.3	1.3	0.0	278	12.9	1.0	0.0	670	29.2	1.3	0.0	278	12.8	1.0	0.0
N7			Wallage Lane	352	57.2	23.8	0.2	178	31.9	11.6	0.1	490	101.3	97.7	8.5	379	100.6	89.9	6.7	476	103.8	145.3	14.1	387	102.3	122.8	9.7	477	103.7	142.6	13.8	385	102.4	123.3	9.8
N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority)	556	31.5	1.9	0.0	704	37.1	1.7	0.0	960	51.7	2.4	0.0	1564	77.0	4.1	0.0	1043	55.4	2.6	0.1	1613	78.0	4.4	0.1	1038	55.2	2.6	0.1	1614	78.0	4.4	0.1
N8			B2110 East Street (E)	387	92.4	29.3	2.9	387	101.1	75.6	7.8	423	118.1	391.5	39.0	297	107.9	221.3	16.8	406	120.8	443.5	41.6	304	112.0	296.0	22.2	407	120.7	442.8	41.6	302	111.9	295.3	22.0
N8			B2028 Selsfield Road (S) (priority)	803	41.5	1.8	0.0	688	36.3	1.7	0.0	1125	52.1	2.0	0.0	814	40.0	1.6	0.0	1271	57.8	2.3	0.0	881	42.3	1.7	0.0	1269	57.8	2.3	0.0	881	42.3	1.7	0.0
N8			B2110 Paddockhurst Road (W)	563	107.9	185.5	27.0	535	106.8	171.0	23.2	469	113.4	302.2	35.0	415	110.0	252.0	25.6	465	115.3	338.9	38.0	418	111.6	282.9	28.2	466	115.2	338.1	38.0	415	111.6	283.2	28.1
N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	676	61.4	15.4	2.1	609	65.0	21.4	2.7	585	106.9	223.1	21.6	617	104.5	179.4	15.6	593	107.5	233													

Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2017								2038 Reference Case								2038 Scenario 3								2038 Scenario 3 with Mode Shift							
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
	CENTRAL																																		
C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	558	35.2	2.7	0.0	761	44.5	2.7	0.0	726	45.9	3.1	0.1	964	54.0	2.8	0.0	744	46.3	3.1	0.1	1060	57.5	2.9	0.0	742	46.2	3.1	0.1	1051	57.1	2.8	0.0
C1			B2114 (S) (priority)	332	16.9	1.1	0.0	130	6.7	1.0	0.0	400	20.3	1.1	0.0	139	7.1	1.0	0.0	402	20.4	1.1	0.0	144	7.4	1.0	0.0	402	20.4	1.1	0.0	144	7.4	1.0	0.0
C1			B2110 (W)	453	62.6	3.7	0.1	320	45.3	3.6	0.1	649	90.4	5.9	0.5	508	71.7	4.0	0.1	704	95.2	8.4	0.9	580	81.6	4.4	0.2	701	94.9	7.5	0.8	579	81.4	4.4	0.2
C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	491	31.9	3.0	0.0	530	29.5	2.0	0.0	551	33.1	2.8	0.0	737	40.9	2.3	0.0	580	34.4	2.8	0.0	706	38.7	2.2	0.0	581	34.5	2.8	0.0	708	38.8	2.2	0.0
C2			B2110 Leechpond Hill (S)	253	12.8	1.0	0.0	162	8.1	1.0	0.0	176	8.8	1.0	0.0	268	13.1	1.1	0.0	201	9.9	1.0	0.0	280	13.6	1.1	0.0	200	9.8	1.0	0.0	279	13.6	1.1	0.0
C2			B2115 (W)	269	39.4	3.9	0.1	270	38.2	3.5	0.0	536	74.3	4.3	0.2	400	58.8	4.3	0.2	544	75.9	4.6	0.2	461	67.8	4.8	0.2	544	75.8	4.6	0.2	458	67.4	4.7	0.2
C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	8.0	1.0	0.0	71	3.7	1.0	0.0	95	5.0	1.0	0.0	84	4.3	1.0	0.0	94	5.0	1.0	0.0	99	5.0	1.0	0.0	95	5.0	1.0	0.0	100	5.0	1.0	0.0
C3			B2114 (E) (priority)	639	30.1	1.3	0.0	477	23.8	1.2	0.0	720	31.1	1.3	0.0	565	27.4	1.3	0.0	740	29.9	1.3	0.0	557	25.2	1.2	0.0	737	29.9	1.3	0.0	558	25.3	1.2	0.0
C3			B2115 Sloughgreen Lane (W)	388	57.6	4.5	0.2	492	67.4	4.0	0.1	577	82.5	5.7	0.4	614	83.3	5.0	0.3	578	80.4	5.3	0.4	621	83.6	5.1	0.3	576	80.4	5.3	0.4	620	83.5	5.1	0.3
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	465	23.7	1.2	0.0	651	32.5	1.4	0.0	547	27.5	1.3	0.0	835	38.8	1.5	0.0	637	31.8	1.3	0.0	856	38.9	1.5	0.0	636	31.7	1.3	0.0	856	38.9	1.5	0.0
C4			Copyhold Lane (E)	148	26.6	5.3	0.1	204	36.2	5.6	0.2	260	45.2	5.7	0.2	105	21.4	6.4	0.1	381	71.2	9.6	0.7	126	26.5	6.9	0.1	377	70.5	9.4	0.7	125	26.3	6.9	0.1
C4			Borde Hill Lane (S)	707	40.5	2.3	0.0	368	22.7	2.4	0.0	837	42.7	2.2	0.0	456	27.6	2.5	0.0	823	42.2	2.5	0.1	555	32.2	2.5	0.1	822	42.4	2.5	0.1	549	32.0	2.5	0.1
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	266	38.1	4.3	0.1	291	42.3	4.5	0.1	272	40.6	4.7	0.1	252	37.2	4.8	0.1	286	42.1	4.7	0.1	268	39.6	4.9	0.1	285	42.1	4.7	0.1	266	39.3	4.9	0.1
C5			B2036 (S)	922	105.0	101.2	25.1	648	74.4	3.2	0.0	1013	106.8	133.8	33.5	765	85.3	3.4	0.1	1084	108.8	170.4	42.8	788	81.4	3.3	0.1	1081	108.7	167.1	42.0	785	81.3	3.3	0.1
C5			B2114 Staplefield Road (W)	540	69.9	4.5	0.2	562	68.3	4.0	0.2	672	85.0	5.6	0.5	697	84.1	5.0	0.4	672	84.0	5.7	0.5	720	86.6	5.4	0.5	671	84.0	5.7	0.5	719	86.4	5.4	0.5
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	711	89.2	5.3	0.5	795	95.3	5.8	0.6	829	104.7	101.7	23.3	883	108.2	165.8	38.5	840	107.0	145.2	32.8	920	112.3	239.3	55.8	838	106.9	144.3	32.6	918	112.1	236.7	55.2
C6			Ardingly Road (E)	431	56.2	4.4	0.2	451	64.0	5.6	0.3	792	36.8	1.4	0.0	722	34.7	1.4	0.0	911	40.9	1.5	0.0	831	39.3	1.5	0.0	909	40.9	1.5	0.0	828	39.2	1.5	0.0
C6			B2036 London Road (S)	795	102.6	67.2	14.6	467	58.8	4.1	0.1	837	107.1	151.3	32.8	644	80.4	5.8	0.5	865	113.6	270.3	56.6	693	80.3	5.5	0.4	862	113.3	265.4	55.5	690	80.3	5.5	0.4
C7	Ansty	A272 / B2036	A272 (E)	708	92.4	8.2	1.0	811	101.8	51.1	11.0	1035	102.8	67.2	17.6	992	102.8	70.2	17.7	894	92.5	7.9	1.1	995	102.6	69.6	16.5	899	92.6	7.8	1.1	994	102.5	68.3	16.2
C7			B2036 (S)	620	89.0	9.5	1.1	384	54.8	5.2	0.2	693	101.7	60.8	11.1	465	69.7	7.3	0.5	726	102.5	72.8	13.9	537	76.4	8.0	0.7	724	102.4	72.4	13.8	529	75.4	7.9	0.7
C7			A272 (W)	651	93.5	11.7	1.6	658	83.0	5.3	0.4	755	81.8	5.0	0.4	961	103.1	76.2	19.3	917	93.7	5.1	0.5	1063	109.7	193.9	51.3	908	92.9	5.0	0.5	1059	109.7	193.6	51.3
C8	Cowfold	A281 North Junction, Cowfold	A281 (N)	183	27.3	4.6	0.1	471	68.9	6.3	0.4	212	31.7	4.9	0.1	583	84.0	8.6	0.9	221	32.5	4.9	0.1	562	79.7	7.6	0.7	221	32.5	4.9	0.1	564	80.1	7.7	0.7
C8			A281 (S)	771	92.0	4.1	0.2	795	101.0	37.6	7.8	781	93.0	5.1	0.5	785	101.4	48.6	9.7	828	97.4	7.4	1.0	800	101.4	48.0	9.7	827	97.4	7.4	1.0	799	101.4	48.1	9.7
C8			A272 Station Road (W)	770	101.8	52.1	11.1	730	87.3	4.4	0.3	788	102.2	59.1	12.8	841	99.7	11.9	2.1	776	102.2	61.0	13.1	848	100.2	17.6	3.4	777	102.2	61.0	13.0	848	100.2	17.2	3.4
C9	Cowfold	A281 South Junction, Cowfold	A281 (N)	792	93.9	4.2	0.3	845	101.2	36.0	8.0	825	100.7	28.5	6.0	838	101.5	44.8	9.7	836	100.8	29.4	6.3	849	101.5	44.7	9.7	837	100.8	29.4	6.3	848	101.5	44.7	9.7
C9			A272 Bolney Road (E)	818	96.8	5.6	0.6	859	99.9	11.2	1.9	878	101.8	44.1	10.3	874	98.4	6.2	0.8	895	101.3	34.2	7.8	890	98.7	6.7	0.9	894	101.3	34.2	7.8	889	98.7	6.7	0.9
C9			A281 (S)	288	45.0	5.5	0.2	236	36.1	5.1	0.1	405	62.6	6.7	0.4	349	52.5	5.7	0.3	419	64.6	6.8	0.4	346	52.2	5.7	0.3	417	64.2	6.8	0.4	348	52.4	5.7	0.3
C10	Bolney	A23 / A272 Bolney Road	A23 Southbound Off-Slip	386	55.7	6.2	0.3	324	48.1	6.4	0.3	367																							

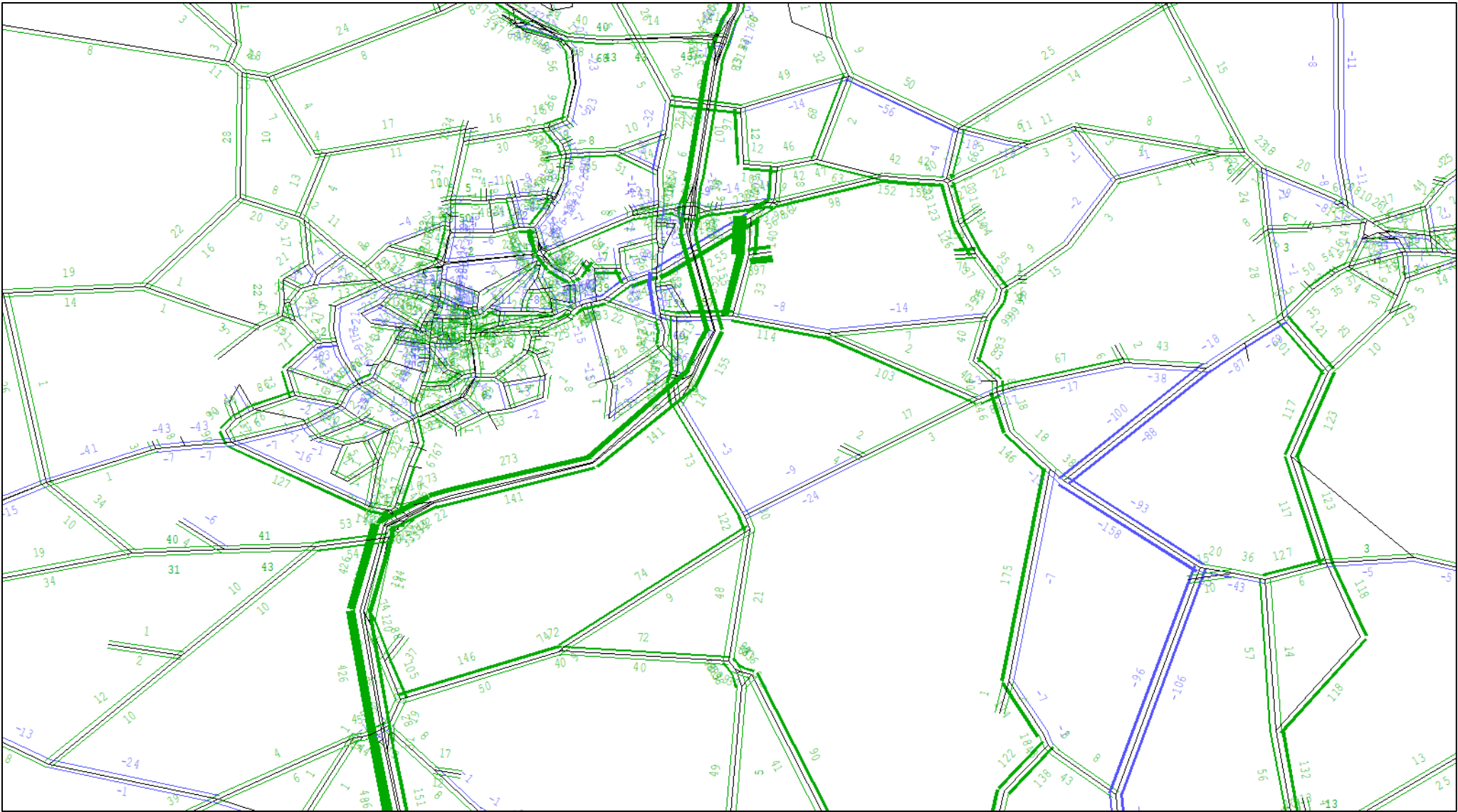
Sussex Transport Study: Junction approach arm statistics for identified locations				2017								2038 Reference Case								2038 Scenario 3								2038 Scenario 3 with Mode Shift										
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)			
SOUTH																																						
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip	214	16.2	3.9	0.1	388	34.1	4.7	0.2	839	40.6	1.5	0.0	1045	51.7	1.9	0.0	724	32.0	1.3	0.0	1215	58.3	2.2	0.0	739	32.7	1.4	0.0	1215	58.4	2.2	0.0			
S1			A23 Southbound	1996	55.9	3.5	0.0	3000	80.7	7.7	0.0	2400	63.1	4.1	0.0	3755	89.2	10.3	0.0	2516	64.9	4.3	0.0	4338	101.0	55.4	21.4	2511	64.9	4.3	0.0	4321	100.7	49.7	15.0			
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	637	39.7	3.6	0.1	817	45.7	3.4	0.1	1445	103.5	82.9	31.0	1079	46.9	11.1	2.8	1474	104.0	92.5	34.7	1199	51.3	11.6	3.1	1474	104.1	95.3	35.7	1192	51.0	11.5	3.1			
S2			A2300 (E)	946	93.7	4.2	0.3	881	88.6	3.6	0.2	1927	70.8	9.0	3.5	2369	79.1	7.2	2.8	1966	107.7	152.6	72.8	2470	80.0	7.4	2.9	1978	107.5	149.7	72.0	2468	80.2	7.4	2.9			
S2			A2300 (W)	367	37.0	3.0	0.0	282	27.7	3.0	0.0	521	26.8	0.0	0.0	168	8.7	0.0	0.0	593	27.1	0.0	0.0	277	13.6	0.0	0.0	589	27.1	0.0	0.0	271	13.4	0.0	0.0			
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N)	132	15.6	4.3	0.1	199	24.2	4.7	0.1	520	69.1	29.5	3.2	1320	67.3	12.5	3.5	674	88.5	40.9	4.3	1435	72.0	13.3	3.9	671	88.1	40.3	4.3	1427	71.7	13.3	3.9			
S3			A2300 (E)	1161	108.2	161.0	51.6	1076	103.6	81.8	24.3	2495	60.0	0.8	0.0	1584	38.7	0.7	0.0	2454	57.6	0.7	0.0	1734	40.7	0.8	0.0	2452	57.6	0.7	0.0	1726	40.7	0.8	0.0			
S3			Cuckfield Road (S)	174	23.5	4.7	0.1	172	21.0	4.5	0.1	549	56.9	23.1	3.0	819	92.7	45.1	5.1	926	95.8	52.3	5.7	910	102.4	126.5	16.4	921	95.2	49.7	5.6	906	102.0	119.0	14.5			
S3			A2300 (W)	988	91.6	4.7	0.5	1099	98.0	7.8	1.4	1926	46.6	0.8	0.0	1572	104.6	84.3	35.4	2070	47.6	0.9	0.0	1643	110.0	180.8	73.0	2066	47.6	0.9	0.0	1638	109.9	180.2	72.5			
S4	Burgess Hill	Cuckfield Road / The Hub	Cuckfield Road (N)	N/A				N/A				717	18.3	0.6	0.0	421	18.5	1.0	0.0	1063	34.7	0.9	0.0	522	23.0	1.1	0.0	1043	33.8	0.9	0.0	516	22.8	1.1	0.0			
S4			THE HUB	N/A				N/A				136	2.1	3.2	0.0	595	8.8	3.1	0.0	136	3.1	3.4	0.0	595	9.7	3.2	0.0	136	3.1	3.4	0.0	595	9.6	3.2	0.0			
S4			Cuckfield Road (S)	N/A				N/A				474	22.5	1.3	0.0	277	14.2	1.1	0.0	867	42.2	1.7	0.0	378	19.0	1.1	0.0	861	41.9	1.7	0.0	374	18.8	1.1	0.0			
S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (N)	N/A				N/A				777	50.2	5.3	0.5	243	22.0	5.4	0.2	763	49.0	5.3	0.5	363	31.5	5.7	0.3	759	48.8	5.3	0.5	358	31.2	5.7	0.2			
S5			A2300 (E)	N/A				N/A				1201	75.9	7.3	1.4	827	54.2	4.9	0.4	1228	76.4	7.3	1.4	938	59.5	5.2	0.6	1227	76.4	7.3	1.4	934	59.4	5.2	0.6			
S5			N Arc (S)	N/A				N/A				1063	69.1	6.7	1.1	1147	76.0	6.0	1.0	1068	67.0	6.4	1.0	1181	75.6	6.3	1.1	1069	67.2	6.5	1.0	1179	75.7	6.3	1.1			
S5			A2300 (W)	N/A				N/A				1779	85.4	4.3	0.6	2313	93.7	6.6	2.2	2007	93.2	5.5	1.3	2407	92.7	6.6	2.1	2004	93.1	5.5	1.3	2397	92.6	6.5	2.1			
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	Junction Road (N)	323	47.2	5.1	0.2	31	5.2	4.8	0.0	422	102.8	185.1	12.9	135	10.3	43.2	1.6	438	106.1	243.7	19.5	153	12.1	43.7	1.8	437	105.9	240.2	19.1	152	12.1	43.7	1.7			
S6			Silverdale Road	112	19.7	5.7	0.1	41	6.6	4.8	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0	0.0	122.1	0.0	0.0		
S6			B2113 Keymer Road (S)	779	102.6	69.0	14.7	661	77.2	3.3	0.1	574	107.1	247.3	25.1	483	100.4	132.5	6.6	604	108.3	268.7	28.3	494	101.4	150.5	9.0	602	108.3	268.7	28.3	494	101.3	150.3	9.0			
S6			B2113 Station Road (W)	765	93.6	6.3	0.7	852	101.6	41.2	9.4	480	104.0	199.7	14.7	637	107.7	252.2	29.0	509	108.3	277.3	24.6	662	110.6	304.3	37.5	507	108.1	273.9	24.1	660	110.3	299.6	36.8			
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	316	41.3	3.9	0.1	526	67.2	4.4	0.2	480	62.8	4.3	0.2	553	80.5	7.9	0.8	796	103.1	76.4	16.5	701	100.7	39.9	7.2	793	102.8	71.5	15.4	699	100.4	35.7	6.4			
S7			B2116 Hassocks Road (E)	313	28.7	3.3	0.0	360	39.1	4.3	0.1	468	44.7	3.9	0.1	224	23.7	4.0	0.1	506	59.8	6.5	0.5	243	27.7	4.5	0.1	503	59.2	6.4	0.4	241	27.5	4.5	0.1			
S7			B2117 Brighton Road (S)	286	37.1	3.8	0.1	105	13.4	3.4	0.0	410	58.5	5.3	0.3	440	55.4	3.9	0.1	427	62.7	6.0	0.4	643	88.3	8.8	1.0	428	63.0	6.1	0.4	637	87.1	8.2	0.9			
S7			B2116 Albourne Road (W)	153	15.3	3.5	0.0	251	23.1	3.2	0.0	159																										

Mid Sussex Transport Study: Junction approach arm statistics for identified locations				2017								2038 Reference Case								2038 Scenario 3								2038 Scenario 3 with Mode Shift							
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N)	945	45.5	0.0	0.0	775	34.7	0.0	0.0	919	45.7	0.0	0.0	943	46.0	0.0	0.0	982	47.8	0.0	0.0	984	46.6	0.0	0.0	976	47.5	0.0	0.0	981	46.5	0.0	0.0
S29			A273 Jane Murray Way (S)	750	38.8	1.5	0.0	1030	52.5	1.9	0.0	964	49.4	1.8	0.0	1084	55.2	2.0	0.0	1097	55.2	2.0	0.0	1235	62.3	2.4	0.0	1093	55.1	2.0	0.0	1228	61.9	2.4	0.0
S29			Malthouse Lane (W)	199	33.0	4.9	0.1	158	29.3	5.8	0.1	61	12.5	5.7	0.1	245	50.7	8.3	0.4	189	35.3	6.0	0.2	451	85.3	14.0	1.4	185	34.6	5.9	0.2	446	84.2	13.4	1.3
S30	Burgess Hill	B2036 London Road / West Street	B2036 London Road (N)	706	87.9	4.8	0.4	569	67.3	3.3	0.1	705	87.0	5.7	0.5	538	67.2	4.5	0.2	726	90.9	7.7	0.9	525	65.5	4.7	0.2	721	90.9	7.8	0.9	526	65.7	4.7	0.2
S30			B2036 London Road (S)	414	49.5	3.3	0.0	562	65.7	3.2	0.0	390	46.7	3.5	0.1	456	53.4	3.2	0.0	433	51.0	3.6	0.1	511	59.1	3.2	0.0	442	52.2	3.6	0.1	510	59.0	3.2	0.0
S30			West Street (W)	235	31.9	4.2	0.1	221	33.8	4.9	0.1	549	72.2	5.4	0.4	564	77.5	6.6	0.6	629	81.8	6.8	0.6	560	76.9	7.1	0.6	625	82.0	7.0	0.7	560	77.0	7.1	0.6
S31	Burgess Hill	B2036 London Road / Victoria Way	B2036 London Road (N)	638	84.7	6.1	0.6	543	78.0	7.0	0.6	740	94.5	9.6	1.3	614	82.4	6.9	0.7	784	97.9	13.8	2.3	651	85.5	7.6	0.8	777	97.2	12.4	2.0	650	85.5	7.6	0.8
S31			B2036 London Road (S)	678	41.9	3.3	0.1	412	24.7	3.2	0.0	844	52.2	3.5	0.1	488	28.3	3.1	0.0	925	56.0	3.5	0.1	557	32.5	3.2	0.0	923	55.8	3.5	0.1	557	32.5	3.2	0.0
S31			Victoria Way (W)	462	46.0	4.0	0.1	720	68.5	4.0	0.2	488	52.0	4.6	0.2	676	67.1	4.4	0.3	505	53.5	4.7	0.2	732	72.8	4.7	0.4	501	53.2	4.7	0.2	731	72.8	4.8	0.4
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	B2036 London Road (N)	559	66.8	28.5	3.5	487	64.4	34.4	3.8	627	70.7	30.0	3.9	508	64.1	34.3	3.9	651	72.1	30.5	4.0	527	65.2	34.7	3.9	646	71.7	30.4	4.0	527	65.2	34.7	3.9
S32			Victoria Way (W)	0	0.0	40.7	0.0	0	0.0	47.5	0.0	0	0.0	40.5	0.0	0	0.0	47.6	0.0	4	1.3	47.6	0.0	1	0.5	40.6	0.0	4	1.3	40.6	0.0	4	1.4	47.7	0.0
S32			B2036 London Road (S)	537	62.2	27.1	3.3	466	60.4	33.1	3.6	714	80.9	35.4	4.8	598	77.1	40.1	5.0	769	85.5	38.2	5.3	677	88.0	49.2	5.9	768	85.5	38.3	5.3	677	88.4	49.8	6.0
S32			Victoria Way (W)	119	36.2	42.5	1.1	78	26.9	47.9	0.9	126	38.8	43.2	1.2	124	41.9	51.2	1.4	147	44.0	44.4	1.4	142	46.9	52.6	1.6	146	43.6	44.2	1.4	141	46.7	52.5	1.6
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N)	677	62.7	3.6	0.1	490	45.3	3.4	0.1	913	81.6	4.0	0.3	623	59.7	4.0	0.2	975	85.6	4.2	0.3	722	69.6	4.4	0.3	968	85.0	4.2	0.3	720	69.4	4.4	0.3
S33			A273 (S)	844	90.6	7.5	1.1	433	41.4	3.5	0.1	913	99.9	23.4	5.3	551	50.9	3.5	0.1	932	100.4	32.3	7.7	588	55.6	3.9	0.1	930	100.4	31.5	7.5	586	55.5	3.9	0.1
S33			A273 Jane Murray Way (W)	374	41.7	4.7	0.2	492	48.0	4.1	0.1	384	44.7	5.0	0.2	722	71.4	5.0	0.4	438	48.3	5.1	0.2	857	83.1	6.1	0.7	434	48.2	5.1	0.2	853	82.9	6.1	0.7
S33			Hammonds Ridge (W)	151	2.4	3.2	0.0	58	0.9	3.1	0.0	159	2.6	3.2	0.0	61	1.0	3.2	0.0	162	2.6	3.2	0.0	83	1.5	3.2	0.0	162	2.6	3.2	0.0	82	1.4	3.2	0.0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	B2036 Cuckfield Road (N)	427	64.0	5.4	0.3	405	56.4	5.2	0.2	359	48.7	4.2	0.1	402	54.7	5.2	0.2	424	55.4	4.2	0.1	337	43.1	4.6	0.1	414	54.3	4.2	0.1	339	43.5	4.6	0.1
S34			A273 Isaacs Lane (N)	406	53.0	4.4	0.2	417	54.7	4.3	0.2	521	64.9	6.0	0.4	435	53.7	5.0	0.2	478	60.0	5.1	0.3	396	45.9	4.3	0.1	486	60.8	5.0	0.3	398	46.2	4.3	0.1
S34			Fairbridge Way (E)	7	0.1	3.1	0.0	16	0.2	3.1	0.0	137	2.1	3.1	0.0	63	0.9	3.1	0.0	144	2.2	3.1	0.0	69	1.0	3.1	0.0	144	2.2	3.1	0.0	69	1.0	3.1	0.0
S34			A273 (S)	884	100.7	22.9	5.0	758	87.3	3.2	0.0	882	102.4	55.3	13.0	906	103.5	74.1	18.2	907	104.0	84.7	20.3	936	105.9	117.3	29.1	905	103.9	83.0	19.9	935	105.8	116.5	28.9
S35	Sayers Common	A23 / B2118 Sayers Common	A23 Northbound On-Slip	332	29.7	4.5	0.1	146	12.7	3.8	0.0	760	56.7	4.9	0.4	210	18.5	4.0	0.1	854	107.8	173.9	37.2	460	30.2	3.7	0.1	850	107.1	161.1	34.5	452	29.8	3.7	0.1
S35			A23 Northbound	2665	74.9	23.0	0.0	2020	53.5	11.9	0.0	3093	97.6	45.6	0.0	2231	60.0	14.7	0.0	3174	100.0	61.5	0.0	2216	63.6	14.6	0.0	3170	100.0	61.5	0.0	2215	63.4	14.6	0.0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	South Road (S)	102	21.6	5.1	0.1	69	12.2	4.8	0.0	599	101.9	65.0	10.4	484	84.3	11.1	1.1	649	105.8	134.4	22.4	488	83.9	11.0	1.1	647	105.7	132.4	22.1	489	84.3	11.1	1.1
S36			Green Road (W)	332	17.0	1.1	0.0	360	19.1	1.3	0.0	353	21.9	2.5	0.0	413	31.4	3.6	0.1	372	21.2	2.3	0.0	371	27.8	3.5	0.1	370	21.2	2.3	0.0	373	28.0	3.5	0.1
S36			Green Road (E)	476	24.7	1.2	0.0	471	23.8	1.2	0.0	906	43.9	1.6	0.0	1200	58.0	2.2	0.0	904	43.1	1.6	0.0	1302	61.9	2.4	0.0	906	43.2	1.6	0.0	1300	61.8	2.4	0.0
S37	Poynings	A281 / Saddlescombe Road / Poynings Road	A281 (N)	304	21.9	3.3	0.0	472	30.7	3.1	0.0	479	32.9	3.4	0.1	1233	78.2	3.5	0.2	715	53.4	4.0	0.2	1426	89.0	3.8	0.3	707	52.7	4.0	0.2	1420	88.6	3.7	0.3
S37			A281 (E)	380	25.9	3.2	0.0	607	43.6	3.6	0.1	385	27.2	3.4	0.0	703	72.4	7.7	0.9	545	41.2	3.8	0.1	681	76.8	9.7	1.3	544	41.0	3.8	0.1	682	76.7	9.6	1.3
S37			Saddlescombe Road (S)	304	21.4	3.4	0.0	211	15.7	3.5	0.0	641	45.0	3.6	0.1	320	23.8	3.6	0.1	1016	76.6	5.1	0.6	493	37.0	3.8	0.1	1008	75.9	5.1	0.6	485	36.4	3.7	0.1
S37			Poynings Road (W)	55	4.2	3.5	0.0	64	4.8	3.5	0.0	57	5.2	4.0	0.0	68	5.4	3.7	0.0	73	8.5	5.0	0.0	96	8.3	3.9	0.0	67	7.8	5.0	0.0	95	8.2	3.9	0.0
S38																																			

[illegible]

A detailed map of a road network, likely a highway interchange or a complex urban road system. The map features a dense network of roads, with several key routes highlighted in thick green lines. These green routes form a central loop and extend outwards in several directions. Numerous numerical labels are scattered throughout the map, often placed along the roads, possibly indicating distances, road numbers, or specific locations. The background is white, and the roads are outlined in black. The overall layout suggests a technical drawing or a specialized map for navigation or planning purposes.

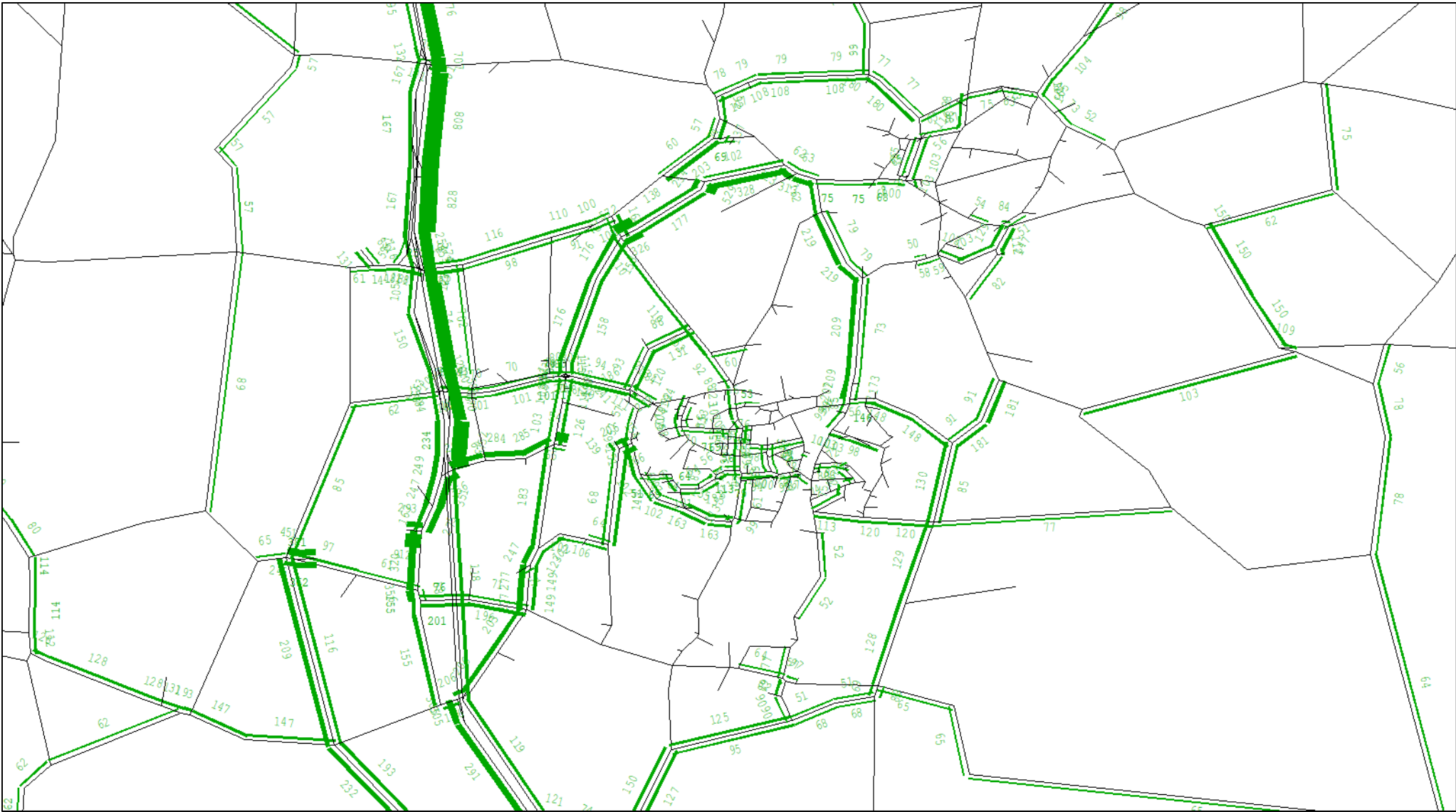
Demand Flow Difference - North - AM Peak Scenario 3 minus Reference Case – All Flow Changes



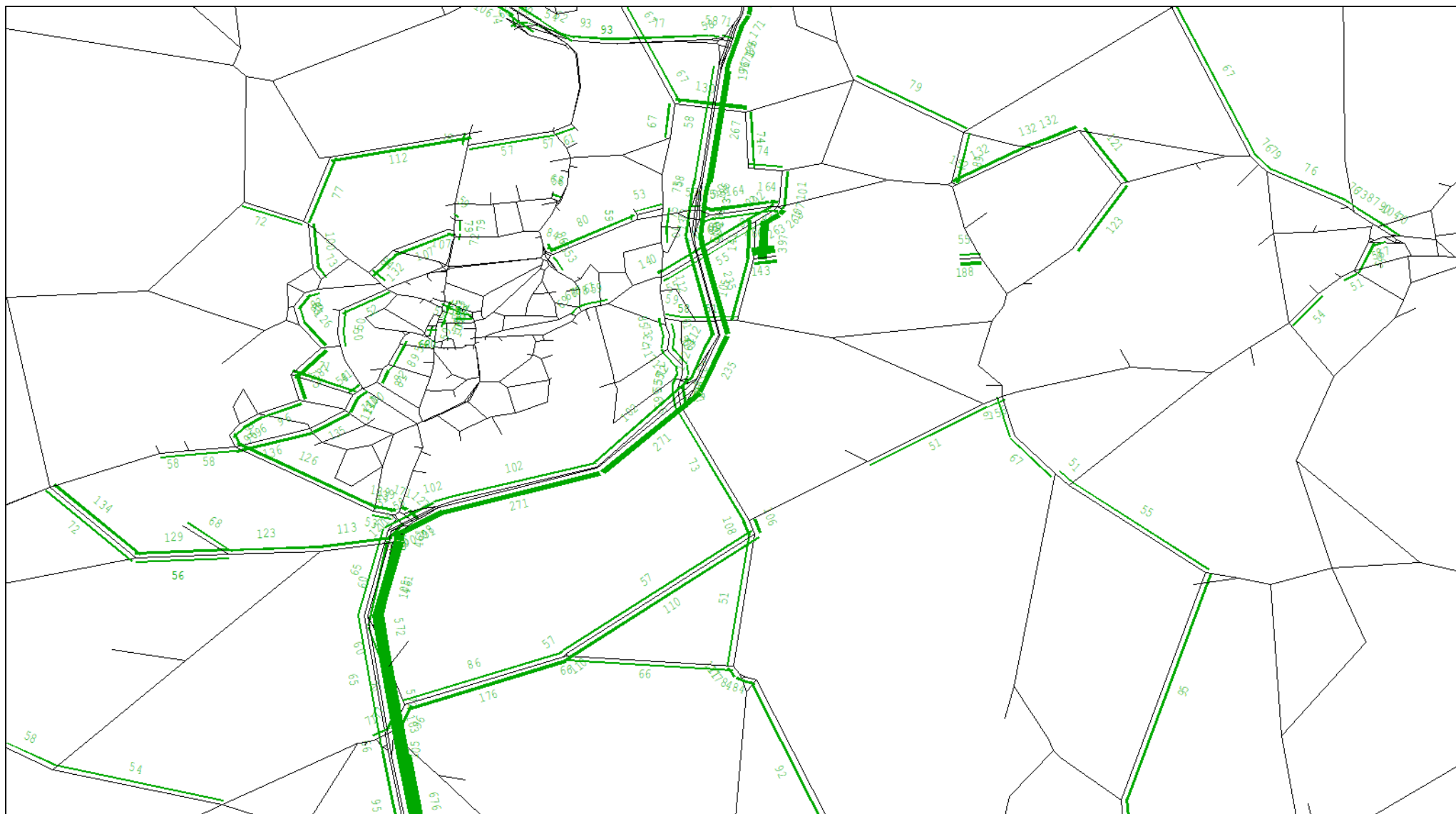
A detailed map of a road network, likely a highway interchange or a complex junction. The map features a dense network of roads, with several key routes highlighted in green. These green routes are marked with numerical labels, possibly indicating distances or road identifiers. The background is a light gray, and the roads are depicted in black. The green lines are prominent, showing a complex pattern of connections between different parts of the network. The numerical labels are placed along the green routes, providing specific data points for each segment. The overall layout suggests a technical or planning document, such as a traffic study or a road construction plan.

A detailed map of a road network, likely a highway interchange or a complex urban area. The map features a dense network of roads, with several routes highlighted in green and blue. Numerous numerical values are scattered across the map, possibly representing traffic volume, speed, or other metrics. The map is oriented with a north arrow in the top right corner.

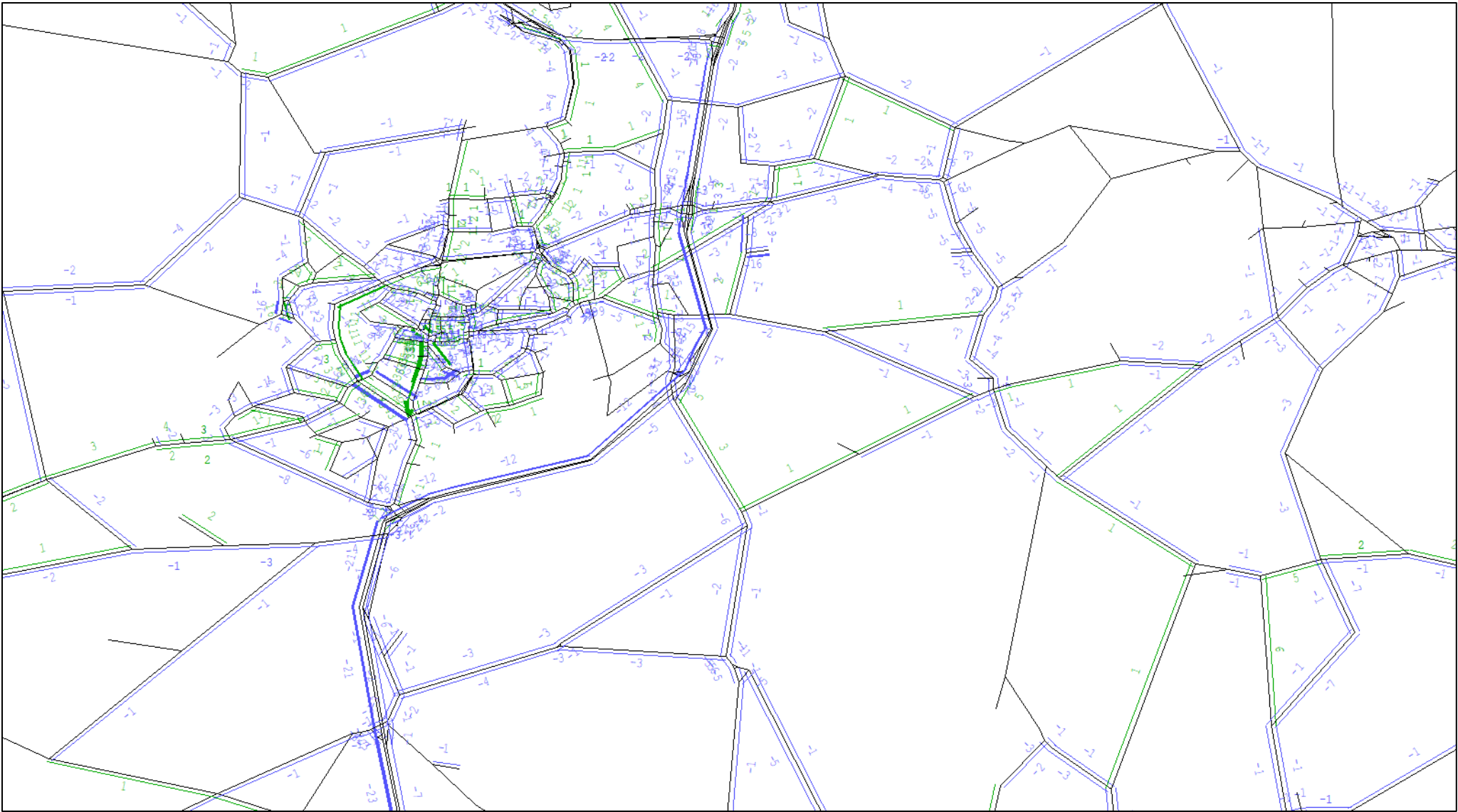
Demand Flow Difference - South - PM Peak Scenario 3 minus Reference Case – Flow Increases of 50+ vehicles



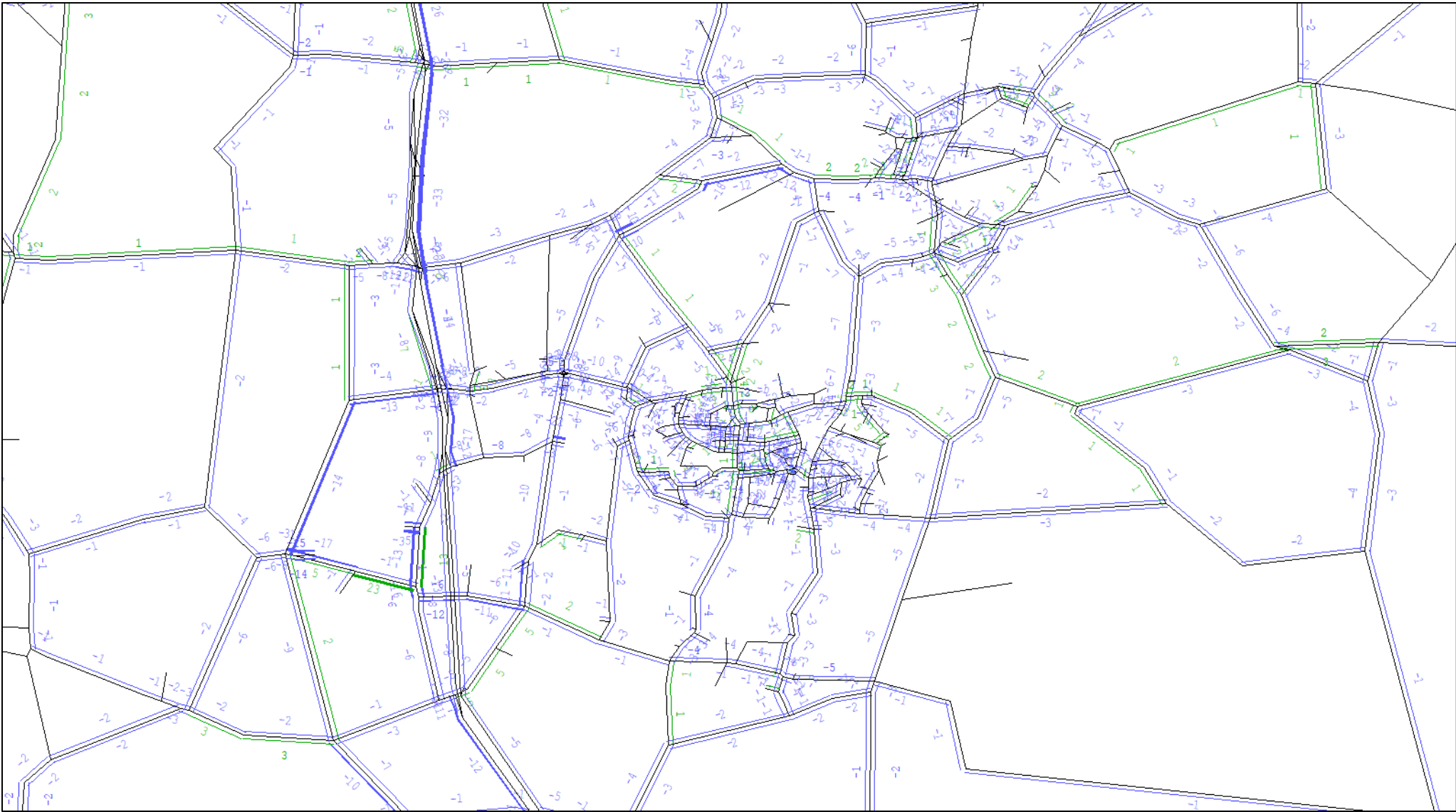
Demand Flow Difference - North - PM Peak Scenario 3 minus Reference Case – Flow Increases of 50+ vehicles

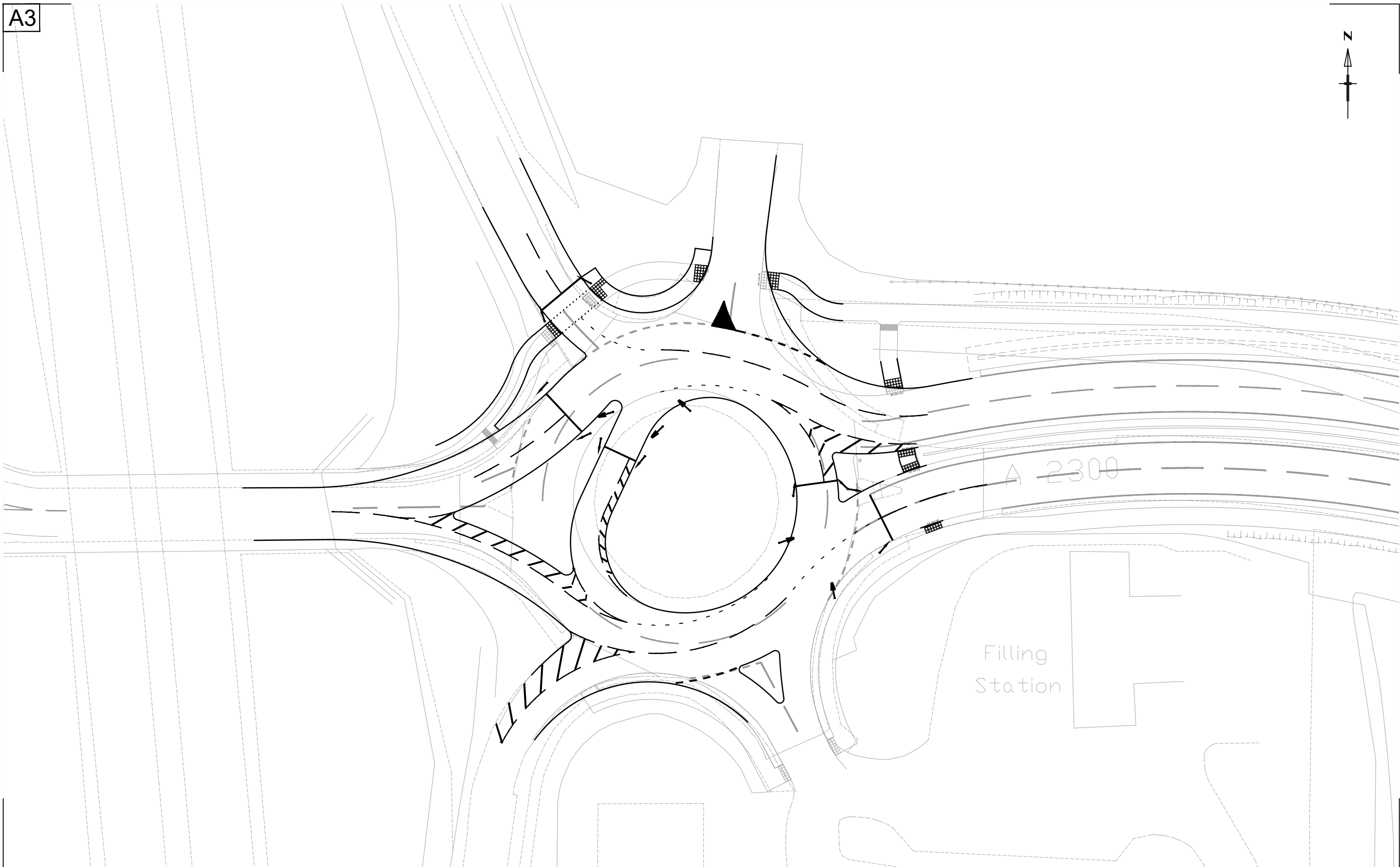


Demand Flow Difference - North - AM Peak Scenario 3 with Mode Shift minus Scenario 3 – All Flow Changes



Demand Flow Difference - South - PM Peak Scenario 3 with Mode Shift minus Scenario 3 – All Flow Changes





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client
GLENBEIGH DEVELOPMENTS

project
PROPOSED DEVELOPMENT
GODDARDS GREEN SCIENCE PARK

title
PROPOSED ROUNDABOUT IMPROVEMENTS
A2300 □ A23

date
NOVEMBER 2020

drawn by
T.A.S

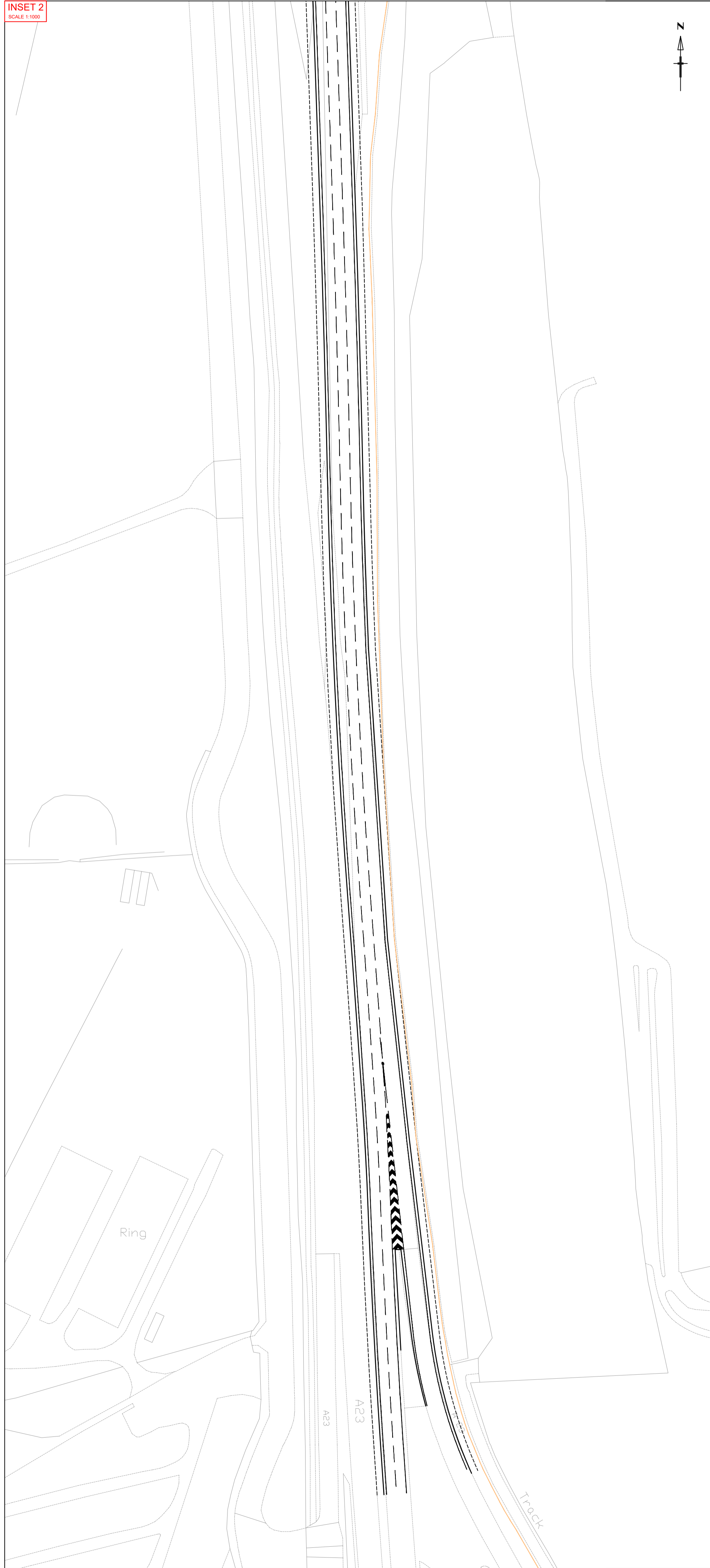
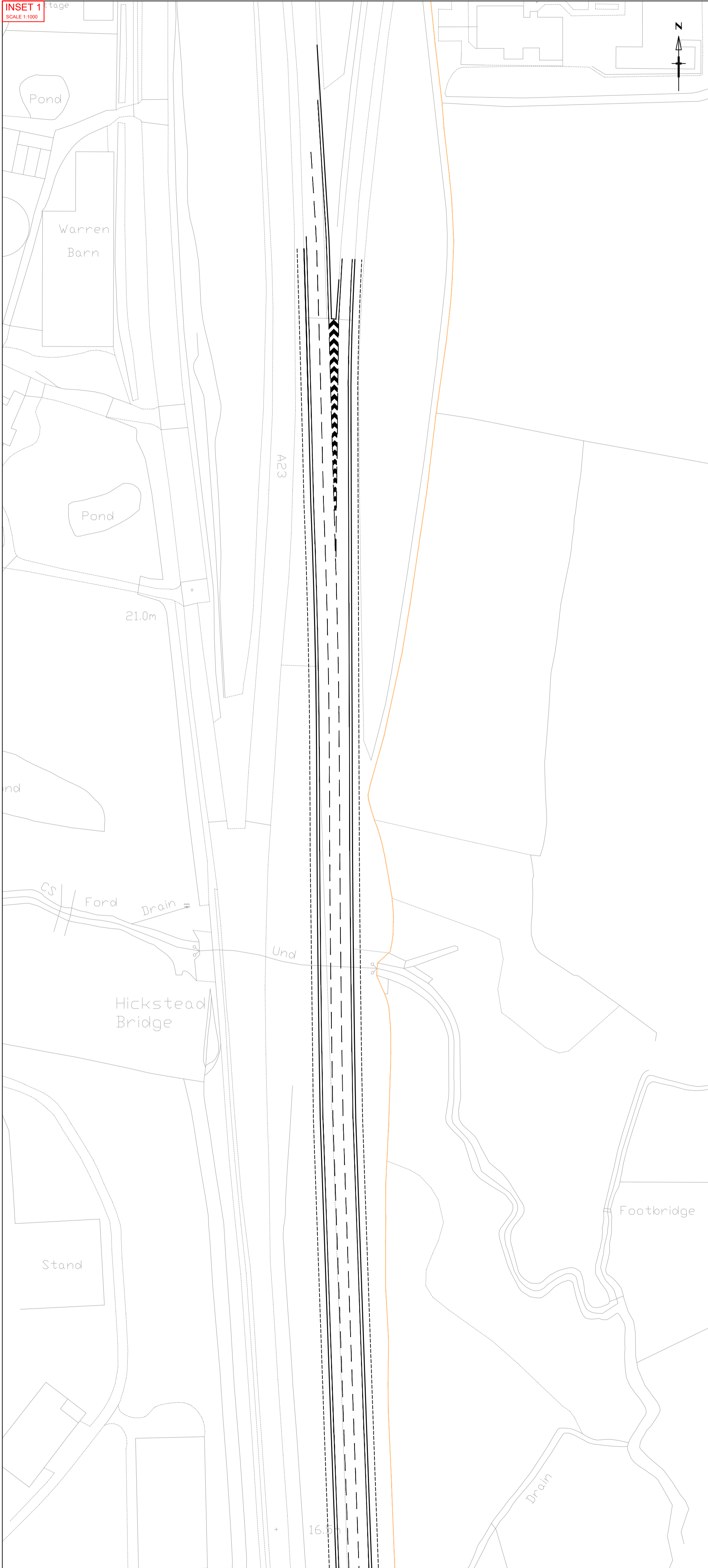
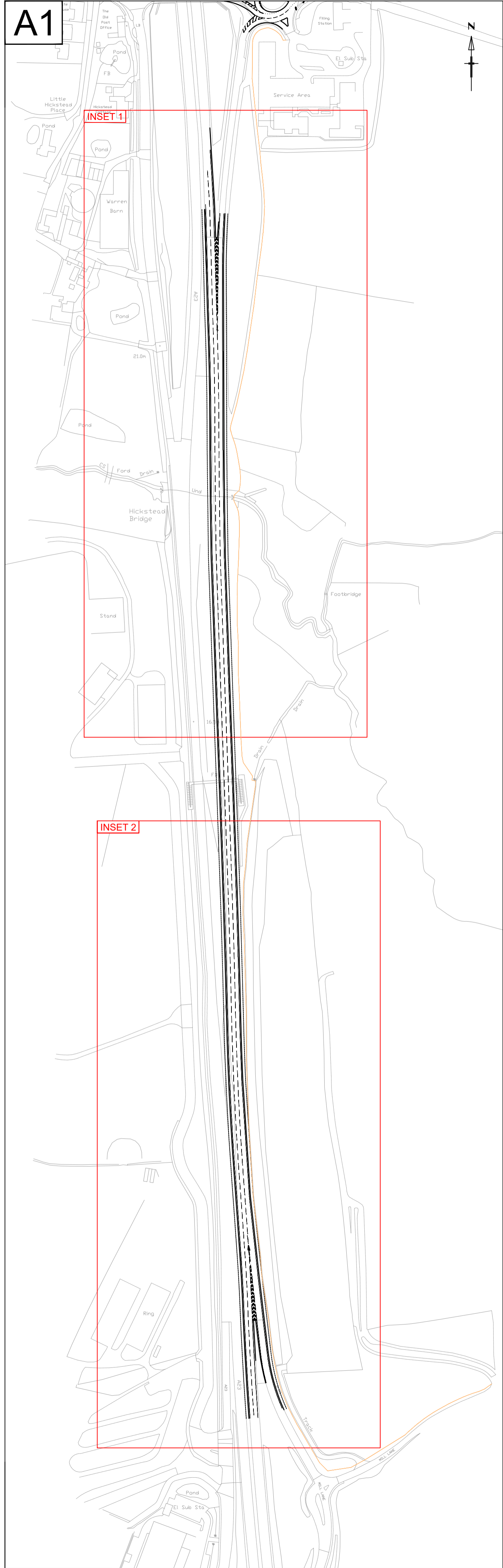
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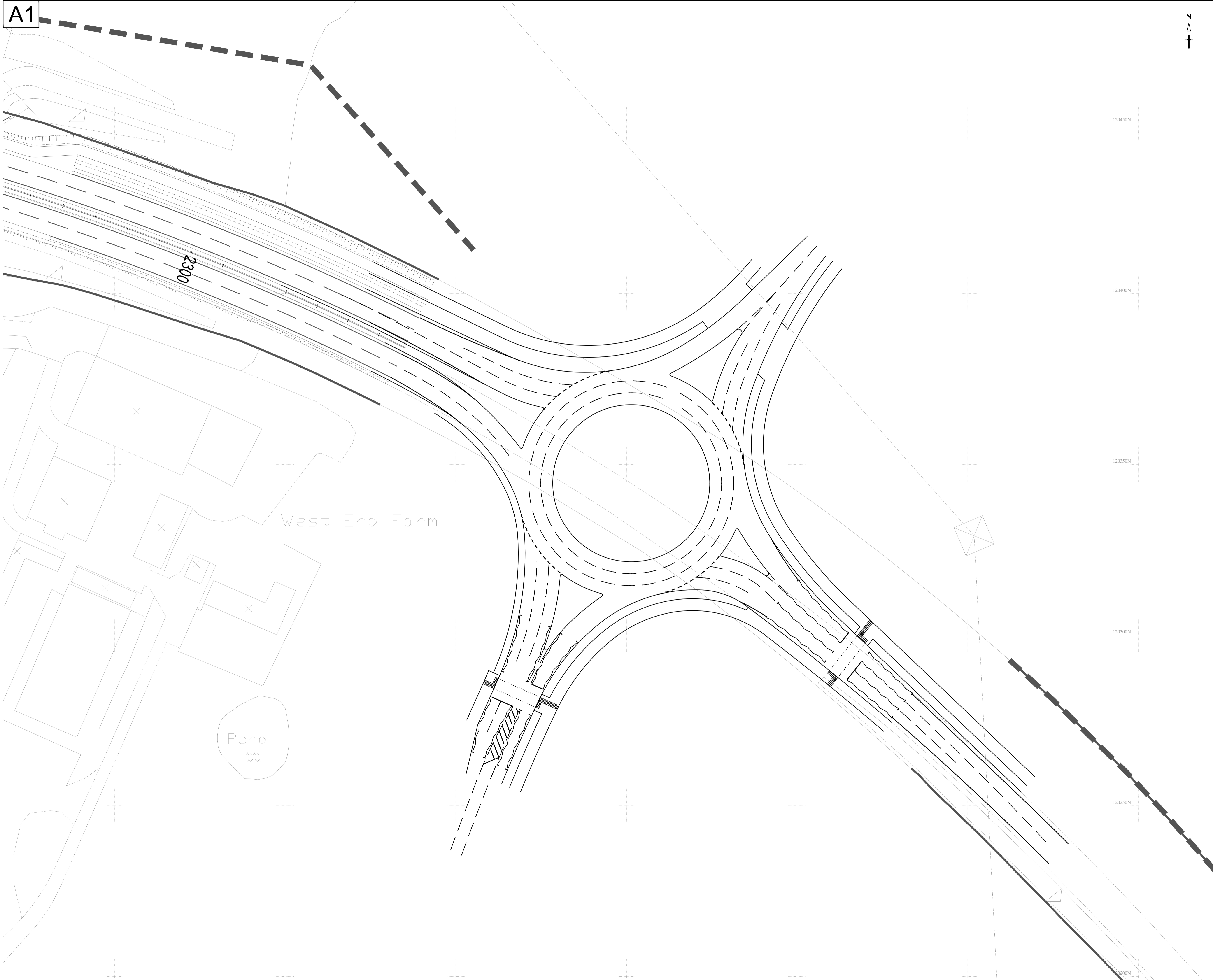
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<div><div>title</div><div>PROPOSED A23 WIDENING WORKS MODIFIED DESIGN TO FIT WITHIN EXISTING HIGHWAY BOUNDARY</div></div>			
scale	drawn by	checked by	
VARIOUS	T.A.S	C.B.W	
date	status		
NOVEMBER 2020	CONSTRUCTION		
drawing number	rev.		
28108 - SK201130.1			



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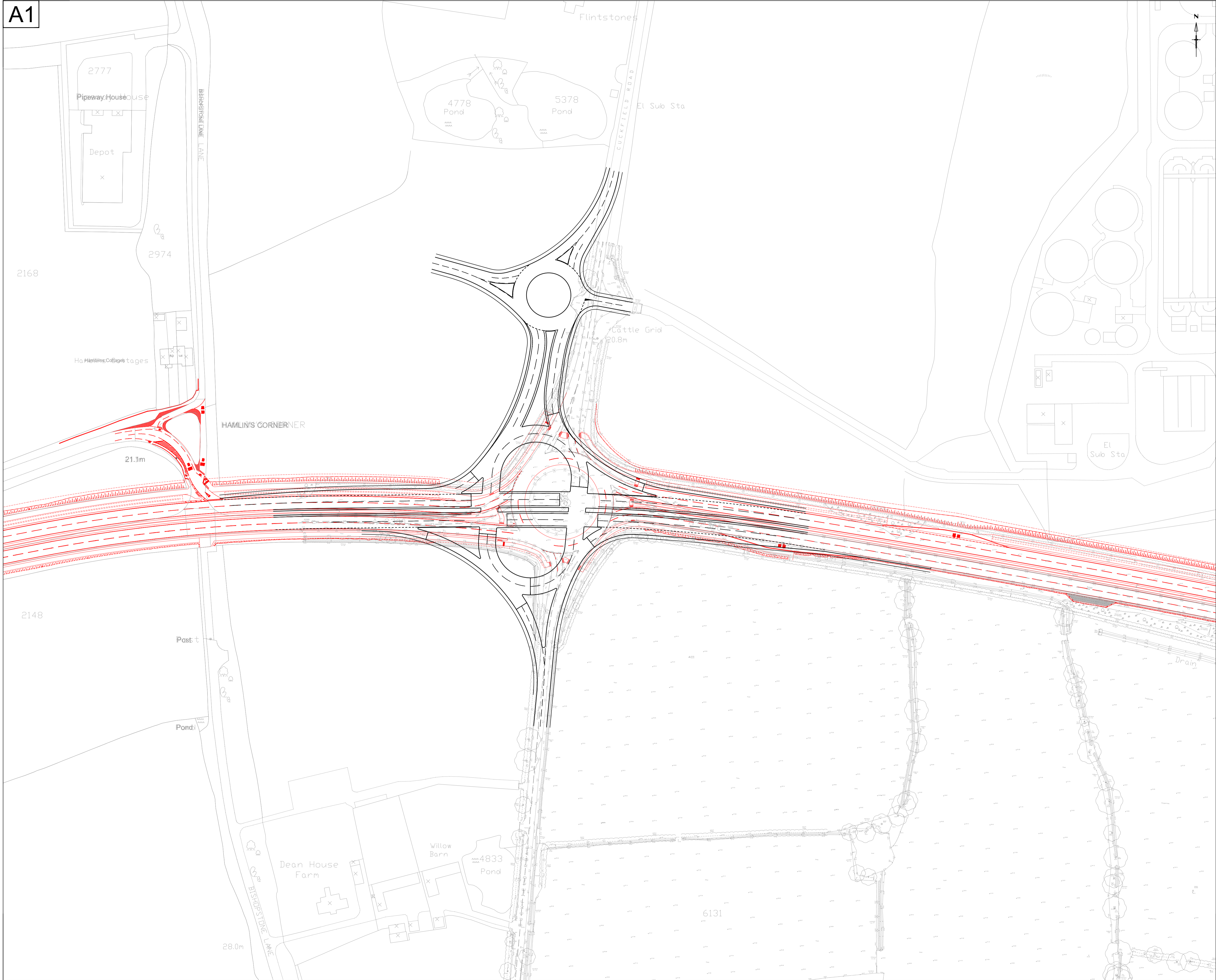


client
GLENBEIGH DEVELOPMENTS

project
PROPOSED DEVELOPMENT
GODDARDS GREEN SCIENCE PARK
GODDARDS GREEN

title
PROPOSED CAPACITY IMPROVEMENTS
TO APPROVED NORTHERN ARC WESTERN
LINK ROAD A2300 ROUNDABOUT

scale 1:500	drawn by T.A.S	checked by T.B
date MARCH 2021	status PLANNING	
drawing number 18108 - SK210302.1	rev.	



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scale 1:1000	drawn by N.D.W	checked by C.B.W	
date DECEMBER 2020		status PRELIMINARY	
drawing number 18108-SK20201209.1			rev. -