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LAND ADJOINING ANSTY

TRANSPORT ADDENDUM

REPORT REF.
2207280-R28D

May 2025

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1. Introduction

1.1. This Transport Addendum has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, in response to the highways related consultation comments received on the proposed development at the Land Adjoining Ansty in Mid Sussex.

1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.

1.3. The location of the proposed development is shown in **Figure 1.1** below.

Figure 1.1: Site Location

1.4. A planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023.

1.5. The following highways specific consultation responses were received on the application:

- Active Travel England (ATE)
- WSCC Public Rights of Way (PRoW) team
- National Highways
- WSCC Highways

1.6. Transport Technical Notes (TTNs) were produced to set out the additional information and clarifications requested by each consultee. These notes are provided as Appendices to this Addendum and contain the full detail of the responses to each consultee.

1.7. The content of all notes has been the subject of engagement and development with each consultee during post-submission discussions to form an agreed approach to take for each matter highlighted. In respect to the WSCC comments, dialogue is ongoing but the current status has been confirmed within this report. This Transport Addendum has been produced to summarise the queries raised by each consultee and the response from ACE.

1.8. The structure of this TTN is to provide the comment made by each consultee in order and summarise the agreed ACE response.

2. Active Travel England Comments

2.1. A meeting was held between ACE and ATE on the 15th August 2024.

2.2. The ATE TTN (**ACE Report Reference 2207280-R25A**) is provided at **Appendix A**.

2.3. A further consultation response was provided by ATE on the 16th December 2024 which provided a recommendation for "*approval of the application subject to the agreement and implementation of planning conditions and/or obligations as set out in this response*."

Comment #1 – Multi-modal trip generation and assignment

"A multi-modal daily trip generation assessment should therefore be provided, based not simply on existing unsustainable travel patterns and behaviours, but the outcomes the applicant has pledged to realise in its DAS. This is necessary to enable ATE to use its 'Route Check Tool' to assess designs in terms of their suitability regarding the identification of any critical issues and scores for Active Travel service and placemaking".

2.4. The full multi-modal daily trip generation figures and modal split were provided to ATE.

2.5. The above methodology, including the expected mode shift, were agreed with WSCC as being representative of the proposed development.

2.6. The results were shared with ATE following the August 2024 meeting, where no concerns were raised.

Comment #2 – Access Roundabout Crossings

"The provision of precise and detailed information of the recommended junction design treatments at the proposed roundabouts located on the site's three nominated access points. This is in addition to the drawings submitted as the 'cycle route improvement plan' (Drawing 22072800-SK05 in the attached Travel Plan drawings section). This includes a consideration of potential future collaboration and subsequent contributions to be negotiated. In the submission of these designs ATE will apply the Junction Assessment Tool as included in LTN 1-20 to assess the design's suitability."

2.7. Details of the information provided to ATE in response to the points made is included within **ACE Report Reference 2207280-R25**.

2.8. The Junction Assessment Tool (JAT) was applied to the junctions by ATE and the approach was confirmed to be suitable by ATE during the August 2024 meeting.

Comment #3 – Public Rights of Way (PRoW)

"Design details of the active travel infrastructure to be incorporated into all of the PRoWs. These include, but are not exhaustive to:

- *Details of the proposed upgrades to footpaths (para, 4.12, FTP, P.29) and inclusion of cycling facilities as per LTN 1-20.*
- *Details of the signalised pedestrian/cycle crossing on the eastern arm of the northern access roundabout and the 2m footway and its extent (para, 4.14, FTP, p.29)*
- *The improvements to the bridleway between the proposed site and Tyler Green to the East of the site (via Copyhold Lane) …This is also needed for external network provision."*

2.9. The PRoW strategy has since been agreed with the WSCC PRoW team, as detailed in Section 3 of this addendum, and **ACE Drawing 2207280-014A** issued to ATE, who were contented with the strategy adopted.

Comment #4 – Internal Crossing Locations

"Details of all other crossings required internally for the proposed development and confirmation of materials, lighting and other supporting infrastructure such as seating."

2.10. Detail on the internal lighting design and supporting infrastructure such as seating will be provided at detailed design stage, as this would form part of a later level of detail which is not expected, or can be provided, at the outline planning application stage.

2.11. The design code has been shared with ATE following the August 2024.

Comment #5 – Internal Permeability

"More precise details of how the applicant will accentuate the permeability and street layout of the site for not only the above major access points but internally. This includes demonstration of where opportunities for paths to link cul-de-sacs exist; technical details of junctions; Active Travel facilities at bus stops; and ensuring recreational routes through the option space are safe, fit for all active purposes and considerate of all road users as per LTN 1-20 and Inclusive Mobility. ATE requests that this (and other opportunities to improve permeability) are forwarded by the applicant for further review."

2.12. The development remains in outline form reflecting the 'outline' status of the planning application, and therefore the proposed development masterplan is not anticipated to yet be fixed and the details will be provided as part of future Reserved Matters (RM) application(s).

2.13. The indicative links between parcels and cul-de-sacs are shown on the emerging masterplan submitted as part of the planning application to reinforce the commitment to a permeable layout.

2.14. The Design Code for the development, which includes details of materials and internal crossings has been provided to ATE and includes assurances to ensure suitable provision is incorporated to provide a suitably permeable layout is developed, with details to be confirmed at RM stage.

Comment #6 – Mobility Hubs

"The location of amenities provided and overall design of both the proposed mobility hubs and mini-mobility hubs and ensure that the number of type of cycle parking is in accordance with LTN 1-20. While the reference material of examples the applicant has provided in the FTP are welcomed and likely to be suitable, specific scheme details are necessary for review."

2.15. As stated within the TA for the proposed development, each bus stop within the development will be a mini-mobility hub built to CoMoUK silver accreditation standards, with the bus stop next to the local centre / school to be a large mobility hub built to CoMoUK gold accreditation standards.

2.16. The final details of the hubs are subject to agreement with WSCC and as such, the applicant is willing to accept a condition attached to any planning consent granted or a commitment within the Section 106 legal agreement for the development to deliver the above infrastructure.

Comment #7 – Active Travel Infrastructure

"Details of the active travel infrastructure at the proposed school, community services and retail sites – also to ensure that the numbers proposed are consistent with the guidance pertained within LTN 1-20 e.g., a space per 8 car parking spaces for shops and retail (FTP p.24) is not consistent with Table 11.1 of LTN 1-20 (p.12).

Details of the other schemes which will support active and sustainable travel such as the scale of both the cycle hire and car hire scheme.

Cycle Parking – While the applicant has suggested that cycle parking will be in accordance with West Sussex County Council (WSCC) guidance for residential cycle (FTP p.23) it states that most parking will be accommodated within properties or internally. Parking for flats/apartments needs to be detailed, including the location of such provision. Also, for active travel to be a prominent way of people making short journeys e.g., to the schools, local shops and services, the applicant is advised to indicate the location of dedicated cycle parking spaces for all components of the proposed site including short-stay visitor cycle parking in accordance with Chapter 11 of LTN 1-20."

2.17. The scale of the cycle hire and car hire scheme will be determined in consultation with the relevant cycle hire / car club operators during the progression of the scheme towards delivery. The requirement to reach and agreement on a Full Travel Plan provides stakeholders with a further point of agreement on the scope of these facilities.

2.18. The applicant is willing to accept a planning condition attached to any consent granted or a commitment in the Section 106 legal agreement for the investigation and delivery of proportionate cycle hire, while the car club will form one of a number of schemes which the Full Travel Plan will cover, following sanction of the document by WSCC.

Comment #8 – Travel Plans

"A comprehensive and highly ambitious approach towards achieving high is required for the entire application which forecasts the level of active travel trips to be generated. The applicant has clearly considered active travel modes throughout the application, for example, stating its intention to provide a 'comprehensive walking, cycling and public transport network' (DAS p.52). However, the indicative targets of a 3% reduction within the first 3 years of occupation and 5% within 5 years (FTP. P.40) without any baseline data does not suggest a development with active travel movement at its priority. These and targets outlined in a future STP need to be revised"

2.19. It is important to note that the proposed targets contained within the Framework Travel Plan (FTP) align with the 'Monitor and Manage' approach, and are considered in addition and cumulative on that baseline position, which has already reflected the vehicular trip rate reduction factors agreed within the TA. The targets therefore take into account the effect of the (hard) active travel infrastructure inherent to the development and then seek to further increase the degree of active travel through additional (softer) measures and initiatives.

2.20. As such, the targets within the FTP are considered suitably ambitious, to be amended subject to a comparison with existing datasets, as well as the results of initial travel surveys.

2.21. The applicant is willing to accept a condition attached to any planning permission, or a commitment in the Section 106 legal agreement for the proposed development, to provide a full Travel Plan, aligning with the 'Monitor and Manage' approach, to be agreed in writing with the local authority prior to occupation. This would again provide sufficient gateways through which to sanction targets, as well as set out the institutional framework for stewardship, including the appointment of a Travel Co-ordinator, as well as the Focus Group of Forum who would be responsible to agreeing how to use and monitor the measures and the use of the funding that would be put into the Travel Plan.

3. WSCC PRoW Team Comments

3.1. The PRoW TTN (**ACE Report Reference 2207280-R22**) is provided at **Appendix B**.

3.2. A further consultation response was provided by the WSCC PRoW team on the 5th December 2024 in which they amended their position to one of 'No Objection'.

Comment #1 – Footpath Upgrades

"The planning Statement and Travel Plan State an intention to upgrade all PROW to bridleways which would allow for pedestrian, cycle and equestrian use. It isn't realistic to upgrade all PRoWs and I am objecting on this basis."

3.3. Following receipt of the WSCC PRoW consultation comments and to reflect further discussions with WSCC PRoW team during and following the meeting on the 3rd April 2024, the PRoW strategy has been amended to the upgrade of all of Footpath 62CR to a bridleway, with an alternative onward cycle / equestrian route provided through the active travel network within the site. This now reflects the agreed strategy between ACE and the WSCC PRoW team.

3.4. **Figure 2.1** shows the existing PRoWs through and surrounding the site, and **Figure 2.2** shows the indicative upgraded PRoW network. **ACE Drawing 2207280-D014A** provides the proposed upgraded PRoW network in full context of the emerging development masterplan.

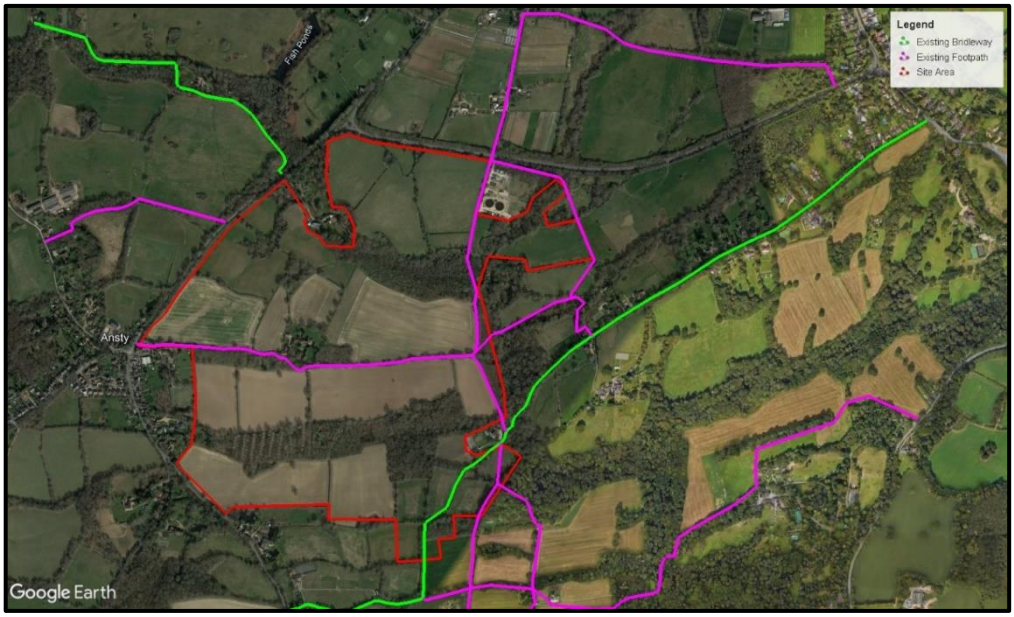

Figure 2.1: Existing PRoW Network

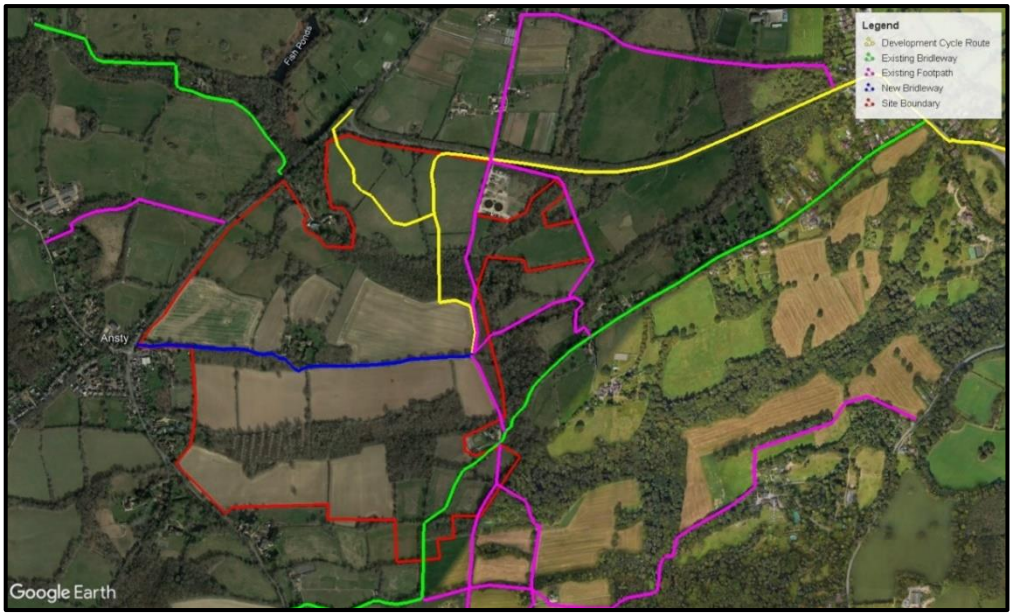

Figure 2.2: Proposed PRoW Network

Comment #2 – Continuity

"Continuity is an issue in many cases. Where PRoW within the site extends or leads only to PRoW footpaths outside of the site's boundaries or onto busy roads, how would cyclists and equestrians continue their journeys safely, if at all?

The upgrade of Footpath (FP) 62CR may be acceptable if cyclists and equestrians can continue their journeys safely at both ends."

3.5. The above proposed PRoW network shows continuity of route through the site and onwards for cyclists which reflects the strategy agreed between ACE and the WSCC PRoW team.

Comment #3 – Surfacing Improvements

"Any upgraded surface would therefore need to be robust enough to cater for vehicular access yet suitable for equestrian use. We would suggest a chip and spray surface but would need to approve any suggested specification.

Whilst upgrades may not be possible however, improvements to all PRoW surfaces will be required to mitigate against increased usage. These will need to be approved by the PRoW team and delivered by the developer."

3.6. Improvements to upgraded PRoW surfaces will be made, in line with the WSCC PRoW surfacing specification, or an alternative to be agreed with the WSCC PRoW team

and to be delivered by the developer. This arrangement will be secured via the Section 278 process, as requested by the WSCC PRoW team.

3.7. In addition, vegetation along Footpath 69CR will be cut back if necessary and the surface of 69CR will be improved to the WSCC bridleway specification within the development red line, with a Section 278 agreement to be put in place to improve the surface of the remainder of 69CR to the same standard immediately in the vicinity of the development red line, as requested by the WSCC PRoW team.

Comment #4 – Improvements to Bridleway 67CR / 50bCU

"I note that the Travel Plan states improvements will be made to the Bridleway extending north-east towards Tylers Green and discussions are ongoing with WSCC with regards to specifications of the improvements that can be made in recognition of underlying constraints along the route. As the land lies outside the developers control, we would require proof of landowner approval before and such improvements could be discussed."

3.8. Due to the constraints along the route, improvements to the Bridleway extending north-east towards Tylers Green will be limited to surfacing improvements with no widening provided. As such, the surfacing improvements will be made utilising the local authority's right to maintain or improve existing public rights of way, funded by the applicant. As above, these improvements will be conducted via a Section 278 agreement as requested by the WSCC team, reflecting the agreed strategy.

4. WSCC Highways Development Management Comments

4.1. A number of meetings were held between ACE and WSCC, whilst in addition to this, there has been ongoing dialogue between both parties to progress the aspects of the highways analysis that were flagged in the WSCC consultation response.

4.2. The WSCC TTN (**ACE Report Reference 2207280-R23D**) is provided at **Appendix C** and details the outcome of the discussions to date.

Comment #1 – Designers Responses

"The junctions have been designed in line with DMRB guidance, vehicle tracking for articulated HGV provided and stage 1 RSA undertaken. Visibility splays can be provided in line with a 60mph design speed as per DMRB standards.
The Designers Responses undertaken should be provided in word format to allow a WSCC response and agreed actions to be developed. It should be noted that the auditors recommendations should either be agreed with or disagreed with."

4.3. The Designer's Responses for all schemes proposed as part of the development have been provided separately to WSCC and agreed and finalised as necessary.

Comment #2 – Public Rights of Way (PRoW)

"All PRoW across the site would be upgraded to Bridleways. It is noted that WSCC PROW response raises concerns at what happens at the sites boundaries where the routes would become footpaths again and these concerned are echoed."

4.4. The proposed PRoW strategy has been amended to refine the extent of bridleways that can be provided, and this strategy has been agreed with the WSCC PRoW team.

Comment #3 – Cycle Route to Haywards Heath

Consultation Response - *"Alongside the A272 only a 0.5m buffer strip is provided in line with LTN 1/20 this should be increased due to the existing/and or proposed speed limit, priority across side roads provided, considerations of levels (behind existing VRS).*
Consideration should be given to improving pedestrian and cycle priority over Copyhold Lane.
Information on remaining lane widths at the bend should be provided where tracking has been provided.

Considerations should be given to widen the shared use route between the new crossing and Haywards Heath. A 3m provision would for the most part have it's effective use (as per LTN 5.3) reduced by 0.5m to 0.75m due to the edge constraints and vertical features.

In the vicinity of the Martlot Manor Care home the effective width is only 1.75m and should be increased. It is assumed in this area, ped cycle priority is provided over the accesses but not text confirms this."

Meeting Comments

- WSCC requests expected cycle flows on new cycle route.
- WSCC has some concerns over deliverability of cycle route, particularly with regards to levels at pinch points.
- WSCC requested additional topographical surveys of key areas along the route to be provided.
- WSCC recommended carriageway narrowing at pinch points.

Further Discussions

- WSCC requested additional widths of carriageways where the cycle route was extended into the carriageway.
- WSCC requested confirmation of the status and retained width of the ghost right hand turn lane next to the Marlet Manor Care House in Haywards Heath.
- WSCC requested clarification on the status of the island opposite the Marlet Manor Care House.

4.5. Following feedback from WSCC during the meeting, the proposed cycle route to Haywards Heath has been designed such that a 3m cycle path is provided with a 2.5m verge as requested. In addition, more topographical surveys have been conducted on sections of the A272 and B2272 to provide a check for appropriate levels and gradients for the proposed cycle route and to investigate potential pinch points.

4.6. In the vicinity of the Martlet Manor Care home, improvements have been incorporated that will enable a 3m shared pedestrian / cycle facility to be provided. While there is there an electricity pole in this area, this would represent a single point where the effective width is narrowed below the full 3m shared facility.

4.7. In addition to the above, the bus stop on the northern side of the B2272 Butler's Green Road in the vicinity of the care home is to be relocated to be within the active

carriageway, thereby enabling a continuation of the active travel route at its full width through removal of the layby.

4.8. The ghost island right hand turn lane next to the Martlet Manor Care Home would remain at 3m in width and the existing pedestrian refuge crossing point is retained, whilst the island adjacent to the bus stop has been relocated slightly to accommodate the relocation of the bus stop as detailed above.

4.9. During the April 2024 meeting, WSCC requested an indication of cycle flows along the proposed cycle route. Based on the multi-modal trip generation methodology which has been agreed for use within the Transport Assessment, the proposed development is expected to generate a total of 2,816 daily pedestrian and cycle trips. On the basis that the majority of these trips will be internal, the expectation is that the proposed cycle route would cater for approximately 422 two-way trips per day (15% of total pedestrian cycle trips).

4.10. Indicative street lighting is shown to demonstrate that year-round lighting can be provided, however this is subject to technical review, including but not limited to ecological constraints.

4.11. The proposed cycle connection to Haywards Heath has been agreed with WSCC.

<u>Comment #4 – Crossing A272</u>

Consultation Response - *"Justification should be provided for the need for a signalised crossing including anticipated number of pedestrians that would cross to utilise the PROW.*
The following comments have been offered by the WSCC Signals Team on the crossing:

- *It is our preference that signalised crossings are installed a minimum of 20m from a roundabout, to prevent confusion for drivers that the roundabout is signalised.*
- *As above, the speed limit of the A272 should be 50mph or lower for a signalised crossing; ideally 40mph. Whilst the regulations have been altered, removing this requirement, as a team we feel this is the maximum speed that a signalised crossing should be installed, and whilst speeds will be significantly lower due to the roundabout, lowering the speed limit will keep the parameters of this site consistent across the country.*

- *The minimum width should be 2.4m; both crossing points are shown to be 2.0m.*
- *Along the A272, ongoing maintenance will be required to ensure vegetation does not impact visibility of the signals once installed.*
- *I assume there is a suitable power source nearby which can be utilised for the signal crossing?*
- *Street Lighting will be required, with the same potential challenge as highlighted above.*
- *If the footway on the northern side of the signalised crossing cannot meet the criteria for shared use (3.0m wide) then during detailed design there should be corduroy paving installed on both the east & west of the crossing, instructing cyclists to dismount / remount."*

Meeting Comments

- WSCC requested a ADPV[2] assessment be provided for the signalised crossing over the A272.
- WSCC suggested that any contribution towards a Traffic Regulation Order (TRO) to change the speed limit on the A272 could be done as a pre-commencement requirement.

4.12. Proposed crossings in the vicinity of the site have all been located 20m from the proposed junctions.

4.13. As per the TA for the development and as agreed during the meeting, the applicant is willing to work with WSCC to provide the funding required to WSCC to advertise the Traffic Regulation Order (TRO) required to promote a change in speed limit along the A272. It is expected that this would be managed by a pre-commencement condition or obligation.

4.14. The proposed crossing has been amended to be 2.4m in width as requested by WSCC.

4.15. Vegetation will be trimmed as required, with any on-going maintenance falling under the responsibility of WSCC to manage as Highways Authority. This was agreed during the April 2024 meeting with WSCC.

4.16. Information on power sources and the lighting design for the scheme will be provided at detailed design stage. This was agreed during the April 2024 meeting with WSCC.

4.17. As requested by WSCC during the meeting, an ADPV^2 assessment of the proposed crossing over the A272 has been conducted, based on the agreed multi-modal trip generation methodology agreed with WSCC.

4.18. The ADPV^2 assessment takes into account the local collision record within the vicinity of the proposed crossing, the difficulty of crossing (calculated through a comparison of the proposed crossing distance against a standard 7.3m road), the average peak hour pedestrian and cycle demand and the average two-way peak hour vehicular flow. The resulting value is then provided per 10^8 which is used to determine the appropriate level of crossing.

4.19. The results of the assessment was a ADPV^2 value of greater than 0.7 per 10^8 and there the crossing should signalised, as proposed. The conclusion of the ADPV^2 assessment was agreed with WSCC.

Comment #4 – B2272 into Haywards Heath

"The following comment have been offered by the WSCC Signals Team on the toucan crossing

- *There are concerns with the location of this crossing, and the achievable forward visibility, especially during Spring/Summer, with the existing hedgerows/trees on both sides of the carriageway. This will need to be checked on street during this time of year to ensure compliance can be achieved.*
- *The WSCC standard for Toucan crossings are 4.0m wide; currently it's shown as 2.0m.*
- *Installation of ducting for loops may be challenging on the westbound approach, particularly between the crossing location and the entrance to The Old Cottage; the available highway boundary seems limited and will require checking to ensure safe maintenance can be undertaken.*
- *The position of the crossing in relation to existing overhead power cables will need to be considered, to ensure minimum clearances can be achieved.*
- *The existing street lighting will need to be checked, to ensure it is compliant for a controlled crossing."*

4.20. Vegetation will be trimmed to maintain forward visibility in coordination with the local highways authority. The proposed crossing is shown at 4.0m wide with dimension added to help to clarify this.

4.21. Information on the ducting for loops, separation with overhead power cables and street lighting design will be provided at detailed design stage.

4.22. All of the above amendments were agreed with WSCC.

Comment #5 – Cycle routes to Burgess Hill

Consultation Response - *"The southwestern access would require cyclists to rejoin the carriageway in close proximity to the roundabout and continue on road along the B2036 towards the Brookleigh development and Burgess Hill. Given the flows and speeds of the road then the promotion of on road cycling would not be in keeping with the requirements of LTN 1/20."*

Meeting Comments

- The connection to Burgess Hill / the Northern Arc Development is a key concern of WSCC, with the development like to generate cycle trips to the south for employment purposes.
- WSCC stated that the on-carriageway cycling is not appropriate.
- WSCC suggested reviewing the Northern Arc improvements and providing a design that would provide a consistent provision with those works.
- WSCC stated that delivery of a connection between the development and Burgess Hill / the Northern Arc would result in no sustainability concerns.

Further Discussions

- WSCC requested further information on lane widths for the priority sections.
- WSCC had concerns about the buildability of the route.
- WSCC requested that forward visibility at the priority sections should be commensurate with 40mph requirements.
- WSCC requested that Northern Arc improvements be revisited to allow consistent route from Ansty site to the Northern Arc.
- ACE undertook additional review of proposed improvements and integration with Northern Arc proposals.

- During a meeting between ACE and WSCC held on the 13th February 2025, WSCC acknowledged that a cycle connection between the proposed development and Burgess Heath was not feasible due to width constraints on the B2036 Pains Flat.

4.23. As agreed with WSCC during a meeting held on the 13th February 2025, the proposed development no longer includes a cycle connection to Burgess Hill and instead provides a public transport connection to Burgess Hill at a minimum weekday peak hour frequency of hourly. Further details of the proposed public transport strategy are provided in the response to WSCC Comment #11 below.

Comment #6 – Cycle Routes to Cuckfield

"The cycle improvement plan shows a cycle route between the existing A272/B2036 Roundabout and Cuckfield, however no details are supplied of the provision, the suitability of on road cycling and how the route would link at either end with other proposed facilities."

4.24. The proposals include a cycle connection onto the western side of the B2036 to the north of the A272 / B2036 roundabout, and then onto the B2036 into Cuckfield. It is not proposed to provide a cycle route along the B2036 heading north at this time as has been clarified on the updated strategy drawing.

4.25. The relevant drawings have been amended to accurately reflect the proposed cycle and pedestrian improvement strategy. This was agreed during the April 2024 meeting with WSCC.

Comment #7 – Link to country park

"The following comments have been offered by the WSCC Signals Team on the toucan crossing:

- *It would be our recommendation that the speed limit is reduced to a maximum 50mph, and ideally 40[mph] for this stretch of the A272.*
- *Street lighting will be required; given the rural nature of this may be challenging, assuming a suitable power connection is available for both lighting and the crossing.*
- *Currently there are a lot of overhanging trees, the canopy may need to be dramatically altered to ensure suitable visibility.*

- *The WSCC standard for Toucan crossings are 4.0m (distance between the studs); currently it's shown as 2.0m, assuming the tactiles shown are intended to represents the standard 400x400mm."*

4.26. As above, the proposals include supporting a change in speed limit along the A272, in line with WSCC Speed Limit Policy. This will include the necessary funding for WSCC to publish and advertise the TRO.

4.27. Information on the street lighting design will be provided at detailed design stage. Vegetation can be trimmed to maintain visibility in coordination with the local highways authority. The proposed toucan crossing has been widened to 4.0m as requested.

4.28. The above has been agreed with WSCC.

Comment #8 – Cycle Gates

"The provision of 'cycle gates' would reduce the ability for alternative bicycles to utilise the accesses. LTN 1/20 states 5.1.4 "It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists."

4.29. The cycle gates have been replaced with a bollard, as requested by and agreed with WSCC.

Comment #9 – Cycle Provision on B2114

"No cycle provision at northern end on to B2114. With a speed limit of 50mph simply requiring cyclists to rejoin the carriageway would not accord with the guidance in LTN 1/20 Table 4.1 which indicates that the provision of only a fully kerbed cycle track would be an appropriate provision for most people".

4.30. Following feedback from WSCC during the April 2024 meeting, a suitable transition point has been provided between the B2114 Staplefield Road in the form of a cycle bellmouth. This reflects the approach agreed during post-meeting discussions with WSCC.

Comment #10 – Cycle Connections A272 / Bolney Road / B2036

"Additional information should be provided including suitability of on road provision in accordance with LTN 1/20, confirming refuge island width, HGV tracking for all movements, consideration of returning movements."

4.31. Details of the proposed improvements at the A272 / Bolney Road / B2036 mini-roundabout have been provided and agreed with WSCC.

Comment #11 – Public Transport

Consultation Response - *"Comments are being sought from the WSCC Public Transport Team on the options however it is considered that the applicant would need to firm up proposals prior to the application being determined so they can appropriately be secured."*

Meeting Comments

- WSCC requested additional details include proposed bus route and proposed bus timetable.

Further Discussions

- WSCC requested a timescale for support and confirmation of the sustainability of the proposed bus strategy.
- WSCC requested that, in lieu of a cycle connection to Burgess Hill, that the proposed bus route be extended to Burgess Hill.
- WSCC requested that the proposed bus route provide a minimum service of a half-hourly connection to Haywards Heath and hourly connection to Burgess Hill during weekday peak periods.

4.32. A bus report providing details of the proposed bus route and timetables was shared confidentially with WSCC.

4.33. A highly robust bus commercial sustainability assessment was also conducted. The assessment indicated that the proposed bus service would be expected to achieve commercial sustainability between year 5 and year 10 of construction, depending on bus uptake rates.

Comment #12 – Trip Generation

"Trip rates for the other uses are assumed to be taken from the MSSHM as per the TN within the appendix but should be confirmed."

4.34. It was confirmed that trip rates for the other uses have been taken from the MSSHM, utilising the trip rates adopted for the Scenario 4 local plan modelling.

Comment #13 – Trip Rate Reduction

Consultation Response - *"Further info should be provided on the approach taken and the cumulative effect of the reduction e.g the main impact of the 25% reduction is shorter trips and as such may be covered by the other reductions."*

Meeting Comments

- WSCC requested that key destinations be provided for each distance band to demonstrate where cycle trips would be going.

4.35. As agreed in principle during pre-application discussions with WSCC, the trip rate reductions have been applied on a distance banding basis

4.36. The distance banding results in an overall relative vehicular trip reduction of approximately 6% cumulatively across both peak hours.

4.37. A series of images were provided to WSCC showing the destinations within each distance band.

Comment #14 – Monitoring Strategy and Alternative Scenario

"No monitoring strategy has been provided to detail the impact should the reductions not be met (and these are significantly in excess of those proposed within the travel plan).

No scenario has been provided to detail what the impacts of the trip rates not being met are and what additional mitigation would be required, given the current deficiencies in the strategies this should be provided."

4.38. As discussed with WSCC, the applicant is willing to accept a condition or obligation for providing a Trip Monitoring Strategy, which sets out the trip monitoring and mitigation strategy in line with the 'Monitor and Manage' paradigm.

4.39. An outline of the Trip Monitoring Strategy, akin to the strategy approved as part of the West of Chichester Development (Chichester District Council Planning Reference: 14/04301/OUT), has been presented to WSCC, which is to be used as the foundation for a suitably worded condition or obligation.

Comment #15 – Sifting Criteria

"Junctions have been scoped out based on a percentage impact assessment, stating that flows with 10% would be within daily fluctuations. This approach is not acceptable and the scope of junctions should be revisited".

4.40. Following feedback from WSCC additional junction capacity modelling has been conducted for key junctions between the site and Haywards Heath. Specifically the following junctions have been considered in additional detail:

- Junction E – A272 / B2036 Roundabout
- Junction G – A272 / Tylers Green / Broad Street Roundabout
- Junction H – A272 / Tylers Green / Issac's Lane Roundabout

4.41. The results of the junction capacity modelling were provided to WSCC, showing that the effect of the proposed development on these junctions is negligible.

4.42. Nonetheless, as Junction H operates over capacity in both the 2039 Do Minimum and 2039 Do Something scenarios, a preliminary mitigation scheme has been developed to provide mitigation to this junction in the form of a bypass between the A272 and the B2272.

4.43. Further modelling of the mitigation scheme shows a significant improvement the operation of the roundabout in the future year.

4.44. Based upon further discussions with WSCC, the roundabout operates above capacity in the future year without the proposed development in place (ie as a result of background traffic growth).

4.45. Due to the potential effect of the roundabout operating above capacity on the proposed public transport strategy, a better-than-nil-detriment mitigation scheme has been produced for the roundabout.

4.46. Delivery of the mitigation scheme is to be secured via a suitably worded condition or obligation.

Comment #16 – Local Plan Mitigation

"Stating that junctions will be resolved by proposed local plan mitigation is also not acceptable, the addition of development traffic may bring forwards the requirements of mitigation or change the scheme being provided."

4.47. It has been clarified that no junctions would be resolved by proposed local plan mitigation.

Comment #17 – Traffic Flow Diagrams

Consultation Response - *"Apart from Table 7.1 no data has actually been provided on the impact on the local highway network, the applicant should provide RFCs and flow plots to identify where background traffic is rerouting (in particular causing reductions in flows)."*

Meeting Comments

- WSCC requested additional clarification on how existing background traffic was effect by the proposed development.
- WSCC requested a zonal review and the provision of difference plots to show how background traffic was affected by the proposed development.
- WSCC queried the traffic assignment at the A272 / B2036 Roundabout.

4.48. Difference plots and a zonal comparison from the strategic traffic modelling and a comparison of assigned trips were provided to WSCC to clarify changes in background traffic, which were agreed with WSCC.

4.49. Strategic model outputs for the A272 / B2036 roundabout have been checked and confirmed to be accurately reported. As advised to WSCC, concerns regarding the assignment of trips should be raised with the designers and maintainers of the strategic traffic model.

4.50. Notwithstanding the above and to provide additional reassurance, further junction capacity testing of the A272 / B2036 roundabout has been conducted to determine the maximum number of trips that would result in the junction operating over its theoretical capacity (the 'Maximum Trips' scenario), and to determine the effect of imbalanced flows on this roundabout (the 'Imbalanced Flows' scenarios).

4.51. The results of the sensitivity testing indicate that the junction can operate within theoretical capacity in a variety of scenarios with substantially increased and alternate distributions of traffic flows.

Comment #18 – B2036 London Road / Ardingly Road Mini-Roundabout

"Concerns are raised about the suitability of provision given that it only serves cyclists heading north. Realignment of access to Manor Drive to reduce width – tracking required.

- *I assume vehicle and pedestrian flows have been captured to establish zebra's are the most suitable option for these locations.*
- *The bus shelter will require relocation to outside of the zig-zags*
- *The minimum width for zebras should be 2.4m; these are shown as 2.0m"*

4.52. Changes were made to the design at this junction and were agreed during the WSCC meeting.

Comment #19 – Car Club

Consultation Response - *"Car club operators have been approached and indicate working with the applicant, the details for a minimum number of vehicles should be secured at outline sage rather than RM as suggested within the TA."*

Meeting Comments

- WSCC requested further information on potential car clubs, including a minimum number of vehicles to be utilised within the Section 106 agreement for the development.

4.53. A more detailed proposal was obtained in liaison with Enterprise Rent-a-Car which sets out a potential car club scheme for the development including a minimum of two car club vehicles and up to 4 car club vehicles. While this proposal remains indicative, it has been accepted by WSCC as a guide for wording of a Section 106 agreement for the minimum provision of car clubs within the development.

4.54. This approach was agreed with WSCC, with the minimum time period for the provision of car club vehicles to be agreed prior to resolution to grant planning permission.

Comment #20 – Speed Limit Changes (B2036 Harvest Hill)

"B2036 Harvest Hill – Within the existing 30mph speed limit there is footway provision to the Cuckfield Road junction. The implies pedestrian activity which supports the need of the 30mph speed limit on that section. The documentation supplied does not demonstrate whether there will be a continuation of footway south to the new roundabout or indicate the potential for vulnerable road user activity in that section of road, and indeed beyond to where they indicatively show the 30mph speed limit could be extended to. There are no road traffic collisions recorded on that section in the last 5 years.

On this basis I would not support an extension of the 30mph speed limit and would suggest that if there is any need to reduce the speed limit from the current national speed limit, 40mph would be more appropriate."

4.55. A footway connection has been provided to Ansty from the proposed southern access roundabout which was agreed with WSCC. In addition, the applicant is willing to support a change in speed limit as suggested by WSCC.

Comment #21 - Personal Injury Collisions

"No information has been provided on the accident history / records of the local highway network."

4.56. Collision data has been obtained for the highway network surrounding the proposal site and along the primary cycle route into Haywards Heath from the Sussex Safer Roads Partnership and provided to WSCC.

Comment #22 – Travel Plan

"A travel plan has been provided and sets a 5 year target of reducing single occupancy car travel by 5%. This figure is below the 10% figure included within the WSCC travel plan guidance for rural sites. One key measure that should be included is the provision of £150 travel plan vouchers for each dwelling."

4.57. The applicant has submitted a revised Framework Travel Plan amends the target to a 10% reduction in single occupancy car trips over 5 years and includes a commitment to £150 travel plan voucher for each dwelling, as requested.

Comment #23 – Journey Times

4.58. During the April 2024 meeting, WSCC requested additional information to confirm that the route through the proposed development would be less attractive to drivers than travelling on the A272.

4.59. A first principles assessment based on recorded speeds and expected delays was provided to WSCC which showed that the proposed primary street within the development would be a less attractive route than the A272 / B2036 route, which was agreed by WSCC.

5. National Highways Comments

5.1. NH provided a consultation response on the application on the 19th January 2024.

5.2. A draft of the response TTN was submitted to NH on the 13th June 2024, following which NH provided a further response on the 3rd July 2024. A second iteration of the response TTN was prepared incorporating their second response, whilst a third response from NH was provided on 4th December 2024. A further revision of the response TTN was then prepared to resolve the comments raised in the third response for issue within this TAA on the 19th December 2024.

5.3. A further consultation response was provided by NH on the 4th April 2025, amending their position to one of 'No Objection subject to conditions".

5.4. The NH TTN (**ACE Report Reference 2207280-R24B**) is provided at **Appendix D**.

Comment #1 – Vision Statement

Response #1 *- "We have reviewed the TA and while there is reference to DfT Circular 01/2022, there is no vision statement; this is required.*

We have previously advised at the pre-application stage that to align with DfT Circular 01/2022, the TA should include a vision that can be realistically achieved, along with sufficient evidence to demonstrate how that vision can be realised.

However, we acknowledge that the TA does currently highlight the provision of quality broadband, improvements to walking and cycling infrastructure and a public transport strategy."

Response #2 *– "JSJV previously requested that the vision for the development should be provided, in line with the requirements of DfT Circular 01/2022 paragraph 48. TTN10 does contain at paragraph 2.3 the vision for the development and JSJV considers this to be acceptable."*

5.5. The consideration of the proposed development has not progressed in isolation but has been subject to prior plan-making processes and evidence base, which complies with Paragraph 26 of Circular 01 /2022.

5.6. In this respect, the vision for the proposed development follows that as set out by the West Sussex Transport Plan 2022-2036.

5.7. As such, the vision for the proposed development is to create a sustainable, liveable neighbourhood anchored by an internal and external network of active and sustainable travel options, with convenient opportunities for mode change threaded throughout the site.

5.8. As per the Transport Assessment (TA) submitted with the application in support of the proposed development, the scheme has been designed on a 'Vision and Validate' \ 'Decide and Provide' approach, which itself is described as a "Vision lead approach" in paragraph 15 of Circular 01/2022. As such, details of the scheme have been designed in collaboration and co-ordination with a number of internal and external entities, as detailed below, to achieve an objective-led vision for a sustainable community.

5.9. The consideration of the scheme has been through an iterative process covering all aspects of the development, including multiple discussions on internal streetscapes with WSCC, which have culminated in the production of a Design Code. The Design Code is now available for review within the submitted materials with the application.

5.10. Local bus operators were consulted to determine the most flexible approach to public transport, allowing for the development of options for interim public transport provision as well as options for the eventual final strategy for the site, which in turn have shaped the siting of on-site public transport infrastructure.

5.11. Similarly, the developer has positively engaged with the charity Collaborative Mobility UK (CoMoUK) with regards to the initial design of the development mobility hub strategy, as detailed within the TA. As with all other aspects of the development, initial Mobility Hub designs were produced for review, with subsequent amendments made based on feedback given by CoMoUK who were supportive of the approach we have adopted and presented within the TA/Design Code.

5.12. As such, the proposed development has complied with the approach desired by DfT Circular 01/2022 by embedding sustainable transport at the centre of the design decisions taken and services that are to be provided.

5.13. With regards to the residual traffic effect of the development, this has also been taken account of the same Local Plan tools in the form of the Mid Sussex Strategic Highways Model (MSSHM). The underlying coding of this model iteration was then reviewed and amended by ACE in agreement with WSCC, as model controller.

5.14. The assumptions underpinning the residual vehicular trip generation assumptions were based on previous work conducted for the Regulation 18 process for the Draft Mid Sussex District Plan 2031 – 2039. In terms of evidential backing, the latest Mid Sussex Transport Study Report (Scenario 5 Report produced by Systra on behalf of MSDC, available under the Mid Sussex District Plan 2021-2039 evidence base) provides an evidence base for any trip rate adjustments used within the latest iteration of the MSSHM.

5.15. As such, the scenario assessed within the TA for the proposed development is sufficiently evidenced to define an approach to assumption setting which is vision-led, and thus is capable of meeting the requirements of Circular 01/2022. Further to this, the proposed development has now been recommended for approval, subject to conditions, by Active Travel England (ATE) thereby further demonstrating the suitability of the approach outlined within this note.

5.16. A 'Monitor and Manage' approach can subsequently be taken to identify and address if the vision is unlikely to be achieved, which is addressed as part of the Travel Plan submitted with the application, of which further detail can be included in the Final Travel Plan which would be submitted as part of a Reserved Matters Application.

5.17. To conclude, the proposed development has been created with a clear central vision in mind, which was then reflected in a multi-faceted and iterative process of assessment based on a clearly evidenced future scenario.

5.18. As noted above, within the second response NH stated that the vision for the development was considered to be acceptable.

Comment #2 – Collision Analysis

Response #1 - *"As highlighted at pre-application stage, at those locations on the SRN where capacity analysis is required, STATS19 analysis of the relevant SRN location(s) will need to be undertaken for the five years pre-pandemic, as well as the pandemic period."*

Response #2 – *"STATS 19 analysis should be presented to provide detailed assessment of collisions at the assessed junctions. Our requirement is for only the most recent five years of STATS 19 data."*

5.19. STATS19 collision data has been obtained from the Safer Sussex Roads Partnership (SSRP) for the period 2018 – 2023 (the most recent 5 years available - covering pre- and post-pandemic). Figures were provided to NH to show the results for each of the relevant SRN junctions, including the additional junctions requested by NH.

5.20. The only junction with any semblance of a cluster of collisions (defined as one or more collisions per year on average) is the A23 / Cowfold Road Junction.

5.21. The A23 / Cowfold Road Junction had a cluster of 7 recorded collisions, 4 events were classified as being of 'Slight' severity and the remaining 3 were classified as being 'Serious' in severity. The 'Serious' collisions occurred in 2020, 2021 and 2022 respectively. Considering the frequency of these serious collisions, the apparent geographical cluster at this location is considered to be lower than would be expected for the relatively higher level of volume of traffic experienced at this location.

5.22. As a consequence, the PIA data is not indicative of any existing road safety deficiency, or one that would be materially worsened by the proposed development, which would be the primary 'test' that would under any planning obligation relating to defined mitigation scheme(s).

5.23. The full STATS19 data, including the reports for each collision, were provided to NH.

Comment #3 – Travel Plan

"The information presented above is noted to not align with the trip reduction forecasts contained within the Framework Travel Plan. This needs to be rectified."

5.24. The targets set within the Framework Travel Plan are in addition to the trip rate reduction assumptions considered within the TA, aligning with the 'vision and validate' principles. The monitoring would consider the combined effects of the design interventions and measures in determining how successful the Travel Plan will be and what remedial measures, if any, may be required.

5.25. The expected daily multi-modal trips to the development, as agreed by WSCC, were provided to NH.

Comment #4 – Trip Rate Reduction

Response #1 *- "There is a need to provide additional evidence to demonstrate how the above trip generation 'with reduction' has been achieved."*

Response #2 *– "The statement within the TA related to the 25% assumption agreed with WSCC is unclear, as it refers to modal shift (e.g. active travel and public transport) and also refers to home working. TT10 thn states that the 25% is solely associated with home working and internalisation. In combination with the comments below we request that this apparent contradiction is clarified."*

Response #2 *– "In addition, in terms of the degree of traffic impact on the SRN a comparative exercise is requested for a less ambitious modal shift scenario (which will need to be defined and agreed). The associated impacts at each of the SRN junctions will need to be established to identify the materiality of the difference in vehicular trip impacts."*

Response #2 *– "The trip generation should be clarified, noting the above points. In addition, we request that a table or graphic is provided which provides greater clarity to what main routes the generated traffic is travelling to and from the development during each peak period.*

Response #3 *– "We therefore reiterate that information is provided which provides greater clarity as to what main routes the generated traffic is travelling to and from the development during each peak period, for example, A23 (Southbound), A23 (Northbound) etc. This would typically be in the form of 'select link analysis' showing trips to and from the development site during each assessment period."*

5.26. The trip rate reductions utilised within the strategic modelling for the proposed development were provided by WSCC (independently from any travel planning effects).

5.27. WSCC then clarified that the proposed development qualified for the first two reductions, with the total reduction in vehicular trips therefore being 25%.

5.28. As detailed in the response to NH Comment #1, this trip rate reduction is based on evidence reference within the Systra Scenario 5 MSSHM report.

5.29. The above was the justification given by WSCC for the application of an overall 25% trip rate reduction. ACE then took this reduction rate and applied it via distance banding as requested by WSCC, such that lower reduction rates applied to trips travelling further from the site to reflect the above reductions being filtered through the improvements to active travel.

5.30. Considering that trips travelling via the SRN are likely to be for the purpose of travelling to / from more distant destinations such as Brighton (approximately 18km via the A23) and Crawley (approximately 14km via the A23) only the 10-50km band reduction would be applied to trips potentially travelling via the SRN, thereby reflecting a reasonable assumption on the effect of active travel on trips via the SRN.

5.31. Given that the 3% trip reduction for the 10-50km distance band represent a total of 10 two-way vehicular trips in the AM peak hour and 9 two-way vehicular trips in the PM peak hour, the materiality of the difference in vehicular trip impacts between a scenario with no trip rate reductions and the assessed scenario is negligible. As such, a comparative exercise as requested by NH will not give additional information beyond the assessment already provided.

5.32. With regards to the trip generation for the proposed development it should be noted that the only revision is a text-only error where arrivals and departures in the PM peak in the post-reduction scenario were reversed. The strategic modelling and subsequent assessment utilised the correct number of arrivals and departures for all assessed scenarios.

5.33. With regards to the trip distribution from the development, traffic flow diagrams have been provided which shows the change in traffic flow as a result of the proposed development. For further clarification, difference plot outputs from the MSSHM showing the change in trips between the Do Minimum (Future year without development) and Do Something (Future year with Development) scenarios were also provided to NH.

5.34. As requested by NH, Select Link Analysis (SLA) has been conducted showing trips to and from the proposed development travelling via the NH junctions. Plots showing the SLA for the gross effect of the proposed development (ie without any redistribution effect on background traffic) were incorporated within the updated TTN.

5.35. Given the process for monitoring the residual vehicular trip generation through the Travel Plan, there will be a means of aligning with the 'Monitor and Manage' approach to understand how successful the development has been in meeting the vision, and for remedial measures to be implemented to rectify any non-compliance, as part of a continual review by the Travel Plan co-ordinator of the development, as well as

any other exogenous factors that could affect (either positively or negatively) the modal split for the development.

5.36. It has been agreed with WSCC that a Trip Monitoring Strategy be secured via the S106 agreement. The terms of this strategy will be agreed prior to any resolution to grant planning permission as request by WSCC, which should provide NH reassurance that sufficient contingencies will be in place.

Comment #5 – Committed Developments

"There is a need to provide details of the specific sites and the traffic flows associated with each.

We previously advised at the pre-application stage that there is need to review the committed developments considering the requirements of DfT Circular 01/2022. There is also a need to agree the committed developments and committed highway schemes with the LPA and to then provide this information for us to review, with evidence of the LPA's acceptance. Paragraph 49 of the Circular states 'Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic."

5.37. As referenced in the response to NH Comment #1, the traffic assessment of the proposed development included within the TA was based on the latest version of the MSSHM available at the time. As such, the committed developments included within the traffic assessment were already inherently agreed by WSCC.

5.38. The committed development information is included within the model in an aggregated form. Sufficient comfort should be drawn from the fact that the methodology followed by WSCC, which NH has commented on, has taken account of this information within the forecast baseline assessments.

5.39. Beyond this, as detailed in the TA for the development, WSCC requested that TEMPro Growth was utilised to simulate generalised development growth within a wider Mid Sussex geographical area, utilising the 'High Economy' scenario. This will have purposefully been overly pessimistic regarding the treatment of growth arising from both background traffic and committed developments.

5.40. The Alternative Assumptions function of TEMPro was used to avoid double counting when it comes to the proposed Ansty development, the specifics of which were also agreed with WSCC.

Comment #6 – TEMPro

- *"There is a need to provide justification as to why the modelling has been developed to 2039 and not 2031, alternatively the assessment year should be revised to 2031 (as this is the year of the adopted Local Plan).*
- *TEMPro Version 8.1 contains the National Road Traffic Projections 2022 which is acceptable to use, whereas this is not included within TEMPro version 8.0, please clarify the dataset which has been used*
- *Specific details of the TEMPro growth factors should be provided, including the area and road type*
- *Details are required to be provided of the specific TEMPro growth factors which have been applied to the model."*

5.41. The use of 2039 as the future year is at the request of WSCC, as this is consistent with the end of the emerging draft Mid Sussex District Plan 2031-2039, and we note this was accepted by NH in their pre-application response.

5.42. It should be noted that while the planning application is seeking to meet the housing delivery challenges within Mid-Sussex the site is currently not part of the draft allocation, the development will be able to significantly contribute towards the current Local Plan housing trajectory to 2031.

5.43. However, it is unlikely that the proposed development would be fully built out by 2031 and so, it would be more appropriate to match the local plan review period to 2039 rather than utilise a 2031 horizon year. This will also provide a more robust scenario when focusing on the residual impact of car-borne traffic on the local road network.

Comment #7 – Strategic Modelling

"In terms of this specific planning application, the Baseline calibration and validation report should be provided to demonstrate that the model is suitably calibrated, in particular at the SRN junctions.

In line with the requirements of DfT Circular 01/2022, there is a requirement to consider all development which is committed and/or allocated within the adopted Local Plan"

5.44. As referenced in the response to Comment #5, the starting point for the traffic assessment of the proposed development was the latest iteration of the MSSHM, which included the committed developments associated with the adopted Mid Sussex District Plan. The version of this model was also approved by WSCC. The relevant Systra report is available for review by NH under the Mid Sussex District Plan 2021-2039 Evidence Base.

Comment #8 – Traffic Flow Diagrams

Response #1 - *"The traffic flow diagrams included within Appendix G of the TA have been reviewed. At the pre-application stage we requested that, in addition to the identified SRN assessment locations, the trip distribution / assignment should be extended to the following SRN junctions, and this has not yet been done:*

- *A23 / B2115 Sloughgreen Lane / B2115 Cuckfield Lane Junction*
- *A23 / Broxmead Lane junction*
- *A23 / A2300 junction"*

Response #2 – *"We would typically expect the proposed development trips during the PM peak hour to be broadly the reverse of the AM peak hour, however at many locations along the SRN this is not the case*

A2300 (westbound) to A23 (southbound) is 93 vehicles during the AM peak, while A23 (northbound) to A2300 (eastbound) is 3 vehicles during the PM peak, there is negligible traffic from the A23 (northbound) at the other junctions, evidence should be present to justify the differences between each peak hour

A272 to A23 (northbound) is 116 vehicles during the AM peak while A23 (southbound) to A272 is 52 vehicles during the PM peak, acknowledge this is closer to what we would expect, however it remains a relatively large difference"

Response #3 –*"As a way of moving forward we suggest:*

The applicant provides a 'manually adjusted alternative 2023 Do Something' scenario to ensure that the PM peak hour assessment better aligns with the AM peak hour. For example, this would mean manually adjusting the 3 A27 northbound trips

referred to above to 93 to provide some reassurance given our concerns which have not been addressed. The same procedure should be applied at the other movements where there is a noticeable discrepancy between the AM and PM development impact at SRN junctions."

There are instances where the traffic flow diagrams show the 'total traffic flow' as zero, but then there is an amount of heavy goods vehicles reported, the reverse is also apparent with total traffic flows having zero heavy goods vehicles where this is not likely to be correct. This should be reviewed within all traffic flow diagrams and correct where necessary.

In association with this we request the applicant to explain why the right turn from the A23 southbound off-slip to Cowfold Road has zero traffic flows, as our technical advisors do not accept this as reasonable.

We note that at the A23 / London Road roundabout, at 2039 Do Nothing and 2039 Do Something there are no (or very low, such as 1 vehicle) traffic flows on the London Road (arm) of the junction. The application should advise the reason for there being no (or negligible) traffic flows at the above noted locations."

5.45. The traffic assessment study area has been expanded to include the above junctions, with new diagrams provided.

5.46. Based on the provided information, there appears to be justification for no triggering a further assessment of the said junctions. Nonetheless, at the request of NH, junction capacity modelling of junction AG has been conducted as detailed in the response to comment #10 below.

5.47. With regards to the difference between AM and PM peak hour flows at the highlighted junctions, further checks have been conducted to determine that the trips shown are accurate representations of the MSSHM outputs. We can confirm that the traffic flows shown on the traffic flow diagrams are correct.

5.48. Notwithstanding the above, the specific queries by NH have been further investigated with responses provided for each movement in question.

5.49. As such, we conclude that the assignment of traffic to the SRN is a product of the coding of the MSSHM, or rerouting occurring within the model, and therefore concerns with perceived imbalances in traffic flows between peak periods should be

addressed to the designer and maintainer of the MSSHM, namely Systra on behalf of MSDC.

5.50. With regards to the manually adjusted alternative scenario, we have assumed that the reference to 2023 was intended to reference 2039. As such, a '2039 Do Something (Manually Adjusted Alternative – NH)' scenario has been produced for the PM peak period.

5.51. To determine the effect of the manual adjustments requested by NH, additional junction capacity modelling of junctions P (Mitigation), Q, AH and AG have been conducted as a sensitivity test, as detailed in the response to comment #10.

Comment #9 – Sifting Criteria

Response #1 - *"Of the three SRN locations currently assessed, the TA has concluded that only Junction O requires further assessment. We do not agree with this based on our pre-application advice."*

Response #2 – *"JSJV reiterate that we do not accept the 30 trips or 5% increase thresholds as the determining factor for junction assessment. JSJV consider the forecast increase in traffic flows, existing operation and any safety concerns at the junctions."*

5.52. Feedback from NH was provided on a larger scale of proposed development than the application submission. As such the identified study area was more suitably adjusted to reflect lower development impact, but we note NHs comments on the study area.

5.53. Within the TA we detailed the sifting criteria and clarified the impact the proposed development would have on junctions within the study area. We have clarified within Comment #8 the further junctions requested by NH too.

Comment #10 – Junction Capacity Modelling

Response #1 - *"We have undertaken a preliminary review of the provided junction assessment at Junction O and note the following:*

- *Soft copy Junctions 10 input files should be provided*
- *A CAD drawing should be provided which demonstrates the geometric parameters which have been input to Junctions 10*
- *A 'one hour' profile is adopted, and this is accepted*

- *Assessment should be undertaken for each scenario of the strategic model, currently only 2039 Do Something PM is provided*
- *As highlighted at pre-application stage, there is a need for calibrated and validated Junctions 10 model, this should comprise 'direct' modifications to intercept values to ensure that the modelled queues align with the observed queues."*

Response #2 - *"JSJV currently conclude that based on the information shown above (which is likely to be subject to change), there is a need to undertake junction assessment at Junction AG. In the event the above point related to the traffic flow diagrams results in a revision to the traffic flow diagrams, we will further review the junction assessment requirements.*

With regards to our previous comments on Junction O, P and Q, we have noted in our 18 January 2024 comments that the impact at each of these junctions is sufficient to require junction assessment to be undertaken."

Response #3 – *"The TAA Appendix D contains junctions 10 output files, however we note that there has been no soft copy Junctions 10 input files provided and these should be submitted for each assessment junction."*

"The assessment results have been reviewed, the 2019 queues are noted to not align with Google Maps… The model should be calibrated by use of direct intercept adjustment to ensure that the queues within the model have close alignment with those occurring on site.

"Assessment hours are not specified within the model, these should be included."

"A23 southbound off-slip – half width estimated to be 6.0m rather than 7.05, entry width estimated to be 8.4m rather than 9.56m, entry radius estimated to be approximately 8.0m rather than 18.3m, this should be reviewed.

The input half-widths and entry widths should not include area outside of the carriageway edge lines"

"The model geometry should be reviewed as noted above, following which the 2019 modelled queues should be compared against Google Maps to assess if this is a satisfactory representation of queues occurring on site."

5.54. Based on the above comments, we have conducted junction capacity modelling of junctions O, P, Q, AG and AH as requested. These models now include the "Manually Adjusted Alternative" as requested by NH where relevant.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - London Rd (N)	0.1	2.39	0.07	0.1	2.0	0.05
4 - A23 Northbound offslip	0.2	1.66	0.14	0.1	1.61	0.13
5 - London Rd (S)	0.1	1.68	0.13	0.1	1.57	0.09
	2039 Do Nothing					
1 - London Rd (N)	0	0	0	0	0	0
4 - A23 Northbound offslip	0.1	1.51	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.2	1.76	0.17	0.2	1.62	0.13
	2039 Do Something Isolated					
1 - London Rd (N)	0	0	0	0	0	0
4 - A23 Northbound offslip	0.1	1.5	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.3	1.88	0.22	0.2	1.64	0.14

Table 5.1: ARCADY – Junction O (A23 / London Road Roundabout)

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0	0	0	0	8.84	0
Stream B-A	171.7	2104.95	2.18	116.1	1245.6	1.75
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.1	0.4	14.73	0.3
Stream B-A	181	14312.87	19.38	66.2	1535.44	2
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	202.1	4200.53	9999999999	72	1838.93	2.19
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	202.1	4200.53	9999999999	74.7	1988.17	2.29
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

Table 5.2: PICADY – Junction P (A272 / Cowfold Road Priority Junction)

5.55. With regards to the comment regarding calibration, while ACE considers Google Maps queuing data to be insufficiently detailed for the purposes of specific model calibration the intercept adjustment suggested by NH has been conducted on Junction P as a sensitivity test, the results of which are shown in **Table 5.3** below.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0	0	0	0	8.84	0
Stream B-A	35.2	266.17	1.14	12.3	105.99	0.98
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.1	0.4	14.73	0.3
Stream B-A	35.6	439.59	1.3	3	46.74	0.77
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	38.1	507.28	1.35	3.4	53.29	0.79
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	38.1	507.28	1.35	3.6	56.72	0.8
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

Table 5.3: PICADY – Junction P (A272 / Cowfold Road Priority Junction) – Intercept Adjusted

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
A23 SB offslip	0.2	2.23	0.14	0.2	2.41	0.2
A272 (E)	0.8	3.38	0.45	0.9	3.67	0.47
A272 Cowfold Rd (W)	0.5	2.39	0.32	0.5	2.36	0.35
	2039 Do Minimum					
A23 SB offslip	0.3	4.84	0.25	0.4	3.92	0.3
A272 (E)	2.2	7.78	0.69	2.4	7.73	0.71
A272 Cowfold Rd (W)	1	3.21	0.5	0.9	2.9	0.47
	2039 Do Something					
A23 SB offslip	0.4	4.81	0.26	0.5	4.16	0.35
A272 (E)	2.8	9.11	0.74	2.3	7.43	0.7
A272 Cowfold Rd (W)	1	3.2	0.5	0.9	2.91	0.47
	2039 Do Something (Manually Adjusted Alternative - NH)					
A23 SB offslip	0.4	4.81	0.26	0.7	4.48	0.4
A272 (E)	2.8	9.11	0.74	2.4	8.04	0.71
A272 Cowfold Rd (W)	1	3.2	0.5	0.9	2.91	0.47

Table 5.4: ARCADY – Junction Q (Bolney Road / A23 Roundabout)

5.56. As can be seen in **Table 5.4** above, Junction Q operates within capacity in the future year with the proposed development in place.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Base					
A23 Off-Slip	1.1	4.6	0.53	1	3.67	0.5
A2300 (E)	0.9	3.26	0.48	0.7	2.74	0.4
A2300 (W)	0.4	3.66	0.26	0.2	3.19	0.18
	2039 Do Minimum					
A23 Off-Slip	4.1	11.16	0.81	2.5	6.3	0.71
A2300 (E)	8	14.96	0.9	3.9	7.72	0.8
A2300 (W)	0.5	4.43	0.35	0.3	3.48	0.21
	2039 Do Something					
A23 Off-Slip	4.4	11.7	0.82	2.5	6.39	0.72
A2300 (E)	14.3	25.57	0.95	4.1	8.07	0.81
A2300 (W)	0.5	4.41	0.35	0.3	3.51	0.22
	2039 Do Something (Manually Adjusted Alternative - NH)					
A23 Off-Slip	4.4	11.7	0.82	2.8	7.28	0.74
A2300 (E)	14.3	25.57	0.95	4.1	8.07	0.81
A2300 (W)	0.5	4.41	0.35	0.4	3.79	0.29

Table 5.5: ARCADY – Junction AG (A23 / A2300 Eastern Roundabout)

5.57. As can be seen in **Table 5.5** above, Junction AG operates within capacity in the future year with the proposed development in place. It should be noted that the maximum average queue on Arm 4 (A23 Flyover Bridge) does not exceed 13 vehicles, the approximate capacity of the flyover bridge, and can therefore be modelled as an individual junction.

5.58. With regards to the comment on geometries, a CAD file showing the measurements for junctions AG and AH accompanied the submission of this note to NH.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	4.2	18.76	0.82	2	10.18	0.67
A2300 (S)	6	66.46	0.89	0.7	12.65	0.41
Hickstead Lane	0.2	9.05	0.19	0.2	5.98	0.14
	2039 Do Minimum					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	34.1	107.26	1.03	41.4	119.81	1.05
A2300 (S)	9.3	135.65	0.98	1.4	32.19	0.6
Hickstead Lane	1.2	19.06	0.56	0.3	8.27	0.24
	2039 Do Something					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	39.4	120.07	1.05	44	125.88	1.05
A2300 (S)	9.7	141.07	0.99	1.5	33.98	0.62
Hickstead Lane	1.2	17.73	0.55	0.3	8.41	0.25
	2039 Do Something (Manually Adjusted Alternative - NH)					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	39.4	120.07	1.05	44	125.88	1.05
A2300 (S)	9.7	141.07	0.99	8	114.52	0.95
Hickstead Lane	1.2	17.73	0.55	0.4	9.53	0.28

Table 5.6: ARCADY – Junction AH (A2300 / Hickstead Lane Roundabout)

5.59. As can be seen in **Table 5.6** above, Junction AH operates above capacity in the future year without the proposed development in place. The effect of the development is negligible in both the 2039 Do Something and 2039 Do Something (Manually Adjusted Alternative) scenarios. As with Junction P, ACE regards the use of Google Maps queuing data to be inappropriate for calibration. Nonetheless, a review of typical weekday AM peak period queuing for Junction AH indicates minor queuing on the A2300 (South) arm, in line with the above results.

5.60. Assessment hours have been added to Junction AG as requested.

Comment #11 – Mitigation

"Following the agreement of residual impacts, any required mitigation will need to be formulated. The developer must identify when, in relation to the occupation of the development, transport improvements become necessary. Accordingly, interim assessment years(s) are likely to be required."

5.61. As is expected of an Outline Planning Application, the Transport Assessment presents an 'end-state' assessment, as this represents the most robust outcomes from a capacity assessment point of view. Should information be required relating to the phasing of development, the following approach would be typical:

- A resolution to grant planning consent, subject to the signing of a Section 106 agreement which itself could provide a means of considering further sign off during a phasing strategy for the development, supported by an agreement of trigger point for infrastructure delivery;

  or

- A planning condition(s) relating to the production of an Infrastructure Delivery Plan (or similar) which would to be considered for later agreement with stakeholders.

5.62. In any case, as shown by the traffic assessment and modelling results provided within the TA, the effect under 2039 forecast conditions on the SRN does not trigger a need for any mitigation scheme on SRN junctions, specifically to accommodate the proposed development. As such, interim years where the development is not yet fully built out would also have a comparable lower impact on the SRN.

Comment #12 – Travel Plan

Response #1 - *"The FTP should include the identification of firm financial commitments to support the objectives of the FTP."*

Response #2 – *"We have previously provided comments on the FTP. TTN10 notes that* 'financial contributions to support the FTP will be included within the Section 106 agreement for the development, as required and agreed with WSCC' *and we acknowledge this."*

5.63. Financial commitments to measures to support the Framework Travel Plan will be included within the Section 106 agreement for the development, as required and agreed with WSCC.

5.64. The applicant is seeking to achieve a resolution to grant planning consent subject to the signing of a Section 106 agreement, which will be able to take due consideration to a number of areas for investment in the local community, including the Travel Plan covering all users of the development.

Appendices

Transport Addendum - Appendix A

Active Travel England Response Note

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LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #11 (ACTIVE TRAVEL ENGLAND RESPONSE)

REPORT REF. 2207280-R25A

May 2025

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2207280-003G	**Northern Access Roundabout**
2207280-005E	**Southern Access Roundabout**
2207280-010C	**A272 Toucan Crossing**
2207280-014A	**Public Rights of Way Improvement Plan**
2207280-SK01	**Example Mobility Hub Layout**
2207280-SK06	**Example Mini-Mobility Hub Layout**

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP	JS	DH/KM/KK	WIP	01.03.2024
-	DRAFT	JS	DH/KM/KK	DRAFT	03.07.2024
-	FINAL	JS	DH	KK	10.10.2024
-	FINAL	JS	JS	DH	23.05.2025

Distribution

1. Introduction

1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, in response to consultation comments made by Active Travel England (ATE) on the proposed development at the Land Adjoining Ansty in Mid Sussex.

1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.

1.3. As of June 2023, ATE acts as statutory consultee on all planning applications for developments equal to or exceeding 150 housing units, 7,500 m2 of floorspace or an area of 5 hectares. Under its terms of reference, the organisation as developed tools to support the development of designs and the assessment of design quality for active travel interventions and schemes.

1.4. The location of the proposed development is shown on **Figure 1.1** below.

Figure 1.1: Site Location

1.5. An outline planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023. ATE provided a consultation response on the application on the 10th January 2024.

1.6. Pre-Application advice was sought from ATE, however ATE were unable to provide advice prior to the planning submission as the full extent of its engagement at this stage was still to be formalised.

1.7. This Transport Technical Note (TTN) provides the clarification and additional information requested within the ATE response, dated 22nd December 2023 as well as the information requested during the meeting between ACE and ATE on the 15th August 2024.

1.8. The proposals themselves have been developed based on a 'Vision' where sustainable travel underpins the form and function of the development, by incorporating within its layout a range of infrastructure which prioritises active modes of travel.

1.9. In this respect, the opportunities afforded to the site by its location were provided in the ATE response, with a greater focus of this note being on the "Areas of Concern" set out within Section 5 of the ATE response in order to provide the clarification that ATE are requesting at this stage.

1.10. The structure of this TTN replicates the order in which the matters were raised. Our references do not necessarily reflect the numbering in the ATE response since there are multiple comments made by ATE under some common reference numbers, and so some replies have been grouped into key headings in order to assist the review.

1.11. A previous version of this note was issued in draft format to ATE and formed the basis of the meeting in August 2024. Following the meeting, ATE have agreed that the submission of this TTN and the work-in-progress design code for the development by ACE would provide sufficient detail for ATE to support the application in principle, subject to conditions.

2. ATE Comments

Comment #1 – Multi-modal trip generation and assignment

"A multi-modal daily trip generation assessment should therefore be provided, based not simply on existing unsustainable travel patterns and behaviours, but the outcomes the applicant has pledged to realise in its DAS. This is necessary to enable ATE to use its 'Route Check Tool' to assess designs in terms of their suitability regarding the identification of any critical issues and scores for Active Travel service and placemaking".

2.1. The full multi-modal daily trip generation figures and mode share are shown in **Table 2.1** below.

Peak	Walking	Cycling	Public Transport	Private Car	Other	Total
AM	222	26	164	700	30	1,142
PM	199	23	147	627	27	1,023
Daily	2,525	291	1,871	7,962	344	12,993
Modeshare	19.4%	2.2%	14.4%	61.3%	2.6%	100.0%

Table 2.1: Multi-Modal Trip Generation

2.2. The above borrows from the modal split in the 2021 Census for the Middle Super Output Area of Haywards Heath 009 (the same area used for the Parking Standards applicable to the site). This was then adjusted to reflect the expected change in mode share which would be exhibited by the development as a result of the proposed improvements to active travel modes, such as:

- A network of off-carriageway commuter and leisure routes within the site for pedestrians and cyclists;
- Means of multi-modal access, including pedestrian / cycle crossings at key off-site locations to secure means of connection with existing infrastructure
- The provision of a network of Mobility Hubs with sustainable travel facilities, as detailed later in this note; and
- The proposed pedestrian and cycle route improvement to Haywards Heath.

2.3. The above methodology, including the expected mode shift, have been agreed with WSCC as being representative of the proposed development.

2.4. The results were shared with ATE following the August 2024 meeting, where no concerns were raised.

Comment #2 – Access Roundabout Crossings

"The provision of precise and detailed information of the recommended junction design treatments at the proposed roundabouts located on the site's three nominated access points. This is in addition to the drawings submitted as the 'cycle route improvement plan' (Drawing 22072800-SK05 in the attached Travel Plan drawings section). This includes a consideration of potential future collaboration and subsequent contributions to be negotiated. In the submission of these designs ATE will apply the Junction Assessment Tool as included in LTN 1-20 to assess the design's suitability."

2.5. The description of the access strategy, along with concept designs for external junctions, were provided within the Transport Assessment that was submitted with the application. ATEs comments appear to only reference the Travel Plan that was submitted with the application, which has more limited information on the scale of off-site infrastructure improvements. Read in conjunction, it is anticipated that many of the comments have been covered proactively.

2.6. **ACE Drawing 2207280-003G** and **Drawing 2207280-005E** show the specific detail of the proposed crossing points at the proposed north and south roundabouts, amended as requested by WSCC Highways since submission of the planning application.

2.7. **ACE Drawing 2207280-010C** shows the proposed toucan crossing over the A272 to the west of the proposal site, which acts as the effective active travel crossing point for the western access roundabout as well as a connection into the Parkland Reserve to the north and west of the site. As above, this crossing has been amended as requested by WSCC Highways since submission of the planning application.

2.8. With regards to the Junction Assessment Tool (JAT), all three crossings are located directly on expected desire lines and fully meets the needs of walkers and wheelers. As such, all three crossing points are classed as being 'green' in accommodating

pedestrian movements, as per the JAT scoring criteria, receiving the maximum 2 points.

2.9. Likewise, the proposed north and south access roundabouts provide off-carriageway cycletracks with signalised crossing points, which are considered to warrant 'green' classification (2 points) when assessed on the roundabout specific criteria within the JAT in Appendix B of LTN 1/20. When assessed based on the "Any type of junction" criteria, the north and south roundabouts would be considered to warrant an 'amber' classification (1 point), due to the use of shared use surfaces.

2.10. The proposed toucan crossing over the A272 into the Parkland Reserve would also be classified as green (2 points) for pedestrians and amber (1 point) for cyclists for the same reasons as the proposed access roundabouts.

2.11. As such, the north and south access roundabouts and the A272 toucan crossing each have a JAT score of 75% due to the incorporation of shared pedestrian / cycle facilities, which have been agreed to be proportionate to the expected usage of the route by WSCC, with the benefit of being able to secure consistency in terms of route provision.

2.12. Delivery of the above will be secured through either planning condition(s) attached to any consent or cited as part of the Section 106 legal agreement for the development, to be delivered through a financial contribution or Section 278 agreement.

<u>Comment #3 – Public Rights of Way (PRoW)</u>

"Design details of the active travel infrastructure to be incorporated into all of the PRoWs. These include, but are not exhaustive to:

- *Details of the proposed upgrades to footpaths (para, 4.12, FTP, P.29) and inclusion of cycling facilities as per LTN 1-20.*
- *Details of the signalised pedestrian/cycle crossing on the eastern arm of the northern access roundabout and the 2m footway and its extent (para, 4.14, FTP, p.29)*
- *The improvements to the bridleway between the proposed site and Tyler Green to the East of the site (via Copyhold Lane) …This is also needed for external network provision."*

2.13. Discussions have been held with the WSCC PRoW team to determine the detail of the required upgrades to the local PRoW network, which has resulted in the agreed approach. The nature of the planning application is for matters of principle to be agreed relating to the planning 'need' associated with the development, in order to make it acceptable in planning terms. As part of this process, it is likely that a planning condition would require the submission of additional construction detail (for agreement with stakeholders).

2.14. It is expected that this could be dealt with through a planning condition, as these are matters that can be dealt in that way, rather than a Section 106 agreement. Given that the condition itself could only be discharged once stakeholders are satisfied, the simple commitment made to improve the route is sufficient to accompany an outline application.

2.15. Notwithstanding this, the agreed improvement plans are provided on **ACE Drawing 2207280-014A**.

2.16. **ACE Drawing 2207280-003G** shows the pedestrian / cycle provision surrounding the northern access roundabout, amended as requested by WSCC since submission of the planning application.

Comment #4 – Internal Crossing Locations

"Details of all other crossings required internally for the proposed development and confirmation of materials, lighting and other supporting infrastructure such as seating."

2.17. The planning application is made in 'outline' form, which means that any details of the internal layout is not fixed, albeit it is guided by Parameter Plans. It is expected that future Reserved Matters (RM) applications would be submitted which would provide the level of detail expected, including design and material palette which is to be used. The RM application will be expected to adhere to the Access and Movement Parameters Plans which sets the 'structure' within which any flexibility of layout can take place.

2.18. In addition, proposed Design Code for the development has been developed to add further detail on and guide the level of expectation that would be set by RM application as part of retaining and enhancing the character of the development. This includes details of materials, the treatment of frontage development, including

verges. The design code has been shared with ATE following the August 2024 meeting.

2.19. Detail on the internal lighting design and supporting infrastructure such as seating will be provided at detailed design stage, as this would form part of a later level of detail which is not expected, or can be provided, at the outline planning application stage.

Comment #5 – Internal Permeability

"More precise details of how the applicant will accentuate the permeability and street layout of the site for not only the above major access points but internally. This includes demonstration of where opportunities for paths to link cul-de-sacs exist; technical details of junctions; Active Travel facilities at bus stops; and ensuring recreational routes through the option space are safe, fit for all active purposes and considerate of all road users as per LTN 1-20 and Inclusive Mobility. ATE requests that this (and other opportunities to improve permeability) are forwarded by the applicant for further review."

2.20. The development remains in outline form reflecting the 'outline' status of the planning application, and therefore the proposed development masterplan is not anticipated to yet be fixed and the details will be provided as part of future Reserved Matters (RM) application(s).

2.21. The indicative links between parcels and cul-de-sacs are shown on the emerging masterplan submitted as part of the planning application to reinforce the commitment to a permeable layout.

2.22. The Design Code for the development, which includes details of materials and internal crossings has been provided to ATE.

Comment #6 – Mobility Hubs

"The location of amenities provided and overall design of both the proposed mobility hubs and mini-mobility hubs and ensure that the number of type of cycle parking is in accordance with LTN 1-20. While the reference material of examples the applicant has provided in the FTP are welcomed and likely to be suitable, specific scheme details are necessary for review."

2.23. As stated within the TA for the proposed development, each bus stop within the development will be a mini-mobility hub built to CoMoUK silver accreditation standards, with the bus stop next to the local centre / school to be a large mobility hub built to CoMoUK gold accreditation standards.

2.24. To clarify, the Mini-Mobility Hubs could contain the following features:

- Essential:
  - High Quality Public Transport Option
  - High Quality shared Mobility (Cycle Parking, Car Club)
  - Clear Signage
  - Located in prominent, well-lit location
  - Safe Crossings
  - Compatible with accessibility guidance
  - Information on what the hub is at the site
  - Co-located with linking signage
  - Easily accessible timetables
  - Steet lighting
  - Covered Seating

- Desirable:
  - Cycle Parking
  - Safe Cycle Routes
  - Plans for network of Hubs / Real Time Data

2.25. The proposed Mini-Mobility Hubs would therefore meet the 3 desirable elements required for silver CoMo accreditation.

2.26. The Large Mobility Hub could contain the following desirable elements:

- Cycle Parking
- Car Club Bay
- Safe Cycle Routes
- Plans for network of Hubs / Real Time Data
- Package Delivery Lockers

2.27. **ACE Drawing 2207280-SK01** and **ACE Drawing 2207280-SK06** show an example large mobility hub layout and mini-mobility hub layout, respectively.

2.28. The final details of the hubs are subject to agreement with WSCC and as such, the applicant is willing to accept a condition attached to any planning consent granted or a commitment within the Section 106 legal agreement for the development to deliver the above infrastructure.

2.29. This would provide the necessary 'gateway' point to seek stakeholder agreement on the matters raised which, therefore, should not hold up the process of approval associated with this application.

Comment #7 – Active Travel Infrastructure

"Details of the active travel infrastructure at the proposed school, community services and retail sites – also to ensure that the numbers proposed are consistent with the guidance pertained within LTN 1-20 e.g., a space per 8 car parking spaces for shops and retail (FTP p.24) is not consistent with Table 11.1 of LTN 1-20 (p.12).

Details of the other schemes which will support active and sustainable travel such as the scale of both the cycle hire and car hire scheme.

Cycle Parking – While the applicant has suggested that cycle parking will be in accordance with West Sussex County Council (WSCC) guidance for residential cycle (FTP p.23) it states that most parking will be accommodated within properties or internally. Parking for flats/apartments needs to be detailed, including the location of such provision. Also, for active travel to be a prominent way of people making short journeys e.g., to the schools, local shops and services, the applicant is advised to indicate the location of dedicated cycle parking spaces for all components of the proposed site including short-stay visitor cycle parking in accordance with Chapter 11 of LTN 1-20."

2.30. The above comment is noted. While the development remains at outline stage, indicative layouts for the school, community and retail sites, including active travel infrastructure, are shown on the submitted illustrative masterplan and Design Code.

2.31. The scale of the cycle hire and car hire scheme will be determined in consultation with the relevant cycle hire / car club operators during the progression of the scheme towards delivery. The requirement to reach and agreement on a Full Travel Plan provides stakeholders with a further point of agreement on the scope of these facilities.

2.32. The applicant is willing to accept a planning condition attached to any consent granted or a commitment in the Section 106 legal agreement for the investigation and delivery of proportionate cycle hire, while the car club will form one of a number of schemes which the Full Travel Plan will cover, following sanction of the document by WSCC.

2.33. Additional detail on the provision and location of the cycle parking within the development is provided within the design code for the development.

2.34. It is anticipated that detailed design and quantum of cycle parking infrastructure in accordance with the requirements of WSCC/MSDC will be secured via a suitably worded planning condition. This is because the specific layout of the development is not fixed at this stage and, while there is a suggested broad mix of housing types, this is not fixed. Cycle parking standards are also subject to on-going review and the developer will be expected to adhere to the latest standards at the point of each RM application.

2.35. Also, as a strategic development, it may be that parcels of the development are later sold off to housebuilders and these will wish to have the flexibility to change housing mix and / or the layout, which will have a direct implication on the level of cycle parking.

2.36. There is therefore limited benefit in having this set at this stage, particularly as WSCC's standard could change over time, the interest will be to maintain consistency with emerging guidance. This is considered preferable to presenting additional information in the knowledge that it may need to change.

Comment #8 – Travel Plans

"A comprehensive and highly ambitious approach towards achieving high is required for the entire application which forecasts the level of active travel trips to be generated. The applicant has clearly considered active travel modes throughout the application, for example, stating its intention to provide a 'comprehensive walking, cycling and public transport network' (DAS p.52). However, the indicative targets of a 3% reduction within the first 3 years of occupation and 5% within 5 years (FTP. P.40) without any baseline data does not suggest a development with active travel movement at its priority. These and targets outlined in a future STP need to be revised"

2.37. While the comment is noted, there is a risk it simply reflects a traditional view where a smaller development will have been expected to 'fit in' with its surroundings and therefore demonstrate, through a Travel Plan, ways in which modal shift would be secured.

2.38. For this development, the baseline is one where most of the inherent sustainability modal shift will have been 'baked into' the masterplan, by virtue of both its scale and the significant investment that will be made in active travel infrastructure. The baseline (for the development) will already have been better secured than most smaller developments.

2.39. In this context, it is important to note that the proposed targets contained within the Framework Travel Plan (FTP) are considered in addition and cumulative on that baseline position, which has already reflected the vehicular trip rate reduction factors agreed within the TA. The targets therefore take into account the effect of the (hard) active travel infrastructure inherent to the development and then seek to further increase the degree of active travel through additional (softer) measures and initiatives.

2.40. As such, the targets within the FTP are considered suitably ambitious, to be amended subject to a comparison with existing datasets, as well as the results of initial travel surveys.

2.41. The achievements of the development against these targets will be reflective of a baseline assessment, which will consider the level of sustainable transport use existing within Ansty, which will further demonstrate how comparably better the modal split is expected to be within the development, compared to an underlying situation in the local area. This will be beneficial to isolate out the benefits arising from the development and could potentially act as a good case study for ATE to engage with as part of its role in supporting the promotion of sustainable transport.

2.42. The applicant is willing to accept a condition attached to any planning permission, or a commitment in the Section 106 legal agreement for the proposed development, to provide a full Travel Plan to be agreed in writing with the local authority prior to occupation. This would again provide sufficient gateways through which to sanction targets, as well as set out the institutional framework for stewardship, including the appointment of a Travel Co-ordinator, as well as the Focus Group of Forum who

would be responsible to agreeing how to use and monitor the measures and the use of the funding that would be put into the Travel Plan.

Drawings

ARCADY ROUNDABOUT GEOMETRY:	(ARM 1) A272 EAST	(ARM 2) DEVELOPMENT ACCESS	(ARM 3) A272 WEST
APPROACH ROAD HALF WIDTH	3.65m	3.25m	3.50m
ENTRY WIDTH	4.50m	4.50m	4.50m
EFFECTIVE FLARE LENGTH	13.50m	12.50m	4.50m
ENTRY RADIUS	40.00m	42.00m	15.00m
INSCRIBED CIRCLE DIAMETER	30.00m	30.00m	30.00m
CONFLICT ANGLE	26.00°	23.00°	31.00°
DEFLECTION	81.29m	96.25m	92.79m

Sports Pavilion

N

215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph SPEED LIMIT (POSTED SPEED LIMIT)

TIE INTO EXISTING ROAD ALINGMENT

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 15m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 92.79m

CIRCULATORY CARRIAGEWAY WIDTH AS PER PARA 3.6 OF CD116
THE WIDTH OF THE CIRCULATORY CARRIAGEWAY FOR NORMAL OR COMPACT ROUNDABOUTS SHALL BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH, EXCLUDING ANY OVERRUN AREA - 5.40m

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 40.00m

PROPOSED SIGNALISED CROSSING POINT / FOOTWAY CONNECTION TO EXISTING PROW

TIE INTO EXISTING ROAD ALIGNMENT

PROPOSED FOOTWAY

EXISTING PUBLIC RIGHT OF WAY

2m x 120m VISIBILITY SPLAY

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

2m x 215m VISIBILITY SPLAY

2m x 215m VISIBILITY SPLAY

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 42.00m

ENTRY WIDTH AS PER PARA 3.14.10F CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 42m

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 96.25m

2m x 43m VISIBILITY SPLAY

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 81.29m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 40m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

2m x 43m VISIBILITY SPLAY

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 40.00m

PROPOSED CROSSING POINT

NOTE DEVELOPMENT ACCESS ARM TO BE A 20/30mph SPEED LIMIT

2m x 43m VISIBILITY SPLAY

PROPOSED DEVELOPMENT

PROPOSED FOOT/CYCLEWAY

2m x 120m VISIBILITY SPLAY

215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph SPEED LIMIT (POSTED SPEED LIMIT)

CONTINUATION OF PROPOSED FOOT/CYCLEWAY

EXISTING PUBLIC RIGHT OF WAY

CUTLINE

CUTLINE

A272 (WEST)

A272 (EAST)

A272 (EAST)

R83.29m

R42.00m

R40.00m

R96.25m

30.00m

4.50m

7.00m

5.40m

1m

H631 Mixed Broadleaves C2

H632 Mixed Broadleaves C2

H634 Mixed Broadleaves C2

H630 Mixed Broadleaves C2

G631a Mixed Species C2

G90 Willow, Crack C2

G91 Ash, Common C2

C Category Willow

300 Ash, Common B2

301 Ash, Common C2

302 Ash, Common C2

303 Ash, Common C2

304 Ash, Common C2

305 Maple, Field B1

306 Maple, Field B1

307 Oak, English C3

308 Oak, English B2

309 Oak, English B2

310 Oak, English B2

311 Pine, Austrian B1,2

312 Pine, Austrian B1,2

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938 Pine, Austrian B1,2

939 Pine, Austrian B1,2

940 Pine, Austrian B1,2

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999 Pine, Austrian B1,2

1000 Pine, Austrian B1,2

Tanks

Tanks

Sewage Treatment Works

VISIBILITY SPLAY EXTENSIONS

CUTLINE

A272 (EAST)

CUTLINE

NOTES:

ROUNDABOUT DESIGNED TO CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS (FORMERLY TD 16/07, TD 50/04, TD 51/17, TD 54/07, TA 23/81, TA 78/97, TA 86/03, TD 70/08)

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDABOUT SUBJECT TO FURTHER DESIGN REFINEMENT OF NON-VEHICULAR WORKS, SPEED SURVEYS, ROAD SAFETY AUDIT, LAND OWNERSHIP CONFIRMATION, ARBORICULTURAL SURVEY AND DISCUSSIONS WITH HIGHWAYS

THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.

STREET LIGHTING TO BE CONSIDERED.

SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.

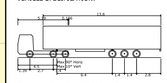
DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

KEY:

- INDICATIVE SITE BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY
- DEFLECTION ANGLE
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- FORWARD VISIBILITY SPLAY BASED ON 60mph SPEED LIMIT
- 120m PEDESTRIAN VISIBILITY SPLAY
- 215m PEDESTRIAN VISIBILITY SPLAY
- 43m PEDESTRIAN VISIBILITY SPLAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS

VEHICLE SPECIFICATION:



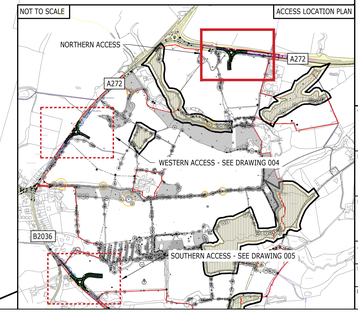
Max Legal Articulated Vehicle (16.5m)	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.0s
Kerb to Kerb Turning Radius	6.870m

ROUNDABOUT SWEPT PATHS

1m OVERRUN STRIP REQUIRED FOR HGV SWEPT PATHS

NOT TO SCALE

ACCESS LOCATION PLAN



DRAFT

Rev	Description	Drn	Chk	App	Date
G	REDLINE BOUNDARY UPDATED	BT	DV	DH	22.05.25
F	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
E	UPDATED TO LATEST PROPOSALS	DV	DH	KM	14.09.23
D	UPDATED TO WSCC COMMENTS	DV	DH	KM	12.07.23
C	OFF-SITE WORKS UPDATED	DV	DH	KM	15.06.23
B	ACCESS SHIFTED WEST AS PER MASTERPLAN	DV	DH	KM	16.05.23
A	TREES SURVEY AGEED / REDLINE UPDATED	DV	DH	KM	10.04.23

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E-mail: enquiries@ardent-ce.co.uk

Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:
PROPOSED ROUNDABOUT NORTHERN ACCESS (A272)

AO Scale	Date	Designed by
1:500	22.02.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-003 Rev C

N

EXISTING PUBLIC RIGHT OF WAY

(B2036 NORTH)

Mount Noddy Cottage

West Riddens Cottages

215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph (NOTE APPROACHING WITHIN 30mph SPEED LIMIT)

Little Orchard

Pond

CONNECT TO EXISTING FOOTWAY

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 70.18m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 40.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 40.00m

POTENTIAL CROSSING POINT AND TRANSITION FROM SEGREGATED CYCLE ROUTE TO SHARED FOOT/CYCLEWAY

SIGNAGE AND DETAILS TBC

NOTE DEVELOPMENT ACCESS ARM TO BE A 20/30mph SPEED LIMIT

PROPOSED DEVELOPMENT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 67.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 20.00m

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 60.00m

CIRCULATORY CARRIAGEWAY WIDTH AS PER PARA 3.6 OF CD116
THE WIDTH OF THE CIRCULATORY CARRIAGEWAY FOR NORMAL OR COMPACT ROUNDABOUTS SHALL BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH, EXCLUDING ANY OVERRUN AREA - 5.40m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 15m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 99.84m

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 42.00m

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

TIE INTO EXISTING ROAD ALIGNMENT

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

215m FORWARD VISIBILITY ON APPROACH BASED ON POSTED SPEED LIMIT (60mph)

TIE INTO EXISTING ROAD ALIGNMENT

Ansty Lodge

Anstye Place

61.7m

Pond

West Riddens

West Riddens Farm

68.2m

B2036 SOUTH

Brambles, scrub and small trees

ARCADY ROUNDABOUT GEOMETRY:	(ARM 1) B2036 NORTH	(ARM 2) DEVELOPMENT ACCESS	(ARM 3) B2036 SOUTH
APPROACH ROAD HALF WIDTH	3.00m	3.25m	3.30m
ENTRY WIDTH	4.50m	4.50m	4.50m
EFFECTIVE FLARE LENGTH	10.00m	11.00m	14.50m
ENTRY RADIUS	40.00m	20.00m	15.00m
INSCRIBED CIRCLE DIAMETER	30.00m	30.00m	30.00m
CONFLICT ANGLE	30.00°	37.00°	29.00°
DEFLECTION	70.18m	67.00m	99.84m

NOTES:

ROUNDABOUT DESIGNED TO CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS (FORMERLY TD 16/07, TD 50/04, TD 51/17, TD 54/07, TA 23/81, TA 78/97, TA 86/03, TD 70/08)

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDABOUT SUBJECT TO FURTHER DESIGN REFINEMENT OF NON-VEHICULAR WORKS, SPEED SURVEYS, ROAD SAFETY AUDIT, LAND OWNERSHIP CONFIRMATION, ARBORICULTURAL SURVEY AND DISCUSSIONS WITH HIGHWAYS

THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.

STREET LIGHTING TO BE CONSIDERED.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.

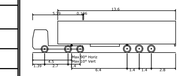
DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

KEY:

- INDICATIVE SITE BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY
- DEFLECTION ANGLE
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- FORWARD VISIBILITY SPLAY BASED ON 60mph SPEED LIMIT
- 43m FORWARD VISIBILITY SPLAY
- 43m PEDESTRIAN VISIBILITY SPLAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS

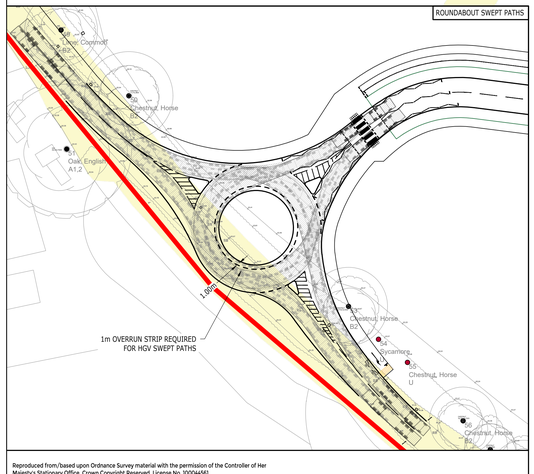
VEHICLE SPECIFICATION:



Max Legal Articulated Vehicle (16.5m)

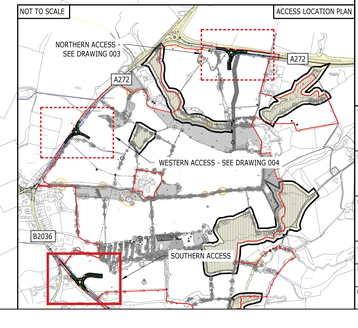
Overall Length	16.500m
Overall Width	2.550m
Min Body Ground Height	0.300m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

ROUNDABOUT SWEPT PATHS



NOT TO SCALE

ACCESS LOCATION PLAN



DRAFT

Rev	Description	Drn	Chk	App	Date
E	REDLINE BOUNDARY UPDATED	BT	DV	DH	21.05.25
D	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
C	CYCLE ROUTE EXTENDED ALONG SOUTHERN ARM	ADS	DH	KM	28.09.23
B	UPDATED TO WSCC COMMENTS	DV	DH	KM	12.07.23
A	TREES SURVEY ADDED / REDLINE UPDATED	DV	DH	KM	13.04.23

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Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANTSY FARM, MID SUSSEX

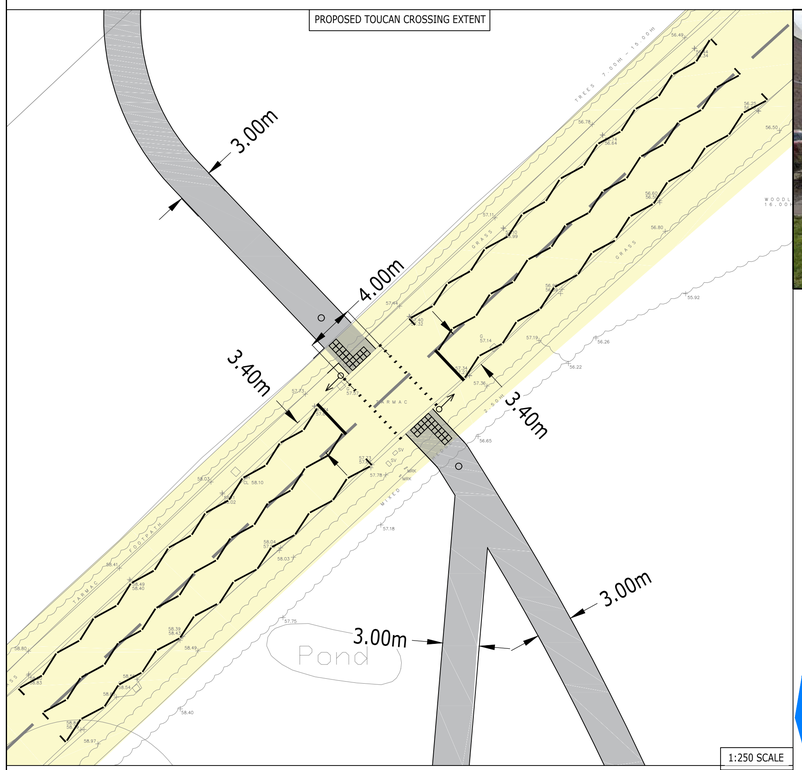
Drawing Title: PROPOSED ROUNDABOUT SOUTHERN ACCESS (B2036)

A0 Scale	Date	Designed by
1:500	22.02.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-005 Rev E

N

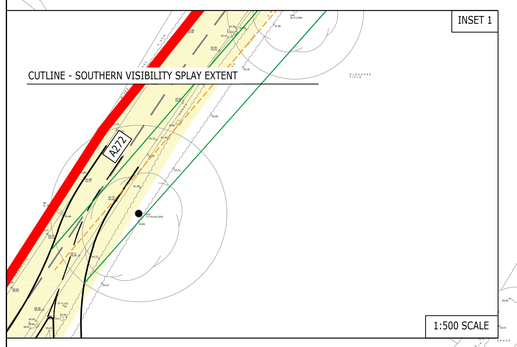
PROPOSED TOUCAN CROSSING EXTENT



1:250 SCALE

CYCLIST PRIORITY EXAMPLE
@ BEAULIEU PARK, ESSEX

INSET 1



1:500 SCALE

CUTLINE - SOUTHERN VISIBILITY SPLAY EXTENSION - SEE INSET 1

1:500 SCALE

NOTES:

1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
2. DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023
3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-XX-M2-Y-1012-D102_Concept masterplan (08-09-23)
4. STREET LIGHTING TO BE CONSIDERED.
5. SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.
6. VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.
7. SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.
8. DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

KEY:

- INDICATIVE SITE BOUNDARY
- BEECHY BOTTOM RESERVE BOUNDARY (INDICATIVELY SHOWN)
- PROPOSED FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- 215m VISIBILITY SPLAYS
- 215m VISIBILITY SPLAY TO SIGNAL HEAD

DRAFT

Rev	Description	Drn	Chk	App	Date
C	UPDATED FOLLOWING WSCC HGHWAY COMMENTS	DV	DV	DH	26.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	PROPOSED CYCLE/PEDESTRIAN ROUTE SHOWN NORTHERN SIDE OF THE A272 TO BEECHY BOTTOM RESERVE	ADS	DH	KM	28.09.23

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Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:
A272 PROPOSED TOUCAN CROSSING

A1 Scale	Date	Designed by
AS SHOWN	08.09.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number: 2207280-010 Rev C

KEY:

- INDICATIVE SITE BOUNDARY
- DEVELOPMENT CYCLE ROUTE
- EXISTING BRIDLEWAYS
- EXISTING FOOTPATHS
- NEW BRIDLEWAY

Rev	Description	Drn	Chk	App	Date
A	REVISED FROM STRATEGY	JS	JS	DH	20.05.24

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E-mail: enquiries@ardent-ce.co.uk

Client: FAIRFAX ACQUISITIONS LTD

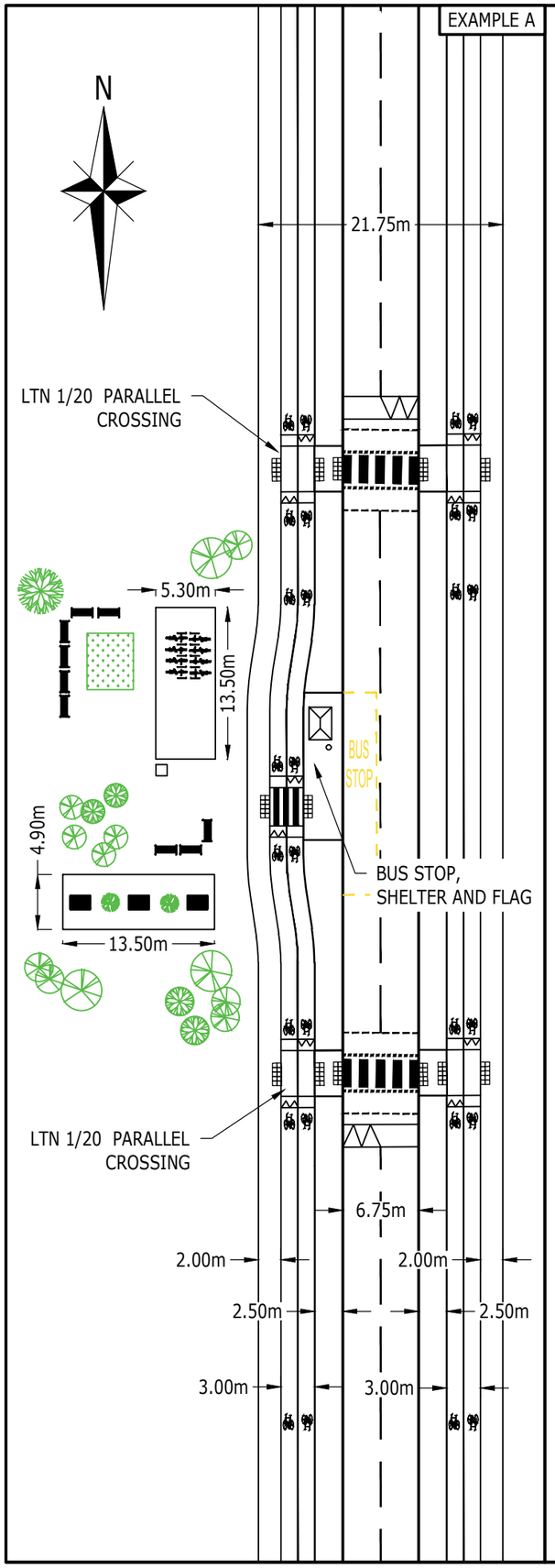
Project Title: LAND AT ANTSY FARM, MID SUSSEX

Drawing Title: PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN

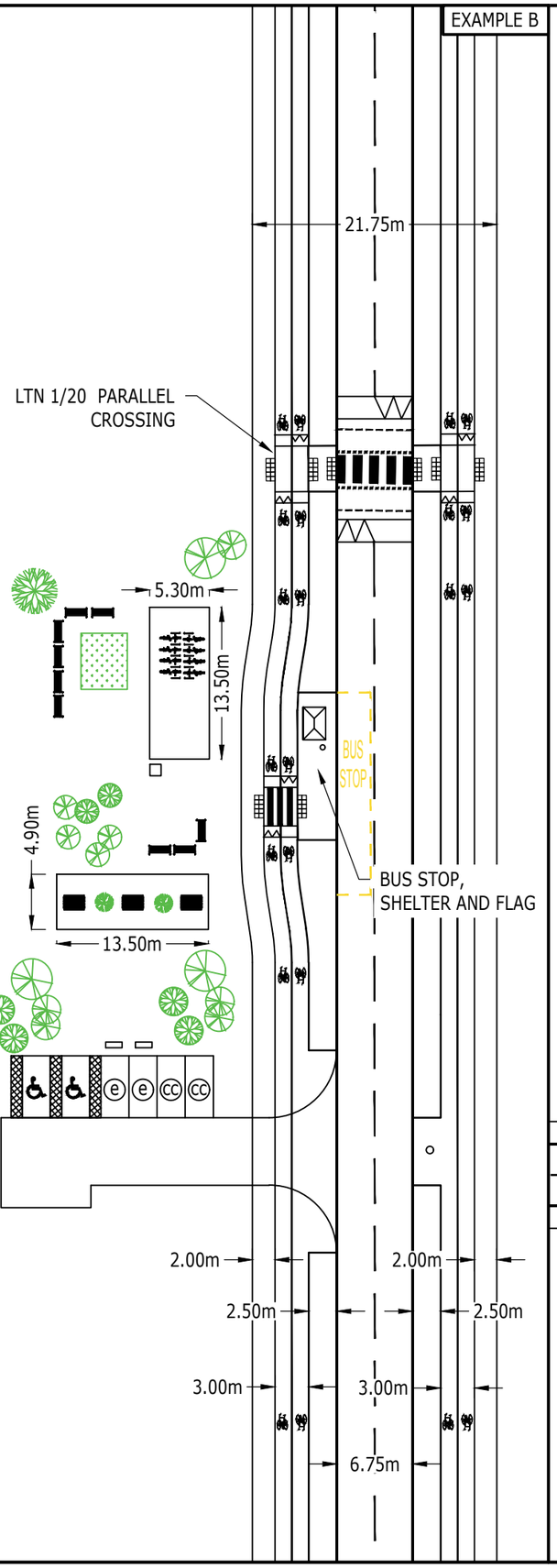
AO Scale	Date	Designed by
1:2000	26.03.2024	HP
Drawn by: HP	Checked by: JS	Approved by: DH

Drawing Number: 2207280-014 Rev: A

EXAMPLE A



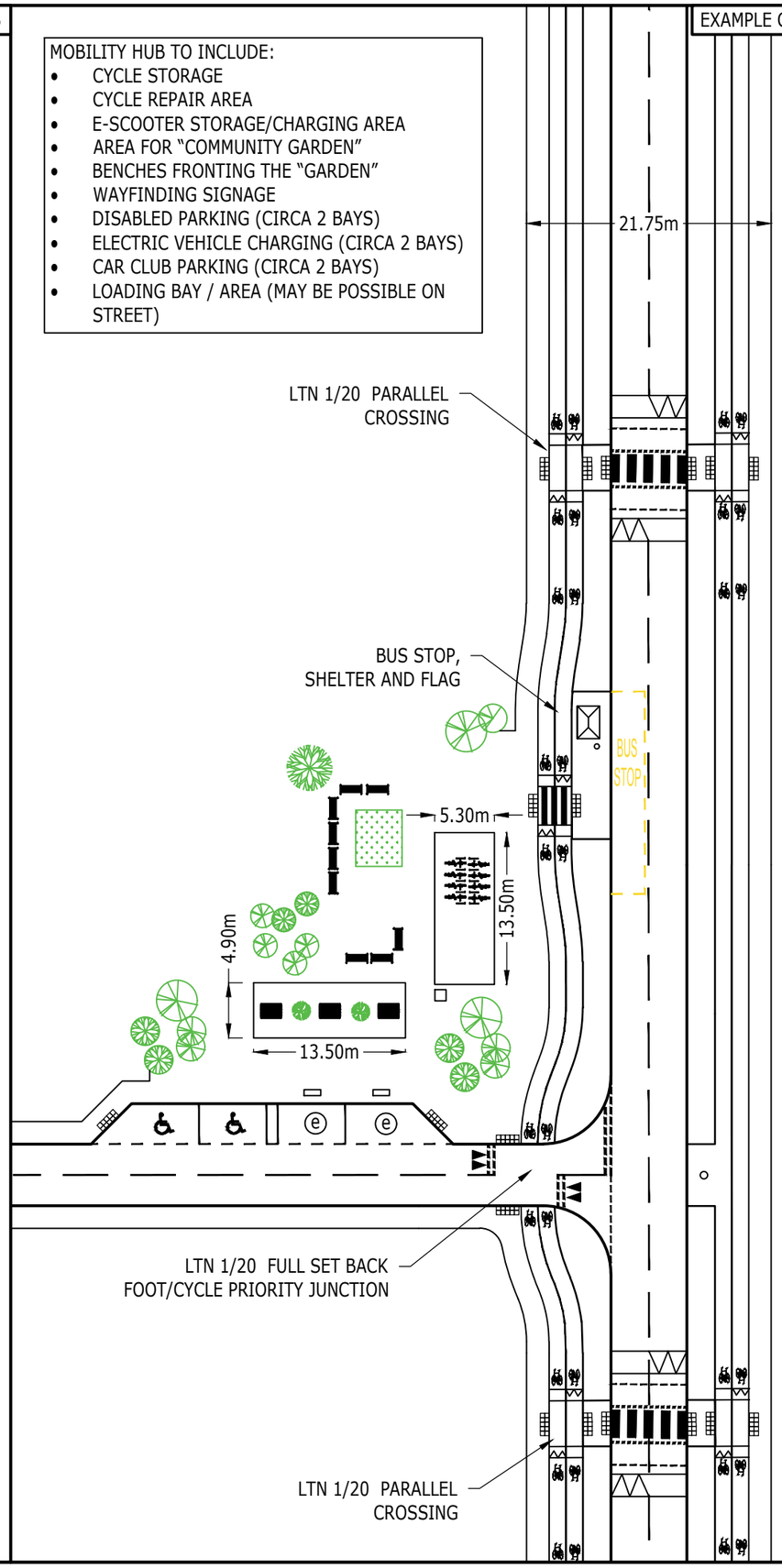
EXAMPLE B



MOBILITY HUB TO INCLUDE:

- CYCLE STORAGE
- CYCLE REPAIR AREA
- E-SCOOTER STORAGE/CHARGING AREA
- AREA FOR "COMMUNITY GARDEN"
- BENCHES FRONTING THE "GARDEN"
- WAYFINDING SIGNAGE
- DISABLED PARKING (CIRCA 2 BAYS)
- ELECTRIC VEHICLE CHARGING (CIRCA 2 BAYS)
- CAR CLUB PARKING (CIRCA 2 BAYS)
- LOADING BAY / AREA (MAY BE POSSIBLE ON STREET)

EXAMPLE C



NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK 'THE DESIGN PROCESS - MOBILITY HUBS REALISED'.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

DRAFT

Rev	Description	Drn	Chk	App	Date

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:

MOBILITY HUB EXAMPLES

A3 Scale	Date	Designed by
1:500	27.02.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number: 2207280-SK01 | Rev: -

EXAMPLE A

N

ELECTRIC VEHICLE CHARGING / DISABLED PARKING

COVERED SEATING

CYCLE STANDS / STORAGE

INFORMATION SIGNAGE

STREET LIGHTING

BUS STOP

STREET LIGHTING

BUS STOP, SHELTER, FLAG AND TIMETABLE

LTN 1/20 PARALLEL CROSSING

EXAMPLE B

ELECTRIC VEHICLE CHARGING / DISABLED PARKING

COVERED SEATING

CYCLE STANDS

INFORMATION SIGNAGE

STREET LIGHTING

BUS STOP

STREET LIGHTING

BUS STOP, SHELTER, FLAG AND TIMETABLE

LTN 1/20 PARALLEL CROSSING

EXAMPLE C

BUS STOP, SHELTER, FLAG AND TIMETABLE

COVERED SEATING

CYCLE STANDS

INFORMATION SIGNAGE

STREET LIGHTING

BUS STOP

STREET LIGHTING

LTN 1/20 PARALLEL CROSSING

NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK 'THE DESIGN PROCESS - MOBILITY HUBS REALISED'.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

MINI MOBILITY HUB TO INCLUDE:

- 1 HIGH QUALITY TRANSPORT OPTION
- 1 HIGH QUALITY SHARED MOBILITY OPTION
- CLEAR SIGNAGE / INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

Rev	Description	Drn	Chk	App	Date

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:

MINI MOBILITY HUB EXAMPLE

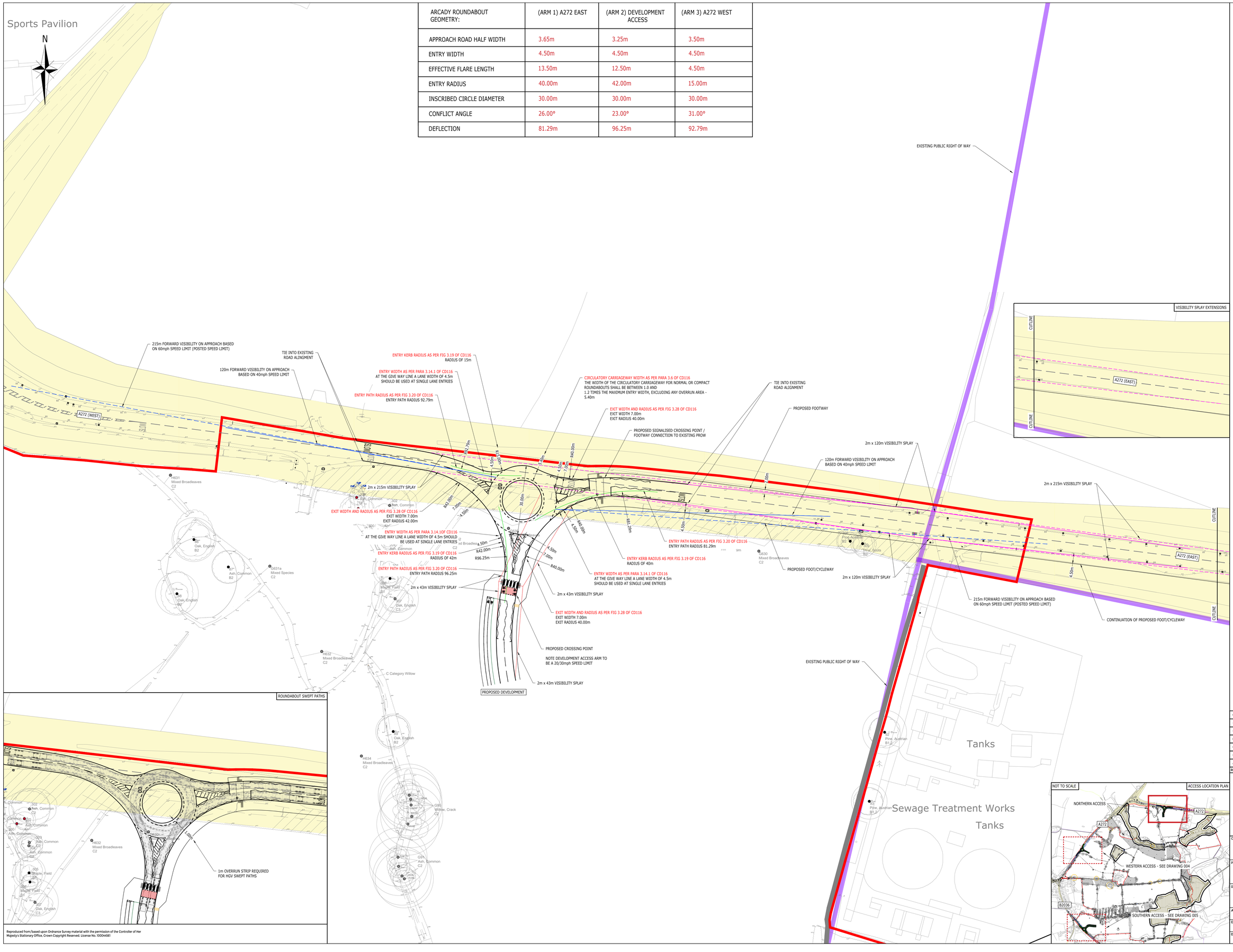
A3 Scale	Date	Designed by
1:500	13.07.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number	Rev
2207280-SK06	-

File Location: y:\ardent projects\2207280 - land at ansty farm, mid sussex\technical\acad\drawings\sketches\2207280-sk06 mini mobility hub example.dwg

Drawings

ARCADY ROUNDABOUT GEOMETRY:	(ARM 1) A272 EAST	(ARM 2) DEVELOPMENT ACCESS	(ARM 3) A272 WEST
APPROACH ROAD HALF WIDTH	3.65m	3.25m	3.50m
ENTRY WIDTH	4.50m	4.50m	4.50m
EFFECTIVE FLARE LENGTH	13.50m	12.50m	4.50m
ENTRY RADIUS	40.00m	42.00m	15.00m
INSCRIBED CIRCLE DIAMETER	30.00m	30.00m	30.00m
CONFLICT ANGLE	26.00°	23.00°	31.00°
DEFLECTION	81.29m	96.25m	92.79m


Sports Pavilion
N
215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph SPEED LIMIT (POSTED SPEED LIMIT)
TIE INTO EXISTING ROAD ALINGMENT
120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT
ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116 RADIUS OF 15m
ENTRY WIDTH AS PER PARA 3.14.1 OF CD116 AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES
ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116 ENTRY PATH RADIUS 92.79m
CIRCULATORY CARRIAGEWAY WIDTH AS PER PARA 3.6 OF CD116 THE WIDTH OF THE CIRCULATORY CARRIAGEWAY FOR NORMAL OR COMPACT ROUNDABOUTS SHALL BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH, EXCLUDING ANY OVERRUN AREA - 5.40m
EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116 EXIT WIDTH 7.00m EXIT RADIUS 40.00m
PROPOSED SIGNALISED CROSSING POINT / FOOTWAY CONNECTION TO EXISTING PROW
TIE INTO EXISTING ROAD ALIGNMENT
PROPOSED FOOTWAY
EXISTING PUBLIC RIGHT OF WAY
2m x 120m VISIBILITY SPLAY
120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT
2m x 215m VISIBILITY SPLAY
A272 (WEST)
A272 (EAST)
CUTLINE
2m x 215m VISIBILITY SPLAY
EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116 EXIT WIDTH 7.00m EXIT RADIUS 42.00m
ENTRY WIDTH AS PER PARA 3.14.10F CD116 AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES
ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116 RADIUS OF 42m
ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116 ENTRY PATH RADIUS 96.25m
2m x 43m VISIBILITY SPLAY
ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116 ENTRY PATH RADIUS 81.29m
ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116 RADIUS OF 40m
ENTRY WIDTH AS PER PARA 3.14.1 OF CD116 AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES
2m x 43m VISIBILITY SPLAY
EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116 EXIT WIDTH 7.00m EXIT RADIUS 40.00m
PROPOSED CROSSING POINT
NOTE DEVELOPMENT ACCESS ARM TO BE A 20/30mph SPEED LIMIT
2m x 43m VISIBILITY SPLAY
PROPOSED DEVELOPMENT
PROPOSED FOOT/CYCLEWAY
2m x 120m VISIBILITY SPLAY
215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph SPEED LIMIT (POSTED SPEED LIMIT)
CONTINUATION OF PROPOSED FOOT/CYCLEWAY
EXISTING PUBLIC RIGHT OF WAY
Tanks
Sewage Treatment Works
Tanks
C Category Willow
H631 Mixed Broadleaves C2
H632 Mixed Broadleaves C2
H634 Mixed Broadleaves C2
G631a Mixed Species C2
G90 Willow, Crack C2
G91 Ash, Common C2
T1 Pine, Austrian B1,2
T2 Pine, Austrian B1,2
T3 Pine, Austrian B1,2
T4 Pine, Austrian B1,2
T5 Pine, Scots B2
T6 Pine, Austrian B1,2
T7 Pine, Austrian B1,2
T8 Pine, Austrian B1,2
T9 Pine, Austrian B1,2
T10 Pine, Austrian B1,2
T11 Pine, Austrian B1,2
T12 Pine, Austrian B1,2
T13 Pine, Austrian B1,2
T14 Pine, Austrian B1,2
T15 Pine, Austrian B1,2

N

EXISTING PUBLIC RIGHT OF WAY

Mount Noddy Cottage

West Riddens Cottages

Little Orchard

Ansty Lodge

Ansty Place

Anstye Place

West Riddens

West Riddens Farm

Pond

Brambles, scrub and small trees

215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph (NOTE APPROACHING WITHIN 30mph SPEED LIMIT)

CONNECT TO EXISTING FOOTWAY

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 70.18m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 40.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 40.00m

POTENTIAL CROSSING POINT AND TRANSITION FROM SEGREGATED CYCLE ROUTE TO SHARED FOOT/CYCLEWAY

SIGNAGE AND DETAILS TBC

NOTE DEVELOPMENT ACCESS ARM TO BE A 20/30mph SPEED LIMIT

PROPOSED DEVELOPMENT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 67.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 20.00m

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 42.00m

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

TIE INTO EXISTING ROAD ALIGNMENT

TIE INTO EXISTING ROAD ALIGNMENT

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 60.00m

CIRCULATORY CARRIAGEWAY WIDTH AS PER PARA 3.6 OF CD116
THE WIDTH OF THE CIRCULATORY CARRIAGEWAY FOR NORMAL OR COMPACT ROUNDABOUTS SHALL BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH, EXCLUDING ANY OVERRUN AREA - 5.40m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 15m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 99.84m

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

215m FORWARD VISIBILITY ON APPROACH BASED ON POSTED SPEED LIMIT (60mph)

B2036 SOUTH

61.7m

68.2m

NOTES:

ROUNDABOUT DESIGNED TO CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS (FORMERLY TD 16/07, TD 50/04, TD 51/17, TD 54/07, TA 23/81, TA 78/97, TA 86/03, TD 70/08)

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDABOUT SUBJECT TO FURTHER DESIGN REFINEMENT OF NON-VEHICULAR WORKS, SPEED SURVEYS, ROAD SAFETY AUDIT, LAND OWNERSHIP CONFIRMATION, ARBORICULTURAL SURVEY AND DISCUSSIONS WITH HIGHWAYS

THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.

STREET LIGHTING TO BE CONSIDERED.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.

DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

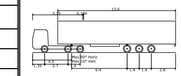
SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

KEY:

- INDICATIVE SITE BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY
- DEFLECTION ANGLE
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- FORWARD VISIBILITY SPLAY BASED ON 60mph SPEED LIMIT
- 43m FORWARD VISIBILITY SPLAY
- 43m PEDESTRIAN VISIBILITY SPLAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS

ARCADY ROUNDABOUT GEOMETRY:	(ARM 1) B2036 NORTH	(ARM 2) DEVELOPMENT ACCESS	(ARM 3) B2036 SOUTH
APPROACH ROAD HALF WIDTH	3.00m	3.25m	3.30m
ENTRY WIDTH	4.50m	4.50m	4.50m
EFFECTIVE FLARE LENGTH	10.00m	11.00m	14.50m
ENTRY RADIUS	40.00m	20.00m	15.00m
INSCRIBED CIRCLE DIAMETER	30.00m	30.00m	30.00m
CONFLICT ANGLE	30.00°	37.00°	29.00°
DEFLECTION	70.18m	67.00m	99.84m

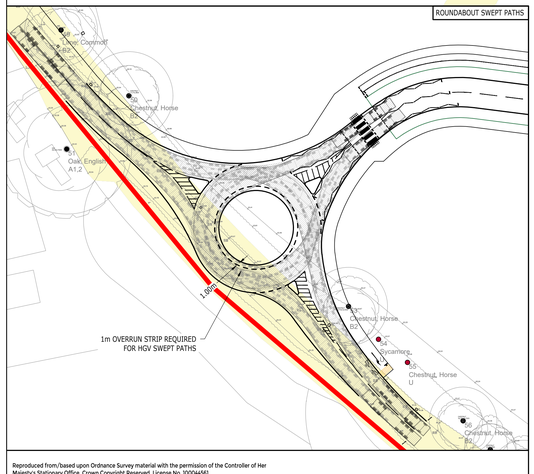
VEHICLE SPECIFICATION:



Max Legal Articulated Vehicle (16.5m)

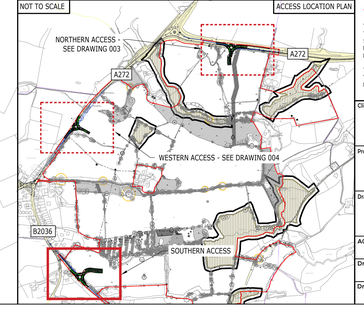
Overall Length	16.500m
Overall Width	2.550m
Max Body Height	4.300m
Min Body Ground Clearance	0.390m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

ROUNDABOUT SWEPT PATHS



NOT TO SCALE

ACCESS LOCATION PLAN



DRAFT

Rev	Description	Drn	Chk	App	Date
E	REDLINE BOUNDARY UPDATED	BT	DV	DH	21.05.25
D	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
C	CYCLE ROUTE EXTENDED ALONG SOUTHERN ARM	ADS	DH	KM	28.09.23
B	UPDATED TO WSCC COMMENTS	DV	DH	KM	12.07.23
A	TREES SURVEY ADDED / REDLINE UPDATED	DV	DH	KM	13.04.23

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E-mail: enquiries@ardent-ce.co.uk

Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANTSY FARM, MID SUSSEX

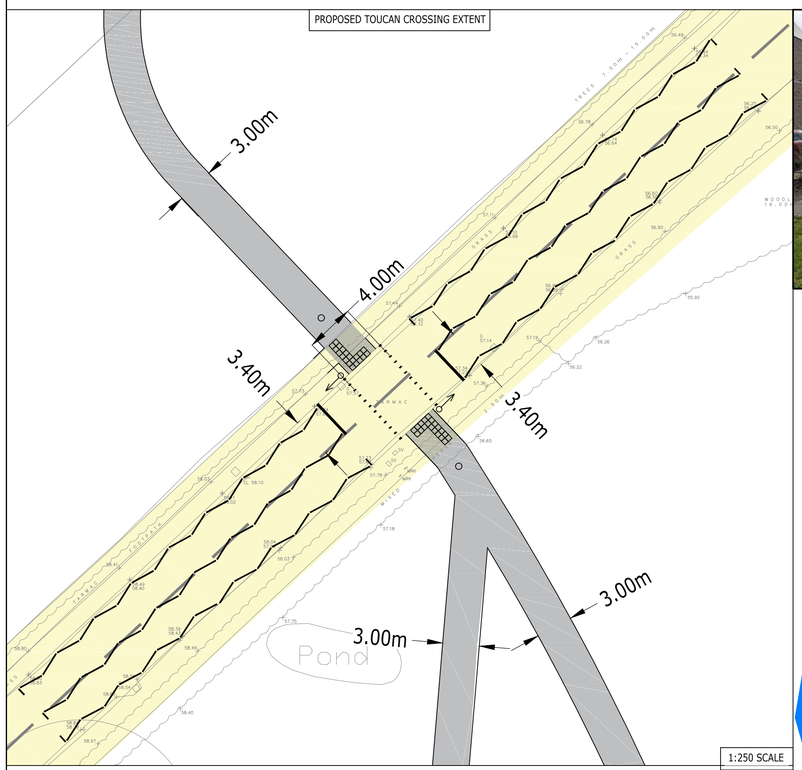
Drawing Title: PROPOSED ROUNDABOUT SOUTHERN ACCESS (B2036)

A0 Scale	Date	Designed by
1:500	22.02.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-005 Rev E

N

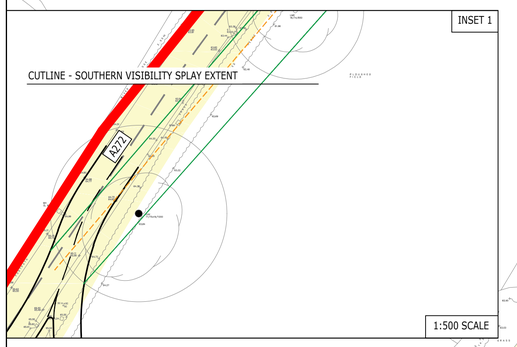
PROPOSED TOUCAN CROSSING EXTENT



1:250 SCALE

CYCLIST PRIORITY EXAMPLE
@ BEAULIEU PARK, ESSEX

INSET 1



1:500 SCALE

CUTLINE - SOUTHERN VISIBILITY SPLAY EXTENSION - SEE INSET 1

1:500 SCALE

NOTES:

1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
2. DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023
3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-XX-M2-Y-1012-D102_Concept masterplan (08-09-23)
4. STREET LIGHTING TO BE CONSIDERED.
5. SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.
6. VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.
7. SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.
8. DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

KEY:

- INDICATIVE SITE BOUNDARY
- BEECHY BOTTOM RESERVE BOUNDARY (INDICATIVELY SHOWN)
- PROPOSED FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- 215m VISIBILITY SPLAYS
- 215m VISIBILITY SPLAY TO SIGNAL HEAD

DRAFT

Rev	Description	Drn	Chk	App	Date
C	UPDATED FOLLOWING WSCC HGHWAY COMMENTS	DV	DV	DH	26.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	PROPOSED CYCLE/PEDESTRIAN ROUTE SHOWN NORTHERN SIDE OF THE A272 TO BEECHY BOTTOM RESERVE	ADS	DH	KM	28.09.23

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:

A272 PROPOSED TOUCAN CROSSING

A1 Scale	Date	Designed by
AS SHOWN	08.09.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number: 2207280-010 | Rev: C

KEY:

- INDICATIVE SITE BOUNDARY
- DEVELOPMENT CYCLE ROUTE
- EXISTING BRIDLEWAYS
- EXISTING FOOTPATHS
- NEW BRIDLEWAY

A272

SEWAGE WORKS

ANSTY CRICKET & FOOTBALL CLUB

RECREATION GROUND & PLAY AREA

DEAK'S LANE

ANSTY

BOLNEY ROAD

THE PLACE

MACKERELL'S FARM COTTAGE

COPYHOLD LANE

COPYHOLD FARM

B2036 HARVEST HILL

WEST RIDDENS FARM

Rev	Description	Drn	Chk	App	Date
A	REVISED PROW STRATEGY	JS	JS	DH	20.05.24

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Client: FAIRFAX ACQUISITIONS LTD

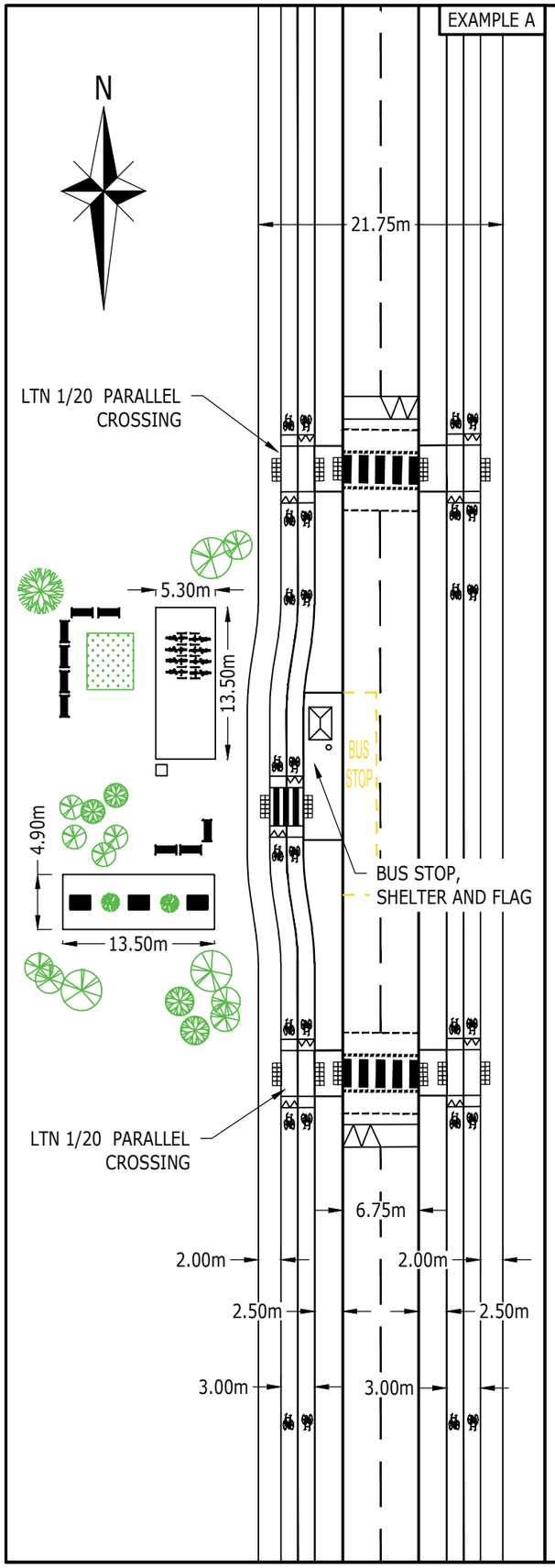
Project Title: LAND AT ANTSY FARM, MID SUSSEX

Drawing Title: PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN

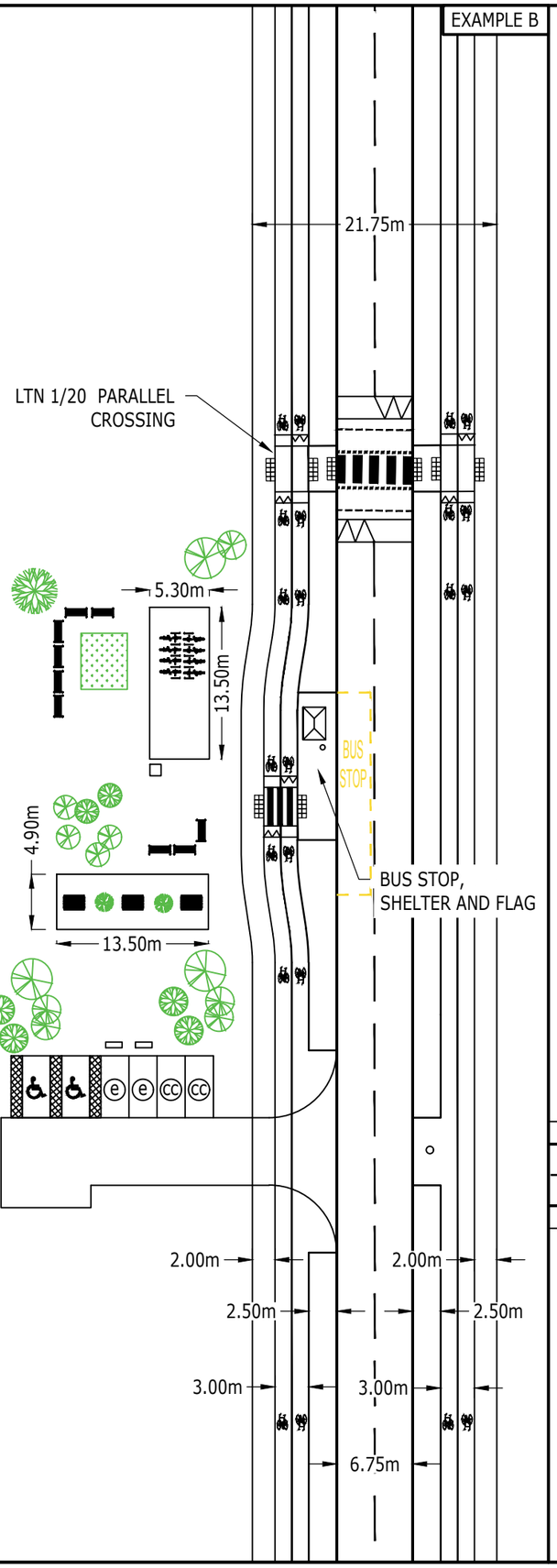
A0 Scale	Date	Designed by
1:2000	26.03.2024	HP
Drawn by	**Checked by**	**Approved by**
HP	JS	DH

Drawing Number: 2207280-014 Rev A

EXAMPLE A



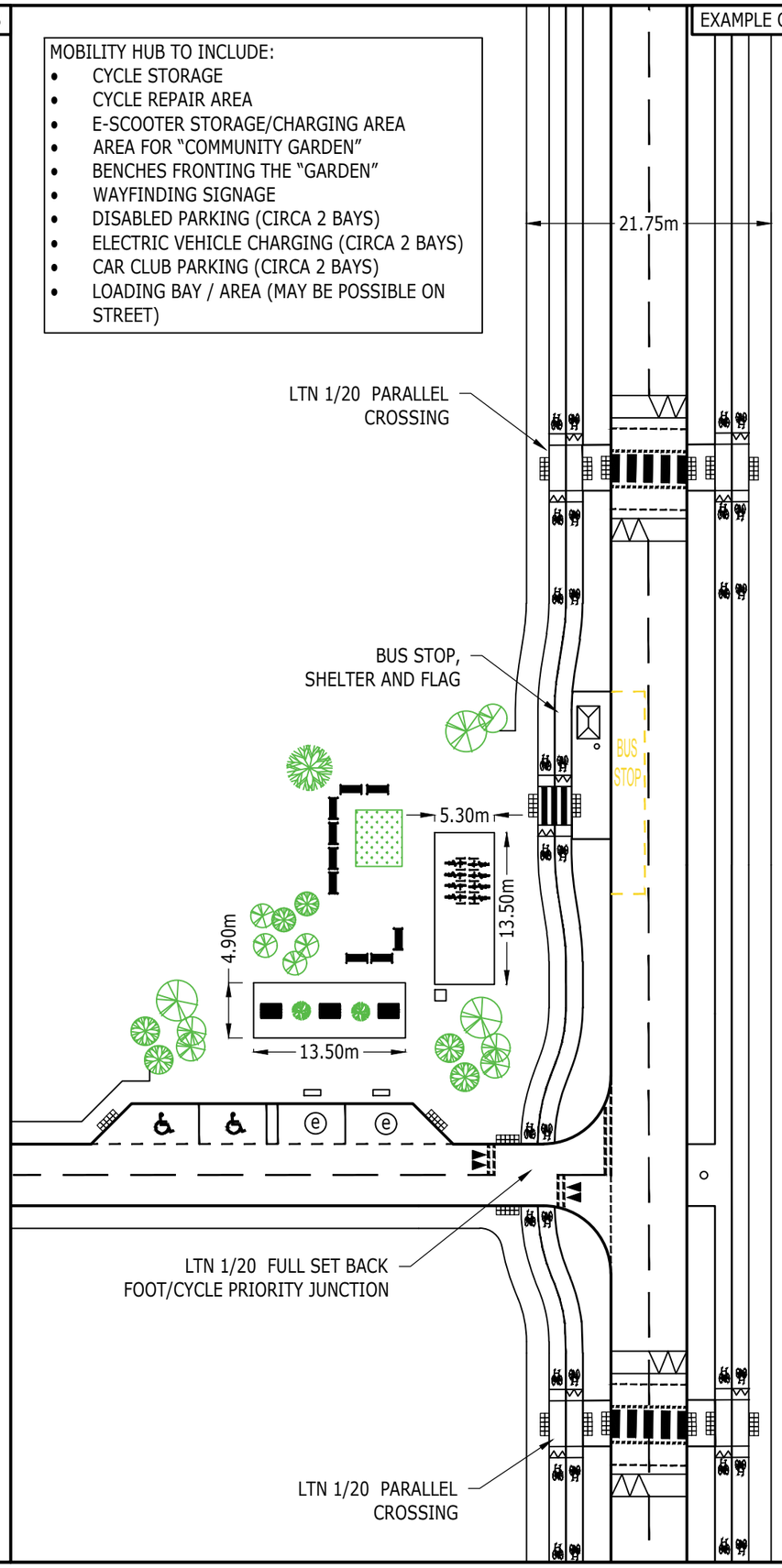
EXAMPLE B



MOBILITY HUB TO INCLUDE:

- CYCLE STORAGE
- CYCLE REPAIR AREA
- E-SCOOTER STORAGE/CHARGING AREA
- AREA FOR "COMMUNITY GARDEN"
- BENCHES FRONTING THE "GARDEN"
- WAYFINDING SIGNAGE
- DISABLED PARKING (CIRCA 2 BAYS)
- ELECTRIC VEHICLE CHARGING (CIRCA 2 BAYS)
- CAR CLUB PARKING (CIRCA 2 BAYS)
- LOADING BAY / AREA (MAY BE POSSIBLE ON STREET)

EXAMPLE C



NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK 'THE DESIGN PROCESS - MOBILITY HUBS REALISED'.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

DRAFT

Rev	Description	Drn	Chk	App	Date

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

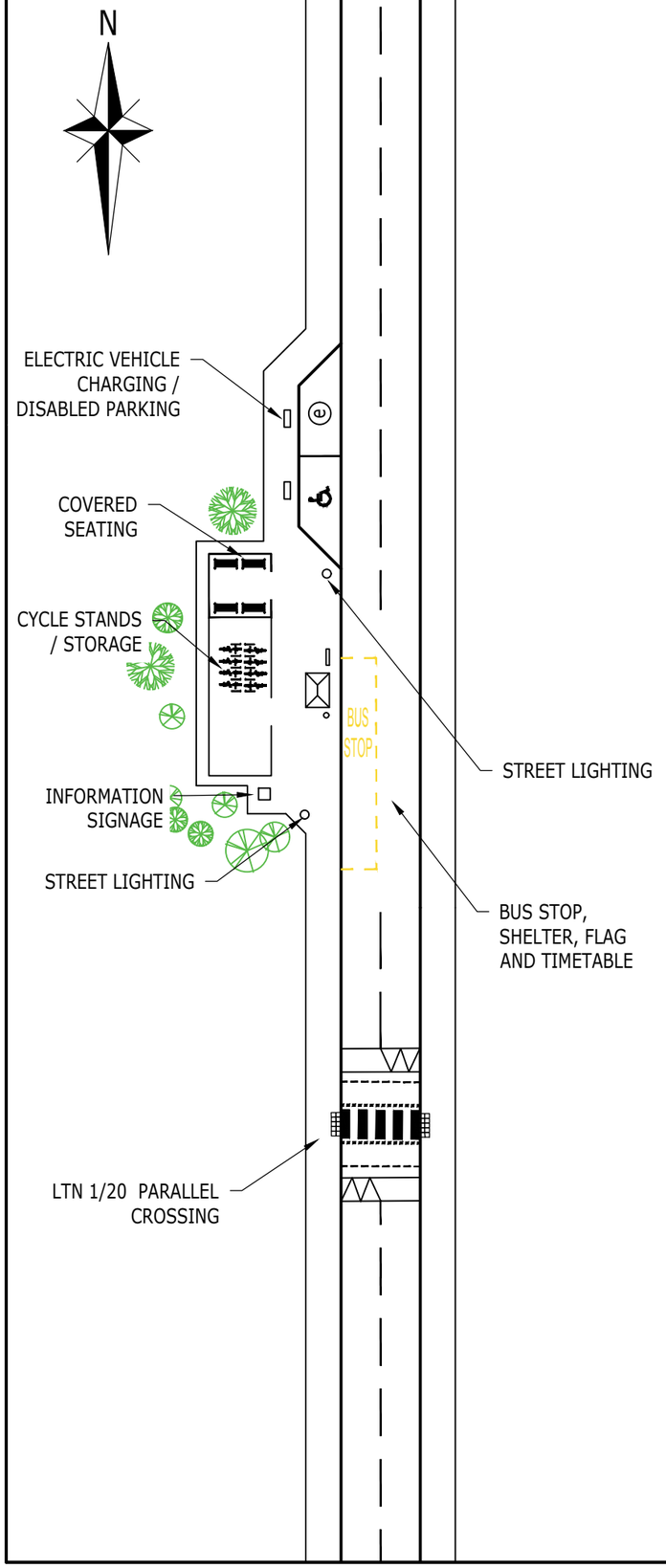
Drawing Title:

MOBILITY HUB EXAMPLES

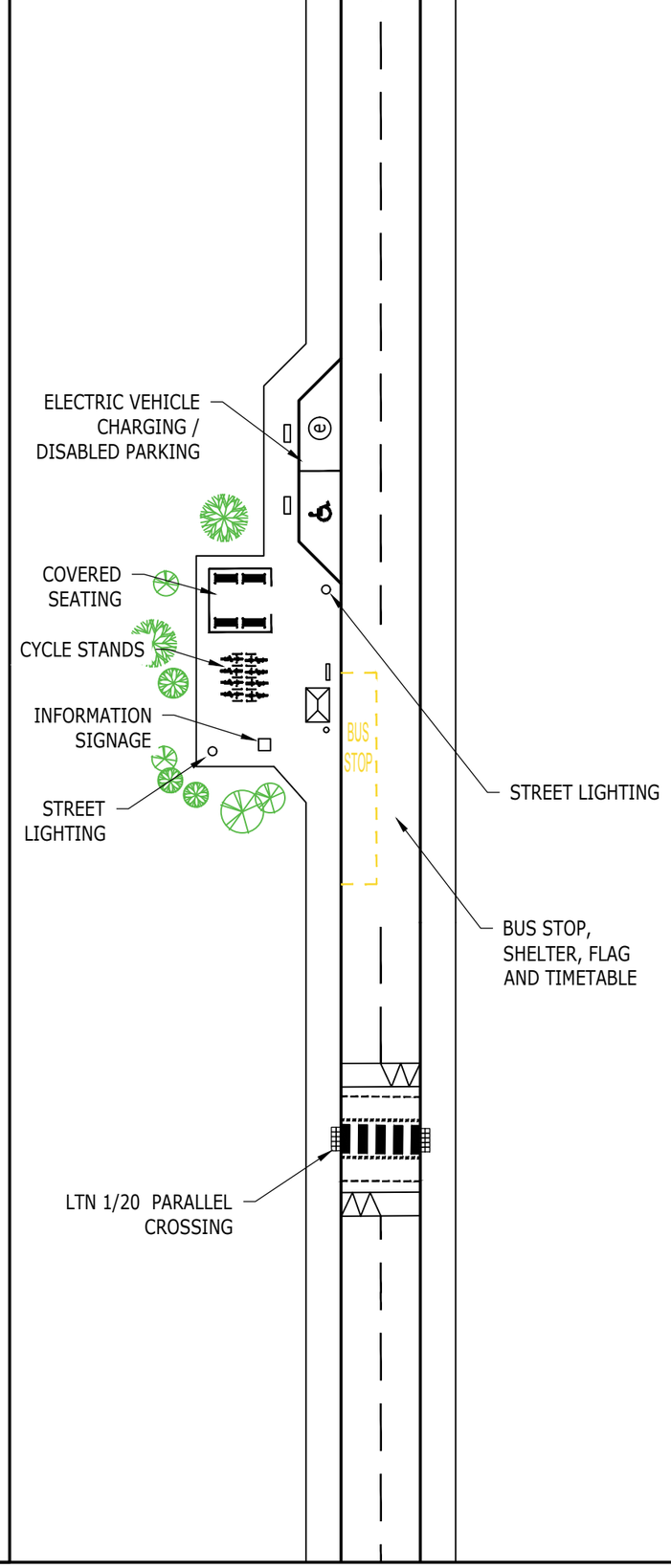
A3 Scale	Date	Designed by
1:500	27.02.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number: 2207280-SK01 | Rev: -

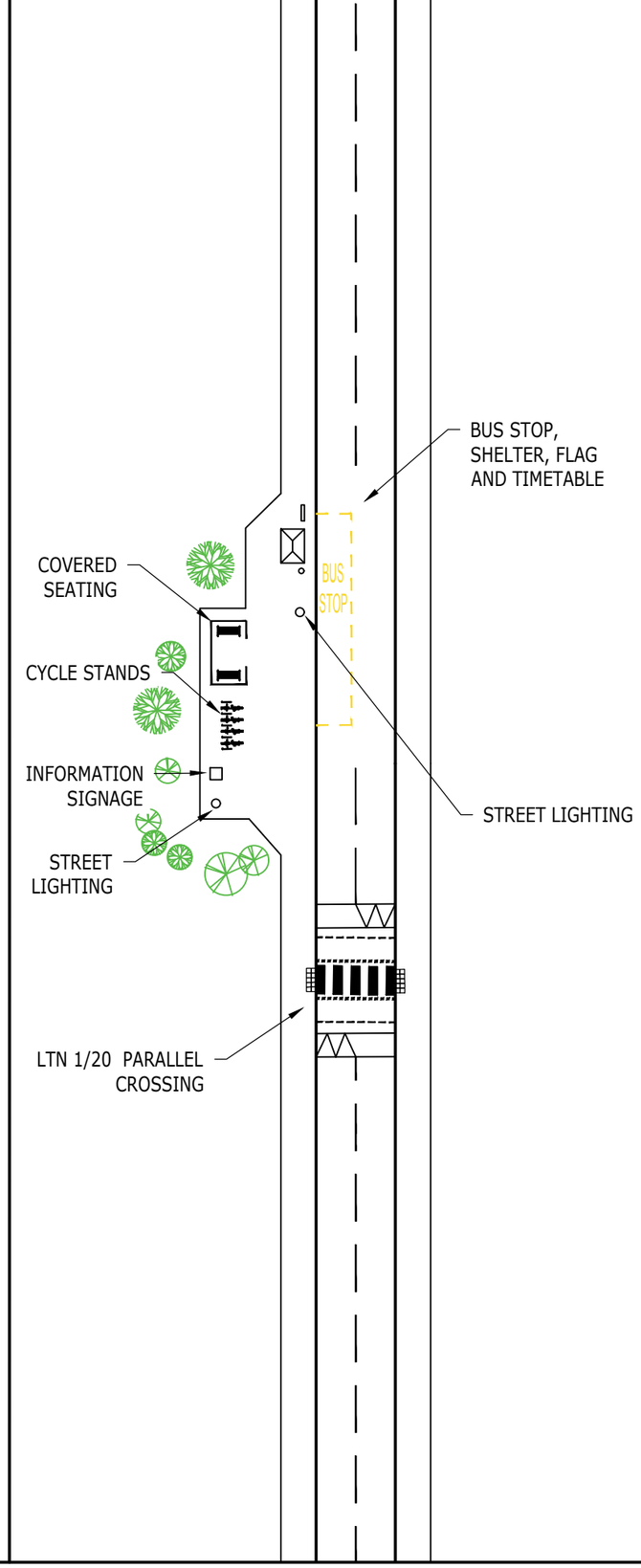
EXAMPLE A



EXAMPLE B



EXAMPLE C



NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK 'THE DESIGN PROCESS - MOBILITY HUBS REALISED'.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

MINI MOBILITY HUB TO INCLUDE:

- 1 HIGH QUALITY TRANSPORT OPTION
- 1 HIGH QUALITY SHARED MOBILITY OPTION
- CLEAR SIGNAGE / INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

Rev	Description	Drn	Chk	App	Date

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:

MINI MOBILITY HUB EXAMPLE

A3 Scale	Date	Designed by
1:500	13.07.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number	Rev
2207280-SK06	-

Transport Addendum - Appendix B

Public Rights of Way Response Note

FAIRFAX ACQUISITIONS LTD

LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #7 (PUBLIC RIGHTS OF WAY RESPONSE)

REPORT REF. 2207280-R22

May 2024

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MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940
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SUFFOLK: Suite 3.07, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Email: enquiries@ardent-ce.co.uk

Contents

Drawings

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP	JS	DH/KM	WIP	01.03.2024
-	DRAFT	JS	DH/KM	DRAFT	27.03.2024
-	FINAL	JS	JS	DH	23.05.2024

Distribution

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1. Introduction

1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, in response to consultation comments made by the West Sussex County Council (WSCC) Public Rights of Way (PRoW) team on the proposed development at the Land Adjoining Ansty in Mid Sussex.

1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.

1.3. The location of the proposed development is shown in **Figure 1.1** below.

Figure 1.1: Site Location

1.4. A planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023. The WSCC PRoW team provided a consultation response on the application on the 10th January 2024.

1.5. This Transport Technical Note (TTN) provides the clarification and additional information requested within the WSCC PRoW response.

1.6. The structure of this TTN is to provide the comment made by the WSCC PRoW team in the order in which they were made, and then to provide the ACE response immediately after.

1.7. It is intend that a draft of this TTN will be submitted to the WSCC PRoW team to be discussed at a meeting after which the agreed strategy will be set out within a finalised version of this report.

2. WSCC PRoW Team Comments

Comment #1 – Footpath Upgrades

"The planning Statement and Travel Plan State an intention to upgrade all PROW to bridleways which would allow for pedestrian, cycle and equestrian use. It isn't realistic to upgrade all PRoWs and I am objecting on this basis."

2.1. The strategy outlined within the TA was in response to pre-application consultation comments provided by the WSCC PRoW team during a meeting held virtually on Teams on the 21st August 2023.

2.2. However, following receipt of the WSCC PRoW consultation comments to the application, the strategy has been amended to the upgrade of all of Footpath 62CR to a bridleway, with an alternative onward cycle / equestrian route provided through the active travel network within the site.

2.3. **Figure 2.1** shows the existing PRoWs through and surrounding the site, and **Figure 2.2** shows the indicative upgraded PRoW network. **ACE Drawing 2207280-D014** provides the proposed upgraded PRoW network in full context of the emerging development masterplan.

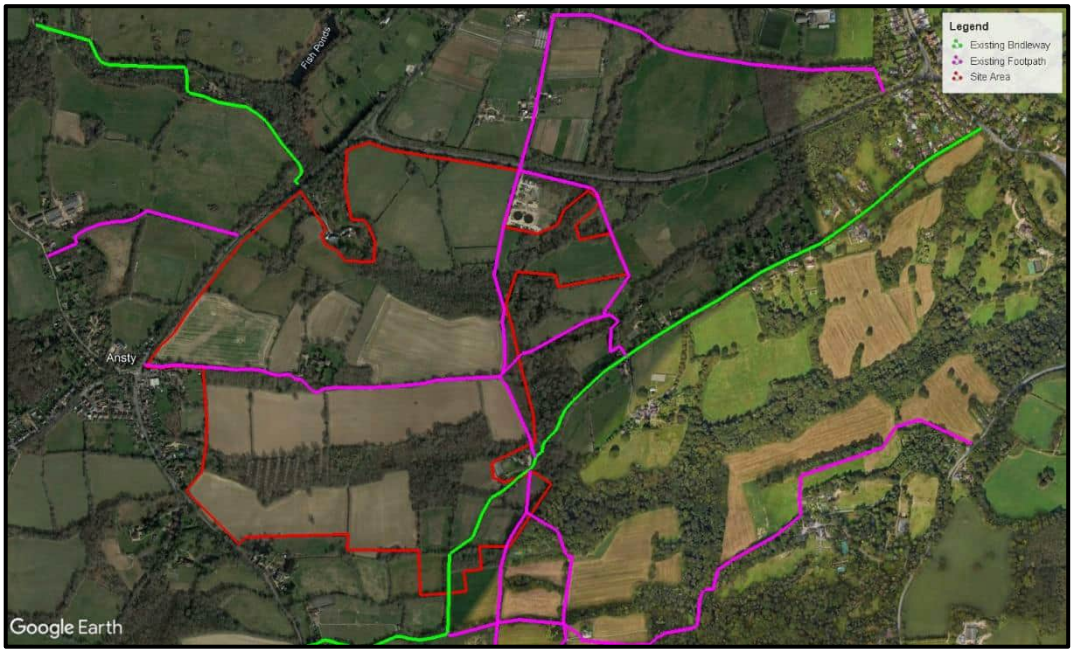

Figure 2.1: Existing PRoW Network

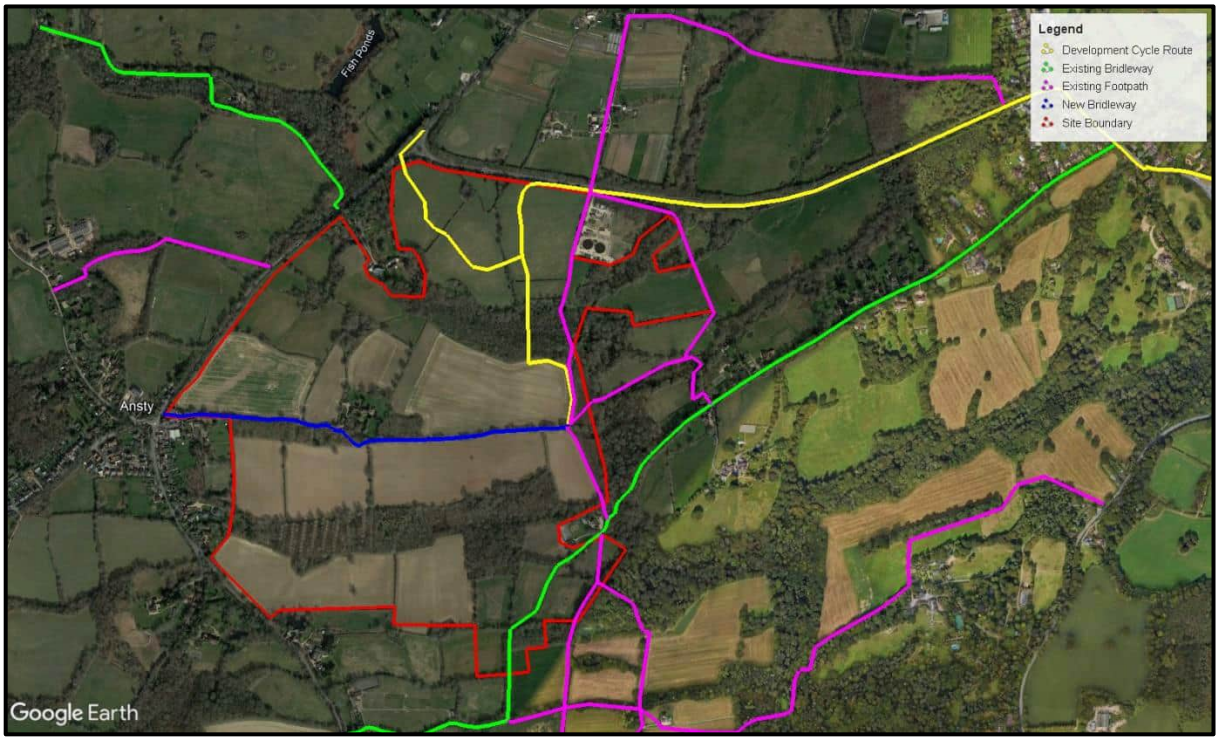

Figure 2.2: Proposed PRoW Network

Comment #2 – Continuity

"Continuity is an issue in many cases. Where PRoW within the site extends or leads only to PRoW footpaths outside of the site's boundaries or onto busy roads, how would cyclists and equestrians continue their journeys safely, if at all?

The upgrade of Footpath (FP) 62CR may be acceptable if cyclists and equestrians can continue their journeys safely at both ends."

2.4. To address the concerns raised, the PRoW strategy has bee re-examined and the proposed cycle and pedestrian improvement strategy has been updated to allow for continuity of routes at key locations.

2.5. It should be noted that there is currently no access to the site for equestrian use, and hence no existing facilities for equestrians locally. Whilst the internal layout is proposing to provide bridleways for use by equestrians, it is not anticipated that there will be any demand for use by equestrians since there are no existing facilities locally into which the site would otherwise connect as part of the bridleway works.

2.6. The provision of bridleways within the site originated from a request made by PRoW team with the intention of improving cycle permeability, and we believe that the lack of existing surrounding infrastructure for equestrians – and hence minimal demand

for use by equestrians – should not prevent the potential upgrade to bridleway within the site. However, we are able alter our offer to upgrade the PRoW outlined above to bridleway and instead make improvements to the PRoW routes instead.

2.7. Per the above proposed PRoW network, there is now continuity of route through the site and onwards for cyclists and we are able to amend our approach to omit the bridleway proposals at WSCC PRoW teams' request.

Comment #3 – Surfacing Improvements

"Any upgraded surface would therefore need to be robust enough to cater for vehicular access yet suitable for equestrian use. We would suggest a chip and spray surface but would need to approve any suggested specification.

Whilst upgrades may not be possible however, improvements to all PRoW surfaces will be required to mitigate against increased usage. These will need to be approved by the PRoW team and delivered by the developer."

2.8. Improvements to all PRoW surfaces will be made, in line with the WSCC PRoW surfacing specification, or an alternative to be agreed with the WSCC PRoW team and to be delivered by the developer. This arrangement will be secured via the Section 278 process, as requested by the WSCC PRoW team.

2.9. Details were provided by the WSCC PRoW team in advance of the submission and the TA details that upgrades would follow those requirements.

Comment #4 – Improvements to Bridleway 67CR / 50bCU

"I note that the Travel Plan states improvements will be made to the Bridleway extending north-east towards Tylers Green and discussions are ongoing with WSCC with regards to specifications of the improvements that can be made in recognition of underlying constraints along the route. As the land lies outside the developers control, we would require proof of landowner approval before and such improvements could be discussed."

2.10. Due to the constraints along the route, improvements to the Bridleway extending north-east towards Tylers Green will be limited to surfacing improvements with no widening provided. As such, the surfacing improvements will be made utilising the

local authority's right to maintain or improve existing public rights of way, funded by the applicant.

Drawings

KEY:

- INDICATIVE SITE BOUNDARY
- DEVELOPMENT CYCLE ROUTE
- EXISTING BRIDLEWAYS
- EXISTING FOOTPATHS
- NEW BRIDLEWAY

Rev	Description	Drn	Chk	App	Date
A	REVISED FROM STRATEGY	JS	JS	DH	20.05.24

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Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANTSY FARM, MID SUSSEX

Drawing Title: PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN

AO Scale	Date	Designed by
1:2000	26.03.2024	HP
Drawn by: HP	Checked by: JS	Approved by: DH

Drawing Number: 2207280-014 Rev: A

Transport Addendum - Appendix C

West Sussex County Council Response Note

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LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #9 (WEST SUSSEX HIGHWAYS RESPONSE)

REPORT REF. 2207280-R23C

May 2025

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2207280-015E	Beechy Bottom Parkland Reserve Cycle Access Plan
2207280-016A	Tylers Green Roundabout Mitigation Scheme
2207280-SK03F	Pedestrian Route Improvement Strategy
2207280-SK04E	Cycle Route Improvement Strategy
2207280-SK05H	Cycle Route Improvement Plan

Appendices

Appendix A	Burgess Hill Northern Arc Footway Plan
Appendix B	ARCADY Outputs
Appendix C	Enterprise Rent-a-Car Proposal
Appendix D	Safe Sussex Road Partnership Collisions Plan

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP	JS	DH/KM/KK	WIP	01.03.2024
-	DRAFT	JS	DH	DRAFT	27.03.2024
-	DRAFT	JS	DH	WIP – 2nd DRAFT	09.07.2024
-	FINAL	JS	DH	KM	30.10.2024
A	FINAL	JS	JS	KM	06.11.2024
B	FINAL	JS	JS	DH	24.01.2025
C	FINAL	JS	JS	DH	23.05.2025

Distribution

1. Introduction

1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, in response to consultation comments made by the West Sussex County Council (WSCC) Highways Development Management team on the proposed development at the Land Adjoining Ansty in Mid Sussex.

1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.

1.3. The location of the proposed development is shown on **Figure 1.1** below.

Figure 1.1: Site Location

1.4. A planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023. The WSCC Highways Development Management team provided a consultation response on the application that has formed the focus of further discussions and engagement between ACE and WSCC.

1.5. As noted in the WSCC consultation response, "*Pre application discussion took place between October 2022 and 2023*". These discussions were extensive and covered

aspects of the development including but not limited to: Streetscape design, active and public transport strategies and strategic modelling approach.

1.6. This Transport Technical Note (TTN) provides the clarification and additional information requested within the WSCC response and in accordance with the ongoing liaison between WSCC and ACE to date.

1.7. The structure of this TTN is to provide the comment made by the WSCC Highways team in the order in which they were made, and then to provide the ACE response immediately after.

1.8. A draft of this TTN was submitted to WSCC Highways and was discussed at a meeting on the 19th April 2024 where a number of matters were agreed, but additional actions were also requested and have been progressed in liaison with WSCC to date.

1.9. This note provides the information initially requested within the WSCC consultation response as well as the information requested during subsequent further discussions that took place in the intervening period. This note represents the current status of dialogue with WSCC and incorporates all requested actions to date.

2. WSCC Highways Development Team Comments

Comment #1 – Designers Responses

"The junctions have been designed in line with DMRB guidance, vehicle tracking for articulated HGV provided and stage 1 RSA undertaken. Visibility splays can be provided in line with a 60mph design speed as per DMRB standards.
The Designers Responses undertaken should be provided in word format to allow a WSCC response and agreed actions to be developed. It should be noted that the auditors recommendations should either be agreed with or disagreed with."

2.1. The Designer's Responses for all schemes proposed as part of the development have been provided separately to WSCC and agreed as necessary.

Comment #2 – Public Rights of Way (PRoW)

"All PRoW across the site would be upgraded to Bridleways. It is noted that WSCC PROW response raises concerns at what happens at the sites boundaries where the routes would become footpaths again and these concerned are echoed."

2.2. Although the PRoW strategy included within the development follows advice provided during pre-application discussions with the WSCC PRoW team, the proposed PRoW strategy for the development has now been updated to reflect the WSCC PRoW consultation response, with full details provided in **ACE Report 2207280-R22**.

2.3. The proposed PRoW strategy has been amended to refine the extent of bridleways that can be provided, and this strategy has been agreed with the WSCC PRoW team.

2.4. The updated strategy is shown on **ACE Drawing 2207280-014A**.

Comment #3 – Cycle Route to Haywards Heath

Consultation Response - *"Alongside the A272 only a 0.5m buffer strip is provided in line with LTN 1/20 this should be increased due to the existing/and or proposed speed limit, priority across side roads provided, considerations of levels (behind existing VRS).*
Consideration should be given to improving pedestrian and cycle priority over Copyhold Lane.
Information on remaining lane widths at the bend should be provided where tracking has been provided.
Considerations should be given to widen the shared use route between the new crossing and Haywards Heath. A 3m provision would for the most part have it's effective use (as per LTN 5.3) reduced by 0.5m to 0.75m due to the edge constraints and vertical features.
In the vicinity of the Martlot Manor Care home the effective width is only 1.75m and should be increased. It is assumed in this area, ped cycle priority is provided over the accesses but not text confirms this."

Meeting Comments

- WSCC requests expected cycle flows for the new cycle route.
- WSCC has some concerns over deliverability of cycle route in some isolated locations, particularly with regards to levels at pinch points.
- WSCC requested additional topographical surveys of key areas along the route to be provided, in order to overcome these concerns.
- WSCC recommended carriageway narrowing where pinch points may compromise the delivery of cycleways.

Further Discussions

- WSCC requested additional dimensions of the carriageway to be shown along the cycle route.
- WSCC requested confirmation of the status and retained width of the ghost right hand turn lane next to the Marlet Manor Care House in Haywards Heath.
- WSCC requested clarification on the status of the island opposite the Marlet Manor Care House.

2.5. Following feedback from WSCC during the meeting, the proposed cycle route to Haywards Heath has been designed in such a way that a 3m cycle path is provided alongside a 2.5m verge. In addition, more topographical surveys have been

conducted on sections of the A272 and B2272 to check for appropriate levels and gradients for the proposed cycle route and to investigate whether the apparent potential pinch points could be overcome, as shown on **ACE Drawing 2207280-SK05H**.

2.6. In the vicinity of the Martlet Manor Care home, improvements have been incorporated that will enable a 3m shared pedestrian / cycle facility to be provided. While there is there an electricity pole in this area, this would represent a single point where the effective width is narrowed below the full 3m shared facility. Options may exist for this to be re-located at the detailed design stage.

2.7. In addition to the above, the bus stop on the northern side of the B2272 Butler's Green Road in the vicinity of the care home is to be relocated onto the active carriageway, thereby enabling a continuation of the active travel route at its full width through removal of the layby.

2.8. The ghost island right hand turn lane next to the Martlet Manor Care Home would remain at 3m in width and the existing pedestrian refuge crossing point is retained, whilst the island adjacent to the bus stop has been relocated slightly to accommodate the relocation of the bus stop as detailed above.

2.9. During the April 2024 meeting, WSCC requested an indication of cycle flows along the proposed cycle route. Based on the multi-modal trip generation methodology which has been agreed for use within the Transport Assessment, the proposed development is expected to generate a total of 2,816 daily pedestrian and cycle trips. On the basis that the majority of these trips will be internal, the expectation is that the proposed cycle route would cater for approximately 422 two-way trips per day (15% of total pedestrian cycle trips).

2.10. Indicative street lighting is shown on **ACE Drawing 2207280-SK05H**, to demonstrate that year-round lighting can be provided, however this is subject to technical review, including but not limited to ecological constraints.

2.11. The final iteration of the proposed cycle route, incorporating the comments from WSCC outlined above, has been subject to a Stage 1 Road Safety Audit (RSA1), with the Designer's Response (DR) provided to WSCC separately to this note (**ACE Report Reference 2207280-R16**).

2.12. The cycle connection to Haywards Heath has been agreed with WSCC.

Comment #4 – Crossing A272

Consultation Response - *"Justification should be provided for the need for a signalised crossing including anticipated number of pedestrians that would cross to utilise the PROW.*
The following comments have been offered by the WSCC Signals Team on the crossing:

- *It is our preference that signalised crossings are installed a minimum of 20m from a roundabout, to prevent confusion for drivers that the roundabout is signalised.*
- *As above, the speed limit of the A272 should be 50mph or lower for a signalised crossing; ideally 40mph. Whilst the regulations have been altered, removing this requirement, as a team we feel this is the maximum speed that a signalised crossing should be installed, and whilst speeds will be significantly lower due to the roundabout, lowering the speed limit will keep the parameters of this site consistent across the country.*
- *The minimum width should be 2.4m; both crossing points are shown to be 2.0m.*
- *Along the A272, ongoing maintenance will be required to ensure vegetation does not impact visibility of the signals once installed.*
- *I assume there is a suitable power source nearby which can be utilised for the signal crossing?*
- *Street Lighting will be required, with the same potential challenge as highlighted above.*
- *If the footway on the northern side of the signalised crossing cannot meet the criteria for shared use (3.0m wide) then during detailed design there should be corduroy paving installed on both the east & west of the crossing, instructing cyclists to dismount / remount."*

Meeting Comments

- WSCC requested a ADPV^2 assessment be provided for the signalised crossing over the A272.
- WSCC suggested that any contribution towards a Traffic Regulation Order (TRO) to change the speed limit on the A272 could be done as a pre-commencement requirement.

2.13. Proposed crossings in the vicinity of the site have all been located 20m from the proposed junctions.

2.14. As per the TA for the development and as agreed during the meeting, the applicant is willing to work with WSCC to provide the funding required to WSCC to advertise the Traffic Regulation Order (TRO) required to promote a change in speed limit along the A272. It is expected that this would be managed by a pre-commencement condition or obligation.

2.15. An extract from Table 1 of the WSCC Speed Limit Policy document relating to 50mph and 40mph speed limits is shown in **Figure 2.1**.

Speed Limit	Typical functional use
40 mph speed limit	• Through traffic routes (single or dual carriageway) in partially built-up areas with segregated VRU facilities and limited frontage accesses or junctions. • Lengths of A and B class rural roads identified as high risk (see para 2.8). • Rural C class and unclassified roads not within a village.
50mph	Generally, few VRUs present or segregated facilities provided: • Rural A and B class single carriageways (not within a village). • Rural all-purpose dual carriageways with frequent junctions or development access or otherwise identified as high risk.

Figure 2.1: WSCC Speed Limit Policy Extract (Table 1)

2.16. As can be seen above, the A272 would currently meet the criteria for reduction to a 50mph speed limit, whilst with the development in place would meet the criteria for a 40mph speed limit (in accordance with WSCC preferred approach), but it should be noted that the inclusion of a signalised crossing facility was in response to pre-application feedback from WSCC Highways and has been included at their request.

2.17. The proposed crossing has been amended to be 2.4m in width as requested by WSCC, as shown on **ACE Drawing 2207280-SK05H**.

2.18. Vegetation will be trimmed as required, with any on-going maintenance falling under the responsibility of WSCC to manage as Highways Authority. This was agreed during the April 2024 meeting with WSCC.

2.19. Information on power sources and the lighting design for the scheme will be provided at detailed design stage. This was agreed during the April 2024 meeting with WSCC.

2.20. Corduroy paving has been added to either side of the crossing, as shown on **ACE Drawing 2207280-SK05H**.

2.21. As requested by WSCC during the meeting, an ADPV^2 assessment of the proposed crossing over the A272 has been conducted, with inputs from the agreed multi-modal trip generation methodology agreed with WSCC. It has been assumed that 30% of pedestrian and cycle trips during the AM peak will utilise the crossing to access Warden Park Academy. Similarly, it has been assumed that 10% of pedestrian and cycle trips during the PM peak will utilise the crossing, largely for that purpose.

2.22. The ADPV^2 assessment takes into account the local collision record within the vicinity of the proposed crossing, the difficulty of crossing (calculated through a comparison of the proposed crossing distance against a standard 7.3m road), the average peak hour pedestrian and cycle demand and the average two-way peak hour vehicular flow. The resulting value is then provided per 10^8 which is used to determine the appropriate level of crossing.

2.23. The results of the assessment are shown in **Table 2.1** below.

Element	Value
Accidents (A)	0
Difficulty (D)	0.9
Pedestrians and Cyclists (P)	48
Vehicles (V)	1478
ADPV^2 (Per 10^8)	0.94723936

Table 2.1: ADVP^2 Assessment

2.24. Per the ADPV^2 guidance, a crossing with a value of greater than 0.7 per 10^8 should be a signalised crossing, as proposed.

2.25. It should be note that for the purposes of the assessment, all pedestrians have been considered to have a weighted value of 1 despite the crossing being mainly utilised by students during the AM peak. The ADPV^2 guidance suggests people under 16 should have a weighted value of 4, and so the above assessment can be considered robust.

2.26. Based on the above assessment, the provision of a signalised crossing on the A272 is considered a suitable response to the number and make-up of users who are likely to use it.

2.27. The conclusions of the ADPV2 assessment have been agreed with WSCC.

Comment #4 – B2272 into Haywards Heath

"The following comment have been offered by the WSCC Signals Team on the toucan crossing

- *There are concerns with the location of this crossing, and the achievable forward visibility, especially during Spring/Summer, with the existing hedgerows/trees on both sides of the carriageway. This will need to be checked on street during this time of year to ensure compliance can be achieved.*
- *The WSCC standard for Toucan crossings are 4.0m wide; currently it's shown as 2.0m.*
- *Installation of ducting for loops may be challenging on the westbound approach, particularly between the crossing location and the entrance to The Old Cottage; the available highway boundary seems limited and will require checking to ensure safe maintenance can be undertaken.*
- *The position of the crossing in relation to existing overhead power cables will need to be considered, to ensure minimum clearances can be achieved.*
- *The existing street lighting will need to be checked, to ensure it is compliant for a controlled crossing."*

2.28. Vegetation will be trimmed to maintain forward visibility in coordination with the local highways authority. This was agreed during the April 2024 meeting with WSCC.

2.29. The proposed crossing is shown at 4.0m wide with dimension added to help to clarify this, as shown on **ACE Drawing 2207280-SK05H**.

2.30. Information on the ducting for loops, separation with overhead power cables and street lighting design will be provided at detailed design stage, which would be subject to the Technical Approval process, which would be agreed with WSCC. This would be involved when seeking Technical Approval with WSCC, which will include further stages under the Road Safety Audit (RSA) process. This approach was agreed during the April 2024 meeting with WSCC.

Comment #5 – Cycle routes to Burgess Hill

Consultation Response - *"The southwestern access would require cyclists to rejoin the carriageway in close proximity to the roundabout and continue on road along the B2036 towards the Brookleigh development and Burgess Hill. Given the flows and speeds of the road then the promotion of on road cycling would not be in keeping with the requirements of LTN 1/20."*

Meeting Comments

- The connection to Burgess Hill / the Northern Arc Development is a key concern of WSCC, with the development like to generate cycle trips to the south for employment purposes.
- WSCC stated that the on-carriageway cycling is not appropriate.
- WSCC suggested reviewing the Northern Arc improvements and providing a design that would provide a consistent provision with those works.
- WSCC stated that delivery of a connection between the development and Burgess Hill / the Northern Arc would result in no sustainability concerns.

Further Discussions

- WSCC requested further information on lane widths for the priority sections.
- WSCC had concerns about the buildability of the route.
- WSCC requested that forward visibility at the priority sections should be commensurate with 40mph requirements.
- WSCC requested that Northern Arc improvements be revisited to allow consistent route from Ansty site to the Northern Arc.
- ACE undertook additional review of proposed improvements and integration with Northern Arc proposals.
- During a meeting between ACE and WSCC held on the 13th February 2025, WSCC acknowledged that a cycle connection between the proposed development and Burgess Heath was not feasible due to width constraints on the B2036 Pains Flat.

2.31. As agreed with WSCC during a meeting held on the 13th February 2025, the proposed development no longer includes a cycle connection to Burgess Hill and instead provides a public transport connection to Burgess Hill at a minimum weekday peak hour frequency of hourly. Further details of the proposed public transport strategy are provided in the response to Comment #11 below.

Comment #6 – Cycle Routes to Cuckfield

"The cycle improvement plan shows a cycle route between the existing A272/B2036 Roundabout and Cuckfield, however no details are supplied of the provision, the suitability of on road cycling and how the route would link at either end with other proposed facilities."

2.32. The proposals include a cycle connection onto the western side of the B2036 to the north of the A272 / B2036 roundabout, and then onto the B2036 into Cuckfield, as shown on **ACE Drawing 2207280-SK05H**. It is not proposed to provide a cycle route along the B2036 heading north at this time as has been clarified on the updated strategy drawing.

2.33. **ACE Drawing 2207280-SK03F** and **ACE Drawing 2207280-SK04E** have been amended to accurately reflect the proposed cycle and pedestrian improvement strategy. This was agreed during the April 2024 meeting with WSCC.

Comment #7 – Link to country park

"The following comments have been offered by the WSCC Signals Team on the toucan crossing:

- *It would be our recommendation that the speed limit is reduced to a maximum 50mph, and ideally 40 for this stretch of the A272.*
- *Street lighting will be required; given the rural nature of this may be challenging, assuming a suitable power connection is available for both lighting and the crossing.*
- *Currently there are a lot of overhanging trees, the canopy may need to be dramatically altered to ensure suitable visibility.*
- *The WSCC standard for Toucan crossings are 4.0m (distance between the studs); currently it's shown as 2.0m, assuming the tactiles shown are intended to represents the standard 400x400mm."*

2.34. As above, the proposals rely on the introduction of a speed limit change along the A272, which would be in line with WSCC Speed Limit Policy. This will include the necessary funding for WSCC to publish and advertise the TRO.

2.35. Information on the street lighting design will be provided at detailed design stage. This was agreed during the April 2024 meeting with WSCC.

2.36. Vegetation can be trimmed to maintain visibility in coordination with the local highways authority. This was agreed during the April 2024 meeting with WSCC.

2.37. The proposed toucan crossing has been widened to 4.0m as requested, as shown on **ACE Drawing 2207280-010C**. This was agreed during the April 2024 meeting with WSCC.

Comment #8 – Cycle Gates

"The provision of 'cycle gates' would reduce the ability for alternative bicycles to utilise the accesses. LTN 1/20 states 5.1.4 "It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists."

2.38. The cycle gates have been replaced with a bollard, as recommended by LTN 1/20 paragraph 8.3.5. The revised crossing design is shown on **ACE Drawing 2207280-010C**, as agreed with WSCC.

Comment #9 – Cycle Provision on B2114

"No cycle provision at northern end on to B2114. With a speed limit of 50mph simply requiring cyclists to rejoin the carriageway would not accord with the guidance in LTN 1/20 Table 4.1 which indicates that the provision of only a fully kerbed cycle track would be an appropriate provision for most people".

2.39. Following feedback from WSCC during the April 2024 meeting, a suitable transition point has been provided between the B2114 Staplefield Road in the form of a cycle bellmouth, as shown on **ACE Drawing 2207280-015E**. This reflects the approach discussed with WSCC to date.

2.40. The proposed cycle access will be subject to an RSA1, with the subsequent Designer's Response provided to WSCC separately to this note.

2.41. As requested by WSCC, the initial stretch of the route from the B2114 into the parkland reserve is provided at 3m, tapering down to 2.5m within the site due to ecological and arboriculture constraints, which should still be suitable for the frequency of use. The extent of the cycle route to be provided at 3m is shown in **Figure 2.2** below.

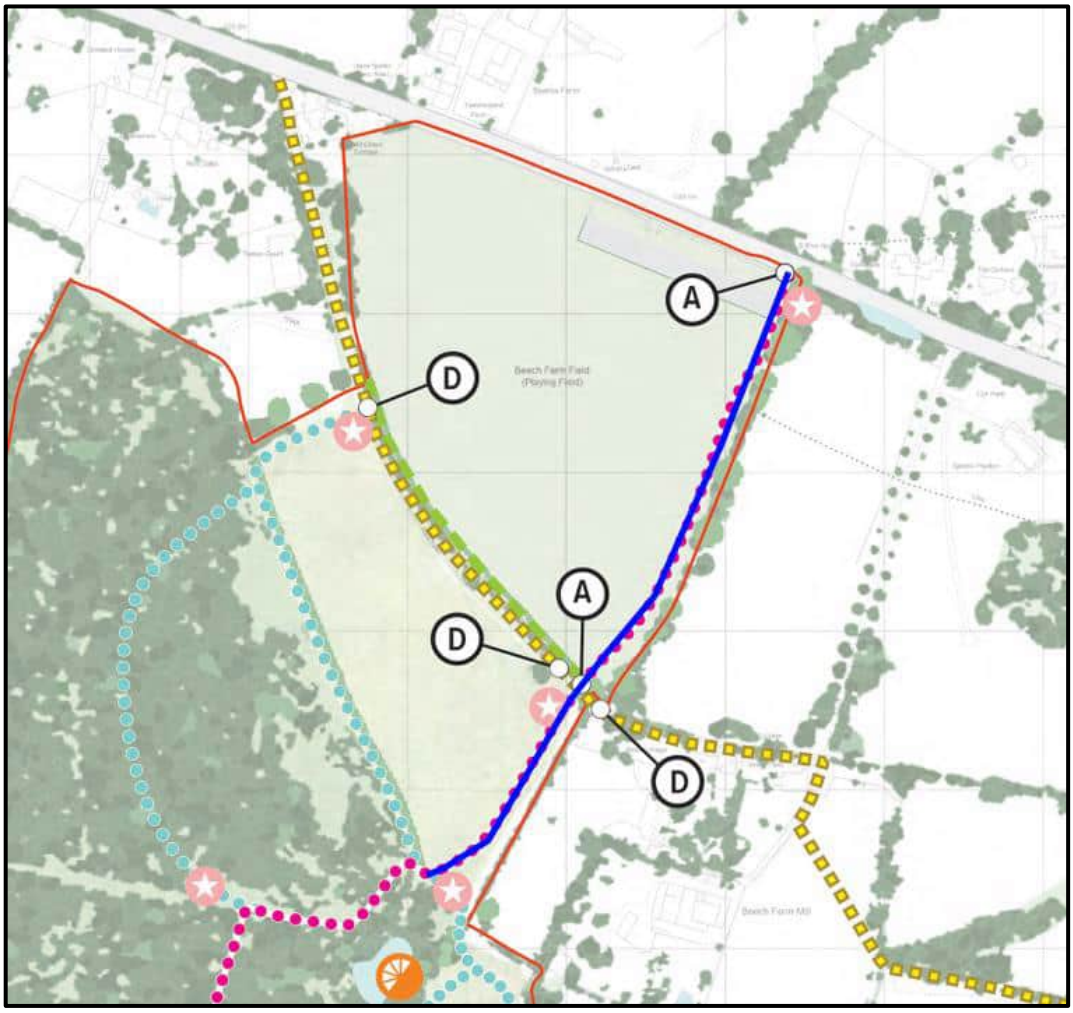


Figure 2.2: Extent of 3m cycleway into Beechy Bottom Parkland Reserve

Comment #10 – Cycle Connections A272 / Bolney Road / B2036

"Additional information should be provided including suitability of on road provision in accordance with LTN 1/20, confirming refuge island width, HGV tracking for all movements, consideration of returning movements."

2.42. **ACE Drawing 2207280-007D** provides details of the proposed improvements at the A272 / Bolney Road / B2036 mini-roundabout.

2.43. Details of the proposed improvements at the A272 / Bolney Road / B2036 mini-roundabout have been provided and agreed with WSCC.

Comment #11 – Public Transport

Consultation Response - *"Comments are being sought from the WSCC Public Transport Team on the options however it is considered that the applicant would need to firm up proposals prior to the application being determined so they can appropriately be secured."*

Meeting Comments

- WSCC requested additional details including proposed bus route and proposed bus timetable.

Further Discussions

- WSCC requested a timescale for support and confirmation of the sustainability of the proposed bus strategy.
- WSCC requested that mitigation at the A272 Tylers Green / Issac's Lane / B2272 Roundabout (the 'Tylers Green Roundabout') be provided as part of the public transport strategy to ensure the future bus service can be suitably delivered.
- WSCC requested that, in lieu of a cycle connection to Burgess Hill, that the proposed bus route be extended to Burgess Hill.
- WSCC requested that the proposed bus route provide a minimum service of a half-hourly connection to Haywards Heath and hourly connection to Burgess Hill during weekday peak periods.

2.44. The intention is to establish bus service options which are viable upon the completed build-out of the development, with an interim level of financial support which is capable of supporting their introduction during the 'uneconomical' period of running, when the costs of providing the service outweighs the patronage and revenue. The objective of supporting bus services early on within the build-out of the development is to make travel choices available for residents as early as possible.

2.45. The interest will be to match the level of service to the patronage being generated by the development, to ensure that the cost of any extensions or new services can be off-set, without requiring any form of 'in perpetuity' obligation which would not meet the planning obligations tests.

2.46. A bus report providing details of the proposed bus route and timetables was shared confidentially with WSCC.

2.47. A bus commercial sustainability assessment was also conducted based on the following assumptions:

- Buildout rate of 150 dwellings per year starting in 2026, for a construction period of 10 Years.
- Number of annual public transport trips is a product of the typical weekday number of public transport trips generated by the development, multiplied by 260 working days. As such the commercial sustainability calculations do not include a weekend service and should be considered robust in this regard.
- Fare prices of £3 per trip, increased in line with year-on-year inflation sourced from Statista / the ONS. Note: It is not clear what subsidy is provided / is to be provided in the future to bus operators to maintain the £3 fare cap. As such, revenue calculations should be considered robust.
- Bus costs for a 20-minute bus service between the development and Haywards Heath & Burgess Hill utilising figures within the previously produced bus report, increased by year-on-year inflation as with fares.

2.48. The assessment indicated that the proposed bus service would be expected to achieve commercial sustainability between year 5 and year 10 of construction, depending on bus uptake rates.

2.49. This review indicates that there is a path to commercial sustainability for the proposed bus service, utilising robust assumptions in a number of aspects. The exact subsidy required and details of awarding of the contract will be agreed following a resolution to grant permission but prior to signing the Section 106 Agreement.

2.50. As agreed with WSCC, the funding of the bus service is to be secured via a suitably worded condition or S106 obligation.

Comment #12 – Trip Generation

"Trip rates for the other uses are assumed to be taken from the MSSHM as per the TN within the appendix but should be confirmed."

2.51. It can be confirmed that trip rates for the other uses have been taken from the MSSHM, utilising the trip rates adopted for the Scenario 4 local plan modelling.

2.52. This was discussed in the April 2024 meeting and the approach was agreed as suitable and given this is a robust approach is now considered resolved.

Comment #13 – Trip Rate Reduction

Consultation Response - *"Further info should be provided on the approach taken and the cumulative effect of the reduction e.g. the main impact of the 25% reduction is shorter trips and as such may be covered by the other reductions."*

Meeting Comments

- WSCC requested that key destinations be provided for each distance band to demonstrate where cycle trips would be going.

2.53. As agreed in principle during pre-application discussions with WSCC, the trip rate reductions have been applied on a distance banding basis. The specific distance banding used is shown in **Table 2.2**.

Distance Band	Reduction
<1km	22%
1-3km	14%
3-5km	10%
5-10km	6%
10-50km	3%
50+km	0%

Table 2.2: Trip Rate Reductions by Distance Band

2.54. **Table 2.3** and **Table 2.4** show the proportion of unfactored trips in each band along with the reduction in trips during the AM and PM peak hours.

Unfactored trips	Distance banding	Final trips	Relative reduction in trips
45	>50Km	45	0
332	10-50Km	321	10
154	5-10Km	145	9
161	3-5Km	144	16
48	1-3Km	42	7
2	<1 Km	2	0
743	Total	700	42

Table 2.3: Two-Way Vehicular Trip Reductions (AM Peak Hour)

Unfactored trips	Distance banding	Final trips	Relative reduction in trips
22	>50Km	22	0
285	10-50Km	277	9
168	5-10Km	158	10
162	3-5Km	146	16
28	1-3Km	23	4
1	<1 Km	1	0
666	Total	627	39

Table 2.4: Two-Way Vehicular Trip Reductions (PM Peak Hour)

2.55. Taking the above, the distance banding results in an overall relative vehicular trip reduction of approximately 6% cumulatively across both peak hours (i.e. from 1409 to 1327).

Comment #14 – Monitoring Strategy and Alternative Scenario

"No monitoring strategy has been provided to detail the impact should the reductions not be met (and these are significantly in excess of those proposed within the travel plan).

No scenario has been provided to detail what the impacts of the trip rates not being met are and what additional mitigation would be required, given the current deficiencies in the strategies this should be provided."

2.56. The trip rate reductions utilised within the strategic modelling for the proposed development were provided by WSCC and break down as follows:

- 20% reduction for working at home, applied across the district on the basis of the high proportion of employment types suited to homeworking within Mid Sussex.
- Additional 5% reduction for sites with local retail and community facilities on or adjacent to the site.
- Additional 5% reduction for those sites within a significant quantum of local employment on or adjacent to the site.

2.57. It was agreed from the outset that the methodology would seek to encapsulate the 'decide and provide' approach which would focus on an outcome-led scenario. The risk with adopting alternative 'worst-case' assumptions would be that any additional

mitigation would simply replicate the 'predict and provide' approach to planning by obligating the applicant to consider further forms of (highway infrastructure) mitigation, when the focus should clearly be directed towards incentivising residents.

2.58. WSCC then clarified that the proposed development qualified for the first two reductions, with the total reduction therefore being 25%.

2.59. It is notable than the above reductions are tied to the delivery of specific cycle infrastructure along defined routes. However meeting the require modal split for cycle is likely to be more achievable as a result of the proposals put forward.

2.60. Likewise, it is noted that within the Scenario 5 report for the Regulation 19 process for the Draft Mid Sussex District Plan lists a number of other exogenous factors that could result in trip rate reductions for developments. These factors and their respective trip rate reductions are summarised as follows:

- Home Working = 5% reduction to Commuter Trips. 15% reduction to overall trips for "more significant sites".
- Internalization = 80% reduction on overall primary school trips. 5% reduction in retail and employment trips.
- Future Employment Distribution and Location = 1-2% reduction to "large and medium size Local Plan sites". Further 1% reduction to "Sites considered as an urban extension (non-rural)"
- Site Specific Developer Proposals = 2% reduction for individual cycle improvements, with up to 3% for multiple cycle corridor improvements.

2.61. As can be seen above, the majority of the allowance for the trip rate reductions assumed within the latest local plan modelling work is from other factors arising from a joined-up spatial strategy. The conclusion reached is that the provision of significant cycle infrastructure would further validate and add to the potential for vehicular trip rate reductions beyond those attributable to home working and internalisation of trips alone.

2.62. It is also notable that the proposed level of cycle provision proposed within the three Strategic Sites within the Regulation 19 version of the Draft Mid Sussex District Plan appear to be significantly less than the cycle provision within the proposed development at Ansty, with a lesser ability to demonstrate similar levels of cycle connectivity from the routes which they rely on.

2.63. The proposals have therefore followed the pre-application advice provided by WSCC, which is also the same methodology that was utilised and accepted within the Scenario 5 modelling work and is a robust approach in light of Scenario 6 modelling work. However, additional technical detail has been provided on the feasibility, and ability to deliver, the proposed cycle improvements.

2.64. Nonetheless, as suggested by WSCC during the April 2024 meeting, and as per more recent exchanges, the applicant is willing to accept a condition or obligation for providing a Trip Monitoring Strategy based on the principles outlined below and in **Table 2.5**, with full details of the strategy to be provided as part of the condition discharge / S106 process.

2.65. For the purposes of the Trip Monitoring Strategy, it is proposed that peak hour multi-modal surveys be undertaken at each of the accesses to the residential parcels within the site, or a combination thereof that picks up all trip-making characteristics of the development.

2.66. As the planning application is currently in outline and the final layout of the masterplan is subject to further detailed design through associated reserve matters applications, the locations of these surveys cannot be confirmed at this stage. The overall objective of these surveys will be to isolate the residential proposals and exclude all vehicular movements associated with other destinations. Thus, the methodology will reflect, for example, whether trips utilise links that cut through residential use to access the local centre or school within the development. Full details of the location of site surveys will be presented to the LHA in advance to allow agreement prior to survey commencement.

2.67. Surveys should be undertaken over the course of three days during a neutral weekday (i.e. Tuesday, Wednesday, and Thursday) outside of the school holiday period or shoulder weeks either side, and on a date not coinciding with unusual events (e.g. South of England Show) that would impact traffic flow. The survey should be carried out between the period of 07:00-10:00 in the AM peak and 16:00-19:00 in the PM peak.

2.68. It is proposed that four sets of traffic surveys be undertaken at the following intervals:

- A survey at the mid-point of occupation (i.e. 50% occupied)
- A subsequent survey at 75% occupation
- A survey undertaken after the development is completely occupied;
- A final survey 2 years after occupation.

2.69. In the first two stages, the results will be extrapolated to provide an indication as to whether the vehicle trip numbers are in accordance with the comparative baseline scenario(s), which will be drawn from a combination of development-specific forecasted development specific and established data sources for the local area (e.g. Census) and subsequently whether mitigation is required. As a 'live' document, the Travel Plan will consistently monitor the underlying baseline position to ensure that any exogenous factors can be taken into account.

2.70. The survey information following complete occupation of the development will allow a direct comparison to be made taking into account the agreed trips. Whilst this survey will only be used to record the trips directly associated with the proposed residential dwellings, the comparison within the monitoring strategy and subsequent update reports will need to account for the benefits of the development including the internalisation and active travel provision inherent to its makeup.

2.71. Commitment towards the setting up of a Travel Plan Working Group, or similar, to oversee the monitoring and evolving target setting can be secured via suitably worded obligations within the planning legal agreement.

2.72. **Table 2.5** below follows the example provided by the West of Chichester note, as requested by WSCC.

Stage of Development	Traffic Threshold Exceedance (indicative)	Fallback Mitigation Measure	Delivery Mechanism
50% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
75% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
Complete Development	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up the value of £85,000	Delivered via the S106 Agreement
2 Years Post Completion	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £85,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up to the value of £85,000	Delivered via the S106 Agreement
	Maximum Contribution Value:	£250,000	

Table 2.5: Indicative Trip Monitoring Strategy Thresholds and Mitigation

**To be specified during Condition Discharge / S106 Discussions*

2.73. The proposed Trip Monitoring Strategy is to be secured via a suitably worded condition or S106 obligation.

2.74. The above trip monitoring strategy has been agreed with WSCC.

Comment #15 – Sifting Criteria

"Junctions have been scoped out based on a percentage impact assessment, stating that flows with 10% would be within daily fluctuations. This approach is not acceptable and the scope of junctions should be revisited".

2.75. The sifting criteria was presented to WSCC during pre-application discussions, and concerns were not raised at that time.

2.76. The sifting criteria specifies that a threshold of 5% change in traffic was applied to be robust.

2.77. It further notes that 10% daily fluctuations can be considered typical for background traffic, however 10% was not used as a threshold for sifting but the more robust 5% figure was utilised instead.

2.78. Data from Automatic Traffic Counter (ATC) surveys conducted from Friday 29th September to Thursday 5th October on the A272 to the north of the site, A272 to the west of the site, B2036 Harvest Hill to the south of the site and B2036 to the north of the site towards Cuckfield have been analysed to determine the local daily fluctuation characteristics. The results are summarised in **Table 2.6**.

	AM (08:00 - 09:00)										
	Total Flows						Difference from Average				
Day	Friday	Monday	Tuesday	Wednesday	Thursday	Weekday	Friday	Monday	Tuesday	Wednesday	Thursday
Location	29-Sep-23	2-Oct-23	3-Oct-23	4-Oct-23	5-Oct-23	Average	29-Sep-23	2-Oct-23	3-Oct-23	4-Oct-23	5-Oct-23
B2036 (To Cuckfield)	547	559	593	575	495	554	1.2%	-0.9%	-7.1%	-3.8%	10.6%
A272 (North)	915	976	941	1020	890	948	3.5%	-2.9%	0.8%	-7.5%	6.2%
A272 (West)	1392	1476	1488	1528	1252	1427	2.5%	-3.4%	-4.3%	-7.1%	12.3%
B2036 Harvest Hill	485	562	569	583	547	549	11.7%	-2.3%	-3.6%	-6.2%	0.4%
	PM (17:00 - 18:00)										
	Total Flows						Difference from Average				
Day	Friday	Monday	Tuesday	Wednesday	Thursday	Weekday	Friday	Monday	Tuesday	Wednesday	Thursday
Location	29-Sep-23	2-Oct-23	3-Oct-23	4-Oct-23	5-Oct-23	Average	29-Sep-23	2-Oct-23	3-Oct-23	4-Oct-23	5-Oct-23
B2036 (To Cuckfield)	367	368	394	447	403	396	7.3%	7.0%	0.5%	-12.9%	-1.8%
A272 (North)	1080	982	1110	978	1003	1031	-4.8%	4.7%	-7.7%	5.1%	2.7%
A272 (West)	1393	1312	1421	1260	1265	1330	-4.7%	1.4%	-6.8%	5.3%	4.9%
B2036 Harvest Hill	377	378	441	443	414	411	8.2%	7.9%	-7.4%	-7.9%	-0.8%

Table 2.6: Daily Traffic Fluctuations

(Fluctuations of 10% or greater highlighted in Orange, Fluctuations of 5-10% highlighted in yellow)

2.79. As can be seen above, all local roads surrounding the development experience some variability in traffic conditions. This in itself suggests that the road network is already resilient to this scale of change. While further changes in traffic resulting from the development would factually have an effect on the capacity of local roads, it is likely that the performance of the road network would not be significantly affected further

by increases up to 5% on any on average day of the week. As such, this is the proposed measure used to define the sifting criteria, namely the threshold at which there may be need to more explicitly consider the changes in traffic conditions through an assessment of a junction's operational performance.

2.80. Notwithstanding the above, following feedback from WSCC additional junction capacity modelling has been conducted for key junctions between the site and Haywards Heath.

2.81. Specifically the following junctions have been considered in additional detail:

- Junction E – A272 / B2036 Roundabout
- Junction G – A272 / Tylers Green / Broad Street Roundabout
- Junction H – A272 / Tylers Green / Issac's Lane Roundabout

2.82. The results of the junction capacity modelling are provided in the below tables, with the full outputs provided at **Appendix B**.

	AM Peak Hour			PM Peak Hour		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2036 (N)	0.2	3.04	0.14	0.1	3.12	0.13
2 - A272 (E)	1.0	3.96	0.49	0.6	3.10	0.37
3 - A272 (SW)	0.6	3.69	0.36	0.7	3.64	0.41
	2039 Do Nothing					
1 - B2036 (N)	0.2	3.05	0.16	0.3	4.32	0.24
2 - A272 (E)	2.2	6.58	0.69	1.0	3.85	0.49
3 - A272 (SW)	0.5	3.76	0.34	1.6	5.95	0.61
	2039 Do Something Isolated					
1 - B2036 (N)	0.2	2.99	0.17	0.4	4.39	0.29
2 - A272 (E)	2.3	6.73	0.70	1.0	3.89	0.50
3 - A272 (SW)	0.5	3.82	0.32	1.2	5.15	0.55

Table 2.7: ARCADY – Junction E – A272 / B2036 Roundabout

	AM Peak Hour			PM Peak Hour		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2184 Broad St (N)	0.4	4.00	0.31	0.7	4.63	0.43
2 - A272 Tylers Green (SE)	6.4	18.86	0.87	3.1	10.75	0.77
3 - A272 (SW)	0.9	5.68	0.47	0.6	3.83	0.36
	2039 Do Nothing					
1 - B2184 Broad St (N)	1.5	8.09	0.60	0.7	4.65	0.41
2 - A272 Tylers Green (SE)	6.4	18.94	0.87	6.2	18.26	0.87
3 - A272 (SW)	2.7	11.43	0.73	0.6	3.89	0.39
	2039 Do Something Isolated					
1 - B2184 Broad St (N)	1.4	8.17	0.58	0.7	4.82	0.42
2 - A272 Tylers Green (SE)	6.8	20.15	0.88	6.7	19.47	0.88
3 - A272 (SW)	3.7	14.95	0.80	0.7	4.09	0.42

Table 2.8: ARCADY – Junction G – A272 / Tylers Green / Broad Street Roundabout

	AM Peak Hour			PM Peak Hour		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2272 Butler's Green Road	1.0	3.96	0.50	1.7	5.40	0.62
2 - A272 Isaac's Lane (S)	2.2	6.30	0.69	0.8	3.62	0.46
3 - A272 Tylers Green (NW)	3.9	14.00	0.80	2.7	8.97	0.74
	2039 Do Nothing					
1 - B2272 Butler's Green Road	1.9	5.61	0.66	74.8	121.10	1.07
2 - A272 Isaac's Lane (S)	6.0	14.71	0.86	0.9	4.25	0.47
3 - A272 Tylers Green (NW)	362.7	1031.38	1.51	3.4	10.76	0.78
	2039 Do Something Isolated					
1 - B2272 Butler's Green Road	2.0	5.88	0.67	64.9	106.97	1.05
2 - A272 Isaac's Lane (S)	6.8	16.45	0.88	1.0	4.39	0.50
3 - A272 Tylers Green (NW)	383.2	1087.83	1.53	4.0	12.42	0.81

Table 2.9: ARCADY – Junction H – A272 / Tylers Green / Issac's Lane Roundabout (Existing)

2.83. As can be seen above, the effect of the proposed development on the performance of each of the above junctions is forecast to be negligible.

2.84. Nonetheless and as agreed with WSCC a mitigation scheme has been developed to provide mitigation to this junction such that the future bus route associated with the proposed development will not be impeded by excessive queuing and delays at this junction.

2.85. A mitigation scheme comprising the widening of all three arms of the roundabout has been produced and is shown on **ACE Drawing 2207280-016A** which provides a better than nil-detriment improvement to the junction and has been agreed with WSCC. The ARCADY results for the mitigation scheme are shown in **Table 2.10** below with full results provided at **Appendix B**.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2039 Do Something (Including Mitigation)					
1 - B2272 Butler's Green Road	2.7	7.81	0.73	75.1	122.55	1.07
2 - A272 Isaac's Lane (S)	4.7	11.22	0.83	0.9	3.86	0.46
3 - A272 Tylers Green (NW)	1.2	8.73	0.56	0.4	3.97	0.3

Table 2.10: ARCADY – Junction H – A272 / Tylers Green / Issac's Lane Roundabout (Mitigation)

2.86. The proposed mitigation scheme has been subject to an RSA1, with the Designer's Response provided to and agreed with WSCC separately to this note.

2.87. The proposed mitigation scheme will be secured by a suitably worded condition or S106 obligation.

Comment #16 – Local Plan Mitigation

"Stating that junctions will be resolved by proposed local plan mitigation is also not acceptable, the addition of development traffic may bring forwards the requirements of mitigation or change the scheme being provided."

2.88. While work has been conducted on mitigating the effect of the development within the context of the draft Mid Sussex District Plan as part of the Regulation 18 process, the proposed development does not rely on local plan mitigation and can be delivered in isolation, as is required by the scope of the Outline Planning Application.

2.89. In the context of any Local Plan modelling, the mitigation schemes proposed by the applicant could be seen as a development-specific requirement, to be delivered by the applicant (e.g. under Section 278), or alternatively confer an equivalent financial contribution (as a proxy) towards any other more comprehensive schemes that may be considered to mitigate the cumulative impacts of the Local Plan, should this be identified by stakeholders.

Comment #17 – Traffic Flow Diagrams

Consultation Response - *"Apart from Table 7.1 no data has actually been provided on the impact on the local highway network, the applicant should provide RFCs and flow plots to identify where background traffic is rerouting (in particular causing reductions in flows)."*

Meeting Comments

- WSCC requested additional clarification on how existing background traffic was affected by the proposed development.
- WSCC requested a zonal review and the provision of difference plots to show how background traffic was affected by the proposed development.
- WSCC queried the traffic assignment at the A272 / B2036 Roundabout.

2.90. Appendix G of the submitted Transport Assessment includes a set of traffic flow diagrams that show the change in traffic as a result of the proposed development, including re-routing of traffic.

2.91. Load Difference Plots showing the resultant re-routing of traffic between the Do Something and Do Minimum scenarios in both the AM and PM peak are shown in **Figures 2.3 – 2.8** below. Please note that increases in traffic are shown in green, while decreases in traffic are shown in blue.

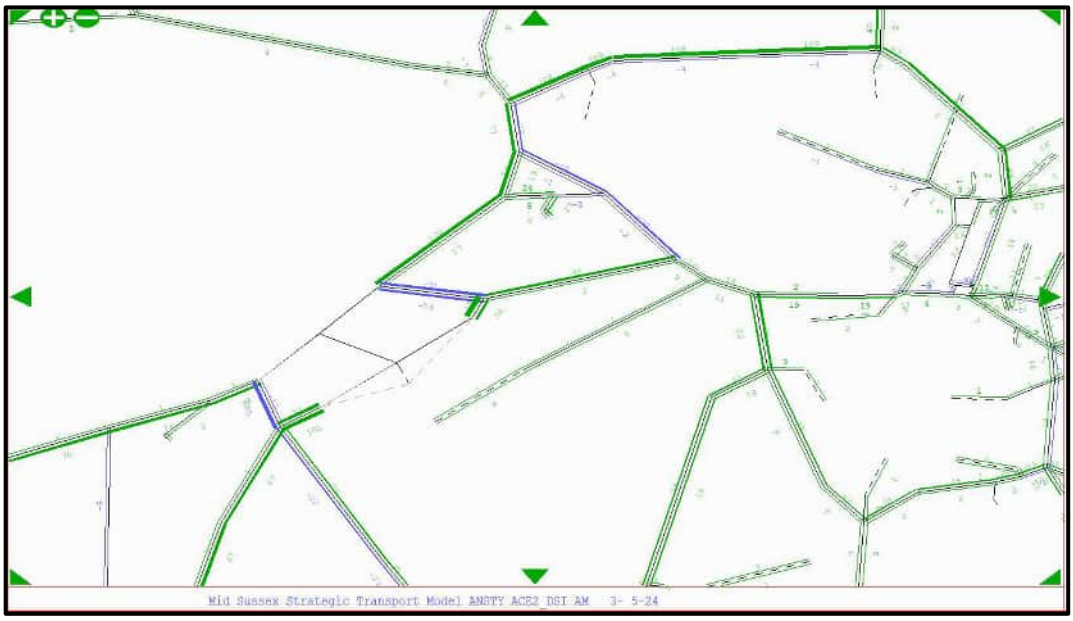


Figure 2.3: AM Peak - Load Difference Plot #1

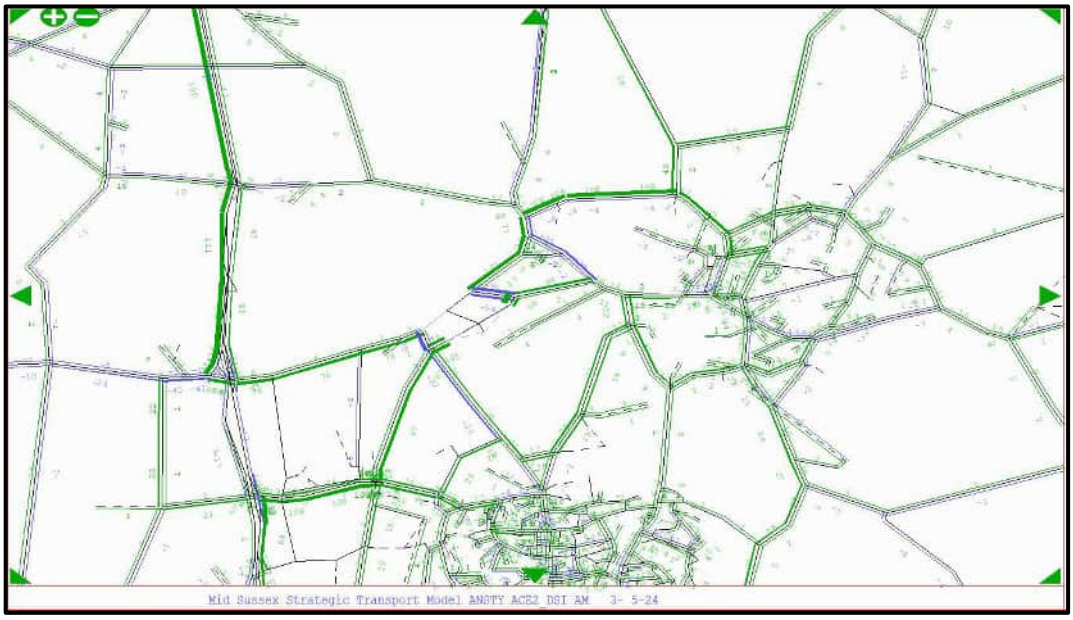


Figure 2.4: AM Peak - Load Difference Plot #2

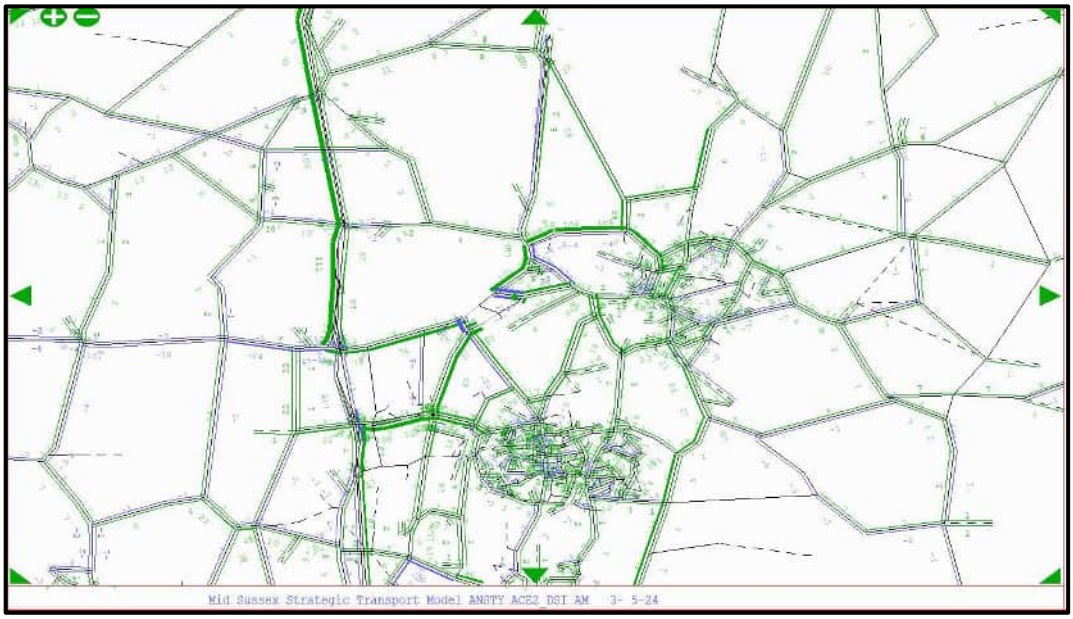


Figure 2.5: AM Peak - Load Difference Plot #3

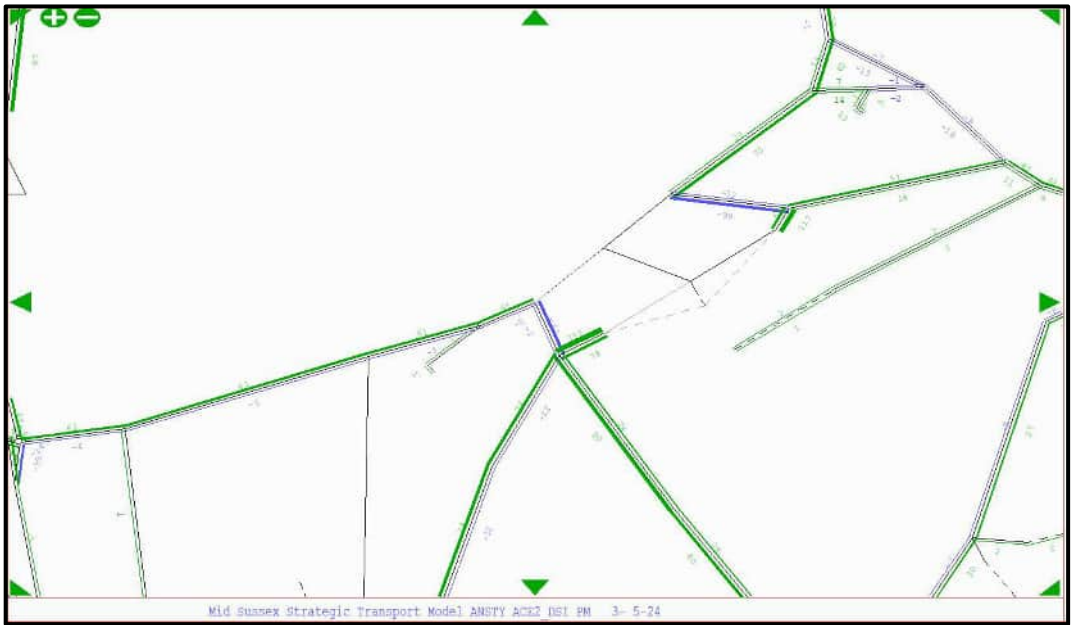


Figure 2.6: PM Peak - Load Difference Plot #1

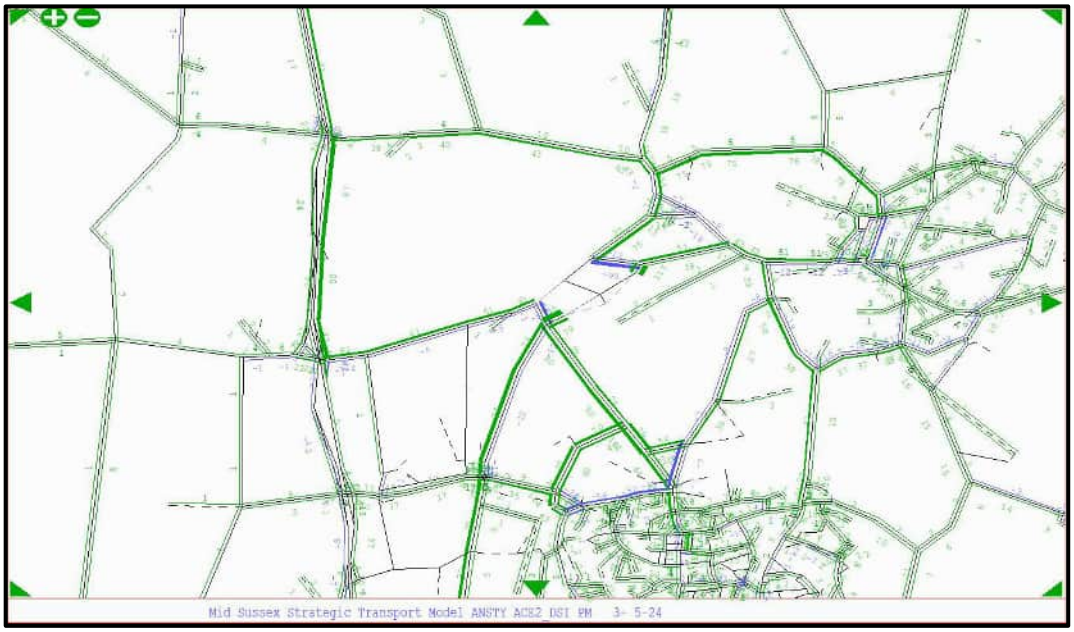


Figure 2.7: PM Peak - Load Difference Plot #2

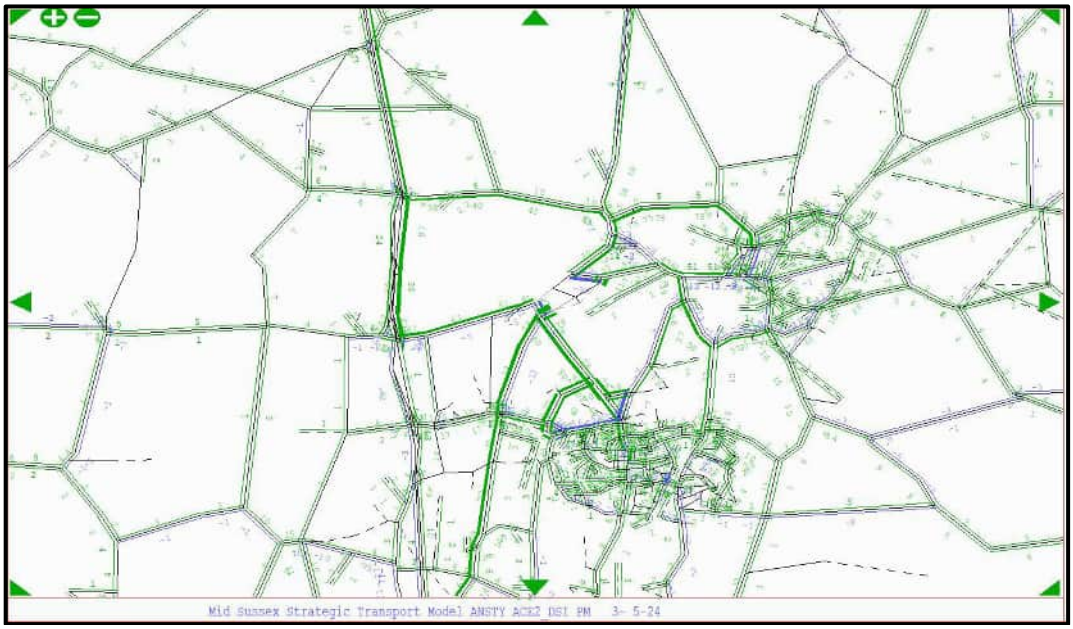


Figure 2.8: PM Peak - Load Difference Plot #3

2.92. In addition to the above difference plots, **Table 2.11** provides a comparison of the assigned trips at matrix level, as requested by WSCC during the April 2024 meeting.

Zone	Do Minimum		Do Something		Difference	
	AM	PM	AM	PM	AM	PM
1	71937.41	63497.70	72637.23	64124.31	699.82	626.61
2	31108.81	18881.92	31108.81	18881.92	0.00	0.00
3	60473.91	83319.90	60473.91	83319.90	0.00	0.00
4	20673.24	17053.28	20673.24	17053.28	0.00	0.00
5	15648.19	7637.00	15648.19	7637.00	0.00	0.00

Table 2.11: Assigned Trip Comparison (Matrix Level)

2.93. The above table demonstrates that the difference in trips between the 2039 Do Something and Do Minimum scenarios is equivalent to 700 trips in the AM peak and 627 trips in the PM peak, all of which are contained to the zone in which the development is located.

2.94. The change in trips corresponds to the exact number of trips generated by the proposed development in both the AM and PM peaks, with limited changes or interactions with other corridors that would otherwise suggest a re-assignment of traffic on competing routes.

2.95. Strategic model outputs for the A272 / B2036 roundabout have been checked and confirmed to be accurately reported. As advised to WSCC, concerns regarding the

assignment of trips should be raised with the designers and maintainers of the strategic traffic model.

2.96. Notwithstanding the above and to provide additional reassurance, further junction capacity testing of the A272 / B2036 roundabout has been conducted to determine the maximum number of trips that would result in the junction operating over its theoretical capacity (the 'Maximum Trips' scenario), and to determine the effect of imbalanced flows on this roundabout (the 'Imbalanced Flows' scenarios).

2.97. Testing of the Maximum Trips scenario indicates that for the junction to approach theoretical capacity, an additional 850 trips would need to be turning left from the B2036 to the A272 (East) and an additional 600 trips would need to be turning right from the A272 (East) to the B2036 in the Do Minimum and Do Something scenarios in both weekday peak hours, for a total of 1450 additional trips in each peak hour.

2.98. These additional trips equate to an 83% increase in total trips through the junction in the Do Something AM and 76% increase in the Do Something PM compared to the baseline MSSHM outputs. As such, confidence can be had in the future operation of the junction.

2.99. Testing of the Imbalanced Flows scenarios was conducted to determine the increase in trips on each arm needed for the arm to reach theoretical capacity, thereby allowing for consideration of how a different distribution of trips may affect the operation of the junction.

2.100. For the scenario favouring the A272 (East) arm, an additional 300 trips have been added to right turns from the A272 (East) to the B2036 and to left turn from the A272 (East) to the A272 (SouthWest) in both weekday peak hours, for a total of 600 additional trips in each peak hour. This represents a 57% increase in total trips through the junction in the Do Something AM and 32% increase in the Do Something PM compared to the baseline MSSHM outputs.

2.101. For the scenario favouring the A272 (East) arm, an additional 200 trips have been added to straight ahead movements turns from the A272 (SouthWest) to the B2036 and to right turns from the A272 (SouthWest) to the A272 (East), for a total of 600 additional trips in the AM peak. This represents a 23% increase in total trips through the junction in the Do Something AM.

2.102. An additional 350 trips have been added to straight ahead movements turns from the A272 (SouthWest) to the B2036 and to right turns from the A272 (SouthWest) to the A272 (East), for a total of 700 additional trips in the PM peak. This represents a 37% increase in total trips through the junction in the Do Something PM.

2.103. For the scenario favouring the B2036 arm, an additional 450 trips have been added to straight ahead movements turns from the B2036 to the A272 (SW) and to left turns from the B2036 to the A272 (East), for a total of 900 additional trips both weekday peak hours. This represents a 51% increase in total trips through the junction in the Do Something AM and a 47% increase in trips through the junction in the Do Something PM.

2.104. The above modelling shows that this junction is expected to operate within capacity in the future year with the proposed development in place based on the outputs from the MSSHM, and that the junction can operate within theoretical capacity in a variety of sensitivity test scenarios with substantially increased and alternate distributions of traffic flows. The ARCADY outputs for the above sensitivity testing is provided at **Appendix B**.

Comment #18 – B2036 London Road / Ardingly Road Mini-Roundabout

"Concerns are raised about the suitability of provision given that it only serves cyclists heading north. Realignment of access to Manor Drive to reduce width – tracking required.

- *I assume vehicle and pedestrian flows have been captured to establish zebra's are the most suitable option for these locations.*
- *The bus shelter will require relocation to outside of the zig-zags*
- *The minimum width for zebras should be 2.4m; these are shown as 2.0m"*

2.105. Swept path analysis of Manor Drive has been shown on **ACE Drawing 2207280-010C**.

2.106. Zebra crossings were selected based on Table 10-2 of LTN 1/20 which suggests that roads with a speed limit of 30mph and a maximum of 2 lanes to cross in one movement may be suitable for parallel crossings regardless of the total traffic on the road link.

2.107. The intention is to promote additional active travel trips at this location while also increasing vehicular capacity, which the proposed mitigation achieves.

2.108. The proposed zebra crossings have been widened to 2.4m and the existing bus shelter on the east side of London Road has been relocated outside of the crossing zig-zags, as shown on **ACE Drawing 2207280-010C**.

2.109. The above changes were agreed during the April 2024 meeting.

Comment #19 – Car Club

Consultation Response - *"Car club operators have been approached and indicate working with the applicant, the details for a minimum number of vehicles should be secured at outline sage rather than RM as suggested within the TA."*

Meeting Comments

- WSCC requested further information on potential car clubs, including a minimum number of vehicles to be utilised within the Section 106 agreement for the development.

2.110. The applicant is willing to accept that through the submission of the Full Implementation Travel Plan, which will need to be sanctioned by WSCC, that this matter will be revisited.

2.111. Nonetheless, following feedback from WSCC which requested a minimum number of car club vehicles to be specific, for use in the Section 106 agreement for the development, a more detailed proposal has been obtained in liaison with Enterprise Rent-a-Car which sets out a potential car club scheme for the development including a minimum of two car club vehicles and up to 4 car club vehicles.

2.112. While this proposal remains indicative, it could be used to guide the wording of a Section 106 agreement for the minimum provision of car clubs within the development. As a commercially-run scheme, it would of course be reviewed to ensure that it can provide a viable services which can be used by residents so, provided that is the case, the level of provision could flex as the users demand requires it.

2.113. The Enterprise Rent-a-Car proposal is provided at **Appendix C**.

2.114. This approach was agreed with WSCC, with the minimum time period for the provision of car club vehicles to be agreed prior to resolution to grant planning permission.

Comment #20 – Speed Limit Changes (B2036 Harvest Hill)

"B2036 Harvest Hill – Within the existing 30mph speed limit there is footway provision to the Cuckfield Road junction. The implies pedestrian activity which supports the need of the 30mph speed limit on that section. The documentation supplied does not demonstrate whether there will be a continuation of footway south to the new roundabout or indicate the potential for vulnerable road user activity in that section of road, and indeed beyond to where they indicatively show the 30mph speed limit could be extended to. There are no road traffic collisions recorded on that section in the last 5 years.

On this basis I would not support an extension of the 30mph speed limit and would suggest that if there is any need to reduce the speed limit from the current national speed limit, 40mph would be more appropriate."

2.115. **ACE Drawing 2207280-005E** shows a connection between the proposed southern access roundabout and the existing footway on the east side of the B2036 Harvest Hill into Ansty.

2.116. Nonetheless, the applicant is willing to support a change in speed limit as suggested by WSCC, through the funding of a Traffic Regulation Order (TRO) which would be taken forward by the Local Authority.

2.117. It should be noted that the proposed access roundabout is itself not dependant on a change in speed limit as sufficient visibility for a 60mph design speed can be achieved within the current roundabout design. This would remove any conditional requirement on achieving a TRO which is subject to a consultation process.

Comment #21 - Personal Injury Collisions

"No information has been provided on the accident history / records of the local highway network."

2.118. As per feedback received during the April 2024 meeting, collision data has been obtained for the highway network surrounding the proposal site and along the

primary cycle route into Haywards Heath from the Sussex Safer Roads Partnership (SSRP) for the most recent 5 year period available (2023-2018 inclusive), as shown in **Figure 2.9** below.

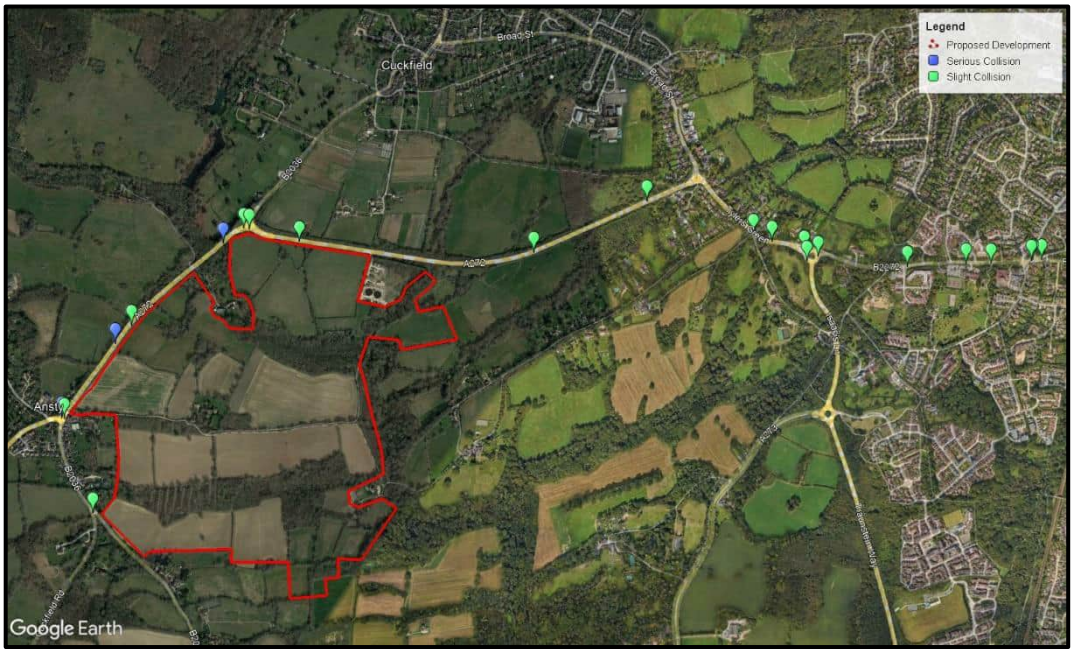


Figure 2.9: Local Collisions (Source: Crashmap.co.uk)

2.119. As can be seen above, no areas surrounding the site is characterised by any significant cluster of collisions (defined as one collision or more per year on average).

2.120. As such, there is little to suggest any pre-existing road safety deficiencies in the area that would either affect by the development, or warrant a specific development-related intervention.

2.121. **Table 2.12** provides a breakdown of the collisions shown in **Figure 2.9** above. Plans showing the precise locations of each collision are provided at **Appendix D**.

SSRP Reference	Date	Location	Severity
471805507	04/10/2018	B2272 Butler's Green Road	Slight
471806646	01/12/2018	B2272 / Bolnore Road / Paddockhall Road Double Mini-Roundabouts	Slight
471806898	12/12/2018	B2036 Harvest Hill / Cuckfield Road Priority Junction	Slight
471900578	31/01/2019	A272	Slight
471900770	08/02/2019	A272	Slight

471901634	26/03/2019	B2272 / Tylers Green / Issac's Lane Roundabout	Slight
471902679	24/05/2019	Ansty Mini-Roundabout	Slight
470871426	27/08/2019	Ansty Mini-Roundabout	Slight
470878889	15/09/2019	A272	Slight
470895812	21/10/2019	B2272 / Bolnore Road / Paddockhall Road Double Mini-Roundabouts	Slight
470898871	15/11/2019	B2272 / Bolnore Road / Paddockhall Road Double Mini-Roundabouts	Slight
19902758	26/11/2019	A272	Slight
20961027	30/06/2020	Tylers Green	Slight
211024830	27/01/2021	B2272	Slight
211052701	06/06/2021	A272	Serious
211054261	09/06/2021	A272	Serious
211096707	09/10/2021	A272 / B2036 Roundabout	Slight
221143325	14/02/2022	A272 / B2036 Roundabout	Slight
221210667	17/08/2022	B2272 / Tylers Green / Issac's Lane Roundabout	Slight
231267902	25/01/2023	B2272 Butler's Green Road	Slight
231314397	03/06/2023	Ansty Mini-Roundabout	Serious
231315092	05/06/2023	B2272 / Tylers Green / Issac's Lane Roundabout	Slight
231337159	30/07/2023	Tylers Green	Slight

Table 2.12: Local Collisions (Source: SSRP)

2.122. The above information was provided to WSCC during post-meeting discussions and agreed.

Comment #22 – Travel Plan

"A travel plan has been provided and sets a 5 year target of reducing single occupancy car travel by 5%. This figure is below the 10% figure included within the WSCC travel plan guidance for rural sites. One key measure that should be included is the provision of £150 travel plan vouchers for each dwelling."

2.123. The applicant will submit a revised Framework Travel Plan that will amend the target to a 10% reduction in single occupancy car trips over 5 years and include a commitment to £150 travel plan voucher for each dwelling, as requested.

2.124. Baseline surveys will be conducted to monitor compliance against these targets, which will also include existing areas of Ansty (or reference to historical Census data) to demonstrate that the physical interventions themselves made within the development will allow residents to live comparatively more sustainably than the rural location of the development otherwise could have allowed.

2.125. It will be the combined effects of the development's internal layout and structure as well as sustainable transport incentives which will act to achieving the type of mode shift that the Travel Plan envisages.

Comment #23 – Journey Times

2.126. During the April 2024 meeting, WSCC requested additional information to confirm that the route through the proposed development would be less attractive to drivers than travelling on the A272.

2.127. At the request of WSCC, a journey time comparison between the internal primary road and the equivalent route along the A272 / B2036 has been conducted based on a first principles approach.

2.128. The journey times are based on the following assumptions:

- Trips on the internal primary road travel at a speed of 20mph (the Design Speed of the internal road), ignoring junctions and all speed calming measures.
- Trips on the A272 (North) travel at a speed of 49.5mph (the average two-way speed from the ATC on this stretch of the A272)
- Trips on the A272 (East) travel at a speed of 44.2mph (the average two-way speed from the ATC on this stretch of the A272)
- Trips on the B2036 Harvest Hill travel at a speed of 45.2mph (the average two-way speed from the ATC on the B2036)
- Trips on the A272 / B2036 route experience delays at each junction encountered, based on the average two-way delay in both the AM and PM peak periods from junction capacity modelling in the 2039 Do Something Scenario.

2.129. As such the comparison shown in **Table 2.13** and **Table 2.14** below should be considered robust.

Road	Road Length (m)	Road Length (Miles)	Speed (mph)	Time (mins)
Internal Road	1,316	0.82	20	2.45
A272 (North)	322	0.2	49.5	0.24
A272 (West)	605	0.38	44.2	0.51
Junction Delay	-	-	-	0.36
A272 (Combined)	927	0.58	-	1.12

Table 2.13: Journey Time Comparison (North Roundabout to East Roundabout)

Road	Road Length (m)	Road Length (Miles)	Speed (mph)	Time (mins)
Internal Road	1,649	1.02	20	3.07
A272 (North)	322	0.2	49.5	0.24
A272 (West)	946	0.59	44.2	0.8
B2036 Harvest Hill	487.4	0.3	45.2	0.4
Junction Delay	-	-	-	1.26
A272 / B2036 (Combined)	1,756	0.79	-	2.7

Table 2.14: Journey Time Comparison (North Roundabout to South Roundabout)

2.130. As can be seen above, the A272 / B2036 route remains the most attractive route for external drivers travelling pass the site.

2.131. As such, the proposed development will not be expected to act as a preferential route that would otherwise be perceived as a 'rat-run'.

Drawings

N

EXISTING PUBLIC RIGHT OF WAY

BRIDLEWAY

Mount Noddy Cottage

West Riddens Cottages

215m FORWARD VISIBILITY ON APPROACH BASED ON 60mph (NOTE APPROACHING WITHIN 30mph SPEED LIMIT)

Little Orchard

Pond

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

CONNECT TO EXISTING FOOTWAY

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 70.18m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 40.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 40.00m

POTENTIAL CROSSING POINT AND TRANSITION FROM SEGREGATED CYCLE ROUTE TO SHARED FOOT/CYCLEWAY

SIGNAGE AND DETAILS TBC

NOTE DEVELOPMENT ACCESS ARM TO BE A 20/30mph SPEED LIMIT

PROPOSED DEVELOPMENT

TIE INTO EXISTING ROAD ALIGNMENT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 67.00m

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m
SHOULD BE USED AT SINGLE LANE ENTRIES

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 60.00m

CIRCULATORY CARRIAGEWAY WIDTH AS PER PARA 3.6 OF CD116
THE WIDTH OF THE CIRCULATORY CARRIAGEWAY FOR NORMAL OR COMPACT ROUNDABOUTS SHALL BE BETWEEN 1.0 AND 1.2 TIMES THE MAXIMUM ENTRY WIDTH, EXCLUDING ANY OVERRUN AREA - 5.40m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 20.00m

EXIT WIDTH AND RADIUS AS PER FIG 3.28 OF CD116
EXIT WIDTH 7.00m
EXIT RADIUS 42.00m

ENTRY KERB RADIUS AS PER FIG 3.19 OF CD116
RADIUS OF 15m

PROPOSED DROPPED KERB FOOTWAY/CYCLEWAY TIE INTO EXISTING KERBS

ENTRY WIDTH AS PER PARA 3.14.1 OF CD116
AT THE GIVE WAY LINE A LANE WIDTH OF 4.5m SHOULD BE USED AT SINGLE LANE ENTRIES

TIE INTO EXISTING ROAD ALIGNMENT

ENTRY PATH RADIUS AS PER FIG 3.20 OF CD116
ENTRY PATH RADIUS 99.84m

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

215m FORWARD VISIBILITY ON APPROACH BASED ON POSTED SPEED LIMIT (60mph)

Ansty Lodge

Ansye Place

61.7m

West Riddens

West Riddens Farm

Pond

68.2m

B2036 SOUTH

Brambles, scrub and small trees

ARCADY ROUNDABOUT GEOMETRY:	(ARM 1) B2036 NORTH	(ARM 2) DEVELOPMENT ACCESS	(ARM 3) B2036 SOUTH
APPROACH ROAD HALF WIDTH	3.00m	3.25m	3.30m
ENTRY WIDTH	4.50m	4.50m	4.50m
EFFECTIVE FLARE LENGTH	10.00m	11.00m	14.50m
ENTRY RADIUS	40.00m	20.00m	15.00m
INSCRIBED CIRCLE DIAMETER	30.00m	30.00m	30.00m
CONFLICT ANGLE	30.00°	37.00°	29.00°
DEFLECTION	70.18m	67.00m	99.84m

NOTES:

ROUNDABOUT DESIGNED TO CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS (FORMERLY TD 16/07, TD 50/04, TD 51/17, TD 54/07, TA 23/81, TA 78/97, TA 86/03, TD 70/08)

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDABOUT SUBJECT TO FURTHER DESIGN REFINEMENT OF NON-VEHICULAR WORKS, SPEED SURVEYS, ROAD SAFETY AUDIT, LAND OWNERSHIP CONFIRMATION, ARBORICULTURAL SURVEY AND DISCUSSIONS WITH HIGHWAYS

THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.

STREET LIGHTING TO BE CONSIDERED.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.

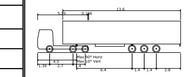
DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

KEY:

- INDICATIVE SITE BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY
- DEFLECTION ANGLE
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- FORWARD VISIBILITY SPLAY BASED ON 60mph SPEED LIMIT
- 43m FORWARD VISIBILITY SPLAY
- 43m PEDESTRIAN VISIBILITY SPLAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS

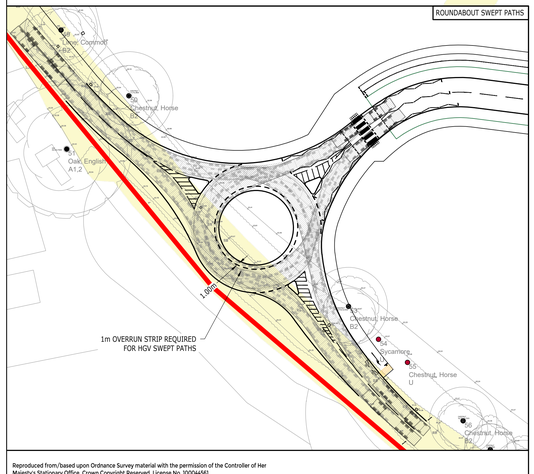
VEHICLE SPECIFICATION:



Max Legal Articulated Vehicle (16.5m)

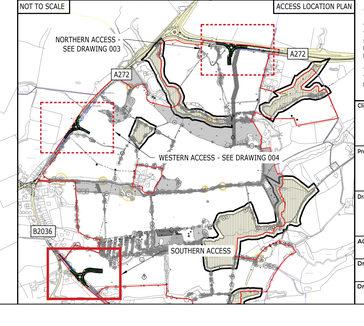
Overall Length	16.500m
Overall Width	2.550m
Min Body Ground Height	0.300m
Min Body Ground Clearance	0.300m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

ROUNDABOUT SWEPT PATHS



NOT TO SCALE

ACCESS LOCATION PLAN



DRAFT

Rev	Description	Drn	Chk	App	Date
E	REDLINE BOUNDARY UPDATED	BT	DV	DH	21.05.25
D	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
C	CYCLE ROUTE EXTENDED ALONG SOUTHERN ARM	ADS	DH	KM	28.09.23
B	UPDATED TO WSCC COMMENTS	DV	DH	KM	12.07.23
A	TREES SURVEY ACEED / REDLINE UPDATED	DV	DH	KM	13.04.23

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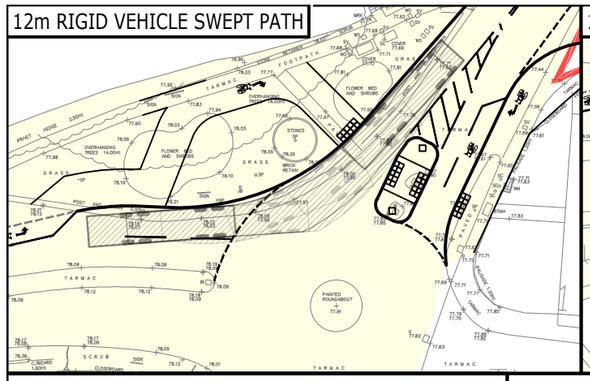
Client: FAIRFAX ACQUISITIONS LTD

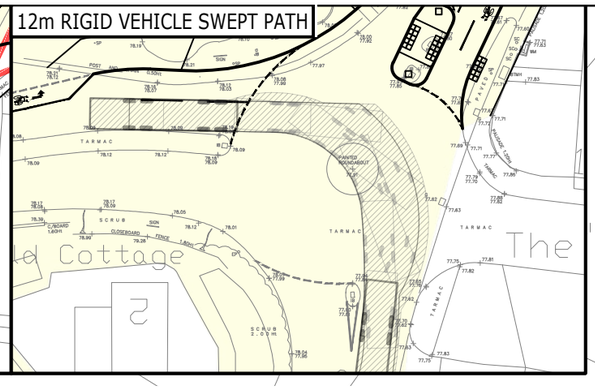
Project Title: LAND AT ANTSY FARM, MID SUSSEX

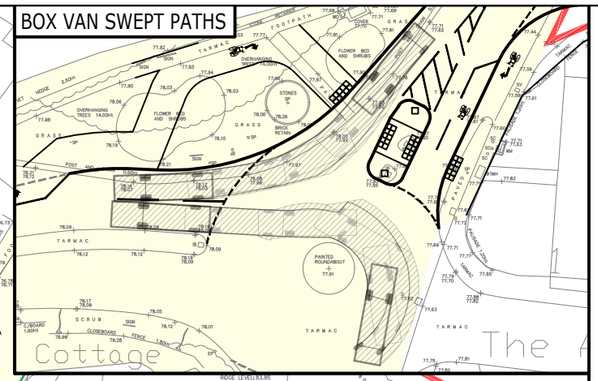
Drawing Title: PROPOSED ROUNDABOUT SOUTHERN ACCESS (B2036)

AO Scale	Date	Designed by
1:500	22.02.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

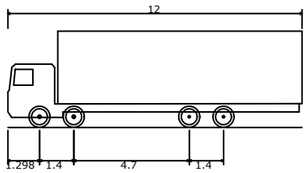
Drawing Number: 2207280-005 Rev E





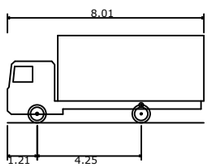


VEHICLE SPECIFICATIONS:

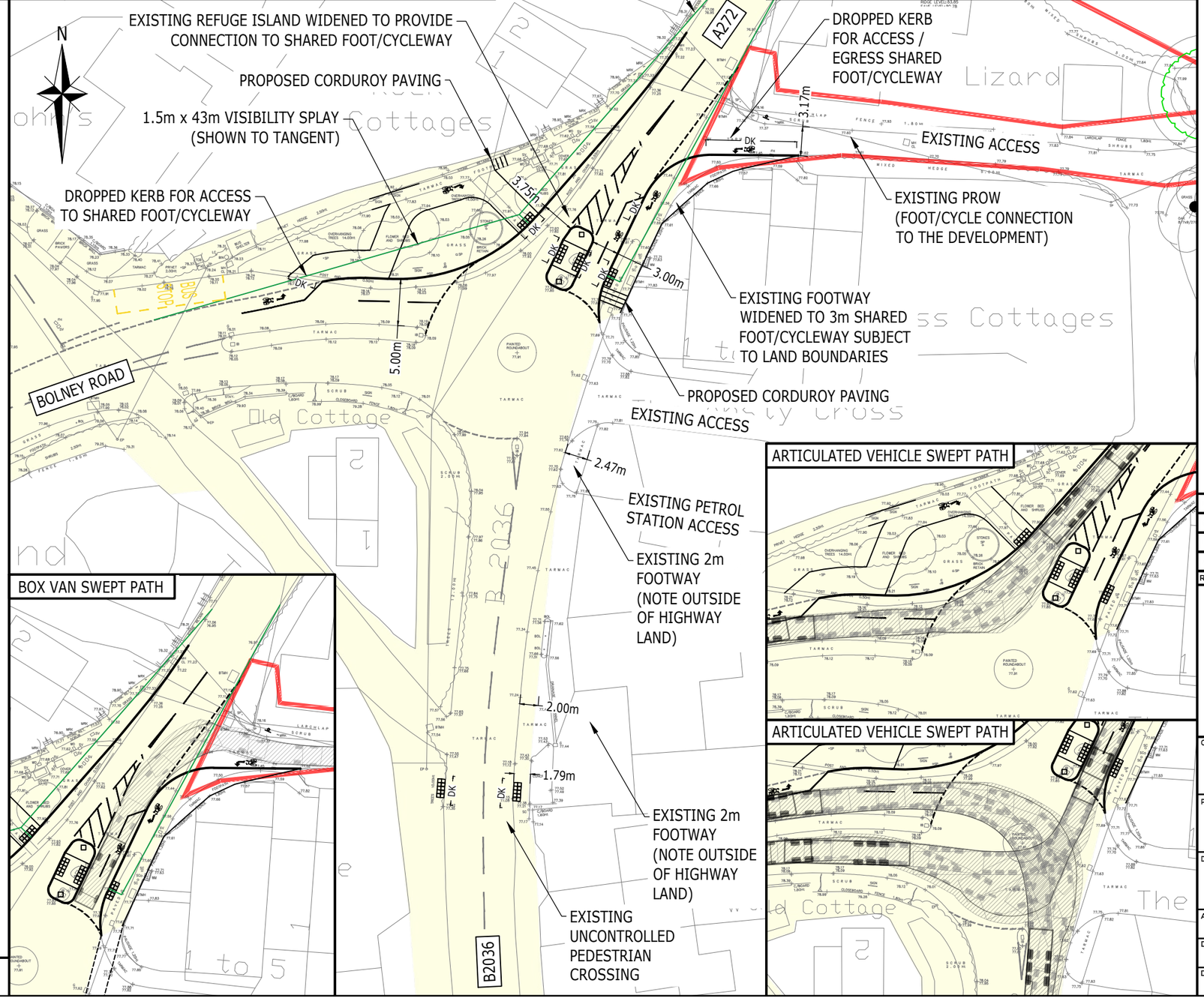


Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

16.5m Articulated Vehicle	
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



NOTES:

THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.

VISIBILITY SPLAYS SUBJECT TO SPEED LIMIT CHANGE AND DISCUSSIONS WITH HIGHWAYS.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN/1 20 STANDARDS.

KEY:

INDICATIVE SITE BOUNDARY TO BE CONFIRMED

HIGHWAY BOUNDARY TRANSCRIBED FROM MID SUSSEX RECORDS

DRAFT

Rev	Description	Drn	Chk	App	Date
D	ADDITIONAL ARTICULATED VEHICLE TRACKS ADDED	BT	BT	DH	15.05.25
C	ARTICULATED VEHICLE TRACKS ADDED	DV	DV	DH	29.04.25
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	UPDATED TO ALLOW 5m ENTRY WIDTH	DV	DV	DH	22.09.23

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Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANTSY FARM, MID SUSSEX

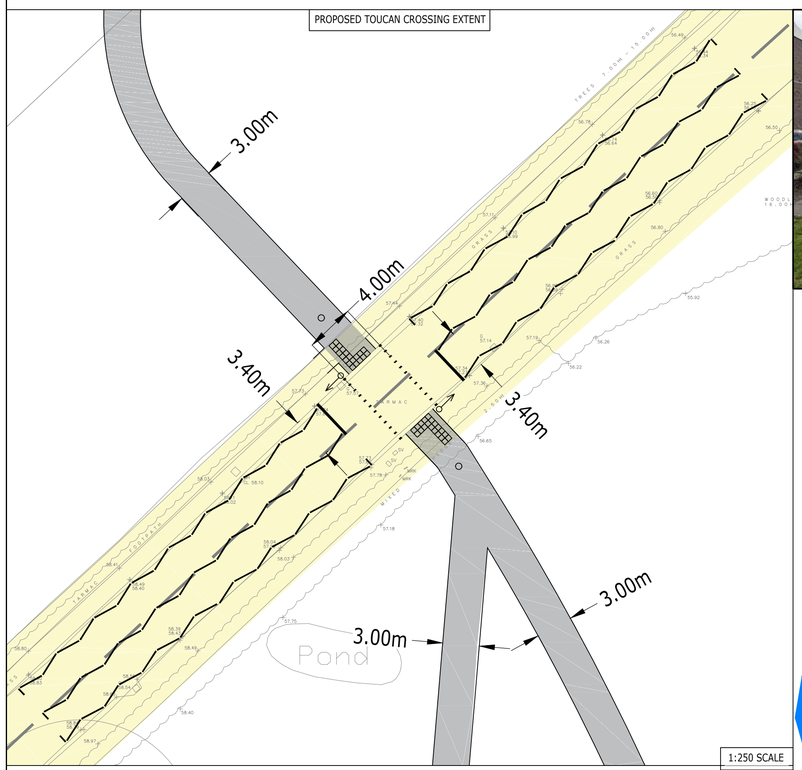
Drawing Title:
PROPOSED CYCLE CONNECTIONS
A272 / BOLNEY ROAD / B2036

A3 Scale	Date	Designed by
1:500	03.08.23	DV
Drawn by	Checked by	Approved by
DV	DV	KM

Drawing Number: 2207280-007
Rev: D

N

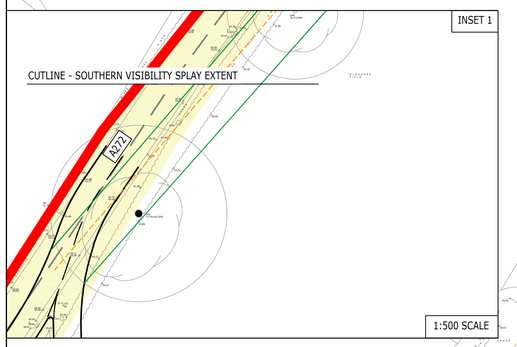
PROPOSED TOUCAN CROSSING EXTENT



1:250 SCALE

CYCLIST PRIORITY EXAMPLE
@ BEAULIEU PARK, ESSEX

INSET 1



1:500 SCALE

CUTLINE - SOUTHERN VISIBILITY SPLAY EXTENSION - SEE INSET 1

1:500 SCALE

NOTES:

1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
2. DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023
3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-XX-M2-Y-1012-D102_Concept masterplan (08-09-23)
4. STREET LIGHTING TO BE CONSIDERED.
5. SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.
6. VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.
7. SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.
8. DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

KEY:

- INDICATIVE SITE BOUNDARY
- BEECHY BOTTOM RESERVE BOUNDARY (INDICATIVELY SHOWN)
- PROPOSED FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- 215m VISIBILITY SPLAYS
- 215m VISIBILITY SPLAY TO SIGNAL HEAD

DRAFT

Rev	Description	Drn	Chk	App	Date
C	UPDATED FOLLOWING WSCC HGHWAY COMMENTS	DV	DV	DH	26.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	PROPOSED CYCLE/PEDESTRIAN ROUTE SHOWN NORTHERN SIDE OF THE A272 TO BEECHY BOTTOM RESERVE	ADS	DH	KM	28.09.23

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Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:
A272 PROPOSED TOUCAN CROSSING

A1 Scale	Date	Designed by
AS SHOWN	08.09.23	DV
Drawn by	**Checked by**	**Approved by**
DV	DV	KM

Drawing Number: 2207280-010 Rev C

KEY:

- INDICATIVE SITE BOUNDARY
- DEVELOPMENT CYCLE ROUTE
- EXISTING BRIDLEWAYS
- EXISTING FOOTPATHS
- NEW BRIDLEWAY

Rev	Description	Drn	Chk	App	Date
A	REVISED FROM STRATEGY	JS	JS	DH	20.05.24

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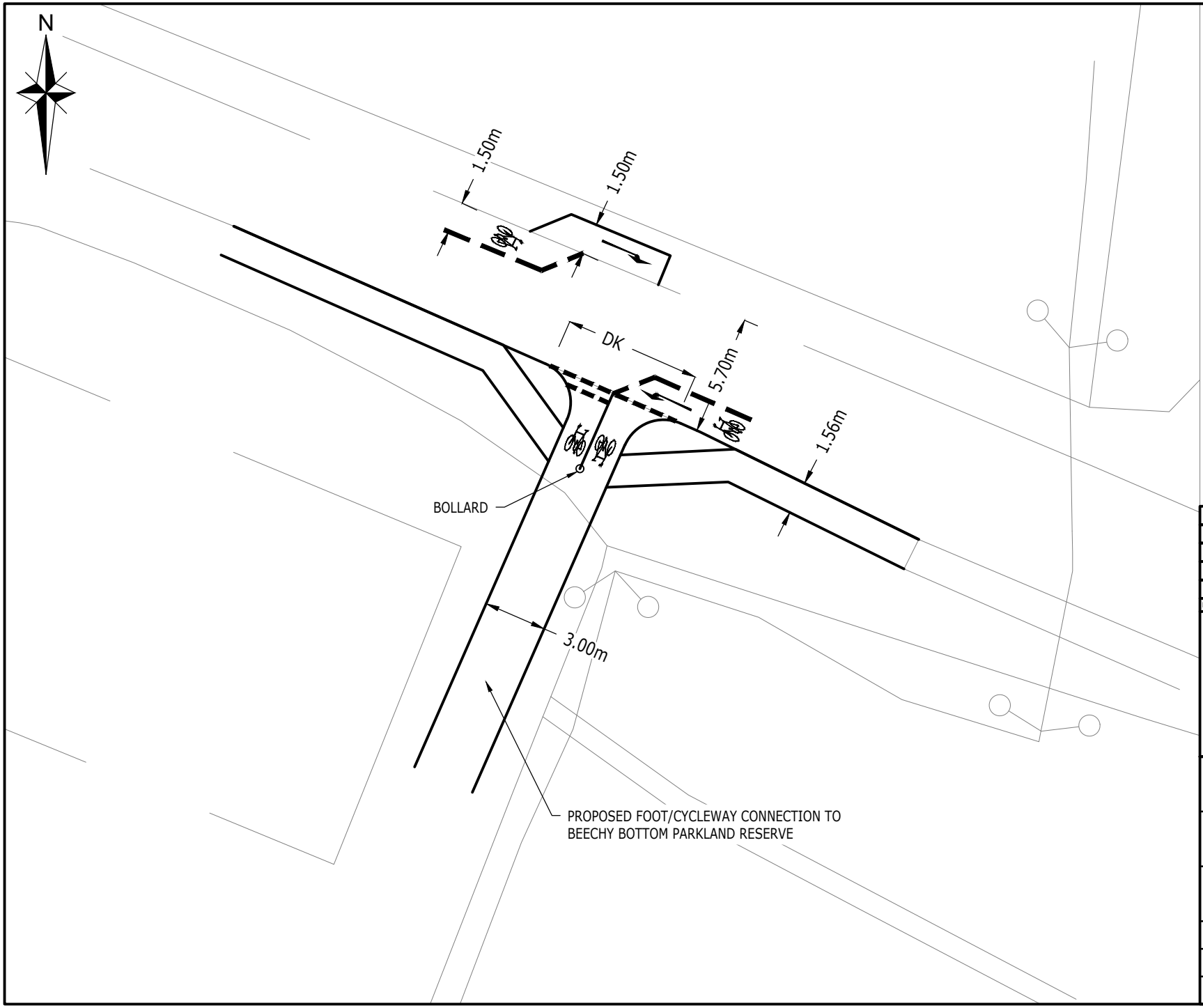
Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANTSY FARM, MID SUSSEX

Drawing Title: PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN

AO Scale	Date	Designed by
1:2000	26.03.2024	HP
Drawn by: HP	Checked by: JS	Approved by: DH

Drawing Number: 2207280-014 Rev: A



NOTES:
DRAWING IS SUBJECT TO TOPOGRAPHICAL SURVEY AND HIGHWAY BOUNDARY CONFIRMATION

Rev	Description	Drn	Chk	App	Date
E	TO INCORPORATE FURTHER WSCC FEEDBACK	HP	JS	DH	24.01.2025
D	TO INCORPORATE WSCC FEEDBACK	SG	JS	DH	26.11.2024
C	CYCLEWAY LAYOUT AMENDED	HP	JS	DH	24.09.2024
B	TEXT REMOVED	BT	JS	DH	29.08.2024
A	ADDITION OF 'BOLLARDS' NOTE	HP	JS	DH	17.07.2024

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Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:
BEECHY BOTTOM PARKLAND RESERVE CYCLE ACCESS PLAN

A4 Scale	Date	Designed by
1:250	21.05.24	BT
Drawn by	**Checked by**	**Approved by**
BT	JS	DH

Drawing Number	Rev
2207280-015	E

SEE DRAWING 2207280-SK05 & SK05.1
FOR CYCLE ROUTE IMPROVEMENT PLAN

ARCADY GEOMETRY:	(ARM 1) B2272 BUTLERS GREEN RD	(ARM 2) ISAACS LANE	(ARM 3) A272 TYLERS GREEN
APPROACH ROAD HALF WIDTH	3.61m	6.80m	4.30m
ENTRY WIDTH	10.50m	9.00m	9.00m
EFFECTIVE FLARE LENGTH	22.30m	17.30m	4.40m
ENTRY RADIUS	40.00m	20.00m	20.00m
INSCRIBED CIRCLE DIAMETER	50.00m	50.00m	50.00m
CONFLICT ANGLE	37.80°	45.50m	45.70°

NOTES:

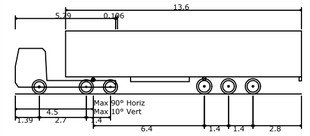
ROUNDABOUT DESIGNED WITH REFERENCE TO CD116 AND SUBJECT TO STAGE 1 RSA, DETAIL DESIGN AND HIGHWAY AUTHORITY APPROVAL.

VISIBILITY SPLAYS SUBJECT TO VERTICAL CHECKS AND BASED ON POSTED SPEEDS OF 30mph & 40mph

KEY:

- HIGHWAY BOUNDARY TRANSCRIBED FROM WSCC RECORDS
- DEFLECTION
- EXISTING DEFLECTION
- 90m FORWARD VISIBILITY TO GIVE WAY LINE (30mph)
- 120m FORWARD VISIBILITY TO GIVE WAY LINE (40mph)
- PROPOSED KERB
- PROPOSED FOOT/CYCLEWAY
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS

VEHICLE SPECIFICATION:



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

DRAFT

VISIBILITY SPLAY EXTENSION

HGV SWEPT PATHS

HGV SWEPT PATHS

HGV TURNING RIGHT

HGV DRIVING AHEAD WITH NO ENCROACHMENT TO HGV TURNING RIGHT ON CIRCULATORY

HGV DRIVING AHEAD

HGV TURNING LEFT WITH NO ENCROACHMENT ON CIRCULATORY

HGV TURNING RIGHT

HGV TURNING LEFT WITH NO ENCROACHMENT ON CIRCULATORY

HGV SWEPT PATHS

DESIGN PARAMETERS - CD 116 - GEOMETRIC DESIGN OF ROUNDABOUTS (DIMENSIONS ACHIEVED)

INSCRIBED CIRCLE DIAMETER (3.5.2)	-	For a normal roundabout should not exceed 100m (50m)
CIRCULATORY WIDTH (3.6)	-	Between 1.0 and1.2 times the maximum entry width (Width varies between 10m - 10.90m)
ENTRY WIDTH (3.14)	-	Lanes to be between 3m and 3.5m (All arms have 9m - 10.5m entry widths)
ENTRY KERB RADIUS (3.19.2 & 3.19.3)	-	Not greater than 100m, Not less than 20m (All arms have between 20m-100m)
EXIT KERB RADIUS (3.29.5 & 3.29.6)	-	Not greater than 100m, Not less than 20m (All arms have between 20m-100m)
EXIT WIDTH (3.28.2)	-	Between 7 metres and 7.5 metres and the exit should taper down to a minimum of 6 metres (All arms have 7m exit widths)
ENTRY PATH CURVATURE (3.26)	-	Should not exceed 100m (All arms have <100m apart from Isaacs Lane which as existing is 203m and reduced to 141m with proposed works)
ENTRY ANGLE (3.18.1)	-	Between 20 degrees and 60 degrees (All arms have 20-60 degrees)

HGV SWEPT PATHS

Rev	Description	Drn	Chk	App	Date
C	UPDATED FOLLOWING WSCC COMMENTS 25.04.25	DV	DV	DH	12-05-25
B	WHITE LINING AMENDED	SG	JS	DH	11-02-25
A	ADDITION OF VEHICLE TRACKING	DV	JS	DH	09-01-25

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

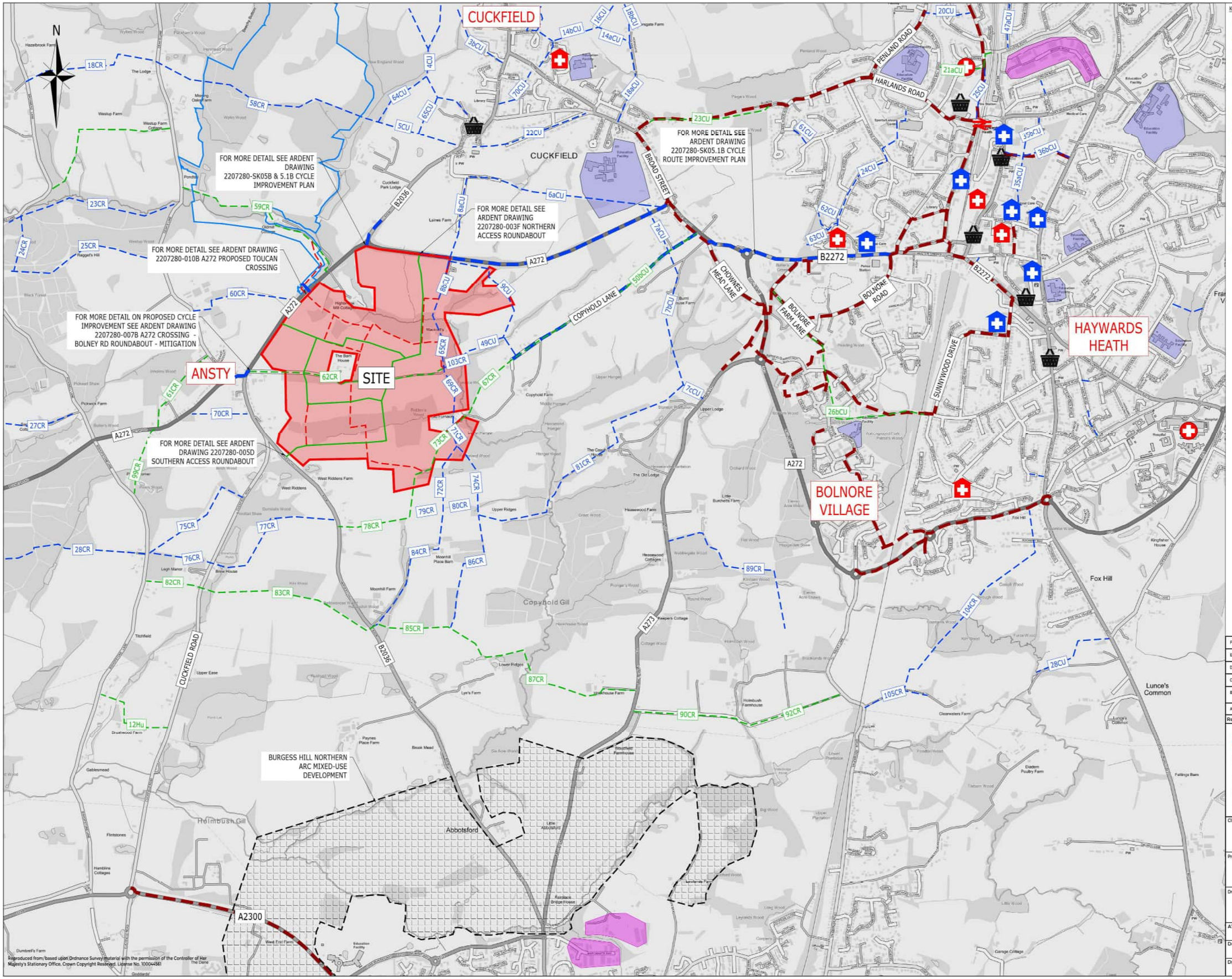
LAND AT ANSTY FARM, MID SUSSEX

Drawing Title:

PROPOSED MITIGATION WORKS
TYLERS GREEN ROUNDABOUT

A2 Scale	Date	Designed by
1:500	25.11.24	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-016 Rev C



FOR INFORMATION ONLY

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
F	FOOTPATH 62 CR UPDATED TO BECOME BRIDLEWAY	BT	JS	DH	23.05.24
E	UPDATED CYCLE ROUTE IMPROVEMENT EXTENTS	HP	JS	DH	27.03.24
D	UPDATED DRAWING REFERENCES	HP	JS	DH	30.10.23
C	PARKLAND RESERVE BOUNDARY ADDED (BLUE LINE)	HP	JS	DH	20.10.23
B	DRAWING REFERENCES, FOOTPATHS, BRIDLEWAYS AND FACILITIES ADDED	ADS	JS	DH	26.09.23
A	AMENDMENT OF CYCLE ROUTE PER WSCC COMMENTS	HP	JS	KM	14.08.23

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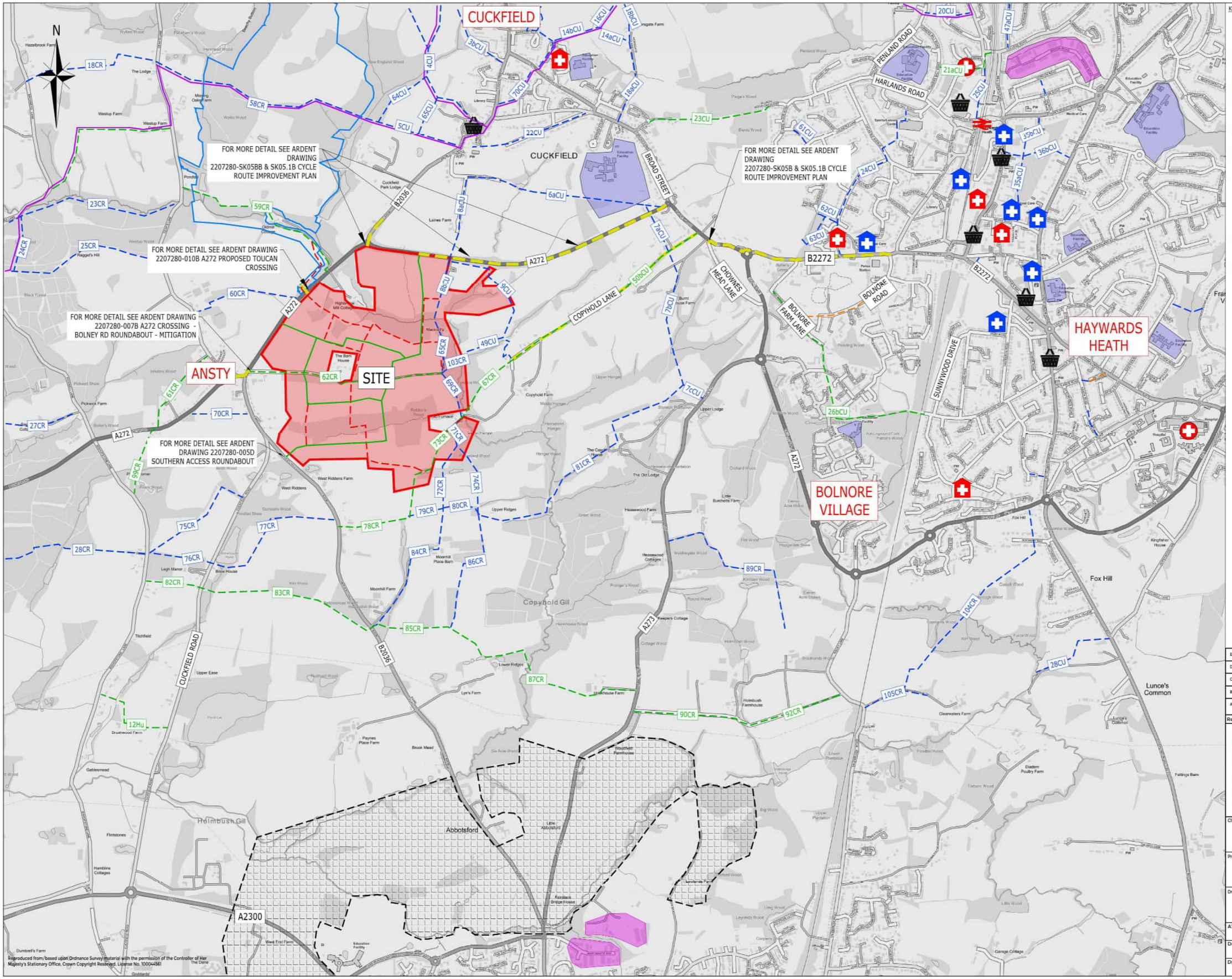
Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANSTY FARM, MID SUSSEX

Drawing Title:
CYCLE ROUTE IMPROVEMENT STRATEGY

A1 Scale	Date	Designed by
NTS	12.05.23	ADS
Drawn by	Checked by	Approved by
ADS	JS	DH

Drawing Number: 2207280-SK03 Rev F



FOR INFORMATION ONLY

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
E	FOOTPATH 62 OR UPDATED TO BECOME BRIDLEWAY	BT	JS	DH	23.05.24
D	UPDATED FOOTWAY ENHANCEMENT EXTENTS	HP	JS	DH	27.03.24
C	UPDATED DRAWING REFERENCES	HP	JS	DH	27.10.23
B	PARKLAND RESERVE BOUNDARY ADDED (BLUE LINE)	HP	JS	DH	20.10.23
A	DRAWING REFERENCES, PROPOSED ONSITE FOOTWAYS, BUS ROUTES ADDED	HP	DH	KM	29.09.23

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Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANSTY FARM, MID SUSSEX

Drawing Title: PEDESTRIAN ROUTE IMPROVEMENT STRATEGY

A1 Scale	Date	Designed by
NTS	12.05.23	ADS
Drawn by	Checked by	Approved by
ADS	JS	DH

Drawing Number: 2207280-SK04 Rev E

N

PROPOSED WORKS - PEDESTRIAN / CYCLE PRIORITY AT JUNCTION SUBJECT TO FURTHER DESIGN

120m FORWARD VISIBILITY TO SIGNAL HEAD

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

CUTLINE

SEE SW05 FOR CONTINUATION OF PEDESTRIAN FACILITIES

TYLERS GREEN

120m FORWARD VISIBILITY TO SIGNAL HEAD - VEGETATION TO BE TRIMMED BACK AND MAINTAINED

4.00m 3.00m 3.50m 3.50m 3.00m

PROPOSED SHARED FOOT/CYCLEWAY

PROPOSED SHARED FOOT/CYCLEWAY

PROPOSED SHARED FOOT/CYCLEWAY

PROPOSED CROSSING POINT

PROPOSED LINK FROM EXISTING SHARED FOOT/CYCLEWAY TO PROPOSED CROSSING AND FOOT/CYCLEWAY FACILITIES

120m FORWARD VISIBILITY ON APPROACH BASED ON 40mph SPEED LIMIT

PROPOSED KERB WORKS TO ACCOMMODATE VISIBILITY SPLAYS TO PROPOSED CROSSING TO THE WEST

EXISTING CYCLE ROUTE

ISAACS LANE

PROPOSED SHARED FOOT/CYCLEWAY

3.00m

PROPOSED SHARED FOOT/CYCLEWAY - WIDENING INTO CARRIAGEWAY

EXISTING CROSSING POINT

PROPOSED SHARED FOOT/CYCLEWAY

BUTLERS GREEN ROAD

EXISTING SHARED FOOT/CYCLEWAY

EXISTING CYCLE ROUTE

EXISTING CYCLE ROUTE

CUTLINE

RELOCATED BUS SHELTER AND REMOVAL OF LAYBY FOR PROPOSED BUS CAGE WITH A BUS STOP BYPASS LAYOUT

PROPOSED SHARED FOOT/CYCLEWAY - WIDENING INTO CARRIAGEWAY

3.00m 2.50m 2.67m 3.00m 3.00m 2.00m

43m VISIBILITY SPLAY BASED ON 30mph SPEED LIMIT

CUTLINE

VIEWPORT 1

VEHICLE SWEPT PATHS

TWO BUSES PASSING

1:500 SCALE

VEHICLE SWEPT PATHS

TWO BUSES PASSING ON BEND

7.09m

1:500 SCALE

VEHICLE SWEPT PATHS

BUS SWEPT PATH

1:500 SCALE

VEHICLE SWEPT PATHS

TWO BUSES PASSING

1:500 SCALE

VEHICLE SWEPT PATHS

3.50m 2.8 3.0m

BUS SWEPT PATH

BUS SWEPT PATH

1:500 SCALE

LOCATION PLAN - NOT TO SCALE

A 272

B 2272

ISAACS LANE

PADDOCKHALL ROAD

SEE VIEWPORT 1

SEE VIEWPORT 2

1:1000 SCALE

VIEWPORT 2

PREFERED LCWIP NETWORK - NOT TO SCALE

Haywards Heath Preferred LCWIP Networks

Route Ref.

A

B

C

D

E

F

G

PJA

Mid Sussex District Council

Mid-Sussex LCWIP

HAYWARDS HEATH PREFERRED LCWIP NETWORK

PROPOSED SHARED FOOT/CYCLEWAY

CUTLINE

3.00m

RELOCATED BUS SHELTER AND REMOVAL OF LAYBY FOR PROPOSED BUS CAGE WITH A BUS STOP BYPASS LAYOUT

3.00m 2.50m 2.67m 3.00m 3.00m 3.00m

PROPOSED SHARED FOOT/CYCLEWAY - WIDENING INTO CARRIAGEWAY

43m VISIBILITY SPLAY BASED ON 30mph SPEED LIMIT

EXISTING SIGNALISED CROSSING POINT

CUTLINE

PROPOSED SHARED FOOT/CYCLEWAY / CROSSING POINT

PROPOSED SHARED FOOT/CYCLEWAY - 2.8m MAX ACHIEVABLE WIDTH

EXISTING ON CARRIAGEWAY CYCLE ROUTE

EXISTING ON-STREET PARKING BAYS

VEHICLE SWEPT PATHS

BUS PASSING A CAR AT ROUNDABOUT

BUS PASSING A CAR AT ROUNDABOUT

1:500 SCALE

1:1000 SCALE

NOTES:

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARBORICULTURAL SURVEY, SPEED SURVEYS, SWEPT PATHS AND HIGHWAYS AGREEMENT.

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023 & ORDNANCE SURVEY DATA.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR. MATURE TREES TO HAVE REFLECTIVE BANDING.

DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.

INTERNAL LIGHTING DESIGN NOT DETAILED ON THIS DRAWING

KEY:

- PROPOSED FOOT/CYCLEWAY
- EXISTING OFF-CARRIAGEWAY FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WSCC RECORDS
- PROW FOOTPATH TRANSCRIBED FROM WSCC RECORDS
- PROW BRIDLEWAY TRANSCRIBED FROM WSCC RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PEDESTRIAN VISIBILITY SPLAY
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- LCWIP PREFERRED CYCLE ROUTE
- EXISTING CYCLE ROUTE
- 120m FORWARD VISIBILITY
- 2.4m X 43m VISIBILITY

VEHICLE SPECIFICATION:

Single Deck Bus	
Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.370m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.368m

Rev	Description	Drn	Chk	App	Date
H	UPDATED FOLLOWING EMAIL FROM WSCC	HP	JS	DH	08.10.24
G	UPDATED FOLLOWING MEETING WITH WSCC	BT	JS	KM	28.08.24
F	TOPOGRAPHICAL SURVEY INFORMATION ADDED	BT	JS	KM	23.08.24
E	LIGHTING COLUMNS ADDED	BT	JS	KM	21.06.24
D	CYCLE SCOOPS ADDED AT WSCC REQUEST	BT	JS	DH	30.05.24
C	UPDATED FOLLOWING WSCC COMMENTS	DV	DV	DH	23.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	18.10.23
A	MINOR AMENDMENTS	ADS	KM	DH	28.09.23

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Client: FAIRFAX ACQUISITIONS LTD

Project Title: LAND AT ANSTY FARM, MID SUSSEX

Drawing Title: CYCLE ROUTE IMPROVEMENT PLAN (SHEET 2)

AO Scale	Date	Designed by
AS SHOWN	15.06.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-SK05.1 Rev H

NOTES:

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARBORICULTURAL SURVEY, SPEED SURVEYS, SWEPT PATHS AND HIGHWAYS AGREEMENT.

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023 & ORDNANCE SURVEY DATA.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR. MATURE TREES TO HAVE REFLECTIVE BANDING.

DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/ 20 STANDARDS.

ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.

STREET LIGHTING LOCATIONS ARE SHOWN INDICATIVELY AND ARE SUBJECT TO INPUT FROM LIGHTING AND ECOLOGY CONSULTANTS

INTERNAL LIGHTING DESIGN NOT DETAILED ON THIS DRAWING

KEY:

- INDICATIVE SITE BOUNDARY TO BE CONFIRMED
- PROPOSED FOOT/CYCLEWAY
- EXISTING OFF-CARRIAGEWAY FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WSCC RECORDS
- PROW FOOTPATH TRANSCRIBED FROM WSCC RECORDS
- PROW BRIDLEWAY TRANSCRIBED FROM WSCC RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- 2m x 120m PEDESTRIAN VISIBILITY SPLAY
- 2m x 215m PEDESTRIAN VISIBILITY SPLAY
- EXISTING CYCLE ROUTE
- 120m FORWARD VISIBILITY
- FORWARD VISIBILITY SPLAY BASED ON 40mph SPEED LIMIT
- FORWARD VISIBILITY SPLAY BASED ON 60mph SPEED LIMIT
- LC PROPOSED LIGHTING COLUMN
- LC EXISTING LIGHTING COLUMN

WORK IN PROGRESS

DRAFT

Rev	Description	Drn	Chk	App	Date
H	UPDATED FOLLOWING EMAIL FROM WSCC	HP	JS	DH	08.10.24
G	UPDATED FOLLOWING MEETING WITH WSCC	BT	JS	KM	28.08.24
F	TOPOGRAPHICAL SURVEY INFORMATION ADDED	BT	JS	KM	23.08.24
E	LIGHTING COLUMNS ADDED	BT	JS	KM	21.06.24
D	CYCLE SCOOPS ADDED AT WSCC REQUEST	BT	JS	DH	30.05.24
C	UPDATED FOLLOWING WSCC COMMENTS	DV	DV	DH	23.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	18.10.23
A	AMENDMENTS TO PROPOSED CYCLE LANES ON B0236 ROAD	AOS	JS	DH	27.09.23

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Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANSTY FARM, MID SUSSEX

Drawing Title:

CYCLE ROUTE IMPROVEMENT PLAN (SHEET 1)

A0 Scale	Date	Designed by
1:1000	07.06.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: 2207280-SK05

Rev: H

Appendices

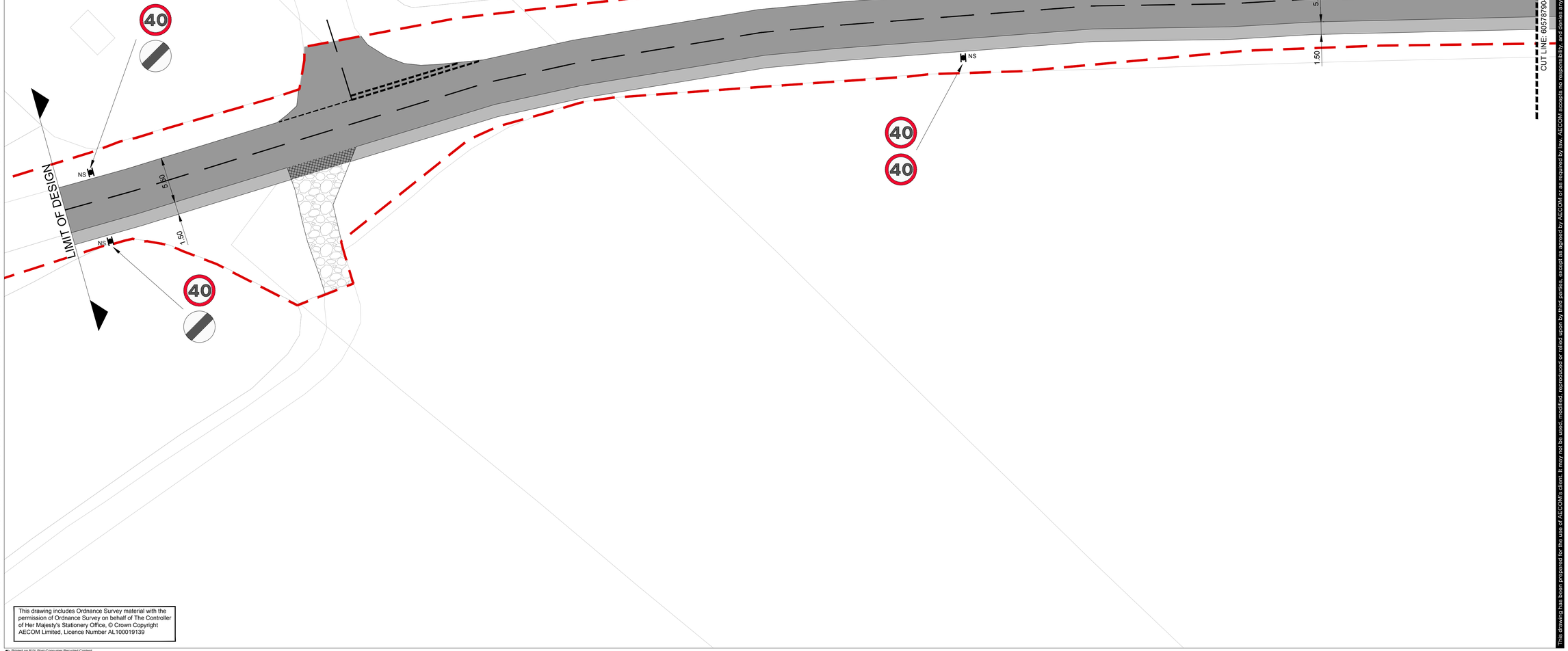
Appendix A

Burgess Hill Northern Arc Footway Plan

Appendix G – B2036 Traffic Calming and Footway Improvements

Scale
0 2.5 5 10 20m

Original Size (A1) 1:250 @ A1 1:500 @ A3



Project Management Initials:
Latest Revision Initials:
Project Reference Number: 60578790

Designer: RC
Checked:
Approved:

Checked: JS
Approved:

Approved: JS

ISO A1 594mm x 841mm

Last saved by: CHAMPIONR(2019-06-25) Last Plotted: 2019-06-25
Filename: F:\LONDON DEV PLANNING\LIBRARY\PROJECTS\60578790 - NORTHERN ARC, BURGESS HILL\WORKING\DRAWINGS\60578790-ACM-00-XX-SK-CE-0001.DWG

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PROJECT

NORTHERN ARC
BURGESS HILL

CLIENT

HOMES ENGLAND

NOTES

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2. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
3. THIS DRAWING IS PRELIMINARY AND SUBJECT TO FURTHER DESIGN.
4. HIGHWAY BOUNDARY BASED ON WSCC INFORMATION RECEIVED MAY 2019.

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERBLINE
- PROPOSED UNCONTROLLED PEDESTRIAN CROSSING
- CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED ACCESS VEHICLE CROSSOVER
- EXISTING GRAVEL ACCESS
- NS PROPOSED ROAD TRAFFIC SIGN

DRAFT COPY

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	25/06/19	FIRST ISSUE

SHEET TITLE

NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 1 OF 6

SHEET NUMBER

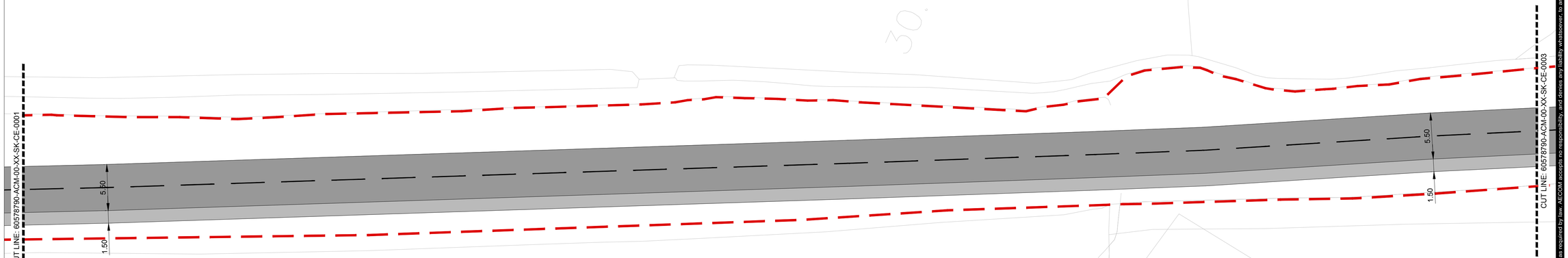
60578790-ACM-00-XX-SK-CE-0001-A

SCALE

1:250 @ A1

Scale
0 2.5 5 10 20m

Original Size (A1) 1:250 @ A1 1:500 @ A3



Project Management Initials:
Latest Revision Initials:
Project Referece Number: 60578790

Designer: RC
Checked:

Checked: JS
Approved:

Approved: JS

ISO A1 594mm x 841mm

Last saved by: CHAMPIONR(2019-06-25) Last Plotted: 2019-06-25
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3. THIS DRAWING IS PRELIMINARY AND SUBJECT TO FURTHER DESIGN.
4. HIGHWAY BOUNDARY BASED ON WSCC INFORMATION RECEIVED MAY 2019.

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERBLINE
- PROPOSED UNCONTROLLED PEDESTRIAN CROSSING
- CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED ACCESS VEHICLE CROSSOVER
- EXISTING GRAVEL ACCESS
- NS PROPOSED ROAD TRAFFIC SIGN

DRAFT COPY

ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	25/06/19	FIRST ISSUE

SHEET TITLE

NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 2 OF 6

SHEET NUMBER

60578790-ACM-00-XX-SK-CE-0002-A

SCALE

1:250 @ A1

Scale
0 2.5 5 10 20m

Original Size (A1) 1:250 @ A1 1:500 @ A3

Project Management Initials:
Latest Revision Initials:
Project Referece Number: 60578790

Designer: RC
Checked:

Checked: JS
Approved:

Approved: JS

ISO A1 594mm x 841mm

Last saved by: CHAMPIONR(2019-06-25) Last Plotted: 2019-06-25
Filename: F:\LONDON DEV PLANNING LIBRARY\PROJECTS\60578790 - NORTHERN ARC, BURGESS HILL\WORKING\DRAWINGS\60578790-ACM-00-XX-SK-CE-0001.DWG

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PROJECT

NORTHERN ARC
BURGESS HILL

CLIENT

HOMES ENGLAND

NOTES

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4. HIGHWAY BOUNDARY BASED ON WSCC INFORMATION RECEIVED MAY 2019.

KEY

- HIGHWAY BOUNDARY
- PROPOSED KERBLINE
- PROPOSED UNCONTROLLED PEDESTRIAN CROSSING
- CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED ACCESS VEHICLE CROSSOVER
- EXISTING GRAVEL ACCESS
- NS PROPOSED ROAD TRAFFIC SIGN

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ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	25/06/19	FIRST ISSUE

SHEET TITLE

NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 3 OF 6

SHEET NUMBER

60578790-ACM-00-XX-SK-CE-0003-A

SCALE

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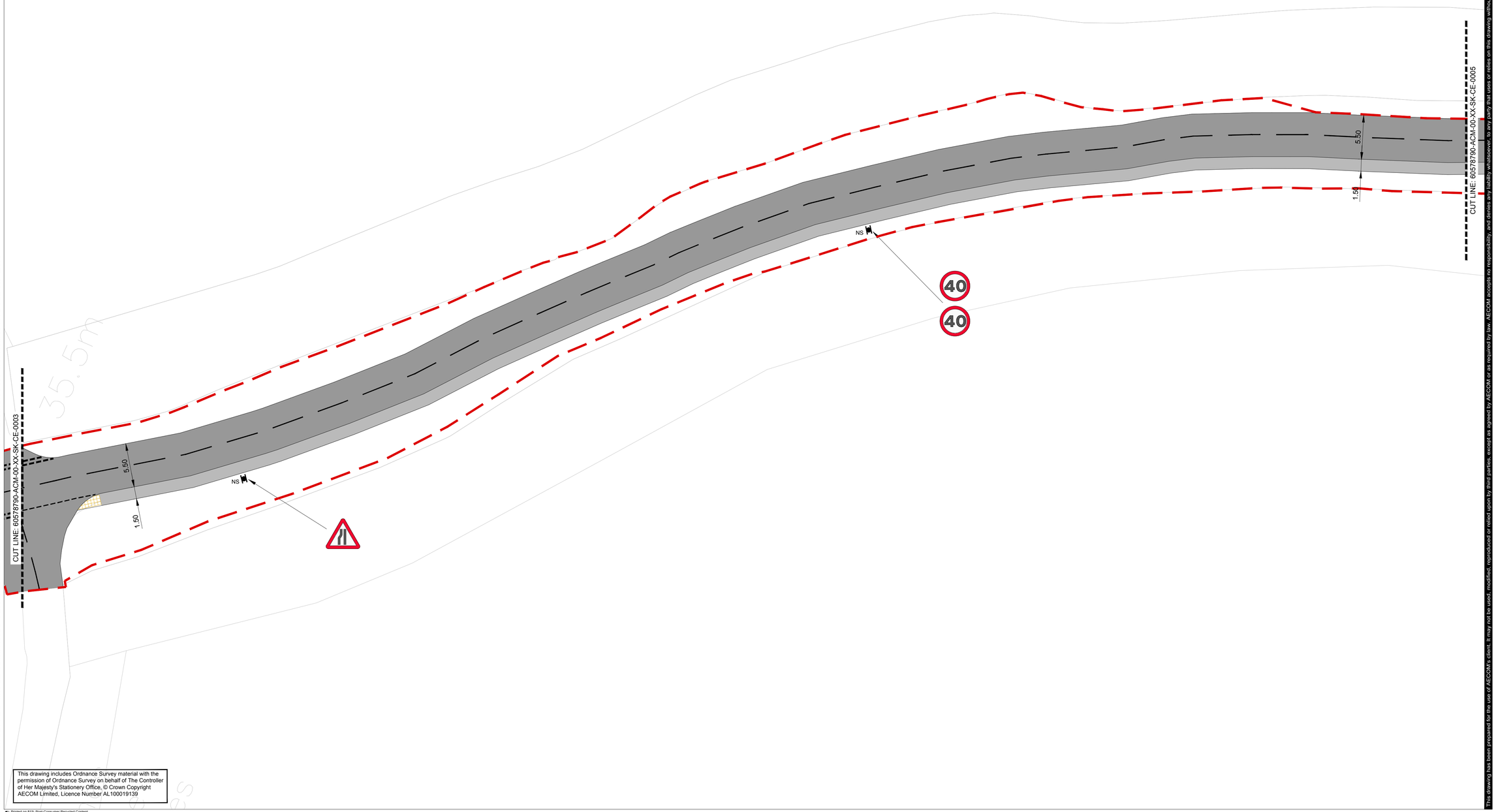
Original Size (A1) 1:250 @ A1 1:500 @ A3



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A	25/06/19	FIRST ISSUE

SHEET TITLE

NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 4 OF 6

SHEET NUMBER

60578790-ACM-00-XX-SK-CE-0004-A

SCALE

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Project Management Initials:
Latest Revision Initials:
Project Reference Number: 60578790
Designer: RC
Checked:
Checked: JS
Approved:
Approved: JS
ISO A1 594mm x 841mm

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Scale
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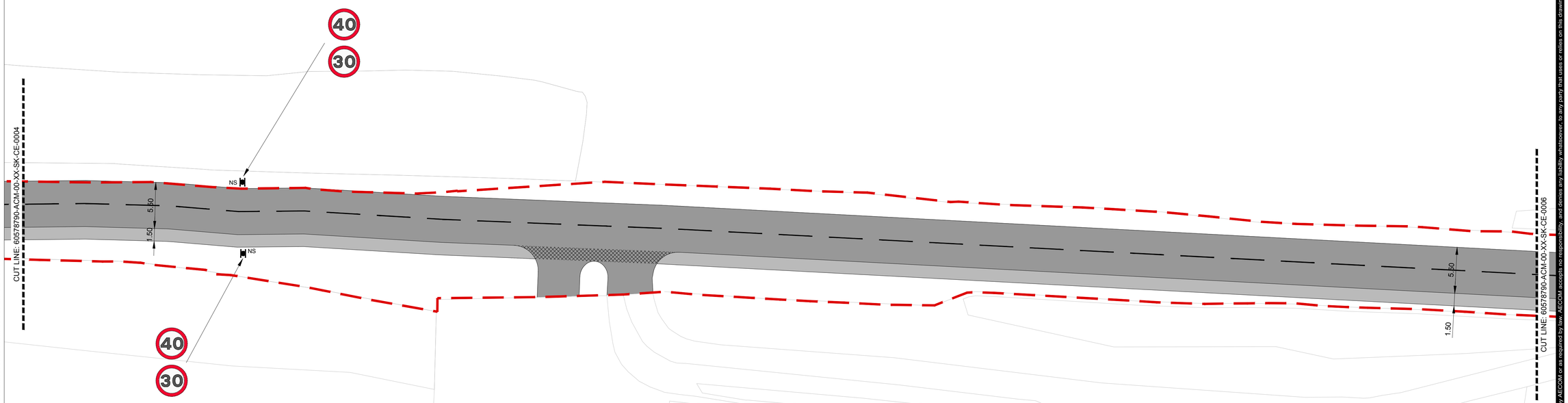
Original Size (A1) 1:250 @ A1 1:500 @ A3



Project Management Initials:
Latest Revision Initials:
Project Reference Number: 60578790
Designer: RC
Checked:
Checked: JS
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ISO A1 594mm x 841mm

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ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	25/06/19	FIRST ISSUE

SHEET TITLE
NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 5 OF 6

SHEET NUMBER
60578790-ACM-00-XX-SK-CE-0005-A

SCALE
1:250 @ A1

Scale
0 2.5 5 10 20m

Original Size (A1) 1:250 @ A1 1:500 @ A3

PRIORITY WORKING OVER BRIDGE

PROPOSED WIDENED DRAINAGE
GAP TO FORM A CYCLE BYPASS

CUT LINE - 60578790-ACM-00-XX-SK-CE-0005

LIMIT OF DESIGN

5.50
1.50
1.00
3.00
1.50
1.50
5.50
1.50

NS

Give way to oncoming vehicles

Tennis court

Bridge Farm Cottage

Four Trees

24.7m

Bible

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NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE
SHEET 6 OF 6

SHEET NUMBER

60578790-ACM-00-XX-SK-CE-0006-A

SCALE

1:250 @ A1

Scale
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Original Size (A1) 1:2500 @ A1 1:5000 @ A3

ISO A1 594mm x 841mm

Approved: JS

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Designer: RC
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Project Management Initials:
Latest Revision Initials:
Project Reference Number: 60578790

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REFER TO DRAWING NO. 60578790-ACM-00-XX-SK-CE-0004

REFER TO DRAWING NO. 60578790-ACM-00-XX-SK-CE-0005

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KEY
- HIGHWAY BOUNDARY
- RED LINE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED UNCONTROLLED PEDESTRIAN CROSSING
- CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED ACCESS VEHICLE CROSSOVER
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SHEET TITLE
NORTHERN ARC BURGESS HILL
B2036 PROPOSED WALKING ROUTE OVERVIEW PLAN

SHEET NUMBER
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SCALE
1:2500 @ A1

Appendix B

ACADY Outputs

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Jct E - A272.B2036 Roundabout.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 03/07/2024 14:57:47

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2036 (N)	0.2	3.04	0.14	0.1	3.12	0.13
2 - A272 (E)	1.0	3.96	0.49	0.6	3.10	0.37
3 - A272 (SW)	0.6	3.69	0.36	0.7	3.64	0.41
	2039 Do Minimum					
1 - B2036 (N)	0.2	3.05	0.16	0.3	4.32	0.24
2 - A272 (E)	2.2	6.58	0.69	1.0	3.85	0.49
3 - A272 (SW)	0.5	3.76	0.34	1.6	5.95	0.61
	2039 Do Something					
1 - B2036 (N)	0.2	2.99	0.17	0.4	4.39	0.29
2 - A272 (E)	2.3	6.73	0.70	1.0	3.89	0.50
3 - A272 (SW)	0.5	3.82	0.32	1.2	5.15	0.55

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

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

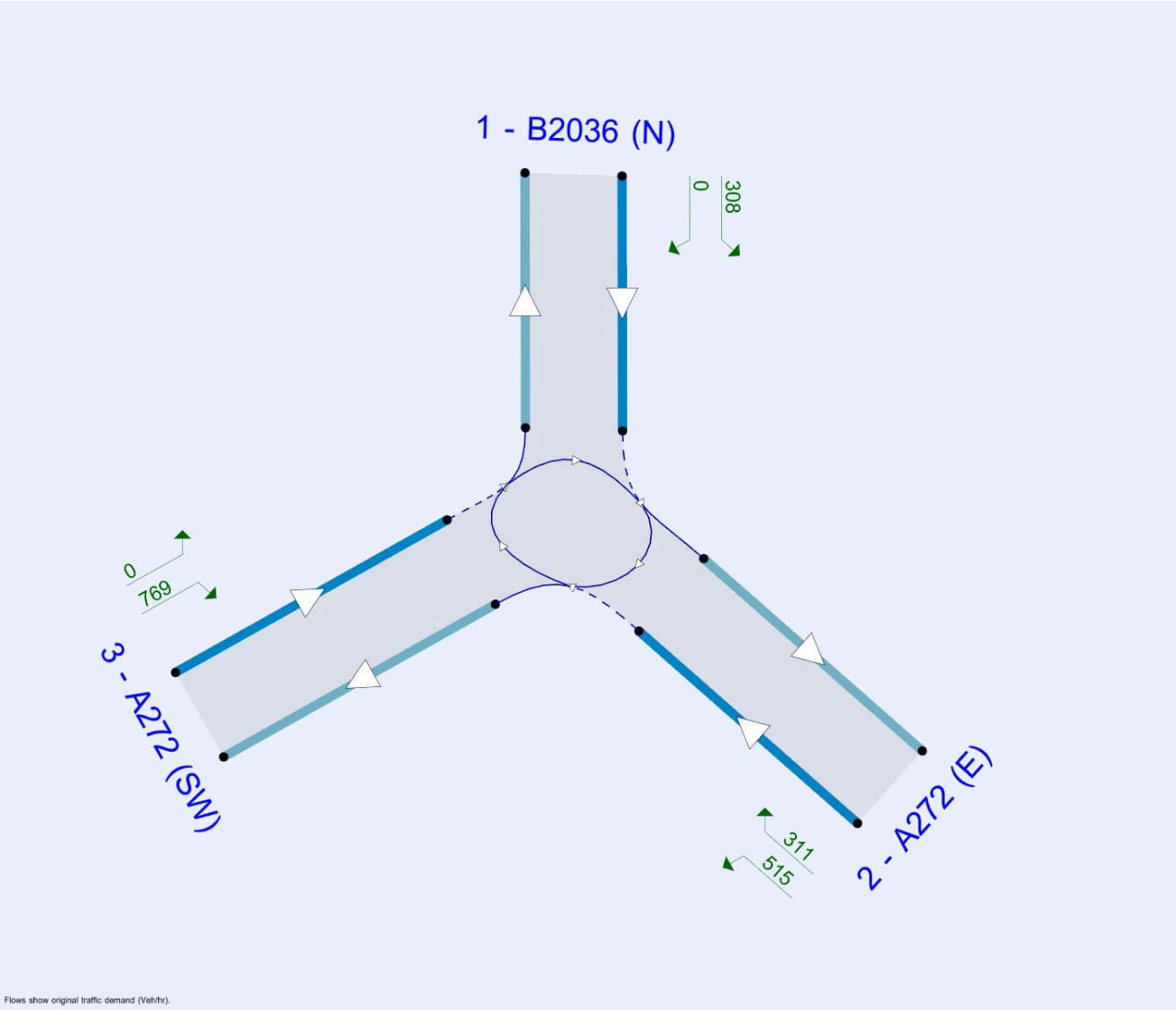
File summary

File Description

Title	A272 / B2036 Roundabout (J4)
Location	
Site number	
Date	29/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	171	100.000
2 - A272 (E)		ONE HOUR	✓	791	100.000
3 - A272 (SW)		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	171	0
	2 - A272 (E)	290	0	501
	3 - A272 (SW)	0	489	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	5	0
	2 - A272 (E)	4	0	5
	3 - A272 (SW)	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.14	3.04	0.2	A	157	235
2 - A272 (E)	0.49	3.96	1.0	A	726	1089
3 - A272 (SW)	0.36	3.69	0.6	A	449	673

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	129	32	367	1487	0.087	128	218	0.0	0.1	2.650	A
2 - A272 (E)	596	149	0	1779	0.335	594	495	0.0	0.5	3.032	A
3 - A272 (SW)	368	92	218	1581	0.233	367	376	0.0	0.3	2.963	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	154	38	439	1438	0.107	154	260	0.1	0.1	2.802	A
2 - A272 (E)	711	178	0	1779	0.400	710	593	0.5	0.7	3.368	A
3 - A272 (SW)	440	110	260	1552	0.283	439	450	0.3	0.4	3.235	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	188	47	538	1372	0.137	188	319	0.1	0.2	3.039	A
2 - A272 (E)	871	218	0	1779	0.490	870	726	0.7	1.0	3.956	A
3 - A272 (SW)	538	135	319	1513	0.356	538	551	0.4	0.5	3.690	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	188	47	538	1372	0.137	188	319	0.2	0.2	3.041	A
2 - A272 (E)	871	218	0	1779	0.490	871	727	1.0	1.0	3.965	A
3 - A272 (SW)	538	135	319	1513	0.356	538	552	0.5	0.6	3.694	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	154	38	440	1438	0.107	154	261	0.2	0.1	2.806	A
2 - A272 (E)	711	178	0	1779	0.400	712	594	1.0	0.7	3.381	A
3 - A272 (SW)	440	110	261	1551	0.283	440	451	0.6	0.4	3.243	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	129	32	369	1486	0.087	129	219	0.1	0.1	2.655	A
2 - A272 (E)	596	149	0	1779	0.335	596	497	0.7	0.5	3.045	A
3 - A272 (SW)	368	92	219	1580	0.233	369	378	0.4	0.3	2.971	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	3.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	156	100.000
2 - A272 (E)		ONE HOUR	✓	619	100.000
3 - A272 (SW)		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	156	0
	2 - A272 (E)	142	0	477
	3 - A272 (SW)	0	621	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	2	0
	2 - A272 (E)	1	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.13	3.12	0.1	A	143	215
2 - A272 (E)	0.37	3.10	0.6	A	568	852
3 - A272 (SW)	0.41	3.64	0.7	A	570	855

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	117	29	466	1471	0.080	117	107	0.0	0.1	2.658	A
2 - A272 (E)	466	117	0	1843	0.253	465	583	0.0	0.3	2.610	A
3 - A272 (SW)	468	117	107	1706	0.274	466	358	0.0	0.4	2.898	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	140	35	558	1410	0.099	140	128	0.1	0.1	2.834	A
2 - A272 (E)	556	139	0	1843	0.302	556	698	0.3	0.4	2.798	A
3 - A272 (SW)	558	140	128	1692	0.330	558	429	0.4	0.5	3.171	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	172	43	683	1326	0.130	172	156	0.1	0.1	3.117	A
2 - A272 (E)	682	170	0	1843	0.370	681	855	0.4	0.6	3.097	A
3 - A272 (SW)	684	171	156	1673	0.409	683	525	0.5	0.7	3.632	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	172	43	684	1326	0.130	172	156	0.1	0.1	3.119	A
2 - A272 (E)	682	170	0	1843	0.370	682	855	0.6	0.6	3.099	A
3 - A272 (SW)	684	171	156	1673	0.409	684	525	0.7	0.7	3.638	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	140	35	559	1409	0.100	140	128	0.1	0.1	2.837	A
2 - A272 (E)	556	139	0	1843	0.302	557	699	0.6	0.4	2.800	A
3 - A272 (SW)	558	140	128	1692	0.330	559	429	0.7	0.5	3.181	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	117	29	468	1470	0.080	118	107	0.1	0.1	2.663	A
2 - A272 (E)	466	117	0	1843	0.253	466	586	0.4	0.3	2.615	A
3 - A272 (SW)	468	117	107	1706	0.274	468	359	0.5	0.4	2.908	A

2039 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	5.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	203	100.000
2 - A272 (E)		ONE HOUR	✓	1118	100.000
3 - A272 (SW)		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	203	0
	2 - A272 (E)	339	0	779
	3 - A272 (SW)	0	458	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	4	0
	2 - A272 (E)	4	0	5
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.16	3.05	0.2	A	186	279
2 - A272 (E)	0.69	6.58	2.2	A	1026	1539
3 - A272 (SW)	0.34	3.76	0.5	A	420	630

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	153	38	344	1514	0.101	152	254	0.0	0.1	2.643	A
2 - A272 (E)	842	210	0	1778	0.473	838	496	0.0	0.9	3.817	A
3 - A272 (SW)	345	86	254	1541	0.224	344	584	0.0	0.3	3.003	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	182	46	411	1468	0.124	182	304	0.1	0.1	2.799	A
2 - A272 (E)	1005	251	0	1778	0.565	1003	594	0.9	1.3	4.641	A
3 - A272 (SW)	412	103	304	1508	0.273	411	699	0.3	0.4	3.282	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	224	56	504	1405	0.159	223	372	0.1	0.2	3.045	A
2 - A272 (E)	1231	308	0	1778	0.692	1227	727	1.3	2.2	6.496	A
3 - A272 (SW)	504	126	372	1463	0.345	504	855	0.4	0.5	3.750	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	224	56	504	1405	0.159	224	373	0.2	0.2	3.046	A
2 - A272 (E)	1231	308	0	1778	0.692	1231	728	2.2	2.2	6.581	A
3 - A272 (SW)	504	126	373	1462	0.345	504	858	0.5	0.5	3.756	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	182	46	412	1468	0.124	183	306	0.2	0.1	2.803	A
2 - A272 (E)	1005	251	0	1778	0.565	1009	595	2.2	1.3	4.705	A
3 - A272 (SW)	412	103	306	1507	0.273	412	703	0.5	0.4	3.289	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	153	38	345	1513	0.101	153	256	0.1	0.1	2.646	A
2 - A272 (E)	842	210	0	1778	0.473	843	498	1.3	0.9	3.861	A
3 - A272 (SW)	345	86	256	1540	0.224	345	588	0.4	0.3	3.012	A

2039 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	234	100.000
2 - A272 (E)		ONE HOUR	✓	818	100.000
3 - A272 (SW)		ONE HOUR	✓	868	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	234	0
	2 - A272 (E)	291	0	527
	3 - A272 (SW)	0	868	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	7	0
	2 - A272 (E)	2	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.24	4.32	0.3	A	215	322
2 - A272 (E)	0.49	3.85	1.0	A	751	1126
3 - A272 (SW)	0.61	5.95	1.6	A	796	1195

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	176	44	651	1285	0.137	176	218	0.0	0.2	3.244	A
2 - A272 (E)	616	154	0	1836	0.335	614	826	0.0	0.5	2.940	A
3 - A272 (SW)	653	163	218	1630	0.401	651	395	0.0	0.7	3.668	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	210	53	779	1203	0.175	210	261	0.2	0.2	3.626	A
2 - A272 (E)	735	184	0	1836	0.400	735	989	0.5	0.7	3.266	A
3 - A272 (SW)	780	195	261	1601	0.487	779	473	0.7	0.9	4.376	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	258	64	953	1092	0.236	257	320	0.2	0.3	4.312	A
2 - A272 (E)	901	225	0	1836	0.490	899	1211	0.7	1.0	3.838	A
3 - A272 (SW)	956	239	320	1561	0.612	953	579	0.9	1.6	5.897	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	258	64	956	1090	0.236	258	320	0.3	0.3	4.323	A
2 - A272 (E)	901	225	0	1836	0.490	901	1213	1.0	1.0	3.847	A
3 - A272 (SW)	956	239	320	1561	0.612	956	580	1.6	1.6	5.946	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	210	53	783	1201	0.175	211	262	0.3	0.2	3.640	A
2 - A272 (E)	735	184	0	1836	0.400	737	993	1.0	0.7	3.276	A
3 - A272 (SW)	780	195	262	1600	0.488	783	475	1.6	1.0	4.416	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	176	44	655	1282	0.137	176	219	0.2	0.2	3.255	A
2 - A272 (E)	616	154	0	1836	0.335	616	831	0.7	0.5	2.954	A
3 - A272 (SW)	653	163	219	1629	0.401	655	397	1.0	0.7	3.699	A

2039 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	220	100.000
2 - A272 (E)		ONE HOUR	✓	1130	100.000
3 - A272 (SW)		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	220	0
	2 - A272 (E)	440	0	690
	3 - A272 (SW)	0	406	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	4	0
	2 - A272 (E)	4	0	5
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.17	2.99	0.2	A	202	303
2 - A272 (E)	0.70	6.73	2.3	A	1037	1555
3 - A272 (SW)	0.32	3.82	0.5	A	373	559

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	305	1541	0.107	165	330	0.0	0.1	2.616	A
2 - A272 (E)	851	213	0	1779	0.478	847	470	0.0	0.9	3.848	A
3 - A272 (SW)	306	76	330	1491	0.205	305	517	0.0	0.3	3.031	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	365	1500	0.132	198	395	0.1	0.2	2.763	A
2 - A272 (E)	1016	254	0	1779	0.571	1014	562	0.9	1.3	4.696	A
3 - A272 (SW)	365	91	395	1448	0.252	365	619	0.3	0.3	3.323	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	446	1444	0.168	242	483	0.2	0.2	2.994	A
2 - A272 (E)	1244	311	0	1779	0.699	1240	689	1.3	2.3	6.634	A
3 - A272 (SW)	447	112	483	1390	0.322	446	757	0.3	0.5	3.815	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	447	1444	0.168	242	484	0.2	0.2	2.995	A
2 - A272 (E)	1244	311	0	1779	0.699	1244	689	2.3	2.3	6.726	A
3 - A272 (SW)	447	112	484	1389	0.322	447	760	0.5	0.5	3.821	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	366	1499	0.132	198	397	0.2	0.2	2.765	A
2 - A272 (E)	1016	254	0	1779	0.571	1020	563	2.3	1.3	4.765	A
3 - A272 (SW)	365	91	397	1447	0.252	366	623	0.5	0.3	3.333	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	306	1540	0.108	166	332	0.2	0.1	2.619	A
2 - A272 (E)	851	213	0	1779	0.478	852	472	1.3	0.9	3.891	A
3 - A272 (SW)	306	76	332	1490	0.205	306	521	0.3	0.3	3.043	A

2039 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	4.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	308	100.000
2 - A272 (E)		ONE HOUR	✓	826	100.000
3 - A272 (SW)		ONE HOUR	✓	769	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	308	0
	2 - A272 (E)	311	0	515
	3 - A272 (SW)	0	769	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	7	0
	2 - A272 (E)	2	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.29	4.39	0.4	A	283	424
2 - A272 (E)	0.50	3.89	1.0	A	758	1137
3 - A272 (SW)	0.55	5.15	1.2	A	706	1058

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	577	1332	0.174	231	233	0.0	0.2	3.269	A
2 - A272 (E)	622	155	0	1836	0.339	620	808	0.0	0.5	2.955	A
3 - A272 (SW)	579	145	233	1620	0.357	577	386	0.0	0.6	3.444	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	690	1259	0.220	277	279	0.2	0.3	3.663	A
2 - A272 (E)	743	186	0	1836	0.404	742	967	0.5	0.7	3.289	A
3 - A272 (SW)	691	173	279	1589	0.435	690	463	0.6	0.8	4.005	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	845	1161	0.292	339	342	0.3	0.4	4.375	A
2 - A272 (E)	909	227	0	1836	0.495	908	1184	0.7	1.0	3.876	A
3 - A272 (SW)	847	212	342	1546	0.548	845	566	0.8	1.2	5.120	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	847	1160	0.292	339	342	0.4	0.4	4.386	A
2 - A272 (E)	909	227	0	1836	0.495	909	1186	1.0	1.0	3.885	A
3 - A272 (SW)	847	212	342	1546	0.548	847	567	1.2	1.2	5.146	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	693	1258	0.220	277	280	0.4	0.3	3.673	A
2 - A272 (E)	743	186	0	1836	0.404	744	970	1.0	0.7	3.301	A
3 - A272 (SW)	691	173	280	1588	0.435	693	464	1.2	0.8	4.030	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	580	1330	0.174	232	234	0.3	0.2	3.281	A
2 - A272 (E)	622	155	0	1836	0.339	623	812	0.7	0.5	2.968	A
3 - A272 (SW)	579	145	234	1619	0.358	580	388	0.8	0.6	3.468	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Jct E - A272.B2036 Roundabout (Sensitivity Testing).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 24/01/2025 13:47:36

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	Baseline MSSHM - 2019 Baseline					
1 - B2036 (N)	0.2	3.07	0.14	0.1	2.86	0.12
2 - A272 (E)	0.5	3.21	0.32	0.7	3.46	0.40
3 - A272 (SW)	1.0	4.26	0.51	0.6	3.28	0.38
	Baseline MSSHM - 2039 Do Minimum					
1 - B2036 (N)	0.2	3.65	0.18	0.2	3.36	0.19
2 - A272 (E)	0.4	3.21	0.31	1.4	5.14	0.58
3 - A272 (SW)	2.4	7.14	0.71	1.0	4.13	0.51
	Baseline MSSHM - 2039 Do Something					
1 - B2036 (N)	0.2	3.64	0.20	0.3	3.60	0.25
2 - A272 (E)	0.4	3.10	0.28	1.1	4.80	0.53
3 - A272 (SW)	2.6	7.62	0.72	1.1	4.18	0.51

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	Maximum Trips Test - 2039 Do Something (Max Test)					
1 - B2036 (N)	9.8	31.89	0.92	8.5	25.53	0.91
2 - A272 (E)	2.0	6.56	0.67	12.1	30.90	0.94
3 - A272 (SW)	15.2	46.49	0.96	2.1	8.41	0.68

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	Imbalanced Flows Test (A272 E) - 2039 Do Something [IBF-A272E)					
1 - B2036 (N)	0.2	3.63	0.20	0.3	3.60	0.25
2 - A272 (E)	13.3	32.98	0.95	12.6	31.98	0.94
3 - A272 (SW)	8.7	26.95	0.91	1.4	5.59	0.59

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	Imbalanced Flows Test (A272 SW) - 2039 Do Something [IBF-A272SW)					
1 - B2036 (N)	0.3	4.25	0.22	0.4	4.76	0.31
2 - A272 (E)	0.4	3.10	0.28	1.1	4.80	0.53
3 - A272 (SW)	21.9	48.44	0.98	14.1	32.14	0.95

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	Imbalanced Flows Test (B2036) - 2039 Do Something (IBF-B2036)					
1 - B2036 (N)	20.6	61.49	0.99	17.2	48.74	0.97
2 - A272 (E)	0.5	4.31	0.35	2.1	9.02	0.68
3 - A272 (SW)	2.6	7.62	0.72	1.1	4.18	0.51

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

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

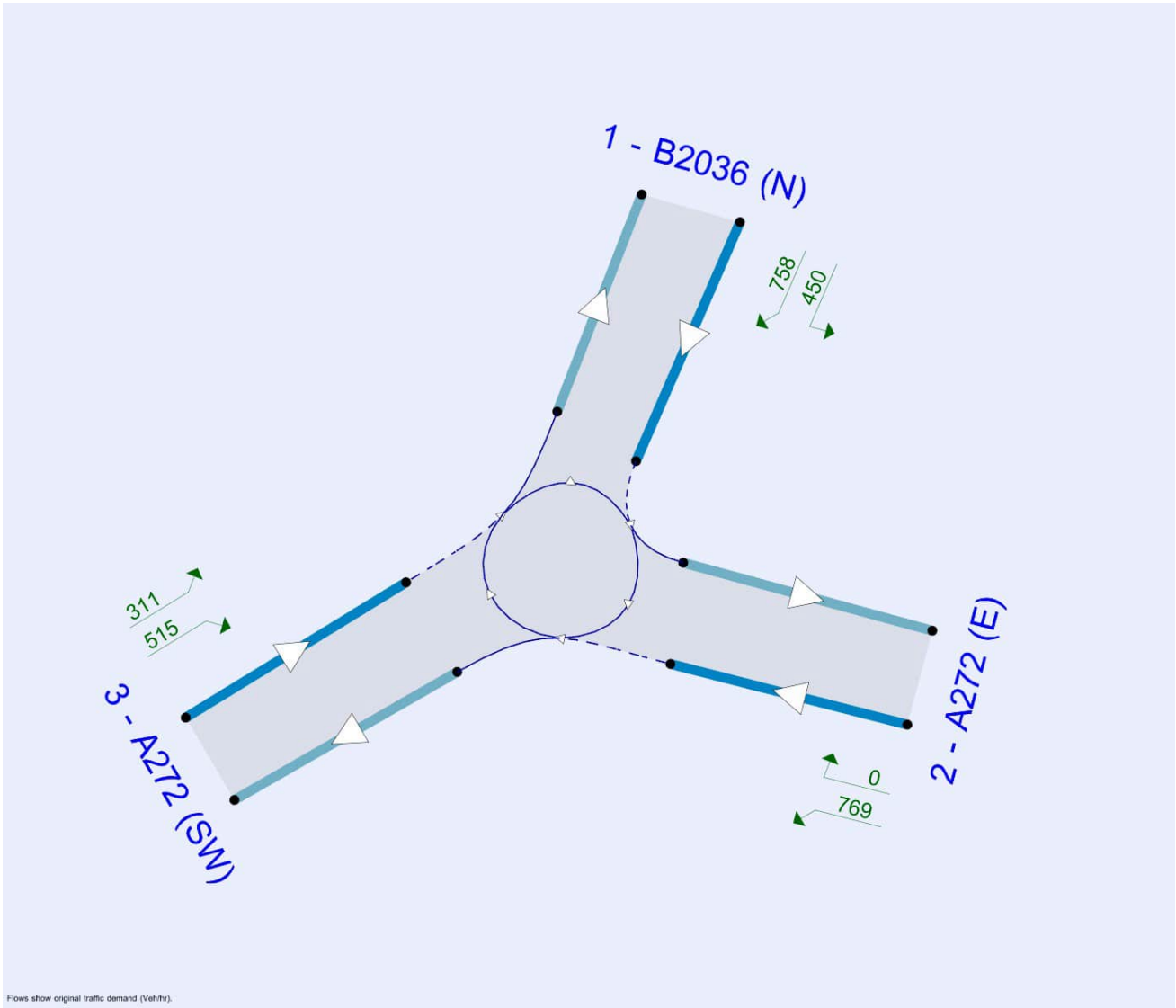
File summary

File Description

Title	A272 / B2036 Roundabout (J4)
Location	
Site number	
Date	29/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Max Test)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Max Test)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2039 Do Something [IBF-A272E)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2039 Do Something [IBF-A272E)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2039 Do Something [IBF-A272SW)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2039 Do Something [IBF-A272SW)	PM	ONE HOUR	16:45	18:15	15	✓
D13	2039 Do Something (IBF-B2036)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2039 Do Something (IBF-B2036)	PM	ONE HOUR	16:45	18:15	15	✓

Baseline MSSHM - 2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	171	100.000
2 - A272 (E)		ONE HOUR	✓	489	100.000
3 - A272 (SW)		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	171
	2 - A272 (E)	0	0	489
	3 - A272 (SW)	290	501	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	5
	2 - A272 (E)	0	0	4
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.14	3.07	0.2	A	157	235
2 - A272 (E)	0.32	3.21	0.5	A	449	673
3 - A272 (SW)	0.51	4.26	1.0	A	726	1089

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	129	32	376	1478	0.087	128	218	0.0	0.1	2.667	A
2 - A272 (E)	368	92	128	1701	0.216	367	376	0.0	0.3	2.696	A
3 - A272 (SW)	596	149	0	1716	0.347	593	495	0.0	0.5	3.202	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	154	38	450	1428	0.108	154	260	0.1	0.1	2.824	A
2 - A272 (E)	440	110	154	1684	0.261	439	450	0.3	0.4	2.893	A
3 - A272 (SW)	711	178	0	1716	0.414	710	593	0.5	0.7	3.579	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	188	47	551	1360	0.138	188	319	0.1	0.2	3.071	A
2 - A272 (E)	538	135	188	1660	0.324	538	551	0.4	0.5	3.207	A
3 - A272 (SW)	871	218	0	1716	0.508	870	726	0.7	1.0	4.248	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	188	47	552	1359	0.139	188	319	0.2	0.2	3.073	A
2 - A272 (E)	538	135	188	1660	0.324	538	552	0.5	0.5	3.209	A
3 - A272 (SW)	871	218	0	1716	0.508	871	727	1.0	1.0	4.260	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	154	38	451	1427	0.108	154	261	0.2	0.1	2.826	A
2 - A272 (E)	440	110	154	1683	0.261	440	451	0.5	0.4	2.898	A
3 - A272 (SW)	711	178	0	1716	0.414	712	594	1.0	0.7	3.591	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	129	32	378	1477	0.087	129	219	0.1	0.1	2.672	A
2 - A272 (E)	368	92	129	1701	0.216	368	378	0.4	0.3	2.704	A
3 - A272 (SW)	596	149	0	1716	0.347	596	497	0.7	0.5	3.219	A

Baseline MSSHM - 2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	3.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	156	100.000
2 - A272 (E)		ONE HOUR	✓	621	100.000
3 - A272 (SW)		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	156
	2 - A272 (E)	0	0	621
	3 - A272 (SW)	142	477	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	2
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.12	2.86	0.1	A	143	215
2 - A272 (E)	0.40	3.46	0.7	A	570	855
3 - A272 (SW)	0.38	3.28	0.6	A	568	852

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	117	29	358	1544	0.076	117	107	0.0	0.1	2.523	A
2 - A272 (E)	468	117	117	1762	0.265	466	358	0.0	0.4	2.776	A
3 - A272 (SW)	466	117	0	1778	0.262	465	583	0.0	0.4	2.740	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	140	35	429	1496	0.094	140	128	0.1	0.1	2.654	A
2 - A272 (E)	558	140	140	1746	0.320	558	429	0.4	0.5	3.030	A
3 - A272 (SW)	556	139	0	1778	0.313	556	698	0.4	0.5	2.947	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	172	43	525	1432	0.120	172	156	0.1	0.1	2.855	A
2 - A272 (E)	684	171	172	1724	0.397	683	525	0.5	0.7	3.456	A
3 - A272 (SW)	682	170	0	1778	0.383	681	855	0.5	0.6	3.281	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	172	43	525	1432	0.120	172	156	0.1	0.1	2.856	A
2 - A272 (E)	684	171	172	1724	0.397	684	525	0.7	0.7	3.459	A
3 - A272 (SW)	682	170	0	1778	0.383	682	855	0.6	0.6	3.283	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	140	35	429	1496	0.094	140	128	0.1	0.1	2.655	A
2 - A272 (E)	558	140	140	1746	0.320	559	429	0.7	0.5	3.034	A
3 - A272 (SW)	556	139	0	1778	0.313	557	699	0.6	0.5	2.950	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	117	29	359	1543	0.076	118	107	0.1	0.1	2.527	A
2 - A272 (E)	468	117	118	1762	0.265	468	359	0.5	0.4	2.783	A
3 - A272 (SW)	466	117	0	1778	0.262	466	585	0.5	0.4	2.748	A

Baseline MSSHM - 2039 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	5.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.72	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	203	100.000
2 - A272 (E)		ONE HOUR	✓	458	100.000
3 - A272 (SW)		ONE HOUR	✓	1118	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	203
	2 - A272 (E)	0	0	458
	3 - A272 (SW)	339	779	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	4	0
	2 - A272 (E)	4	0	5
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.18	3.65	0.2	A	186	279
2 - A272 (E)	0.31	3.21	0.4	A	420	630
3 - A272 (SW)	0.71	7.14	2.4	A	1026	1539

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	153	38	584	1404	0.109	152	254	0.0	0.1	2.875	A
2 - A272 (E)	345	86	152	1673	0.206	344	584	0.0	0.3	2.708	A
3 - A272 (SW)	842	210	0	1735	0.485	838	496	0.0	0.9	3.997	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	182	46	699	1323	0.138	182	304	0.1	0.2	3.156	A
2 - A272 (E)	412	103	182	1654	0.249	411	699	0.3	0.3	2.897	A
3 - A272 (SW)	1005	251	0	1735	0.579	1003	594	0.9	1.4	4.909	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	224	56	855	1212	0.184	223	372	0.2	0.2	3.640	A
2 - A272 (E)	504	126	223	1627	0.310	504	855	0.3	0.4	3.202	A
3 - A272 (SW)	1231	308	0	1735	0.710	1227	727	1.4	2.4	7.028	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	224	56	858	1210	0.185	224	373	0.2	0.2	3.647	A
2 - A272 (E)	504	126	224	1627	0.310	504	858	0.4	0.4	3.205	A
3 - A272 (SW)	1231	308	0	1735	0.710	1231	728	2.4	2.4	7.137	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	182	46	703	1320	0.138	183	306	0.2	0.2	3.165	A
2 - A272 (E)	412	103	183	1654	0.249	412	703	0.4	0.3	2.900	A
3 - A272 (SW)	1005	251	0	1735	0.579	1009	595	2.4	1.4	4.987	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	153	38	588	1402	0.109	153	256	0.2	0.1	2.884	A
2 - A272 (E)	345	86	153	1673	0.206	345	588	0.3	0.3	2.711	A
3 - A272 (SW)	842	210	0	1735	0.485	843	498	1.4	1.0	4.046	A

Baseline MSSHM - 2039 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	4.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.48	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	234	100.000
2 - A272 (E)		ONE HOUR	✓	868	100.000
3 - A272 (SW)		ONE HOUR	✓	818	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	234
	2 - A272 (E)	0	0	868
	3 - A272 (SW)	291	527	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.19	3.36	0.2	A	215	322
2 - A272 (E)	0.58	5.14	1.4	A	796	1195
3 - A272 (SW)	0.51	4.13	1.0	A	751	1126

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	176	44	395	1448	0.122	176	218	0.0	0.1	2.828	A
2 - A272 (E)	653	163	176	1716	0.381	651	395	0.0	0.6	3.375	A
3 - A272 (SW)	616	154	0	1771	0.348	614	827	0.0	0.5	3.105	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	210	53	473	1398	0.150	210	261	0.1	0.2	3.030	A
2 - A272 (E)	780	195	210	1691	0.462	779	473	0.6	0.9	3.947	A
3 - A272 (SW)	735	184	0	1771	0.415	735	990	0.5	0.7	3.471	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	258	64	579	1330	0.194	257	320	0.2	0.2	3.355	A
2 - A272 (E)	956	239	257	1656	0.577	954	579	0.9	1.3	5.109	A
3 - A272 (SW)	901	225	0	1771	0.508	899	1211	0.7	1.0	4.123	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	258	64	580	1330	0.194	258	320	0.2	0.2	3.357	A
2 - A272 (E)	956	239	258	1656	0.577	956	580	1.3	1.4	5.138	A
3 - A272 (SW)	901	225	0	1771	0.508	901	1213	1.0	1.0	4.134	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	210	53	475	1397	0.151	211	262	0.2	0.2	3.034	A
2 - A272 (E)	780	195	211	1690	0.462	782	475	1.4	0.9	3.974	A
3 - A272 (SW)	735	184	0	1771	0.415	737	993	1.0	0.7	3.482	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	176	44	397	1446	0.122	176	219	0.2	0.1	2.834	A
2 - A272 (E)	653	163	176	1715	0.381	654	397	0.9	0.6	3.399	A
3 - A272 (SW)	616	154	0	1771	0.348	617	831	0.7	0.5	3.121	A

Baseline MSSHM - 2039 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	6.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.07	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	220	100.000
2 - A272 (E)		ONE HOUR	✓	406	100.000
3 - A272 (SW)		ONE HOUR	✓	1130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	220
	2 - A272 (E)	0	0	406
	3 - A272 (SW)	440	690	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	4
	2 - A272 (E)	0	0	5
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.20	3.64	0.2	A	202	303
2 - A272 (E)	0.28	3.10	0.4	A	373	559
3 - A272 (SW)	0.72	7.62	2.6	A	1037	1555

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	517	1396	0.119	165	330	0.0	0.1	2.922	A
2 - A272 (E)	306	76	165	1661	0.184	305	517	0.0	0.2	2.654	A
3 - A272 (SW)	851	213	0	1716	0.496	847	470	0.0	1.0	4.123	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	619	1326	0.149	198	395	0.1	0.2	3.189	A
2 - A272 (E)	365	91	198	1639	0.223	365	619	0.2	0.3	2.825	A
3 - A272 (SW)	1016	254	0	1716	0.592	1014	562	1.0	1.4	5.113	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	757	1232	0.197	242	483	0.2	0.2	3.634	A
2 - A272 (E)	447	112	242	1609	0.278	447	757	0.3	0.4	3.098	A
3 - A272 (SW)	1244	311	0	1716	0.725	1240	689	1.4	2.6	7.482	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	760	1231	0.197	242	484	0.2	0.2	3.641	A
2 - A272 (E)	447	112	242	1609	0.278	447	760	0.4	0.4	3.098	A
3 - A272 (SW)	1244	311	0	1716	0.725	1244	689	2.6	2.6	7.616	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	623	1324	0.149	198	397	0.2	0.2	3.198	A
2 - A272 (E)	365	91	198	1638	0.223	365	623	0.4	0.3	2.828	A
3 - A272 (SW)	1016	254	0	1716	0.592	1020	563	2.6	1.5	5.206	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	521	1394	0.119	166	332	0.2	0.1	2.931	A
2 - A272 (E)	306	76	166	1660	0.184	306	521	0.3	0.2	2.658	A
3 - A272 (SW)	851	213	0	1716	0.496	853	472	1.5	1.0	4.179	A

Baseline MSSHM - 2039 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Baseline MSSHM	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	308	100.000
2 - A272 (E)		ONE HOUR	✓	769	100.000
3 - A272 (SW)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	308
	2 - A272 (E)	0	0	769
	3 - A272 (SW)	311	515	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.25	3.60	0.3	A	283	424
2 - A272 (E)	0.53	4.80	1.1	A	706	1058
3 - A272 (SW)	0.51	4.18	1.1	A	758	1137

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	386	1453	0.160	231	233	0.0	0.2	2.944	A
2 - A272 (E)	579	145	231	1675	0.346	577	386	0.0	0.5	3.272	A
3 - A272 (SW)	622	155	0	1771	0.351	620	808	0.0	0.5	3.122	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	463	1405	0.197	277	279	0.2	0.2	3.191	A
2 - A272 (E)	691	173	277	1642	0.421	691	463	0.5	0.7	3.778	A
3 - A272 (SW)	743	186	0	1771	0.419	742	967	0.5	0.7	3.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	566	1339	0.253	339	342	0.2	0.3	3.600	A
2 - A272 (E)	847	212	339	1597	0.530	845	566	0.7	1.1	4.775	A
3 - A272 (SW)	909	227	0	1771	0.514	908	1184	0.7	1.0	4.167	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	567	1338	0.253	339	342	0.3	0.3	3.602	A
2 - A272 (E)	847	212	339	1597	0.530	847	567	1.1	1.1	4.796	A
3 - A272 (SW)	909	227	0	1771	0.514	909	1186	1.0	1.1	4.178	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	464	1404	0.197	277	280	0.3	0.2	3.197	A
2 - A272 (E)	691	173	277	1642	0.421	693	464	1.1	0.7	3.801	A
3 - A272 (SW)	743	186	0	1771	0.419	744	970	1.1	0.7	3.508	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	388	1452	0.160	232	234	0.2	0.2	2.950	A
2 - A272 (E)	579	145	232	1675	0.346	580	388	0.7	0.5	3.289	A
3 - A272 (SW)	622	155	0	1771	0.351	623	812	0.7	0.5	3.138	A

Maximum Trips Test - 2039 Do Something (Max Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Maximum Trips Test	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	29.23	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.23	D

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Max Test)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	1070	100.000
2 - A272 (E)		ONE HOUR	✓	1006	100.000
3 - A272 (SW)		ONE HOUR	✓	1130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	850	220
	2 - A272 (E)	600	0	406
	3 - A272 (SW)	440	690	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	4
	2 - A272 (E)	0	0	5
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.92	31.89	9.8	D	982	1473
2 - A272 (E)	0.67	6.56	2.0	A	923	1385
3 - A272 (SW)	0.96	46.49	15.2	E	1037	1555

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	806	201	516	1441	0.559	801	779	0.0	1.3	5.579	A
2 - A272 (E)	757	189	165	1710	0.443	754	1152	0.0	0.8	3.755	A
3 - A272 (SW)	851	213	450	1428	0.596	845	469	0.0	1.4	6.112	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	962	240	617	1370	0.702	958	932	1.3	2.3	8.653	A
2 - A272 (E)	904	226	197	1687	0.536	903	1378	0.8	1.1	4.582	A
3 - A272 (SW)	1016	254	539	1372	0.741	1011	561	1.4	2.7	9.831	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1178	295	737	1286	0.916	1154	1128	2.3	8.2	24.023	C
2 - A272 (E)	1108	277	237	1659	0.668	1104	1654	1.1	2.0	6.452	A
3 - A272 (SW)	1244	311	659	1295	0.961	1206	683	2.7	12.2	31.961	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1178	295	752	1274	0.924	1172	1140	8.2	9.8	31.891	D
2 - A272 (E)	1108	277	241	1656	0.669	1108	1683	2.0	2.0	6.556	A
3 - A272 (SW)	1244	311	661	1294	0.962	1232	688	12.2	15.2	46.492	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	962	240	650	1346	0.714	991	956	9.8	2.6	10.883	B
2 - A272 (E)	904	226	204	1682	0.538	908	1437	2.0	1.2	4.667	A
3 - A272 (SW)	1016	254	541	1370	0.742	1065	570	15.2	3.0	13.566	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	806	201	523	1436	0.561	811	786	2.6	1.3	5.808	A
2 - A272 (E)	757	189	167	1708	0.443	759	1167	1.2	0.8	3.797	A
3 - A272 (SW)	851	213	453	1427	0.596	857	473	3.0	1.5	6.383	A

Maximum Trips Test - 2039 Do Something (Max Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Maximum Trips Test	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	23.48	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.48	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Max Test)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	1158	100.000
2 - A272 (E)		ONE HOUR	✓	1369	100.000
3 - A272 (SW)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	850	308
	2 - A272 (E)	600	0	769
	3 - A272 (SW)	311	515	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.91	25.53	8.5	D	1063	1594
2 - A272 (E)	0.94	30.90	12.1	D	1256	1884
3 - A272 (SW)	0.68	8.41	2.1	A	758	1137

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	872	218	386	1527	0.571	867	682	0.0	1.3	5.410	A
2 - A272 (E)	1031	258	230	1683	0.612	1024	1022	0.0	1.6	5.415	A
3 - A272 (SW)	622	155	449	1474	0.422	619	806	0.0	0.7	4.193	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1041	260	462	1476	0.705	1037	816	1.3	2.3	8.125	A
2 - A272 (E)	1231	308	276	1650	0.746	1226	1223	1.6	2.8	8.377	A
3 - A272 (SW)	743	186	537	1416	0.524	741	964	0.7	1.1	5.319	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1275	319	565	1407	0.906	1254	988	2.3	7.7	21.014	C
2 - A272 (E)	1507	377	333	1608	0.937	1477	1485	2.8	10.4	23.389	C
3 - A272 (SW)	909	227	647	1344	0.677	906	1163	1.1	2.0	8.150	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1275	319	567	1406	0.907	1272	1000	7.7	8.5	25.534	D
2 - A272 (E)	1507	377	338	1605	0.939	1500	1500	10.4	12.1	30.898	D
3 - A272 (SW)	909	227	658	1337	0.680	909	1181	2.0	2.1	8.410	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1041	260	465	1474	0.706	1065	836	8.5	2.5	9.301	A
2 - A272 (E)	1231	308	283	1645	0.748	1267	1247	12.1	3.1	10.376	B
3 - A272 (SW)	743	186	555	1404	0.529	746	995	2.1	1.1	5.501	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	872	218	389	1525	0.572	876	689	2.5	1.4	5.586	A
2 - A272 (E)	1031	258	233	1681	0.613	1037	1032	3.1	1.6	5.633	A
3 - A272 (SW)	622	155	454	1471	0.423	623	815	1.1	0.7	4.255	A

Imbalanced Flows Test (A272 E) - 2039 Do Something [IBF-A272E), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Imbalanced Flows Test (A272 E)	✓	✓	D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	28.14	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.14	D

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 Do Something [IBF-A272E)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	220	100.000
2 - A272 (E)		ONE HOUR	✓	1406	100.000
3 - A272 (SW)		ONE HOUR	✓	1130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	220
	2 - A272 (E)	500	0	906
	3 - A272 (SW)	440	690	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	4
	2 - A272 (E)	0	0	5
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.20	3.63	0.2	A	202	303
2 - A272 (E)	0.95	32.98	13.3	D	1290	1935
3 - A272 (SW)	0.91	26.95	8.7	D	1037	1555

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	516	1397	0.119	165	703	0.0	0.1	2.921	A
2 - A272 (E)	1059	265	165	1689	0.627	1052	516	0.0	1.7	5.592	A
3 - A272 (SW)	851	213	374	1477	0.576	845	843	0.0	1.3	5.654	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	618	1327	0.149	198	841	0.1	0.2	3.186	A
2 - A272 (E)	1264	316	198	1667	0.758	1258	618	1.7	3.0	8.695	A
3 - A272 (SW)	1016	254	448	1430	0.710	1012	1009	1.3	2.4	8.523	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	747	1239	0.195	242	1015	0.2	0.2	3.609	A
2 - A272 (E)	1548	387	242	1636	0.946	1515	747	3.0	11.4	24.665	C
3 - A272 (SW)	1244	311	539	1372	0.907	1223	1218	2.4	7.7	21.642	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	757	1232	0.197	242	1031	0.2	0.2	3.635	A
2 - A272 (E)	1548	387	242	1636	0.946	1540	757	11.4	13.3	32.981	D
3 - A272 (SW)	1244	311	548	1366	0.911	1240	1235	7.7	8.7	26.949	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	635	1315	0.150	198	869	0.2	0.2	3.221	A
2 - A272 (E)	1264	316	198	1667	0.758	1304	635	13.3	3.3	10.947	B
3 - A272 (SW)	1016	254	464	1419	0.716	1040	1038	8.7	2.6	10.071	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	522	1392	0.119	166	712	0.2	0.1	2.937	A
2 - A272 (E)	1059	265	166	1689	0.627	1065	522	3.3	1.7	5.824	A
3 - A272 (SW)	851	213	379	1474	0.577	856	852	2.6	1.4	5.866	A

Imbalanced Flows Test (A272 E) - 2039 Do Something [IBF-A272E), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Imbalanced Flows Test (A272 E)	✓	✓	D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	19.63	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.63	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 Do Something [IBF-A272E]	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	308	100.000
2 - A272 (E)		ONE HOUR	✓	1369	100.000
3 - A272 (SW)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	308
	2 - A272 (E)	300	0	1069
	3 - A272 (SW)	311	515	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.25	3.60	0.3	A	283	424
2 - A272 (E)	0.94	31.98	12.6	D	1256	1884
3 - A272 (SW)	0.59	5.59	1.4	A	758	1137

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	386	1453	0.160	231	458	0.0	0.2	2.944	A
2 - A272 (E)	1031	258	231	1679	0.614	1024	386	0.0	1.6	5.449	A
3 - A272 (SW)	622	155	224	1623	0.383	619	1031	0.0	0.6	3.579	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	462	1405	0.197	277	548	0.2	0.2	3.190	A
2 - A272 (E)	1231	308	277	1646	0.748	1226	462	1.6	2.9	8.457	A
3 - A272 (SW)	743	186	269	1594	0.466	742	1234	0.6	0.9	4.218	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	566	1339	0.253	339	665	0.2	0.3	3.599	A
2 - A272 (E)	1507	377	339	1601	0.942	1475	566	2.9	10.8	24.191	C
3 - A272 (SW)	909	227	323	1557	0.584	907	1491	0.9	1.4	5.520	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	567	1338	0.253	339	671	0.3	0.3	3.602	A
2 - A272 (E)	1507	377	339	1601	0.942	1500	567	10.8	12.6	31.984	D
3 - A272 (SW)	909	227	329	1554	0.585	909	1511	1.4	1.4	5.585	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	464	1404	0.197	277	558	0.3	0.2	3.198	A
2 - A272 (E)	1231	308	277	1646	0.748	1269	464	12.6	3.1	10.445	B
3 - A272 (SW)	743	186	278	1587	0.468	745	1268	1.4	0.9	4.281	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	388	1452	0.160	232	462	0.2	0.2	2.950	A
2 - A272 (E)	1031	258	232	1678	0.614	1037	388	3.1	1.6	5.661	A
3 - A272 (SW)	622	155	227	1621	0.384	623	1041	0.9	0.6	3.609	A

Imbalanced Flows Test (A272 SW) - 2039 Do Something [IBF-A272SW), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	Imbalanced Flows Test (A272 SW)	✓	✓	D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	35.39	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.39	E

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 Do Something [IBF-A272SW)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	220	100.000
2 - A272 (E)		ONE HOUR	✓	406	100.000
3 - A272 (SW)		ONE HOUR	✓	1530	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	220
	2 - A272 (E)	0	0	406
	3 - A272 (SW)	640	890	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	4
	2 - A272 (E)	0	0	5
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.22	4.25	0.3	A	202	303
2 - A272 (E)	0.28	3.10	0.4	A	373	559
3 - A272 (SW)	0.98	48.44	21.9	E	1404	2106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	665	1295	0.128	165	478	0.0	0.1	3.184	A
2 - A272 (E)	306	76	165	1661	0.184	305	665	0.0	0.2	2.653	A
3 - A272 (SW)	1152	288	0	1717	0.671	1144	470	0.0	2.0	6.201	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	796	1206	0.164	198	572	0.1	0.2	3.570	A
2 - A272 (E)	365	91	198	1639	0.223	365	796	0.2	0.3	2.825	A
3 - A272 (SW)	1375	344	0	1717	0.801	1368	562	2.0	3.8	10.117	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	950	1101	0.220	242	683	0.2	0.3	4.188	A
2 - A272 (E)	447	112	242	1609	0.278	447	950	0.3	0.4	3.098	A
3 - A272 (SW)	1685	421	0	1717	0.981	1633	689	3.8	16.8	31.583	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	242	61	968	1088	0.223	242	696	0.3	0.3	4.254	A
2 - A272 (E)	447	112	242	1609	0.278	447	968	0.4	0.4	3.098	A
3 - A272 (SW)	1685	421	0	1717	0.981	1664	689	16.8	21.9	48.440	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	198	49	841	1175	0.168	198	605	0.3	0.2	3.685	A
2 - A272 (E)	365	91	198	1638	0.223	365	841	0.4	0.3	2.830	A
3 - A272 (SW)	1375	344	0	1717	0.801	1446	563	21.9	4.3	16.345	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	166	41	675	1288	0.129	166	486	0.2	0.1	3.207	A
2 - A272 (E)	306	76	166	1660	0.184	306	675	0.3	0.2	2.660	A
3 - A272 (SW)	1152	288	0	1717	0.671	1161	472	4.3	2.1	6.574	A

Imbalanced Flows Test (A272 SW) - 2039 Do Something [IBF-A272SW), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	Imbalanced Flows Test (A272 SW)	✓	✓	D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	20.74	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.74	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039 Do Something [IBF-A272SW)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	308	100.000
2 - A272 (E)		ONE HOUR	✓	769	100.000
3 - A272 (SW)		ONE HOUR	✓	1526	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	308
	2 - A272 (E)	0	0	769
	3 - A272 (SW)	661	865	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.31	4.76	0.4	A	283	424
2 - A272 (E)	0.53	4.80	1.1	A	706	1058
3 - A272 (SW)	0.95	32.14	14.1	D	1400	2100

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	647	1287	0.180	231	494	0.0	0.2	3.405	A
2 - A272 (E)	579	145	231	1675	0.346	577	647	0.0	0.5	3.272	A
3 - A272 (SW)	1149	287	0	1770	0.649	1142	808	0.0	1.8	5.666	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	774	1206	0.230	277	592	0.2	0.3	3.873	A
2 - A272 (E)	691	173	277	1642	0.421	691	774	0.5	0.7	3.778	A
3 - A272 (SW)	1372	343	0	1770	0.775	1366	967	1.8	3.3	8.779	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	933	1105	0.307	339	713	0.3	0.4	4.695	A
2 - A272 (E)	847	212	339	1598	0.530	845	933	0.7	1.1	4.774	A
3 - A272 (SW)	1680	420	0	1770	0.949	1645	1184	3.3	12.0	24.027	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	339	85	948	1095	0.310	339	724	0.4	0.4	4.760	A
2 - A272 (E)	847	212	339	1597	0.530	847	948	1.1	1.1	4.796	A
3 - A272 (SW)	1680	420	0	1770	0.949	1672	1186	12.0	14.1	32.136	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	277	69	801	1189	0.233	277	612	0.4	0.3	3.953	A
2 - A272 (E)	691	173	277	1642	0.421	693	801	1.1	0.7	3.798	A
3 - A272 (SW)	1372	343	0	1770	0.775	1414	970	14.1	3.6	11.197	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	232	58	655	1282	0.181	232	501	0.3	0.2	3.429	A
2 - A272 (E)	579	145	232	1675	0.346	580	655	0.7	0.5	3.289	A
3 - A272 (SW)	1149	287	0	1770	0.649	1156	812	3.6	1.9	5.924	A

Imbalanced Flows Test (B2036) - 2039 Do Something (IBF-B2036), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	Imbalanced Flows Test (B2036)	✓	✓	D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	29.53	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.53	D

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2039 Do Something (IBF-B2036)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	1120	100.000
2 - A272 (E)		ONE HOUR	✓	406	100.000
3 - A272 (SW)		ONE HOUR	✓	1130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	450	670
	2 - A272 (E)	0	0	406
	3 - A272 (SW)	440	690	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	4
	2 - A272 (E)	0	0	5
	3 - A272 (SW)	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.99	61.49	20.6	F	1028	1542
2 - A272 (E)	0.35	4.31	0.5	A	373	559
3 - A272 (SW)	0.72	7.62	2.6	A	1037	1555

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	843	211	517	1418	0.595	837	330	0.0	1.4	6.142	A
2 - A272 (E)	306	76	501	1433	0.213	305	854	0.0	0.3	3.186	A
3 - A272 (SW)	851	213	0	1716	0.496	847	806	0.0	1.0	4.123	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1007	252	619	1347	0.747	1001	395	1.4	2.8	10.242	B
2 - A272 (E)	365	91	599	1367	0.267	365	1021	0.3	0.4	3.591	A
3 - A272 (SW)	1016	254	0	1716	0.592	1014	964	1.0	1.4	5.113	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1233	308	757	1252	0.985	1184	483	2.8	15.2	38.211	E
2 - A272 (E)	447	112	708	1293	0.346	446	1233	0.4	0.5	4.248	A
3 - A272 (SW)	1244	311	0	1716	0.725	1240	1154	1.4	2.6	7.482	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1233	308	760	1250	0.987	1212	484	15.2	20.6	61.495	F
2 - A272 (E)	447	112	725	1282	0.349	447	1246	0.5	0.5	4.311	A
3 - A272 (SW)	1244	311	0	1716	0.725	1244	1172	2.6	2.6	7.616	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1007	252	623	1345	0.749	1077	397	20.6	3.1	16.758	C
2 - A272 (E)	365	91	644	1337	0.273	366	1056	0.5	0.4	3.709	A
3 - A272 (SW)	1016	254	0	1716	0.592	1020	1010	2.6	1.5	5.206	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	843	211	521	1415	0.596	850	332	3.1	1.5	6.434	A
2 - A272 (E)	306	76	508	1428	0.214	306	862	0.4	0.3	3.208	A
3 - A272 (SW)	851	213	0	1716	0.496	853	814	1.5	1.0	4.179	A

Imbalanced Flows Test (B2036) - 2039 Do Something (IBF-B2036), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2036 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A272 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	Imbalanced Flows Test (B2036)	✓	✓	D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2036 Rbt	Standard Roundabout		1, 2, 3	25.03	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.03	D

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	A272 (E)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.40	7.00	35.0	20.0	31.0	35.0		
2 - A272 (E)	3.30	7.30	37.0	40.0	31.0	43.0		
3 - A272 (SW)	3.70	7.30	22.0	50.0	31.0	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.676	1819
2 - A272 (E)	0.683	1861
3 - A272 (SW)	0.669	1795

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2039 Do Something (IBF-B2036)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	1208	100.000
2 - A272 (E)		ONE HOUR	✓	769	100.000
3 - A272 (SW)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	450	758
	2 - A272 (E)	0	0	769
	3 - A272 (SW)	311	515	0

Vehicle Mix

HV %s

		To		
		1 - B2036 (N)	2 - A272 (E)	3 - A272 (SW)
From	1 - B2036 (N)	0	0	7
	2 - A272 (E)	0	0	1
	3 - A272 (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.97	48.74	17.2	E	1108	1663
2 - A272 (E)	0.68	9.02	2.1	A	706	1058
3 - A272 (SW)	0.51	4.18	1.1	A	758	1137

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	909	227	386	1490	0.611	903	233	0.0	1.5	6.078	A
2 - A272 (E)	579	145	567	1432	0.404	576	723	0.0	0.7	4.193	A
3 - A272 (SW)	622	155	0	1771	0.351	620	1143	0.0	0.5	3.122	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1086	271	463	1440	0.754	1080	279	1.5	2.9	9.860	A
2 - A272 (E)	691	173	678	1352	0.511	690	865	0.7	1.0	5.425	A
3 - A272 (SW)	743	186	0	1771	0.419	742	1368	0.5	0.7	3.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1330	333	566	1372	0.969	1288	342	2.9	13.6	32.683	D
2 - A272 (E)	847	212	808	1258	0.673	843	1046	1.0	2.0	8.595	A
3 - A272 (SW)	909	227	0	1771	0.514	908	1651	0.7	1.0	4.167	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1330	333	567	1372	0.970	1316	342	13.6	17.2	48.737	E
2 - A272 (E)	847	212	825	1245	0.680	846	1057	2.0	2.1	9.016	A
3 - A272 (SW)	909	227	0	1771	0.514	909	1672	1.0	1.1	4.178	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	1086	271	464	1439	0.755	1142	280	17.2	3.2	14.226	B
2 - A272 (E)	691	173	716	1324	0.522	695	889	2.1	1.1	5.759	A
3 - A272 (SW)	743	186	0	1771	0.419	744	1412	1.1	0.7	3.508	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	909	227	388	1488	0.611	916	234	3.2	1.6	6.359	A
2 - A272 (E)	579	145	575	1427	0.406	581	729	1.1	0.7	4.265	A
3 - A272 (SW)	622	155	0	1771	0.351	623	1155	0.7	0.5	3.138	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Jct G - A272.B2184 Roundabout.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 03/07/2024 14:59:11

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2184 Broad St (N)	0.4	4.00	0.31	0.7	4.63	0.43
2 - A272 Tylers Green (SE)	6.4	18.86	0.87	3.1	10.75	0.77
3 - A272 (SW)	0.9	5.68	0.47	0.6	3.83	0.36
	2039 Do Minimum					
1 - B2184 Broad St (N)	1.5	8.09	0.60	0.7	4.65	0.41
2 - A272 Tylers Green (SE)	6.4	18.94	0.87	6.2	18.26	0.87
3 - A272 (SW)	2.7	11.43	0.73	0.6	3.89	0.39
	2039 Do Something					
1 - B2184 Broad St (N)	1.4	8.17	0.58	0.7	4.82	0.42
2 - A272 Tylers Green (SE)	6.8	20.15	0.88	6.7	19.47	0.88
3 - A272 (SW)	3.7	14.95	0.80	0.7	4.09	0.42

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

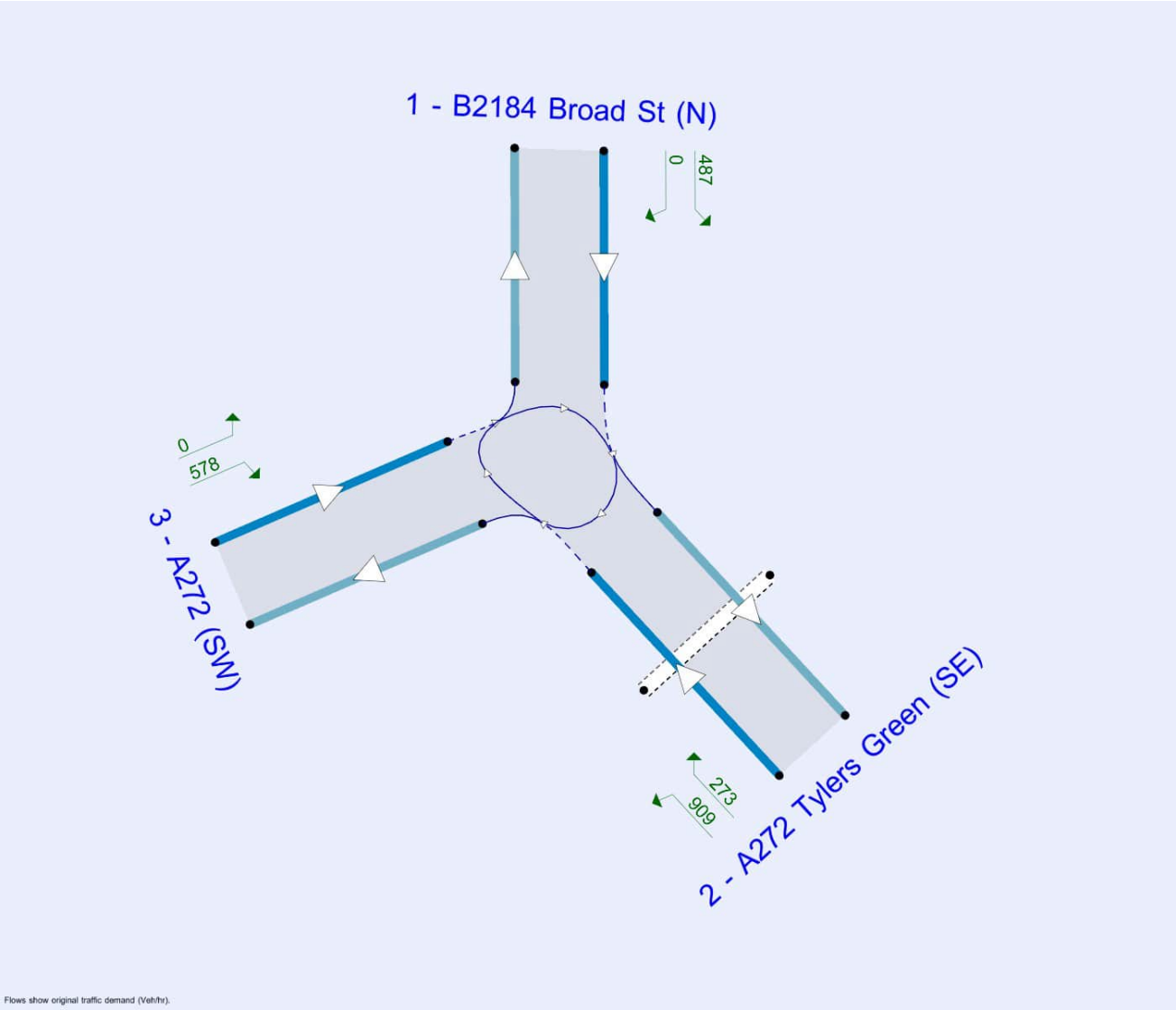
File summary

File Description

Title	A272 / B2184 Roundabout (J7)
Location	
Site number	
Date	02/05/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	12.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.89	B

Arms

Arms

Arm	Name	Description	No give-way line
1	B2184 Broad St (N)		
2	A272 Tylers Green (SE)		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2184 Broad St (N)	4.00	6.67	25.0	20.0	31.0	47.0		
2 - A272 Tylers Green (SE)	3.50	7.00	9.5	20.0	31.0	39.0		
3 - A272 (SW)	3.65	7.00	22.0	20.0	31.0	39.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - A272 Tylers Green (SE)	6.00	3.00	2.00	3.00	6.00	8.00	30.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2184 Broad St (N)	0.640	1708
2 - A272 Tylers Green (SE)	0.606	1499
3 - A272 (SW)	0.654	1733

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	361	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	1155	100.000
3 - A272 (SW)		ONE HOUR	✓	501	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	361	0
	2 - A272 Tylers Green (SE)	666	0	489
	3 - A272 (SW)	0	501	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	3	0
	2 - A272 Tylers Green (SE)	2	0	4
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.31	4.00	0.4	A	331	497
2 - A272 Tylers Green (SE)	0.87	18.86	6.4	C	1060	1590
3 - A272 (SW)	0.47	5.68	0.9	A	460	690

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	272	68	376		1413	0.192	271	497	0.0	0.2	3.148	A
2 - A272 Tylers Green (SE)	870	217	0	75.29	1328	0.655	862	646	0.0	1.9	7.618	A
3 - A272 (SW)	377	94	497		1334	0.283	376	365	0.0	0.4	3.748	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	325	81	450		1365	0.238	324	596	0.2	0.3	3.460	A
2 - A272 Tylers Green (SE)	1038	260	0	89.90	1377	0.754	1034	774	1.9	2.9	10.347	B
3 - A272 (SW)	450	113	596		1271	0.354	450	438	0.4	0.5	4.379	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	397	99	550		1299	0.306	397	726	0.3	0.4	3.990	A
2 - A272 Tylers Green (SE)	1272	318	0	110.10	1457	0.873	1259	947	2.9	6.0	17.157	C
3 - A272 (SW)	552	138	726		1189	0.464	550	533	0.5	0.9	5.626	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	397	99	552		1298	0.306	397	732	0.4	0.4	3.996	A
2 - A272 Tylers Green (SE)	1272	318	0	110.10	1457	0.873	1270	949	6.0	6.4	18.865	C
3 - A272 (SW)	552	138	732		1185	0.466	552	538	0.9	0.9	5.684	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	325	81	452		1363	0.238	325	607	0.4	0.3	3.470	A
2 - A272 Tylers Green (SE)	1038	260	0	89.90	1457	0.712	1054	777	6.4	2.6	9.228	A
3 - A272 (SW)	450	113	607		1264	0.356	452	446	0.9	0.6	4.438	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	272	68	378		1412	0.193	272	503	0.3	0.2	3.161	A
2 - A272 Tylers Green (SE)	870	217	0	75.29	1376	0.632	873	650	2.6	1.8	7.196	A
3 - A272 (SW)	377	94	503		1330	0.284	378	370	0.6	0.4	3.783	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	7.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	525	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	967	100.000
3 - A272 (SW)		ONE HOUR	✓	477	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	525	0
	2 - A272 Tylers Green (SE)	346	0	621
	3 - A272 (SW)	0	477	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	1	0
	2 - A272 Tylers Green (SE)	2	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.43	4.63	0.7	A	482	723
2 - A272 Tylers Green (SE)	0.77	10.75	3.1	B	887	1331
3 - A272 (SW)	0.36	3.83	0.6	A	438	657

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	395	99	358		1462	0.270	394	259	0.0	0.4	3.366	A
2 - A272 Tylers Green (SE)	728	182	0	75.29	1334	0.546	723	752	0.0	1.2	5.849	A
3 - A272 (SW)	359	90	259		1545	0.233	358	464	0.0	0.3	3.031	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	472	118	428		1417	0.333	471	310	0.4	0.5	3.806	A
2 - A272 Tylers Green (SE)	869	217	0	89.90	1357	0.641	867	900	1.2	1.7	7.320	A
3 - A272 (SW)	429	107	310		1511	0.284	428	557	0.3	0.4	3.327	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	578	145	525		1355	0.427	577	379	0.5	0.7	4.621	A
2 - A272 Tylers Green (SE)	1065	266	0	110.10	1389	0.767	1059	1102	1.7	3.1	10.746	B
3 - A272 (SW)	525	131	379		1465	0.358	525	680	0.4	0.6	3.825	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	578	145	525		1355	0.427	578	381	0.7	0.7	4.634	A
2 - A272 Tylers Green (SE)	1065	266	0	110.10	1420	0.750	1065	1103	3.1	3.1	10.156	B
3 - A272 (SW)	525	131	381		1464	0.359	525	684	0.6	0.6	3.834	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	472	118	429		1416	0.333	473	313	0.7	0.5	3.819	A
2 - A272 Tylers Green (SE)	869	217	0	89.90	1396	0.623	875	902	3.1	1.7	6.978	A
3 - A272 (SW)	429	107	313		1509	0.284	429	562	0.6	0.4	3.336	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	395	99	359		1461	0.271	396	261	0.5	0.4	3.383	A
2 - A272 Tylers Green (SE)	728	182	0	75.29	1367	0.533	730	755	1.7	1.2	5.672	A
3 - A272 (SW)	359	90	261		1543	0.233	359	469	0.4	0.3	3.044	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	14.06	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.06	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	594	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	1151	100.000
3 - A272 (SW)		ONE HOUR	✓	779	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	594	0
	2 - A272 Tylers Green (SE)	685	0	466
	3 - A272 (SW)	0	779	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	3	0
	2 - A272 Tylers Green (SE)	2	0	5
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.60	8.09	1.5	A	545	818
2 - A272 Tylers Green (SE)	0.87	18.94	6.4	C	1056	1584
3 - A272 (SW)	0.73	11.43	2.7	B	715	1072

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	447	112	583		1277	0.350	445	511	0.0	0.5	4.313	A
2 - A272 Tylers Green (SE)	867	217	0	75.29	1323	0.655	859	1028	0.0	1.9	7.643	A
3 - A272 (SW)	586	147	511		1325	0.443	583	348	0.0	0.8	4.831	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	534	133	699		1202	0.444	533	613	0.5	0.8	5.371	A
2 - A272 Tylers Green (SE)	1035	259	0	89.90	1373	0.754	1030	1232	1.9	2.9	10.377	B
3 - A272 (SW)	700	175	613		1261	0.556	699	417	0.8	1.2	6.384	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	654	164	852		1102	0.594	651	747	0.8	1.4	7.945	A
2 - A272 Tylers Green (SE)	1267	317	0	110.10	1452	0.873	1255	1504	2.9	6.0	17.221	C
3 - A272 (SW)	858	214	747		1176	0.730	852	508	1.2	2.6	10.951	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	654	164	857		1099	0.595	654	753	1.4	1.5	8.092	A
2 - A272 Tylers Green (SE)	1267	317	0	110.10	1452	0.873	1266	1511	6.0	6.4	18.942	C
3 - A272 (SW)	858	214	753		1172	0.732	857	512	2.6	2.7	11.429	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	534	133	706		1198	0.446	537	625	1.5	0.8	5.469	A
2 - A272 Tylers Green (SE)	1035	259	0	89.90	1452	0.713	1050	1242	6.4	2.6	9.266	A
3 - A272 (SW)	700	175	625		1253	0.559	706	425	2.7	1.3	6.640	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	447	112	588		1274	0.351	448	518	0.8	0.5	4.364	A
2 - A272 Tylers Green (SE)	867	217	0	75.29	1372	0.632	870	1037	2.6	1.8	7.216	A
3 - A272 (SW)	586	147	518		1321	0.444	588	352	1.3	0.8	4.926	A

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	11.74	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.74	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	495	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	1170	100.000
3 - A272 (SW)		ONE HOUR	✓	527	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	495	0
	2 - A272 Tylers Green (SE)	288	0	882
	3 - A272 (SW)	0	527	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	1	0
	2 - A272 Tylers Green (SE)	2	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.41	4.65	0.7	A	454	681
2 - A272 Tylers Green (SE)	0.87	18.26	6.2	C	1074	1610
3 - A272 (SW)	0.39	3.89	0.6	A	484	725

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	373	93	395		1438	0.259	371	215	0.0	0.3	3.371	A
2 - A272 Tylers Green (SE)	881	220	0	75.29	1348	0.654	873	767	0.0	1.8	7.479	A
3 - A272 (SW)	397	99	215		1573	0.252	395	658	0.0	0.3	3.053	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	445	111	473		1388	0.321	445	258	0.3	0.5	3.813	A
2 - A272 Tylers Green (SE)	1052	263	0	89.90	1397	0.753	1047	918	1.8	2.9	10.171	B
3 - A272 (SW)	474	118	258		1545	0.307	473	790	0.3	0.4	3.356	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	545	136	580		1320	0.413	544	314	0.5	0.7	4.634	A
2 - A272 Tylers Green (SE)	1288	322	0	110.10	1480	0.870	1276	1124	2.9	5.9	16.685	C
3 - A272 (SW)	580	145	314		1508	0.385	580	962	0.4	0.6	3.871	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	545	136	580		1320	0.413	545	317	0.7	0.7	4.647	A
2 - A272 Tylers Green (SE)	1288	322	0	110.10	1480	0.870	1287	1125	5.9	6.2	18.265	C
3 - A272 (SW)	580	145	317		1506	0.385	580	970	0.6	0.6	3.887	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	445	111	474		1387	0.321	446	263	0.7	0.5	3.830	A
2 - A272 Tylers Green (SE)	1052	263	0	89.90	1480	0.710	1067	920	6.2	2.5	8.995	A
3 - A272 (SW)	474	118	263		1542	0.307	474	804	0.6	0.4	3.376	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	373	93	397		1437	0.259	373	218	0.5	0.4	3.388	A
2 - A272 Tylers Green (SE)	881	220	0	75.29	1396	0.631	884	770	2.5	1.7	7.072	A
3 - A272 (SW)	397	99	218		1572	0.252	397	666	0.4	0.3	3.065	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	15.84	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.84	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	555	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	1162	100.000
3 - A272 (SW)		ONE HOUR	✓	845	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	555	0
	2 - A272 Tylers Green (SE)	689	0	473
	3 - A272 (SW)	0	845	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	3	0
	2 - A272 Tylers Green (SE)	2	0	5
	3 - A272 (SW)	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.58	8.17	1.4	A	509	764
2 - A272 Tylers Green (SE)	0.88	20.15	6.8	C	1066	1599
3 - A272 (SW)	0.80	14.95	3.7	B	775	1163

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	418	104	632		1245	0.336	416	514	0.0	0.5	4.329	A
2 - A272 Tylers Green (SE)	875	219	0	75.29	1324	0.661	867	1048	0.0	1.9	7.761	A
3 - A272 (SW)	636	159	514		1323	0.481	632	353	0.0	0.9	5.184	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	499	125	757		1164	0.429	498	617	0.5	0.7	5.398	A
2 - A272 Tylers Green (SE)	1045	261	0	89.90	1376	0.759	1040	1255	1.9	3.0	10.585	B
3 - A272 (SW)	760	190	617		1258	0.604	757	423	0.9	1.5	7.152	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	611	153	922		1056	0.578	609	751	0.7	1.3	7.998	A
2 - A272 Tylers Green (SE)	1279	320	0	110.10	1452	0.881	1266	1531	3.0	6.4	18.094	C
3 - A272 (SW)	930	233	751		1173	0.793	922	515	1.5	3.6	13.887	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	611	153	930		1051	0.581	611	758	1.3	1.4	8.170	A
2 - A272 Tylers Green (SE)	1279	320	0	110.10	1452	0.881	1278	1541	6.4	6.8	20.148	C
3 - A272 (SW)	930	233	758		1169	0.796	930	520	3.6	3.7	14.949	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	499	125	768		1157	0.431	501	629	1.4	0.8	5.514	A
2 - A272 Tylers Green (SE)	1045	261	0	89.90	1452	0.719	1061	1270	6.8	2.7	9.578	A
3 - A272 (SW)	760	190	629		1250	0.608	768	432	3.7	1.6	7.597	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	418	104	639		1241	0.337	419	521	0.8	0.5	4.384	A
2 - A272 Tylers Green (SE)	875	219	0	75.29	1374	0.637	878	1058	2.7	1.8	7.307	A
3 - A272 (SW)	636	159	521		1319	0.482	639	358	1.6	0.9	5.308	A

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / B2184 Rbt	Standard Roundabout		1, 2, 3	12.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.34	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2184 Broad St (N)		ONE HOUR	✓	487	100.000
2 - A272 Tylers Green (SE)		ONE HOUR	✓	1182	100.000
3 - A272 (SW)		ONE HOUR	✓	578	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2184 Broad St (N)		
2 - A272 Tylers Green (SE)	[ONEHOUR]	100.00
3 - A272 (SW)		

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	487	0
	2 - A272 Tylers Green (SE)	273	0	909
	3 - A272 (SW)	0	578	0

Vehicle Mix

HV %s

		To		
		1 - B2184 Broad St (N)	2 - A272 Tylers Green (SE)	3 - A272 (SW)
From	1 - B2184 Broad St (N)	0	1	0
	2 - A272 Tylers Green (SE)	2	0	1
	3 - A272 (SW)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2184 Broad St (N)	0.42	4.82	0.7	A	447	670
2 - A272 Tylers Green (SE)	0.88	19.47	6.7	C	1085	1627
3 - A272 (SW)	0.42	4.09	0.7	A	530	796

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	367	92	434		1413	0.259	365	204	0.0	0.3	3.430	A
2 - A272 Tylers Green (SE)	890	222	0	75.29	1349	0.660	882	799	0.0	1.9	7.598	A
3 - A272 (SW)	435	109	204		1581	0.275	434	679	0.0	0.4	3.134	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	438	109	519		1359	0.322	437	244	0.3	0.5	3.906	A
2 - A272 Tylers Green (SE)	1063	266	0	89.90	1400	0.759	1058	956	1.9	3.0	10.383	B
3 - A272 (SW)	520	130	244		1554	0.334	519	814	0.4	0.5	3.476	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	536	134	636		1284	0.418	535	298	0.5	0.7	4.801	A
2 - A272 Tylers Green (SE)	1301	325	0	110.10	1481	0.879	1288	1171	3.0	6.3	17.564	C
3 - A272 (SW)	636	159	298		1519	0.419	636	991	0.5	0.7	4.070	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	536	134	636		1284	0.418	536	300	0.7	0.7	4.816	A
2 - A272 Tylers Green (SE)	1301	325	0	110.10	1481	0.879	1300	1173	6.3	6.7	19.467	C
3 - A272 (SW)	636	159	300		1517	0.419	636	1000	0.7	0.7	4.086	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	438	109	520		1358	0.322	439	249	0.7	0.5	3.920	A
2 - A272 Tylers Green (SE)	1063	266	0	89.90	1481	0.718	1079	959	6.7	2.6	9.300	A
3 - A272 (SW)	520	130	249		1551	0.335	520	830	0.7	0.5	3.495	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2184 Broad St (N)	367	92	436		1412	0.260	367	206	0.5	0.4	3.446	A
2 - A272 Tylers Green (SE)	890	222	0	75.29	1399	0.636	893	803	2.6	1.8	7.168	A
3 - A272 (SW)	435	109	206		1579	0.276	436	687	0.5	0.4	3.151	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Jct H - Tylers Green Roundabout.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 03/07/2024 15:00:47

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - B2272 Butler's Green Road	1.0	3.96	0.50	1.7	5.40	0.62
2 - A272 Isaac's Lane (S)	2.2	6.30	0.69	0.8	3.62	0.46
3 - A272 Tylers Green (NW)	3.9	14.00	0.80	2.7	8.97	0.74
	2039 Do Minimum					
1 - B2272 Butler's Green Road	1.9	5.61	0.66	74.8	121.10	1.07
2 - A272 Isaac's Lane (S)	6.0	14.71	0.86	0.9	4.25	0.47
3 - A272 Tylers Green (NW)	362.7	1031.38	1.51	3.4	10.76	0.78
	2039 Do Something					
1 - B2272 Butler's Green Road	2.0	5.88	0.67	64.9	106.97	1.05
2 - A272 Isaac's Lane (S)	6.8	16.45	0.88	1.0	4.39	0.50
3 - A272 Tylers Green (NW)	383.2	1087.83	1.53	4.0	12.42	0.81

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

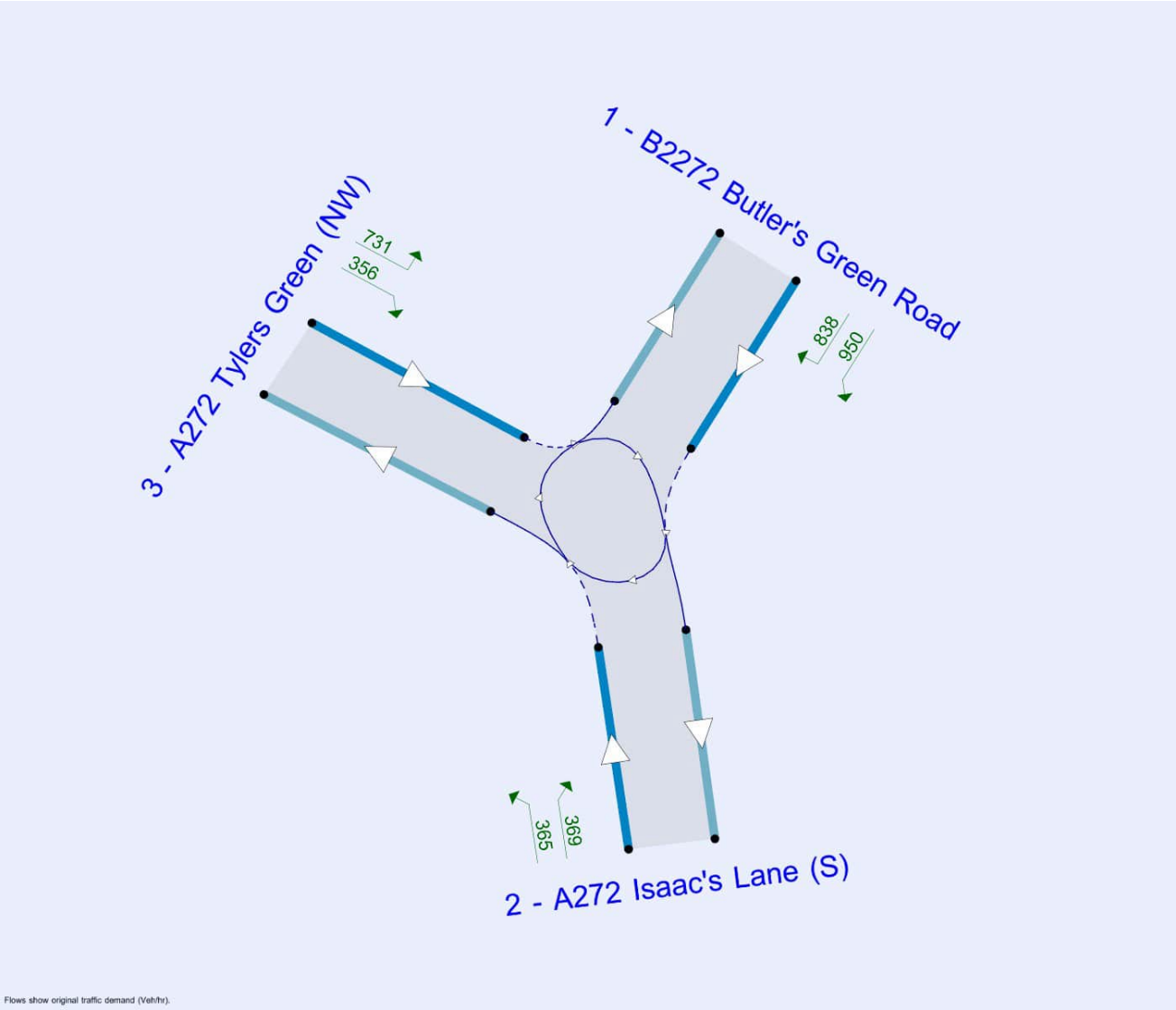
File summary

File Description

Title	A272 / B2272 Roundabout
Location	
Site number	
Date	06/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	8.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.18	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2272 Butler's Green Road		
2	A272 Isaac's Lane (S)		
3	A272 Tylers Green (NW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2272 Butler's Green Road	4.00	8.00	24.9	31.0	50.0	12.0		
2 - A272 Isaac's Lane (S)	6.80	7.80	11.8	36.0	50.0	38.0		
3 - A272 Tylers Green (NW)	3.50	7.30	23.7	20.0	50.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2272 Butler's Green Road	0.721	2173
2 - A272 Isaac's Lane (S)	0.718	2285
3 - A272 Tylers Green (NW)	0.605	1746

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	835	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	1173	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	945	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	352	483
	2 - A272 Isaac's Lane (S)	567	0	606
	3 - A272 Tylers Green (NW)	543	402	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	0	1
	2 - A272 Isaac's Lane (S)	2	0	2
	3 - A272 Tylers Green (NW)	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	0.50	3.96	1.0	A	766	1149
2 - A272 Isaac's Lane (S)	0.69	6.30	2.2	A	1076	1615
3 - A272 Tylers Green (NW)	0.80	14.00	3.9	B	867	1301

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	629	157	301	1934	0.325	627	832	0.0	0.5	2.750	A
2 - A272 Isaac's Lane (S)	883	221	363	1983	0.445	880	565	0.0	0.8	3.255	A
3 - A272 Tylers Green (NW)	711	178	425	1412	0.504	707	817	0.0	1.0	5.078	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	751	188	360	1889	0.397	750	996	0.5	0.7	3.158	A
2 - A272 Isaac's Lane (S)	1055	264	434	1932	0.546	1053	676	0.8	1.2	4.088	A
3 - A272 Tylers Green (NW)	850	212	509	1363	0.623	847	978	1.0	1.6	6.941	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	919	230	439	1830	0.502	918	1215	0.7	1.0	3.941	A
2 - A272 Isaac's Lane (S)	1291	323	531	1863	0.693	1287	826	1.2	2.2	6.211	A
3 - A272 Tylers Green (NW)	1040	260	622	1297	0.802	1032	1196	1.6	3.8	13.180	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	919	230	442	1828	0.503	919	1222	1.0	1.0	3.963	A
2 - A272 Isaac's Lane (S)	1291	323	532	1862	0.694	1291	830	2.2	2.2	6.303	A
3 - A272 Tylers Green (NW)	1040	260	624	1295	0.803	1040	1199	3.8	3.9	14.005	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	751	188	365	1886	0.398	752	1005	1.0	0.7	3.178	A
2 - A272 Isaac's Lane (S)	1055	264	435	1931	0.546	1059	682	2.2	1.2	4.146	A
3 - A272 Tylers Green (NW)	850	212	512	1362	0.624	858	982	3.9	1.7	7.275	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	629	157	304	1932	0.325	629	838	0.7	0.5	2.764	A
2 - A272 Isaac's Lane (S)	883	221	364	1981	0.446	885	569	1.2	0.8	3.286	A
3 - A272 Tylers Green (NW)	711	178	428	1411	0.504	714	821	1.7	1.0	5.184	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1009	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	761	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1016	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	468	541
	2 - A272 Isaac's Lane (S)	317	0	444
	3 - A272 Tylers Green (NW)	535	481	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	0	1
	2 - A272 Isaac's Lane (S)	0	0	2
	3 - A272 Tylers Green (NW)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	0.62	5.40	1.7	A	926	1389
2 - A272 Isaac's Lane (S)	0.46	3.62	0.8	A	698	1047
3 - A272 Tylers Green (NW)	0.74	8.97	2.7	A	932	1398

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	760	190	360	1901	0.400	757	639	0.0	0.7	3.142	A
2 - A272 Isaac's Lane (S)	573	143	406	1968	0.291	571	711	0.0	0.4	2.576	A
3 - A272 Tylers Green (NW)	765	191	238	1586	0.482	761	739	0.0	0.9	4.347	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	907	227	432	1849	0.491	906	765	0.7	1.0	3.812	A
2 - A272 Isaac's Lane (S)	684	171	486	1911	0.358	684	852	0.4	0.6	2.932	A
3 - A272 Tylers Green (NW)	913	228	285	1558	0.586	911	885	0.9	1.4	5.553	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1111	278	527	1780	0.624	1108	935	1.0	1.6	5.340	A
2 - A272 Isaac's Lane (S)	838	209	594	1833	0.457	837	1041	0.6	0.8	3.611	A
3 - A272 Tylers Green (NW)	1119	280	349	1519	0.736	1113	1082	1.4	2.7	8.754	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1111	278	530	1778	0.625	1111	938	1.6	1.7	5.396	A
2 - A272 Isaac's Lane (S)	838	209	596	1832	0.457	838	1045	0.8	0.8	3.620	A
3 - A272 Tylers Green (NW)	1119	280	349	1519	0.736	1118	1084	2.7	2.7	8.971	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	907	227	435	1847	0.491	910	769	1.7	1.0	3.853	A
2 - A272 Isaac's Lane (S)	684	171	488	1909	0.358	685	857	0.8	0.6	2.945	A
3 - A272 Tylers Green (NW)	913	228	285	1557	0.587	919	888	2.7	1.4	5.682	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	760	190	363	1899	0.400	761	643	1.0	0.7	3.169	A
2 - A272 Isaac's Lane (S)	573	143	408	1966	0.291	574	716	0.6	0.4	2.587	A
3 - A272 Tylers Green (NW)	765	191	239	1585	0.483	767	743	1.4	0.9	4.411	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	398.92	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	398.92	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1123	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	1382	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1500	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	526	597
	2 - A272 Isaac's Lane (S)	877	0	505
	3 - A272 Tylers Green (NW)	1051	449	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	3	2
	2 - A272 Isaac's Lane (S)	2	0	3
	3 - A272 Tylers Green (NW)	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	0.66	5.61	1.9	A	1030	1546
2 - A272 Isaac's Lane (S)	0.86	14.71	6.0	B	1268	1902
3 - A272 Tylers Green (NW)	1.51	1031.38	362.7	F	1376	2065

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	845	211	330	1877	0.451	842	1431	0.0	0.8	3.470	A
2 - A272 Isaac's Lane (S)	1040	260	448	1912	0.544	1036	725	0.0	1.2	4.086	A
3 - A272 Tylers Green (NW)	1129	282	657	1276	0.885	1104	826	0.0	6.4	18.754	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1010	252	355	1858	0.543	1008	1618	0.8	1.2	4.227	A
2 - A272 Isaac's Lane (S)	1242	311	536	1849	0.672	1239	827	1.2	2.0	5.871	A
3 - A272 Tylers Green (NW)	1348	337	786	1200	1.124	1186	989	6.4	46.9	93.397	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1236	309	329	1878	0.659	1234	1727	1.2	1.9	5.566	A
2 - A272 Isaac's Lane (S)	1522	380	656	1763	0.863	1507	907	2.0	5.7	13.340	B
3 - A272 Tylers Green (NW)	1652	413	956	1100	1.501	1100	1206	46.9	184.8	386.658	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1236	309	328	1879	0.658	1236	1732	1.9	1.9	5.605	A
2 - A272 Isaac's Lane (S)	1522	380	657	1762	0.863	1520	907	5.7	6.0	14.712	B
3 - A272 Tylers Green (NW)	1652	413	965	1095	1.508	1095	1213	184.8	323.9	806.357	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1010	252	357	1857	0.544	1012	1634	1.9	1.2	4.278	A
2 - A272 Isaac's Lane (S)	1242	311	538	1847	0.673	1258	831	6.0	2.1	6.261	A
3 - A272 Tylers Green (NW)	1348	337	798	1193	1.130	1193	998	323.9	362.7	1031.381	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	845	211	380	1840	0.459	847	1552	1.2	0.9	3.628	A
2 - A272 Isaac's Lane (S)	1040	260	450	1910	0.545	1044	777	2.1	1.2	4.172	A
3 - A272 Tylers Green (NW)	1129	282	663	1273	0.887	1269	832	362.7	327.7	979.176	F

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	65.57	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	65.57	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1800	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	694	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1044	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	928	872
	2 - A272 Isaac's Lane (S)	372	0	322
	3 - A272 Tylers Green (NW)	676	368	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	1	1
	2 - A272 Isaac's Lane (S)	0	0	3
	3 - A272 Tylers Green (NW)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	1.07	121.10	74.8	F	1652	2478
2 - A272 Isaac's Lane (S)	0.47	4.25	0.9	A	637	955
3 - A272 Tylers Green (NW)	0.78	10.76	3.4	B	958	1437

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1355	339	276	1953	0.694	1346	786	0.0	2.2	5.852	A
2 - A272 Isaac's Lane (S)	522	131	652	1787	0.292	521	970	0.0	0.4	2.838	A
3 - A272 Tylers Green (NW)	786	196	279	1561	0.504	782	894	0.0	1.0	4.599	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1618	405	330	1914	0.846	1607	940	2.2	5.1	11.325	B
2 - A272 Isaac's Lane (S)	624	156	778	1697	0.368	623	1158	0.4	0.6	3.350	A
3 - A272 Tylers Green (NW)	939	235	334	1528	0.614	936	1068	1.0	1.6	6.059	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1982	495	403	1861	1.065	1831	1149	5.1	42.7	56.355	F
2 - A272 Isaac's Lane (S)	764	191	887	1619	0.472	763	1347	0.6	0.9	4.196	A
3 - A272 Tylers Green (NW)	1149	287	409	1483	0.775	1143	1241	1.6	3.3	10.362	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1982	495	405	1860	1.066	1854	1154	42.7	74.8	121.097	F
2 - A272 Isaac's Lane (S)	764	191	898	1612	0.474	764	1361	0.9	0.9	4.247	A
3 - A272 Tylers Green (NW)	1149	287	410	1483	0.775	1149	1253	3.3	3.4	10.757	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1618	405	333	1911	0.847	1884	947	74.8	8.3	83.805	F
2 - A272 Isaac's Lane (S)	624	156	913	1601	0.390	625	1305	0.9	0.6	3.693	A
3 - A272 Tylers Green (NW)	939	235	335	1528	0.614	945	1203	3.4	1.6	6.257	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1355	339	278	1951	0.695	1379	791	8.3	2.3	6.549	A
2 - A272 Isaac's Lane (S)	522	131	668	1776	0.294	523	989	0.6	0.4	2.875	A
3 - A272 Tylers Green (NW)	786	196	281	1560	0.504	788	911	1.6	1.0	4.679	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	418.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	418.99	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1143	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	1406	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1514	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	545	598
	2 - A272 Isaac's Lane (S)	888	0	518
	3 - A272 Tylers Green (NW)	1042	472	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	3	2
	2 - A272 Isaac's Lane (S)	2	0	3
	3 - A272 Tylers Green (NW)	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	0.67	5.88	2.0	A	1049	1573
2 - A272 Isaac's Lane (S)	0.88	16.45	6.8	C	1290	1935
3 - A272 Tylers Green (NW)	1.53	1087.83	383.2	F	1389	2084

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	861	215	347	1865	0.462	857	1431	0.0	0.9	3.562	A
2 - A272 Isaac's Lane (S)	1059	265	448	1911	0.554	1054	755	0.0	1.2	4.174	A
3 - A272 Tylers Green (NW)	1140	285	665	1271	0.897	1112	837	0.0	7.0	20.005	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1028	257	369	1848	0.556	1026	1610	0.9	1.2	4.371	A
2 - A272 Isaac's Lane (S)	1264	316	537	1848	0.684	1260	858	1.2	2.1	6.085	A
3 - A272 Tylers Green (NW)	1361	340	796	1194	1.139	1183	1001	7.0	51.5	101.518	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1258	315	341	1869	0.673	1255	1720	1.2	2.0	5.838	A
2 - A272 Isaac's Lane (S)	1548	387	657	1763	0.878	1531	940	2.1	6.4	14.594	B
3 - A272 Tylers Green (NW)	1667	417	967	1094	1.524	1094	1221	51.5	194.8	412.883	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1258	315	339	1870	0.673	1258	1726	2.0	2.0	5.884	A
2 - A272 Isaac's Lane (S)	1548	387	658	1761	0.879	1546	939	6.4	6.8	16.454	C
3 - A272 Tylers Green (NW)	1667	417	977	1088	1.532	1088	1228	194.8	339.5	850.173	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1028	257	370	1847	0.556	1031	1626	2.0	1.3	4.423	A
2 - A272 Isaac's Lane (S)	1264	316	539	1847	0.685	1282	861	6.8	2.2	6.577	A
3 - A272 Tylers Green (NW)	1361	340	810	1186	1.147	1186	1012	339.5	383.2	1087.832	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	861	215	394	1829	0.470	862	1541	1.3	0.9	3.729	A
2 - A272 Isaac's Lane (S)	1059	265	451	1910	0.554	1062	805	2.2	1.3	4.269	A
3 - A272 Tylers Green (NW)	1140	285	671	1268	0.899	1265	842	383.2	352.0	1046.487	F

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	57.58	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.58	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1788	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	734	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1087	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	950	838
	2 - A272 Isaac's Lane (S)	369	0	365
	3 - A272 Tylers Green (NW)	731	356	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	1	1
	2 - A272 Isaac's Lane (S)	0	0	3
	3 - A272 Tylers Green (NW)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	1.05	106.97	64.9	F	1641	2461
2 - A272 Isaac's Lane (S)	0.50	4.39	1.0	A	674	1010
3 - A272 Tylers Green (NW)	0.81	12.42	4.0	B	997	1496

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1346	337	267	1959	0.687	1337	824	0.0	2.2	5.713	A
2 - A272 Isaac's Lane (S)	553	138	627	1804	0.306	551	977	0.0	0.4	2.870	A
3 - A272 Tylers Green (NW)	818	205	277	1562	0.524	814	901	0.0	1.1	4.783	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1607	402	319	1921	0.837	1597	987	2.2	4.8	10.753	B
2 - A272 Isaac's Lane (S)	660	165	748	1717	0.384	659	1168	0.4	0.6	3.402	A
3 - A272 Tylers Green (NW)	977	244	331	1530	0.639	975	1076	1.1	1.7	6.453	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1969	492	389	1871	1.052	1836	1205	4.8	38.0	51.424	F
2 - A272 Isaac's Lane (S)	808	202	860	1637	0.494	807	1364	0.6	1.0	4.329	A
3 - A272 Tylers Green (NW)	1197	299	406	1485	0.806	1188	1262	1.7	3.9	11.783	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1969	492	392	1869	1.053	1861	1211	38.0	64.9	106.969	F
2 - A272 Isaac's Lane (S)	808	202	872	1629	0.496	808	1381	1.0	1.0	4.387	A
3 - A272 Tylers Green (NW)	1197	299	406	1485	0.806	1196	1274	3.9	4.0	12.417	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1607	402	323	1919	0.838	1842	995	64.9	6.3	63.910	F
2 - A272 Isaac's Lane (S)	660	165	863	1635	0.404	661	1302	1.0	0.7	3.703	A
3 - A272 Tylers Green (NW)	977	244	332	1529	0.639	986	1192	4.0	1.8	6.731	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road	1346	337	269	1958	0.688	1362	830	6.3	2.2	6.206	A
2 - A272 Isaac's Lane (S)	553	138	639	1795	0.308	554	993	0.7	0.4	2.902	A
3 - A272 Tylers Green (NW)	818	205	278	1562	0.524	821	914	1.8	1.1	4.879	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Jct H - Tylers Green Roundabout (Mitigation).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 24/01/2025 13:45:12

»2039 Do Something, AM
»2039 Do Something, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2039 Do Something					
1 - B2272 Butler's Green Road	2.7	7.81	0.73	75.1	122.55	1.07
2 - A272 Isaac's Lane (S)	4.7	11.22	0.83	0.9	3.86	0.46
3 - A272 Tylers Green (NW)	1.2	8.73	0.56	0.4	3.97	0.30

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

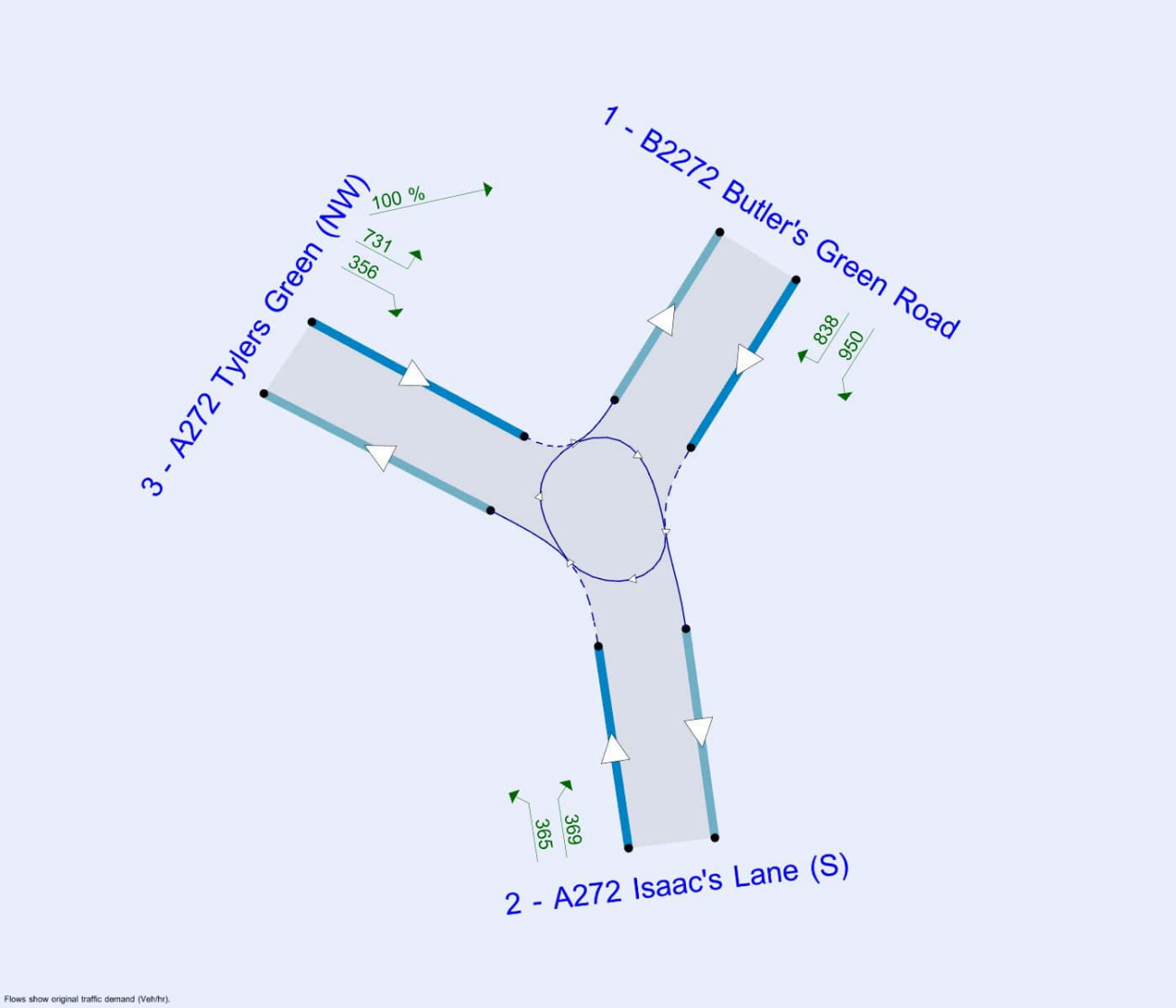
File summary

File Description

Title	A272 / B2272 Roundabout
Location	
Site number	
Date	06/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	9.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.33	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2272 Butler's Green Road		
2	A272 Isaac's Lane (S)		
3	A272 Tylers Green (NW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2272 Butler's Green Road	3.61	10.50	22.3	40.0	50.0	37.8		
2 - A272 Isaac's Lane (S)	6.80	9.00	17.3	20.0	50.0	45.5		
3 - A272 Tylers Green (NW)	4.30	9.00	4.4	20.0	50.0	45.7		

Bypass

Arm	Arm has bypass	Bypass Util (%)
1 - B2272 Butler's Green Road		
2 - A272 Isaac's Lane (S)		
3 - A272 Tylers Green (NW)	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2272 Butler's Green Road	0.691	2138
2 - A272 Isaac's Lane (S)	0.725	2398
3 - A272 Tylers Green (NW)	0.563	1539

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1143	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	1406	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1514	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	545	598
	2 - A272 Isaac's Lane (S)	888	0	518
	3 - A272 Tylers Green (NW)	1042	472	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	3	2
	2 - A272 Isaac's Lane (S)	2	0	3
	3 - A272 Tylers Green (NW)	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	0.73	7.81	2.7	A	1049	1573
2 - A272 Isaac's Lane (S)	0.83	11.22	4.7	B	1290	1935
3 - A272 Tylers Green (NW)	0.56	8.73	1.2	A	1389	650

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	861	861	215	0	784	353	1836	0.469	857	666	0.0	0.9	3.66
2 - A272 Isaac's Lane (S)	1059	1059	265	0	0	448	2018	0.525	1054	762	0.0	1.1	3.71
3 - A272 Tylers Green (NW)	1140	355	89	784	0	666	1102	0.322	353	837	0.0	0.5	4.79

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1028	1028	257	0	937	423	1787	0.575	1026	797	0.9	1.3	4.71
2 - A272 Isaac's Lane (S)	1264	1264	316	0	0	537	1954	0.647	1261	913	1.1	1.8	5.17
3 - A272 Tylers Green (NW)	1361	424	106	937	0	797	1031	0.412	423	1001	0.5	0.7	5.91

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1258	1258	315	0	1147	518	1720	0.732	1253	971	1.3	2.6	7.62
2 - A272 Isaac's Lane (S)	1548	1548	387	0	0	656	1868	0.829	1537	1115	1.8	4.5	10.5
3 - A272 Tylers Green (NW)	1667	520	130	1147	0	971	936	0.556	518	1222	0.7	1.2	8.56

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1258	1258	315	0	1147	520	1719	0.732	1258	977	2.6	2.7	7.81
2 - A272 Isaac's Lane (S)	1548	1548	387	0	0	658	1866	0.829	1547	1120	4.5	4.7	11.2
3 - A272 Tylers Green (NW)	1667	520	130	1147	0	977	932	0.558	520	1228	1.2	1.2	8.72

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1028	1028	257	0	937	426	1785	0.576	1033	805	2.7	1.4	4.82
2 - A272 Isaac's Lane (S)	1264	1264	316	0	0	540	1952	0.648	1275	919	4.7	1.9	5.40
3 - A272 Tylers Green (NW)	1361	424	106	937	0	805	1026	0.414	426	1010	1.2	0.7	6.02

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	861	861	215	0	784	356	1834	0.469	862	670	1.4	0.9	3.71
2 - A272 Isaac's Lane (S)	1059	1059	265	0	0	451	2016	0.525	1062	768	1.9	1.1	3.78
3 - A272 Tylers Green (NW)	1140	355	89	784	0	670	1100	0.323	356	842	0.7	0.5	4.84

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Tylers Green Roundabout	Standard Roundabout		1, 2, 3	62.64	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	62.64	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road		ONE HOUR	✓	1788	100.000
2 - A272 Isaac's Lane (S)		ONE HOUR	✓	734	100.000
3 - A272 Tylers Green (NW)		ONE HOUR	✓	1087	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	950	838
	2 - A272 Isaac's Lane (S)	369	0	365
	3 - A272 Tylers Green (NW)	731	356	0

Vehicle Mix

HV %s

		To		
		1 - B2272 Butler's Green Road	2 - A272 Isaac's Lane (S)	3 - A272 Tylers Green (NW)
From	1 - B2272 Butler's Green Road	0	1	1
	2 - A272 Isaac's Lane (S)	0	0	3
	3 - A272 Tylers Green (NW)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2272 Butler's Green Road	1.07	122.55	75.1	F	1641	2461
2 - A272 Isaac's Lane (S)	0.46	3.86	0.9	A	674	1010
3 - A272 Tylers Green (NW)	0.30	3.97	0.4	A	997	490

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1346	1346	337	0	550	267	1932	0.697	1337	277	0.0	2.2	5.96
2 - A272 Isaac's Lane (S)	553	553	138	0	0	627	1910	0.289	551	977	0.0	0.4	2.64
3 - A272 Tylers Green (NW)	818	268	67	550	0	277	1370	0.196	267	901	0.0	0.2	3.26

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1607	1607	402	0	657	320	1896	0.848	1596	331	2.2	5.1	11.5
2 - A272 Isaac's Lane (S)	660	660	165	0	0	748	1823	0.362	659	1168	0.4	0.6	3.09
3 - A272 Tylers Green (NW)	977	320	80	657	0	331	1339	0.239	320	1076	0.2	0.3	3.53

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1969	1969	492	0	805	391	1846	1.066	1817	406	5.1	43.0	57.1
2 - A272 Isaac's Lane (S)	808	808	202	0	0	852	1748	0.462	807	1357	0.6	0.9	3.82
3 - A272 Tylers Green (NW)	1197	392	98	805	0	406	1298	0.302	391	1253	0.3	0.4	3.96

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Del (s)
1 - B2272 Butler's Green Road	1969	1969	492	0	805	392	1846	1.066	1840	406	43.0	75.1	122.
2 - A272 Isaac's Lane (S)	808	808	202	0	0	863	1740	0.464	808	1370	0.9	0.9	3.8
3 - A272 Tylers Green (NW)	1197	392	98	805	0	406	1298	0.302	392	1264	0.4	0.4	3.9

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1607	1607	402	0	657	320	1895	0.848	1872	332	75.1	9.0	86.0
2 - A272 Isaac's Lane (S)	660	660	165	0	0	877	1729	0.382	661	1315	0.9	0.6	3.37
3 - A272 Tylers Green (NW)	977	320	80	657	0	332	1339	0.239	320	1206	0.4	0.3	3.53

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Dela (s)
1 - B2272 Butler's Green Road	1346	1346	337	0	550	268	1932	0.697	1373	278	9.0	2.4	6.73
2 - A272 Isaac's Lane (S)	553	553	138	0	0	643	1898	0.291	553	998	0.6	0.4	2.68
3 - A272 Tylers Green (NW)	818	268	67	550	0	278	1369	0.196	268	919	0.3	0.2	3.27

Appendix C

Enterprise Rent-a-car Proposal

Car Club proposal for Ansty, West Sussex.

May 2024

ARDENT
CONSULTING ENGINEERS

Ansty Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 220 UK cities and communities our 120,000+ members have access to over 2,000 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 25 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g., Manchester, Leeds, Bristol, Edinburgh, Glasgow, and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other, risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

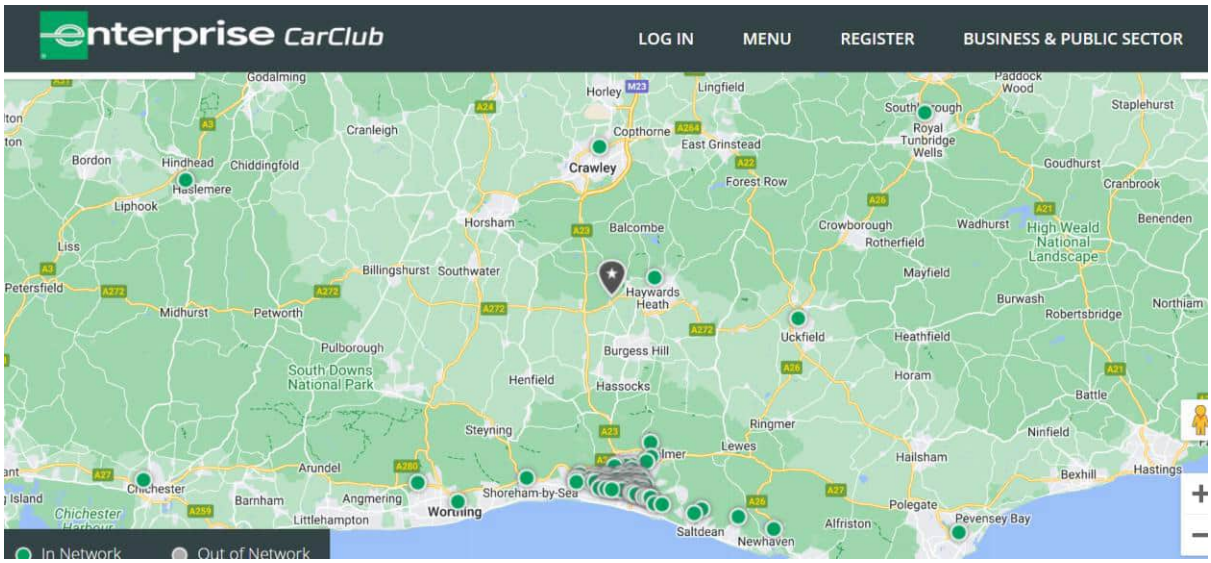
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel, and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

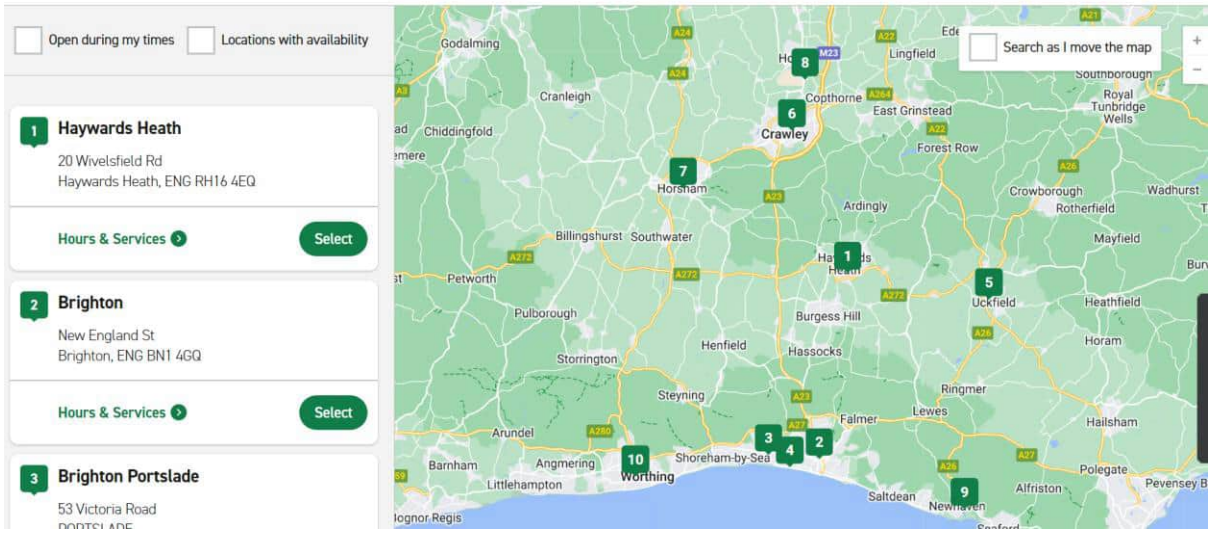
Enterprise Car Club is integrated with Enterprise Rent-A-Car as a brand, business, and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Ansty, West Sussex.

Please see first map for Enterprise Car Club's current locations. Discussions are ongoing to expand this network further in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map) and Enterprise also has "month or more" and commercial vehicles options in the region via Enterprise Flex-E-Rent.

Combined these options make Enterprise the best possible mobility partner for the Ansty community whether residents need a car for a few hours, days or months.





The National Car Club

Ansty residents will also have access via their Car Club membership to over 2,000 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Ansty residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough, and London Kings Cross to the south.

Car Club Proposal for Ansty, West Sussex.

Given the scale of the development (1450 units) and the long build process, we advise a demand led model, beginning with a set number and adding units based on build phases combined with demand:

- Minimum car club – Phase 1, 2 vehicles on a 2-year rolling contract.
- Vehicles provided – petrol/hybrid/EV – EV's can be supplied provided correct charging infrastructure with minimum 7kw charging in place.
- Additional vehicles will be provided based upon demand and usage to grow the network across the overall site of 1450 units. Enterprise and the client will develop a utilisation model which will trigger additional vehicles in response to demand. This model will consider utilisation levels above 25% and the distribution of demand across the week and working week. Additional vehicles will then be provided at £12,000 ex VAT per year, this will include additional free memberships and driving credit for the wider site community. See table below for demand based additional vehicles.

Units Occupied above initial phase	Assumed real utilisation (hours)	Utilisation growth in hours per month	as a % - 25% triggers additional vehicle	744 Hours in month - hourly capacity	Number vehicles	Increase in vehicles	Total Vehicles	Additional vehicle support
200	400	75	27%	1488	2	1	3	£12,000
400	475	75	21%	2232	3	0	3	£0
600	550	75	25%	2232	3	1	4	£12,000
800	625	100	21%	2976	4	0	4	£0
1000	725	100	24%	2976	4	0	4	£0
1050	825	100	28%	2976	4	1	5	£12,000

- Total cost - £84,000 ex VAT. Includes initial payment of £48k for first Phase vehicles.
- Incentive for All site residents up to 1450 units – 2 year's free membership of Enterprise Car Club and £50 driving credit.
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events.
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees.
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".
- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free "We'll pick you up service" or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed "Enterprise Travel Direct" ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee's own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

Globally, Enterprise is at the forefront of new mobility solutions and over $2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MaaS) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive "Mobility Credits" from employers and the platform could be white labelled to the location or business.

Everything we do, we do with our Standard of Care. We promise to put you first, with exceptional customer service and vehicles that are maintained to our high-quality standards. We're continuously innovating to help move the world forward—including new ways to go the extra mile for you, so your residents can get on the road with confidence, no matter where life takes them. To make this promise a reality, our service is guided by the following best practices.

No-Touch Transactions

We want your rental process to be as intuitive and easy as possible. So, we're increasing our efforts to provide no-touch digital tools that provide less contact without sacrificing service.

Vehicle Maintenance & Safety

Nothing is more important than the safety of our customers. We follow or exceed manufacturer guidelines for tire replacement and oil changes to help ensure your experience is safe and uninterrupted.

Exceptional Customer Service

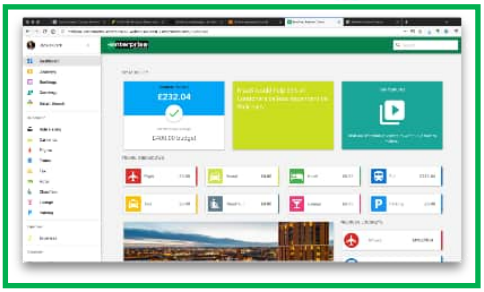
Great customer service starts with listening. We take the time to understand your needs, so we can offer the best solution. This attention to our customers is what has made us a global leader in mobility. Customers come to us—and stay with us—because we always strive to deliver an exceptional digital experience.

Visual Inspection of Every Vehicle

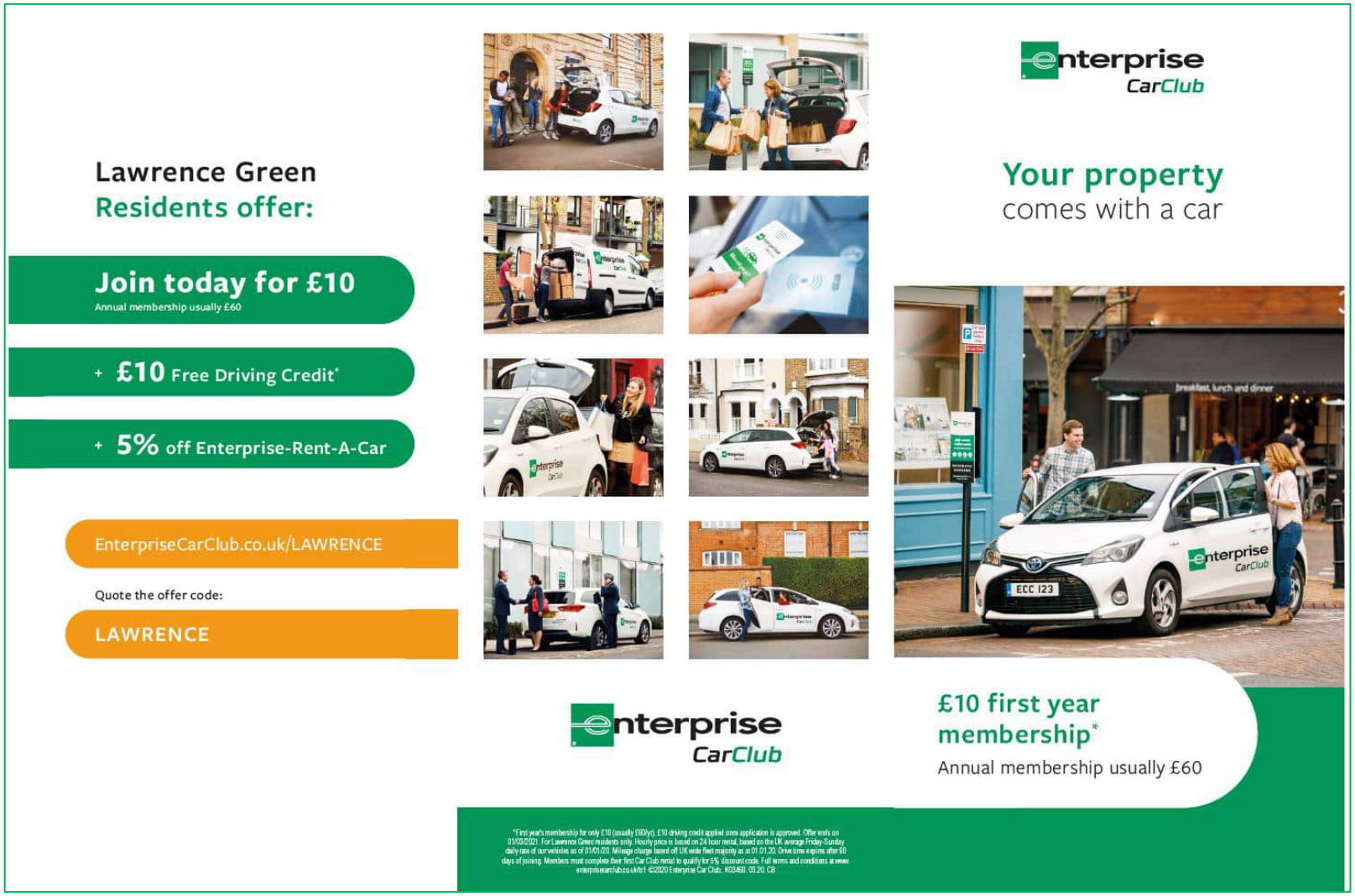
As part of our Standard of Care, we provide members with guidance and tools to perform a visual inspection before each trip. This extra step includes documentation of the vehicle condition before each rental, offering you peace of mind so you can be focused on the road ahead.

Member Compliance with Car Club Code

Car Club requires members to be community-minded as they make use of our shared vehicles in line with the Car Club Code.



Example Marketing Leaflet



Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ

Rent by the hour from
£2.50/hr* & 21p/mile

Fuel, taxes and
servicing included

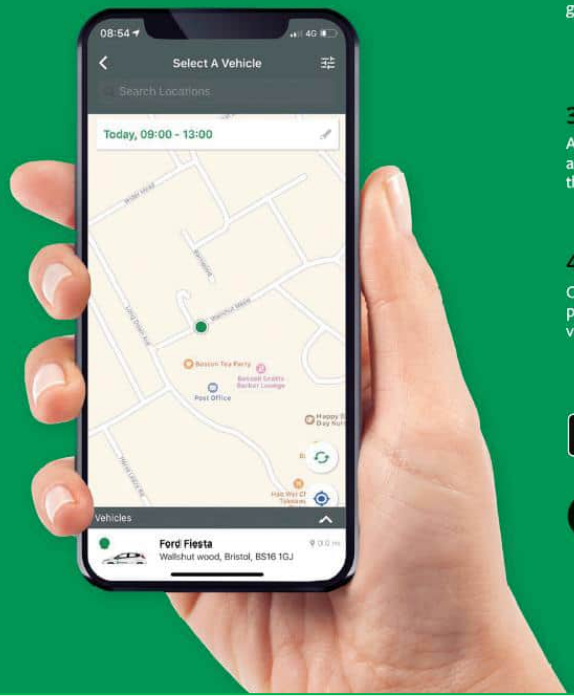
Access 1,400+
vehicles nationwide

24/7 access
year round

Book & Unlock

from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.



1. Join
Become a member
online or on the app

2. Reserve
Book in advance or on the
go, online or using the app

3. Unlock & Go
Access the vehicle via the app
and retrieve the keys using
the PIN-PAD in the glovebox

4. Return
Once back at the original
parking bay, lock the
vehicle via the app

Download on the App Store

GET IT ON Google Play

Join Now

Appendix D

Safe Sussex Road Partnership Collisions Plan

Colour-coding by severity
Total Accidents (164)
Fatal (1)
Serious (54)
Slight (109)

Sussex Safer Roads PARTNERSHIP

A272 Ansty
Collision Dates 01/08/2018 - 31/07/2023
Ardent

SCALE	1 : 40000
DATE	22/09/2023
DRAWING No.	
DRAWN BY	

Transport Addendum - Appendix D

National Highways Response Note

FAIRFAX ACQUISITIONS LTD

LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #10 (NATIONAL HIGHWAYS RESPONSE)

REPORT REF. 2207280-R24B

May 2025

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Contents

Appendices

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP	JS	DH/KM	WIP	01.03.2024
-	DRAFT	JS	DH/KK	DRAFT	13.06.2024
-	FINAL	JS	DH	KM	18.10.2024
A	DRAFT	JS	KM	DRAFT	18.12.2024
A	FINAL	JS	JS	DH	19.12.2024
B	FINAL	JS	JS	DH	23.05.2025

Distribution

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1. Introduction

1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, to respond to consultation comments made by National Highways (NH) on the proposed planning application for development at the Land Adjoining Ansty in Mid Sussex.

1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.

1.3. The location of the proposed development is shown on **Figure 1.1** below.

Figure 1.1: Site Location

1.4. A planning application covering the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023. NH provided a consultation response on the application on the 19th January 2024 which has been the subject of review by the applicant.

1.5. A draft of this TTN was submitted to NH on the 13th June 2024, following which NH provided a further response on the 3rd July 2024.

1.6. A further iteration of this note was submitted to NH on the 18th October 2024, after which NH provided a further response on the 4th December 2024.

1.7. This Transport Technical Note (TTN) provides the clarification and additional information requested within the NH responses.

1.8. The structure of this TTN is to provide the comment made by NH in the order in which they were made, and then to provide the ACE response immediately after.

2. National Highways Comments

Comment #1 – Vision Statement

Response #1 *- "We have reviewed the TA and while there is reference to DfT Circular 01/2022, there is no vision statement; this is required.*

We have previously advised at the pre-application stage that to align with DfT Circular 01/2022, the TA should include a vision that can be realistically achieved, along with sufficient evidence to demonstrate how that vision can be realised.

However, we acknowledge that the TA does currently highlight the provision of quality broadband, improvements to walking and cycling infrastructure and a public transport strategy."

Response #2 *– "JSJV previously requested that the vision for the development should be provided, in line with the requirements of DfT Circular 01/2022 paragraph 48. TTN10 does contain at paragraph 2.3 the vision for the development and JSJV considers this to be acceptable."*

2.1. The consideration of the proposed development has not progressed in isolation but has been subject to prior plan-making processes and evidence base, which complies with Paragraph 26 of Circular 01/2022:

"In relation to the preparation of local plans and spatial development strategies, the government expects that the relevant authorities will engage with the company from the outset of this process…"

2.2. In this respect, the vision for the proposed development follows that as set out by the West Sussex Transport Plan 2022-2036 which states:

"The County Council would like to see LPAs and developers taking a 'vision-led' approach to development and improvement of the transport network. This approach should place emphasis on place-shaping and creating liveable neighbourhoods with infrastructure to support travel by a range of modes of transport rather than designing to cater for forecast traffic demand."

2.3. As such, the vision for the proposed development is to create a sustainable, liveable neighbourhood anchored by an internal and external network of active and

sustainable travel options, with convenient opportunities for mode change threaded throughout the site and has been a key part of pre-application discussion/agreement with WSCC.

2.4. As per the Transport Assessment (TA) submitted with the application in support of the proposed development, the scheme has been designed on a 'Decide and Provide' (/ 'Vision and Validate') approach, which itself is described as a "Vision lead approach" in paragraph 15 of Circular 01/2022. As such, details of the scheme have been designed in collaboration and co-ordination with a number of internal and external entities, as detailed below, to achieve an objective-led vision for a sustainable community.

2.5. The consideration of the scheme has been through an iterative process covering all aspects of the development, including multiple discussions on internal streetscapes with WSCC, which have culminated in the production of a Design Code. The Design Code is now available for review within the submitted materials with the application.

2.6. Local bus operators were consulted to determine the most flexible approach to public transport, allowing for the development of options for interim public transport provision as well as options for the eventual final strategy for the site, which in turn have shaped the siting of on-site public transport infrastructure.

2.7. Similarly, the developer has positively engaged with the charity Collaborative Mobility UK (CoMoUK) with regards to the initial design of the development mobility hub strategy, as detailed within the TA. As with all other aspects of the development, initial Mobility Hub designs were produced for review, with subsequent amendments made based on feedback given by CoMoUK who were supportive of the approach we have adopted and presented within the TA/Design Code.

2.8. As such, the proposed development has complied with the approach desired by DfT Circular 01/2022 by embedding sustainable transport at the centre of the design decisions taken and services that are to be provided. Further to this, the proposed development has now been recommended for approval, subject to conditions, by Active Travel England (ATE) thereby further demonstrating the suitability of the approach outlined within this note.

2.9. With regards to the residual traffic effect of the development, this has also been taken account of the same Local Plan tools in the form of the Mid Sussex Strategic

Highways Model (MSSHM). The underlying coding of this model iteration was then reviewed and amended by ACE in agreement with WSCC, as model controller.

2.10. The assumptions underpinning the residual vehicular trip generation assumptions were based on previous work conducted for the Regulation 18 process for the Draft Mid Sussex District Plan 2031 – 2039. In terms of evidential backing, the latest Mid Sussex Transport Study Report (Scenario 5 Report produced by Systra on behalf of MSDC, available under the Mid Sussex District Plan 2021-2039 evidence base) provides an evidence base for any trip rate adjustments used within the latest iteration of the MSSHM:

- Factor #1: Home Working. Source: Economic Growth Assessment from Northern West Sussex Economic Growth Assessment Focused Update for Mid Sussex (Lichfields, March 2022).
- Factor #2: Internalisation of primary school, retail and employment trips.
- Factor #3: Distance Based Trip Reductions (As a result of travel planning measures). Source: DfT Sustainable Travel Towns Study and National Travel Survey Data.
- Factor #4: Future Employment Distribution and Location and Proximity to Existing Services.
- Factor #5: Sustainable Measures including 'Site Specific Developer Proposal' Assumptions. Source: Mid Sussex Local Cycling and Walking Infrastructure Plans and Site Specific Developer Proposals.

2.11. In addition to the above, the Systra report also references a number of research studies into active travel improvements, such as the expected effect of cycle improvements in Aberdeen, the introduction of Low Traffic Neighbourhoods in the London Borough of Lambeth, the effect of active travel interventions in Outer London and the Tyneside Air Quality Project.

2.12. As such, the scenario assessed within the TA for the proposed development is sufficiently evidenced to define an approach to assumption setting which is vision-led, and meets the requirements of Circular 01/2022.

2.13. A 'Monitor and Manage' approach can subsequently be taken to identify and address if the vision is unlikely to be achieved, which is addressed as part of the Travel Plan submitted with the application, of which further detail can be included in the Final Travel Plan which would be submitted as part of a Reserved Matters Application, .

2.14. To conclude, the proposed development has been created with a clear central vision in mind, which was then reflected in a multi-faceted and iterative process of assessment based on a clearly evidenced future scenario.

2.15. As noted above, within the second response NH stated that the vision for the development was considered to be acceptable.

Comment #2 – Collision Analysis

Response #1 - *"As highlighted at pre-application stage, at those locations on the SRN where capacity analysis is required, STATS19 analysis of the relevant SRN location(s) will need to be undertaken for the five years pre-pandemic, as well as the pandemic period."*

Response #2 – *"STATS 19 analysis should be presented to provide detailed assessment of collisions at the assessed junctions. Our requirement is for only the most recent five years of STATS 19 data."*

2.16. STATS19 collision data has been obtained from the Safer Sussex Roads Partnership (SSRP) for the period 2018 – 2023 (the most recent 5 years available – covering pre- and post-pandemic). The below figures show the results for each of the relevant SRN junctions, including the additional junctions requested by NH.

Figure 2.1: STATS19 Collision Data – A23 / London Road / Cowfold Road / Bolney Road Complex

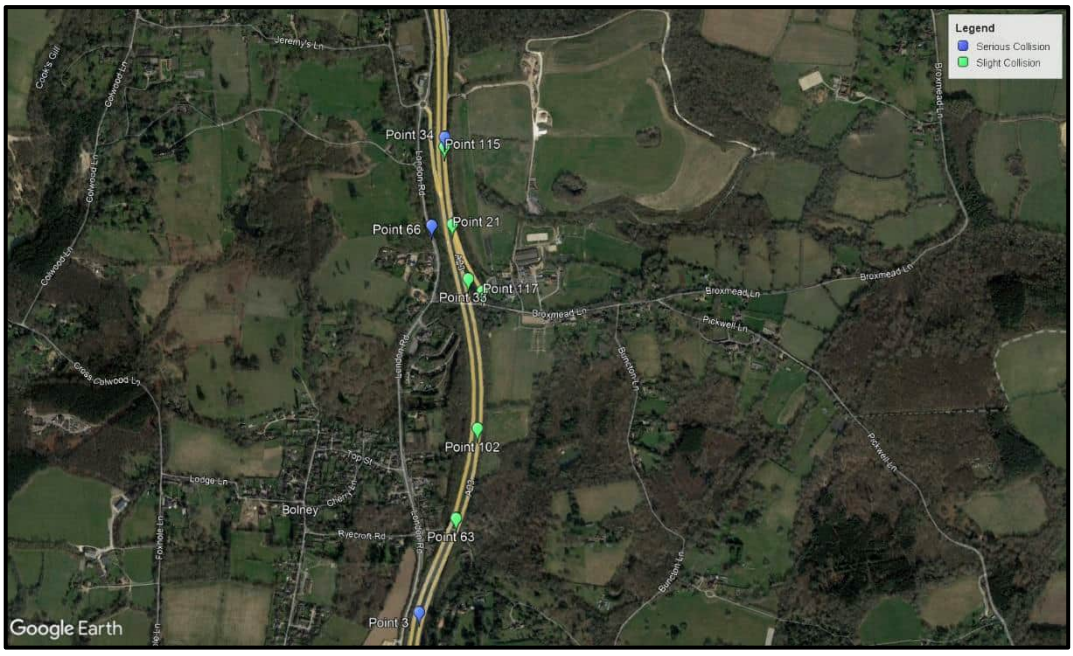


Figure 2.2: STATS19 Collision Data – A23 / Broxmead Lane / London Road

Figure 2.3: STATS19 Collision Data – A23 / A2300 Dumbbell Roundabouts

2.17. As can be seen above, the only junction with a cluster of collisions (defined as one or more collisions per year on average) is the A23 / Cowfold Road Junction.

2.18. The A23 / Cowfold Road Junction had a cluster of 7 recorded collisions, 4 events were classified as being of 'Slight' severity and the remaining 3 were classified as being 'Serious' in severity. The 'Serious' collisions occurred in 2020, 2021 and 2022 respectively. Considering the frequency of these serious collisions, the geographical cluster at this location is considered to be lower than would be expected for the relatively higher level of volume of traffic experienced at this location. This judgement can be reached without going to the extent of requiring extensive analysis (e.g. NH's Statistical Methods for Comparing Road Traffic Collision and Casualty Rates).

2.19. As a consequence, the PIA data is not indicative of any existing road safety deficiency, or one that would be materially worsened by the proposed development, which would be the primary 'test' that would under any planning obligation relating to defined mitigation scheme(s).

2.20. The full STATS19 data, including the reports for each collision shown above are provided at **Appendix A**.

Comment #3 – Travel Plan

"The information presented above is noted to not align with the trip reduction forecasts contained within the Framework Travel Plan. This needs to be rectified."

2.21. The targets set within the Framework Travel Plan are in addition to the trip rate reduction assumptions considered within the TA, aligning with the 'vision and validate' principles. In doing so, travel planning should be considered as going beyond the measures which are inherent to the design and location of the proposed development. The monitoring would consider the combined effects of the design interventions and measures in determining how successful the Travel Plan will be and what remedial measures, if any, may be required.

2.22. For clarity, the multi-modal trips to the development, considering the expected mode split of the development prior to the implementation of the travel plan measures is set out in **Table 2.1**.

Mode	Daily Trips	Modal Split
Walking	2525	19.4%
Cycling	291	2.2%
Public Transport	1871	14.4%
Private Car	7962	61.3%
Other	344	2.6%
Total	**12993**	**100.0%**

Table 2.1: Proposed Development Daily Multi-Modal Trips

2.23. The methodology used to calculate the above daily multi-modal trips has been agreed with WSCC.

Comment #4 – Trip Rate Reduction

Response #1 *- "There is a need to provide additional evidence to demonstrate how the above trip generation 'with reduction' has been achieved."*

Response #2 *– "The statement within the TA related to the 25% assumption agreed with WSCC is unclear, as it refers to modal shift (e.g. active travel and public transport) and also refers to home working. TT10 thn states that the 25% is solely associated with home working and internalisation. In combination with the comments below we request that this apparent contradiction is clarified."*

Response #2 *– "In addition, in terms of the degree of traffic impact on the SRN a comparative exercise is requested for a less ambitious modal shift scenario (which will need to be defined and agreed). The associated impacts at each of the SRN junctions will need to be established to identify the materiality of the difference in vehicular trip impacts."*

Response #2 *– "The trip generation should be clarified, noting the above points. In addition, we request that a table or graphic is provided which provides greater clarity to what main routes the generated traffic is travelling to and from the development during each peak period.*

Response #3 *– "We therefore reiterate that information is provided which provides greater clarity as to what main routes the generated traffic is travelling to and from the development during each peak period, for example, A23 (Southbound), A23 (Northbound) etc. This would typically be in the form of 'select link analysis' showing trips to and from the development site during each assessment period."*

2.24. The trip rate reductions utilised within the strategic modelling for the proposed development were provided by WSCC (independently from any travel planning effects) and break down as follows:

- 20% reduction for working at home, applied across the district on the basis of the high proportion of employment types suited to homeworking within Mid Sussex.
- Additional 5% reduction for sites with local retail and community facilities on or adjacent to the site.
- Additional 5% reduction for those sites within a significant quantum of local employment on or adjacent to the site.

2.25. WSCC then clarified that the proposed development qualified for the first two reductions, with the total reduction in vehicular trips therefore being 25%.

2.26. As detailed in the response to NH Comment #1, this trip rate reduction is based on evidence reference within the Systra Scenario 5 MSSHM report.

2.27. The above was the justification given by WSCC for the application of an overall 25% trip rate reduction. ACE then took this reduction rate and applied it via distance

banding as requested by WSCC, such that lower reduction rates applied to trips travelling further from the site to reflect the above reductions being filtered through the improvements to active travel.

2.28. The distance bandings and trip rate reductions used within the modelling are shown in **Table 2.2** below.

Distance Band	Reduction
<1km	22%
1-3km	14%
3-5km	10%
5-10km	6%
10-50km	3%
50+km	0%

Table 2.2: Trip Rate Reductions by Distance Band

2.29. Considering that trips travelling via the SRN are likely to be for the purpose of travelling to / from more distant destinations such as Brighton (approximately 18km via the A23) and Crawley (approximately 14km via the A23) only the 10-50km band reduction would be applied to trips potentially travelling via the SRN, thereby reflecting a reasonable assumption on the effect of active travel on trips via the SRN.

2.30. Given that the 3% trip reduction for the 10-50km distance band represent a total of 10 two-way vehicular trips in the AM peak hour and 9 two-way vehicular trips in the PM peak hour, the materiality of the difference in vehicular trip impacts between a scenario with no trip rate reductions and the assessed scenario is negligible. As such, a comparative exercise as requested by NH will not give additional information beyond the assessment already provided.

2.31. With regards to the trip generation for the proposed development, **Table 2.3** below provides a revision to the overall trip generation table shown in the TA. It should be noted that the only revision is a text-only error where arrivals and departures in the PM peak in the post-reduction scenario were reversed. The strategic modelling and subsequent assessment utilised the correct number of arrivals and departures for all assessed scenarios.

Peak Hour	Total Development Trips (Without Reduction)			Total Development Trips (With Reduction)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM (08:00 - 09:00)	196	547	743	181	514	695
PM (17:00 - 18:00)	460	206	666	427	190	617

Table 2.3: Total Development Trips with & without reduction (Revision to Table 6.2 of the Transport Assessment)

2.32. With regards to the trip distribution from the development, traffic flow diagrams have been provided at **Appendix B** which shows the change in traffic flow as a result of the proposed development. For further clarification, difference plot outputs from the MSSHM showing the change in trips between the Do Minimum (Future year without development) and Do Something (Future year with Development) scenarios are provided at **Appendix C**, where links in green represent increases to traffic and links in blue represent decreases in traffic.

2.33. As requested by NH, Select Link Analysis (SLA) has been conducted showing trips to and from the proposed development travelling via the NH junctions. Plots of the SLA are provided at **Appendix D** showing the gross effect of the proposed development (ie without any redistribution effect on background traffic.

2.34. Given the process for monitoring the residual vehicular trip generation through the Travel Plan, there will be a means of aligning with the 'Monitor and Manage' approach to understand how successful the development has been in meeting the vision, and for remedial measures to be implemented to rectify any non-compliance, as part of a continual review by the Travel Plan co-ordinator of the development, as well as any other exogenous factors that could affect (either positively or negatively) the modal split for the development.

2.35. It has been agreed with WSCC that a Trip Monitoring Strategy can be secured via the S106 agreement. The terms of this strategy will be agreed prior to any resolution to grant planning permission as requested by WSCC, which should provide NH reassurance that sufficient contingencies will be in place.

<u>Comment #5 – Committed Developments</u>

"There is a need to provide details of the specific sites and the traffic flows associated with each.

We previously advised at the pre-application stage that there is need to review the committed developments considering the requirements of DfT Circular 01/2022. There is also a need to agree the committed developments and committed highway schemes with the LPA and to then provide this information for us to review, with evidence of the LPA's acceptance. Paragraph 49 of the Circular states 'Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic."

2.36. As referenced in the response to NH Comment #1, the traffic assessment of the proposed development included within the TA was based on the latest version of the MSSHM available at the time. As such, the committed developments included within the traffic assessment were already inherently agreed by WSCC.

2.37. The committed development information is included within the model in an aggregated form and it is not the responsibility of the Ansty scheme promoter to dissect the information in providing an account of trip-making for each scheme separately. Sufficient comfort should be drawn from the fact that the methodology followed by WSCC, which NH has commented on, has taken account of this information within the forecast baseline assessments.

2.38. Beyond this, as detailed in the TA for the development, WSCC requested that TEMPro Growth was utilised to simulate generalised development growth within a wider Mid Sussex geographical area, utilising the 'High Economy' scenario. This will have purposefully been overly pessimistic regarding the treatment of growth arising from both background traffic and committed developments.

2.39. The Alternative Assumptions function of TEMPro was used to avoid double counting when it comes to the proposed Ansty development, the specifics of which were also agreed with WSCC. Emails showing the LHA's agreement to the methodology is provided at **Appendix D**.

<u>Comment #6 – TEMPro</u>

- *"There is a need to provide justification as to why the modelling has been developed to 2039 and not 2031, alternatively the assessment year should be revised to 2031 (as this is the year of the adopted Local Plan).*

- *TEMPro Version 8.1 contains the National Road Traffic Projections 2022 which is acceptable to use, whereas this is not included within TEMPro version 8.0, please clarify the dataset which has been used*
- *Specific details of the TEMPro growth factors should be provided, including the area and road type*
- *Details are required to be provided of the specific TEMPro growth factors which have been applied to the model."*

2.40. The use of 2039 as the future year is at the request of WSCC, as this is consistent with the end of the emerging *draft* Mid Sussex District Plan 2031-2039, and we note this was accepted by NH in their pre-application response.

2.41. It should be noted that while the planning application is seeking to meet the housing delivery challenges within Mid-Sussex through its potential inclusion in the emerging plan, the development will be able to significantly contribute towards the current Local Plan housing trajectory to 2031.

2.42. However, it is unlikely that the proposed development would be fully built out by 2031 and so, it would be more appropriate to match the local plan review period to 2039 rather than utilise a 2031 horizon year. This will also provide a more robust scenario when focusing on the residual impact of car-borne traffic on the local road network.

Comment #7 – Strategic Modelling

"In terms of this specific planning application, the Baseline calibration and validation report should be provided to demonstrate that the model is suitably calibrated, in particular at the SRN junctions.

In line with the requirements of DfT Circular 01/2022, there is a requirement to consider all development which is committed and/or allocated within the adopted Local Plan"

2.43. As referenced in the response to Comment #5, the starting point for the traffic assessment of the proposed development was the latest iteration of the MSSHM, which included the committed developments associated with the adopted Mid Sussex District Plan. The version of this model was also approved by WSCC. The relevant Systra report is available for review by NH under the Mid Sussex District Plan 2021-2039 Evidence Base.

2.44. For clarity, as detailed in paragraph 6.23 of the Transport Assessment for the proposed development, the amendments made to the MSSHM for the purposes of this application did not relate to the SRN or any NH relevant junctions. As such, the behaviour of vehicles at SRN junctions remains as per the unamended MSSHM which was developed as part of the Mid Sussex Local Plan process.

Comment #8 – Traffic Flow Diagrams

Response #1 - *"The traffic flow diagrams included within Appendix G of the TA have been reviewed. At the pre-application stage we requested that, in addition to the identified SRN assessment locations, the trip distribution / assignment should be extended to the following SRN junctions, and this has not yet been done:*

- *A23 / B2115 Sloughgreen Lane / B2115 Cuckfield Lane Junction*
- *A23 / Broxmead Lane junction*
- *A23 / A2300 junction"*

Response #2 – *"We would typically expect the proposed development trips during the PM peak hour to be broadly the reverse of the AM peak hour, however at many locations along the SRN this is not the case*

A2300 (westbound) to A23 (southbound) is 93 vehicles during the AM peak, while A23 (northbound) to A2300 (eastbound) is 3 vehicles during the PM peak, there is negligible traffic from the A23 (northbound) at the other junctions, evidence should be present to justify the differences between each peak hour

A272 to A23 (northbound) is 116 vehicles during the AM peak while A23 (southbound) to A272 is 52 vehicles during the PM peak, acknowledge this is closer to what we would expect, however it remains a relatively large difference"

Response #3 –*"As a way of moving forward we suggest:*

The applicant provides a 'manually adjusted alternative 2023 Do Something' scenario to ensure that the PM peak hour assessment better aligns with the AM peak hour. For example, this would mean manually adjusting the 3 A27 northbound trips referred to above to 93 to provide some reassurance given our concerns which have not been addressed. The same procedure should be applied at the other movements where there is a noticeable discrepancy between the AM and PM development impact at SRN junctions."

There are instances where the traffic flow diagrams show the 'total traffic flow' as zero, but then there is an amount of heavy goods vehicles reported, the reverse is also apparent with total traffic flows having zero heavy goods vehicles where this is not likely to be correct. This should be reviewed within all traffic flow diagrams and correct where necessary.

In association with this we request the applicant to explain why the right turn from the A23 southbound off-slip to Cowfold Road has zero traffic flows, as our technical advisors do not accept this as reasonable.

We note that at the A23 / London Road roundabout, at 2039 Do Nothing and 2039 Do Something there are no (or very low, such as 1 vehicle) traffic flows on the London Road (arm) of the junction. The application should advise the reason for there being no (or negligible) traffic flows at the above noted locations."

2.45. The traffic assessment study area has been expanded to include the above junctions, with new diagrams provided at **Appendix B**. The traffic effect of the proposed development through the above three SRN junctions, in terms of the absolute and percentage impact, is shown in **Table 2.4** below.

	Absolute Effect		Percentage Effect (vs Do Nothing)		>30 Absolute & >5% Relative?	
Junction	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Junction AC - A23 / B2115 Sloughgreen Lane Junction	-3	44	-0.2%	2.9%	NO	NO
Junction AD - A23 / B2115 Cuckfield Lane	10	5	1.0%	0.5%	NO	NO
Junction AE - A23 / Broxmead Lane	0	0	0.0%	0.0%	NO	NO
Junction AF - A23 / Broxmead Lane / London Road	0	0	0.0%	0.0%	NO	NO
Junction AG - A23 / A2300 Eastern Roundabout	122	28	3.5%	0.9%	NO	NO
Junction AH - A23 / Hickstead Lane	17	14	1.2%	1.1%	NO	NO

Table 2.4: Proposed Development Traffic Effect on NH Junctions

2.46. Based on the above information, there is justification for no triggering a further assessment of the said junctions. Nonetheless, at the request of NH, junction capacity modelling of junction AG has been conducted as detailed in the response to comment #10 below.

2.47. With regards to the difference between AM and PM peak hour flows at the highlighted junctions, further checks have been conducted to determine that the trips shown are accurate representations of the MSSHM outputs. We can confirm that the traffic flows shown on the traffic flow diagrams at **Appendix B** are correct.

2.48. As such, we conclude that the assignment of traffic to the SRN is a product of the coding of the MSSHM, or rerouting occurring within the model, and therefore concerns with perceived imbalances in traffic flows between peak periods should be addressed to the designer and maintainer of the MSSHM, namely Systra on behalf of MSDC.

2.49. Notwithstanding the above, the specific queries by NH have been further investigated. A summary of the explanations is presented below:

- Total Traffic Flow and Heavy Goods Vehicles = This is a visual error on the traffic flow diagrams exclusively at Junction Q which has now been corrected on the diagrams at **Appendix B**. All figures used within the traffic impact tables and junction capacity modelling provided thus far were correct.

- Right Turn from A23 off-slip to Cowfold Road = The apparent zero flows at this movement is due to visual-only rounding on the traffic flow diagrams and is exclusively the case in the 2019 Base AM peak period, with the actual figure during the 2019 AM peak period being 0.46 vehicles thereby demonstrating that the model and the traffic assessment includes this movement. Additional clarification is provided on the traffic flow diagrams at **Appendix B**, which show movements at the A23 Off-slip arm of this junction to two decimal places in the AM peak hour. It is notable that the turning proportions at this arm of the junction are more balanced in the forecast years both with and without the proposed development in place compared to the 2019 base, thereby providing reassurance that this junction is properly considered within the traffic assessment, as further demonstrated by the sensitivity testing conducted at the request of NH as detailed later within this note. More generally, only a small number of vehicles are modelled leaving the A23 northbound at this junction during the peak periods, and it appears that the onward destination for the majority of those vehicles is to the east (towards Haywards Heath / Burgess Hill). It is expected that vehicles travelling north on the A23 that wish to travel west would leave the A23 via previous junctions, such as the A23 / Hickstead Lane Roundabout.

- London Road arm of A23 / London Road Roundabout = This is due to the coding of the A23 / Broxmead Lane junction. All links from the London Road arm of the A23 / London Road Roundabout lead back to the main A23 carriageway via

the A23 / Broxmead Road junction. There is therefore no reason for traffic to utilise London Road instead of entering onto the A23 directly at the A23 / London Road roundabout. **Figure 2.4** below shows the connecting links to London Road leading exclusively back to the A23.

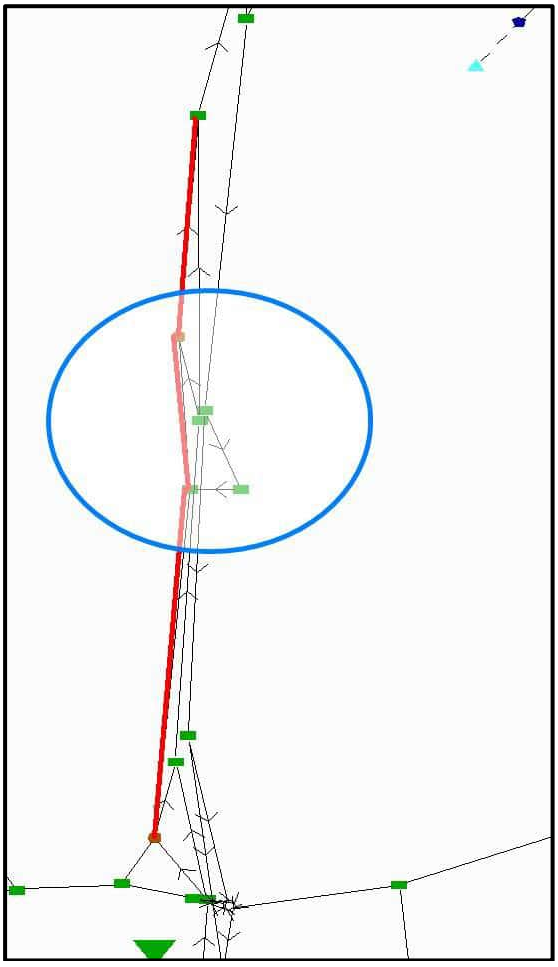


Figure 2.4: London Road Connecting Links leading to A23 (Shown in Red)

- A23 / Broxmead Lane = As above, the coding of the A23 / Broxmead Lane leads exclusively to and from the A23, and therefore traffic does not utilise this junction.

2.50. With regards to the manually adjusted alternative scenario, we have assumed that the reference to 2023 was intended to reference 2039. As such, a '2039 Do Something (Manually Adjusted Alternative – NH)' scenario has been produced for the PM peak period.

2.51. The manual adjustments included the addition of 65 movements to the A23 off-slip arm of Junction Q (A23 / Bolney Road Roundabout) such that the A23 off-slip movements in the PM peak equal the A23 on-slip movements in the AM peak as

requested. The additional movements from the manual adjustment have been distributed between the right and left turns based on the modelled PM Peak 2039 Do Something flows. The additional right turns from the A23-offslip onto Cowfold Road have been followed through to the ahead movements on the A272 western arm at the A272 Cowfold Road priority junction.

2.52. The manual adjustment has also included the addition of 90 movements to the right turn from the A23 off-slip at Junction AH (A23 / Hickstead Lane Roundabout) in the PM peak so that the A23 off-slip movements in the PM peak equal the A23 on-slip movements in the PM peak as requested. The additional movements have been carried through to the ahead movements on the A2300 Flyover arm on Junction AG (A23 / A2300 Roundabout).

2.53. To determine the effect of the manual adjustments requested by NH, additional junction capacity modelling of junctions P (Mitigation), Q, AH and AG have been conducted as a sensitivity test, as detailed in the response to comment #10.

Comment #9 – Sifting Criteria

Response #1 - *"Of the three SRN locations currently assessed, the TA has concluded that only Junction O requires further assessment. We do not agree with this based on our pre-application advice."*

Response #2 – *"JSJV reiterate that we do not accept the 30 trips or 5% increase thresholds as the determining factor for junction assessment. JSJV consider the forecast increase in traffic flows, existing operation and any safety concerns at the junctions."*

2.54. Feedback from NH was provided on a larger scale of proposed development than the application submission. As such the identified study area was more suitably adjusted to reflect lower development impact, but we note NHs comments on the study area.

2.55. Within the TA we detailed the sifting criteria and clarified the impact the proposed development would have on junctions within the study area. We have clarified within Comment #8 the further junctions requested by NH too.

Comment #10 – Junction Capacity Modelling

Response #1 - *"We have undertaken a preliminary review of the provided junction assessment at Junction O and note the following:*

- *Soft copy Junctions 10 input files should be provided*
- *A CAD drawing should be provided which demonstrates the geometric parameters which have been input to Junctions 10*
- *A 'one hour' profile is adopted, and this is accepted*
- *Assessment should be undertaken for each scenario of the strategic model, currently only 2039 Do Something PM is provided*
- *As highlighted at pre-application stage, there is a need for calibrated and validated Junctions 10 model, this should comprise 'direct' modifications to intercept values to ensure that the modelled queues align with the observed queues."*

Response #2 - *"JSJV currently conclude that based on the information shown above (which is likely to be subject to change), there is a need to undertake junction assessment at Junction AG. In the event the above point related to the traffic flow diagrams results in a revision to the traffic flow diagrams, we will further review the junction assessment requirements.*

With regards to our previous comments on Junction O, P and Q, we have noted in our 18 January 2024 comments that the impact at each of these junctions is sufficient to require junction assessment to be undertaken."

Response #3 – *"The TAA Appendix D contains junctions 10 output files, however we note that there has been no soft copy Junctions 10 input files provided and these should be submitted for each assessment junction."*

"The assessment results have been reviewed, the 2019 queues are noted to not align with Google Maps… The model should be calibrated by use of direct intercept adjustment to ensure that the queues within the model have close alignment with those occurring on site.

"Assessment hours are not specified within the model, these should be included."

"A23 southbound off-slip – half width estimated to be 6.0m rather than 7.05, entry width estimated to be 8.4m rather than 9.56m, entry radius estimated to be approximately 8.0m rather than 18.3m, this should be reviewed.

The input half-widths and entry widths should not include area outside of the carriageway edge lines"

"The model geometry should be reviewed as noted above, following which the 2019 modelled queues should be compared against Google Maps to assess if this is a satisfactory representation of queues occurring on site."

2.56. Based on the above comments, we have conducted junction capacity modelling of junctions O, P, Q, AG and AH as requested. These models now include the "Manually Adjusted Alternative" as requested by NH where relevant.

	AM Peak Hour			PM Peak Hour		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
London Rd (N)	0.1	2.39	0.07	0.1	2.0	0.05
A23 Northbound offslip	0.2	1.66	0.14	0.1	1.61	0.13
London Rd (S)	0.1	1.68	0.13	0.1	1.57	0.09
	2039 Do Nothing					
London Rd (N)	0	0	0	0	0	0
A23 Northbound offslip	0.1	1.51	0.11	0.1	1.53	0.13
London Rd (S)	0.2	1.76	0.17	0.2	1.62	0.13
	2039 Do Something Isolated					
London Rd (N)	0	0	0	0	0	0
A23 Northbound offslip	0.1	1.5	0.11	0.1	1.53	0.13
London Rd (S)	0.3	1.88	0.22	0.2	1.64	0.14

Table 2.5: ARCADY – Junction O (A23 / London Road Roundabout)

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0	0	0	0	8.84	0
Stream B-A	171.7	2104.95	2.18	116.1	1245.6	1.75
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.1	0.4	14.73	0.3
Stream B-A	181	14312.87	19.38	66.2	1535.44	2
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	202.1	4200.53	9999999999	72	1838.93	2.19
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	202.1	4200.53	9999999999	74.7	1988.17	2.29
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

Table 2.6: PICADY – Junction P (A272 / Cowfold Road Priority Junction)

2.57. With regards to the comment regarding calibration, while ACE considers Google Maps queuing data to be insufficiently detailed for the purposes of specific model

calibration the intercept adjustment suggested by NH has been conducted on Junction P as a sensitivity test. The intercept for right turns from London Road to the A272 (west) has been adjusted by 200 PCUs/hr which results in queues of 35 in the 2019 AM peak and 12.3 in the PM peak, which is similar to the 30-vehicle and 20-vehicle queues suggested by NH in the AM and PM peak hours, respectively.

2.58. The results of the intercept adjusted modelling of junction P are shown in **Table 2.7** below.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0	0	0	0	8.84	0
Stream B-A	35.2	266.17	1.14	12.3	105.99	0.98
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.1	0.4	14.73	0.3
Stream B-A	35.6	439.59	1.3	3	46.74	0.77
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	38.1	507.28	1.35	3.4	53.29	0.79
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.1	0.4	14.62	0.3
Stream B-A	38.1	507.28	1.35	3.6	56.72	0.8
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

Table 2.7: PICADY – Junction P (A272 / Cowfold Road Priority Junction) – Intercept Adjusted

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
A23 SB offslip	0.2	2.23	0.14	0.2	2.41	0.2
A272 (E)	0.8	3.38	0.45	0.9	3.67	0.47
A272 Cowfold Rd (W)	0.5	2.39	0.32	0.5	2.36	0.35
	2039 Do Minimum					
A23 SB offslip	0.3	4.84	0.25	0.4	3.92	0.3
A272 (E)	2.2	7.78	0.69	2.4	7.73	0.71
A272 Cowfold Rd (W)	1	3.21	0.5	0.9	2.9	0.47
	2039 Do Something					
A23 SB offslip	0.4	4.81	0.26	0.5	4.16	0.35
A272 (E)	2.8	9.11	0.74	2.3	7.43	0.7
A272 Cowfold Rd (W)	1	3.2	0.5	0.9	2.91	0.47
	2039 Do Something (Manually Adjusted Alternative - NH)					
A23 SB offslip	0.4	4.81	0.26	0.7	4.48	0.4
A272 (E)	2.8	9.11	0.74	2.4	8.04	0.71
A272 Cowfold Rd (W)	1	3.2	0.5	0.9	2.91	0.47

Table 2.8: ARCADY – Junction Q (Bolney Road / A23 Roundabout)

2.59. As can be seen in **Table 2.8** above, Junction Q operates within capacity in the future year with the proposed development in place.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Base					
A23 Off-Slip	1.1	4.6	0.53	1	3.67	0.5
A2300 (E)	0.9	3.26	0.48	0.7	2.74	0.4
A2300 (W)	0.4	3.66	0.26	0.2	3.19	0.18
	2039 Do Minimum					
A23 Off-Slip	4.1	11.16	0.81	2.5	6.3	0.71
A2300 (E)	8	14.96	0.9	3.9	7.72	0.8
A2300 (W)	0.5	4.43	0.35	0.3	3.48	0.21
	2039 Do Something					
A23 Off-Slip	4.4	11.7	0.82	2.5	6.39	0.72
A2300 (E)	14.3	25.57	0.95	4.1	8.07	0.81
A2300 (W)	0.5	4.41	0.35	0.3	3.51	0.22
	2039 Do Something (Manually Adjusted Alternative - NH)					
A23 Off-Slip	4.4	11.7	0.82	2.8	7.28	0.74
A2300 (E)	14.3	25.57	0.95	4.1	8.07	0.81
A2300 (W)	0.5	4.41	0.35	0.4	3.79	0.29

Table 2.9: ARCADY – Junction AG (A23 / A2300 Eastern Roundabout)

2.60. As can be seen in **Table 2.9** above, Junction AG operates within capacity in the future year with the proposed development in place. It should be noted that the maximum average queue on Arm 2 (A23 Flyover Bridge) does not exceed 13

vehicles, the approximate capacity of the flyover bridge, and can therefore be modelled as an individual junction.

2.61. With regards to the comment on geometries, a CAD file showing the measurements for junctions AG and AH accompanies the submission of this note to NH.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	4.2	18.76	0.82	2	10.18	0.67
A2300 (S)	6	66.46	0.89	0.7	12.65	0.41
Hickstead Lane	0.2	9.05	0.19	0.2	5.98	0.14
	2039 Do Minimum					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	34.1	107.26	1.03	41.4	119.81	1.05
A2300 (S)	9.3	135.65	0.98	1.4	32.19	0.6
Hickstead Lane	1.2	19.06	0.56	0.3	8.27	0.24
	2039 Do Something					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	39.4	120.07	1.05	44	125.88	1.05
A2300 (S)	9.7	141.07	0.99	1.5	33.98	0.62
Hickstead Lane	1.2	17.73	0.55	0.3	8.41	0.25
	2039 Do Something (Manually Adjusted Alternative - NH)					
A2300 (N)	0	0	0	0	0	0
A2300 (E)	39.4	120.07	1.05	44	125.88	1.05
A2300 (S)	9.7	141.07	0.99	8	114.52	0.95
Hickstead Lane	1.2	17.73	0.55	0.4	9.53	0.28

Table 2.10: ARCADY – Junction AH (A2300 / Hickstead Lane Roundabout)

2.62. As can be seen in **Table 2.10** above, Junction AH operates above capacity in the future year without the proposed development in place. The effect of the development is negligible in both the 2039 Do Something and 2039 Do Something (Manually Adjusted Alternative) scenarios. As with Junction P, ACE regards the use of Google Maps queuing data to be inappropriate for calibration. Nonetheless, a review of typical weekday AM peak period queuing for Junction AH indicates minor queuing on the A2300 (South) arm, in line with the above results.

2.63. A copy of the Junctions 10 models accompanies the submission of this note to NH, alongside a CAD drawing showing the geometric measurements input into the model.

2.64. Assessment hours have been added to Junction AG as requested.

2.65. Full modelling report outputs for the above junctions, which show modelling results for all scenarios are provided at an **Appendix F**.

Comment #11 – Mitigation

"Following the agreement of residual impacts, any required mitigation will need to be formulated. The developer must identify when, in relation to the occupation of the development, transport improvements become necessary. Accordingly, interim assessment years(s) are likely to be required."

2.66. As is expected of an Outline Planning Application, the Transport Assessment presents an 'end-state' assessment, as this represents the most robust outcomes from a capacity assessment point of view. Should information be required relating to the phasing of development, the following approach would be typical:

- A resolution to grant planning consent, subject to the signing of a Section 106 agreement which itself could provide a means of considering further sign off during a phasing strategy for the development, supported by an agreement of trigger point for infrastructure delivery;

  or

- A planning condition(s) relating to the production of an Infrastructure Delivery Plan (or similar) which would to be considered for later agreement with stakeholders.

2.67. In any case, as shown by the traffic assessment and modelling results provided within the TA, the effect under 2039 forecast conditions on the SRN does not trigger a need for any mitigation scheme on SRN junctions, specifically to accommodate the proposed development. As such, interim years where the development is not yet fully built out would also have a comparable lower impact on the SRN.

2.68. As can be seen above, the above junctions operate within capacity in the future year with the manual adjustments requested by NH excluding Junction AH. Junction AH operates above capacity in the future year without the development in place however the effect of the development is negligible in both the Do Something and Do Something (Manually Adjusted Alternative) scenarios. It was agreed with NH that no further intervention was required as a result.

Comment #12 – Travel Plan

Response #1 *- "The FTP should include the identification of firm financial commitments to support the objectives of the FTP."*

Response #2 *– "We have previously provided comments on the FTP. TTN10 notes that* 'financial contributions to support the FTP will be included within the Section 106 agreement for the development, as required and agreed with WSCC' *and we acknowledge this."*

2.69. Financial commitments to measures to support the Framework Travel Plan will be included within the Section 106 agreement for the development, as required and agreed with WSCC.

2.70. The applicant is seeking to achieve a resolution to grant planning consent subject to the signing of a Section 106 agreement, which will be able to take due consideration to a number of areas for investment in the local community, including the Travel Plan covering all users of the development.

Appendices

Appendix A

A272 – Ansty – Ardent

Collision report 01/08/2018 – 31/07/2023

Date produced
22 September 2023

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

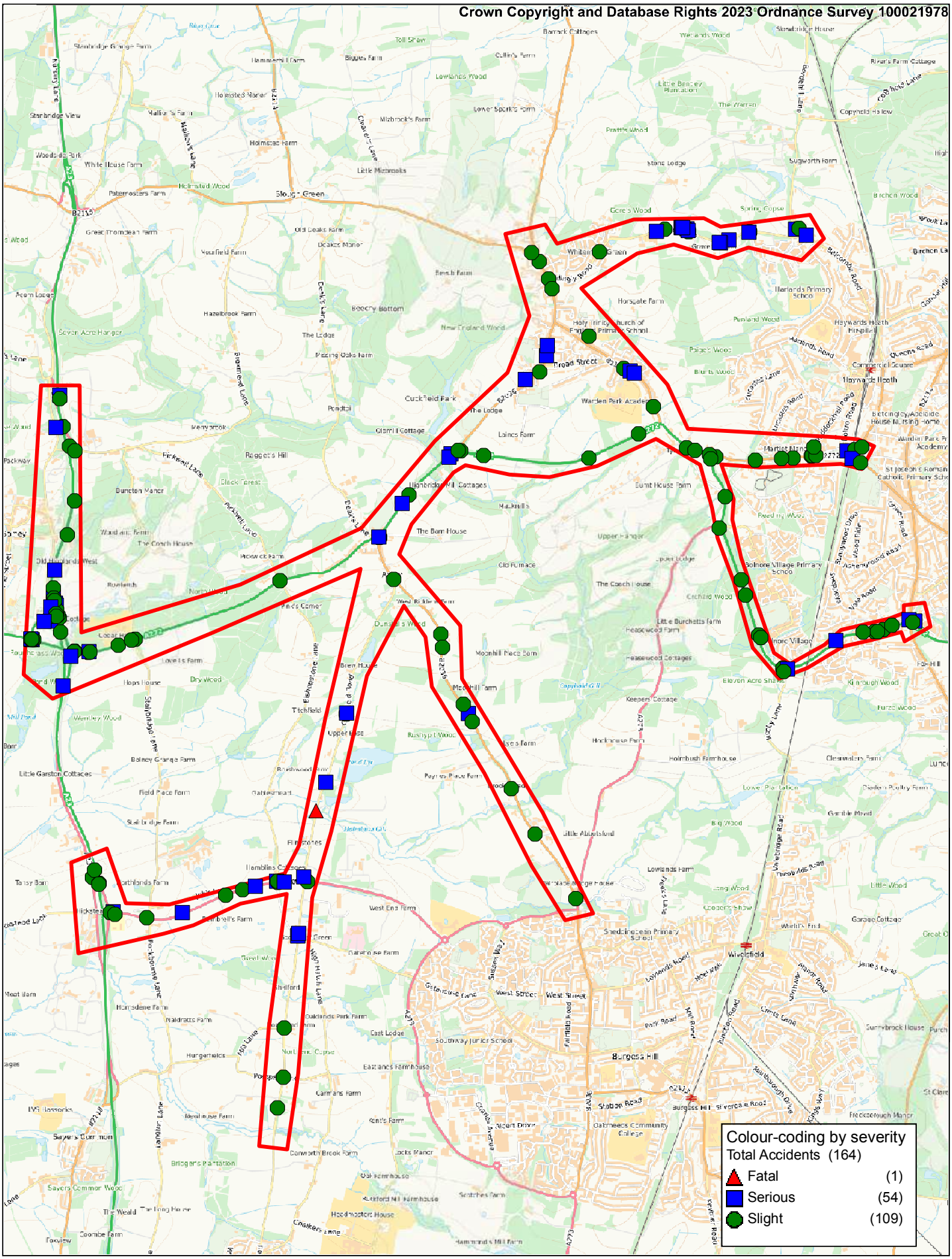
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Sussex Safer Roads PARTNERSHIP

A272 Ansty
Collision Dates 01/08/2018 - 31/07/2023
Ardent

SCALE	1 : 40000
DATE	22/09/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

Selected Polygon:Ansty (Ardent)

471804554 Tuesday 14/08/2018 1650hrs — U GATEHOUSE LANE GODDARDS GREEN AT JUNCTION OF U CUCKFIELD ROAD OUTSIDE AT

Veh 1	Car	Turning right	SE	to	N						
Veh 2	Pedal cycle	Going ahead LH bend	NW	to	E	Dri	M	63	Slight		

R1: U
R2: U
Daylight:street lights present
E 528,482
Dry
N 120,108
Fine without high winds
40 mph

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

V1 WAS TRAVELLING WEST ALONG GATEHOUSE LANE, V2 PEDAL CYCLE WAS TRAVELLING EAST. V1 BEGAN TO TURN RIGHT ONTO CUCKFIELD ROAD AND COLLIDED WITH V2.

471805308 Wednesday 26/09/2018 0444hrs — A23 HICKSTEAD 400M NORTH OF U HICKSTEAD LANE

Veh 1	Car	Going ahead	S	to	N	Dri	M	51	Slight		
Veh 2	Goods < 3.5t	Parked	0	to	0						

R1: A 23
Darkness: no street lighting
E 526,837
Dry
N 120,577
Fine without high winds
60 mph

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

CAR HAS DRIVEN INTO A PLANT TRAILER AND CAR HAS FLIPPED ONTO ITS ROOF.

471805345 Thursday 27/09/2018 1724hrs — A23 BOLNEY 321M NORTH OF A272 BOLNEY ROAD

Veh 1	Car	Going ahead	N	to	S	Dri	F	61	Serious		
Veh 2	Goods < 3.5t	Going ahead	N	to	S						
Veh 3	Car	Going ahead	S	to	N						

R1: A 23
Daylight:street lights present
E 526,537
Dry
N 123,030
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING SOUTHBOUND COLLIDED WITH VAN, VEHICLE 2, TRAVELLING IN LANE 3 CAUSING VEHICLE 1 TO SPIN OUT OVERTURN AND LEAVE THE CARRIAGEWAY NEARSIDE.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

			Vehicles							Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class							Sex / Age / Sev		
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
471805507	Thursday	A272 BUTLERS GREEN ROAD	Veh 1	Car	Going ahead	E	to	W	RSP	F	25	Slight
	04/10/2018	HAYWARDS HEATH 117M WEST OF U	Veh 2	Car	Wait go ahead held up	E	to	W	Dri	M	19	Slight
R1: A 272	0845hrs	BOLNORE ROAD OUTSIDE										
	Daylight:street lights present											
E 532,439	Dry											
N 123,927	Fine without high winds											
	30 mph											

VEHICLE TWO STATIONARY IN TRAFFIC VEHICLE ONE HIT REAR CAUSING DAMAGE AND INJURY

471805565	Sunday	U HANLYE LANE CUCKFIELD 530M	Veh 1	Car	Going ahead LH bend	NW	to	NE	Dri	M	19	Slight
	07/10/2018	WEST OF BORDEHILL LANE	Veh 1	Car	Going ahead LH bend	NW	to	NE	FSP	M	18	Serious
R1: U	2031hrs		Veh 1	Car	Going ahead LH bend	NW	to	NE	RSP	M	15	Serious
	Darkness: no street lighting											
E 531,927	Dry											
N 125,672	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely

VEHICLE 1 COMING DOWN THE ROAD ROUND LEFT HAND BEND TOO FAST LOST CONTROL AND COLLIDED WITH A TREE.

471805633	Thursday	A23 HAYWARDS HEATH 350M	Veh 1	Car	Change lane to left	N	to	SE	Dri	M	48	Serious
	11/10/2018	NORTH OF A272 BOLNEY ROAD										
R1: A 23	1736hrs	OUTSIDE MARKER POST A15/7										
	Darkness: street lights present											
E 526,544	Wet/Damp											
N 122,767	Raining without high winds											
	70 mph											

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

VEH1 TRAVELLING SOUTHBOUND IN LANE 1, PREPARING TO EXIT JNC OFF-SLIP. VEH1 FAILED TO REGISTER QUEUING / SLOW-MOVING TRAFFIC ON SLIP ROAD & LOST CONTROL. VEH1 SPUN ANTI-CLOCKWISE & LEFT C/WAY TO N/S, COLLIDING WITH LAMP POST ON N/S VERGE. VEH1 OVERTURNED
/ ROLLED ALONG VERGE, BEFORE COMING TO REST UPRIGHT, FACING NORTHWEST.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471806149 Wednesday 07/11/2018 1041hrs — U BALCOMBE ROAD BORDE HILL AT JUNCTION OF U HANLYE LANE

Veh 1	Car	Turning right	N	to	SW	Dri	M	29	Slight	
Veh 2	Car	Going ahead RH bend	SE	to	N					

R1: U
R2: U Daylight:street lights present
E 532,471 Dry
N 125,759 Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEH1 TRAVELLING SOUTHBOUND, BUT STATIONARY / HELD UP, PREPARING TO TURN RIGHT INTO JNC. VEH2 TRAVELLING NORTHBOUND, STRAIGHT ON. VEH1 FAILED TO GIVE WAY & TURNED ACROSS PATH OF VEH2, & COLLIDED. VEH1 CAME TO REST MID JNC, FACING SOUTHWEST. VEH2 CAME TO R
EST MID JNC, FACING NORTHWEST.

471806263 Tuesday 13/11/2018 1920hrs — U HANLYE LANE CUCKFIELD AT JUNCTION OF U BALCOMBE ROAD

Veh 1	Car	Turning right	SW	to	SE	Dri	M	56	Serious	
Veh 2	Car	Going ahead RH bend	SE	to	N					

R1: U
R2: U Darkness: no street lighting
E 532,460 Dry
N 125,755 Fine without high winds
60 mph

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

VEHICLE 1 DRIVING DOWN BALCOMBE ROAD (TOWARD HAYWARDS HEATH) AND INTENDED ON TURNING RIGHT ON TO HANLYE LANE. VEHICLE 2 DRIVING OPPOSITE DIRECTION BALCOMBE ROAD. VEHICLE 1 TURNED IN FRONT RIGHT OF VEHICLE 2 AND COLLISION OCCURRED. VEHICLE 1 DRIVER STATED
SHE DID NOT SEE VEHICLE 2

471806299 Wednesday 14/11/2018 1940hrs — U CUCKFIELD ROAD ANSTY 772M NORTH OF A2300 OUTSIDE LITTLE LOWER EASE

Veh 1	Car	Going ahead	NE	to	SW	Dri	M	38	Serious	

R1: U
Darkness: no street lighting
E 528,703 Dry
N 121,334 Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely

V1 TRAVELLED SOUTH ON RURAL ROAD WITH 60 MPH LIMIT DURING HOURS OF DARKNESS. DRIVER V1 ALLEGES THAT HE SWERVED TO AVOID A DEER WHICH CAUSED HIM TO LOSE CONTROL OF HIS VEHICLE, SWERVED TO THE NEARSIDE AND COLLID WITH A POWER POLE WHICH FELL OVER AND CAUS
ED POWER CUT TO LOCAL PROPERTIES. V1 SUSTAINED HEAVY DAMAGE TO FRONT END. DRIVER V1 IS ONLY CASUALTY. PASSED ROADSIDE BREATH TEST PROVIDING READING OF 30, LEGAL LIMIT BEING 35.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

471806368
R1: U
E 533,090
N 122,541

Friday 16/11/2018 1655hrs
Darkness: street lights present
Wet/Damp
Fine without high winds
30 mph

U ROCKY LANE HAYWARDS HEATH 135M WEST OF U BOLDING WAY

Veh 1	Goods > 7.5t	Going ahead	W to E					
Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	42	Slight	

INFMT WAS ON A PUSH BIKE TRAVELLING TOWARDS WIVELSFIELD WHEN A LORRY (REG UNKNOWN) HIT THE INFMT ON HIS NEARSIDE OF THE LORRY KNOCKING THE CYCLIST OFF HIS BIKE. INFMT HAS SEEKED MEDICAL ADVISE AND HAS BEEN TOLD HE HAS BRUISING. INFMT IS HAPPY FOR THIS
TO BE RECORDED ONLY, AND THERE ARE NO LOE, NO CCTV OR WITNESSES TO THE ACCIDENT.

471806386
R1: U
E 533,160
N 122,556

Tuesday 20/11/2018 0836hrs
Daylight:street lights present
Wet/Damp
Fine without high winds
40 mph

U ROCKY LANE HAYWARDS HEATH 80M WEST OF U BOLDING WAY

Veh 1	Car	Stopping	NE to SW					
Veh 2	Goods < 3.5t	Going ahead	NE to SW					
Veh 3	Car	Wait go ahead held up	NE to SW	Dri	M	51	Slight	
Veh 3	Car	Wait go ahead held up	NE to SW	FSP	M	19	Slight	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Following too close	Vehicle 1	Possible
4th:	Following too close	Vehicle 2	Possible
5th:	Distraction in vehicle	Vehicle 2	Possible

TRAFFIC WAS QUEUED UP DUE TO THE TIME OF DAY IN A SW DIRECTION. IT IS ALLEGED THAT V1 HIT THE BACK OF V2 WHICH THEN COLLIDED WITH V3.

471806460
R1: A 23
R2: A 2300
E 527,006
N 120,302

Friday 23/11/2018 0701hrs
Darkness: street lights present
Dry
Fine without high winds
60 mph

A23 BURGESS HILL AT JUNCTION OF A2300 OUTSIDE MUSHROOM PAUL

Veh 1	Car	Turning left	NW to E					
Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	23	Serious	

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

CYCLIST WAS TRAVELLING WEST TO EAST ON THE ROUNDABOUT A23 JUNCTION WITH A2300. VEHICLE 1 WAS PULLING ONTO TH ROUNDABOUT AT A2300 FROM THE OFF SLIP SOUTHBOUND A23. COLLIDED ON ROUNABOUT.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

471806487 Saturday 24/11/2018 1250hrs — A272 BOLNEY ROAD BOLNEY AT JUNCTION OF A23

Veh 1	M/C > 500 cc	Starting	E	to	W	Dri	M	26	Slight

R1: A 272
R2: A 23
E 526,696
N 122,383

Daylight:street lights present
Wet/Damp
Raining without high winds
50 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Casualty 1	Very Likely

SINGLE VEHICLE (MOTORBIKE) RTC TRAVELLING FROM ANSTY ON A272 BOLNEY ROAD HAS LEFT THE ROAD OFF-SIDE THROWIN RIDER

471806568 Wednesday 28/11/2018 1616hrs — A272 BOLNEY AT JUNCTION OF U STAIRBRIDGE LANE

Veh 1	Car	Stopping	E	to	W				
Veh 2	Car	Stopping	E	to	W	Dri	M	18	Slight
Veh 3	Car	Stopping	E	to	W				

R1: A 272
R2: U
E 527,181
N 122,478

Darkness: no street lighting
Wet/Damp
Raining with high winds
50 mph

Causation Factor:		Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

THREE VEHICLES ALL TRAVELLING WEST ON A272 TOWARDS BOLNEY FROM ANSTY. V3 AND V2 BRAKED FOR SLOW MOVING TRAFFIC AROUND THE JUNCTION OF STAIRBRIDGE LANE, V1 BRAKED BUT FAILED TO STOP IN TIME, COLLIDING WITH REAR OF V AND PUSHING IT INTO V3, CAUSING MINOR
INJURY TO DRIVER OF V2.

471806646 Saturday 01/12/2018 1750hrs — A272 BUTLERS GREEN ROAD HAYWARDS HEATH AT JUNCTION OF U PADDOCKHALL ROAD

Veh 1	Goods < 3.5t	Going ahead	W	to	E				
Veh 2	Car	Turning right	E	to	N	Dri	M	41	Slight

R1: A 272
R2: U
E 532,585
N 123,944

Darkness: street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible

V2 WAS TRAVELLING MAIN ROAD WEST AND HAS ENTERED RA TO TURN RIGHT DOWN PADDOCKHALL ROAD. V1 HAS BEEN TRAVELLING ON MAIN ROAD EAST AND ENTERED RA TO GO STRAIGHT OVER CARRYING ON STRIKING V2 AS IT WAS TURNING RIGHT.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471806700
R1: A 272
E 532,060
N 122,830

Tuesday 04/12/2018 0840hrs
Daylight:street lights present
Dry
Fine without high winds
60 mph

A272 TRAUNSTEIN WAY HAYWARDS HEATH 300M NORTH OF U LOWER VILLAGE

Veh 1	Car	Going ahead	SE	to	NW			
Veh 2	Car	Wait go ahead held up	SE	to	NW			
Veh 3	Car	Wait go ahead held up	SE	to	NW	Dri	M 35	Slight
Veh 3	Car	Wait go ahead held up	SE	to	NW	FSP	M 8	Slight
Veh 4	Car	Wait go ahead held up	SE	to	NW			
Veh 5	Car	Wait go ahead held up	SE	to	NW			

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

FIVE VEHICLE, SLIGHT INJURY RTC WHERE ALL INVOLVED VEHICLES WERE TRAVELLING NORTH WEST ALONG THIS STRAIGHT ROAD IN EARLY MORNING TRAFFIC IN FINE WEATHER CONDITIONS WITH GOOD VISIBILITY. VEHICLE 1 HAS NOT SLOWED DOWN IN TIME AND HIT VEHICLE 2 WHICH HAS SH
OT INTO VEHICLE 3 WHICH HAS SHOT INTO VEHICLE 4 WHICH HAS THEN GONE FORWARD INTO VEHICLE 5.

471806778
R1: A 23
E 526,572
N 122,648

Thursday 06/12/2018 1840hrs
Darkness: street lights present
Wet/Damp
Raining without high winds
70 mph

A23 BOLNEY 50M SOUTH OF A23

Veh 1	Car	Going ahead	N	to	S	Dri	M 27	Slight
Veh 1	Car	Going ahead	N	to	S	FSP	M 17	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Inexperienced or learner driver/rider	Vehicle 1	

VEHICLE ONE WAS TRAVELLING SOUTHBOUND ON THE A23 COMING OFF ONTO THE SLIP ROAD TO THE A272. THE DRIVER STATE
THE VEHICLE STEERING STOPPED RESPONDING AND THE WENT SIDEWAYS DOWN THE SLIP ROAD ON TO THE RIGHT HAND SIDE GRASS VERGE COLLIDING WITH A ROAD SIG
N. THE FRONT SIDE REAR AIRBAG DEPLOYED.

471806793
R1: A 273
R2: U
E 531,897
N 123,619

Friday 07/12/2018 0950hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
40 mph

A273 ISAACS LANE HAYWARDS HEATH AT JUNCTION OF U PRIVATE DRIVEWAY OUTSIDE BOLNORE

Veh 1	Goods < 3.5t	Going ahead	S	to	N			
Veh 2	Car	Wait go ahead held up	S	to	N	Dri	F 38	Slight
Veh 3	Car	Wait to turn right	S	to	E			

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

VEH3 TRAVELLING NORTHBOUND, BUT HELD UP, PREPARING TO TURN RIGHT INTO DRIVEWAY. VEH2 ALSO NORTHBOUND, BUT STATIONARY, HELD UP BY VEH3. VEH1 ALSO NORTHBOUND, FAILED TO REGISTER QUEUING TRAFFIC & COLLIDED WITH REAR OI
VEH2. VEH3 NOT IMPACTED.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471806816 Saturday 08/12/2018 0650hrs — B2036 PAINS FLAT HAYWARDS HEATH 320M SOUTH OF U LOWER RIDGES OUTSIDE BRIDGE FARM

Veh 1	Car	Going ahead	S	to	N						
Veh 2	Car	Going ahead RH bend	N	to	SW	Dri	F	26	Slight		

R1: B 2036
Darkness: no street lighting
E 530,187
Wet/Damp
N 121,283
Raining without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	

VEH 2 TRAVELLING SOUTH BOUND ON SINGLE CARRIAGEWAY CRESTING A SLIGHT RIGHT HAND BEND, CLAIMS TO HAVE FOUNE VEH 1 TRAVELLING, AT SPEED, NORTH BOUND, IN THE MIDDLE OF THE ROAD. VEH 2 TOOK AVOIDING ACTION TO MISS VEH 1 WHICH CAUSED DRIVER TO TOUCH N/S VERG
E AND LOOSE CONTROL, SENDING VEH 2 TO OPPOSITE VERGE AND INTO BUSH. NO ACTUAL CONTACT WAS MADE BETWEEN THE VEH'S. VEH 1 DID NOT STOP AT SCENE & REMAINS UNIDENTIFIED.

471806898 Wednesday 12/12/2018 1054hrs — B2036 HARVEST HILL ANSTY AT JUNCTION OF U CUCKFIELD ROAD OUTSIDE ON JUNCTION

Veh 1	Car	Turning left	S	to	W	Dri	M	53	Slight		
Veh 2	Car	Wait to turn left	S	to	W	Dri	F	18	Slight		

R1: B 2036
R2: U
Daylight:street lights present
E 529,246
Dry
N 122,956
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible

VEHICLE 2 WAS TRAVELLING NORTH ON THE CUCKFIELD ROAD WHEN IT CAME TO A STOP AT THE JUNCTION WITH THE B2036 WHEN IT WAS HIT BY VEHICLE 1 FROM BEHIND

471807009 Monday 17/12/2018 0948hrs — A23 SOUTHBOUND LANES BOLNEY 200M NORTH OF U BROXMEAD LANE OUTSIDE AT JUNCTION AS SHOWN

Veh 1	Car	Going ahead RH bend	N	to	SW	Dri	M	18	Slight		

R1: A 23
Daylight:street lights present
E 526,605
Dry
N 124,178
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Possible

V1 HEADING SOUTH IN LANE 3 OF A23 AT BOLNEY. V1 SUFFERED TYRE BLOW OUT TO FRONT OFFSIDE CAUSING VEHICLE TO EXI CARRIAGEWAY TO OFFSIDE, IMPACTING WITH CENTRAL CRASH BARRIER AND RE-ENTERING CARRIAGEWAY TO NEARSIDE BEFORE COMING TO A REST IN LANE 1.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471807056
Tuesday 18/12/2018
R1: A 23
1917hrs
Darkness: street lights present
E 526,526
Wet/Damp
N 122,814
Raining with high winds
70 mph

A23 BRIGHTON ROAD BOLNEY 418M NORTH OF A272

Veh 1	Car	Going ahead	N	to	S	Dri M 41 Serious
Veh 2	Car	Parked	0	to	0	
Veh 3	Car	Going ahead	N	to	S	
Veh 4	Car	Parked	0	to	0	

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Emergency vehicle on call	Vehicle 2	Possible

POLICE VEHICLE (2) WAS STATIONARY IN LANE 3 BLUE LIGHTS ILLUMINATED WITH A CONE TAPER DEALING WITH A VEHICLE 4 INTO CENTRAL RESERVATION. VEHICLE 1 HAS TRAVELLED AT SPEED IN LANE THREE AND HAS HIT POLICE VEHICLE AND THEN GONE ACROSS TWO LANES, VEHICLE 3 H
AS TAKEN AVOIDING ACTION AS RESULT AND HAS LANDED UP THE BANK TO THE NEARSIDE CARRIAGWAY

471900578
Thursday 31/01/2019
R1: A 272
0855hrs
Daylight:street lights present
E 531,205
Frost/Ice
N 124,119
Other
60 mph

A272 CUCKFIELD 179M WEST OF B2184

Veh 1	Car	Stopping	SW	to	NE	Dri F 44 Slight
Veh 2	Car	Wait go ahead held up	SW	to	NE	

Causation Factor:		Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 1	Possible

DRIVER OF THE NISSAN WAS DRIVING ON THE A272 TOWARDS HAYWARDS HEATH, THE DRIVER SLOWED DOWN TOWARDS THE ROUNDABOUT AT THE JUNCTION WITH BROAD STREET BUT THE DRIVERS VIEW WAS OBSTRUCTED BY LOW BRIGHT SUN AND THE NISSAN WENT INTO THE BACK OF THE BMW THAT W
AS STATIONARY WAITING IN TRAFFIC AT THE ROUNDABOUT.

471900690
Wednesday 06/02/2019
R1: U
0820hrs
Daylight:street lights present
E 528,868
Wet/Damp
N 121,883
Fine without high winds
60 mph

U CUCKFIELD ROAD ANSTY 1250M SOUTH OF B2036

Veh 1	Car	Going ahead	N	to	S	Dri F 23 Slight

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Very Likely

VEHICLE ONE TRAVELLING SOUTHBOUND ON CUCKFIELD ROAD WENT THROUGH LARGE PUDDLE AND LOST CONTROL. VEHICLE ONE HAS THEN COLLIDED WITH A BARBED WIRE FENCE PASSING THROUGH THE FENCE AND INTO THE ADJACENT FIELD VEHICL HAS ENDED ON ITS LEFT HAND SIDE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471900770 Friday 08/02/2019 0250hrs — A272 ANSTY ANSTY 416M NORTH OF B2036 OUTSIDE A272 IN MIDDLE ANSTY AND CUCKFIELD

Veh 1 | Car | Going ahead | SW to NE | Dri | M | 30 | Slight

R1: A 272

Darkness: no street lighting

E 529,369

Wet/Damp

N 123,631

Raining without high winds

60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	Possible
4th:	Aggressive driving	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible

VEHICLE 12 HEADING NORTH BOUND ON A272 AWAY FROM ANSTY TOWARDS CUCKFIELD. VEHICLE 1 HAS LOST CONTROL AND HAS FLIPPED OVER HITTING NEARSIDE CARRIAGE AND SPINNING OVER ONCOMING CARRIAGEWAY INTO OFFSIDE VERGE.

471901088 Monday 11/02/2019 1252hrs — A272 TRAUNSTEIN WAY HAYWARDS HEATH AT JUNCTION OF U LOWER VILLAGE

Veh 1 | Car | Going ahead | N to S | Dri | M | 83 | Slight

R1: A 272

R2: U

Daylight:street lights present

E 532,163

Dry

N 122,513

Fine without high winds

60 mph

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

VEH 1 PMC TRAVELLING SOUTH ALONG TRAUNSTEIN WAY. VEH 1 HAS FAILED TO NEGOTIATE R/A AND AS A RESULT HAS MOUNTED CENTRE ISLAND AND IMPACTED WITH R/A DIRECTIONAL ARROWS. DAMAGE CAUSED TO VEH / TRAFFIC SIGNS AND SLIGHT INJURIES TO VEH 1 DRIVER.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

			Vehicles							Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class							Sex / Age / Sev		
	Date											
Road No.	Time											
2nd Road No.	D/L											
Grid Ref.	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
471900916	Saturday	A272 BOLNEY ROAD ANSTY 51M SOUTH OF B2036 SOUTH STREET	Veh 1	Car	Going ahead LH bend	E	to	SW	Dri	M	25	Slight
	16/02/2019		Veh 1	Car	Going ahead LH bend	E	to	SW	FSP	F	21	Slight
R1: A 272	1510hrs		Veh 2	Car	Going ahead RH bend	SW	to	E	Dri	F	80	Slight
	Daylight:street lights present		Veh 2	Car	Going ahead RH bend	SW	to	E	FSP	F	85	Serious
E 529,704	Wet/Damp		Veh 2	Car	Going ahead RH bend	SW	to	E	RSP	F	81	Serious
N 123,960	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	

V1 TRAVELLING A272 WEST TO HEAD SOUTH WEST. V2 HEADING IN OPPOSITE DIRECTION TOWARDS THE CUCKFIELD R/A. V1 HAS COME OFF THE ROUNDABOUT AND THEN LOST CONTROL ON A SHALLOW LH BEND, HIT THE NEARSIDE VERGE AND THEN INTO THE OPPOSING CARRIAGEWAY HITTING V2 HE
AD ON. ALL 5 OCCUPANTS OF THE 2 VEHICLES SUSTAINED INJURIES 2 OF WHICH ARE SERIOUS

471901371	Tuesday	U BALCOMBE ROAD HAYWARDS HEATH AT JUNCTION OF U HANLYE LANE	Veh 1	Car	Turning right	N	to	W				
	12/03/2019		Veh 2	M/C > 500 cc	Going ahead LH bend	N	to	SE	Dri	M	25	Slight
R1: U	0750hrs											
R2: U	Daylight:street lights present											
E 532,487	Wet/Damp											
N 125,762	Raining without high winds											
	30 mph											

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

VEHICLE 1 (CAR) PULLED OUT OF JUNCTION INTO PATH OF PASSING MOTORCYCLIST VEHICLE 2

471901634	Tuesday	A272 BUTLERS GREEN ROAD HAYWARDS HEATH AT JUNCTION OF A273 OUTSIDE ON ROUNDABOUT	Veh 1	Goods < 3.5t	Reversing	W	to	E				
	26/03/2019		Veh 2	Car	Stopping	E	to	W	Dri	F	42	Slight
R1: A 272	1945hrs		Veh 3	Goods 3.5 - 7.5t	Turning right	W	to	S				
R2: A 273	Darkness: street lights present											
E 531,820	Dry											
N 123,937	Fine without high winds											
	30 mph											

V2 IS TRAVELLING EAST TO WEST ON A272. AS APPROACHING THE ROUNDABOUT CONNECTING WITH A272 HAS NOTICED A FIRE ENGINE (V3) COMING NORTH UP A273 HEADING TO SECOND EXIT TOWARDS HAYWARDS HEATH. V2 HAS LEFT THE JUNCTION ON TO THE ROUNDABOUT, AND V1 STOPS TO M
AKE ROOM FOR THE FIRE ENGINE. V1 THEN REVERSES IN TO THE FRONT OF V2'S CAR DRIVER OF V1 HAS LEFT VEH TO SPEAK TO DRIVER OF V2. BUT REFUSED TO EXCHANGE DETAILS

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

471902556
Saturday 18/05/2019 2250hrs
R1: A 272
R2: U
E 532,181
N 122,492
A272 TRAUNSTEIN WAY HAYWARDS HEATH AT JUNCTION OF U LOWER VILLAGE
Darkness: street lights present
Dry
Fine without high winds
60 mph

		Vehicles						Casualties		
		Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
		Veh 1	Car	Going ahead	N	to	S	Dri	M	25 Slight

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

1st: Inexperience with type of vehicle — Vehicle 1 — Very Likely
2nd: Loss of control — Vehicle 1 — Possible

VEHICLE WAS TRAVELLING SOUTHBOUND ON A272 TRAUNSETIN WAY HAYWARDS HEATH. APPROACHED ROUNDABOUT, CLIPPE KERB ON R/A, VEHICLE SPUN AND ENDED 10FT DOWN A DITCH ON ITS O/S. ONLY 1 VEHICLE INVOLVED.

471902679
Friday 24/05/2019 1143hrs
R1: A 272
R2: B 2036
E 529,136
N 123,292
A272 ANSTY AT JUNCTION OF B2036
Daylight:street lights present
Dry
Fine without high winds
30 mph

		Vehicles						Casualties		
		Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
		Veh 1	Car	Going ahead	NE	to	S			
		Veh 2	Car	Turning right	SW	to	E	Dri	F	24 Slight
		Veh 2	Car	Turning right	SW	to	E	FSP	F	57 Slight
		Veh 3	Car	Going ahead	NE	to	SW			

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

1st: Failed to look properly — Vehicle 2 — Very Likely
2nd: Failed to signal/Misleading signal — Vehicle 2 — Very Likely
3rd: Emergency vehicle on call — Vehicle 1

V1 TRAVELLING SOUTH ON A272 SIGHTS V3 (POLICE VEHICLE ON BLUE LIGHTS) ENTERS ONTO ROUND ABOUT, FAILS TO GIVE WAY TO V2 COMING FROM THE A272 TO TURN RIGHT ON THE ROUND ABOUT.

19912486
Friday 24/05/2019 1126hrs
R1: B 2036
R2: U
E 530,299
N 124,555
SOUTH STREET (B2036) AT JUNCTION WITH OCKENDEN LANE
Daylight:street lights present
Dry
Fine without high winds
30 mph

		Vehicles						Casualties		
		Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
		Veh 1	Car	Going ahead LH bend	E	to	SW	Dri	M	27 Serious

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

1st: Loss of control — Vehicle 1 — Very Likely

V1 CAME ROUND CORNER COLLIDED WITH A LOW BRICK WALL THEN LOST CONTROL OF THE VEH THEN ROLLED ONTO IT'S OFF SIDE. OCCUPANTS THEN RAN. WALL BELONGS TO VACANT PROPERTY AND VERY MINOR DAMAGE CAUSED.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470844922 Saturday 01/06/2019 — A23 - 162 METRES FROM JUNCTION WITH A23 — Veh 1 Car Going ahead N to S Dri M 67 Slight

R1: A 23 0820hrs
Daylight:street lights present
E 526,656 Dry
N 124,021 Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible

VEHICLE 1 TRAVELLING SOUTHBOUND A23 FOR REASONS UNKNOWN AT THIS TIME LOST CONTROL LEFT CARRIAGEWAY TO NEAR SIDE AND COLLIDED WITH LAMP POST

470846653 Monday 10/06/2019 — A23 - 163 METRES FROM JUNCTION WITH A23 — Veh 1 Car Going ahead N to S Dri F 38 Serious

R1: A 23 1831hrs
Daylight:street lights present
E 526,576 Wet/Damp
N 124,429 Raining without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 1	

V1 TRAVELLING SOUTH ON A23 ON 3 LANE CARRIAGEWAY, DRIVER LOST CONTROL IN HEAVY RAIN, AQUA PLANED, LEFT CARRIAGEWAY ON NEARSIDE. V1 STRUCK LAMPPOST AND THEN ENTERED WOODED AREA, SLIDING DOWN EMBANKMENT COMING TO REST. DRIVER OF V1 RECEIVED INJURY TO L
EFT LOWER LEG AND TORSO/SPINE. V1 SUSTAINED DAMAGE TO ENTIRE VEHICLE.

470850780 Tuesday 25/06/2019 — 287/07A23 (A23) 334 METRES NORTH OF JUNCTION WITH A272 (A272) — Veh 1 Goods < 3.5t Going ahead LH bend N to SE Dri M 22 Serious

R1: A 23 0830hrs
Daylight:street lights present
E 526,549 Wet/Damp
N 122,751 Fine without high winds
70 mph

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

SINGLE VEHICLE SOUTHBOUND ON A23 HAS ENTERED OFF SLIP FOR A272 AND LIST CONTROL. VEHICLE HAS SKIDDED AND LEFT CARRIAGEWAY TO THE NEAR SIDE AND GONE ONTO GRASS VERGE. VEHICLE HAS GONE ALONG THE VERGE WHERE IT HAS STRUCK A METAL ARMCO BARRIER AND ROLLE
D EJECTING THE DRIVER WHO WASN'T WEARING HIS SEATBELT.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470852276 Friday 28/06/2019 1433hrs — A23 - 31 METRES FROM JUNCTION WITH A23

Veh 1	Car	Going ahead	N	to S	Dri	F	51	Slight
Veh 2	Car	Going ahead	N	to S				

R1: A 23
Daylight:street lights present
E 526,891
Dry
N 120,527
Other
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely

V1 WAS TRAVELLING SOUTH IN LANE ONE OF THE A23 WHEN THE DRIVER HAD A MEDICAL INCIDENT AND V1 VEARED INTO V2 FROM NEARSIDE CAUSING THE VEHICLE TO COME OFF INTO THE CENTRAL RESERVATION. V1 AND BOUNCED OFF V2 CROSS THE GRASS BANK INTO THE SLIP THEN ENDE
D THE HEDGEWAY.

470862944 Monday 29/07/2019 1145hrs — HIGH STREET (B2036) - 45 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	O/take s/veh o/side	S	to N				
Veh 2	Pedal cycle	Going ahead	N	to S	Dri	M	48	Serious
Veh 3	Car	Parked	0	to 0				

R1: B 2036
Daylight:street lights present
E 530,468
Dry
N 124,744
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	

VEHICLE ONE WAS TRAVELLING NORTH EAST ON THE B2036 HE PULLED INTO THE CENTRE OF THE ROAD STRADDLING THE CENTRE OF THE ROAD TO PASS PARKED VEHICLES ON THE NEAR SIDE OF THE ROAD. VEHICLE TWO IS A PUSH BICYCLE WAS TRAVELLING SOUTH WEST DOWNHILL AND HAS
BEEN STRUCK BY VEHICLE ONES FRONT OFF SIDE BUMPER CAUSING THE RIDER TO COME OFF HIS BICYCLE AND INJURE HIS SHOULDER DURING THE FALL. THE RIDER HAS THEN STRUCK VEHICLE THREE THAT WAS PARKED ON SOUTH STREET.

470871426 Tuesday 27/08/2019 0555hrs — BOLNEY ROAD (A272) NEAR JUNCTION WITH CUCKFIELD ROAD (B2036)

Veh 1	Car	Turning left	W	to N				
Veh 2	Car	Going ahead	S	to N	Dri	M	53	Slight

R1: A 272
R2: B 2036
Darkness: no street lighting
E 529,127
Dry
N 123,292
Fine without high winds
30 mph

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

VEHICLE 1 WAS TRAVELLING ALONG THE A272 AND HAS PULLED OUT ON THE MINI ROUNDABOUT. VEHICLE 2 HAS COME ACROS THE ROUNDABOUT FROM THE B2036 JOINING THE A272. VEHICLE 1 HAS STRUCK THE REAR NEAR SIDE OF VEHICLE 2 CAUSING IT TO STRIKE THE CURB AND A SMAL
L CHAIN LINK FENCE.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470878889 Sunday 15/09/2019 1237hrs — CUCKFIELD BYPASS (A272)
R1: A 272
E 530,807
N 123,928
Daylight:street lights present
Dry
Fine without high winds
60 mph

Veh 1	Car	Going ahead	SW	to	NE	Dri	F	25	Slight
Veh 2	Goods < 3.5t	Going ahead	NE	to	SW				

Causation Factor:		Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

VEH 1 DRIVER HAS COMPLETELY OVER REACTED TO THE PRESANCE OF ANOTHER MOTOR VEHICLE (VEH2) THAT WAS TRAVELLING TOWARDS HER.

470879669 Friday 20/09/2019 1455hrs — BOLNEY ROAD (A272) NEAR JUNCTION WITH UNCLASSIFIED ROAD
R1: A 272
R2: U
E 527,046
N 122,431
Daylight:street lights present
Dry
Fine without high winds
60 mph

Veh 1	Goods < 3.5t	Going ahead	SW	to	NE	Dri	M	27	Slight
Veh 2	Goods 3.5 - 7.5t	Going ahead	NE	to	SW				

Causation Factor:		Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Possible

DRIVER OF VEHICLE 1 HAS STATED THAT WHILST DRIVING EASTBOUND ALONG THE A272 BOLNEY ROAD HE SAW A FOX OUT OF THE CORNER OF HIS EYE RUN INTO THE ROUND. AS A RESULT OF THIS HE HAS ATTEMPTED TO AVOID THE ANIMAL BY SWERVIN(ONTO THE OPPOSITE CARRIAGEWAY.
DRIVER THOUGHT THERE WAS A SAFE DISTANCE FROM ONCOMING VEHICLE TO PERFORM THIS MANOEUVRE HOWEVER HE THE REALISED THE VEHICLE IN THE OPPOSITE CARRIAGEWAY WAS TOO CLOSE AND ATTEMPTED TO MOVE OUT OF THE WAY OF THE VEHICLE. HOWEVER HE COLLIDED WITH THE
RONT OFFSIDE OF VEHICLE 2 CAUSING DAMAGE TO BOTH VEHICLES. MINOR INJURY SUSTAINED TO DRIVER OF VEHICLE 1.

470881328 Thursday 26/09/2019 0317hrs — HANLYE LANE - 85 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
R1: U
E 531,590
N 125,757
Darkness: no street lighting
Wet/Damp
Raining with high winds
60 mph

Veh 1	Car	Going ahead RH bend	W	to	SE	Dri	M	19	Serious

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	

V1 WAS TRAVELLING EAST ALONG HANLYE LANE TOWARDS THE BALCOMBE ROAD. V1 HAS LEFT THE CARRIAGEWAY ON SHARI BEND AND STRUCK A TREE STUMP RESULTING IN DRIVER BEING INJURED.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

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

470881786	Friday	HANLYE LANE NEAR JUNCTION WITH UNCLASSIFIED ROAD	Veh 1	Car	Going ahead	NW	to	NE	Dri	F	38 Serious
	27/09/2019										
R1: U	0750 hrs										
R2: U	Daylight:street lights present										
E 531,858	Wet/Damp										
N 125,648	Other										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Animal or object in carriageway	Vehicle 1	Very Likely

SINGLE VEHICLE TRAVELLING ON HANLYE LANE FORCED TO BRAKE SUDDENLY DUE TO AN ANIMAL IN THE ROAD. NO IMPACT OCCURRED BUT DRIVER OF VEHICLE SUFFERED A MINOR HEAD INJURY AFTER HITTING HER HEAD IN THE STEERING WHEEL DUE TO THE HEAVY BRAKING.

470884844	Thursday	BOLNEY ROAD (A272) NEAR JUNCTION WITH BUNCTON LANE	Veh 1	Car	Going ahead	SW	to	NE	Dri	F	34 Slight
	03/10/2019		Veh 2	Goods < 3.5t	Wait go ahead held up	SW	to	NE			
R1: A 272	1618 hrs		Veh 3	Car	Wait go ahead held up	SW	to	NE			
R2: U	Daylight:street lights present										
E 527,151	Dry										
N 122,472	Fine without high winds										
	50 mph										

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

STATIONARY LINE OF TRAFFIC NORTHBOUND ON BOLNEY ROAD, V1 HAS SHUNTED V2, WHICH HAS THEN SHUNTED V3

470884656	Friday	A2300 NEAR JUNCTION WITH CUCKFIELD ROAD ROUNDABOUT (A2300)	Veh 1	Car	Stopping	E	to	W	Dri	F	60 Slight
	04/10/2019		Veh 2	Car	Wait go ahead held up	E	to	W	Dri	M	43 Slight
R1: A 2300	1615 hrs										
R2: A 2300	Daylight:street lights present										
E 528,559	Wet/Damp										
N 120,543	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible

VEHICLES APPROACHING CUCKFIELD ROUNDABOUT, VEHICLE TWO WAS LOOKING TO ENTER THE ROUNDABOUT WHEN ANOTHE VEHICLE CAME AROUND NOT INDICATING CAUSING VEHICLE TWO TO SUDDENLY STOP AND VEHICLE ONE WHO THOUGHT VEHICLE TWO WAS GOING TO GO, TO THE BRAKE, VEH
ICLE ONE WENT INTO THE BACK OF VEHICLE TWO

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470888146 Tuesday 15/10/2019 CUCKFIELD ROAD

Veh 1 Goods > 7.5t Parked 0 to 0 Dri M 55 Serious
Veh 2 Goods 3.5 - 7.5t Stopping N to S
Veh 3 Car Going ahead N to S

R1: U 1516hrs
Daylight:street lights present
E 528,870 Wet/Damp
N 121,887 Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Following too close	Vehicle 3	

FLAT BED LORRY WAS PARKED ROUND BEND ATTEMPTING TO LOAD SMALL DIGGER ONTO FLATBED, VAN HAS BEEN TRAVELLING ON OTHER SIDE OF ROAD AND BRAKED FOR A AN UNKNOWN VEHICLE COMING OTHER WAY. 3RD VEHICLE WHICH WAS BEHIND VAN NOT ANTICIPATED BY DRIVER BRAKES H
ARD AND LOST CONTROL AND HIT REAR OF LOW LOADER HITTING DRIVER OF LOW LOADER.

470888948 Wednesday 16/10/2019 A23 - 49 METRES FROM JUNCTION WITH A23

Veh 1 Car Going ahead N to S Dri F 31 Slight
Veh 2 Goods 3.5 - 7.5t Going ahead N to S M 24 Slight
Veh 3 Goods > 7.5t Going ahead N to S

R1: A 23 0935hrs
Daylight:street lights present
E 526,536 Wet/Damp
N 122,747 Raining without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely

VEHICLE ONE IN LANE 3 TRAVELLING SOUTHBOUND ON A23 HAS LOST CONTROL AND SPUN. COLLIDING WITH VEHICLE 2 HGV AND THEN VEHICLE 3 VAN. CAUSING SLIGHT INJURIES TO DRIVER OF VEHICLE 1.

470895812 Monday 21/10/2019 B2272 AT JUNCTION WITH PADDOCKHALL ROAD

Veh 1 Car Wait to turn right N to W
Veh 2 Pedal cycle Going ahead W to E Dri F Slight

R1: B 2272 0550hrs
R2: U
Darkness: street lights present
E 532,590 Wet/Damp
N 123,946 Raining without high winds
30 mph

CYCLIST WAS TRAVELLING EAST TOWARDS HAYWARDS HEATH TOWN CENTRE. VEH 1 TURNING RIGHT OUT OF PADDLEHALL ROAD TURNING RIGHT (WEST) HIT CYCLIST.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470890620 Tuesday 22/10/2019 1600hrs — BURGESS HILL ROAD (B2036) - 87 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead	SE	to	NW	Dri	F	33	Slight
Veh 2	Car	Going ahead	NW	to	SE	FSP	F	81	Serious

R1: B 2036

Daylight:street lights present

E 529,843

Wet/Damp

N 121,885

Fine without high winds

60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Visor or windscreen dirty or scratched	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

VEHICLE 1 HAS BEEN TRAVELLING FROM ANSTY TOWARDS BURGESS HILL ALONG THE B2036. DRIVER STATES SHE HAD MUDDY WATER SPLASHED ONTO HER CAR BY ANOTHER ROAD USER. THIS HAS NOT BEEN CONFIRMED DUE TO THERE BEING NO PUDDLE OF WATER AT OR NEAR TO THE SCENE OF
THE COLLISION. HER WIND SCREEN WIPERS WERE NOT WORKING AND AS SUCH SHE HAS BEEN UNABLE TO SEE HER DIRECTION OF TRAVEL CLEARLY. V1 HAS TRAVELLED ONTO OPPOSITE SIDE OF CARRIAGE WAY AND COLLIDED WITH V2 CAUSING EXTENSIVE BODY DAMAGE TO BOTH VEHICLES -
OTH TOTAL LOSS. V2 WAS TRAVELLING FROM BURGESS HILL TOWARDS ANSTY. BEFORE BOTH VEHICLES HAVE ENDED UP IN OVERGROWTH OFF OF THE CARRIAGE WAY. DRIVER OF V1 HAS BEEN TAKEN TO RSCH - BRIGHTON FOR BRUISING, SHOCK AND WHIPLASH RELATED SYMPTOMS PASSEN
ER OF V2 HAS BEEN TAKEN TO RSCH - BRIGHTON FOR BRUISING, WHIPLASH AND A SUSPECTED RIB CAGE FRACTURE.

470895042 Monday 04/11/2019 1050hrs — A23 - 127 METRES FROM JUNCTION WITH A23

Veh 1	Car	Going ahead	N	to	S	Dri	M	32	Slight

R1: A 23

Daylight:street lights present

E 526,563

Wet/Damp

N 122,673

Raining without high winds

70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely

VEH 1 HEADING SOUTH ON A23 FOLLOWING A PERIOD OF HEAVY RAIN. DRIVER OF VEHICLE 1 LOST CONTROL ON PATCH OF STANDING WATER. VEH 1 SPUN ACROSS CARRIAGEWAY, MOUNTED VERGE, COLLIDED WITH SIGN POST AND ROLLED ONTO OFFSIDE. DRIVER OF VEH 1 RECEIVED MINOR C
UTS TO HANDS.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

470898260 Tuesday GLEBE ROAD
05/11/2019
R1: U 1422hrs
Daylight:street lights present
E 530,807 Dry
N 124,901 Fine without high winds
30 mph

Veh 1	Goods < 3.5t	Reversing	E	to	W				
Veh 2	M/C > 500 cc	Wait go ahead held up	W	to	E	Dri	M	50	Slight

V2 (MOTORCYCLE) TURNS RIGHT INTO SIDE ROAD, V1 (VAN) IN FRONT WHICH COMES TO A HALT AND THEN REVERSES TOWARD V2, RIDER V2 SOUNDS HORN BUT V1 COLLIDES WITH V2 CAUSING DAMAGE TO V2 AND INJURY TO RIDER'S TOE.

470898871 Friday MUSTER GREEN SOUTH (B2272) - 31 METRES FROM JUNCTION WITH PADDOCKHALL ROAD
15/11/2019
R1: B 2272 0815hrs
Daylight:street lights present
E 532,622 Wet/Damp
N 123,947 Raining without high winds
30 mph

Veh 1	Car	Going ahead	E	to	W	Dri	F	45	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely

FUEL SPILL ON RD HAS CAUSED A SLIPPERY SURFACE. VEH 1 HAS LOST CONTROL AND HAS ACCELERATED INTO FENCE SURROUNDING WAR MEMORIAL.

19901377 Wednesday A2300 AT JUNCTION WITH A2300
20/11/2019
R1: A 2300 1440hrs
R2: A 2300
Daylight:street lights present
E 526,980 Dry
N 120,293 Fine without high winds
30 mph

Veh 1	Car	Turning right	W	to	S	Dri	F	55	Slight
Veh 2	Pedal cycle	Turning right	SE	to	E	Dri	M	19	Slight

VEH 1 WAS TURNING RIGHT AT RA - HAD PULLED ONTO THE RA TO TURN RIGHT AND SAYS NEXT THING SHE KNOWS THE CYCLIS APPEARED OUT OF NOWHERE, LANDED ON WINDSCREEN.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

19902758 Tuesday 26/11/2019 1116hrs — CUCKFIELD BYPASS (A272) - 155 METRES FROM JUNCTION WITH A272 — Veh 1 M/C < 125 cc Going ahead E to W Dri F 21 Slight

R1: A 272

Daylight:street lights present

E 529,964

Wet/Damp

N 123,946

Raining without high winds

60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Nervous/Uncertain/Panic	Vehicle 1	Possible
4th:	Slippery road (due to weather)	Vehicle 1	Possible

VEHICLE TRAVELLING WESTBOUND ON THE A272 CUCKFIELD BYPASS WHEN CONTROL WAS LOST AND THE VEHICLE LEFT THE ROAD TO THE NEARSIDE.

19903917 Tuesday 26/11/2019 0657hrs — A23 - 64 METRES FROM JUNCTION WITH A23 — Veh 1 Car Going ahead LH bend N to SE Dri F 31 Slight

R1: A 23

Darkness: street lights present

E 526,531

Wet/Damp

N 122,731

Raining without high winds

70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible

VEHICLE TRAVELLING SOUTHBOUND ON THE A23 ADJACENT TO THE SOUTHBOUND OFFSLIP TO THE A272 IN HEAVY RAIN, WHEN OWING TO VEHICLE MOVEMENTS AHEAD CONTROL OF THE VEHICLE WAS LOST AND THE VEHICLE COLLIDED WITH THE CENTRAL RESERVATION BARRIER BEFORE REBOUNDI
NG AND AND COMING TO REST IN LANE 1.

19902986 Wednesday 27/11/2019 0830hrs — A23 - 114 METRES FROM JUNCTION WITH A23 — Veh 1 Car Going ahead LH bend N to SE Dri M 30 Slight

R1: A 23

Daylight:street lights present

E 526,555

Wet/Damp

N 122,684

Raining without high winds

70 mph

DRIVER WAS DRIVING IN LANE 1 OF A23 SOUTHBOUND, THE DRIVER LOST CONTROL OF CAR AND SWERVED OVER THE EXIT ON SLIP ROAD TOWARDS A272 BOLNEY. DAMAGE WAS CAUSED TO BOTH FRONT WHEELS AND THE RIGHT FRONT WHEEL HUBCAP CAME OFF. DRIVER SAID THE IMPACT CAUSED
PAIN HIS BACK. HIGHWAYS CALLED DUE TO MUD ON THE ROAD

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

19907509 Monday 09/12/2019 1210hrs — BOLNEY ROAD (A272) - 103 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Goods 3.5 - 7.5t	Going ahead RH bend	E	to	NW	Dri	M	32	Slight

R1: A 272
Daylight:street lights present
E 526,808
Dry
N 122,374
Fine without high winds
50 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Defective steering or suspension	Vehicle 1	Very Likely
5th:	Distraction in vehicle	Vehicle 1	Possible

FULLY LADEN HGV TIPPER TRUCK HAS BEEN TRAVELLING EAST TO WEST ALONG THE A272. THE ROAD IS A SINGLE CARRIAGE WAY RURAL COUNTRY ROAD WITH A SPEED LIMIT OF 50MPH. THE VEHICLE HAS HAD A WHEEL DISLODGE FROM THE NEARSIDE REAR AXLE CAUSING VEHICLE TO ENTER
SOFT VERGE. THE DRIVER HAS LOST CONTROL EXITING THE ROAD ON THE OFFSIDE STRIKING A TREE CAUSING VEHICLE TO OVERTURN AND SPILL IT'S CONTENTS.

19910524 Sunday 15/12/2019 1700hrs — ROCKY LANE (A272) NEAR JUNCTION WITH A272

Veh 1	Car	Going ahead	NW	to	NE	Dri	M	27	Slight
Veh 2	Car	Going ahead	S	to	N				

R1: A 272
R2: A 272
Darkness: street lighting
E 532,358
Wet/Damp
N 122,247
Raining without high winds
60 mph

V1 ENTERS ROUNDABOUT, HAVING SEEN V2 WHICH IS ALREADY ON ROUNDABOUT APPROACHING FROM THE RIGHT. DRIVER V1 SEES V2 GETTING CLOSER AND TAKES EVASIVE ACTION CAUSING V1 TO MOUNT CENTRE OF ROUNABOUT CAUSING DAMAGE TO ROAD SIGNAGE AND TO V1, NO CONTACT MAD
E WITH V2 WHICH LEAVES SCENE WITHOUT STOPPING.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

19911646 Thursday 19/12/2019 1344hrs — A23 - 77 METRES FROM JUNCTION WITH A23 — Veh 1 Car — Going ahead — S to N — Dri F 34 Slight

R1: A 23

Daylight:street lights present

E 526,509

Wet/Damp

N 122,717

Raining without high winds

70 mph

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely

V1 TRAVELLING NB A23 NEAR JUNCTION WITH A272 IN LANE 3. V1 HAS HIT SURFACE WATER LOST CONTROL, LEFT CARRIAGEWA TO OFFSIDE AND COLLIDED WITH CENTRAL RESERVATION. V1 HAS THEN REBOUNDED SPUN AND ENDED UP FACING THE WRONG WAY IN LANE 3.

19912092 Friday 20/12/2019 1315hrs — HANLYE LANE - 186 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD — Veh 1 Car — Going ahead RH bend — SW to E — Dri F 22 Slight

R1: U

Daylight:street lights present

E 532,091

Wet/Damp

N 125,734

Other

60 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely

DRIVER BELIEVES THAT SHE HIT SURFACE WATER CAUSING V1 TO VEER OFF ROAD AND HIT TREE STUMP ON GRASS VERGE TO SIDE OF THE ROAD.

20915018 Thursday 02/01/2020 1908hrs — HANLYE LANE - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD — Veh 1 Car — Going ahead LH bend — SE to W; Veh 2 Car — Going ahead RH bend — W to SE — Dri F 25 Slight

R1: U

Darkness: no street lighting

E 531,599

Dry

N 125,751

Fine without high winds

60 mph

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Dazzling headlights	Vehicle 1	

VEHICLE ENTERING S BEND: DRIVER SAW UNKNOWN SECOND VEHICLE ENTERING FROM OPPOSITE DIRECTION COMING TOWARDS HER AND SWERVED, LOSING CONTROL AND STRIKING A TREE STUMP ON THE NEARSIDE

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

20927677
R1: A 23
E 526,553
N 122,714

Tuesday 28/01/2020 2003hrs
Darkness: street lights present
Dry
Fine without high winds
70 mph

A23 - 85 METRES FROM JUNCTION WITH A23

Veh 1	Car	Going ahead	N to S	Dri	M 21	Slight
Veh 2	Goods < 3.5t	Going ahead	N to SE	Dri	M 56	Slight
Veh 2	Goods < 3.5t	Going ahead	N to SE		M 19	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Driving too slow for conditions or slow veh	Vehicle 2	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely

VEHICLE 1 DRIVING TOO FAST EXITING THE MAIN ROAD HAS FAILED TO SLOW FOR A TRUCK IN FRONT. VEHICLE 1 HAS SIT THE TRUCK IN THE REAR AND PUSHED IT BACK ONTO THE MAIN ROAD OVER THE DECIDING MEDIAN AND OVERTURNED IT.

20930298
R1: B 2036
R2: U
E 530,413
N 124,615

Saturday 01/02/2020 2230hrs
Darkness: street lights present
Dry
Fine without high winds
20 mph

HIGH STREET (B2036) NEAR JUNCTION WITH OCKENDEN LANE

Veh 1	Taxi	Starting	NE to SW	Ped	M 23	Slight

V1 RUNS OVER FOOT OF C1. FOOT HURTS. C1 BANGED ON THE BONNET OF V1.

20930887
R1: A 23
E 526,639
N 123,314

Monday 17/02/2020 0847hrs
Daylight:street lights present
Dry
Fine without high winds
70 mph

A23

Veh 1	Car	Change lane to left	NE to SW	Dri	M 22	Slight

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

VEHICLE 1 MOVED FROM LANE 3 TO 1 AS IF THEY WERE GOING TO LEAVE JUNCTION, V1 HAS THEN LOST CONTROL AND HIT BARRIER

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

20934779
R1: A 272
R2: A 23
E 526,356
N 122,476

Thursday 27/02/2020 2125hrs
Darkness: street lights present
Dry
Fine without high winds
40 mph

COWFOLD ROAD (A272) AT JUNCTION WITH A23

Veh 1	Car	Turning left	N	to	SE	FSP	F	71	Serious
Veh 2	Car	Going ahead	W	to	E				

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEHICLE 2 WAS TRAVELLING WEST TO EAST ALONG THE A272 WHEN VEHICLE 1 PULLED OUT OF THE JUNCTION COLLIDING WITH VEHICLE 2. THE DRIVER OF VEHICLE 1 STATED HE SAW INDICATORS INDICATING THE DRIVER OF VEHICLE ONE WAS TURNING LEFT WHICH IS WHY HE PULLED OUT
HOWEVER THIS WAS CHALLENGED BY THE DRIVER OF VEHICLE 2 WHO STATED HE WAS JUST DRIVING DOWN THE ROAD AND THE CAR PULLED OUT ON HIM

20938504
R1: U
R2: U
E 528,479
N 120,110

Thursday 27/02/2020 2100hrs
Darkness: no street lighting
Dry
Fine without high winds
30 mph

BISHOPSTONE LANE NEAR JUNCTION WITH CUCKFIELD ROAD

Veh 1	Car	Going ahead	S	to	N				
Veh 2	Pedal cycle	Going ahead	W	to	SE	Dri	M	76	Serious

V2 (PEDAL CYCLE) ON MINOR ROAD WITH PRIORITY AT CROSSROADS, V1 (CAR) APPOACHES JUNCTION AND CROSSES GIVE WAY LINES HITTING V1 AND CAUSING DAMAGE AND INJURY

20935149
R1: U
E 526,546
N 124,172

Friday 28/02/2020 1158hrs
Daylight:street lights present
Wet/Damp
Fine without high winds
60 mph

LONDON ROAD - 36 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead LH bend	N	to	SE	Dri	M	42	Serious

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

V1 TRAVELLING SOUTH TOUCHED NEAR SIDE GRASS VERGE, LOST CONTROL SKIDDED ACROSS NORTHBOUND CARRIAGEWAY OFF THE ROAD ACROSS GRASS VERGE HITTING WOODEN FENCE AND COLLIDING WITH TREE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

20936217 Tuesday 03/03/2020 0730hrs — CUCKFIELD ROAD - 80 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead	N	to	S						
Veh 2	Car	Going ahead	S	to	N	Dri	F	51	Slight		

R1: U

Daylight:street lights present

E 528,318

Wet/Damp

N 118,734

Unknown

60 mph

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

VEHICLE ONE HAS SWERVED INTO THE CENTRE OF THE CARRIAGEWAY (DRIVER CLAIMS SNEEZING FIT) ON LOOKING UP HE HAS BEEN HEAD TO HEAD WITH VEHICLE 2 ONCOMING. VEHICLE 2 HAS HAD TO SWERVE TO THE LEFT TO AVOID VEHICLE 1. VEHICL 1 HAS COLLIDED WITH THE REAR
OFFSIDE OF VEHICLE 2. THIS HAS SMASHED AND REMOVED THE OFFSIDE REAR WHEEL COMPLETELY, THE IMPACT HAS CAUSED VEHICLE 2 TO SPIN AND END UP FACING THE WRONG WAY ON THE CARRIAGEWAY WITH IT'S NOSE IN THE HEDGE. VEHICLE 1 HA CONTINUED ON WITH A VERY DAM
GED OFFSIDE FRONT WHEEL AND ENDED UP ON THE VERGE ON THE WRONG SIDE OF THE ROAD.

20938116 Monday 09/03/2020 1610hrs — BROAD STREET (B2184) AT JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Turning left	SW	to	NW	Dri	F	51	Slight		
Veh 2	Goods 3.5 - 7.5t	Going ahead	SE	to	NW						

R1: B 2184

R2: U

Daylight:street lights present

E 531,085

Wet/Damp

N 124,641

Raining without high winds

30 mph

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

VEHICLE 1 PULLED OUT OF JUNCTION FROM WARDEN PARK SCHOOL TURNING LEFT AND PULLED OUT INTO VEHICLE 2

20938137 Tuesday 10/03/2020 0308hrs — BOLNEY ROAD (A272) - 104 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead	E	to	W	Dri	M	60	Serious		
Veh 1	Car	Going ahead	E	to	W	FSP	M	22	Slight		

R1: A 272

Darkness: street lights present

E 526,810

Wet/Damp

N 122,379

Fine without high winds

40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Distraction in vehicle	Vehicle 1	Possible

VEHICLE CAME DOWN THE ROAD AND LOST CONTROL ON WET GROUND. MOUNTED VERGE, DRIVER OVER STEERED AND VEHICLE OVERTURNED.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

20950268 Saturday 09/05/2020 1752 hrs — BROAD STREET (B2184) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead	NW	to	SE	Dri	M	91	Serious
Veh 2	Car	Parked	0	to	0				

R1: B 2184
R2: U
E 531,137
N 124,623

Daylight:street lights present
Dry
Fine without high winds
30 mph

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

V2 WAS PARKED ON THE LEFT HAND SIDE OF BROAD STREET, CUCKFIELD FACING SOUTH EAST. V1 WAS DRIVING SOUTH EAST BOUND. V1 WAS DRIVING AT A SLOWER PACE AT APPROXIMATELY 20MPH. V1 HAD LOOKED AWAY FROM THE ROAD FOR A SECOND THEN COLLIDED HIS FRONT NEARSIDE
BUMPER WITH THE REAR OFFSIDE BUMPER OF V2. THIS CAUSED V1 TO SPIN AND FACE WEST BOUND.

20952959 Friday 22/05/2020 1754 hrs — BURGESS HILL ROAD (B2036)

Veh 1	Car	Going ahead RH bend	NW	to	S	Dri	M	19	Slight
Veh 1	Car	Going ahead RH bend	NW	to	S	FSP	M	21	Slight
Veh 2		Going ahead LH bend	S	to	NW				

R1: B 2036
E 529,624
N 122,518

Daylight:street lights present
Dry
Fine with high winds
60 mph

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

V1 TRAVELLING SOUTHBOUND ON B2036 NEGOTIATING RIGHT HAND BEND. V1 CROSSED PARTLY INTO OPPOSITE CARRIAGEWAY COMING INTO CONTACT WITH V2 TRAVELLING NORTHBOUND. V1 CLIPPED OFFSIDE OF V2 AND CARRIED ON ENDING UP IN OFFSIDE HEDGE.

20955703 Saturday 06/06/2020 0918 hrs — HANLYE LANE AT JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	M/C > 500 cc	Going ahead LH bend	NW	to	NE	Dri	M	22	Serious
Veh 2	Car	Going ahead LH bend	NW	to	NE				

R1: U
R2: U
E 531,847
N 125,649

Daylight:street lights present
Dry
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	

V1 TRAVELLING EAST ON HANLYE LANE, TRAVELLING TOO FAST FOR THE LEFT HAND BEND AHEAD. UNKNOWN VEHICLE TRAVELLING AHEAD HAS SLOWED FOR THE BEND AND V1 BRAKED AND LOST CONTROL. LEFT CARRIAGEWAY TO OFFSIDE INTO DITCH/VERGE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

20961027 Tuesday 30/06/2020 1647hrs — TYLERS GREEN (A272) -81 METRES FROM JUNCTION WITH UNNAMED ROAD

Veh 1	Car	Going ahead LH bend	S	to	NW				
Veh 2	Car	Going ahead	NW	to	E	Dri	M	50	Slight
Veh 2	Car	Going ahead	NW	to	E	FSP	F	45	Slight

R1: A 272
Daylight:street lights present
E 531,588
Wet/Damp
N 124,010
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely

V1 TRAVELLING WESTBOUND LOST CONTROL ON LEFT HAND BEND, ROTATED 360 DEGREES HITTING V2 TRAVELLING EASTBOUND. VW REBOUNDED INTO DRIVEWAY AND FENCE OF LITTLE GABLES CAUSING DAMAGE.

20963747 Saturday 11/07/2020 1608hrs — ROCKY LANE (A272) NEAR JUNCTION WITH A272

Veh 1	M/C > 500 cc	Turning right	W	to	SE	Dri	M	59	Serious

R1: A 272
R2: A 272
Daylight:street lights present
E 533,413
Dry
N 122,624
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely

V1 HAS BEEN TRAVELLING EASTBOUND ALONG ROCKY LANE ON A MOTORBIKE. HE HAS APPROACHED THE ROUNDABOUT TO TAKE THE 3RD EXIT TOWARDS ROCKY LANE TOWARDS THE DIRECTION OF SCAYNES HILL. AT THE POINT OF THE 2ND EXIT V1 HAS LOST CONTROL AND THE BIKE HAS HIT TH
E KERB AT THE 3RD EXIT. HE HAS BEEN THROWN FROM V1 AND HIT A METAL SIGNAGE POLE. THE BIKE HAS THEN LANDED ON TOP OF HIM.

20968266 Wednesday 29/07/2020 1325hrs — A23 - 43 METRES FROM JUNCTION WITH A23

Veh 1	M/C > 500 cc	Going ahead LH bend	SE	to	W	Dri	M	27	Serious

R1: A 23
Daylight:street lights present
E 526,501
Dry
N 122,624
Fine without high winds
70 mph

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

VEHICLE ONE A MOTORCYCLIST WAS TRAVELLING NORTHBOUND ON THE A23 TOWARDS CRAWLEY IN LANE TWO HE HAS APPROACHED THE BOLNEY JUNCTION. VEHICLE ONE HAS TAKEN THE EXIT LATE AT THE BOLNEY JUNCTION ENDING UP IN LANE TWO OF THE SLIP ROAD. VEHICLE ONE HAS TH
EN SCRAPPED ALONG THE BARRIER ON THE RIGHT HAND SIDE AND THE BIKER HAS THEN GONE OVER THE FRONT OF THE BIKE AND LANDED IN THE GRASS VERGE.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

20971025 Sunday 09/08/2020 2223hrs — BISHOPSTONE LANE NEAR JUNCTION WITH A2300
R1: U
R2: A 2300
E 528,312
N 120,546
Daylight:street lights present
Dry
Fine without high winds
60 mph

Veh 1	Car	Going ahead	W	to	E				
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	M	28	Serious

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

1st: Careless/Reckless/In a hurry — Vehicle 2 — Possible

IT APPEARS THAT CYCLIST HAS GONE TO CROSS THE A2300 MISS JUDGED THE CAR AND FALLEN TO THE SIDE GLANCING THE PASSING VEHICLE FALLEN TO THE FLOOR AND BUMPED HIS HEAD

20971478 Tuesday 11/08/2020 0959hrs — A2300
R1: A 2300
E 528,038
N 120,478
Daylight:street lights present
Dry
Fine without high winds
60 mph

Veh 1	Car	Going ahead	NE	to	SW				
Veh 2	Car	Going ahead	SW	to	NE	Dri	M	51	Slight

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

1st: Illness or disability, mental or physical — Vehicle 1 — Very Likely

V1 TRAVELLING WEST. V2 TRAVELING EAST. V1 SUFFERS LOSS OF CONTROL, VEERS INTO ONCOMING V2 AND COLLIDES O/S FRONT TO O/S FRONT. V1 SUSPECTED MEDICAL EPISODE HOWEVER CLAIMS VEHICLE DEFECT. NO INJURIES BUT BOTH VEHICLES TOTAL LOSS.

20974282 Thursday 20/08/2020 1728hrs — CUCKFIELD ROAD (B2036) NEAR JUNCTION WITH ISAAC'S LANE (A273)
R1: B 2036
R2: A 273
E 530,702
N 120,406
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	M/C < 125 cc	Going ahead	NW	to	SE	Dri	M	17	Slight

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

1st: Loss of control — Vehicle 1 — Very Likely

V1 WAS TRAVELLING NORTH WEST TO SOUTH EAST ALONG CUCKFIELD ROAD, BURGESS HILL. AS V1 HAS SLOWED DOWN TO APPROACH THE ROUNDABOUT JUNCTION WITH ISAACS LANE THE ACCELERATOR HAS FAULTED AND THE VEHICLE HASNT SLOWED. THE RIDER HAS THEN PRESSED THE BRAKES
WHICH HAS CAUSED V1 TO SLIGHTLY FLIP. THE DRIVER HAS FALLEN OFF OF V1 AND THE BIKE HAS FALLEN ON TOP OF HIM SLIGHTLY. NO OTHER VEHICLES WERE INVOLVED AND THE V1 REMAINED ON THE ROAD AT ALL TIMES. THE DRIVER COMPLAINED OF PAIN TO HIS WRIST BUT WAS
BLE TO MOVE IT, HE STATED HE INITIALLY HAD BACK PAINS BUT THESE HAD GONE BY THE TIME OFFICERS ARRIVED. AN AMBULANCE HAD BEEN CALLED BUT HAD NOT ATTENDED WHILST OFFICERS WERE ON SCENE. FAMILY MEMBERS WERE ON SCENE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

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Notes:

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

20984460	Sunday	WHITEMANS GREEN (B2036) - 26 METRES FROM JUNCTION WITH BROCK END	Veh 1	Car	Starting	S	to N				
	13/09/2020		Veh 2	M/C > 500 cc	Going ahead	S	to N	Dri	M	58	Slight
R1: B 2036	1320hrs										
	Daylight:street lights present										
E 530,409	Dry										
N 125,496	Fine without high winds										
	30 mph										

V2 WAS TRAVELLING NORTH ON THE B2036 WHEN V1 PULLED OUT FROM THE LEFT AND HIT V2, CAUSING DAMAGE TO THE MOTORCYCLE AND INJURING THE RIDER.

20984035	Thursday	A2300 AT JUNCTION WITH BISHOPSTONE LANE	Veh 1	Car	Wait to turn right	E	to N				
	24/09/2020		Veh 2	Goods 3.5 - 7.5t	Going ahead	E	to W	Dri	M	58	Slight
R1: A 2300	0935hrs		Veh 3	Goods 3.5 - 7.5t	Going ahead	E	to W				
R2: U	Daylight:street lights present										
E 528,320	Wet/Damp										
N 120,536	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Following too close	Vehicle 2	Very Likely
2nd:	Following too close	Vehicle 3	Very Likely
3rd:	Temporary road layout (eg contraflow)	Vehicle 1	Very Likely
4th:	Slippery road (due to weather)	Vehicle 2	Very Likely
5th:	Slippery road (due to weather)	Vehicle 3	Very Likely

DRIVER OF VEHICLE 1 HAS COME OFF OF THE CUCKFIELD RD ROUNDABOUT ONTO THE A2300, HEADING WESTBOUND. SHORTLY AFTER ENTERING THE A2300, THE DRIVER INDICATED TO TURN RIGHT TO GO ONTO BISHOPSTONE LANE AND CAME TO A COMPLETE STOP IN THE CARRIAGEWAY. APPROX
IMATELY 50 METRES BEFORE THIS JUNCTION WAS A TEMPORARY ROAD SIGN WHICH STATED 'NO RIGHT TURN' DUE TO ONGOINC ROADWORKS. ALLEGEDLY 5 SECONDS AFTER VEHICLE 1 CAME TO A STOP ON THE A2300, VEHICLE 2 HAS COLLIDED INTO THE BACK OF VEHICLE 1. SHORTLY AF
ERWARDS, VEHICLE 3 HAS THEN COLLIDED INTO THE BACK OF VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

20990010 Wednesday 14/10/2020 1219hrs
R1: U
E 532,084
N 125,732
HANLYE LANE - 396 METRES FROM JUNCTION WITH BORDEHILL LANE
Daylight:street lights present
Dry
Fine without high winds
60 mph

Veh 1	Car	Going ahead RH bend	SW	to	E	Dri	M	23	Serious
Veh 2	Car	Going ahead	SW	to	E				
Veh 3	Car	Going ahead LH bend	E	to	SW				

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

AT APPROXIMATELY 1219HRS THE DRIVER OF V3 WAS TRAVELLING WESTBOUND ON HANLYE LANE, CUCKFIELD. AS THE DRIVER OF V3 APPROACHED A LEFT HAND BEND THEY HAVE NOTICED V1 AND V2 TRAVELLING TOWARDS HER ON THE WRONG SIDE OF THE CARRIAGEWAY. V1 HAS THEN HAD
A HEAD ON COLLISION WITH V3. V2 HAS THEN COLLIDED WITH THE REAR OF V1. THE DRIVER OF V1 HAS BEEN CARRIED OUT OF THE PASSENGER DOOR BY THE DRIVER OF V2. QUERIED POSSIBLE BROKEN LEG TO THE DRIVER OF V1 AT THE TIME OF COLLISION DUE TO THE ENGINE BA
CRUMPLED INTO THE COCKPIT. INITIAL FIRST AID CARRIED OUT ON SCENE AND AMBULANCE TURNED UP SHORTLY AFTERWARDS. MEDICAL PROGNOSIS AT SCENE WAS THAT THE DRIVER OF V1 HAD A FRACTURED TIBIA/TIBIA AND CRUSHED KNEE CAP. DRIVER WAS GIVEN MORPHINE AT SCEN
AND TAKEN TO RSCH, BRIGHTON. DUE TO DRUGS PARAPHERNALIA BEING FOUND IN V1 A BLOODS PROCEDURE WAS CARRIE OUT AT RSCH. THE DRIVER OF V1 IS A PROVISIONAL LICENSE HOLDER ONLY, HAD NO L PLATES DISPLAYED NOR A SUPERVISORY DRIVER. THE DRIVER O

20992784 Saturday 24/10/2020 1452hrs
R1: A 23
E 526,527
N 122,890
A23 - 95 METRES FROM JUNCTION WITH A23
Daylight:street lights present
Wet/Damp
Raining without high winds
70 mph

Veh 1	Car	Going ahead	N	to	S	Dri	F	44	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Fatigue	Vehicle 1	

VEHICLE TRAVELLING SOUTH IN LANE 2 HAS LOST CONTROL FOR UNKNOWN REASON AND SPUN IN THE ROAD. DUE TO THE SUPER ELEVATION OF THE CAMBER VEHICLE HAS VEERED TO THE NEARSIDE AND COME TO REST AGAINST A LAMPPOST NUMBERED 277/04. THIS APPEARS UNDAMAGED.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

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Notes:

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

20995080 Monday 02/11/2020 0734hrs A23 NEAR JUNCTION WITH A23

Veh 1 Car Going ahead LH bend N to SE Dri M 45 Slight

Veh 2 Goods < 3.5t Going ahead N to S

R1: A 23
R2: A 23
E 526,528
N 122,806

Daylight:street lights present
Wet/Damp
Raining with high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 1	

V1 IN LANE 2 HAS FOR UNKNOWN REASON LOST CONTROL AND COLLIDED WITH OFFSIDE OF V2 IN LANE 1. BOTH VEHICLES SPUN AND LEFT CARRIAGEWAY TO NEAR SIDE.

20994981 Monday 02/11/2020 0800hrs BOLNEY ROAD (A272) - 112 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1 Car Going ahead E to W Dri M 65 Slight

Veh 2 Goods 3.5 - 7.5t Going ahead E to W

R1: A 272
E 526,818
N 122,378

Daylight:street lights present
Wet/Damp
Raining without high winds
50 mph

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

OIL IN ROAD

20995614 Tuesday 03/11/2020 1036hrs ARDINGLY ROAD - 21 METRES FROM JUNCTION WITH CHAPELFIELDS

Veh 1 Goods < 3.5t Going ahead NE to SW

Veh 2 Car Stopping NE to SW Dri F 63 Slight

R1: U
E 530,893
N 125,576

Daylight:street lights present
Dry
Fine with high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Possible

V2 TRAVELLING SW ON ARDINGLY ROAD WITH V1 BEHIND. V2 STOPPED AT ZEBRA CROSSING TO LET PEDESTRIAN CROSS THE ROAD AND V1 COLLIDED WITH REAR OF V2.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

201000931
R1: A 23
R2: A 23
E 526,536
N 122,787

Friday 20/11/2020 1415hrs
A23 NEAR JUNCTION WITH A23
Darkness: street lights present
Wet/Damp
Raining without high winds
70 mph

Veh 1	Goods < 3.5t	Change lane to left	N	to	SE	Dri	M	32	Slight

Causation Factor:		Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely

VEH 1 LOST CONTROL IN WET WEATHER AFTER CHANGING LANES TOWARDS THE SLIP ROAD. LEFT ROAD TO NEARSIDE, STRUCK TREE AND LAMPOST

201002245
R1: U
E 531,605
N 125,734

Friday 27/11/2020 2105hrs
HANLYE LANE - 61 METRES FROM JUNCTION WITH UNNAMED ROAD
Darkness: no street lighting
Wet/Damp
Fine without high winds
60 mph

Veh 1	Car	Going ahead RH bend	E	to	NW	RSP	M	18	Slight
Veh 1	Car	Going ahead RH bend	E	to	NW	FSP	F	17	Slight
Veh 1	Car	Going ahead RH bend	E	to	NW	RSP	F	18	Slight
Veh 1	Car	Going ahead RH bend	E	to	NW	Dri	M	18	Slight

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

VEHICLE 1 LOST CONTROL ON RIGHT HAND BEND, LEFT CARRIAGEWAY ON OFFSIDE AFTER SKIDDING AND SPINNING. COLLIDED WITH LARGE TREE STUMP ON OFFSIDE OF ROAD, INTO NEARSIDE FRONT CORNER. ALL 4 OCCUPANTS SUFFERING SEATBELT RELATED INJURIES. NOTHING SERIOUS O
R LIFE CHANGING AT THE TIME OF ATTENDANCE.

201003476
R1: B 2036
R2: U
E 530,375
N 120,921

Wednesday 02/12/2020 1400hrs
CUCKFIELD ROAD (B2036) AT JUNCTION WITH THE SQUIRES
Daylight:street lights present
Dry
Fine without high winds
40 mph

Veh 1	Car	Turning right	NE	to	NW	Dri	F	20	Slight
Veh 2	Car	Going ahead	NW	to	SE	FSP	F	65	Slight

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

V1 WAS AT THE JUNCTION OF THE SQUIRES, BURGESS HILL TURNING RIGHT NORTHBOUND ONTO CUCKFIELD ROAD. V1 HAD LOOKED BOTH WAYS AND SAW THAT ITS WAS CLEAR. ON V1 PULLING OUT V2 WHO WAS DRIVING SOUTHBOUND ON CUCKFIELD ROAD COULD NOT GET OUT OF THE WAY AND H
IT V1. THE DRIVER OF V1 HAS BAD WHIPLASH AND BRUISING ALONG THE CHEST. THE PASSENGER OF V2 WHO WAS SITTING IN THE FRONT HAS BRUISING TO HER CHEST.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

201004088 Thursday 03/12/2020 1215hrs — HIGH STREET (B2036) - 31 METRES FROM JUNCTION WITH LEYTON LEA — Veh 1 Car Going ahead S to N — Ped F 74 Serious

R1: B 2036
Daylight:street lights present
E 530,473
Wet/Damp
N 124,825
Raining without high winds
30 mph

C1 PARKED HER CAR ON THE SIDE OF THE ROAD FACING NORTHBOUND WITH HER NEARSIDE CLOSEST TO THE PAVEMENT, FACING ONCOMING TRAFFIC. C1 THEN GOT OUT OF THE CAR AND CROSSED THE ROAD WITH HER UMBRELLA UP WHEN THE UMBRELLA TURNED INSIDE OUT. WHILST THIS HAPP
ENED SHE WAS THEN HIT BY VEHICLE ONE TRAVELLING NORTHBOUND, HITTING HER ON HER LEFT SIDE KNOCKING HER TO THE FLOOR. DRIVER HAS THEN GOT OUT AND DETAILS EXCHANGED BEFORE C1 DROVE HERSELF HOME TO AWAIT HER SON TO TAKE HER TO HOSPITAL.

211024830 Wednesday 27/01/2021 1907hrs — BUTLERS GREEN ROAD (B2272) NEAR JUNCTION WITH UNCLASSIFIED ROAD — Veh 1 Car Going ahead E to W — Ped M 46 Slight

R1: B 2272
R2: U
Darkness: street lights present
E 532,348
Wet/Damp
N 123,925
Raining without high winds
30 mph

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

VEHICLE 1 WAS TRAVELLING WESTBOUND ON B2272 WHEN MALE 1 STEPPED IN TO THE ROAD AS HE WAS JOGGING WESTBOUND. THE VEHICLE HAS IMPACTED MALE 1 ON THE FRONT OFFSIDE CAUSING DAMAGE TO THE WINDSCREEN. MALE 1 WAS IMPACTED ON HIS RIGHT HAND ELBOW SUSTAINING
LIGHT SCRATCHES, SWOLLEN ELBOW AND BRUISING. MALE 1 WAS FORCED TO USE THE ROADSIDE DUE TO PEDESTRIANS BLOCKING THE PAVEMENT.

211019608 Friday 05/02/2021 1515hrs — COWFOLD ROAD (A272) NEAR JUNCTION WITH A23 — Veh 1 Car Turning right N to W; Veh 2 Car Going ahead W to E — Dri F 42 Slight

R1: A 272
R2: A 23
Daylight:street lights present
E 526,370
Wet/Damp
N 122,476
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 1	Possible

V1 WAS TRAVELLING SOUTH, APPROACHING THE GIVE WAY JUNCTION ONTO THE A272 BOLNEY FROM THE A23 SLIP ROAD. V1 HAS EXITED THE JUNCTION HEADING WEST. V2 WAS TRAVELLING WEST TO EAST DOWN A272 WHEN IT HAS COLLIDED WITH THE FRONT OFFSIDE OF V1. DRIVER OF V
1 COMPLAINING WITH SLIGHT NECK PAIN, WAS ASSESSED BY AMBULANCE HOWEVER DID NOT NEED MEDICAL INTERVENTION.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

211020511
R1: B 2036
E 529,636
N 122,413

Wednesday 10/02/2021 0713hrs
Daylight:street lights present
Frost/Ice
Snowing without high winds
60 mph

BURGESS HILL ROAD (B2036) - 101 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	M/C > 500 cc	Going ahead	N	to	S	Dri	M	30	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely

RIDER HAS BEEN TRAVELLING SOUTHBOUND ON HARVEST HILL TOWARDS BURGESS HILL IN SNOWY AND ICY CONDITIONS. VEHICLE HAS THEN BEGUN TO SKID AND THE BIKE HAS SLID UNDERNEATH THE RIDER CAUSING THE RIDER TO FALL OFF. RIDER HAS SUSTAINED BRUISING AND MINOR CUT
S TO LEG. DID NOT REQUIRE HOSPITAL TREATMENT.

211033505
R1: U
E 532,543
N 125,708

Friday 02/04/2021 1135hrs
Daylight:street lights present
Wet/Damp
Unknown
40 mph

BALCOMBE ROAD - 65 METRES FROM JUNCTION WITH HANLYE LANE

Veh 1	Car	Starting	E	to	W				
Veh 2	Car	Turning left	SE	to	W	Dri	M	43	Serious
Veh 2	Car	Turning left	SE	to	W	FSP	F	41	Serious

V2 WAS INDICTAING LEFT AT THE ROUNDABOUT WHEN V1 HAS INDICATED RIGHT AND NOT LEFT ENOUGH ROOM BETWEEN THE TWO VEHICLES AND WEAVED BACK AND FORTH HITTING THE REAR AND SIDE OF V2 AND THEN DRIVEN OFF. V2 FOLLOWED THE AND EVENTUALLY CAME TO A STOP HOWEV
ER WAS ARROGANT AT THE ROADSIDE AND DID NOT EXCHANGE FULL DETAILS.

211039210
R1: A 272
R2: A 272
E 533,366
N 122,633

Thursday 22/04/2021 1745hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A272 AT JUNCTION WITH ROCKY LANE (A272)

Veh 1	Car	Turning left	SW	to	N				
Veh 2	Pedal cycle	Going ahead	S	to	N	Dri	F	19	Serious

INFT WAS ON HER BICYCLE ON THE ROUNDABOUT TRAVELLING NORTH WHEN VEHICLE 1 CAME ONTO THE ROUNDABOUT FROM ROCKY ROAD AND COLLIDED WITH INFT CAUSING THEM TO COME OFF THE BICYCLE. INFT HAS SUSTAINED 2 FRACTURED RIBS, A GRAZED AND SWOLLEN LEFT ELBOW WITH
TISSUE DAMAGE AND BRUISING AND SWELLING TO LEFT HIP AND KNEE.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

211039877 Monday 26/04/2021 0803hrs — POMPER LANE AT JUNCTION WITH CUCKFIELD ROAD

Veh 1	Car	Turning right	W	to	S					
Veh 2	Car	Going ahead	S	to	N	Dri	M	55	Slight	

R1: U
R2: U
Daylight:street lights present
E 528,366
Dry
N 118,977
Fine without high winds
60 mph

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

V1 TRAVELING EB ON POMPER LANE ON CLOSED JUNCTION. BEGAN EDGING OUT AND V2 STRUCK SIDE OF V1 HEADING NB.

211042673 Monday 03/05/2021 0944hrs — BOLNEY ROAD (A272) NEAR JUNCTION WITH A272

Veh 1	M/C < 125 cc	Stopping	E	to	W	Dri	M	20	Slight	
Veh 2	M/C < 125 cc	Stopping	W	to	E					

R1: A 272
R2: A 272
Daylight:street lights present
E 526,692
Dry
N 122,381
Fine without high winds
50 mph

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

VEHICLE TWO TRAVELLING WEST ON A272 TOWARDS THE ROUNDABOUT AT THE JUNCTION OF THE A23. VEHICLE 1 TRAVELLING IMMEDIATELY BEHIND VEHICLE 2 THEY WERE TRAVELLING IN CONVOY. AT JUNCTION VEHICLE ONE COLLIDED INTO THE REAR OF VEHICLE TWO CAUSING MINOR INJUR
Y AND SLIGHT DAMAGE

211041496 Monday 03/05/2021 1756hrs — BROAD STREET (B2184) - 112 METRES FROM JUNCTION WITH DENNING PLACE

Veh 1	Car	Turning right	SE	to	N	Dri	M	26	Slight	
Veh 2	Car	Going ahead	NW	to	SE	Dri	F	33	Slight	
Veh 3	Car	O/take m/veh o/side	NW	to	SE					

R1: B 2184
Daylight:street lights present
E 531,324
Dry
N 124,338
Fine with high winds
40 mph

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

V1, POLICE VEHICLE WITNESSED OVERTAKE AT HIGH SPEED IN 40MPH ROAD. V1 ILLUMINATED BLUE LIGHTS AND TURNED IN ROAD TO CATCH UP WITH VEHICLE. IN DOING SO COLLIDED WITH V2 WHILST TURNING. V2 WAS HEADING

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents
~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

211052701 Sunday 06/06/2021 1046hrs — CUCKFIELD ROAD (A272) - 141 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	O/take m/veh o/side	NE to SW					
Veh 2	Pedal cycle	Going ahead	NE to SW	Dri	M	70	Serious	

R1: A 272
Daylight:street lights present
E 529,689
Dry
N 123,935
Fine without high winds
50 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

VEH 1 DRIVER DELIBERATELY COME INTO CONFLICT WITH A PEDAL CYCLIST AFTER OVERTAKING. RIDER HAS BRAKED TO AVOID IMPACT, GOING OVER HANDLE BARS, AN COLLIDING THE VEH 1 WHICH HAS THEN FAILED TO STOP.

211054261 Wednesday 09/06/2021 1540hrs — CUCKFIELD ROAD (A272)

Veh 1	Pedal cycle	Going ahead	NE to SW	Dri	M	46	Serious	
Veh 2	Pedal cycle	Going ahead	NE to SW	Dri	F	45	Serious	

R1: A 272
Daylight:street lights present
E 529,313
Dry
N 123,565
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible

TWO CYCLISTS WHO KNOW EACH OTHER WERE TRAVELLING WEST DOWN THE A272 ANSTY ROAD WHEN ONE OF THE CYCLIST BRAKED HARD FOR NO REASON. THIS CAUSED BOTH PARTIES TO COLLIDE IN THE ROAD AND CAUSED BOTH PARTIES TO HIT TH FLOOR. ONE OF THE RIDERS HAS HIT H
ER HEAD ON THE ROAD CAUSING MOST OF HER TEETH TO FALL OUT AND SUFFER A NASTY HEAD INJURY. THE OTHER RIDER SUFFERED A MINOR CUT TO HIS HEAD AMBULANCE STAFF TOLD POLICE THAT THE FEMALE WOULD REQUIRE A SCAN ON HER HEAD HOWEVER THEY DID NOT BELIEVE IT
WOULD BE LIFE CHANGING OR LIFE THREATENING. NO VEHICLES WERE INVOLVED IN THE INCIDENT.

211055688 Friday 11/06/2021 1630hrs — ISAAC'S LANE (A272) AT JUNCTION WITH ISAACS LANE (A273)

Veh 1	Goods < 3.5t	O/take on n/side	N to W					
Veh 2	Car	Turning left	SE to W	Dri	M	60	Slight	

R1: A 272
R2: A 273
Daylight:street lights present
E 531,849
Dry
N 123,367
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely

V2 (CAR) APPROACHES ROUNDABOUT IN LANE 2 INDICATING RIGHT WITH INTENTION OF TAKING THE 3RD EXIT, V1 (PICK UP TRUCK) IS BEHIND, V2 ENTERS ROUNDABOUT AND AFTER PASSING EXIT 2 INDICATES LEFT TO TAKE 3RD EXIT. WITHOUT WARNING V1 COLLIDES WITH NEARSIDE OF
V2 HAVING UNDERCUT HIT CAUSING DAMAGE AND FORCING V2 INTO OPPOSITE CARRIAGEWAY. V1 DOES NOT STOP

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

211061373 Sunday A23 Veh 1 Car Stopping S to N
13/06/2021 Veh 2 M/C > 500 cc Stopping S to N Dri M 50 Slight
R1: A 23 1720hrs
Daylight:street lights present
E 526,854 Dry
N 120,634 Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely

V2 HAS REPORTED WHILST ON THE A23 WAS DRIVING NORTHBOUND TOWARDS LONDON, SUSPECT VEHICLE (V1) WAS TAILGATING VICTIM WHO WAS ON MOTORBIKE V2 FOR APPROX 2/3MINS. THE VICTIM HAS MOVED LANE AND NOTICED 4 PEOPLE IN THE VEHICLE , X3 FEMALES AND X1 MALE WHO
WAS THE DRIVER. V2 HAS CONTINUED TO OBSERVE THE SUSPECT VEHICLE AND SAW IT TAILGATING ANOTHER VEHICLE, THIS WAS FOR APPROX 10 MINS. V2 HAS SUDDENLY NOTICED THE SUSPECT VEHICLE IN FRONT OF HIM BUT IT WAS STATIONARY WITH NO BREAK LIGHTS ON. V2 DRIVE
HAS ATTEMPTED TO BREAK AND AVOID THE VEHICLE BUT HAS COLLIDED 10/15 METERS DOWN THE CARRIAGE WAY WITH THE REAR NEAR SIDE OF THE SUSPECT VEHICLE NEAR HICKSTEAD. THE SUSPECT VEHICLE HAS REMAINED FACING NORTH BOUND ON LANE TWO AND V2 AND HIS MOTORBIK
IN LANE ONE. A MEMBER OF THE PUBLIC HAS BLOCKED LANE ONE AND GONE TO ASSIST THE RIDER OF V2. V2 HAS LOOKED OVER AT THE SUSPECT VEHICLE AND NOTICED THE DRIVER WAS NOW A FEMALE. V2 NOTICED THE DRIVER STARTED TO DRIVE SO HE HAS GOT UP AND STOOD IN LANE

211071314 Wednesday A23 Veh 1 Car Going ahead N to S
28/07/2021 Veh 2 Car Going ahead N to S Dri F 39 Slight
R1: A 23 1620hrs
Daylight:street lights present
E 526,695 Dry
N 123,583 Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 1	Very Likely

VEHICLE ONE TRAVELLING IN LANE TWO HAS VEERED INTO LANE ONE COLLIDING WITH VEHICLE TWO CAUSING DAMAGE TO BOTH VEHICLES AND SLIGHT INJURY TO THE DRIVER OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

211072452
R1: B 2272
R2: U
E 532,869
N 123,985

Saturday 31/07/2021 1639hrs
Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

DOLPHIN ROAD (B2272) AT JUNCTION WITH MUSTER GREEN NORTH

Veh 1	Car	Turning left	S	to	NW	Dri	F	44 Serious
Veh 2	Car	Turning right	NW	to	S	FSP	F	63 Serious
Veh 2	Car	Turning right	NW	to	S	Dri	M	80 Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely

V1 IS AGGRIEVED VEHICLE AND V2 IS OFFENDING VEHICLE VEHICLE 1 HAS BEEN TRAVELLING NORTHBOUND ON DOLPH ROAD AROUND THE ONE WAY SYSTEM. VEHICLE 1 THEN WENT TO USE THE SLIP ROAD TO LEAVE THE ONE WAY SYSTEM ONTO BOLTRO ROAD WHEN VEHICLE 2 HAS
GONE THE WRONG WAY UP THE JUNCTION TO TRAVEL NORTHBOUND FROM BOLTRO ROAD ONTO DOLPHIN ROAD THE WRONG WAY AROUND THE ONE WAY SYSTEM. VEHICLE 2 HAS THEN COLLIDED WITH VEHICLE ONE WHILST GOING THE WRONG WAY AROUND THE ONE WAY SYSTEM.

211078656
R1: B 2272
R2: B 2028
E 532,935
N 123,996

Monday 16/08/2021 0918hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

MUSTER GREEN NORTH (B2272) NEAR JUNCTION WITH THE BROADWAY (B2028)

Veh 1	Car	Going ahead	W	to	E			
Veh 2	Car	Wait go ahead held up	W	to	E	Dri	F	50 Slight

V2 STATIONARY IN A QUEUE OF TRAFFIC ON THE ONE WAY SYSTEM, WAITING FOR THE TRAFFIC LIGHTS TO TURN GREEN. V1 CAME ROUND THE CORNER AND DROVE INTO THE BACK OF V2. DRIVER OF V1 WAS THROWN FORWARD, BUT THE AIR BAGS DID NOT DEPLOY. BOTH DRIVERS EXCHANGED
DETAILS AT THE SCENE OF THE ACCIDENT.

211077585
R1: A 23
E 526,531
N 122,661

Tuesday 17/08/2021 0606hrs
Daylight:street lights present
Dry
Fine without high winds
70 mph

A23 - 117 METRES FROM JUNCTION WITH A23

Veh 1	Car	Going ahead	S	to	N	Dri	F	33 Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 1	Very Likely

VEHICLE HAS BEEN TRAVELLING NORTHBOUND, VEERED TO NEARSIDE AND COLLIDED WITH LAMPPOST.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

211084914 Monday 06/09/2021 1705hrs — BISHOPSTONE LANE NEAR JUNCTION WITH A2300

Veh 1	Goods > 7.5t	Turning left	N	to	E	Dri	M	43	Slight
Veh 2	Goods > 7.5t	Going ahead	E	to	W				

R1: U
R2: A 2300
E 528,317
N 120,544

Daylight:street lights present
Dry
Fine without high winds
40 mph

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

VEHICLE ONE HAS BEEN PULLING OUT OF BISHOPSTONE LANE TURNING LEFT ON TO THE A2300 TOWARDS BURGESS HILL. VEHICLE TWO HAS BEEN TRAVELLING ON THE A2300 WEST TOWARDS THE A23 WHEN V1 HAS ENCROACHED ONTO THE WESTBOUND CARRIAGEWAY COLLIDING WITH V2 OFF SIDE
FRONT CORNER CAUSING DAMAGE. NEARSIDE DAMAGE CAUSED TO V1 AND CUTS TO THE DRIVER.

211085518 Wednesday 08/09/2021 2309hrs — HANLYE LANE - 68 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead LH bend	SE	to	W	FSP	F	18	Serious

R1: U
E 531,602
N 125,744

Darkness: no street lighting
Wet/Damp
Raining without high winds
60 mph

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

VEHICLE ONE TRAVELLING WESTBOUND ON HANLYE LANE. SINGLE VEHICLE WITH MALE DRIVER AND FRONT FEMALE PASSENGER. VEHICLE HAS BEEN TRAVELLING AT SPEED IN WET CONDITIONS IN THE RAIN AT NIGHT AND DRIVER HAS LOSS CONTROL OF VEHICLE ON THE BEND, CAUSING THE R
EAR OF THE VEHICLE LOSS GRIP AND THE CAR SLIDE INTO THE OFFSIDE CARRIGEWAY AND THEN ONTO THE OFFSIDE CARRIGEWAY VERGE AND INTO A TREE. VEHICLE ONE DRIVER YOUNG AND INEXPERIENCED.

211085517 Wednesday 08/09/2021 2113hrs — A23 - 59 METRES FROM JUNCTION WITH A23

Veh 1	Car	Going ahead	S	to	N	Dri	M	87	Slight
Veh 2	Car	Parked	0	to	0	RSP	F	23	Serious
Veh 2	Car	Parked	0	to	0	FSP	F	24	Slight
Veh 2	Car	Parked	0	to	0	Dri	M	24	Slight

R1: A 23
E 526,507
N 122,735

Darkness: street lights present
Wet/Damp
Raining without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Defective brakes	Vehicle 1	Very Likely
4th:	Slippery road (due to weather)	Vehicle 1	Very Likely

V2 SUFFERED SOME SORT OF BREAKDOWN, STOPPED IN LIVE LANE, STRUCK FROM BEHIND BY V1, TRAVELLING IN SAME LANE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

211096707 Saturday 09/10/2021 1912hrs — A272 AT JUNCTION WITH CUCKFIELD BYPASS (A272)

Veh 1	Car	Change lane to left	SE	to	S					
Veh 2	Car	Going ahead	S	to	N	FSP	F	27	Slight	

R1: A 272
R2: A 272
E 529,783
N 123,985

Darkness: no street lighting
Dry
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Very Likely

VEHICLE 1 WAS TRAVELLING VERY SLOWLY WHEN REACHING THE ROUNDABOUT TRAVELLING SOUTHBOUND ON A 60MPH STRETCH WITH REDUCED VISIBILITY BEING NIGHTIME WITH NO STREET LIGHTING. VEHICLE 2 WAS TRAVELLING THE SAME DIRECTION AS VEHICLE 1 AT SPEEDS OF AROUN
D 60MPH AND WAS BEHIND V1. VEHICLE 1 ENTERED THE JUNCTION OF A ROUNDABOUT IN THE LEFT LANE WHILE VEHICLE 2 WENT ON THE OUTSIDE LANE TO OVERTAKE DUE TO VEHICLE 1 BEING VERY HESITANT AND DRIVING VERY SLOWLY. VEHICLI 2 OVERTOOK BUT AS THEY DID THIS
EHICLE 1 COLLIDED WITH THE SIDE OF VEHICLE 2 CAUSING SCRATCHES TO THE NEARSIDE DOORS. VEHICLE 2 THEN STOPPED UP THE ROAD AND VEHICLE 1 TRIED TO STOP BEHIND, HOWEVER BEFORE VEHICLE 1 COULD STOP THE FEMALE PASSENGER OF VEHICLE 2 CAME OUT THE CAR AN
STARTED HITTING VEHICLE 1 BONNET SHOUTING 'WHAT THE FUCK ARE YOU DOING', VEHICLE 1 HAS THEN ACCIDENTLY PLACED THE VEHICLE IN DRIVE INSTEAD OF PARK AND COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING NO DAMAGE, VEHICLE 1 THEN REVERSED TRIED TO PARK THE C

211099900 Monday 18/10/2021 1547hrs — A2300 - 67 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	M/C > 500 cc	Going ahead	E	to	SW	Dri	M	21	Slight	
Veh 2	Goods < 3.5t	Going ahead	E	to	SW					
Veh 3	Goods < 3.5t	Going ahead	W	to	E					

R1: A 2300
E 527,904
N 120,435

Daylight:street lights present
Wet/Damp
Raining without high winds
60 mph

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

TAKE A1 MOTORCYCLE TRAVELLING EAST FILTERING BETWEEN SLOW MOVING TRAFFIC HAS NOT ALLOWED TO EFFICIENT ROOM BETWEEN TWO VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS CLADDED WITH WING MIRROR OF VEHICLE NUMBER TWO 2-IN HITTING VEHICLE NUMBER 3 ON ITS NEAR
SIDE CAUSING MINOR INJURY TO LEFT FOOT

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

211100195 Tuesday 19/10/2021 0900hrs — COWFOLD ROAD (A272) NEAR JUNCTION WITH A23

Veh 1	Car	Turning right	N	to	NW	Dri	M	36	Serious
Veh 2	Goods < 3.5t	Going ahead	NW	to	SE				
Veh 3	Car	Turning right	SE	to	N				

R1: A 272
R2: A 23
Daylight:street lights present
E 526,346
Wet/Damp
N 122,477
Raining without high winds
40 mph

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

V1 AT JUNCTION WAITING TO TURN RIGHT ONTO A272 DROVE ACROSS GIVE WAY MARKINGS INTO TRAFFIC WHEN NOT CLEAR CAUSING TRUCK V2 TO HIT OFFSIDE OF V1, DUE TO IMPACT CAUSED V1 TO COLLIDE WITH V3 WHICH WAS WAITING TO TURN RIGHT IN PROTECTED BOX JUNCTION.

211104134 Saturday 30/10/2021 1201hrs — A2300 - 178 METRES FROM JUNCTION WITH BISHOPSTONE LANE

Veh 1	Car	Going ahead	W	to	E	Dri	F	36	Serious
Veh 1	Car	Going ahead	W	to	E	RSP	F	2	Slight
Veh 2	Car	Going ahead	E	to	W				
Veh 3	Car	Going ahead	E	to	W	Dri	F	67	Serious

R1: A 2300
Daylight:street lights present
E 528,142
Wet/Damp
N 120,504
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Animal or object in carriageway	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible

NICHE: 47210188095 THIS REPORT RELATES TO A SERIOUS INJURY COLLISION THAT TOOK PLACE ON A2300 BETWEEN BURGESS HILL AND HICKSTEAD ON 30/10/2021 @ APPROXIMATELY 12:01 HOURS. V1 WAS TRAVELLING FROM A23 DIRECTION TOWARDS BURGESS HILL. DRIVER OF V1 HA
S SWERVED DUE TO SOME FORM OF OBSTRUCTION IN THE CARRIAGEWAY CAUSING THEM TO ENTER THE OPPOSING CARRIAGEWAY HITTING V2 CAUSING V1 TO SPIN HITTING V3.

211105103 Sunday 31/10/2021 2130hrs — A272 AT JUNCTION WITH FOX HILL (B2112)

Veh 1	Car	Change lane to left	N	to	S				
Veh 2	Pedal cycle	Going ahead	N	to	S	Dri	M	23	Slight

R1: A 272
R2: B 2112
Darkness: street lights present
E 533,396
Wet/Damp
N 122,614
Raining without high winds
30 mph

V2 APPROACHING ROUNDABOUT. V1 PULLED OUT OF THE LANE, LEAVING NO ROOM TO AVOID A COLLISION. V1 DROVE STRAIGH ACROSS FROM THE OUTSIDE TO INSIDE LANE TRAPPING V2 IN. V2 HIT THE SIDE OF V1 BECAUSE OF THEIR ACTIONS AND CONSEQUENTLY FELL OF THE BICYCLE O
NTO THE ROAD. V1 CARRIED ON DRIVING.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

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Notes:

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

211109684
R1: B 2272
R2: U
E 532,910
N 123,922

Saturday 13/11/2021 1750hrs
Darkness: street lights present
Dry
Fine without high winds
30 mph

MUSTER GREEN SOUTH (B2272) NEAR JUNCTION WITH MUSTER COURT

Veh 1	Car	Going ahead	SE	to	W	Ped	M	60	Serious	

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

PEDESTRIAN CROSSING THE ROAD HIT BY VEHICLE

211117956
R1: A 23
E 526,576
N 124,402

Monday 06/12/2021 1452hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
70 mph

A23 - 190 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Veh 1	Car	Going ahead	N	to	S	Dri	F	21	Slight	
Veh 1	Car	Going ahead	N	to	S	FSP	M	23	Slight	

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely

VEHICLE HIT STANDING WATER CAUSING A LOSS OF CONTROL. VEHICLE HAS EXITED ON NEARSIDE AND GONE DOWN STEEP EMBANKMENT HIT TREE AND FLIPPED

211119807
R1: A 23
E 526,888
N 120,520

Thursday 09/12/2021 2137hrs
Darkness: street lights present
Wet/Damp
Raining without high winds
70 mph

A23 - 37 METRES FROM JUNCTION WITH A2300

Veh 1	Car	Change lane to right	N	to	S					
Veh 2	Car	Going ahead	N	to	S	Dri	F	28	Slight	

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

V2 TRAVELLING SOUTH BOUND ON A23. V1 ALSO TRAVELLING SOUTH BOUND IN FRONT OF V2. V1 COMES OFF ONTO SLIP ROAD THEN PULLS ACROSS BACK OUT ON MAIN A23 CARRIAGEWAY INTO PATH OF V2. V2 BRAKES HARD LOOSES CONTROL, LEAVES CARRIAGEWAY TO NEARSIDE, COLLIDE
S WITH LAMPPOST AND ROLLS. V1 FAILED TO STOP.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
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Notes:

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

211120057
Saturday 11/12/2021 BROXMEAD LANE NEAR JUNCTION WITH A23 — Veh 1 Car — Turning right — N to W — Dri — M 34 Slight
R1: U
1137hrs
R2: A 23
Daylight:street lights present
E 526,699
Wet/Damp
N 123,986
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely

V1 TAKING OFF SLIP FROM A ROAD AND MISJUDGED OR FAILED TO READ BEND AND HAS GONE STRAIGHT OVER THE ROAD INTO BARRIER

221129596
Friday 07/01/2022 PADDOCKHALL ROAD - 70 METRES FROM JUNCTION WITH MUSTER GREEN SOUTH (B2272)
Veh 1 Car — Going ahead — NE to SW — Dri — F 54 Slight
Veh 2 Car — Going ahead — SW to NE
Veh 3 Car — Going ahead — SW to NE
R1: U
1630hrs
Darkness: street lights present
E 532,603
Wet/Damp
N 124,014
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Rain, sleet, snow, or fog	Vehicle 2	Possible

VEHICLE 2 WAS UNDER TOW BY VEHICLE 3, CAME AROUND ROUNDABOUT GOING DOWN PADDOCK HALL RD TOWARDS SAINSBURYS WHEN THERE WAS A PROBLEM WITH THE STEERING AND IT VEERED OUT INTO OPPOSITE LANE AND HIT VEHICLE 1 IMPACT WAS HEAD ON FOR BOTH VEHICLES. DAMAGE
TO FRONT BODYWORK ON BOTH 1 AND 2. SOME FURTHER DAMAGE TO STEERING ON VEH 2 BUT UNCLEAR WHETHER THIS CAUSED ACCIDENT OR WAS A RESULT OF IT. NO AIRBAGS DEPLOYED, EST COMBINED SPEED 10-15MPH. NO DAMAGE VEH 3 NO INJURIES VEH 2/3. VEH 1 DRIVER COMPLA
NED OF SLIGHT DISCOMFORT TO NECK

221130174
Saturday 08/01/2022 ARDINGLY ROAD AT JUNCTION WITH LONDON ROAD (B2036)
Veh 1 Goods < 3.5t — Turning left — NE to S
Veh 2 Car — Starting — N to S — Dri — F 76 Slight
R1: U
1255hrs
R2: B 2036
Daylight:street lights present
E 530,485
Wet/Damp
N 125,360
Raining without high winds
30 mph

VEHICLE 2 TRAVELLING IN LONDON ROAD TO CONTINUE ON THE ROAD AT THE ROUNDABOUT. STARTED MANOVER WHEN VEHICLE 1 CAME ONTO THE ROUNDABOUT FROM THE LEFT. DRIVER DID STOP AND GAVE NAME AND MOBILE NUMBER.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

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Notes:

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

221129908	Sunday 09/01/2022	A23 - 31 METRES FROM JUNCTION WITH A272	Veh 1	M/C > 500 cc	Turning right	W	to S	Dri	M	46	Serious
R1: A 23	0955hrs										
	Daylight:street lights present										
E 526,664	Wet/Damp										
N 122,344	Other										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Nervous/Uncertain/Panic	Vehicle 1	Possible

V1 HAS BEEN TRAVELLING ALONG BOLNEY ROAD, BOLNEY AND HAS BEEN APPROACHING A ROUNDABOUT WHERE ONE OF THE EXITS OF THE ROUNDABOUT LEADS TO THE A23 ONSLIP SOUTHBOUND. V1 HAS TAKEN THIS EXIT OF THE ROUNDABOUT AND ENTERED THE A23 ONSLIP AND HAS TAKEN A
WIDER BERTH ROUND THE CORNER DUE TO A SERIES OF BADLY REPAIRED POT HOLES IN THE CENTRE OF THE CARRIAGEWAY. V1 HAS THEN CONTINUED ON A WIDER BERTH BEING UNABLE TO CORRECT ITS PATH AND HAS THEN RIDDEN OVER A WET MUDDY AREA CAUSING THE RIDER OF V1 T
LOOSE CONTROL AND THE REAR OF THE VEHICLE TO SLIP OUT. THIS HAS CAUSED THE RIDER TO BE THROWN OFF V1 AND COMING TO LAND ON THEIR BACK IN THE CARRIAGEWAY.

221130849	Tuesday 11/01/2022	A23 - 115 METRES FROM JUNCTION WITH A23	Veh 1	Car	Going ahead	N	to S	Dri	F	21	Slight
R1: A 23	1455hrs										
	Daylight:street lights present										
E 526,546	Wet/Damp										
N 122,682	Raining without high winds										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Swerved	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible

V1 HAS BEEN TRAVELLING SOUTHBOUND ON THE A23 AND HAD PASSED THE BOLNEY OFF SLIP ON ITS NEARSIDE. V1 HAD A SINGLE OCCUPANT INSIDE OF THE VEHICLE. IT WAS RAINING AT THE TIME OF THE INCIDENT AND ROAD CONDITIONS WERE WE
V1 HAS SWERVED TO AVOID A
NOTHER VEHICLE, DUE TO SWERVING V1 HAS THEN LOST CONTROL AND HIT THE NEARSIDE CRASH BARRIER WITH THE NEARSIDE OF THE VEHICLE. V1 HAS THEN BOUNCED BACK INTO THE LIVE LANES AND ACROSS ALL THREE LANES BEFORE HITTING THE CENTRAL RESERVATION CRASH BARR
ER CAUSING PART OF THE BARRIER TO COME AWAY FROM THE UPRIGHT SUPPORT. V1 HAS THEN SPUN BEFORE COMING TO A STOP IN LANE 3 FACING ONCOMING TRAFFIC. V1 SUSTAINED EXTENSIVE DAMAGE AND WAS NOT MOVABLE UNDER ITS OWN POWER AND WAS RECOVERED BY WESTBOU
NE MOTORS TO BOLNEY. AS A RESULT OF THE COLLISION DRIVER OF V1 HAS SUSTAINED A SLIGHT INJURY TO THEIR TOUNGE DUE TO BITING THEIR TOUNGE AND SHOCK. DRIVER OF V1 PROVIDED A NEGATIVE BREATH TEST AND A NEGATIVE DRUGWIPE. DUE TO THE CRASH BARRIERS

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

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Notes:

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

221143325	Monday	CUCKFIELD ROAD (A272) NEAR JUNCTION WITH A272	Veh 1	Car	Turning left	SE to SW	Dri	M	61 Slight
	14/02/2022		Veh 2	Car	Stopping	SW to E			
R1: A 272	1026hrs								
R2: A 272	Daylight:street lights present								
E 529,763	Dry								
N 123,988	Fine without high winds								
	60 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible

AT 1030 HOURS ON MONDAY 14 FEBRUARY 2022, POLICE ATTENDED A 2 VEHICLE RTC ON THE CUCKFIELD/ANSTY ROUNDABOUT ON THE A272. AT THE TIME OF THE INCIDENT, THE WEATHER WAS FINE AND THE ROAD WAS DRY. IT WAS DAYLIGHT WITH A TEMPERATURE OF 10 DEGREES. T
HE INCIDENT APPEARS TO HAVE OCCURRED AS V1 HAS BEEN APPROACHING THE ROUNDABOUT FROM THE EAST. THIS VEHICLE HAS ENTERED THE ROUNDABOUT WITHOUT ATTEMPTING TO STOP, CROSSED THE CENTRAL ISLAND, AT THE EXIT OF THE NORTHBOUND CARRIAGEWAY, COLLIDING WITH
HE TRAFFIC SIGN ON ITS O/S/F CAUSING MAJOR DAMAGE. V1 HAS THEN CONTINUED OVER THE ISLAND AND MADE CONTACT WITH V2, WHICH WAS TRAVELLING FROM THE SOUTH, RESULTING IN V1 SUSTAINING FRONTAL DAMAGE. V1 HAS THEN COME TO STOP OFF THE MAIN CARRIAGEWAY ON
HE NORTHERN SIDE OF THE ROUNDABOUT. V2 HAS STOPPED ON THE MAIN CARRIAGE WAY.

221149967	Thursday	A2300 - 55 METRES FROM JUNCTION WITH BISHOPSTONE LANE	Veh 1	Car	Going ahead	E to SW	Dri	M	45 Slight
	03/03/2022		Veh 1	Car	Going ahead	E to SW	FSP	F	27 Serious
R1: A 2300	1929hrs		Veh 2	Car	Starting	E to SW	FSP	F	11 Slight
	Darkness: no street lighting		Veh 2	Car	Starting	E to SW	Dri	F	26 Slight
E 528,372	Wet/Damp								
N 120,540	Raining without high winds								
	40 mph								

Causation Factor:		**Participant:**	**Confidence:**
1st:	Emergency vehicle on call	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	

V1 WAS ON A EMERGENCY CALL WITH NO BLUE LIGHTS ILLUMINATED FOLLOWING ANOTHER POLICE VEHICLE WITH BLUE LIGHTS ILLUMINATED. FIRST POLICE VEHICLE PASSES V2 THAT HAS GIVEN WAY PULLING IN TO GAP THROUGH CONES. V2 THEN PULLS OUT INTO ONCOMING V1.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

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Notes:

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

221156588	Wednesday	HANLYE LANE, CUCKFIELD	Veh 1	Car	Going ahead RH bend	W	to	SE	Dri	F	63 Slight
	23/03/2022		Veh 2	Goods < 3.5t	Going ahead LH bend	SE	to	W	Dri	M	41 Serious
R1: U	1106hrs										
	Daylight:street lights present										
E 531,543	Dry										
N 125,770	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely

V2 LEFT THE ESTATE IN HIS VEHICLE AND TURNED LEFT ONTO HANLYE LANE TRAVELLING FROM EAST TO WEST IN THE NEARSIDE CARRIAGEWAY. AS HE TURNED LEFT AROUND THE BEND, V1 WAS TRAVELLING FROM WEST TO EAST ON HANLYE LANE IN THE SAME CARRIAGEWAY AS V2. V2 HAS T
HEN TRIED TO SWERVE V1 AND V2 MADE CONTACT ON THE FRONT OFFSIDE. DUE TO THE IMPACT THE BACK END OF V1 HAS SPU OUT INTO A FENCE ON THE NEARSIDE OF THE CARRIAGEWAY CAUSING THE REAR OF THE VEHICLE TO BE STUCK DOWN A DIP. V DUE TO THE IMPACT HAS DRIVEN
UP THE GRASS VERGE. DRIVER OF V1 HAS ALSO STATED THAT V2 WAS ON HER SIDE OF THE ROAD TRAVELLING VERY QUICKLY BOTH VEHICLES HAVE NOT TRAVELLED FAR BEFORE COLLIDING.

221161969	Friday	THE BROADWAY (B2028)	Veh 1	Goods 3.5 - 7.5t	Going ahead	W	to	NE			
	01/04/2022	HAYWARDS HEATH, WEST SUSSEX	Veh 2	Car	Going ahead	W	to	NE	Dri	M	72 Slight
R1: B 2028	1355hrs										
R2: U	Darkness: street lights present										
E 532,989	Wet/Damp										
N 124,016	Snowing with high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

V2 WAS TRAVELLING NORTHBOUND ALONG THE BROADWAY ON THE B2028 WHEN V1 BUMPED INTO THE BACK OF V2. THE DRIVER OF V2 GOT OUT IN AN ATTEMPT TO EXCHANGE DETAILS BUT THE DRIVER OF V1 STARTED ACTING AGGRESSIVELY. THE DRIVER OF V1 THEN DROVE INTO THE BACK OF
V2 AGAIN AND PINNED THE DRIVER OF V2 AGAINST HIS CAR, CAUSING INJURY AND DAMAGE TO V2. V1 THEN DROVE OFF.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

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Notes:

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

221170270 Tuesday 26/04/2022 1430hrs — CUCKFIELD ROAD (A2300) NEAR JUNCTION WITH CUCKFIELD ROAD, GODDARDS GREEN, WEST SUSSEX

Veh 1 Car Going ahead W to E Dri M 71 Serious

R1: A 2300
R2: U
Daylight:street lights present
E 528,528
Dry
N 120,580
Fine without high winds
70 mph

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 1	Very Likely

V1 TRAVELLING A2300 EASTBOUND. APPROACHED RA AT SPEED, CLIPPED CURB OF RA AND LOST CONTROL. DROVE OVER L1 AN L2 AND COLLIDED WITH LAMP POST (NO NUMBER ID).

221171122 Thursday 28/04/2022 1035hrs — A23, BOLNEY, WEST SUSSEX

Veh 1 Goods > 7.5t Going ahead N to S Dri M 55 Slight

R1: A 23
Daylight:street lights present
E 526,585
Dry
N 122,535
Fine without high winds
70 mph

Causation Factor:	Participant:	Confidence:
1st: Tyres illegal, defective or under inflated	Vehicle 1	Very Likely

V1 TRAVELLING SOUTHBOUND IN LANE 1 HAS LOST BOTH REAR NEARSIDE TYRES DUE TO UNKNOWN REASON CAUSING VEHICL TO LOSE CONTROL AND OVERTURN ONTO OFFSIDE AND CRUSH ARMCO CENTRAL RESERVATION.

221177104 Saturday 14/05/2022 1015hrs — A2300 AT JUNCTION WITH A2300, HICKSTEAD, TWINEHAM, WEST SUSSEX

Veh 1 Car Starting S to E
Veh 2 Pedal cycle Going ahead W to E Dri M 54 Slight

R1: A 2300
R2: A 2300
Daylight:street lights present
E 527,017
Dry
N 120,279
Other
60 mph

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

VEHICLE 2 HAS BEEN ALREADY ON ROUNDABOUT, VEHICLE 1 HAS APPROACHED FROM THE RIGHT COMING ONTO ROUNDABOUT AND CLIPPED THE BACK WHEEL OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

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

221179389 Thursday 19/05/2022 2357hrs — A2300 - 24 METRES FROM JUNCTION WITH POOKBOURNE LANE, SAYERS COMMON, WEST SUSSEX

R1: A 2300

Darkness: no street lighting

E 527,274

Dry

N 120,252

Fine without high winds

60 mph

Veh 1	Car	Turning left	NE	to	E						
Veh 2	Car	Going ahead	W	to	E	Dri	M	22	Slight		

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

1st: Careless/Reckless/In a hurry — Vehicle 1 — Very Likely

V2 TRAVELLING EASTBOUND ALONG DUAL CARRIAGEWAY. ON APPROACH TO THE JUNCTION, V1 HAS EXITED AND FORCED V2 T TAKE AVOIDING ACTION. V2 HAS LEFT ROAD NEARSIDE AND ROLLED.

221183868 Thursday 02/06/2022 1158hrs — A23 - 135 METRES FROM JUNCTION WITH A23, BOLNEY, WEST SUSSEX

R1: A 23

Daylight:street lights present

E 526,551

Dry

N 122,662

Fine without high winds

70 mph

Veh 1	Car	Going ahead	N	to	S						
Veh 2	Car	Going ahead	N	to	S	Dri	F	29	Slight		
Veh 2	Car	Going ahead	N	to	S	RSP	M	29	Slight		

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

1st: Careless/Reckless/In a hurry — Vehicle 1 — Very Likely

SLOW MOVING TRAFFIC ON THE SOUTHBOUND A23, VEHICLE 1 HAS FAILED TO ACCOUNT FOR THIS AND COLLIDED WITH THE REAR OF VEHICLE 2 CAUSING BOTH VEHICLES TO COLLIDE WITH THE CENTRAL RESERVATION CAUSING DAMAGE TO BOTH. VEHICLE 1 HAS THEN LEFT THE CARRIAGEWAY
NEARSIDE AND COME TO REST IN A DITCH AT THE SIDE OF THE CARRIAGEWAY.

221186397 Friday 10/06/2022 1730hrs — SOUTH ROAD (B2272) NEAR JUNCTION WITH CHURCH ROAD, HAYWARDS HEATH, WEST SUSSEX

R1: B 2272

R2: U

Daylight:street lights present

E 532,979

Dry

N 123,888

Fine without high winds

30 mph

Veh 1	Pedal cycle	Going ahead	SE	to	NW	Dri	M	45	Slight		
Veh 2	Car	Parked	0	to	0						

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

1st: Failed to look properly — Vehicle 2 — Very Likely

P1 WAS CYCLING ALONG SOUTH ROAD HAYWARDS HEATH WHEN P2 HAS OPENED DRIVERS DOOR OF V2 CAUSING V1 TO COLLIDI WITH THE DOOR OF V2 KNOCKING P1 OFF HIS BICYCLE INTO THE ROAD.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

221196258	Thursday	HANLYE LANE - 125 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX	Veh 1	Car	Going ahead	E	to	W	Dri	M	41	Serious
R1: U	07/07/2022 2337hrs											
	Darkness: no street lighting											
E 531,551	Dry											
N 125,770	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

DRIVER HAS LOST CONTROL AND HIT A TREE

221198204	Tuesday	ROCKY LANE (A272) - 58 METRES FROM JUNCTION WITH CEDAR AVENUE, HAYWARDS HEATH, WEST	Veh 1	Car	Stopping	W	to	E	Ped	M		Slight
R1: A 272	12/07/2022 0745hrs											
	Daylight:street lights present											
E 532,998	Dry											
N 122,536	Fine without high winds											
	30 mph											

V1 WAS TRAVELLING EASTBOUND WHEN PEDESTRIAN WAS SEEN AT THE CROSSING POSSIBLY NOT PRESSING THE BUTTON TO CROSS. PEDESTRAN RAN INTO THE ROAD. WHERE BY ANOTHER VEHICLE STOPPED BUT THE PEDESTRIAN CHANGED THE ROUTE INTO THE SIDE OF V1 CAUSING DAMAGE AND
THEN INJURY.

221198984	Friday	ROCKY LANE (A272) NEAR	Veh 1	Car	Going ahead	NE	to	SW	Dri	M	20	Slight
	15/07/2022	JUNCTION WITH ROCKY DRIVE, HAYWARDS HEATH, WEST SUSSEX	Veh 1	Car	Going ahead	NE	to	SW	FSP	M	22	Serious
R1: A 272	0525hrs											
R2: U	Daylight:street lights present											
E 532,780	Dry											
N 122,469	Fine without high winds											
	40 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

ON 15TH JULY 2022 AT APPROXIMATELY 0526HRS POLICE RECEIVED REPORT OF A SINGLE VEHICLE RTC. V1 TRAVELLING SW O! ROCKY LANE LOST CONTROL AND HAS COLLIDED WITH ROUNDABOUT AND ROLLED, COMING TO REST ON NEARSIDE. TWO PERSONS WITHIN V1 AT TIME OF C
OLLISION, DRIVER AND PASSENGER. MALE 1 CLAIMS HE WAS DRIVING. MALE 2 CLAIMS MALE 1 WAS DRIVING. PASSENGER POSSIBLY EJECTED FROM VEHICLE DURNG ROLL AS HE WAS OUT OF VEHICLE AT TIME OF POLICE ATTENDANCE AND MECHANICALLY TRAPPED WITHIN. PASSEN
GER IS RO AND ONLY INSURED PARTY TO V1

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -temp 2023 ("Ansty (Ardent)")~~

Notes:

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
221210667	Wednesday	TYLERS GREEN (A272) NEAR	Veh 1	Car	Going ahead	W	to E				
	17/08/2022	JUNCTION WITH BUTLER'S GREEN	Veh 2	Car	Wait go ahead held up	W	to E	FSP	M	39	Slight
R1: A 272	2046hrs	ROAD (A272), CUCKFIELD, WEST	Veh 2	Car	Wait go ahead held up	W	to E	Dri	F	33	Slight
R2: A 272	Darkness: street lights present										
E 531,770	Dry										
N 123,955	Fine without high winds										
	40 mph										

V2 STATIONARY AT THE ROUNDABOUT WHEN HIT FROM BEHIND BY V1 CAUSING INJURY AND DAMAGE.

221213807	Tuesday	CUCKFIELD ROAD NEAR JUNCTION	Veh 1	Car	Going ahead	N	to S	Dri	M	63	Slight
	30/08/2022	WITH PRIVATE DRIVEWAY, ANSTY,	Veh 2	M/C < 125 cc	Going ahead	S	to N	Dri	M	18	Fatal
R1: U	2140hrs	WEST SUSSEX	Veh 3	Goods < 3.5t	Wait to turn left	E	to S				
R2: U	Darkness: no street lighting										
E 528,625	Dry										
N 121,108	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Swerved	Vehicle 1	Possible

V1 WAS TRAVELLING FROM NORTH TO SOUTH ON CUCKFIELD ROAD, V2 WAS TRAVELLING FROM SOUTH TO NORTH ON CUCKFIELD ROAD. V3 WAS WAITING TO PULL OUT ONTO CUCKFIELD ROAD FROM A PRIVATE UNNAMED DRIVEWAY ON THE EASTERN SIDE OF CUCKFIELD ROAD, INTENDING TO TURN
LEFT, AND HAD STOPPED AT THE JUNCTION. V1 HAS MOVED TO THE OFFSIDE AND V2 HAS COLLIDED WITH THE FRONT OFFSIDE OF V1.

221214488	Thursday	A2300, SAYERS COMMON, WEST	Veh 1	Goods 3.5 - 7.5t	Starting	W	to E				
	01/09/2022	SUSSEX	Veh 2	Bus/coach	Going ahead	W	to E	Seat	F	53	Serious
R1: A 2300	0717hrs										
	Daylight:street lights present										
E 527,558	Dry										
N 120,293	Fine without high winds										
	60 mph										

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

V2 A SINGLE DECK BUS WAS TRAVELLING EAST ON THE A2300 HICHSTEAD. V1 A SWEEPER LORRY HAS EMERGED FROM THE NEARSIDE DEPOT AND INTO THE PATH OF THE BUS. DRIVER OF THE BUS HAS ATTEMPTED TO TAKE EVASIVE ACTION YET STILL THE TWO VEHICLES HAVE COLLIDED.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

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Notes:

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

221217333 Thursday 08/09/2022 2253hrs — BURGESS HILL ROAD (B2036) - 159 METRES SOUTH EAST OF HARVESTHILL WOOD, ANSTY, WEST

Veh 1	Car	Going ahead	S	to	N	Dri	M	22	Slight
Veh 2	Car	Going ahead	NW	to	SE				

R1: B 2036

Darkness: no street lighting

E 529,873

Wet/Damp

N 121,819

Raining without high winds

60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling headlights	Vehicle 1	Very Likely

WEATHER CONDITIONS WERE VERY POOR. IT WAS DARK, THERE WAS NO STREET LIGHTING AND VERY HEAVY RAIN. VEHICLE A BLACK VAUXHALL CORSA, WAS TRAVELLING NORTHBOUND ON THE B2036, HARVEST HILL, CUCKFIELD. AN UNKNOWN ONCOMING VEHICLE DAZZLED THE DRIVER A
S IT HAD IT'S MAIN BEAM ON AND DIDN'T DIP THEM. DUE TO THIS THE DRIVE STRUGGLED TO SEE WHERE HE WAS GOING, THE VEHICLE VEERED LEFT ONTO THE GRASS VERGE AND THEN INTO A TRENCH AT THE SIDE OF THE ROAD, WHERE IT ROLLED AT LEAST ONCE, LANDING ON ITS L
FT SIDE, FACING AWAY FROM THE ROAD. THE DRIVER WAS ABLE TO CLIMB OUT OF THE VEHICLE AND FLAG DOWN A PASSIN(CAR, WHO CALLED AMBULANCE. AMBULANCE THEN CONTACTED POLICE.

221219826 Thursday 15/09/2022 1658hrs — BURGESS HILL ROAD (B2036) AT JUNCTION WITH MOONHILL FARM, ANSTY, WEST SUSSEX

Veh 1	Car	Starting	NE	to	NW				
Veh 2	Car	Going ahead	NW	to	SE	Dri	M	32	Slight

R1: B 2036

R2: U

Daylight:street lights present

E 529,802

Dry

N 121,961

Fine without high winds

60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Junction restart	Vehicle 1	Very Likely
4th:	Swerved	Vehicle 2	Very Likely

V1 HAD JUST DROPPED HIS FRIEND OFF AT MOON HILL PLACE AND APPROACHED THE JUNCTION GOING ONTO THE B2036. V2 HAS DRIVING SOUTHBOUND ON THE B2036 AND NOTICED V1. V2 HAS GONE ON THE OPPOSITE SIDE OF THE ROAD PRESSING THE HORN TO LET THEM KNOW HE WAS
THERE. V1 HAS PULLED OUT TO GO NORTH BOUND AND ON DOING SO, V2 HAS HIT V1. V2 HAS THEN DRIVEN ONTO THE VERGE HITTING A TREE.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

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Notes:

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

221222665	Friday	COWFOLD ROAD (A272) NEAR	Veh 1	Car	Going ahead	W	to E	Dri	F	76	Serious
	23/09/2022	JUNCTION WITH A23, BOLNEY,	Veh 2	Car	Turning right	N	to W				
R1: A 272	1820hrs	WEST SUSSEX									
R2: A 23	Daylight:street lights present										
E 526,347	Wet/Damp										
N 122,481	Fine without high winds										
	40 mph										

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

V1 WAS DRIVING TOWARD THE A272 ROUNDABOUT FROM THE EAST BOUND ROAD TOWARDS ANSTY SHE HAS INDICATED THAT SHE WAS GOING TO TURN LEFT ONTO THE SLIP ROAD ROUNDABOUT HEADED TOWARDS THE A23. V1 DRIVER HAS THEN REALISE THAT SHE MEANT TO DO AT THE ROUNDABOU
T AND HAS CANCELLED THIS SIGNAL AND CONTINUED THROUGH THE JUNCTION. V2 DRIVER HAS SEEN THIS SIGNAL AND MOVE THROUGH THE JUNCTION TURNING RIGHT ONTO THE WEST BOUND ROAD TOWARDS BILLINGSHURST AND IN DOING SO HAS DRIVEN OUT OF THE JUNCTION BELIEVING V1
DRIVER TO BE TURNING LEFT.

221230672	Wednesday	COWFOLD ROAD (A272) AT	Veh 1	Car	Turning right	N	to W				
	28/09/2022	JUNCTION WITH A23, BOLNEY,	Veh 2	M/C > 500 cc	Wait to turn right	E	to N	Dri	M	22	Slight
R1: A 272	1443hrs	WEST SUSSEX									
R2: A 23	Daylight:street lights present										
E 526,347	Dry										
N 122,479	Fine without high winds										
	40 mph										

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

V2 ON THE A272 TURNING RIGHT ONTO A23 SLIP NB. V1 WAS WAITING TO TURN RIGHT. V1 WAS INDICATING TO TURN RIGHT. V1 THEN ACCELERATED VERY QUICKY OUT OF THE JUNCTION INTO THE SIDE V2.

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

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Notes:

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

221224972	Friday	A23 ROUNDABOUT NEAR JUNCTION WITH A272	Veh 1	Goods > 7.5t	Going ahead RH bend	N	to W	Dri	M	31	Slight
	30/09/2022		Veh 1	Goods > 7.5t	Going ahead RH bend	N	to W		M	43	Serious
R1: A 23	1230hrs										
R2: A 23	Daylight:street lights present										
E 526,452	Dry										
N 122,622	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Possible
3rd:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	

V1 (REFUSE DISPOSAL LORRY) HAS COME ROUND THE ROUNDABOUT, THE DRIVER HAS LOST CONTROL AND V1 HAS TURNED OVER ONTO IT'S NEARSIDE.

221232424	Thursday	HANLYE LANE - 120 METRES FROM JUNCTION WITH PRIVATE DRIVEWAY, CUCKFIELD, WEST	Veh 1	Car	Going ahead LH bend	SE	to W	Dri	F	63	Serious
	20/10/2022		Veh 2	Goods < 3.5t	Going ahead RH bend	W	to SE	Dri	M	23	Slight
R1: U	0640hrs										
	Darkness: no street lighting										
E 531,556	Wet/Damp										
N 125,768	Raining without high winds										
	60 mph										

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

V1 HAS BEEN TRAVELLING AROUND A SET OF BENDS ON HANLYE LANE, WHICH IS AN UNLIT STRETCH OF ROAD IN A RURAL SETTING. V1 HAS COME AROUND THE LEFT HAND BEND AND HAS ENDED UP ON THE OPPOSING CARRIAGEWAY. IN DOING SO, V1 HAS COLLIDED HEAD ON WITH V2. BOT
H DRIVERS HAVE SUSTAINED INJURIES AND BOTH VEHICLES HAVE BEEN WRITTEN OFF.

221252079	Monday	MILL LANE AT JUNCTION WITH CUCKFIELD ROAD, SAYERS COMMON, WEST SUSSEX	Veh 1	Goods < 3.5t	Turning right	W	to S				
	14/11/2022		Veh 2	Car	Going ahead	S	to N	Dri	M	59	Slight
R1: U	0950hrs		Veh 3	Car	Starting	N	to S				
R2: U	Daylight:street lights present										
E 528,370	Dry										
N 119,371	Fine without high winds										
	40 mph										

VEH 1 PULLED OUT OF MILL LANE AND HIT VEH 2 THAT VEHICLE THEN WENT INTO VEH 3.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

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Notes:

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

221243713 Wednesday 16/11/2022 2332hrs — A23, BOLNEY, WEST SUSSEX

Veh 1 Car Going ahead S to N Dri M 47 Serious

R1: A 23

Darkness: street lights present

E 526,603

Wet/Damp

N 122,106

Raining without high winds

70 mph

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely

VEH 1 TAXI PROGRESSING NORTH ON A23 AT BOLNEY (NO PASSENGERS ON BOARD) DURING NIGHTIME HOURS OF DARKENESS AND DURING PERIOD OF HEAVY RAINFALL. FROM DRIVERS OWN ADMISSION HE HAS HIT STANDING WATER, HAD A LOSS OF DIRECTIONAL CONTROL WHICH HAS RESULTED
IN HIM LEAVING THE CARRIAGEWAY TO THE NEARSIDE AND ROLLING. VEH 1 HAS COME TO REST ON THE GRASS VERGE ON ITS ROOF. DRIVER SUSTAINED SLIGHT CHEST PAIN INJURIES AND TAKEN TO THE RSCH FOR A CHECK UP. NO THIRD PARTY INVOLVEMENT, SUITABLE FOR NFA.

221246933 Saturday 26/11/2022 1127hrs — CUCKFIELD ROAD AT JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST SUSSEX

Veh 1 Going ahead S to N Dri M 47 Serious

R1: U

R2: U

Daylight:street lights present

E 528,481

Wet/Damp

N 120,108

Raining without high winds

40 mph

Causation Factor:		Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Possible

MOTORCYCLIST SLIPPED ON PATCH OF WET ROAD/GREASE NEAR THE SPORTSMAN INN, GODDARDS GREEN

221249305 Friday 02/12/2022 1616hrs — ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Veh 1 Car Starting E to S Dri M 77 Serious
Veh 2 Goods < 3.5t Going ahead RH bend W to S

R1: A 272

R2: A 272

Darkness: street lights present

E 532,394

Wet/Damp

N 122,240

Fine without high winds

60 mph

Causation Factor:		Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible

THE DRIVER OF V2 EXPLAINED THAT HE WAS DRIVING AROUND THE ROUNDABOUT THE BOTTOM OF ROCKY LANE, HEADING FOR THE EXIT TO WIVLESFIELD WHEN SUDDENLY NOTICED V1 COMING FROM HIS LEFT AT SPEED APPROACHING THE JUNCTION FROM ROCKY LANE. HE SAID V1 LOOKED LIKE
HE WAS IN THE RIGHT HAND LANE AT THE JUNCTION, HOWEVER THERE IS NO RIGHT LANE AND V1 WAS IN FACT ON THE TRAFFIC ISLAND. V1 HAS THEN ENTERED THE ROUNDABOUT AND V2 DESPITE BRAKING WAS UNABLE TO AVOID COLLIDING WITH V1 AND BOTH VEHICLES ENDED UP ON THE
ROUNDABOUT. AIRBAGS WERE DEPLOYED ON V1

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
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Notes:

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

231266367 Saturday 21/01/2023 1020hrs — BOLNEY ROAD (A272) AT JUNCTION WITH BISHOPSTONE LANE

Veh 1	Goods < 3.5t	Going ahead	SW to E			
Veh 2	Goods < 3.5t	Wait to turn right	SW to SE	Dri	M 32	Slight

R1: A 272
R2: U
E 528,337
N 122,947
Daylight:street lights present
Wet/Damp
Fine without high winds
50 mph

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

1st: Following too close — Vehicle 1 — Possible

V2 WAS DRIVING EAST BOUND ALONG THE A272 BOLNEY ROAD, APPROACHING THE JUNCTION TO TURN ONTO BISHOPSTONE LANE. V2 HAS STOPPED, INDICATING TO TURN RIGHT. V1 WAS TRAVELLING BEHIND V2 IN THE SAME DIRECTION AND WAS UNABLE TO STOP, SO COLLIDED WITH THE R
EAR OF V2.

231267902 Wednesday 25/01/2023 1140hrs — BUTLERS GREEN ROAD (B2272), HAYWARDS HEATH, WEST SUSSEX

Veh 1	Goods < 3.5t	Going ahead	E to W			
Veh 2	Car	Going ahead	E to W	Dri	F 32	Slight

R1: B 2272
R2: U
E 532,138
N 123,910
Daylight:street lights present
Wet/Damp
Fine without high winds
30 mph

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

1st: Following too close — Vehicle 1 — Very Likely

BOTH VEHICLES, V2 FOLLOWED BY V1, TRAVELLED WESTBOUND ON THE B2272 IN SLOW MOVING TRAFFIC, THROUGH SINGLE-LANE TRAFFIC LIGHT CONTROLLED ROADWORKS. BOTH DRIVERS ESTIMATE SPEED AROUND 10MPH. DRIVER V1 STATE V2 SUDDENLY STOPPED FOR NO REASON. DRIVER
2 STATES SHE DROVE AT A STEADY PACE WITH THE OTHER TRAFFIC. EITHER WAY, FRONT OF V1 COLLIDED WITH REAR OF V2 CAUSING MINOR DAMAGE TO BOTH.

231269097 Thursday 26/01/2023 0913hrs — ROCKY LANE (A272) - 37 METRES FROM JUNCTION WITH VIRGINIA DRIVE, HAYWARDS HEATH, WEST

Veh 1	Goods < 3.5t	Going ahead	E to W	Ped	M 38	Slight

R1: A 272
E 533,112
N 122,540
Daylight:street lights present
Dry
Fine without high winds
40 mph

PEDESTRIAN WALKING ON SIDE OF ROAD STATING THAT PAVEMENT ABOUT 50 STEPS IN FRONT OF THEM, ON SOUTH SIDE OF TH ROAD FACING ONCOMING TRAFFIC, V1 TRAVELLING WESTBOUND. NEARSIDE WING MIRROR OF V1 COLLIDED WITH LEFT ARM O PEDESTRIAN. DRIVER OF V1 STOPP
ED BUT NO DETAILS EXCHANGED. WING MIRROR WAS BROKEN.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

231281170 Tuesday 28/02/2023 0745hrs — HANLYE LANE - 191 METRES FROM JUNCTION WITH PRIVATE ENTERANCE, CUCKFIELD, WEST

Veh 1	Car	Going ahead LH bend	SE	to	W	Dri	M	18	Slight
Veh 2	Car	Going ahead RH bend	W	to	SE				

R1: U

Daylight:street lights present

E 531,415

Wet/Damp

N 125,754

Fine without high winds

60 mph

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

VEH 1 HAS LOST CONTROL ON BEND AND COLLIDED WITH VEH 2.

231282856 Friday 03/03/2023 1440hrs — COWFOLD ROAD (A272) AT JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Veh 1	Car	Turning right	N	to	W	Dri	M	36	Slight
Veh 2	Car	Going ahead	W	to	E	Dri	M	34	Slight

R1: A 272

R2: A 23

Daylight:street lights present

E 526,355

Dry

N 122,475

Fine without high winds

40 mph

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

V1 TRAVELLING SB LONDON ROAD TO TURN RIGHT ONTO A272. V2 TRAVELLING EB ON A272 TOWARDS HAYWARDS HEATH. V2 WAS INDICATING LEFT TO TURN TOWARDS A23 AS V2 INCORRECTLY ASSUMED THE DIRECTION OF HIS ASSOCIATE WHO WAS IN VEHICLE IN FRONT OF HIM. DRIVER 2
HAS THEN REALISED HE SHOULD STAY ON THE SAME ROAD AND CANCELLED THE INDICATOR HOWEVER V1 HAS SEEN V2 INDICATING LEFT HAND SO HAS PULLED OUT AND COLLIDED WITH V2.

231299778 Saturday 22/04/2023 1855hrs — WHITEMANS GREEN (B2114) - 112 METRES FROM JUNCTION WITH PRIVATE CARPARK, CUCKFIELD,

Veh 1	Car	Going ahead	S	to	NW				
Veh 2	M/C > 125 cc	Going ahead	SE	to	NW	Dri	M	62	Slight

R1: B 2114

Daylight:street lights present

E 530,348

Dry

N 125,569

Fine without high winds

30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 1	Possible

AS V1 WAS EDGING OUT OF THE CAR PARK, V2 ATTEMPTED TO RIDE AROUND THE FRONT OF V1, V2 HAS CLIPPED THE FRONT OFF SIDE BUMPER OF V1, CONTINUED RIDING AT SLOW SPEED, BEFORE FALLING OFF CAUSING GRAZES TO HIS RIGHT LEG.

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

231304139
Thursday 04/05/2023 1514hrs
BROAD STREET (B2184) NEAR JUNCTION, CUCKFIELD, WEST SUSSEX

Veh 1	Car	Going ahead	W to E	Ped	F	13	Serious
Veh 1	Car	Going ahead	W to E	Dri	F	40	Slight

R1: B 2184
R2: U
Daylight:street lights present
E 531,171
Dry
N 124,607
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Casualty 2	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely

COLLISION OCCURRED DURING THE SCHOOL RUSH AFTER SCHOOL CLOSED AT WARDEN PARK SCHOOL. AT THE TIME THERE WERE LOTS OF PUPILS AND VEHICLES MOVING ALONG BROAD STREET, HAYWARDS HEATH. PEDESTRIAN CROSSED THE ROAD OUTSIDE THE WHEATSHEAF PUB TO GET TO THE
IR MUM WHO HAD STOPPED ON THE OTHER SIDE OF THE ROAD TO COLLECT HER FROM SCHOOL. SHE DID NOT USE THE PEDESTRIAN CROSSING LESS THAN 50M AWAY. AS THERE WERE LOTS OF CARS STOPPED ON THE ROAD HER VIEW OF THE ROAI WAS OBSCURED. AS SHE WAS HALFWAY ACROS
THE ROAD SHE NOTICED A CAR AND SPED UP IN A PANIC. THIS RESULTED IN HER COLLIDING WITH A VEHICLE TRAVELLING SLOWLY. SHE WAS HIT IN HER LOWER BACK AND WAS PUSHED OVER, SHE LANDED ON HER RIGHT ARM AND SUBSEQUENTLY BROKE IT.

231306367
Thursday 11/05/2023 1720hrs
HANLYE LANE - 121 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX

Veh 1	M/C < 125 cc	Going ahead	W to E	Dri	M	25	Serious
Veh 2	Car	Stopping	W to E				

R1: U
Daylight:street lights present
E 531,346
Wet/Damp
N 125,739
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor or defective road surface	Vehicle 1	Possible

IT HAS BEEN REPORTED THAT V2 HAS BRAKED SUDDENLY (POTENTIALLY DUE TO A POTHOLE), THIS HAS CAUSED V1 TO BREAK SUDDENLY AND CAUSED HIM TO SKID AND FALL OFF HIS BIKE. THE OTHER VEHICLE DID NOT STOP, BUT V1 SAID HE DOES NOT BELIEVE HE MADE CONTACT WITH T
HE VEHICLE (V2).

Details of Personal Injury Accidents for Period - **01/08/2018** **to** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

231309235 Friday 19/05/2023 1040hrs — A23 AT JUNCTION WITH COWFOLD ROAD (A272), BOLNEY, WEST SUSSEX

Veh 1	Car	Turning right	N	to	W	Dri	F	77	Slight
Veh 2	Car	Going ahead	W	to	E				

R1: A 23
R2: A 272
E 526,354
N 122,480

Daylight:street lights present
Dry
Fine without high winds
60 mph

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

V2 WAS TRAVELLING ON THE A272 COWFOLD ROAD EASTBOUND. V1 WAS TRAVELLING TOWARDS BOLNEY AND HAS PULLED OUT OF THE JUNCTION WITH THE A23 'OFF' SLIP INTO THE PATH OF V2. V1 HAS COLLIDED WITH V2, CAUSING DAMAGE AND MINOR INJURIES TO THE DRIVER OF V1.

231310269 Monday 22/05/2023 2220hrs — TRAUNSTEIN WAY (A272), HAYWARDS HEATH, WEST SUSSEX

Veh 1	Goods > 7.5t	Parked	0	to	0				
Veh 2	Car	Going ahead	S	to	N	Dri	M	42	Slight

R1: A 272
E 532,023
N 122,953

Darkness: no street lighting
Dry
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible

ON MONDAY 22ND OF MAY AT 22:20 HOURS POLICE RECEIVED REPORTS OF A TWO-VEHICLE COLLISION ON THE A272 - TRAUNSTEIN WAY, BURGESS HILL, MID SUSSEX. THE ROAD ITSELF IS A SINGLE CARRIAGEWAY TWO-WAY ROAD IN A NATIONA SPEED LIMIT ROAD. THE STRETCH OF ROA
D IS UNLIT ON BOTH SIDES OF THE CARRIAGEWAY. AT THE TIME ROAD CONDITIONS WERE DRY AND VISIBILITY WAS CLEAR, AN THE OUTSIDE AIR TEMPERATURE WAS 12.5 DEGREES CELSIUS. V2 WAS TRAVELLING NORTHBOUND ON THE A272 - TRAUNSTEIN WAY APPROXIMATELY 400 METRE
AWAY FROM THE ROUNDABOUT FOR ISAACS LANE. THE DRIVER OF V2 WAS TRAVELLING WITHIN A NATIONAL SPEED LIMIT ROAD AND OBSERVED V1 UNLIT IN FRONT OF THEM. AT THE TIME THE DRIVER OF V2 ASSUMED THAT V1 WAS MOVING BUT IN FACT IT WAS PARKED IN THE CARRIAGE
AY WITH NO LIGHTS ON. V2 SWERVED LAST MINUTE TO THE OFFSIDE OF THE ROAD BUT CLIPPED THE TRAILER ATTACHED TO V1 CAUSING SIGNIFICANT FRONT DAMAGE TO V2. DRIVER OF V2 SUSTAINED CUTS TO THE FINGERS ON HIS LEFT HAND. V2 CAME TO A REST ON THE SOUT

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

231313063 Thursday 25/05/2023 0853hrs — BOLDING WAY NEAR JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Veh 1	Car	Turning left	N	to	E				
Veh 2	M/C > 500 cc	Turning left	N	to	E	Dri	M	63	Slight

R1: U
R2: A 272
E 533,230
N 122,592
Daylight:street lights present
Dry
Fine without high winds
30 mph

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

TWO VEHICLES WAITING TO PULL OUT OF JUNCTION VEHICLE 2 DID NOT PULL OUT, VEHICLE 1 WENT INTO THE BACK OF THEM.

231314397 Saturday 03/06/2023 0310hrs — BOLNEY ROAD (A272) NEAR JUNCTION WITH CUCKFIELD ROAD (B2036), ANSTY, WEST SUSSEX

Veh 1	Car	Going ahead RH bend	S	to	NE	RSP	M	24	Serious
Veh 1	Car	Going ahead RH bend	S	to	NE	RSP	M	21	Serious
Veh 1	Car	Going ahead RH bend	S	to	NE	FSP	F	19	Serious
Veh 1	Car	Going ahead RH bend	S	to	NE	Dri	F	26	Serious

R1: A 272
R2: B 2036
E 529,128
N 123,297
Darkness: street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	

V1 HAS BEEN TRAVELLING ON B2036, ANTSY SUSSEX, EAST BOUND AT SPEED, FAILING TO NEGATION MINI ROUND ABOUT. BELIEVED TO BE INTENDING TO CONTINUE STRAIGHT ACROSS THE ROUNDABOUT WEST BOUND. V1 IS BELIEVED TO HAVE STRAIGHTLINE THE CAR INTO A SIGN POST BEF
ORE STOPPING ON A GRASS VERGE

231315092 Monday 05/06/2023 1205hrs — TYLERS GREEN ROUNDABOUT (A272) NEAR JUNCTION WITH ISAACS LANE (A272), CUCKFIELD,

Veh 1	Car	Turning left	E	to	S	Dri	M	49	Slight

R1: A 272
R2: A 272
E 531,780
N 123,919
Daylight:street lights present
Dry
Fine without high winds
20 mph

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

V1 APPROACHING ROUNDABOUT FROM BUTLERS GREEN ROAD B2272, INTENDING TO TURN LEFT INTO ISSAC'S LANE A272, BUT DUE TO LAPSE OF CONCENTRATION V1 HAS CONTINUED STRAIGHT AND ATTEMPTED TO TURN LEFT TOO LATE RESULTING IN V1 LEAVING ROAD STRAIGHT AHEAD AND IN
TO GREENERY & FENCE. NO PROPERTY DAMAGE

Details of Personal Injury Accidents for Period - 01/08/2018 to 31/07/2023 (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

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

231323803 Wednesday 28/06/2023 1940hrs — CUCKFIELD ROAD - 24 METRES FROM JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST — Veh 1 Car Going ahead S to N Ped F 21 Serious

R1: U
Daylight:street lights present
E 528,486
Dry
N 120,128
Fine without high winds
50 mph

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

V1 DRIVING DOWN CUCKFIELD ROAD, GODDARDS GREEN. C1 HAS WALKED OUT FROM THE SIDE OF THE PUB AND V1S VISION HA BEEN BLOCKED BY PUB WALL SO HE HAS NOT SEEN HER. C1S LEG HAS GONE UNDER THE WHEEL AS SHE HAS FALLEN ONTO THE ROAD.

231331244 Wednesday 19/07/2023 2241hrs — ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE, HAYWARDS HEATH, WEST SUSSEX — Veh 1 Car Going ahead W to E Dri M 39 Slight

R1: A 272
R2: U
Darkness: street lights present
E 532,365
Dry
N 122,222
Fine without high winds
40 mph

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

V1 WHILST UNDER EXCESS SPEED COLLIDED WITH KERB AND LANDED RIGHT ON THE ROUNDABOUT.

231337159 Sunday 30/07/2023 1300hrs — TYLERS GREEN (A272) CUCKFIELD, WEST SUSSEX — Veh 1 Car Going ahead RH bend E to NW Dri F 53 Slight

R1: A 272
Daylight:street lights present
E 531,655
Wet/Damp
N 123,987
Raining without high winds
40 mph

VEH 1 REPORTED THAT SHE HAD BEEN INVOVLED IN A SINGLE VEHICLE COLLISION AND HAD DAMAGED A FENCE, DETAILS WER EXCHANGED WITH PROPERTY OWNER.

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Selected Polygon:Ansty (Ardent)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/08/2018	1650	Fine without high winds	471804554	1	Give way or Uncontrolled	Crossroads

Location: U GATEHOUSE LANE GODDARDS GREEN AT JUNCTION OF U CUCKFIELD ROAD OUTSIDE AT JUNCTION BY THE SPORTSMAN PUB

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead left bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/09/2018	0444	Fine without high winds	471805308	1	Not applicable	Not within 20M

Location: A23 HICKSTEAD 400M NORTH OF U HICKSTEAD LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/09/2018	1724	Fine without high winds	471805345	1	Not applicable	Not within 20M

Location: A23 BOLNEY 321M NORTH OF A272 BOLNEY ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/10/2018	0845	Fine without high winds	471805507	2	Not applicable	Not within 20M

Location: A272 BUTLERS GREEN ROAD HAYWARDS HEATH 117M WEST OF U BOLNORE ROAD OUTSIDE HAYWARDS HEATH POLICE STATION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/10/2018	2031	Fine without high winds	471805565	3	Not applicable	Not within 20M

Location: U HANLYE LANE CUCKFIELD 530M WEST OF BORDEHILL LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/10/2018	1736	Raining without high winds	471805633	1	Not applicable	Not within 20M

Location: A23 HAYWARDS HEATH 350M NORTH OF A272 BOLNEY ROAD OUTSIDE MARKER POST A15/7

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/11/2018	1041	Fine without high winds	471806149	1	Give way or Uncontrolled	T & Stag Jct

Location: U BALCOMBE ROAD BORDE HILL AT JUNCTION OF U HANLYE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/11/2018	1920	Fine without high winds	471806263	1	Give way or Uncontrolled	T & Stag Jct

Location: U HANLYE LANE CUCKFIELD AT JUNCTION OF U BALCOMBE ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/11/2018	1940	Fine without high winds	471806299	1	Not applicable	Not within 20M

Location: U CUCKFIELD ROAD ANSTY 772M NORTH OF A2300 OUTSIDE LITTLE LOWER EASE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/11/2018	1655	Fine without high winds	471806368	1	Not applicable	Not within 20M

Location: U ROCKY LANE HAYWARDS HEATH 135M WEST OF U BOLDING WAY

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Nearside	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/11/2018	0836	Fine without high winds	471806386	2	Not applicable	Not within 20M

Location: U ROCKY LANE HAYWARDS HEATH 80M WEST OF U BOLDING WAY

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/11/2018	0701	Fine without high winds	471806460	1	Give way or Uncontrolled	Roundabout

Location: A23 BURGESS HILL AT JUNCTION OF A2300 OUTSIDE MUSHROOM PAUL

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering roundabout
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/11/2018	1250	Raining without high winds	471806487	1	Give way or Uncontrolled	Roundabout

Location: A272 BOLNEY ROAD BOLNEY AT JUNCTION OF A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Starting	Offside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/11/2018	1616	Raining with high winds	471806568	1	Give way or Uncontrolled	Crossroads

Location: A272 BOLNEY AT JUNCTION OF U STAIRBRIDGE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Jct Approach
Car	Stopping	Back	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/12/2018	1750	Raining without high winds	471806646	1	Give way or Uncontrolled	Mini roundabout

Location: A272 BUTLERS GREEN ROAD HAYWARDS HEATH AT JUNCTION OF U PADDOCKHALL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Entering roundabout
Car	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/12/2018	0840	Fine without high winds	471806700	2	Not applicable	Not within 20M

Location: A272 TRAUNSTEIN WAY HAYWARDS HEATH 300M NORTH OF U LOWER VILLAGE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/12/2018	1840	Raining without high winds	471806778	2	Not applicable	Not within 20M

Location: A23 BOLNEY 50M SOUTH OF A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/12/2018	0950	Raining without high winds	471806793	1	Give way or Uncontrolled	Pri Drive

Location: A273 ISAACS LANE HAYWARDS HEATH AT JUNCTION OF U PRIVATE DRIVEWAY OUTSIDE BOLNORE HOUSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Jct Approach
Car	Waiting to turn right	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/12/2018	0650	Raining without high winds	471806816	1	Not applicable	Not within 20M

Location: B2036 PAINS FLAT HAYWARDS HEATH 320M SOUTH OF U LOWER RIDGES OUTSIDE BRIDGE FARM

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Did not impact	Not at, or within 20M of Jct
Car	Going ahead right bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/12/2018	1054	Fine without high winds	471806898	2	Give way or Uncontrolled	T & Stag Jct

Location: B2036 HARVEST HILL ANSTY AT JUNCTION OF U CUCKFIELD ROAD OUTSIDE ON JUNCTION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Jct Approach
Car	Waiting to turn left	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2018	0948	Fine without high winds	471807009	1	Not applicable	Not within 20M

Location: A23 SOUTHBOUND LANES BOLNEY 200M NORTH OF U BROXMEAD LANE OUTSIDE AT JUNCTION AS SHOWN ABOVE.

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/12/2018	1917	Raining with high winds	471807056	1	Not applicable	Not within 20M

Location: A23 BRIGHTON ROAD BOLNEY 418M NORTH OF A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/01/2019	0855	Other	471900578	1	Not applicable	Not within 20M

Location: A272 CUCKFIELD 179M WEST OF B2184

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/02/2019	0820	Fine without high winds	471900690	1	Not applicable	Not within 20M

Location: U CUCKFIELD ROAD ANSTY 1250M SOUTH OF B2036

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/02/2019	0250	Raining without high winds	471900770	1	Not applicable	Not within 20M

Location: A272 ANSTY ANSTY 416M NORTH OF B2036 OUTSIDE A272 IN MIDDLE ANSTY AND CUCKFIELD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/02/2019	1252	Fine without high winds	471901088	1	Give way or Uncontrolled	Roundabout

Location: A272 TRAUNSTEIN WAY HAYWARDS HEATH AT JUNCTION OF U LOWER VILLAGE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/02/2019	1510	Fine without high winds	471900916	5	Not applicable	Not within 20M

Location: A272 BOLNEY ROAD ANSTY 51M SOUTH OF B2036 SOUTH STREET

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight
Vehicle Passenger	Serious
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/03/2019	0750	Raining without high winds	471901371	1	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)

Location: U BALCOMBE ROAD HAYWARDS HEATH AT JUNCTION OF U HANLYE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Jct Approach
Motorcycle over 500cc	Going ahead left bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/03/2019	1945	Fine without high winds	471901634	1	Give way or Uncontrolled	Roundabout

Location: A272 BUTLERS GREEN ROAD HAYWARDS HEATH AT JUNCTION OF A273 OUTSIDE ON ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Reversing	Back	Entering roundabout
Car	Stopping	Front	Entering roundabout
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Turning right	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/05/2019	2250	Fine without high winds	471902556	1	Give way or Uncontrolled	Roundabout

Location: A272 TRAUNSTEIN WAY HAYWARDS HEATH AT JUNCTION OF U LOWER VILLAGE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/05/2019	1126	Fine without high winds	19912486	1	Give way or Uncontrolled	T & Stag Jct

Location: SOUTH STREET (B2036) AT JUNCTION WITH OCKENDEN LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/05/2019	1143	Fine without high winds	471902679	2	Give way or Uncontrolled	Mini roundabout

Location: A272 ANSTY AT JUNCTION OF B2036

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Entering roundabout
Car	Turning right	Front	Leaving roundabout
Car	Going ahead other	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/06/2019	0820	Fine without high winds	470844922	1	Not applicable	Not within 20M

Location: A23 - 162 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/06/2019	1831	Raining without high winds	470846653	1	Not applicable	Not within 20M

Location: A23 - 163 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/06/2019	0830	Fine without high winds	470850780	1	Not applicable	Not within 20M

Location: 287/07A23 (A23) 334 METRES NORTH OF JUNCTION WITH A272 (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead left bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/06/2019	1433	Other	470852276	1	Not applicable	Not within 20M

Location: A23 - 31 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/07/2019	1145	Fine without high winds	470862944	1	Not applicable	Not within 20M

Location: HIGH STREET (B2036) - 45 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking stat vehicle O/S	Front	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/08/2019	0555	Fine without high winds	470871426	1	Give way or Uncontrolled	Mini roundabout

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH CUCKFIELD ROAD (B2036)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering roundabout
Car	Going ahead other	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/09/2019	1237	Fine without high winds	470878889	1	Not applicable	Not within 20M

Location: CUCKFIELD BYPASS (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/09/2019	1455	Fine without high winds	470879669	1	Give way or Uncontrolled	T & Stag Jct

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Cleared junction or waiting/parked at junction exit
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/09/2019	0317	Raining with high winds	470881328	1	Not applicable	Not within 20M

Location: HANLYE LANE - 85 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/09/2019	0750	Other	470881786	1	Give way or Uncontrolled	Other junction

Location: HANLYE LANE NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/10/2019	1618	Fine without high winds	470884844	1	Give way or Uncontrolled	Other junction

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH BUNCTON LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Back	Cleared junction or waiting/parked at junction exit
Car	Going ahead but held up	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/10/2019	1615	Fine without high winds	470884656	2	Give way or Uncontrolled	Roundabout

Location: A2300 NEAR JUNCTION WITH CUCKFIELD ROAD ROUNDABOUT (A2300)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Entering roundabout
Car	Going ahead but held up	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/10/2019	1516	Fine without high winds	470888146	1	Not applicable	Not within 20M

Location: CUCKFIELD ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Parked	Back	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Stopping	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/10/2019	0935	Raining without high winds	470888948	2	Not applicable	Not within 20M

Location: A23 - 49 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Offside	Not at, or within 20M of Jct
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/10/2019	0550	Raining without high winds	470895812	1	Give way or Uncontrolled	Roundabout

Location: B2272 AT JUNCTION WITH PADDOCKHALL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Waiting to turn right	Front	Leaving roundabout
Pedal Cycle	Going ahead other	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/10/2019	1600	Fine without high winds	470890620	2	Not applicable	Not within 20M

Location: BURGESS HILL ROAD (B2036) - 87 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/11/2019	1050	Raining without high winds	470895042	1	Not applicable	Not within 20M

Location: A23 - 127 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/11/2019	1422	Fine without high winds	470898260	1	Not applicable	Not within 20M

Location: GLEBE ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Reversing	Back	Not at, or within 20M of Jct
Motorcycle over 500cc	Going ahead but held up	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/11/2019	0815	Raining without high winds	470898871	1	Not applicable	Not within 20M

Location: MUSTER GREEN SOUTH (B2272) - 31 METRES FROM JUNCTION WITH PADDOCKHALL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/11/2019	1440	Fine without high winds	19901377	2	Stop sign	Roundabout

Location: A2300 AT JUNCTION WITH A2300

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering roundabout
Pedal Cycle	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2019	0657	Raining without high winds	19903917	1	Not applicable	Not within 20M

Location: A23 - 64 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2019	1116	Raining without high winds	19902758	1	Not applicable	Not within 20M

Location: CUCKFIELD BYPASS (A272) - 155 METRES FROM JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/11/2019	0830	Raining without high winds	19902986	1	Not applicable	Not within 20M

Location: A23 - 114 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/12/2019	1210	Fine without high winds	19907509	1	Not applicable	Not within 20M

Location: BOLNEY ROAD (A272) - 103 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/12/2019	1700	Raining without high winds	19910524	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) NEAR JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Car	Going ahead other	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/12/2019	1344	Raining without high winds	19911646	1	Not applicable	Not within 20M

Location: A23 - 77 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/12/2019	1315	Other	19912092	1	Not applicable	Not within 20M

Location: HANLYE LANE - 186 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/01/2020	1908	Fine without high winds	20915018	1	Not applicable	Not within 20M

Location: HANLYE LANE - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Did not impact	Not at, or within 20M of Jct
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/01/2020	2003	Fine without high winds	20927677	3	Not applicable	Not within 20M

Location: A23 - 85 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/02/2020	2230	Fine without high winds	20930298	1	Give way or Uncontrolled	T & Stag Jct

Location: HIGH STREET (B2036) NEAR JUNCTION WITH OCKENDEN LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Taxi/Private hire car	Starting	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2020	0847	Fine without high winds	20930887	1	Not applicable	Not within 20M

Location: A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/02/2020	2100	Fine without high winds	20938504	1	Give way or Uncontrolled	Crossroads

Location: BISHOPSTONE LANE NEAR JUNCTION WITH CUCKFIELD ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering main road
Pedal Cycle	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/02/2020	2125	Fine without high winds	20934779	1	Authorised person	Crossroads

Location: COWFOLD ROAD (A272) AT JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2020	1158	Fine without high winds	20935149	1	Not applicable	Not within 20M

Location: LONDON ROAD - 36 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/03/2020	0730	Unknown	20936217	1	Not applicable	Not within 20M

Location: CUCKFIELD ROAD - 80 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/03/2020	1610	Raining without high winds	20938116	1	Give way or Uncontrolled	T & Stag Jct

Location: BROAD STREET (B2184) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Mid Junction - on roundabout or main road
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/03/2020	0308	Fine without high winds	20938137	2	Not applicable	Not within 20M

Location: BOLNEY ROAD (A272) - 104 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/05/2020	1752	Fine without high winds	20950268	1	Give way or Uncontrolled	T & Stag Jct

Location: BROAD STREET (B2184) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Parked	Offside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/05/2020	1754	Fine with high winds	20952959	2	Not applicable	Not within 20M

Location: BURGESS HILL ROAD (B2036)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/06/2020	0918	Fine without high winds	20955703	1	Give way or Uncontrolled	T & Stag Jct

Location: HANLYE LANE AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead left bend	Front	Mid Junction - on roundabout or main road
Car	Going ahead left bend	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/06/2020	1647	Fine without high winds	20961027	2	Not applicable	Not within 20M

Location: TYLERS GREEN (A272) -81 METRES FROM JUNCTION WITH UNNAMED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/07/2020	1608	Fine without high winds	20963747	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) NEAR JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Turning right	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/07/2020	1325	Fine without high winds	20968266	1	Not applicable	Not within 20M

Location: A23 - 43 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/08/2020	2223	Fine without high winds	20971025	1	Authorised person	T & Stag Jct

Location: BISHOPSTONE LANE NEAR JUNCTION WITH A2300

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/08/2020	0959	Fine without high winds	20971478	1	Not applicable	Not within 20M

Location: A2300

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/08/2020	1728	Fine without high winds	20974282	1	Give way or Uncontrolled	Roundabout

Location: CUCKFIELD ROAD (B2036) NEAR JUNCTION WITH ISAAC'S LANE (A273)

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/09/2020	1320	Fine without high winds	20984460	1	Not applicable	Not within 20M

Location: WHITEMANS GREEN (B2036) - 26 METRES FROM JUNCTION WITH BROCK END

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Offside	Not at, or within 20M of Jct
Motorcycle over 500cc	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/09/2020	0935	Fine without high winds	20984035	1	Give way or Uncontrolled	T & Stag Jct

Location: A2300 AT JUNCTION WITH BISHOPSTONE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Waiting to turn right	Back	Jct Approach
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Jct Approach
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/10/2020	1219	Fine without high winds	20990010	1	Not applicable	Not within 20M

Location: HANLYE LANE - 396 METRES FROM JUNCTION WITH BORDEHILL LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/10/2020	1452	Raining without high winds	20992784	1	Not applicable	Not within 20M

Location: A23 - 95 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/11/2020	0734	Raining with high winds	20995080	1	Give way or Uncontrolled	Slip Road

Location: A23 NEAR JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/11/2020	0800	Raining without high winds	20994981	1	Not applicable	Not within 20M

Location: BOLNEY ROAD (A272) - 112 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/11/2020	1036	Fine with high winds	20995614	1	Not applicable	Not within 20M

Location: ARDINGLY ROAD - 21 METRES FROM JUNCTION WITH CHAPELFIELDS

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/11/2020	1415	Raining without high winds	201000931	1	Give way or Uncontrolled	Slip Road

Location: A23 NEAR JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Changing lane to left	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/11/2020	2105	Fine without high winds	201002245	4	Not applicable	Not within 20M

Location: HANLYE LANE - 61 METRES FROM JUNCTION WITH UNNAMED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2020	1400	Fine without high winds	201003476	2	Give way or Uncontrolled	Other junction

Location: CUCKFIELD ROAD (B2036) AT JUNCTION WITH THE SQUIRES

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/12/2020	1215	Raining without high winds	201004088	1	Not applicable	Not within 20M

Location: HIGH STREET (B2036) - 31 METRES FROM JUNCTION WITH LEYTON LEA

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/01/2021	1907	Raining without high winds	211024830	1	Give way or Uncontrolled	T & Stag Jct

Location: BUTLERS GREEN ROAD (B2272) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/02/2021	1515	Fine without high winds	211019608	1	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) NEAR JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/02/2021	0713	Snowing without high winds	211020511	1	Not applicable	Not within 20M

Location: BURGESS HILL ROAD (B2036) - 101 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/04/2021	1135	Unknown	211033505	2	Not applicable	Not within 20M

Location: BALCOMBE ROAD - 65 METRES FROM JUNCTION WITH HANLYE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Not at, or within 20M of Jct
Car	Turning left	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/04/2021	1745	Fine without high winds	211039210	1	Give way or Uncontrolled	Roundabout

Location: A272 AT JUNCTION WITH ROCKY LANE (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering roundabout
Pedal Cycle	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/04/2021	0803	Fine without high winds	211039877	1	Give way or Uncontrolled	Crossroads

Location: POMPER LANE AT JUNCTION WITH CUCKFIELD ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/05/2021	0944	Fine without high winds	211042673	1	Give way or Uncontrolled	Roundabout

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Stopping	Front	Jct Approach
Motor Cycle over 50 cc and up to 125cc	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/05/2021	1756	Fine with high winds	211041496	2	Not applicable	Not within 20M

Location: BROAD STREET (B2184) - 112 METRES FROM JUNCTION WITH DENNING PLACE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Overtaking moving vehicle O/S	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/06/2021	1046	Fine without high winds	211052701	1	Not applicable	Not within 20M

Location: CUCKFIELD ROAD (A272) - 141 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking moving vehicle O/S	Nearside	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/06/2021	1540	Fine without high winds	211054261	2	Not applicable	Not within 20M

Location: CUCKFIELD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/06/2021	1630	Fine without high winds	211055688	1	Give way or Uncontrolled	Roundabout

Location: ISAAC'S LANE (A272) AT JUNCTION WITH ISAACS LANE (A273)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Overtaking nearside	Offside	Mid Junction - on roundabout or main road
Car	Turning left	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/06/2021	1720	Fine without high winds	211061373	1	Not applicable	Not within 20M

Location: A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Back	Not at, or within 20M of Jct
Motorcycle over 500cc	Stopping	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/07/2021	1620	Fine without high winds	211071314	1	Not applicable	Not within 20M

Location: A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/07/2021	1639	Fine without high winds	211072452	3	Give way or Uncontrolled	Slip Road

Location: DOLPHIN ROAD (B2272) AT JUNCTION WITH MUSTER GREEN NORTH

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Jct Approach
Car	Turning right	Front	Entering from slip road

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/08/2021	0918	Fine without high winds	211078656	1	Automatic traffic signal	T & Stag Jct

Location: MUSTER GREEN NORTH (B2272) NEAR JUNCTION WITH THE BROADWAY (B2028)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/08/2021	0606	Fine without high winds	211077585	1	Not applicable	Not within 20M

Location: A23 - 117 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/09/2021	1705	Fine without high winds	211084914	1	Give way or Uncontrolled	T & Stag Jct

Location: BISHOPSTONE LANE NEAR JUNCTION WITH A2300

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Turning left	Front	Mid Junction - on roundabout or main road
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/09/2021	2113	Raining without high winds	211085517	4	Not applicable	Not within 20M

Location: A23 - 59 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/09/2021	2309	Raining without high winds	211085518	1	Not applicable	Not within 20M

Location: HANLYE LANE - 68 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/10/2021	1912	Fine without high winds	211096707	1	Give way or Uncontrolled	Mini roundabout

Location: A272 AT JUNCTION WITH CUCKFIELD BYPASS (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Offside	Leaving roundabout
Car	Going ahead other	Offside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/10/2021	1547	Raining without high winds	211099900	1	Not applicable	Not within 20M

Location: A2300 - 67 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/10/2021	0900	Raining without high winds	211100195	1	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) NEAR JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Turning right	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/10/2021	1201	Fine without high winds	211104134	3	Not applicable	Not within 20M

Location: A2300 - 178 METRES FROM JUNCTION WITH BISHOPSTONE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/10/2021	2130	Raining without high winds	211105103	1	Give way or Uncontrolled	Roundabout

Location: A272 AT JUNCTION WITH FOX HILL (B2112)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Nearside	Leaving roundabout
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/11/2021	1750	Fine without high winds	211109684	1	Give way or Uncontrolled	T & Stag Jct

Location: MUSTER GREEN SOUTH (B2272) NEAR JUNCTION WITH MUSTER COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/12/2021	1452	Raining without high winds	211117956	2	Not applicable	Not within 20M

Location: A23 - 190 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/12/2021	2137	Raining without high winds	211119807	1	Not applicable	Not within 20M

Location: A23 - 37 METRES FROM JUNCTION WITH A2300

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/12/2021	1137	Fine without high winds	211120057	1	Give way or Uncontrolled	T & Stag Jct

Location: BROXMEAD LANE NEAR JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/01/2022	1630	Raining without high winds	221129596	1	Not applicable	Not within 20M

Location: PADDOCKHALL ROAD - 70 METRES FROM JUNCTION WITH MUSTER GREEN SOUTH (B2272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/01/2022	1255	Raining without high winds	221130174	1	Give way or Uncontrolled	Mini roundabout

Location: ARDINGLY ROAD AT JUNCTION WITH LONDON ROAD (B2036)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning left	Front	Entering roundabout
Car	Starting	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/01/2022	0955	Other	221129908	1	Not applicable	Not within 20M

Location: A23 - 31 METRES FROM JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Turning right	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/01/2022	1455	Raining without high winds	221130849	1	Not applicable	Not within 20M

Location: A23 - 115 METRES FROM JUNCTION WITH A23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/02/2022	1026	Fine without high winds	221143325	1	Give way or Uncontrolled	Roundabout

Location: CUCKFIELD ROAD (A272) NEAR JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering roundabout
Car	Stopping	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/03/2022	1929	Raining without high winds	221149967	4	Not applicable	Not within 20M

Location: A2300 - 55 METRES FROM JUNCTION WITH BISHOPSTONE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Starting	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/03/2022	1106	Fine without high winds	221156588	2	Not applicable	Not within 20M

Location: HANLYE LANE, CUCKFIELD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/04/2022	1355	Snowing with high winds	221161969	1	Automatic traffic signal	Other junction

Location: THE BROADWAY (B2028) HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead other	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/04/2022	1430	Fine without high winds	221170270	1	Give way or Uncontrolled	Roundabout

Location: CUCKFIELD ROAD (A2300) NEAR JUNCTION WITH CUCKFIELD ROAD, GODDARDS GREEN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/04/2022	1035	Fine without high winds	221171122	1	Not applicable	Not within 20M

Location: A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/05/2022	1015	Other	221177104	1	Give way or Uncontrolled	Roundabout

Location: A2300 AT JUNCTION WITH A2300, HICKSTEAD, TWINEHAM, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering roundabout
Pedal Cycle	Going ahead other	Back	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/05/2022	2357	Fine without high winds	221179389	1	Not applicable	Not within 20M

Location: A2300 - 24 METRES FROM JUNCTION WITH POOKBOURNE LANE, SAYERS COMMON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/06/2022	1158	Fine without high winds	221183868	2	Not applicable	Not within 20M

Location: A23 - 135 METRES FROM JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/06/2022	1730	Fine without high winds	221186397	1	Automatic traffic signal	Roundabout

Location: SOUTH ROAD (B2272) NEAR JUNCTION WITH CHURCH ROAD, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Jct Approach
Car	Parked	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/07/2022	2337	Fine without high winds	221196258	1	Not applicable	Not within 20M

Location: HANLYE LANE - 125 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/07/2022	0745	Fine without high winds	221198204	1	Not applicable	Not within 20M

Location: ROCKY LANE (A272) - 58 METRES FROM JUNCTION WITH CEDAR AVENUE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/07/2022	0525	Fine without high winds	221198984	2	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) NEAR JUNCTION WITH ROCKY DRIVE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/08/2022	2046	Fine without high winds	221210667	2	Give way or Uncontrolled	Roundabout

Location: TYLERS GREEN (A272) NEAR JUNCTION WITH BUTLER'S GREEN ROAD (A272), CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/08/2022	2140	Fine without high winds	221213807	2	Give way or Uncontrolled	T & Stag Jct

Location: CUCKFIELD ROAD NEAR JUNCTION WITH PRIVATE DRIVEWAY, ANSTY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Waiting to turn left	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Fatal

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/09/2022	0717	Fine without high winds	221214488	1	Not applicable	Not within 20M

Location: A2300, SAYERS COMMON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Starting	Front	Not at, or within 20M of Jct
Bus or coach (17+ seats)	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/09/2022	2253	Raining without high winds	221217333	1	Not applicable	Not within 20M

Location: BURGESS HILL ROAD (B2036) - 159 METRES SOUTH EAST OF HARVESTHILL WOOD, ANSTY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/09/2022	1658	Fine without high winds	221219826	1	Give way or Uncontrolled	T & Stag Jct

Location: BURGESS HILL ROAD (B2036) AT JUNCTION WITH MOONHILL FARM, ANSTY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/09/2022	1820	Fine without high winds	221222665	1	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) NEAR JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning right	Offside	Entering main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2022	1443	Fine without high winds	221230672	1	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) AT JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Motorcycle over 500cc	Waiting to turn right	Offside	Leaving main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/09/2022	1230	Fine without high winds	221224972	2	Give way or Uncontrolled	Roundabout

Location: A23 ROUNDABOUT NEAR JUNCTION WITH A272

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead right bend	Nearside	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Serious
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/10/2022	0640	Raining without high winds	221232424	2	Not applicable	Not within 20M

Location: HANLYE LANE - 120 METRES FROM JUNCTION WITH PRIVATE DRIVEWAY, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/11/2022	0950	Fine without high winds	221252079	1	Give way or Uncontrolled	T & Stag Jct

Location: MILL LANE AT JUNCTION WITH CUCKFIELD ROAD, SAYERS COMMON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Front	Entering main road
Car	Going ahead other	Front	Jct Approach
Car	Starting	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/11/2022	2332	Raining without high winds	221243713	1	Not applicable	Not within 20M

Location: A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2022	1127	Raining without high winds	221246933	1	Give way or Uncontrolled	Crossroads

Location: CUCKFIELD ROAD AT JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Electric motorcycle	Going ahead other	Offside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2022	1616	Fine without high winds	221249305	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/01/2023	1020	Fine without high winds	231266367	1	Give way or Uncontrolled	Crossroads

Location: BOLNEY ROAD (A272) AT JUNCTION WITH BISHOPSTONE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/01/2023	1140	Fine without high winds	231267902	1	Give way or Uncontrolled	T & Stag Jct

Location: BUTLERS GREEN ROAD (B2272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/01/2023	0913	Fine without high winds	231269097	1	Not applicable	Not within 20M

Location: ROCKY LANE (A272) - 37 METRES FROM JUNCTION WITH VIRGINIA DRIVE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2023	0745	Fine without high winds	231281170	1	Not applicable	Not within 20M

Location: HANLYE LANE - 191 METRES FROM JUNCTION WITH PRIVATE ENTERANCE, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Car	Going ahead right bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/03/2023	1440	Fine without high winds	231282856	2	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) AT JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/04/2023	1855	Fine without high winds	231299778	1	Not applicable	Not within 20M

Location: WHITEMANS GREEN (B2114) - 112 METRES FROM JUNCTION WITH PRIVATE CARPARK, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/05/2023	1514	Fine without high winds	231304139	2	Give way or Uncontrolled	Other junction

Location: BROAD STREET (B2184) NEAR JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2023	1720	Fine without high winds	231306367	1	Not applicable	Not within 20M

Location: HANLYE LANE - 121 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/05/2023	1040	Fine without high winds	231309235	1	Give way or Uncontrolled	Other junction

Location: A23 AT JUNCTION WITH COWFOLD ROAD (A272), BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/05/2023	2220	Fine without high winds	231310269	1	Not applicable	Not within 20M

Location: TRAUNSTEIN WAY (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Parked	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/05/2023	0853	Fine without high winds	231313063	1	Give way or Uncontrolled	T & Stag Jct

Location: BOLDING WAY NEAR JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Turning left	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/06/2023	0310	Fine without high winds	231314397	4	Give way or Uncontrolled	Mini roundabout

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH CUCKFIELD ROAD (B2036), ANSTY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious
Vehicle Passenger	Serious
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/06/2023	1205	Fine without high winds	231315092	1	Give way or Uncontrolled	Roundabout

Location: TYLERS GREEN ROUNDABOUT (A272) NEAR JUNCTION WITH ISAACS LANE (A272), CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/06/2023	1940	Fine without high winds	231323803	1	Not applicable	Not within 20M

Location: CUCKFIELD ROAD - 24 METRES FROM JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/07/2023	2241	Fine without high winds	231331244	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2023	1300	Raining without high winds	231337159	1	Not applicable	Not within 20M

Location: TYLERS GREEN (A272) CUCKFIELD, WEST SUSSEX

Vehicles:

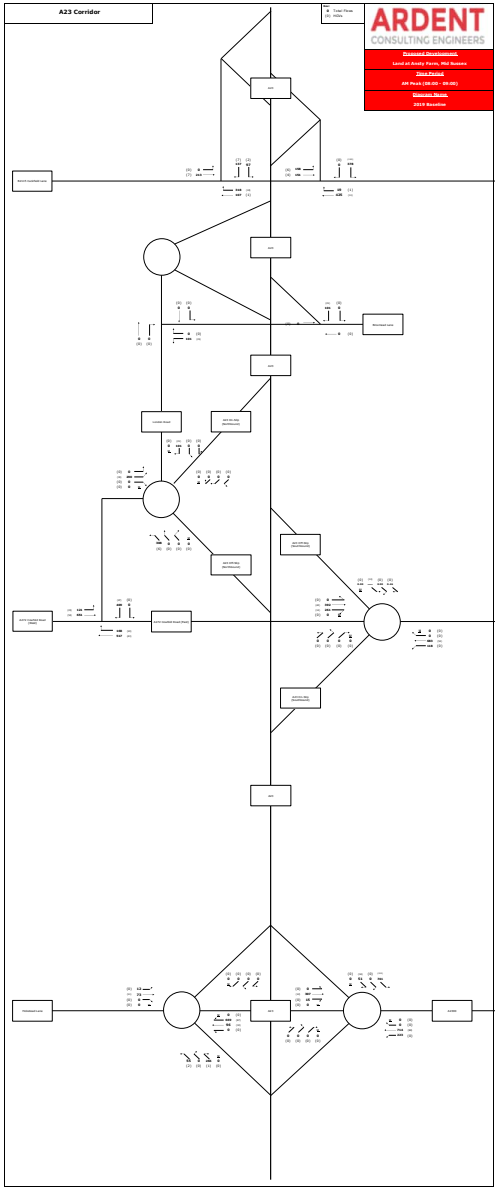
Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

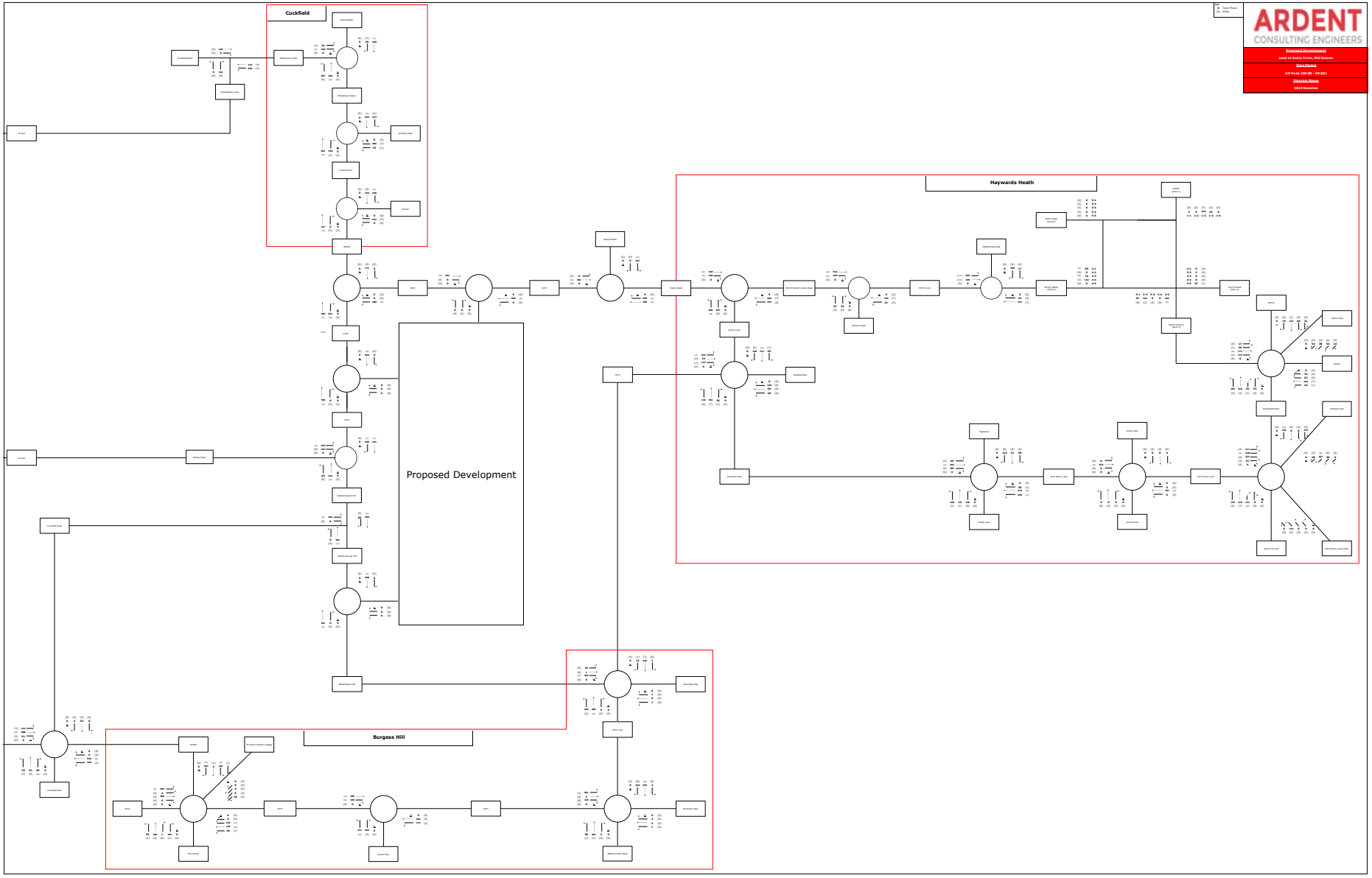
Casualties:

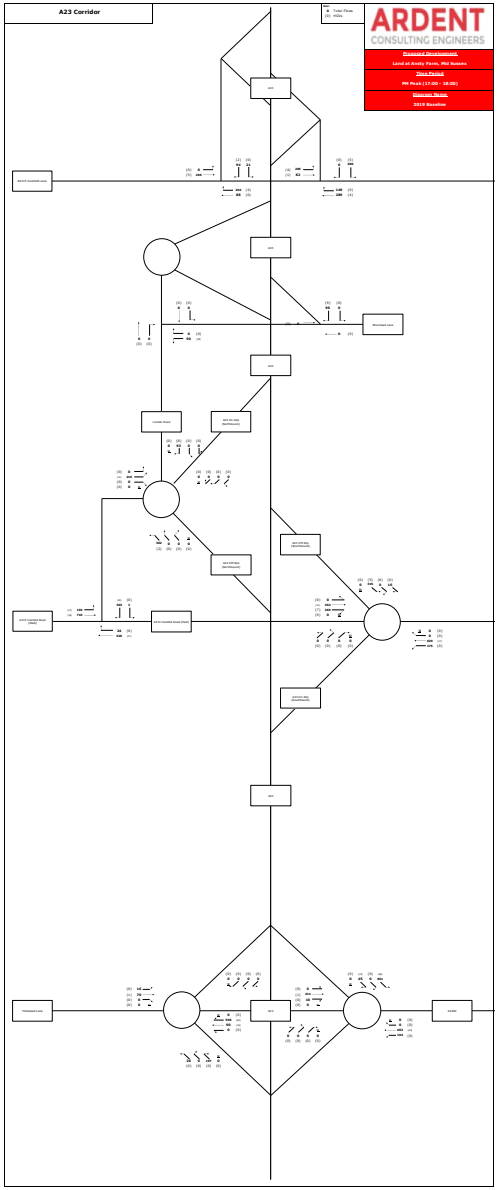
Class	Severity
Driver / Rider	Slight

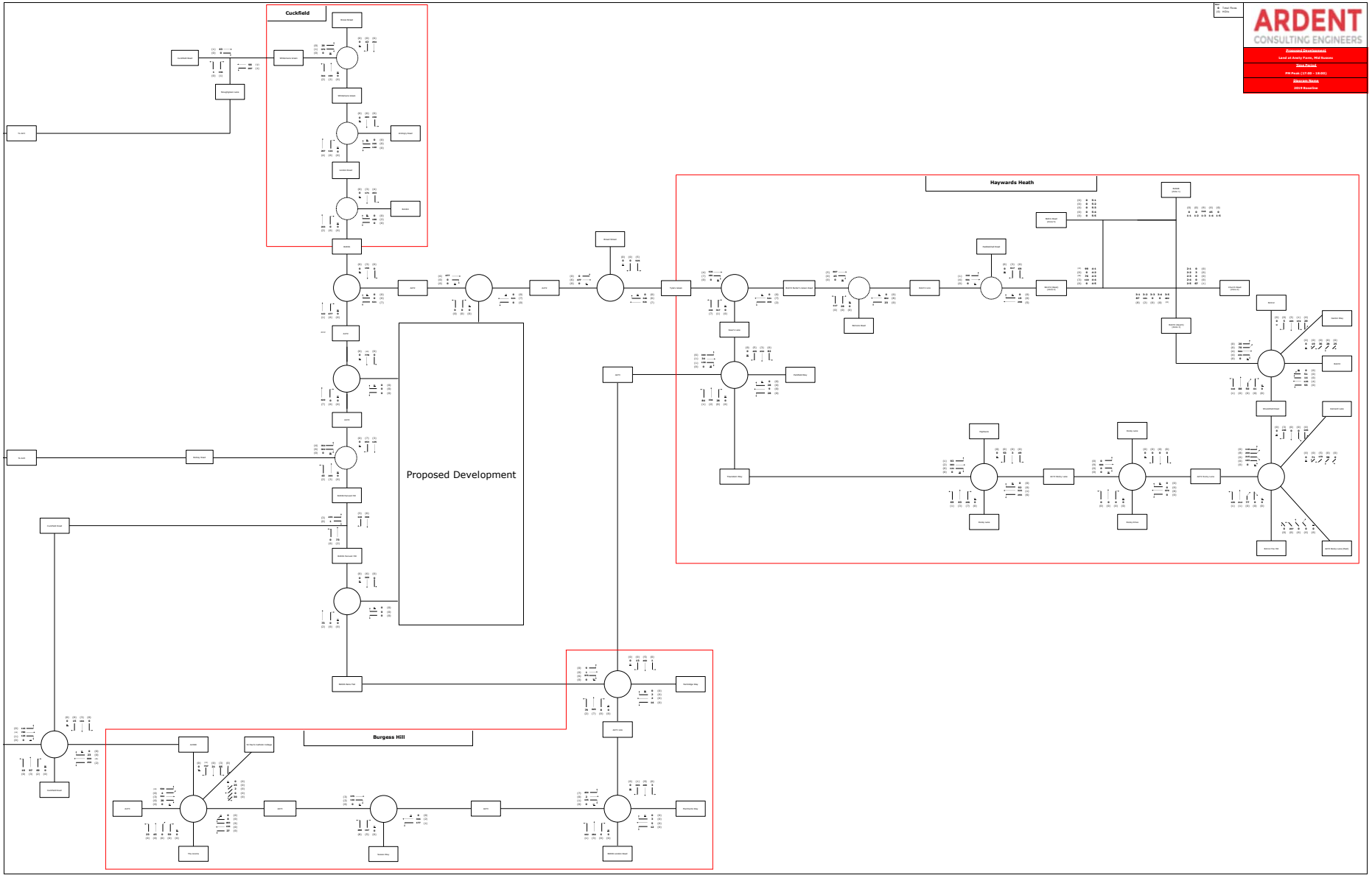
Number of records in selection: **163**

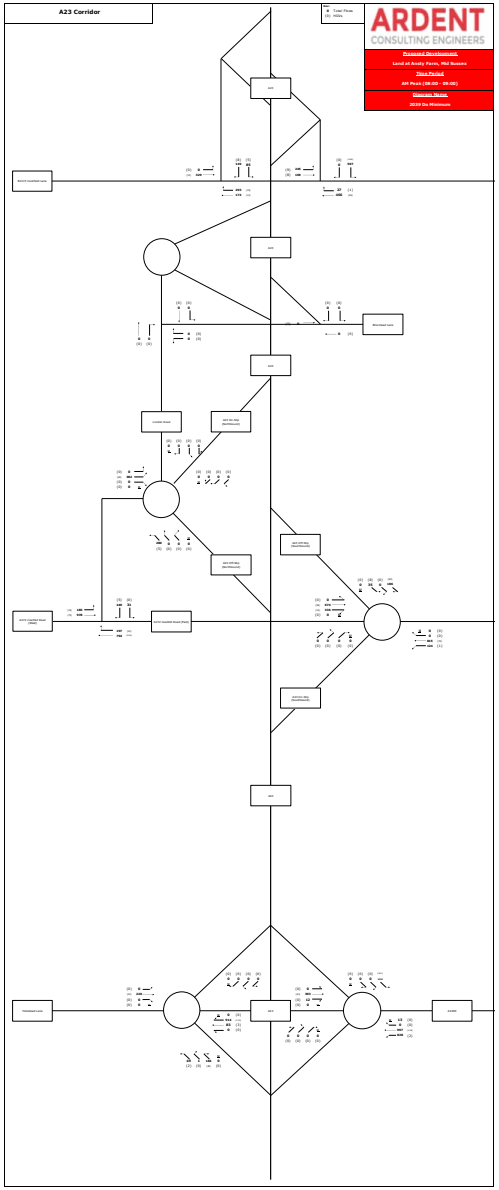
Appendix B

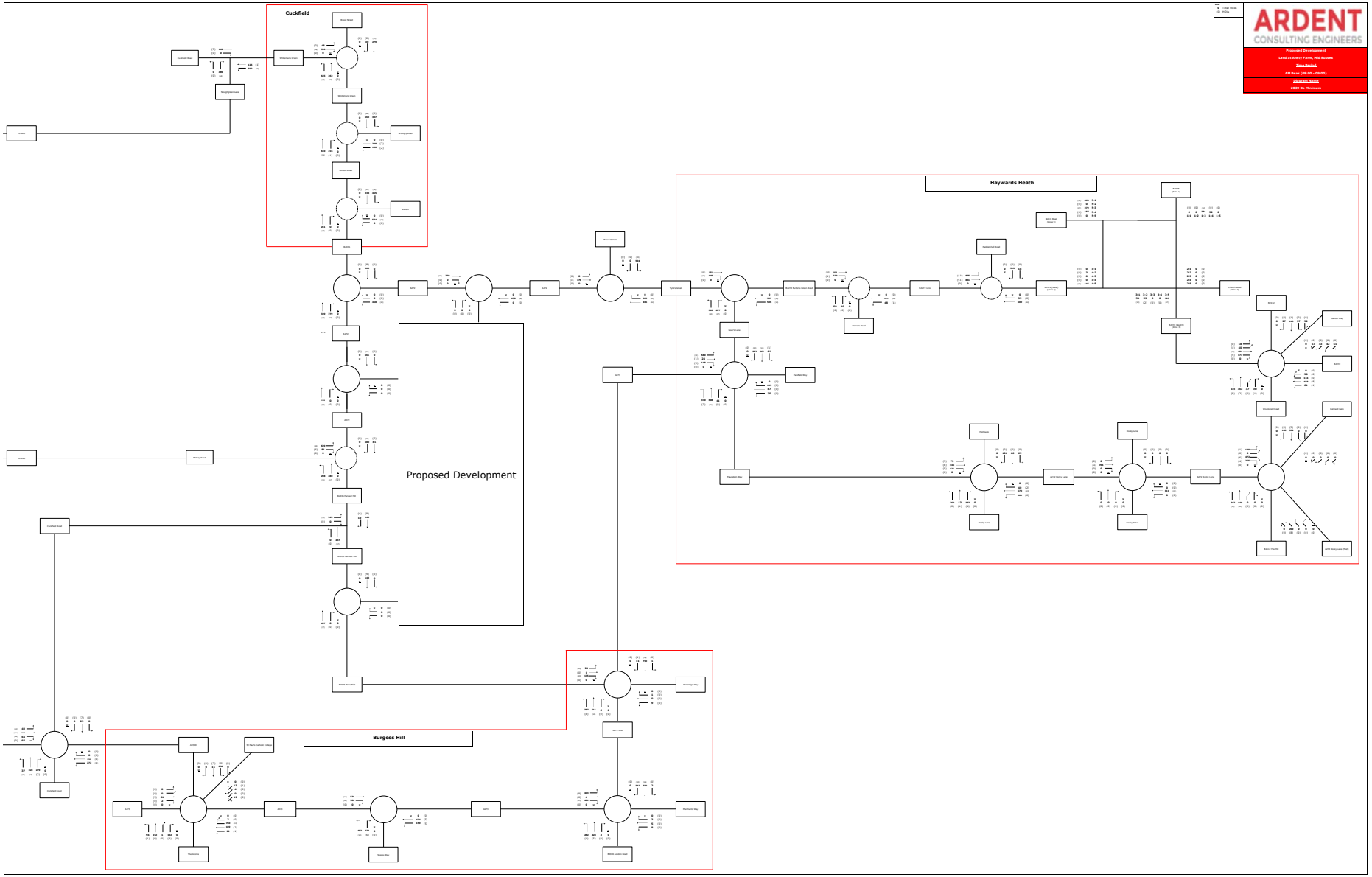

A23 Corridor
Total Flows
(PCU/ Hour)
ARDENT
CONSULTING ENGINEERS
Proposed Development
Local A1 Arnos Farm, Mid Beds
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
2015 Baseline

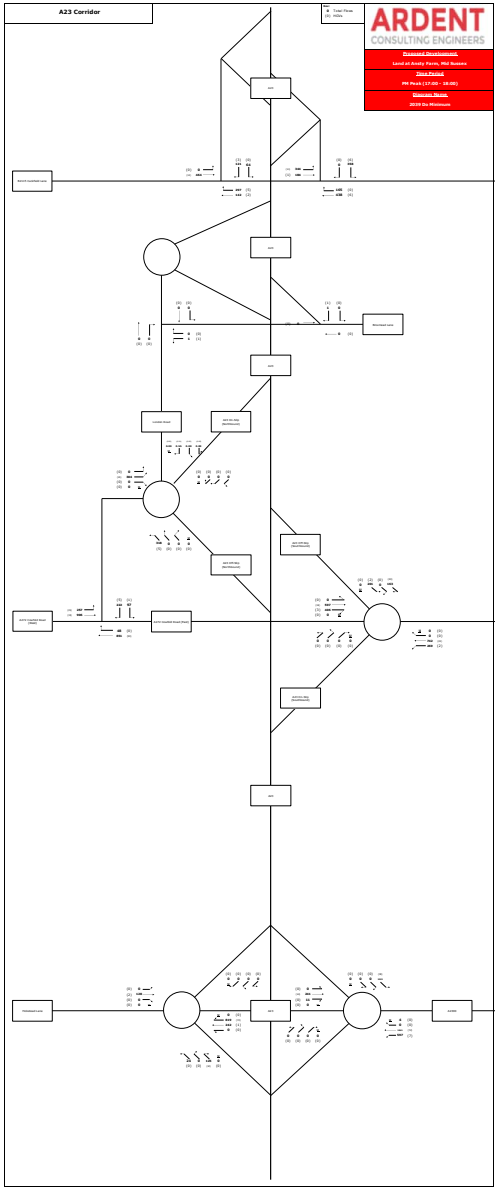

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keymer Tiles, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
2024 Baseline

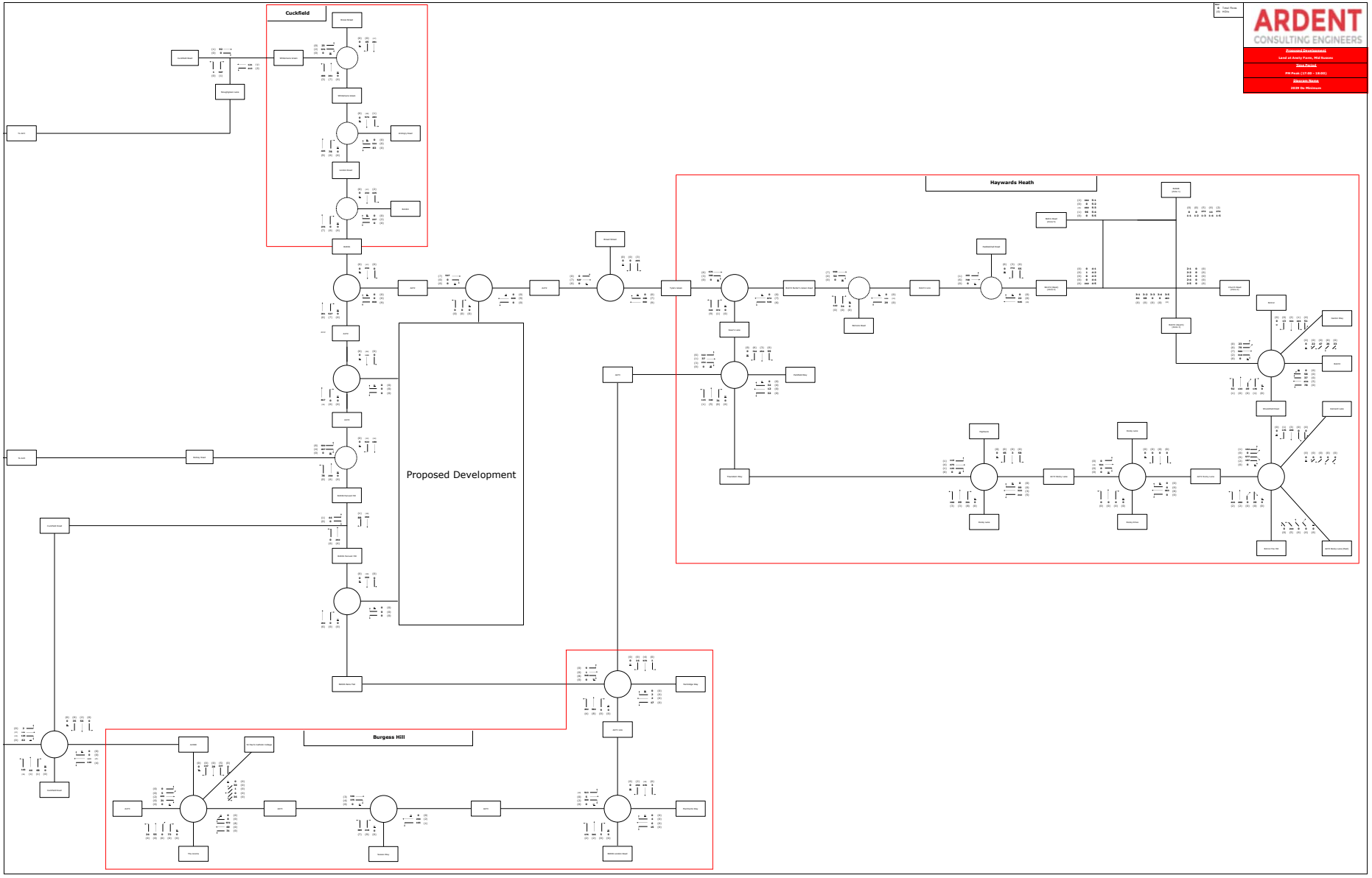

A23 Corridor
Total Flows
HGVs
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
2015 Baseline

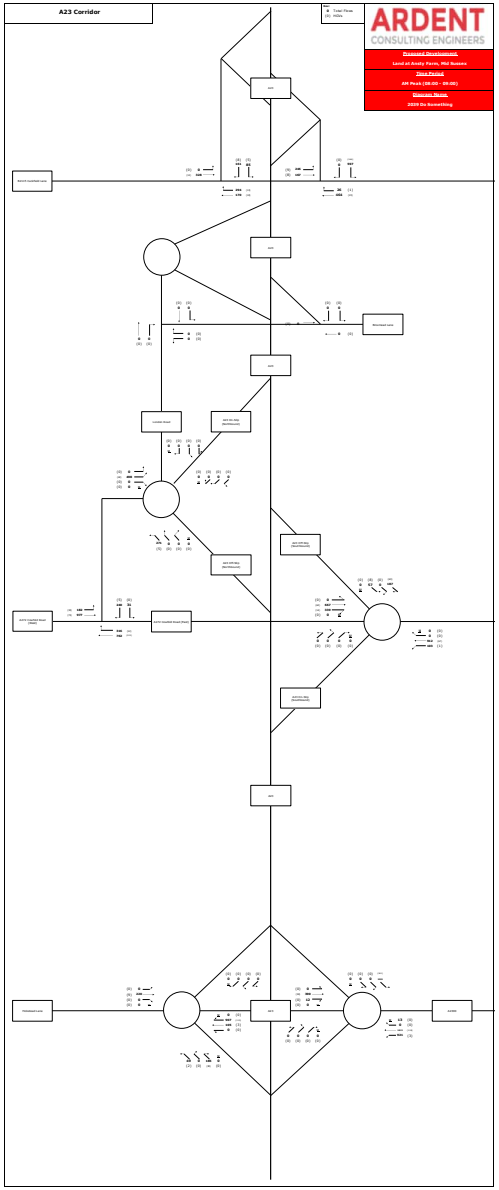

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Planning Performance
Land at Keddy Farm, Mid Sussex
Base Model
PM Peak (17:00 - 18:00)
Scenario Name
2024 Baseline

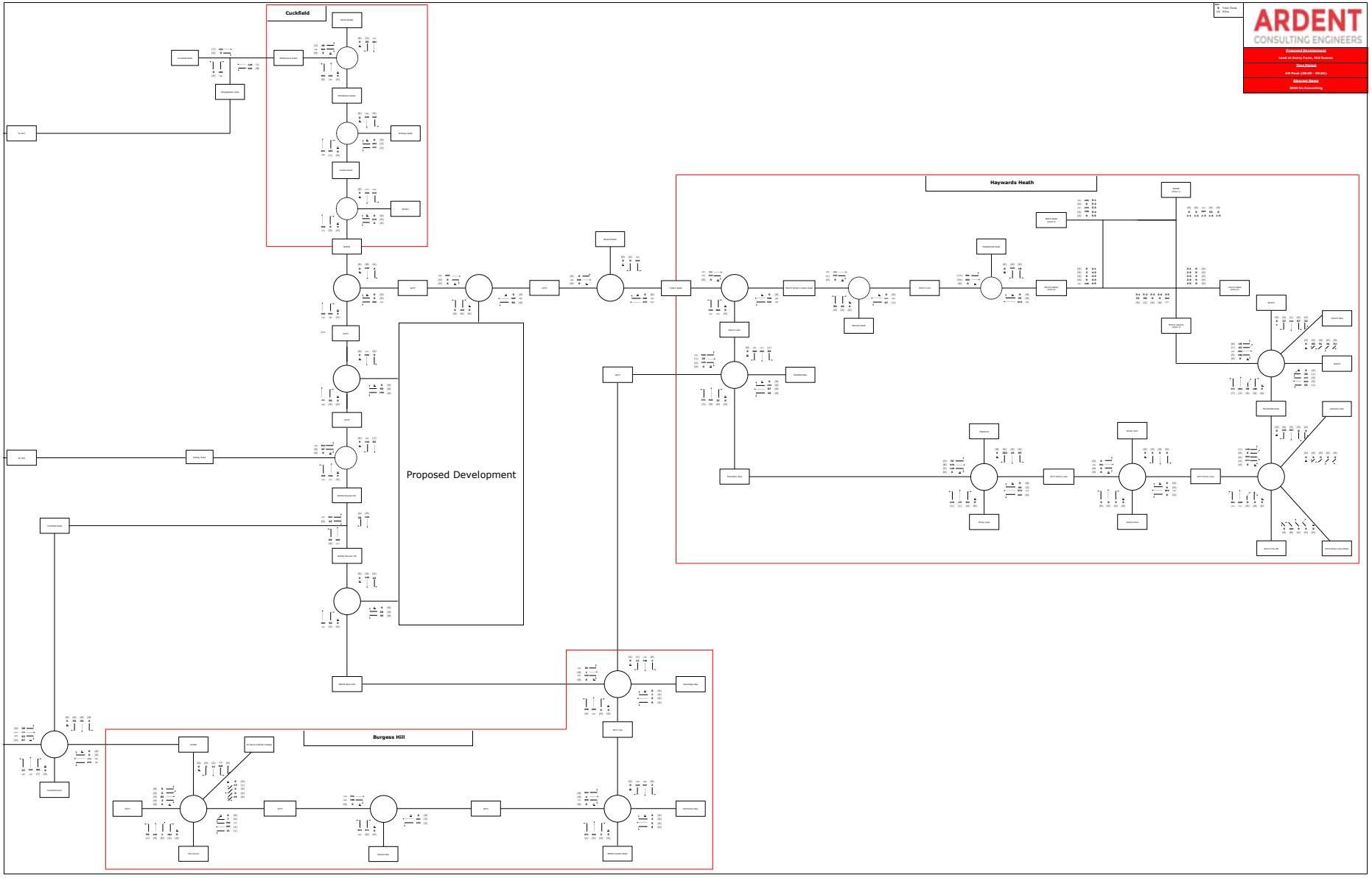

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Minimum
A23
A273 Clayton Lane
A273 Jane Morris Way (Northbound)
A273 Jane Morris Way (Southbound)
A273 Clayton Road (West)
A273 Clayton Road (East)
A23 Off-Slip (Northbound)
A23 On-Slip (Northbound)
A23 On-Slip (Southbound)
A23 Off-Slip (Southbound)
A273
Weirwood Lane
A23
Weirwood Lane
A23
A23

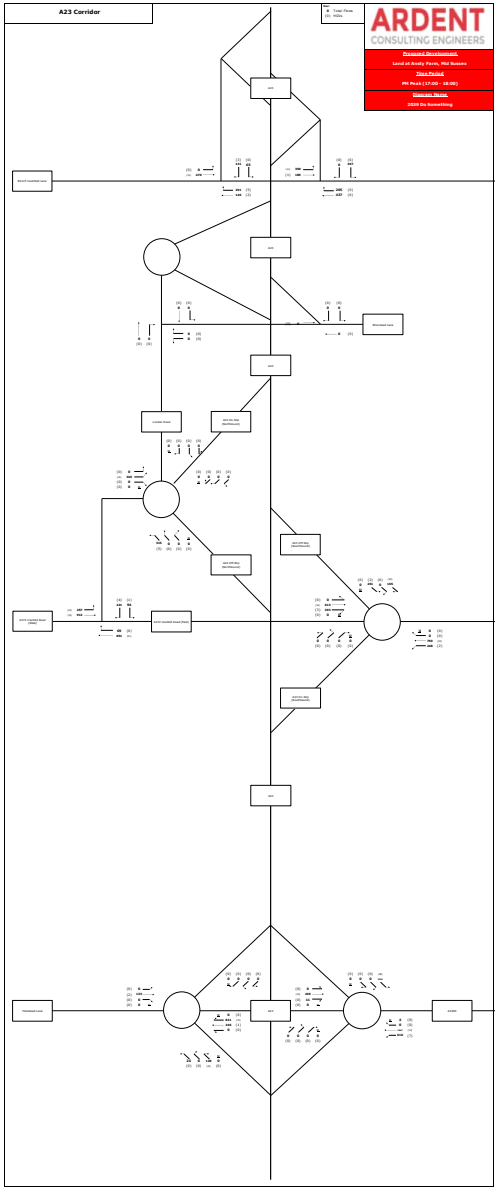

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keeley Farm, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
2028 Do Minimum

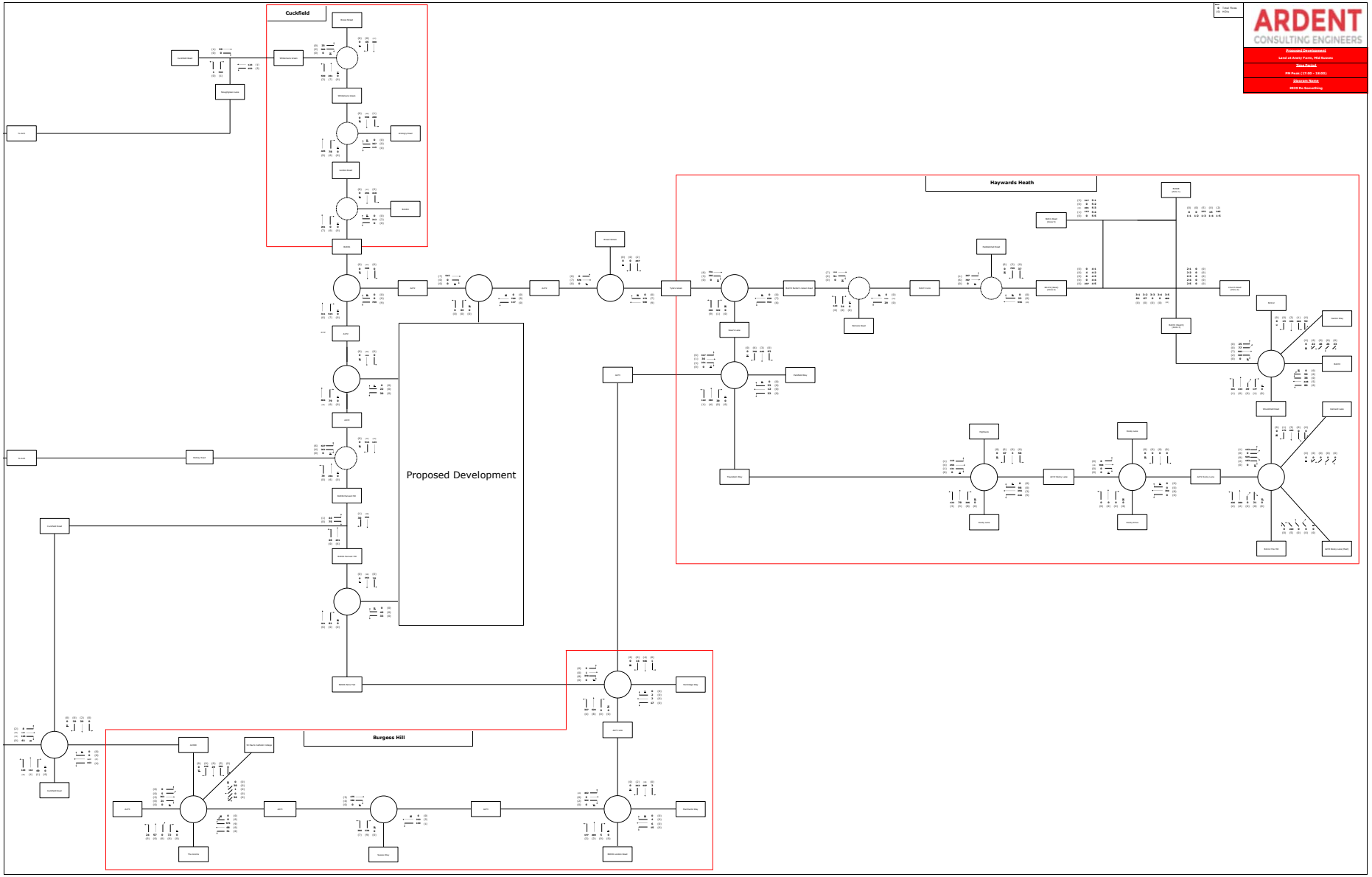

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Minimum

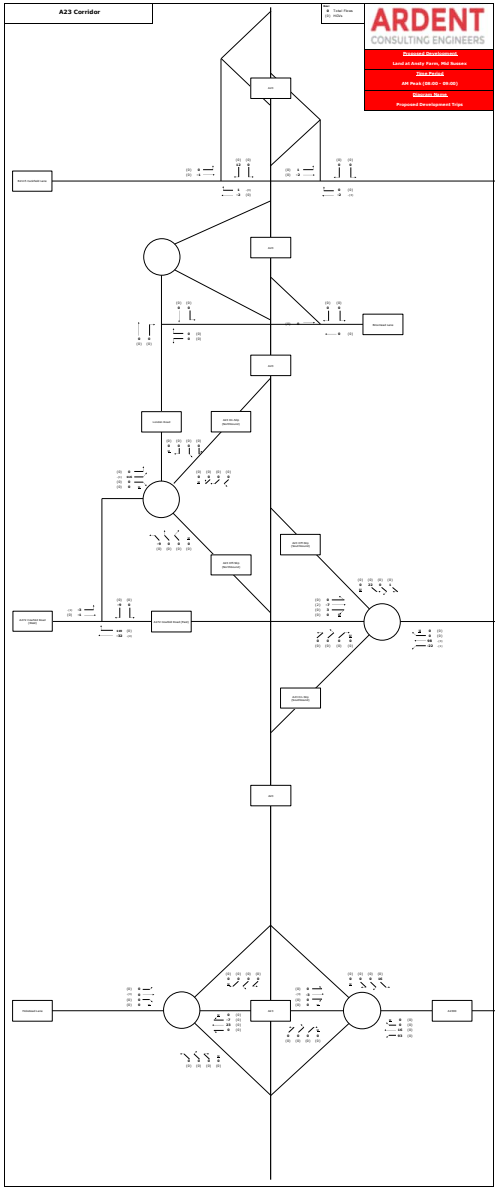

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keddy Farm, Mid Sussex
Base Model
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Minimum

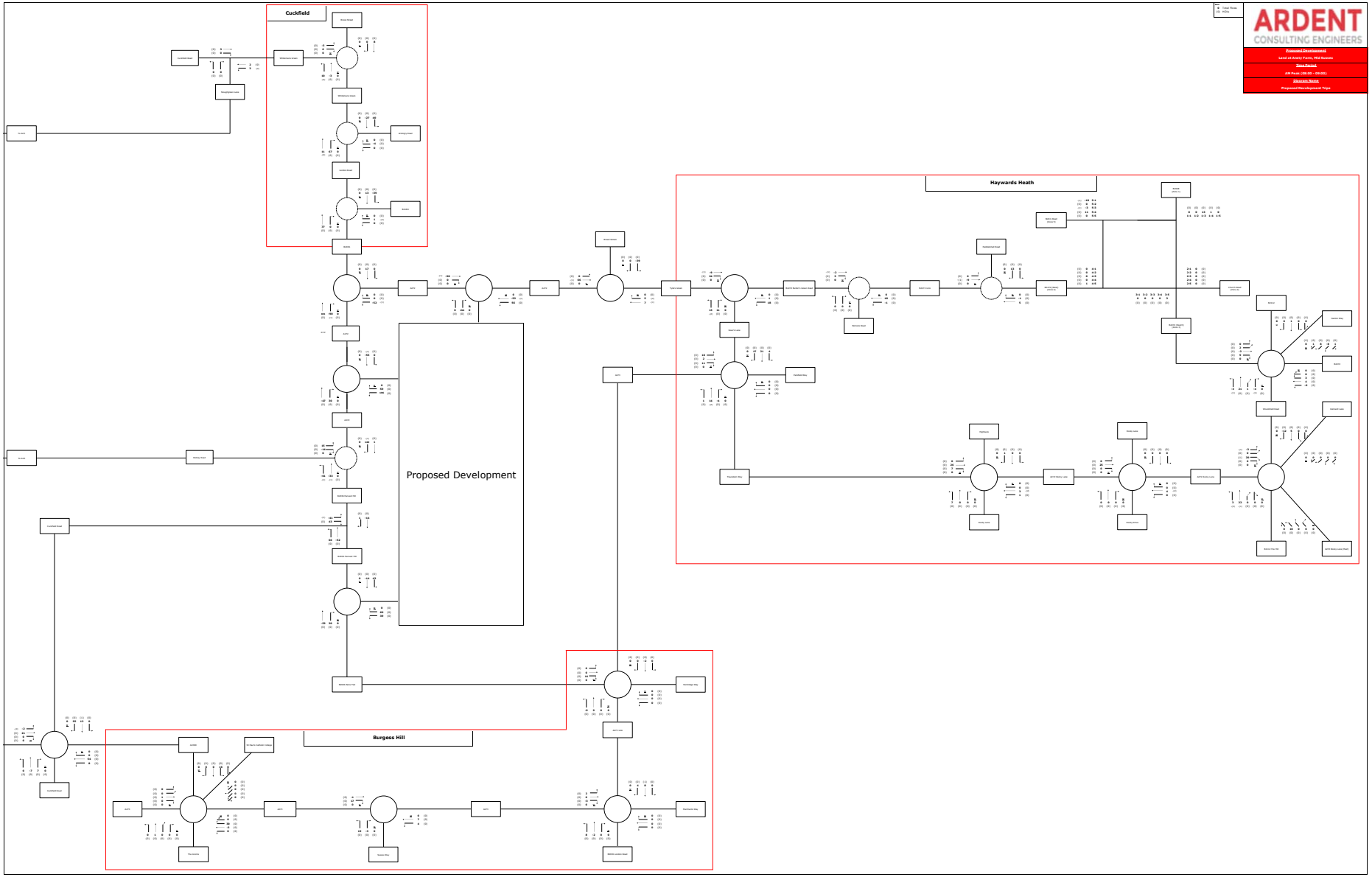

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anaty Farm, Mid Sussex
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Something

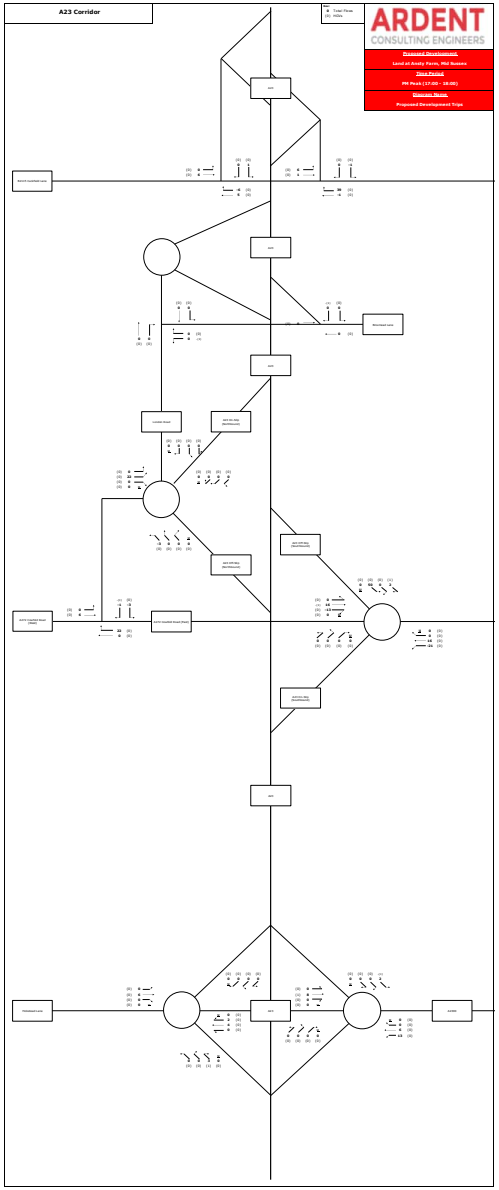

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keeley Farm, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
2018 No Overstriking

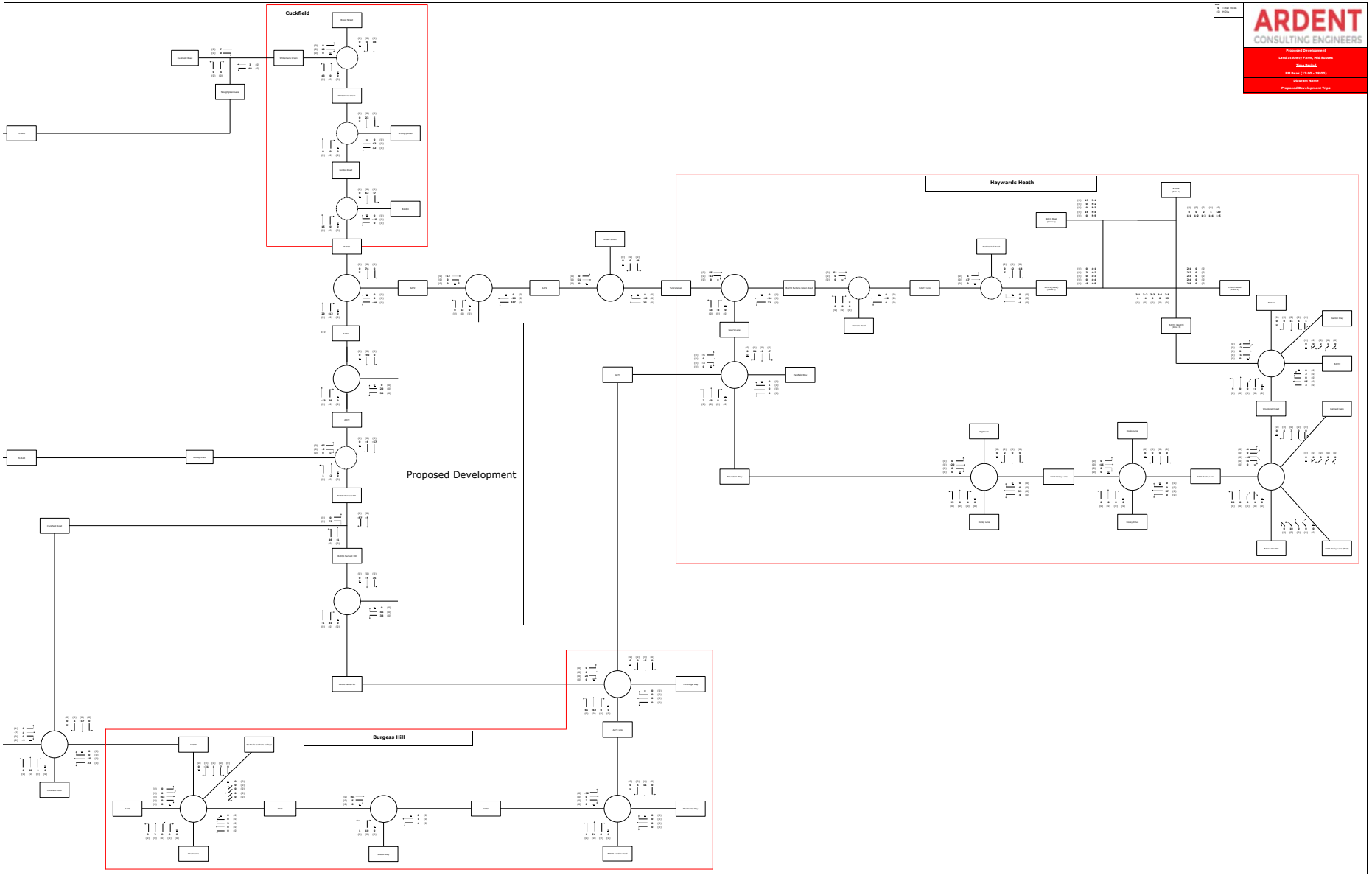

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anaty Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Something

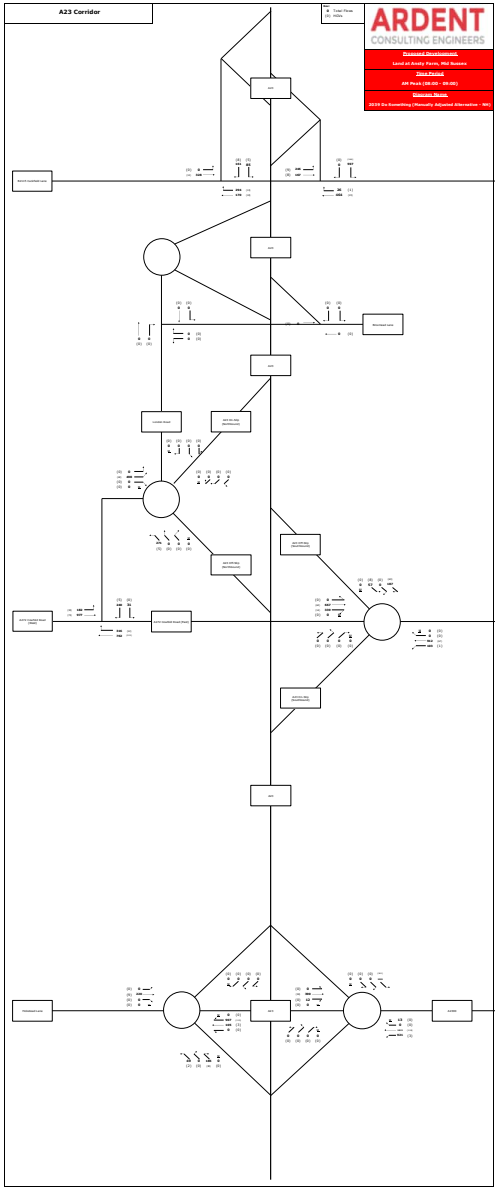

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keddy Farm, Mid Sussex
Base Model
PM Peak (17:00 - 18:00)
Scenario Name
2018 No Committing

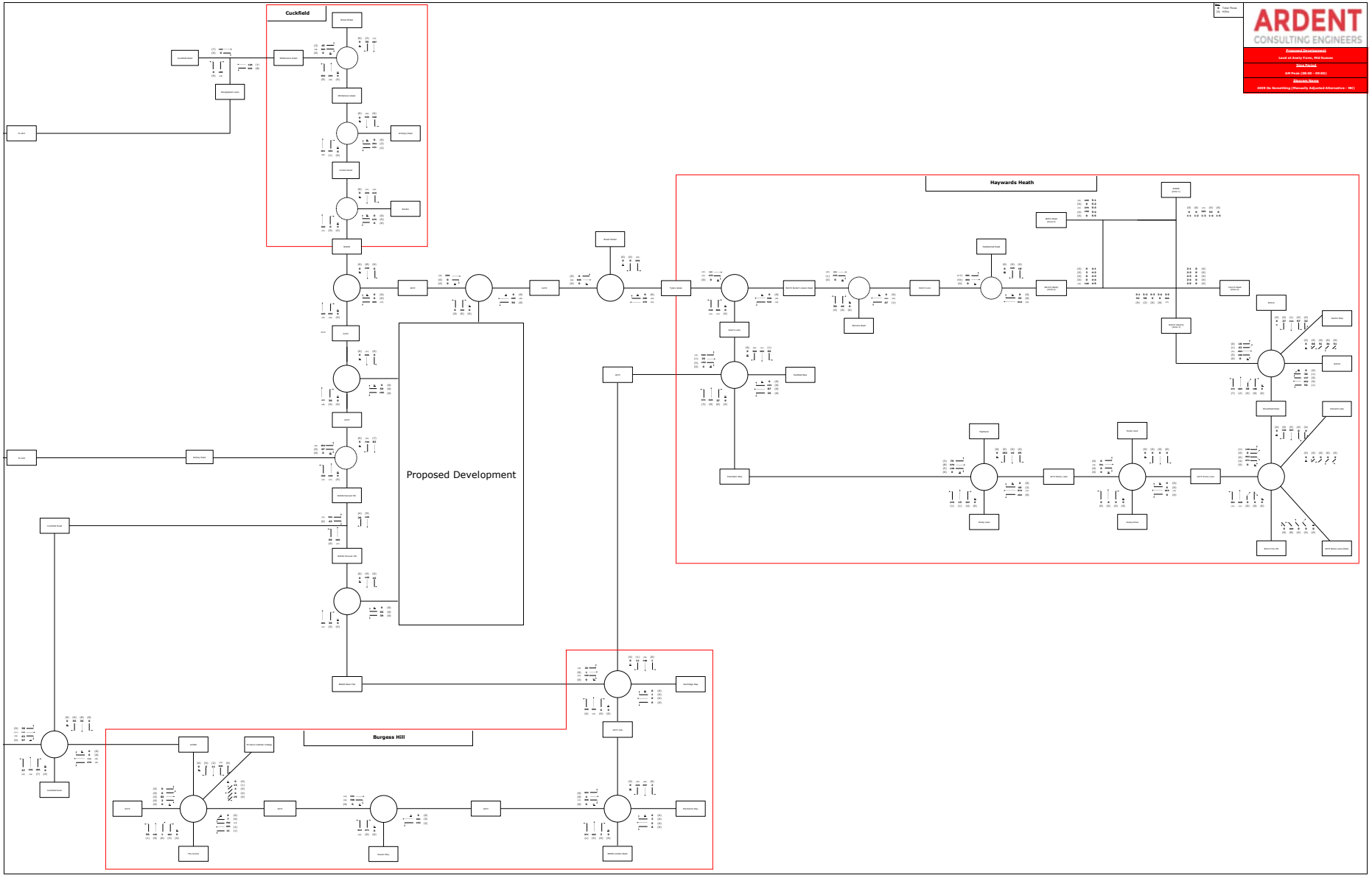

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Level of Amdy Ferns, Mid Sussex
Time Period
AM Peak (08:00 - 09:00)
Diagram Name
Proposed Development Trips
A23
B2028 Scaynes Hill
Lindfield Road
A272 Cuckfield Road (West)
A272 Cuckfield Road (East)
Wivelsfield Lane
A23
A23 Northbound Off-Slip (Roundabout)
A23 Southbound Off-Slip (Roundabout)
A23 Northbound On-Slip (Roundabout)
A23 Southbound On-Slip (Roundabout)
A23
A23
Wivelsfield Lane
A23
A23
A23

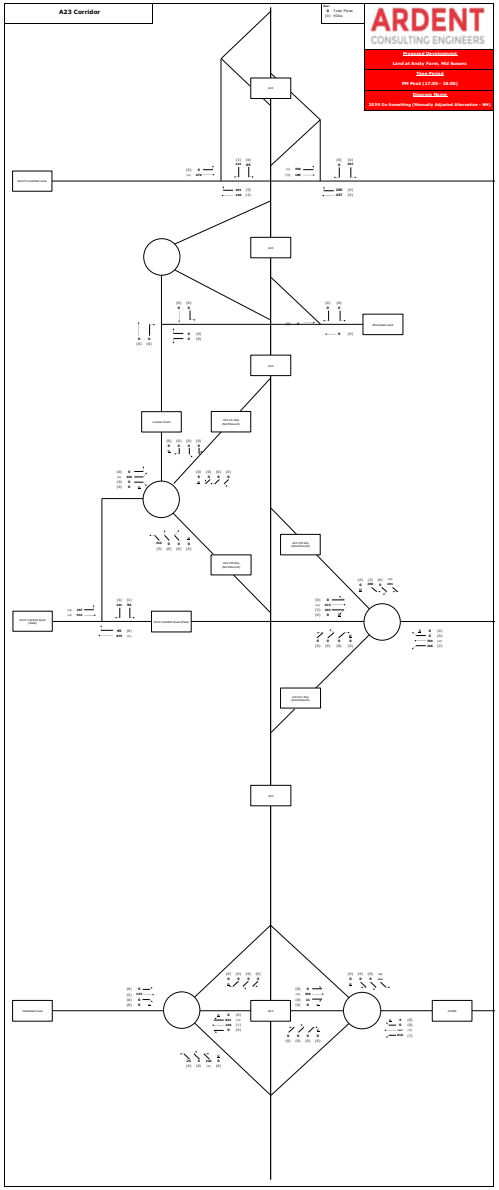

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keymer Place, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
Proposed Development Trips

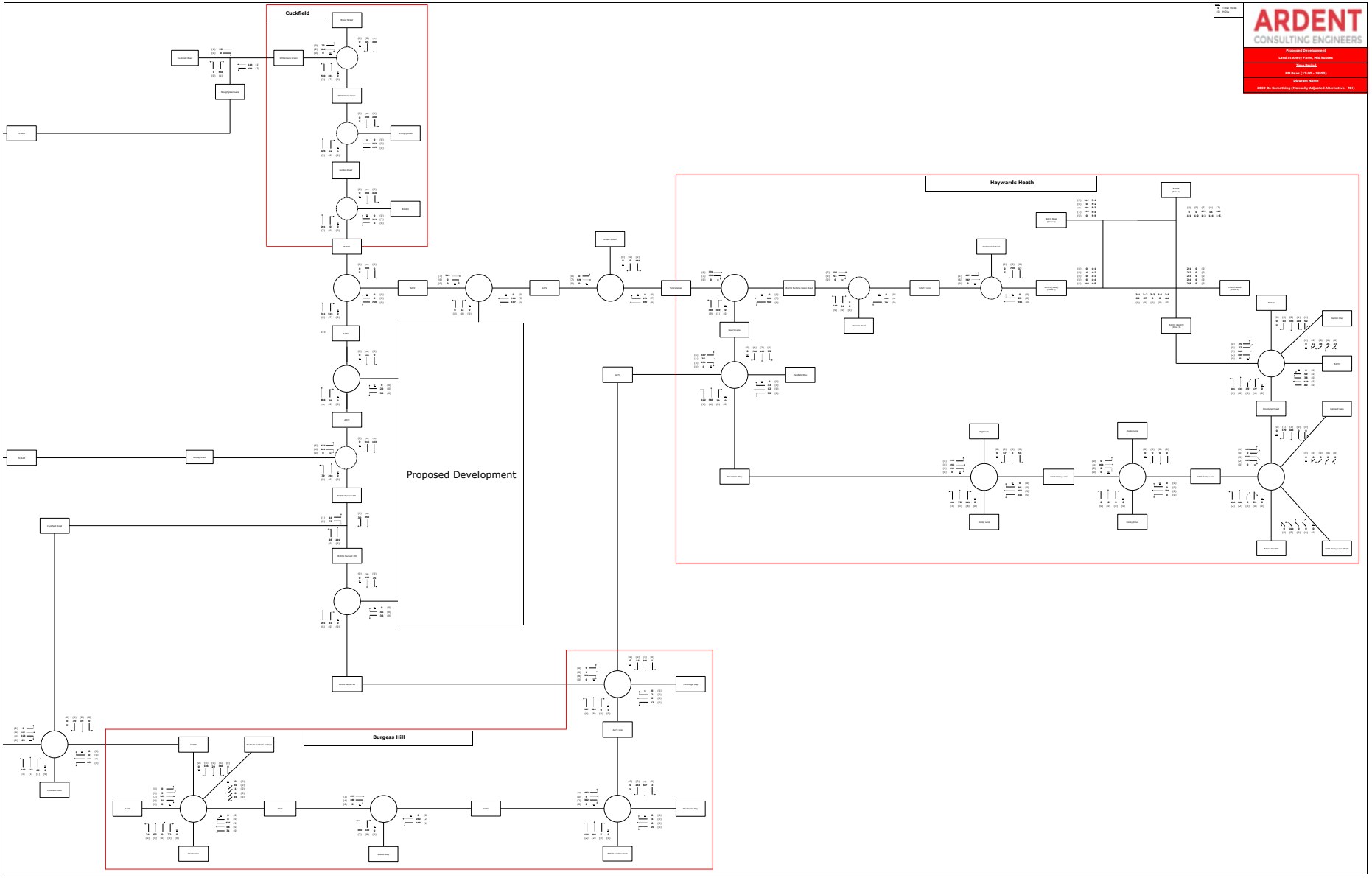

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvil Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Diagram Name
Proposed Development Trips
A24
A272
A281
A23
A272 Cowfold Road (West)
A272 Cowfold Road (East)
A23

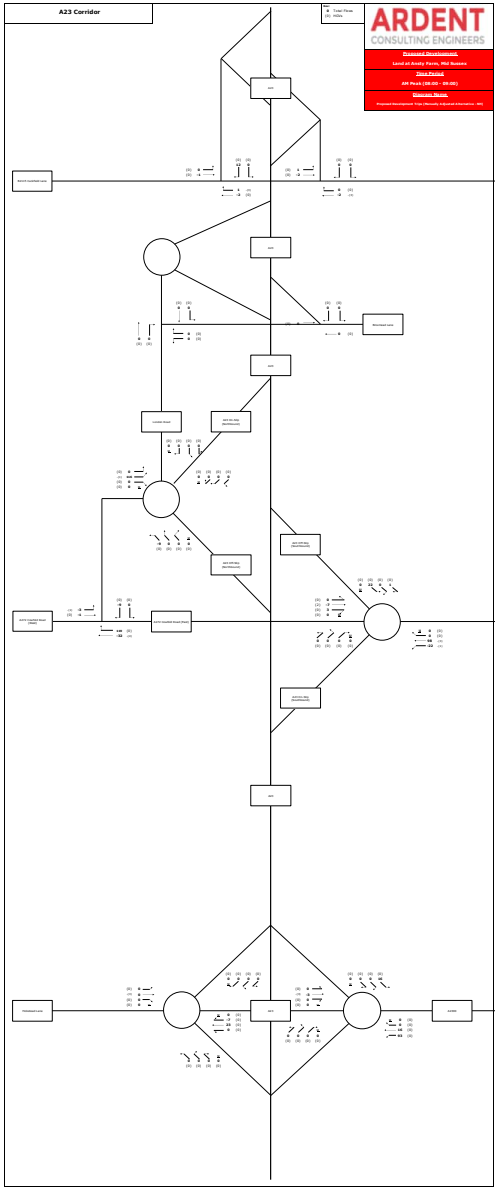

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keddy Farm, Mid Sussex
Base Period
PM Peak (17:00 - 18:00)
Scenario Name
Proposed Development Trips

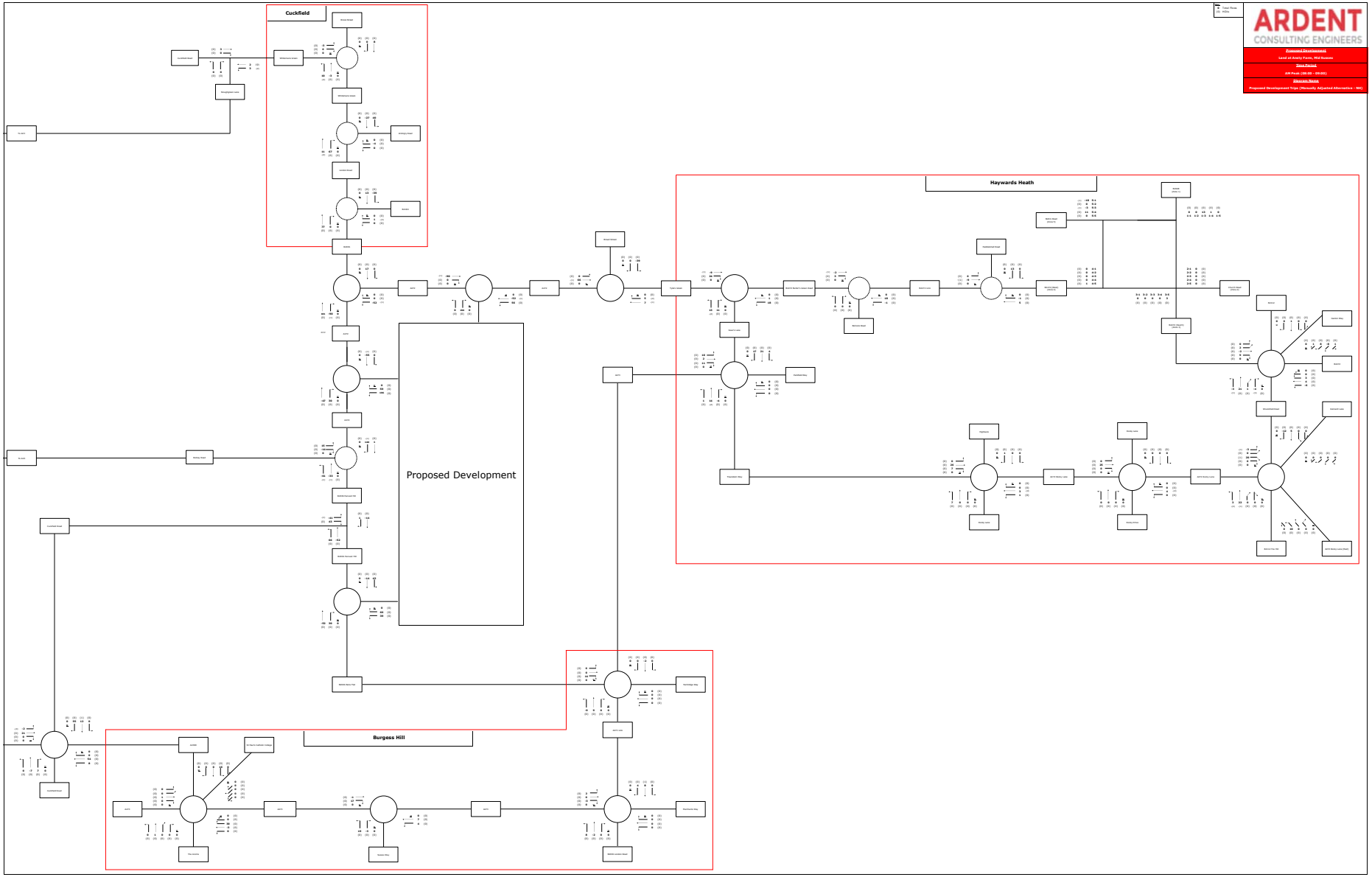

A23 Corridor
Trips
Flows
HGVs
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Something (Manually Adjusted Alternative - NH)

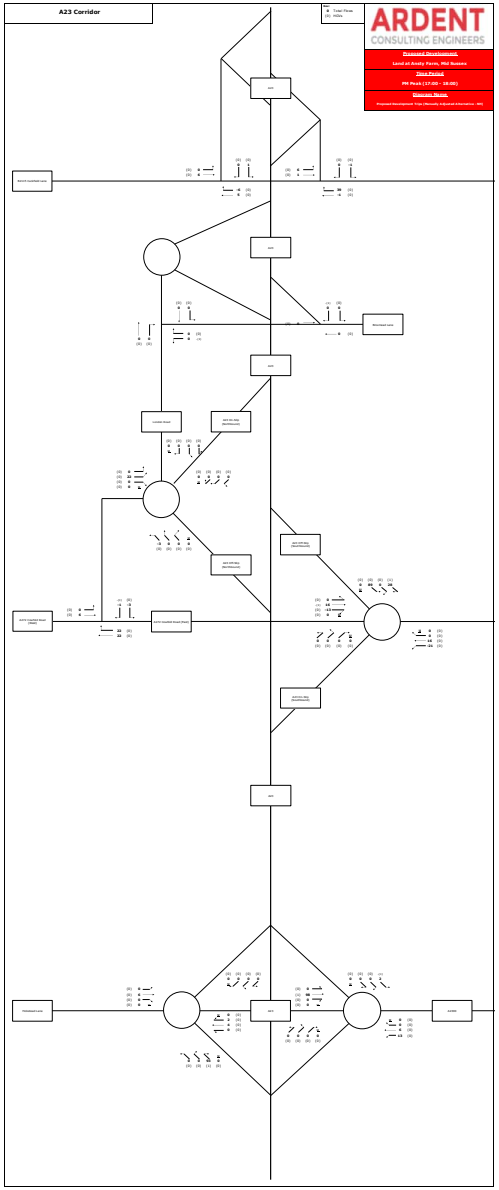

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Planning Application
Land at Keddy Farm, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Something (Manually Adjusted Alternative - 9H)

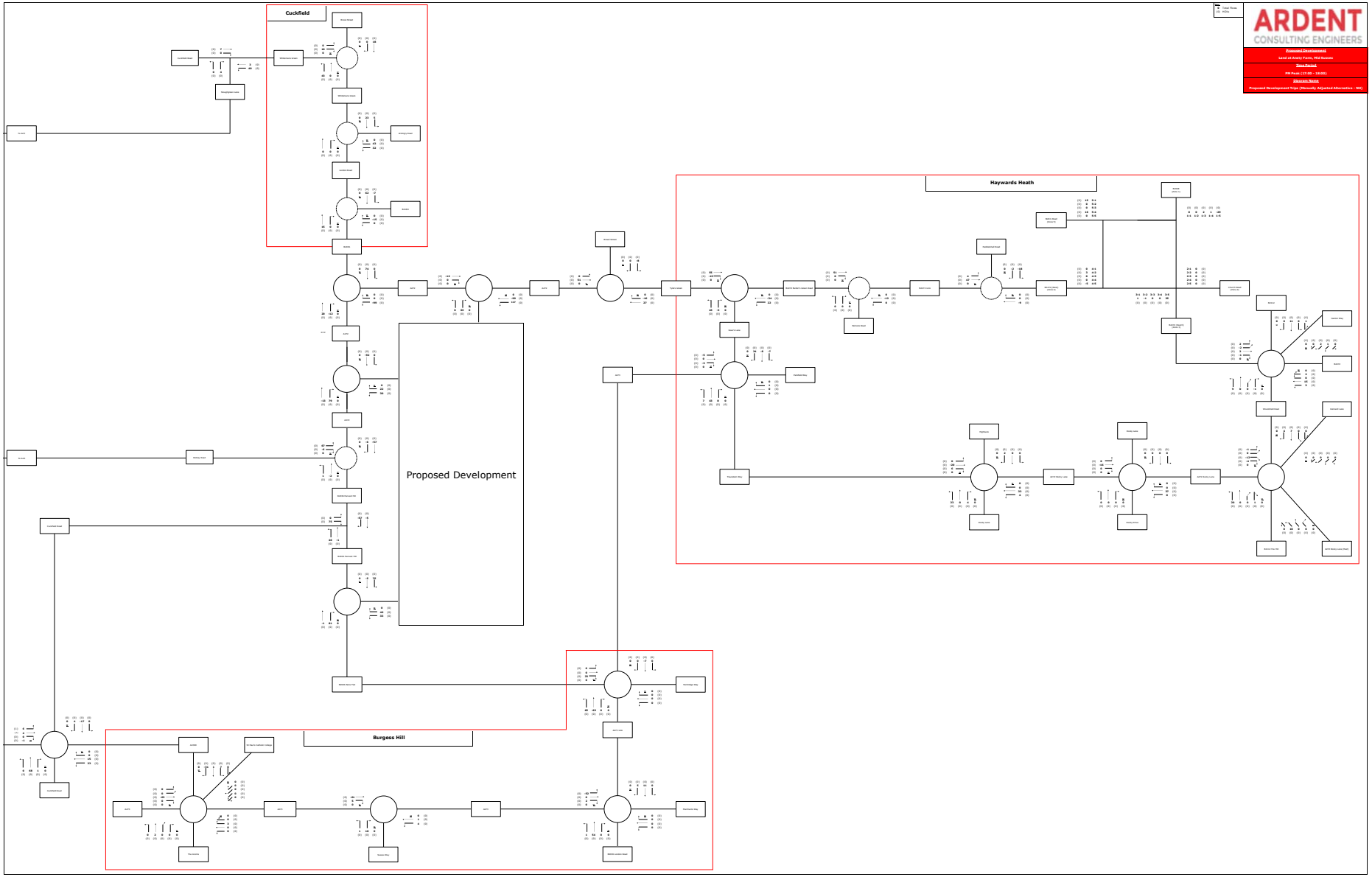

A23 Corridor
Total Flows
(PCU/ HOUR)
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Something (Manually Adjusted Alternative - NH)


Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Planning Application
Land at Keaby Farm, Mid Sussex
Base Model
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Something (Manually Adjusted Alternative - 9H)

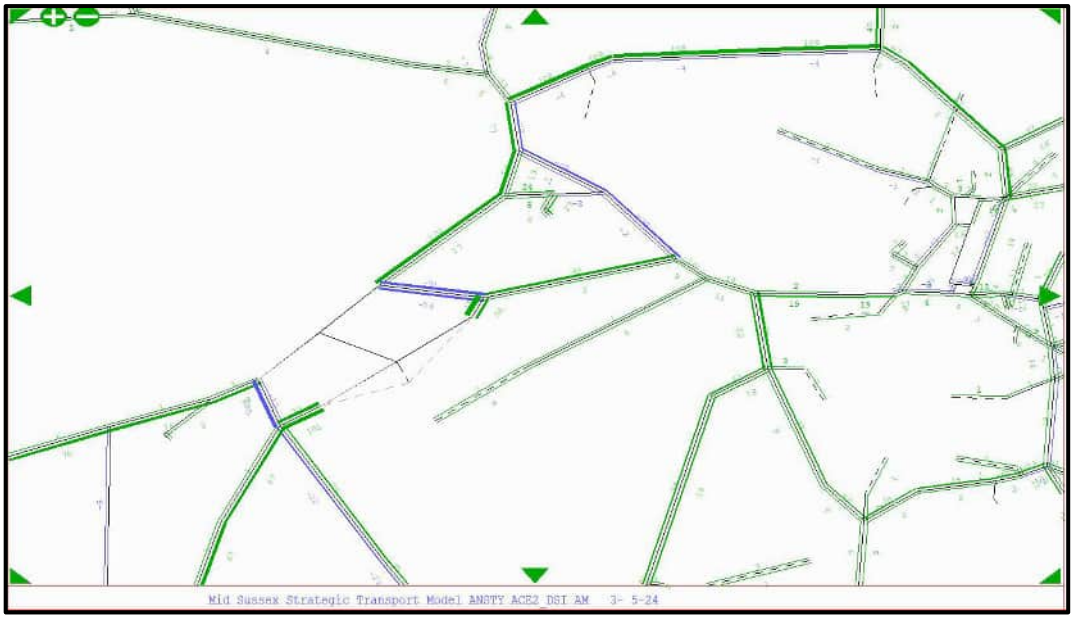

A23 Corridor
Total Flows
(PCU/ Hour)
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvil Farm, Mid Sussex
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
Proposed Development Trips (Normally Adjacent Intersection - NA)


Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keddy Farm, Mid Sussex
Base Model
AM Peak (08:00 - 09:00)
Scenario Name
Proposed Development Trips (Manually Adjusted Alternative - NH)

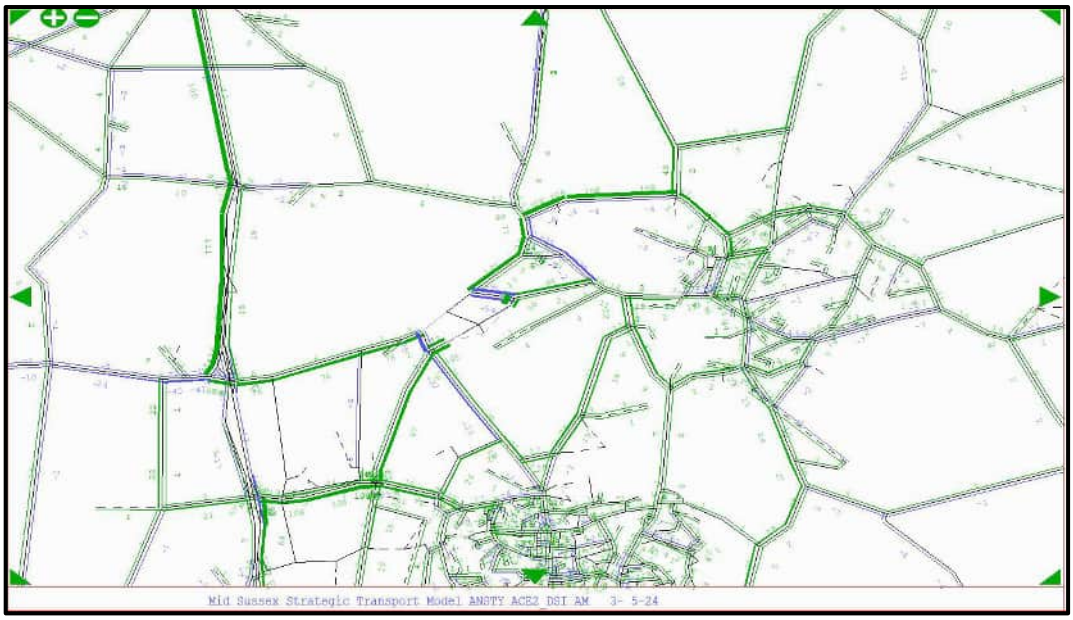

A23 Corridor
Total Flows
(A) 2026
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvil Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
Proposed Development Trips (Normally Adjusted Attractions - NA)
A23
A273 Clayton Hill
A23 Northbound Link
A23 Southbound Link
A273 Clayton Hill Link
A273 Clayton Hill Link (Part)
A23 Off-Slip (Northbound)
A23 On-Slip (Northbound)
A23 Off-Slip (Southbound)
A23 On-Slip (Southbound)
London Road
A23 Southbound Link
A23 Northbound Link
A23 Link


Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Keddy Farm, Mid Sussex
Base Model
PM Peak (17:00 - 18:00)
Scenario Name
Proposed Development Trips (Manually Adjusted Alternative - NH)

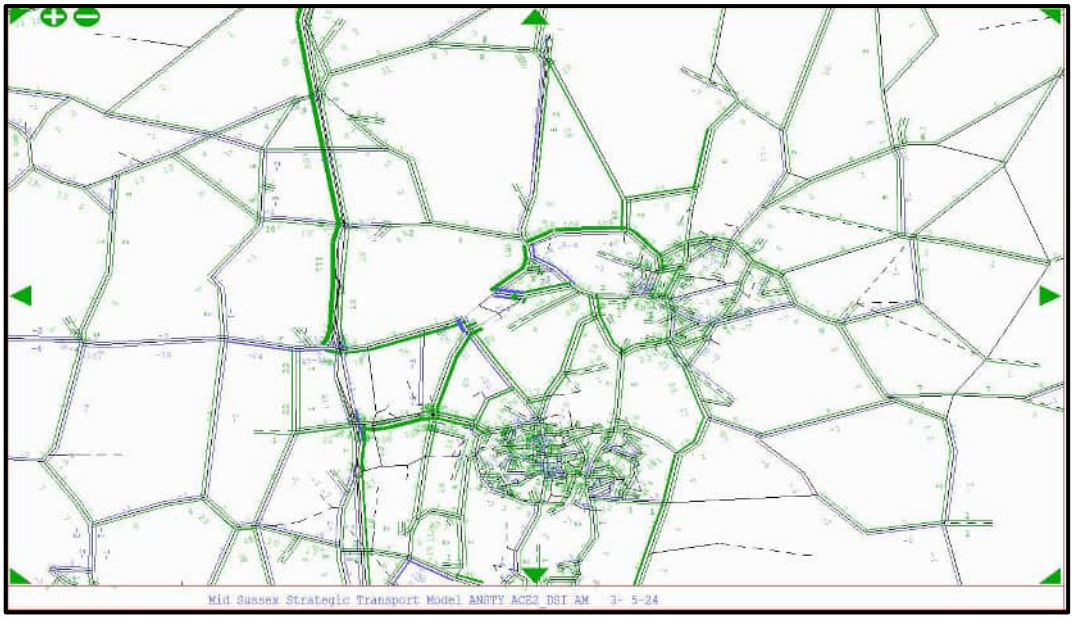
Appendix C



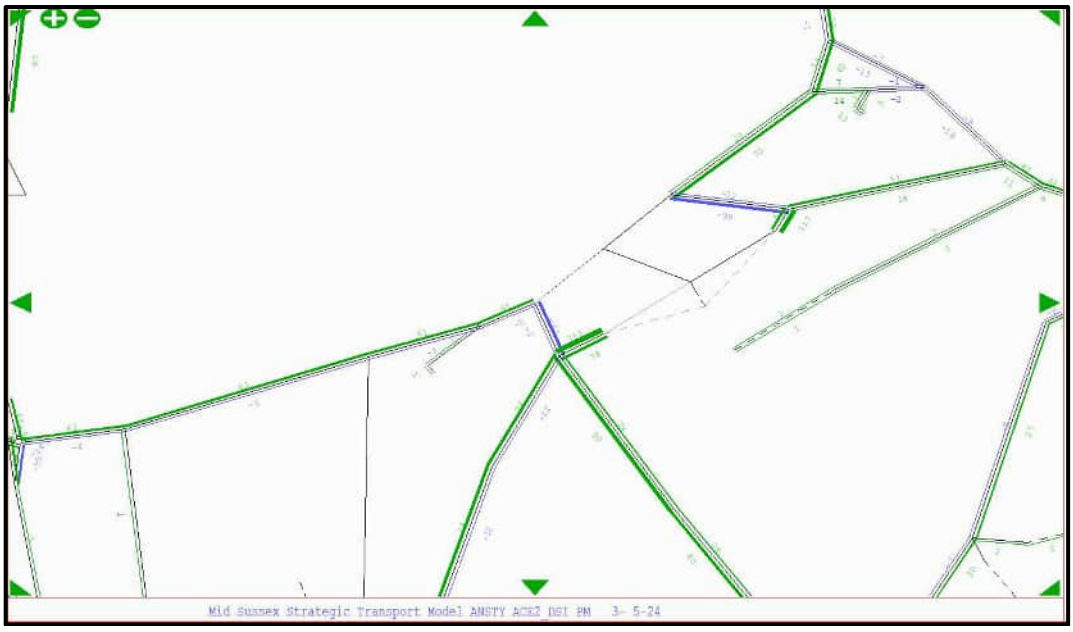
AM Peak - Difference Plot #1



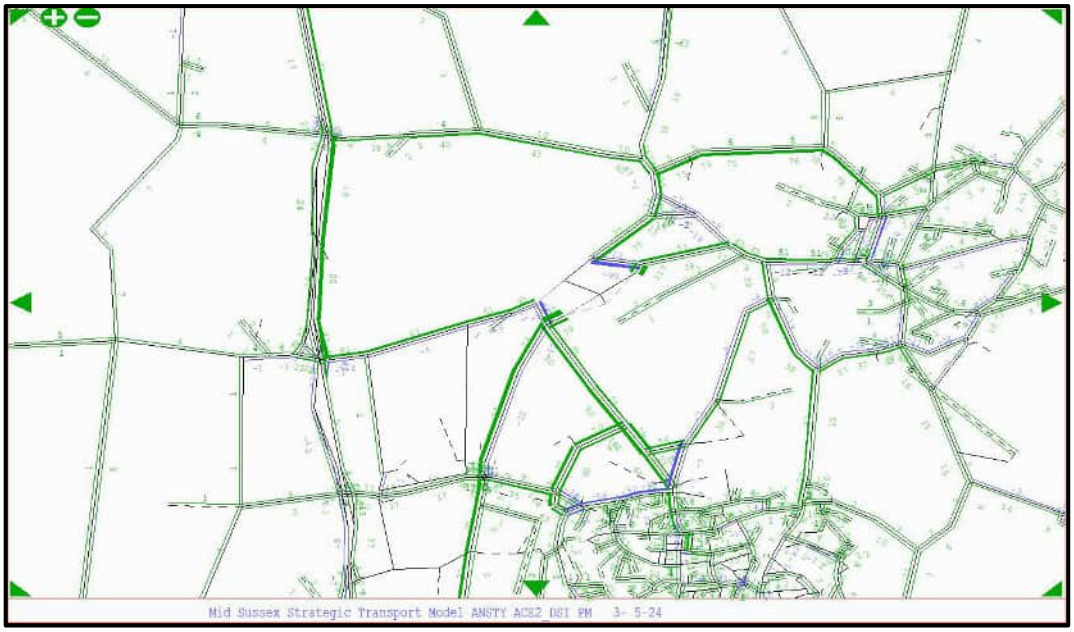
AM Peak - Difference Plot #2



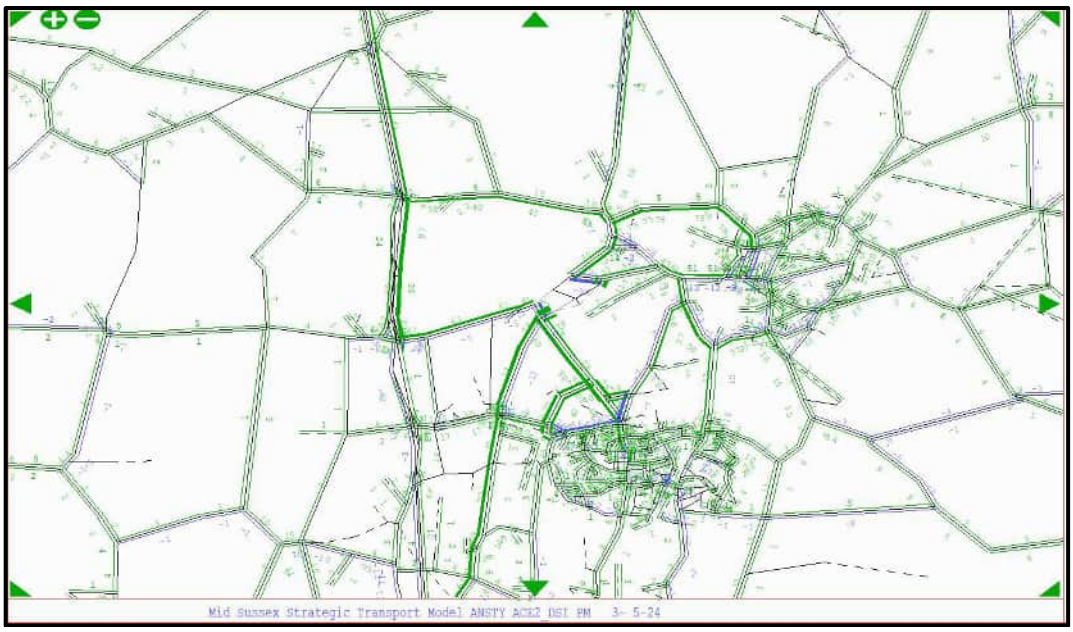
AM Peak - Difference Plot #3



PM Peak - Difference Plot #1



PM Peak - Difference Plot #2

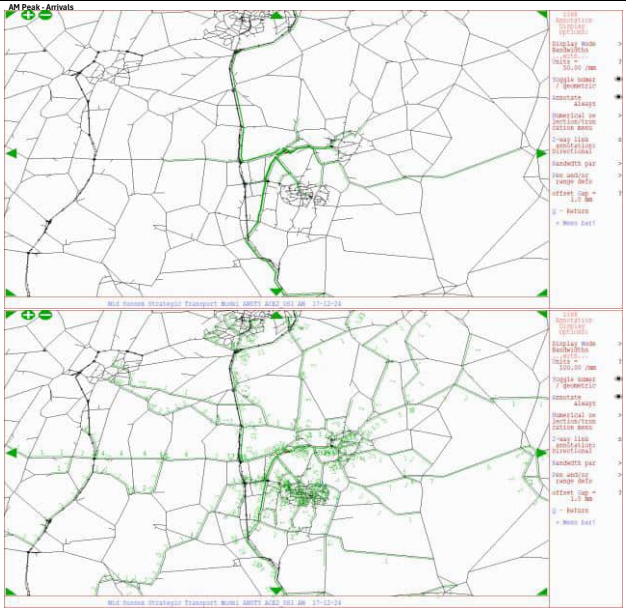


PM Peak - Difference Plot #3

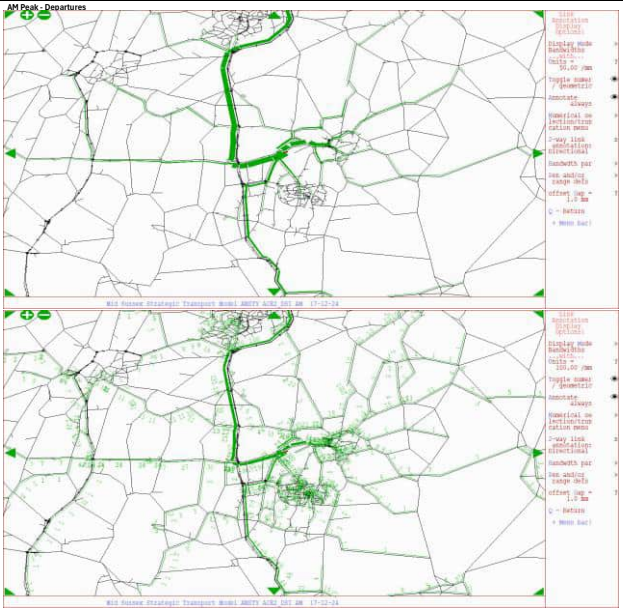
Appendix D

OVERALL DEVELOPMENT

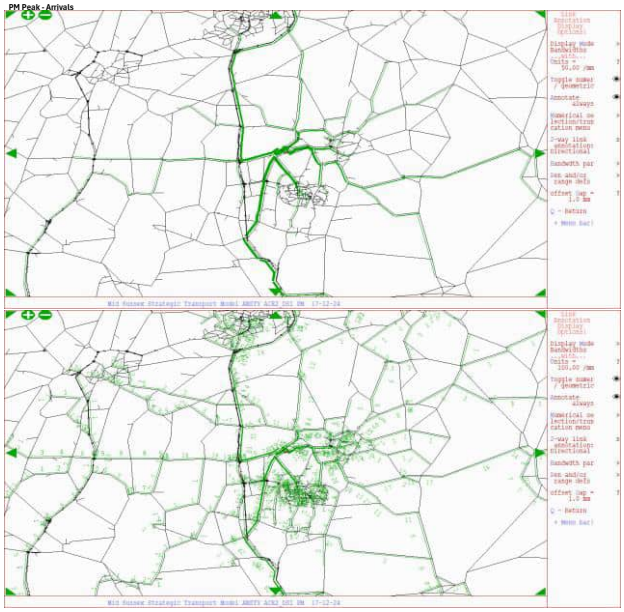
AM Peak - Arrivals



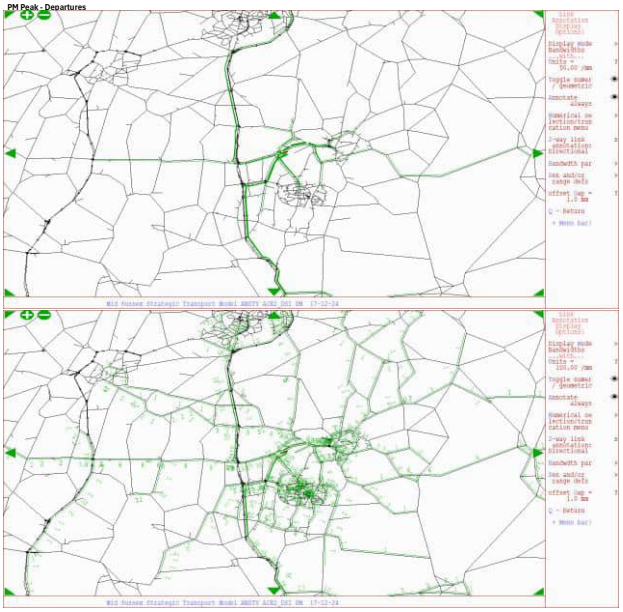
AM Peak - Departures

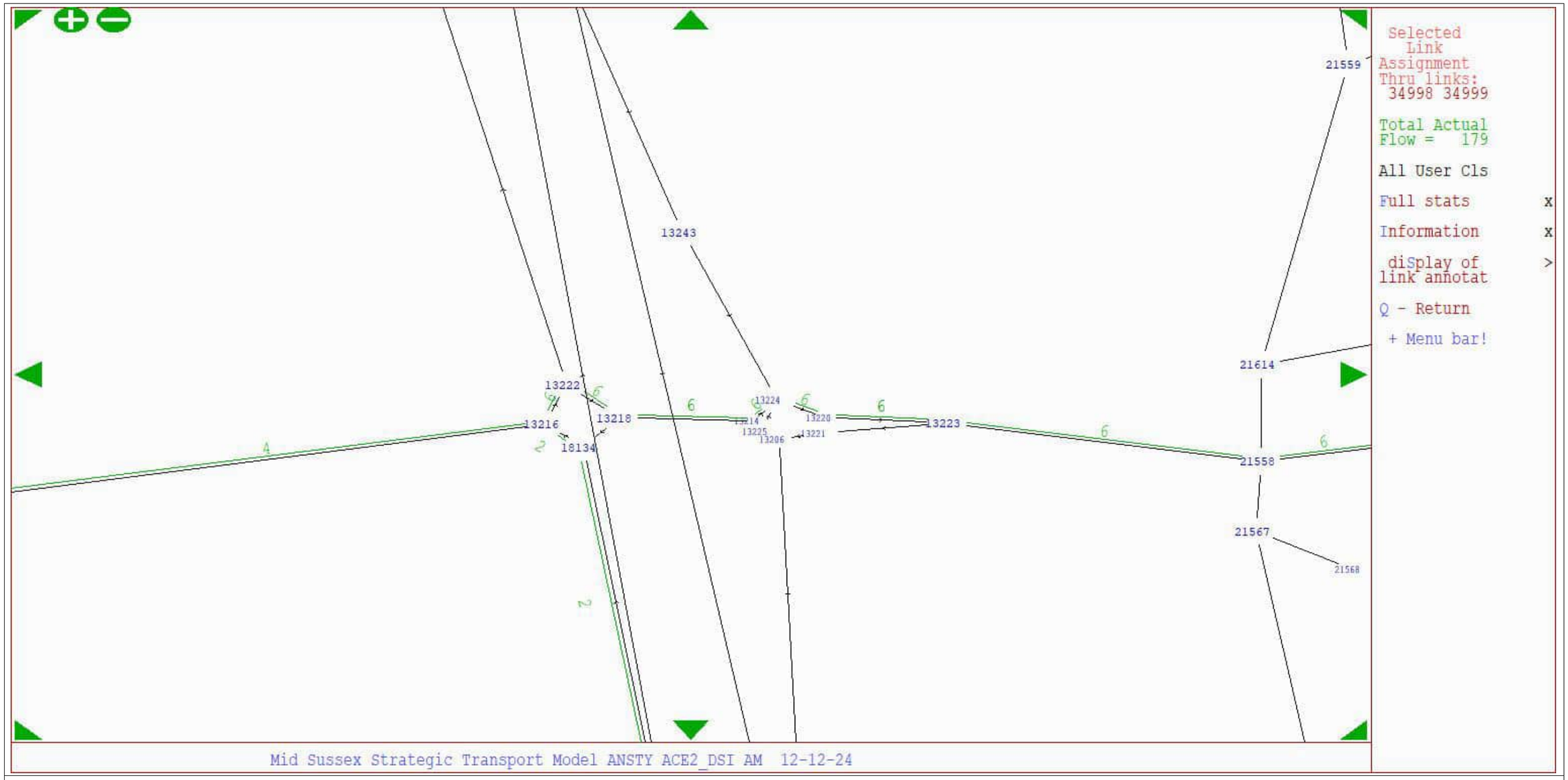


PM Peak - Arrivals

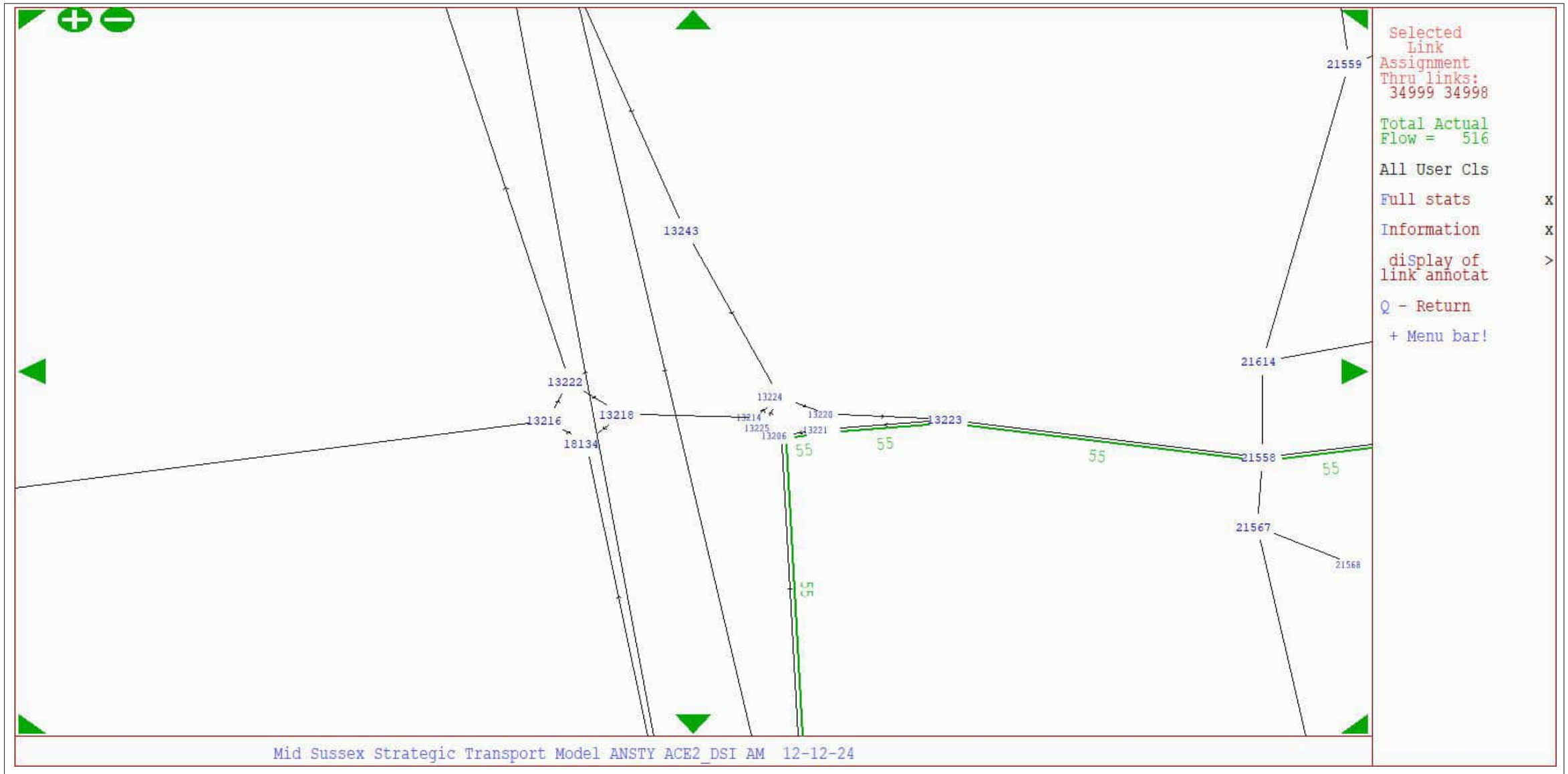


PM Peak - Departures

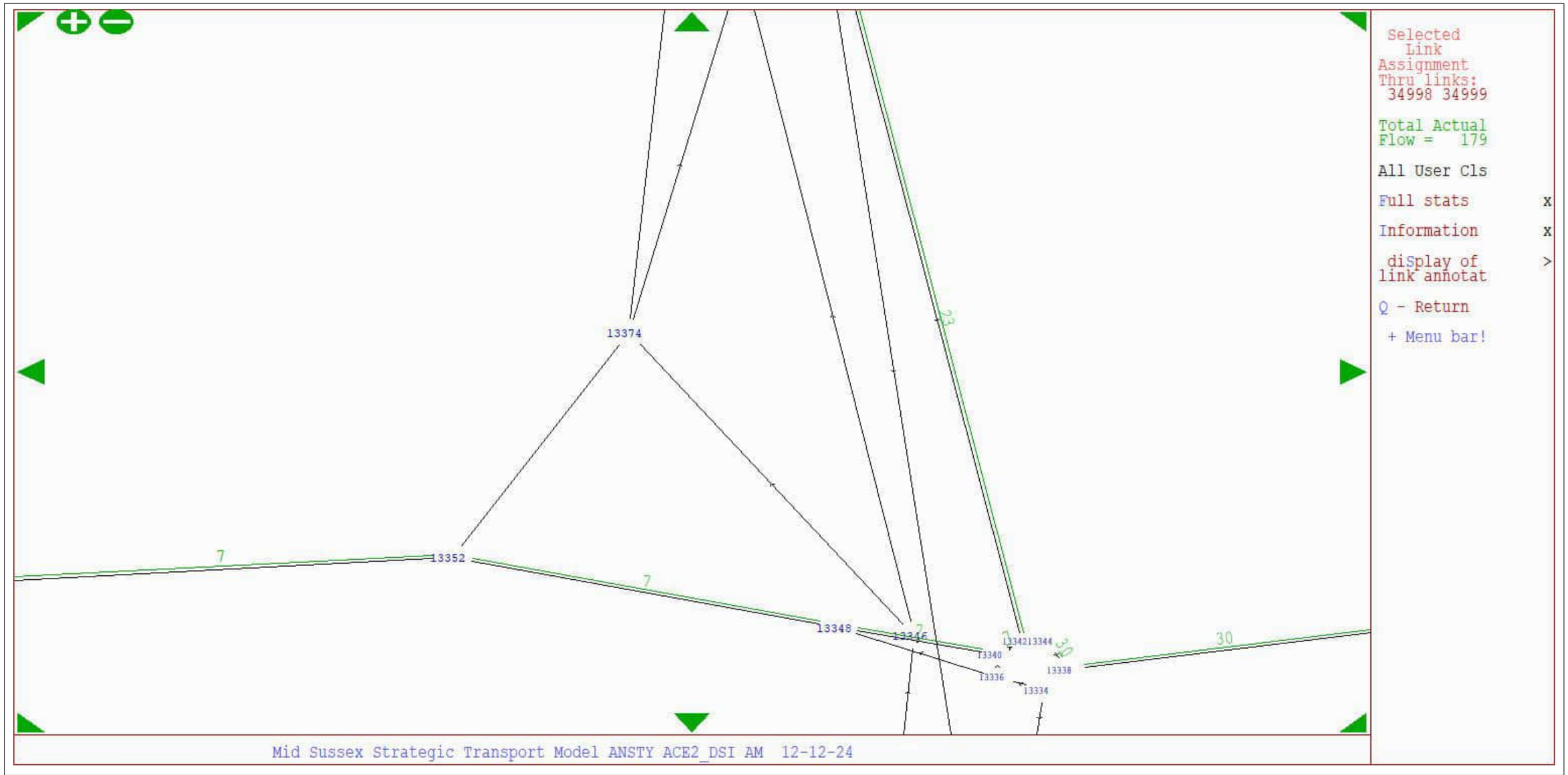




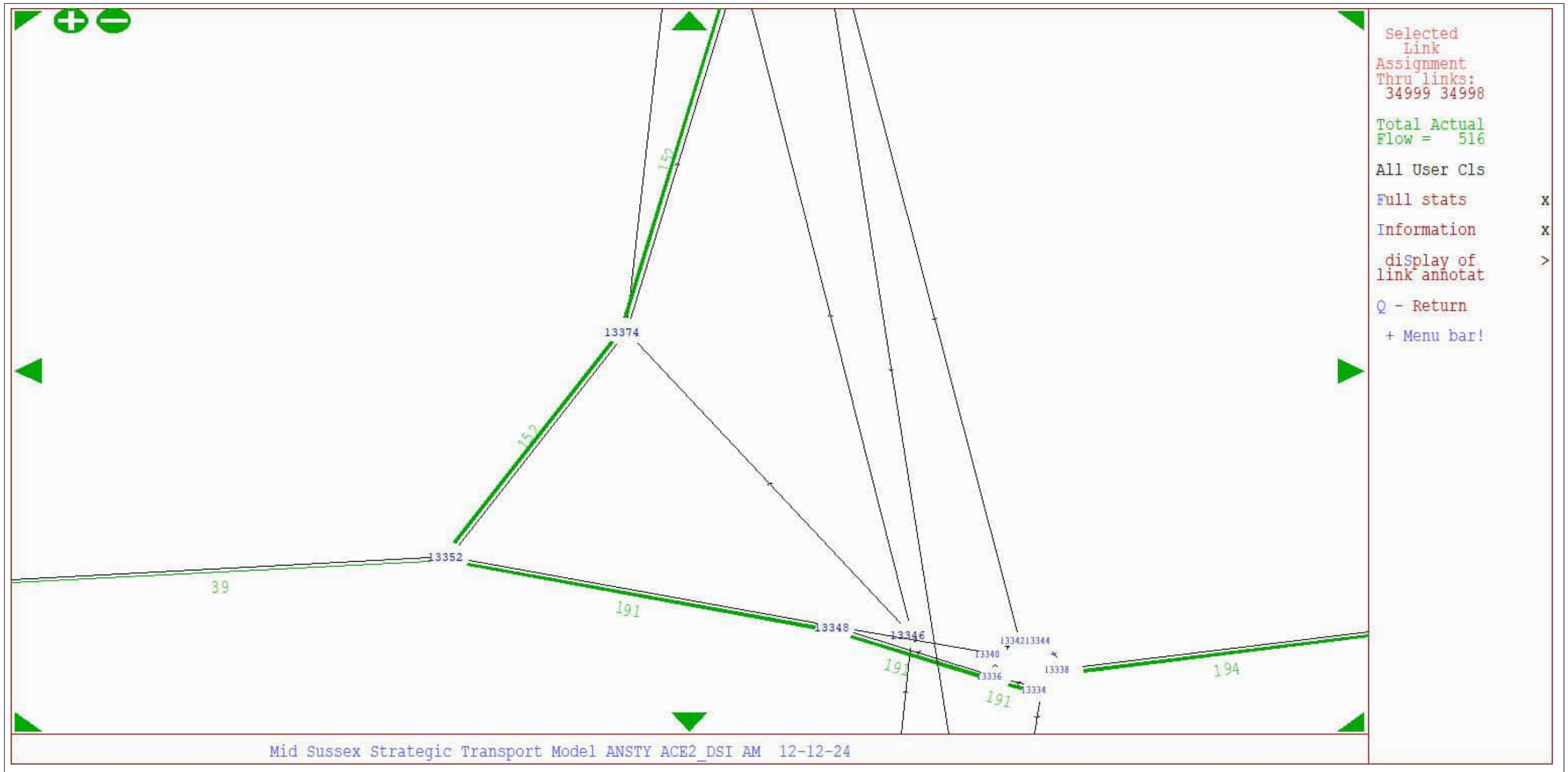
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
AM PEAK ARRIVALS



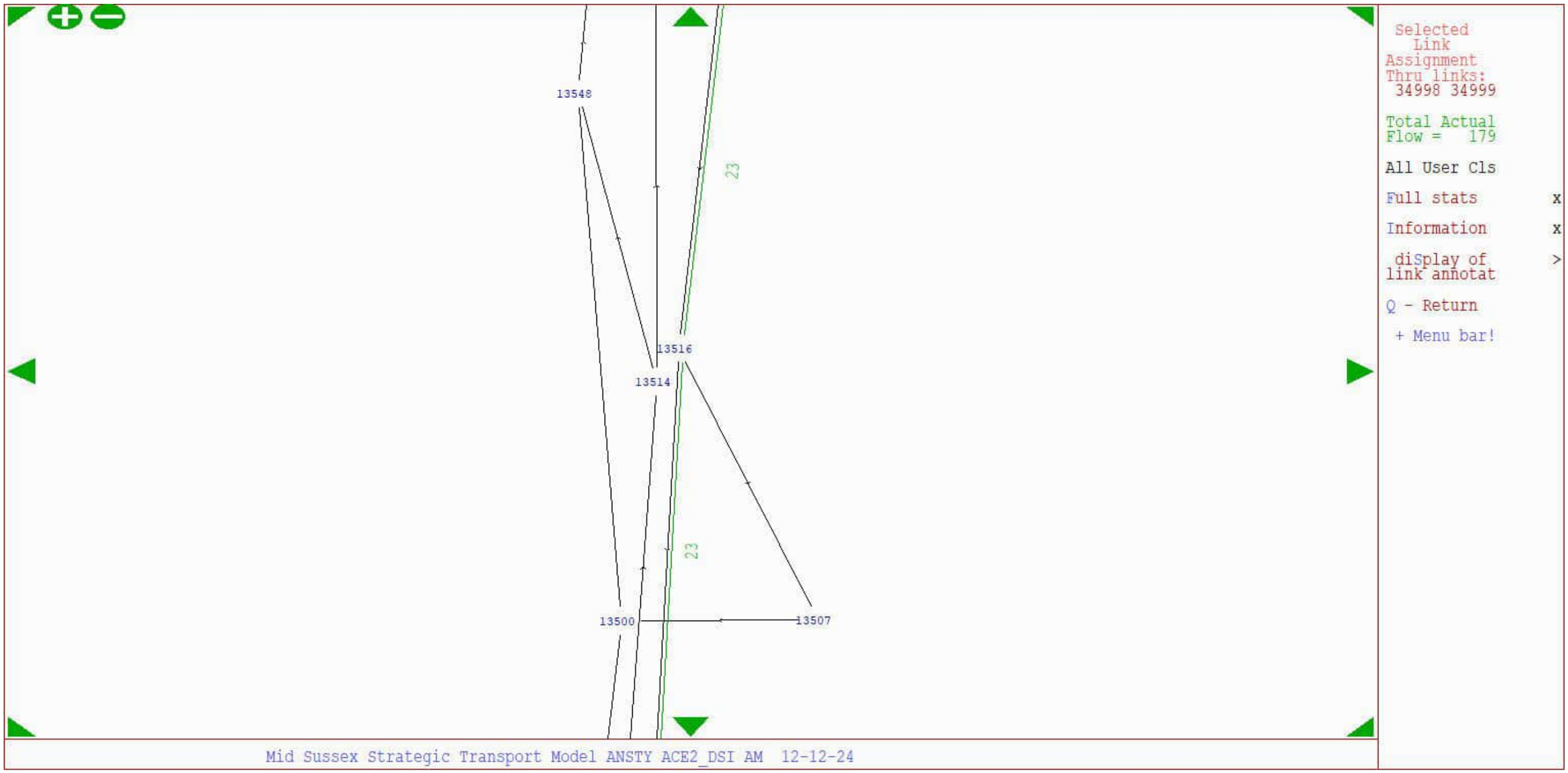
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
AM PEAK DEPARTURES



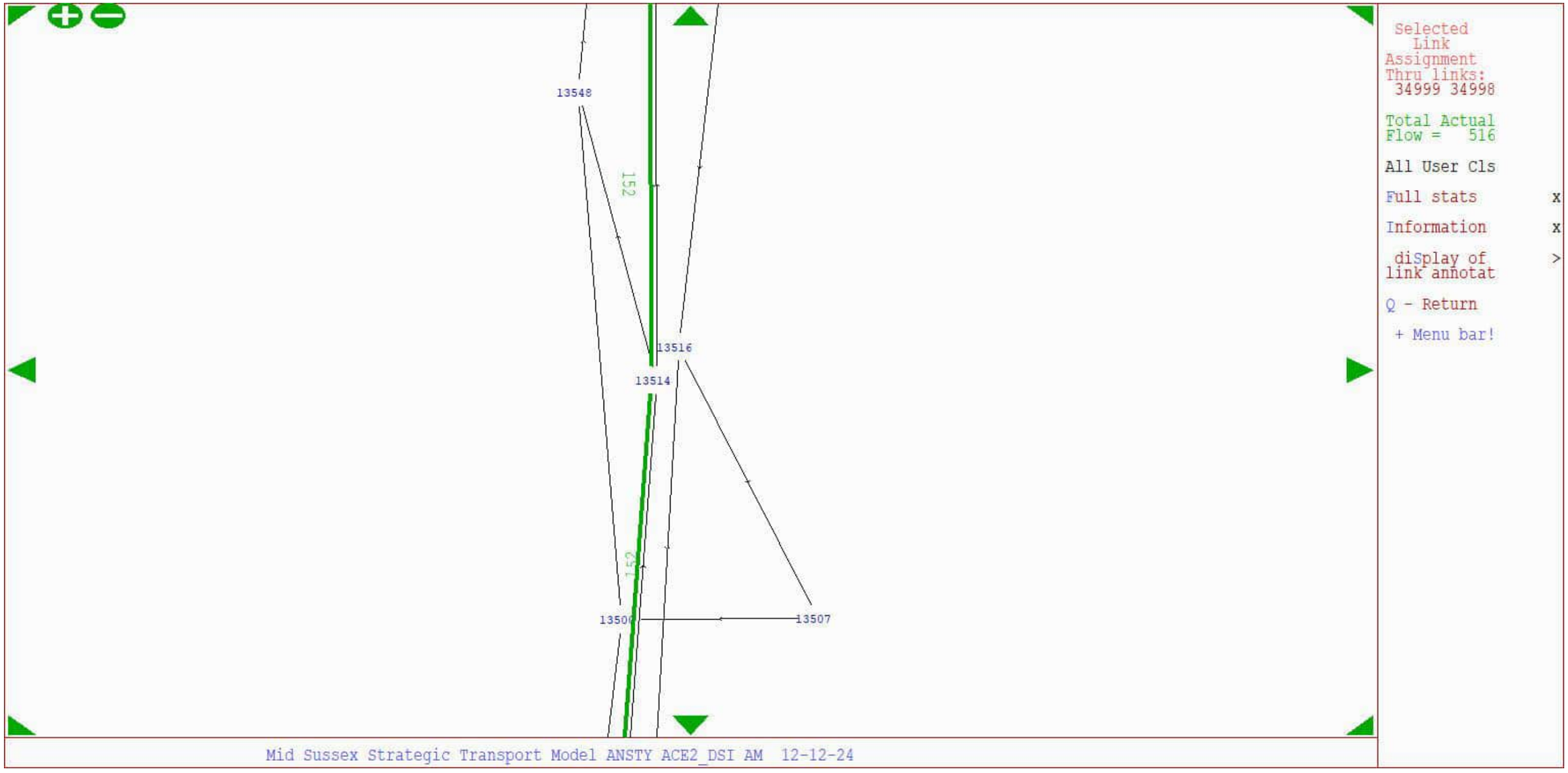
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
AM PEAK ARRIVALS



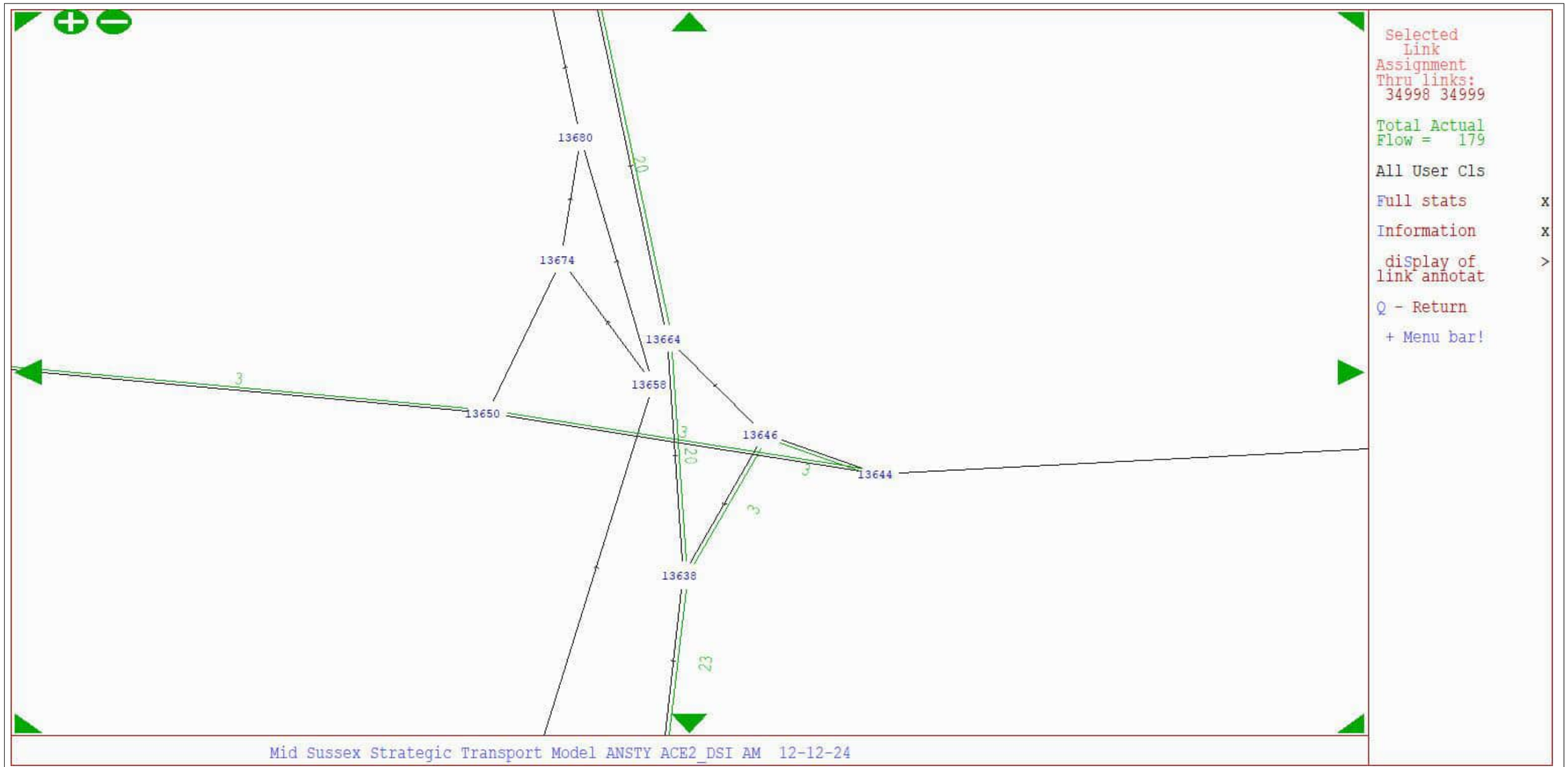
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
AM PEAK ARRIVALS



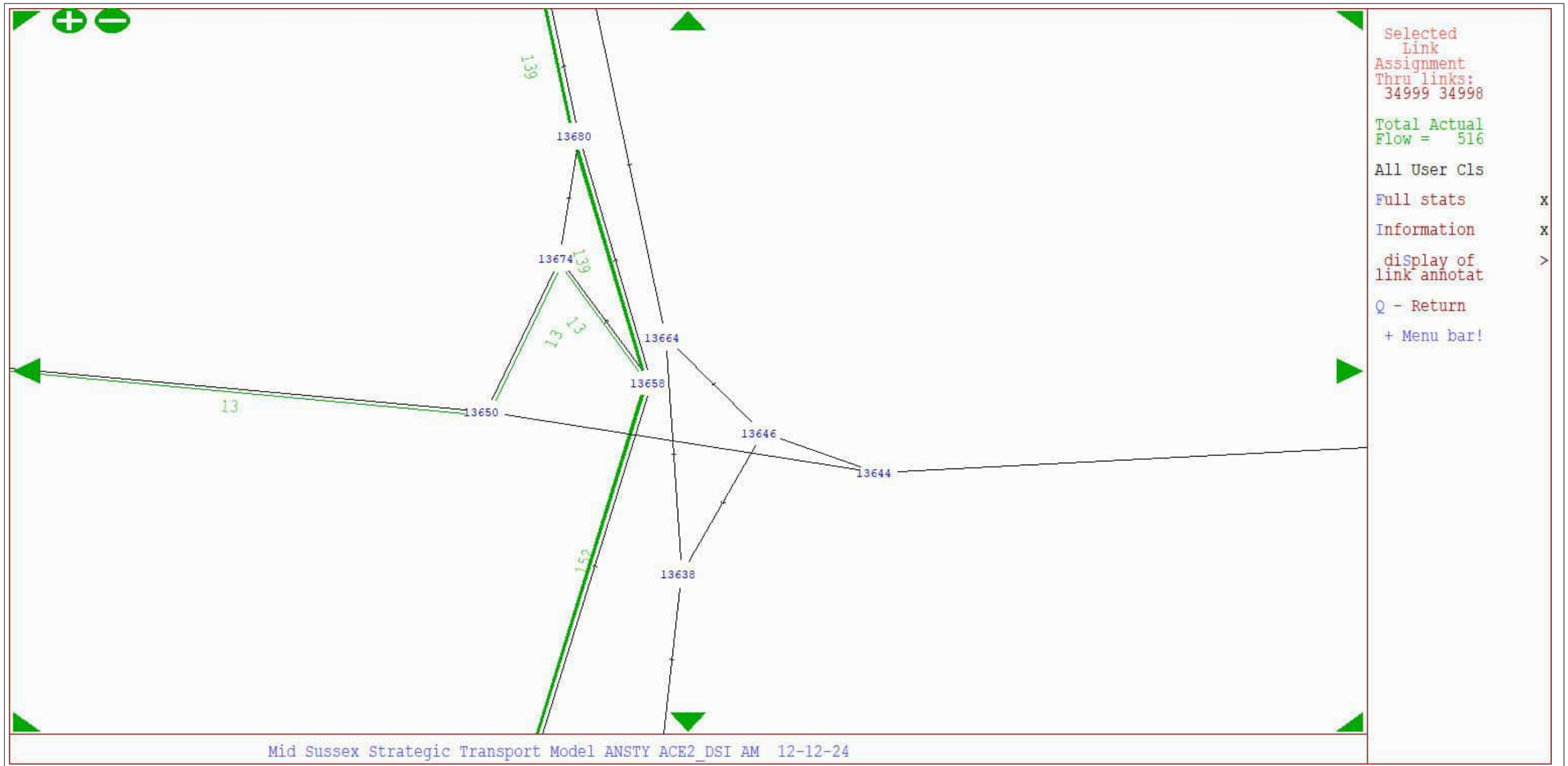
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
AM PEAK ARRIVALS



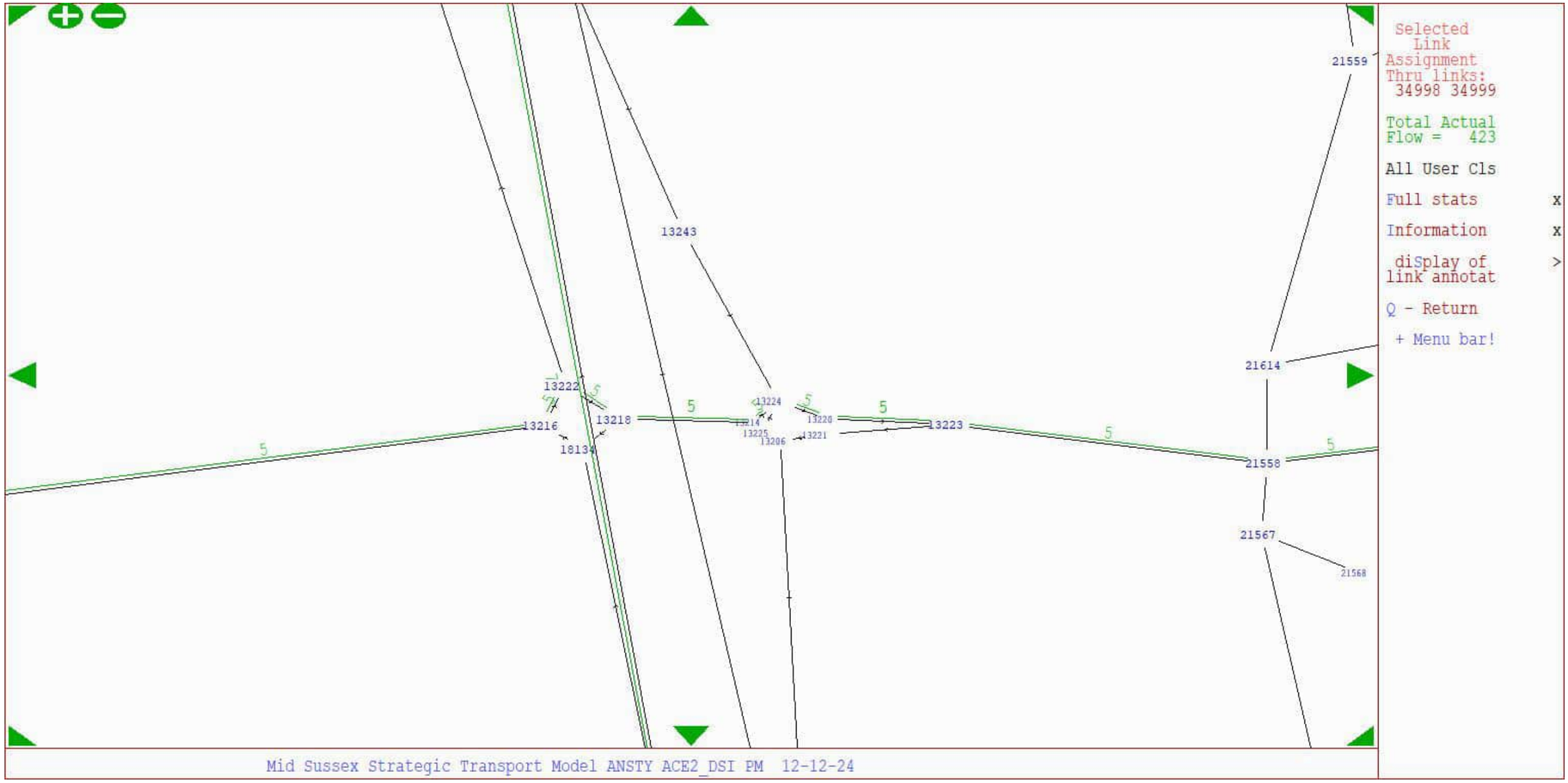
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
AM PEAK DEPARTURES



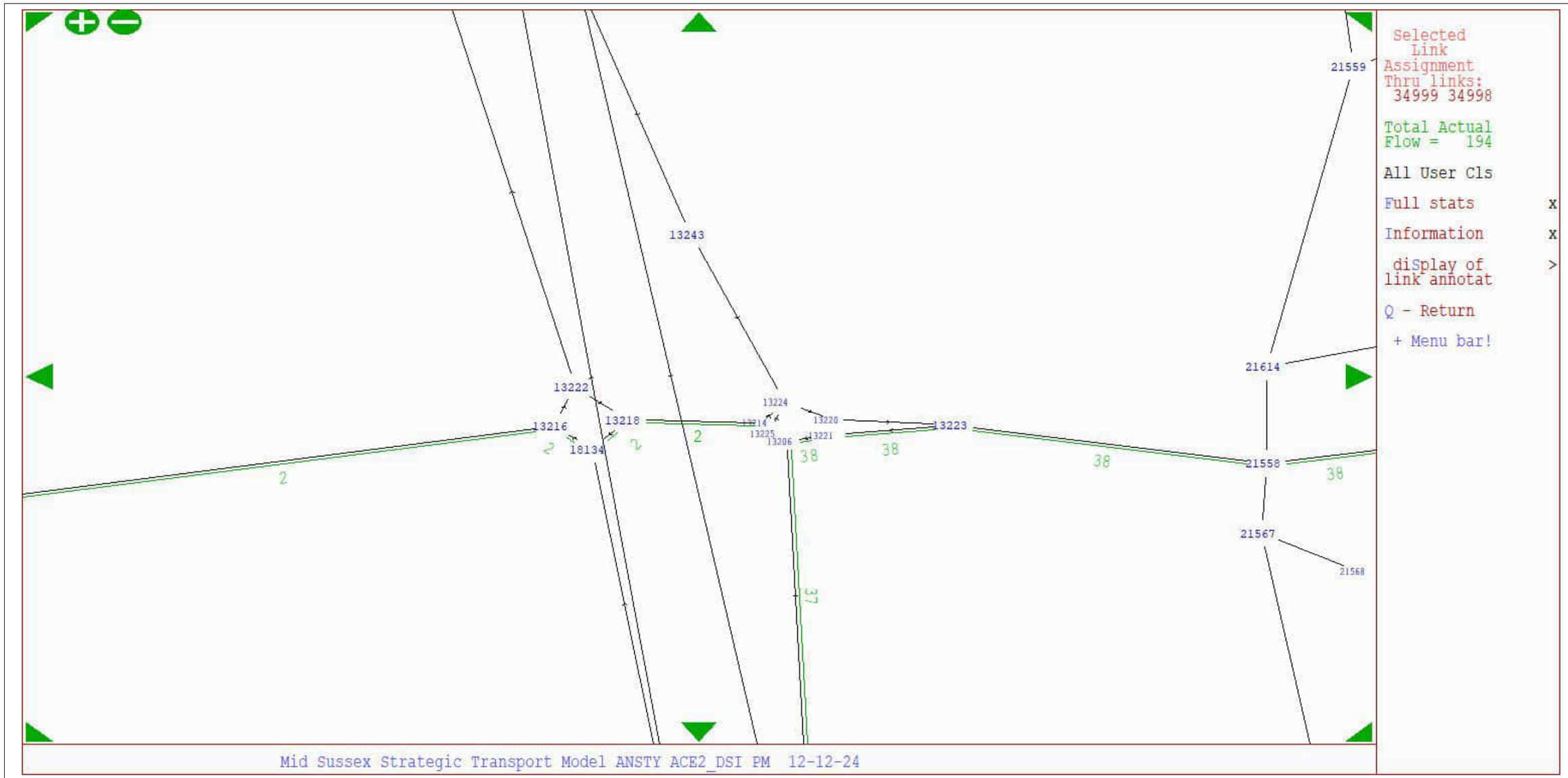
JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
AM PEAK ARRIVALS



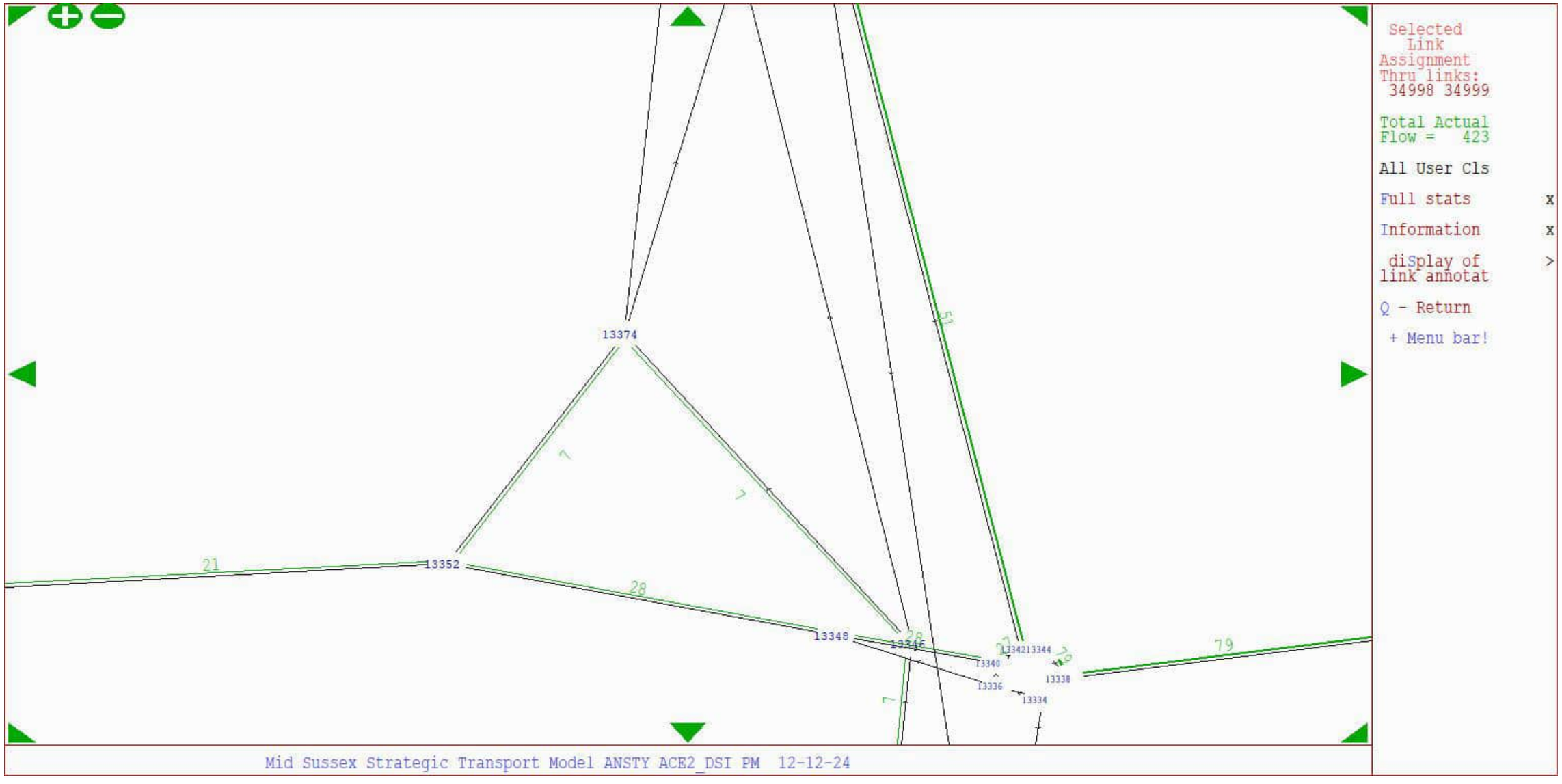
JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
AM PEAK DEPARTURES



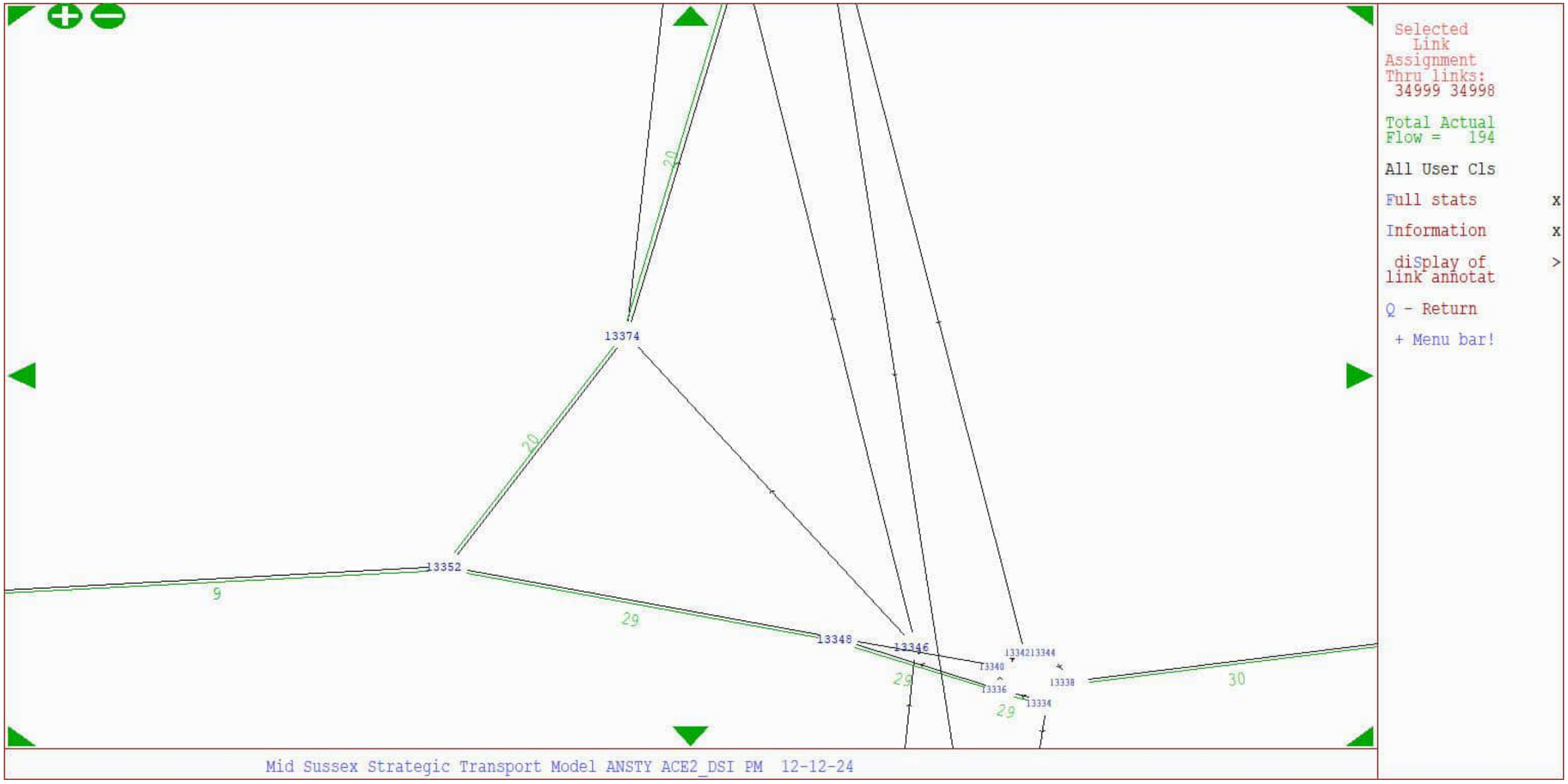
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
PM PEAK ARRIVALS



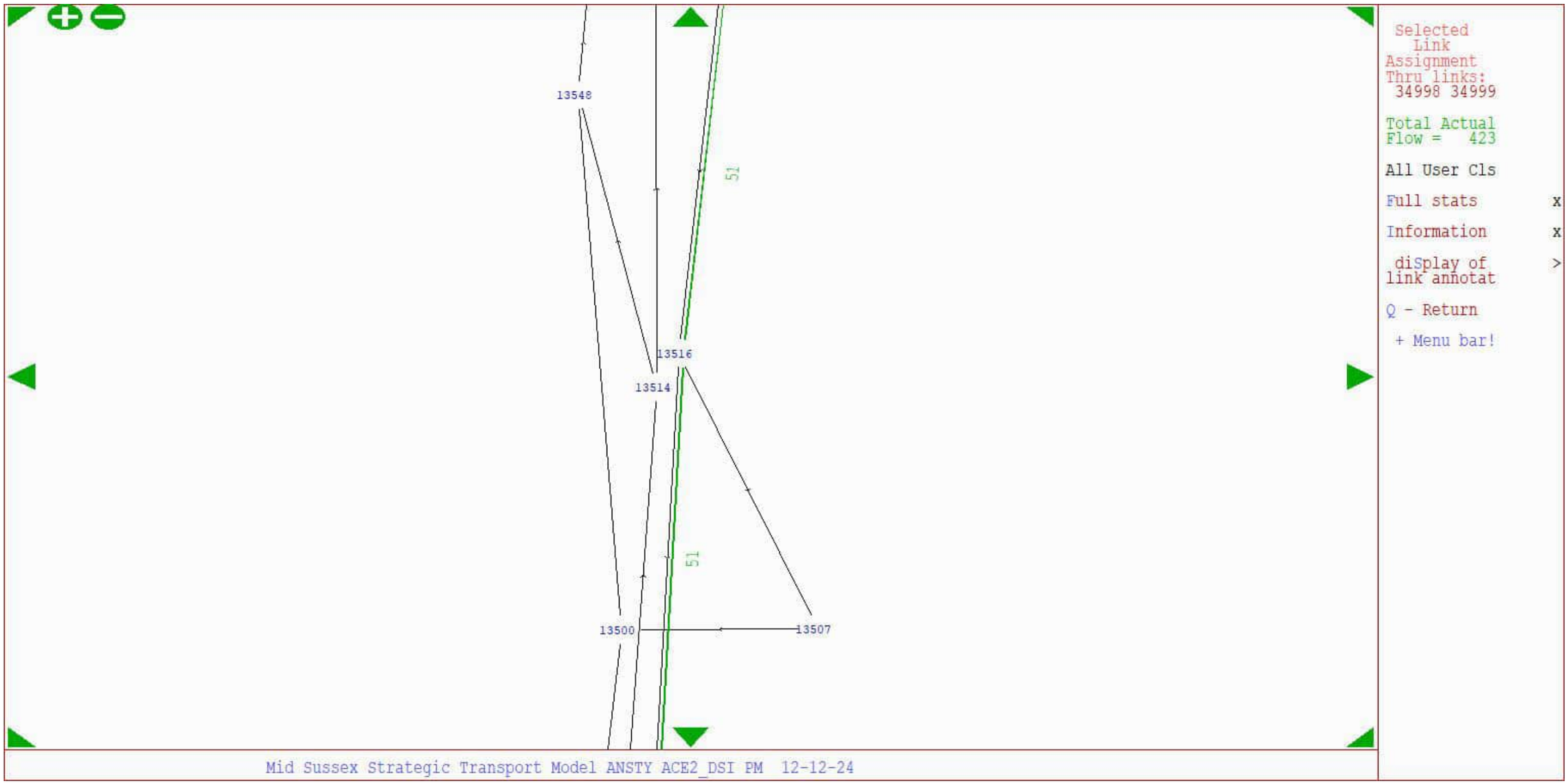
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
PM PEAK DEPARTURES



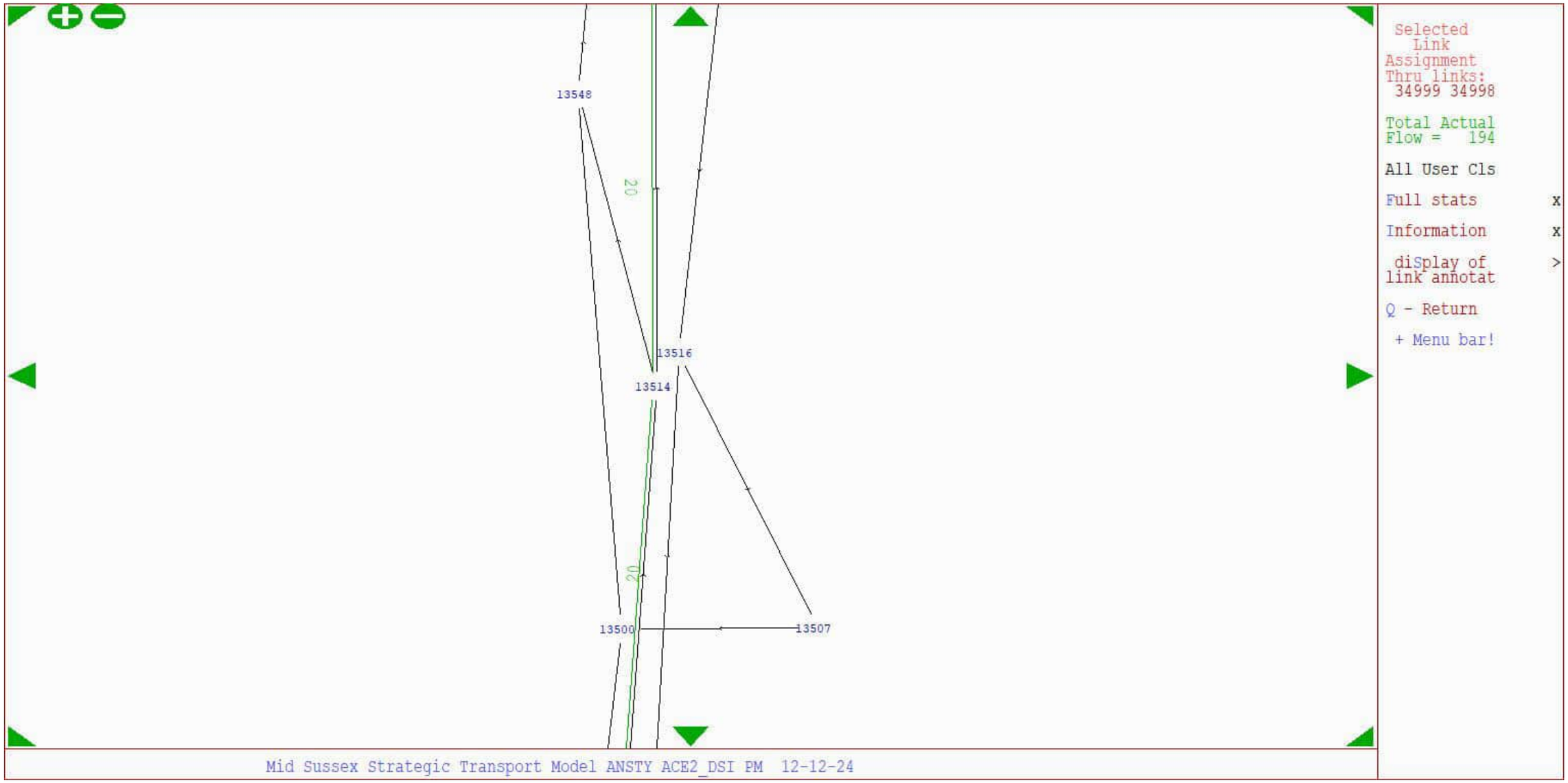
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
PM PEAK ARRIVALS



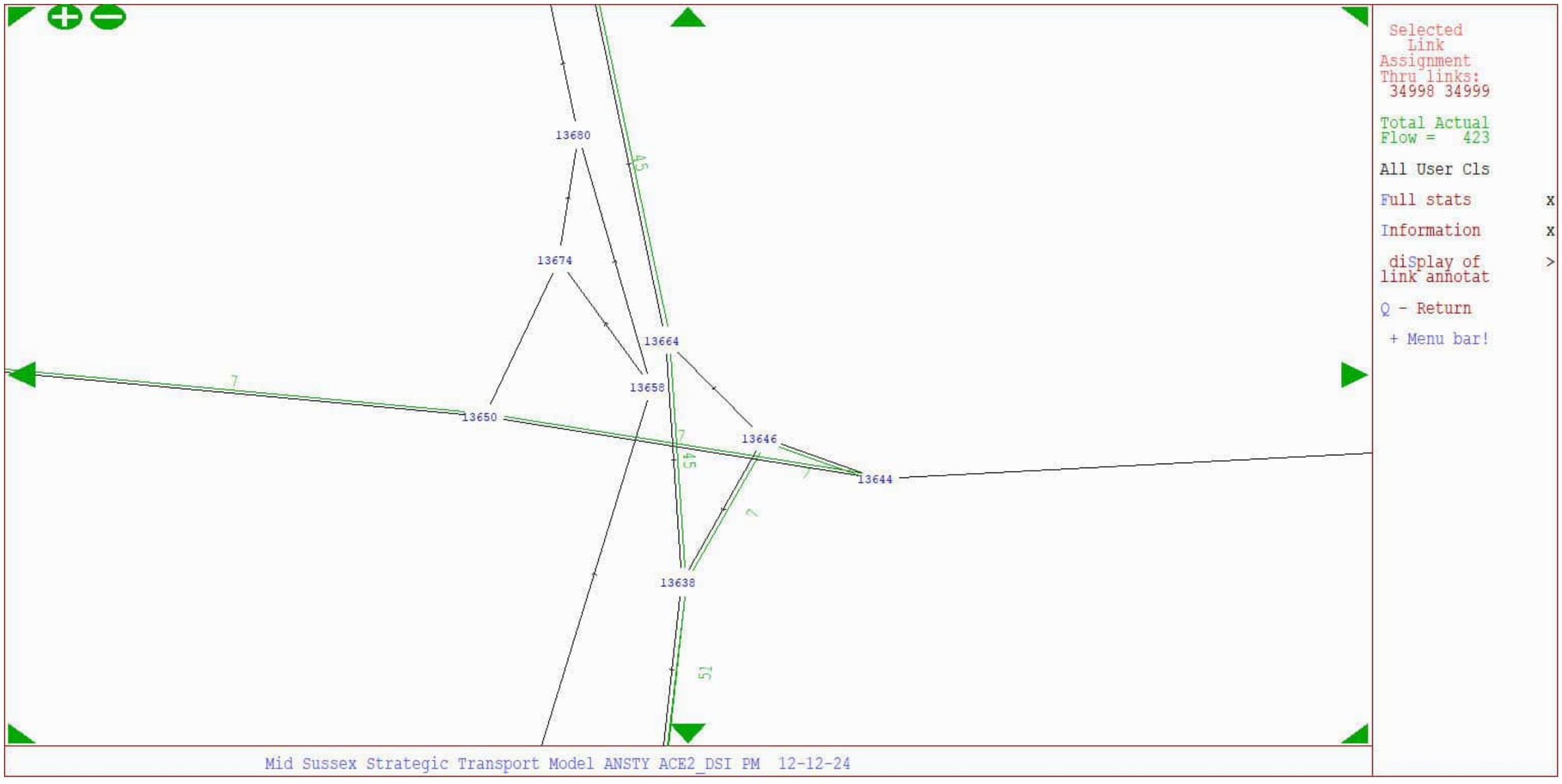
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
PM PEAK ARRIVALS



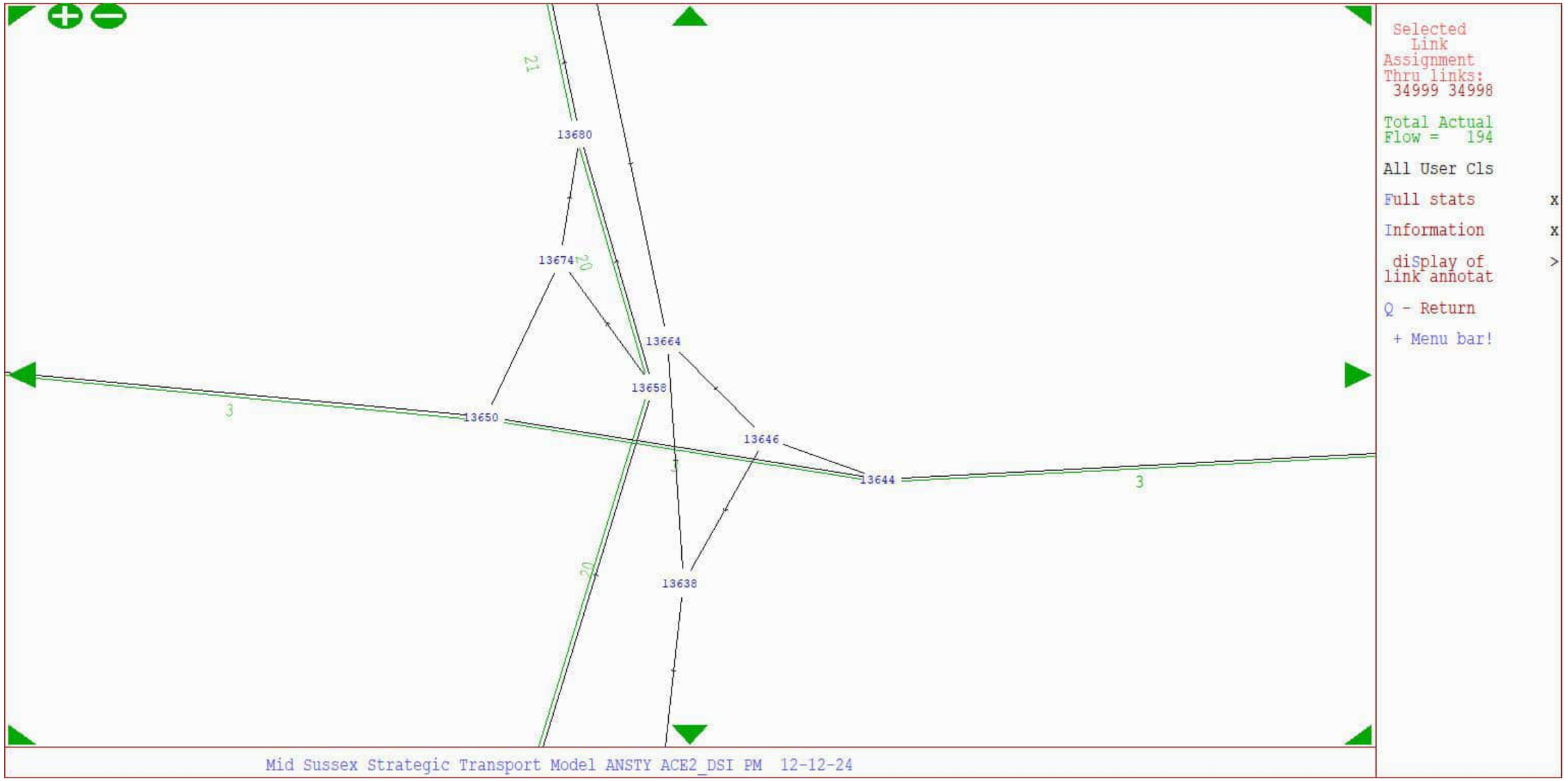
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
PM PEAK ARRIVALS



JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
PM PEAK DEPARTURES



JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
PM PEAK ARRIVALS



JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
PM PEAK DEPARTURES

Appendix E

Jamie Symington

From: Guy Parfect <guy.parfect@westsussex.gov.uk>
Sent: 14 August 2023 13:13
To: Jamie Symington; Eric Signi
Cc: Ian Gledhill; David Howson; Kevin Markey
Subject: RE: Land at Ansty - Minutes from meeting on 28/06/23
Attachments: Mixed Private and Affordable Housing NC.PDF

Hello Jamie

Following internal discussion, we have decided not to use the average trip rate calculated from the range of sites used for the previous Local Plan scenario work. Although this reflects the move from 85% rates to average rates agreed for scenario 5 it does not reflect the other main change in undiscounted trip rates which is that, as per Eric's email of 14th July "1a) The new trip rates will also be more nuanced with urban/rural rates and different housing type mixes"

On comparison with TRICS the average rates for the full range of urban and rural sites were lower at around 0.38 two-way total than out of town (neighbourhood centre or edge of town) sites which were at 0.45 or higher when considering either mixed housing or private houses, being more similar to rates obtained for out of town affordable housing. On this basis, pending new trip rates from Systra and our agreement of them, there is a distinct likelihood that use of the overall average rate could lead to a lower undiscounted trip rate being applied to the Ansty site for this assessment than for Local Plan scenario 5B. I have attached suggested trip rate selection from TRICS for mixed private and affordable housing at larger neighbourhood centre sites, this being the location type most similar to Ansty.

Regarding the discount rate to be applied, for the Local Plan work Systra will be running three discounted scenarios. A 20% reduction for working at home will apply across the District on the basis of the high proportion of employment types suited to this, then the next scenario will add a further 5% reduction for sites with local retail and community facilities on or adjacent to site, the third scenario will add a further 5% for those sites with a significant quantum of local employment on or adjacent to site – within walking distance from all/most residential areas of site. The Ansty site qualifies for the first two reductions, provided that the site contains sufficient local retail/village centre/community facilities as envisaged. However the development profile indicated so far does not contain an employment zone and there is also very little existing employment adjacent to the site. On this basis, the maximum discount to be applied to TRICS rates for Ansty will be 25%.

Regarding TEMPro alternative planning assumptions for The Hub consented site a figure of 2500 jobs was used in the evidence base for the adopted Mid Sussex Site Allocations DPD and I am happy for this assumption to carry forward for reuse.

I hope that this enables you to move forward with your strategic modelling. Please note that I will be away on leave from end of Tuesday until the end of the month. Eric and Ian are here until 23rd August, after that first Eric has some leave and then Ian. We're all around in September.

Kind regards

Guy

Appendix F

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Junction AH - A23.Hickstead Lane Roundabout.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:40:34

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	4.2	18.76	0.82	2.0	10.18	0.67
Arm 3	6.0	66.46	0.89	0.7	12.65	0.41
Arm 4	0.2	9.05	0.19	0.2	5.98	0.14
	2039 Do Minimum					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	34.1	107.26	1.03	41.4	119.81	1.05
Arm 3	9.3	135.65	0.98	1.4	32.19	0.60
Arm 4	1.2	19.06	0.56	0.3	8.27	0.24
	2039 Do Something					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	39.4	120.07	1.05	44.0	125.88	1.05
Arm 3	9.7	141.07	0.99	1.5	33.98	0.62
Arm 4	1.2	17.73	0.55	0.3	8.41	0.25
	2039 Do Something (Manually Adjusted Alternative - NH)					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	39.4	120.07	1.05	44.0	125.88	1.05
Arm 3	9.7	141.07	0.99	8.0	114.52	0.95
Arm 4	1.2	17.73	0.55	0.4	9.53	0.28

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

File summary

File Description

Title	
Location	
Site number	
Date	09/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	29.85	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.85	D

Arms

Arms

Arm	Name	Description	No give-way line
1	A2300 (N)		
2	A2300 (E - Flyover)		
3	A2300 (S)		
4	Hickstead Lane		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1	4.38	4.38	0.0	48.5	30.1	14.5		
2	3.79	4.43	1.2	12.4	30.1	28.5		
3	2.37	3.48	2.8	13.7	30.1	18.5		
4	2.49	4.84	9.8	25.8	30.1	25.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.630	1438
2	0.546	1193
3	0.496	881
4	0.561	1188

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	765	100.000
3		ONE HOUR	✓	321	100.000
4		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	669	0	0	96
	3	0	266	0	55
	4	12	73	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	34
	3	0	0	0	3
	4	0	16	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	0.82	18.76	4.2	C	702	1053
3	0.89	66.46	6.0	F	295	442
4	0.19	9.05	0.2	A	78	117

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	252	1273	0.000	0	508	0.0	0.0	0.000	A
2	576	144	0	1031	0.558	571	252	0.0	1.2	7.737	A
3	242	60	571	551	0.438	239	0	0.0	0.8	11.409	B
4	64	16	697	668	0.096	64	113	0.0	0.1	5.947	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	303	1241	0.000	0	610	0.0	0.0	0.000	A
2	688	172	0	1031	0.667	685	303	1.2	1.9	10.302	B
3	289	72	685	486	0.593	286	0	0.8	1.4	17.755	C
4	76	19	836	594	0.129	76	135	0.1	0.1	6.958	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1202	0.000	0	742	0.0	0.0	0.000	A
2	842	211	0	1031	0.817	834	361	1.9	4.0	17.493	C
3	353	88	834	401	0.881	339	0	1.4	5.0	49.442	E
4	94	23	1010	499	0.187	93	163	0.1	0.2	8.860	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	370	1197	0.000	0	749	0.0	0.0	0.000	A
2	842	211	0	1031	0.817	842	370	4.0	4.2	18.764	C
3	353	88	842	397	0.890	349	0	5.0	6.0	66.457	F
4	94	23	1025	491	0.190	94	165	0.2	0.2	9.051	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	320	1230	0.000	0	620	0.0	0.0	0.000	A
2	688	172	0	1031	0.667	696	320	4.2	2.1	11.004	B
3	289	72	696	480	0.602	306	0	6.0	1.6	22.647	C
4	76	19	863	580	0.132	77	140	0.2	0.2	7.162	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	258	1270	0.000	0	515	0.0	0.0	0.000	A
2	576	144	0	1031	0.558	579	258	2.1	1.3	8.011	A
3	242	60	579	547	0.442	245	0	1.6	0.8	12.043	B
4	64	16	709	662	0.097	64	115	0.2	0.1	6.025	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.27	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	648	100.000
3		ONE HOUR	✓	183	100.000
4		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	558	0	0	90
	3	0	157	0	26
	4	16	70	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	11	0	0	17
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	0.67	10.18	2.0	B	595	892
3	0.41	12.65	0.7	B	168	252
4	0.14	5.98	0.2	A	79	118

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	170	1330	0.000	0	429	0.0	0.0	0.000	A
2	488	122	0	1067	0.457	485	170	0.0	0.8	6.152	A
3	138	34	485	613	0.225	137	0	0.0	0.3	7.542	A
4	65	16	534	848	0.076	64	87	0.0	0.1	4.589	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	204	1309	0.000	0	515	0.0	0.0	0.000	A
2	583	146	0	1067	0.546	581	204	0.8	1.2	7.393	A
3	165	41	581	559	0.294	164	0	0.3	0.4	9.097	A
4	77	19	641	785	0.099	77	104	0.1	0.1	5.090	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	249	1280	0.000	0	629	0.0	0.0	0.000	A
2	713	178	0	1067	0.669	710	249	1.2	2.0	10.018	B
3	201	50	710	488	0.413	200	0	0.4	0.7	12.487	B
4	95	24	784	699	0.135	95	127	0.1	0.2	5.953	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	250	1279	0.000	0	632	0.0	0.0	0.000	A
2	713	178	0	1067	0.669	713	250	2.0	2.0	10.183	B
3	201	50	713	486	0.415	201	0	0.7	0.7	12.651	B
4	95	24	787	697	0.136	95	128	0.2	0.2	5.976	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	205	1308	0.000	0	519	0.0	0.0	0.000	A
2	583	146	0	1067	0.546	586	205	2.0	1.2	7.531	A
3	165	41	586	557	0.295	166	0	0.7	0.4	9.230	A
4	77	19	646	781	0.099	77	105	0.2	0.1	5.117	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	171	1329	0.000	0	433	0.0	0.0	0.000	A
2	488	122	0	1067	0.457	489	171	1.2	0.9	6.252	A
3	138	34	489	610	0.226	138	0	0.4	0.3	7.637	A
4	65	16	540	845	0.077	65	88	0.1	0.1	4.615	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	99.31	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	99.31	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	997	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	914	0	0	83
	3	1	184	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	4
	3	20	16	0	4
	4	12	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.03	107.26	34.1	F	915	1372
3	0.98	135.65	9.3	F	215	322
4	0.56	19.06	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	300	1230	0.000	0	680	0.0	0.0	0.000	A
2	751	188	0	1063	0.706	741	300	0.0	2.3	10.916	B
3	176	44	741	413	0.426	173	0	0.0	0.7	14.845	B
4	166	41	817	636	0.260	164	98	0.0	0.3	7.611	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	360	1189	0.000	0	814	0.0	0.0	0.000	A
2	896	224	0	1063	0.844	886	360	2.3	4.8	19.395	C
3	210	53	886	342	0.615	207	0	0.7	1.5	26.152	D
4	198	49	977	539	0.367	197	117	0.3	0.6	10.498	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1142	0.000	0	944	0.0	0.0	0.000	A
2	1098	274	0	1063	1.033	1029	428	4.8	22.1	59.884	F
3	258	64	1029	272	0.946	239	0	1.5	6.2	81.637	F
4	242	61	1132	445	0.545	240	136	0.6	1.1	17.376	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1137	0.000	0	963	0.0	0.0	0.000	A
2	1098	274	0	1063	1.033	1049	435	22.1	34.1	107.256	F
3	258	64	1049	262	0.983	245	0	6.2	9.3	135.650	F
4	242	61	1156	430	0.563	242	139	1.1	1.2	19.058	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1171	0.000	0	923	0.0	0.0	0.000	A
2	896	224	0	1063	0.844	1005	383	34.1	6.9	70.271	F
3	210	53	1005	284	0.742	234	0	9.3	3.5	83.263	F
4	198	49	1106	460	0.430	200	133	1.2	0.8	13.922	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	314	1220	0.000	0	705	0.0	0.0	0.000	A
2	751	188	0	1063	0.706	768	314	6.9	2.5	12.881	B
3	176	44	768	400	0.440	187	0	3.5	0.8	17.664	C
4	166	41	852	615	0.270	167	103	0.8	0.4	8.076	A

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	99.83	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	99.83	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1061	100.000
3		ONE HOUR	✓	149	100.000
4		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	819	0	0	242
	3	0	125	0	24
	4	0	128	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	9	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	119.81	41.4	F	974	1460
3	0.60	32.19	1.4	D	137	205
4	0.24	8.27	0.3	A	117	176

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	189	1313	0.000	0	609	0.0	0.0	0.000	A
2	799	200	0	1115	0.716	789	189	0.0	2.4	10.743	B
3	112	28	789	431	0.261	111	0	0.0	0.3	11.213	B
4	96	24	702	751	0.128	96	198	0.0	0.1	5.490	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	226	1288	0.000	0	728	0.0	0.0	0.000	A
2	954	238	0	1115	0.855	943	226	2.4	5.2	19.685	C
3	134	33	943	355	0.378	133	0	0.3	0.6	16.162	C
4	115	29	839	668	0.172	115	236	0.1	0.2	6.506	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	276	1255	0.000	0	838	0.0	0.0	0.000	A
2	1168	292	0	1115	1.047	1086	276	5.2	25.7	63.959	F
3	164	41	1086	284	0.577	161	0	0.6	1.3	28.673	D
4	141	35	974	587	0.240	141	274	0.2	0.3	8.064	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	278	1254	0.000	0	853	0.0	0.0	0.000	A
2	1168	292	0	1115	1.047	1106	278	25.7	41.4	119.811	F
3	164	41	1106	274	0.598	164	0	1.3	1.4	32.188	D
4	141	35	991	576	0.245	141	279	0.3	0.3	8.269	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	229	1286	0.000	0	837	0.0	0.0	0.000	A
2	954	238	0	1115	0.855	1085	229	41.4	8.6	88.117	F
3	134	33	1085	285	0.471	136	0	1.4	0.9	24.492	C
4	115	29	951	600	0.192	115	269	0.3	0.2	7.433	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	193	1310	0.000	0	635	0.0	0.0	0.000	A
2	799	200	0	1115	0.716	823	193	8.6	2.6	13.215	B
3	112	28	823	414	0.271	114	0	0.9	0.4	12.102	B
4	96	24	731	733	0.131	97	206	0.2	0.2	5.658	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	109.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	109.11	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1012	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	907	0	0	105
	3	0	185	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	3
	3	21	16	0	4
	4	17	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	120.07	39.4	F	929	1393
3	0.99	141.07	9.7	F	215	322
4	0.55	17.73	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	301	1230	0.000	0	674	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	752	301	0.0	2.4	11.185	B
3	176	44	752	409	0.431	173	0	0.0	0.7	15.110	C
4	166	41	811	645	0.257	164	114	0.0	0.3	7.461	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1189	0.000	0	806	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	899	361	2.4	5.1	20.387	C
3	210	53	899	337	0.624	207	0	0.7	1.5	27.073	D
4	198	49	969	548	0.361	197	137	0.3	0.6	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1143	0.000	0	928	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1036	428	5.1	24.7	64.753	F
3	258	64	1036	270	0.954	238	0	1.5	6.4	84.428	F
4	242	61	1117	458	0.529	240	157	0.6	1.1	16.348	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1138	0.000	0	946	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1055	435	24.7	39.4	120.074	F
3	258	64	1055	260	0.989	245	0	6.4	9.7	141.074	F
4	242	61	1139	444	0.545	242	161	1.1	1.2	17.730	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1173	0.000	0	926	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	1034	383	39.4	8.4	88.015	F
3	210	53	1034	271	0.776	232	0	9.7	4.3	100.483	F
4	198	49	1110	463	0.427	199	156	1.2	0.8	13.755	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	318	1218	0.000	0	704	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	785	318	8.4	2.6	13.801	B
3	176	44	785	393	0.449	190	0	4.3	0.8	18.920	C
4	166	41	854	619	0.268	167	121	0.8	0.4	7.992	A

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	104.40	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	104.40	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1067	100.000
3		ONE HOUR	✓	152	100.000
4		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	821	0	0	246
	3	0	128	0	24
	4	0	133	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	10	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	125.88	44.0	F	979	1469
3	0.62	33.98	1.5	D	139	209
4	0.25	8.41	0.3	A	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	195	1309	0.000	0	611	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	793	195	0.0	2.5	10.872	B
3	114	29	793	425	0.269	113	0	0.0	0.4	11.486	B
4	100	25	706	748	0.134	100	201	0.0	0.2	5.544	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	233	1283	0.000	0	729	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	948	233	2.5	5.3	20.162	C
3	137	34	948	350	0.391	136	0	0.4	0.6	16.742	C
4	120	30	843	665	0.180	119	240	0.2	0.2	6.597	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	284	1249	0.000	0	837	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1088	284	5.3	27.0	66.251	F
3	167	42	1088	281	0.596	164	0	0.6	1.4	30.135	D
4	146	37	976	585	0.251	146	277	0.2	0.3	8.201	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	287	1247	0.000	0	852	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1107	287	27.0	44.0	125.877	F
3	167	42	1107	272	0.616	167	0	1.4	1.5	33.982	D
4	146	37	992	574	0.255	146	282	0.3	0.3	8.409	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	237	1281	0.000	0	842	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	1094	237	44.0	10.3	97.011	F
3	137	34	1094	278	0.491	139	0	1.5	1.0	26.163	D
4	120	30	958	595	0.201	120	274	0.3	0.3	7.583	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	199	1306	0.000	0	642	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	834	199	10.3	2.7	14.033	B
3	114	29	834	405	0.282	117	0	1.0	0.4	12.581	B
4	100	25	740	728	0.138	101	211	0.3	0.2	5.746	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	109.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	109.11	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1012	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	907	0	0	105
	3	0	185	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	3
	3	21	16	0	4
	4	17	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	120.07	39.4	F	929	1393
3	0.99	141.07	9.7	F	215	322
4	0.55	17.73	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	301	1230	0.000	0	674	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	752	301	0.0	2.4	11.185	B
3	176	44	752	409	0.431	173	0	0.0	0.7	15.110	C
4	166	41	811	645	0.257	164	114	0.0	0.3	7.461	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1189	0.000	0	806	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	899	361	2.4	5.1	20.387	C
3	210	53	899	337	0.624	207	0	0.7	1.5	27.073	D
4	198	49	969	548	0.361	197	137	0.3	0.6	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1143	0.000	0	928	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1036	428	5.1	24.7	64.753	F
3	258	64	1036	270	0.954	238	0	1.5	6.4	84.428	F
4	242	61	1117	458	0.529	240	157	0.6	1.1	16.348	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1138	0.000	0	946	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1055	435	24.7	39.4	120.074	F
3	258	64	1055	260	0.989	245	0	6.4	9.7	141.074	F
4	242	61	1139	444	0.545	242	161	1.1	1.2	17.730	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1173	0.000	0	926	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	1034	383	39.4	8.4	88.015	F
3	210	53	1034	271	0.776	232	0	9.7	4.3	100.483	F
4	198	49	1110	463	0.427	199	156	1.2	0.8	13.755	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	318	1218	0.000	0	704	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	785	318	8.4	2.6	13.801	B
3	176	44	785	393	0.449	190	0	4.3	0.8	18.920	C
4	166	41	854	619	0.268	167	121	0.8	0.4	7.992	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	113.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	113.77	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1067	100.000
3		ONE HOUR	✓	242	100.000
4		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	821	0	0	246
	3	0	218	0	24
	4	0	133	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	6	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	125.88	44.0	F	979	1469
3	0.95	114.52	8.0	F	222	333
4	0.28	9.53	0.4	A	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	261	1267	0.000	0	611	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	793	261	0.0	2.5	10.872	B
3	182	46	793	437	0.417	179	0	0.0	0.7	13.825	B
4	100	25	772	711	0.141	99	201	0.0	0.2	5.878	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	313	1233	0.000	0	729	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	948	313	2.5	5.3	20.162	C
3	218	54	948	360	0.605	215	0	0.7	1.4	24.342	C
4	120	30	923	621	0.193	119	240	0.2	0.2	7.175	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	371	1195	0.000	0	837	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1088	371	5.3	27.0	66.251	F
3	266	67	1088	289	0.922	250	0	1.4	5.6	72.506	F
4	146	37	1062	537	0.273	146	276	0.2	0.4	9.200	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	378	1190	0.000	0	852	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1107	378	27.0	44.0	125.877	F
3	266	67	1107	279	0.953	257	0	5.6	8.0	114.523	F
4	146	37	1083	524	0.279	146	281	0.4	0.4	9.533	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	331	1221	0.000	0	842	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	1094	331	44.0	10.3	97.011	F
3	218	54	1094	286	0.760	234	0	8.0	3.8	77.914	F
4	120	30	1053	542	0.221	120	275	0.4	0.3	8.536	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	276	1257	0.000	0	642	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	834	276	10.3	2.7	14.033	B
3	182	46	834	417	0.437	194	0	3.8	0.8	16.984	C
4	100	25	816	685	0.146	101	211	0.3	0.2	6.168	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Jct O - London Rd.A23 NB Slips.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 04/10/2024 14:17:23

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - London Rd (N)	0.1	2.39	0.07	0.1	2.00	0.05
4 - A23 Northbound offslip	0.2	1.66	0.14	0.1	1.61	0.13
5 - London Rd (S)	0.1	1.68	0.13	0.1	1.57	0.09
	2039 Do Nothing					
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.51	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.2	1.76	0.17	0.2	1.62	0.13
	2039 Do Something Isolated					
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.50	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.3	1.88	0.22	0.2	1.64	0.14

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

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

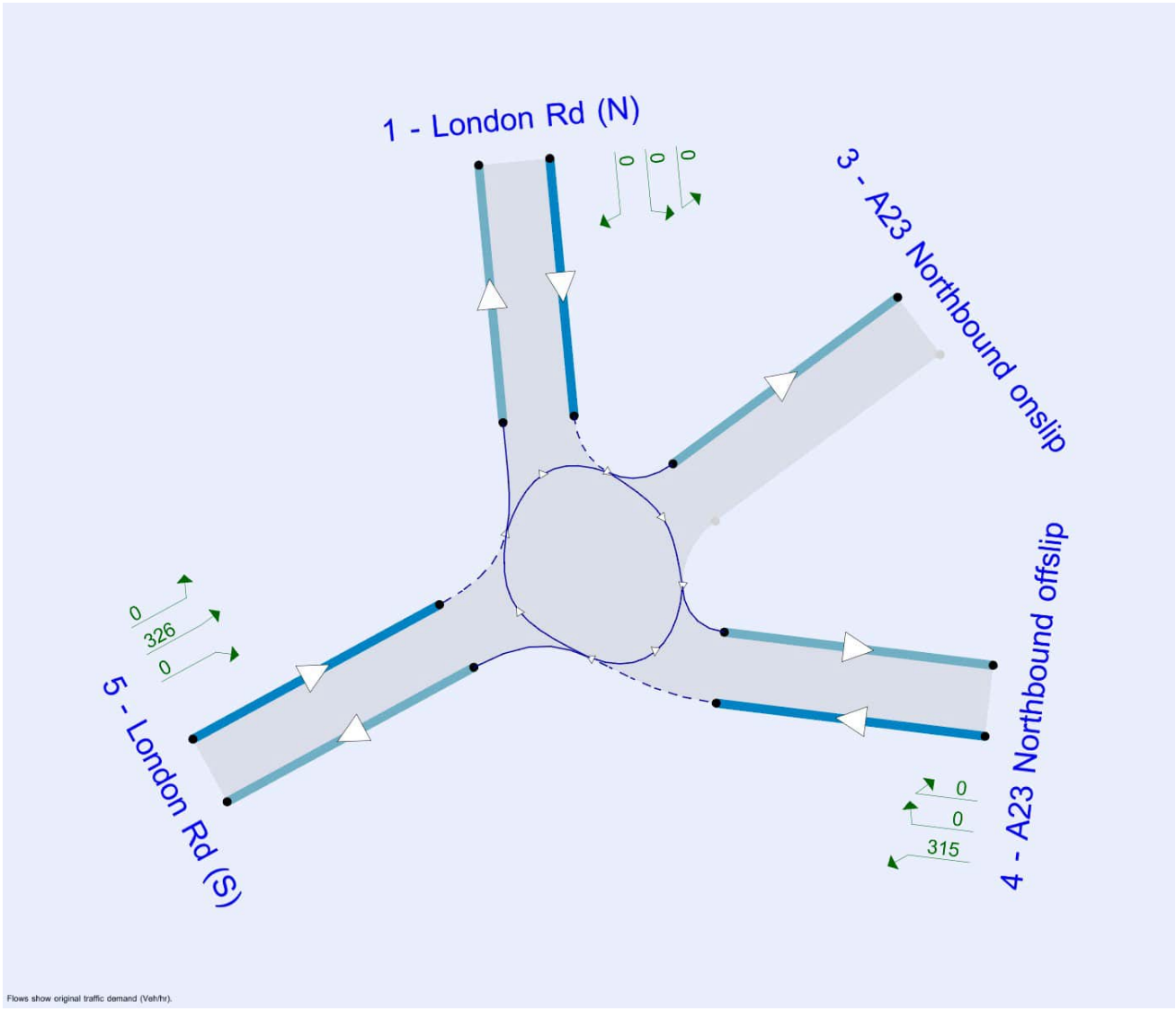
File summary

File Description

Title	London Rd / A23 Northbound Slips Rbt
Location	
Site number	
Date	20/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Rd (N)		
3	A23 Northbound onslip		
4	A23 Northbound offslip		
5	London Rd (S)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - London Rd (N)	3.65	6.80	10.5	25.0	49.0	46.0		
3 - A23 Northbound onslip								✓
4 - A23 Northbound offslip	5.50	7.00	7.0	25.0	49.0	35.0	✓	
5 - London Rd (S)	3.90	6.80	31.0	25.0	49.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - London Rd (N)	1.210	2387
3 - A23 Northbound onslip		
4 - A23 Northbound offslip	1.397	2749
5 - London Rd (S)	1.385	2738

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	101	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	308	100.000
5 - London Rd (S)		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	101
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	308
	5 - London Rd (S)	0	290	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	21
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.07	2.39	0.1	A	93	139
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.14	1.66	0.2	A	283	424
5 - London Rd (S)	0.13	1.68	0.1	A	266	399

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	76	19	218	1731	0.044	76	0	0.0	0.0	2.174	A
3 - A23 Northbound onslip			76				218				
4 - A23 Northbound offslip	232	58	76	2569	0.090	231	0	0.0	0.1	1.539	A
5 - London Rd (S)	218	55	0	2467	0.089	218	307	0.0	0.1	1.600	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	91	23	261	1684	0.054	91	0	0.0	0.1	2.259	A
3 - A23 Northbound onslip			91				261				
4 - A23 Northbound offslip	277	69	91	2545	0.109	277	0	0.1	0.1	1.586	A
5 - London Rd (S)	261	65	0	2467	0.106	261	368	0.1	0.1	1.631	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	111	28	319	1619	0.069	111	0	0.1	0.1	2.387	A
3 - A23 Northbound onslip			111				319				
4 - A23 Northbound offslip	339	85	111	2511	0.135	339	0	0.1	0.2	1.656	A
5 - London Rd (S)	319	80	0	2467	0.129	319	450	0.1	0.1	1.675	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	111	28	319	1618	0.069	111	0	0.1	0.1	2.387	A
3 - A23 Northbound onslip			111				319				
4 - A23 Northbound offslip	339	85	111	2511	0.135	339	0	0.2	0.2	1.656	A
5 - London Rd (S)	319	80	0	2467	0.129	319	450	0.1	0.1	1.675	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	91	23	261	1683	0.054	91	0	0.1	0.1	2.262	A
3 - A23 Northbound onslip			91				261				
4 - A23 Northbound offslip	277	69	91	2545	0.109	277	0	0.2	0.1	1.586	A
5 - London Rd (S)	261	65	0	2467	0.106	261	368	0.1	0.1	1.633	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	76	19	218	1730	0.044	76	0	0.1	0.0	2.175	A
3 - A23 Northbound onslip			76				218				
4 - A23 Northbound offslip	232	58	76	2569	0.090	232	0	0.1	0.1	1.539	A
5 - London Rd (S)	218	55	0	2467	0.089	218	308	0.1	0.1	1.600	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	93	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	302	100.000
5 - London Rd (S)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	93
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	302
	5 - London Rd (S)	0	216	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	9
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	1
	5 - London Rd (S)	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.05	2.00	0.1	A	85	128
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.61	0.1	A	277	416
5 - London Rd (S)	0.09	1.57	0.1	A	198	297

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	70	18	162	1995	0.035	70	0	0.0	0.0	1.868	A
3 - A23 Northbound onslip			70				162				
4 - A23 Northbound offslip	227	57	70	2617	0.087	227	0	0.0	0.1	1.506	A
5 - London Rd (S)	163	41	0	2535	0.064	162	297	0.0	0.1	1.516	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	84	21	194	1957	0.043	84	0	0.0	0.0	1.921	A
3 - A23 Northbound onslip			84				194				
4 - A23 Northbound offslip	271	68	84	2596	0.105	271	0	0.1	0.1	1.548	A
5 - London Rd (S)	194	49	0	2535	0.077	194	355	0.1	0.1	1.537	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	102	26	238	1905	0.054	102	0	0.0	0.1	1.996	A
3 - A23 Northbound onslip			102				238				
4 - A23 Northbound offslip	333	83	102	2568	0.130	332	0	0.1	0.1	1.609	A
5 - London Rd (S)	238	59	0	2535	0.094	238	435	0.1	0.1	1.566	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	102	26	238	1905	0.054	102	0	0.1	0.1	1.996	A
3 - A23 Northbound onslip			102				238				
4 - A23 Northbound offslip	333	83	102	2568	0.130	333	0	0.1	0.1	1.609	A
5 - London Rd (S)	238	59	0	2535	0.094	238	435	0.1	0.1	1.566	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	84	21	194	1957	0.043	84	0	0.1	0.0	1.921	A
3 - A23 Northbound onslip			84				194				
4 - A23 Northbound offslip	271	68	84	2596	0.105	272	0	0.1	0.1	1.548	A
5 - London Rd (S)	194	49	0	2535	0.077	194	355	0.1	0.1	1.537	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	70	18	163	1995	0.035	70	0	0.0	0.0	1.869	A
3 - A23 Northbound onslip			70				163				
4 - A23 Northbound offslip	227	57	70	2616	0.087	227	0	0.1	0.1	1.508	A
5 - London Rd (S)	163	41	0	2535	0.064	163	297	0.1	0.1	1.519	A

2039 Do Nothing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	280	100.000
5 - London Rd (S)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	280
	5 - London Rd (S)	0	382	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.11	1.51	0.1	A	257	385
5 - London Rd (S)	0.17	1.76	0.2	A	351	526

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	287	2002	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				287				
4 - A23 Northbound offslip	211	53	0	2695	0.078	210	0	0.0	0.1	1.448	A
5 - London Rd (S)	288	72	0	2467	0.117	287	210	0.0	0.1	1.651	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	343	1926	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				343				
4 - A23 Northbound offslip	252	63	0	2695	0.093	252	0	0.1	0.1	1.472	A
5 - London Rd (S)	343	86	0	2467	0.139	343	252	0.1	0.2	1.694	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	420	1823	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				420				
4 - A23 Northbound offslip	308	77	0	2695	0.114	308	0	0.1	0.1	1.507	A
5 - London Rd (S)	421	105	0	2467	0.171	420	308	0.2	0.2	1.758	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	421	1822	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				421				
4 - A23 Northbound offslip	308	77	0	2695	0.114	308	0	0.1	0.1	1.507	A
5 - London Rd (S)	421	105	0	2467	0.171	421	308	0.2	0.2	1.758	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	344	1926	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				344				
4 - A23 Northbound offslip	252	63	0	2695	0.093	252	0	0.1	0.1	1.472	A
5 - London Rd (S)	343	86	0	2467	0.139	344	252	0.2	0.2	1.697	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	288	2001	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				288				
4 - A23 Northbound offslip	211	53	0	2695	0.078	211	0	0.1	0.1	1.448	A
5 - London Rd (S)	288	72	0	2467	0.117	288	211	0.2	0.1	1.651	A

2039 Do Nothing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	1	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	318	100.000
5 - London Rd (S)		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	1
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	318
	5 - London Rd (S)	0	304	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	98
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.53	0.1	A	292	438
5 - London Rd (S)	0.13	1.62	0.2	A	279	418

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	228	1056	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				228				
4 - A23 Northbound offslip	239	60	0	2695	0.089	239	0	0.0	0.1	1.465	A
5 - London Rd (S)	229	57	0	2559	0.089	228	239	0.0	0.1	1.544	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	273	1027	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				273				
4 - A23 Northbound offslip	286	71	0	2695	0.106	286	0	0.1	0.1	1.493	A
5 - London Rd (S)	273	68	0	2559	0.107	273	286	0.1	0.1	1.574	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	335	987	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				335				
4 - A23 Northbound offslip	350	88	0	2695	0.130	350	0	0.1	0.1	1.534	A
5 - London Rd (S)	335	84	0	2559	0.131	335	350	0.1	0.2	1.617	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	335	987	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				335				
4 - A23 Northbound offslip	350	88	0	2695	0.130	350	0	0.1	0.1	1.534	A
5 - London Rd (S)	335	84	0	2559	0.131	335	350	0.2	0.2	1.617	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	273	1027	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				273				
4 - A23 Northbound offslip	286	71	0	2695	0.106	286	0	0.1	0.1	1.496	A
5 - London Rd (S)	273	68	0	2559	0.107	273	286	0.2	0.1	1.574	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	229	1056	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				229				
4 - A23 Northbound offslip	239	60	0	2695	0.089	239	0	0.1	0.1	1.467	A
5 - London Rd (S)	229	57	0	2559	0.089	229	239	0.1	0.1	1.546	A

2039 Do Something Isolated, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.75	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	271	100.000
5 - London Rd (S)		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	271
	5 - London Rd (S)	0	498	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.11	1.50	0.1	A	249	373
5 - London Rd (S)	0.22	1.88	0.3	A	457	685

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	374	1885	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				374				
4 - A23 Northbound offslip	204	51	0	2695	0.076	204	0	0.0	0.1	1.444	A
5 - London Rd (S)	375	94	0	2467	0.152	374	204	0.0	0.2	1.720	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	448	1786	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				448				
4 - A23 Northbound offslip	244	61	0	2695	0.090	244	0	0.1	0.1	1.467	A
5 - London Rd (S)	448	112	0	2467	0.181	448	244	0.2	0.2	1.782	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	548	1651	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				548				
4 - A23 Northbound offslip	298	75	0	2695	0.111	298	0	0.1	0.1	1.501	A
5 - London Rd (S)	548	137	0	2467	0.222	548	298	0.2	0.3	1.875	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	548	1651	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				548				
4 - A23 Northbound offslip	298	75	0	2695	0.111	298	0	0.1	0.1	1.501	A
5 - London Rd (S)	548	137	0	2467	0.222	548	298	0.3	0.3	1.875	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	448	1786	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				448				
4 - A23 Northbound offslip	244	61	0	2695	0.090	244	0	0.1	0.1	1.470	A
5 - London Rd (S)	448	112	0	2467	0.181	448	244	0.3	0.2	1.785	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	375	1883	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				375				
4 - A23 Northbound offslip	204	51	0	2695	0.076	204	0	0.1	0.1	1.446	A
5 - London Rd (S)	375	94	0	2467	0.152	375	204	0.2	0.2	1.723	A

2039 Do Something Isolated, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	315	100.000
5 - London Rd (S)		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	315
	5 - London Rd (S)	0	326	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	98
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.53	0.1	A	289	434
5 - London Rd (S)	0.14	1.64	0.2	A	299	449

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	245	1814	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				245				
4 - A23 Northbound offslip	237	59	0	2695	0.088	237	0	0.0	0.1	1.463	A
5 - London Rd (S)	245	61	0	2559	0.096	245	237	0.0	0.1	1.555	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	293	1759	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				293				
4 - A23 Northbound offslip	283	71	0	2695	0.105	283	0	0.1	0.1	1.491	A
5 - London Rd (S)	293	73	0	2559	0.115	293	283	0.1	0.1	1.587	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	359	1685	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				359				
4 - A23 Northbound offslip	347	87	0	2695	0.129	347	0	0.1	0.1	1.532	A
5 - London Rd (S)	359	90	0	2559	0.140	359	347	0.1	0.2	1.635	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	359	1685	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				359				
4 - A23 Northbound offslip	347	87	0	2695	0.129	347	0	0.1	0.1	1.532	A
5 - London Rd (S)	359	90	0	2559	0.140	359	347	0.2	0.2	1.635	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	293	1759	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				293				
4 - A23 Northbound offslip	283	71	0	2695	0.105	283	0	0.1	0.1	1.492	A
5 - London Rd (S)	293	73	0	2559	0.115	293	283	0.2	0.1	1.588	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	246	1813	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				246				
4 - A23 Northbound offslip	237	59	0	2695	0.088	237	0	0.1	0.1	1.464	A
5 - London Rd (S)	245	61	0	2559	0.096	246	237	0.1	0.1	1.555	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Jct P - A272.Cowfold Rd.London Rd Priority Junction (Two Lanes).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\PICADY
Report generation date: 18/12/2024 12:16:05

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0.0	0.00	0.00	0.0	8.84	0.00
Stream B-A	171.7	2104.95	2.18	116.1	1245.60	1.75
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.10	0.4	14.73	0.30
Stream B-A	181.0	14312.87	19.38	66.2	1535.44	2.00
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	202.1	4200.53	9999999999.00	72.0	1838.93	2.19
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	202.1	4200.53	9999999999.00	74.7	1988.17	2.29
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

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

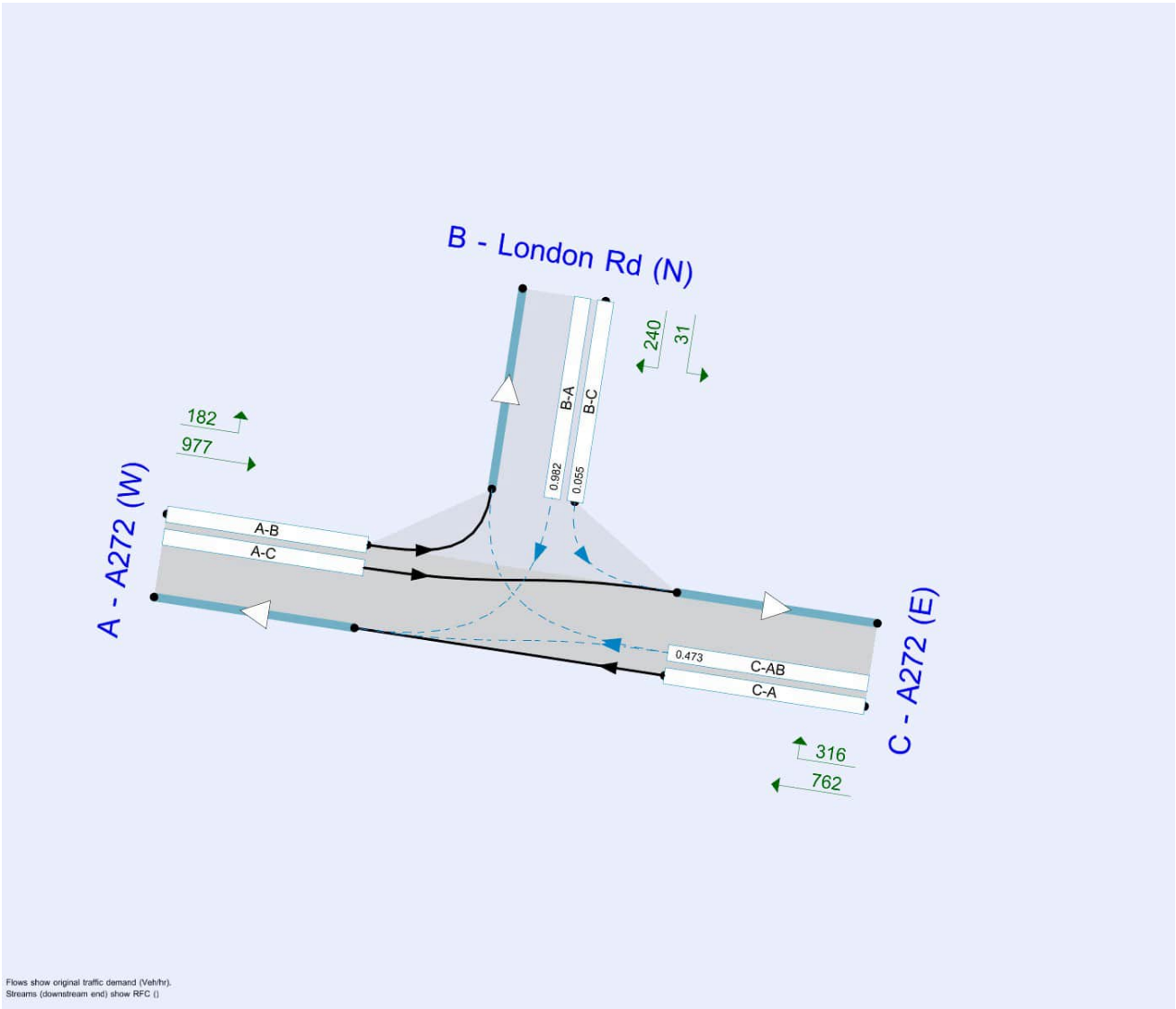
File summary

File Description

Title	A272 Cowfold Rd / London Rd (J24)
Location	
Site number	
Date	19/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		456.79	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	456.79	F

Arms

Arms

Arm	Name	Description	Arm type
A	A272 (W)		Major
B	London Rd (N)		Minor
C	A272 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 (E)	7.00		✓	3.30	250.0	✓	14.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Rd (N)	Two lanes	4.40	4.50	60	149

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	657	0.114	0.289	0.182	0.413
B-C	818	0.120	0.303	-	-
C-B	805	0.298	0.298	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	772	100.000
B - London Rd (N)		ONE HOUR	✓	409	100.000
C - A272 (E)		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	121	651
	B - London Rd (N)	409	0	0
	C - A272 (E)	517	168	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	19	8
	B - London Rd (N)	7	0	0
	C - A272 (E)	8	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	2.18	2104.95	171.7	F	375	563
C-AB	0.37	11.54	0.6	B	154	231
C-A					474	712
A-B					111	167
A-C					597	896

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	308	77	336	0.916	285	0.0	5.6	57.277	F
C-AB	126	32	580	0.218	125	0.0	0.3	7.903	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	282	1.306	278	5.6	28.1	267.974	F
C-AB	151	38	545	0.277	151	0.3	0.4	9.120	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	207	2.177	207	28.1	89.0	1014.244	F
C-AB	185	46	497	0.372	184	0.4	0.6	11.484	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	206	2.181	206	89.0	150.0	2104.952	F
C-AB	185	46	497	0.372	185	0.6	0.6	11.541	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	281	1.308	281	150.0	171.7	1885.446	F
C-AB	151	38	545	0.277	152	0.6	0.4	9.174	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	483	0.000	0	0.0	0.0	0.000	A
B-A	308	77	335	0.918	333	171.7	165.3	1819.354	F
C-AB	126	32	580	0.218	127	0.4	0.3	7.956	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		249.51	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	249.51	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	908	100.000
B - London Rd (N)		ONE HOUR	✓	394	100.000
C - A272 (E)		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	192	716
	B - London Rd (N)	393	0	1
	C - A272 (E)	626	24	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	9	3
	B - London Rd (N)	3	0	0
	C - A272 (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	8.84	0.0	A	0.92	1
B-A	1.75	1245.60	116.1	F	361	541
C-AB	0.05	7.78	0.1	A	22	33
C-A					574	862
A-B					176	264
A-C					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	505	0.001	0.75	0.0	0.0	7.136	A
B-A	296	74	371	0.797	283	0.0	3.2	36.813	E
C-AB	18	5	586	0.031	18	0.0	0.0	6.331	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	320	1.106	306	3.2	15.0	138.040	F
C-AB	22	5	545	0.040	22	0.0	0.0	6.870	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	248	1.745	247	15.0	61.3	578.975	F
C-AB	26	7	489	0.054	26	0.0	0.1	7.780	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	248	1.745	248	61.3	107.5	1245.596	F
C-AB	26	7	489	0.054	26	0.1	0.1	7.782	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	319	1.106	319	107.5	116.1	1222.662	F
C-AB	22	5	545	0.040	22	0.1	0.0	6.874	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	473	0.002	0.75	0.0	0.0	7.620	A
B-A	296	74	371	0.797	368	116.1	98.0	1047.989	F
C-AB	18	5	586	0.031	18	0.0	0.0	6.337	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		1359.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1359.54	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	280	100.000
C - A272 (E)		ONE HOUR	✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	185	978
	B - London Rd (N)	249	0	31
	C - A272 (E)	794	197	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	17	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.16	0.1	B	28	43
B-A	19.38	14312.87	181.0	F	228	343
C-AB	0.59	23.69	1.4	C	181	271
C-A					728	1093
A-B					170	255
A-C					897	1346

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	438	0.053	23	0.0	0.1	8.681	A
B-A	187	47	215	0.872	172	0.0	4.0	68.790	F
C-AB	148	37	492	0.302	147	0.0	0.4	10.382	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.158	B
B-A	224	56	131	1.710	129	4.0	27.6	1177.125	F
C-AB	177	44	440	0.403	176	0.4	0.7	13.607	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.151	B
B-A	274	69	15	17.869	15	27.6	92.3	14312.871	F
C-AB	217	54	369	0.589	215	0.7	1.4	22.937	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.162	B
B-A	274	69	14	19.381	14	92.3	157.3	3317.590	F
C-AB	217	54	369	0.589	217	1.4	1.4	23.688	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.170	B
B-A	224	56	129	1.732	129	157.3	181.0	3223.757	F
C-AB	177	44	440	0.403	180	1.4	0.7	13.995	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.087	A
B-A	187	47	214	0.877	213	181.0	174.7	3011.971	F
C-AB	148	37	492	0.302	149	0.7	0.4	10.546	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		141.19	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	141.19	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	319	100.000
C - A272 (E)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	906
	B - London Rd (N)	222	0	97
	C - A272 (E)	851	48	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.73	0.4	B	89	134
B-A	2.00	1535.44	66.2	F	204	306
C-AB	0.13	10.07	0.1	B	44	66
C-A					781	1171
A-B					236	354
A-C					831	1247

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	493	0.148	72	0.0	0.2	8.554	A
B-A	167	42	288	0.581	162	0.0	1.3	27.681	D
C-AB	36	9	535	0.068	36	0.0	0.1	7.210	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	406	0.215	87	0.2	0.3	11.252	B
B-A	200	50	218	0.915	185	1.3	4.9	85.882	F
C-AB	43	11	483	0.089	43	0.1	0.1	8.188	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	106	0.3	0.4	14.656	B
B-A	244	61	122	1.996	121	4.9	35.6	637.449	F
C-AB	53	13	410	0.129	53	0.1	0.1	10.064	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	107	0.4	0.4	14.728	B
B-A	244	61	122	1.998	122	35.6	66.2	1535.438	F
C-AB	53	13	410	0.129	53	0.1	0.1	10.074	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	398	0.219	88	0.4	0.3	11.621	B
B-A	200	50	218	0.915	215	66.2	62.4	1035.165	F
C-AB	43	11	483	0.089	43	0.1	0.1	8.200	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	432	0.169	73	0.3	0.2	10.040	B
B-A	167	42	287	0.582	283	62.4	33.4	614.834	F
C-AB	36	9	535	0.068	36	0.1	0.1	7.219	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		383.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	383.46	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	9999999999.00	4200.53	202.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	184	0.982	157	0.0	5.9	106.810	F
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	93	2.313	93	5.9	36.6	2120.506	F
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	0	9999999999.000	0	36.6	102.7	1995.517	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	0	9999999999.000	0	102.7	168.7	2280.514	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	82	2.617	82	168.7	202.1	4200.531	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	181	0.998	180	202.1	202.1	4041.442	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.978	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		166.72	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	166.72	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	851	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	2.19	1838.93	72.0	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					781	1171
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	489	0.145	70	0.0	0.2	8.572	A
B-A	166	42	280	0.595	161	0.0	1.4	29.143	D
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	400	0.211	84	0.2	0.3	11.383	B
B-A	199	50	209	0.951	181	1.4	5.7	97.811	F
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	111	2.191	110	5.7	38.9	750.093	F
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	111	2.193	111	38.9	72.0	1838.935	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	209	0.952	206	72.0	70.2	1156.921	F
C-AB	62	16	481	0.129	62	0.2	0.1	8.607	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	431	0.164	71	0.3	0.2	10.007	B
B-A	166	42	280	0.595	276	70.2	42.9	742.543	F
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		383.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	383.46	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	9999999999.00	4200.53	202.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	184	0.982	157	0.0	5.9	106.810	F
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	93	2.313	93	5.9	36.6	2120.506	F
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	0	9999999999.000	0	36.6	102.7	1995.517	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	0	9999999999.000	0	102.7	168.7	2280.514	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	82	2.617	82	168.7	202.1	4200.531	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	181	0.998	180	202.1	202.1	4041.442	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.978	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		178.51	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	178.51	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	942	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	873	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	2.29	1988.17	74.7	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					801	1202
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	488	0.145	70	0.0	0.2	8.591	A
B-A	166	42	277	0.601	161	0.0	1.4	29.845	D
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	398	0.213	84	0.2	0.3	11.472	B
B-A	199	50	205	0.968	180	1.4	6.0	110.382	F
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	106	2.285	106	6.0	40.4	803.218	F
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	106	2.288	106	40.4	74.7	1988.172	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	205	0.969	202	74.7	73.8	1212.490	F
C-AB	62	16	481	0.129	62	0.2	0.1	8.605	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	431	0.164	71	0.3	0.2	10.007	B
B-A	166	42	276	0.602	273	73.8	47.2	801.787	F
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Jct P - A272.Cowfold Rd.London Rd Priority Junction (Two Lanes, Intercept Adjusted).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\PICADY
Report generation date: 18/12/2024 12:12:21

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0.0	0.00	0.00	0.0	8.84	0.00
Stream B-A	35.2	266.17	1.14	12.3	105.99	0.98
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.10	0.4	14.73	0.30
Stream B-A	35.6	439.59	1.30	3.0	46.74	0.77
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	38.1	507.28	1.35	3.4	53.29	0.79
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	38.1	507.28	1.35	3.6	56.72	0.80
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

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

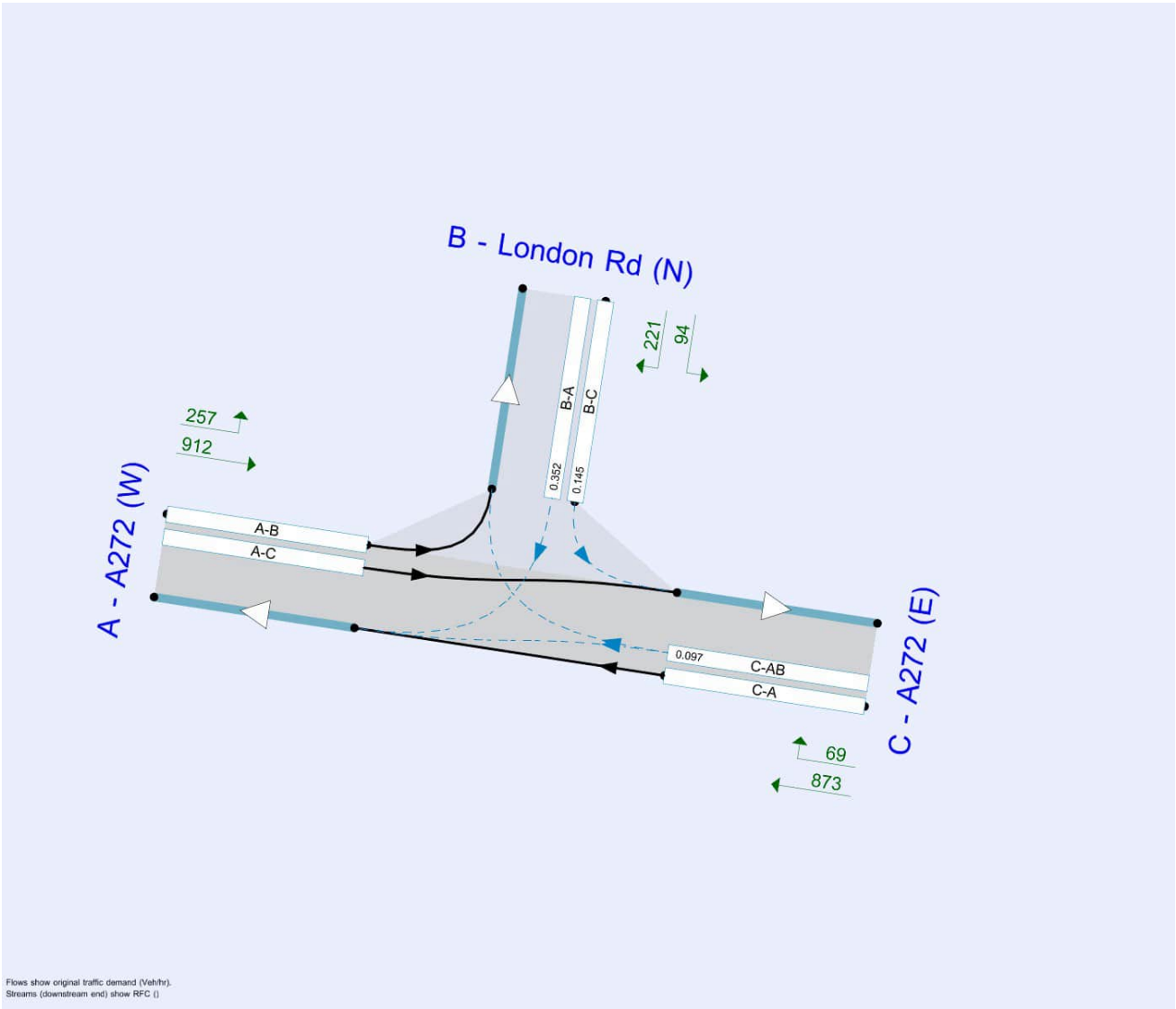
File summary

File Description

Title	A272 Cowfold Rd / London Rd (J24)
Location	
Site number	
Date	19/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		58.65	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.65	F

Arms

Arms

Arm	Name	Description	Arm type
A	A272 (W)		Major
B	London Rd (N)		Minor
C	A272 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 (E)	7.00		✓	3.30	250.0	✓	14.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Rd (N)	Two lanes	4.40	4.50	60	149

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	657	0.114	0.289	0.182	0.413
B-C	818	0.120	0.303	-	-
C-B	805	0.298	0.298	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	At NH Request	200
B-C			

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	772	100.000
B - London Rd (N)		ONE HOUR	✓	409	100.000
C - A272 (E)		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	121	651
	B - London Rd (N)	409	0	0
	C - A272 (E)	517	168	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	19	8
	B - London Rd (N)	7	0	0
	C - A272 (E)	8	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.14	266.17	35.2	F	375	563
C-AB	0.37	11.54	0.6	B	154	231
C-A					474	712
A-B					111	167
A-C					597	896

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	308	77	523	0.589	302	0.0	1.4	15.962	C
C-AB	126	32	580	0.218	125	0.0	0.3	7.903	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	469	0.785	361	1.4	3.2	31.422	D
C-AB	151	38	545	0.277	151	0.3	0.4	9.120	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	394	1.144	382	3.2	20.3	133.489	F
C-AB	185	46	497	0.372	184	0.4	0.6	11.484	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	393	1.145	391	20.3	35.2	266.169	F
C-AB	185	46	497	0.372	185	0.6	0.6	11.541	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	468	0.786	455	35.2	13.4	198.575	F
C-AB	151	38	545	0.277	152	0.6	0.4	9.176	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	483	0.000	0	0.0	0.0	0.000	A
B-A	308	77	522	0.590	355	13.4	1.5	27.431	D
C-AB	126	32	580	0.218	127	0.4	0.3	7.957	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		21.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.32	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	908	100.000
B - London Rd (N)		ONE HOUR	✓	394	100.000
C - A272 (E)		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	192	716
	B - London Rd (N)	393	0	1
	C - A272 (E)	626	24	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	9	3
	B - London Rd (N)	3	0	0
	C - A272 (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	8.84	0.0	A	0.92	1
B-A	0.98	105.99	12.3	F	361	541
C-AB	0.05	7.78	0.1	A	22	33
C-A					574	862
A-B					176	264
A-C					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	505	0.001	0.75	0.0	0.0	7.136	A
B-A	296	74	565	0.523	292	0.0	1.1	12.956	B
C-AB	18	5	586	0.031	18	0.0	0.0	6.331	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	514	0.688	349	1.1	2.1	21.394	C
C-AB	22	5	545	0.040	22	0.0	0.0	6.870	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	442	0.979	405	2.1	9.1	68.643	F
C-AB	26	7	489	0.054	26	0.0	0.1	7.780	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	442	0.979	420	9.1	12.3	105.985	F
C-AB	26	7	489	0.054	26	0.1	0.1	7.782	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	514	0.688	393	12.3	2.4	37.278	E
C-AB	22	5	545	0.040	22	0.1	0.0	6.874	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	501	0.002	0.75	0.0	0.0	7.195	A
B-A	296	74	565	0.523	301	2.4	1.1	13.861	B
C-AB	18	5	586	0.031	18	0.0	0.0	6.335	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		43.68	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	43.68	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	280	100.000
C - A272 (E)		ONE HOUR	✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	185	978
	B - London Rd (N)	249	0	31
	C - A272 (E)	794	197	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	17	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.16	0.1	B	28	43
B-A	1.30	439.59	35.6	F	228	343
C-AB	0.59	23.69	1.4	C	181	271
C-A					728	1093
A-B					170	255
A-C					897	1346

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	438	0.053	23	0.0	0.1	8.681	A
B-A	187	47	411	0.456	184	0.0	0.8	15.662	C
C-AB	148	37	492	0.302	147	0.0	0.4	10.382	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.158	B
B-A	224	56	327	0.685	219	0.8	2.0	32.143	D
C-AB	177	44	440	0.403	176	0.4	0.7	13.607	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.151	B
B-A	274	69	211	1.297	205	2.0	19.3	219.154	F
C-AB	217	54	369	0.589	215	0.7	1.4	22.937	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.162	B
B-A	274	69	210	1.304	209	19.3	35.6	439.586	F
C-AB	217	54	369	0.589	217	1.4	1.4	23.688	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.170	B
B-A	224	56	325	0.688	316	35.6	12.4	278.202	F
C-AB	177	44	440	0.403	180	1.4	0.7	13.998	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.087	A
B-A	187	47	410	0.457	234	12.4	0.9	25.971	D
C-AB	148	37	492	0.302	149	0.7	0.4	10.546	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	319	100.000
C - A272 (E)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	906
	B - London Rd (N)	222	0	97
	C - A272 (E)	851	48	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.73	0.4	B	89	134
B-A	0.77	46.74	3.0	E	204	306
C-AB	0.13	10.07	0.1	B	44	66
C-A					781	1171
A-B					236	354
A-C					831	1247

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	493	0.148	72	0.0	0.2	8.554	A
B-A	167	42	484	0.346	165	0.0	0.5	11.231	B
C-AB	36	9	535	0.068	36	0.0	0.1	7.210	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	408	0.214	87	0.2	0.3	11.186	B
B-A	200	50	414	0.482	198	0.5	0.9	16.533	C
C-AB	43	11	483	0.089	43	0.1	0.1	8.188	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	106	0.3	0.4	14.653	B
B-A	244	61	319	0.767	237	0.9	2.8	40.960	E
C-AB	53	13	410	0.129	53	0.1	0.1	10.064	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	107	0.4	0.4	14.728	B
B-A	244	61	318	0.768	244	2.8	3.0	46.745	E
C-AB	53	13	410	0.129	53	0.1	0.1	10.074	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	402	0.217	88	0.4	0.3	11.475	B
B-A	200	50	414	0.482	208	3.0	1.0	18.063	C
C-AB	43	11	483	0.089	43	0.1	0.1	8.200	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	491	0.149	73	0.3	0.2	8.639	A
B-A	167	42	483	0.346	169	1.0	0.5	11.503	B
C-AB	36	9	535	0.068	36	0.1	0.1	7.219	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		54.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.08	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	1.35	507.28	38.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	380	0.475	177	0.0	0.9	17.458	C
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	289	0.746	209	0.9	2.5	42.028	E
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	196	1.348	191	2.5	20.8	253.007	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	196	1.348	195	20.8	38.1	507.285	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	279	0.775	271	38.1	24.1	398.272	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	377	0.479	273	24.1	1.0	68.489	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.975	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	851	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	0.79	53.29	3.4	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					781	1171
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	489	0.145	70	0.0	0.2	8.572	A
B-A	166	42	476	0.350	164	0.0	0.5	11.479	B
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	402	0.210	84	0.2	0.3	11.308	B
B-A	199	50	405	0.491	197	0.5	0.9	17.179	C
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.553	B
B-A	243	61	307	0.792	235	0.9	3.1	45.362	E
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	307	0.793	242	3.1	3.4	53.285	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.565	B
B-A	199	50	405	0.491	208	3.4	1.0	19.111	C
C-AB	62	16	481	0.129	62	0.2	0.1	8.607	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	487	0.145	71	0.3	0.2	8.661	A
B-A	166	42	476	0.350	168	1.0	0.5	11.776	B
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		54.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.08	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	1.35	507.28	38.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	380	0.475	177	0.0	0.9	17.458	C
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	289	0.746	209	0.9	2.5	42.028	E
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	196	1.348	191	2.5	20.8	253.007	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	196	1.348	195	20.8	38.1	507.285	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	279	0.775	271	38.1	24.1	398.272	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	377	0.479	273	24.1	1.0	68.489	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.975	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	942	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	873	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	0.80	56.72	3.6	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					801	1202
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	488	0.145	70	0.0	0.2	8.591	A
B-A	166	42	473	0.352	164	0.0	0.5	11.594	B
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	400	0.211	84	0.2	0.3	11.392	B
B-A	199	50	401	0.495	197	0.5	0.9	17.484	C
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	303	0.804	234	0.9	3.2	47.573	E
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	302	0.805	242	3.2	3.6	56.723	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	401	0.495	209	3.6	1.0	19.640	C
C-AB	62	16	481	0.129	62	0.2	0.1	8.605	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	486	0.146	71	0.3	0.2	8.683	A
B-A	166	42	472	0.352	168	1.0	0.6	11.904	B
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

Filename: Jct Q - Bolney Road. A23 Roundabout (NH Response #2).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:18:46

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - A23 SB offslip	0.2	2.23	0.14	0.2	2.41	0.20
2 - A272 (E)	0.8	3.38	0.45	0.9	3.67	0.47
4 - A272 Cowfold Rd (W)	0.5	2.39	0.32	0.5	2.36	0.35
	2039 Do Minimum					
1 - A23 SB offslip	0.3	4.84	0.25	0.4	3.92	0.30
2 - A272 (E)	2.2	7.78	0.69	2.4	7.73	0.71
4 - A272 Cowfold Rd (W)	1.0	3.21	0.50	0.9	2.90	0.47
	2039 Do Something					
1 - A23 SB offslip	0.4	4.81	0.26	0.5	4.16	0.35
2 - A272 (E)	2.8	9.11	0.74	2.3	7.43	0.70
4 - A272 Cowfold Rd (W)	1.0	3.20	0.50	0.9	2.91	0.47
	2039 Do Something (Manually Adjusted Alternative - NH)					
1 - A23 SB offslip	0.4	4.81	0.26	0.7	4.48	0.40
2 - A272 (E)	2.8	9.11	0.74	2.4	8.04	0.71
4 - A272 Cowfold Rd (W)	1.0	3.20	0.50	0.9	2.91	0.47

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

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

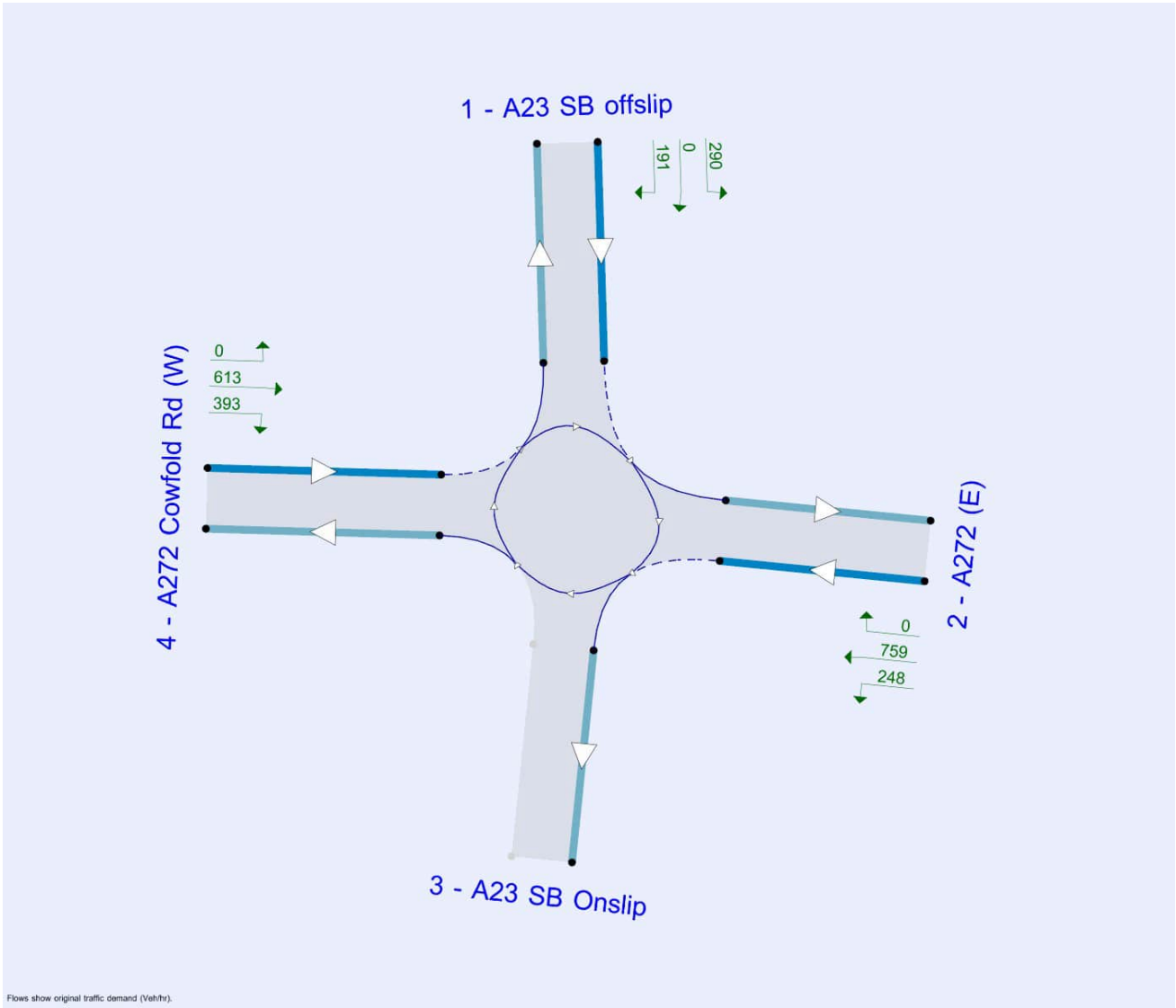
File summary

File Description

Title	A272 / A23 Southbound Slips Rbt (J15)
Location	
Site number	
Date	05/05/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 SB offslip		
2	A272 (E)		
3	A23 SB Onslip		
4	A272 Cowfold Rd (W)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A23 SB offslip	6.50	9.50	6.0	15.0	50.0	28.0		
2 - A272 (E)	3.30	5.80	24.0	35.0	50.0	32.0		
3 - A23 SB Onslip								✓
4 - A272 Cowfold Rd (W)	3.90	8.30	5.0	30.0	50.0	35.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A23 SB offslip	1.539	3168
2 - A272 (E)	1.266	2457
3 - A23 SB Onslip		
4 - A272 Cowfold Rd (W)	1.233	2397

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	801	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	244	0	0
	2 - A272 (E)	0	0	118	683
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	392	261	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	5	0	9
	2 - A272 (E)	0	0	0	8
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	10	4	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.14	2.23	0.2	A	224	336
2 - A272 (E)	0.45	3.38	0.8	A	735	1103
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.32	2.39	0.5	A	599	899

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	490	2243	0.082	183	0	0.0	0.1	1.746	A
2 - A272 (E)	603	151	196	2059	0.293	601	478	0.0	0.4	2.468	A
3 - A23 SB Onslip			513				285				
4 - A272 Cowfold Rd (W)	492	123	0	2227	0.221	490	513	0.0	0.3	2.072	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	587	2092	0.105	219	0	0.1	0.1	1.922	A
2 - A272 (E)	720	180	235	2011	0.358	720	571	0.4	0.6	2.785	A
3 - A23 SB Onslip			614				341				
4 - A272 Cowfold Rd (W)	587	147	0	2227	0.264	587	614	0.3	0.4	2.194	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	718	1884	0.143	268	0	0.1	0.2	2.228	A
2 - A272 (E)	882	220	287	1946	0.453	881	700	0.6	0.8	3.375	A
3 - A23 SB Onslip			751				417				
4 - A272 Cowfold Rd (W)	719	180	0	2227	0.323	718	751	0.4	0.5	2.386	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	719	1883	0.143	269	0	0.2	0.2	2.229	A
2 - A272 (E)	882	220	287	1946	0.453	882	700	0.8	0.8	3.381	A
3 - A23 SB Onslip			752				417				
4 - A272 Cowfold Rd (W)	719	180	0	2227	0.323	719	752	0.5	0.5	2.386	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	587	2090	0.105	220	0	0.2	0.1	1.924	A
2 - A272 (E)	720	180	235	2011	0.358	721	572	0.8	0.6	2.795	A
3 - A23 SB Onslip			615				341				
4 - A272 Cowfold Rd (W)	587	147	0	2227	0.264	587	615	0.5	0.4	2.197	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	492	2241	0.082	184	0	0.1	0.1	1.751	A
2 - A272 (E)	603	151	197	2058	0.293	604	479	0.6	0.4	2.475	A
3 - A23 SB Onslip			515				286				
4 - A272 Cowfold Rd (W)	492	123	0	2227	0.221	492	515	0.4	0.3	2.074	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	331	100.000
2 - A272 (E)		ONE HOUR	✓	804	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	315	0	16
	2 - A272 (E)	0	0	175	629
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	362	369	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	2	0	0
	2 - A272 (E)	0	0	0	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	4	2	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.20	2.41	0.2	A	304	456
2 - A272 (E)	0.47	3.67	0.9	A	738	1107
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.35	2.36	0.5	A	671	1006

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	249	62	549	2255	0.111	249	0	0.0	0.1	1.794	A
2 - A272 (E)	605	151	289	2036	0.297	604	509	0.0	0.4	2.511	A
3 - A23 SB Onslip			484				409				
4 - A272 Cowfold Rd (W)	550	138	0	2327	0.237	549	484	0.0	0.3	2.024	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	298	74	657	2087	0.143	297	0	0.1	0.2	2.011	A
2 - A272 (E)	723	181	346	1965	0.368	722	608	0.4	0.6	2.895	A
3 - A23 SB Onslip			579				489				
4 - A272 Cowfold Rd (W)	657	164	0	2327	0.282	657	579	0.3	0.4	2.155	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	364	91	804	1858	0.196	364	0	0.2	0.2	2.410	A
2 - A272 (E)	885	221	424	1867	0.474	884	745	0.6	0.9	3.657	A
3 - A23 SB Onslip			709				598				
4 - A272 Cowfold Rd (W)	805	201	0	2327	0.346	804	709	0.4	0.5	2.364	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	364	91	805	1857	0.196	364	0	0.2	0.2	2.411	A
2 - A272 (E)	885	221	424	1866	0.474	885	745	0.9	0.9	3.667	A
3 - A23 SB Onslip			710				599				
4 - A272 Cowfold Rd (W)	805	201	0	2327	0.346	805	710	0.5	0.5	2.364	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	298	74	658	2086	0.143	298	0	0.2	0.2	2.013	A
2 - A272 (E)	723	181	346	1964	0.368	724	609	0.9	0.6	2.905	A
3 - A23 SB Onslip			581				490				
4 - A272 Cowfold Rd (W)	657	164	0	2327	0.282	658	581	0.5	0.4	2.158	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	249	62	551	2252	0.111	249	0	0.2	0.1	1.799	A
2 - A272 (E)	605	151	290	2035	0.297	606	510	0.6	0.4	2.521	A
3 - A23 SB Onslip			486				410				
4 - A272 Cowfold Rd (W)	550	138	0	2327	0.237	551	486	0.4	0.3	2.026	A

2039 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	221	100.000
2 - A272 (E)		ONE HOUR	✓	939	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1010	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	35	0	186
	2 - A272 (E)	0	0	124	815
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	674	336	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	24	0	37
	2 - A272 (E)	0	0	1	9
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.25	4.84	0.3	A	203	304
2 - A272 (E)	0.69	7.78	2.2	A	862	1292
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.21	1.0	A	927	1390

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	166	42	758	1419	0.117	166	0	0.0	0.1	2.870	A
2 - A272 (E)	707	177	392	1744	0.405	704	532	0.0	0.7	3.452	A
3 - A23 SB Onslip			751				345				
4 - A272 Cowfold Rd (W)	760	190	0	2233	0.341	758	751	0.0	0.5	2.438	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	199	50	907	1237	0.161	198	0	0.1	0.2	3.466	A
2 - A272 (E)	844	211	469	1640	0.515	843	637	0.7	1.1	4.507	A
3 - A23 SB Onslip			898				413				
4 - A272 Cowfold Rd (W)	908	227	0	2233	0.407	907	898	0.5	0.7	2.714	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	243	61	1111	988	0.246	243	0	0.2	0.3	4.828	A
2 - A272 (E)	1034	258	574	1497	0.691	1029	780	1.1	2.2	7.621	A
3 - A23 SB Onslip			1098				505				
4 - A272 Cowfold Rd (W)	1112	278	0	2233	0.498	1111	1098	0.7	1.0	3.206	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	243	61	1112	987	0.247	243	0	0.3	0.3	4.843	A
2 - A272 (E)	1034	258	575	1496	0.691	1034	781	2.2	2.2	7.781	A
3 - A23 SB Onslip			1102				506				
4 - A272 Cowfold Rd (W)	1112	278	0	2233	0.498	1112	1102	1.0	1.0	3.211	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	199	50	909	1235	0.161	199	0	0.3	0.2	3.477	A
2 - A272 (E)	844	211	470	1638	0.515	849	638	2.2	1.1	4.587	A
3 - A23 SB Onslip			904				415				
4 - A272 Cowfold Rd (W)	908	227	0	2233	0.407	909	904	1.0	0.7	2.723	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	166	42	761	1416	0.118	167	0	0.2	0.1	2.881	A
2 - A272 (E)	707	177	393	1742	0.406	708	534	1.1	0.7	3.486	A
3 - A23 SB Onslip			755				347				
4 - A272 Cowfold Rd (W)	760	190	0	2233	0.341	761	755	0.7	0.5	2.448	A

2039 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	364	100.000
2 - A272 (E)		ONE HOUR	✓	1011	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	201	0	163
	2 - A272 (E)	0	0	269	742
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	597	406	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	18
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.30	3.92	0.4	A	334	501
2 - A272 (E)	0.71	7.73	2.4	A	928	1392
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.90	0.9	A	920	1381

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	274	69	753	1826	0.150	273	0	0.0	0.2	2.317	A
2 - A272 (E)	761	190	427	1839	0.414	758	599	0.0	0.7	3.323	A
3 - A23 SB Onslip			679				507				
4 - A272 Cowfold Rd (W)	755	189	0	2345	0.322	753	679	0.0	0.5	2.258	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	327	82	901	1612	0.203	327	0	0.2	0.3	2.801	A
2 - A272 (E)	909	227	511	1729	0.526	907	717	0.7	1.1	4.371	A
3 - A23 SB Onslip			812				606				
4 - A272 Cowfold Rd (W)	902	225	0	2345	0.384	901	812	0.5	0.6	2.491	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	401	100	1103	1319	0.304	400	0	0.3	0.4	3.910	A
2 - A272 (E)	1113	278	626	1580	0.705	1108	878	1.1	2.3	7.560	A
3 - A23 SB Onslip			993				741				
4 - A272 Cowfold Rd (W)	1104	276	0	2345	0.471	1103	993	0.6	0.9	2.895	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	401	100	1104	1318	0.304	401	0	0.4	0.4	3.925	A
2 - A272 (E)	1113	278	626	1579	0.705	1113	879	2.3	2.4	7.727	A
3 - A23 SB Onslip			996				743				
4 - A272 Cowfold Rd (W)	1104	276	0	2345	0.471	1104	996	0.9	0.9	2.900	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	327	82	903	1610	0.203	328	0	0.4	0.3	2.811	A
2 - A272 (E)	909	227	512	1728	0.526	914	718	2.4	1.1	4.447	A
3 - A23 SB Onslip			818				609				
4 - A272 Cowfold Rd (W)	902	225	0	2345	0.384	903	818	0.9	0.6	2.498	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	274	69	756	1822	0.150	274	0	0.3	0.2	2.325	A
2 - A272 (E)	761	190	429	1837	0.414	763	601	1.1	0.7	3.357	A
3 - A23 SB Onslip			683				509				
4 - A272 Cowfold Rd (W)	755	189	0	2345	0.322	756	683	0.6	0.5	2.267	A

2039 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	1015	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	57	0	187
	2 - A272 (E)	0	0	103	912
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	667	339	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	14	0	37
	2 - A272 (E)	0	0	1	7
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.26	4.81	0.4	A	224	336
2 - A272 (E)	0.74	9.11	2.8	A	931	1397
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.20	1.0	A	923	1385

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	755	1459	0.126	183	0	0.0	0.1	2.819	A
2 - A272 (E)	764	191	395	1766	0.433	761	544	0.0	0.8	3.573	A
3 - A23 SB Onslip			824				332				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	755	824	0.0	0.5	2.433	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	904	1273	0.172	219	0	0.1	0.2	3.416	A
2 - A272 (E)	912	228	472	1659	0.550	911	650	0.8	1.2	4.799	A
3 - A23 SB Onslip			986				397				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	904	986	0.5	0.7	2.706	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1106	1019	0.264	268	0	0.2	0.4	4.792	A
2 - A272 (E)	1118	279	578	1513	0.739	1111	796	1.2	2.7	8.829	A
3 - A23 SB Onslip			1204				486				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1106	1204	0.7	1.0	3.192	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1108	1017	0.264	269	0	0.4	0.4	4.809	A
2 - A272 (E)	1118	279	579	1512	0.739	1117	797	2.7	2.8	9.108	A
3 - A23 SB Onslip			1210				487				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1108	1210	1.0	1.0	3.197	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	906	1271	0.173	220	0	0.4	0.2	3.427	A
2 - A272 (E)	912	228	474	1657	0.551	919	652	2.8	1.2	4.913	A
3 - A23 SB Onslip			994				398				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	906	994	1.0	0.7	2.715	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	758	1456	0.126	184	0	0.2	0.1	2.833	A
2 - A272 (E)	764	191	396	1764	0.433	766	546	1.2	0.8	3.617	A
3 - A23 SB Onslip			829				333				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	758	829	0.7	0.5	2.441	A

2039 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	416	100.000
2 - A272 (E)		ONE HOUR	✓	1007	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	251	0	165
	2 - A272 (E)	0	0	248	759
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	613	393	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	18
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.35	4.16	0.5	A	382	573
2 - A272 (E)	0.70	7.43	2.3	A	924	1386
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.91	0.9	A	923	1385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	313	78	755	1837	0.170	312	0	0.0	0.2	2.359	A
2 - A272 (E)	758	190	419	1848	0.410	755	649	0.0	0.7	3.285	A
3 - A23 SB Onslip			693				481				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	755	693	0.0	0.5	2.262	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	374	93	904	1621	0.231	374	0	0.2	0.3	2.886	A
2 - A272 (E)	905	226	501	1741	0.520	904	776	0.7	1.1	4.293	A
3 - A23 SB Onslip			829				576				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	904	829	0.5	0.6	2.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	458	115	1107	1325	0.346	457	0	0.3	0.5	4.145	A
2 - A272 (E)	1109	277	614	1594	0.696	1104	950	1.1	2.2	7.287	A
3 - A23 SB Onslip			1014				704				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1107	1014	0.6	0.9	2.905	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	458	115	1108	1323	0.346	458	0	0.5	0.5	4.160	A
2 - A272 (E)	1109	277	614	1593	0.696	1109	951	2.2	2.3	7.433	A
3 - A23 SB Onslip			1017				706				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1108	1017	0.9	0.9	2.909	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	374	93	905	1618	0.231	375	0	0.5	0.3	2.896	A
2 - A272 (E)	905	226	502	1739	0.521	910	778	2.3	1.1	4.364	A
3 - A23 SB Onslip			835				578				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	905	835	0.9	0.6	2.504	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	313	78	758	1834	0.171	314	0	0.3	0.2	2.370	A
2 - A272 (E)	758	190	420	1847	0.411	760	651	1.1	0.7	3.319	A
3 - A23 SB Onslip			697				483				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	758	697	0.6	0.5	2.269	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	1015	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	57	0	187
	2 - A272 (E)	0	0	103	912
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	667	339	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	14	0	37
	2 - A272 (E)	0	0	1	7
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.26	4.81	0.4	A	224	336
2 - A272 (E)	0.74	9.11	2.8	A	931	1397
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.20	1.0	A	923	1385

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	755	1459	0.126	183	0	0.0	0.1	2.819	A
2 - A272 (E)	764	191	395	1766	0.433	761	544	0.0	0.8	3.573	A
3 - A23 SB Onslip			824				332				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	755	824	0.0	0.5	2.433	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	904	1273	0.172	219	0	0.1	0.2	3.416	A
2 - A272 (E)	912	228	472	1659	0.550	911	650	0.8	1.2	4.799	A
3 - A23 SB Onslip			986				397				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	904	986	0.5	0.7	2.706	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1106	1019	0.264	268	0	0.2	0.4	4.792	A
2 - A272 (E)	1118	279	578	1513	0.739	1111	796	1.2	2.7	8.829	A
3 - A23 SB Onslip			1204				486				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1106	1204	0.7	1.0	3.192	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1108	1017	0.264	269	0	0.4	0.4	4.809	A
2 - A272 (E)	1118	279	579	1512	0.739	1117	797	2.7	2.8	9.108	A
3 - A23 SB Onslip			1210				487				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1108	1210	1.0	1.0	3.197	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	906	1271	0.173	220	0	0.4	0.2	3.427	A
2 - A272 (E)	912	228	474	1657	0.551	919	652	2.8	1.2	4.913	A
3 - A23 SB Onslip			994				398				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	906	994	1.0	0.7	2.715	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	758	1456	0.126	184	0	0.2	0.1	2.833	A
2 - A272 (E)	764	191	396	1764	0.433	766	546	1.2	0.8	3.617	A
3 - A23 SB Onslip			829				333				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	758	829	0.7	0.5	2.441	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.28	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	481	100.000
2 - A272 (E)		ONE HOUR	✓	1007	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	290	0	191
	2 - A272 (E)	0	0	248	759
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	613	393	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	16
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.40	4.48	0.7	A	441	662
2 - A272 (E)	0.71	8.04	2.4	A	924	1386
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.91	0.9	A	923	1385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	362	91	755	1851	0.196	361	0	0.0	0.2	2.415	A
2 - A272 (E)	758	190	439	1824	0.416	755	678	0.0	0.7	3.362	A
3 - A23 SB Onslip			713				481				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	755	713	0.0	0.5	2.262	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	432	108	904	1633	0.265	432	0	0.2	0.4	2.998	A
2 - A272 (E)	905	226	525	1711	0.529	904	811	0.7	1.1	4.450	A
3 - A23 SB Onslip			853				576				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	904	853	0.5	0.6	2.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	530	132	1107	1335	0.397	528	0	0.4	0.7	4.459	A
2 - A272 (E)	1109	277	642	1557	0.712	1104	993	1.1	2.4	7.848	A
3 - A23 SB Onslip			1042				704				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1107	1042	0.6	0.9	2.905	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	530	132	1108	1333	0.397	530	0	0.7	0.7	4.480	A
2 - A272 (E)	1109	277	643	1556	0.713	1109	994	2.4	2.4	8.038	A
3 - A23 SB Onslip			1046				706				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1108	1046	0.9	0.9	2.909	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	432	108	905	1630	0.265	434	0	0.7	0.4	3.010	A
2 - A272 (E)	905	226	526	1709	0.530	910	813	2.4	1.1	4.537	A
3 - A23 SB Onslip			858				578				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	905	858	0.9	0.6	2.504	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	362	91	758	1847	0.196	363	0	0.4	0.2	2.427	A
2 - A272 (E)	758	190	440	1821	0.416	760	680	1.1	0.7	3.398	A
3 - A23 SB Onslip			717				483				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	758	717	0.6	0.5	2.269	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Junction AG - A23.A2300 Eastern Roundabout (NH Response #2).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:21:09

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Base					
Arm 1	1.1	4.60	0.53	1.0	3.67	0.50
Arm 2	0.9	3.26	0.48	0.7	2.74	0.40
Arm 4	0.4	3.66	0.26	0.2	3.19	0.18
	2039 Do Minimum					
Arm 1	4.1	11.16	0.81	2.5	6.30	0.71
Arm 2	8.0	14.96	0.90	3.9	7.72	0.80
Arm 4	0.5	4.43	0.35	0.3	3.48	0.21
	2039 Do Something					
Arm 1	4.4	11.70	0.82	2.5	6.39	0.72
Arm 2	14.3	25.57	0.95	4.1	8.07	0.81
Arm 4	0.5	4.41	0.35	0.3	3.51	0.22
	2039 Do Something (Manually Adjusted Alternative - NH)					
Arm 1	4.4	11.70	0.82	2.8	7.28	0.74
Arm 2	14.3	25.57	0.95	4.1	8.07	0.81
Arm 4	0.5	4.41	0.35	0.4	3.79	0.29

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

File summary

File Description

Title	
Location	
Site number	
Date	04/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 Off-Slip		
2	A2300 (East)		
3	A23 On-Slip		
4	Flyover Bridge		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1	7.05	9.56	1.3	18.3	48.5	25.0	✓	
2	7.90	7.90	0.0	18.8	48.5	26.5		
3								✓
4	3.80	5.41	5.1	18.7	48.5	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.728	2271
2	0.754	2415
3		
4	0.555	1389

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	792	100.000
2		ONE HOUR	✓	937	100.000
3					
4		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	741	0	51
	2	0	0	223	714
	3	0	0	0	0
	4	0	307	15	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	18	0	66
	2	0	0	0	12
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	4.60	1.1	A	727	1090
2	0.48	3.26	0.9	A	860	1290
3						
4	0.26	3.66	0.4	A	295	443

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	596	149	242	1724	0.346	594	0	0.0	0.5	3.180	A
2	705	176	50	2161	0.326	703	786	0.0	0.5	2.466	A
3			574				179				
4	242	61	0	1338	0.181	242	574	0.0	0.2	3.278	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	712	178	289	1695	0.420	711	0	0.5	0.7	3.656	A
2	842	211	59	2151	0.392	842	941	0.5	0.6	2.748	A
3			687				214				
4	289	72	0	1338	0.216	289	687	0.2	0.3	3.431	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	872	218	354	1654	0.527	870	0	0.7	1.1	4.584	A
2	1032	258	73	2137	0.483	1031	1152	0.6	0.9	3.250	A
3			841				262				
4	355	89	0	1338	0.265	354	841	0.3	0.4	3.658	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	872	218	355	1654	0.527	872	0	1.1	1.1	4.603	A
2	1032	258	73	2137	0.483	1032	1154	0.9	0.9	3.256	A
3			842				262				
4	355	89	0	1338	0.265	355	842	0.4	0.4	3.658	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	712	178	290	1694	0.420	714	0	1.1	0.7	3.677	A
2	842	211	59	2151	0.392	843	944	0.9	0.6	2.755	A
3			689				214				
4	289	72	0	1338	0.216	290	689	0.4	0.3	3.433	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	596	149	243	1724	0.346	597	0	0.7	0.5	3.199	A
2	705	176	50	2161	0.326	706	790	0.6	0.5	2.475	A
3			576				179				
4	242	61	0	1338	0.181	243	576	0.3	0.2	3.285	A

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	876	100.000
2		ONE HOUR	✓	797	100.000
3					
4		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	831	0	45
	2	0	0	194	603
	3	0	0	0	0
	4	0	214	10	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	6	0	35
	2	0	0	0	10
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.50	3.67	1.0	A	804	1206
2	0.40	2.74	0.7	A	731	1097
3						
4	0.18	3.19	0.2	A	206	308

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	659	165	168	1998	0.330	658	0	0.0	0.5	2.683	A
2	600	150	41	2208	0.272	599	784	0.0	0.4	2.234	A
3			487				153				
4	169	42	0	1376	0.123	168	487	0.0	0.1	2.978	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	197	201	1975	0.399	787	0	0.5	0.7	3.028	A
2	716	179	49	2201	0.326	716	939	0.4	0.5	2.425	A
3			582				183				
4	201	50	0	1376	0.146	201	582	0.1	0.2	3.063	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	964	241	246	1944	0.496	963	0	0.7	1.0	3.665	A
2	878	219	60	2191	0.401	877	1149	0.5	0.7	2.738	A
3			713				224				
4	247	62	0	1376	0.179	246	713	0.2	0.2	3.186	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	964	241	247	1944	0.496	964	0	1.0	1.0	3.674	A
2	878	219	61	2191	0.401	878	1151	0.7	0.7	2.741	A
3			713				225				
4	247	62	0	1376	0.179	247	713	0.2	0.2	3.186	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	197	202	1975	0.399	789	0	1.0	0.7	3.040	A
2	716	179	50	2201	0.326	717	941	0.7	0.5	2.429	A
3			583				184				
4	201	50	0	1376	0.146	202	583	0.2	0.2	3.066	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	659	165	169	1997	0.330	660	0	0.7	0.5	2.693	A
2	600	150	41	2208	0.272	600	788	0.5	0.4	2.239	A
3			488				154				
4	169	42	0	1376	0.123	169	488	0.2	0.1	2.981	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	12.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.33	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1239	100.000
2		ONE HOUR	✓	1838	100.000
3					
4		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1239	0	0
	2	0	13	828	997
	3	0	0	0	0
	4	0	393	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.81	11.16	4.1	B	1137	1705
2	0.90	14.96	8.0	B	1687	2530
3						
4	0.35	4.43	0.5	A	372	557

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	933	233	313	1788	0.522	928	0	0.0	1.1	4.165	A
2	1384	346	9	2261	0.612	1378	1233	0.0	1.6	4.048	A
3			757				630				
4	305	76	10	1261	0.242	304	747	0.0	0.3	3.753	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	278	375	1745	0.638	1111	0	1.1	1.7	5.658	A
2	1652	413	11	2260	0.731	1648	1476	1.6	2.7	5.844	A
3			906				753				
4	364	91	12	1261	0.289	364	894	0.3	0.4	4.011	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1364	341	460	1685	0.809	1355	0	1.7	4.0	10.615	B
2	2024	506	13	2258	0.896	2004	1801	2.7	7.6	13.261	B
3			1101				916				
4	446	111	14	1259	0.354	445	1087	0.4	0.5	4.420	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1364	341	460	1685	0.810	1364	0	4.0	4.1	11.159	B
2	2024	506	13	2258	0.896	2022	1811	7.6	8.0	14.957	B
3			1111				924				
4	446	111	14	1259	0.354	446	1097	0.5	0.5	4.426	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	278	376	1744	0.639	1123	0	4.1	1.8	5.881	A
2	1652	413	11	2260	0.731	1673	1489	8.0	2.8	6.349	A
3			919				765				
4	364	91	12	1260	0.289	365	908	0.5	0.4	4.022	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	933	233	315	1787	0.522	936	0	1.8	1.1	4.240	A
2	1384	346	9	2261	0.612	1389	1242	2.8	1.6	4.149	A
3			763				635				
4	305	76	10	1261	0.242	305	753	0.4	0.3	3.765	A

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	6.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1293	100.000
2		ONE HOUR	✓	1662	100.000
3					
4		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1293	0	0
	2	0	4	597	1061
	3	0	0	0	0
	4	0	241	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	39	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.71	6.30	2.5	A	1186	1780
2	0.80	7.72	3.9	A	1525	2288
3						
4	0.21	3.48	0.3	A	231	347

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	973	243	192	2061	0.472	970	0	0.0	0.9	3.288	A
2	1251	313	8	2298	0.545	1247	1154	0.0	1.2	3.409	A
3			799				456				
4	190	47	3	1312	0.145	189	796	0.0	0.2	3.203	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1162	291	230	2033	0.572	1161	0	0.9	1.3	4.119	A
2	1494	374	10	2297	0.651	1492	1381	1.2	1.8	4.456	A
3			956				546				
4	227	57	4	1312	0.173	226	952	0.2	0.2	3.315	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1424	356	282	1994	0.714	1419	0	1.3	2.4	6.211	A
2	1830	457	12	2295	0.797	1822	1689	1.8	3.8	7.488	A
3			1168				667				
4	277	69	4	1312	0.212	277	1163	0.2	0.3	3.479	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1424	356	282	1994	0.714	1424	0	2.4	2.5	6.303	A
2	1830	457	12	2295	0.797	1830	1693	3.8	3.9	7.720	A
3			1172				669				
4	277	69	4	1312	0.212	277	1168	0.3	0.3	3.480	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1162	291	230	2032	0.572	1167	0	2.5	1.4	4.181	A
2	1494	374	10	2297	0.651	1502	1387	3.9	1.9	4.573	A
3			962				549				
4	227	57	4	1312	0.173	227	959	0.3	0.2	3.319	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	973	243	193	2060	0.472	975	0	1.4	0.9	3.324	A
2	1251	313	8	2298	0.545	1254	1160	1.9	1.2	3.459	A
3			804				459				
4	190	47	3	1312	0.145	190	801	0.2	0.2	3.206	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	18.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.19	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1255	100.000
2		ONE HOUR	✓	1947	100.000
3					
4		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1255	0	0
	2	0	13	921	1013
	3	0	0	0	0
	4	0	390	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	11.70	4.4	B	1152	1727
2	0.95	25.57	14.3	D	1787	2680
3						
4	0.35	4.41	0.5	A	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	311	1790	0.528	940	0	0.0	1.1	4.215	A
2	1466	366	9	2267	0.647	1459	1243	0.0	1.8	4.418	A
3			769				699				
4	303	76	10	1262	0.240	301	759	0.0	0.3	3.744	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	373	1747	0.646	1125	0	1.1	1.8	5.770	A
2	1750	438	11	2265	0.773	1744	1487	1.8	3.3	6.832	A
3			919				836				
4	361	90	12	1261	0.287	361	908	0.3	0.4	4.002	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	456	1688	0.819	1372	0	1.8	4.2	11.069	B
2	2144	536	13	2264	0.947	2107	1815	3.3	12.5	19.572	C
3			1110				1010				
4	443	111	14	1259	0.351	442	1096	0.4	0.5	4.402	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	457	1687	0.819	1381	0	4.2	4.4	11.704	B
2	2144	536	13	2264	0.947	2136	1825	12.5	14.3	25.574	D
3			1126				1024				
4	443	111	14	1259	0.352	443	1112	0.5	0.5	4.408	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	374	1746	0.646	1138	0	4.4	1.9	6.019	A
2	1750	438	11	2265	0.773	1793	1501	14.3	3.5	8.289	A
3			945				859				
4	361	90	12	1260	0.287	362	933	0.5	0.4	4.010	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	313	1789	0.528	948	0	1.9	1.1	4.296	A
2	1466	366	9	2266	0.647	1472	1252	3.5	1.9	4.572	A
3			776				706				
4	303	76	10	1261	0.240	303	766	0.4	0.3	3.759	A

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	7.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1294	100.000
2		ONE HOUR	✓	1681	100.000
3					
4		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1294	0	0
	2	0	4	610	1067
	3	0	0	0	0
	4	0	249	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	35	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.72	6.39	2.5	A	1187	1781
2	0.81	8.07	4.1	A	1543	2314
3						
4	0.22	3.51	0.3	A	239	358

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	198	2057	0.474	971	0	0.0	0.9	3.304	A
2	1266	316	8	2298	0.551	1261	1160	0.0	1.2	3.454	A
3			803				466				
4	196	49	3	1312	0.149	195	800	0.0	0.2	3.220	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	237	2027	0.574	1162	0	0.9	1.3	4.149	A
2	1511	378	10	2297	0.658	1508	1389	1.2	1.9	4.549	A
3			961				557				
4	234	58	4	1312	0.178	234	957	0.2	0.2	3.337	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	290	1988	0.717	1420	0	1.3	2.5	6.294	A
2	1851	463	12	2296	0.806	1842	1698	1.9	4.0	7.802	A
3			1174				681				
4	286	72	4	1312	0.218	286	1169	0.2	0.3	3.510	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	291	1987	0.717	1425	0	2.5	2.5	6.391	A
2	1851	463	12	2296	0.806	1850	1703	4.0	4.1	8.071	A
3			1179				684				
4	286	72	4	1312	0.218	286	1175	0.3	0.3	3.510	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	238	2027	0.574	1168	0	2.5	1.4	4.212	A
2	1511	378	10	2297	0.658	1520	1396	4.1	2.0	4.680	A
3			968				561				
4	234	58	4	1312	0.178	234	965	0.3	0.2	3.339	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	199	2056	0.474	976	0	1.4	0.9	3.340	A
2	1266	316	8	2298	0.551	1268	1167	2.0	1.2	3.504	A
3			808				469				
4	196	49	3	1312	0.149	196	805	0.2	0.2	3.224	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	18.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.19	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1255	100.000
2		ONE HOUR	✓	1947	100.000
3					
4		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1255	0	0
	2	0	13	921	1013
	3	0	0	0	0
	4	0	390	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	11.70	4.4	B	1152	1727
2	0.95	25.57	14.3	D	1787	2680
3						
4	0.35	4.41	0.5	A	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	311	1790	0.528	940	0	0.0	1.1	4.215	A
2	1466	366	9	2267	0.647	1459	1243	0.0	1.8	4.418	A
3			769				699				
4	303	76	10	1262	0.240	301	759	0.0	0.3	3.744	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	373	1747	0.646	1125	0	1.1	1.8	5.770	A
2	1750	438	11	2265	0.773	1744	1487	1.8	3.3	6.832	A
3			919				836				
4	361	90	12	1261	0.287	361	908	0.3	0.4	4.002	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	456	1688	0.819	1372	0	1.8	4.2	11.069	B
2	2144	536	13	2264	0.947	2107	1815	3.3	12.5	19.572	C
3			1110				1010				
4	443	111	14	1259	0.351	442	1096	0.4	0.5	4.402	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	457	1687	0.819	1381	0	4.2	4.4	11.704	B
2	2144	536	13	2264	0.947	2136	1825	12.5	14.3	25.574	D
3			1126				1024				
4	443	111	14	1259	0.352	443	1112	0.5	0.5	4.408	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	374	1746	0.646	1138	0	4.4	1.9	6.019	A
2	1750	438	11	2265	0.773	1793	1501	14.3	3.5	8.289	A
3			945				859				
4	361	90	12	1260	0.287	362	933	0.5	0.4	4.010	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	313	1789	0.528	948	0	1.9	1.1	4.296	A
2	1466	366	9	2266	0.647	1472	1252	3.5	1.9	4.572	A
3			776				706				
4	303	76	10	1261	0.240	303	766	0.4	0.3	3.759	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	7.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1294	100.000
2		ONE HOUR	✓	1681	100.000
3					
4		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1294	0	0
	2	0	4	610	1067
	3	0	0	0	0
	4	0	339	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	35	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.74	7.28	2.8	A	1187	1781
2	0.81	8.07	4.1	A	1543	2314
3						
4	0.29	3.79	0.4	A	321	482

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	266	2010	0.485	970	0	0.0	0.9	3.451	A
2	1266	316	8	2298	0.551	1261	1228	0.0	1.2	3.454	A
3			803				466				
4	263	66	3	1336	0.197	263	800	0.0	0.2	3.350	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	318	1971	0.590	1161	0	0.9	1.4	4.434	A
2	1511	378	10	2297	0.658	1508	1469	1.2	1.9	4.549	A
3			961				557				
4	315	79	4	1336	0.236	314	957	0.2	0.3	3.525	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	389	1919	0.742	1419	0	1.4	2.8	7.128	A
2	1851	463	12	2296	0.806	1842	1796	1.9	4.0	7.802	A
3			1174				681				
4	385	96	4	1335	0.289	385	1169	0.3	0.4	3.786	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	390	1919	0.743	1425	0	2.8	2.8	7.280	A
2	1851	463	12	2296	0.806	1850	1802	4.0	4.1	8.071	A
3			1179				684				
4	385	96	4	1335	0.289	385	1175	0.4	0.4	3.789	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	319	1971	0.590	1169	0	2.8	1.5	4.519	A
2	1511	378	10	2297	0.658	1520	1478	4.1	2.0	4.679	A
3			968				561				
4	315	79	4	1336	0.236	315	965	0.4	0.3	3.530	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	267	2009	0.485	976	0	1.5	0.9	3.492	A
2	1266	316	8	2298	0.551	1268	1235	2.0	1.2	3.504	A
3			808				469				
4	263	66	3	1336	0.197	264	805	0.3	0.2	3.357	A