

MID SUSSEX TRANSPORT STUDY – REGULATION 19

IDENTIFICATION TABLE	
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Project	Mid Sussex Transport Study
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1.1 Introduction

- 1.1.1 The Mid Sussex Local Plan modelling study undertook analysis of the impacts of the Local Plan scenario on the local and strategic road network. A Mid Sussex highway model has been developed and has been applied to test four previous iterations of the Local Plan (Scenarios 1, 2, 3, and 4). This was published by the District Council alongside its Regulation 18 draft District Plan.
- 1.1.2 In the second half of 2023, Mid Sussex District Council (MSDC) commissioned the 5th round of Local Plan modelling, Scenario 5 (Regulation 19 development scenario) and Scenario 5m2 (Regulation 19 development scenario with mode share reductions applied as per paragraph 1.2.1 below). This brief summary note of results identifies the changes to Scenario 5m2 and the impacts on affected junctions.

1.2 Model updates from Scenario 4 to Scenario 5m2

- 1.2.1 Since Scenario 4 model runs (Regulation 18), the County Council have adopted a new Transport Plan (2022-2036), taking account of the newly adopted plan and in consultation with the County Council, some model updates have been made, which are summarised as follows:

TEMPro and TRICS Trip Rates

- An update from Tempro 7.2 to Tempro 8 High background travel demand growth (beyond Mid Sussex) has been applied in the model, following agreement with WSCC. This forecasting assumption best reflects planned housing delivery rates in neighbouring Districts and Boroughs.
- Housing trip rate assumptions have been updated from 85th percentile to average, using the most up to date TRICS data, following agreement with WSCC. The “Mixed housing” category has been used to select trip rates, previously “private houses and flats” had been assumed. Rural and Urban trip rates have been separated for Local Plan sites.

Mode Shift Assumptions

- Home working has been modelled at 20% for large Local Plan sites and 5% for small LP sites.
- Trip rate reductions associated with development internalisation are assumed to be 80% for Primary school related trips and 5% for Employment and Retail trips.
- Distance based car trip reductions have been modelled using banding categories from 1km to 50km, ranging from 33% to 3% mode shift reduction.
- Future employment and location based reductions of 1-2% have been modelled, based on their proximity to existing facilities (rural or urban development)

1.3 Headline Summary of Results for Scenario 5m2

- 1.3.1 In agreement with West Sussex County Council Highway Authority, junctions are considered severe when they show a Volume/Capacity of above 95% and an increase of at least 3% from the Reference Case (non-Local Plan forecast scenario for end-of-Plan year) *and* where junctions also experience an increase in delay are over 2 minutes having increased by at least 30 seconds.
- 1.3.2 This analysis identified three junctions, highlighted for further investigation:
- Turners Hill junction (B2110 j/w B2028)
 - Ansty Junction (A272 j/w B2036)
 - Hassocks Stonepound Junction (A273 j/w B2116)
- 1.3.3 Turners Hill Junction (N8) – The B2110 East Street arm in the AM period is flagging as Severe with a volume/capacity of 117% with a 4% increase and a delay increase of 80 seconds.
- 1.3.4 Ansty Junction (C7) – The A272 (west) arm in the PM period is flagging as Severe with a volume/capacity of 105% with a 3% increase and a delay increase of 58 seconds to a value of 121 seconds.
- 1.3.5 Hassocks Stonepound Junction (S8) – The B2116 Hurst Road arm in the AM period is flagging as Severe with a volume/capacity of 100% with a 9% increase and delay increase of 54 seconds to a value of 140 seconds.

1.4 Further Investigations

- 1.4.1 In consultation with West Sussex County Council Highway Authority, Mid Sussex District Council requested further investigations to identify whether the cause of identified impacts at the Ansty and Stonepound Crossroad Junctions could relate to possible rerouting away from Hickstead Junction. This junction is not currently flagged as experiencing a severe impact in the Scenario 5m2 results, but is known to have capacity issues. The forecasting showed congestion here in the reference case scenario but not a large further increase from the Local Plan scenario.
- 1.4.2 Results indicate that there are some trips with Origins & Destinations at Burgess Hill that are avoiding the Hickstead junction and opting to access/egress the A23 via alternative junctions to the north or south. Table 1 summarises the access proportions.

Table 1. Approximate Proportion of Traffic to/From Burgess Hill using each A23 junction

JUNCTION	NORTHBOUND AM PEAK BH→A23N	SOUTHBOUND AM PEAK BH→A23S	SOUTHBOUND PM PEAK A23N→BH	NORTHBOUND PM PEAK A23S→BH
Bolney via A272 Bolney Rd, Ansty & B2036	4%	10%	24%	0%
Hickstead via A2300	81%	25%	76%	0%
B2118 via Sayers Common	6%	0%	0%	0%
B2117 Cuckfield Rd	0%	9%	1%	9%
Malthouse Lane	0%	3%	0%	7%
Pyecombe via A273 London Road (Hassocks)	0%	37%	0%	30%
Pyecombe via Ockley Hill (Keymer)	8%	7%	0%	26%
Pyecombe via B2112 New Rd (Ditchling)	1%	8%	0%	28%

- 1.4.3 The plots below highlight some of the key select link flow analysis.
- 1.4.4 Figure 1 within Appendix A demonstrates some southbound trips are opting to exit the A23 at the Bolney Road junction and use Bolney Road and B2036/ Cuckfield Road for access to Burgess Hill, instead of via the Hickstead Junction. This is via the hotspot identified Ansty Junction.
- 1.4.5 Figure 2 within Appendix A demonstrates some trips are opting to use the A23 Pyecombe Junction via the A273 to head southbound on the A23 from Burgess Hill. This route is via the hotspot identified Hassocks Stonepound Junction.
- 1.4.6 Similarly, in relation to impacts at the Turners Hill Junction, the B2110/B2028 Turners Hill crossroads already experiences peak period congestion from rat-running traffic. This applies to both east-west traffic using the B2110 in combination with Turners Hill Road from Pound Hill and to north-south traffic using the B2028 in combination with minor roads through Sharphorne to A22 at Wych Cross. The rat-running results from the avoidance of congested locations on A264 and A22, notably the Felbridge junctions and A22 London Road into East Grinstead. Figure 3 within Appendix A illustrates the rat-running on the B2110 from East Grinstead to Crawley.
- 1.4.7 Any highway capacity improvements at Turners Hill would exacerbate existing rat-running.. A policy-compliant mitigation option is to encourage road users to use the A264/A22 corridor hence reducing rat-running via Turners Hill.
- 1.4.8 West Sussex County Council Highway Authority in partnership with Surrey County Council Highway Authority are undertaking a combined study into the A22/A264 corridor. The aim of the study is to bring forward improvements which would ease traffic flow and/or promote mode shift to more sustainable methods between Crawley and East Grinstead which would in turn reducing rat runs through Turners Hill. The study is at an early stage, so analysis is yet to take place of improvement options and their potential benefits. Initial potential measures that have been identified which are expected to be considered further through the study include:
- active travel measures that improve and link into the existing walking and cycling network,
 - bus priority measures on some sections of and at key junctions along the A264 and A22, and
 - junction capacity measures along the A264 and A22 that can improve the operational efficiency of the highway network.
- 1.4.9 Further refined sustainable mitigation scenarios will be tested to determine the residual severe impacts associated with the District Plan development. In addition, more detailed analysis of the results will be carried out to better understand the potential impacts of re-routing away from the Hickstead Junction and the A22/A264 corridor is having on the remaining severely impacted junctions. In accordance with the West Sussex County Council Local Transport Plan 2022-2036, any necessary highway mitigation measures will be focused on the Strategic and Major Road Network to encourage the main flow of traffic along these routes and away from more minor roads across the highway network.

Appendix A: Figures 1-3 select link analysis Scenario 5m2.

Figure 1. – Select Link on B2036 Southbound (PM peak)

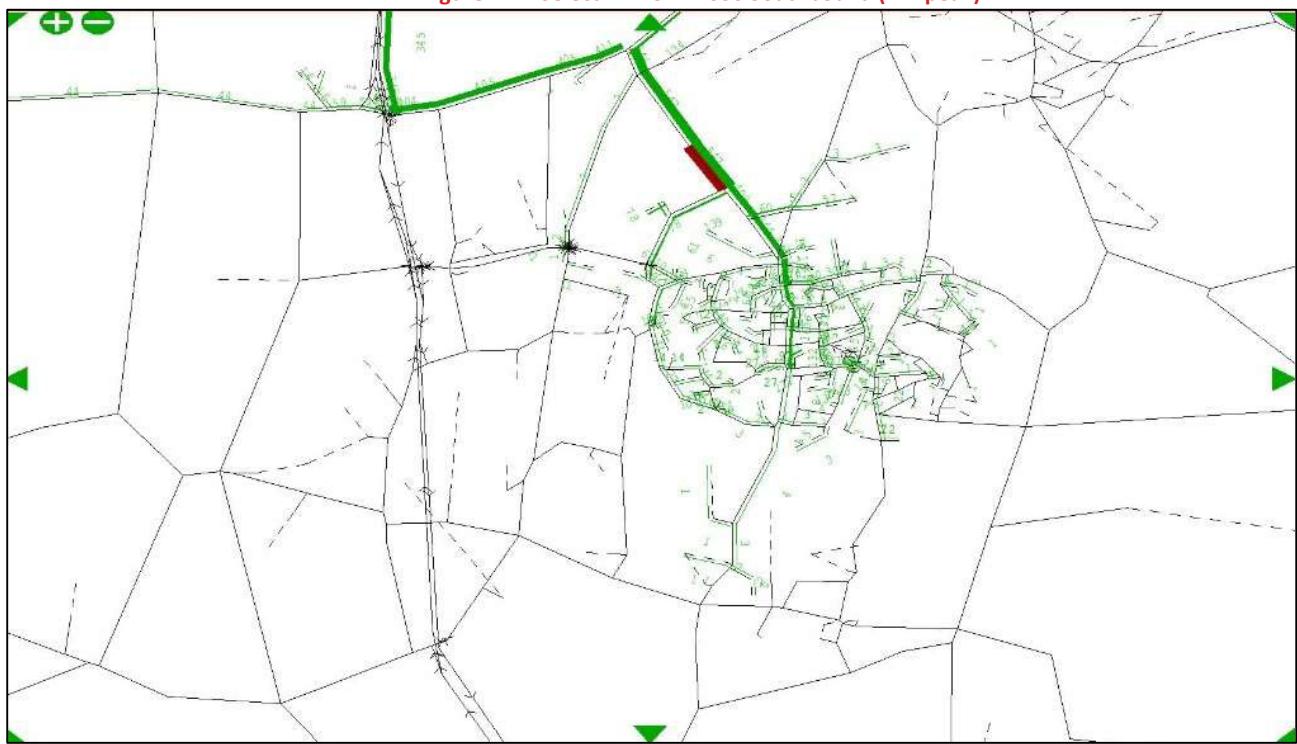


Figure 2. – Select Link on the A23 Southbound (AM Peak)

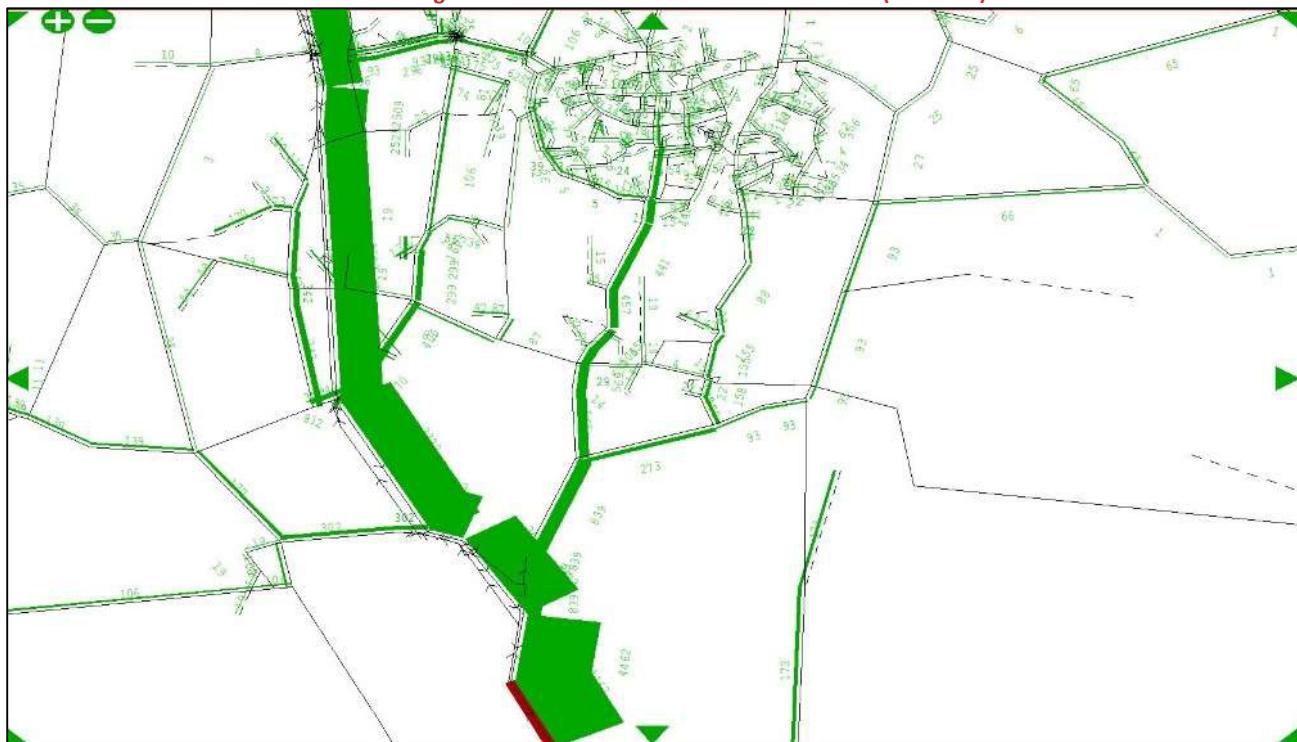
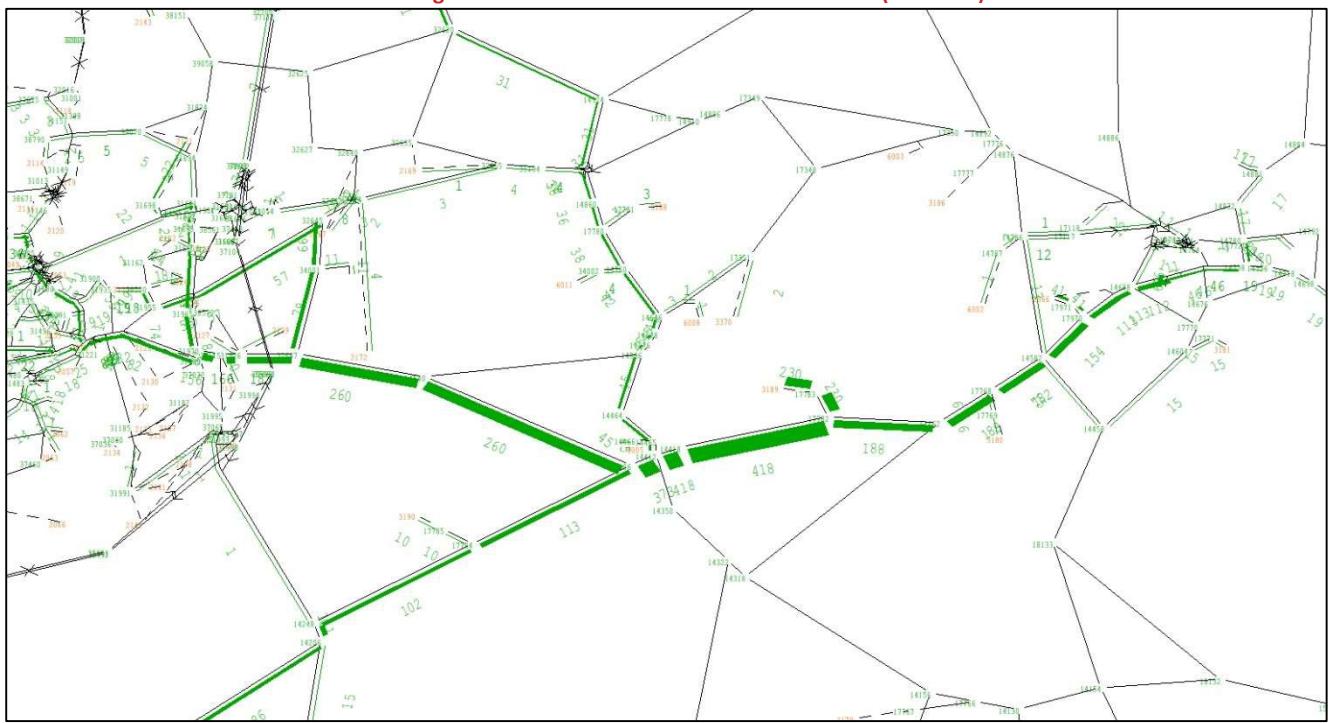
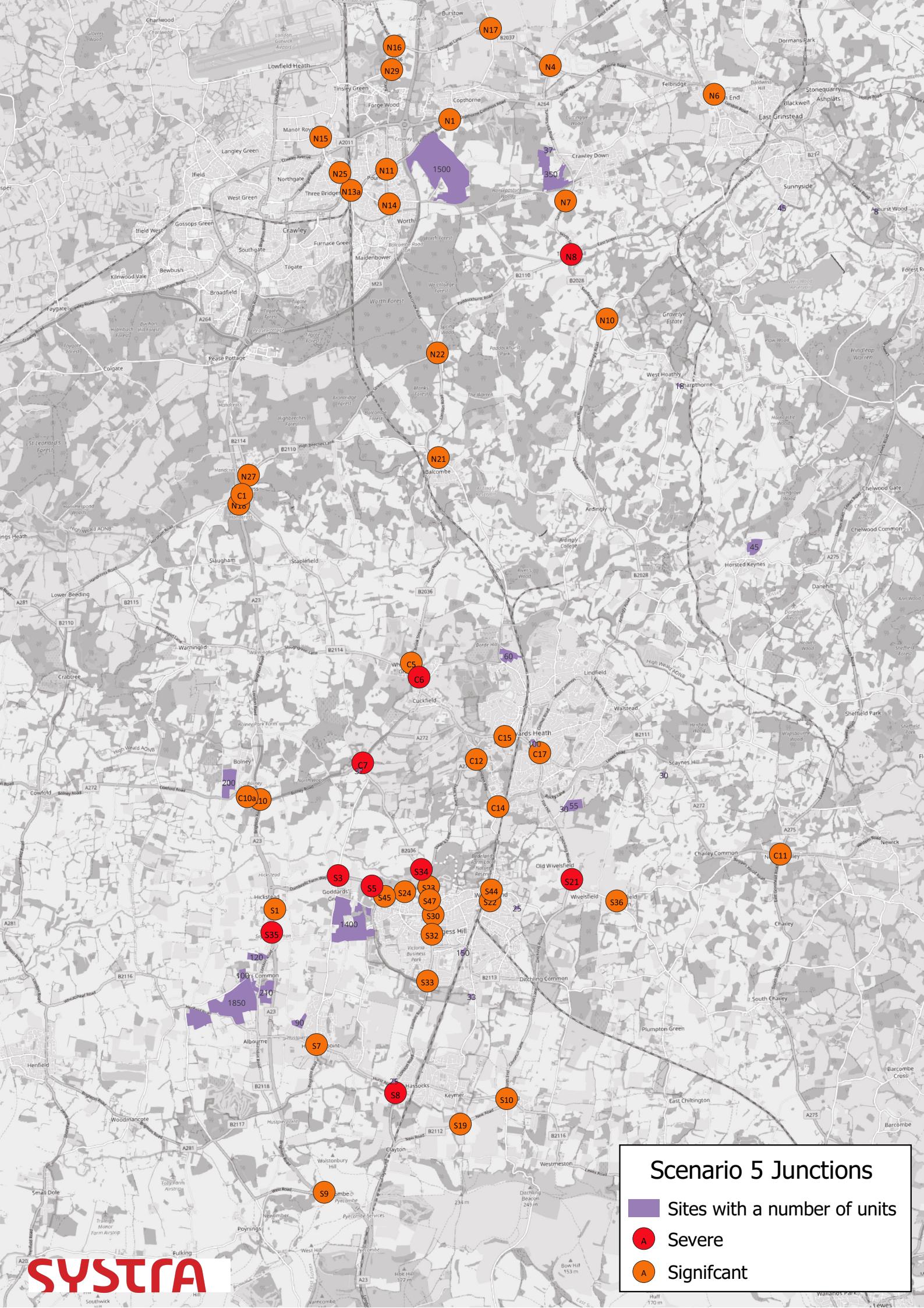


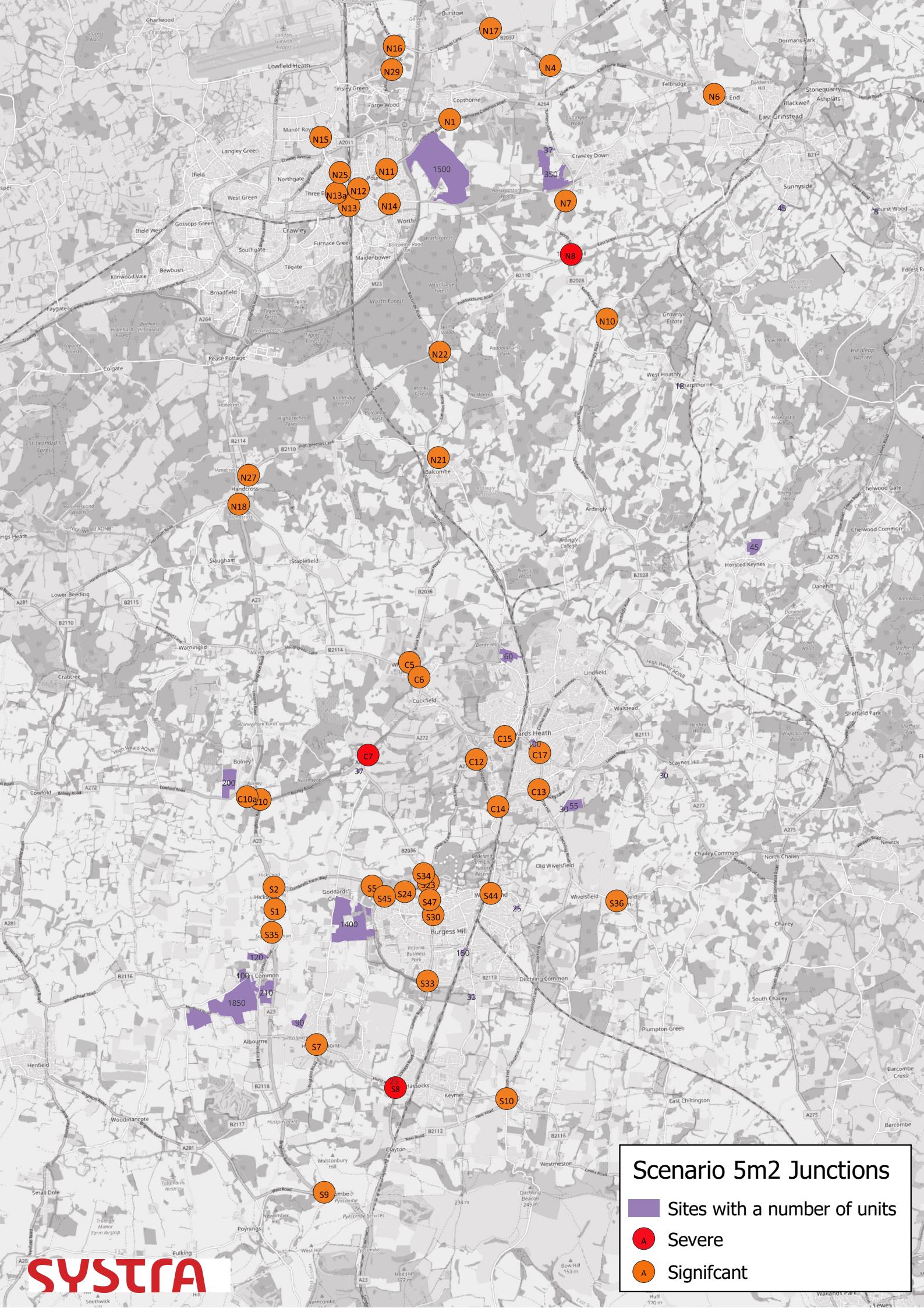
Figure 3. Select Link on the B2110 Westbound (AM Peak)



Appendix B: Scenario 5 (Regulation 19 development scenario) results mapping



Appendix C: Scenario 5m2 (Regulation 19 development scenario with mode share reduction) results mapping



Scenario 5m2 Junctions

Sites with a number of units

A Severe

A Significant

Appendix D: Scenario 5 & 5m2 Results Summary Table

Mid Sussex Transport Study: Results Summary

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

Junction Analysis

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



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

ID	Area	Junction	Ref v 2019	2039 Scenario 5						2039 Scenario 5m2											
				Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)	AM		PM		AM+PM	AM+PM	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
						AM	PM			AM	PM	AM	PM								
N1	Copthorne	A264 / A2220 Copthorne	SEVERE	SIG.		0	0	0	0	0	0	SIG.		0	0	0	0				
N4	Copthorne	B2028 / B2037 Copthorne	SIG.	SIG.		0	0	0	0	0	0	SIG.		0	0	0	0				
N6	East Grinstead	A22 / Imberhorne Lane	SIG.	SIG.		0	0	0	0	0	0	SIG.		0	0	0	0				
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.	SIG.		0	0	0	0	0	0	SIG.		0	0	0	0				
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	SIG.		1	0	88	83	SIG.		0	0	0	0	SIG.		0	0		
N9	Felbridge	A264 / A22 Felbridge	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N10	West Hoathly	Selsfield Road / Vowels Lane		SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N19	Handcross	B2114 / B2110	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N20	Handcross	A23 Southbound Off-Slip / B2114	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N22	Balcombe	B2036 / B2110		SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N27	Handcross	B2114 / B2110 Handcross	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
N29	Crawley	B2036 / Radford Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C1	Handcross	B2114 Junction, Handcross		SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C7	Ansty	A272 / B2036	SIG.	SIG.		1	1	209	156	SIG.		0	0	0	0	SIG.		0	0		
C8	Cowfold	A281 North Junction, Cowfold	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C9	Cowfold	A281 South Junction, Cowfold	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C10	Bolney	A23 / A272 Bolney Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C10a	Bolney	London Road / A272 Cowfold Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C11	North Chailey	A272 / A275 North Chailey	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C14	Haywards Heath	A272 / Rocky Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C16	Haywards Heath	A272 / B2272	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
C17	Haywards Heath	B2112 / B2272	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE	SIG.		1	1	308	170	SIG.		0	0	0	0	SIG.		0	0		
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.	SIG.		1	0	142	64	SIG.		0	0	0	0	SIG.		0	0		
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.		0	0		
S8	Hassocks	A273 / B2116 Hassocks (Stonebound)	SEVERE	SIG.		1	1	69	180	SIG.		0	0	0	0	SIG.		0	0		
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0	SIG.	</td				

Appendix E: Scenario 5 & 5m2 Detailed Results Summary

Mid Sussex Transport Study: Junction approach arm statistics for identified locations																																											
ID	Area	Junction	Approach Arm	2019						2039 Reference Case						2039 Scenario 5						2039 Scenario 5m2																					
				AM Dem (Veh)	AM Rfc (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM Rfc (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM Rfc (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM Rfc (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM Rfc (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM Rfc (%)	PM Delay (s)	PM Avg Q (pcu)																
M1	M23	Junction 9	M23 Southbound off-slip (N)	1497	63.4	15.1	4.2	1179	50.4	13.4	3.1	1384	58.9	11.4	3.8	1752	95.0	33.3	8.5	1376	58.6	0	11.3	0	3.7	1743	94.6	0	32.3	-1	8.4												
M1			M23 Northbound off-slip (S)	1156	79.1	24.5	5.1	741	49.2	18.3	2.7	1632	44.9	1.0	0.0	921	25.2	0.7	0.0	1718	46.5	2	1.0	0	0.0	943	25.5	0	1.0	0	0.7	0											
M1			Gatwick Spur (W)	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1057	54.3	3.0	0.0	1737	79.9	3.0	0.0	1054	54.1	0	3.0	0	0.0	1709	77.1	-3	3.0	0	0.0	0.0											
M1			Gatwick Spur (W)	1885	55.3	3.3	0.0	1956	71.0	9.8	3.8	1057	68.0	3.0	0.0	1737	91.3	3.0	0.0	1054	68.1	0	3.0	0	0.0	1709	93.3	2	3.0	0	0.0	0.0											
M1			M23 Spur Road (W) - Stopline	1885	98.1	3.3	0.0	1956	100.2	9.9	3.8	1057	54.3	3.0	0.0	1704	54.1	0	0.0	1709	77.1	-3	3.0	0	0.0	1709	77.1	3	3.0	0	0.0	0.0											
M1			M23 Spur Road (W) - Freeflow	341	4.6	0.9	0.0	715	50.8	11.0	0.0	1303	65.3	2.6	0.0	1432	65.2	2.6	0.0	1309	65.1	0	2.6	0	0.0	1523	68.1	3	2.6	0	0.0	0.0											
M1			Circulatory North	664	63.8	22.7	3.6	1085	101.6	104.8	15.2	892	84.7	30.2	5.1	1618	95.5	52.1	7.2	895	84.9	0	30.3	0	5.1	1679	100.2	2	66.4	14	4	Sig	33.5	5.4	1677	100.4	2						
M1			Circulatory East	2161	36.3	0.5	0.0	2264	37.5	0.5	0.0	2276	38.2	0.5	0.0	3370	53.4	0.6	0.0	2270	38.1	0	0.5	0	0.0	3422	53.7	0	0.6	0	0.0	2313	38.8	1	0.5	0	0.0	3420	53.7	0			
M1			Circulatory South	1497	81.1	20.4	6.5	1179	63.8	16.5	4.7	1384	31.3	0.6	0.0	1752	37.7	0.6	0.0	1376	31.1	0	0.6	0	0.0	1743	37.2	-1	0.6	0	0.0	1744	37.2	-1	0.6	0	0.0	0.0					
M1			Circulatory West	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
M2	M23	Junction 10	M23 Southbound off-slip (N)	1428	102.6	113.7	25.9	1070	68.0	18.1	4.0	1758	88.6	24.4	8.4	1297	58.4	14.8	4.6	1700	83.8	-5	21.7	-3	7.8	1421	62.3	4	16.1	1	5.4	1766	89.1	1	24.8	8.5	1403	61.7	3	15.8	1	5.3	
M2			Copthorne Way (E)	956	73.1	53.1	4.6	1064	96.8	74.9	6.0	677	33.1	18.4	2.7	1399	79.7	21.3	9.9	966	45.6	12	20.2	2	3.8	1490	83.4	4	97.6	4	23.9	903	43.3	10	20.1	3.6	1526	85.7	6	Sig	91.2	-3	22.4
M2			M23 Northbound off-slip (S)	1085	87.2	115.0	19.5	598	66.0	6.9	1.9	1534	66.2	43.0	13.7	1132	67.0	85.0	14.3	1631	69.5	3	46.4	3	14.7	1155	67.8	1	93.6	9	17.0	1573	67.3	1	42.7	14.0	1170	68.8	2	91.4	6	16.7	
M2			A2011 Crawley Avenue (W)	1281	97.4	67.5	6.6	1829	103.5	138.0	3.0	1832	84.9	21.7	8.4	2261	76.1	14.2	7.0	1811	83.0	-2	21.0	-1	8.1	2260	75.2	-1	14.0	0	6.8	1832	84.4	-1	21.5	8.3	2263	75.7	0	14.1	0	6.9	
M2			Circulatory North	1075	74.1	115.2	20.1	201	94.3	58.7	7.5	1484	98.7	55.2	7.7	1416	102.5	116.3	24.3	1521	100.2	1	68.5	13	8.9	1442	102.9	0	123.4	7	27.2	1486	98.5	0	53.3	7.7	1441	103.1	1	128.5	12	29.1	
M2			Circulatory East	1175	77.9	14.4	3.3	1137	64.8	16.4	4.9	1836	79.5	16.8	7.1	1241	45.6	12.7	4.0	1814	78.4	-1	16.4	0	6.9	1335	48.2	3	13.5	1	4.6	1879	81.2	2	17.6	7.5	188	46.7	1	13.0	0	4.3	
M2			Circulatory South	1589	81.0	25.3	9.6	1004	45.2	11.3	3.0	1401	72.3	22.1	7.9	1393	60.4	13.4	4.6	1606	81.3	9	25.4	3	1475	62.8	2	13.9	0	4.9	1533	78.5	6	24.2	9.1	1516	64.7	4	14.2	1	5.2		
M2			Circulatory West	653	43.3	16.9	2.4	533	48.2	24.0	2.7	718	46.9	18.3	2.7	713	62.5	30.2	3.6	769	61.2	14	19.9	2	3.6	769	66.0	4	30.3	0	3.9	856	55.2	8	18.4	3.2	799	68.7	6	30.4	0	4.0	
M3	M23	Junction 11	M23 Southbound off-slip (NE)	709	34.8	14.9	2.6	851	38.9	15.3	3.0	1191	56.6	17.2	4.8	1034	76.8	28.5	6.2	1221	58.0	1	17.4	0	5.0	1062	78.3	1	28.9	0	6.3	1217	57.7	1	17.4	5.0	1031	76.2	-1	28.3	0	6.1	
M1			Brighton Road (S)	504	104.4	125.9	17.5	350</td																																			

Mid Sussex Transport Study: Junction approach arm statistics for identified locations																																														
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				AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	AM Dem (Veh)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)											
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	Hazlewick Avenue (N)	439	28.1	8.4	0.0	995	58.4	9.0	0.0	575	34.6	8.0	0.0	1572	91.2	8.9	0.1	606	36.0	1		7.9	0	0.0	1665	95.9	5	Sev	9.3	0	0.3	632	37.6	3		7.9	0.0	1663	95.9	5	Sev	9.4	1	0.3
N25			Bycroft Way (E)	314	20.3	9.5	0.0	228	18.8	9.6	0.1	532	33.6	9.6	0.1	335	32.1	10.5	0.2	661	41.3	8		9.7	0	0.1	336	33.2	1		10.7	0	0.2	653	40.9	7		9.7	0.1	336	33.5	1		10.8	0	0.2
N25			Hazlewick Avenue (S)	593	56.1	7.1	0.1	260	23.8	6.6	0.0	786	78.3	8.9	0.5	184	17.3	6.7	0.0	833	86.9	9	Sig	11.3	2	1.1	265	24.7	7		6.8	0	0.0	807	84.5	6		10.6	0.9	263	24.6	7		6.8	0	0.0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)	M23 Southbound	2268	46.2	1.4	0.0	3162	65.8	2.6	0.0	3037	67.9	2.9	0.0	3944	80.6	4.7	0.0	3154	71.0	3		3.2	0	0.0	4061	84.1	3		5.3	1	0.0	3129	71.6	4		3.2	0.0	4050	83.1	2		5.2	0	0.0
N26			M23 Southbound on-slip	542	32.0	5.1	0.1	1197	64.0	5.5	0.1	1112	61.7	5.6	0.1	1247	67.9	5.9	0.2	1174	64.7	3		5.6	0	0.1	1351	71.9	4		6.0	0	0.3	1250	67.9	6		5.6	0.1	1298	69.9	2		6.0	0	0.3
N27	Handcross	B2114 / B2110 Handcross	B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	719	92.7	7.9	1.0	828	101.1	36.4	7.9	755	100.4	8	Sig	29.8	22	5.8	823	102.5	1		63.6	27	14.1	746	98.7	6	Sev	16.4	2.8	826	102.1	1		55.8	19	12.4
N27			B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1	527	72.6	6.2	0.5	382	55.8	5.6	0.3	575	77.2	5		6.5	0	0.5	456	64.0	8		5.9	0	0.4	569	77.2	5		6.6	0.6	433	61.4	6		5.8	0	0.3
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	0.0	597	72.3	4.2	0.2	330	38.1	3.1	0.0	693	83.3	11		5.0	1	0.4	393	45.2	7		3.1	0	0.0	672	81.1	9		4.8	0.3	376	43.4	5		3.1	0	0.0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	A23 Southbound	1636	35.9	0.8	0.0	2717	56.5	1.8	0.0	2269	54.5	1.6	0.0	3383	77.2	3.4	0.0	2364	57.4	3		1.7	0	0.0	3501	80.1	3		3.8	0	0.0	2402	57.9	3		1.8	0.0	3483	79.7	3		3.8	0	0.0
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0	1471	74.9	4.8	0.2	1778	88.8	8.4	2.0	1555	78.7	4		5.2	0	0.4	1832	90.8	2		9.2	1	2.4	1524	77.3	2		5.0	0.3	1821	90.5	2		9.0	1	2.3
N29	Crawley	B2036 / Radford Road	B2036 Balcombe Road (N)	842	65.4	5.1	0.4	794	42.4	2.1	0.0	1098	87.4	10.6	1.6	1026	49.8	2.3	0.0	1129	87.4	0		10.4	0	1.6	1018	47.2	-3		2.2	0	0.0	1113	87.6	0		10.6	1.6	1015	47.7	-2		2.2	0	0.0
N29			B2036 Balcombe Road (S)	799	39.8	1.5	0.0	518	26.2	1.2	0.0	782	37.5	1.5	0.0	112	5.6	1.0	0.0	767	36.6	-1		1.4	0	0.0	133	6.6	1		1.0	0	0.0	776	37.2	0		1.5	0.0	132	6.5	1		1.0	0	0.0
N29			Radford Road (W)	110	13.4	4.6	0.1	608	64.8	6.4	0.7	410	72.4	14.7	2.1	860	95.3	8.7	1.5	436	74.6	2		15.8	1	2.3	867	100.4	5	Sev	20.7	12	4.8	412	72.0	0		14.1	2.0	873	100.5	5	Sev	22.1	13	5.2

Mid Sussex Transport Study: Junction approach arm statistics for identified locations																																													
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				CENTRAL																																									
C1	Handcross	B2114 Junction, Handcross	B2110 High Street (N) (priority)	648	38.7	2.6	0.0	817	49.0	2.9	0.0	829	50.3	3.0	0.1	1006	58.9	3.1	0.1	833	50.2	0	3.0	0	0.1	1039	59.3	0	3.1	0	0.1	847	50.9	1	3.0	0.1	1026	59.0	0	3.1	0	0.1			
C1			B2114 (S) (priority)	239	12.3	1.0	0.0	167	8.8	1.0	0.0	278	14.3	1.1	0.0	177	9.3	1.0	0.0	285	14.7	0	1.1	0	0.0	178	9.4	0	1.0	0	0.0	286	14.7	0	1.1	0.0	0.0	178	9.4	0	1.0	0	0.0		
C1			B2110 (W)	427	58.1	3.4	0.0	262	36.6	3.4	0.0	589	78.8	3.9	0.1	345	48.8	3.6	0.1	664	86.8	8	Sig	4.2	0	0.2	412	57.8	9	3.6	0	0.1	637	83.5	5	4.0	0.2	394	55.3	7	3.6	0	0.1		
C2	Lower Beeding	B2110 / B2115 Leechpond Hill	B2110 (E)	501	32.6	3.0	0.0	589	32.5	2.0	0.0	592	34.6	2.7	0.0	743	41.7	2.3	0.0	615	36.0	1	2.8	0	0.0	732	41.0	-1	2.3	0	0.0	592	34.7	0	2.8	0.0	753	42.4	1	2.3	0	0.0			
C2			B2110 Leechpond Hill (S)	274	14.0	1.1	0.0	162	8.1	1.0	0.0	141	7.3	1.0	0.0	318	15.6	1.1	0.0	161	8.2	1	1.0	0	0.0	328	16.0	0	1.1	0	0.0	156	8.0	1	1.0	0.0	0.0	325	15.9	0	1.1	0	0.0		
C2			B2115 (W)	268	39.6	4.0	0.1	334	46.9	3.6	0.1	554	75.8	4.2	0.2	477	71.8	5.3	0.3	537	74.0	-2	4.2	0	0.2	519	78.2	6	6.0	1	0.4	557	76.6	1	4.3	0.2	511	76.9	5	5.8	0	0.4			
C3	Slough Green	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	7.9	1.0	0.0	63	3.2	0.9	0.0	134	6.8	1.0	0.0	74	3.8	1.0	0.0	124	6.3	-1	1.0	0	0.0	87	4.4	1	1.0	0	0.0	125	6.4	0	1.0	0.0	0.0	85	4.3	1	1.0	0	0.0		
C3			B2114 (E) (priority)	593	28.9	1.3	0.0	386	19.3	1.1	0.0	749	32.5	1.4	0.0	595	29.6	1.3	0.0	758	32.2	0	1.3	0	0.0	671	32.9	3	1.4	0	0.0	762	32.6	0	1.4	0	0.0	664	32.7	3	1.4	0	0.0		
C3			B2115 Sloughgreen Lane (W)	316	47.3	4.1	0.1	336	46.7	3.6	0.1	502	72.8	4.8	0.3	552	76.0	4.4	0.2	576	81.9	9	5.5	1	0.4	562	77.4	1	4.6	0	0.2	552	78.8	6	5.2	0.3	552	76.0	0	4.5	0	0.2			
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	425	21.7	1.2	0.0	589	29.4	1.3	0.0	510	25.7	1.2	0.0	792	39.1	1.5	0.0	607	30.5	5	1.3	0	0.0	894	43.3	4	1.6	0	0.0	569	28.6	3	1.3	0.0	0.0	882	43.0	4	1.6	0	0.0		
C4			Copyhold Lane (E)	134	23.6	4.9	0.1	151	26.0	5.1	0.1	132	27.0	6.3	0.1	156	30.5	6.4	0.1	124	27.2	0	7.1	1	0.1	161	33.5	3	7.2	1	0.2	126	27.3	0	6.9	0.1	0.0	152	31.5	1	7.0	1	0.2		
C4			Borde Hill Lane (S)	690	39.3	2.3	0.0	336	21.1	2.5	0.0	993	52.7	2.5	0.0	377	24.0	2.5	0.0	1025	54.0	1	2.6	0	0.1	444	29.6	6	3.0	0	0.1	1025	53.9	1	2.5	0.1	0.0	422	29.4	5	2.9	0	0.1		
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	269	39.8	4.6	0.1	297	44.9	4.8	0.2	246	37.1	-3	4.7	0	0.1	287	43.6	-1	4.9	0	0.2	254	38.0	-2	4.7	0.1	294	44.4	-1	4.8	0	0.2			
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	1003	107.6	147.7	37.1	818	93.7	4.0	0.2	1027	107.4	0	144.8	-3	0.3	364	882	100.0	6	Sev	115.7	7	2.0	1019	107.5	0	146.8	36.9	877	99.9	6	Sev	103.3	6	1.7
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	636	79.9	4.8	0.3	626	77.6	4.7	0.3	700	87.2	7	Sig	5.7	1	0.5	649	79.8	2	4.8	0	0.3	676	84.2	4	5.2	0.4	636	78.4	1	4.7	0	0.3		
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	676	85.1	4.7	0.3	633	76.0	3.7	0.1	819	1																																

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SOUTH																																														
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip	195	13.7	3.6	0.0	199	23.1	5.1	0.1	625	28.7	1.3	0.0	730	36.4	1.4	0.0	559	24.9	-4	1.2	0	0.0	872	42.9	7	1.6	0	0.0	590	26.7	-2	1.2	0.0	834	41.1	5	1.5	0	0.0				
S1	Burgess Hill	A23 / A2300 Southbound	A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	0.0	2305	59.5	3.6	0.0	3968	96.1	17.4	0.0	2497	63.7	-4	4.1	1	0.0	4210	101.1	5	Sev	55.8	38	21.9	2548	65.1	6	4.3	0.0	4170	100.3	4	Sev	42.2	25			
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	717	45.4	3.5	0.1	851	48.3	3.4	0.1	1506	107.6	158.0	61.1	1134	50.1	11.4	3.0	1530	110.5	3	210.9	53	Sev	79.9	1211	53.1	3	11.8	0	3.3	1509	108.5	1	175.0	66.6	1246	54.8	5	12.0	1	3.5			
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1	2206	77.0	10.3	4.2	2460	82.8	8.2	3.2	2417	81.6	5	11.6	1	0.0	4.8	2536	84.2	1	8.7	0	3.4	2376	81.7	5	11.7	4.8	2538	84.4	2	8.7	1	3.4			
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (S)	331	32.0	3.0	0.0	224	22.2	3.0	0.0	531	25.5	0.0	0.0	105	5.4	0.0	0.0	590	27.4	2	0.0	0	0.0	0.0	111	5.6	0	0.0	0.0	0.0	574	27.2	2	0.0	0.0	125	6.3	1	0.0	0.0				
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N)	98	11.9	4.3	0.0	118	14.7	4.6	0.1	540	71.7	30.3	3.3	1276	65.2	12.1	3.4	566	74.6	3	31.4	1	0.0	3.5	1303	92.7	27	Sig	28.3	16	4.5	558	73.9	2	31.2	3.4	1299	66.3	1	12.3	0	3.4		
S3	Burgess Hill	A2300 / Cuckfield Road	A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3	2176	49.0	0.9	0.0	1610	39.5	0.7	0.0	2282	49.0	0	0.9	0	0.0	0.0	1855	45.0	6	3.2	0	0.0	2230	49.0	0	0.9	0.0	1800	43.9	4	0.8	0	0.0			
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (W)	202	26.5	4.5	0.1	176	20.7	4.3	0.1	657	68.4	25.3	3.7	813	93.2	47.0	5.1	986	103.2	35	Sev	136.6	111	Sev	20.8	876	100.1	7	Sev	85.0	38	6.1	956	99.5	31	Sev	75.9	5.9	864	99.0	6	Sev	74.4	27
S4	Burgess Hill	Cuckfield Road / The Hub	Cuckfield Road (N)	N/A	N/A	N/A	N/A	699	16.0	0.5	0.0	371	15.9	0.9	0.0	898	24.3	8	0.7	0	0.0	624	28.1	12	1.2	0	0.0	783	19.6	4	0.6	0.0	581	26.0	10	1.1	0	0.0								
S4	Burgess Hill	Cuckfield Road / The Hub	THE HUB	N/A	N/A	N/A	N/A	133	2.1	3.2	0.0	571	8.3	3.1	0.0	133	2.8	1	3.4	0	0.0	572	9.8	1	3.2	0	0.0	133	2.6	0	3.3	0	0.0	572	9.5	1	3.2	0	0.0							
S4	Burgess Hill	Cuckfield Road / The Hub	Cuckfield Road (S)	N/A	N/A	N/A	N/A	568	28.0	1.3	0.0	282	14.8	1.1	0.0	911	45.3	17	1.7	0	0.0	346	17.9	3	1.1	0	0.0	881	43.6	16	1.7	0	0.0	335	17.4	3	1.1	0	0.0							
S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (N)	N/A	N/A	N/A	N/A	753	83.8	4.2	1.7	335	19.1	4.4	0.1	751	100.2	16	Sev	7.9	4	5.3	444	26.0	7	4.6	0	0.2	808	88.3	4	Sig	4.4	2.3	404	23.3	4	4.5	0	0.2						
S5	Burgess Hill	A2300 / Northern Arc Spine Road	A2300 (E)	N/A	N/A	N/A	N/A	802	107.9	144.4	31.3	696	23.0	3.6	0.1	866	114.4	4	Sev	208.8	64	Sev	46.2	906	29.8	7	3.7	0	0.2	816	110.1	2	183.9	39.1	0.5	37.0	0	0.2								
S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (S)	N/A	N/A	N/A	N/A	945	105.3	98.6	26.7	1021	34.4	3.6	0.2	1016	106.7	1	124.2	26	33.6	1174	39.1	5	3.8	0	0.3	970	106.7	1	123.8	32.9	1	37.0	0	0.2										
S5	Burgess Hill	A2300 / Northern Arc Spine Road	A2300 (W)	N/A	N/A	N/A	N/A	1726	56.1	3.0	0.0	2254	71.0	3.5	0.3	1938	60.5	4	3.1	0	0.0	2320	71.3	0	3.8	0	0.5	1926	61.4	5	3.1	0.0	2307	71.4	0	3.7	0	0.2								
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	Junction Road (N)	302	44.0	4.9	0.2	32	5.1	4.6	0.0	403	101.6	165.2	10.2	134	10.9	52.4	1.9	413	104.1	2	209.7	44	Sev	15.0	173	16.2	5	54.0	2	2.5	406	102.3	1	177.6	11.5	168								

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

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