

Scenario 7 Modelling and Results Technical Note

Mid Sussex District Plan



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1 Introduction

1.1.1 Project Introduction

SYSTRA has been commissioned by Mid Sussex District Council (MSDC) to use the Mid Sussex Transport Model (MSTM) to undertake the transport modelling in support of the update to the Mid Sussex District Plan.

Following Regulation 19 District Plan examination of Scenario 6 of the District Plan, MSDC has been informed by the Planning Inspector to identify additional housing sites to meet a higher level of housing target for the emerging District Plan. An additional 35 sites have been identified by MSDC and proposed for inclusion, alongside an update to the Reference Case to capture new committed development and infrastructure, notably around Gatwick Airport (3rd runway).

The modelling and analysis in this Technical Note builds on the previous Scenario 6 modelling and analysis undertaken and reported on in the Mid Sussex Transport Study – Scenario 6 Interim Report.

1.1.2 Purpose of Technical Note

The purpose of this Technical Note is to report on the methodology and results for the Scenario 7 modelling of the MSDC District Plan that includes the following components:

- Scenario 7 2039 Reference Case update
- Scenario 7 2039 District Plan growth scenario update
- Hotspots analysis of junction impacts
- Merge and Diverge assessment

This Technical Note assumes a background knowledge of the Scenario 6 District Plan modelling methodology and results and only sets out the changes from that Scenario. Where appropriate, please refer to the Mid Sussex Transport Study – Scenario 6 Interim Report October 2024.

2 Sc7 Reference Case Update

2.1 Introduction

2.1.1 Introduction

This chapter sets out the changes included in the Scenario 7 Reference Case to capture recently committed infrastructure and development quantum since the Scenario 6 modelling.

2.1.2 2019 Base Year

Whilst it is recognised that the 2019 base year is increasingly historic, due to the nature of the proposed update along with a need to remain consistent and comparable to the Scenario 6 modelling, the 2019 base year is unchanged.

A separate analysis on the impact of the Covid Pandemic on travel behaviour and associated post-Covid level of traffic flows for the Mid Sussex area has been undertaken. The summary of which outlines that within the Mid Sussex boundary WebTRIS/ traffic count data has found that changes are expected to be minor including a 4% reduction in total flow in the AM peak hour and 6% reduction in the PM peak hour using 2025 data compared to the 2019 baseline data, indicating that the 2019 base model remains sufficiently robust for this purpose. Further information on the analysis of the impact of the COVID-19 Pandemic on the baseline traffic flows can be found within the 'Impacts of COVID Assessment' dated 9th June 2026 included at **Appendix A**.

2.2 Gatwick Development Consent Order (DCO) (3rd Runway)

2.2.1 Development

In September 2025 the Gatwick Airport Northern Runway application was granted planning permission, solidifying Gatwick Airport for significant planned growth in the next 20+ years.

The Gatwick DCO is expected to result in an increase in demand using the Airport, along with a number of infrastructure schemes to unlock the development.

To help inform the expected high growth delivered by the Gatwick DCO, a Technical Note produced by Stantec for the Crawley (Local Plan) Transport Study [TN02 - GAL DCO Sensitivity Test_v2 0.pdf] has been used to inform expected growth in terms of PCU trips. Using the User class % splits from Tables 1 & 2 of this report, alongside Appendix A for trip end by origin/destination & time period, SYSTRA has calculated the number of additional highway trips generated by the Gatwick DCO. Existing model demand has been factored

up, maintaining the existing distribution, to replicate the combined Gatwick existing and proposed DCO development.

Table 1 & Table 2 below detail the adjustment calculations used to uplift the Gatwick site to include the additional Gatwick DCO development.

Table 1 Gatwick Airport DCO AM Adjustment Calculations and Factor

AM											
Purpose	GAL only	% splits for O D		Gatwick DCO (Crawley LP) Trips		Existing MSTM Gatwick Trips		New MSTM Gatwick Trips		Uplift Factor	
		Ori	Des	Ori	Des	Ori	Des	Ori	Des	Ori	Des
Car Commute	396	68%	32%	268	128	280	618	548	745	1.95	1.21
Car Other	474	68%	32%	321	153	1182	1046	1503	1199	1.27	1.15
Car Business	149	68%	32%	100	48	197	389	297	437	1.51	1.12
LGV	156	68%	32%	106	50	121	93	226	144	1.87	1.54
HGV	183	68%	32%	123	59	322	142	445	201	1.38	1.42
	1357			918	439	2102	2287	3020	2726		

Table 2 Gatwick Airport DCO PM Adjustment Calculations and Factor

PM											
Purpose	GAL only	% splits for O D		Gatwick DCO (Crawley LP) Trips		Existing MSTM Gatwick Trips		New MSTM Gatwick Trips		Uplift Factor	
		Ori	Des	Ori	Des	Ori	Des	Ori	Des	Ori	Des
Car Commute	362	64%	36%	231	131	1056	22	1287	153	1.22	6.94
Car Other	365	64%	36%	233	132	1665	1264	1898	1395	1.14	1.10
Car Business	44	64%	36%	28	16	105	206	134	222	1.27	1.08
LGV	57	64%	36%	36	20	136	87	172	107	1.27	1.24
HGV	72	64%	36%	46	26	199	88	246	115	1.23	1.30
	900			576	325	3161	1667	3736	1992		

2.2.2 Infrastructure

A number of infrastructure schemes were also captured in the Scenario 7 Reference Case modelling, that support the Gatwick DCO 3rd runway expansion.

These include:

- Longbridge Roundabout [41700-XX-C-HGN-GA-200002 PO5]
- North Terminal Roundabout [41700-XX-C-HGN-GA-200003 PO5]
- South Terminal Roundabout [41700-XX-C-HGN-GA-200004 PO5]
- Gatwick Spur Enhancement [41700-XX-C-HGN-GA-200005 PO5]

Drawings of the infrastructure schemes were available in the same Crawley (Local Plan) Transport Study [TN02 - GAL DCO Sensitivity Test_v2 0.pdf] produced by Stantec.

2.3 Gatwick Green Development

2.3.1 Development

The Gatwick Green Development, a strategic employment site, has been acknowledged as a key development site that due to its strategic importance and inclusion in the Crawley Local Plan, has been included in the Mid Sussex District Plan analysis.

Whilst the site doesn't currently have full planning permission, the development is considered likely to be delivered and is therefore captured in the MSDC District Plan. It was agreed with WSCC that the Gatwick Green development should be included in the Scenario 7 modelling.

To include this development, trips and distribution have been taken from the Crawley Local Plan modelling. WSCC has provided origin and destination matrices for the development alongside a zonal shape file. Crawley Transport Model zones have been cross-referenced to the MSTM, to replicate distribution for this site to the Crawley model. Trips ends have been maintained to align with the Crawley Transport Model for the overall development.

2.3.2 Infrastructure

Due to the status of the site, transport infrastructure isn't currently known or agreed. Access arrangements have been included, in line with the Gatwick Green Transport Strategy March 2020, to connect the site onto the highway network, but no further infrastructure has been included in the MSTM Scenario 7.

2.4 Mid Sussex Development and Infrastructure Update

2.4.1 Development

As part of an ongoing review of the development sites coming forward, three sites were identified to have been granted planning permission and are now considered committed and included within the Reference Case. Previously these sites were within the emerging District Plan. The sites identified are:

- DM/23/2699 – Imberhorne Farm, East Grinstead (550 dwellings)
- DM/25/0014 and DM/25/0016 – Land west of Turners Hill Road, Crawley Down (350 dwellings)
- DM/22/2272 – Hurst Farm, Haywards Heath (375 dwellings)

2.4.2 Infrastructure

Alongside the development sites, additional transport infrastructure is provided to support these permissions. Where this infrastructure is now committed, these infrastructure updates have been captured in the MSTM Scenario 7.

Infrastructure updates include:

- A22 j/w Imberhorne Farm Signal Junction [101470 - T – 016]
- Imberhorne Lane Roundabout [101470-T-028]
- Turners Hill Road Development Southern Access [ITB9155-GA-06]
- A272 j/w Old Farm Road [0081355-WSP-XX-XX-DR-CV-0]
- A272 j/w B2112 Roundabout [70081355-WSP-XX-XX-DR-CV-0]

3 Scenario 7 District Plan Updates

3.1 Introduction

3.1.1 Introduction

This chapter identifies the updated inputs for the Scenario 7 District Plan modelling, detailing changes from Scenario 6.

3.2 Highway Scenario

It was agreed with MSDC and WSCC that in the interest of proportionality, modelling would only be undertaken using the 'with sustainable and highway mitigation' scenario (Sc7m5). No modelling update has been undertaken for with 'without mitigation' scenario (Sc7m2). Therefore, the Scenario 7 District Plan run includes existing transport mitigation developed in Scenario 5 and carried forward into Scenario 6. The two mitigation locations are:

- A23 Hickstead junction
- Copthorne Hotel Roundabout

3.3 Development Quantum Updates

3.3.1 Updates to Existing Sites

As noted in the previous chapter, a few sites have been granted planning permission since the Scenario 6 modelling work. As these sites are now included in the Reference Case, they have been omitted from the District Plan allocations to avoid double counting within the modelling.

These sites are:

- DM/23/2699 – Imberhorne Farm, East Grinstead (550 dwellings)
- DM/25/0014 and DM/25/0016 – Land west of Turners Hill Road, Crawley Down (350 dwellings)
- DM/22/2272 - Hurst Farm, Haywards Heath (375 dwellings)

Secondly, a number of changes to existing dwelling numbers has been applied, following an update from MSDC.

Table 3 below sets out the dwellings for each of the existing District Plan sites for the Scenario 6 (2024) submission and the new Scenario 7 (2026) submission, as well as their difference.

There is no change to employment or education sites from the previous Scenario 6.

There is no change to the sustainable mitigation assumptions for the existing sites.

Table 3 Scenario 6 vs Scenario 7 District Plan housing sites.

	Policy Ref/ SHLAA ID	Site	Settlement	2026 revised	2024 Submission Draft	Difference
Sustainable Communities	DPSC1	Land to the West of Burgess Hill and North of Hurstpierpoint	Burgess Hill	1,350	1,350	0
	DPSC2	Land at Crabbet Park	Copthorne	1950*	1,500	450
	DPSC3	Land to the south of Reeds Lane	Sayers Common	2,000	1,850	150
	DPSC4	Land at Chesapeake and Meadow View, Reeds Lane	Sayers Common	26	33	-7
	DPSC5	Land at Coombe Farm, London Road	Sayers Common	210	210	0
	DPSC6	Land to the West of Kings Business Centre, Reeds Lane	Sayers Common	80	100	-20
	DPSC7	Land at LVS Hassocks, London Road	Sayers Common	210	200	10
Housing Site Allocations	DPA1	Batchelors Farm, Keymer Road	Burgess Hill	26	33	-7
	DPA2	Land south of Apple Tree Close , Janes Lane	Burgess Hill	25	25	0
	DPA3	Burgess Hill Station	Burgess Hill	375	300	75
	DPA4	Land off West Hoathly Road	East Grinstead	44	45	-1
	DPA5	Land at Hurstwood Lane	Haywards Heath	36	36	0
	DPA6	Land at Junction of Hurstwood Lane and Colwell Lane	Haywards Heath	30	30	0
	DPA7	Land east of Borde Hill Lane	Haywards Heath	117	60	57
	DPA8	Orchards Shopping Centre	Haywards Heath	100	100	0
	DPA9	Land to west of Turners Hill Road	Crawley Down	350	350	0
	DPA10	Hurst Farm, Turners Hill Road	Crawley Down	80	37	43
	DPA11	Land rear of 2 Hurst Road	Hassocks	25	25	0
	DPA12	Land west of Kemps	Hurstpierpoint	90	90	0
	DPA13	The Paddocks Lewes Road	Ashurst Wood	8	8	0
	DPA14	Land at Foxhole Farm	Bolney	200	200	0
	DPA15	Ham Lane Farm House Ham Lane	Scaynes Hill	30	30	0
	DPA16	Land west of North Cottages and Challoners	Ansty	30	30	0
	DPA17	Land to the west of Marwick Close Bolney Road	Ansty	40	45	-5

3.3.2 Additional District Plan Sites

To address the Planning Inspector's comments, MSDC has identified an additional 35 sites to be brought forward into the District Plan.

As part of the sustainable mitigation trip rate reduction (see the Scenario 6 modelling report), two sustainable reductions have been considered for the 35 new sites.

- 20% home working trip rate reduction
- Distance base trip reductions

These trip rate reductions are applied to all new 35 sites.

Table 4 details the proposed additional 35 new sites, with total 4,063 additional dwellings.

Table 4 Scenario 7 additional 35 District Plan housing sites

	Policy Ref/ SHLAA ID	Site	Settlement	2026 revised
Sites for further testing	775	Grange View House, London Road, Albourne	Albourne	10
	789	Phase 1 Swallows Yard, London Road, Albourne	Albourne	46
	1124	West House Farm, Henfield Road	Albourne	325
	1173	Land east of London Road	Albourne	250
	1178	Land north of Henfield Road	Albourne	20
	1175	Land at Brambletye School, Lewes Road	Ashurst Wood	25
	28	Area south of Redbridge Lane at junction with London Road	Balcombe	20
	165	Land south of Oldlands Avenue (Vintens Nursery)	Balcombe	40
	802	Foxhole Farm Buildings, Foxhole Lane	Bolney	20
	1191	Land north of Foxhole Farm buildings	Bolney	13
	961	1-5 Queens Walk and 22-26 London Road	East Grinstead	100
	1024	Land at Brook House Farm, Turners Hill Road	East Grinstead	45
	1060	Land north of Hill Place Farm Buildings, Turners Hill Road	East Grinstead	50
	1181	Land east of West Hoathly Road	East Grinstead	20
	1137	Land west of Ockley Lane	Hassocks	250
	680	Field rear of North Colwell Barn, Lewes Road	Haywards Heath	9
	844	Land at North Colwell Farm, Lewes Road	Haywards Heath	80
	988	Land to the North of Old Wickham Lane	Haywards Heath	49
	1136	Land at Lunce's Hill, Fox Hill	Haywards Heath	14
	19	Land east of College Lane	Hurstpierpoint	75
	575	Land north east of Hurstpierpoint	Hurstpierpoint	150
	582	South of Hurst Wickham Barn, College Lane	Hurstpierpoint	9
	786	Land east of Avtrade, Reeds Lane	Sayers Common	75
	787	Land at Kingsland Lodge, London Road	Sayers Common	75
	1075	Land north of Willow Way and Talbot Mead, Cuckfield Road	Hurstpierpoint	150
	1105	Land east and west of Malthouse Lane	Burgess Hill	750
	1172	Land to the south of Hurst Wickham Barn, College Lane	Hurstpierpoint	35
	29	Land off Snowdrop Lane, Lindfield, Haywards Heath	Lindfield	50
	1006	Land to the north of Lyoth Lane	Lindfield	30
	181	Land west of Truggers	Handcross	105
	603	Land to the West of Woodhurst Farm, Old Brighton Road South	Pease Pottage	700
	818	Land north of the Former Golf House, Horsham Road	Pease Pottage	41
	1188	Land at Pease Field	Pease Pottage	196
	686	Land to the rear of The Martins (south of Hophurst Lane)	Crawley Down	150
	990	Courthouse Farm Copthorne Common Road	Copthorne	86
	Total			4,063

None of the new sites are considered “strategic” (typically above 1000 dwellings) and it was considered proportionate to capture these additional sites in the existing zone structure of the model. Therefore, implementing these new sites, exiting trip distribution of the identified zones has been used. Consideration was given to the existing zone demand and purpose type, to ensure a sensible distribution, and that the zone(s) represents predominantly housing to ensure realistic distribution for the new housing sites.

4 Modelling Results

4.1 Introduction

4.1.1 Introduction

This chapter summarises the modelling outputs, comparing the Scenario 7 Reference Case against the Scenario 7 District Plan Sc7m5 scenario.

4.2 Flow, Delay, & V/C Plots

Flow, Delay, and V/C plots for comparisons between the Scenario 7 Reference Case and Sc7m5 can be found in **Appendix B**.

4.3 Junction Hotspot Analysis

4.3.1 Introduction

An update to the District Plan junction hotspots, and narrative around the most impacted junctions is provided.

For clarity, the junction hotspot analysis compares Reference Case vs District Plan models to identify junctions that are exceeding capacity and delay thresholds.

4.3.2 Thresholds

For this exercise, initially the thresholds used in Scenario 6 and previous scenarios were adopted to understand a representative comparison between Scenario 6 and Scenario 7 results.

These thresholds are:

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

SEVERE = Increase in RFC of 3% or more to 95% or more AND increase in delay of 30 seconds or more to 2 mins or more

However, it is acknowledged that these thresholds are considered strict. To better understand which junctions are considered 'lightly severe' and which junctions are considered 'very severe' a more relaxed threshold has also been considered. These are:

SIGNIFICANT = Increase in RFC of 5% or more to 85% or more

SEVERE = Increase in RFC of 5% or more to 95% or more AND increase in delay of 1 minute or more to 2 mins or more

These relaxed thresholds are still considered in line with other Local Plans SYSTRA has previously been involved with in the Southeast England.

4.3.3 Junction Hotspot Results – Original Thresholds

Table 5 below details the junctions that are identified significant or severe. A more detailed summary can be found in **Appendix C**.

Table 5 Sc7m5 Junction Hotspots Summary – Original Thresholds

ID	Area	Junction	Ref v 2019	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
						AM	PM	AM+PM	AM+PM
N4	Copthorne	B2028 / B2037 Copthorne				0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane				0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.			1	0	0	74
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE			1	0	0	74
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.			0	0	0	0
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.			0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.			0	0	0	0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.			0	0	0	0
N100	Handcross	B2110 Horsham Rd/B2110	SIG.			0	0	0	0
N101	East Grinstead	B2110 Turners Hill Rd/ Hurst Farm Rd/West Hill/Brooklands				0	0	0	0
N102	East Grinstead	B2110 Brooklands Way/Firbank Way/Beeching Way/Railway				0	0	0	0
N103	Copthorne	Copthorne Way/Worsell Dr				0	0	0	0
N104	Crawley	B2114 brighton rd/Bellevue farm rd	SIG.			1	0	0	55
N105	Copthorne	A2220 Copthorne Common Rd/ Old Hollow				1	0	0	311
C5	Haywards Heath	B2114 / B2036 Whitmans Green	SEVERE			0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitmans Green	SEVERE			1	0	0	56
C7	Ansty	A272 / B2036	SIG.			0	1	100	70
C10	Bolney	A23 / A272 Bolney Road	SIG.			0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.			0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE			0	0	0	0
C101	Haywards Heath	Balcombe Rd/College Rd/Mill Green Rd	SEVERE			0	0	0	0
C102	Haywards Heath	Gander Hill/Portsmouth Ln/Sunte Ave/Summerhill Ln	SIG.			0	0	0	0
C103	Cuckfield	Hanlye Ln				0	0	0	0
C104	Haywards Heath	Borde hill Ln/Balcombe Rdd/Hanlye Ln	SIG.			0	0	0	0
C106	Haywards Heath	Oathall rd/Oathall Ave				0	0	0	0
C107	Haywards Heath	Market Pl/Mill Green Rd/Queens Rd/Sydney Rd/Perrymount				0	0	0	0
C108	Haywards Heath	A272 Rocky Ln/Bolding Way				0	0	0	0
C109	Haywards Heath	Bannister Way/Market Pl	SIG.			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.			0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE			0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.			0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SEVERE			0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint				0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE			1	0	0	109
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.			0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SIG.			0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.			0	0	0	0
S26	Burgess Hill	A273 / York Road				0	0	0	0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	SIG.			0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.			1	0	0	156
S38	Burgess Hill	A23 / A2300 Western Roundabout				0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.			0	0	0	0
S100	Sayers common	B2118/Furzeland Way				0	0	0	0
S101	Hickstead	A23/A2300	SIG.			0	0	0	0
S102	Burgess Hill	Queen Elizabeth Ave/Civic Way/Station rd				0	0	0	0
S103	Hassocks	A273 London Rd	SEVERE			0	0	0	0
S104	Burgess Hill	Keymer Rd/Oak Hall Park				0	0	0	0
S105	Burgess Hill	Jane Murray Way/W End Farm Ave	SIG.			1	0	0	86
S106	Pyecombe	A23 London Rd	SIG.			0	0	0	0
S107	Hickstead	A23/A2300				0	0	0	0
S108	Hickstead	A2300/Hicksted Ln				0	0	0	0
Number of Junction with SEVERE Impacts			9	9	3	8	1	100	992
Number of Junction with SIGNIFICANT impacts			23	38					

Figure 1 below shows the map locations of the junction hotspots for the Original Thresholds hotspots analysis.

Figure 1 Sc7m5 Junction Hotspots Map – Original Thresholds

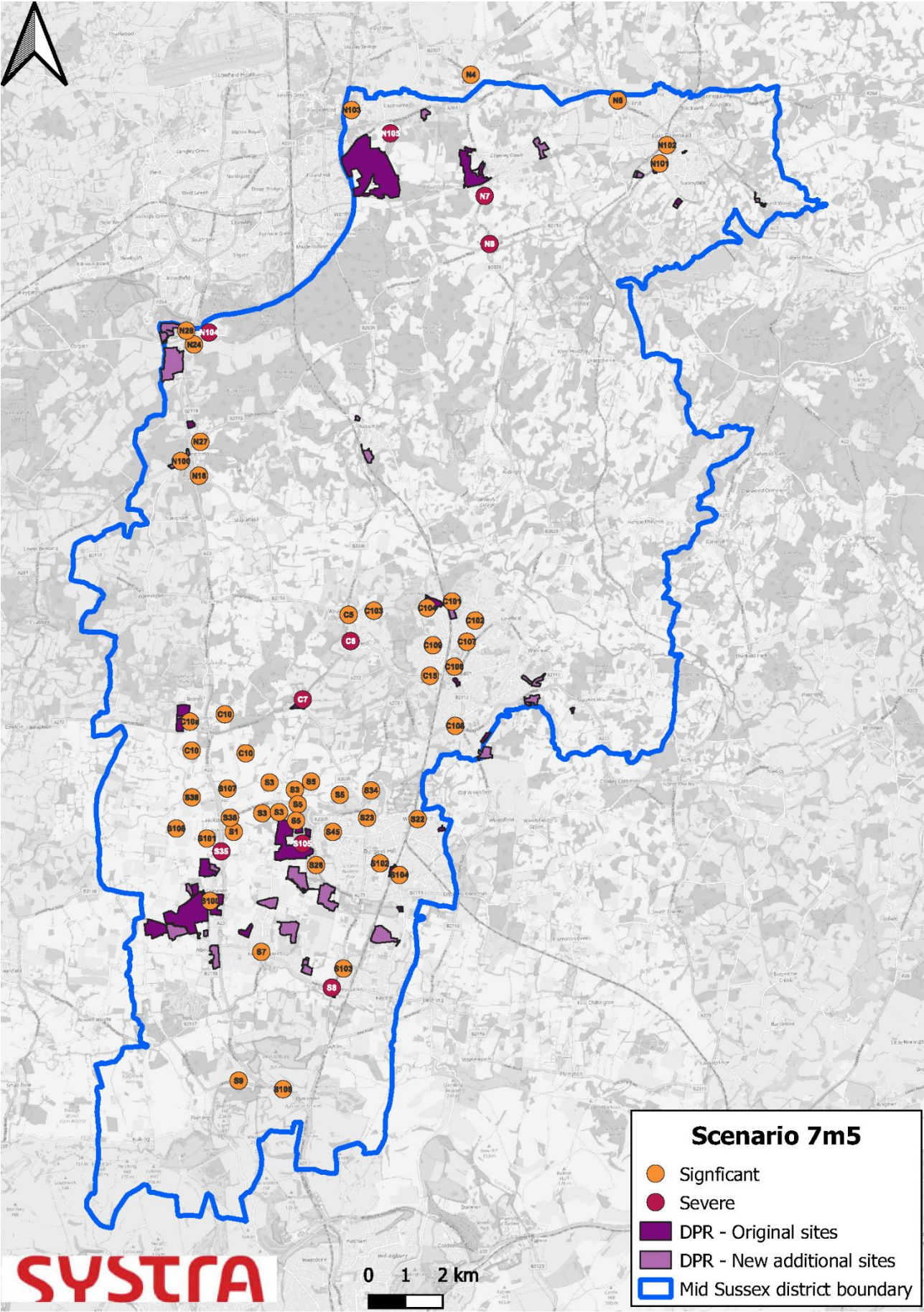


Table 6 provides a basic narrative around the severe status junctions, with consideration to the previous Scenario 6 results.

Table 6 Severe Junctions (original Threshold) – comments around junction identification

N7	B2028 Turners Hill Road / Wallage Lane	This is a newly flagged junction, that was previously only considered significant in Scenario 6.
N8	B2110 / B2028 Turners Hill	This junction was flagging as severe in Scenario 6, this severe status has carried forward into Scenario 7.
N104	B2110 / B2028 Turners Hill	This is a newly identified junction, flagging as severe in Scenario 7.
N105	A2220 Copthorne Common Rd/ Old Hollow	This is a newly identified junction, flagging as severe in Scenario 7.
C6	B2036 / Ardingly Road, Whitemans Green	This is a newly flagged junction, that was previously only considered significant in Scenario 6.
C7	A272 / B2036	This junction was flagging as severe in Scenario 6, this severe status has carried forward into Scenario 7.
S8	A273 / B2116 Hassocks (Stonepound)	This junction was flagging as severe in Scenario 6, this severe status has carried forward into Scenario 7.
S35	A23 / B2118 Sayers Common	This is a newly flagged junction, that was previously only considered significant in Scenario 6.
S105	Jane Murray Way/W End Farm Ave	This is a newly identified junction, flagging as severe in Scenario 7.

4.3.4 Junction Hotspot Results – Relaxed Thresholds

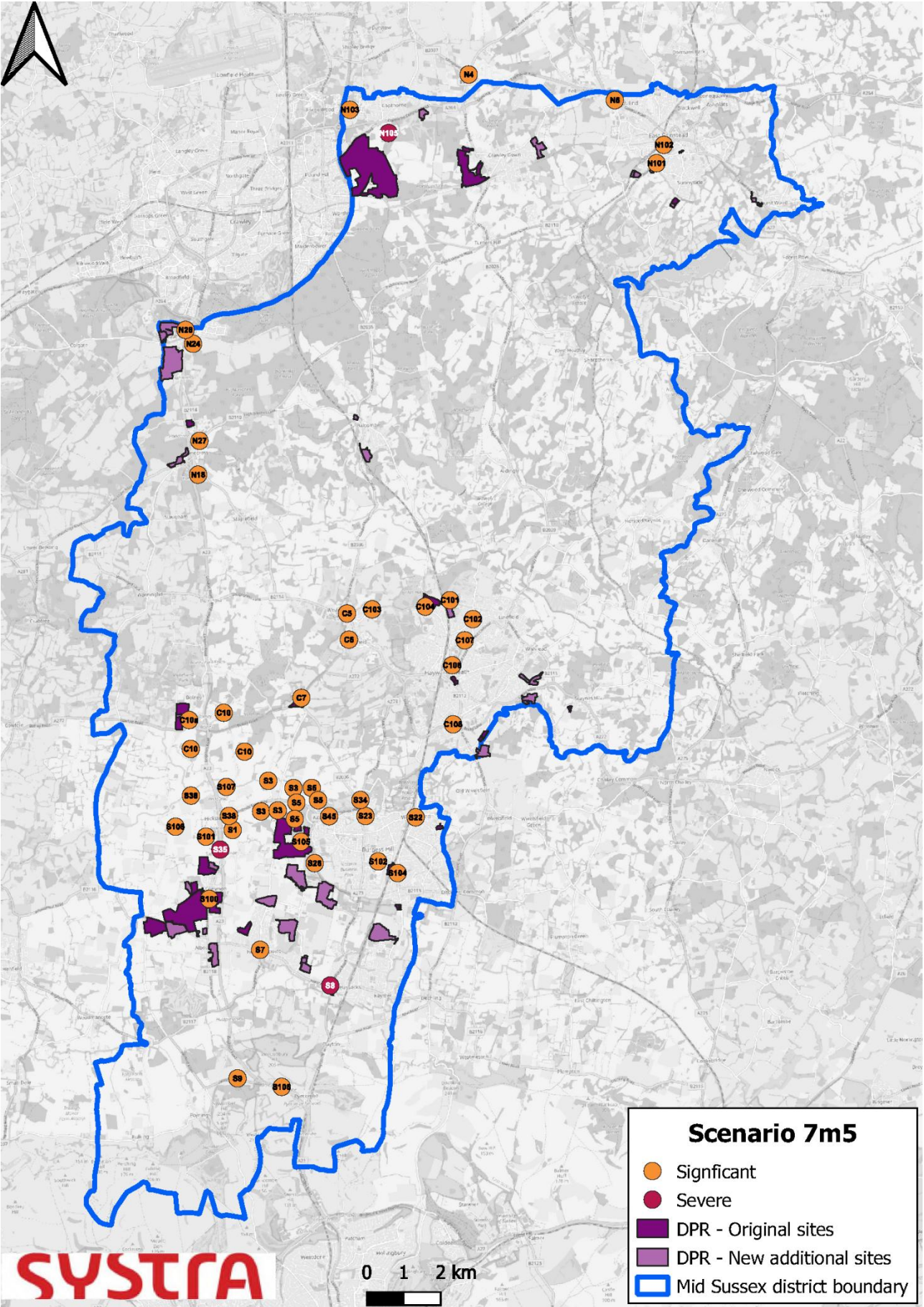
Table 7 below details the junctions that are identified significant or severe with the relaxed thresholds. A more detailed summary can be found in **Appendix D**.

Table 7 Sc7m5 Junction Hotspots Summary – Relaxed Thresholds

ID	Area	Junction	Ref v 2019	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
						AM	PM	AM+PM	AM+PM
N4	Copthorne	B2028 / B2037 Copthorne		SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane		SIG.		0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.			0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE			0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.	SIG.		0	0	0	0
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.	SIG.		0	0	0	0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.	SIG.		0	0	0	0
N100	Handcross	B2110 Horsham Rd/B2110	SIG.			0	0	0	0
N101	East Grinstead	B2110 Turners Hill Rd/ Hurst Farm Rd/West Hill/Brooklands		SIG.		0	0	0	0
N102	East Grinstead	B2110 Brooklands Way/Firbank Way/Beeching Way/Railway		SIG.		0	0	0	0
N103	Copthorne	Copthorne Way/Worsell Dr		SIG.		0	0	0	0
N104	Crawley	B2114 brighton rd/Bellevue farm rd	SIG.			0	0	0	0
N105	Copthorne	A2220 Copthorne Common Rd/ Old Hollow		SEVERE		1	0	0	311
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SIG.	SIG.		0	0	0	0
C7	Ansty	A272 / B2036	SIG.	SIG.		0	0	0	0
C10	Bolney	A23 / A272 Bolney Road	SIG.	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.	SIG.		0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE			0	0	0	0
C101	Haywards Heath	Balcombe Rd/College Rd/Mill Green Rd	SEVERE	SIG.		0	0	0	0
C102	Haywards Heath	Gander Hill/Portsmouth Ln/Sunte Ave/Summerhill Ln	SIG.	SIG.		0	0	0	0
C103	Cuckfield	Hanlye Ln		SIG.		0	0	0	0
C104	Haywards Heath	Borde hill Ln/Balcombe Rdd/Hanlye Ln	SIG.	SIG.		0	0	0	0
C106	Haywards Heath	Oathall rd/Oathall Ave		SIG.		0	0	0	0
C107	Haywards Heath	Market Pl/Mill Green Rd/Queens Rd/Sydney Rd/Perrymount		SIG.		0	0	0	0
C108	Haywards Heath	A272 Rocky Ln/Bolding Way		SIG.		0	0	0	0
C109	Haywards Heath	Bannister Way/Market Pl	SIG.			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.	SIG.		0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE			0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.	SIG.		0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SEVERE	SIG.		0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE	YES	1	0	0	109
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.	SIG.		0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SIG.	SIG.		0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.	SIG.		0	0	0	0
S26	Burgess Hill	A273 / York Road		SIG.		0	0	0	0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	SIG.	SIG.		0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.	SEVERE		1	0	0	156
S38	Burgess Hill	A23 / A2300 Western Roundabout		SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.	SIG.		0	0	0	0
S100	Sayers common	B2118/Furzeland Way		SIG.		0	0	0	0
S101	Hickstead	A23/A2300	SIG.	SIG.		0	0	0	0
S102	Burgess Hill	Queen Elizabeth Ave/Civic Way/Station rd		SIG.		0	0	0	0
S103	Hassocks	A273 London Rd	SEVERE			0	0	0	0
S104	Burgess Hill	Keymer Rd/Oak Hall Park		SIG.		0	0	0	0
S105	Burgess Hill	Jane Murray Way/W End Farm Ave	SIG.	SIG.		0	0	0	0
S106	Pyecombe	A23 London Rd	SIG.	SIG.		0	0	0	0
S107	Hickstead	A23/A2300		SIG.		0	0	0	0
S108	Hickstead	A2300/Hicksted Ln		SIG.		0	0	0	0
Number of Junction with SEVERE Impacts			8	3	1	3	0	0	575
Number of Junction with SIGNIFICANT impacts			24	37					

Figure 2 below shows the map locations of the junction hotspots for the Relaxed Thresholds hotspots analysis.

Figure 2 Sc7m5 Junction Hotspots Map – Relaxed Thresholds



Six of the junctions flagged in the original threshold analysis have shifted down a rating to either significant or none. There are three junctions that remain severe in the relaxed thresholds junction hotspots analysis. These junctions will be discussed in further detail as they are considered the priority for MSDC.

- N105 - A2220 Copthorne Common Rd/ Old Hollow
- S8 - A273 / B2116 Hassocks (Stonepound)
- S35 - A23 / B2118 Sayers Common (northbound on-slip)

N105 - A2220 Copthorne Common Rd/ Old Hollow

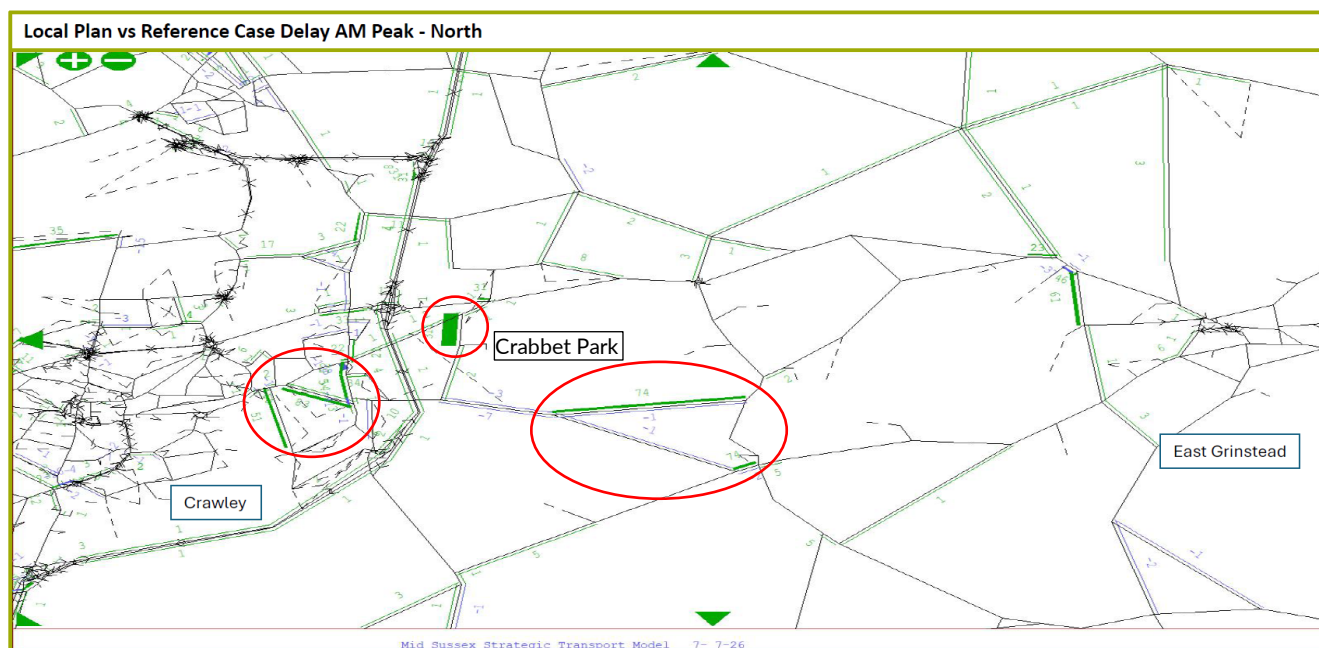
This junction sits at the top of Old Hollow, directly north of the Crabbet Park development. The delay is experienced on trips travelling northbound on Old Hollow, trying to get access to Copthorne Common Road. The only access available to Crabbet Park development is via Old Hollow/Turners Hill Road.

Despite the Crabbet Park being a similar level of development for Scenario 6, this junction wasn't considered severe or significant in Scenario 6. The reason this junction has been flagged in Scenario 7 is as a result of forecast traffic impacts in Crawley and the surround area worsening due to the Gatwick DCO and Gatwick Green development. Congestion in Crawley is exacerbated by the additional Reference Case developments at Gatwick, which is impacting on access from Turners Hill Road into Crawley.

Delays in Crawley just west of Turners Hill Road, along with higher delays accessing the B2028, causes bottlenecks at all exit points. Previously without the Gatwick development additional traffic, this was considered manageable, but due to the increased congestion in the Reference Case, and alternative routes becoming congested, delays at Old Hollow are now considered very severe.

Figure 3 shows the AM delay for the District Plan vs Reference Case, which highlights the delay forecast on all routes away from Crabbet Park.

Figure 3 District Plan vs Reference Case Delay AM



S8 - A273 / B2116 Hassocks (Stonepound)

This junction has been carried over from Scenario 6, where it was flagged as severe, but due to geographic boundaries of the junction being very constrained, it was not deemed a junction that could be considered for mitigation.

The junction is forecast to worsen from the previous Scenario 6 hotspot analysis. Table 8 shows the change in V/C (RFC) and Delay between Sc6 and Sc7 vs their respective references cases.

Table 8 Sc7 vs Sc6 difference in V/C and delay change to Ref Case for Junction S8.

Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref
A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	88	1.1	1.1		-50.3	-50.2
	B2116 Keymer Road (E)	3	-3.1	-3.2		9.9	8.9
	A273 Brighton Road (S)	4	0.6	1.0		11.0	18.2
	B2116 Hurst Road (W)	-11	2.5	2.1		46.9	46.0

V/C is forecast to increase by 2.1%, and Delay by 46 seconds in scenario 7, compared with Scenario 6.

S35 - A23 / B2118 Sayers Common Northbound on-slip

This junction has additionally been identified within the Merge & Diverge assessment prepared within Scenario 6 assessments. Options to improve the northbound merge to better align the junction layout type to accommodate the forecast flows has been considered to address the 'severe' impacts identified. The Mid Sussex M23 and A23 Merge Diverge Assessment Report dated 20th September 2024 included an investigation into the

feasibility of an upgrade of the on-slip layout type. A general arrangement sketch of the potential upgrade of the A23/B2118 northbound merge was included which includes provision of an improvement to a layout type C and its delivery would be subject to a monitor and manage strategy whereby the need and timing for the infrastructure would be subject to monitoring as part of the proposed Traffic and Infrastructure Management Group (TIMG).

5 Merge / Diverge Assessment

5.1 Introduction

SYSTRA has undertaken merge/diverge assessments for the M23/A23 corridor junctions located within the study area, in line with CD 122 Standards for Highways. The junctions which have been taken forward for merge/diverge assessment are listed below for reference and align with those specified as requiring further analysis and monitoring in the current signed Statement of Common Ground (SoCG) with National Highways:

- M23 Junction 11 Pease Pottage Interchange;
- A23 / B2110 Horsham Road;
- A23 / A2300; and
- A23 / B2118.

Through stakeholder meetings held with National Highways, it was agreed that queue length, Volume to Capacity Ratio (V/C) and delay data would be extracted from the MSTM to understand potential for queue impacts. This has been considered at key junction diverge locations to assess if there is any likelihood of queues on slip roads interacting with mainline traffic, which could have a resultant impact on junction safety.

Table 9 and **Table 10** below present the forecast queue length, V/C and delay data for the Sc7 Reference Case and Sc7m5 with Local Plan and mitigation scenario for the AM and PM peak time periods respectively.

Table 9: Summary of SRN Queue, Flow, Delay and V/C (AM Peak)

Junction/ Slip Road	Lanes	Scenario 7 Ref Case				Scenario 7m5 District Plan					Sc7m5 District Plan Vs Sc7 Ref Case	
		Actual Flow (Veh)	Delay (s)	V/C (%)	Maximum Queue Length (MMQ) (PCU)	Actual Flow (Veh)	Demand (Veh)	Delay (s)	V/C (%)	Maximum Queue Length (MMQ) (PCU)	Flow Difference	Percentage Difference
M23 Junction 11 NB merge												
Intermain	3	3478	3	74	0	3671	3822	4	76	0	193	6%
Slip Road	1	1137	7	66	0.48	1032	1093	7	63	0.38	-105	-9%
M23 Junction 11 NB diverge												
Intermain	3	3478	12	89	0	3671	3822	15	94	0	193	6%
Slip Road	2	1828	3	43	0	1833	1908	3	46	0	4	0%
M23 Junction 11 SB diverge												
Intermain	3	2229	7	61	0	2374	2402	8	64	0	145	7%
Slip Road	3	1133	17	54	4.6	1174	1189	17	56	4.8	41	4%
M23 Junction 11 SB merge												
Intermain	3	2229	2	54	0	2374	2402	2	59	0	145	6%
Slip Road	1	1424	5	76	0.28	1503	1591	5	80	0.44	79	6%
The A23/B2110 Northbound merge (Handcross)												
Intermain	3	4191	3	86	0	4464	4640	5	91	0	273	7%
Slip Road	1	1011	4	63	0.29	1039	1090	4	66	0.37	28	3%
The A23/A2300 northbound diverge (Burgess Hill)												
Intermain	2	3445	12	94	0	3603	3671	30	100	0	158	5%
Slip Road	1	239	23	15	1.55	297	302	24	20	1.92	58	24%
The A23/A2300 northbound merge (Burgess Hill)												
Intermain	2	3445	8	88	0	3603	3671	9	92	0	158	5%
Slip Road	1	1408	3	74	0	1465	1547	4	76	0	57	4%
The A23/A2300 southbound diverge (Burgess Hill)												
Intermain	3	2151	7	63	0	2288	2366	9	70	0	137	6%
Slip Road	2	1439	167	106	46.85	1758	1817	13	76	5.12	319	22%
The A23/A2300 southbound merge (Burgess Hill)												
Intermain	2	2151	3	57	0	2288	2366	4	61	0	137	6%
Slip Road	1	743	1	38	0	782	829	2	40	0	39	5%
The A23/B2118 northbound merge (Sayers Common)												
Intermain	2	3210	39	94	0	3230	3254	63	100	0	20	1%
Slip Road	1	475	5	45	0.32	716	720	161	107	30.38	241	51%
The A23/B2118 southbound diverge (Sayers Common)												
Intermain	3	2377	3	50	0	2285	2376	3	53	0	-92	-4%
Slip Road	1	518	1	27	0	787	818	2	40	0	269	52%

Table 10: Summary of SRN Queue, Flow, Delay and V/C (PM Peak)

		Scenario 7 Reference Case				Scenario 7 District Plan					Scenario 7m5 District Plan Vs Scenario 7m5 Ref Case	
Junction/ Slip Road	Lanes	Actual Flow (Veh)	Delay (s)	V/C (%)	Maximum Queue Length (MMQ) (PCU)	Actual Flow (Veh)	Demand Flow (Veh)	Delay (s)	V/C (%)	Maximum Queue Length (MMQ) (PCU)	Sc7m5 -Sc7 Ref Case(Actual)	Percentage Flow Difference
M23 Junction 11 NB merge												
Intermain	3	2344	1	50	0	2454	2505	1	52	0	110	5%
Slip Road	1	1253	6	65	0	1259	1308	6	65	0	6	0%
M23 Junction 11 NB diverge												
Intermain	3	2344	6	67	0	2454	2505	7	70	0	110	5%
Slip Road	2	1603	3	41	0	1683	1718	3	44	0	80	5%
M23 Junction 11 SB diverge												
Intermain	3	3210	11	70	0	3283	3417	11	71	0	73	2%
Slip Road	3	1007	28	77	6.14	981	1021	28	75	5.96	-26	-3%
M23 Junction 11 SB merge												
Intermain	3	3210	3	75	0	3283	3417	4	79	0	73	2%
Slip Road	1	1741	9	89	2.05	1844	1902	10	94	2.86	103	6%
The A23/B2110 Northbound merge (Handcross)												
Intermain	3	3332	1	63	0	3527	3599	1	66	0	195	6%
Slip Road	1	615	4	38	0.1	610	624	4	39	0.12	-5	-1%
The A23/A2300 northbound diverge (Burgess Hill)												
Intermain	2	2152	2	58	0	2494	2508	3	66	0	342	16%
Slip Road	1	71	45	14	0.86	66	66	45	13	0.79	-5	-8%
The A23/A2300 northbound merge (Burgess Hill)												
Intermain	2	2152	3	56	0	2494	2508	4	64	0	342	16%
Slip Road	1	1568	5	81	0	1581	1642	5	81	0	13	1%
The A23/A2300 southbound diverge (Burgess Hill)												
Intermain	3	3711	13	81	0	4012	4169	16	87	0	301	8%
Slip Road	2	1164	12	53	3.28	1248	1297	5	45	1.19	84	7%
The A23/A2300 southbound merge (Burgess Hill)												
Intermain	2	3711	12	92	0	4012	4169	33	100	0	301	8%
Slip Road	1	727	1	37	0	821	855	2	42	0	94	13%
The A23/B2118 northbound merge (Sayers Common)												
Intermain	2	1839	10	53	0	1863	1873	11	59	0	24	1%
Slip Road	1	383	4	25	0.06	697	701	4	42	0.1	314	82%
The A23/B2118 southbound diverge (Sayers Common)												
Intermain	3	3881	6	73	0	3795	3945	7	80	0	-86	-2%
Slip Road	1	558	1	29	0	1038	1079	2	53	0	480	86%

In the AM queue lengths are all below 6 PCUs apart from the A23/B2118 NB merge which is approximately 30 PCUs (equating to a maximum queue length of approximately 175m, which is significantly lower than the slip road length to the connecting roundabout of 360m). As detailed within the previous Chapter 4 a sketch of a layout upgrade has been prepared in this location and is proposed to be subject to a monitor and manage scheme to determine the timing of its requirement,

In the PM queue lengths are all below 6 PCUs (equating to a maximum queue length of approximately 35m and this queue length is consistent with the PM Reference Case.

The results of the queue, delay and V/C do not suggest that there is a risk of queue length interaction between the slip roads and the mainline and therefore the District Plan impacts are not anticipated to cause significant concerns related to the safe and efficient operation of the Strategic Road Network (SRN). Where impacts have been noted, such as at the A23/B2118 northbound merge, a mitigation solution has been derived and it is proposed will be subject to a monitor and manage regime to ensure infrastructure is delivered only when it is required and not before in line with the principles outlined in the DfT Circular 01/2022 Strategic road network and the delivery of sustainable development. This will be monitored through establishing a TIMG and subsequent Area Based Corridor Studies which will benefit from the analysis and outputs from the working group.

For completeness, to supplement the conclusion that the high-level principles of the junction data extraction do not point towards any concerns relating to District Plan impacts on the SRN that cannot be dealt with through an appropriate Monitor and Manage strategy, a merge/ diverge assessment has been carried out for the following junctions identified in the current signed Statement of Common Ground (SoCG) with National Highways:

- M23 Junction 11 Pease Pottage Interchange;
- A23 / B2110 Horsham Road;
- A23 / A2300; and
- A23 / B2118.

The updated merge diverge assessment has focused on the impact that the 35 additional sites have on the overall outcomes of the merge/diverge analysis work.

The merge/ diverge assessments consider the theory between balancing merging/ diverging flows with forecast mainline traffic, applying thresholds for uplifts of layout types and the likely required upstream and downstream lanes. Safety is a key consideration for the requirement for an upgrade, considering elements such as slip road queue interaction with the mainline. It is also important to consider how the prescriptive thresholds for uplift align with wider sustainable transport policy to ensure that upgrades to the SRN are measured, aligned with policy and consider uncertainty in future forecasts.

The junctions identified for the merge/diverge assessment have been reviewed for the 2019 Base scenario, 2039 Reference Case and 2039 District Plan scenario (also referred to as 7M5).

The merge/diverge assessment outcomes for each junction are summarised in Table 10 below. Where the 2039 District Plan scenario flows point to a layout change compared to the 2039 Reference Case flows, the change is marked in red. Any junctions marked with a grey box are not applicable as they do not have this movement available at this junction.

Table 11: Summary of Merge/Diverge Assessment (AM Peak)

Scenario	Junction	NB Diverge	NB Merge	SB Diverge	SB Merge
Existing Layout to 2019 Baseline	M23 J11	A-D	No Change	No change	No Change
2019 Baseline to 2039 Ref Case	M23 J11	A-D	A-D	No change	A-E
2039 Ref Case to 2039 7m5	M23 J11	A-D, 3 lanes downstream and 4 lanes upstream (note only 71 vehicles over the threshold boundary for mainline)	A-B	No change	A-E
Existing Layout to 2019 Baseline	A23 B2110		A-D		
2019 Baseline to 2039 Ref Case	A23 B2110		A-D		
2039 Ref Case to 2039 7m5	A23 B2110		A-D		
Existing Layout to 2019 Baseline	A23 A2300	No change	No change	No change	No change
2019 Baseline to 2039 Ref Case	A23 A2300	No layout type change. 3 lanes downstream and 3 lanes upstream	D-E, 4 lanes downstream and 3 lanes upstream	C-D	A-B

2039 Ref Case to 2039 7m5	A23 A2300	No layout type change. 3 lanes downstream and 3 lanes upstream	D-E, 4 lanes downstream and 3 lanes upstream	C-D	A-B	
Existing Layout to 2019 Baseline	A23 B2118		No Change		No change	
2019 Baseline to 2039 Ref Case	A23 B2118		3 lanes downstream and 3 lanes upstream		No change	
2039 Ref Case to 2039 7m5	A23 B2118		3 lanes downstream and 3 lanes upstream		No change	

Table 12: Summary of Merge/Diverge Assessment (PM Peak)

Scenario	Junction	NB Diverge	NB Merge	SB Diverge	SB Merge	
Existing Layout to 2019 Baseline	M23 J11	No change	No change	No change	A-D	
2019 Baseline to 2039 Ref Case	M23 J11	A-D	A-B	No change	A-E	
2039 Ref Case to 2039 7m5	M23 J11	A-D	A-D	No change	A-E	
Existing Layout to 2019 Baseline	A23 B2110		No change			
2019 Baseline to 2039 Ref Case	A23 B2110		No change			
2039 Ref Case to 2039 7m5	A23 B2110		No change			
Existing Layout to 2019 Baseline	A23 A2300	No change	No change	No change	No change	
2019 Baseline to 2039 Ref Case	A23 A2300	No change	D-E	3 lanes downstream and 4 lanes upstream	A-B, 3 lanes downstream and 3 lanes upstream	

2039 Ref Case to 2039 7m5	A23 A2300	No change	D-E	C-D, 3 lanes downstream and 4 lanes upstream	A-D, 4 lanes downstream and 3 lanes upstream (note only 12 vehicles over the threshold boundary for mainline)
Existing Layout to 2019 Baseline	A23 B2118		No change	No change	
2019 Baseline to 2039 Ref Case	A23 B2118		No change	3 lanes downstream and 3 lanes upstream	
2039 Ref Case to 2039 7m5	A23 B2118		No change	3 lanes downstream and 3 lanes upstream	

5.2 Approach

SYSTRA has taken the traffic flow increase from the 2019 Baseline to the 2039 District Plan scenarios and conducted a linear extrapolation for the 20-year period. The year where a merge type upgrade or an additional lane is required has subsequently been identified.

The upgrades and the corresponding years required identified by the merge/diverge assessment are summarised in Table 11 below. Where the 2039 District Plan scenario flows require an additional change when compared to the 2039 Reference Case flows, the change is marked in red.

Table 13: Summary of Merge/Diverge Assessment Potential Required Upgrades

Junction	Direction	Merge/Diverge	Change	Year Required	Time Period
M23 J11	NB	Diverge	Type D	2019	AM
			4 lanes upstream	2038	
	SB	Merge	Type D	2037	PM
		Merge	Type E	2024	PM
A23 / B2110	NB	Merge	4 lanes downstream	2031	AM

A23 / A2300	NB	Diverge	3 lanes downstream	2032	AM
			3 lanes upstream	2026	
		Merge	3 lanes upstream	2032	AM
			4 lanes downstream	2037	AM
			Type C	2032	PM
	SB	Diverge	3 lanes downstream	2025	PM
			4 lanes upstream	2035	PM
			Type D	2037	PM
		Merge	3 lanes downstream	2020	PM
			3 lanes upstream	2025	
			Type B	2035	
			4 lanes downstream	2039	
			Type D		
A23 / B2118	NB	Merge	3 lanes downstream	2026	AM
	SB	Merge	3 lanes downstream	2020	PM
			3 lanes upstream	2024	

It can be seen that a number of upgrades are already required in the Reference Case as a result of background growth, with only the M23 J11 NB diverge suggesting a layout type upgrade is required in the Baseline.

It is noted that where upgrades are required that are additional to the 2039 Reference Case scenario, these are generally not required until the later years of the District Plan period (2037 onwards). This is the case for the M23 Junction 11 northbound diverge (additional upstream lane by 2038), northbound merge (Type D by 2037) and the A23 /A2300 southbound diverge (Type D by 2037), as demonstrated in the figures below. Given the levels of uncertainty generally attributed to forecasts to 2037 onwards it is felt reasonable that these flows can and should be monitored to assess the level of growth realised in the lead up to this time frame; at least one Local Plan review will need to take place in this time period and the review would be a more appropriate time to determine whether the requirement for the identified potential upgrade is likely to be met in practice. Additionally, it is noted that all three of these upgrades sit very close to threshold boundaries for layout

type upgrades and hence future appraisals of need will need to include consideration of traffic fluctuations and the impacts of wider transport strategies on actual demands.

Figure 4: M23 Junction 11- Northbound Diverge Assessment – AM Peak

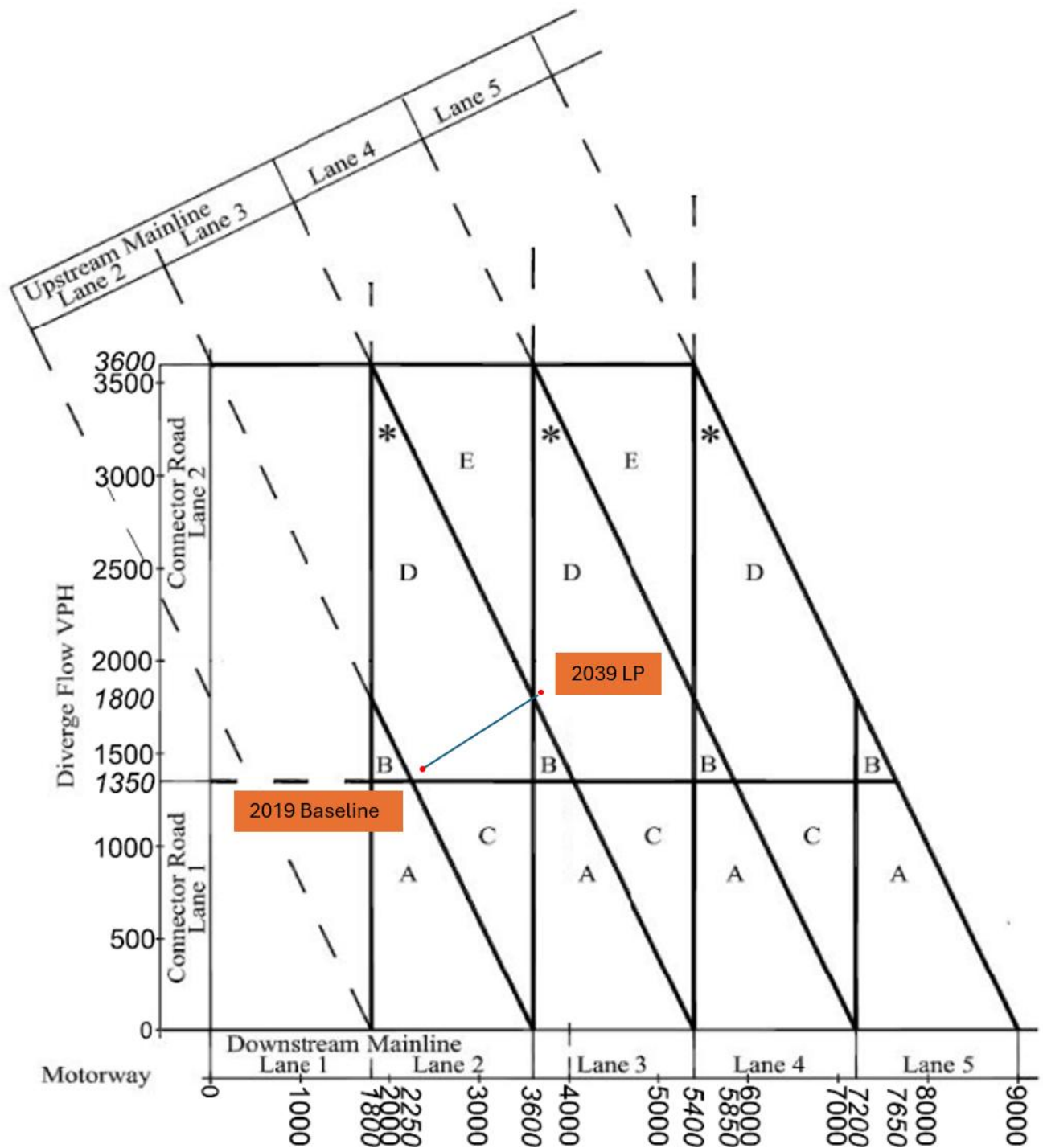


Figure 5: M23 Junction 11- Northbound Merge Assessment – PM Peak

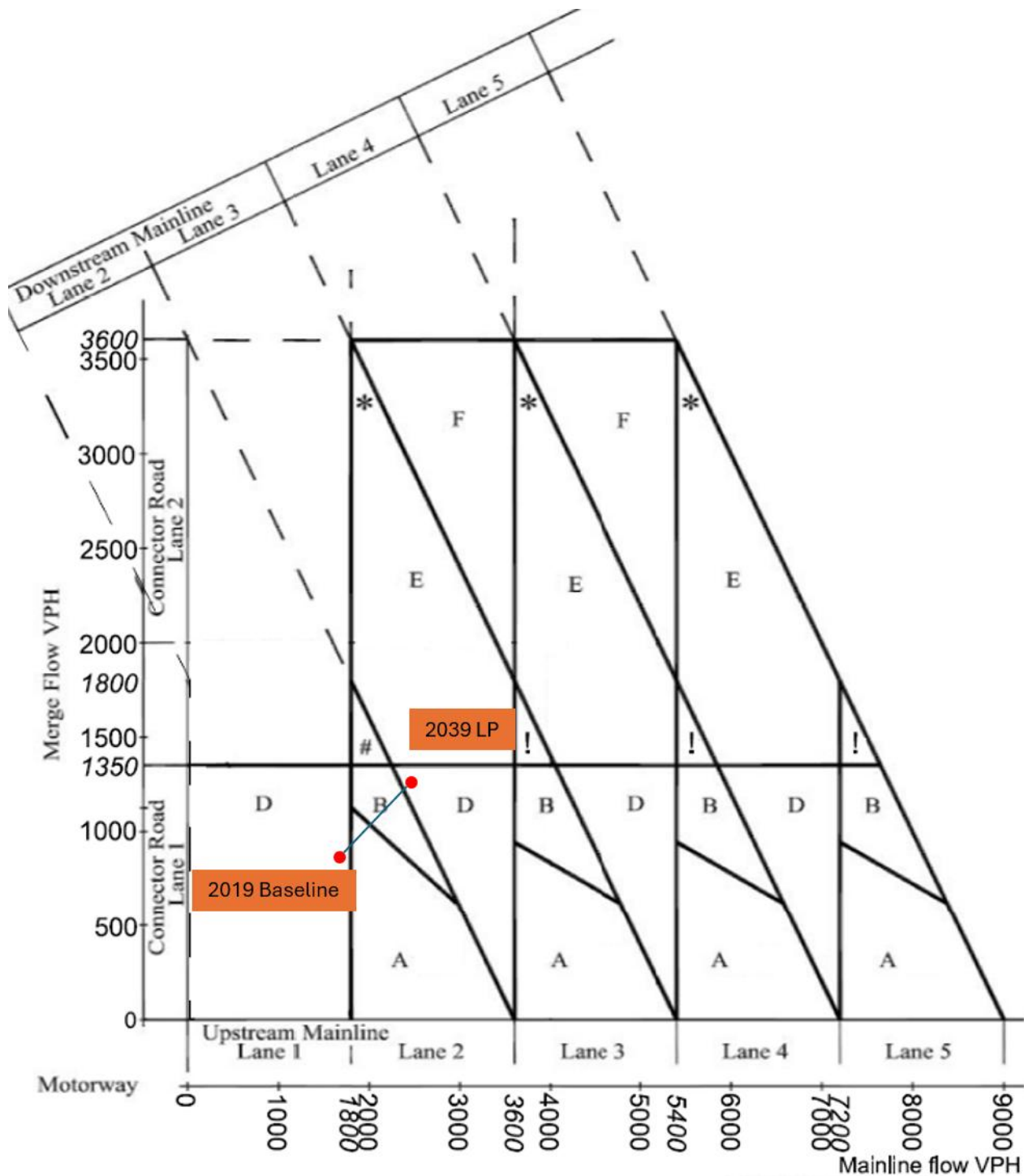
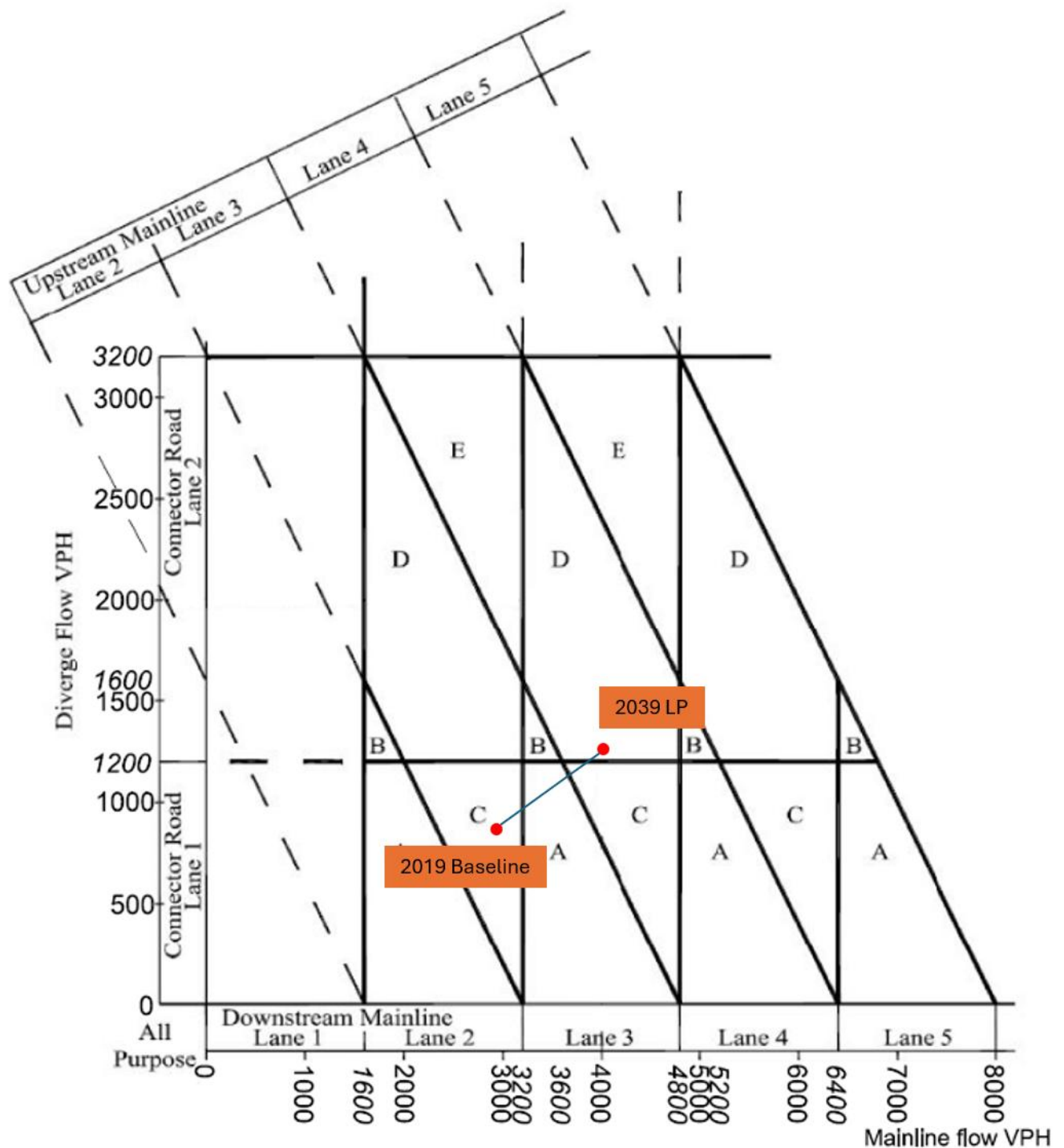


Figure 6: A23 / A2300 - Southbound Diverge Assessment – PM Peak



Given these requirements fall late in the District Plan period, it is considered that a Monitor & Manage strategy is a suitable way forward to deal with the outcome of this assessment particularly due to fluctuations in traffic volumes and uncertainty in forecasting of timeframes beyond 2037. Additionally, the outcomes of the COVID-19 assessment have found that the 2025 WebTRIS/ Traffic counts within Mid Sussex are 4% lower in the AM peak and 6% lower in the PM peak compared to the 2019 baseline and therefore once additional background growth is applied it will be more appropriate to monitor to determine if the forecast upgrades are realised, noting that the majority of the potential for

upgrades are associated with background growth to the 2039 Reference Case, rather than the District Plan development itself.

5.3 Monitor and Manage Strategy

The updated merge diverge assessment has focused on the impact that the 35 additional sites have on the overall outcomes of the merge/diverge analysis work. It is important to consider the forecast levels of population growth associated with the 35 sites and where this population increase is expected to derive from. Overall, the growth associated with the 35 sites is mostly comprised of inwards migration largely served from Crawley, Brighton and Horsham. Consequently, given these are in relative proximity to MSDC borough a proportion of these will likely already be captured in the network growth and there could be an element of vehicle trip overestimation, therefore it is considered that the model is a robust assessment.

As shown through the trajectory assessment, those upgrades which are triggering a change between the 2039 Reference Case and the 2039 District Plan 7m5 scenario are not forecast to be required until 2037 or later. Consequently, any upgrades are only forecast to materialise as a potential requirement until the final two years of the plan period and only if the levels of background growth forecast within the Reference Case materialise. During this interim time period there will be subsequent opportunities for review of the trajectory towards mitigation requirements, including via future technical work to inform planned Local Plan reviews prior to the identified potential trigger date.

In line with wider policy such as DfT Circular 01/2022 'Strategic road network and the delivery of sustainable development' an approach to manage the delivery of mitigation has shifted away from the previous approach of 'predict and provide' which forecasts the predicted growth in traffic and provides mitigation based on the forecast growth to a 'monitor and manage approach' which monitors the actual demand on the network and therefore delivery of mitigation is dependent on the monitoring outcomes and the actual requirement for schemes.

To support the delivery of the Plan, to coordinate funding and additional evidence and to oversee the delivery of the monitor and manage process a Traffic and Infrastructure Management Group (TIMG) will be set up, consisting of representatives from Mid Sussex District Council, West Sussex County Council and National Highways. The outcomes of assessments undertaken as part of the TIMG will feed into wider area-based corridor studies of the A23/M23 to ensure coordination of the strategic approach to the corridor.

Overall, the assessments presented do not demonstrate impacts associated with the additional 35 sites which impact the overall soundness test of the District Plan. The results do not demonstrate impacts that would be considered 'severe' in terms of the definitions within the NPPF and therefore support the soundness of the plan.

Appendices

A Appendix A – Impacts of COVID Assessment Technical Note

MID SUSSEX LOCAL PLAN

IMPACTS OF COVID ASSESSMENT

IDENTIFICATION TABLE

Client/Project owner	Mid Sussex District Council
Project	Mid Sussex Local Plan
Title of Document	Impacts of COVID Assessment
Type of Document	Technical Note
Date	09/06/2026
Reference number	GB01T26C53
Number of pages	16

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1. IMPACT OF COVID ON TRAFFIC FLOWS

1.1 Introduction

- 1.1.1 As evidenced through DfT official statistics, the COVID pandemic had a significant influence on travel behaviours with overall traffic volumes for most modes still below pre-pandemic levels. This impact in travel demand is acknowledged in the most recent DfT TAG Guidance Unit M4 (Forecasting and Uncertainty) Appendix B, which provides recommendations on how this should be appropriately represented in any updates to transport analysis and appraisal.
- 1.1.2 As such, to interpret the robustness of existing Mid Sussex Local Plan forecasts and how COVID has impacted upon this, traffic data for pre and post COVID periods is analysed and compared against the current model forecasting assumptions. A comparison of neutral months (Feb-June & Sept-Nov, excluding bank holidays) traffic flows for 2019 (the Mid Sussex model base year), is compared against the 2025 post Covid position. Where 2025 data wasn't available, 2024 has been considered. Covid travel restrictions were considered lifted by 2022, enabling users to return to, or redefine, their 'normal' travel patterns.
- 1.1.3 The data considered includes weekdays only and excludes any UK bank holidays within the selected timeframe such as Easter and the May bank holidays. Additionally, any considered outliers within the dataset have already been reviewed and removed to avoid any averages being skewed. **Appendix A** of this note includes a summary of the data that has been included for each link presented within Chapter 2 of this report.

2. LOCAL COUNT DATA

2.1 Introduction

- 2.1.1 Count data within the Mid Sussex District, and wider area for 2019 was compared to 2025 data and evaluated to determine any changes in travel trends. For a few sites that did not have data available for 2025, the data from year 2024 was used in the comparison. The comparison was made between an average flow from Feb-June and Sep-Nov for 2019 with the same months of 2024 or 2025. The analysis was undertaken for the main modelled time periods of the AM and PM Peak hour (0800-0900 & 1700-1800). The analysis was conducted to focus on weekdays, with outliers such as UK bank holidays removed from the datasets.
- 2.1.2 Due to limited available count sites, we have utilised data inside and outside the Mid Sussex District area. Whilst the West Sussex County Council (WSCC) count sites were considered to have comprehensive coverage of the Mid Sussex District, a reasonable number of these counts contained incomplete data, resulting in these count sites not being fit for this purpose.
- 2.1.3 A map detailing the comparison count site locations is shown in **Figure 1**.



Legend

- WSCC Sites
- Webtris Sites
- Mid Sussex District
- Buffer - 10 miles

0 5 10 km

Map showing the locations of 49 sites (WSCC Sites and Webtris Sites) within the Mid Sussex District. The map includes a legend, a scale bar (0-10 km), and a north arrow. The Mid Sussex District is outlined in red. Major roads (A3, A27, A23, A24, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100) and towns (Brighton, Hove, East Sussex, West Sussex, Mid Sussex District) are labeled. The map shows a high density of sites in the central and eastern parts of the district, particularly around Brighton and Hove.

- Site **ID 4** – A22 Lewes Road
- Site **ID 15** – A23 London Road between A273 and A27
- Site **ID 34** – A27 within A2038 junction Westbound
- Site **ID 37** – A285 High Street
- Site **ID 40** – A259, Charles Purley Lane
- It should be noted that all remaining Site IDs have kept their numbering in accordance with the 2022/2023 data report.

2.1.6 Data marked with an * uses some or all of 2024 data within the 2024/25 count data.

- 2.1.7 The % change per link is shown graphically for the AM and PM peaks in **Figure 2** and **Figure 3** respectively.



Table 1. Total average peak hour vehicle flows for the 2019 and 2025(2024), and % change between years, for sites within the Mid Sussex District.

ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
1	WSCC	11	A273, Isaac's Lane, Burgess Hill	942	892	-5%	935	861	-8%
2	WSCC	12	A273, Sussex Way, Burgess Hill	1195	1264	6%	1231	1291	5%
3	WSCC	15	A273, Jane Murray Way	1667	1476	-11%	1755	1499	-15%
5	WSCC	26	A272, Bolney Rd, Ansty	1352	1282*	-5%	1375	1222*	-11%
6	WSCC	55	A272, Rocky Lane	866	975	13%	871	987	13%
7	WSCC	56	A272, Haywards Heath, Rocky Lane (Eastbound Only)	665	747*	12%	683	790*	16%
8	WSCC	57	A273, Hassocks, London Rd	1183	1124	-5%	1191	1138	-4%
9	WSCC	58	B2116, Hassocks, Keymer Rd	768	865	13%	771	836	8%
10	WSCC	59	A273, Hassocks, Brighton Rd	985	824	-16%	1059	888	-16%
11	WSCC	60	B2116, Hassocks, Hurst Rd	574	640	11%	585	622	6%
12	WSCC	72	B2114, Handcross, Staplefield Rd	344	297	-14%	293	248	-15%
13	WSCC	99	B2115, Warninglid	411	343	-17%	403	336	-17%
14	WSCC	569	B2036, Balcombe Rd, Balcombe	1253	1233	-2%	1405	1305	-7%
16	Webtris	5997/1	A23, London Rd between B2110 and M23/A264	3498	2973	-15%	3057	2633	-14%
17	Webtris	5881/2	A23, London Road within the A2300 junction	2004	1915	-4%	2925	2444	-16%
18	Webtris	5884/2	A23 within the A281 junction	2704	2389	-12%	2093	2072	-1%
19	Webtris	5996/1	M23 within J11 (off-slip) - SB	1258	1615*	28%	2151	2209*	3%
Total (Within Mid Sussex District)				21669	20857	-4%	22783	21380	-6%

Data marked with an * uses some or all of 2024 data within the 2024/25 count data.
 Sites ID 4,15,34,37 and 40 have been removed due to insufficient 2024/2025 data



Table 2. Total average peak hour vehicle flows for the 2019 and 2025(2024), and % change between years, for sites within Mid Sussex District and within 10 mile buffer.

ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
1	WSCC	11	A273, Isaac's Lane, Burgess Hill	942	892	-5%	935	861	-8%
2	WSCC	12	A273, Sussex Way, Burgess Hill	1195	1264	6%	1231	1291	5%
3	WSCC	15	A273, Jane Murray Way	1667	1476	-11%	1755	1499	-15%
5	WSCC	26	A272, Bolney Rd, Ansty	1352	1282*	-5%	1375	1222*	-11%
6	WSCC	55	A272, Rocky Lane ((East of B2112 Roundabout)	866	975	13%	871	987	13%
7	WSCC	56	A272, Haywards Heath, Rocky Lane (West of B2112 Roundabout)	665	747*	12%	683	790*	16%
8	WSCC	57	A273, Hassocks, London Rd	1183	1124	-5%	1191	1138	-4%
9	WSCC	58	B2116, Hassocks, Keymer Rd	768	865	13%	771	836	8%
10	WSCC	59	A273, Hassocks, Brighton Rd	985	824	-16%	1059	888	-16%
11	WSCC	60	B2116, Hassocks, Hurst Rd	574	640	11%	585	622	6%
12	WSCC	72	B2114, Handcross, Staplefield Rd	344	297	-14%	293	248	-15%
13	WSCC	99	B2115, Warninglid	411	343	-17%	403	336	-17%
14	WSCC	569	B2036, Balcombe Rd, Balcombe	1253	1233	-2%	1405	1305	-7%
16	Webtris	5997/1	A23, London Rd between B2110 and M23/A264	3498	2973	-15%	3057	2633	-14%
17	Webtris	5881/2	A23, London Road within the A2300 junction	2004	1915	-4%	2925	2444	-16%
18	Webtris	5884/2	A23 within the A281 junction	2704	2389	-12%	2093	2072	-1%
19	Webtris	5996/1	M23 within J11 (off-slip) - SB	1258	1615*	28%	2151	2209*	3%
20	WSCC	44	A281 Cowfold, Henfield Rd	519	444	-14%	562	447	-20%
21	WSCC	46	A272, Cowfold, Station Rd	1568	1516*	-3%	1756	1636*	-7%



ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
22	WSSC	4493	A281, Cowfold, Horsham Rd	826	682	-17%	780	656	-16%
23	WSSC	5	A281, Hensfield Common Rd	453	411	-9%	488	445	-9%
24	WSSC	45	A24, High Wood Hill Interchange	1560	1448	-7%	1809	1685	-7%
25	WSSC	902	Gatwick Road, Gatwick Rd Roundabout	1536	1185*	-23%	1523	1189*	-22%
26	WSSC	5719	A2011, Crawley Avenue	3503	3061	-13%	3859	3459	-10%
27	WSSC	38	A283, Bramber	1850	1719	-7%	2001	1794	-10%
28	WSSC	4266	B2139, School Hill	685	564	-18%	616	575	-7%
29	WSSC	4475	A24, Horsham Rd	2292	2178	-5%	3109	2857	-8%
30	WSSC	378	A280, Long Furlong	1260	1267	1%	1548	1494	-3%
31	WSSC	253	A259, Brighton Rd	1467	1311*	-11%	1427	1306*	-8%
32	WSSC	5014	A259, Richmond Rd	1152	1105*	-4%	1159	1041*	-10%
33	WSSC	5035	A270, Shoreham Rd	1676	1684	0%	2022	1948	-4%
35	Webtris	M25/4432A	M25, between J6 and J7 - CW	5174	5280	2%	4287	4516	5%
36	Webtris	M25/4435B	M25, between J6 and J7 - ACW	4252	4255	0%	5947	5614	-6%
Total (Within Mid Sussex District & Buffer within 10 mile buffer)				51442	48967	-5%	55676	52041	-7%
ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
38	WSSC	184	A29, Bury Hill	979	913	-7%	1154	1009	-13%
39	WSSC	1524	Ford Road	564	219	-61%	550	317	-42%
41	WSSC	33	A259, Rowan Rd	1651	1657	0%	2033	1954	-4%
42	WSSC	3	A259 Bognor Rd	1870	1728	-8%	1981	1874	-5%
43	WSSC	9	B2178, St Pauls Rd, Chichester	982	1087	11%	1067	1085	2%
44	WSSC	208	A259, Fishbourne Rd West	1047	1056	1%	956	935	-2%
45	WSSC	461	A286, Birdham Rd	1175	1131*	-4%	1259	1179*	-6%

ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
46	Webtris	30360298	A3 between A3M and B2070	2423	2850*	18%	1587	1757*	11%
47	Webtris	30360299	A3 between B2071 and A3M	1629	1705*	5%	2801	3103*	11%
48	Webtris	A27/9472A	A27, Havant Bypass - EB	5072	4802	-5%	5621	5402	-4%
49	Webtris	A27/9476B	A27, Havant Bypass - WB	5258	4990	-5%	4850	4699	-3%
50	Webtris	A3/0419B	A3, near Thursley National Nature Reserve - NB	2123	2201	4%	1298	1365	5%
51	Webtris	A3/0419A	A3, near Thursley National Nature Reserve - SB	1219	1221	0%	2441	2166	-11%
52	Webtris	A3M/5049B	A3(M) near Waterloooville Golf Course - NB	2400	2381	-1%	2423	2320	-4%
53	Webtris	A3M/5049A	A3(M) near Waterloooville Golf Course - SB	2551	2351	-8%	2903	2769	-5%
54	Webtris	M27/9415B	M27, between J11 and J12	4902	4639*	-5%	5288	4817*	-9%
55	Webtris	M275/9902B	M275, Portsmouth	3709	3219	-13%	3639	3349	-8%
Total (Outside 10 mile buffer)				39554	38150	-4%	41851	40099	-4%
TOTAL ALL SITES				90996	87117	-4%	97527	92139	-6%

Data marked with an * uses some or all of 2022 data within the 2022/23 count data.

Sites ID 4,15,34,37 and 40 have been removed due to insufficient 2024/2025 data



Figure 2. AM Flow Difference between 2019 and 2025 (or 2024)

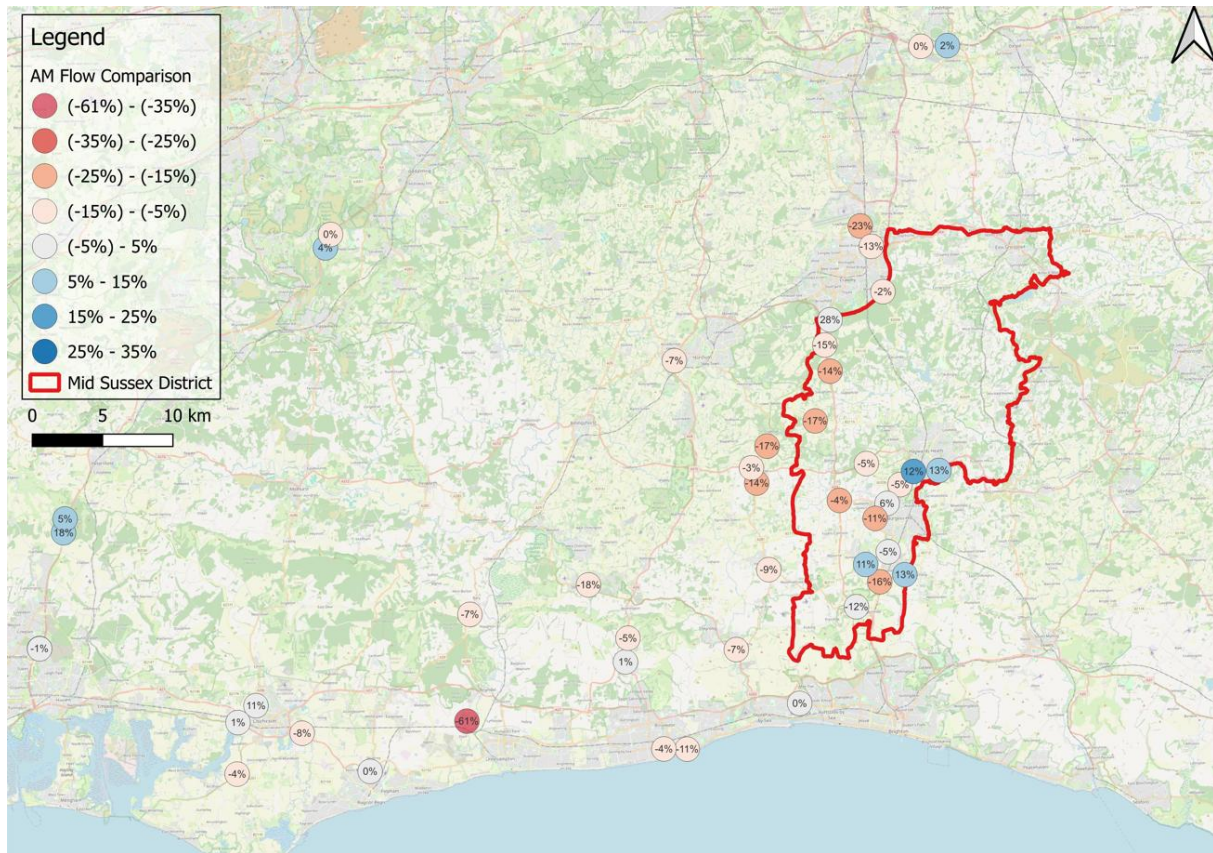
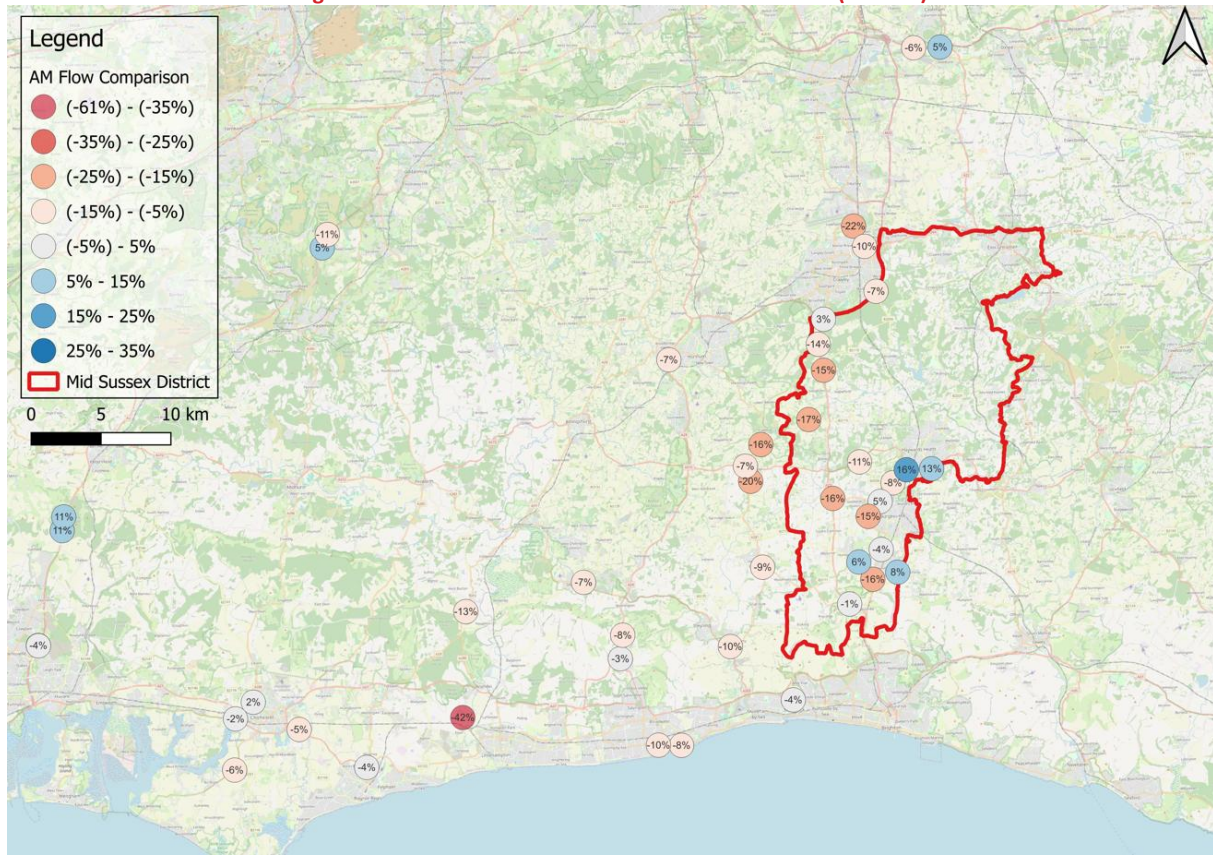


Figure 3. PM Flow Difference between 2019 and 2025 (or 2024)



3. RESULTS

3.1 Summary

- 3.1.1 At a headline level, the comparison confirms that there has been a reduction in traffic flow between 2019 to 2025. The underlying assumption is that this is predominantly the result of behavioural change following the Covid pandemic but for individual sites it may also account for local changes impacting on network capacity (e.g. transport scheme implementation or roadworks).
- 3.1.2 Within Mid Sussex, for the sites included, there is a 4% reduction in total flow in the AM peak hour and 6% reduction in the PM peak hour. For individual sites the changes range from +28% to -17 % in the AM peak and ranges from +16% to -17% in the PM peak.
- 3.1.3 For counts within Mid Sussex or within a 10km buffer of Mid Sussex, there is a 5% reduction in total flow in the AM peak hour and 7% reduction in the PM peak hour. For individual sites the changes range from +28% to -23 %.
- 3.1.4 Within the wider data analysis area (including Mid Sussex data), for all the sites included, there is a 4% reduction in total flow in the AM and a 6% reduction in the PM peak hours. For individual sites the changes range from +28% to -61 %.
- 3.1.5 Flow pattern changes indicate that there is a slightly higher percentage reduction within Mid Sussex District compared to surrounding areas outside the district. This may be an indicator of the types of trips being taken in the district being more susceptible to post covid flow change patterns such as home working.
- 3.1.6 It should be noted that whilst Covid can be considered a driver of flow pattern change in the local and wider area, there are a number of transport infrastructure schemes, development and other factors that may also be influencing flow pattern change. These factors are already accounted for in the forecast models.

3.2 Excluding 2024 Count Data

- 3.2.1 Additional analysis around the exclusion of the 2024 data has been undertaken, to understand if this inclusion of 2024 count data may be providing a higher reduction in % change in flow.
- 3.2.2 Below in **Appendix B, Table 4** details an updated count comparison list which excludes sites that use part or all the post covid count data from 2024 data. The results indicate:
- Within Mid Sussex the AM has an 6% reduction, whilst the PM has a 8% reduction.
 - Within Mid Sussex and 10 mile buffer, the AM has a 5% reduction, whilst the PM has a 6% reduction.
- 3.2.3 It can be concluded that there is still a notable percentage reduction in trips on the network post-covid. The percentage change when only considering sites with 2025 data is smaller than when using a combination of both 2024 and 2025 data, however there remains a greater reduction within Mid Sussex than the surrounding area.



APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Abi Lindsay	Principal Consultant	01/05/2026	Version 1 – 2025 data revision
	Checked	Emma Jolly	Associate	05/05/2026	
	Authorised	Emma Jolly	Associate	05/05/2026	
2	Author	Abi Lindsay	Principal Consultant	09/06/2026	Version 2 – Following WSCC comment
	Checked	Emma Jolly	Associate	09/06/2026	
	Authorised	Emma Jolly	Associate	09/06/2026	



APPENDIX A

Table 3. Data Input 2024 vs 2025 availability .

	FEB	MARCH	APRIL	MAY	JUNE	SEPT	OCT	NOV
1								
2								
3								
5								
6								
7					*			
8	*						*	
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41								
42								
43								
44								
45								

Not included
 2025 data
 2024 data
 * Partial month included

(NB: Site 7 includes Eastbound only)



46								
47								
48								
49								
50								
51								
52								
53								
54								
55								



APPENDIX B

Table 4. Total average peak hour vehicle flows for the 2019 and 2023only, and % change between years. Excluding any 2022 data for the post covid count data.

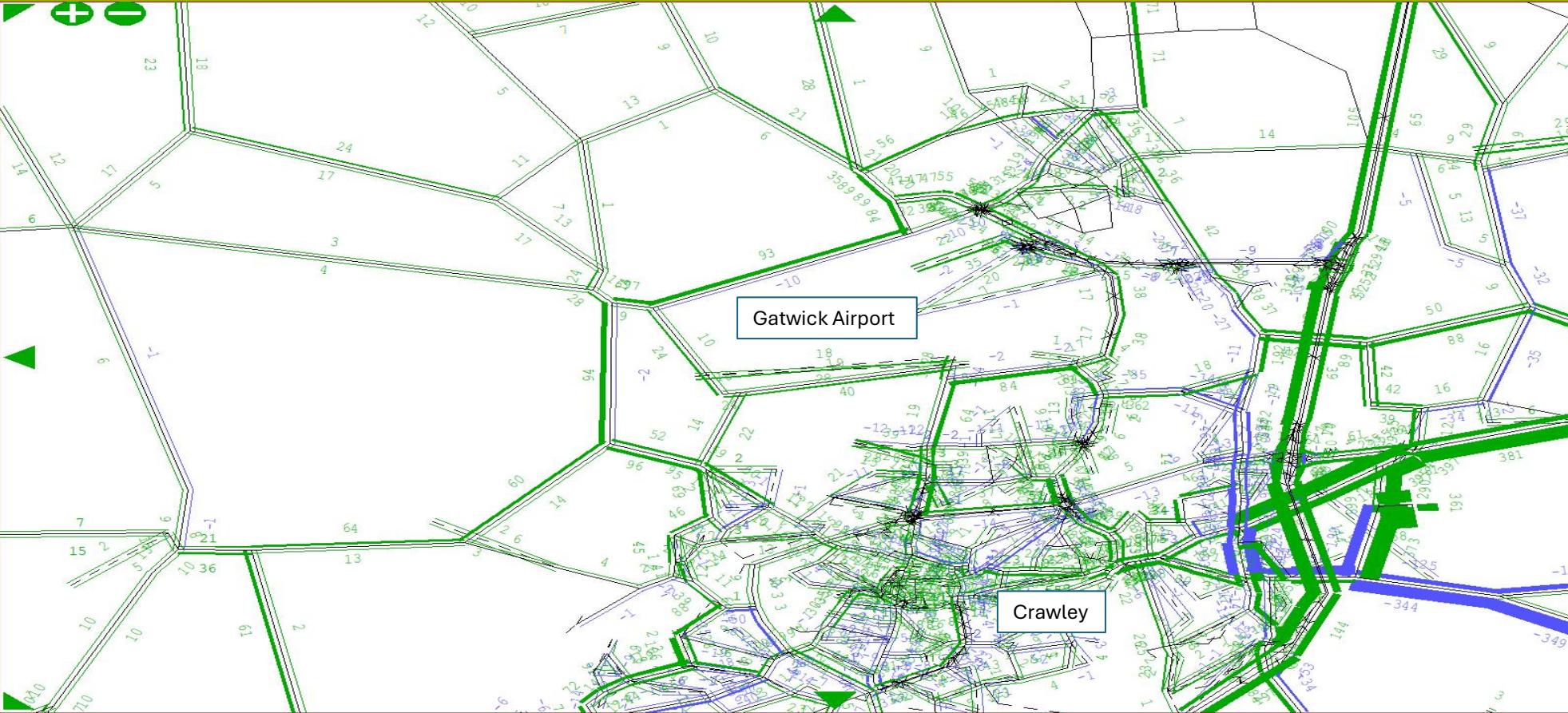
ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
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2	WSCC	12	A273, Sussex Way, Burgess Hill	1195	1264	6%	1231	1291	5%
3	WSCC	15	A273, Jane Murray Way	1667	1476	-11%	1755	1499	-15%
6	WSCC	55	A272, Rocky Lane ((East of B2112 Roundabout)	866	975	13%	871	987	13%
8	WSCC	57	A273, Hassocks, London Rd	1183	1124	-5%	1191	1138	-4%
9	WSCC	58	B2116, Hassocks, Keymer Rd	768	865	13%	771	836	8%
10	WSCC	59	A273, Hassocks, Brighton Rd	985	824	-16%	1059	888	-16%
11	WSCC	60	B2116, Hassocks, Hurst Rd	574	640	11%	585	622	6%
12	WSCC	72	B2114, Handcross, Staplefield Rd	344	297	-14%	293	248	-15%
13	WSCC	99	B2115, Warninglid	411	343	-17%	403	336	-17%
14	WSCC	569	B2036, Balcombe Rd, Balcombe	1253	1233	-2%	1405	1305	-7%
16	Webtris	5997/1	A23, London Rd between B2110 and M23/A264	3498	2973	-15%	3057	2633	-14%
17	Webtris	5881/2	A23, London Road within the A2300 junction	2004	1915	-4%	2925	2444	-16%
18	Webtris	5884/2	A23 within the A281 junction	2704	2389	-12%	2093	2072	-1%
20	WSCC	44	A281 Cowfold, Henfield Rd	519	444	-14%	562	447	-20%
22	WSCC	4493	A281, Cowfold, Horsham Rd	826	682	-17%	780	656	-16%
23	WSCC	5	A281, Hensfield Common Rd	453	411	-9%	488	445	-9%
24	WSCC	45	A24, High Wood Hill Interchange	1560	1448	-7%	1809	1685	-7%
26	WSCC	5719	A2011, Crawley Avenue	3503	3061	-13%	3859	3459	-10%
27	WSCC	38	A283, Bramber	1850	1719	-7%	2001	1794	-10%
28	WSCC	4266	B2139, School Hill	685	564	-18%	616	575	-7%
29	WSCC	4475	A24, Horsham Rd	2292	2178	-5%	3109	2857	-8%
30	WSCC	378	A280, Long Furlong	1260	1267	1%	1548	1494	-3%
33	WSCC	5035	A270, Shoreham Rd	1676	1684	0%	2022	1948	-4%
35	Webtris	M25/44 32A	M25, between J6 and J7 - CW	5174	5280	2%	4287	4516	5%

ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
36	Webtris	M25/44 35B	M25, between J6 and J7 - ACW	4252	4255	0%	5947	5614	-6%
Total (Mid Sussex District & Buffer within 10 mile buffer)				42444	40204	-5%	45602	42648	-6%
ID	Source	Site#	Site Location	AM Peak 2019	AM Peak 2025	AM % Diff	PM Peak 2019	PM Peak 2025	PM % Diff
38	WSCC	184	A29, Bury Hill	979	913	-7%	1154	1009	-13%
39	WSCC	1524	Ford Road	564	219	-61%	550	317	-42%
41	WSCC	33	A259, Rowan Rd	1651	1657	0%	2033	1954	-4%
42	WSCC	3	A259 Bognor Rd	1870	1728	-8%	1981	1874	-5%
43	WSCC	9	B2178, St Pauls Rd, Chichester	982	1087	11%	1067	1085	2%
44	WSCC	208	A259, Fishbourne Rd West	1047	1056	1%	956	935	-2%
48	Webtris	A27/947 2A	A27, Havant Bypass - EB	5072	4802	-5%	5621	5402	-4%
49	Webtris	A27/947 6B	A27, Havant Bypass - WB	5258	4990	-5%	4850	4699	-3%
50	Webtris	A3/0419 B	A3, near Thursley National Nature Reserve - NB	2123	2201	4%	1298	1365	5%
51	Webtris	A3/0419 A	A3, near Thursley National Nature Reserve - SB	1219	1221	0%	2441	2166	-11%
52	Webtris	A3M/50 49B	A3(M) near Waterlooville Golf Course - NB	2400	2381	-1%	2423	2320	-4%
53	Webtris	A3M/50 49A	A3(M) near Waterlooville Golf Course - SB	2551	2351	-8%	2903	2769	-5%
55	Webtris	M275/9 902B	M275, Portsmouth	3709	3219	-13%	3639	3349	-8%
Total (Outside 10 mile buffer)				29425	27825	-5%	30916	29243	-5%
TOTAL ALL SITES				71869	68029	-5%	76518	71891	-6%



B Appendix B – Flow Difference Plots

Local Plan vs Reference Case Actual Flow AM Peak - Gatwick



Mid Sussex Strategic Transport Model 7- 7-26



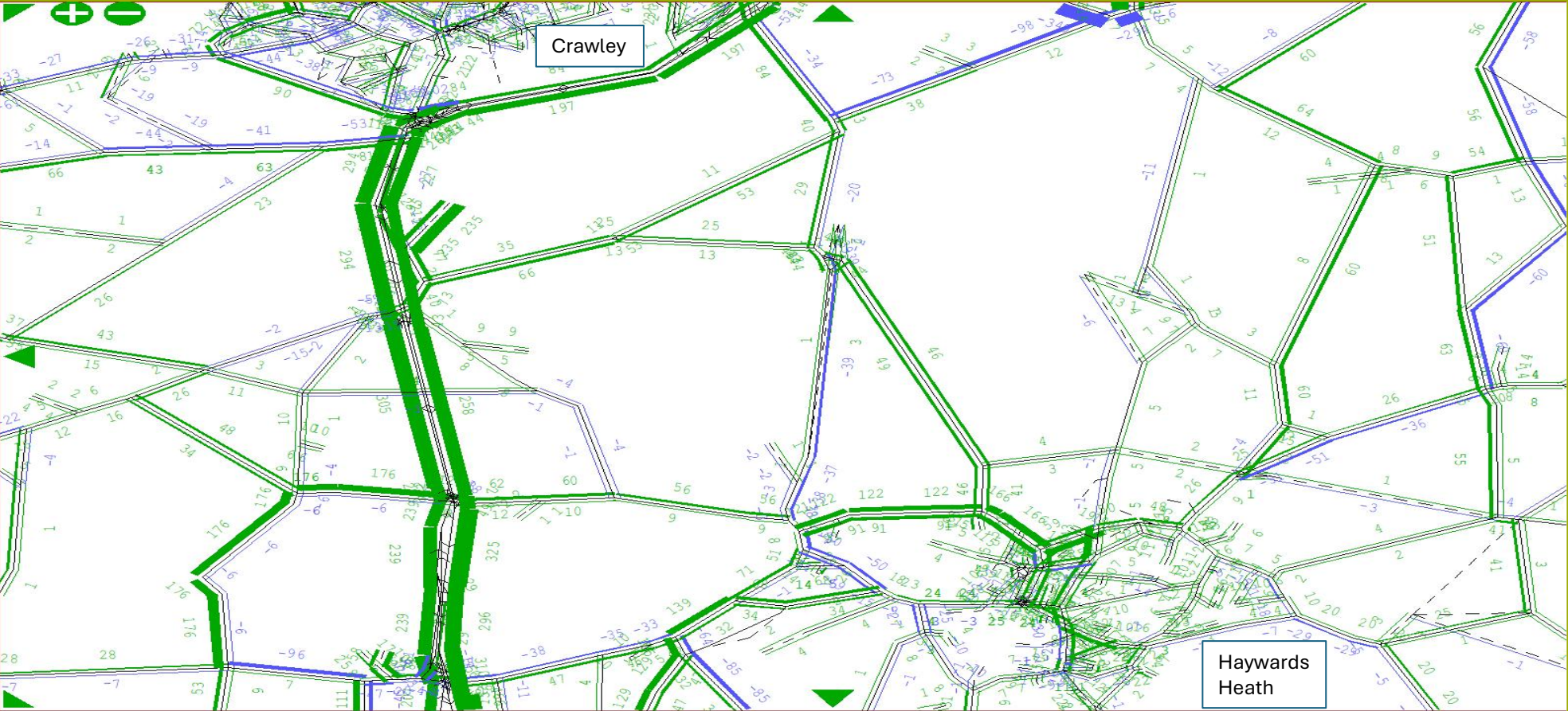
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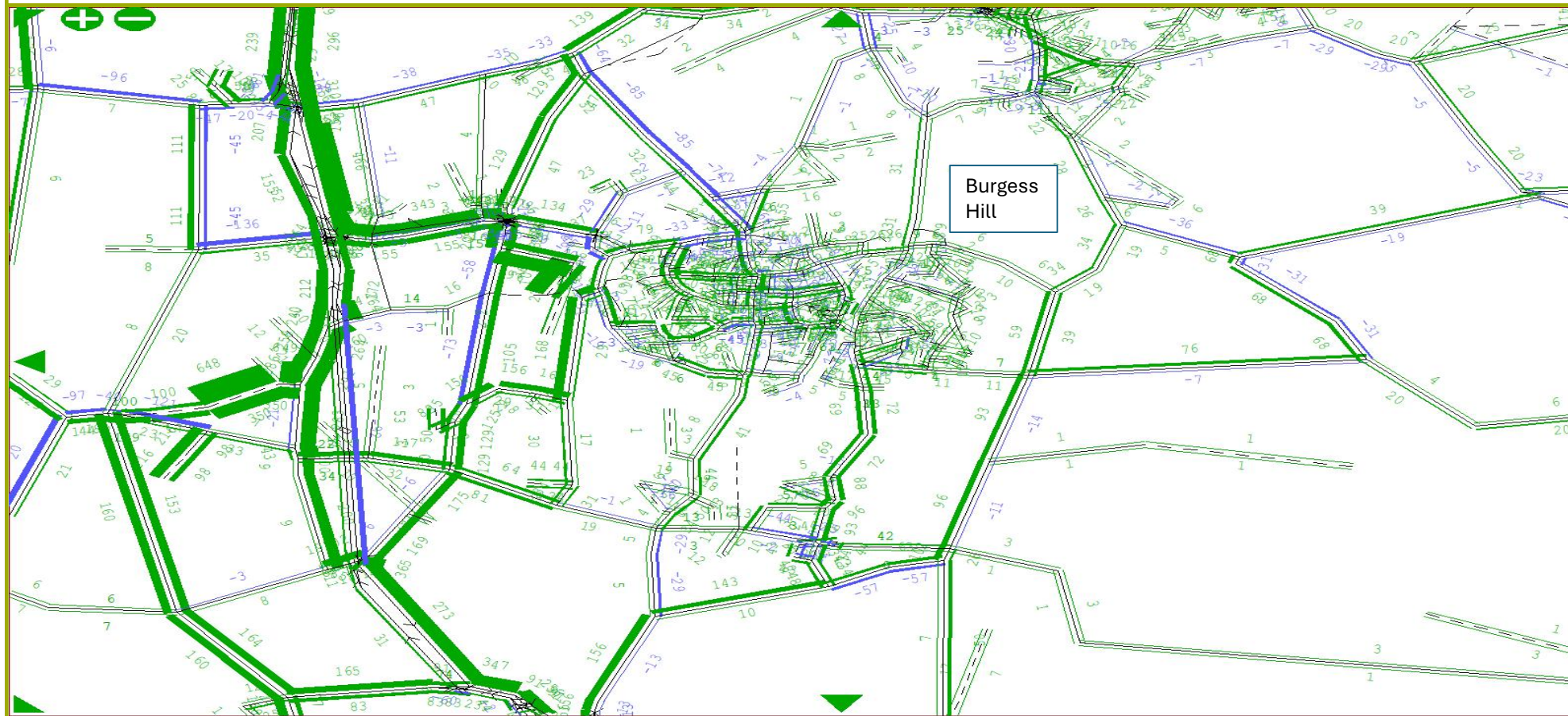
SYSTRA

Local Plan vs Reference Case Actual Flow AM Peak - Middle



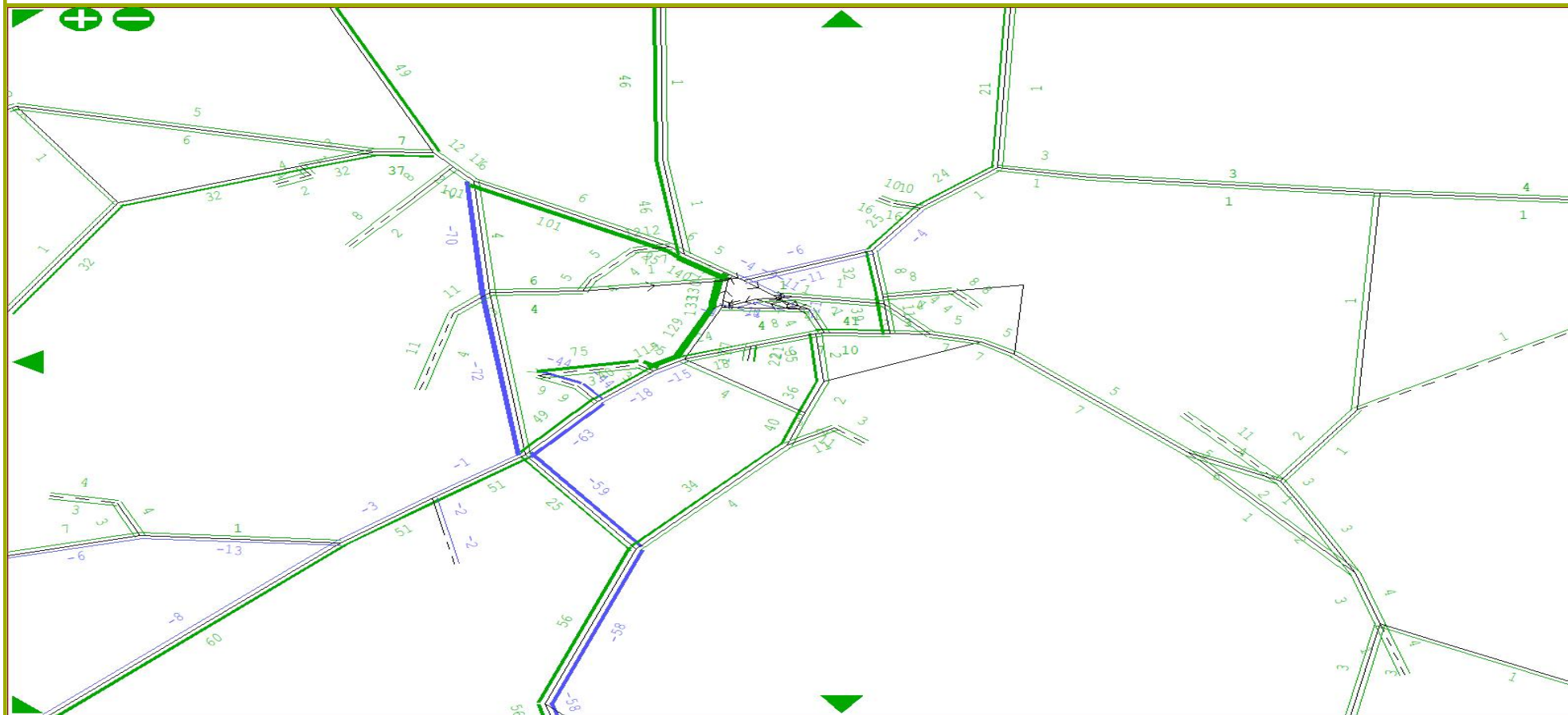
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Actual Flow AM Peak - South

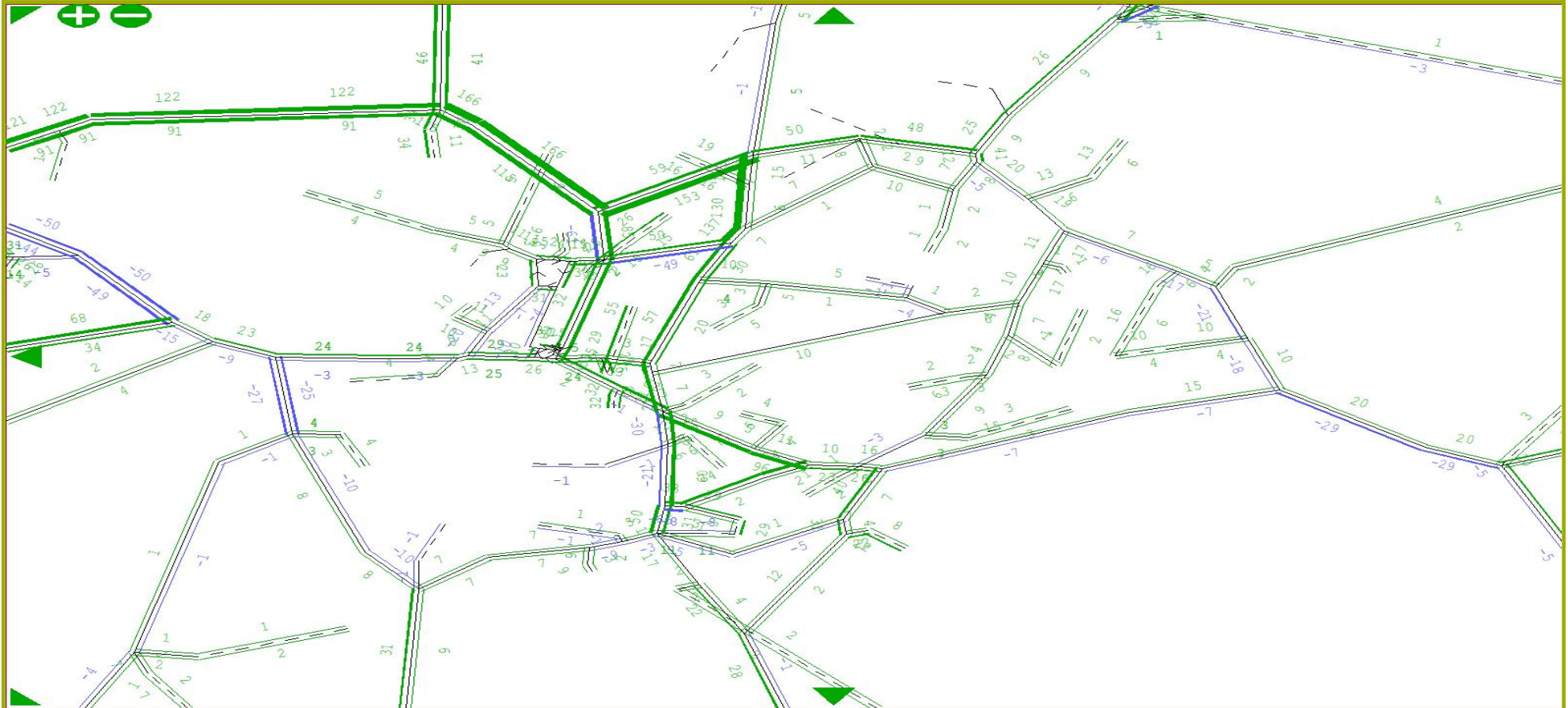


Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Actual Flow AM Peak - East Grinstead

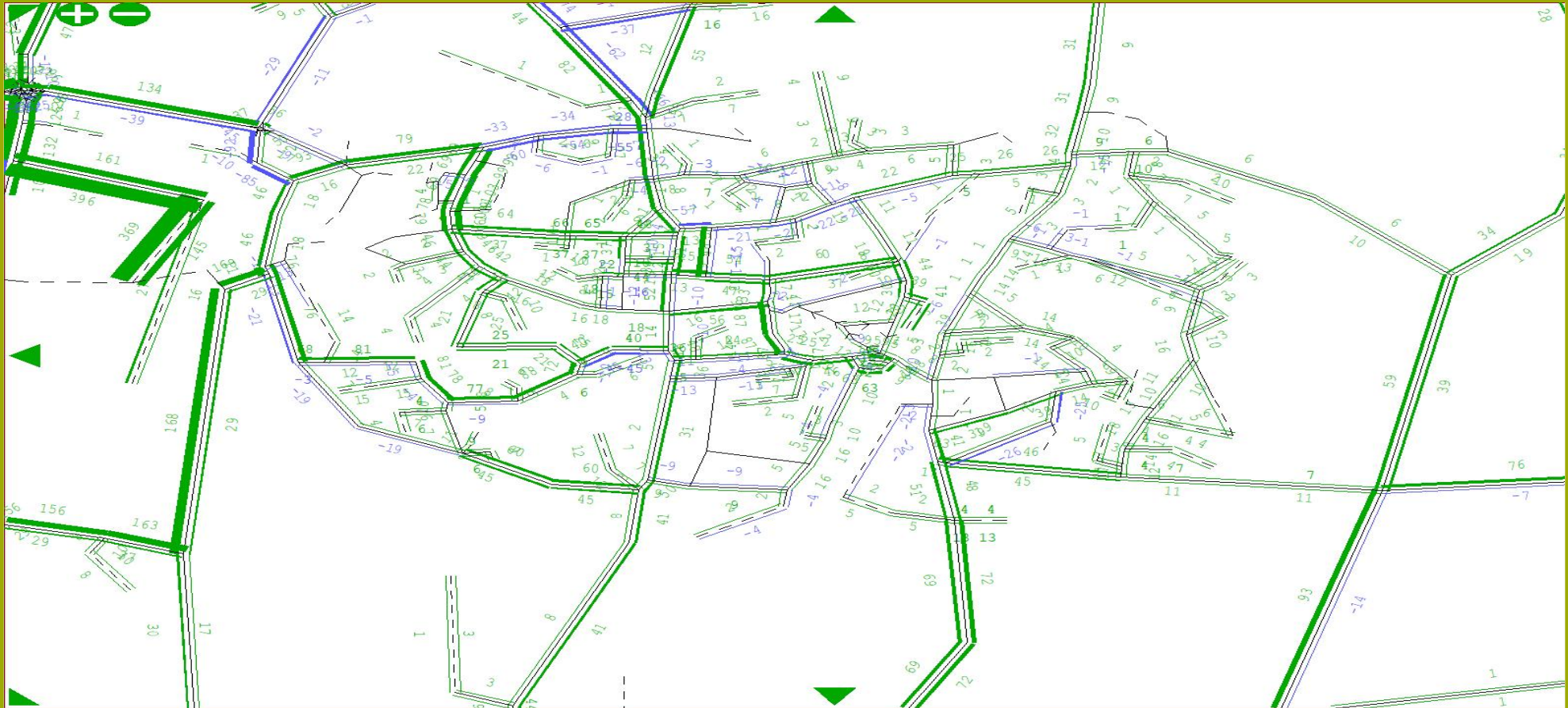


Mid Sussex Strategic Transport Model 7- 7-26



Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Actual Flow AM Peak - Burgess Hill



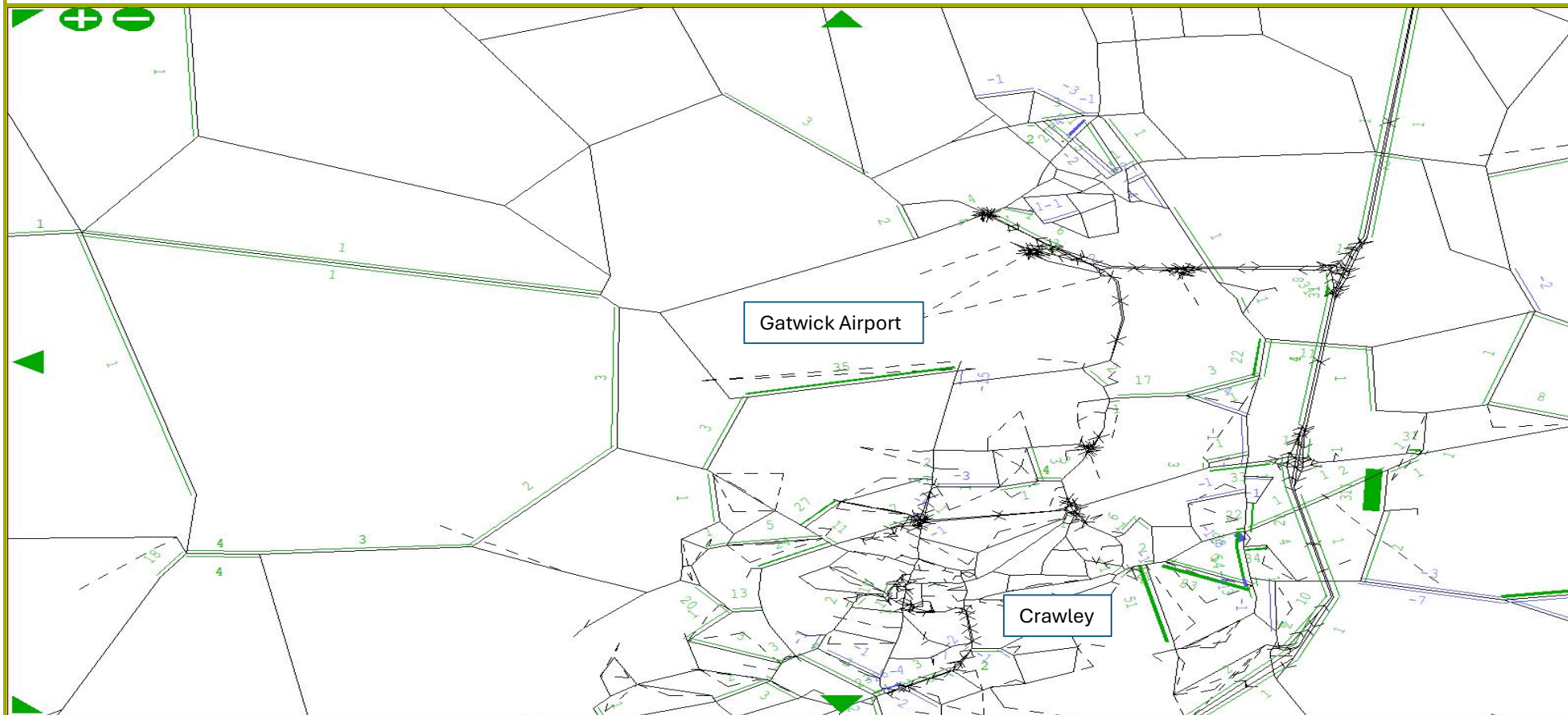
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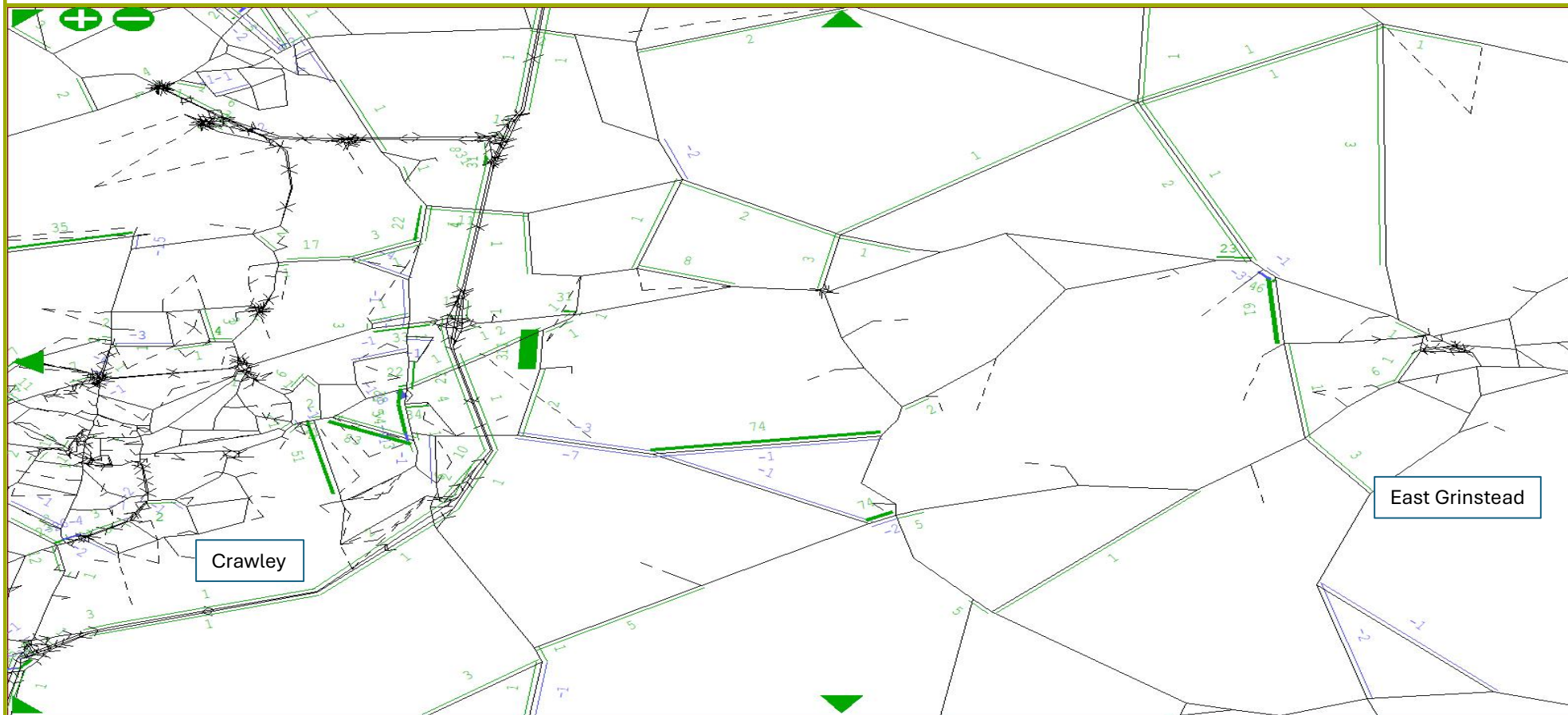


Local Plan vs Reference Case Delay AM Peak - Gatwick



Mid Sussex Strategic Transport Model 7- 7-26

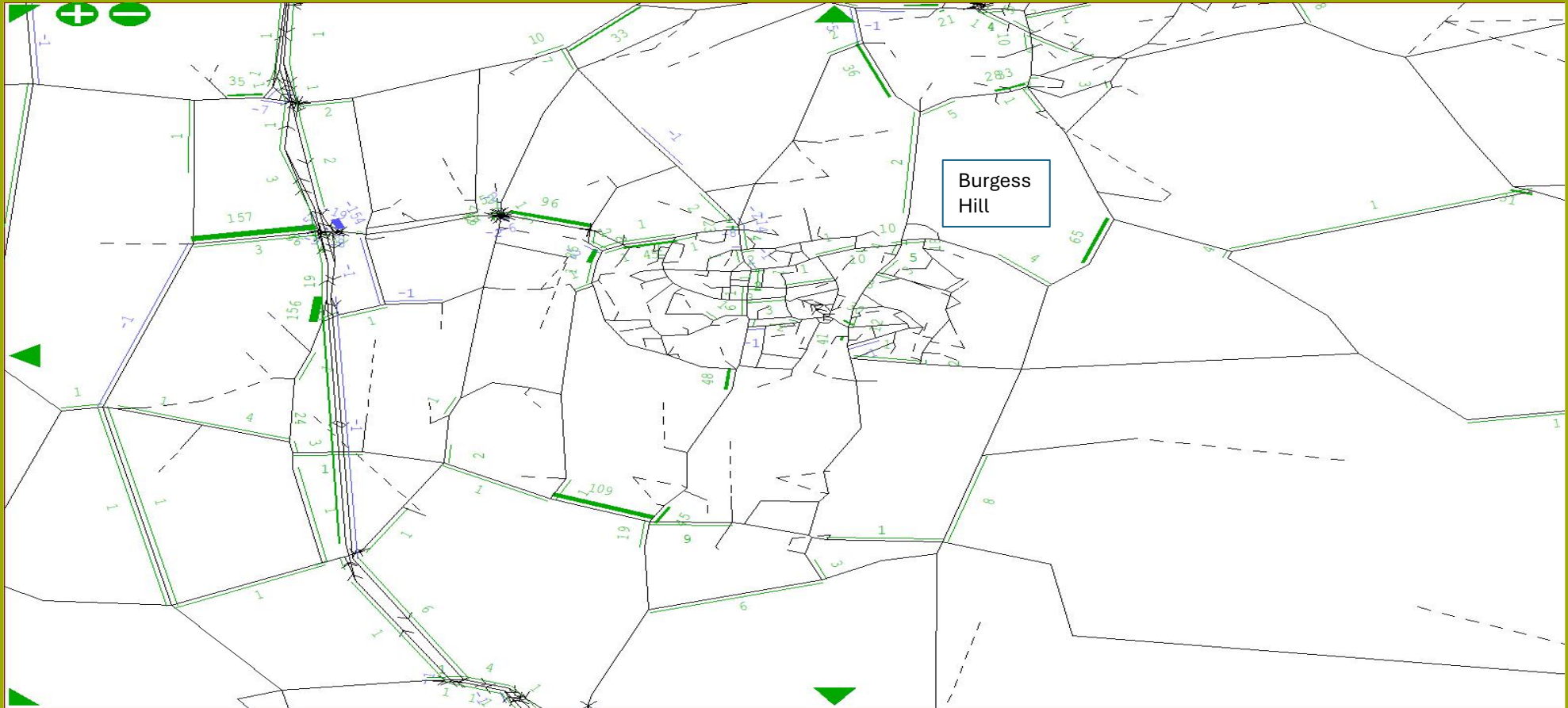
Local Plan vs Reference Case Delay AM Peak - North



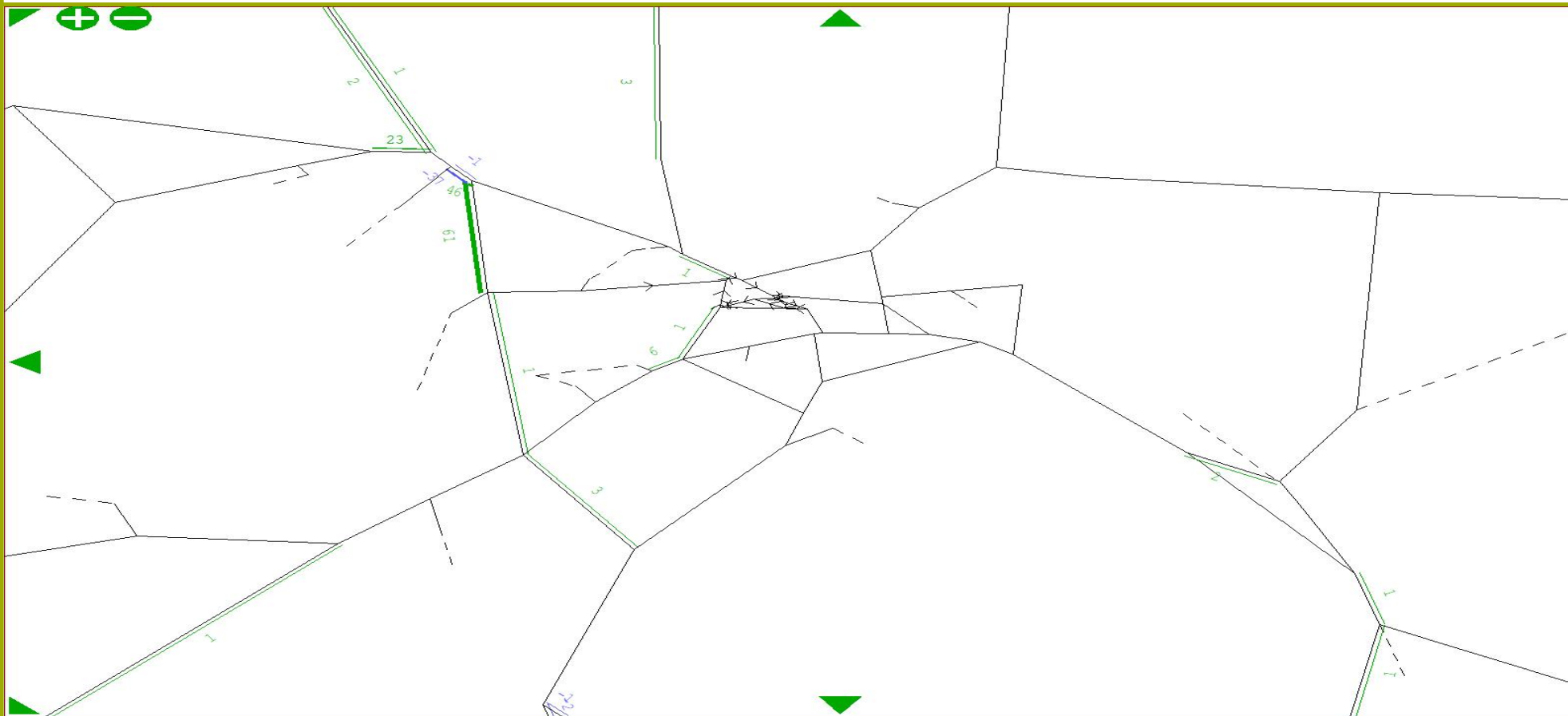
Mid Sussex Strategic Transport Model 7- 7-26

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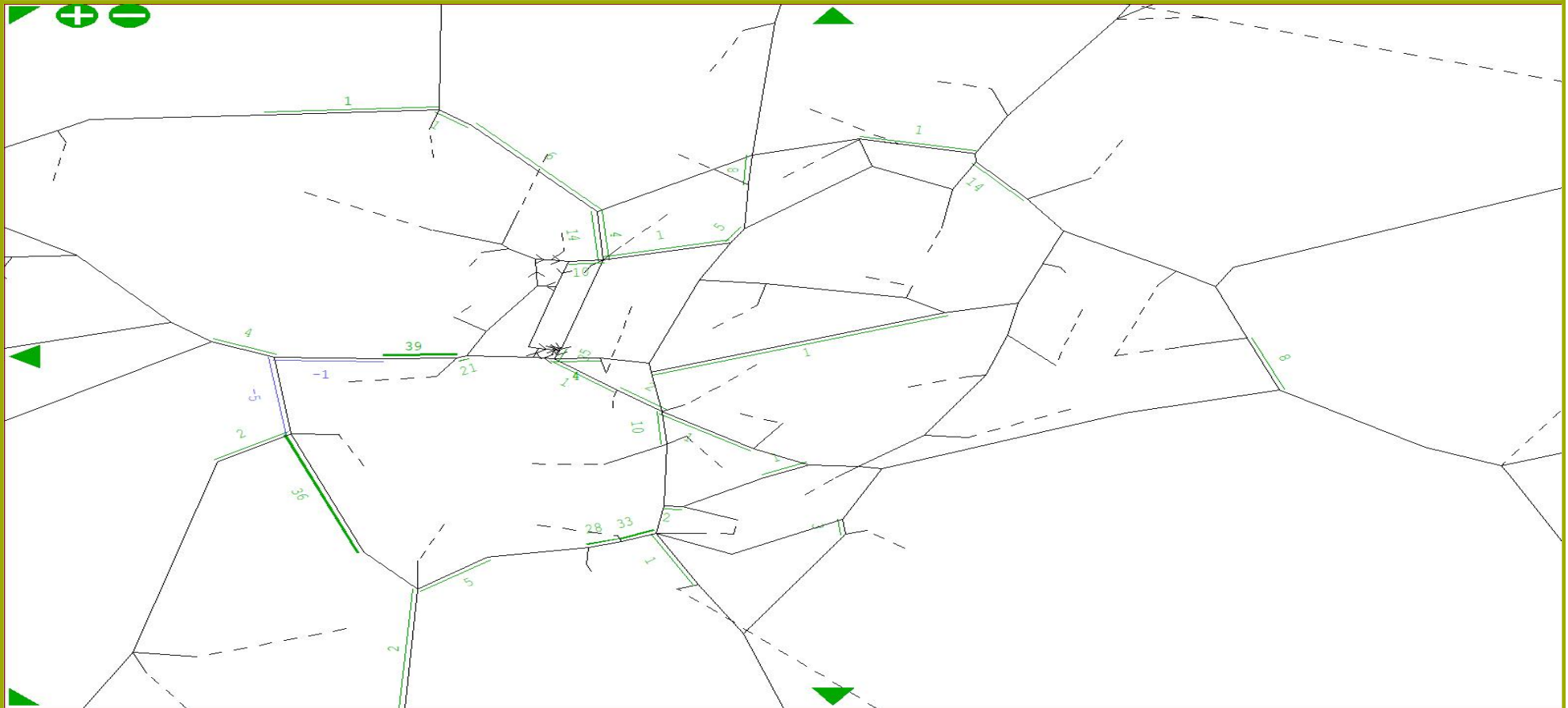
Local Plan vs Reference Case Delay AM Peak - South



Local Plan vs Reference Case Delay AM Peak - East Grinstead

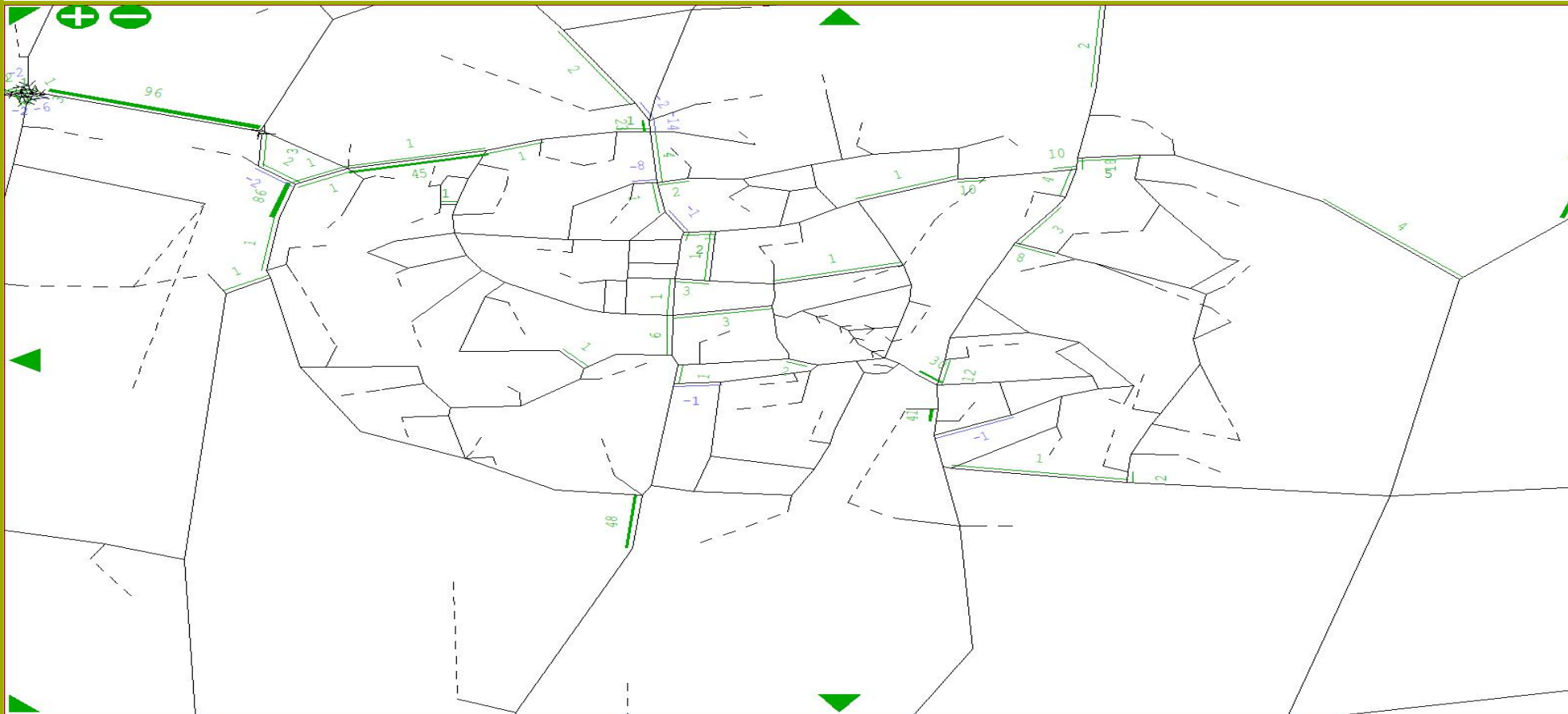


Mid Sussex Strategic Transport Model 7- 7-26



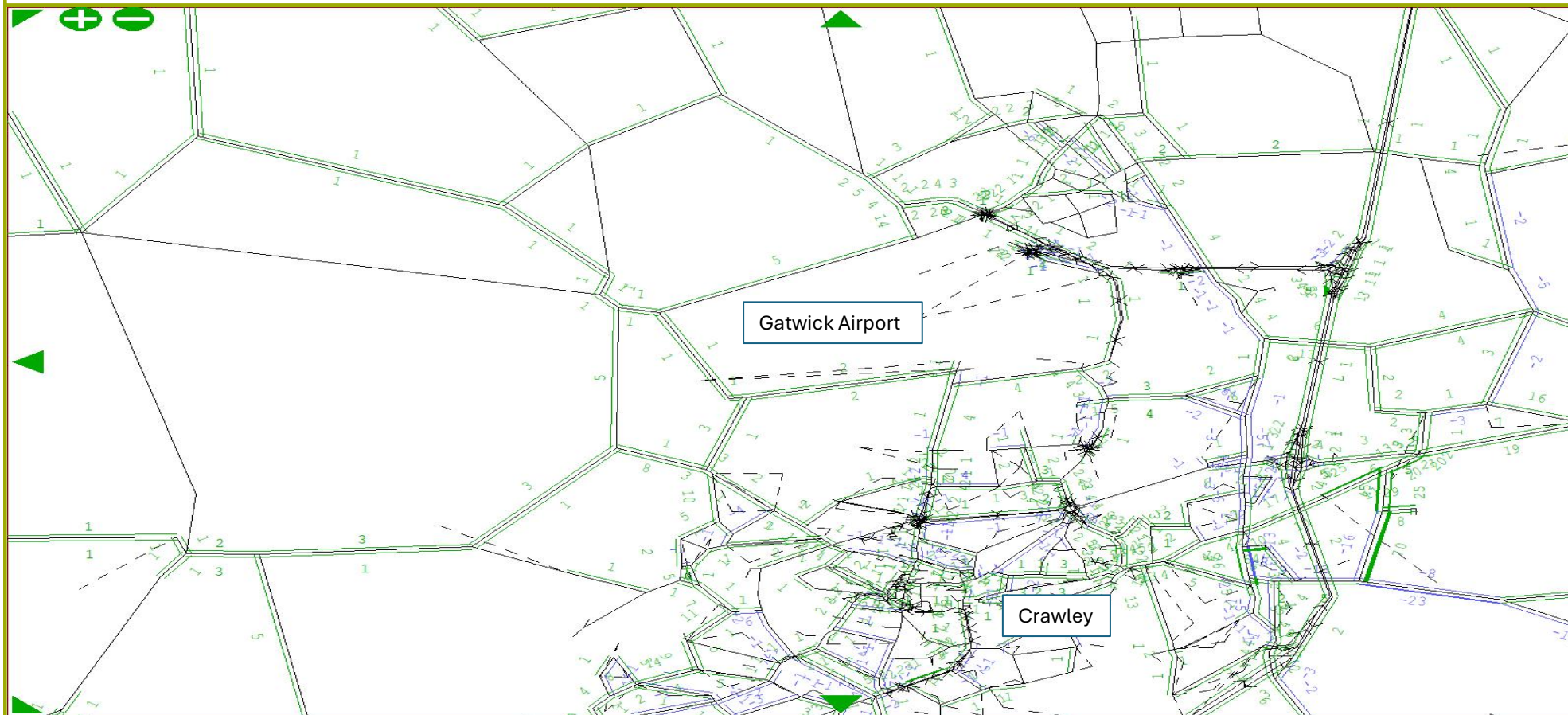
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Delay AM Peak - Burgess Hill



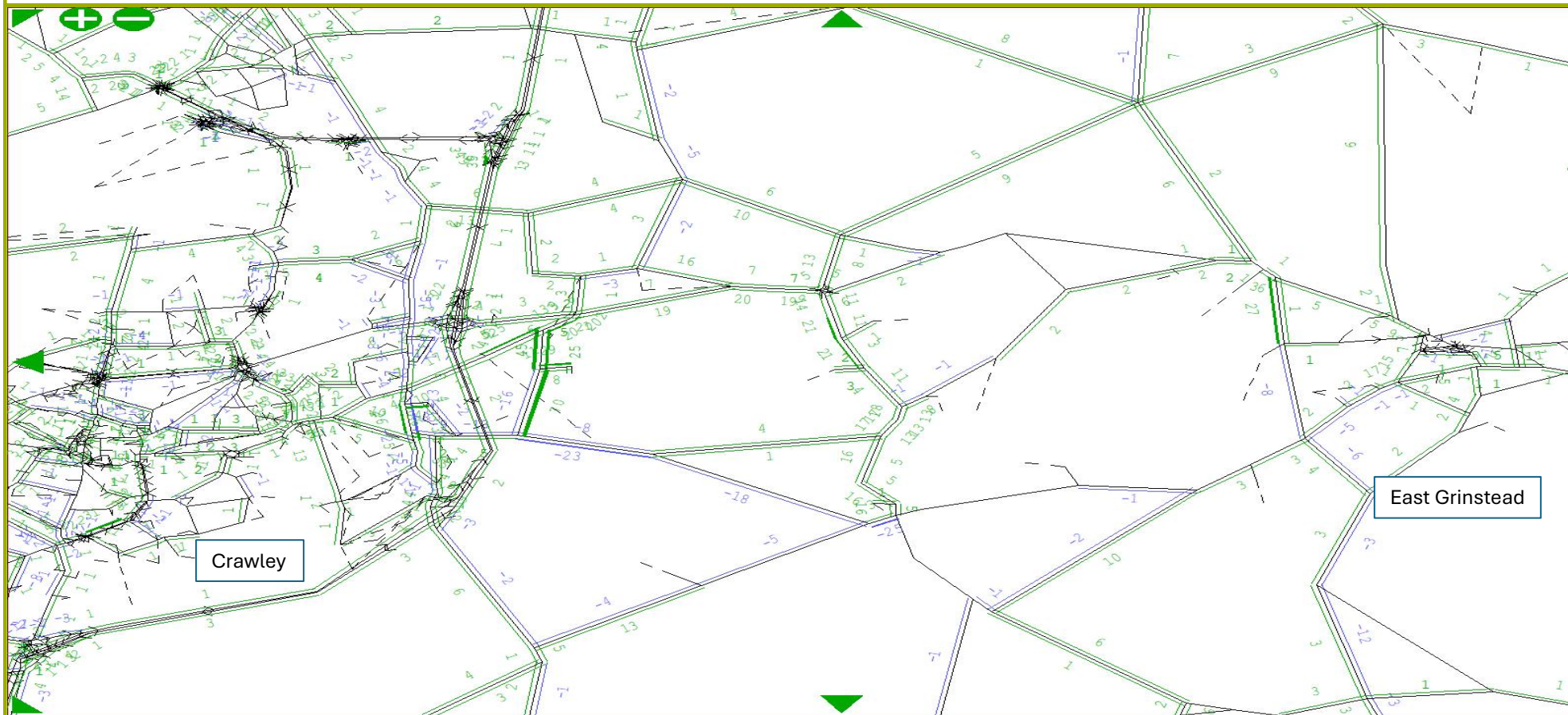
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C AM Peak - Gatwick



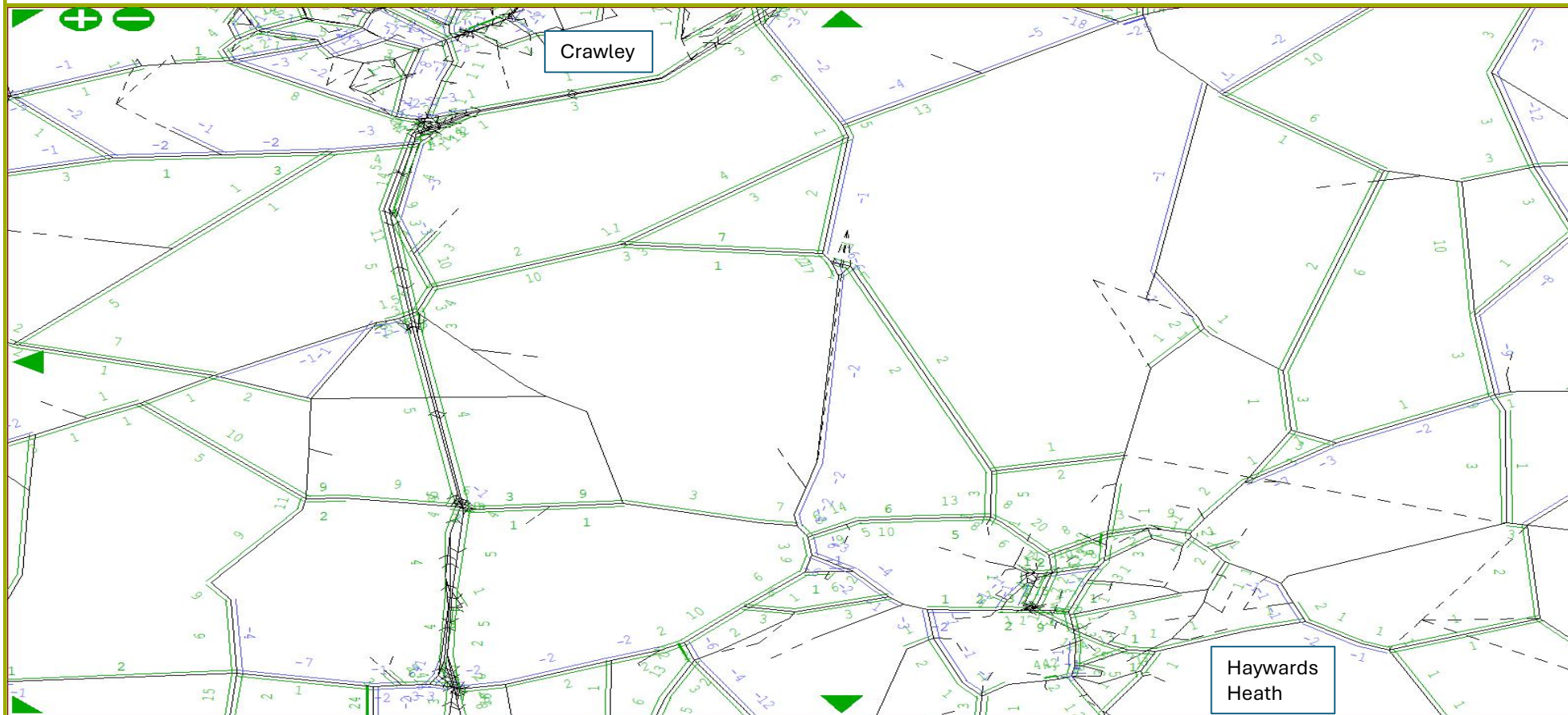
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case V/C AM Peak - North



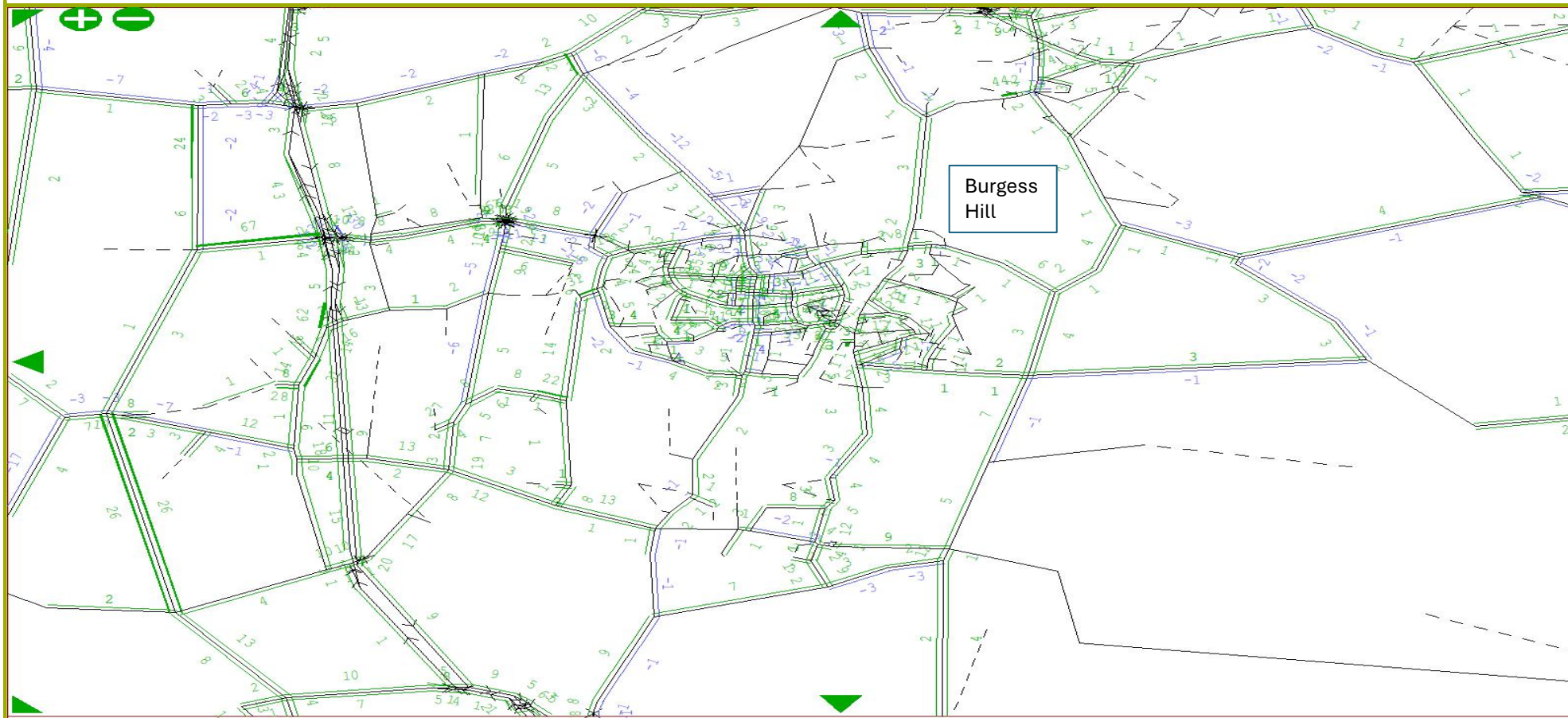
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case V/C AM Peak - Middle



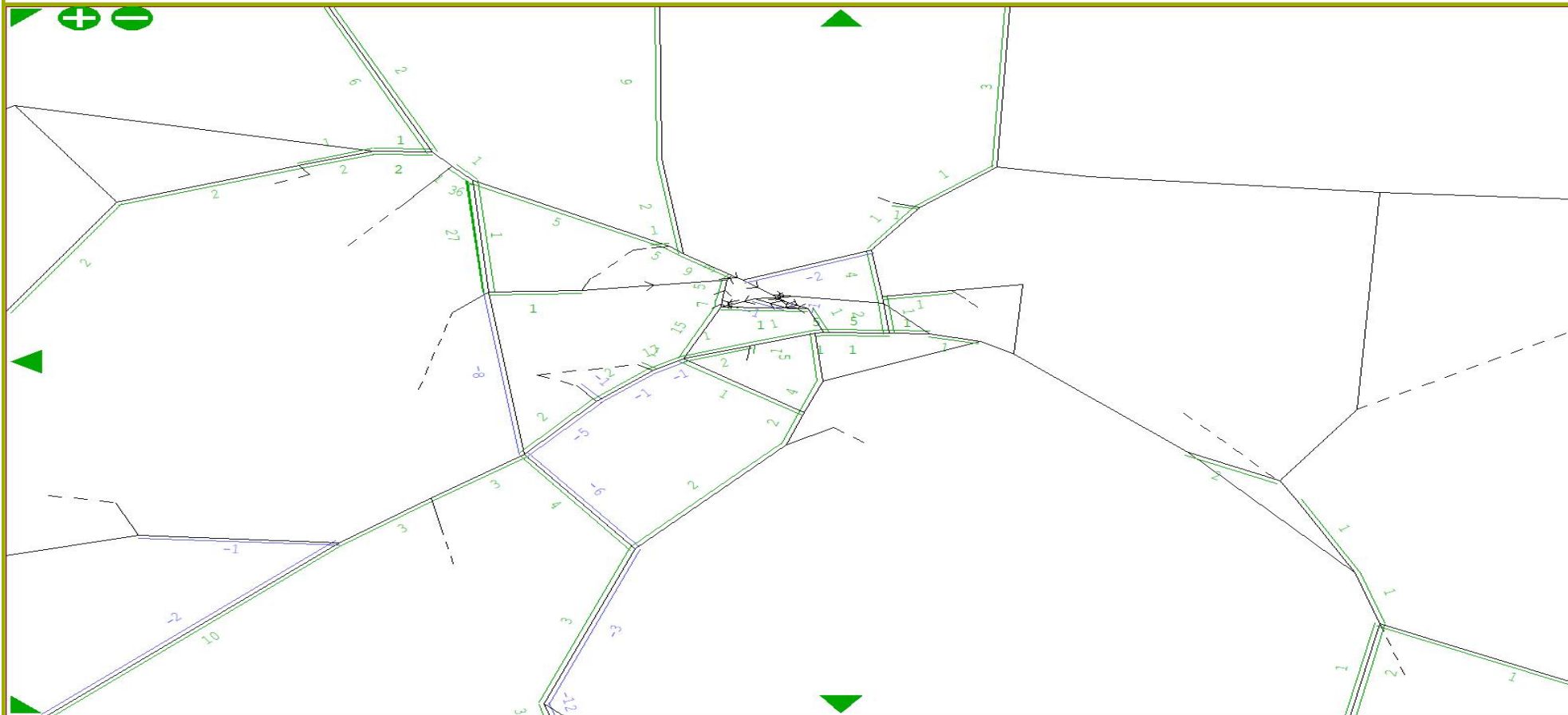
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case V/C AM Peak - South



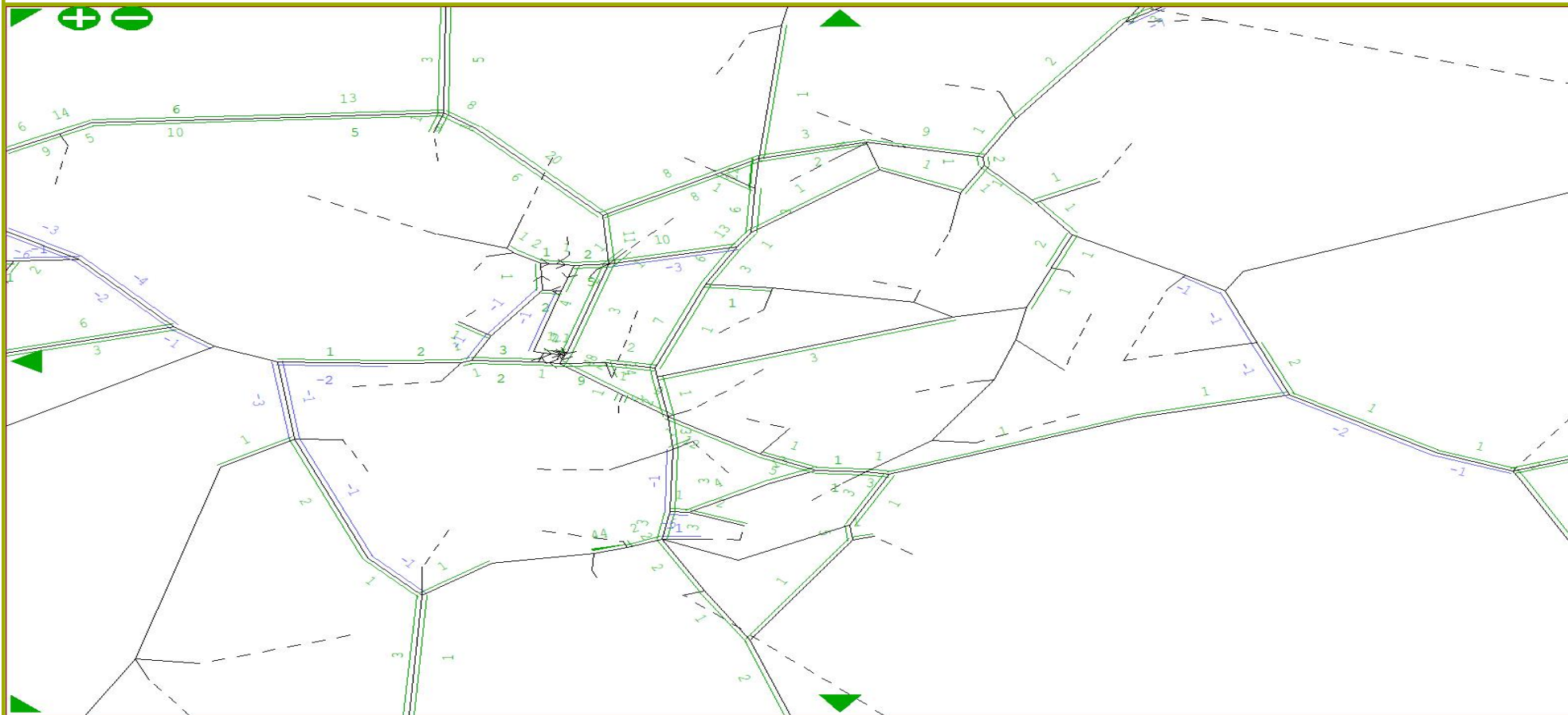
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C AM Peak - East Grinstead



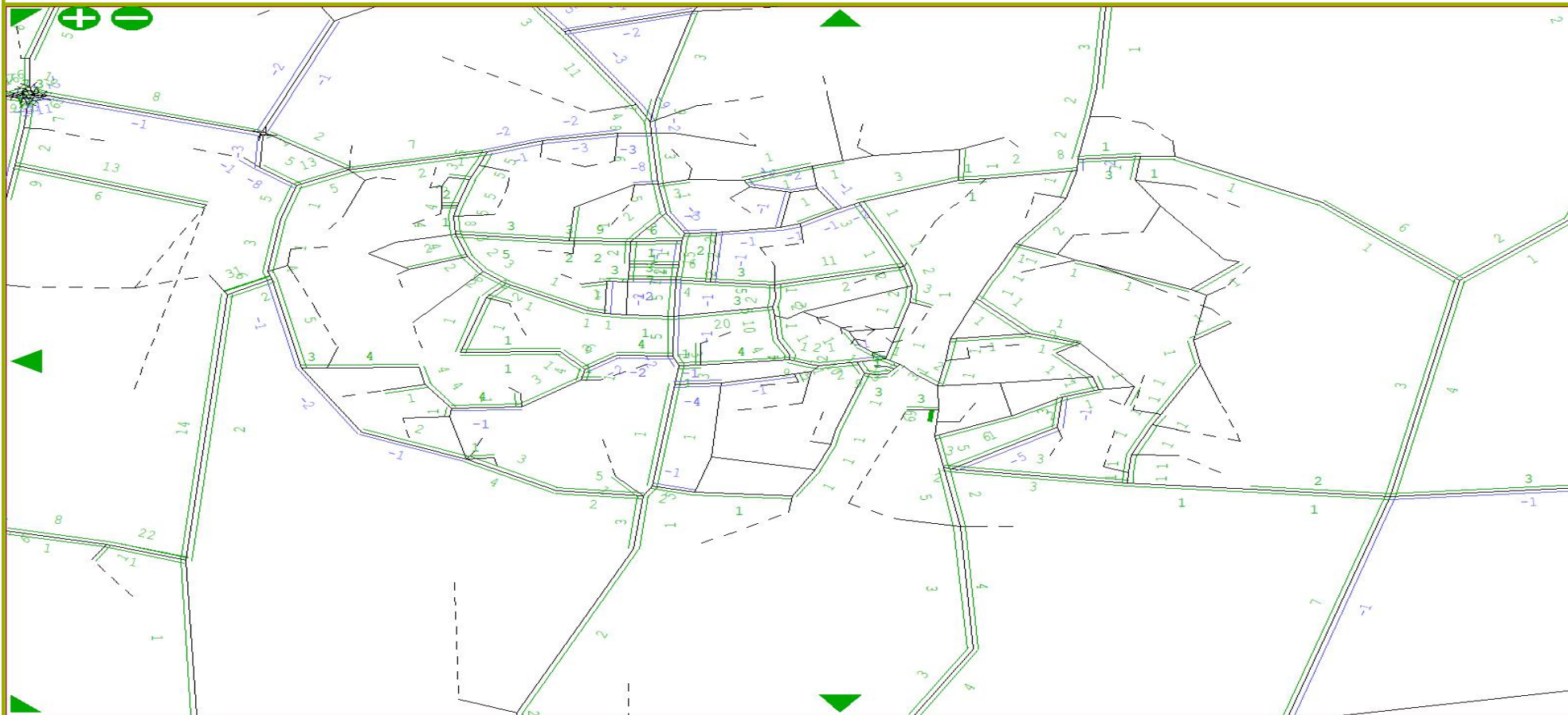
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C AM Peak - Haywards Heath

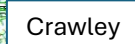


Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C AM Peak - Burgess Hill



Mid Sussex Strategic Transport Model 7- 7-26



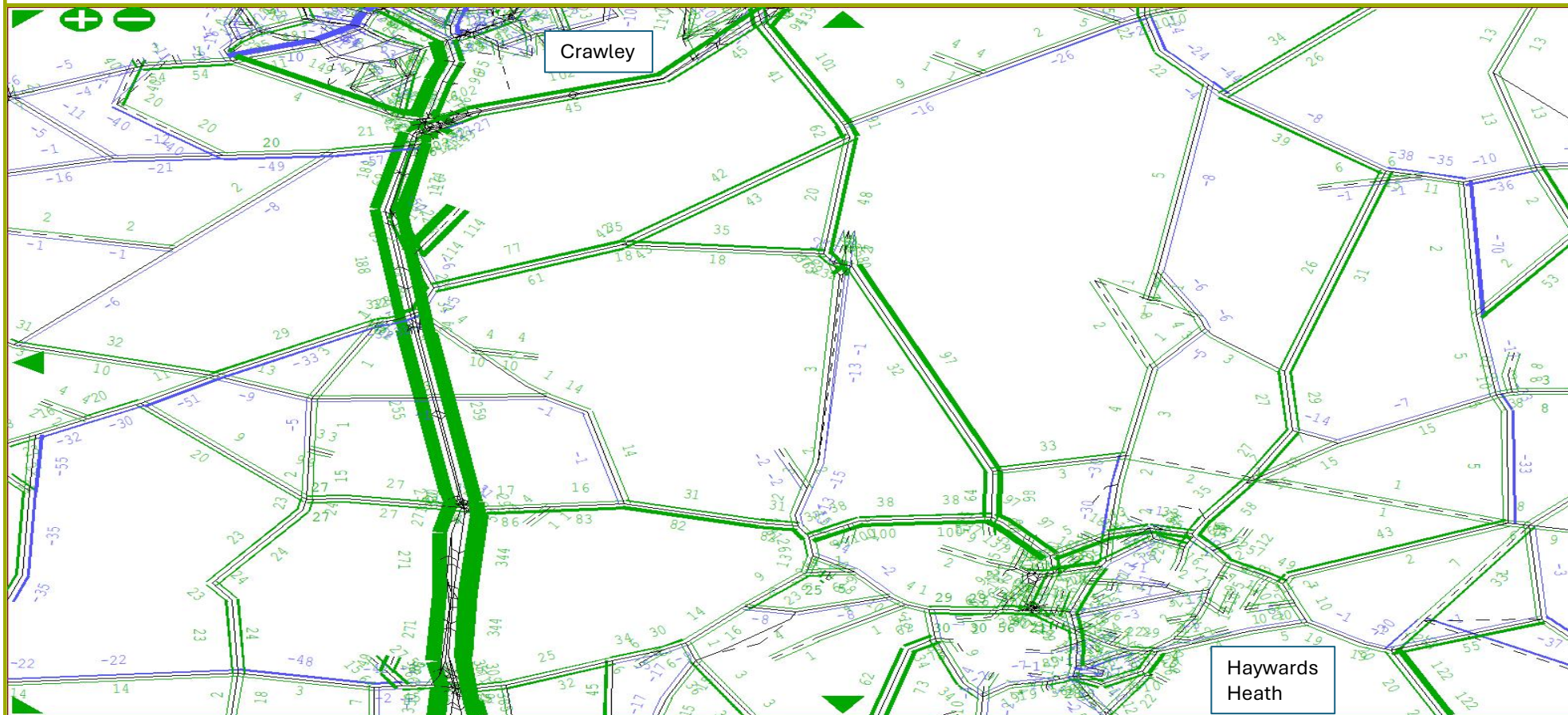
Mid Sussex Strategic Transport Model 7- 7-26

The drawing is a technical plan of a sewerage network. It features a dense network of lines representing sewer pipes. The main lines are highlighted in green, while the local lines are in blue. Numerous manholes are indicated by black dots, many of which are labeled with numbers. The drawing is oriented with North at the top, as indicated by a green arrow. The area is labeled 'Crawley' and 'East Grinstead'.

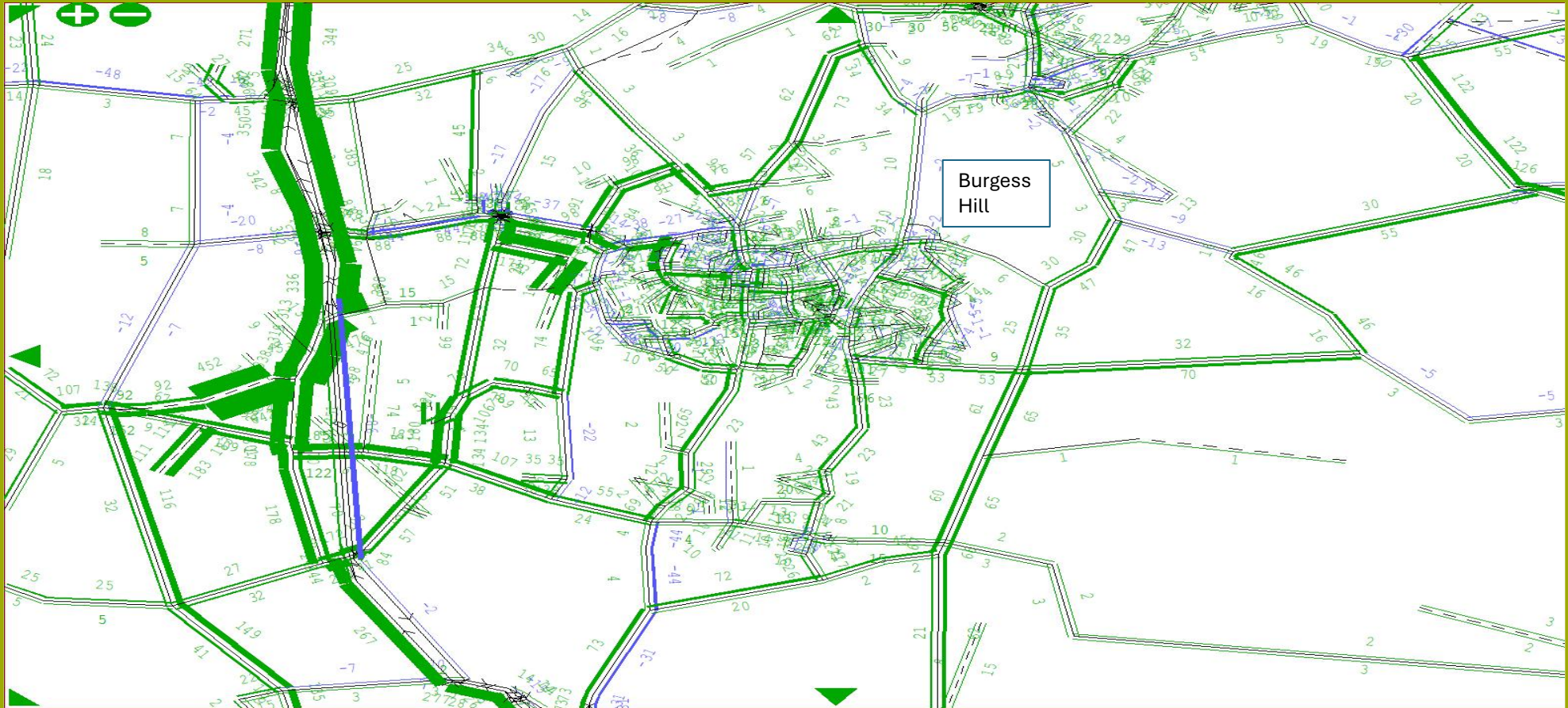


SYSTRA

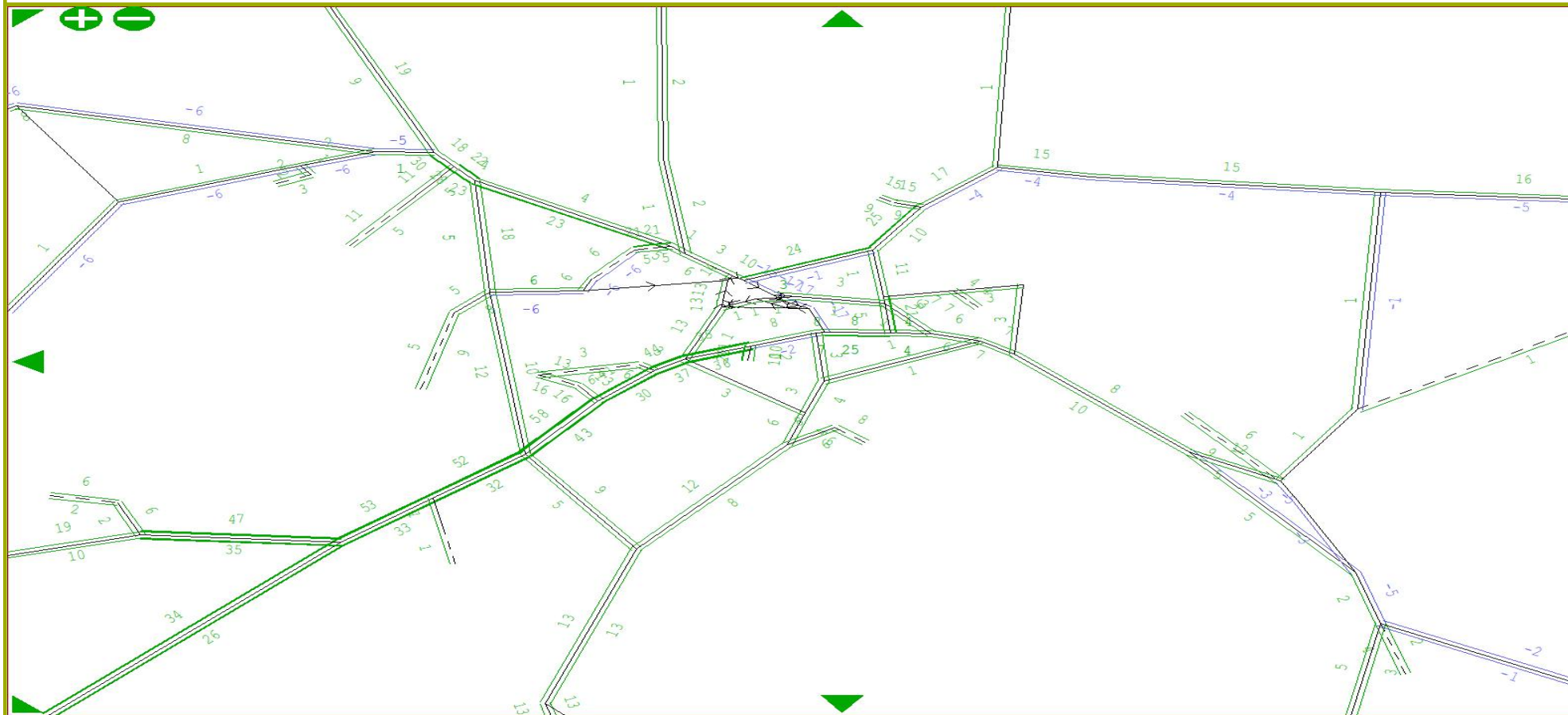
Local Plan vs Reference Case Actual Flow PM Peak - Middle



Local Plan vs Reference Case Actual Flow PM Peak - South

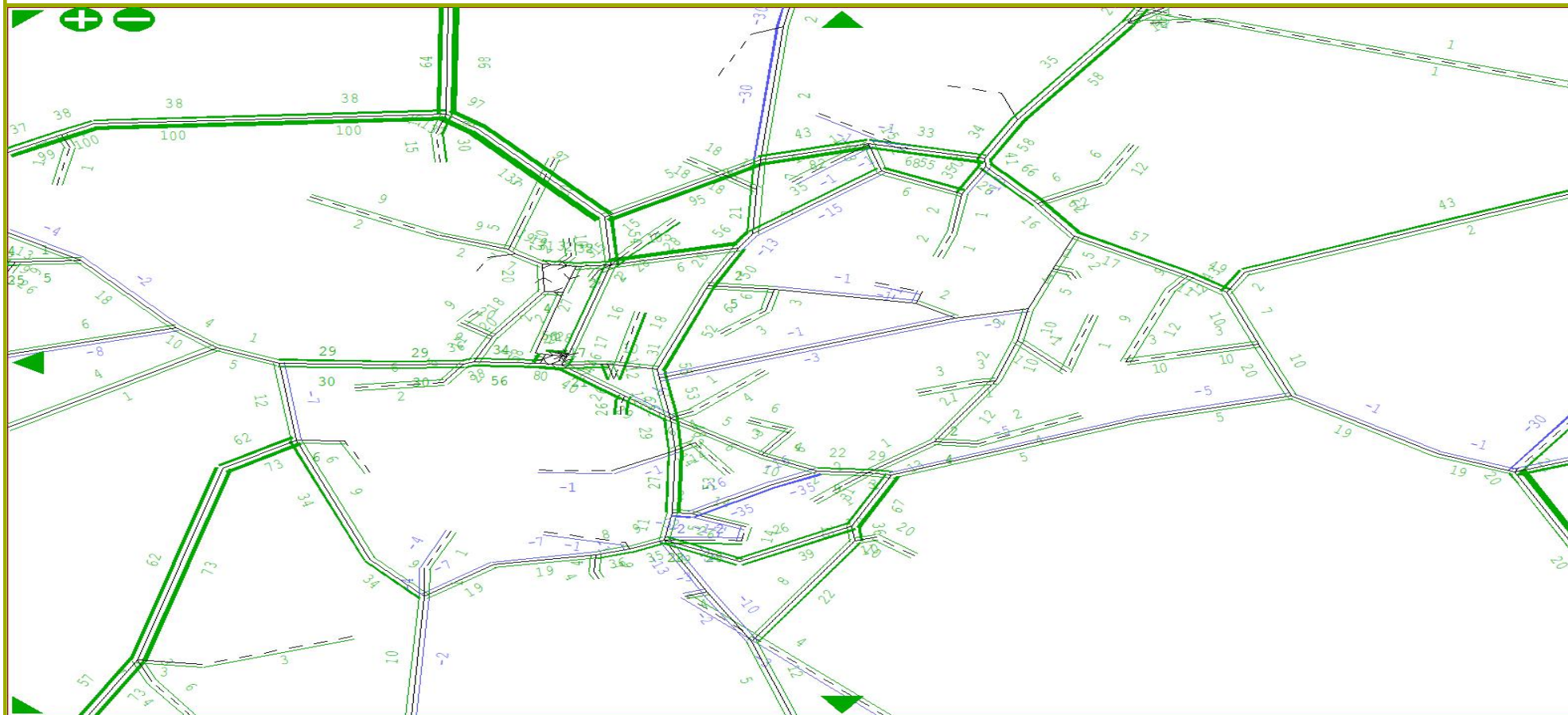


Local Plan vs Reference Case Actual Flow PM Peak - East Grinstead



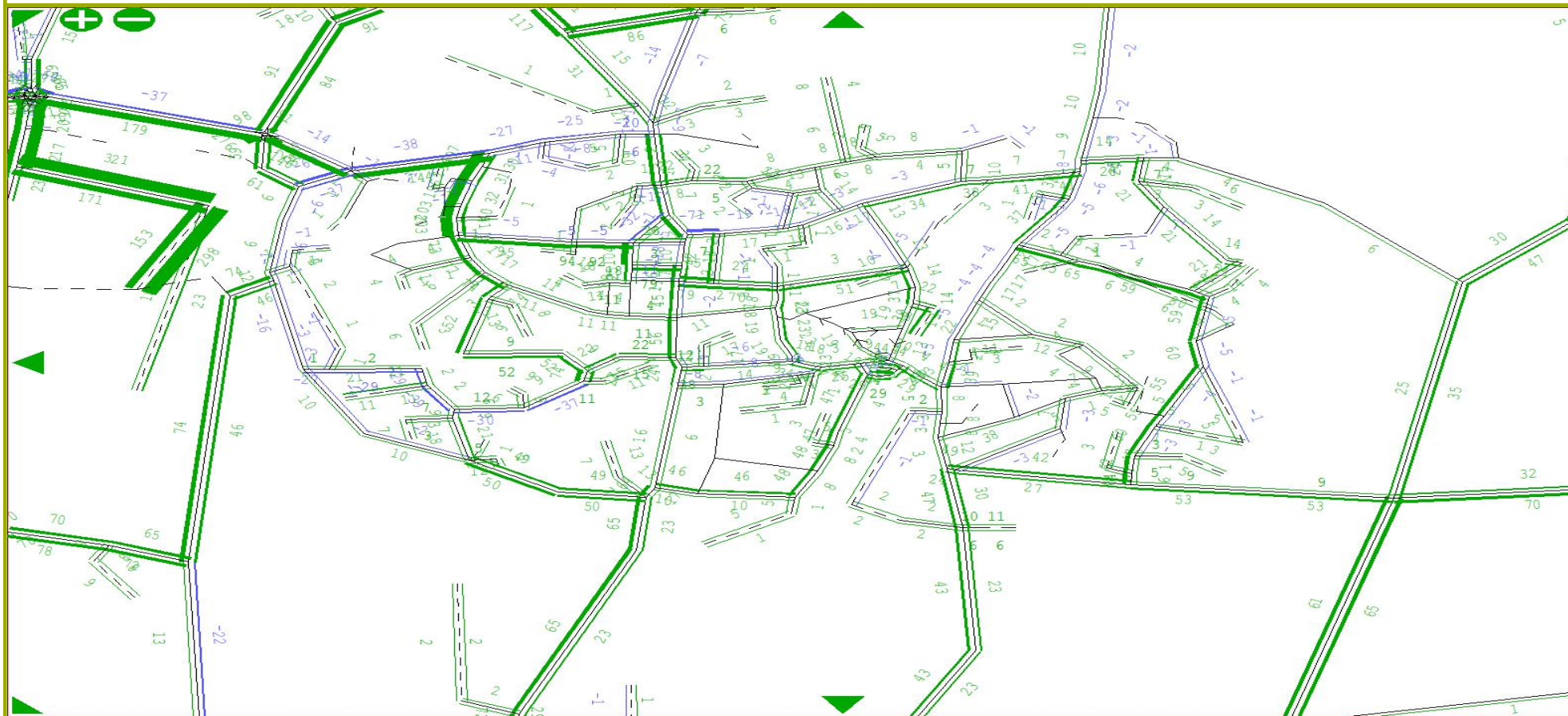
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Actual Flow PM Peak - Haywards Heath



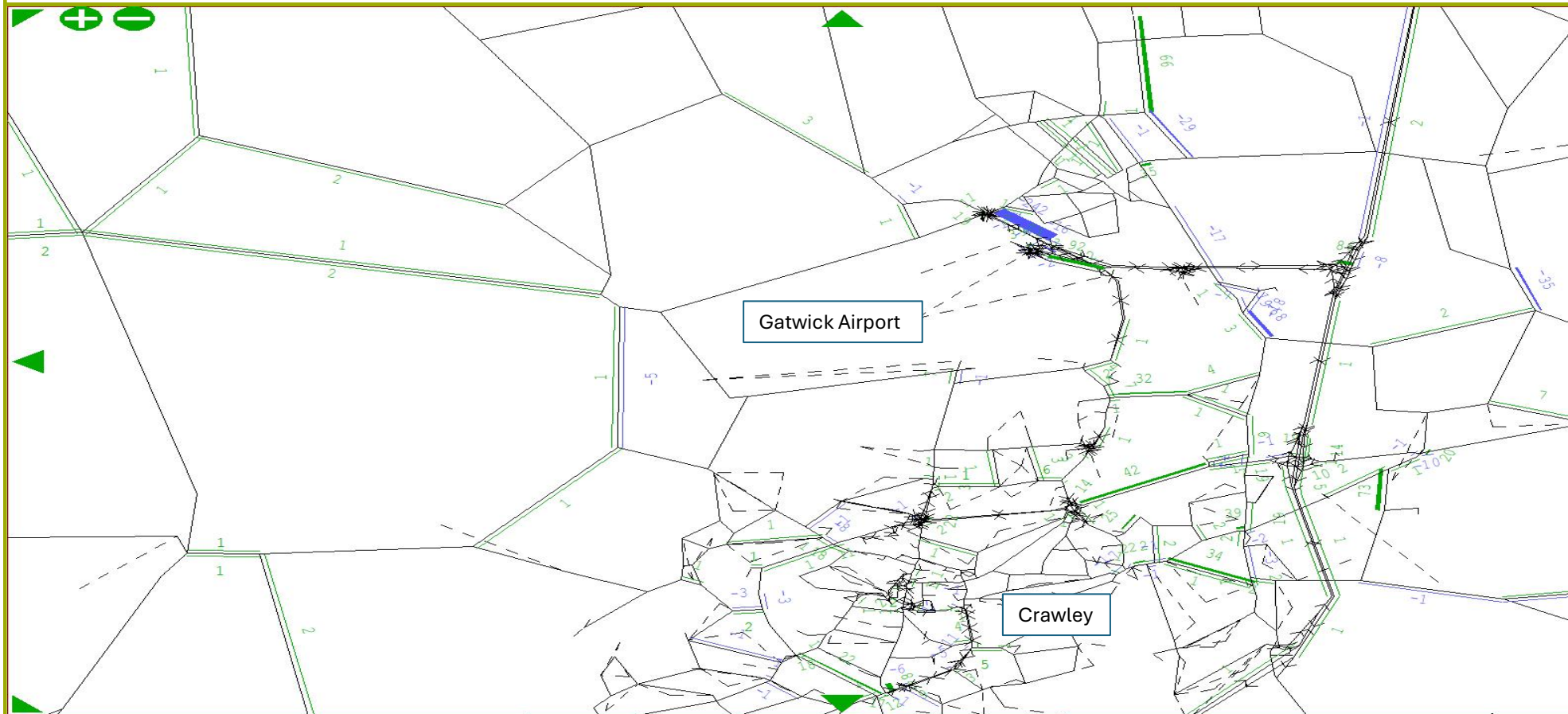
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case Actual Flow PM Peak - Burgess Hill



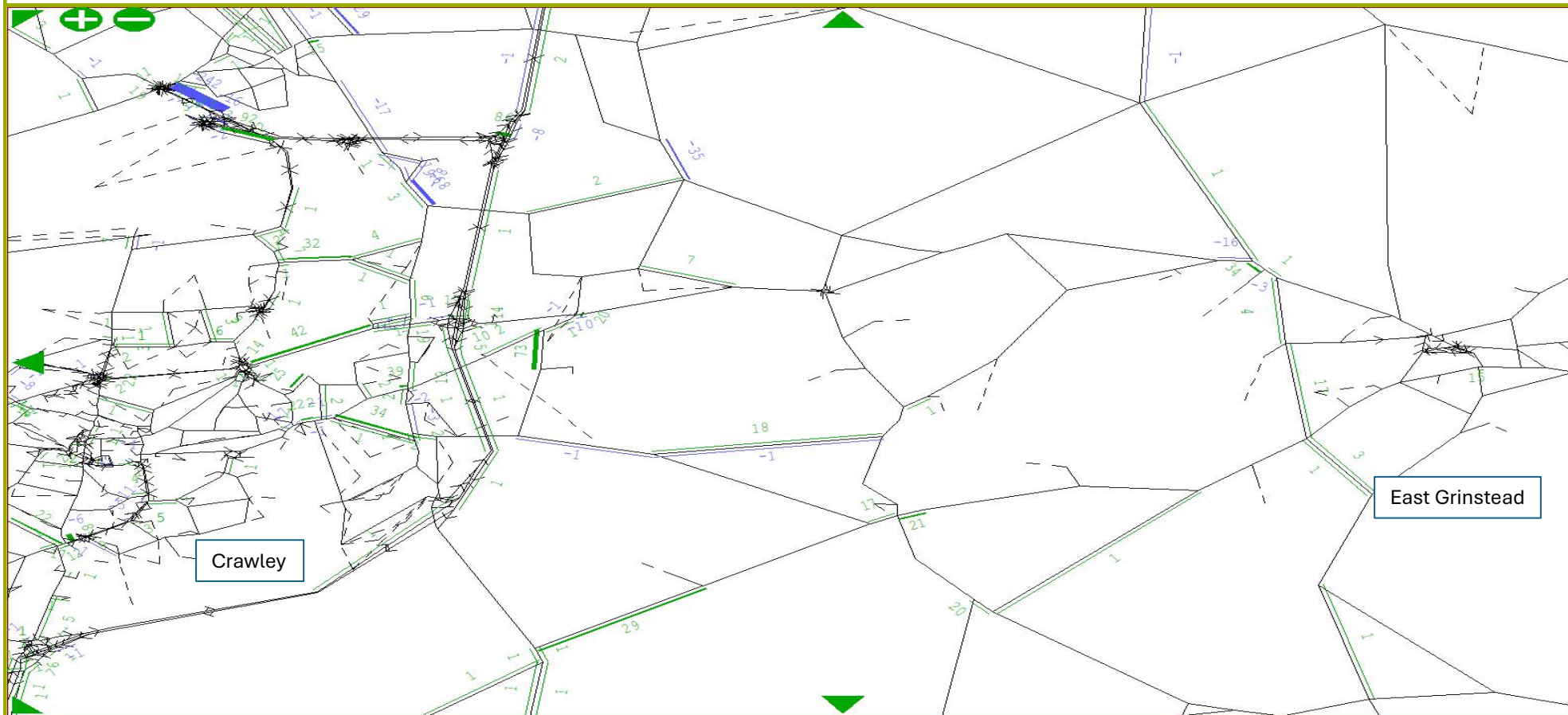
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case Delay PM Peak - Gatwick



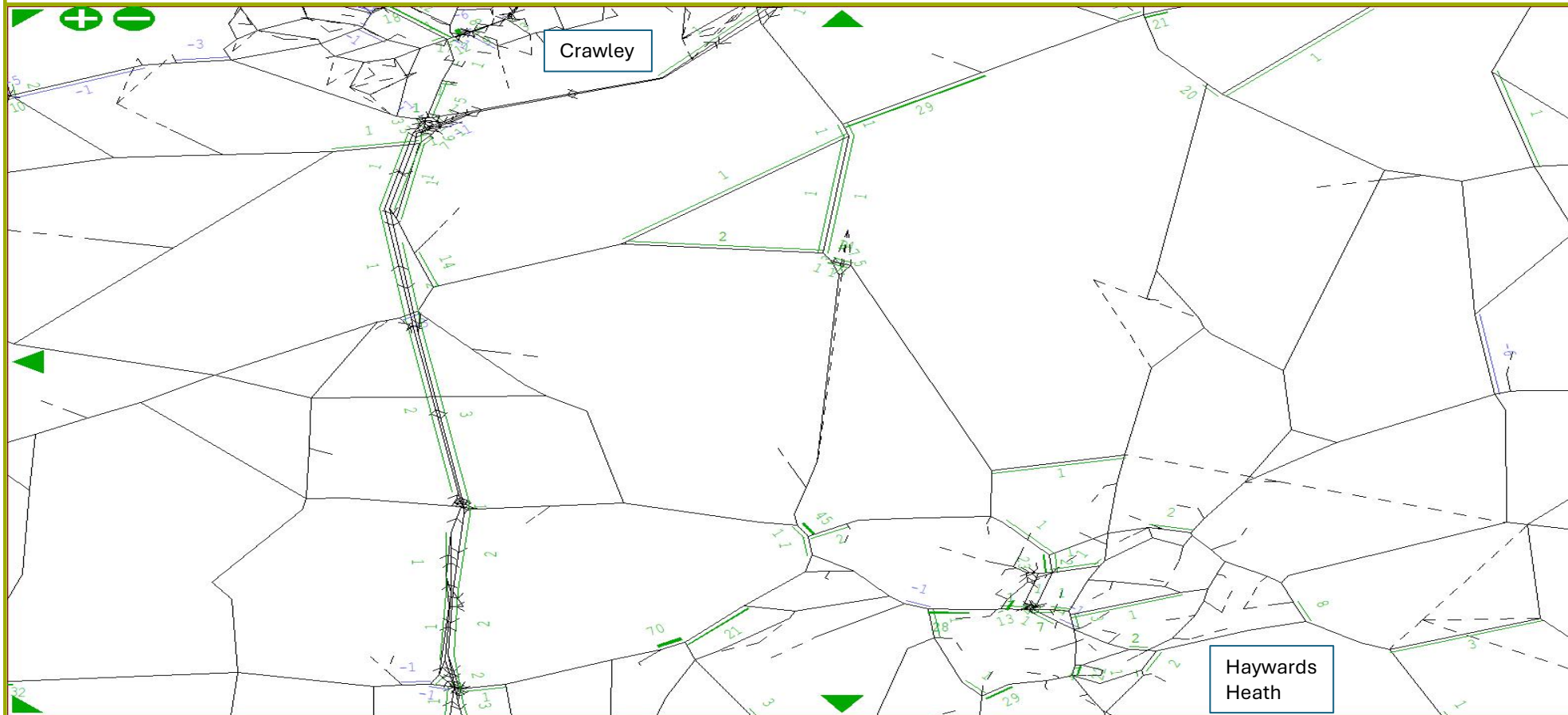
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Delay PM Peak - North



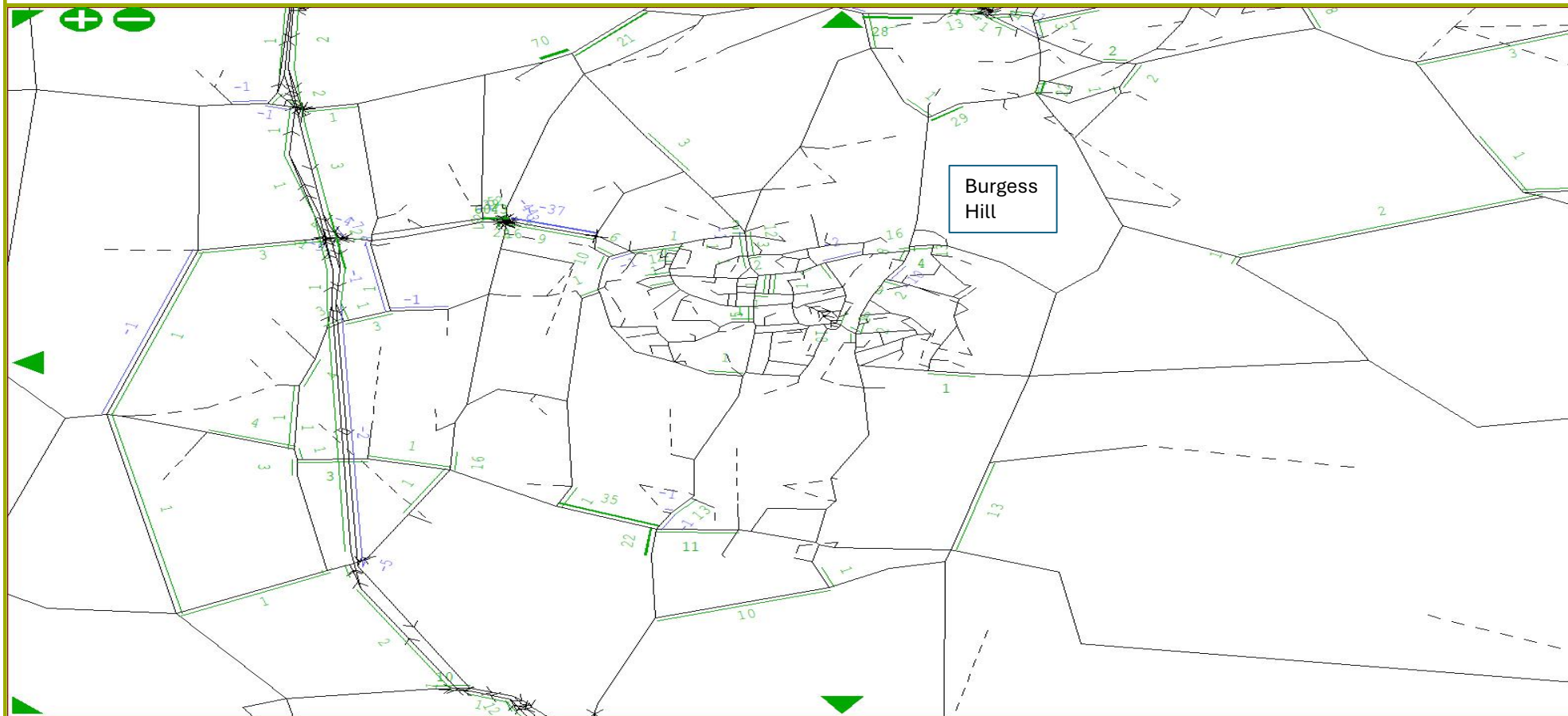
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Delay PM Peak - Middle



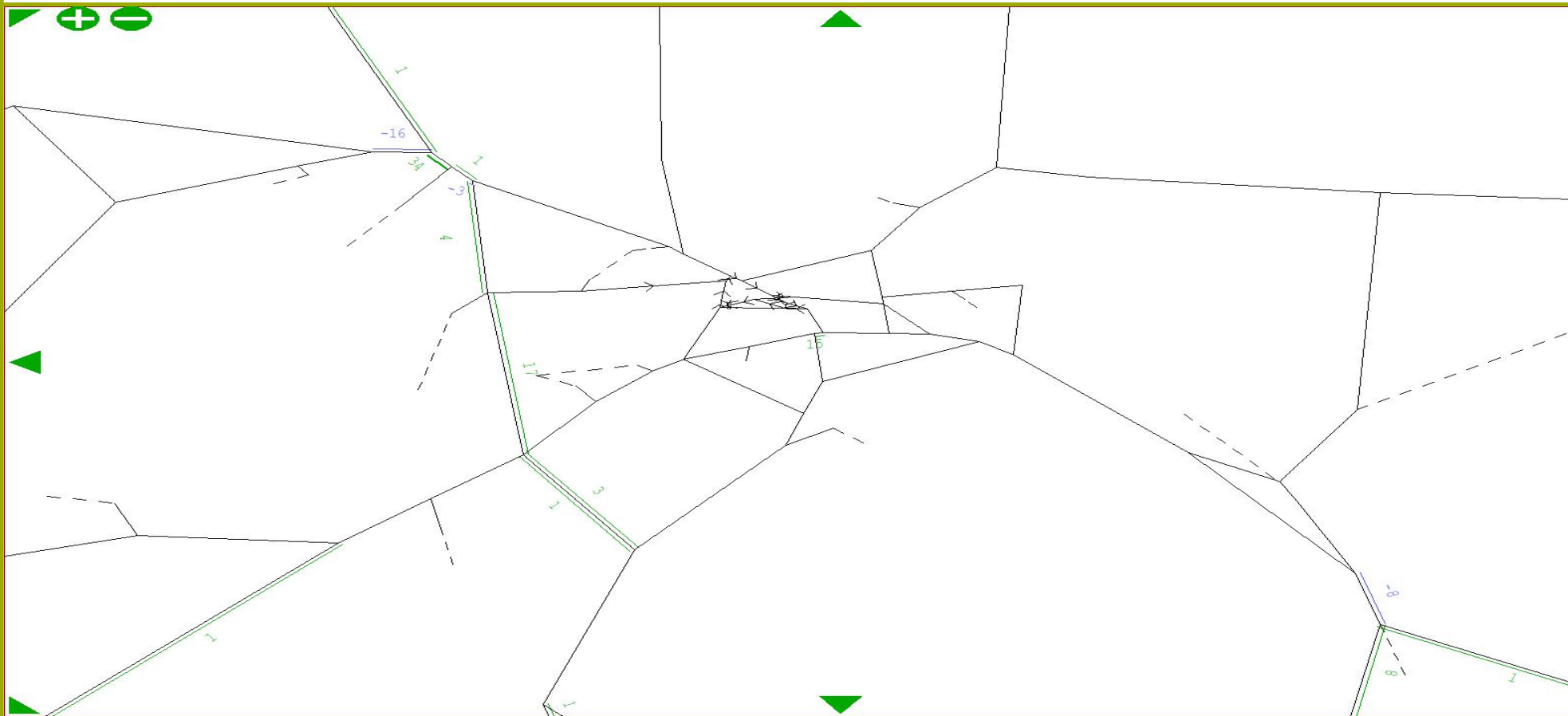
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case Delay PM Peak - South

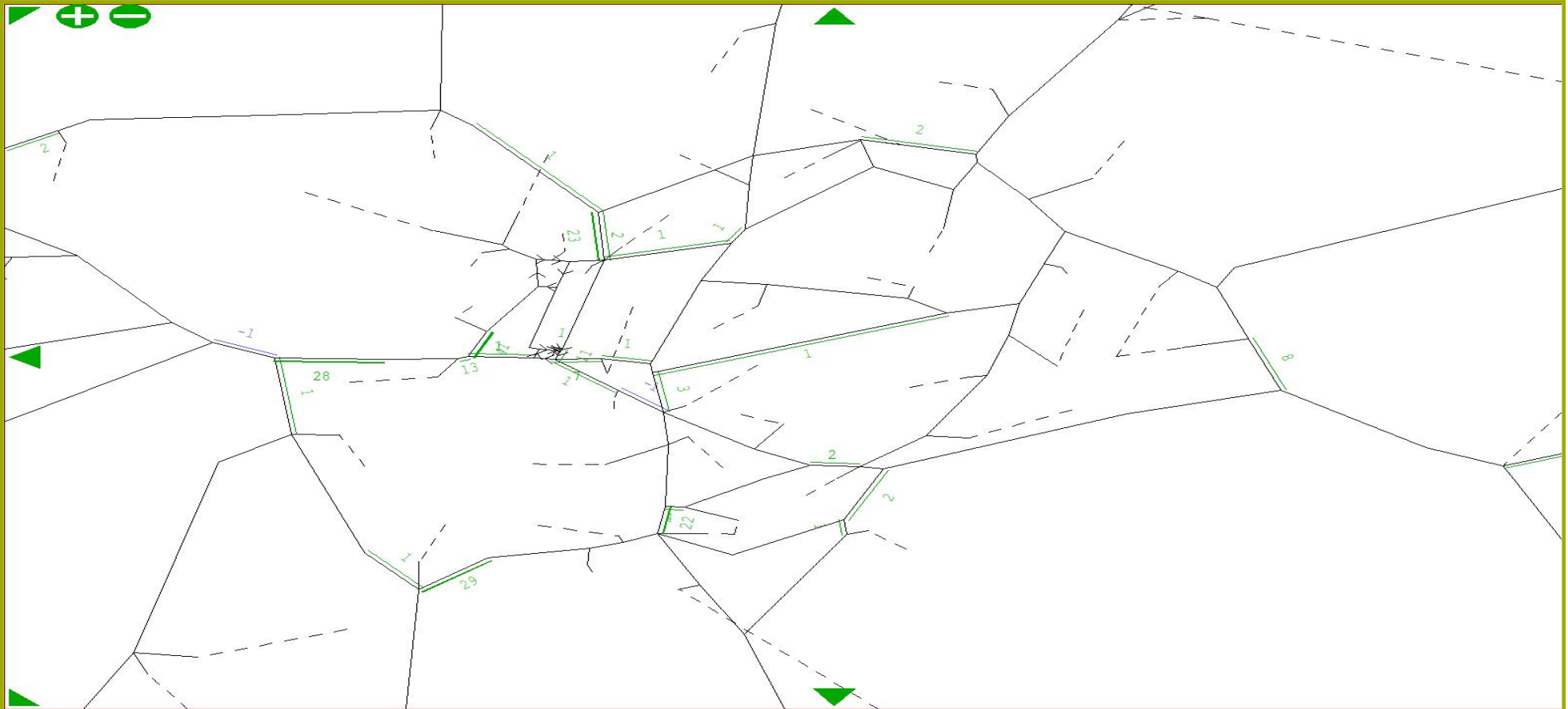


Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case Delay PM Peak - East Grinstead



Mid Sussex Strategic Transport Model 7- 7-26

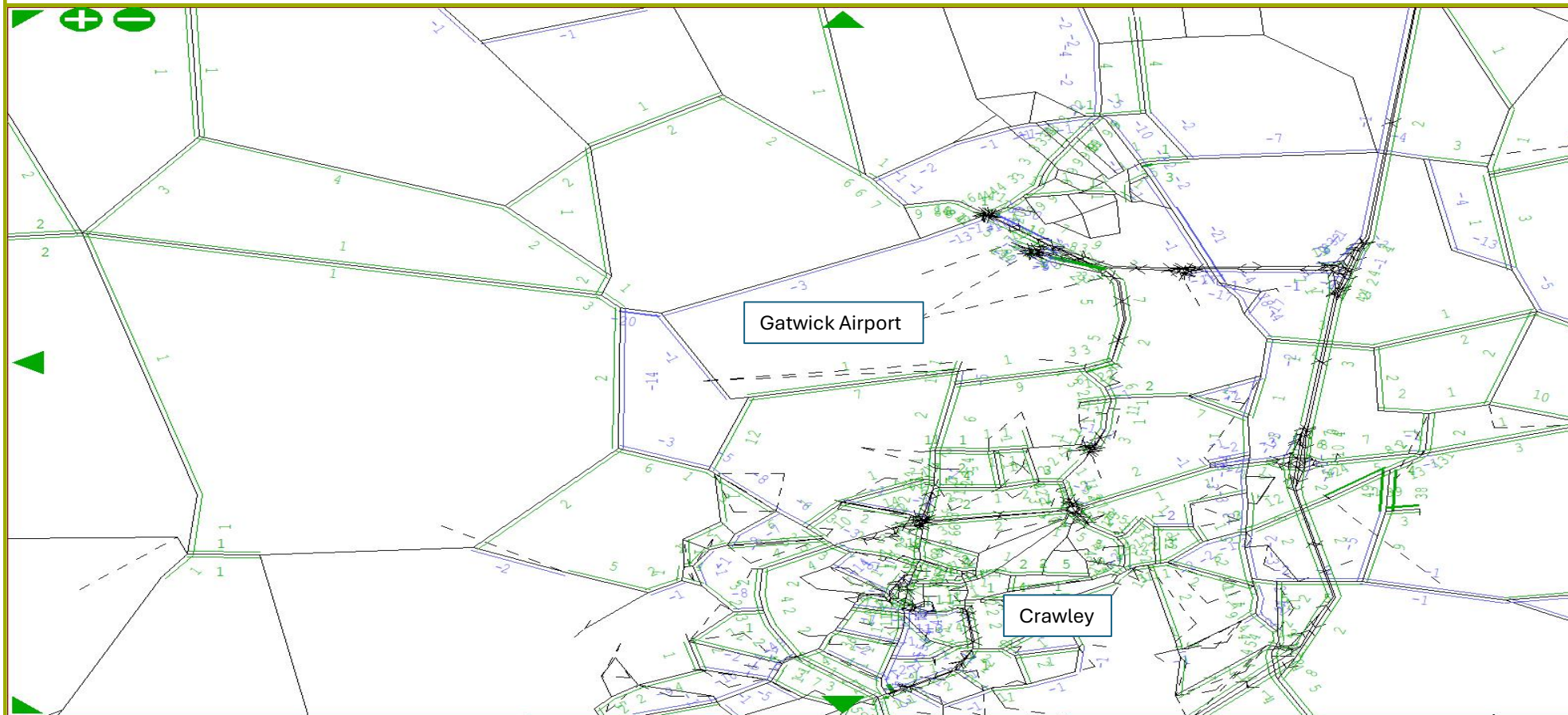


Mid Sussex Strategic Transport Model 7- 7-26



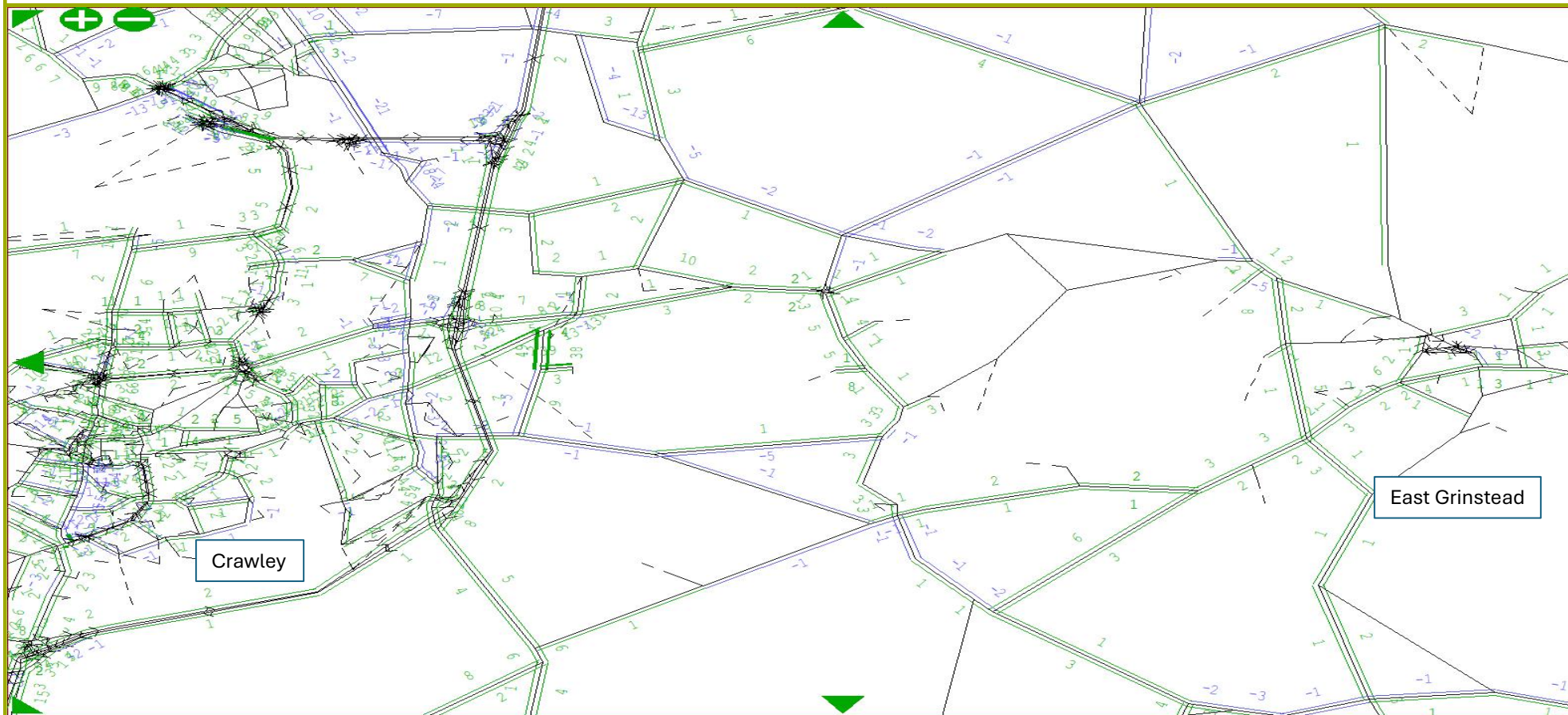
SYSTRA

Local Plan vs Reference Case V/C PM Peak - Gatwick



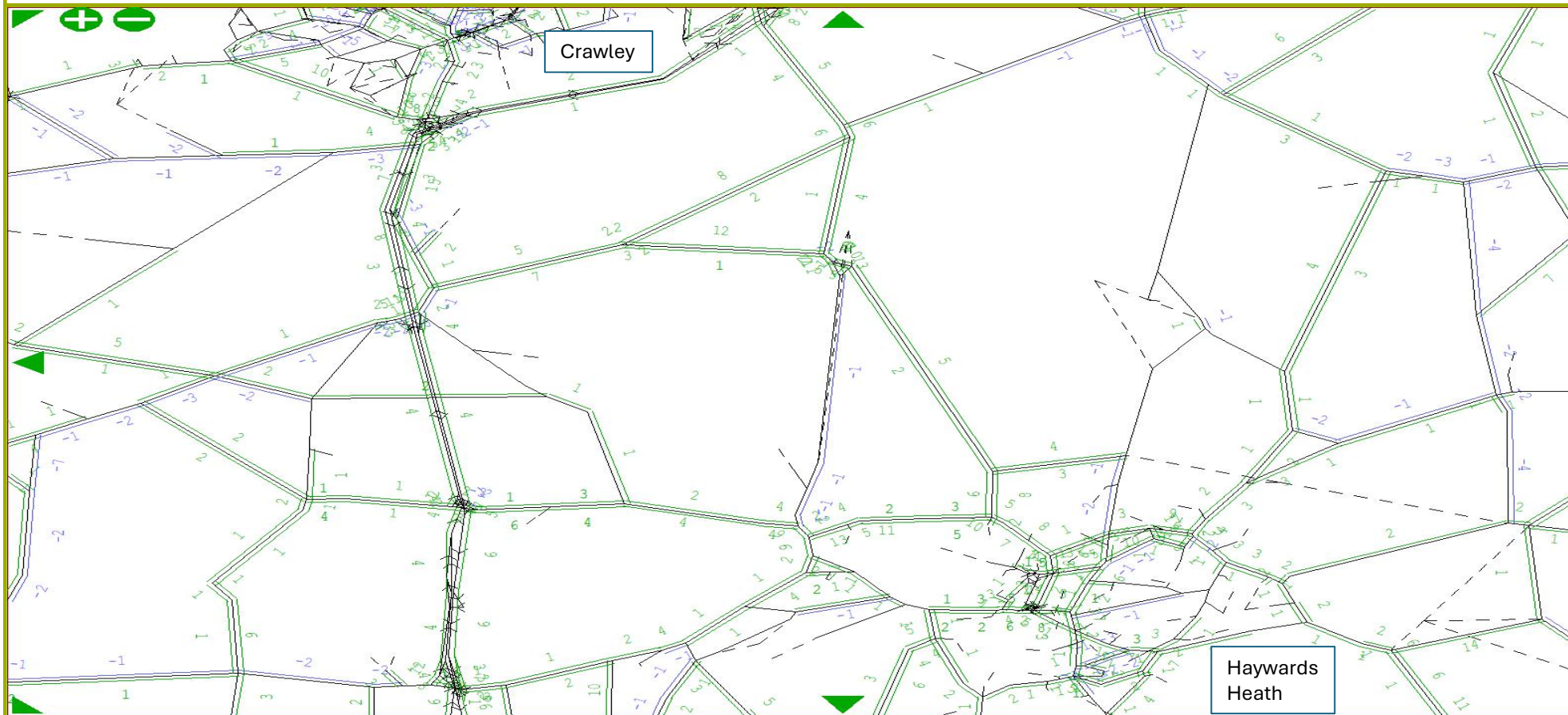
Mid Sussex Strategic Transport Model 7-7-26

Local Plan vs Reference Case V/C PM Peak - North



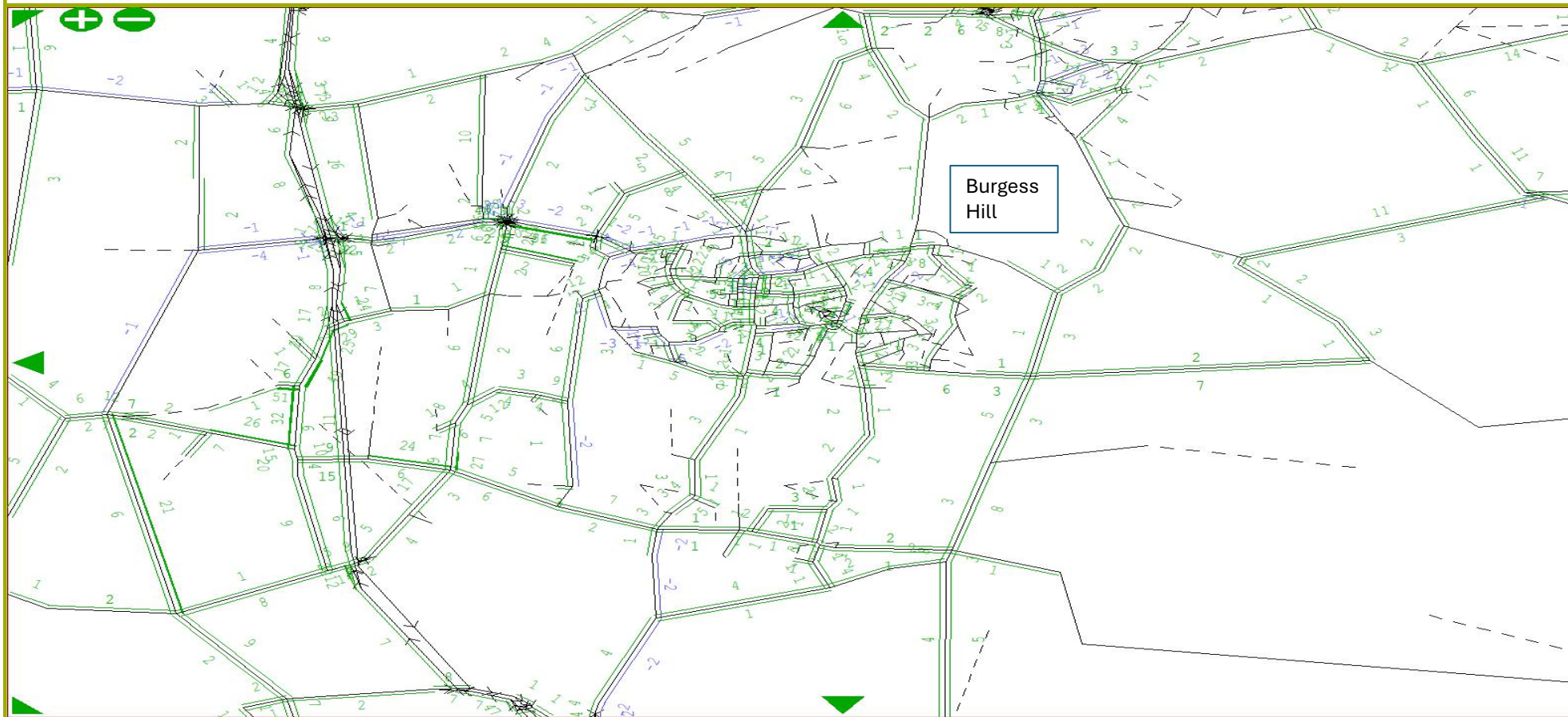
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C PM Peak - Middle



Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C PM Peak - South



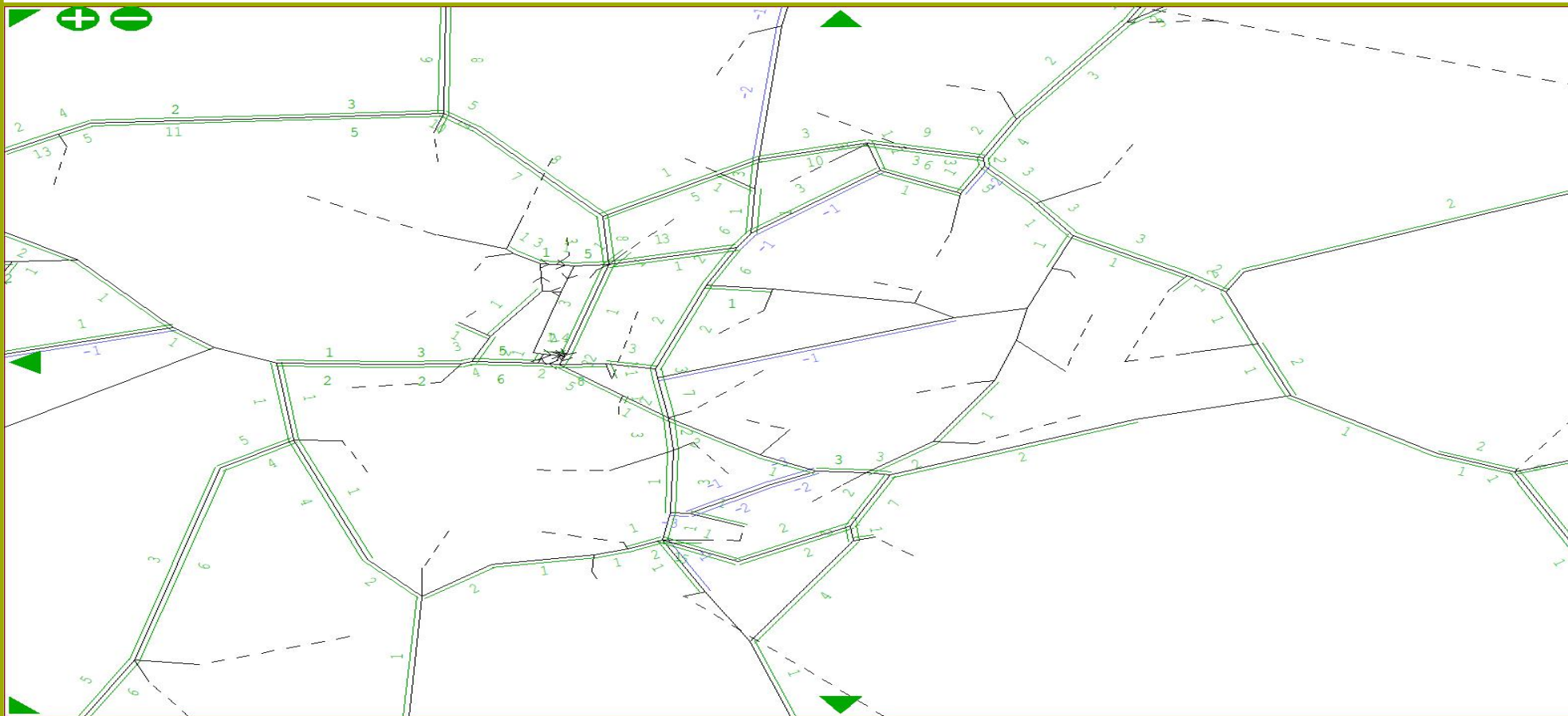
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C PM Peak - East Grinstead



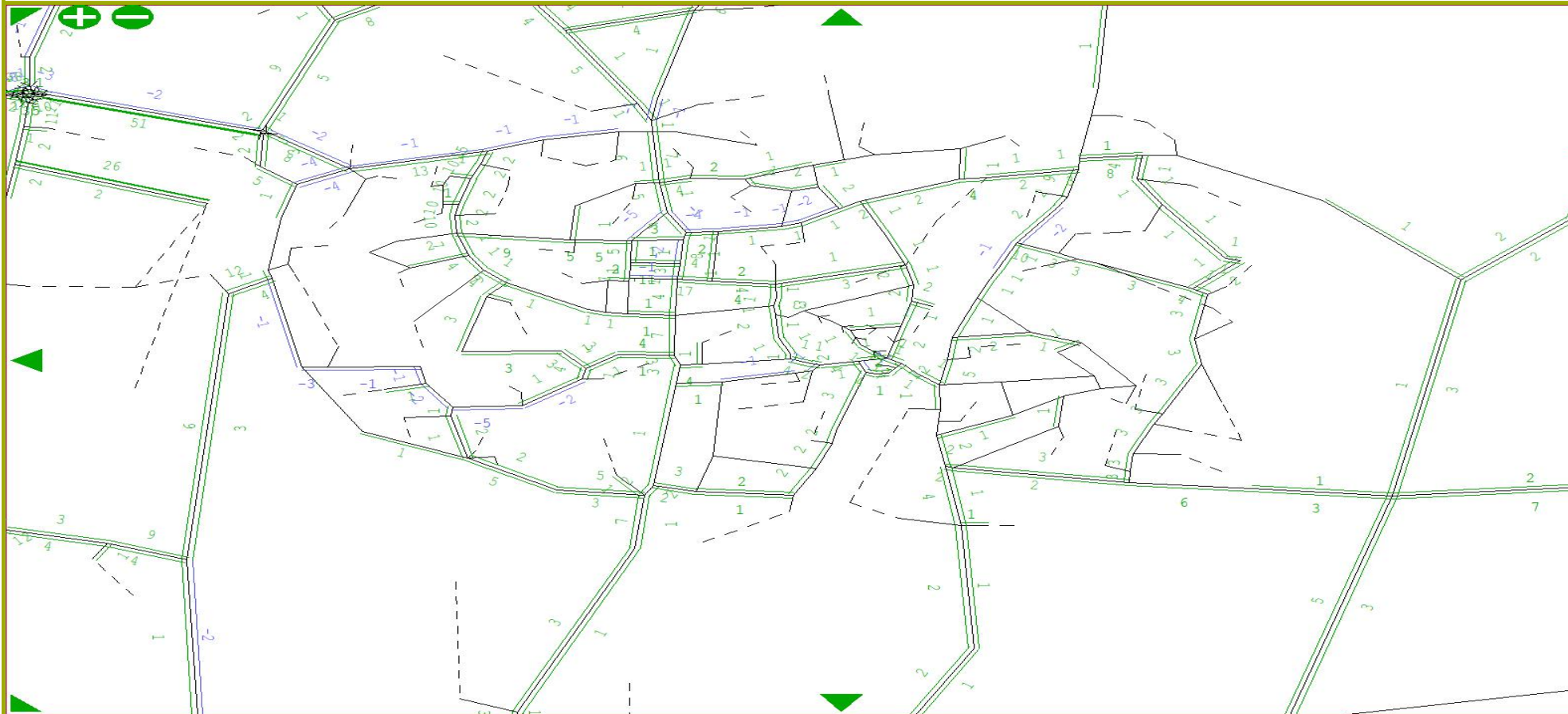
Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C PM Peak - Haywards Heath



Mid Sussex Strategic Transport Model 7- 7-26

Local Plan vs Reference Case V/C PM Peak - Burgess Hill



Mid Sussex Strategic Transport Model 7-7-26

C Appendix C – Detailed Hotspots Analysis – Original Thresholds

Key:

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

				2019								2039 Reference Case										2039 Scenario 7m5																					
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	PM Avg Q (pcu)
NORTH																																											
N4	Cophorne	B2028 / B2037 Cophorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	415	30.5	-5		3.2	0.0	543	47.9	11		4.3	0.2	527	39.2	9		3.3	0				0.1	539	46.9	-1		4.2	0			0.2	
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	512	39.6	2		4.0	0.1	58	6.5	-3		4.4	0.0	487	41.0	1		4.5	1				0.2	59	6.4	0		4.4	0			0.0	
N4			B2028 West Park Road (S)	487	53.7	5.1	0.3	291	25.5	3.2	0.0	831	76.1	22		6.9	0.8	349	24.0	-2		3.1	0.0	1003	88.7	13	Sig	9.7	3				1.7	348	23.5	0		3.1	0			0.0	
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	206	17.5	-2		3.7	0.0	870	65.5	9		3.9	0.2	273	23.1	6		3.8	0				0.1	871	63.8	-2		3.8	0			0.2	
N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	725	46.2	7.8	1.2	918	62.7	11.4	2.1	707	39.2	-7		4.1	0.5	1109	54.0	-9		5.9	1.2	722	40.4	1		3.5	-1				0.4	1135	56.0	2		6.4	1			2.1	
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	699	66.7	-3		15.1	2.6	785	50.9	-22		14.1	2.6	801	102.3	36	Sev	60.7	46				12.6	809	45.6	-5		11.0	-3			2.1	
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	418	76.5	42		23.0	2.1	265	38.2	6		16.7	1.0	349	35.3	27	Sev	84.3	61				7.1	272	46.4	8		20.5	4			1.2	
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	219	11.5	1.1	0.0	640	32.6	1.5	0.0	451	22.4	11		1.2	0.0	1189	59.6	27		2.3	0.0	728	35.3	13		1.5	0				0.0	1200	58.9	-1		2.3	0			0.0	
N7			B2028 Turners Hill Road (S)	243	12.1	1.0	0.0	166	8.2	1.0	0.0	607	28.4	16		1.3	0.0	178	8.5	0		1.0	0.0	975	44.7	16		1.6	0				0.0	234	11.1	3		1.0	0			0.0	
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	497	101.1	38	Sev	94.9	8.2	375	100.2	75	Sev	81.5	6.0	363	104.8	4	Sev	169.1	74	Sev	35	26951	13.9	372	101.1	1		99.5	18			7.7	
N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N)	530	30.6	2.0	0.0	732	38.6	1.8	0.0	988	56.0	25		2.9	0.1	1510	79.3	41		4.7	0.1	1110	60.6	5		3.0	0				0.1	1535	79.0	0		4.6	0			0.1	
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	402	115.5	33	Sev	345.0	33.6	301	106.3	13	Sev	189.0	14.8	397	115.5	0		350.4	5				33.6	312	107.5	1		210.0	21			16.8	
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1112	52.8	13		2.0	0.0	760	40.0	9		1.8	0.0	1133	53.2	0		2.0	0				0.0	792	39.2	-1		1.5	0			0.0	
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	464	112.0	4	Sev	274.4	32.7	443	109.9	3	Sev	242.1	26.7	420	115.5	4	Sev	348.7	74	Sev	86	31211	36.2	441	110.7	1		259.6	17			28.2	
N18	Handcross	A23 / B2110 Northbound On-Slip	A23 Northbound	3051	59.3	1.1	0.0	2327	43.5	0.7	0.0	4294	85.8	26	Sig	3.0	0.0	3387	62.9	19		1.2	0.0	4640	91.4	6	Sig	4.7	2				0.0	3599	66.3	3		1.3	0			0.0	
N18			B2110 Northbound On-Slip	776	44.8	3.4	0.1	512	29.2	3.3	0.0	1042	62.9	18		4.0	0.3	625	38.1	9		3.6	0.1	1090	66.2	3		4.3	0				0.4	624	38.6	1		3.7	0			0.1	
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	Horsham Road (W)	330	43.8	3.9	0.1	320	40.0	3.6	0.1	1093	101.4	58	Sev	41.4	11.7	809	77.0	37		4.6	0.4	1042	97.9	-3		11.5	-30				2.4	831	80.8	4		5.2	1			0.5	
N24			B2114 Brighton Road (N)	501	62.5	3.5	0.1	548	70.7	3.9	0.2	1018	94.7	32	Sig	6.1	0.9	995	97.2	27	Sev	10.2	2.0	1053	96.1	1		6.4	0				1.0	1025	99.7	3		17.3	7			4.1	
N24			B2114 Brighton Road (S)	400	58.5	5.0	0.2	252	39.1	4.6	0.1	573	76.4	18		8.7	0.9	388	53.2	14		6.1	0.4	672	90.0	14	Sig	14.0	5				2.1	457	60.0	7		6.3	0			0.4	
N27	Handcross	B2114 / B2110 Handcross	B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	721	92.9	34	Sig	7.9	1.0	828	102.1	25	Sev	56.2	12.5	800	103.2	10	Sev	78.4	71				17.3	823	102.8	1		69.7	14			15.5	
N27			B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1	522	72.4	30		6.2	0.5	575	51.3	15		5.3	0.2	595	82.8	10		8.1	2				0.8	425	58.7	7		5.4	0			0.3	
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	0.0	590	72.5	24		4.3	0.2	360	41.7	14		3.1	0.0	639	78.1	6		4.7	0				0.3	448	52.1	10		3.2	0			0.0	
N28	Crawley	M23 / Junction 11 Southbound On-Slip	A23 Southbound	1636	35.9	0.8	0.0	2717	56.5	1.8	0.0	2247	54.2	18		1.5	0.0	3298	75.1	19		3.2	0.0	2402	58.5	4		1.8	0				0.0	3417	78.7	4		3.6	0			2.9	
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0	1489	76.3	30		4.9	0.3	1782	88.9	26	Sig	8.6	2.1	1591	80.1	4		5.3	0				0.4	1902	94.1	5	Sig	9.9	1			2.0	
N100	Handcross	B2110 Horsham Rd/B2110	B2110 Horsham Rd (W)	646	80.2	4.5	0.3	386	46.6	3.4	0.0	798	103.1	23	Sev	75.7	16.5	577	69.8	23		3.8	0.1	795	103.6	1		86.3	11				18.7	612	75.0	5		4.2	0			0.2	
N100			B2110 Horsham Rd (E)	539	73.2	5.4	0.4	668	85.0	5.4	0.5	705	98.2	25	Sev	18.7	3.1	727	94.2	9	Sig	9.8	1.4	744	101.5	3	Sev	52.7	34				10.4	685	88.0	-6		7.0	-3			0.8	
N100			B2110 (S)	220	26.8	3.4	0.0	148	19.8	3.9	0.0	356	43.0	16		3.5	0.1	182	24.6	5		4.0	0.1	401	47.4	4		3.5	0				0.1	247	32.5	8		4.0	0			0.1	
N101	East Grinstead	B2110 Turners Hill Rd/ Hurst Farm Rd/West Hill/Brooklands Way	B2110 Turners Hill rd	532	66.5	4.3	0.2	541	66.3	3.9	0.1	607	78.5	12		5.5	0.4	600	74.0	8		4.3	0.2	729	95.0	17	Sev	11.3	6				1.6	649	79.7	6		4.7	0			0.3	
N101			Brooklands Way	516	62.4	4.1	0.2	124	14.9	3.3	0.0	293	37.1	-25		3.7	0.1	21	2.7	-12		3.4	0.0	294	37.5	0		3.8	0				0.1	22	2.8	0		3.5	0			0.0	
N101			West Hill	379	53.4	4.7	0.2	289	34.7	3.3	0.0	482	62.7	9		4.2	0.2	332	38.5	4		3.1	0.0	501	65.0	2		4.3	0				0.2	370	42.8	4		3.1	0			0.0	
N101			Hurst Farm Rd	84	13.9	5.0	0.1	101	13.5	3.8	0.0	130	20.5	7		4.8	0.1	110	14.4	1		3.7	0.0	135	21.3	1		4.9	0				0.1	113	15.0	1		3.8	0			0.0	
N102	East Grinstead	B2110 Brooklands Way/Firbank Way/Beeching Way/Railway Approach	Beeching Way																																								
N102			Railway Approach	516	56.7	3.0	0.0	124	14.0	3.0	0.0	293	33.4	-23		3.0	0.0	21	2.4	-12		3.0	0.0	294	33.4	0		3.0	0				0.0	22	2.5	0		3.0	0			0.0	
N102			Brooklands Way	37	6.3	3.9	0.0	24	3.2	3.2	0.0	41	6.3	0		3.5	0.0	33	4.0	1		3.0	0.0	44	6.8	1		3.5	0				0.0	33	4.0	0		3.0	0			0.0	
N102			Firbank Way	544	63.5	3.2	0.0	565	65.1	3.1	0.0	689	79.8	16		3.3	0.1	560	64.6	0		3.1	0.0	823	95.0	15	Sig	4.3	1				0.3	576	66.2	2		3.2	0			0.0	
N103	Cophorne	Cophorne Way/Worsell Dr	Worsell Dr									202	3.9			3.3	0.0	179	3.3			3.3	0.0	212	4.2	0		3.3	0				0.0	183	3.6	0		3.3	0			0.0	
N103			Cophorne way (E)	956	67.8	3.0	0.0	1064	74.2	3.0	0.0	776	48.4	-19		3.3	0.1	1266	74.8	1		3.4	0.2	894	54.0	6		3.3	0				0.1	1357	79.7	5		3.5	0			0.2	
N103			Cophorne way (W)	1327	92.7	3.0	0.0	1187	82.8	3.0	0.0	1520	90.2	-2		3.3	0.1	1514	84.8	2		3.1	0.1	1596	93.8	4	Sig	3.4	0				0.2	1708	93.1	8	Sig	3.3	0			0.1	
N104	Crawley	B2114 brighton rd/Bellevue farm rd	B2114 brighton (E)	501	26.4	0.0	0.0	548	29.2	0.0	0.0	978	42.9	17		3.0	0.0	1043	46.8	18		3.1	0.0	1011	43.9	1		3.0	0				0.0	1074	47.5								

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

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



				2019										2039 Reference Case										2039 Scenario 7m5																			
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	PM Avg Q (pcu)
CENTRAL																																											
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	291	43.3	6		4.6	0.1	305	45.2	6		4.7	0.2	262	38.9	-4		4.7	0					0.1	293	44.0	-1		4.8	0			0.2
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	980	107.4	6	Sev	143.8	36.2	758	87.1	24	Sig	3.5	0.1	1000	107.6	0		148.2	4					37.2	851	96.5	9	Sev	4.7	1			0.4
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	591	75.7	14		4.7	0.3	597	73.4	25		4.4	0.2	653	82.6	7		5.2	1					0.4	633	77.3	4		4.6	0			0.3
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	676	85.1	4.7	0.3	633	76.0	3.7	0.1	799	101.0	16	Sev	35.2	7.6	833	103.1	27	Sev	71.5	16.4	825	103.7	3		83.7	49					19.1	855	105.5	2		116.5	45			27.1
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2	624	78.5	31		5.3	0.4	573	77.2	24		6.1	0.5	723	87.1	9	Sig	5.6	0					0.5	680	89.7	13	Sig	8.5	2			1.0
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1	822	107.6	5	Sev	157.6	34.8	590	76.0	24		5.3	0.4	836	110.6	3	Sev	214.1	56	Sev	131	47236	46.8	628	81.6	6		6.5	1			0.6	
C7	Ansty	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5	883	101.2	14	Sev	41.8	9.9	912	101.5	0		47.7	11.4	942	103.1	2		75.1	33					19.0	946	102.7	1		69.0	21			17.1
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2	481	71.0	-15		6.5	0.5	642	99.0	52	Sev	27.7	4.4	620	92.8	22	Sig	13.9	7					1.9	651	99.0	0		27.4	0			4.3
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8	896	97.5	3	Sev	10.2	1.8	842	102.5	12	Sev	71.0	16.1	864	99.7	2		20.1	10					4.2	883	106.4	4	Sev	140.8	70	Sev	100	61662
C10	Bolney	A23 / A272 Bolney Road	A23 Southbound Off-Slip	237	33.7	5.1	0.1	339	49.6	6.1	0.3	274	20.9	-13		4.2	0.1	351	25.7	-24		4.2	0.1	265	20.6	0		4.3	0					0.1	391	28.9	3		4.3	0			0.1
C10			A272 (E)	776	88.4	6.2	0.7	809	95.2	12.3	2.0	806	80.7	-8		5.1	0.5	833	80.2	-15		5.8	0.6	891	86.6	6	Sig	6.6	2					0.9	886	83.6	3		6.6	1			0.8
C10			A272 (W)	631	64.8	3.0	0.0	727	72.8	3.0	0.0	884	88.6	24	Sig	3.0	0.0	871	86.3	13	Sig	3.0	0.0	954	95.6	7	Sev	3.0	0					0.0	920	89.9	4	Sig	3.0	0			0.0
C10a	Bolney	London Road / A272 Cowfold Road	London Road (N)	402	101.5	80.3	8.7	390	102.2	94.1	9.8	733	59.7	-42		30.2	5.6	734	67.9	-34		35.7	6.2	686	54.8	-5		28.0	-2					4.8	826	82.6	15		41.0	5			7.1
C10a			A272 (E)	661	23.2	1.6	0.1	644	21.3	0.9	0.0	653	70.5	47		56.5	8.7	558	52.4	31		27.1	3.5	662	67.5	-3		49.5	-7					7.5	573	52.8	0		26.2	-1			3.4
C10a			A272 (W)	728	38.1	1.5	0.0	908	46.2	1.7	0.0	829	93.4	55	Sig	49.3	6.0	902	96.2	50	Sev	59.1	6.4	880	99.6	6	Sev	84.4	35					6.9	911	96.1	0		58.6	-1			6.4
C15	Haywards Heath	B2272 / Bolnore Road	B2272 (E)	825	100.0	15.4	2.8	915	106.1	120.7	30.1	999	104.0	4	Sev	84.9	23.0	956	96.5	-10		4.4	0.4	1024	105.1	1		105.6	21					29.0	1009	100.4	4	Sev	17.9	13			4.2
C15			Bolnore Road	75	1.1	3.1	0.0	144	2.2	3.2	0.0	112	1.7	1		3.2	0.0	160	2.5	0		3.2	0.0	116	1.8	0		3.2	0					0.0	167	2.7	0		3.2	0			0.0
C15			B2272 (W)	1109	95.0	3.5	0.2	852	73.6	3.1	0.0	1292	111.1	16	Sev	209.7	70.6	898	75.7	2		3.2	0.0	1335	113.3	2		248.9	39	Sev					83.9	947	78.4	3		3.3	0		
C101	Haywards Heath	Balcombe Rd/College Rd/Mill Green Rd	Balcombe Rd	626	41.9	3.3	0.1	647	38.8	2.8	0.0	884	67.9	26		5.5	0.4	1078	65.3	26		3.6	0.1	1075	87.7	20	Sig	11.6	6					1.4	1200	73.5	8		4.4	1			0.3
C101			College Rd	440	22.2	1.2	0.0	184	9.3	1.0	0.0	776	38.6	16		1.5	0.0	275	13.8	4		1.1	0.0	942	46.3	8		1.7	0					0.0	372	18.6	5		1.1	0			0.0
C101			Mill Green Rd	578	85.6	6.7	0.6	435	65.8	4.9	0.2	585	105.1	20	Sev	130.1	19.3	596	97.6	32	Sev	26.3	2.6	526	105.6	0		144.1	14					19.0	609	100.9	3	Sev	49.7	23			7.7
C102	Haywards Heath	Gander Hill/Portsmouth Ln/Sunte Ave/Summerhill Ln	Portsmouth Ln	60	7.7	3.4	0.0	30	3.9	3.4	0.0	49	6.4	-1		3.4	0.0	47	6.3	2		3.7	0.0	54	7.2	1		3.5	0					0.0	49	6.7	0		3.8	0			0.0
C102			Sunte Ave	428	51.0	3.3	0.0	166	19.4	3.1	0.0	743	87.1	36	Sig	3.9	0.2	243	28.3	9		3.1	0.0	761	88.9	2		4.2	0					0.3	327	38.0	10		3.2	0			0.0
C102			Summerhill Ln	79	10.6	3.8	0.0	57	6.9	3.3	0.0	482	71.3	61		7.2	0.6	64	8.1	1		3.4	0.0	635	93.4	22	Sig	15.3	8					2.1	90	11.6	3		3.6	0			0.0
C102			Gander Hill	243	28.7	3.2	0.0	330	37.9	3.1	0.0	245	32.4	4		4.1	0.1	486	55.0	17		3.1	0.0	313	40.4	8		4.2	0					0.1	501	55.8	1		3.2	0			0.0
C103	Cuckfield	Hanlye Ln	Hanlye Ln (W)	511	25.6	0.0	0.0	274	13.7	0.0	0.0	704	77.6	52		3.0	0.0	563	61.8	48		3.0	0.0	856	91.6	14	Sig	3.0	0					0.0	618	66.1	4		3.0	0			0.0
C103			Hanlye Ln (E)	364	18.4	0.0	0.0	387	19.5	0.0	0.0	618	68.5	50		3.0	0.0	578	65.2	46		3.0	0.0	718	78.9	10		3.0	0					0.0	686	76.7	11		3.0	0			0.0
C104	Haywards Heath	Borde hill Ln/Balcombe Rdd/Hanlye Ln	Hanlye Ln	511	92.8	18.2	2.1	274	44.6	5.0	0.2	704	61.3	-31		4.9	0.4	563	40.4	-4		3.4	0.1	856	73.9	13		5.9	1					0.7	618	43.9	3		3.5	0			0.1
C104			Borde Hill Ln	409	24.0	1.9	0.0	627	34.0	1.9	0.0	466	38.1	14		3.8	0.1	822	63.2	29		4.0	0.2	511	43.6	5		4.1	0					0.2	939	71.3	8		4.2	0			0.3
C104			Balcombe Rd	760	38.1	1.5	0.0	468	23.6	1.2	0.0	1262	86.0	48	Sig	3.6	0.2	710	50.7	27		3.3	0.1	1393	94.4	8	Sig	4.3	1					0.5	857	60.9	10		3.4	0			0.1
C104			Aster Wy									77	1.4			3.3	0.0	33	0.5			3.1	0.0	111	2.1	1		3.3	0					0.0	48	0.8	0		3.2	0			0.0
C106	Haywards Heath	Oathall rd/Oathall Ave	Oathall Rd (N)	254	29.5	3.1	0.0	347	41.0	3.2	0.0	298	34.1	5		3.1	0.0	467	55.2	14		3.4	0.1	333	37.6	3		3.1	0					0.0	522	61.2	6		3.5	0			0.1
C106			Oathall Rd (S)	423	50.5	3.4	0.0	205	24.2	3.2	0.0	698	81.3	31		3.8	0.2	271	32.1	8																							

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



Increase in Delay of 30 seconds or more to 2 minutes or more are in red				2019												2039 Reference Case												2039 Scenario 7m5																							
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	PM Avg Q (pcu)								
SOUTH																																																			
S1 S1	Burgess Hill	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip	195	13.7	3.6	0.0	199	23.1	5.1	0.1	771	37.6	24		1.5	0.0	752	36.8	14		1.4	0.0	829	39.6	2		1.5	0				0.0	855	41.6	5		1.6	0				0.0								
			A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	0.0	2203	57.4	9		3.3	0.0	3812	92.3	16	Sig	12.4	0.0	2366	60.6	3		3.7	0				0.0	4169	99.7	7	Sev	33.5	21				0.0								
S2 S2 S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	717	45.4	3.5	0.1	851	48.3	3.4	0.1	1474	105.6	60	Sev	167.5	46.9	1195	53.0	5		11.8	3.3	1817	75.6	-30		13.1	-154				5.1	1297	44.5	-9		4.6	-7				1.2								
			A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1	2470	91.5	-2		17.4	6.6	2478	81.9	0		7.9	3.1	2692	86.8	-5		9.5	-8				3.6	2588	84.2	2		8.4	0				3.2								
	A2300 (W)	331	32.0	3.0	0.0	224	22.2	3.0	0.0	508	25.8	-6		0.0	0.0	144	7.3	-15		0.0	0.0	539	26.4	1		0.0	0				0.0	159	8.0	1		0.0	0				0.0										
S3 S3 S3 S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N)	98	11.9	4.3	0.0	118	14.7	4.6	0.1	487	65.3	53		28.5	3.0	1034	103.6	89	Sev	80.5	21.8	478	63.8	-2		28.1	0				2.9	1100	103.4	0		77.6	-3				22.3								
			A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3	2898	70.7	-37		1.1	0.0	1633	39.8	-62		0.7	0.0	2951	69.8	-1		1.0	0				0.0	1832	90.8	51	Sig	9.4	9				0.0								
			Cuckfield Road (S)	202	26.5	4.5	0.1	176	20.7	4.3	0.1	660	68.8	42		25.4	3.7	723	83.2	62		31.1	4.4	863	90.3	21	Sig	37.3	12				5.2	834	95.6	12	Sev	68.3	37				8.3								
			A2300 (W)	962	91.0	4.8	0.5	1027	94.2	5.6	0.7	2021	48.9	-42		0.9	0.0	1761	63.8	-30		3.1	0.6	2307	57.4	9	Sig	0.7	0				0.0	1784	103.4	40	Sev	62.6	60				29.5								
S5 S5 S5 S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (N)									1214	60.2			5.1	0.7	336	18.0			4.2	0.1	1219	59.6	-1		5.1	0				0.7	430	22.5	5		4.3	0				0.2								
			A2300 (E)									1237	68.8			6.5	1.2	718	40.8			4.3	0.3	1263	68.3	-1		6.5	0				1.2	871	49.1	8		4.6	0				0.4								
			N Arc (S)									986	33.0			4.0	0.3	990	33.3			3.6	0.2	936	29.9	-3		4.0	0				0.3	1055	35.3	2		3.7	0				0.2								
			A2300 (W)									1722	97.5		Sev	7.3	0.9	1907	106.7		Sev	135.9	64.6	1824	105.2	8	Sev	103.0	96				48.6	1939	104.6	-2		99.2	-37				46.8								
S7 S7 S7 S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	404	52.3	4.1	0.1	409	54.1	4.3	0.2	478	62.3	10		4.4	0.2	485	70.2	16		6.5	0.5	610	81.7	19		6.3	2				0.6	621	97.1	27	Sev	22.7	16				3.4								
			B2116 Hassocks Road (E)	265	26.0	3.5	0.0	296	30.2	3.8	0.1	370	37.4	11		3.9	0.1	230	22.9	-7		3.7	0.0	453	49.2	12		4.6	1				0.2	271	28.9	6		4.2	0				0.1								
			B2117 Brighton Road (S)	258	33.2	3.6	0.0	213	27.2	3.6	0.0	442	57.8	25		4.4	0.2	462	57.9	31		3.9	0.1	434	58.2	0		4.6	0				0.2	566	74.9	17		5.4	2				0.4								
			B2116 Albourne Road (W)	174	17.8	3.5	0.0	222	21.4	3.4	0.0	211	24.1	6		4.0	0.1	359	38.9	18		4.2	0.1	333	36.6	13		4.2	0				0.1	546	62.6	24		5.6	1				0.4								
S8 S8 S8 S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.9	135.8	7.0	609	102.5	152.6	13.0	617	103.3	2		170.4	16.2	693	110.4	8	Sev	300.6	38.7	656	105.7	2		215.1	45	Sev			24.6	727	110.4	0		299.6	-1				38.7								
			B2116 Keymer Road (E)	327	91.4	84.0	4.1	364	96.9	116.2	4.7	430	102.8	11	Sev	182.4	11.5	448	101.5	5	Sev	156.4	8.8	434	103.3	0		191.1	9				12.6	453	102.1	1		167.4	11				10.2								
			A273 Brighton Road (S)	405	93.4	87.8	5.2	446	95.9	89.7	4.6	420	101.4	8	Sev	156.6	8.6	333	105.0	9	Sev	238.0	12.9	426	102.4	1		175.3	19				10.9	337	106.2	1		259.8	22				14.9								
			B2116 Hurst Road (W)	513	71.9	50.4	6.0	261	48.0	52.6	3.4	425	89.4	17	Sig	81.4	6.1	557	92.2	44	Sig	78.0	7.2	427	102.9	13	Sev	189.9	109	Sev	34	46342	11.8	615	99.4	7	Sev	113.3	35				7.9								
S9 S9	Pyecombe	A23 / A281 Southbound On-Slip	A23 Southbound	2217	60.5	8.8	0.0	3287	84.7	20.1	0.0	2952	82.2	22		17.1	0.0	4146	100.2	16	Sev	60.3	4.9	3258	91.4	9	Sig	23.0	6				0.0	4185	100.3	0		60.4	0				5.1								
			A281 Southbound on-Slip	213	19.0	4.0	0.1	176	27.7	6.4	0.2	342	34.2	15		4.9	0.2	13	54.3	27				417	42.4	8		5.5	1				0.3	16	62.6	8		165.0	10				0.8								
S22 S22 S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	Valebridge Road (N)	680	81.6	3.5	0.1	640	79.5	4.3	0.2	519	65.1	-17		159.2	12.1	529	57.3	-22		113.6	5.4	508	63.3	-2		177.2	18				13.7	532	56.8	-1		126.7	13				7.1								
			Junction Road (S)	400	61.0	6.2	0.4	195	29.9	5.0	0.1	544	97.2	36	Sev	86.5	4.6	289	71.1	41		46.8	2.5	549	97.8	1		90.8	4				4.6	329	80.6	9		54.4	8				2.9								
			Leylands Road (W)	492	65.5	4.5	0.2	844	99.9	10.7	1.8	981	84.9	19		28.4	5.1	1168	102.5	3		115.2	19.3	1016	92.6	8	Sig	38.8	10				5.4	1183	103.4	1		131.2	16				24.3								
S23 S23 S23 S23	Burgess Hill	A273 / B2036 / Marchants Way	A273 (N)	819	100.3	18.6	3.7	851	101.5	40.3	9.1	1060	100.4	0		24.2	6.4	1049	101.2	0		41.3	11.1	1069	98.3	-2		10.2	-14				2.1	1062	101.8																

D Appendix D – Detailed Hotspots Analysis – Relaxed Thresholds

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

Key:

Increase in RFC of 3% or more to 85% or more are highlighted in orange

Increase in RFC of 3% or more to 95% or more are highlighted in red

Increase in Delay of 1 minute or more to 2 minutes or more are in red



			Increase in Delay of 1 minute or more to 2 minutes or more are in red										2019										2039 Reference Case										2039 Scenario 7m5																	
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Spv	PM Avg Q (pcu)							
NORTH																																																		
N4	Cophorne	B2028 / B2037 Cophorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	415	30.5	-5		3.2	0.0	543	47.9	11		4.3	0.2	527	39.2	9		3.3	0				0.1	539	46.9	-1		4.2	0				0.2							
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	512	39.6	2		4.0	0.1	58	6.5	-3		4.4	0.0	487	41.0	1		4.5	1				0.2	59	6.4	0		4.4	0			0.0								
N4			B2028 West Park Road (S)	487	53.7	5.1	0.3	291	25.5	3.2	0.0	831	76.1	22		6.9	0.8	349	24.0	-2		3.1	0.0	1003	88.7	13	Sig	9.7	3				1.7	348	23.5	0		3.1	0			0.0								
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	206	17.5	-2		3.7	0.0	870	65.5	9		3.9	0.2	723	23.1	6		3.8	0				0.1	871	63.8	-2		3.8	0			0.2								
N6	East Grinstead	A22 / Imberhorne Lane	A22 (W)	725	46.2	7.8	1.2	918	62.7	11.4	2.1	707	39.2	-7		5.9	1.2	723	54.0	-9		5.9	1.2	723	40.4	1		3.5	-1				0.4	1135	56.0	2		6.4	1			2.3								
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	699	66.7	-3		15.1	2.6	785	50.9	-22		14.1	2.6	801	102.3	36	Sev	60.7	46				12.6	809	45.6	-5		11.0	-3			1.1								
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	418	76.5	42		23.0	2.1	265	38.2	6		16.7	1.0	349	103.2	27		84.3	61				7.1	272	46.4	8		20.5	4			1.2								
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	B2028 Turners Hill Road (N)	219	11.5	1.1	0.0	640	32.4	1.5	0.0	451	22.4	11		1.2	0.0	1189	59.6	27		2.3	0.0	728	35.3	13		1.5	0				0.0	1200	58.9	-1		2.3	0			0.0								
N7			B2028 Turners Hill Road (S)	243	12.1	1.0	0.0	166	8.2	1.0	0.0	607	28.4	16		1.3	0.0	178	8.5	0		1.0	0.0	975	44.7	16		1.6	0				0.0	234	11.1	3		1.0	0			0.0								
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	497	101.1	38	Sev	94.9	8.2	375	100.2	75		81.5	6.0	363	104.8	4		169.1	74	Sev			13.9	372	101.1	1		99.5	18			7.7								
N8	Turners Hill	B2110 / B2028 Turners Hill	B2028 North Street (N)	530	30.6	2.0	0.0	732	38.6	1.8	0.0	988	56.0	25		2.9	0.1	1510	79.3	41		4.7	0.1	1110	60.6	5		3.0	0				0.1	1535	79.0	0		4.6	0			0.1								
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	402	115.5	33	Sev	345.0	33.6	301	106.3	13		Sev	189.0	14.8	397	115.5	0		350.4	5				33.6	312	107.5	1		210.0	21			16.8							
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1112	52.8	13		2.0	0.0	760	40.0	9		1.8	0.0	1133	53.2	0		2.0	0				0.0	792	39.2	-1		1.5	0			0.0								
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	464	112.0	4		274.4	32.7	443	109.9	3				242.1	26.7	420	115.5	4		348.7	74	Sev			36.2	441	110.7	1		259.6	17			28.2						
N18	Handcross	A23 / B2110 Northbound On-Slip	A23 Northbound	3051	59.3	1.1	0.0	2327	43.5	0.7	0.0	4294	85.8	26	Sig	3.0	0.0	3387	62.9	19		1.2	0.0	4640	91.4	6	Sig	4.7	2				0.0	3599	66.3	3		1.3	0			0.0								
N18			B2110 Northbound on-Slip	776	44.8	3.4	0.1	512	29.2	3.3	0.0	1042	62.9	18		4.0	0.3	625	38.1	9		3.6	0.1	1090	66.2	3		4.3	0				0.4	624	38.6	1		3.7	0			0.1								
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	Horsham Road (W)	330	43.8	3.9	0.1	320	40.0	3.6	0.1	1093	101.4	58	Sev	41.4	11.7	809	77.0	37		4.6	0.4	1042	97.9	-3		11.5	-30				2.4	831	80.8	4		5.2	1			0.5								
N24			B2114 Brighton Road (N)	501	62.5	3.5	0.1	548	70.7	3.9	0.2	1018	94.7	32	Sig	6.1	0.9	995	97.2	27		Sev	10.2	2.0	1053	96.1	1		6.4	0				1.0	1025	99.7	3		17.3	7			4.1							
N24			B2114 Brighton Road (S)	400	58.5	5.0	0.2	252	39.1	4.6	0.1	573	76.4	18		8.7	0.9	388	53.2	14		6.1	0.4	672	90.0	14	Sig	14.0	5				2.1	457	60.0	7		6.3	0			0.4								
N27	Handcross	B2114 / B2110 Handcross	B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	721	92.9	34	Sig	7.9	1.0	828	102.1	25		Sev	56.2	12.5	800	103.2	10	Sev	78.4	71				17.3	823	102.8	1		69.7	14			15.5							
N27			B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1	522	72.4	30		6.2	0.5	357	51.3	15		5.3	0.2	595	82.8	10		8.1	2				0.8	425	58.7	7		5.4	0			0.3								
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	0.0	590	72.5	24		4.3	0.2	360	41.7	14			3.1	0.0	639	78.1	6		4.7	0				0.3	448	52.1	10		3.2	0			0.0							
N28	Crawley	M23 / Junction 11 Southbound On-Slip	A23 Southbound	1636	35.9	0.8	0.0	2717	56.5	1.8	0.0	2247	54.2	18		1.5	0.0	3298	75.1	19		3.2	0.0	2402	58.5	4		1.8	0				0.0	3417	78.7	4		3.6	0			0.0								
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0	1489	76.3	30		4.9	0.3	1782	88.9	26		Sig	8.6	2.1	1591	80.1	4		5.3	0				0.4	1902	94.1	5	Sig	9.9	1			2.9							
N100	Handcross	B2110 Horsham Rd/B2110	B2110 Horsham Rd (W)	646	80.2	4.5	0.3	386	46.6	3.4	0.0	798	103.1	23	Sev	75.7	16.5	577	69.8	23		3.8	0.1	795	103.6	1		86.3	11				18.7	612	75.0	5		4.2	0			0.2								
N100			B2110 Horsham Rd (E)	539	73.2	5.4	0.4	668	85.0	5.4	0.5	705	98.2	25	Sev	18.7	3.1	727	94.2	9		Sig	9.8	1.4	744	101.5	3		52.7	34				10.4	685	88.0	-6		7.0	-3			0.8							
N100			B2110 (S)	220	26.8	3.4	0.0	148	19.8	3.9	0.0	356	43.0	16		3.5	0.1	182	24.6	5			4.0	0.1	401	47.4	4		3.5	0				0.1	247	32.5	8		4.0	0			0.1							
N101	East Grinstead	B2110 Turners Hill Rd/ Hurst Farm Rd/West Hill/Brooklands Way	B2110 Turners Hill rd	532	66.5	4.3	0.2	541	66.3	3.9	0.1	607	78.5	12		5.5	0.4	600	74.0	8		4.3	0.2	729	95.0	17	Sev	11.3	6				1.6	649	79.7	6		4.7	0			0.3								
N101			Brooklands Way	516	62.4	4.1	0.2	124	14.9	3.3	0.0	293	37.1	-25		3.7	0.1	21	2.7	-12		3.4	0.0	294	37.5	0		3.8	0				0.1	22	2.8	0		3.5	0			0.0								
N101			West Hill	379	53.4	4.7	0.2	289	34.7	3.3	0.0	482	62.7	9		4.2	0.2	332	38.5	4		3.1	0.0	501	65.0	2		4.3	0				0.2	370	42.8	4		3.1	0			0.0								
N101			Hurst Farm Rd	84	13.9	5.0	0.1	101	13.5	3.8	0.0	130	20.5	7		4.8	0.1	110	14.4	1			3.7	0.0	135	21.3	1		4.9	0				0.1	113	15.0	1		3.8	0			0.0							
N102	East Grinstead	B2110 Brooklands Way/Firbank Way/Beeching Way/Railway Approach	Beeching Way																																															
N102			Railway Approach	516	56.7	3.0	0.0	124	14.0	3.0	0.0	293	33.4	-23		3.0	0.0	21	2.4	-12		3.0	0.0	294	33.4	0		3.0	0				0.0	22	2.5	0		3.0	0			0.0								
N102			Brooklands Way	37	6.3	3.9	0.0	24	3.2	3.2	0.0	41	6.3	0		3.5	0.0	33	4.0	1		3.0	0.0	44	6.8	1		3.5	0				0.0	33	4.0	0		3.0	0			0.0								
N102			Firbank Way	544	63.5	3.2	0.0	565	65.1	3.1	0.0	689	79.8	16		3.3	0.1	560	64.6	0		3.1	0.0	823	95.0	15	Sig	4.3	1				0.3	576	66.2	2		3.2	0			0.0								
N103	Cophorne	Cophorne Way/Worsell Dr	Worsell Dr									202	3.9			3.3	0.0	179	3.3			3.3	0.0	212	4.2	0		3.3	0				0.0	183	3.6	0		3.3	0			0.0								
N103			Cophorne way (E)	956	67.8	3.0	0.0	1064	74.2	3.0	0.0	776	48.4	-19		3.3	0.1	1266	74.8	1		3.4	0.2	894	54.0	6		3.3	0				0.1	1357	79.7	5		3.5	0			0.2								
N103			Cophorne way (W)	1327	92.7	3.0	0.0	1187	82.8	3.0	0.0	1520	90.2	-2		3.3	0.1	1514	84.8	2		3.1	0.1	1596	93.8	4		3.4	0				0.2	1708	93.1	8	Sig	3.3	0			0.1								
N104	Crawley	B2114 brighton rd/Bellevue farm rd	B2114 brighton (E)	501	26.4	0.0	0.0	548	29.2	0.0	0.0	978	42.9	17		3.0	0.0	1043	46.8	18		3.1	0.0	1011	43.9	1		3.0	0																					

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

Key:
Increase in RFC of 3% or more to 85% or more are highlighted in orange
Increase in RFC of 3% or more to 95% or more are highlighted in red
Increase in Delay of 1 minute or more to 2 minutes or more are in red



				2019												2039 Reference Case												2039 Scenario 7m5																
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	PM Avg Q (pcu)	
CENTRAL																																												
C5	Haywards Heath	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	291	43.3	6		4.6	0.1	305	45.2	6		4.7	0.2	262	38.9	-4		4.7	0				0.1	293	44.0	-1		4.8	0				0.2	
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	980	107.4	6	Sev	143.8	36.2	758	87.1	24	Sig	3.5	0.1	1000	107.6	0		148.2	4				37.2	851	96.5	9	Sev	4.7	1			0.4		
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	591	75.7	14		4.7	0.3	597	73.4	25		4.4	0.2	653	82.6	7		5.2	1				0.4	633	77.3	4		4.6	0			0.3		
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	676	85.1	4.7	0.3	633	76.0	3.7	0.1	799	101.0	16	Sev	35.2	7.6	833	103.1	27	Sev	71.5	16.4	825	103.7	3		83.7	49				19.1	855	105.5	2		116.5	45				27.1	
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2	624	78.5	31		5.3	0.4	573	77.2	24		6.1	0.5	723	87.1	9	Sig	5.6	0			0.5	680	89.7	13	Sig	8.5	2			1.0			
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1	822	107.6	5		157.6	34.8	590	76.0	24		5.3	0.4	836	110.6	3		214.1	56				46.8	628	81.6	6		6.5	1			0.6		
C7	Ansty	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5	883	101.2	14	Sev	41.8	9.9	912	101.5	0		47.7	11.4	942	103.1	2		75.1	33				19.0	946	102.7	1		69.0	21				17.1	
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2	481	71.0	-15		6.5	0.5	642	99.0	52	Sev	27.7	4.4	620	92.8	22	Sig	13.9	7			1.9	651	99.0	0		27.4	0			4.3			
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8	896	97.5	3		10.2	1.8	842	102.5	12	Sev	71.0	16.1	864	99.7	2		20.1	10			4.2	883	106.4	4		140.8	70	Sev			33.0		
C10	Bolney	A23 / A272 Bolney Road	A23 Southbound Off-Slip	237	33.7	5.1	0.1	339	49.6	6.1	0.3	274	20.9	-13		4.2	0.1	351	25.7	-24		4.2	0.1	265	20.6	0		4.3	0				0.1	391	28.9	3		4.3	0			0.1		
C10			A272 (E)	776	88.4	6.2	0.7	809	95.2	12.3	2.0	806	80.7	-8		5.1	0.5	833	80.2	-15		5.8	0.6	891	86.6	6	Sig	6.6	2			0.9	886	83.6	3		6.6	1			0.8			
C10			A272 (W)	631	64.8	3.0	0.0	727	72.8	3.0	0.0	884	88.6	24	Sig	3.0	0.0	871	86.3	13	Sig	3.0	0.0	954	95.6	7	Sev	3.0	0			0.0	920	89.9	4		3.0	0			0.0			
C10a	Bolney	London Road / A272 Cowfold Road	London Road (N)	402	101.5	80.3	8.7	390	102.2	94.1	9.8	733	59.7	-42		30.2	5.6	734	67.9	-34		35.7	6.2	686	54.8	-5		28.0	-2			4.8	826	82.6	15		41.0	5			7.1			
C10a			A272 (E)	661	23.2	1.6	0.1	644	21.3	0.9	0.0	653	70.5	47		56.5	8.7	558	52.4	31		27.1	3.5	662	67.5	-3		49.5	-7			7.5	573	52.8	0		26.2	-1			3.4			
C10a			A272 (W)	728	38.1	1.5	0.0	908	46.2	1.7	0.0	829	93.4	55	Sig	49.3	6.0	902	96.2	50	Sev	59.1	6.4	880	99.6	6	Sev	84.4	35			6.9	911	96.1	0		58.6	-1			6.4			
C15	Haywards Heath	B2272 / Bolnore Road	B2272 (E)	825	100.0	15.4	2.8	915	106.1	120.7	30.1	999	104.0	4		84.9	23.0	956	96.5	-10		4.4	0.4	1024	105.1	1		105.6	21				29.0	1009	100.4	4		17.9	13			4.2		
C15			Bolnore Road	75	1.1	3.1	0.0	144	2.2	3.2	0.0	112	1.7	1		3.2	0.0	160	2.5	0		3.2	0.0	116	1.8	0		3.2	0			0.0	167	2.7	0		3.2	0			0.0			
C15			B2272 (W)	1109	95.0	3.5	0.2	852	73.6	3.1	0.0	1292	111.1	16	Sev	209.7	70.6	898	75.7	2		3.2	0.0	1335	113.3	2		248.9	39			83.9	947	78.4	3		3.3	0			0.1			
C101	Haywards Heath	Balcombe Rd/College Rd/Mill Green Rd	Balcombe Rd	626	41.9	3.3	0.1	647	38.8	2.8	0.0	884	67.9	26		5.5	0.4	1078	65.3	26		3.6	0.1	1075	87.7	20	Sig	11.6	6			1.4	1200	73.5	8		4.4	1			0.3			
C101			College Rd	440	22.2	1.2	0.0	184	9.3	1.0	0.0	776	38.6	16		1.5	0.0	275	13.8	4		1.1	0.0	942	46.3	8		1.7	0			0.0	372	18.6	5		1.1	0			0.0			
C101			Mill Green Rd	578	85.6	6.7	0.6	435	65.8	4.9	0.2	585	105.1	20	Sev	130.1	19.3	596	97.6	32	Sev	26.3	2.6	526	105.6	0		144.1	14			19.0	609	100.9	3		49.7	23			7.7			
C102	Haywards Heath	Gander Hill/Portsmouth Ln/Sunte Ave/Summerhill Ln	Portsmouth Ln	60	7.7	3.4	0.0	30	3.9	3.4	0.0	49	6.4	-1		3.4	0.0	47	6.3	2		3.7	0.0	54	7.2	1		3.5	0			0.0	49	6.7	0		3.8	0			0.0			
C102			Sunte Ave	428	51.0	3.3	0.0	166	19.4	3.1	0.0	743	87.1	36	Sig	3.9	0.2	243	28.3	9		3.1	0.0	761	88.9	2		4.2	0			0.3	327	38.0	10		3.2	0			0.0			
C102			Summerhill Ln	79	10.6	3.8	0.0	57	6.9	3.3	0.0	482	71.3	61		7.2	0.6	64	8.1	1		3.4	0.0	635	93.4	22	Sig	15.3	8			2.1	90	11.6	3		3.6	0			0.0			
C102			Gander Hill	243	28.7	3.2	0.0	330	37.9	3.1	0.0	245	32.4	4		4.1	0.1	486	55.0	17		3.1	0.0	313	40.4	8		4.2	0			0.1	501	55.8	1		3.2	0			0.0			
C103	Cuckfield	Hanlye Ln	Hanlye Ln (W)	511	25.6	0.0	0.0	274	13.7	0.0	0.0	704	77.6	52		3.0	0.0	563	61.8	48		3.0	0.0	856	91.6	14	Sig	3.0	0			0.0	618	66.1	4		3.0	0			0.0			
C103			Hanlye Ln (E)	364	18.4	0.0	0.0	387	19.5	0.0	0.0	618	68.5	50		3.0	0.0	578	65.2	46		3.0	0.0	718	78.9	10		3.0	0			0.0	686	76.7	11		3.0	0			0.0			
C104	Haywards Heath	Borde hill Ln/Balcombe Rdd/Hanlye Ln	Hanlye Ln	511	92.8	18.2	2.1	274	44.6	5.0	0.2	704	61.3	-31		4.9	0.4	563	40.4	-4		3.4	0.1	856	73.9	13		5.9	1			0.7	618	43.9	3		3.5	0			0.1			
C104			Borde Hill Ln	409	24.0	1.9	0.0	627	34.0	1.9	0.0	466	38.1	14		3.8	0.1	822	63.2	29		4.0	0.2	511	43.6	5		4.1	0			0.2	939	71.3	8		4.2	0			0.3			
C104			Balcombe Rd	760	38.1	1.5	0.0	468	23.6	1.2	0.0	1262	86.0	48	Sig	3.6	0.2	710	50.7	27		3.3	0.1	1393	94.4	8	Sig	4.3	1			0.5	857	60.9	10		3.4	0			0.1			
C104			Aster Wy									77	1.4			3.3	0.0	33	0.5			3.1	0.0	111	2.1	1		3.3	0			0.0	48	0.8	0		3.2	0			0.0			
C106	Haywards Heath	Oathall rd/Oathall Ave	Oathall Rd (N)	254	29.5	3.1	0.0	347	41.0	3.2	0.0	298	34.1	5		3.1	0.0	467	55.2	14		3.4	0.1	333	37.6	3		3.1	0			0.0	522	61.2	6		3.5	0			0.1			
C106			Oathall Rd (S)	423	50.5	3.4	0.0	205	24.2	3.2	0.0	698	81.3	31		3.8	0.2	271	32.1	8		3.3	0.0	768	88.2	7	Sig	4.2	0			0.3	290	34.3	2		3.3	0			0.0			
C106			Oathall Ave	177	21.4	3.3	0.0	189	23.2	3.4	0.0	193	23.5	2		3.4	0.0	194	24.6	1		3.6	0.0	197																				

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

Key:
Increase in RFC of 3% or more to 85% or more are highlighted in orange
Increase in RFC of 3% or more to 95% or more are highlighted in red
Increase in Delay of 1 minute or more to 2 minutes or more are in red



				2019										2039 Reference Case										2039 Scenario 7m5																				
ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Base	Sig/Sev	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Base	Sig/Sev	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	Over-cap. Dem	Total Delay Diff if Sev	PM Avg Q (pcu)	
SOUTH																																												
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	A23 Southbound On-Slip	195	13.7	3.6	0.0	199	23.1	5.1	0.1	771	37.6	24		1.5	0.0	752	36.8	14		1.4	0.0	829	39.6	2		1.5	0					0.0	855	41.6	5		1.6	0				0.0
S1			A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	0.0	2203	57.4	9		3.3	0.0	3812	92.3	16	Sig	12.4	0.0	2366	60.6	3		3.7	0					0.0	4169	99.7	7	Sev	33.5	21				0.0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	A23 Southbound Off-Slip	717	45.4	3.5	0.1	851	48.3	3.4	0.1	1474	105.6	60	Sev	167.5	46.9	1195	53.0	5		11.8	3.3	1817	75.6	-30		13.1	-154					5.1	1297	44.5	-9		4.6	-7				1.2
S2			A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1	2470	91.5	-2		17.4	6.6	2478	81.9	0		7.9	3.1	2692	86.8	-5		9.5	-8					3.6	2588	84.2	2		8.4	0			3.2	
S2			A2300 (W)	331	32.0	3.0	0.0	224	22.2	3.0	0.0	508	25.8	-6		0.0	0.0	144	7.3	-15		0.0	0.0	539	26.4	1		0.0	0					0.0	159	8.0	1		0.0	0			0.0	
S3	Burgess Hill	A2300 / Cuckfield Road	Cuckfield Road (N)	98	11.9	4.3	0.0	118	14.7	4.6	0.1	487	65.3	53		28.5	3.0	1034	103.6	89	Sev	80.5	21.8	478	63.8	-2		28.1	0					2.9	1100	103.4	0		77.6	-3				22.3
S3			A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3	2898	70.7	-37		1.1	0.0	1633	39.8	-62		0.7	0.0	2951	69.8	-1		1.0	0					0.0	1832	90.8	51	Sig	9.4	9			0.0	
S3			Cuckfield Road (S)	202	26.5	4.5	0.1	176	20.7	4.3	0.1	660	68.8	42		25.4	3.7	723	83.2	62		31.1	4.4	863	90.3	21	Sig	37.3	12					5.2	834	95.6	12	Sev	68.3	37			8.3	
S3			A2300 (W)	962	91.0	4.8	0.5	1027	94.2	5.6	0.7	2021	48.9	-42		0.9	0.0	1761	63.8	-30		3.1	0.6	2307	57.4	9	Sig	0.7	0					0.0	1784	103.4	40	Sev	62.6	60			29.5	
S5	Burgess Hill	A2300 / Northern Arc Spine Road	N Arc (N)									1214	60.2			5.1	0.7	336	18.0			4.2	0.1	1219	59.6	-1		5.1	0					0.7	430	22.5	5		4.3	0			0.2	
S5			A2300 (E)									1237	68.8			6.5	1.2	718	40.8			4.3	0.3	1263	68.3	-1		6.5	0					1.2	871	49.1	8		4.6	0			0.4	
S5			N Arc (S)									986	33.0			4.0	0.3	990	33.3			3.6	0.2	936	29.9	-3		4.0	0					0.3	1055	35.3	2		3.7	0			0.2	
S5			A2300 (W)									1722	97.5		Sev	7.3	0.9	1907	106.7		Sev	135.9	64.6	1824	105.2	8	Sev	103.0	96					48.6	1939	104.6	-2		99.2	-37			46.8	
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	404	52.3	4.1	0.1	409	54.1	4.3	0.2	478	62.3	10		4.4	0.2	485	70.2	16		6.5	0.5	610	81.7	19		6.3	2					0.6	621	97.1	27	Sev	22.7	16			3.4	
S7			B2116 Hassocks Road (E)	265	26.0	3.5	0.0	296	30.2	3.8	0.1	370	37.4	11		3.9	0.1	230	22.9	-7		3.7	0.0	453	49.2	12		4.6	1					0.2	271	28.9	6		4.2	0			0.1	
S7			B2117 Brighton Road (S)	258	33.2	3.6	0.0	213	27.2	3.6	0.0	442	57.8	25		4.4	0.2	462	57.9	31		3.9	0.1	434	58.2	0		4.6	0					0.2	566	74.9	17		5.4	2			0.4	
S7			B2116 Albourne Road (W)	174	17.8	3.5	0.0	222	21.4	3.4	0.0	211	24.1	6		4.0	0.1	359	38.9	18		4.2	0.1	333	36.6	13		4.2	0					0.1	546	62.6	24		5.6	1			0.4	
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.9	135.8	7.0	609	102.5	152.6	13.0	617	103.3	2		170.4	16.2	693	110.4	8	Sev	300.6	38.7	656	105.7	2		215.1	45					24.6	727	110.4	0		299.6	-1			38.7	
S8			B2116 Keymer Road (E)	327	91.4	84.0	4.1	364	96.9	116.2	4.7	430	102.8	11	Sev	182.4	11.5	448	101.5	5		156.4	8.8	434	103.3	0		191.1	9					12.6	453	102.1	1		167.4	11			10.2	
S8			A273 Brighton Road (S)	405	93.4	87.8	5.2	446	95.9	89.7	4.6	420	101.4	8	Sev	156.6	8.6	333	105.0	9	Sev	238.0	12.9	426	102.4	1		175.3	19					10.9	337	106.2	1		259.8	22			14.9	
S8			B2116 Hurst Road (W)	513	71.9	50.4	6.0	261	48.0	52.6	3.4	425	89.4	17	Sig	81.4	6.1	557	92.2	44	Sig	78.0	7.2	427	102.9	13	Sev	189.9	109	Sev	34	46342	11.8	615	99.4	7	Sev	113.3	35			7.9		
S9	Pyecombe	A23 / A281 Southbound On-Slip	A23 Southbound	2217	60.5	8.8	0.0	3287	84.7	20.1	0.0	2952	82.2	22		17.1	0.0	4146	100.2	16	Sev	60.3	4.9	3258	91.4	9	Sig	23.0	6					0.0	4185	100.3	0		60.4	0			5.1	
S9			A281 Southbound on-Slip	213	19.0	4.0	0.1	176	27.7	6.4	0.2	342	34.2	15		4.9	0.2	13	54.3	27			155.0	0.7	417	42.4	8		5.5	1					0.3	16	62.6	8		165.0	10			0.8
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	Valebridge Road (N)	680	81.6	3.5	0.1	640	79.5	4.3	0.2	519	65.1	-17		159.2	12.1	529	57.3	-22		113.6	5.4	508	63.3	-2		177.2	18					13.7	532	56.8	-1		126.7	13			7.1	
S22			Junction Road (S)	400	61.0	6.2	0.4	195	29.9	5.0	0.1	544	97.2	36	Sev	86.5	4.6	289	71.1	41		46.8	2.5	549	97.8	1		90.8	4					4.6	329	80.6	9		54.4	8			2.9	
S22			Leylands Road (W)	492	65.5	4.5	0.2	844	99.9	10.7	1.8	981	84.9	19		28.4	5.1	1168	102.5	3		115.2	19.3	1016	92.6	8	Sig	38.8	10					5.4	1183	103.4	1		131.2	16			24.3	
S23	Burgess Hill	A273 / B2036 / Marchants Way	A273 (N)	819	100.3	18.6	3.7	851	101.5	40.3	9.1	1060	100.4	0		24.2	6.4	1049	101.2	0		41.3																						



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