MID SUSSEX TRANSPORT STUDY

DISTRICT PLAN REVIEW

SCENARIO 3 REPORT

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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.

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- 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
 - O 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

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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:
 - o 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.

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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 sgm

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:

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

- 2.8.2 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:
 - 0 A2300/A23 Hickstead, Eastern Roundabout (Drawing No. 18108 – SK201117.1)
 - 0 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)
 - 0 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

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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.
- **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

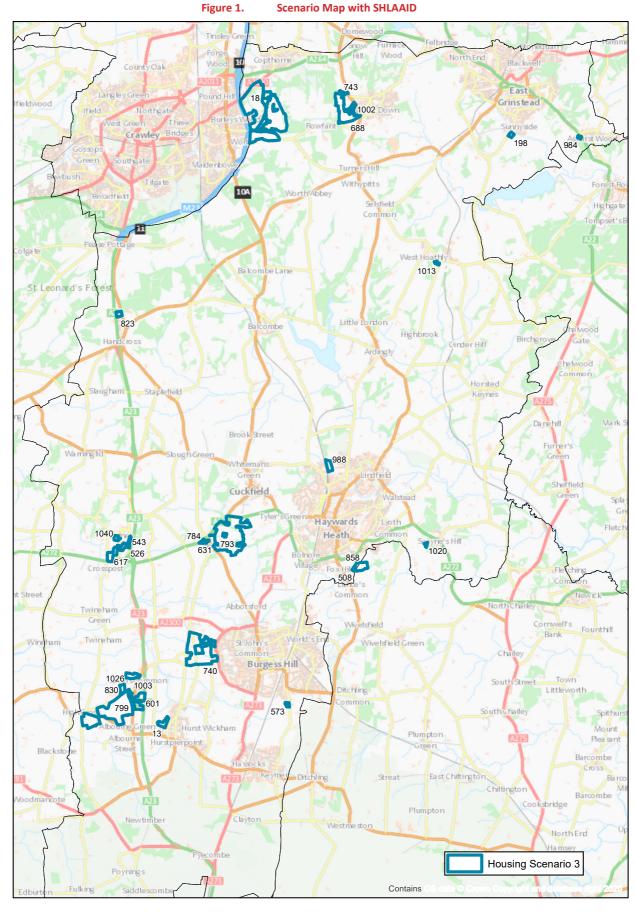
3.2.7 The trip distributions were taken from the main model zones that the development is located in or near to and based on Census Journey Work 2011 for commuting trips and existing local model matrices for other purposes.

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**.

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Tinsle County Oak Grinstead fieldwood 45 Crawley Bridge Withypitts 10A Worth Abbey Selsfield Common 18 St Leonard's F Little Lordon Highbrook inder Hill Ardingly Horsted Mark 60 indfield Cuckfield Spla 1600 30 t Street Twine ham, Cornwell's Founthill World's I Twine ham Wive Isfield Green Burgess Hill 33 Spithur South Chailey 90 Hurst Hurst Wickham Mount Plumpton Plea sant Green Barcombe East Chiltington. Baro Chiltington Barcombe Cooksbridge Plumpton Clayton North End Housing Scenario 3 Poynings Contains

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

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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	AM	PM	PM
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	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
 - 0 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.

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4.4.6 The 23 junctions with 'severe' impacts are:

0	N8 Turners Hill	B2110 / B2028 Turners Hill
0	N11 Crawley	A2220 / B2036 (CRAWLEY)
0	N16 Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
0	N17 Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
0	C6 Cuckfield	B2036 / Ardingly Road, Whitemans Green
0	C7 Ansty	A272 / B2036
0	C10 Bolney	A23 / A272 Bolney Road
0	C12 Haywards Heath	A273 / Isaac's Lane / Traustein Way
0	C13 Haywards Heath	Haywards Heath - B2112/A272
0	C14 Haywards Heath	Haywards Heath - A272/Rocky Lane
0	C15 Haywards Heath	Haywards Heath - B2272/Bolnore Road
0	C16 Haywards Heath	Haywards Heath - A272/B2272
0	S2 Burgess Hill	A23 / A2300 Eastern Roundabout
0	S3 Burgess Hill	A2300 / Cuckfield Road
0	S6 Burgess Hill	Junction Road / B2113, Burgess Hill
0	S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
0	S9 Pyecombe	A23 / A281 Southbound On-Slip
0	S18 Hassocks	A273 / B2112
0	S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
0	S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road
0	S26 Burgess Hill	A273 / York Road
0	S35 Sayers Common	A23 / B2118 Sayers Common
0	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;
 - 0 Horsham District;
 - Tandridge District;
 - Wealden District; and
 - **Lewes District**
- 4.5.2 There are **five** junctions in neighbouring authorities which experience a 'severe' impact:
 - 0 Crawley Borough: N11 and N16
 - 0 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.

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Gatwick Airport + N16 Dormans Park East Grinstead[®] Ifieldwood Rowfant La mbs Green 10A West Hoathly St Leonard's F Little L Highbrook Cinder Hill Cuckfield Kent Street Twine ham Bank Twireham anbun Hurst Wickham Plumpton Albou Hurst 87 point Green End Henfield East Chiltington. Chiltington Plumpton SEVERE Small Dole SIG. Poynings Contains

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



SCENARIO 3 WITH INITIAL MODE SHIFT ASSUMPTIONS -5. 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
 - 0 **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
 - 0 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.

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

SCENARIO	AM	AM	PM	PM
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	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:

0	N8	Turners Hill	B2110 / B2028 Turners Hill
0	N11	Crawley	A2220 / B2036 (CRAWLEY)
0	N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
0	N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
0	C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green
0	C7	Ansty	A272 / B2036
0	C10	Bolney	A23 / A272 Bolney Road
0	C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way
0	C13	Haywards Heath	Haywards Heath - B2112/A272
0	C14	Haywards Heath	Haywards Heath - A272/Rocky Lane
0	C15	Haywards Heath	Haywards Heath - B2272/Bolnore Road
0	C16	Haywards Heath	Haywards Heath - A272/B2272
0	S2	Burgess Hill	A23 / A2300 Eastern Roundabout
0	S3	Burgess Hill	A2300 / Cuckfield Road
0	S6	Burgess Hill	Junction Road / B2113, Burgess Hill
0	S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
0	S9	Pyecombe	A23 / A281 Southbound On-Slip
0		Hassocks	A273 / B2112
0		Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
0		Burgess Hill	Valebridge Road / Junction Road / Leylands Road
0	S26	Burgess Hill	A273 / York Road
0		Sayers Common	A23 / B2118 Sayers Common
0	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;
 - 0 Horsham District;
 - Tandridge District;
 - Wealden District; and
 - **Lewes District**
- 5.5.2 There are **five** junctions in neighbouring authorities which experience a 'severe' impact:
 - 0 Crawley Borough: N11 and N16
 - 0 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.

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Gatwick Airport + Dormans Park East) Grinstead Rowfant Sunnyside 10A West Hoathly St Leonard's F Little Lordon Highbrook Cinder Hill nnings ea th Horsted Lindfield Cuckfield s Hill Bank Twireham anbury Hurst Wickham Plumpton Erd Henfield Nep To East Chiltington Chiltington Woodmancote Plumpton SEVERE Small-Dole SIG. Poynings Contains

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:
 - 0 site size
 - 0 location type (eg. urban extension or infill, rural village expansion or standalone)
 - 0 proximity to existing or proposed employment areas
 - 0 proximity to existing or proposed PT service
 - 0 existing or proposed cycle/walk accessibility
- For the development scenario being considered, a "with-sustainable-mitigation scenario" 6.2.2 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.

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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.



- 7.3.4 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
 - O 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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Latin America:

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SHLAAID Parish	Site	Status	Yr1to5 Yı	r6to10 Y	·11plus 1	ΓΟΤΑL
6 Lindfield Rural 21 East Grinstead	Land at Gravelye Lane and Scamps Hill, Lindfield Land rear of 11A Crawley Down Road, Felbridge	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	40 31	0	0	40 31
22 East Grinstead	Land to rear of Dunnings Mill Sports Club Dunnings Rd, East Grinstead	Commitment - Full/Outline Planning Permission	12 0	0	0	12
36 Hassocks 38 Worth	Land adjacent to Station Goods Yard, Keymer Road, Hassocks Land north of the A264 at Junction 10 of M23	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	239	16 197	0	16 436
45 Burgess Hill 57 Haywards Heath	Former Sewage Works, Fairbridge Way, Burgess Hill Land at Foxhill (Gamblemead Lane), Foxhill, Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	0 50	325 0	0 0	325 50
81 East Grinstead 82 Bolney	Imberhorne Lower School, Windmill Lane, East Grinstead Motorcycle Workshop (former G&W Motors), London Road, Bolney	Commitment - Allocated Site Without Permission Commitment - Allocated Site Without Permission	0 0	0 0	200 10	200 10
83 Burgess Hill	Burgess Hill Station yard/car park, Burgess Hill	Commitment - Allocated Site Without Permission	0	0	150	150
84 Burgess Hill 88 Burgess Hill	The Oaks Centre, Junction Road, Burgess Hill Land north of Faulkners Way, Burgess Hill	Commitment - Allocated Site Without Permission Commitment - Allocated Site Without Permission	0 0	0 20	12 0	12 20
91 Burgess Hill 92 Burgess Hill	Keymer Tile Works, Nye Road, Burgess Hill Open air market, Cyprus Road, Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Allocated Site Without Permission	157 0	0 0	0 25	157 25
96 East Grinstead 102 East Grinstead	Stonequarry Woods, East Grinstead Land at the junction of Windmill Lane and London Road	Commitment - Allocated Site Without Permission Commitment - Allocated Site Without Permission	0 0	0 0	40 0	40 0
106 Hassocks	Station Goods Yard, Hassocks	Commitment - Allocated Site Without Permission	0	0	54	54
127 Slaugham 138 Ashurst Wood	Land at St. Martin Close (west), Handcross Land south of Hammerwood Road, Ashurst Wood	Site Allocations DPD - Allocation Site Allocations DPD - Allocation	0 0	30 12	0 0	30 12
147 West Hoathly 148 West Hoathly	West Hoathly Station Goods Yard, Station Road, Sharpthorne Land north of Top Road, Sharpthorne	Commitment - Full/Outline Planning Permission Commitment - Allocated Site Without Permission	0 0	0 24	0 0	0 24
150 Balcombe 151 Lindfield Rural	Land to the west of the Rectory, Haywards Heath Road, Balcombe Land east of Portsmouth Wood Close, Lindfield	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 46	14 0	0	14 46
177 Cuckfield	The Manor House, 14 Manor Drive, Cuckfield	Commitment - Allocated Site Without Permission	0	5	0	5
184 Horsted Keynes 188 Balcombe	Land south of St. Stephens Church, Hamsland, Horsted Keynes Land opposite Newlands, (Spring Field Shaw), London Road, Balcombe	Site Allocations DPD - Allocation Commitment - Allocated Site Without Permission	30 0	0 14	0 0	30 14
191 Balcombe 196 East Grinstead	Land to the north and rear of Barnfield Cottages, Haywards Heath Road, Balcombe. Land south of Crawley Down Road, Felbridge	Commitment - Full/Outline Planning Permission Site Allocations DPD - Allocation	16 110	0 90	0	16 200
197 East Grinstead	Land rear of 15 and 39 Crawley Down Road, Felbridge	Commitment - Full/Outline Planning Permission	63	0	0	63
208 Ashurst Wood 220 Hurstpierpoint and Sayers Common	Mount Pleasant Nursery, Cansiron Lane, Ashurst Wood Land north of Kingsland Laines, Sayers Common	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	5 120	0 0	0 0	5 120
221 Hassocks 233 Burgess Hill	Land to the north of Shepherds Walk (Friars Oak), Hassocks Land east of Kings Way, Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	0 261	130 17	0 0	130 278
238 Hurstpierpoint and Sayers Common	Land at Little Park Farm, north of Hurstpierpoint	Commitment - Full/Outline Planning Permission	15	0	0	15
246 Haywards Heath 247 Haywards Heath	Hurst Farm, Hurstwood Lane, Haywards Heath Penland Farm, Haywards Heath	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	111 82	239 0	0	350 82
271 Worth 281 Worth	Land to the west of The Pheasantry, Turners Hill Road, Crawley Down (part of site previously assessed as of site 688) Land south of Hazel Close, Crawley Down	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	44 60	0 0	0 0	44 60
321 Slaugham 345 Burgess Hill	Seaspace House, Brighton Road, Handcross St. Wilfrids Catholic Primary School, School Close, Burgess Hill	Commitment - Full/Outline Planning Permission Site Allocations DPD - Allocation	0	7 175	0 25	7 200
369 East Grinstead	53-59 Lingfield Road, East Grinstead	Commitment - Full/Outline Planning Permission	9	0	0	9
409 East Grinstead 433 East Grinstead	Sussex House, London Road, East Grinstead Beckford Lewes Road, East Grinstead	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	8 0	0 6	0 0	8 6
441 East Grinstead 447 Burgess Hill	67-69 Railway Approach, East Grinstead The Emperor Restaurant, Cyprus Road, Burgess Hill	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 10	0 0	0	0 10
470 Ashurst Wood	Wealden House, Lewes Road, Ashurst Wood	Commitment - Full/Outline Planning Permission	0	54	0	54
477 West Hoathly 479 Cuckfield	Land adjacent to Cookhams, south of Top Road, Sharpthorne Land at Hanlye Lane to the east of Ardingly Road, Cuckfield	Commitment - Allocated Site Without Permission Site Allocations DPD - Allocation	0 55	16 0	0	16 55
480 Cuckfield 483 Lindfield Rural	Courtmeadow School, Hanlye Lane, Cuckfield Land South of Scamps Hill, Lindfield	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 148	10 52	0 0	10 200
485 Haywards Heath 488 Worth	Land south of Rocky Lane Phase 2, Haywards Heath Palmers Autocare Centre, Turners Hill Road, Crawley Down	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	40 8	0	0	40 8
492 Turners Hill	Old Vicarage Field, Church Road, Turners Hill	Commitment - Allocated Site Without Permission	0	44	0	44
493 Burgess Hill 496 Haywards Heath	Northern Arc, Burgess Hill Land south of Rocky Lane & to the west of Weald Rise and Fox Hill Village, Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	914 167	1396 0	0 0	2310 167
507 Haywards Heath 510 East Grinstead	Caru Hall, Bolnore Road, Haywards Heath Imberhorne Lane car park, Imberhorne Lane, East Grinstead	Commitment - Allocated Site Without Permission Commitment - Allocated Site Without Permission	0 0	0 18	0	0 18
519 Worth	Land north of Burleigh Lane, Crawley Down	Site Allocations DPD - Allocation	0	50	0	50
528 Burgess Hill 531 Haywards Heath	The Martletts Shopping Centre Burgess Hill Town Centre Land north of 99 Reed Pond Walk, Franklands Village, Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	0 0	142 24	0 0	142 24
534 Burgess Hill 544 Burgess Hill	Land rear of 88 Folders Lane, Burgess Hill Western side of Victoria Road, Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	37 0	0 54	0	37 54
548 East Grinstead	Land at rear of and including 17 Copthorne Road, Felbridge	Commitment - Full/Outline Planning Permission	25	0	0	25
553 Turners Hill 559 East Grinstead	The Old Estate Yard, Church Road, Turners Hill East Grinstead Delivery Office, 76 London Road, East Grinstead	Commitment - Allocated Site Without Permission Commitment - Allocated Site Without Permission	0 0	0 0	0 12	0 12
562 East Grinstead 570 Ansty and Staplefield	Land at Hill Place Farm to the south west of East Grinstead, west and east of the Bluebell Railway Line Land at Bridge Hall, Cuckfield Road, Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	200 0	0 39	0 0	200 39
586 Lindfield Rural	Buxshalls, Ardingly Road, Lindfield	Commitment - Full/Outline Planning Permission	16	0	0	16
594 Burgess Hill 595 East Grinstead	Land South of Southway, Burgess Hill Land at Brookhurst, Furze Lane, East Grinstead	Site Allocations DPD - Allocation Commitment - Full/Outline Planning Permission	30 7	0 0	0	30 7
597 Haywards Heath 613 Hurstpierpoint and Sayers Common	Land rear of Devon Villas, Western Road, Haywards Heath Land at Whitehorse Lodge, Furzeland Way, Sayers Common	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	9 9	0 0	0 0	9 9
618 Haywards Heath 619 Haywards Heath	MSDC Car Park, north of Oaklands Road Beech Hurst Depot, Bolnore Road, Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	8 18	0 0	0	8 18
644 Ansty and Staplefield	Ansty Cross Garage, Cuckfield Road, Ansty	Site Allocations DPD - Allocation	0	12	0	12
649 Cuckfield 666 Slaugham	Horsgate House, Hanlye Lane, Cuckfield Hardriding Farm, Brighton Road, Pease Pottage	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 420	0 0	0 0	0 420
690 Hassocks 696 East Grinstead	Hassocks Golf Club, London Road, Hassocks 1 -25 Bell Hammer, East Grinstead	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	145 35	0 0	0 0	145 35
711 Bolney 723 East Grinstead	Bolney House, Cowfold Road, Bolney	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0	5 0	0	5 29
725 Lindfield Rural	Ashplats House, Holtye Road, East Grinstead Land adjacent to Barn Cottage, Lewes Road, Scaynes Hill	Commitment - Full/Outline Planning Permission	29 3	0	0	3
732 Haywards Heath 744 Haywards Heath	The Priory, Syresham Gardens, Haywards Heath NCP Car Park, Harlands Road, Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	11 40	0 0	0 0	11 40
750 Haywards Heath 753 Hassocks	Downlands Park, Isaacs Lane, Haywards Heath Land to the north of Clayton Mills, Mackie Avenue, Hassocks	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 260	20 240	0	20 500
756 Burgess Hill	Land at the Brow, Burgess Hill	Commitment - Allocated Site Without Permission	0	100	0	100
757 Ashurst Wood 759 East Grinstead	LIC, Wealden House, Lewes Road, Ashurst Wood Tower Car Sales, Tower Close, East Grinstead	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	0 0	0 5	25 0	25 5
761 Lindfield Rural 765 Slaugham	Industrial units, Springfield Farm, Lewes Road, Scaynes Hill Slaugham Manor, Slaugham Place, Slaugham.	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	0 16	0 0	0 0	0 16
768 East Grinstead 770 East Grinstead	Martells Store, 1-4 Normans Gardens and 38A Queens Road, East Grinstead Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead	Commitment - Full/Outline Planning Permission Site Allocations DPD - Allocation	1 45	0 420	0 85	1 550
773 East Grinstead	Superdrug, 78 London Road, East Grinstead	Commitment - Full/Outline Planning Permission	0	11	0	11
783 Haywards Heath 807 Horsted Keynes	Rogers Farm, Fox Hill, Haywards Heath Land South of The Old Police House, Birchgrove Road, Horsted Keynes	Site Allocations DPD - Allocation Site Allocations DPD - Allocation	25 25	0 0	0 0	25 25
827 Burgess Hill 829 Hurstpierpoint and Sayers Common	Land South of 96 Folders Lane, Burgess Hill Land to the north Lyndon, Reeds Lane, Sayers Common	Site Allocations DPD - Allocation Site Allocations DPD - Allocation	40 35	0 0	0 0	40 35
832 Ardingly	Land west of Selsfield Road, Ardingly	Site Allocations DPD - Allocation Commitment - Full/Outline Planning Permission	0	70 0	0	70 29
840 Burgess Hill 843 Haywards Heath	Woodfield House, Isaacs Lane, Burgess Hill 37-39 Perrymount Road, Haywards Heath	Commitment - Full/Outline Planning Permission	29 104	0	0	104
847 East Grinstead 854 Turners Hill	Former East Grinstead Police Station, College Lane, East Grinstead Withypitts Farm, Selsfield Road, Turners Hill	Site Allocations DPD - Allocation Site Allocations DPD - Allocation	0 0	22 16	0 0	22 16
872 East Grinstead 897 Lindfield Rural	East Grinstead House, London Road/Wood Street Land to the rear Firlands, Church Road, Scaynes Hill	Commitment - Full/Outline Planning Permission Site Allocations DPD - Allocation	109 20	142 0	0	251 20
904 Burgess Hill	Land to the south of Selby Close, Hammonds Ridge, Burgess Hill	Site Allocations DPD - Allocation	0	12	0	12
923 East Grinstead 924 Twineham	49 Queens Road East Grinstead Twineham Grange Farm, Bob Lane, Twineham	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	14 0	0 6	0 0	14 6
953 Bolney 960 Worth	Land opposite Former Queens Head (west of London Road), Bolney Site to rear of Tiltwood House Gage Close Crawley Down	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	30 5	0 0	0 0	30 5
963 Burgess Hill	Manor Court Valebridge Road Burgess Hill	Commitment - Full/Outline Planning Permission	14	0	0	14
964 East Grinstead 965 East Grinstead	Packer Close, Quarry Rise, East Grinstead Dart Court Quarry Rise East Grinstead	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	14 16	0 0	0	14 16
966 Haywards Heath 967 Haywards Heath	Zenith House Market Place Haywards Heath Aventis House Market Place Haywards Heath Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	0 0	0 0	0 0	0 0
968 East Grinstead 969 Burgess Hill	30 - 34 London Road East Grinstead Land west of Freeks Lane Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	17 460	0 0	0	17 460
970 Haywards Heath	23 and 25 Bolnore Road Haywards Heath	Commitment - Full/Outline Planning Permission	0	14	0	14
974 Burgess Hill 975 Burgess Hill	87 Junction Road Burgess Hill Jubilee House Cyprus Road Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	6 14	0 0	0 0	6 14
976 Burgess Hill 977 Ashurst Wood	Land East of Keymer Road and South of Folders Lane, Burgess Hill. Spinney Hill and Willowtrees Lewes Road Ashurst Wood	Site Allocations DPD - Allocation Commitment - Full/Outline Planning Permission	110 5	190 0	0 n	300 5
978 Bolney	Site of Former Little Orchards, London Road, Bolney	Commitment - Full/Outline Planning Permission	5	0	0	5
980 East Grinstead 981 Burgess Hill	Oakhurst Maypole Road East Grinstead Day Centre Royal George Road Burgess Hill	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	10 8	0 0	0 0	10 8
1009 Ardingly 1010 Slaugham	The Oak Inn Street Lane Ardingly Land at St Martins Close (East) Handcross	Commitment - Full/Outline Planning Permission Commitment - Allocated Site Without Permission	5 0	0 30	0 0	5 30
1011 East Grinstead 1084 East Grinstead	53 London Road East Grinstead Vacant Plot 70 - 72 London Road East Grinstead	Commitment - Allocated Site Without Permission Commitment - Full/Outline Planning Permission	4	0	0	4
1088 Burgess Hill	Weald Inn Royal George Road Burgess Hill	Commitment - Full/Outline Planning Permission	9	0	0	9
1089 Burgess Hill 1090 Haywards Heath	Americas House 273 London Road Burgess Hill Maxwelton House 41 - 43 Boltro Road Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	6 9	0 0	0 0	6 9
1091 Haywards Heath 1092 Haywards Heath	Central House 25 -27 Perrymount Road Chester House Harlands Road Haywards Heath	Commitment - Full/Outline Planning Permission Commitment - Full/Outline Planning Permission	38 76	0 0	0 0	38 76
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Employment Allocations - December 2019

			Revised Usage Split				Revised Area			
ILAAID Address	Settlement	Area	Location	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

			9		
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		2FE Primary school, community centre	4
	Land south of Reeds Lane, Sayers Common	Sayers Common		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 Su

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

ID	Area	Junction
N1	Copthorne	A264 / A2220 Copthorne
N8	Turners Hill	B2110 / B2028 Turners Hill
V10	West Hoathly	Selsfield Road / Vowels Lane
N11	Crawley	A2220 / B2036 (CRAWLEY)
V13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)
V14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)
V16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)
V18	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
C 7	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
52	Burgess Hill	A23 / A2300 Eastern Roundabout
53	Burgess Hill	A2300 / Cuckfield Road
55	Burgess Hill	A2300 / Northern Arc Spine Road
56	Burgess Hill	Junction Road / B2113, Burgess Hill
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
59	Pyecombe	A23 / A281 Southbound On-Slip
510	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)
518	Hassocks	A273 / B2112
521	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
522	Burgess Hill	Valebridge Road / Junction Road / Leylands Road
524	Burgess Hill	A273 / Sussex Way
526	Burgess Hill	A273 / York Road
527 528	Burgess Hill	B2113 Keymer Road / Folders Lane
	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)
529	Burgess Hill	A273 Jane Murray Way / Malthouse Lane
530	Burgess Hill Burgess Hill	B2036 London Road / West Street
531 532		B2036 London Road / Victoria Way B2036 / Lower Church Road / Royal George Rd.
532 533	Burgess Hill Burgess Hill	
535 535	Sayers Common	A273 Jane Murray Way / B2036 London Road A23 / B2118 Sayers Common
35 36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)
	Poynings	
37	Burgess Hill	A281 / Saddlescombe Road / Poynings Road A23 / A2300 Western Roundabout
538 539	Burgess Hill	A23 / A2300 Western Roundabout A23 / A2300 Northbound On-Slip
539 540	Keymer	B2116 / Ockley Lane
540 541	Pyecombe	A23 / A273 Northbound On-Slip
541 542	Pyecombe	A23 / A273 Northbound On-Slip A281 / A273
J4Z		
543	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)

Summa		
	2038 Scen	<u>ar</u>
	Scenario	
	V	С
	Ref	١
	SIG.	H
	SEVERE	H
	SIG.	H
	SEVERE	H
	SIG.	H
	SIG. SEVERE	H
	SEVERE	H
	SIG.	
	SIG.	Н
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	SEVERE	L
	SEVERE	
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	SIG.	L
	SEVERE	L
	SEVERE	L
	SIG.	H
	SEVERE	
	SIG.	H
	SEVERE	-
	SEVERE	
	SIG. SEVERE	H
	SEVERE	
	SEVERE	
	SEVERL	\vdash

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.

Scenario v Ref	v change in Ref arms meeting 'Se		ing 'Severe'	Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
		AM	PM	AM+PM	AM+PM
SIG.		0	0	0	0
SEVERE	YES	0	1	52	75
SIG.		0	0	0	0
SEVERE		0	1	118	70
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.	VEC	0	0	0	0
SEVERE SEVERE	YES	0	1	281	67
SIG.	YES	0	0	220 0	98
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
		0	0	0	0
SEVERE	YES	1	1	320	192
SEVERE		0	1	156	118
SEVERE		1	0	204	187
SEVERE		1	0	107	90
SEVERE SEVERE	YES	0	1	86 150	89 102
SEVERE	YES	0	1	266	121
SEVERE	ILS	1	1	258	183
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SEVERE		1	0	249	144
SEVERE		0	2	314	91
SIG.		0	0	0	0
SEVERE	YES	2	0	116	69
SIG.	YES	3	3	0 377	0 155
SEVERE SEVERE	TES	0	1	3	87
SIG.		0	0	0	0
SEVERE	YES	1	0	106	62
SEVERE	YES	1	0	158	78
SEVERE	YES	0	1	146	57
SIG.		0	0	0	0
SEVERE		1	0	131	84
SIG.		0	0	0	0
SIG.	-	0	0	0	0
SIG.		0	0	0	0
SIG.	+	0	0	0	0
SIG.		0	0	0	0
SIG.	1	0	0	0	0
SEVERE		1	0	110	169
SEVERE		1	0	70	69
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.	-	0	0	0	0
SIG.	-	0	0	0	0
SIG.		0	0	0	0
23	11	15	17	3996	2456

2038 Scenario 3 with Mode Shift

					Average
				Total over	change i
Scenario	'Severe'	Number o	of junction	capacity	
V	change in Ref		ing 'Severe'	demand	delay
					where
Ref	v 2017 also?	crit	eria	where	'Severe
				'Severe'	
		A D 4	DNA	A	(secs)
		AM	PM	AM+PM	AM+PN
SIG.		0	0	0	0
SEVERE	YES	0	1	51	74
SIG.		0	0	0	0
SEVERE		0	1	116	66
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SEVERE	YES	0	1	278	64
SEVERE	YES	0	1	219	96
	1123				
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
					-
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
	VEC				
SEVERE	YES	1	1	315	185
SEVERE		0	1	156	117
SEVERE		1	0	198	180
SEVERE		1	0	105	88
SEVERE		0	1	84	84
	VEC				
SEVERE	YES	0	1	147	97
SEVERE	YES	0	1	263	117
SEVERE		1	1	254	177
SIG.		0	0	0	0
3.0.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SEVERE		1	0	247	141
SEVERE		0	1	245	96
SIG.		0	0	0	0
	\/FC				
SEVERE	YES	2	0	114	65
SIG.		0	0	0	0
SEVERE	YES	3	3	369	148
SEVERE		0	1	3	84
SIG.		0	0	0	0
	1456				
SEVERE	YES	1	0	105	60
SEVERE	YES	1	0	157	75
SEVERE	YES	0	1	146	57
SIG.		0	0	0	0
SEVERE		1	0	125	73
SIG.		0	0	0	0
SIG.		0	0	0	0
		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SEVERE		1	0	103	156
SEVERE		1	0	69	67
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.		0	0	0	0
SIG.	İ	0	0	0	0
SIG.		0	0	0	0
	-				
SIG.		0	0	0	0
SIG.		0	0	0	0
23	11	15	16	3868	2367

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

Number of Junction with SIGNIFICANT impacts

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	

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

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

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

PM

Scenario 3 v Ref

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

Road Sections with a NOTABLE FLOW INCREASE in AM or PM

Northbou	nd
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140111	ibouriu
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

	141

	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

Journ	bound
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

22	23
200 (11070)	(2.370)
166 (4.3%)	124 (2.9%)
353 (10.1%)	120 (2.8%)
302 (9.8%)	119 (2.8%)
	118 (2.8%)
	754 (15.7%)
145 (3.8%)	703 (14.6%)
432 (12.1%)	819 (17.3%)
432 (12.1%)	809 (17%)
151 (4.2%)	677 (14.1%)
120 (3.6%)	572 (12.8%)
194 (5.1%)	461 (8.9%)
141 (4.2%)	273 (6%)
154 (3.7%)	237 (4.3%)
	198 (5.1%)
	196 (3.6%)

	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%)
22	23

NOTABLE = Increase in traffic flow of 100 vehicles or more

Ashdown Forest

Change in Vehicle Kilometres - Impact of Scenario

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

Ashdown Forest	- Impact of Scenario v Reference
ASIIGOTTIII OI CSC	impact of occinatio vincici circo

Scenario 3 v R	ef
AM	PM
1.83%	1.58%

Scenario 3MS	v Ref
AM	PM
1.72%	1.51%

Area	t Study: Junction approach arm statistics for iden Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	_	PM Dem (Veh)	PM RFC (%)	Delay /	_	AM Dem (Veh)	AM RFC (%)	, i	_		PM PM FC Delay %) (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)		AM PM Avg Q Der (pcu) (Ve		PM Delay (s)		AM Dem (Veh)		AM AM Pelay Avg (s) (pcu		PM PN RFC Del	
NORTH			(10.1)	(/)	(0)	(00.7	(**************************************	(/-)	(6)	(рос.)	(10)	(/-)	(5)	(, ((6)	(pos.)	(* 6)	(/0)	(5)	(100)	(/3/	(6)	(pou)	(10)	(/5)	(5) (50	, (: :,	(/0)	_
Copthorne	A264 / A2220 Copthorne	Brookhill Road (N) A264 (E)	344 781	61.1	14.6 12.8	0.2	525 1138	44.5 85.2	14.1	0.2	427 730	43.3 53.8	14.6 11.7	0.3	775 1182	66.8 15. 89.1 15.	6 0.7 7 1.7	451 829	45.0 60.0	14.6 11.8	0.3 8 0.4 12	82 76. 20 94.	1 17.3 9 20.5	1.1	451 826	45.0 59.9	14.6 0 11.8 0	0.3 877 0.4 1221	75.8 1 94.9 2	7.2
		Copthorne Hotel Access A2220 (S) A264 Copthorne Way (W)	43 872 1376	65.3	10.0 12.4 18.1	0.0	508 1173	39.2 75.0	9.8 11.6 9.9	0.0	1262 1341	84.4 110.1	10.0 13.4 212.6	0.0 0.9 74.6	914	1.3 9. 69.5 12. 86.1 12.	7 0.6 0 1.0	1498 1331	1.2 101.8 112.2	59.6 251.6	20.3 10 85.5 14	79 1. 07 73. 78 94 .	.8 12.6 .6 15.4	0.0	1495 1330	1.2 101.7 112.2	9.8 0 56.8 19 251.6 85	0.0 79 0.1 1006 0.5 1475	73.9 1	9.8 12.7 15.5
Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N) A264 Snow Hill (E) B2028 Turners Hill Road (S)	504 384	51.3	4.8 4.4 5.4	0.1 0.2 0.3	447 461 369	64.0 77.5 57.6	6.9 11.5 7.3	0.5 1.1 0.4	295 290 746	14.4 13.0 34.6	3.6 3.5 3.4	0.1 0.0 0.1	785 391 424	37.3 4. 20.2 4. 21.1 3.	1 0.2 3 0.1 7 0.1	361 312 869	17.4 13.9 39.9	3.7 3.6 3.5	0.1 8 0.1 4 0.1 4	75 40. 20 20. 29 21.	3 4.2 6 4.2 0 3.7	0.3 0.1 0.1	357 311 865	17.3 13.9 39.7	3.7 0 3.6 0 3.5 0	0.1 872 0.1 420 0.1 431		4.2 4.2 3.7
Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N) B2037 Snow Hill (E)	249	23.1 43.4	3.2	0.0	374 101	38.6 11.1	4.0	0.2	516 535	45.8 55.7	3.5	0.2 1	503	58.7 5. 11.6 5.	0.1 5 0.4 3 0.1	531	47.9 55.8	3.6	0.2 13 0.1 5 0.4	87 62. 28 62. 83 12.	.6 5.9 .5 5.9	0.1	531 517	47.8 55.8	3.6 0 5.9 0	0.1 528 0.4 83	62.6	3.26.05.9
		B2028 West Park Road (S) B2037 Effingham Road (W)		18.8	5.1 3.7	0.3	237	20.8	3.2	0.0	773 268	99.9 28.8	36.2	6.6	354 L015	30.1 3. 86.8 5.	3 0.0	769 317	95.2 33.9	20.8	3.5 3 0.1 10	42 28. 94 88.	4 3.3	0.0	767	95.2 33.7	21.0 3	3.5 343 3.1 1092	88.4	3.3
East Grinstead	A22 / Imberhorne Lane	A22 (W) A22 (E) Imberhorne Lane (S)	714	46.3 80.3 48.4	8.8 27.3 17.6	1.4 3.1 1.3	856 792 183	58.0 74.9 32.4	19.7	2.0 2.9 0.8	737 611 534	48.3 104.7 80.2	4.0 118.6 29.7	0.5 1 16.7 2.4	833 345	65.3 10. 83.2 23. 57.9 24.	8 2.0 9 3.2 7 1.6	755 603 558	48.9 106.4 96.4	3.9 147.3 66.9	0.5 10 21.0 8 2.6 3	87 70. 46 86. 52 58.	.4 11.5 .0 26.3 .4 24.8	2.1 3.2 1.7	754 603 558	48.9 106.3 96.3	3.9 0 146.7 20 66.5 2	1085 1.9 847 1.6 352	86.1 2	11.5 26.3 24.8
Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N) B2028 Turners Hill Road (S) Wallage Lane	318 268 352	13.3	1.1 1.1 23.8	0.0 0.0 0.2	561 195 178	28.6 9.7 31.9	1.4 1.0 11.6	0.0 0.0 0.1	490 633 490	23.9 28.5 101.3	1.2 1.3 97.7	0.0 1 0.0 8.5	1223 234 379 1	58.6 2. 11.1 1. 00.6 89.	2 0.0 0 0.0 9 6.7	588 672 476	28.6 29.3 103.8	1.3 1.3 145.3	0.0 12 0.0 2 14.1 3	71 58. 78 12. 87 102.	8 2.3 9 1.0 3 122.8	0.0 0.0 9.7	583 670 477	28.4 29.2 103.7	1.3 0 1.3 0 142.6 13	0.0 1273 0.0 278 6.8 385	58.9 12.8 102.4 12	2.3 1.0 23.3
Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N) (priority) B2110 East Street (E) B2028 Selsfield Road (S) (priority)	556 387 803	92.4	1.9 29.3	0.0	704 387	37.1 101.1	1.7 75.6	0.0 7.8	960 423	51.7 118.1	2.4 391.5	0.0 1	1564 297 1	77.0 4. 07.9 221.	1 0.0 3 16.8	1043	55.4 120.8	2.6 443.5	0.1 16 41.6 3	13 78. 04 112. 81 42	0 4.4 0 296. 0	0.1	1038 407	55.2 120.7	2.6 0 442.8 41	1614 .6 302	111.9 29	4.4 95.3 1.7
- -elbridge	A264 / A22 Felbridge	B2110 Paddockhurst Road (W) A264 Copthorne Road (W)	563	107.9			535			23.2	469	113.4	302.2			10.0 252. 04.5 179.		465	115.3	338.9 233.5	38.0 4	18 111. 29 103.			466				111.6 28 103.9 16	33.2
West Hoathly	Calchiald Pood / Voyale Lane	A22 Eastbourne Road (N) A22 London Road (S)	384 1326	73.2	27.7 70.3	13.7	504	64.6 68.4	20.1	3.8	490 1428	54.9 108.4	12.7 242.0	1.4 59.8 1	624 L245	65.8 14. 98.3 114.	0 1.8 5 20.8	505	56.2 108.4	12.9	1.5 6 59.8 12	90 71. 75 100.	3 15.1 2 158.0	34.6	504 1440	56.1	12.9 1 242.0 59	5 689 8 1274	100.2 15	
vescribatilly	Selsfield Road / Vowels Lane	Selsfield Road (N) Vowels Lane (E) Selsfield Road (S)	183 664	29.8 37.0 36.2	6.9 1.9	0.0	177 593	40.3 34.5	8.6 2.1	0.0	362 771	64.8 42.9	7.7	0.5	330 716	88.0 28. 47.4 3.	9 2.3	274	92.2 104.7	26.3 85.5	1.7 3 13.6 7	58 96 . 05 46.	8 55.2 8 3.3	0.0 4.4 0.1	273 615	91.6 104.4	25.4 1 81.6 13	7 358 0 704	96.9 5	1.9 55.7 3.3
Crawley	A2220 / B2036 (CRAWLEY)	B2036 Balcombe Road (N) A2220 Copthorne Road (E) B2036 Balcombe Road (S) A2220 Worth Park Avenue (W)		85.2 45.3 105.9 86.4	13.1 9.8 131.3 14.4	1.1 0.2 28.5 1.3	875 632 537 708	101.7 98.3 80.2 74.1	64.6 37.8 11.5 11.9	13.8 5.4 0.6 0.5	818 722 674 873	91.2 72.2 107.8 100.8	15.2 11.0 176.1 49.7	1.8 0.5 33.0 10.2	847 1 741 1 614 981 1	01.0 62. 00.6 52. 99.1 31. 02.7 83.	1 11.0 9 8.8 1 4.2 3 20.4	790 979 507 871	86.5 99.0 105.8 100.2	12.9 25.6 146.7 38.9	1.2 8 4.3 7 23.5 6 7.4 10	94 103. 96 99. 18 98. 16 106.	5 107.4 5 38.1 5 29.4 6 153.6	20.5 6.2 3.9 39.9	791 976 503 870	86.7 98.6 105.7 100.2	12.9 1 24.4 4 144.6 23 38.6 7	.3 891 .0 795 .2 617 '.4 1014	99.6 3	04.6 38.4 29.2 49. 5
Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	A2220 Haslett Avenue (W) A2220 Haslett Avenue (E) Worth Road (S)	693 129 247	29.2 9.9 100.0	16.2 19.0 103.3	2.8 0.6 5.1	895 439 229	51.5 25.8 57.8	72.7 14.3 32.2	6.9 1.6 2.9	1069 285 538	43.3 20.8 104.9	16.2 20.1 179.7	4.0 1 1.4 23.5	1490 976 265	84.4 82. 53.7 17. 65.8 34.	2 19.8 6 3.9 7 3.4	3 1008 346 560	40.8 25.0 103.3	16.2 20.5 149.6	3.8 15 1.7 10 18.0 2	49 87. 23 55. 62 64.	3 98.2 1 17.0 9 34.4	26.2 4.0 3.3	1008 346 555	40.9 25.1 103.2	16.2 3 20.5 1 148.8 17	3.8 1546 7 1021 7.8 262		97.0 17.0 34.4
Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	St. Mary's Drive (N) A2220 Haslett Avenue (E) A2220 Haslett Avenue (W)	20 547 703	6.8 21.9		0.1 0.7 3.0	35 704 913	17.9 25.3 48.1	46.4 4.1 13.1	0.4 0.6 2.9	24 988 1080	7.7 36.9 74.4	30.9 6.6 21.6	0.2 1.3 5.0	168 958	83.4 86. 33.1 4. 78.8 19	7 1.7 5 0.9 2 6.2	24 1120 1019	7.7 42.0 70.3	30.9 7.0 20.5	0.2 1 1.6 9 4.6 15	91 91. 67 32.	6 113.3 8 4.5 5 20.3	1.9 0.9 6.6	24 1111 1019	7.7 41.7 70.3	30.9 0 7.0 1 20.5 4	190 .6 964 .6 1576	91.5 11 32.8	
Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	B2036 Balcombe Road (N) B2036 Balcombe Road (S) Worth Road (W)		43.3 70.4	3.3	0.0	707 355	94.0 45.0	11.0	1.6 0.1	478 588 378	56.5 76.4	3.8 5.5 7.2	0.1	716 548 571	98.9 25. 66.8 4. 86.4 7	4 4.1 0 0.2 5 0.9	481	55.3 88.0	3.7 6.8	0.1 7 0.7 6	34 98. 21 73.	0 22.8 7 4.1	3.6 0.2	473 701	54.5 87.9	3.7 0 6.7 0	0.1 734 0.7 617 0.7 609	98.1 2 73.3	22.9 4.0
Crawley	Gatwick Road / Manor Royal (CRAWLEY)	Gatwick Road (N) Gatwick Road (S) Manor Royal (W)	287 1697 736	34.3 73.9	9.3 10.6 18.4	0.1	724 618	93.0	19.2 13.1 15.3	2.4	349 1990	40.6	9.5	0.2	694 759	90.0 17. 34.0 12. 00.2 32.	6 2.0	334 2209 726	38.6 92.3 93.2	9.3 11.4 22.7	0.1 7 0.6 7 2.3 9	16 93. 72 34.	6 20.9 5 13.0	2.7 0.0 7.0	335 2203 727	38.8 92.1 93.3	9.3 0	0.1 717 0.5 772	93.4 2	20.7 13.0
Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	B2036 Balcombe Road (N) B2037 Antlands Lane (E)	376 688	52.7 67.1	9.9	0.1	593 378	110.0		35.1	405	33.2 89.4	8.9 10.3	0.1 1		14.2 299. 46.9 10.	5 69.1	429	35.9 96.4	9.0	0.1 12	28 117. 12 45.	9 366.1 6 9.7	83.1	429 1082	35.7 96.5	9.0 0 14.3 1	.4 983 .1 1225 .9 415	117.7 36 46.0	63.2 9.7
- Candridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	Redehall Road (N) B2037 (E)	357 673		26.9 21.7	2.3	557 118	84.2 7.8	41.7 12.6	4.1	372 1148	58.1 101.5	29.1 106.1	2.5 14.3	799 1	15.8 380. 22.1 14.	6 57.2 1 0.7	380	61.5	30.9 148.1	2.6 8 23.8 2	39 121 . 34 22.	3 478.6 4 14.2	75.0 0.8	380 1094	61.2 103.6	30.8 2 146.0 23	840 8.3 234	121.1 47	10.3 76.3 14.2
Handcross	A23 / B2110 Northbound On-Slip	Copthorne Back (S) B2037 (W) A23 Northbound	145 311 3100	31.2	18.8 16.2	0.6	77 781	10.8 74.2	20.5	3.8	352 307	41.1 30.7	21.9	1.7	57 982	8.0 20. 97.4 60.	2 0.3	355 355	48.4 34.8	23.1 17.3	2.0	60 8. 30 97.	0 20.2	0.3	418 352	48.2 34.7	23.1 2	60 .4 1027	97.3 6	20.2 50.1 1.1
Handcross	B2114 / B2110	B2110 Northbound on-Slip B2114 London Road (N)	805					25.5 51.5		0.0	1058	63.3	4.0			28.1 3. 84.4 82.	6 0.1 2 19.8			4.2		55 28. 99 100 .		0.0	1041	63.7 91.3		0.3 448	27.6	3.6
		B2110 High Beeches Lane (E) B2110 (S)	129 247	9.9	19.0 103.3	0.6		25.8	14.3	1.6	285	20.8 104.9	20.1	1.4	976	53.7 17. 65.8 34.	6 3.9	545	69.7 86.2	5.2	0.3 6	67 86. 44 63.	0.8.0	0.9	541 726	69.3 85.9	5.2 0	0.3 657 0.4 545	84.9 63.7	7.7
Handcross	A23 Southbound Off-Slip / B2114	A23 Southbound Off-Slip (N) B2114 (N) B2114 (S)	397 59 396	8.6		0.3 0.0 0.0	775 174 253	98.9 38.7 30.1	9.0 3.0	2.6 0.3 0.0	447 132 520	74.4 19.0 61.6	7.7 4.4 3.0	0.6 0.1 0.0	498 467	99.9 27. 87.4 16. 54.5 3.	6 4.7 4 1.8 0 0.0	521 146 546	86.9 22.2 63.9	11.5 4.9 3.0	1.3 5 0.1 6 0.0 5	87 87. 04 89. 27 61.	4 11.1 7 13.5 0 3.0	1.3 1.7 0.0	521 146 544	86.7 22.2 63.8	11.4 1 4.9 0 3.0 0	.3 593 0.1 597 0.0 526	89.4 1	11.6 13.6 3.0
Balcombe	Haywards Heath Road / Bramble Hill	Haywards Heath Road (W) Haywards Heath Road (E) Bramble Hill (S)	560	74.6 28.1 0.0	1.3	0.0	286	90.8 14.3 11.4	1.1	0.3 0.0 0.0	421 731 0	86.6 33.7 0.0	15.1 1.4 4.5	0.0 0.0 0.0	355	99.0 40. 17.2 1. 23.0 4.	3 1.8 1 0.0 7 0.0	509 772 0	95.0 34.7 4.8	20.5 1.4 4.6	0.0 4	03 99. 47 21. 74 22.	2 1.2	1.9 0.0 0.0	509 767 0	94.8 34.5 4.9	1.4 0	703 0.0 442 0.0 74	21.0	40.7 1.2 4.9
Balcombe	B2036 / B2110	B2036 (N) B2036 (S) B2110 (W)	620	46.5 42.2 43.0	104.2	0.0	1019 415 204	56.6 28.3 32.1	2.7 95.9 4.5	0.1	878 760 367	57.2 48.4 68.7	3.6 107.3 8.9	0.0	1335 487 510	74.8 4. 32.5 98. 81.5 8.	3 0.2 7 0.0 4 0.8	909 806 441	58.9 49.9 82.5	3.8 108.0	0.2 14 0.0 5 1.2 5	40 81. 38 34. 66 91.	5 5.7 9 100.2 3 13.1	0.3	908 804 438	58.9 49.9 81.9	3.8 0 108.0 0 12.4 1	0.2 1435 0.0 534 0.1 566	34.7 10	5.6 00.0
Pease Pottage	Horsham Road / B2114 Brighton Road	Horsham Road (W) B2114 Brighton Road (N)	191 420	25.6 50.5	3.7 3.2	0.0	301 543	37.6 65.6	3.6	0.1	735 782	92.7 93.0	8.2	1.0 0.4	586 825	76.4 5. 98.9 13.	4 0.4 3 2.3	787 815 546	99.0 96.7	16.0 6.4	2.8 7 0.8 8	02 90. 55 99.	8 8.3 9 17.0	1.0 3.1 0.4	787 813 544	99.0 96.5	16.1 2 6.2 0	2.8 700 0.7 853	90.6 99.8 1	8.2 16.8
Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	B2114 Brighton Road (S) Hazlewick Avenue (N) Bycroft Way (E)	439 314	28.4	8.4 9.1	0.0	1047 242	36.9 61.2 19.3	8.7	0.1	520 624 510	37.6 33.7	9.6 8.4 9.8		1530	87.1 8. 27.0 10.	6 0.0	0.0	00.0	8.3 9.9	0.0 15	27 72. 45 87. 56 23.	.1 8.6	0.0	643 643	38.3 41.7	8.3 0	.3 526 .0 1547 .1 255	87.2 23.5 1	
Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)	Hazlewick Avenue (S) M23 Southbound	2251	60.0 46.1			228 3463	20.7 71.8		0.0	832 3060	81.6	9.2			23.3 6. 83.6 5.	7 0.0	33.	92.0 69.1	3.0		61 23.			882 3151		3.0 0	6 261 0.0 4224	23.3 86.8	6.6
		M23 Southbound on-slip	713	40.1	5.1	0.1	1284	67.3	5.6	0.1	1104	60.6	5.5	0.1 1	L454	73.1 6.	0 0.3	1168	63.4	5.6	0.1 15	05 74.	.5 6.1	0.3	1167	63.3	5.6 0	1503	74.4	A

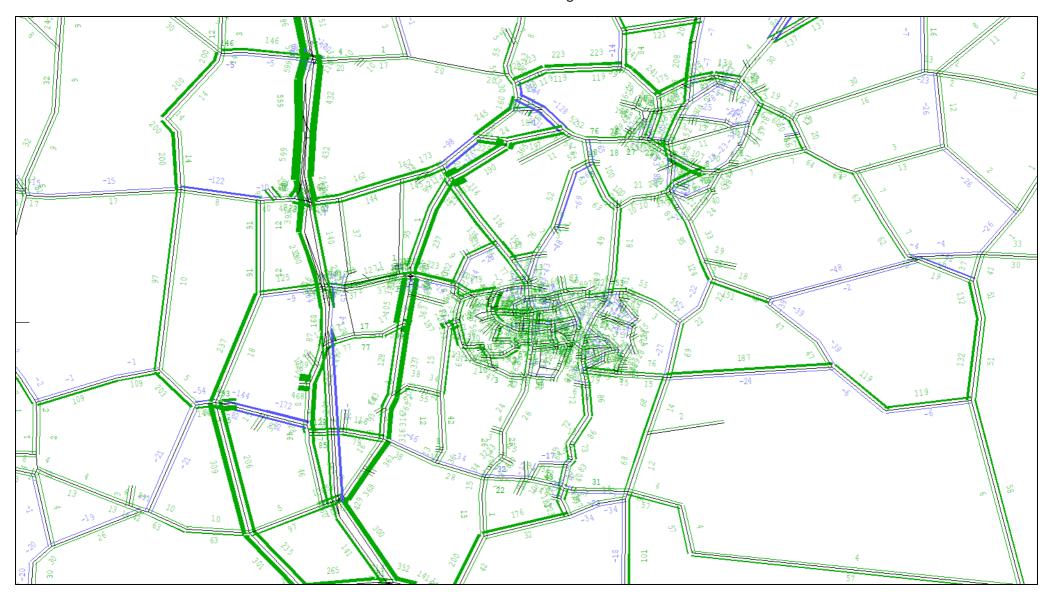
rea	Junction	Approach Arm	AM Dem	AM A RFC De	lay A	AM PN vg Q Dei		PM PM FC Dela	PM y Avg (AM RFC	AM Delay	_				_		AM A RFC De	M AM lay Avg			PM Delay	PM Avg Q	AM Dem		AM AM elay Avg			PM Delay
ENTRAL			(Veh)	(%)	s) (p	ocu) (Ve	eh) (%) (s)	(pcu)) (Veh)	(%)	(s)	(pcu)	(Veh)	(%)	(s) (ı	pcu) (Veh)	(%) (s) (pcu) (Veh)	(%)	(s)	(pcu)	(Veh)	(%)	(s) (pci	u) (Veh)	(%)	(s)
	B2114 Junction, Handcross	B2110 High Street (N) (priority) B2114 (S) (priority) B2110 (W)	558 332 453	16.9	2.7 1.1 3.7	0.0 7 0.0 1 0.1 3	761 130 320	44.5 2 6.7 1 45.3 3	.7 0 .0 0	726 0.0 400 0.1 649	45.9 20.3 90.4	3.1 1.1 5.9	0.1 0.0 0.5	964 139 508	54.0 7.1 71.7	2.8 1.0 4.0	0.0 0.0 0.1	744 402 704	46.3 20.4 95.2	3.1 0 1.1 0 8.4 0	.1 1060 .0 144 .9 580	57.5 7.4 81.6	2.9 1.0 4.4	0.0 0.0 0.2	742 402 701	46.2 20.4 94.9	3.1 (1.1 (7.5 (0.1 105 0.0 14 0.8 57	1 57.1 4 7.4 9 81.4	2.8 1.0 4.4
ower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E) B2110 Leechpond Hill (S) B2115 (W)	491 253 269		3.0 1.0 3.9	0.0 5 0.0 1 0.1 2	530 162 270	29.5 2 8.1 1 38.2 3	.0 0 .0 0	0.0 551 0.0 176 0.0 536	33.1 8.8 74.3	2.8 1.0 4.3	0.0 0.0 0.2	737 268 400	40.9 13.1 58.8	2.3 1.1 4.3	0.0 0.0 0.2	580 201 544	34.4 9.9 75.9	2.8 0 1.0 0 4.6 0	.0 706 .0 280 .2 461	38.7 13.6 67.8	2.2 1.1 4.8	0.0 0.0 0.2	581 200 544	34.5 9.8 75.8	2.8 (1.0 (4.6 (0.0 70 0.0 27 0.2 45	8 38.8 9 13.6 8 67.4	3 2.2 5 1.1 4 4.7
lough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority) B2114 (E) (priority) B2115 Sloughgreen Lane (W)	153 639 388	30.1	1.0 1.3 4.5	0.0	71 477 492	3.7 1 23.8 1 67.4 4	.0 0 .2 0 .0 0	0.0 95 0.0 720 0.1 577	5.0 31.1 82.5	1.0 1.3 5.7	0.0 0.0 0.4	84 565 614	4.3 27.4 83.3	1.0 1.3 5.0	0.0 0.0 0.3	94 740 578	5.0 29.9 80.4	1.0 0 1.3 0 5.3 0	.0 99 .0 557 .4 621	5.0 7 25.2 1 83.6	1.0 1.2 5.1	0.0 0.0 0.3	95 737 576	5.0 29.9 80.4	1.0 (1.3 (5.3 (0.0 10 0.0 55 0.4 62	0 5.0 8 25.3 0 83.5	1.0 3 1.2 5 5.1
laywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N) Copyhold Lane (E) Borde Hill Lane (S)	465 148 707	26.6	1.2 5.3 2.3	0.0 6 0.1 2 0.0 3	651 204 368	32.5 1 36.2 5 22.7 2	.4 0 .6 0 .4 0	0.0 547 0.2 260 0.0 837	27.5 45.2 42.7	1.3 5.7 2.2	0.0 0.2 0.0	835 105 456	38.8 21.4 27.6	1.5 6.4 2.5	0.0 0.1 0.0	637 381 823	31.8 71.2 42.2	1.3 0 9.6 0 2.5 0	.0 856 .7 126 .1 555	38.9 5 26.5 6 32.2	1.5 6.9 2.5	0.0 0.1 0.1	636 377 822	31.7 70.5 42.4	1.3 (9.4 (2.5 (0.0 85 0.7 12 0.1 54	6 38.9 5 26.3 9 32.0	1.5 6.9 2.5
laywards Heath	B2114 / B2036 Whitemans Green	B2036 (N) B2036 (S) B2114 Staplefield Road (W)		38.1 105.0 10 69.9	4.3 01.2 4.5	0.1 2 25.1 6 0.2 5	291 648 562	42.3 4 74.4 3 68.3 4	.5 0 .2 0	1.1 272 1.0 1013 1.2 672	40.6 106.8 85.0	4.7 133.8 5.6	0.1 33.5 0.5	252 765 697	37.2 85.3 84.1	4.8 3.4 5.0	0.1 0.1 0.4	286 1084 672	42.1 108.8 1 84.0	4.7 0 '0.4 42 5.7 0	.1 268 .8 788 .5 720	39.6 8 81.4 0 86.6	4.9 3.3 5.4	0.1 0.1 0.5	285 1081 671	42.1 108.7 84.0	4.7 (1.1 4.2 4.7 4.7 4.7 4.7 4.7 4.7 4.7 4.7 4.7 4.7	0.1 26 2.0 78 0.5 71	5 39.3 5 81.3 9 86.4	3 4.9 3 3.3 4 5.4
uckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N) Ardingly Road (E) B2036 London Road (S)	711 431 795	56.2	5.3 4.4 67.2	0.5 7 0.2 4 14.6 4	795 451 467	95.3 5 64.0 5 58.8 4	.8 0 .6 0 .1 0	1.6 829 1.3 792 1.1 837	104.7 36.8 107.1	101.7 1.4 151.3	23.3 0.0 32.8	883 722 644	108.2 34.7 80.4	165.8 1.4 5.8	38.5 0.0 0.5	840 911 865	107.0 1 40.9 113.6 2	15.2 32 1.5 0 70.3 56	.8 920 .0 831 .6 693	112.3 39.3 8 80.3	239.3 1.5 5.5	55.8 0.0 0.4	838 909 862	106.9 3 40.9 113.3 2	1.5 (265.4 5!	2.6 91 0.0 82 5.5 69	8 112.1 8 39.2 0 80.3	236.7 1.5 5.5
nsty	A272 / B2036	A272 (E) B2036 (S) A272 (W)	708 620 651	89.0	8.2 9.5 11.7	1.0 8 1.1 3 1.6 6	811 1 384 658	01.8 51 54.8 5 83.0 5	.1 11 .2 0 .3 0	.0 1035 0.2 693 0.4 755	102.8 101.7 81.8	67.2 60.8 5.0	17.6 11.1 0.4	992 465 961	102.8 69.7 103.1	70.2 7.3 76.2	17.7 0.5 19.3	894 726 917	92.5 102.5 93.7	7.9 1 72.8 13 5.1 0	.1 995 .9 537 .5 1063	5 102.6 7 76.4 8 109.7	69.6 8.0 193.9	16.5 0.7 51.3	899 724 908	92.6 102.4 92.9	7.8 72.4 5.0	1.1 99 3.8 52 0.5 105	4 102.5 9 75.4 9 109.7	68.3 7.9 193.6
owfold	A281 North Junction, Cowfold	A281 (N) A281 (S) A272 Station Road (W)	183 771 770	92.0				68.9 6 01.0 37 87.3 4		1.4 212 1.8 781 1.3 788			0.0		84.0 101.4 99.7	8.6 48.6 11.9	0.9 9.7 2.1		32.5 97.4 102.2	4.9 0 7.4 1 51.0 13		79.7 0 101.4 3 100.2			0=/	32.5 97.4 102.2		0.1 56- 1.0 79- 3.0 84-		
owfold	A281 South Junction, Cowfold	A281 (N) A272 Bolney Road (E) A281 (S)	792 818 288		4.2 5.6 5.5	0.3 8 0.6 8 0.2 2	845 1 859 236	01.2 36 99.9 11 36.1 5	.0 8 .2 1 .1 0	8.0 825 8.9 878 9.1 405	100.7 101.8 62.6	28.5 44.1 6.7	6.0 10.3 0.4	838 874 349	101.5 98.4 52.5	44.8 6.2 5.7	9.7 0.8 0.3	836 895 419	100.8 101.3 64.6	29.4 6 34.2 7 6.8 0	.3 849 .8 890 .4 346	9 101.5 9 98.7 5 52.2	44.7 6.7 5.7	9.7 0.9 0.3	837 894 417	100.8 101.3 64.2	29.4 (34.2 (6.8 (6.3 84 7.8 88 0.4 34	8 101.5 9 98.7 8 52.4	6.7
olney	A23 / A272 Bolney Road	A23 Southbound Off-Slip A272 (E) A272 (W)	782	55.7 97.2 67.7	6.2 20.6 3.0	0.3 3 2.9 7 0.0 7	324 756 786	48.1 6 93.6 12 78.2 3	.4 0 .5 1 .0 0	.3 367 .9 1089 .0 1030	30.7 101.7 102.4	4.6 58.4 46.8	0.2 15.4 12.2	579 862 1043	44.6 80.1 101.9	4.9 7.5 36.7	0.3 1.0 9.4	606 1198 1021	49.5 112.0 2 0 102.1	5.1 0 I5.6 67 I0.9 10	.4 822 .4 1035 .5 1043	63.1 92.7 8 101.2	5.8 13.8 24.5	0.6 2.8 6.0	593 1193 1023	48.4 111.6 2 102.1	5.1 (238.1 65 41.6 10	0.3 81 5.3 102 0.7 104	5 62.7 9 92.3 3 101.2	5.8 13.4 2 24.3
orth Chailey	A272 / A275 North Chailey	A272 (W) A275 (N) A272 (E) A275 (S)	426 143 852 478	24.4 99.2	5.8 5.2 10.6 7.1	0.3 5 0.1 2 1.7 6 0.6 3	570 219 687 300	75.1 5 47.6 9 82.0 4 41.1 4	.2 0 .4 0 .7 0 .3 0	0.4 617 0.4 117 0.3 936 0.1 485	78.2 25.4 103.1 101.6	5.1 7.1 67.3 74.8	0.4 0.1 16.1 9.9	826 201 891 132	95.6 56.8 101.1 45.2	5.4 15.3 34.9 16.7	0.5 0.7 7.7 0.5	613 118 968 523	76.2 26.6 105.7 1 102.6	5.0 0 7.6 0 14.7 28 90.9 13	.3 831 .2 213 .0 915 .1 156	95.2 69.0 103.4 38.2	5.9 22.6 75.7 10.6	0.6 1.2 17.7 0.3	614 118 966 522	76.1 26.5 105.6 102.6	4.9 (7.6 (113.0 2 89.9 1	0.3 83 0.2 21 7.6 91 2.9 15	3 95.4 3 68.2 4 103.3 5 38.3	5.9 2 22.0 3 75.2 3 10.6
laywards Heath	A273 / Isaac's Lane / Traustein Way	A273 (W) Isaac's Lane Parkfield Way (zone access) Traunstein Way	769 307	4.7	6.4 3.7 3.2 6.1	0.2	941	54.1 4 83.4 4 1.3 3 50.2 4	.2 0 .0 0 .2 0	0.2 866 0.3 837 0.0 370 0.1 953	101.7 75.8 5.9 102.6	60.0 4.4 3.2 73.7	0.3	839 1091 92 754	84.2 101.6 1.7 71.4	6.8 51.2 3.3 4.8	0.8 13.5 0.0 0.4	775 375	68.7 5.9	50.1 35 4.2 0 3.2 0 31.7 21	.6 829 .2 1133 .0 103 .3 973	96.0 3 1.9	7.2 11.2 3.3 5.6	0.9 2.1 0.0 0.6	777 375	69.0 5.9	147.6 3! 4.2 (3.2 (80.0 2(5.0 82 0.2 113 0.0 10 0.8 96	7 83.0 3 96.2 2 1.9 5 84.7	11.4
aywards Heath	Haywards Heath - B2112/A272	B2112 (N) Kennards Lane (E) A272 (E) B2112 (S) B272 (S)	692 333 189 721 859	43.5 24.9 80.7	8.3 5.4 5.3 7.3	1.0 7 0.2 3 0.1 2 0.9 4 3.0 7	789 336 237 421 713	90.2 10 48.4 6 35.7 6 50.6 5 69.8 4	.3 1 .8 0 .6 0 .4 0	.6 581 .4 238 .2 191 .3 895 .3 1174	89.1 60.3 21.3 74.3 103.6	17.9 13.3 5.2 5.4 89.3	2.4 0.7 0.1 0.6 27.3	697 234 386 663 1097	102.2 85.4 53.8 67.1 82.2	78.7 38.0 8.4 6.5 5.0	14.6 2.3 0.6 0.6 0.6	564 221 210 988 1227	94.9 51.7 22.2 78.8 103.6	28.6 3 10.7 0 5.0 0 5.9 0 1.3 27	.9 714 .5 242 .1 435 .7 640 .3 1144	107.0 101.3 5 57.2 0 69.9 1 83.8	167.4 106.0 8.3 7.7 5.5	31.3 7.0 0.6 0.8 0.7	564 221 209 985 1225	94.7 51.9 22.2 78.7 103.6	28.2 3 10.8 0 5.0 0 5.9 0 91.3 2	3.9 71 0.5 24 0.1 43 0.7 64 7.3 113		7.7
laywards Heath	Haywards Heath - A272/Rocky Lane	A272 (E) Rocky Lane (S) A272 (W) Highbank (N)	706 493 570 273	52.7 £	7.6 12.2 3.9 3.1	0.9 6 0.2 3 0.1 6 0.0 1	698 359 621 135	86.1 4 37.7 8 59.5 4 2.0 3	.9 0 .1 0 .1 0	826 0.1 830 0.2 594 0.0 290	105.6 88.7 60.8 4.8	121.7 30.6 4.7 3.2	27.2 1.3 0.3 0.0	863 485 1082 144	105.8 50.9 98.3 2.5	122.9 11.5 13.6 3.2	28.3 0.2 2.9 0.0	837 879 696 297	106.6 1 90.5 66.4 4.9	39.6 30 32.6 1 4.8 0 3.2 0	.8 913 .5 695 .3 1160 .0 145	3 111.4 70.2 100.9 2.6	224.7 19.1 36.3 3.2	51.5 0.5 9.6 0.0	837 876 693 297	106.5 3 90.3 66.2 4.9	138.0 30 32.4 : 4.8 (3.2 (0.5 90 1.4 68 0.3 115 0.0 14	8 69.6 6 100.7	219.9 5 18.9 7 32.2 6 3.2
laywards Heath	Haywards Heath - B2272/Bolnore Road	A2272 (E) Bolnore Road A2272 (W)	100		28.8 3.1 11.3	0.0	911 1 170 912	06.1 121 2.6 3 78.3 3	.6 30 .2 0	1.1 884 0.0 145 0.0 1297	106.6 2.1 107.5	3.1 143.3	31.6 0.0 48.1	977 186 991	113.7 2.8 80.3	258.4 3.2 3.2	64.4 0.0 0.1	921 149 1372	108.1 1 2.2 110.3 1	52.9 38 3.1 0 95.5 65	.2 1046 .0 198 .6 936	120.5 3 3.0 72.0	379.8 3.2 3.2	95.1 0.0 0.0	919 149 1368	107.9 : 2.2 110.1 :	3.1 (190.3 63	7.4 104 0.0 19 3.9 93	7 3.0	
laywards Heath	Haywards Heath - A272/B2272	A272 (W) B2272 (E) A272 (S)	851		63.3 5.5 5.7	42.2 10 0.6 10 0.9 8	024 1 021 850	00.7 31 99.6 20 59.9 4	.6 8 .2 4 .1 0	3.4 855 3.6 944 3.3 1519	105.2 85.8 98.6	123.6 5.8 12.8	29.3 0.7 3.9	1091 1100 888	102.2 100.2 57.7	58.6 25.4 3.9	16.4 6.1 0.2	890 962 1535	109.3 1983.6 98.4	97.3 47 5.3 0 13.2 4	.3 1154 .6 1176 .0 1049	103.6 106.1 6 67.9	84.7 134.3 4.5	24.1 35.9 0.4	889 962 1533	109.2 3 83.9 98.5	195.8 40 5.4 0 13.5	6.9 115 0.6 117 4.1 104	2 103.8 2 105.9 5 67.7	8 87.4 9 130.3 7 4.5
laywards Heath	B2112 / B2272	B2112 Hazelgrove Road (N) Caxton Way (E) B2272 Franklynn Road (S) B2112 Sussex Road (S) B2272 South Road (W)	180 505 888	2.6 53.4 93.3	4.0 3.1 4.5 10.2 5.2	0.0 1 0.2 2 1.8 3	119 235 322	65.2 7 2.3 3 27.3 4 30.1 3 98.2 10	.3 0 .4 0 .4 0	1.6 262 1.0 199 1.1 712 1.0 942 1.2 623	28.9 3.1 71.2 103.0 71.4	4.3 3.2 4.9 80.6 6.9	0.1 0.0 0.4 19.9 0.7	127	75.7 2.6 39.4 46.1 101.6	9.2 3.3 4.7 3.8 50.0	1.0 0.0 0.2 0.1 13.6	266 214 969 881 690	29.4 3.4 93.4 103.2 80.6	4.4 0 3.2 0 9.0 1 39.5 20 9.3 1	.1 562 .0 136 .5 373 .1 503 .1 1051	2.8 3 41.6 3 47.8	9.0 3.3 4.7 3.8 49.9	0.9 0.0 0.2 0.1 13.5	214 961 883	29.4 3.3 92.8 103.3 80.6	3.2 (8.7 : 91.3 20	0.1 56 0.0 13 1.4 37 0.6 50 1.1 105	6 2.8 2 41.5 2 47.8	3.3 5 4.7 3 3.8
owfold	A272 Cowfold Road / Wineham Lane	Spronkett's Lane (N) A272 Cowfold Road (E) Wineham Lane (S) A272 Cowfold Road (W)	699 43	35.3 11.1	1.4 7.1	0.0 8		21.8 10	.6 0 .3 0	.0 592 .2 314		1.3 9.3	0.0 0.6	938	45.6 31.8	14.1 1.7 13.0 1.9	0.3 0.0 0.3 0.0		29.1 85.2	1.4 0 16.3 1	.3 159 .0 966 .5 99 .0 1032	46.2 33.0	1.7 12.9	0.0	603 409	29.2	1.4 0 16.2			1.7 12.9
owfold	A23 / A272 Northbound On-Slip	A23 Northbound A272 Northbound on-Slip	3085	55.6	2.2	0.0 22			.2 0	0.0 4154 0.0 774		4.3	0.0		55.7 21.5	2.2	0.0	4552 978	85.2 56.4	5.4 0 4.1 0	.0 3299 .3 359	57.6		0.0	4537 976	85.0 56.4	5.4 (0.0 329 0.3 35	9 57.6	2.3
owfold	A23 / London Road Northbound On-Slip	A23 Northbound London Road Northbound on-Slip	3462	58.1	4.8	0.0 24	458	41.5 2 0.0 3	.4 0	.0 4928	80.7	10.2	0.0	3492	57.8	4.7	0.0	5530	86.7	12.5 0	.0 3659	59.9	5.1	0.0				0.0 365	4 59.9 0 0.0	

ssex Transpo rea	ort Study: Junction approach arm statistics for ide Junction	Approach Arm	2017 AM	AM					M PM	AM	eference C	AM	AM	PM	PM P	M PN		AM	AM			M PI		MA AM	AM	AM	AM	PM		PM
			Dem (Veh)			_		RFC De	lay Avg C s) (pcu)		RFC (%)	Delay (s)	_		RFC De (%)	lay Avg s) (pc		RFC (%)		-		FC Del	. -				_			Delay (s)
ОИТН																														
urgess Hill	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip A23 Southbound	21 ² 1996			0.1	388	34.1 80.7	4.7 0. 7.7 0.	2 839 0 2400	40.6	1.5 4.1	0.0	1045 3755	51.7 89.2	1.9 10.3	0.0 724 0.0 2516	32.0 64.9	1.3 4.3	0.0	1215 4338 1	58.3 01.0 5	2.2 55.4 2	0.0 73 1.4 251	9 32.7	7 1.4 9 4.3	0.0	1215 4321	58.4 100.7	2.2 49.7
urgess Hill	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	637		0.0	0.1	817	45.7	3.4 0.	1 1445	5 103.5	82.9	31.0	1079	46.9	11.1	2.8 1474	104.0	92.5	34.7	1199	51.3 1	1.6	3.1 147	4 104.3	95.3	35.7	1192	51.0	11.5
		A2300 (E) A2300 (W)	946 367			0.3	282	27.7	3.6 0. 3.0 0.	2 1927 0 521	70.8	0.0	0.0	168	8.7	0.0	2.8 1966 0.0 593	107.7 27.1	0.0	0.0	277	13.6	0.0	2.9 197 0.0 58	8 107. 9 27.3	5 149.7 L 0.0	0.0	2468	13.4	0.0
urgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N) A2300 (E)		15.6 L 108.2		0.1 51.6	199 1076 1	24.2	4.7 0. 31.8 24.	1 520 3 2495	69.1	29.5	3.2	1320 1584	67.3 3 38.7	0.7	3.5 674 0.0 2454	88.5 57.6	40.9	4.3 0.0	1435 1734	72.0 1 40.7	0.8	3.9 67 0.0 245	1 88. 3 57.6	40.3	4.3 0.0	1427 1726	71.7	13.3
		Cuckfield Road (S) A2300 (W)	174 988	23.5	4.7	0.1	172 1099	21.0 98.0	4.5 0. 7.8 1.	1 549 4 1926	56.9 46.6	23.1	3.0	819 1572	92.7 104.6	45.1 34.3 3	5.1 926 5.4 2070	95.8 47.6	52.3 0.9	5.7 0.0	910 1 1643 1	02.4 12 10.0 18	26.5 1 30.8 7	6.4 92 3.0 206	9 5.2 66 47.6	49.7	5.6 0.0			119.0 180. 2
urgess 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	0.0 104	33.8	3 0.9	0.0	516	22.8	1.:
		THE HUB Cuckfield Road (S)	N/A N/A				N/A N/A			474	2.1	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 86	51 41.9	9 1.7	0.0	374	18.8	1.
urgess Hill	A2300 / Northern Arc Spine Road	N Arc (N) A2300 (E)	N/A	4			N/A N/A			777 1201		5.3 7.3	0.5 1.4	243 827	22.0 54.2	5.4 4.9	0.2 763 0.4 1228	49.0 76.4	5.3 7.3	0.5	363 938	31.5 59.5	5.7 5.2	0.3 75 0.6 122	9 48.8 7 76.4	5.3 7.3	0.5 1.4	358 934	31.2 59.4	5. 5.
		N Arc (S) A2300 (W)	N/A				N/A N/A			1063 1779		6.7 4.3	1.1 0.6	1147 2313	76.0 93.7	6.0	1.0 1068 2.2 2007	67.0 93.2	6.4 5.5		1181 2407	75.6 92.7		1.1 106 2.1 200	69 67.2 04 93. 3	2 6.5 L 5.5	1.0		75.7 92.6	6. 6.
urgess Hill	Junction Road / B2113, Burgess Hill	Junction Road (N) Silverdale Road	323		5.1	0.2	31	5.2	4.8 0.	0 422	2 102.8	185.1	12.9	135	10.3	13.2	1.6 438	106.1	243.7	19.5	153	12.1 4	13.7	1.8 43	7 105. 9	240.2	19.1	152		43. ¹
		B2113 Keymer Road (S) B2113 Station Road (W)	779		69.0	14.7	661 852 1	77.2	3.3 0. 41.2 9.	1 574 4 480	107.1 104.0	247.3 199.7	25.1 14.7	483 637	100.4 13 107.7 25	32.5 52.2 2	6.6 604 9.0 509	108.3 108.3	268.7 277.3	28.3	494 1 662 1	01.4 15 10.6 30	50.5 14.3 3	9.0 60 7.5 50	108.3 7 108. 3	268.7 273.9	28.3	494	101.3	150.3 299. 0
urstpierpoint	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		00.7	39.9	7.2 79	3 102.8	71.5	15.4			35.
		B2116 Hassocks Road (E) B2117 Brighton Road (S)		37.1	3.8				4.3 0. 3.4 0.			3.9 5.3	0.1				0.1 506 0.1 427		6.5				8.8	0.1 50 1.0 42	8 63.0	6.1				4. 8.
assocks	A273 / B2116 Hassocks (Stonepound)	B2116 Albourne Road (W) A273 London Road (N)		15.3	3.5		387 1	01.0 14	3.2 0. 42.0 5.	0 159 3 599	17.3	3.9	0.0	394 676	42.1 102.4 1 ¹	4.3	0.1 275 5.2 627	29.8	4.0 315.6	37.0	464 688 1	54.9 05.8 21	5.8 2	0.4 27 5.5 62	76 30.0	4.0 315.0	36.6	459 685		5. 210.
	, ,	B2116 Keymer Road (E) A273 Brighton Road (S)	369	102.2	178.7 160.2	8.6	373 402	99.2 13 51.5	32.5 4. 43.4 4.	8 463 3 418	108.4 3 107.1	283.8 259.4	23.6	455 327	102.2 16 95.1 13	59.1 1 12.3	0.4 485 4.4 432	112.6 109.4	359.7 300.5	32.8 26.1	470 1 337 1	04.6 21 00.2 15	.3.3 1 .0.9	5.9 48 4.8 43	34 112. 4	355.1 294.2	32.2	470	104.5	211. 149.
		B2116 Hurst Road (W)	492	67.8		5.7			54.4 3.	9 395	95.2	105.7	5.6	568			1.7 361	105.4	244.2	14.1	587 1	05.3 21	.8.2 2		104.9	235.3	13.5		105.1	214.
yecombe	A23 / A281 Southbound On-Slip	A23 Southbound A281 Southbound on-Slip		67.3		0.0			54.6 0. 33.7 4.	1 3093 3 393	8 88.3 39.5	20.6	0.0	4304 30		59.3 1 19.8	5.0 3395 2.1 445	95.0 45.5	27.9 5.8	0.0				5.0 338 2.8 44	3 94. 3 45. 2		0.0		100.7 105.0	69. 333.
itchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2116 (W) B2112 (N)		3 53.0 5 104.9		0.3	287 852 1	40.9	4.7 0. 25.5 29	1 463 2 883	76.6 3 112.6	9.7	0.9	192 959	30.4 111.8 2 2	5.3 26.5 5	0.1 497 5.4 895	82.0 113.2	11.5	1.2	242 980 1	38.7	5.9 31.3 5	0.2 49	5 81.7 4 113.6	7 11.4	1.1	237	37.9 112.1	5. 230.
		B2112 (N) B2116 (E) B2112 (S)	229 785	39.5	6.2	0.2	355 542	60.6 64.9	7.7 0. 3.5 0.	5 448 1 812	78.8 2 100.2	11.3 17.9	1.0	313 763	51.8 91.4	6.6 5.0	0.3 505 0.4 851	89.3 104.2	16.6 90.1	1.9	378 832	62.6 98.7	7.5 9.6	0.5 50 1.5 84	9 104. 0	16.5 85.3	1.9	377 830	62.4 98.5	7. 9.
urgess Hill	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	N/A				N/A			1067		3.4	0.1	191	10.8	3.0	0.0 1089	64.2	3.6	0.2	323	17.7	3.0	0.0 108	64.0	3.6	0.2	316	17.4	3.
		Science & Tech Park Access (W) Cuckfield Rd (S)	N/A N/A				N/A N/A			461 329		3.0	0.0	1349 132	15.7 16.7	3.0 5.1	0.0 461 0.1 566	5.6 53.6	3.0 4.0	0.0	1350 290	16.4 34.7	3.0 5.6	0.0 46 0.2 56	51 5.6	3.0	0.0	1350 284	16.4 34.0	3. 5.
urgess Hill	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W) A272 Bolney Road (E)	590		1.3	0.0	606	30.4	1.3 0. 1.3 0	0 703	35.0	1.4	0.0	913	44.2	1.6	0.0 854	42.7 57.6	1.6	0.0	1031	49.5	1.8	0.0 84 0.0 121	5 42.3 6 57.3	3 1.6	0.0	1028	49.4	1.
		Bishopstone Lane		11.8		0.1	35	8.2	7.2 0.	0 24	7.7	9.9	0.1	40	10.2	8.1	0.1 24	9.5	12.8	0.1	40	10.3	8.0	0.1 2	4 9.3	3 12.6	0.1	41	10.5	8.
urgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W) Stairbridge Lane	963	3 2.3	1.0 5.3	0.0	1053 87	37.6 10.7	1.2 0. 6.5 0.	0 2050 2 162	38.8	0.6 3.5	0.0	1261 378	22.4	3.4	0.0 2158 0.0 163	38.7 11.8	0.6 3.5	0.0	1403 308	24.7 18.1	0.4 3.4	0.0 215 0.0 16	38.7 3 11.8	7 0.6 3 3.5	0.0	1395 311	24.5 18.3	0. 3.
		A2300 (E) Pookbourne Lane	1040			0.1	20	23.0	1.4 0. 5.4 0.	1 1927	0.0	3.8	0.0	0	0.0	4.3	0.0 1966	0.0	7.8	0.0	0	0.0	4.3	0.0 197	0 0.0	0.6	0.0	0	0.0	0. 4.
assocks	A273 / B2112	A273 (N) B2112 (E)		25.9		0.0	226 392	11.3 57.3	1.0 0. 4.4 0.	0 493 2 680	23.5 106.5	1.2 144.2	0.0	538 462	26.3 66.3	1.2 4.9	0.0 494 0.2 712	22.2 109.9	1.2 205.8	0.0	557 554	26.0 79.9	1.2	0.0 48 0.4 71	22.0 2 109.8	1.2 3 204.0	0.0	557 552	26.1 79.7	1. 6.
		A273 (S)		39.9		0.2	678	23.3	2.1 0.	0 977	40.9	2.7	0.1	841	32.7	3.1	0.2 1178	52.8	3.1	0.2	991	40.8	3.4	0.2 116	51.9	3.1	0.2	987	40.6	3.
assocks	B2112 / Lodge Lane	Lodge Lane (N) B2112 (E)	352		1.2	0.4	112 316	18.5	4.6 0. 1.2 0.	1 495 0 240	87.2 12.6	13.0	0.0	165 358	35.0 19.1	7.4 1.8	0.2 541 0.0 206	96.1 11.3	26.1	0.0	205 425	45.4 23.0	2.0	0.3 54 0.0 20	95.9 16 11.3	25.1	0.0	205 424	45.3 23.0	2.0
urgess Hill	Janes Lane / Manor Road	B2112 (W) Janes Lane (E)	196			0.0	184	9.3	1.2 0.	0 602	30.9	1.3	0.0	920 351	45.7 17.3	1.7	0.0 7/8	10.1	1.5	0.0	1045	23.9	1.9	0.0 76	10.3	2 1.0	0.0	1043	23.7	1.
argess rim	Janes Lane / Wantor Road	Manor Road Janes Lane (W)	144		3.7	0.0	83	12.1	3.6 0. 1.9 0.	0 341	49.1	4.0	0.1	201 726	31.0	4.3	0.1 329 0.1 622	47.5 34.6	3.9	0.1	124 732	20.8 44.7	4.8	0.1 33 0.1 62	0 47.6	3.9	0.1	128	21.5 44.8	4.
urgess Hill	B2112 / Green Road (LEWES DISTRICT)	B2112 (N)		84.4		0.2	822 1	100.2	18.2 3.	6 707	85.3	4.9	0.4	839	100.3	22.5	4.5 743	88.1	5.3	0.5	869 1	01.2 3	37.2	8.1 74	1 87.9	5.3	0.5	868	101.3	38.
		Green Road (E) B2112 (S)		52.5		0.2 20.5		45.2 74.6	6.2 0. 4.0 0.	2 443 2 836		6.9 209.2	0.5 46.6	449 711	69.8 89.6	8.0 6.9	0.6 597 0.8 814	88.0 114.4	12.4 287.2	1.5 58.7	490 802	78.8 1 96.0	8.6	1.0 59 1.2 81	_	12.0 3 284.6	1.4 58.4	490 801	78.7 96.2	10.
urgess Hill	Valebridge Road / Junction Road / Leylands Road	Valebridge Road (N) Junction Road (S)	691			0.1	599 207	75.5 30.7	4.3 0. 4.7 0.	2 651 1 473	55.1 3 101.7	86.5 147.6	5.0	676 271	57.1 8 58.1 3	38.6 37.9	5.4 673 2.1 479	55.3 102.8	87.6 167.8	5.1	675 366	54.3 7 77.8 4	⁷ 2.6	5.0 67 3.1 47	73 55.4 79 102.9	85.5	5.0	674 361		72. ⁻ 46.
		Leylands Road (W)	532	70.2	4.7				19.9 4.	1 1068	90.8	32.5	5.1	1103	104.8	51.4 2	9.6 1139	101.5	100.1	13.4			.8.5 4	5.3 113	7 101.4	97.2	12.5		107.9	218.
urgess Hill	A273 / B2036 / Marchants Way	A273 (N) Marchants Way (E)	790 15	2.7	5.5	0.0	813	96.5	6.8 0. 5.4 0.	9 846 0 16	98.3	10.4 3.2	0.0	774 23	91.9	7.7 3.2	1.0 858 0.0 17	99.3	12.2 3.2	0.0	24	74.9 0.4	5.0 3.2	0.3 85	66 99.5 .7 0.3	3.2 3.2	0.0	649	75.5 0.4	5.: 3.:
		B2036 (S) A273 (W)	674	1 56.5 1 88.2		0.1	573	74.3	4.3 0. 4.9 0.	2 853 3 404	5 100.1 58.1	5.1	0.2	669	91.0	9.7	1.2 415	59.2	5.2	0.3	624	97.1 86.6	9.1	1.0 42	9 61.0	19.0	0.3	821 624	96.8 86.7	9.
urgess Hill	A273 / Sussex Way	A273 (E) Sussex Way (S)	393	51.3 5 74.6		0.1	500 487	59.7 65.3	3.6	1 462 2 825	57.5	6.3	0.4	506 743	63.2 72.4	6.9	0.5 456 0.3 912	65.0 86.3	8.7 5.2	0.7	409 837	51.6 78.8	6.3 4.2	0.4 46 0.3 91	65.3 .5 86. 4	8.6	0.7	410 835	51.7 78.6	6.: 4.:
		A273 (W)	761	70.3	3.8	0.2	526	47.2	3.3 0.	1 940	70.0	3.7	0.2	1266	90.6	4.9	0.6 1121	81.7	4.3	0.4	1278	88.0	4.6	0.5 111	9 81.7	4.3	0.4	1273	88.0	4.6
urgess Hill	West Street / Fairfield Road	Fairfield Road (N) West Street (E)	110	15.6	0.5	0.0	21 49	1.1 6.7	0.9 0. 3.3 0.	0 21 0 176	1.1	0.9 3.7	0.0	16 53	7.3	0.9 3.4	0.0 25 0.0 198	27.9	0.9 3.9	0.0	68	0.5 9.4	0.9 3.6	0.0 20	1.3 1 28.4	3.9	0.0	68	0.5 9.3	0.9 3.6
		Fairfield Road (S) West Street (W)	142 257		3.3	0.0	116 214	29.6	3.2 O.	0 631	83.3	3.8	0.0	686	89.8	4.1	0.0 287	97.3	9.6	0.0	714	90.8	4.2	0.0 28	13.8 8 96. 3	7.9	0.6	713	90.8	1.0 4.3
urgess Hill	A273 / York Road	A273 (N) York Road (E)	945	5 103.1 5 27.3		16.5	775 600	79.3 82.0	3.2 0. 6.5 0.	0 919 6 280	103.7	78.8	19.4	943 585	104.5 9	93.1 2	3.2 982 1.0 411	108.4 53.8	162.6 4.3	41.2	984 1 636	05.8 11 94.1 1	.5.5 2 .4.4	9.0 97 2.0 40	76 107.8	152.2 4.3	38.5	981 634		113.3
		A273 (S)	564	71.3	4.0		.02	67.8	6.3 0.	4 695		6.5	0.7	531	76.6	7.1	0.6 697	93.0	9.9	1.3	634	92.5 1	.3.3	1.8 69	9 2. 9	9.7	1.3	628	91.7	12.
urgess Hill	B2113 Keymer Road / Folders Lane	B2113 Keymer Road (N) B2113 Folders Lane (E)	528 561	52.4	3.5	0.0	630 520	56.8 49.0	3.5 0. 3.6 0.	1 333 1 619	57.0	23.6	1.5 2.9	472 592	77.6 3 54.2 2	31.8 25.7	2.2 404 2.8 699	65.7	26.2	1.8 3.3	490 638	78.0 3 57.6 2	32.1 27.4	2.2 39 3.0 69	8 64.9 7 63.4	26.0	1.7 3.3	488 636	57.4	32.0 27.3
urgess Hill	B2112 / Folders Lane (LEWES DISTRICT)	Keymer Road (S) B2112 (N)	479	38.2		0.1	582	43.9	3.9 0.	1 506 1 658		27.0	0.3	560	87.3 41.1	3.8	0.1 726	64.0	37.6 5.8	0.5	517 644	92.3 4	4.0	0.2 72	85.1 3 62.4	35.7	0.5	517 643	92.2	47.0
3 · · · · · ·	,	Folders Lane East (E) B2112 (S)	685	53.4	4.1	0.2	676 714	54.5 51.9	4.4 0. 3.8 0.	3 801 2 1154	61.4 87.9	4.5	0.3	1015 973	76.1 74.6	5.1 4.9	0.6 777 0.5 1223	59.9	4.6 7.0	0.3	1091 1102	82.2 87.5	6.0	0.2 72 0.9 77 1.3 121	8 59.9	4.6	0.3	1088 1097	82.0 87.1	6.0 7.2
		Folders Lane (W)		42.1		0.2	398	30.0	3.7 0.	1 447	43.0	5.2	0.3	317	26.5	4.2	0.1 523	50.5	5.6	0.4	342	29.8	4.5	0.1 52	1 50.2	5.6	0.4	343	29.8	4.5

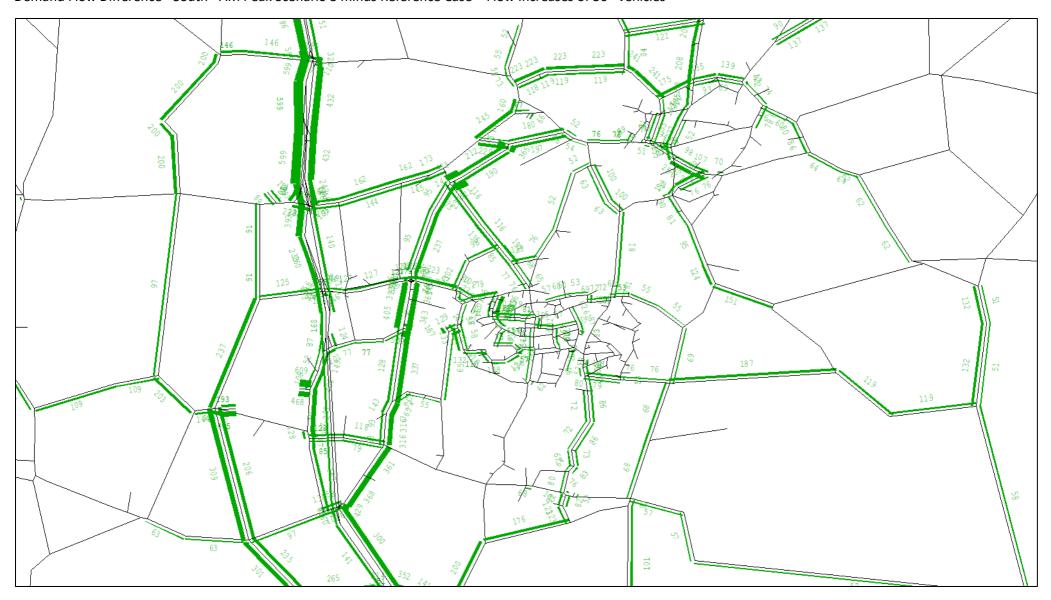
ID Area	rt Study: Junction approach arm statistics for in Junction	Approach Arm	2017 AM	AM	AM A	NA DI	NA DN	4 DA	M PN		8 Referei			AM F	DN 4	DN4	PM	DN4	38 Scen	AM	AM	AM	DN4	DNA	DN4	DN4	2038 Sce	Δ Ν Δ	AM	AM	DN4	DN4	PM	DN4
ID Alea	Junction	Арргоасп Апп	Dem		Delay Av	M PI vg Q De		C Del			em RF				PM Dem	RFC [Va O		, ,,,,			Dem	RFC	Delay	Λνα Ο	Dem	RFC		Avg Q	Dem	RFC	Delay	
			(Veh)	(%)	•	ocu) (Ve								_		(%)	•	-		(%)		-	(Veh)	(%)	(s)	Avg Q (pcu)	(Veh)	(%)	(s)	(pcu)	(Veh)	(%)		(pcu)
S29 Burgess Hill	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N)	945	45.5	0.0	0.0	775 34	4.7	0.0	0.0	919 4	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	5 0.0	0.0
S29		A273 Jane Murray Way (S)	750	38.8	1.5	0.0 1	.030 5	2.5	1.9	0.0	964 4	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	9.3	5.8	0.1	61 1	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	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 6	7.3	3.3	0.1	705 8	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	7 4.7	0.2
S30 S30		B2036 London Road (S)	414		3.3		562 6	5.7	3.2	0.0	390 4	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		3.2	
530		West Street (W)	235	31.9	4.2	0.1	221 3	3.8	4.9	0.1	549 /	12.2	5.4	0.4	564	//.5	6.6	0.6	629	81.8	6.8	0.6	560	76.9	/. 	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)		84.7	6.1	0.6	543 78	8.0	7.0	0.6	740 9	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 S31		B2036 London Road (S)	678		3.3	0.1	412 24	4.7	3.2	0.0	844 5	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
531		Victoria Way (W)	462	46.0	4.0	0.1	720 68	8.5	4.0	0.2	488 5	52.0	4.6	0.2	6/6	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 6	34.4	4.4	3.8	627 7	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		3.9
S32 S32		Victoria Way (W)	537	0.0	40.7	0.0	0 (0.0 4	7.5	0.0	71.4	0.0	40.5	0.0	0	0.0	47.6	0.0	7.00	0.4	40.6	0.0	677	1.3	47.6	0.0	760	0.5	40.6	0.0	4	1.4	4 47.7 4 49.8	0.0
S32		B2036 London Road (S) Victoria Way (W)	119		42.5	1.1	78 20	6.9 4	7.9	0.9	126 3	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	38.3 44.2	1.4	141	46.7		
																								.0.0	02.0	2.0		.5.0	. 112	2.1				2.0
S33 Burgess Hill	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N)	677 844		3.6	0.1	490 4	5.3	3.4	0.1	913 8	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) A273 Jane Murray Way (W)	374		7.5 4.7	0.2	433 4. 492 4.	.8.0	3.5 Δ 1	0.1	384 4	9 9.9 44 7	23.4 5.0	0.2	722	71.4	5.0	0.1	438	48 3	5 1	0.2	588 857	55.b 83.1	6.1	0.1	930 434	48 2	31.5 5.1	7.5	853	82 (3.9	0.1
S33		Hammonds Ridge (W)	151		3.2	0.0	58	0.9	3.1	0.0 1	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	2 1.4	4 3.2	0.0
S34 Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	B2036 Cuckfield Road (N)	427	64.0	E /	0.2	40E E	6.4	E 2	0.2	250 4	10 7	4.2	0.1	402	E / 7	E 2	0.2	124	EE /	4.2	0.1	227	12.1	1.6	0.1	111	E / 2	4.2	0.1	220	12.5	1.6	0.1
S34 Burgess Hill	B2030 Cuckfield Road / A273 Isaacs Laffe	A273 Isaacs Lane (N)	406		4.4	0.3	417 5	4.7	4.3	0.2	521 6	64.9	6.0	0.1	435	53.7	5.0	0.2	478	60.0	5.1	0.1	396	45.1	4.6	0.1	414	60.8	5.0	0.1	398	45.5	4.0	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 8	7.3	3.2	0.0	882 10	02.4	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	8 116.5	28.9
S35 Sayers Common	A23 / B2118 Sayers Common	A23 Northbound On-Slip	332	29.7	4.5	0.1	146 1	2.7	3.8	0.0	760 5	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	8 3.7	0.1
S35		A23 Northbound	2665		23.0	0.0 2	2020 5	3.5 1	.1.9	0.0 30	093 9	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	4 14.6	0.0
S36 Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	South Road (S)	102	21.6	5.1	0.1	69 1	2.2	4.8	0.0	599 10	01.9	65.0	10.4	484	84 3	11 1	11	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	11
S36	Wivelsheld dieen (EEWES DISTRICT)	Green Road (W)	332		1.1	0.0	360 19	9.1	1.3	0.0	353 2	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 2	3.8	1.2	0.0	906 4	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	3 2.4	0.0
S37 Poynings	A281 / Saddlescombe Road / Poynings Road	A281 (N)	304	21.9	3.3	0.0	472 30	0.7	3.1	0.0	479 3	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	6 3.7	0.3
S37	The same seems to the same see	A281 (E)	380		3.2	0.0	607 43	3.6	3.6	0.1	385 2	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		1.3
S37		Saddlescombe Road (S)	304		3.4		_	.5.7	3.5	0.0	641 4	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		0.1
S37		Poynings Road (W)	55	4.2	3.5	0.0	64 4	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 Burgess Hill	A23 / A2300 Western Roundabout	A2300 (E)	772	77.3	3.0	0.0	539 54	4.4	3.0	0.0 10	003 5	50.6	0.0	0.0	1310	66.0	0.0	0.0	1151	51.2	0.0	0.0	1328	64.9	0.0	0.0	1148	51.2	0.0	0.0	1321	64.7		0.0
S38		A23 Northbound Off-Slip	261		5.9		-	2.4	4.4	0.1	236 3	39.3	27.0	1.5	78	45.4	56.5	0.9	179	28.5	25.4	1.1	164	91.7	121.2	_	184	29.5	25.5	1.2	162			1.8
S38		Hickstead Lane (W)	138	26.7	6.2	0.1	147 20	.0.2	4.6	0.1 2	291 6	62.1	14.5	1.0	102	22.6	9.8	0.2	425	83.0	18.5	1.8	125	27.3	9.5	0.2	416	81.7	18.2	1.8	121	26.6	9.5	0.2
S39 Burgess Hill	A23 / A2300 Northbound On-Slip	A23 Northbound	2735	85.6	9.0	0.0 1	.993 5	8.2	3.7	0.0 36	616 9	91.4	14.7	0.0	2363	60.0	4.8	0.0	3849	95.0	18.6	0.0	2513	63.4	5.4	0.0	3836	94.8	18.4	0.0	2505	63.3	3 5.4	0.0
S39		A2300 Northbound on-Slip	702	49.0	4.3	0.3	481 30	0.5	3.6	0.1	870 4	44.1	1.6	0.0	1122	56.8	2.1	0.0	1031	47.7	1.7	0.0	1077	53.2	1.9	0.0	1028	47.6	1.7	0.0	1084	53.6	6 2.0	0.0
S40 Keymer	B2116 / Ockley Lane	Ocley Lane (N)	372	52.5	3.9	0.1	249 3	5.4	3.8	0.1	567 8	81.7	5.9	0.4	141	20.1	3.7	0.0	607	87.9	7.5	0.7	174	25.1	3.9	0.0	607	87.9	7.4	0.7	171	24.7	7 3.9	0.0
S40		B2116 (E)	335	20.0	2.4	0.0	499 29	9.0	2.3	0.0	342 2	20.6	2.5	0.0	597	35.7	2.6	0.0	447	27.4	2.7	0.0	679	41.5	2.9	0.1	437	26.7	2.7	0.0	678	41.3	3 2.9	0.1
S40		B2116 (W)	193	9.9	1.0	0.0	225 1:	1.4	1.0	0.0 2	267 1	13.6	1.1	0.0	262	13.1	1.1	0.0	305	15.2	1.1	0.0	325	15.8	1.1	0.0	302	15.0	1.1	0.0	321	15.6	1.1	0.0
S41 Pyecombe	A23 / A273 Northbound On-Slip	A23 Northbound	2920	80.8	11.0	0.0 2	2299 6	5.2	6.2	0.0 34	424 9	98.0	28.9	0.0	2690	79.0	9.3	0.0	3424	99.6	39.0	0.0	2930	86.5	12.0	0.0	3425	99.6	39.0	0.0	2921	86.2	2 11.9	0.0
S41		A273 Northbound on-Slip		29.5	5.3			8.1	3.9	0.1	424 4	47.8	6.8	0.4	553	37.4	4.2	0.2	513	49.6	6.5	0.4	600	41.8	4.5	0.2	511	49.6	6.5	0.4				0.2
S42 Pyecombe	A281 / A273	A281 (W)	259	38.1	5.8	0.2	55	7.5	4.4	0.0	323 4	45.9	5.9	0.3	45	6.4	5.1	0.0	465	67.0	8.1	0.6	118	17.4	5.7	0.1	454	65.3	7.8	0.6	118	17 1	2 5.7	0.1
S42		A273 (S)	257		5.8	0.2	408 54	4.4	5.8	0.3	424 5	57.1	6.6	0.4	553	80.7	11.0	1.2	513	68.5	8.3	0.7	600	90.5	17.7	2.3	511	68.2	8.2	0.7	598	90.0	17.3	
S42		A273 (N) (right turn)	697	38.7	1.5	0.0	624 3	1.8	1.3	0.0	654 3	36.7	1.4	0.0	797	40.5	1.5	0.0	713	39.7	1.5	0.0	873	44.4	1.6	0.0	709	39.5	1.5	0.0	870	44.2	2 1.6	0.0
S43 Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2112 South Street (N)	1108	54.9	2.0	0.0 1	.267 6:	1.7	2.4	0.0 14	447 6	67.7	2.8	0.0	1213	55.1	2.0	0.0	1540	71.1	3.1	0.0	1302	58.4	2.2	0.0	1537	71 1	3 1	0.0	1290	58.3	3 22	0.0
S43	, , , , , , , , , , , , , , , , , , , ,	Beacon Road (S)	381	73.7	9.9	0.8	338 5	7.1	5.9	0.3	427 7	76.4	8.8	0.7	456	87.3	14.6	1.5	409	73.2	8.2	0.6	479	94.7	23.4	2.7	410	73.3	8.2	0.6	478	94.3	22.8	2.7
S43		B2112 (W)	476	27.9	1.9	0.0	317 2	1.8	2.6	0.0	475 2	29.3	2.1	0.0	695	51.7	4.3	0.2	509	29.0	1.8	0.0	746	53.9	4.4	0.2	505	28.7	1.8	0.0	744	53.8	4.3	0.2
																																4		

Key:
Increase in RFC of 3% or more to 85% or more are highlighted in orange
Increase in RFC of 3% or more to 95% or more are highlighted in red
Increase in Delay of 30 seconds or more to 2 minutes or more are in red

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



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



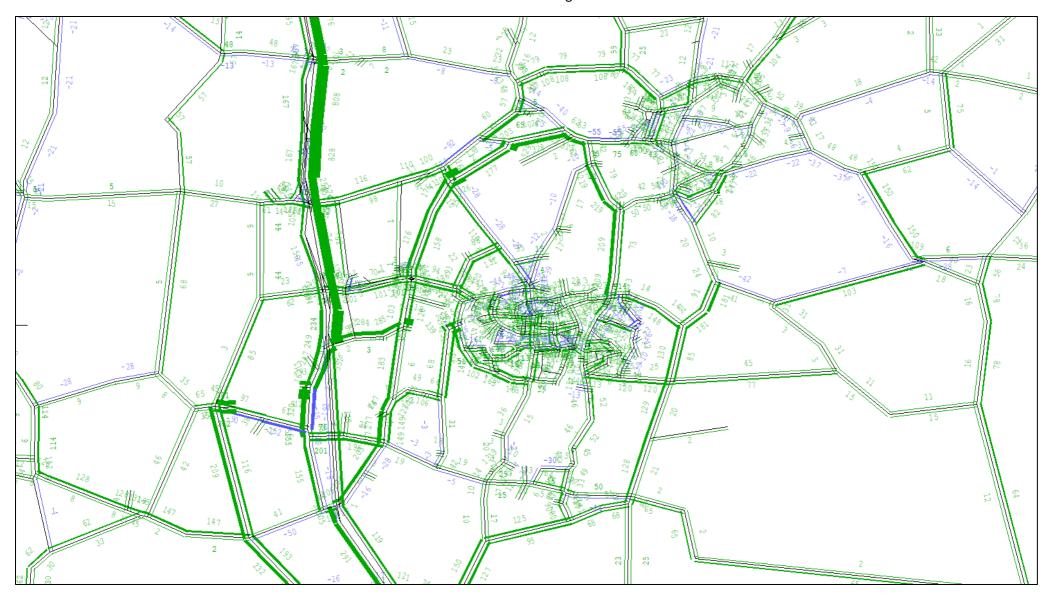
Demand Flow Difference - North - AM Peak Scenario 3 minus Reference Case – All Flow Changes



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



Demand Flow Difference - South - PM Peak Scenario 3 minus Reference Case - All Flow Changes



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



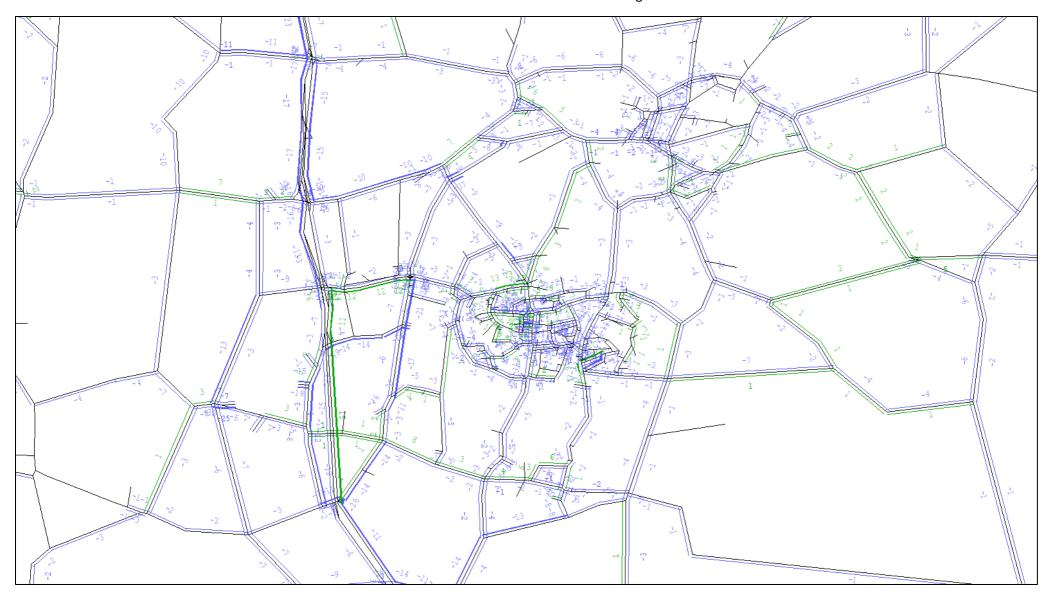
Demand Flow Difference - North - PM Peak Scenario 3 minus Reference Case – All Flow Changes



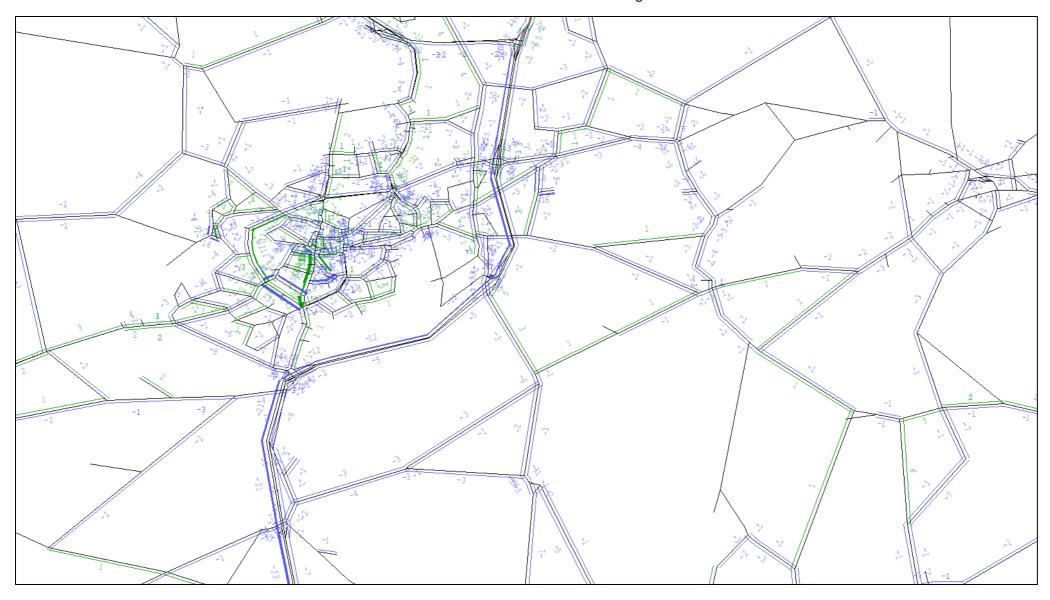
Demand Flow Difference - North - PM Peak Scenario 3 minus Reference Case — Flow Increases of 50+ vehicles



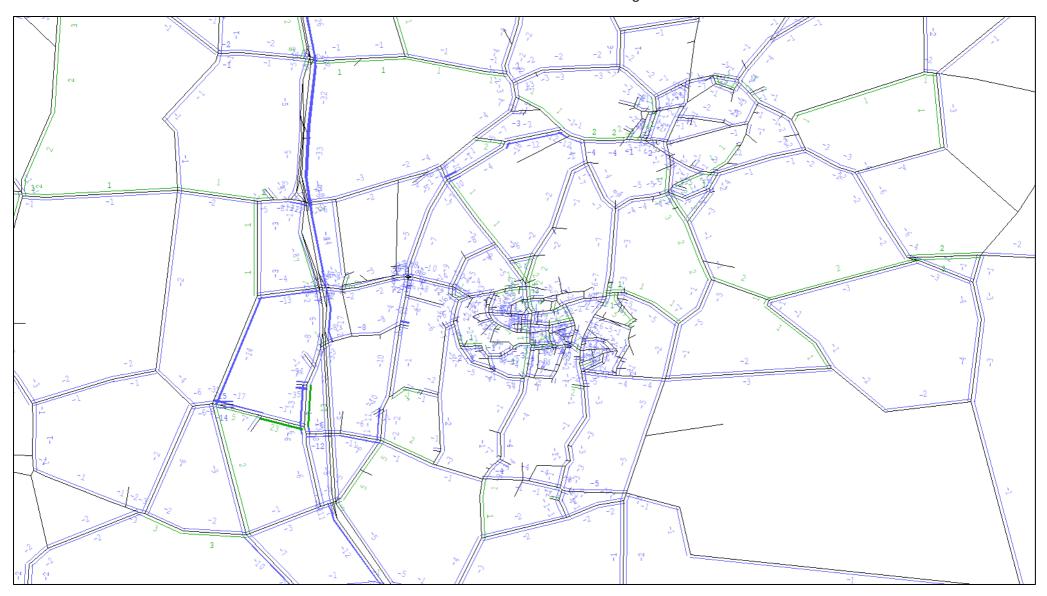
Demand Flow Difference - South - AM Peak Scenario 3 with Mode Shift minus Scenario 3 – All Flow Changes



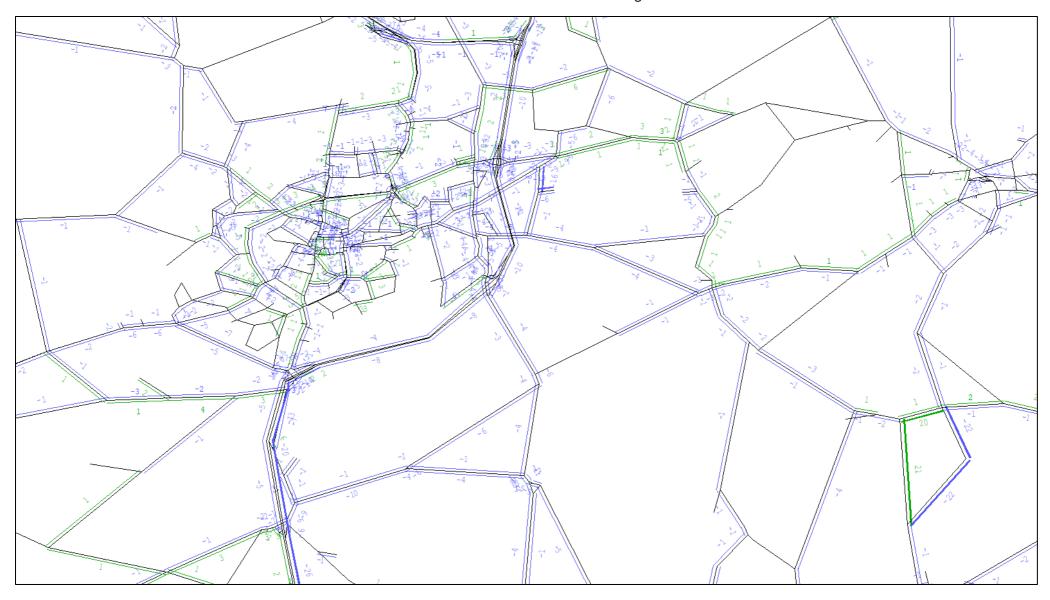
Demand Flow Difference - North - AM Peak Scenario 3 with Mode Shift minus Scenario 3 – All Flow Changes

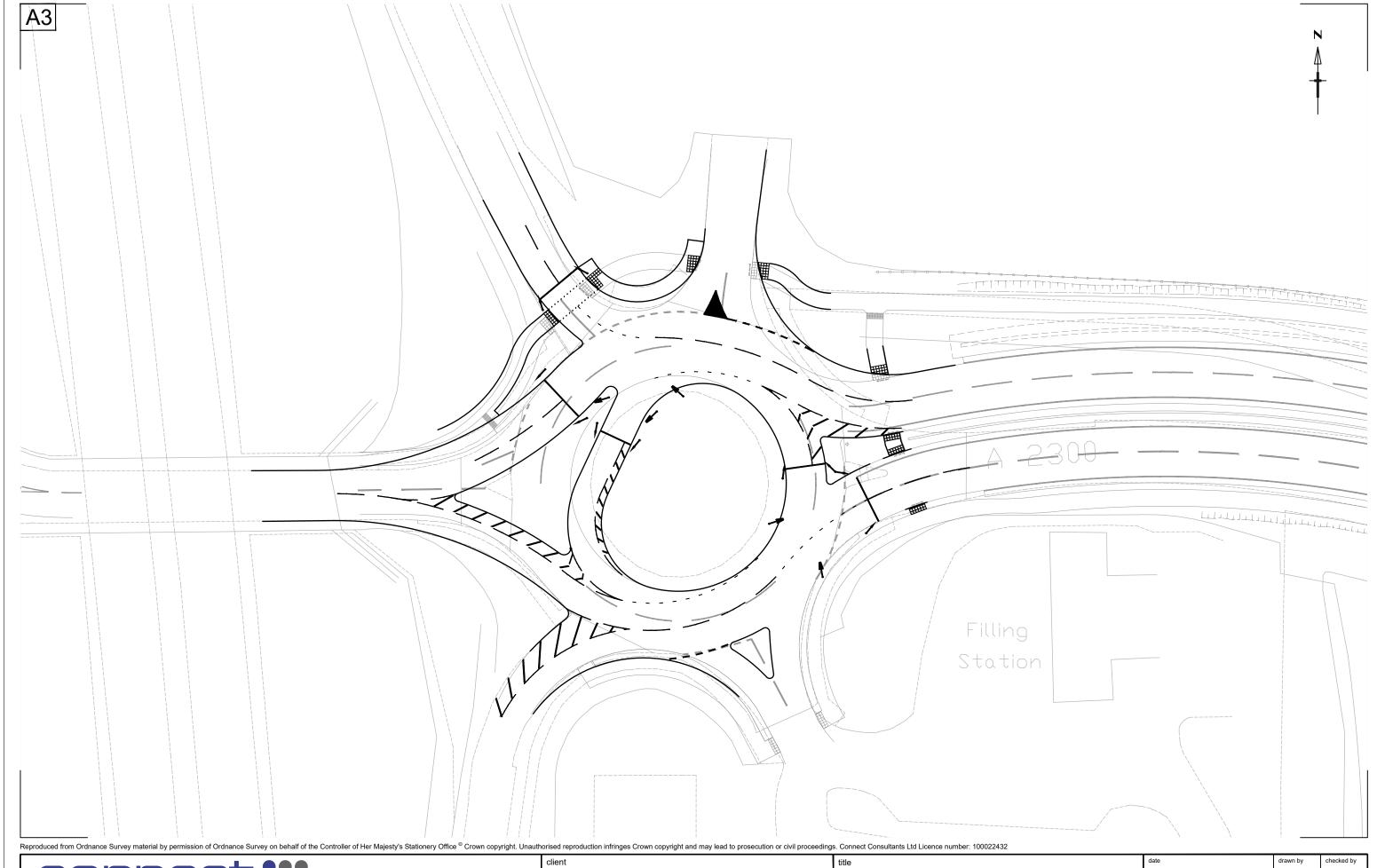


Demand Flow Difference - South - PM Peak Scenario 3 with Mode Shift minus Scenario 3 – All Flow Changes



Demand Flow Difference - North - 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 PROPOSED ROUNDABOUT IMPROVEMENTS A2300 □A23

date		drawn by	checked by	
NOVEMBER 2020		T.A.S	C.B.W	
scale	status			
1:500	PLANNING			
drawing number				rev.

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