MID SUSSEX TRANSPORT STUDY

DISTRICT PLAN REVIEW

SCENARIO 5 Interim Report (DRAFT)

IDENTIFICATION TABLE	
Client/Project owner	Mid Sussex District Council
Project	Mid Sussex Transport Study
Study	District Plan Review
Type of document	SCENARIO 5 Interim Report (DRAFT)
Date	11/01/2024

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1. INTRODUCTION

1.1 Work Undertaken

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

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

1.1.2 The work is further divided into the following stages:

- 2019 Base Year Highway Model Production and Validation
- 2039 Reference Case Scenario;
- 2039 District Plan Review (DPR) Scenarios
- 2039 District Plan Review (DPR) Scenarios including potential mitigation

1.2 Current Position and Next Steps

1.2.1 This report is part of an iterative process to test the impact of development and the potential mitigations to reduce those impacts. This report includes some initial proposed mitigation and testing. The next steps will be to undertake further investigations into the mitigation results, and work forward an approach will seek to address where possible areas of remaining 'severe' category.

1.3 Highway Model

1.3.1 The Mid Sussex Strategic Highway Model (MSSHM) was first developed by SYSTRA in 2018, with a 2017 base year. This has subsequently been updated to a 2019 base year.

1.3.2 The model development and validation is summarised in the 2019 Base LMVR Report which can be found here: https://www.midsussex.gov.uk/media/8669/lmvr-report-with-appendices.pdf

1.3.3 The MSSHM was produced in accordance with standard good practice as set out in the Department for Transport's (DfT) transport analysis guidance (TAG) , in particular TAG Unit M3-1 Highway Assignment Modelling. As such, the approaches to data processing, matrices and network production, along with model calibration are consistent with those of similar strategic highways models. The model's base year is 2019.

1.3.4 The model production made appropriate use of existing data and existing models in the area. A small programme of surveys was undertaken to fill in some gaps in data. Figure 1 shows the highway model extent.

Figure 1. MSHM Model Extent

1.4 Transport Study

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

1.4.2 Where junctions or roads sections are assessed to be adversely impacted by development traffic, the potential impact of sustainable transport mitigation is assessed after which potential highway mitigation schemes are tested. These mitigations aim to remove all 'severe' impacts.

1.4.3 A safety review will also be undertaken to provide a junction and road-section based assessment of accident clusters, cross-referenced to national accident rates available from the DfT and forecast traffic flow changes as a result of the scenarios compared to the Reference Case. This is described in **Chapter 12 Next Steps – Safety Impacts**.

1.4.4 Parallel work, not reported in this document, will include:

- Undertaking environmental impact assessment to comply with National Planning Practice Guidance on transport evidence bases in plan making.
- Undertaking air quality modelling and ecological interpretation for Habitats Regulations Assessment to test the impact of traffic, as a result of proposed development, on the Ashdown Forest Special Area of Conservation. This is based on the outputs of the Mid Sussex Transport Study.

1.5 Scenarios Tested

2039 Reference Case

1.5.1 The Reference Case represents the road network in 2039, and includes any committed highway infrastructure, development in the district and background growth to this date. This acts as a baseline when assessing the impacts of the development scenarios.

2039 Scenario 5

1.5.2 The 2039 development scenarios are being refined as part of the Council's plan making process, including sustainability appraisal, to help inform preparation of the District Plan Review and select a preferred option. Scenario 5 builds on the Reference Case and assesses proposed Local Plan development and supporting infrastructure in 2039.

2039 Scenario 5m2

1.5.3 Building off Scenario 5, Scenario tests the potential impact of initial car trip rate reductions as a result of home working, internalisation, future employment distribution, access and proximity to existing services, and mode share assumptions for trips to and from the scenario's site developments.

2039 Scenario 5m4

1.5.4 A Building off Scenario 5m2, Scenario 5m4 tests the potential impact of additional car trip rate reductions as a result of proposed LCWIP cycle improvement and site specific sustainable travel improvements.

2039 Scenario 5m5

1.5.5 Building off Scenario 5m2 Scenario 5m5 includes testing of an initial Highway Mitigation package.

1.6 Report Structure

1.6.1 The chapters in this report are:

- Chapter 1 Introduction
- Chapter 2 2039 Reference Case Preparation
- Chapter 3 2039 Scenario 5, 5m2, and 5m4 Preparation
- Chapter 4 Scenario 5 Capacity Impacts
- Chapter 5 Scenario 5m2 with Car Trip Rate Reduction Capacity Impacts
- Chapter 6 Scenario 5m4 with Sustainable Infrastructure Measures
- Chapter 7 Further Investigations into Route Choice
- Chapter 8 Local Junction Modelling Methodology
- Chapter 9 – Local Junction Impact Assessment
- Chapter 10 Strategic Modelling Mitigation Testing
- Chapter 11 Next Steps – Highway Mitigation
- Chapter 12 – Next Steps Safety Impacts

2. 2039 REFERENCE CASE PREPARATION

2.1 Introduction

2.1.1 This chapter describes the production of the 2039 Reference Case matrices and network, using the 2019 Base model as the starting point.

2.1.2 The 2039 Reference Case represents a benchmark against which the development scenarios are tested and compared. This enables separation of impacts resulting from the Scenarios from impacts due to background growth, committed development and infrastructure. The 2039 Reference Case includes the development sites that were in the previously modelled Site Allocations Development Plan Document (Sites DPD) which can be found here : https://www.midsussex.gov.uk/media/3406/mid-sussex-district-plan.pdf. It also includes the proposed mitigation for the Sites DPD Scenario as referenced in Section 2.8 below.

2.1.3 The following sections describe how the development growth was applied by location (external/non-MSDC or MSDC) and method (from the DfT's National Trip End Model or site specific).

2.2 2019-2039 External/Non-MSDC Development Growth (from TEMPro)

2.2.1 Travel demand matrices contain the forecast trips between origin and destination zones across the model study area. Forecasts are based on information obtained from the DfT's National Trip End Model (NTEM), obtained using the Trip End Model Presentation Program (TEMPro v8.0 High Economy). This is compliant with guidance set out in WebTAG (Web-based Transport Assessment Guidance, published by the DfT). The forecasts include:

- population
- employment
- households by car ownership
- trip ends

2.2.2 TEMPro is designed to allow analysis of pre-processed data from the NTEM. The pre-processed data is itself the output from a series of models developed and run by DfT's Transport Appraisal and Strategic Modelling (TASM) division. TEMPro can also be used to provide summaries of traffic growth using data from the National Transport Model (NTM).

2.2.3 For the transport study the trip ends data were used in the form of origin and destination growth factors. These were extracted for 2019-2039 for the AM (0700-1000) and PM (1600-1900) periods, for the locations required.

2.2.4 Tempro v8.0 High Economy was chosen over Tempro v8.0 Core following a West Sussex County Council review of planned housing growth in neighbouring districts, where it was found that Tempro v8.0 High Economy most closely aligned with forecast housing growth.

2.2.5 Comparisons against Tempro v7.2, which has been used for the previous Site DPD Local Plan testing, were then made to understand the expected changes between the previous Scenario 4 testing, and the current Scenario 5 testing.

2.2.6 Figure 2 below details the change in growth rates between Tempro v7.2 and Tempro v8.0 High Economy.

Figure 2. Difference in Growth Rates between Tempro v7.2 and Tempro v8.0 High Economy

	Origin		Destination	
	AM	PM	AM	PM
Arun	7.2%	3.5%	2.8%	6.2%
Brighton and Hove	1.2%	1.3%	2.0%	0.9%
Chichester	1.9%	1.5%	1.8%	1.6%
Crawley	2.0%	1.9%	2.1%	1.8%
Mid Sussex	2.3%	1.9%	2.2%	1.9%
Worthing	3.9%	2.3%	2.5%	3.2%

*This table illustrates the % change in growth rates between Tempro 7.2 & Tempro .0_HIGH Economy for the 2019-2039 period, not actual growth rates. These growth rates are for highway trips.

2.2.7 It should be noted that for Mid Sussex itself, TEMPro growth rates are restricted to a factor of 1. Therefore, no TEMPro growth is applied within the Mid Sussex area. All background growth within the Mid Sussex area is driven by the committed reference case development.

2.3 2019-2039 Mid Sussex Development Growth (Site Specific)

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

Reference Case Housing in Mid Sussex District:

2.3.2 The housing developments listed in **Appendix A1 - Commitments** are included.

2.3.3 In addition, all completions that occurred between the model base year of 2019 and 2023 are included.

Reference Case Employment in Mid Sussex District:

2.3.4 The employment developments included are:

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

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

2.4 2019-2039 External Development Growth (Site Specific)

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

Reference Case Housing in Neighbouring Authorities:

West of Bewbush “Kilnwood Vale” (Horsham District)	2,500 units
Land North of Horsham “Mowbray” (Horsham District)	2,500 units
North East Crawley “Forge Wood” (Crawley Borough)	2,000 units

Reference Case Employment in Neighbouring Authorities:

West of Bewbush “Kilnwood Vale”, Industrial Estate:	721 employees
Land North of Horsham “Mowbray”, Industrial Estate:	714 employees
Horley Business Park (Reigate & Banstead Borough)	8,000 sqm

2.5 Freight

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

2.6 Gatwick Airport

2.6.1 Gatwick Airport lies to the north west of the District within Crawley Borough Council’s administrative boundary. The airport currently operates as a single runway, two terminal airport, which accommodated 46.6 million passengers during 2019. Gatwick Airport Limited (GAL) has aspirations to increase the number of flights and passenger numbers. Through existing consents and improved operational efficiencies GAL estimate that passenger numbers could increase to 62.7 million per year by 2047.

2.6.2 In addition, GAL are seeking consent to bring the existing Stand-by/Northern runway into routine use. This is a Nationally Significant Infrastructure project. In July 2023, GAL submitted a Development Consent Order (DCO) to the Planning Inspectorate seeking consent to bring the northern runway into routine use along with associated infrastructure including upgrades to the M23 junction 9 spur, new junction layouts at north and south terminals, alterations to Longbridge roundabout at A23/A217 and alterations to Airport Way. The DCO Examination will commence in March 2024, with the Secretary of State for Transport decision expected in Spring 2025.

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

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

2.6.4 The airport is in Crawley Borough and so, by default, model growth was applied using TEMPro. Therefore, based on paragraph 7.3.10 of TAG Unit M4 an adjustment was applied to ensure that passenger growth is accounted for. This was based on the trajectories stated above in paragraph 2.6.1 assuming current configuration as a single runway, two terminal airport.

2.7 Trip Rates

2.7.1 Trip rates for Scenario 5 have been updated from the previous reported scenarios (1-4) for residential development sites for both the Reference Case and Local Plan sites.

2.7.2 The data extracted is for Mixed Use Housing sites for the following location types:

- Town Centre;
- Edge of Town Centre;
- Suburban Area; and
- Edge of Town.

2.7.3 Previously the only housing type used was "Privately Owned Houses and Flats (03/K)" Updated trip rates have also been extracted as a mean average (as agreed with WSCC), where previously the 85%ile was used. Note that the TRICS trips rates presented exclude any sites within London as these are not considered representative of Mid Sussex and the immediate surrounding area.

2.7.4 For the Reference Case Committed Development, all sites combined for all locations have been included. For the Local Plan development, "urban" and "rural" have been separated. As no rural sites were available for extraction in TRICS, "Edge of Town" has been considered as "Rural", and "Town Centre", "Edge of Town Centre", "Suburban Area" as "Urban".

Table 1. General Vehicle Trip Rates

		EmploymentDensityGuide		TRICSDatabase	Value	Parameter	AM		PM		
		Use Class	New Class	Use Class			O	D	O	D	
Housing85%ileunit	Private Houses and Flats	Housing			85%ile	unit	0.397	0.191	0.143	0.486	Previously used in Sc1-Sc4 (residential)
	Houses Privately Owned	C3		03/A	mean	unit	0.385	0.133	0.190	0.352	not used
		C3			85%ile	unit	0.559	0.265	0.225	0.520	not used
	Private Houses and Flats	C3		03/K	mean	unit	0.297	0.126	0.154	0.257	not used
		C3			85%ile	unit	0.397	0.191	0.143	0.486	Previously used in Sc1-Sc4 (residential)
	Flats Privately Owned	C3		03/C	mean	unit	0.149	0.040	0.058	0.138	not used
		C3			85%ile	unit	0.341	0.047	0.098	0.305	not used
B1a85%ilesqm	General Office	B1a	E(g)(i)	02/A	85%ile	sqm	0.269	3.077	2.587	0.425	maintained
B1a85%ileemp		B1a	E(g)(i)		85%ile	emp	0.043	0.511	0.394	0.021	maintained
B1b85%ilesqm	R&D Space	B1b	E(g)(ii)	02/B	85%ile	sqm	0.450	1.606	1.933	0.212	maintained
B1b85%ileemp		B1b	E(g)(ii)		85%ile	emp	0.183	0.367	0.465	0.045	maintained
B1c85%ilesqm	Light Industrial	B1c	E(g)(iii)	02/C	85%ile	sqm	0.558	0.990	0.671	0.499	maintained
B1c85%ileemp		B1c	E(g)(iii)		85%ile	emp	0.300	0.700	0.844	0.067	maintained
C185%ileemp	Hotel	C1		06/A	85%ile	emp	0.284	0.104	0.151	0.252	maintained
C185%ilerooms	Hotel	C1		06/A	85%ile	rooms	0.284	0.104	0.151	0.252	maintained
B185%ilesqm	Office / R&D / Light Industrial	B1		02/B	85%ile	sqm	0.450	1.606	1.933	0.212	maintained
B185%ileemp		B1			85%ile	emp	0.183	0.367	0.465	0.045	maintained
B285%ilesqm	Industrial / Manufactuting	B2		02/D	85%ile	sqm	0.468	1.000	0.737	0.263	maintained
B285%ileemp		B2			85%ile	emp	0.300	0.700	0.844	0.067	maintained
B885%ilesqm	Storage & Distribution	B8		02/F	85%ile	sqm	0.136	0.634	0.607	0.102	maintained
B885%ileemp		B8			85%ile	emp	0.171	0.667	0.440	0.100	maintained
E85%ilesqm	Retail	E			85%ile	sqm	3.428	3.532	6.281	5.140	maintained
Fp85%ilesqm	Primary School	Fp			85%ile	sqm	4.717	5.818	0.903	0.323	maintained
Fp85%ilepupils	Primary School	Fp			85%ile	pupils	0.388	0.482	0.060	0.034	maintained
Fs85%ilepupils	Secondary School	Fs			85%ile	pupils	0.179	0.237	0.041	0.039	maintained
HousingMeanunit	M - MIXED PRIVATE/AFFORDABLE HOUSING	Housing		03/M	Mean	unit	0.367	0.134	0.162	0.315	Used for Sc5 RefCase Resi Dev
							Updated Sc5 new triprates & mean avg				
UrbanMeanunit	M - MIXED PRIVATE/AFFORDABLE HOUSING	Urban		03/M	Mean	unit	0.340	0.111	0.149	0.307	Local Plan Urban Resi Sites
RuralMeanunit	M - MIXED PRIVATE/AFFORDABLE HOUSING	Rural		03/M	Mean	unit	0.373	0.139	0.164	0.316	Local Plan Rural Resi Sites

2.7.5 Full TRICS outputs are included in **Appendix E – TRICS Outputs**.

2.8 Committed Infrastructure in 2039 Reference Case

2.8.1 The reference case schemes from the previous Sites DPD modelling were carried forward to the 2039 Reference Case. These are shown in **Table 2**. The dualling of the A2300 includes the closure of the Bishopstone Lane/A2300 junction for vehicular use.

Table 2. Reference Case Infrastructure

Location			Description	Status
Burgess Hill	A2300		Dualling and junction improvements	Completed
	The Hub	Cuckfield Rd	Roundabout improvements	Comitted
		Gatehouse Lane	Signal controlled crossing	Comitted
	East Kings Way	Junction Road/ Silverdale road	Traffic signals	Comitted
		Valebridge Rd / Janes Lane / Junction Rd	Traffic signals	Comitted
		Kings Way	Traffic signals	Comitted
		Church Rd / Mill Rd	Traffic signals	Comitted
		Keymer Rd	Roundabout	Comitted
		Cants Lane	Traffic signals	Comitted
		Ditchling Common	Speed restrictions	Comitted
Copthorne	A264	A264/ Brookhill Rd /A2220	Roundabout improvements	Completed
		Dukes Head A264/B2028 Roundabout	Roundabout improvements	Comitted
Hassocks	Hassocks Stonepound	Stonepound Crossroads	Traffic signals improvements	Completed
Haywards Heath	Penland Farm	Hanlye Lane, Borderhill Lane	Roundabout	Comitted
	Fox Hill	South of Hurstwood Lane	Extension of 30mph speed limit	Completed
	Relief Road (east)	Hurstwood Lane	Traffic Signals	Comitted
	Fox Hill	B2112, Colwell Rd	Roundabout improvements	Completed
Crawley	Copthorne	M23 J10	Junction improvements	Comitted
	Tinsley	Gatwick road	Roundabout improvements	Comitted
	Pound Hill	A2031	Link road and junction improvements	Comitted
	Tinsley	Radford Road/B2036 Balcombe Road	Traffic signals	Comitted
	Tinsley Green	Steers Lane / Radford Rd	Traffic signals	Completed
		Steers Lane / B2036	Traffic signals	Completed
	Hazelwick	A2011	Signalised roundabout	Comitted
	Fernhill	B2036	Roundabout improvements	Comitted
	Manor Royal	Gatwick Road	Roundabout improvements	Comitted
	Cheals Junction	A23/A2220	Roundabout slip lane	Completed
	Pease Pottage	M23 J11	Signalised gyrator	Completed
	Smart Motorways	M23	Motorway improvements	Completed

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

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

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

- A2300/A23 Hickstead, Eastern Roundabout
- A23 Southbound upgraded merge and diverge between A2300 and Mill Lane
- A2300/Cuckfield Road roundabout upgrade and new S&T Park access/Cuckfield Road roundabout
- A2300/Northern Arc Roundabout
- Additional Northern Arc Infrastructure including new roads and junctions
- A272 Cowford Road/A23 Slips - Signalisation

2.8.4 One additional scheme was also included:

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

3. 2039 SCENARIO 5, 5M2, & 5M4 PREPARATION

3.1 Introduction

3.1.1 This section describes the preparation of 2039 Scenarios 5, 5m2, and 5m4.

3.2 Site Specific Growth

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

3.2.2 Scenario 5 assesses the impact of an additional 25 housing development sites some of which also include employment, retail and community uses. The sites are listed in **Appendix A3 - DPR Transport Scenario 5.**

3.2.3 In addition, **windfall sites** are assumed to be 1,488 units by 2039, distributed pro-rata across the Reference Case housing developments.

3.2.4 In addition, **windfall sites** are assumed to be 1488 units by 2039, distributed pro-rata across the Reference Case housing developments[1].

3.2.5 **Table 3** summarises the total housing units growth considered.

Table 3. Total Housing units growth Considered in Mid-Sussex in Scenario 5

SCENARIO	TOTAL UNITS CONSIDERED	DIFFERENCE FROM REF
2039 Reference Case	13,884	
2039 Scenario 5	20,505	6,621
2039 Scenario 5 including windfall	21,993	8,109

3.2.6 Figure 3 shows the location of the SHLAAID (Strategic Housing Land Availability Assessment ID) site in Scenario 5 as referenced in Appendix A3. Figure 4 shows the number of units for each site[2].

[1] It is noted that the council's position on windful allowance of 1,488 dwellings has since increased to 1,768 over the plan period. An incrase of 280 dwellings across the district over the whole plan period up to 2039 is not however considered likely to materially alter the model outcomes.

[2] It is noted that the proposed yield has altered for some of the sites since the modelling commenced, however the changes are not however considered likely to materially alter the model outcomes.

Figure 3. Scenario Map with SHLAAID

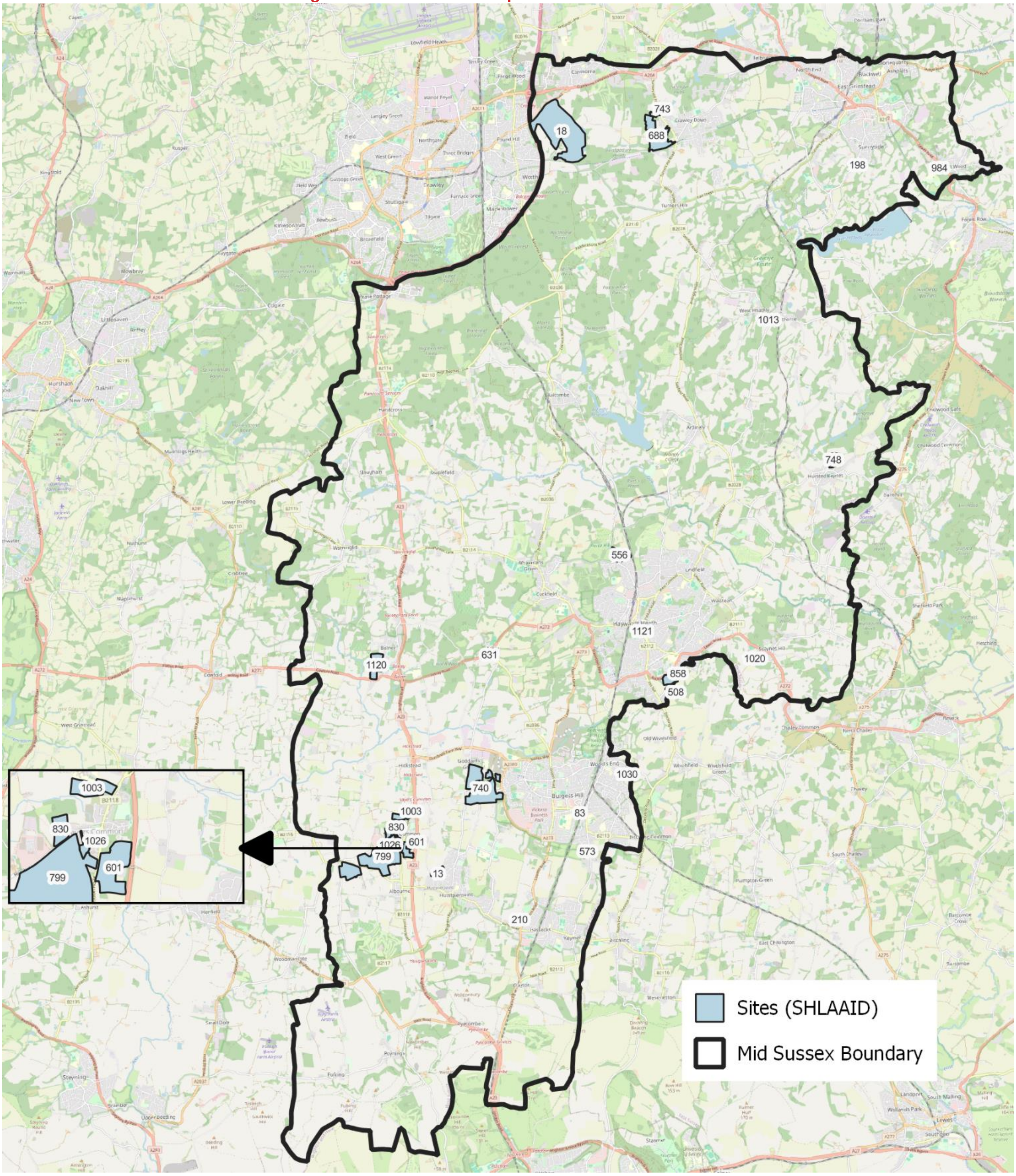
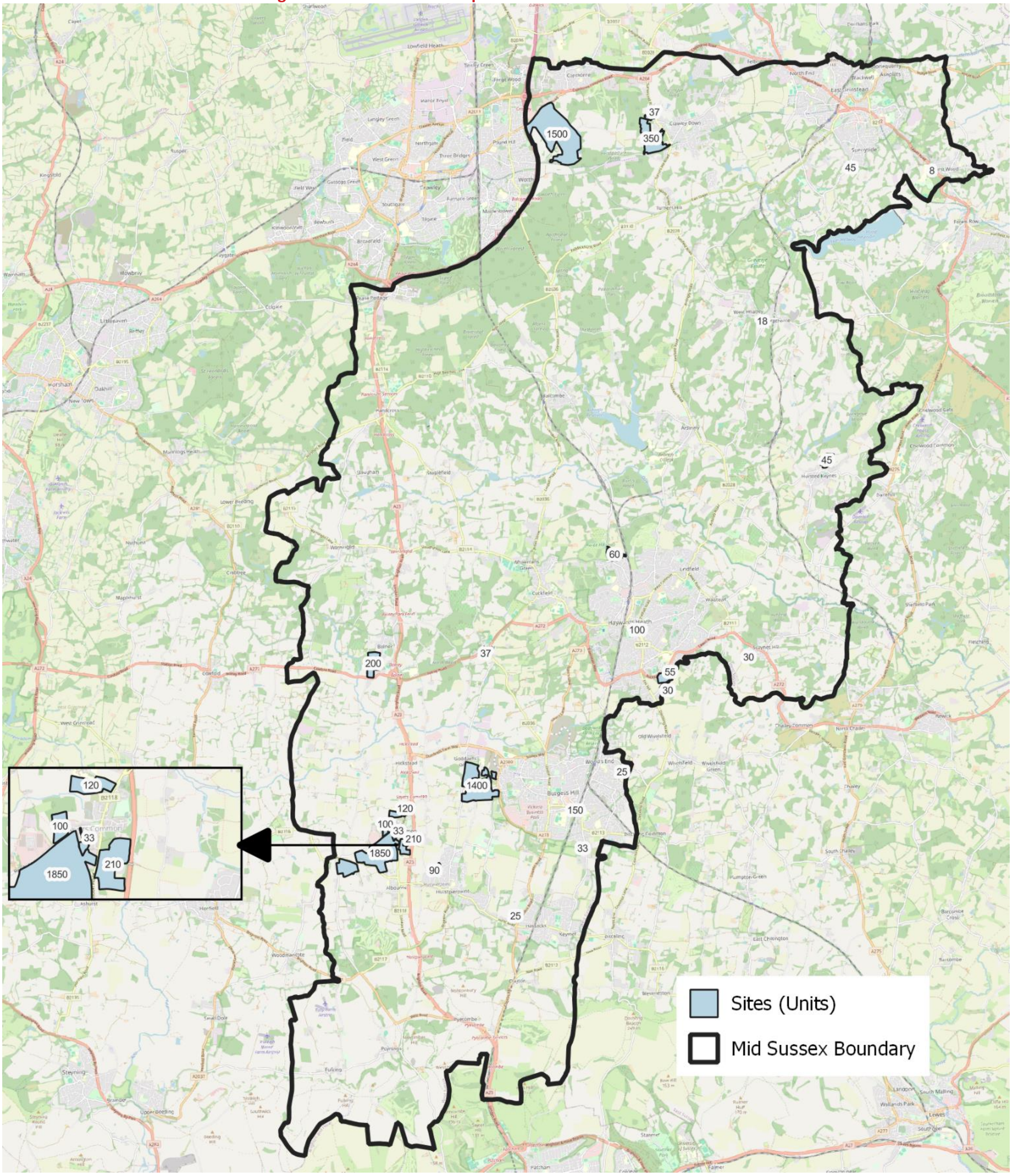


Figure 4. Scenario Map with Number of Units



Development Zones – Representation of Sites

3.2.7 The larger developments sites were allocated to their own zone with appropriate access roads included. Smaller development sites were contained within existing zones in the model.

Trip Distribution

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

Scenario 5 with Car Trip Rate Reduction (Scenario 5m2)

3.2.9 Three Local Plan scenarios were run prior to development of highway mitigation. Scenario 5, Scenario 5m2, and Scenario 5m4.

3.2.10 Scenario 5 uses the trip rates detailed in section 2.7, with no further adjustments considered. Scenario 5m2 takes into account additional mode shift reductions that have been applied to the Local Plan development sites. These reductions have been applied on the trip rates, or on an O-D level where appropriate. Only trips to/from Local Plan sites have been adjusted. Scenario 5m4 accounts for additional sustainable mode shift including LCWIP cycle schemes and developer specific proposals.

3.2.11 Mode shift assumptions have been agreed with the Local Highway Authority, WSCC.

3.3 Mode shift assumptions for Scenario 5m2

Home Working

3.3.1 MSDC has provided Economic Growth Assessment extracts from the *Northern West Sussex Economic Growth Assessment Focused Update for Mid Sussex (Lichfields March 2022)* to inform home working assumptions which are used to consider the reductions.

3.3.2 Paragraph 2.12 states:

> *The District supports a much lower level of out-of-work benefit claimants than other parts of the South East and the United Kingdom. Moreover, Mid Sussex resident occupations are also generally higher skilled, with a greater percentage of residents employed in SOC Major Group 1- 3. Mid Sussex has 64.3% of resident occupations falling within the 3 highest SOC groups, which consist of managers and director jobs, compared to both the South East (50.7%) and the UK (45.6%). Compared to the 2020 EGA (i.e. 2018 data), this portion has increased by 11.9%.*

3.3.3 It is considered that Mid Sussex could have a higher homeworking proportion than the south-east and UK as a whole. Therefore, an additional 5% reduction on all Local Plan sites has been assumed and applied to commuter trips. In addition to this, the more significant sites have an additional 15% reduction to overall trip rates.

Internalisation

3.3.4 To account for internalization for Large Local Plan sites, primary schools have been allocated an 80% reduction on overall trip rates. Retail and Employment trips have also been allocated a 5% reduction in trip rates.

Distance Based Trip Reductions

3.3.5 It is proposed to apply distance based car trip reductions based on a similar approach to that used in the Crawley and Horsham Studies. These reductions are due to site developers being subject to delivery of travel planning measures and will be applied to non-committed development sites only. Short distance trips are the most likely to switch from car to active modes and therefore this is reflected in this approach. Longer distance trips are more likely to switch to public transport (PT). The proposed trip length reductions are shown in the table below as used in the Crawley/Horsham studies. The underlying data for the Crawley/Horsham study was derived from the DfT Sustainable Travel Towns Study and the National Travel Survey data.

3.3.6 Adjustments have been made at an O-D level to trips to/from the Local Plan sites.

3.3.7 The profile banding of O-D trips adjusted are detailed in the table below.

	Up to 1km	1-3 km	3-5 km	5-10 km	10-50km	Over 50km
Car Trip Reduction	-22%	-14%	-10%	-6%	-3%	0%

3.3.8 Only short trips are expected to be impacted by this mode shift. These short distance trips are made by road users that are considered less likely to be using the strategic road network, which are typically longer distance trips.

Future Employment Distribution and Location and Proximity to Existing Services

3.3.9 An additional 1-2% reduction to trip rates has been applied to large and medium size Local Plan sites to account for the changes in the future of employment distribution.

3.3.10 Sites considered as an urban extension (non-rural) have been allocated an additional 1% trip rate reduction as it is expected that existing services will benefit these new Local Plan development trips.

3.4 Sustainable Measures Including 'Site Specific Developer Proposal' Assumptions

3.4.1 This section details the sustainable measures proposed for the Mid Sussex area, including the LCWIP Cycle Improvements and Site DPD Developer Specific Sustainable Measures.

Local Cycling and Walking Infrastructure Plans (LCWIP)

3.4.2 Mid Sussex District Council and West Sussex County Council have provided Local Cycling and Walking Infrastructure Plans that are expected to be delivered within Mid Sussex. The plans include improvements to walking and cycling on existing corridors within the towns the key towns within the Mid Sussex area. These towns are:

- Burgess Hill
- Haywards Heath
- East Grinstead

3.4.3 Details of the LCWIP proposals can be found here: https://www.midsussex.gov.uk/media/9010/mid-sussex-local-cycling-and-walking-infrastructure-plan-2023-vfinal.pdf

3.4.4 The Hassocks Cycle Corridor Route (Hassocks to Hurstpierpoint) has not been taken account of in the modelling but has since been confirmed as a committed scheme. It's omission in the modelling is not however anticipated to materially alter the strategic modelling results.

Site Specific Developer Proposals

3.4.5 Alongside the LCWIP improvements, the developers for the 3 large sites have provided additional walking and cycling corridor improvements that they are proposing to deliver as part of their development transport plan. The 3 large sites and a brief summary of their proposals are:

- Sayers Common – Cycle route from Sayers Common Development into Burgess Hill Town Centre and Railway Station
- Land West of Burgess Hill – A number of improvements on existing corridors on the north west quarter of Burgess Hill town, with access to the Town Centre and Railway Station.
- Crabbet Park – A north/south cycle corridor through the site, and a number of walking routes for access into Crawley Town Centre and Railway Station.

3.4.6 Details including plans of the proposed corridors can be found in in Figure 5, Figure 6, and Figure 7.

Figure 5. Sayers Common Development – Active Mode Improvements

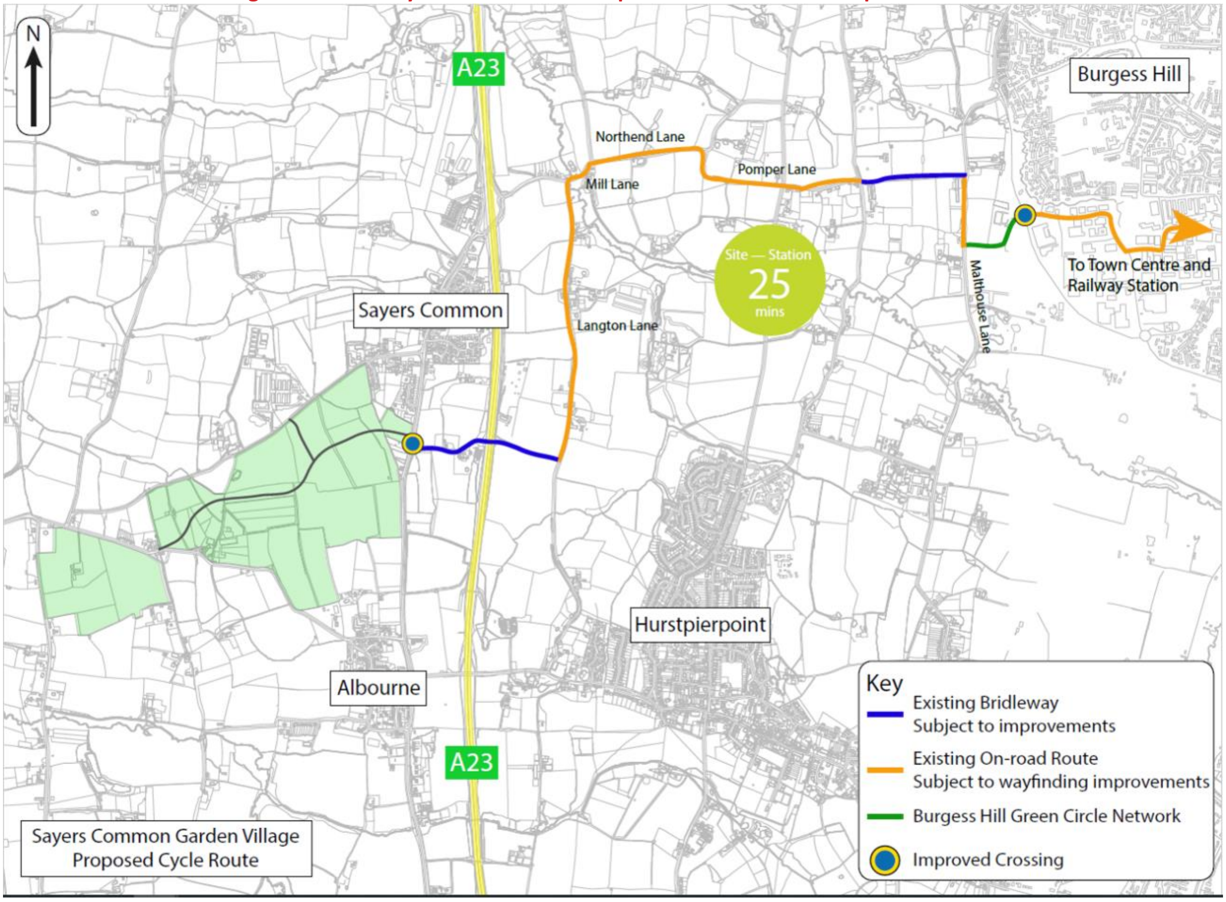
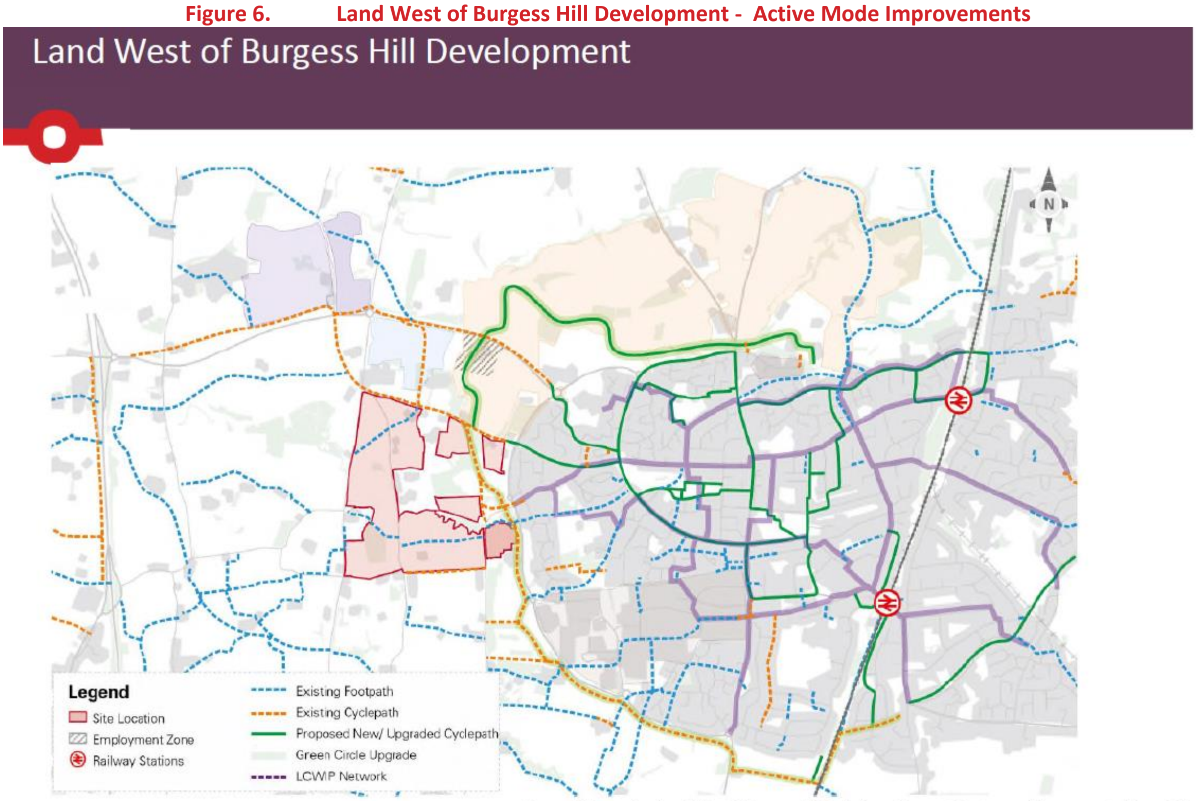
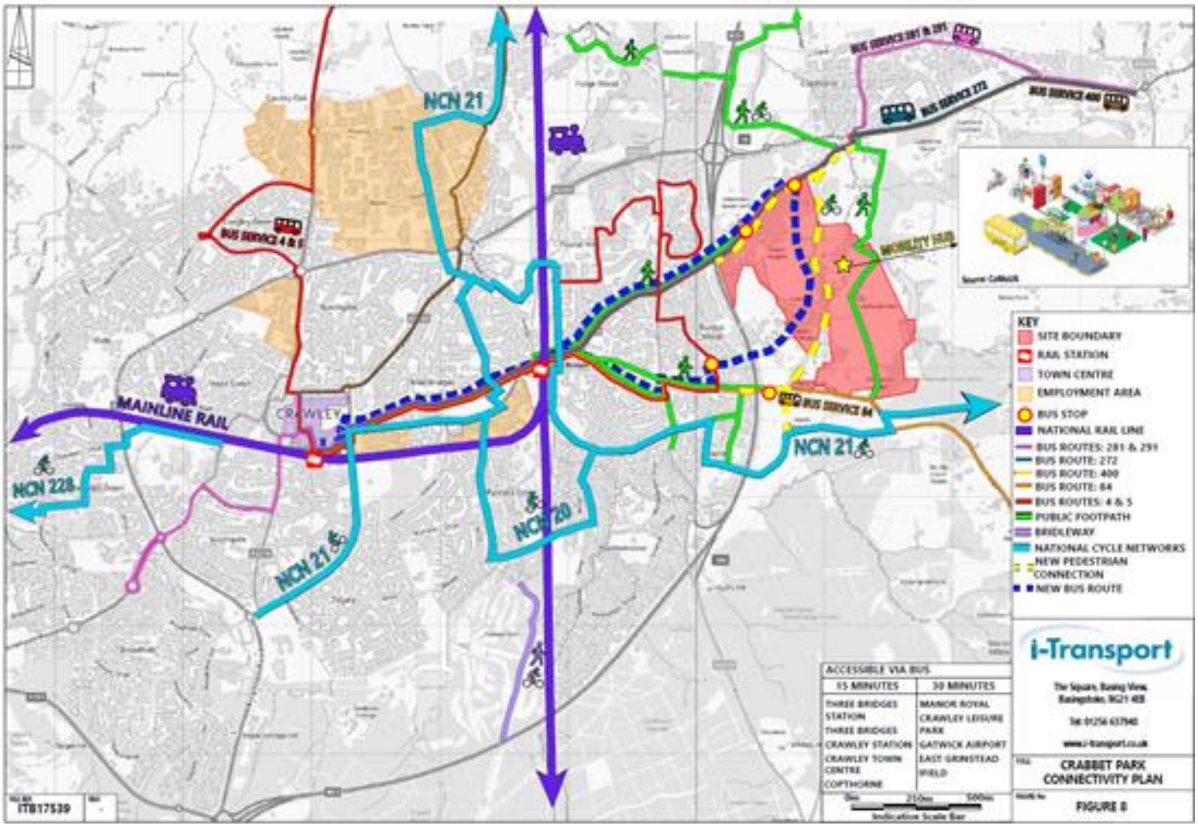


Figure 6. Land West of Burgess Hill Development - Active Mode Improvements



Source: Western Arc, Land West of Burgess Hill Preliminary Transport Strategy and Assessment - Figure 2.1

Figure 7. Crabbet Park Development - Active Mode Improvements



Methodology for Implementation into Local Plan Scenario Model

3.4.7 A review into mode shift achieved in a range of other studies (delivered by SYSTRA) has been undertaken to understand what level of mode shift from highway to active modes could be justifiably and robustly applied to the model.

Evidence from other Studies

3.4.8 In Aberdeen, active travel improvements have been proposed across various areas, including the City Centre Masterplan area. These proposals aim to encourage cycling and walking, reducing short-distance car use. A <u>5% reduction</u> in road vehicle trips within a 5km radius of improvement areas is expected for commuter and similar trips, although the actual shift to cycling might come from public transport or walking.

3.4.9 Research in London Borough of Lambeth, indicates that the introduction of Low Traffic Neighbourhoods (LTNs) led residents to reduced car and LGV trips, <u>with a 6% decrease</u> in total compared to the prior year. For shorter and local trips, the reduction in driving could be even more significant. This suggests that LTNs can play a vital role in reducing residents' reliance on cars and local traffic volumes.

3.4.10 Another study examined the impact of active travel interventions in Outer London between 2015-2019, specifically focusing on low traffic neighbourhoods and cycle tracks. It found statistically significant reductions in car/van ownership in areas with LTNs (-6%) and smaller reductions in areas with cycle tracks (-2%) after two years. These effects persisted even after adjusting for changing demographics. This research suggests that active travel interventions, especially those involving low traffic neighbourhoods, can effectively reduce motor vehicle ownership.

3.4.11 The Tyneside Air Quality project involved measures to improve air quality in central Newcastle, targeting areas with air quality issues, including the Tyne Bridge location. A 1.4% reduction in vehicle trips was calculated using the DfT Propensity to Cycle tool, which informed the modelling scenarios for future plans, aligning with the goal of improving air quality and promoting cycling.

3.4.12 In summary, these studies and initiatives demonstrate the potential for active travel interventions like Low Traffic Neighbourhoods and cycling measures to reduce car use, vehicle ownership, and improve air quality in urban areas.

Conclusion of Studies informing Modelling Assumptions

3.4.13 Studies with % reductions of 5-6% are including of cycle schemes and additional measures in more urban areas. Where only cycles schemes are implemented, the studies indicate between a 1-2% reduction in highway traffic. It is noted the additional shift from other modes to cycling/active, with a larger proportion coming from PT than Highway. As such, a 2% value has been assumed for cycle improvements, with multiple cycle corridor improvement impacts in a single O-D pair up to a maximum of 3%, as multiple corridors are not expected to double (or more) mode shift benefits.

3.4.14 Benefits will only be applied to O-D pairs that are expected to have direct geographical travel improvements, such as trips made between the O-D pairs that are directly along the cycle corridor, or within limits at either end (such as for travel where a cycle corridor would improve connectivity between towns).

4. 2039 SCENARIO 5 CAPACITY IMPACTS

4.1 Introduction

4.1.1 This chapter reports on the outputs from the modelling and specifically the forecast impact(s) on junction operational performance as a result of development related traffic growth in Scenario 5 compared to the Reference Case. The following items are included:

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

4.1.2 Reporting includes assessment of locations in neighbouring authorities.

4.2 Traffic Flow Impacts

4.2.1 Appendix D includes highway traffic flow difference plots to identify the impact of Scenario 5 on traffic movements compared to the Reference Case.

4.2.2 In addition to the new traffic directly associated with the Local Plan sites, these plots highlight any re-routing of traffic that may result from localised congestion or redistribution of existing trips. These plots identify where the net change to traffic flow is most pronounced.

4.2.3 For the flow difference plots the absolute difference traffic volume (in passenger car units, PCUs) is identified adjacent to the appropriate link. Blue lines identify a reduction against the comparative scenario and green lines an increase. In addition, the scale of the change is represented graphically with the coloured lines of varying width.

4.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

4.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network (SRN) with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

4.3.2 Table 4 summarises the Reference Case and Scenario 5 vehicle flows on the mainline sections between the main junctions. Bold numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

4.3.3 DMRB CD 122 notes (below paragraph 3.8) the following:

> The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

SYSTRA

Table 4. Scenario 5: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	AM Dem (Veh) Ref	AM Dem (Veh) Sc	Diff from 2039 Ref	% Diff	PM Dem (Veh) Ref	PM Dem (Veh) Sc	Diff from 2039 Ref	% Diff
M23 / A23											
Northbound											
A23 - A27 to A273 DIVERGE	3	1600	4800	4275	4363	88	2%	3445	3746	301	9%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	**3755**	**3875**	121	3%	2652	2915	264	10%
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	**3634**	**3843**	209	6%	2331	2589	257	11%
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	**3203**	**3399**	196	6%	1830	1827	-2	0%
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	**3748**	**4022**	274	7%	2206	2369	162	7%
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	**4999**	**5289**	290	6%	3779	3923	144	4%
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4624	**4980**	357	8%	3532	3672	140	4%
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4720	**5184**	464	10%	3613	3730	117	3%
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	**5396**	**5797**	402	7%	4084	4167	83	2%
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4695	4927	232	5%	3637	3702	64	2%
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5183	**5431**	248	5%	3922	3986	65	2%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4727	5064	337	7%	4347	4413	66	2%
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4573	4820	247	5%	4977	5022	45	1%
M23 / A23											
Southbound											
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5283	5336	53	1%	5383	5546	163	3%
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4791	4854	63	1%	5248	5481	233	4%
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4140	4331	191	5%	5202	**5409**	206	4%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3446	3580	134	4%	4425	4560	135	3%
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3738	3919	181	5%	**5170**	**5326**	156	3%
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3431	3595	165	5%	4516	4758	242	5%
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3730	3916	186	5%	4792	**5081**	289	6%
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3617	3844	228	6%	**5009**	**5401**	392	8%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3699	3879	180	5%	**5109**	**5471**	361	7%
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	2971	3066	96	3%	4678	**5073**	395	8%
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2448	2352	-96	-4%	**4109**	**4033**	-75	-2%
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	2951	**3226**	275	9%	**4154**	**4204**	50	1%
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	**3414**	**3752**	338	10%	**4168**	**4226**	58	1%
A23 - A273 MERGE to A27	3	1600	4800	4081	4236	155	4%	**5369**	**5371**	2	0%

4.3.4 The highest percentage increase in the AM peak is the on the A23 northbound between the B2115 and the B2110 and southbound between the A281 and the A273. Both of these are a 10% increase.

4.3.5 The highest percentage increases in the PM peak are both northbound on the A23 between the A273 and the A281, and between the A281 and the B2117, which are 10% and 11% respectively.

4.3.6 There are some locations where the maximum vehicles per hour is exceeded. Most of these also exceed the threshold in the reference case as well.

4.3.7 Table 5 summarises the vehicle flows on the merges and diverges. Bold numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 5. Scenario 5: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case AM Dem (Veh)	Scenario 5 AM Dem (Veh)	Diff from 2039 Ref	% Diff	Ref Case PM Dem (Veh)	Scenario 5 PM Dem (Veh)	Diff from 2039 Ref	% Diff
M23 / A23											
Northbound											
A273 DIVERGE	1	1200	1200	799	860	61	8%	943	986	43	5%
A273 MERGE	1	1200	1200	279	373	93	33%	149	155	6	4%
A281 DIVERGE	1	1200	1200	305	393	88	29%	375	375	0	0%
A281 MERGE	1	1200	1200	184	361	177	96%	55	49	-6	-11%
B2117 DIVERGE	1	1200	1200	431	444	13	3%	502	761	260	52%
B2118 MERGE	1	1200	1200	545	622	77	14%	377	542	165	44%
A2300 DIVERGE	1	1200	1200	221	344	123	56%	69	59	-11	-15%
A2300 MERGE	1	1200	1200	**1472**	**1611**	140	9%	**1642**	**1613**	-29	-2%
A272 DIVERGE	1	1200	1200	611	569	-42	-7%	441	460	19	4%
A272 MERGE	1	1200	1200	236	260	24	10%	193	208	15	8%
B2115 DIVERGE	1	1200	1200	273	262	-12	-4%	141	172	31	22%
B2115 MERGE	1	1200	1200	370	466	96	26%	222	230	8	4%
B2110 DIVERGE	1	1200	1200	386	434	48	12%	176	205	29	16%
B2110 MERGE	1	1200	1200	1062	1047	-15	-1%	647	642	-5	-1%
J11 DIVERGE	2	1350	2700	1771	1948	177	10%	1676	1706	30	2%
J11 MERGE	1	1350	1350	1070	1078	8	1%	1229	1240	11	1%
J10a MERGE	1	1350	1350	489	505	16	3%	284	284	0	0%
J10 DIVERGE	2	1350	2700	1522	1616	94	6%	1134	1160	25	2%
J10 MERGE	2	1350	2700	1065	1248	183	17%	1560	1587	27	2%
J9 DIVERGE	2	1350	2700	1622	1712	90	6%	921	944	23	2%
J9 MERGE	2	1350	2700	1469	1469	0	0%	1551	1553	1	0%
M23 / A23											
Southbound											
J9 DIVERGE	2	1350	2700	1382	1377	-5	0%	1752	1743	-8	0%
J9 MERGE	2	1350	2700	890	895	5	1%	1617	1679	62	4%
J10 DIVERGE	2	1350	2700	1757	1704	-53	-3%	1295	1423	128	10%
J10 MERGE	2	1350	2700	1106	1181	75	7%	1249	1350	101	8%
J10a DIVERGE	2	1350	2700	693	750	57	8%	778	849	71	9%
J11 DIVERGE	2	1350	2700	1191	1220	29	2%	1032	1063	31	3%
J11 MERGE	1	1350	1350	**1483**	**1558**	76	5%	**1777**	**1830**	53	3%
B2114 DIVERGE	1	1200	1200	307	324	17	5%	654	569	-86	-13%
B2110 MERGE	1	1200	1200	299	321	21	7%	277	324	47	17%
B2115 DIVERGE	1	1200	1200	348	315	-33	-9%	405	349	-57	-14%
B2115 MERGE	1	1200	1200	234	244	9	4%	622	668	46	7%
A272 DIVERGE	1	1200	1200	273	293	20	7%	351	390	38	11%
A272 MERGE	1	1200	1200	461	480	18	4%	705	759	55	8%
A2300 DIVERGE	2	1200	2400	1497	1586	88	6%	1197	1281	84	7%
A2300 MERGE	1	1200	1200	769	773	4	1%	766	884	118	15%
B2118/Mill Lane DIVERGE	1	1200	1200	522	715	192	37%	569	1040	470	83%
B2117 MERGE	1	1200	1200	503	875	371	74%	46	171	125	272%
A281 MERGE	1	1200	1200	462	525	63	14%	14	22	8	58%
A273 DIVERGE	1	1200	1200	216	337	121	56%	24	39	15	63%
A273 MERGE	1	1200	1200	883	821	-62	-7%	1224	1183	-41	-3%

4.3.8 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in both peaks, and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case.

M23 Junctions 9, 10, and 11

4.3.9 Table 6 shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for Scenario 5 alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles

- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 6. Scenario 5: M23 Junctions 9, 10 and 11 – Approach Arm Results

		2039 Reference Case								2039 Scenario 5							
Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1382	58.8	11.4	3.7	1752	95.1	33.3	8.5	1377	58.7	11.3	3.7	1743	94.6	32.3	8.4
	M23 Northbound off-slip (S)	1622	45.0	1.0	0.0	921	25.1	0.7	0.0	1712	46.5	1.0	0.0	944	25.5	0.7	0.0
	Gatwick Spur (W)	1051	54.0	3.0	0.0	1676	77.1	3.0	0.0	1054	54.1	3.0	0.0	1710	77.1	3.0	0.0
	Circulatory North	*890*	*84.5*	*30.1*	*5.1*	*1617*	*98.4*	*51.8*	*7.2*	*895*	*84.9*	*30.3*	*5.1*	*1679*	*100.1*	*66.0*	*7.8*
	Circulatory East	*2272*	*38.1*	*0.5*	*0.0*	*3369*	*53.4*	*0.6*	*0.0*	*2272*	*38.1*	*0.5*	*0.0*	*3422*	*53.7*	*0.6*	*0.0*
	Circulatory South	*1382*	*31.3*	*0.6*	*0.0*	*1752*	*37.7*	*0.6*	*0.0*	*1377*	*31.2*	*0.6*	*0.0*	*1743*	*37.2*	*0.6*	*0.0*
Junction 10	M23 Southbound off-slip (N)	1757	88.6	24.3	8.4	1295	58.3	14.7	4.6	1704	84.1	21.7	7.9	1423	62.4	16.1	5.4
	Copthorne Way (E)	678	33.2	18.5	2.7	1403	79.8	93.7	21.3	961	45.4	20.3	3.8	1489	83.3	96.4	23.5
	M23 Northbound off-slip (S)	1522	66.3	43.1	13.8	1134	66.9	84.1	14.0	1616	69.0	45.9	14.6	1160	67.9	93.3	17.0
	A2011 Crawley Avenue (W)	1830	84.9	21.7	8.4	2262	76.2	14.2	7.0	1817	83.3	21.1	8.2	2259	75.2	14.0	6.8
	Circulatory North	*1480*	*98.7*	*55.0*	*7.7*	*1417*	*102.5*	*116.4*	*24.7*	*1521*	*100.2*	*68.8*	*9.0*	*1443*	*102.9*	*123.3*	*27.2*
	Circulatory East	*1827*	*79.2*	*16.7*	*7.0*	*1243*	*45.6*	*12.7*	*4.0*	*1824*	*78.8*	*16.5*	*6.9*	*1335*	*48.2*	*13.5*	*4.6*
	Circulatory South	*1400*	*72.4*	*22.1*	*7.9*	*1397*	*60.5*	*13.4*	*4.6*	*1604*	*81.3*	*25.4*	*9.6*	*1474*	*62.7*	*13.9*	*4.9*
	Circulatory West	*715*	*47.0*	*18.4*	*2.7*	*714*	*62.5*	*30.2*	*3.6*	*952*	*60.5*	*19.7*	*3.6*	*771*	*66.0*	*30.3*	*3.9*
Junction 11	M23 Southbound off-slip (NE)	1191	56.6	17.2	4.8	1032	76.6	28.4	6.1	1220	58.0	17.4	5.0	1063	78.4	29.0	6.3
	Brighton Road (S)	1273	54.8	22.0	7.0	765	35.2	19.6	4.0	1284	54.8	22.1	7.0	756	34.7	19.6	4.0
	M23 Northbound off-slip (SW)	1165	32.2	9.9	2.9	656	19.3	9.1	1.8	1231	33.3	10.0	3.0	681	19.9	9.2	1.8
	A264 (W)	1055	48.1	21.1	5.8	802	35.1	19.6	4.0	1087	49.4	21.3	6.0	855	37.4	19.9	4.3
	A23 Brighton Road (N)	1016	45.2	13.7	3.5	2034	88.4	29.3	12.6	1047	46.2	14.0	3.6	2112	90.6	31.3	13.2
	Circulatory NE	*1174*	*63.4*	*16.5*	*4.7*	*1989*	*74.0*	*11.8*	*5.0*	*1227*	*65.5*	*16.8*	*4.9*	*2089*	*76.9*	*12.4*	*5.3*
	Circulatory South	*2365*	*56.1*	*11.1*	*6.4*	*3021*	*67.8*	*13.0*	*9.3*	*2446*	*57.7*	*11.3*	*6.8*	*3152*	*70.1*	*13.5*	*10.1*
	Circulatory SW	*1142*	*98.1*	*57.6*	*6.5*	*941*	*78.5*	*24.9*	*4.8*	*1137*	*97.4*	*53.2*	*6.4*	*995*	*82.4*	*26.6*	*5.1*
	Circulatory West	*2307*	*66.2*	*59.1*	*16.8*	*1597*	*46.4*	*19.2*	*7.0*	*2369*	*67.1*	*63.8*	*20.2*	*1676*	*48.3*	*19.4*	*7.2*
	Circulatory North	*2804*	*86.0*	*17.3*	*10.9*	*2063*	*64.3*	*18.3*	*9.4*	*2870*	*86.8*	*17.6*	*11.1*	*2153*	*66.7*	*18.4*	*9.8*

4.3.10 The tables show some RFCs in excess of 90%, however these are already present in Reference Case and not significantly added to in Scenario 5.

4.4 Identification of Junctions with Capacity Impacts

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

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

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

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

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

4.4.4 The criteria for defining and categorising capacity impact into Significant/Severe have been agreed with West Sussex County Council.

4.4.5 Table 7 shows how many junctions are forecast to be impacted significantly or severely in Scenario 5 when compared to the Reference Case.

ID	Area	Junction	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
					AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SIG.		0	0	0	0
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	YES	1	0	88	77
N10	West Hoathly	Selsfield Road / Vowels Lane	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.		0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.		0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110	SIG.		0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.		0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.		0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SIG.		0	0	0	0
C7	Ansty	A272 / B2036	SEVERE		0	1	104	80
C10	Bolney	A23 / A272 Bolney Road	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.		0	0	0	0
C11	North Chailey	A272 / A275 North Chailey	SIG.		0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SEVERE		1	0	123	73
C14	Haywards Heath	A272 / Rocky Lane	SIG.		0	0	0	0
C17	Haywards Heath	B2112 / B2272	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	YES	1	0	251	60
S3	Burgess Hill	A2300 / Cuckfield Road	SEVERE		1	0	89	126
S4	Burgess Hill	Cuckfield Road / The Hub	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	YES	1	0	50	79
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	YES	1	1	75	187
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.		0	0	0	0
S19	Hassocks	B2112 / Lodge Lane	SIG.		0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)	SEVERE		1	0	110	88
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SEVERE		1	0	46	65
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.		0	0	0	0
S26	Burgess Hill	A273 / York Road	SIG.		0	0	0	0
S30	Burgess Hill	B2036 London Road / West Street	SIG.		0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	SIG.		0	0	0	0
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	SIG.		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	SEVERE		1	0	109	263
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.		0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SEVERE		1	0	5	240
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SEVERE		1	0	154	71
S46	Burgess Hill	A23 / B2117 Southbound On-Slip	SIG.		0	0	0	0
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive	SIG.		0	0	0	0

Table 7. Scenario 5: 'Severe' and 'Significant' Junction Impacts

4.4.6 **Scenario 5** has **41** junctions that are significantly impacted and **12** that are severely impacted.

Severe Junctions:

- N8: B2110 / B2028 Turners Hill
- C7: A272 / B2036 Ansty
- C12: A273 / Isaac's Lane / Traustein Way
- S2: A23 / A2300 Eastern Roundabout
- S3: A2300 / Cuckfield Road
- S6: Junction Road / B2113, Burgess Hill
- S8: A273 / B2116 Hassocks (Stonepound)
- S21: B2112 / Green Road (LEWES DISTRICT)
- S22: Valebridge Road / Junction Road / Leylands Road
- S35: A23 / B2118 Sayers Common
- S38: A23 / A2300 Western Roundabout
- S45: A2300 / A273 Jane Murray Way

4.4.7 Figure 8 shows the locations of the significant and severely impacted junctions in Scenario 5.

4.4.8 **Appendix B1** summarises the results for all Scenarios (5, 5m2, 5m4, 5m5) and **Appendix C** shows detailed results by approach arm.

4.5 Cross Boundary Impacts

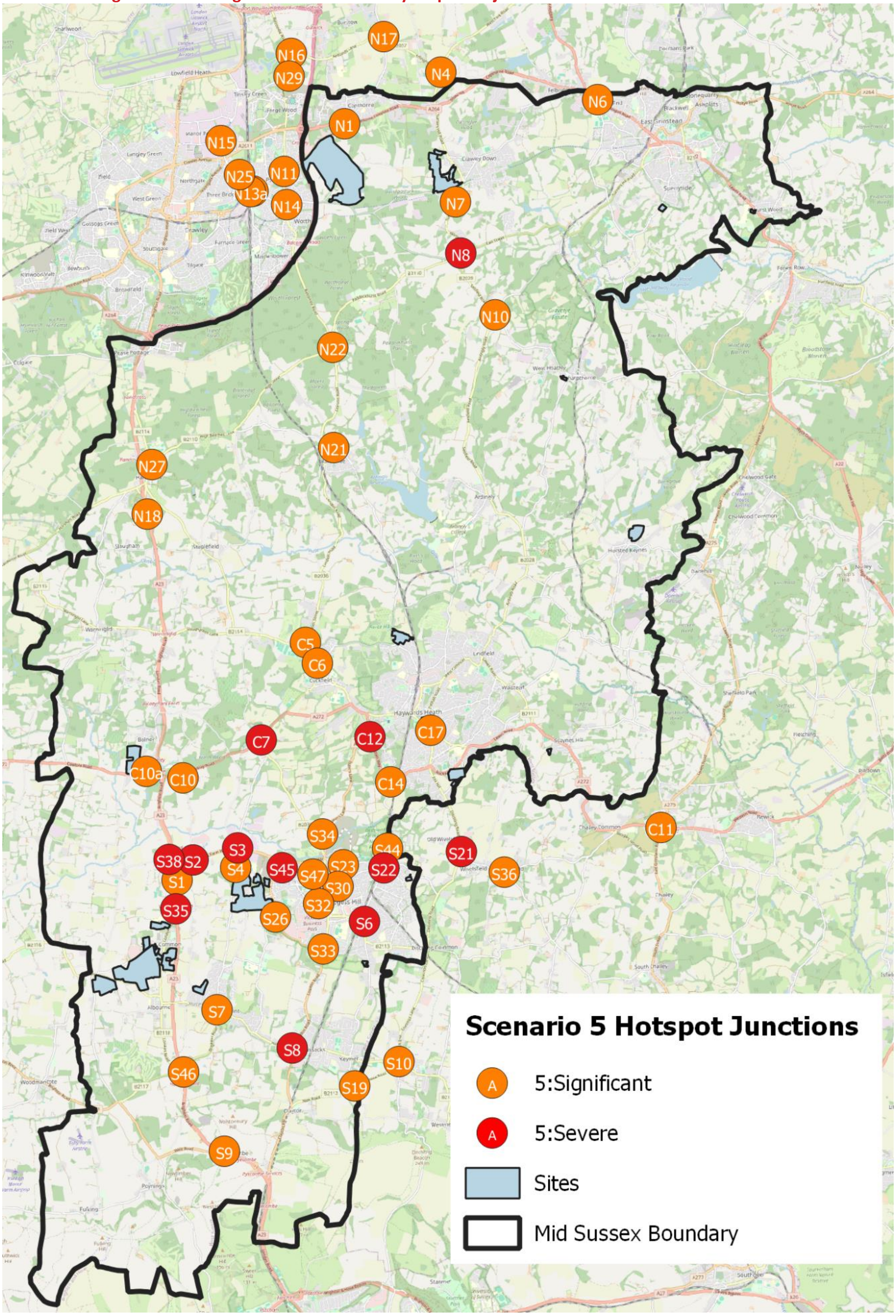
4.5.1 The analysis includes appropriate assessment of impact in neighbouring authorities, the extent of which is defined by the scale and location of the developments. These are:

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

4.5.2 There is one junction in neighbouring authorities which experience a 'severe' impact:

- Lewes District: S21

Figure 8. 'Significant' and 'severely' impacted junctions - Scenario 5 versus Reference Case



5. SCENARIO 5 WITH CAR TRIP RATE REDUCTION (5M2) CAPACITY IMPACTS

5.1 Introduction

5.1.1 This chapter describes the results of Scenario 5m2 which based on research and analysis by SYSTRA which is detailed in Chapter 3.3 of this report, and was also informed by submissions made by the large site promoters, tests the potential impact of initial car trip rate reductions as a result of home working, internalisation and mode share assumptions for trips to and from the large sites.

5.1.2 The impacts of Scenario 5m2 compared to the Reference Case are summarised by the following categories:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts

5.1.3 Reporting includes assessment of locations in neighbouring authorities.

5.2 Traffic Flow Impacts

5.2.1 Appendix D – includes highway traffic flow difference plots to identify the impact of Scenario 5m2 on traffic movements compared to the Reference Case.

5.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

5.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

5.3.2 Table 8 summarises the Reference Case and Scenario 5m2 vehicle flows on the mainline sections between the main junctions. Bold numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

5.3.3 DMRB CD 122 notes (below paragraph 3.8) the following:

> The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 8. Scenario 5m2: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	AM Dem (Veh) Ref	AM Dem (Veh) Sc	Diff from 2039 Ref	% Diff	PM Dem (Veh) Ref	PM Dem (Veh) Sc	Diff from 2039 Ref4	% Diff
M23 / A23											
Northbound											
A23 - A27 to A273 DIVERGE	3	1600	4800	4275	4287	12	0%	3445	3678	233	7%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	**3755**	**3778**	24	1%	2652	2871	219	8%
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	**3634**	**3701**	67	2%	2331	2545	213	9%
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	**3203**	**3316**	113	4%	1830	1821	-8	0%
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	**3748**	**3975**	227	6%	2206	2477	270	12%
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	**4999**	**5217**	218	4%	3779	4048	268	7%
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4624	**4875**	252	5%	3532	3769	237	7%
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4720	**5066**	346	7%	3613	3826	213	6%
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	**5396**	**5685**	289	5%	4084	4251	167	4%
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4695	4854	160	3%	3637	3730	93	3%
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5183	5329	146	3%	3922	4017	96	2%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4727	4955	228	5%	4347	4470	123	3%
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4573	4755	182	4%	4977	5024	46	1%
M23 / A23											
Southbound											
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5283	5366	83	2%	5383	5523	141	3%
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4791	4928	137	3%	5248	5456	208	4%
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4140	4305	165	4%	5202	5289	86	2%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3446	3610	164	5%	4425	4499	74	2%
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3738	3952	214	6%	**5170**	**5305**	135	3%
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3431	3644	214	6%	4516	4739	224	5%
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3730	3981	251	7%	4792	**5031**	239	5%
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3617	3900	283	8%	**5009**	**5329**	321	6%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3699	4111	412	11%	**5109**	**5424**	315	6%
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	2971	3160	189	6%	4678	**5002**	324	7%
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2448	2390	-58	-2%	**4109**	**4031**	-77	-2%
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	2951	3190	239	8%	**4154**	**4177**	23	1%
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	**3414**	**3730**	317	9%	**4168**	**4193**	25	1%
A23 - A273 MERGE to A27	3	1600	4800	4081	4246	165	4%	**5369**	**5346**	-23	0%

5.3.4 The highest percentage increase in the AM peak are southbound on the A23 between the A272 and the A2300, where the increase is up to approximately 11%.

5.3.5 The highest percentage increases in the PM peak are northbound on the A23 between the B2118, the A2300 and where the increase is up to approximately 12%.

5.3.6 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

5.3.7 Table 9 summarises the vehicle flows on the merges and diverges. Bold numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 9. Scenario 5m2: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case AM Dem (Veh)	Scenario 5m2 AM Dem (Veh)	Diff from 2039 Ref	% Diff	Ref Case PM Dem (Veh)	Scenario 5m2 PM Dem (Veh)	Diff from 2039 Ref4	% Diff
M23 / A23											
Northbound											
A273 DIVERGE	1	1200	1200	799	857	58	7%	943	964	21	2%
A273 MERGE	1	1200	1200	279	332	53	19%	149	155	6	4%
A281 DIVERGE	1	1200	1200	305	404	99	32%	375	374	-1	0%
A281 MERGE	1	1200	1200	184	318	134	73%	55	48	-7	-13%
B2117 DIVERGE	1	1200	1200	431	413	-18	-4%	502	724	222	44%
B2118 MERGE	1	1200	1200	545	685	140	26%	377	659	282	75%
A2300 DIVERGE	1	1200	1200	221	288	67	30%	69	67	-3	-4%
A2300 MERGE	1	1200	1200	**1472**	**1582**	111	8%	**1642**	**1628**	-15	-1%
A272 DIVERGE	1	1200	1200	611	554	-57	-9%	441	497	57	13%
A272 MERGE	1	1200	1200	236	224	-12	-5%	193	221	28	15%
B2115 DIVERGE	1	1200	1200	273	270	-4	-1%	141	174	33	24%
B2115 MERGE	1	1200	1200	370	416	46	12%	222	230	9	4%
B2110 DIVERGE	1	1200	1200	386	429	42	11%	176	208	32	18%
B2110 MERGE	1	1200	1200	1062	1041	-21	-2%	647	645	-2	0%
J11 DIVERGE	2	1350	2700	1771	1879	108	6%	1676	1739	63	4%
J11 MERGE	1	1350	1350	1070	1043	-27	-2%	1229	1220	-9	-1%
J10a MERGE	1	1350	1350	489	478	-11	-2%	284	288	4	1%
J10 DIVERGE	2	1350	2700	1522	1557	35	2%	1134	1173	39	3%
J10 MERGE	2	1350	2700	1065	1202	136	13%	1560	1621	61	4%
J9 DIVERGE	2	1350	2700	1622	1671	49	3%	921	993	73	8%
J9 MERGE	2	1350	2700	1469	1469	0	0%	1551	1543	-8	0%
M23 / A23											
Southbound											
J9 DIVERGE	2	1350	2700	1382	1380	-2	0%	1752	1743	-9	0%
J9 MERGE	2	1350	2700	890	933	43	5%	1617	1676	59	4%
J10 DIVERGE	2	1350	2700	1757	1765	8	0%	1295	1402	107	8%
J10 MERGE	2	1350	2700	1106	1244	139	13%	1249	1293	44	4%
J10a DIVERGE	2	1350	2700	693	762	69	10%	778	833	55	7%
J11 DIVERGE	2	1350	2700	1191	1208	17	1%	1032	1031	-1	0%
J11 MERGE	1	1350	1350	**1483**	**1538**	55	4%	**1777**	**1819**	42	2%
B2114 DIVERGE	1	1200	1200	307	312	4	1%	654	571	-83	-13%
B2110 MERGE	1	1200	1200	299	323	24	8%	277	301	24	9%
B2115 DIVERGE	1	1200	1200	348	340	-7	-2%	405	359	-47	-11%
B2115 MERGE	1	1200	1200	234	255	21	9%	622	652	30	5%
A272 DIVERGE	1	1200	1200	273	294	22	8%	351	373	22	6%
A272 MERGE	1	1200	1200	461	516	55	12%	705	746	41	6%
A2300 DIVERGE	2	1200	2400	1497	1513	15	1%	1197	1259	62	5%
A2300 MERGE	1	1200	1200	769	791	22	3%	766	863	96	13%
B2118/Mill Lane DIVERGE	1	1200	1200	522	771	248	48%	569	977	407	72%
B2117 MERGE	1	1200	1200	503	785	281	56%	46	141	95	208%
A281 MERGE	1	1200	1200	462	474	12	3%	14	16	2	16%
A273 DIVERGE	1	1200	1200	216	285	69	32%	24	29	5	21%
A273 MERGE	1	1200	1200	883	815	-69	-8%	1224	1182	-43	-3%

5.3.8 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in the both peaks, and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case.

M23 Junctions 9, 10, and 11

5.3.9 Table 10 shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for Scenario 5m2 alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 10. Scenario 5m2: M23 Junctions 9, 10 and 11 – Approach Arm Results

		2039 Reference Case								2039 Scenario 5m2							
Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1382	58.8	11.4	3.7	1752	95.1	33.3	8.5	1380	58.8	11.4	3.7	1743	94.6	32.2	8.4
	M23 Northbound off-slip (S)	1622	45.0	1.0	0.0	921	25.1	0.7	0.0	1671	45.9	1.0	0.0	993	26.9	0.7	0.0
	Gatwick Spur (W)	1051	54.0	3.0	0.0	1676	77.1	3.0	0.0	1092	56.0	3.0	0.0	1774	80.2	3.0	0.0
	Circulatory North	*890*	*84.5*	*30.1*	*5.1*	*1617*	*98.4*	*51.8*	*7.2*	*933*	*88.4*	*33.5*	*5.4*	*1676*	*100.3*	*69.8*	*9.4*
	Circulatory East	*2272*	*38.1*	*0.5*	*0.0*	*3369*	*53.4*	*0.6*	*0.0*	*2313*	*38.8*	*0.5*	*0.0*	*3419*	*53.7*	*0.6*	*0.0*
	Circulatory South	*1382*	*31.3*	*0.6*	*0.0*	*1752*	*37.7*	*0.6*	*0.0*	*1380*	*31.2*	*0.6*	*0.0*	*1743*	*37.2*	*0.6*	*0.0*
Junction 10	M23 Southbound off-slip (N)	1757	88.6	24.3	8.4	1295	58.3	14.7	4.6	1765	88.9	24.7	8.5	1402	61.6	15.8	5.3
	Copthorne Way (E)	678	33.2	18.5	2.7	1403	79.8	93.7	21.3	903	43.3	20.1	3.6	1527	85.6	89.9	21.9
	M23 Northbound off-slip (S)	1522	66.3	43.1	13.8	1134	66.9	84.1	14.0	1557	67.4	42.8	14.0	1173	68.7	91.4	16.7
	A2011 Crawley Avenue (W)	1830	84.9	21.7	8.4	2262	76.2	14.2	7.0	1829	84.3	21.5	8.3	2261	75.6	14.1	6.9
	Circulatory North	*1480*	*98.7*	*55.0*	*7.7*	*1417*	*102.5*	*116.4*	*24.7*	*1479*	*98.3*	*52.2*	*7.7*	*1441*	*103.1*	*127.6*	*28.8*
	Circulatory East	*1827*	*79.2*	*16.7*	*7.0*	*1243*	*45.6*	*12.7*	*4.0*	*1877*	*81.1*	*17.6*	*7.5*	*1284*	*46.6*	*13.0*	*4.2*
	Circulatory South	*1400*	*72.4*	*22.1*	*7.9*	*1397*	*60.5*	*13.4*	*4.6*	*1535*	*78.6*	*24.2*	*9.1*	*1517*	*64.7*	*14.2*	*5.2*
	Circulatory West	*715*	*47.0*	*18.4*	*2.7*	*714*	*62.5*	*30.2*	*3.6*	*853*	*55.3*	*18.4*	*3.2*	*801*	*68.7*	*30.5*	*4.0*
Junction 11	M23 Southbound off-slip (NE)	1191	56.6	17.2	4.8	1032	76.6	28.4	6.1	1208	57.4	17.3	4.9	1031	76.2	28.3	6.1
	Brighton Road (S)	1273	54.8	22.0	7.0	765	35.2	19.6	4.0	1284	55.0	22.1	7.0	755	34.7	19.6	4.0
	M23 Northbound off-slip (SW)	1165	32.2	9.9	2.9	656	19.3	9.1	1.8	1210	33.2	10.0	3.0	720	21.0	9.2	1.9
	A264 (W)	1055	48.1	21.1	5.8	802	35.1	19.6	4.0	1038	47.2	21.0	5.7	844	37.0	19.8	4.2
	A23 Brighton Road (N)	1016	45.2	13.7	3.5	2034	88.4	29.3	12.6	1037	46.0	13.9	3.6	2099	90.3	31.0	13.1
	Circulatory NE	*1174*	*63.4*	*16.5*	*4.7*	*1989*	*74.0*	*11.8*	*5.0*	*1210*	*65.0*	*16.7*	*4.8*	*2086*	*77.0*	*12.4*	*5.3*
	Circulatory South	*2365*	*56.1*	*11.1*	*6.4*	*3021*	*67.8*	*13.0*	*9.3*	*2418*	*57.2*	*11.2*	*6.7*	*3117*	*69.4*	*13.4*	*9.9*
	Circulatory SW	*1142*	*98.1*	*57.6*	*6.5*	*941*	*78.5*	*24.9*	*4.8*	*1140*	*97.7*	*55.1*	*6.5*	*969*	*80.4*	*25.7*	*4.9*
	Circulatory West	*2307*	*66.2*	*59.1*	*16.8*	*1597*	*46.4*	*19.2*	*7.0*	*2350*	*67.1*	*63.8*	*20.2*	*1689*	*48.8*	*20.5*	*7.6*
	Circulatory North	*2804*	*86.0*	*17.3*	*10.9*	*2063*	*64.3*	*18.3*	*9.4*	*2806*	*85.4*	*17.0*	*10.6*	*2186*	*67.8*	*17.7*	*9.5*

5.3.10 The tables shows some RFCs in excess of 90%, however these are all already present in Reference Case and not significantly added to in Scenario 5m2.

5.4 Identification of Junctions with Capacity Impacts

5.4.1 The same categorisation has been used previously in Scenario 5, detailed in Chapter 4.4 in respect of the WSCC Highway network.

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

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

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

5.4.4 A 'significant' impact is a junction with any approach arm experiencing the following:

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

5.4.5 The criteria for defining and categorising capacity impact into Significant/Severe on the WSCC highway network have been agreed with West Sussex County Council.

5.4.6 Table 11 shows how many junctions are forecast to be impacted significantly or severely in Scenario 5m2 when compared to the Reference Case.

Table 11. Scenario 5m2: 'Severe' and 'Significant' Junction Impacts

ID	Area	Junction	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
					AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SIG.		0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.		0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	YES	1	0	88	74
N10	West Hoathly	Selsfield Road / Vowels Lane	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.		0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.		0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110	SIG.		0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.		0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.		0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SIG.		0	0	0	0
C7	Ansty	A272 / B2036	SEVERE		0	1	97	67
C10	Bolney	A23 / A272 Bolney Road	SIG.		0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.		0	0	0	0
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.		0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SIG.		0	0	0	0
C17	Haywards Heath	B2112 / B2272	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	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.		0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.		0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	YES	1	0	22	56
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.		0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)	SIG.		0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	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.		0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.		0	0	0	0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.		0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.		0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.		0	0	0	0

5.4.7 **Scenario 5m2** has **40** junctions that are considered significantly impacted and **3** that are severely impacted.

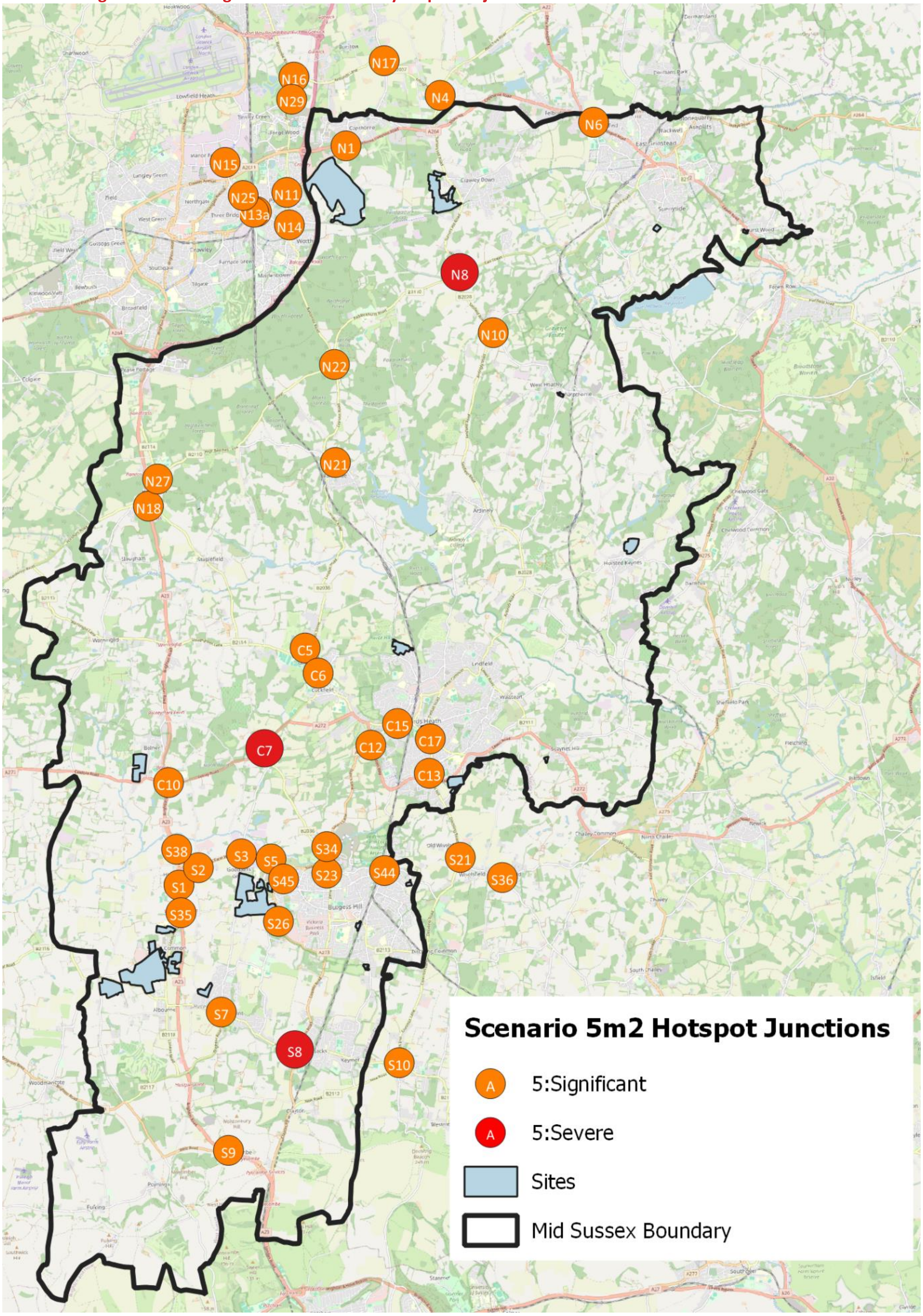
5.4.8 Severe Junctions:

- N8: B2110 / B2028 Turners Hill
- C7: A272 / B2036 Ansty
- S8: A273 / B2116 Hassocks (Stonepound)

5.4.9 Figure 9 shows the locations of the significant and severely impacted junctions in Scenario 5m2.

5.4.10 Appendix B1 shows summary results for all Scenarios (5, 5m2, 5m4, 5m5) and Appendix C shows detailed results by approach arm.

Figure 9. 'Significant' and 'severely' impacted junctions - Scenario 5m2 versus Reference Case



6. SCENARIO 5 WITH CYCLE INFRASTRUCTURE IMPACTS (5M4) CAPACITY IMPACTS

6.1 Introduction

6.1.1 This chapter describes the results of Scenario 5m4 which, informed by submissions made by the large site promoters, tests the potential impact of initial car trip rate reductions as a result of local plan and developer led cycle infrastructure schemes. These schemes are intended to reduce the amount of traffic at the large sites by encouraging further mode shift.

6.1.2 The following sections report the capacity impact results of Scenario 5m4 compared to the Reference Case. The following items are included:

- Traffic Flow Impacts
- Impacts on the M23 and A23 Strategic Road Network
- Identification of Junctions with Capacity Impacts

6.1.3 Reporting includes assessment of locations in neighbouring authorities.

6.2 Traffic Flow Impacts

6.2.1 Appendix D – includes highway traffic flow difference plots to identify the impact of Scenario 5m4 on traffic movements compared to the Reference Case.

6.3 Impacts on the M23 and A23 Strategic Road Network

Main Carriageways, Merges and Diverges

6.3.1 This section reports the impacts on the M23 and A23 Strategic Road Network with assessment based on the Design Manual for Roads and Bridges CD122 Geometric design of grade separated junctions (DMRB CD 122).

6.3.2 Table 12 summarises the Reference Case and Scenario 5m4 vehicle flows on the mainline sections between the main junctions. Bold numbers denote traffic flows which exceed the maximum vehicles per hour calculated from the number of lanes and the mainline maximum vehicles per hour (vph) per lane as stated in DMRB CD 122 paragraph 3.8.

6.3.3 DMRB CD 122 notes (below paragraph 3.8) the following:

> The flows for maximum vph per lane do not represent the maximum hourly throughputs that are possible, but greater flows often results in decreasing levels of service and safety.

Table 12. Scenario 5m4: M23 and A23 Vehicle Flows – Mainline Sections

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	AM Dem (Veh) Ref	AM Dem (Veh) Sc	Diff from 2039 Ref	% Diff	PM Dem (Veh) Ref	PM Dem (Veh) Sc	Diff from 2039 Ref4	% Diff
M23 / A23											
Northbound											
A23 - A27 to A273 DIVERGE	3	1600	4800	4275	4287	13	0%	3445	3682	237	7%
A23 - A273 MERGE to A281 DIVERGE	2	1600	3200	**3755**	**3763**	8	0%	2652	2869	217	8%
A23 - A281 MERGE to B2117 DIVERGE	2	1600	3200	**3634**	**3678**	44	1%	2331	2543	212	9%
A23 - B2117 DIVERGE to B2118 MERGE	2	1600	3200	**3203**	**3266**	63	2%	1830	1819	-10	-1%
A23 - B2118 MERGE to A2300 DIVERGE	2	1600	3200	**3748**	**3949**	201	5%	2206	2480	274	12%
A23 - A2300 MERGE to A272 DIVERGE	3	1600	4800	**4999**	**5244**	246	5%	3779	4042	263	7%
A23 - A272 MERGE to B2115 DIVERGE	3	1600	4800	4624	**4914**	291	6%	3532	3766	234	7%
A23 - B2115 MERGE to B2110 DIVERGE	3	1600	4800	4720	**5057**	337	7%	3613	3823	210	6%
A23 - B2110 MERGE to J11 DIVERGE	3	1600	4800	**5396**	**5673**	277	5%	4084	4257	173	4%
M23 - J11 MERGE - J10a MERGE	3	1800	5400	4695	4835	141	3%	3637	3739	102	3%
M23 - J10a MERGE to J10 DIVERGE	3	1800	5400	5183	5312	129	2%	3922	4027	106	3%
M23 - J10 MERGE to J9 DIVERGE	4	1800	7200	4727	4958	231	5%	4347	4475	128	3%
M23 - J9 MERGE to J8 DIVERGE	4	1800	7200	4573	4756	184	4%	4977	5025	48	1%
M23 / A23											
Southbound											
M23 - J8 MERGE to J9 DIVERGE	4	1800	7200	5283	5342	59	1%	5383	5520	137	3%
M23 - J9 MERGE to J10 DIVERGE	4	1800	7200	4791	4894	103	2%	5248	5452	204	4%
M23 - J10 MERGE to J10a DIVERGE	3	1800	5400	4140	4375	236	6%	5202	5342	140	3%
M23 - J10a DIVERGE - J11 DIVERGE	3	1800	5400	3446	3610	164	5%	4425	4510	86	2%
A23 - J11 MERGE to B2114 DIVERGE	3	1600	4800	3738	3942	204	5%	**5170**	**5301**	131	3%
A23 - B2114 DIVERGE to B2110 MERGE	3	1600	4800	3431	3631	200	6%	4516	4727	211	5%
A23 - B2110 MERGE to B2115 DIVERGE	3	1600	4800	3730	3953	223	6%	4792	**5027**	235	5%
A23 - B2115 MERGE to A272 DIVERGE	3	1600	4800	3617	3864	247	7%	**5009**	**5321**	313	6%
A23 - A272 MERGE to A2300 DIVERGE	3	1600	4800	3699	3937	238	6%	**5109**	**5408**	299	6%
A23 - A2300 MERGE to B2118/Mill Lane DIVERGE	3	1600	4800	2971	3217	247	8%	4678	**5011**	333	7%
A23 - B2118/Mill Lane DIVERGE to B2117 MERGE	2	1600	3200	2448	2449	1	0%	**4109**	**4037**	-71	-2%
A23 - B2117 MERGE to A281 MERGE	2	1600	3200	2951	**3233**	282	10%	**4154**	**4175**	21	1%
A23 - A281 MERGE to A273 DIVERGE	2	1600	3200	**3414**	**3708**	294	9%	**4168**	**4192**	23	1%
A23 - A273 MERGE to A27	3	1600	4800	4081	4238	157	4%	**5369**	**5345**	-24	0%

6.3.4 The highest percentage increase in the AM peak is southbound on the A23 between the B2117 and the A281, where the increase is approximately 10%. This is a 1% decrease from the comparison of Scenario 5M2 and 5.

6.3.5 The highest percentage increase in the PM peak is northbound on the A23 between the B2118 and the A2300, where the increase is up to approximately 12%.

6.3.6 There are some locations where the maximum vehicles per hour is exceeded. However, it should be noted that many of these are also exceeded in the Reference Case.

6.3.7 Table 13 summarises the vehicle flows on the merges and diverges. Bold numbers show where the forecast traffic flow exceeds a vehicle flow of 1350 vph per lane on motorway merges and diverges and 1200 vph per lane on non-motorway merges and diverges.

Table 13. Scenario 5m4: M23 and A23 Vehicle Flows – Merges and Diverges

Location	Ref Case No. of Lanes	Max. Vehicles per hour per lane	Max. Vehicles per hour	Ref Case AM Dem (Veh)	Scenario 5m4 AM Dem (Veh)	Diff from 2039 Ref	% Diff	Ref Case PM Dem (Veh)	Scenario 5m4 PM Dem (Veh)	Diff from 2039 Ref4	% Diff
M23 / A23											
Northbound											
A273 DIVERGE	1	1200	1200	799	857	57	7%	943	968	25	3%
A273 MERGE	1	1200	1200	279	332	53	19%	149	155	6	4%
A281 DIVERGE	1	1200	1200	305	402	97	32%	375	374	-2	0%
A281 MERGE	1	1200	1200	184	317	133	72%	55	48	-7	-13%
B2117 DIVERGE	1	1200	1200	431	412	-19	-4%	502	724	222	44%
B2118 MERGE	1	1200	1200	545	683	138	25%	377	661	284	75%
A2300 DIVERGE	1	1200	1200	221	287	66	30%	69	68	-2	-2%
A2300 MERGE	1	1200	1200	**1472**	**1582**	111	8%	**1642**	**1630**	-12	-1%
A272 DIVERGE	1	1200	1200	611	555	-56	-9%	441	500	59	13%
A272 MERGE	1	1200	1200	236	225	-11	-4%	193	223	30	16%
B2115 DIVERGE	1	1200	1200	273	270	-4	-1%	141	174	33	23%
B2115 MERGE	1	1200	1200	370	413	43	12%	222	231	9	4%
B2110 DIVERGE	1	1200	1200	386	428	42	11%	176	210	34	19%
B2110 MERGE	1	1200	1200	1062	1044	-18	-2%	647	645	-3	0%
J11 DIVERGE	2	1350	2700	1771	1879	108	6%	1676	1739	63	4%
J11 MERGE	1	1350	1350	1070	1042	-28	-3%	1229	1221	-8	-1%
J10a MERGE	1	1350	1350	489	477	-12	-2%	284	288	4	1%
J10 DIVERGE	2	1350	2700	1522	1555	34	2%	1134	1174	39	3%
J10 MERGE	2	1350	2700	1065	1201	136	13%	1560	1621	61	4%
J9 DIVERGE	2	1350	2700	1622	1670	47	3%	921	993	72	8%
J9 MERGE	2	1350	2700	1469	1469	0	0%	1551	1544	-8	0%
M23 / A23											
Southbound											
J9 DIVERGE	2	1350	2700	1382	1380	-2	0%	1752	1743	-8	0%
J9 MERGE	2	1350	2700	890	933	42	5%	1617	1676	59	4%
J10 DIVERGE	2	1350	2700	1757	1763	6	0%	1295	1402	108	8%
J10 MERGE	2	1350	2700	1106	1244	138	13%	1249	1293	44	3%
J10a DIVERGE	2	1350	2700	693	765	72	10%	778	832	54	7%
J11 DIVERGE	2	1350	2700	1191	1211	20	2%	1032	1031	-1	0%
J11 MERGE	1	1350	1350	**1483**	**1543**	60	4%	**1777**	**1821**	45	3%
B2114 DIVERGE	1	1200	1200	307	312	4	1%	654	575	-80	-12%
B2110 MERGE	1	1200	1200	299	323	23	8%	277	300	24	8%
B2115 DIVERGE	1	1200	1200	348	341	-7	-2%	405	358	-47	-12%
B2115 MERGE	1	1200	1200	234	251	17	7%	622	652	31	5%
A272 DIVERGE	1	1200	1200	273	292	20	7%	351	372	21	6%
A272 MERGE	1	1200	1200	461	510	49	11%	705	745	41	6%
A2300 DIVERGE	2	1200	2400	1497	1513	15	1%	1197	1260	62	5%
A2300 MERGE	1	1200	1200	769	793	24	3%	766	863	97	13%
B2118/Mill Lane DIVERGE	1	1200	1200	522	768	245	47%	569	974	405	71%
B2117 MERGE	1	1200	1200	503	784	281	56%	46	138	92	201%
A281 MERGE	1	1200	1200	462	474	12	3%	14	16	2	16%
A273 DIVERGE	1	1200	1200	216	286	70	33%	24	34	11	45%
A273 MERGE	1	1200	1200	883	816	-67	-8%	**1224**	1187	-37	-3%

6.3.8 There are some locations where the maximum vehicle flow is exceeded including the A2300 northbound merge in both peaks, and the M23 Junction 11 southbound merge in both peaks. For these instances the maximum vehicle flow is also exceeded in the Reference Case.

M23 Junctions 9, 10, and 11

6.3.9 Table 14 shows model results at the approach arms and main circulatory links at Junctions 9, 10 and 11 of the M23. The following results are shown for Scenario 5m4 alongside the Reference Case, for the AM and PM peak models:

- Demand in vehicles
- Ratio of flow to capacity (RFC)
- Average vehicle delay in seconds
- Average queue length in passenger car units (PCUs)

Table 14. Scenario 5m4: M23 Junctions 9, 10 and 11 – Approach Arm Results

Junction	Approach Arm	2039 Reference Case								2039 Scenario 5m4							
		AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)
Junction 9	M23 Southbound off-slip (N)	1382	58.8	11.4	3.7	1752	95.1	33.3	8.5	1380	58.8	11.4	3.7	1743	94.6	32.3	8.4
	M23 Northbound off-slip (S)	1622	45.0	1.0	0.0	921	25.1	0.7	0.0	1670	45.9	1.0	0.0	993	26.9	0.7	0.0
	Gatwick Spur (W)	1051	54.0	3.0	0.0	1676	77.1	3.0	0.0	1094	56.1	3.0	0.0	1772	80.1	3.0	0.0
	Circulatory North	*890*	*84.5*	*30.1*	*5.1*	*1617*	*98.4*	*51.8*	*7.2*	*933*	*88.4*	*33.5*	*5.4*	*1676*	*100.3*	*69.7*	*9.3*
	Circulatory East	*2272*	*38.1*	*0.5*	*0.0*	*3369*	*53.4*	*0.6*	*0.0*	*2313*	*38.8*	*0.5*	*0.0*	*3419*	*53.7*	*0.6*	*0.0*
	Circulatory South	*1382*	*31.3*	*0.6*	*0.0*	*1752*	*37.7*	*0.6*	*0.0*	*1380*	*31.2*	*0.6*	*0.0*	*1743*	*37.2*	*0.6*	*0.0*
Junction 10	M23 Southbound off-slip (N)	1757	88.6	24.3	8.4	1295	58.3	14.7	4.6	1763	88.8	24.6	8.4	1402	61.7	15.9	5.3
	Copthorne Way (E)	678	33.2	18.5	2.7	1403	79.8	93.7	21.3	902	43.2	20.1	3.6	1526	85.6	90.0	21.9
	M23 Northbound off-slip (S)	1522	66.3	43.1	13.8	1134	66.9	84.1	14.0	1555	67.3	42.8	14.0	1174	68.8	92.0	16.9
	A2011 Crawley Avenue (W)	1830	84.9	21.7	8.4	2262	76.2	14.2	7.0	1832	84.4	21.5	8.3	2261	75.6	14.1	6.9
	Circulatory North	*1480*	*98.7*	*55.0*	*7.7*	*1417*	*102.5*	*116.4*	*24.7*	*1482*	*98.4*	*53.1*	*7.7*	*1441*	*103.1*	*128.0*	*29.0*
	Circulatory East	*1827*	*79.2*	*16.7*	*7.0*	*1243*	*45.6*	*12.7*	*4.0*	*1876*	*81.1*	*17.6*	*7.5*	*1284*	*46.5*	*13.0*	*4.2*
	Circulatory South	*1400*	*72.4*	*22.1*	*7.9*	*1397*	*60.5*	*13.4*	*4.6*	*1534*	*78.6*	*24.2*	*9.1*	*1517*	*64.7*	*14.2*	*5.2*
	Circulatory West	*715*	*47.0*	*18.4*	*2.7*	*714*	*62.5*	*30.2*	*3.6*	*851*	*55.2*	*18.3*	*3.2*	*801*	*68.7*	*30.5*	*4.0*
Junction 11	M23 Southbound off-slip (NE)	1191	56.6	17.2	4.8	1032	76.6	28.4	6.1	1211	57.6	17.3	4.9	1031	76.2	28.3	6.1
	Brighton Road (S)	1273	54.8	22.0	7.0	765	35.2	19.6	4.0	1284	55.0	22.1	7.0	755	34.7	19.6	4.0
	M23 Northbound off-slip (SW)	1165	32.2	9.9	2.9	656	19.3	9.1	1.8	1209	33.2	10.0	3.0	719	20.9	9.2	1.9
	A264 (W)	1055	48.1	21.1	5.8	802	35.1	19.6	4.0	1040	47.3	21.0	5.7	846	37.0	19.8	4.3
	A23 Brighton Road (N)	1016	45.2	13.7	3.5	2034	88.4	29.3	12.6	1040	46.1	13.9	3.6	2099	90.3	31.0	13.1
	Circulatory NE	*1174*	*63.4*	*16.5*	*4.7*	*1989*	*74.0*	*11.8*	*5.0*	*1212*	*65.1*	*16.7*	*4.8*	*2085*	*76.9*	*12.4*	*5.3*
	Circulatory South	*2365*	*56.1*	*11.1*	*6.4*	*3021*	*67.8*	*13.0*	*9.3*	*2423*	*57.3*	*11.2*	*6.7*	*3115*	*69.4*	*13.4*	*9.9*
	Circulatory SW	*1142*	*98.1*	*57.6*	*6.5*	*941*	*78.5*	*24.9*	*4.8*	*1141*	*97.8*	*55.5*	*6.5*	*966*	*80.2*	*25.6*	*4.9*
	Circulatory West	*2307*	*66.2*	*59.1*	*16.8*	*1597*	*46.4*	*19.2*	*7.0*	*2351*	*67.1*	*63.7*	*20.2*	*1685*	*48.7*	*20.5*	*7.6*
	Circulatory North	*2804*	*86.0*	*17.3*	*10.9*	*2063*	*64.3*	*18.3*	*9.4*	*2808*	*85.4*	*17.0*	*10.6*	*2187*	*67.8*	*17.7*	*9.5*

6.3.10 The tables shows some RFCs in excess of 90%, however in most instances these are already present in Reference Case and not significantly added to in Scenario 5m4.

6.4 Identification of Junctions with Capacity Impacts

6.4.1 The same categorisation has been used previously in Scenario 5, detailed in Chapter 4.4 in respect of the WSCC Highway network.

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

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

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

6.4.4 A 'significant' impact is a junction with any approach arm experiencing the following:

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

6.4.5 The criteria for defining and categorising capacity impact into Significant/Severe on the WSCC highway network have been agreed with West Sussex County Council.

6.4.6 Table 15 shows how many junctions are forecast to be impacted significantly or severely in Scenario 5m4 when compared to the Reference Case.

Table 15. Scenario 5m4: 'Severe' and 'Significant' Junction Impacts

ID	Area	Junction	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
					AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SIG.		0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.		0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	YES	1	0	90	78
N10	West Hoathly	Selsfield Road / Vowels Lane	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.		0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.		0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110	SIG.		0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.		0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.		0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SIG.		0	0	0	0
C7	Ansty	A272 / B2036	SEVERE		0	1	97	67
C10	Bolney	A23 / A272 Bolney Road	SIG.		0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.		0	0	0	0
C17	Haywards Heath	B2112 / B2272	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	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.		0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	YES	1	0	22	55
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.		0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)	SIG.		0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.		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.		0	0	0	0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.		0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.		0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.		0	0	0	0

6.4.7 **Scenario 5m4** has **39** junctions that are considered significantly impacted and **3** that are severely impacted.

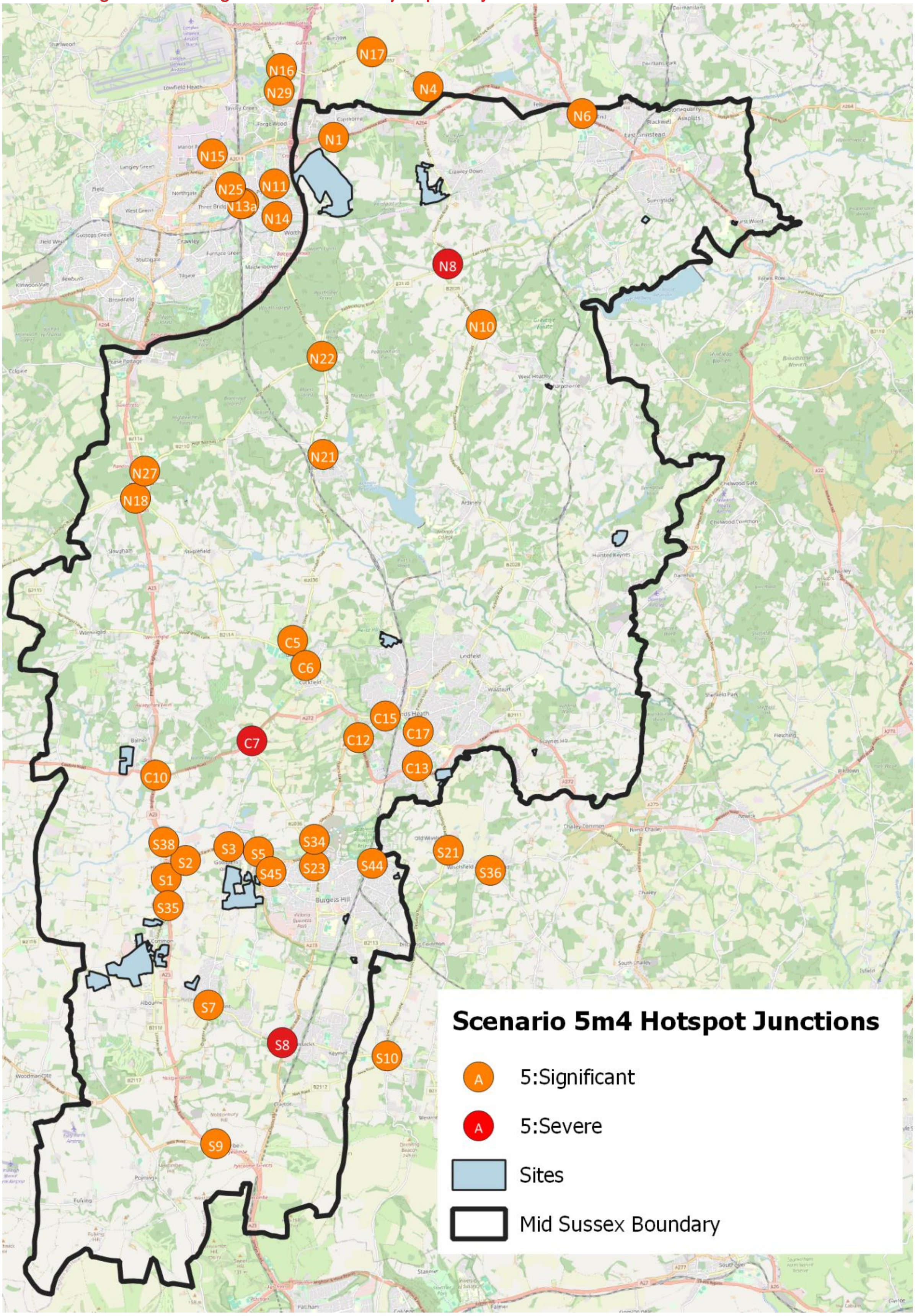
6.4.8 Severe Junctions:

- N8: B2110 / B2028 Turners Hill
- C7: A272 / B2036 Ansty
- S8: A273 / B2116 Hassocks (Stonepound)

6.4.9 Figure 10 shows the locations of the significant and severely impacted junctions in Scenario 5m4.

6.4.10 Appendix B1 shows summary results for all Scenarios (5, 5m2, 5m4, 5m5) and Appendix C shows detailed results by approach arm.

Figure 10. 'Significant' and 'severely' impacted junctions - Scenario 5m4 versus Reference Case



7. FURTHER INVESTIGATIONS INTO ROUTE CHOICE

7.1.1 In consultation with WSCC Highway Authority, MSDC requested further investigations to identify whether the causes of identified impacts at the Ansty and Stonepound Crossroad Junctions could include possible rerouting away from Hickstead Junction. This junction is not currently flagged as experiencing a severe impact in the Scenario 5m2 results, but is known to have capacity issues. The forecasting showed congestion at the Hickstead junction in the reference case scenario but the modelling did not show a large further increase as a result of the Local Plan scenario.

7.1.2 Results indicate that there are some trips with Origins & Destinations at Burgess Hill that are avoiding the Hickstead junction and opting to access/egress the A23 via alternative junctions to the north or south. Table 16 summarises the access proportions.

Table 16. Approximate Proportion of Traffic to/From Burgess Hill using each A23 junction

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

7.1.3 Within the model it is possible to perform a Select Link Analysis (SLA) that shows the routeing of all trips to/ from the selected link. The figures below highlight some of the key select link flow analysis undertaken as part of these investigations.

7.1.4 Figure 11 demonstrates some southbound trips are opting to exit the A23 at the Bolney Road junction and use Bolney Road and B2036/ Cuckfield Road for access to Burgess Hill, instead of via the Hickstead Junction. This is via the severely impacted Ansty Junction.

7.1.5 Figure 12 demonstrates some trips are opting to use the A23 Pyecombe Junction via the A273 to head southbound on the A23 from Burgess Hill. This route is via the severely impacted Hassocks Stonepound Junction.

7.1.6 Similarly, in relation to impacts at the Turners Hill Junction, the B2110/B2028 Turners Hill crossroads already experiences peak period congestion from rat-running traffic. This applies to both east-west traffic using the B2110 in combination with Turners Hill Road from Pound Hill and to north-south traffic using the B2028 in combination with minor roads through Sharpthorne to A22 at Wych Cross. The existing and potential for additional rerouting results from the avoidance of congested locations on A264 and A22, notably the

Felbridge junction and A22 London Road into East Grinstead. 0 illustrates the rerouting on the B2110 from East Grinstead to Crawley.

7.1.7 Potential for highway capacity improvements at Turners Hill are limited by environmental factors and equally could exacerbate existing rat-running. In accordance with the West Sussex County Council Local Transport Plan 2022-2036, any necessary highway mitigation measures will be focused, as far as possible, on the Strategic and Major Road Network to encourage the main flow of traffic along these routes and away from more minor roads across the highway network. A policy-compliant mitigation option for Turners Hill should therefore focus on encouraging road users to use the major road network along the A264/A22 corridor, making this route more desirable and reducing the use of the rural route along more minor roads via Turners Hill.

Figure 11. – Select Link on B2036 Southbound (PM peak)

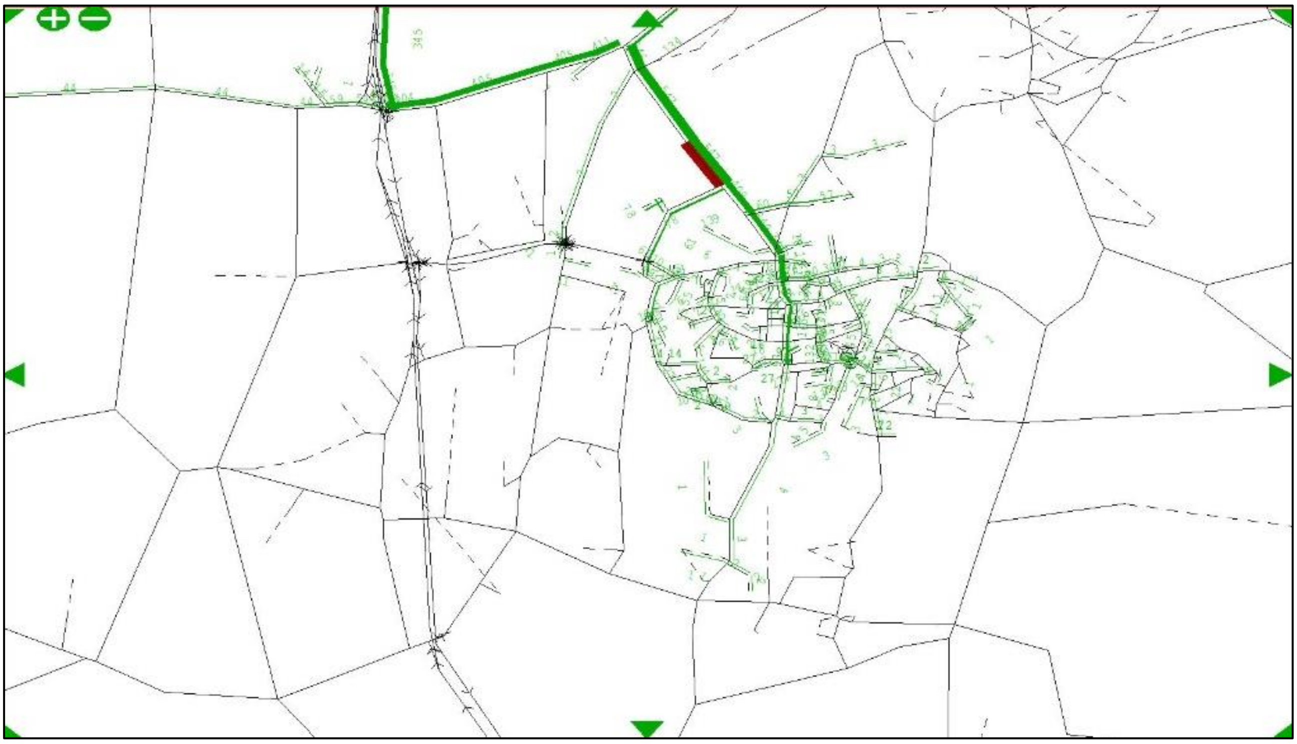


Figure 12. – Select Link on the A23 Southbound (AM Peak)

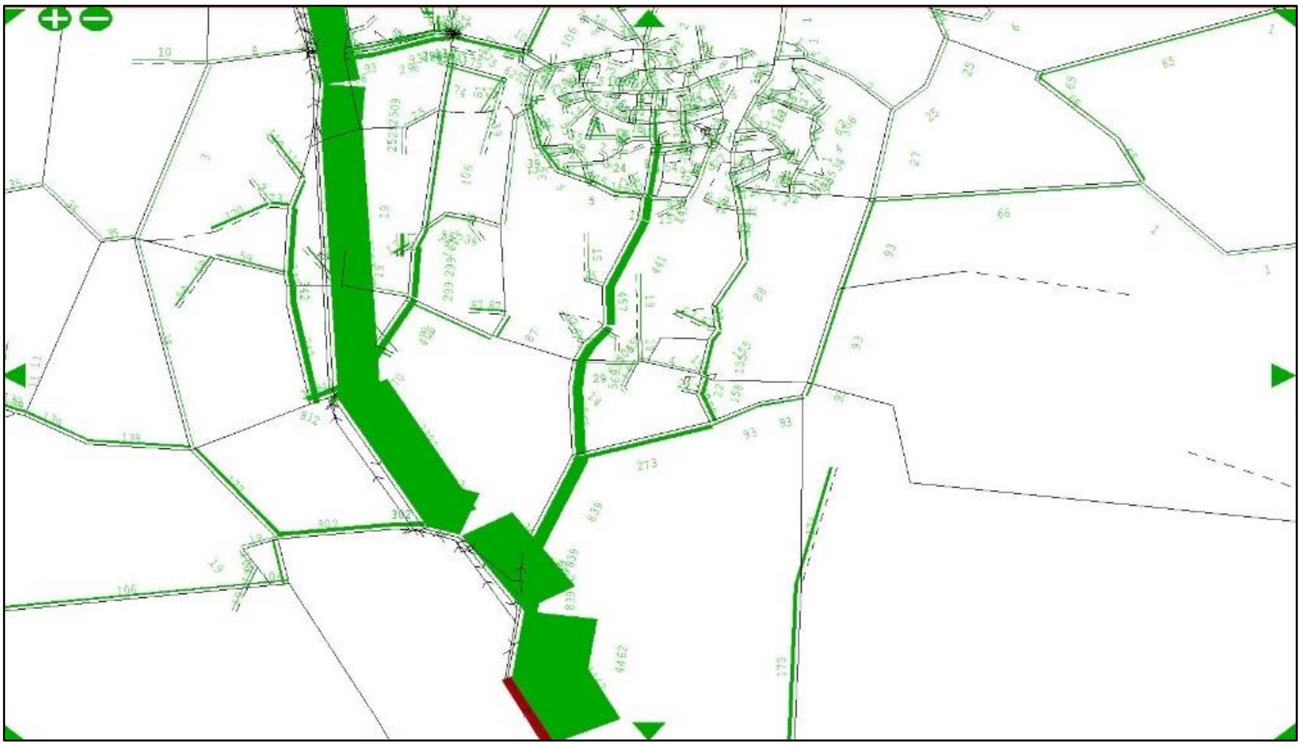
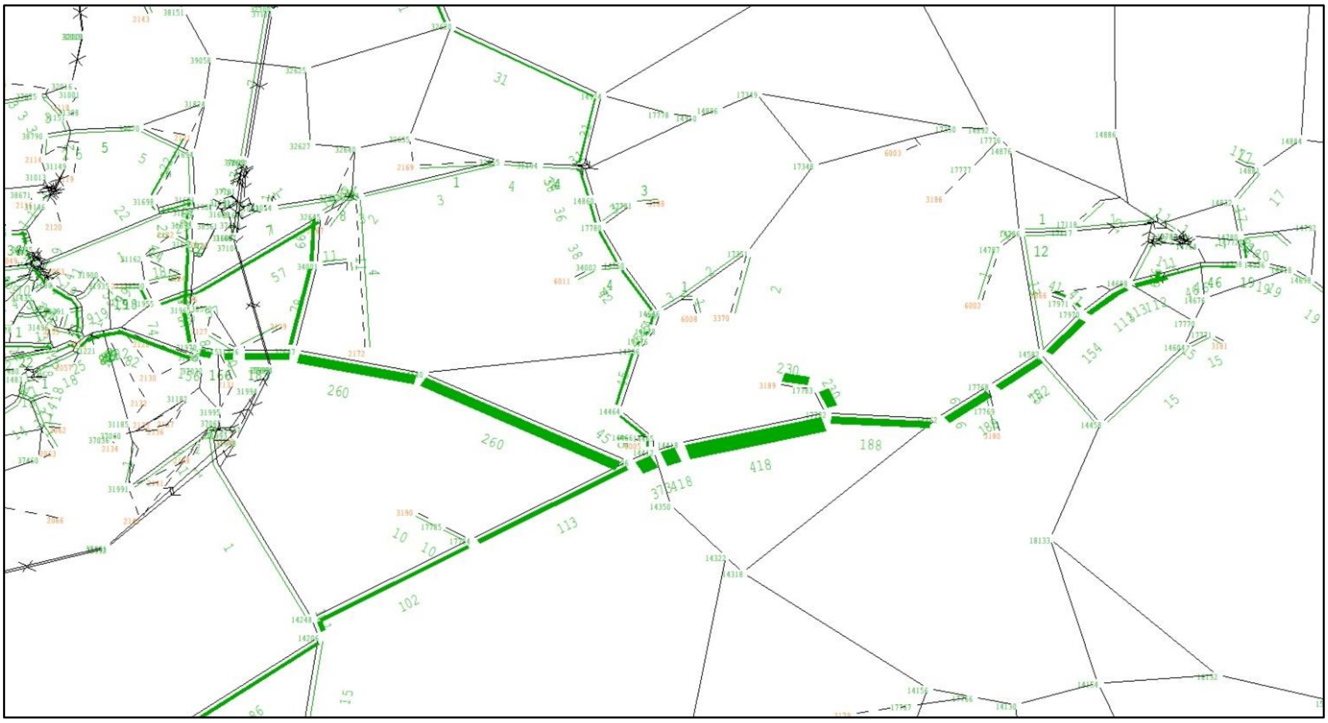


Figure 13. Select Link on the B2110 Westbound (AM Peak)



7.2 Mitigation Strategy

7.2.1 Following the further investigations and taking account of the SLA, Mid Sussex District Council, in partnership with West Sussex County Council, have identified a method of approach to mitigate the proposed junctions identified.

7.2.2 Turners Hill Junction – The aim is to target improvements to the A264 East – West corridor by targeting junction improvements at:

- Dukes Head Roundabout
- Copthorne Hotel Roundabout

7.2.3 Targeted improvements will seek to generate rerouting away from the B2110 via Turners Hill and onto the A264 Copthorne Road.

7.2.4 Ansty Junction and Stonepound (Hassocks) junctions – The aim is to target improvements for access to the A23 along the A2300 from Burgess Hill through improvements at:

- A23 / A2300 Hickstead Junction

7.2.5 Targeted improvements will seek to generate rerouting away from the B2036 and A272 for access to the A23, and the A273 via Pycombe access to the A23 /to/from Burgess Hill, and encourage more trips to access the A23 via the A2300 via Hickstead to/from Burgess Hill.

Other studies

7.2.6 WSCC in partnership with Surrey County Council (SCC) Highway Authority are undertaking a combined study into the A22/A264 corridor. The aim of the study is to bring forward improvements which would ease traffic flow and/or promote mode shift to more sustainable modes between Crawley and East Grinstead which would in turn reduce rat running through Turners Hill. The study is at an early stage, so analysis is yet to take place of improvement options and their potential benefits.

7.2.7 The development of mitigation in this location to support the local plan development has therefore sought to take account of potential measures on the A264 in the design of any scheme to ensure that mitigation options do not undermine the successful delivery of future corridor study improvement options.

8. LOCAL JUNCTION MODELLING METHODOLOGY

8.1 Local Junction Assessments

8.1.1 The scope of the junction assessments was agreed with MSDC and WSCC, informed by a junction impacts identification spreadsheet which identified locations with significant and severe impacts resulting from the additional traffic generated by the proposed local plan development allocations. These impacts include those from secondary re-routing of existing or background traffic in response to the development traffic flows.

8.1.2 The locations identified considered local knowledge of key strategic routes through the District. Policies within the WSCC Local Transport Plan 2022-2036 seek to encourage the main flow of traffic along these routes and away from more minor roads across the highway network. This includes alleviating congested junctions along the A264 corridor towards the M23 and A22, to make this route more desirable and reduce the level of traffic using more rural routes through local villages such as Turners Hill and Crawley Down.

8.1.3 The following junctions have been taken forward for local junction modelling assessment:

- **Hickstead Interchange –** Hickstead Lane/ A2300/A23 SB off-slip/Service Station Access/ A23 SB on-slip
- **Copthorne Roundabout -** A264 Copthorne Way/Brookhill Road/A264 Copthorne Common Road/Copthorne Hotel Access/ A2220 Copthorne Road Roundabout
- **Dukes Head Roundabout –** A264 Copthorne Common Road, B2028 Turners Hill Road, A264 Snowhill.

8.2 Local Junction Modelling Methodology

Model Scenarios

8.2.1 The following Scenarios have been assessed in the local junction models. Further detail on the Model Scenarios and the assumptions on growth and infrastructure is provided at section 1.5 of this Report.

- **2019 Baseline –** MSSHM model base year;
- **2039 Reference Case –** Includes any committed development in the district, including the development sites and associated infrastructure modelled in the Site Allocations Development Plan Document (Sites DPD), the committed highway infrastructure and background growth;
- **2039 Scenario 5m4 –** Includes the full targeted Local Plan growth and is informed by submissions made by significant site promotors considering mode shift potential due to LCWiP improvements and site specific sustainable corridor improvements.

Local Junction Modelling Software

8.2.2 Priority-controlled (non-signalised) junctions have been modelled using Junctions 10, whilst LinSig V3.2.44 has been used for modelling the signal-controlled junctions, and the partially signalised junctions. These software packages reflect the industry standard for assessing junction capacity.

8.2.3 Junction geometries have been measured based on OS data for each site, and drawings for each of the three locations can be found in **Appendix F.**

Local Junction Model Validation

8.2.4 In the absence of queue length survey data, the local junction models have been validated using the 2019 Baseline outputs from the MSSHM modelling, as the strategic model has undergone an extensive process of model validation across links and cordons using 2019 base survey traffic flow data.

8.2.5 The methodology of the validation exercise is to use the outputs from the validated MSSHM model to ensure that the 2019 baseline results from the strategic model are comparable with the 2019 baseline local junction model outputs. In doing so we can use the validated base local junction models as a suitable baseline from which to forecast the future scenarios.

8.2.6 The following criteria has been used to determine compliant thresholds for validation.

- **For non-signalised junctions**, model validation is required when either the MSSHM outputs or the local junction model initial outputs are reporting a mean maximum queue length of 5PCUs or more. A non-signalised local junction model is considered validated if the queue lengths reported within the local junction model are within ±15% of the comparable SRTM output results.

8.2.7 All of the locally-modelled junctions are non-signalised in the 2019 baseline scenario and therefore no validation criteria for signalised junctions are required.

8.2.8 The amendments to the Junctions 10 models typically include changes to the percentage capacity adjustment factors as well as slope and intercept adjustments. The particular changes that have been included as part of the model validation are detailed in the subsequent chapter which details the results of the local junction modelling.

8.2.9 By achieving the required model validation criteria, the Baseline models can be used to forecast the future scenarios to assess the impact of local growth and the Local Plan development allocations. Where particular discrepancies occur between the MSSHM model and the junction form, for example if a minor arm is not coded in the strategic model or pedestrian crossings are not coded, due to the strategic scale of the MSSHM, this is noted within the relevant junction results.

8.2.10 Details regarding the model calibration and validation changes are provided at the start of the results section for each of the local junction models prepared within the next Chapter of this Technical Report.

9. LOCAL JUNCTION IMPACT ASSESSMENT

9.1.1 The results of the local junction assessment are presented below for the agreed three locations taken forward for local junction modelling assessments.

9.1.2 Local Junction Model Output Reports are presented in **Appendix G** for the Baseline, 2039 Reference Case and 2039 Do Minimum Models and the 2039 Do Something with mitigation models.

9.2 Local Junction Modelling Results Output Definitions

Junction 10 Output Definitions

9.2.1 The Junctions 10 modelling software uses empirical formulae based on traffic flows and junction geometries to calculate the capacity of non-priority traffic streams (streams that must give-way to priority traffic). Geometric measurements include lane width available to the non-priority stream, visibility to waiting drivers, and width of the major road. Angles of intercept are also calculated for roundabout junctions.

9.2.2 The key outputs from Junctions 10 are the "ratio of flow to capacity" (RFC), the mean and maximum queue lengths and the average delay in seconds per vehicle arriving at the junction. An RFC of 0.85 or less on all arms indicates that a junction is functioning well without significant delay on any arm. An RFC of 0.85 to 1.0 indicates that the junction will be busy and may experience intermittent delays; different junction arms can have different RFCs so a single arm with an RFC in this range may not present an issue, particularly if this is observed in only a limited period of the modelled time. An RFC of greater than 1.0 indicates that the given arm(s) are operating beyond their nominal capacity, and extended queuing would be expected on a regular basis. Once a junction has reached nominal capacity, the model is more sensitive to small changes to traffic flows and any further increase in traffic flow will cause forecasted queue lengths and delays to increase exponentially.

9.2.3 The second key output from Junctions 10 is the Level of Service (LoS) of the junction. LoS is a qualitative measure used to relate to the quality of traffic service. LoS is used to analyse highways by categorising traffic flow and assigning quality levels of traffic based on performance measures such as speed and density. LoS references include:

- A = Free flow (Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes);
- B = Reasonably free flow (Speeds are maintained, manoeuvrability within the traffic stream is slightly restricted);
- C = Stable flow (The ability to manoeuvre through lanes is noticeably restricted and lane changes require more driver awareness);
- D = Approaching unstable flow (Speeds slightly decrease as traffic volume slightly increases);
- E = Unstable flow (Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to manoeuvre in the traffic stream and speeds rarely reach the posted limit); and
- F = Forced or Breakdown Flow (Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required).

Source - Junctions 10 User Guide and Highways Capacity Manual

LinSig v3 Output Definitions

9.2.4 The outputs of LinSig include the Degree of Saturation (DoS), Mean Maximum Queue (MMQ) and the Practical Reserve Capacity (PRC).

9.2.5 The % DoS is a ratio of demand to capacity for each traffic phase. Although not formally specified within any recognised guidance, it is generally preferred to seek to maintain the overall junction's % DoS below 90% in order to provide a level of confidence that the junction will operate within capacity even if day-to-day traffic flows vary. If the DoS for a given arm of the junction does exceed 100%, then queues will build up during red signal periods which will be unable to fully dissipate within the next green signal period and will therefore gradually become longer and longer during subsequent cycles, until the demand from traffic arriving at that arm of the junction subsides.

9.2.6 The PRC is related to the maximum % DoS, and is a measure of how much additional traffic can pass through a junction, whilst maintaining a maximum saturation of 90% on all lanes. A positive PRC indicates that a junction has spare capacity, whilst a negative PRC indicates that a junction is over capacity.

9.3 Hickstead Interchange – Hickstead Lane/ A2300/A23 SB off-slip/Service Station Access/ A23 SB on-slip

9.3.1 The A23 Hickstead Interchange is a grade-separated dumbbell arrangement junction providing access between the A23, the A2300 and Hickstead Lane. Vehicles would use this junction to route between the A23 and Burgess Hill, approximately three kilometres east of the junction.

9.3.2 The western roundabout is a four arm non-signalised roundabout with uncontrolled crossings and associated tactiles on the north (A2300) and west arms (Hickstead Lane), with Hickstead Lane just having a dropped kerb and no tactile paving.

9.3.3 The eastern roundabout is a six arm non-signalised roundabout, consisting of the A23 on and off slip roads, the A2300 (east and west arms), a service station access road and a curtailed access road connecting to adjacent farmland. Uncontrolled pedestrian crossings are present on each arm with the exception of the west approach linking to the western roundabout, some of which provide appropriate tactile paving. An overbridge of approximately 90 metres in length connects the two roundabouts, with footways present on both sides of the carriageway. A shared footway/cycleway is located on the A2300 eastern approach on both sides of the carriageway.

9.3.4 It is noted that the entry/exit arm which connects the eastern roundabout to the adjacent farmland north of the junction is not represented within the MSSHM. It is understood that this access road relates to a historic extant permission that is unlikely to be delivered and the site is not allocated for any purpose in either the adopted or emerging Local Plan. Therefore, this access road has not been represented within the local modelling for this junction.

9.3.5 Additionally, the service station access is not accounted for in the strategic model. Based on an estimated parking capacity of 95 spaces a total of 82 inbound and 82 outbound vehicles have been accommodated within the models, which represents the upper limit of circulatory capacity in relation to available stacking space. This is considered a robust estimate of maximum demand and caters for pass- by trips along the A23 who would continue straight on along the A23 in the strategic model given that the model zone does not account for the trip attraction of the service station.

Model Validation

9.3.6 **Table 17** details the amendments which have been made to the western roundabout junction model arms to allow validation to meet the required criteria detailed in Section 8.2.6.

Table 17. A23 Hickstead Interchange Western Roundabout – Local Model Validation Amendments

ARM	PERCENTAGE CAPACITY ADJUSTMENT CHANGES	
	AM	PM
Hickstead Lane	No Change	No Change
A23 NB On Slip	No Change	No Change
A2300 Overbridge	125%	125%
A23 NB Off Slip	No Change	No Change

9.3.7 The capacity adjustments applied result in mean maximum queues which better reflect those in the MSSHM, with queues on all arms being within ±15% threshold or below 5 PCUs within both models. The model is considered appropriately validated.

9.3.8 **Table 18** details the amendments which have been made to the eastern roundabout junction model arms to allow validation to meet the required criteria detailed in Section 8.2.6.

Table 18. A23 Hickstead Interchange Eastern Roundabout – Local Model Validation Amendments

ARM	PERCENTAGE CAPACITY AJUSTMENT CHANGES	
	AM	PM
A2300 Overbridge	No Change	No Change
A23 SB Off Slip	No Change	No Change
A2300 E	48%	No Change
A23 SB ON Slip	No Change	No Change

9.3.9 The capacity amendments applied result in mean maximum queues which better reflect those in the MSSHM, with queues on all arms being within ±15% threshold or below 5 PCUs within both models. The model is considered appropriately validated.

9.4 A23 Hickstead Interchange - Junction Model Results

2019 Baseline Junction Model Results

9.4.1 This junction has been modelled using Junctions 10, with the results presented in **Table 19** below.

Table 19. A23 Hickstead Interchange - 2019 Baseline Junction Model Results

Arm Name	AM Peak				PM Peak			
	RFC	Delay(s)	Queue (pcu)	LOS	RFC	Delay(s)	Queue (pcu)	LOS
2019 Baseline – Western Roundabout								
A2300 Hickstead Lane	0.14	7.49	0.2	A	0.12	5.41	0.1	A
A23 North	0.00	0.00	0.0	A	0.00	0.00	0.0	A
A2300 East	0.79	17.23	4.0	C	0.65	10.48	2.1	B
A23 South	0.64	18.08	1.7	C	0.32	8.48	0.5	A
2019 Baseline – Eastern Roundabout								
A2300 Overbridge	0.28	3.61	0.4	A	0.20	3.19	0.3	A
A23 S/B off-slip	0.56	5.80	1.5	A	0.59	5.51	1.5	A
A2300 East	1.04	124.00	36.3	F	0.41	3.11	0.8	A
Service Station	0.11	4.91	0.1	A	0.10	4.63	0.1	A
A23 S/B on-slip								

9.4.2 It can be seen that the eastern roundabout is operating above capacity in the 2019 Baseline AM peak scenario. The A2300 East arm records a maximum RFC of 1.04 with a resulting maximum queue of 36 PCUs. All remaining arms across both junctions operate within capacity during the AM peak scenario. Both junctions operate within capacity during the PM peak scenario.

2039 Reference Case and Do Minimum Junction Model Results

9.4.3 As part of the Site Allocations Development Plan Document (DPD), allocation SA9 allocated land to the north of the A2300 for a Science and Technology Park. Mitigation was proposed to support this allocation during the plan making process, including improvements to the Hickstead Interchange. The proposed mitigation at the junction included partial signalisation of the Eastern roundabout, realignment of the roundabout circulation to maximise stacking space for the eastbound A2300 overbridge approach as well as improvement on operation at the western roundabout through creation of a tear drop roundabout arrangement and improvements to walking and cycling connections. **Figure 14** and **Figure 15** below shows the mitigation sketch designs of junction improvements at Hickstead Interchange included within the Reference Case and Do Minimum model runs as part of the Science Park proposals.

Figure 14. Science Park Mitigation, Hickstead Interchange – Eastern Roundabout

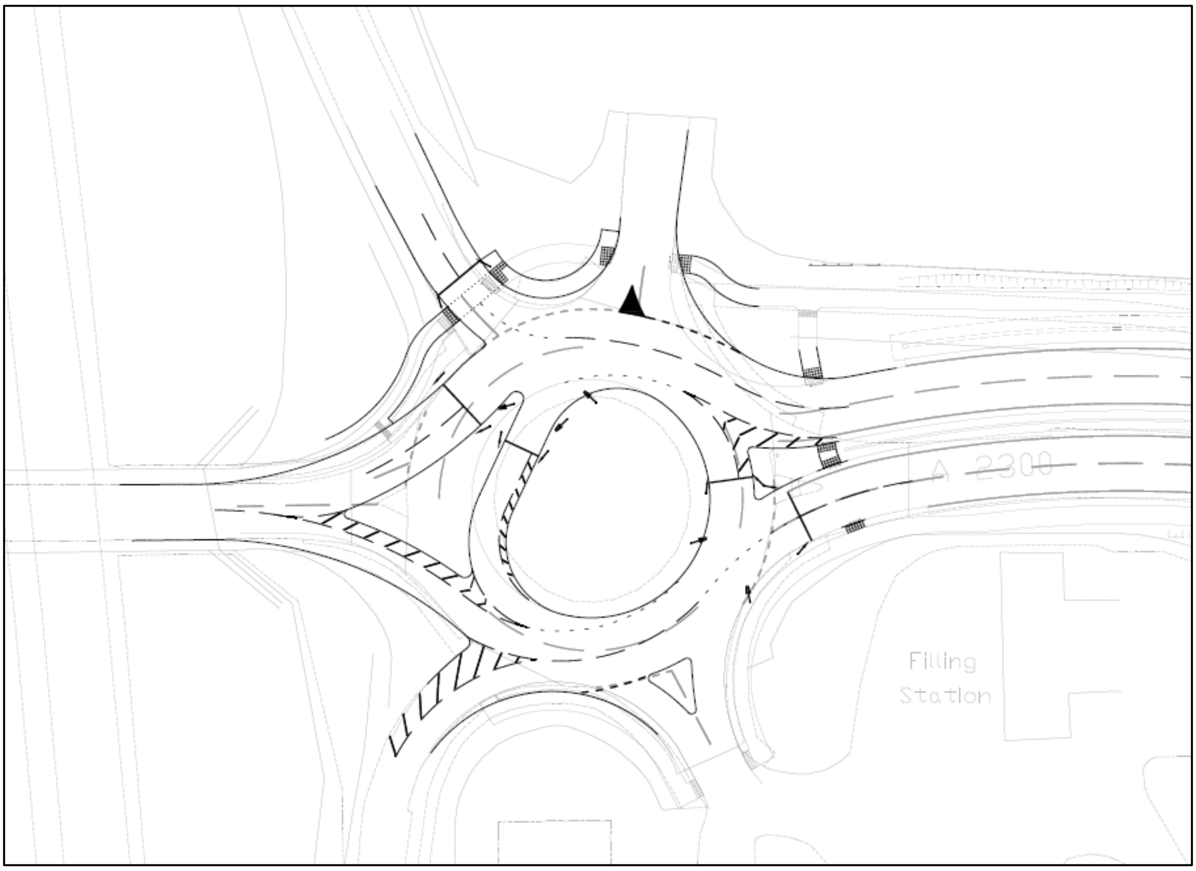
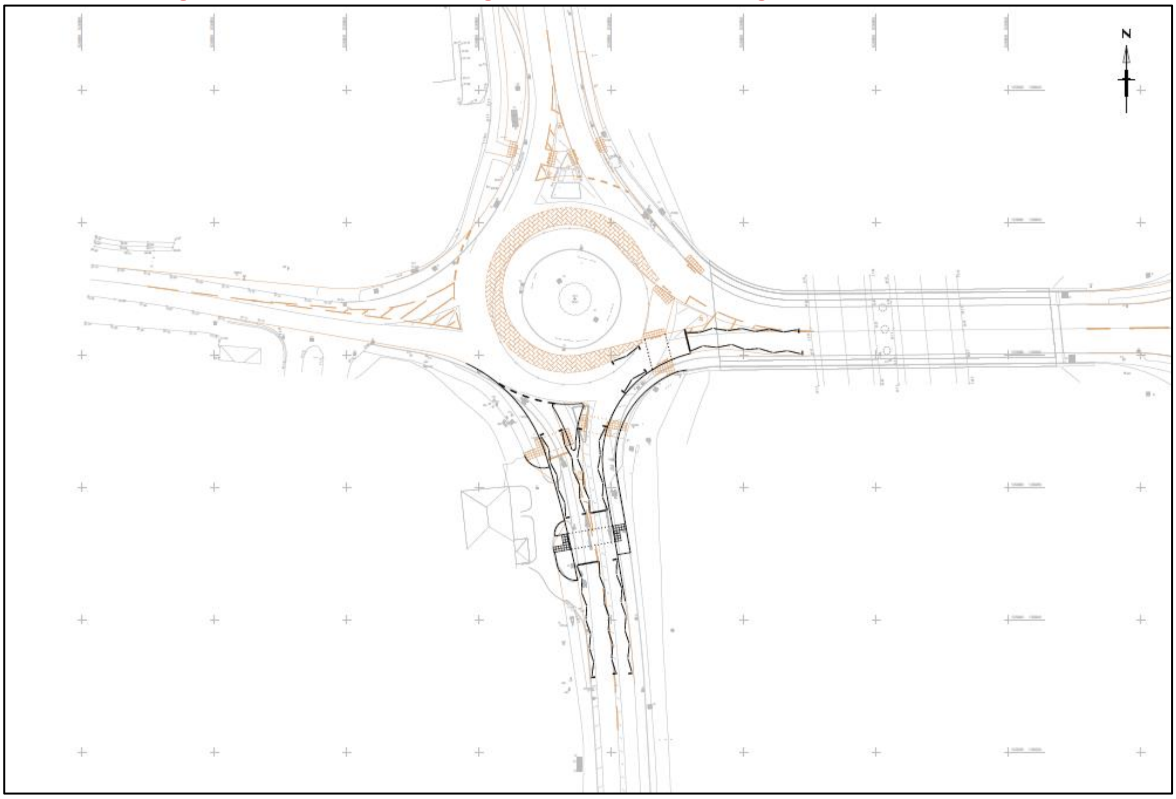


Figure 15. Science Park Mitigation, Hickstead Interchange – Western Roundabout



9.4.4 Given the introduction of partial signalisation associated with the above improvements, this junction has been modelled using a combined network LinSig, with the results presented in **Table 20** below.

Table 20. A23 Hickstead Interchange – 2039 Reference Case & 2039 Do Minimum Junction Model Results (Science Park Mitigation)

Lane Name	AM Peak DoS (%)	AM Peak Total Delay (pcuHr)	AM Peak Average Delay (s/pcu)	AM Peak Mean Maximum Queue (pcu)	PM Peak DoS (%)	PM Peak Total Delay (pcuHr)	PM Peak Average Delay (s/pcu)	PM Peak Mean Maximum Queue (pcu)
2039 Reference Case								
Western Roundabout								
Hickstead Lane	45.1%	0.4	7.8	0.4	27.0%	0.2	5.3	0.2
A2300 North	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0
A2300 Overbridge	95.7%	10.3	23.7	28.3	98.3%	15.8	35.4	40.7
A2300 South	14.6%	0.2	2.9	1.3	6.0%	0.1	2.7	0.5
Eastern Roundabout								
A2300 Overbridge	82.5%	5.8	51.8	9.4	66.6%	3.0	56.0	3.5
A23 N	72.3%	4.4	19.6	15.8	48.3%	1.7	9.6	8.0
A2300 East	102.5%	38.5	84.8	74.6	110.0%	97.9	200.6	133.2
Service Station	23.6%	0.2	6.8	0.2	24.7%	0.2	7.2	0.2
Central Right Turn Lane	48.0%	1.4	64.2	2.2	21.8%	0.5	56.9	0.9
2039 Do Minimum								
Western Roundabout								
Hickstead Lane	69.9%	1.1	14.7	1.1	22.7%	0.1	5.0	0.1
A2300 North	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0
A2300 Overbridge	95.6%	10.0	23.2	28.6	98.2%	15.7	35.2	40.0
A2300 South	18.1%	0.2	3.1	1.6	6.2%	0.1	2.7	0.5
Eastern Roundabout								
A2300 Overbridge	86.8%	7.3	50.4	12.9	65.5%	2.7	57.9	3.3
A23 N	79.7%	5.8	26.2	18.1	49.4%	1.7	9.3	8.1
A2300 East	102.0%	35.2	77.8	71.3	108.0%	80.2	167.3	116.6
Service Station	18.6%	0.1	5.0	0.1	27.5%	0.2	8.3	0.2
Central Right Turn Lane	49.5%	1.4	64.7	2.3	22.2%	0.5	50.6	1.0

9.4.5 The western roundabout is shown to operate within capacity across all scenarios. It is noted however that the A2300 Overbridge is nearing capacity in all scenarios. The maximum 2039 Reference Case DoS value for this arm is 98.3% in the PM peak, resulting in a MMQ of 40.7 PCUs. The addition of Local Plan traffic flows does not noticeably change the levels of congestion on this arm. Congestion on this arm is being caused by the pedestrian crossing being called every cycle, resulting in queues building up on the overbridge.

9.4.6 The eastern roundabout is shown to operate above capacity on the A2300 East arm in both 2039 Reference Case and Do Minimum scenarios, for both AM and PM peaks. The maximum 2039 Reference Case DoS value for this arm is 110% in the PM peak, resulting in a MMQ of 133.2 PCUs. The addition of Local Plan traffic flows does not noticeably change the levels of congestion on this arm with only slight reductions in the DoS value. Congestion on this arm is being caused by the signalisation of this arm whereas previously this arm was give way, as well as the lane allocations requiring vehicles accessing the A23 to only use the nearside lane.

2039 Do Minimum with SYSTRA Mitigation Junction Model Results

9.4.7 SYSTRA have reviewed the mitigation associated with the Science and Technology park and considered whether any further junction improvements can be made to support the full development of the Local Plan and traffic volumes associated with the targeted levels of growth.

9.4.8 **Figure 14** above shows the proposed Science Park mitigation layout of the eastern roundabout which introduces an additional green phase to facilitate traffic turning right from the service station or for vehicles making a u-turn from the A2300 eastbound approach, which would include left-turn movements from Pookbourne Lane. The existing layout results in the aforementioned movements having to use both the eastern and western roundabout to facilitate this movement. However, on balance, given the anticipated low frequency of vehicles making this movement it is expected that removal of the new green phase would have a positive overall contribution to the operation of the junction and help to reduce the level of queuing particularly on the A23 off-slip. The junction model results with the SYSTRA proposed mitigation is presented in **Table 21**.

Table 21. A23 Hickstead Interchange– 2039 Do Minimum Junction Model Results (with SYSTRA Proposed Mitigation)

Lane Name	AM Peak				PM Peak			
	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Maximum Queue (pcu)	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Maximum Queue (pcu)
2039 Do Minimum								
Western Roundabout								
Hickstead Lane	64.2%	0.9	11.4	0.9	17.7%	0.1	3.7	0.1
A23 North	0%	0.0	0.0	0.0	0%	0.0	0.0	0.0
A2300 Overbridge	103.8%	45.8	98.6	83.9	109.7%	95.2	190.9	132.1
A23 South	17.8%	0.2	3.0	1.5	6.1%	0.1	2.7	0.5
Eastern Roundabout								
A2300 Overbridge	83.7%	6.8	40.9	12.9	62.0%	2.9	51.1	3.5
A2300 East	68.3%	2.2	7.1	12.6	80.0%	3.6	10.1	19.1
Service Station	16.7%	0.1	5.5	0.5	24.6%	0.3	14.3	1.1
A23 S/B on-slip	74.0%	4.4	19.8	15.8	45.8%	1.0	5.8	6.0

9.4.9 The western roundabout is shown to operate above capacity in both AM and PM peak periods, with a maximum DoS value of 109.7% on the A2300 Overbridge arm in the PM peak. This leads to a Mean Maximum Queue of 132 PCUs, which would extend across the overbridge and beyond the eastern roundabout, as well as an average delay of over three minutes per PCU. Congestion on this arm is caused by the pedestrian crossing being called every cycle, resulting in queues building up on the overbridge.

9.4.10 The eastern roundabout is shown to operate within capacity within both AM and PM peak periods. It is however acknowledged that the notable queue on the western roundabout east arm would impact the operation of this junction.

Sensitivity Testing – Pedestrian Crossing Demand

9.4.11 SYSTRA have undertaken a sensitivity test based on the pedestrian crossing on the western roundabout of the junction called every three cycles rather than every cycle. It is considered that this would be more reflective of expected conditions due to anticipated fairly low frequency of pedestrians using the A23 overbridge. The model output reports in Appendix G ending with ST in the file name relate to the sensitivity testing.

2039 Science Park Mitigation (Pedestrian Crossing called every third Cycle)

9.4.12 The results for the Science Park Mitigation with the pedestrian crossing being called every third cycle is shown in **Table 22** below.

Table 22. A23 Hickstead Interchange West – 2039 Do Minimum Junction Model Results with altered pedestrian cycle (Science Park Model)

Lane Name	AM Peak				PM Peak			
	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Max Queue (pcu)	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Max Queue (pcu)
2039 Do Minimum								
Western Roundabout								
Hickstead Lane	69.9%	1.1	14.7	1.1	22.7%	0.1	5.0	0.1
A2300 North	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0
A2300 Overbridge	83.2%	2.6	6.0	7.0	85.5%	3.1	7.0	9.0
A2300 South	18.1%	0.2	3.1	1.6	6.2%	0.1	2.7	0.5
Eastern Roundabout								
A2300 Overbridge	86.8%	7.2	49.9	12.9	65.5%	2.7	57.9	3.3
A23 N	79.7%	5.8	26.2	18.1	49.4%	1.7	9.3	8.1
A2300 East	102.0%	35.2	77.8	71.3	108.0%	80.1	167.2	116.6
Service Station	18.6%	0.1	5.0	0.1	27.5%	0.2	8.3	0.2
Central Right Turn Lane	49.5%	1.4	65.3	2.3	22.2%	0.5	49.4	1.0

9.4.13 As is evident from the information in **Table 22**, the proposed alteration of the pedestrian crossing cycle on the western roundabout of the Hickstead Interchange leads to significant improvement on the A2300 overbridge (westbound) in the AM peak, with the Degree of Saturation decreasing from 95.6% to 83.2%, and Mean Max Queues reduce from 29 to 7 PCUs.

9.4.14 Additionally in the PM peak, there is significant improvement on the results of the A2300 overbridge (westbound). Degree of Saturation reduces from 98.2% to 85.5%, and the Mean Max Queue reduces from 40 to 9 PCUs.

9.4.15 The changes to the pedestrian crossing demand have a negligible impact the results of the Eastern Roundabout.

SYSTRA Proposed Mitigations (Pedestrian Crossing called every third Cycle)

9.4.16 The results for the SYSTRA Mitigation with the altered cycle for the pedestrian crossing is shown in **Table 23** below.

Table 23. A23 Hickstead Interchange – 2039 Do Minimum Junction Model Results with Altered Pedestrian Cycle (SYSTRA Model)

Lane Name	AM Peak				PM Peak			
	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Max Queue (pcu)	DoS (%)	Total Delay (pcuHr)	Average Delay (s/pcu)	Mean Max Queue (pcu)
2039 Do Minimum								
Western Roundabout								
A2300 Hickstead Lane	66.8%	1.0	12.8	1.0	19.4%	0.1	4.1	0.1
A23 North	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0
A2300 Overbridge	89.1%	4.1	8.8	8.4	94.2%	7.6	15.4	33.7
A23 South	17.8%	0.2	3.0	1.5	6.1%	0.1	2.7	0.5
Eastern Roundabout								
A2300 Overbridge	84.1%	6.9	41.1	13.2	63.1%	2.9	50.1	3.6
A2300 East	68.4%	2.2	7.1	12.6	80.0%	3.6	10.1	19.1
Service Station	16.7%	0.1	5.5	0.5	24.6%	0.3	14.3	1.1
A23 S/B on-slip	74.0%	4.4	19.8	15.8	45.9%	1.1	5.8	6.0

9.4.17 As noted in the table above, when the crossing is called every three cycles the operation of the A2300 overbridge (westbound) into the western roundabout improves with DoS decreasing from 103.8% to 89%, and a resultant decrease in Mean Max Queue from 29 to 8 PCUs.

9.4.18 In the PM peak, it is noted that with the alteration of the pedestrian cycle reduces the Degree of Saturation from 109.7% to 94.2%, and the resulting Mean Max Queue from 117 to 34 PCUs.

9.4.19 There is a negligible impact on the operation of the Eastern Roundabout.

Summary

9.4.20 The results of the sensitivity test demonstrate that the level of queues reported substantially reduces in the more reflective scenario whereby the proposed signalised crossing on the western roundabout is called every third cycle. The level of queues reported with the Science Park proposed mitigation are accommodated within the available stacking space of the A2300 overbridge, however greater queues are observed on the A2300 westbound approach to the eastern roundabout when compared to the SYSTRA proposed mitigation.

9.4.21 The level of queues forecast with the SYSTRA mitigation is within the available stacking capacity for the AM however it is still in excess for the PM peak during this single peak period. Further investigation will be undertaken to assess the results of the Science Park and the SYSTRA proposed mitigation to enable a comparison to be drawn and conclusions to be reached on the form of mitigation required to support the level of growth targeted within the Local Plan.

9.4.22 It is also noted that the strategic modelling results suggest much lower queues on the A2300 Eastbound entry into the eastern roundabout with the SYSTRA proposed mitigation, due to the removal of the green phase associated with the revised internal circulatory of the eastern roundabout. It is also noted that the A23 off-slip improves in operation within the strategic modelling when comparing the Science Park and SYSTRA developed mitigation, which also suggests the benefits of the SYSTRA scheme due to the off-slip being a key focus of mitigations.

9.5 Copthorne Roundabout - A264 Copthorne Way/Brookhill Road/A264 Copthorne Common Road/Copthorne Hotel Access/ A2220 Copthorne Road Roundabout

9.5.1 The Copthorne Roundabout is a non-signalised five arm roundabout located at the junction of the A264, A2220 Copthorne Road and Brookhill Road, which provides access to the village of Copthorne. The fifth arm provides access to the Copthorne Hotel complex. Uncontrolled pedestrian crossings are present on the north arm (Brookhill Road), which has recently been upgraded to include tactile paving. Copthorne Way only provides a footway on the northern side of the carriageway.

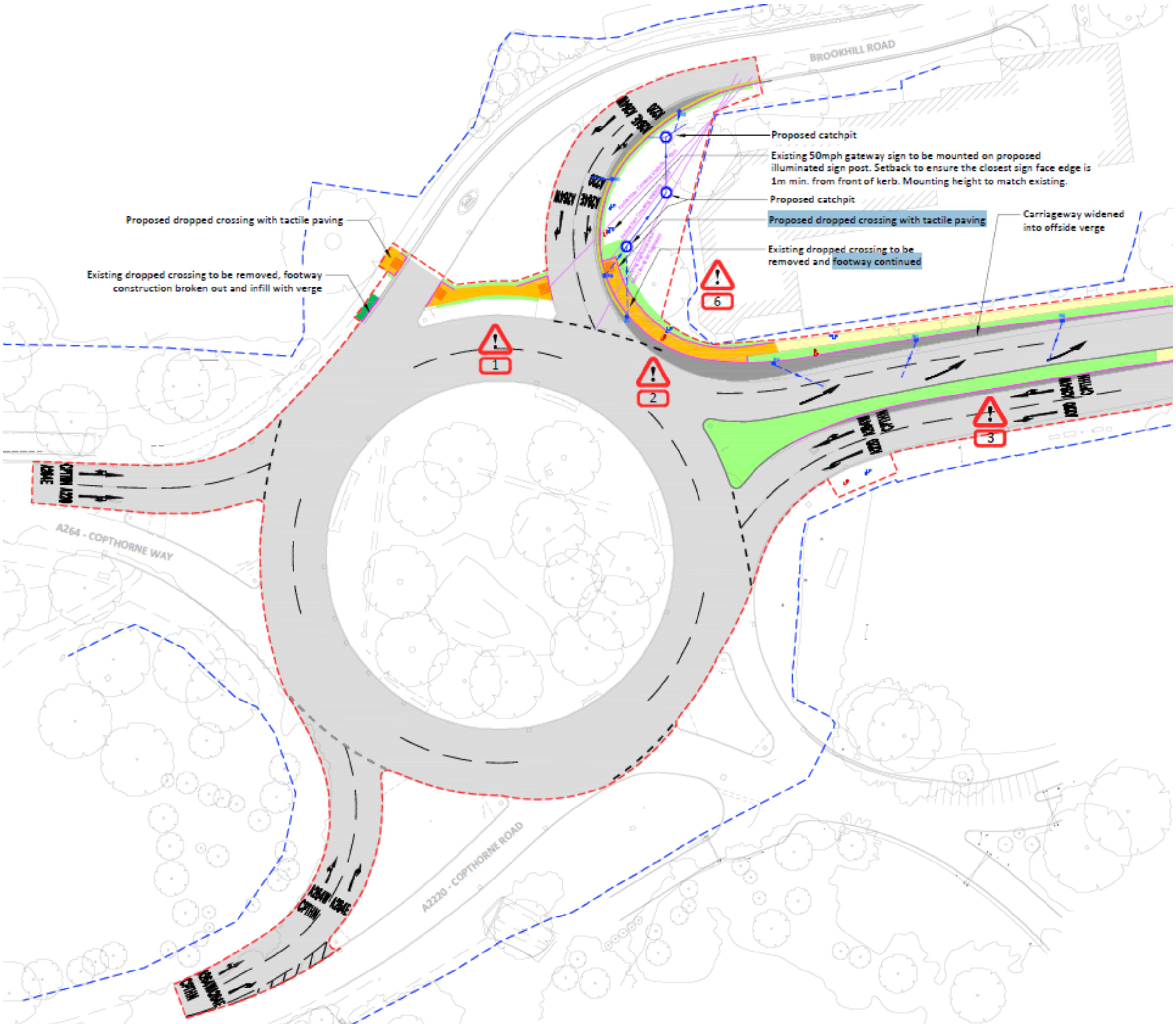
2023 Junction Upgrades

9.5.2 It is noted that Copthorne Roundabout has been subject to recent upgrade works which were completed in Summer 2023. The proposed improvements include widening of Brookhill Road approach arm, widening of the eastbound A264 Copthorne Common Road exit arm and improved pedestrian crossing facilities.

9.5.3 A plan showing the completed 'as-built' layout of these works is shown in **Figure 16**.

9.5.4 Due to the timing of the modelling work, the local junction model results presented in this section have been assessed based on the pre-existing layout (with no improvement works as per the description in paragraph 9.5.2). Further local modelling work is to commence considering the combined benefits of the 'as-built' scheme at Copthorne Roundabout as well as proposed Local Plan mitigation identified.

Figure 16. Copthorne Roundabout 'as-built' Improvement Scheme (Completed Summer 2023)



Model Validation

9.5.5 **Table 24** details the amendments which have been made to the junction model arms to allow validation to meet the required criteria detailed in Section 8.2.6.

Table 24. Copthorne Roundabout – Local Model Validation Amendments

ARM	PERCENTAGE CAPACITY AJUSTMENT CHANGES	
	AM	PM
A264 W	115%	115%
Brookhill Rd	No Change	No Change
A264 E	130%	130%
Copthorne Hotel	No Change	No Change
A2220 SW	No Change	No Change

9.5.6 The capacity amendments applied result in maximum queues which better reflect those in the MSSHM, with queues on all arms being within ±15% threshold or below 5 PCUs within both models. The model is considered appropriately validated.

9.6 Copthorne Roundabout – Junction Model Results

Pre-existing Layout Junction Model Results

9.6.1 The junction modelling results for the Copthorne Roundabout are presented in Table 25. The modelling was undertaken using the pre-existing junction geometry in all three scenarios prior to the completion of the works shown at Figure 16.

Table 25. Copthorne Roundabout – Pre-existing Layout Junction Model Results

	AM (08:00-09:00)				PM (17:00-18:00)			
	Queue (PCU)	Delay (s)	RFC	LoS	Queue (PCU)	Delay (s)	RFC	LoS
2019 Base								
A – A264 Copthorne Way	6.4	15.71	0.86	B	2.0	5.62	0.65	A
B – Brookhill Road	1.0	9.59	0.46	A	1.4	8.33	0.57	A
C – A264 Copthorne Common Road	0.9	4.33	0.46	A	2.4	7.20	0.71	A
D – Copthorne Hotel Access	0.1	4.20	0.06	A	0.1	5.48	0.10	A
E – A2220 Copthorne Road	1.6	6.25	0.61	A	0.9	5.04	0.47	A
2039 Reference Case								
A – A264 Copthorne Way	55.8	113.72	1.05	F	3.2	8.46	0.76	A
B – Brookhill Road	1.7	14.16	0.60	B	13.2	56.65	0.96	F
C – A264 Copthorne Common Road	0.8	4.34	0.44	A	5.4	15.03	0.84	C
D – Copthorne Hotel Access	0.1	4.28	0.08	A	0.2	7.38	0.15	A
E – A2220 Copthorne Road	2.8	8.41	0.74	A	1.9	8.48	0.66	A

2039 Do Minimum								
A – A264 Copthorne Way	80.9	165.93	1.10	F	5.2	13.51	0.84	B
B – Brookhill Road	2.3	17.00	0.67	C	103.5	337.54	1.24	F
C – A264 Copthorne Common Road	1.0	4.87	0.48	A	4.5	13.48	0.82	B
D – Copthorne Hotel Access	0.1	4.63	0.09	A	0.2	7.46	0.15	A
E – A2220 Copthorne Road	24.8	55.69	0.99	F	6.5	21.23	0.88	C

9.6.2 Modelling of the 2019 base case has shown that all roundabout arms operate within their practical capacity (RFC <0.85) in both the AM and PM scenarios, with the exception of the A264 western approach which is slightly above its practical capacity in the AM peak. The busiest approach in the PM peak hour is the A264 eastern arm but this has spare capacity with an RFC of 0.71.

9.6.3 The 2039 reference case shows the roundabout to experience increased congestion in both peak hours. In the AM peak the A264 western arm exceed theoretical capacity, with an RFC of 1.05, forecasting a queue length exceeding 55 PCUs and delay of over 110 seconds. All other arms show increased congestion but operate within their practical capacity. In the PM peak all arms experience increased congestion but operate within theoretical capacity. Brookhill Road is approaching theoretical capacity with an RFC of 0.96 and over a 55 second delay.

9.6.4 The 2039 Do Minimum scenario shows further increases in congestion, albeit the greatest increases are associated with the background growth to 2039 rather than the Local Plan growth itself. In the AM peak the A2220 approach has reached theoretical capacity (RFC 0.99) and the A264 western arm is over capacity (1.10), although all other arms operate well within capacity. In the PM peak the Brookhill Road approach has become significantly over capacity (RFC 1.24) and the A2220 approach is approaching capacity (RFC 0.88).

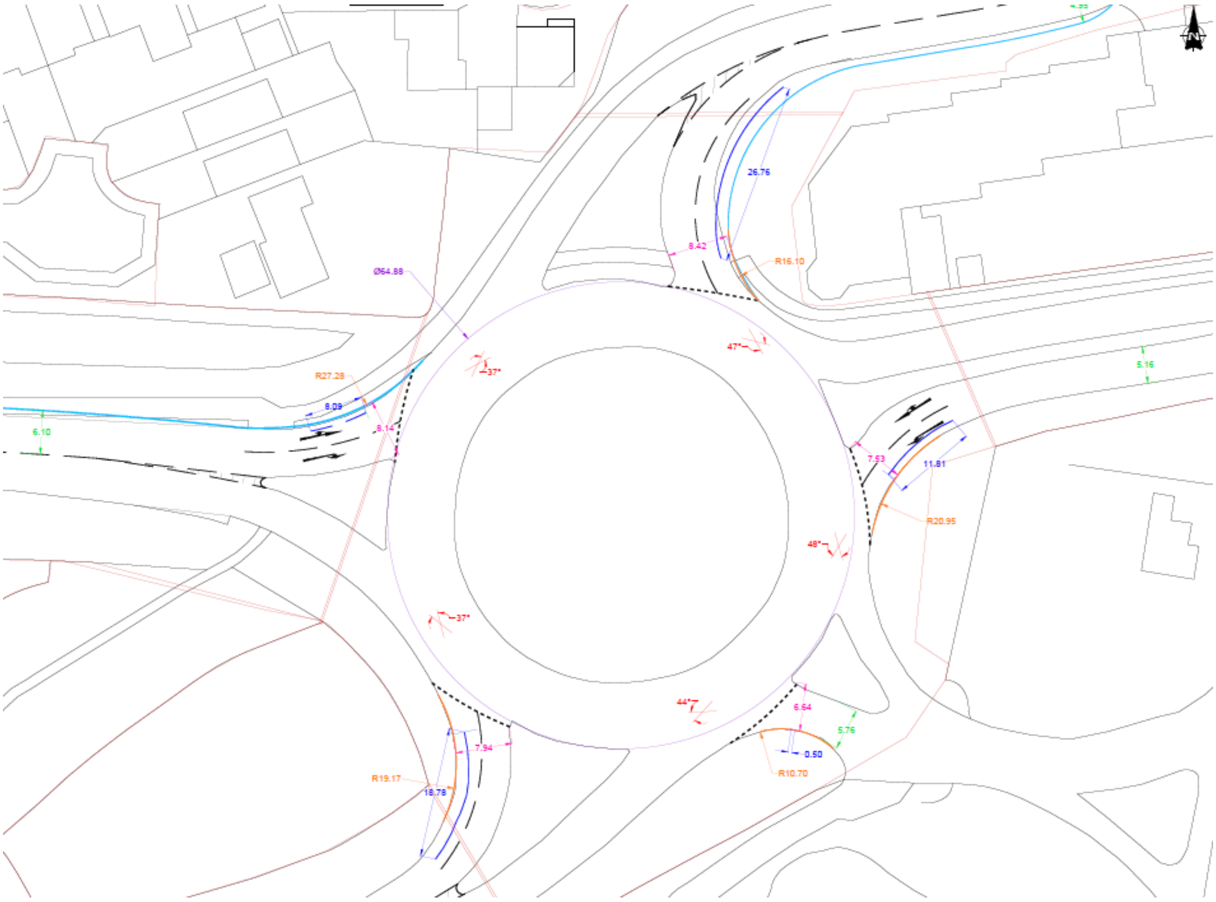
Proposed Mitigation Option and Results

9.6.5 An improvement scheme has been proposed to alleviate congestion forecast on the A264 Copthorne Road and Brookhill Road in both the 2039 Reference Case and Do Minimum Scenario.

9.6.6 The improvement scheme builds on the recently completed scheme shown at **Figure 16** below, the scheme comprises, widening of the approach arm on the A264 Copthorne Way, resulting in increased entry width and additional effective flare length associated with this increase to 8.09m on Copthorne Way. Compared to the pre-existing layout the additional effective flare length of Brookhill Road increases by 26.76m. The improvement works can be fully accommodated within the highway boundary. Further work will be undertaken to assess the impact of the improvement scheme in relation to the 'as built' junction upgrade at Copthorne Roundabout as shown in **Figure 16**.

9.6.7 Drawing GB01T23G40-dwg-100-04 in **Appendix H** and **Figure 17** below highlights the proposed mitigation option.

Figure 17. Copthorne Roundabout Proposed Mitigation



9.6.8 The results of the Do Something assessment using the geometrics as per the proposed mitigation scheme included at **Figure 16** are presented in **Table 26** below.

9.6.9 The 2039 Do Minimum flows have been used to assess the proposed mitigation.

Table 26. Copthorne Roundabout – With Proposed Mitigation Junction Model Results

	AM (08:00-09:00)				PM (17:00-18:00)			
	Queue (PCU)	Delay (s)	RFC	LoS	Queue (PCU)	Delay (s)	RFC	LoS
2039 Do Minimum								
A – A264 Copthorne Way	31.3	70.35	1.01	F	3.5	8.80	0.77	A
B – Brookhill Road	1.5	11.01	0.57	B	25.5	87.70	1.01	F
C – A264 Copthorne Common Road	1.0	5.04	0.49	A	7.1	21.81	0.89	C
D – Copthorne Hotel Access	0.1	4.70	0.09	A	0.2	8.72	0.18	A
E – A2220 Copthorne Road	24.9	55.82	0.99	F	7.8	25.47	0.90	D

9.6.10 The proposed mitigation has initially been tested in the local junction modelling against the pre-existing junction layout and he model results for the proposed mitigation demonstrate a notable improvement on the junction approaches that are shown to be over capacity with the pre-existing layout. In the AM peak, delays on the A264 western arm are reduced by over 90 seconds and Brookhill Road also shows a reduction in queuing. The delay incurred on A264 Copthorne Way is greater in the 2039 Reference Case under the pre-existing layout, compared to the with mitigation 2039 Do Minimum Scenario, hence mitigating the impacts of the Local Plan traffic.

9.6.11 In the PM peak the mitigation reduces delays on Brookhill Road by over four minutes compared to the pre-existing layout and the A264 western arm also sees an improvement. Whilst Brookhill Road operates slightly over capacity the improvement scheme has brought marked improvements to the arm operation and the level of reported queueing is not anticipated to have an impact on adjacent junctions due to the stacking space available. All other arms show a marginal increase in queue and delays but operate within theoretical capacity.

9.6.12 The proposed mitigation is considered to be successful in alleviating the capacity issues at the most congested arms in both peak periods. Further assessment will be undertaken in due course to assess the combined benefits of the recently completed improvement scheme at **Figure 16** in combination with the additional improvement works presented at **Figure 17,** to provide a comparison of the Local Plan impacts compared to the 'as- built' junction layout, rather than the pre-existing layout as per the comparisons presented in this chapter.

9.7 Dukes Head Roundabout – A264 Copthorne Common Road, B2028 Turners Hill Road, A264 Snowhill.

9.7.1 The Dukes Head Roundabout is a non-signalised four arm roundabout located at the junction of the A264 and Turners Hill Road. Uncontrolled pedestrian crossings are present on the north and west arms however no tactile paving is provided.

Model Validation

9.7.2 **Table 27** details the amendments which have been made to the junction model arms to allow validation to meet the required criteria detailed in section 2.3.6.

Table 27. Dukes Head Roundabout – Local Model Validation Amendments

ARM	PERCENTAGE CAPACITY AJUSTMENT CHANGES	
	AM	PM
A264 W	60.5%	67.0%
Turners Hill Road N	No Change	No Change
A264 E	No Change	No Change
Turners Hill Road S	No Change	No Change

9.7.3 The capacity amendments applied result in maximum queues which better reflect those in the MSSHM, with queues on all arms being within ±15% threshold or below 5 PCUs within both models. The model is considered appropriately validated.

9.8 Dukes Head Roundabout – Junction Model Results

Existing Layout Junction Model Results

9.8.1 The Dukes Head roundabout has also been modelled using Junctions 10 software and a summary of the modelling results is shown in **Table 28**. This junction has also been modelled using the existing junction geometry.

Table 28. Dukes Head Roundabout – Existing Layout Junction Model Results

	AM (08:00-09:00)				PM (17:00-18:00)			
	Queue (PCU)	Delay (s)	RFC	LoS	Queue (PCU)	Delay (s)	RFC	LoS
2019 Base								
A – A264 Copthorne Common Road	19.4	69.96	0.98	F	6.4	22.53	0.87	C
B – B2028 Turners Hill Road (N)	0.3	4.49	0.20	A	0.8	6.33	0.44	A
C – A264 Snow Hill	0.7	5.35	0.38	A	1.6	12.00	0.61	B
D – B2028 Turners Hill Road (S)	0.6	5.28	0.36	A	0.8	6.91	0.441	A
2039 Reference Case								
A – A264 Copthorne Common Road	116.5	416.44	1.22	F	65.2	160.66	1.09	F
B – B2028 Turners Hill Road (N)	0.5	4.90	0.33	A	3.3	16.78	0.78	C
C – A264 Snow Hill	0.4	5.07	0.26	A	3.0	24.93	0.75	C
D – B2028 Turners Hill Road (S)	1.8	8.50	0.64	A	1.2	8.38	0.53	A
2039 Do Minimum								
A – A264 Copthorne Common Road	114.8	411.08	1.22	F	106.6	291.37	1.15	F
B – B2028 Turners Hill Road (N)	0.6	5.16	0.37	A	6.1	28.23	0.87	D
C – A264 Snow Hill	0.4	5.24	0.28	A	4.9	41.84	0.84	E
D – B2028 Turners Hill Road (S)	2.0	9.34	0.67	A	1.2	8.60	0.54	A

9.8.2 The 2019 base year results show the A264 western arm to operate close to its operational capacity in both the AM and PM peak hours. All other arms operate well within capacity in both peaks.

9.8.3 In the 2039 reference case the A264 western approach becomes significantly over capacity in both peak periods, whilst all other arms continue to operate within their practical capacity in both peaks.

9.8.4 In the AM peak, the 2039 Do Minimum Scenario shows little difference in operation compared to the 2039 Reference Case, suggesting that the Local Plan traffic itself is having limited impact on junction operation and it is likely, given the congestion observed, that vehicles may be seeking alternative routes. In the PM peak the increases are also less pronounced compared to the RFC increases associated with the background growth in the 2039 Reference Case. The A264 Copthorne Common Road operates over capacity with an RFC of 1.15 and B2028 Turners Hill Road is approaching capacity with an RFC of 0.87. The A264 Snow Hill arm reports 41 seconds of delay in the PM peak, increasing from 12 seconds in the 2019 Base Year.

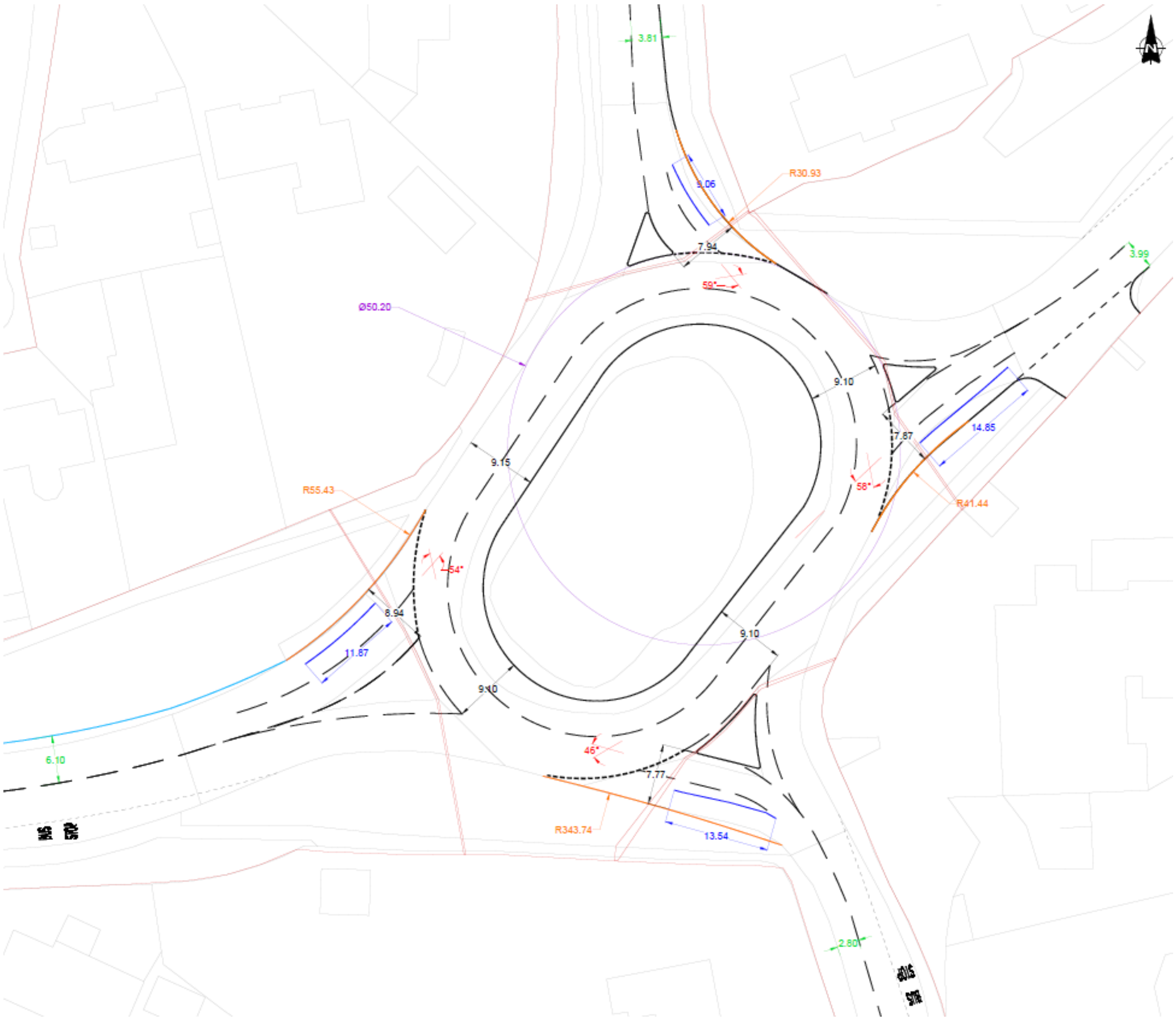
Proposed Mitigation Option and Results

9.8.5 An improvement scheme has been proposed to alleviate congestion on the A264 Copthorne Common Road and A264 Snow Hill.

9.8.6 The improvement scheme comprises, widening of the approach arms on the A264 Copthorne Common Road and A264 Snow Hill, resulting in increased entry width and additional effective flare length associated with this increase to 11.97m on Copthorne Common Road and 14.85m on Snow Hill. Additionally, the internal circulatory lanes on the roundabout have been widened to create a circulatory width of 9.10m of higher. This allows for two lanes to be clearly marked around the circulatory in order to delineate clear lane positioning of vehicles to minimise the safety risk from vehicle weaving. The improvement works can be fully accommodated within the highway boundary.

9.8.7 Drawing **GB01T23G40-dwg-100-04** in **Appendix H** and **Figure 18** below highlights the proposed mitigation option. Whilst it is noted that a mitigation design associated with Barns Court Development has been considered, the proposed improvements as shown in **Figure 18** have a greater beneficial impact to specifically support the Local Plan traffic growth rather than focusing on widening along Turners Hill Road.

Figure 18. Dukes Head Roundabout Proposed Mitigation



9.8.8 The results of the Do Something assessment are presented in **Table 29** below.

9.8.9 The 2039 Do Minimum flows have been used to assess the proposed mitigation.

Table 29. Dukes Head Roundabout – With Mitigation Results

	AM (08:00-09:00)				PM (17:00-18:00)			
	Queue (PCU)	Delay (s)	RFC	LoS	Queue (PCU)	Delay (s)	RFC	LoS
2039 Do Minimum								
A – A264 Copthorne Common Road	32.6	99.29	1.03	F	21.2	55.64	0.98	F
B – B2028 Turners Hill Road (N)	0.6	5.39	0.38	A	8.5	39.95	0.92	E
C – A264 Snow Hill	0.3	3.81	0.22	A	1.7	13.68	0.62	B
D – B2028 Turners Hill Road (S)	1.7	7.63	0.62	A	1.0	7.29	0.50	A

9.8.10 Modelling of the mitigation scheme for the roundabout shows a significant improvement in results compared to the 2039 Reference Case and Do Minimum Scenarios with the existing roundabout layout. In the AM peak the queue length forecast on the A264 western arm is reduced by over 80 PCU and delay reduced by over five minutes when compared with the unmitigated 2030 Do Minimum scenario.

9.8.11 Similar improvements are seen on the A264 Copthorne Common Road in the PM peak, with forecast queue lengths reduced by 85 PCU and delays by almost four minutes. The RFC values on A264 Snow Hill decrease, with queue lengths anticipated to be less than two PCUs in both the AM and PM peak. A minor increase in RFC is noted along the B2028 Turners Hill Road however this operates within capacity in both the AM and PM peak.

9.9 Summary and Conclusions

9.9.1 It can be seen from the junction model results presented in this chapter that the three identified junctions are already approaching and on certain arms already exceeding theoretical capacity in the 2019 Base Year Scenario. Congestion and delay incurred are forecast to increase associated with background growth and committed developments (2039 Reference Case) and then further with the introduction of traffic associated with growth targets set out in the Local Plan (2039 Do Minimum).

9.9.2 Consequently, capacity and safety improvement schemes have been developed to support the target levels of growth identified in the Mid-Sussex Local Plan. The Do Something with mitigation model results have shown that the mitigation proposed by SYSTRA for the three locations would be beneficial in managing the traffic impacts of this growth going forward.

9.9.3 In all instances, implementation of the proposed mitigation would provide junction performance at a level that would either improve on or broadly align with the 2039 Reference Case scenario with the existing junction layouts. The proposed mitigation has had a significant positive benefit on junction performance when comparing the 2039 Do Minimum results based on the existing junction layout, compared to the results with the proposed mitigation schemes developed. Therefore, the proposed mitigation is successful to support the level of target growth identified in the Mid-Sussex Local Plan at these three locations and where further assessments are ongoing this has been noted within this chapter.

10. STRATEGIC MODEL MITIGATION TESTING

10.1 Introduction

10.1.1 This chapter provides high level detail on the potential wider impacts of the highway mitigation on the network using the MSDC Strategic Transport Model. The following represents initial investigations into the modelling to further understand the 'cause and effect' of the results.

10.2 Scenario 5m5 Mitigation Test – Model Inputs

Model Demand

10.2.1 Scenario 5m5 uses the same demand as that used in Scenario 5m2. Please see Chapter 5 for a more details on the demand assumptions.

Highway Changes

10.2.2 Highway changes implemented in Scenario 5m5 include improvements at 3 identified junctions, the changes are detailed in Chapter 8.

- Hickstead Junction (A2300 j/w A23)
- Dukes Head Roundabout (A264 j/w B2080)
- Copthorne Hotel Roundabout (A264 j/w A2220)

10.2.3 Within the Strategic Modelling, it should be noted that as part of the forecast modelling, Reference Case schemes are included within the modelling. These schemes are overlayed on top of the 2019 base scenario network, to build up an accurate representation of the transport network for the 2039 future year. These schemes are included in the 2039 Reference Case and subsequent 2039 Local Plan scenarios. Details of these can be found in Section 2.8. However its worth noting 3 key committed schemes that are included in the 2039 forecast years:

- A264 / Brookhill Rd / A2220 Roundabout (Copthorne Hotel Roundabout)
- A264 Dukes Head Roundabout
- A23/A2300 Hickstead Eastern Roundabout – Science Park Scheme

10.3 Scenario 5m5 Mitigation Test - Results

10.3.1 Figure 19 details the significant and severe of Scenario 5m5 with Mitigation.

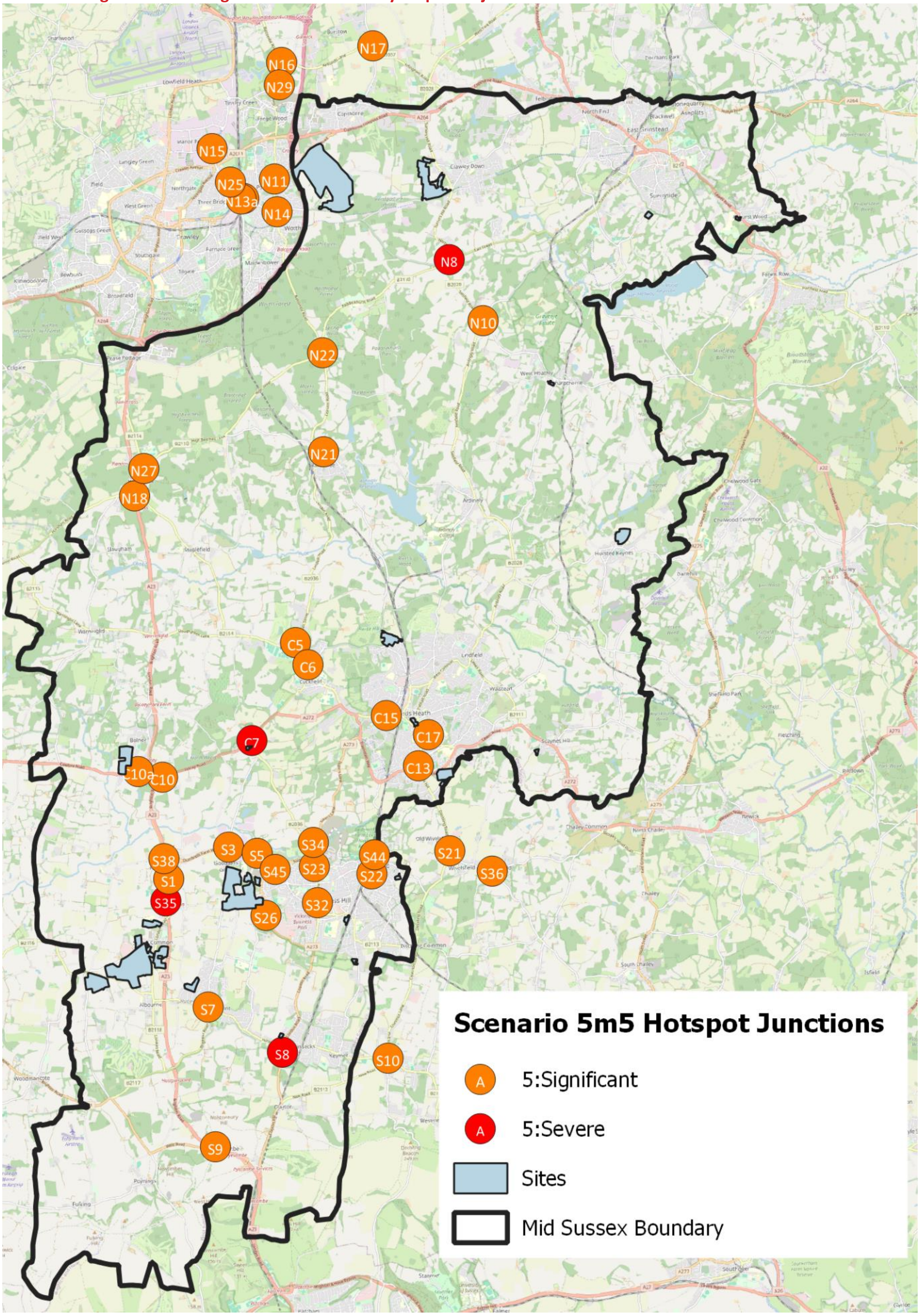
10.3.2 Initial testing indicates that the mitigated junctions have not resolved all issues with regards to encouraging vehicles away from the 3 'severe' identified locations. In addition to this, the flow pattern changes around the Hickstead Junction has pushed additional traffic on the A23, 'tipping over' a further junction to the 'severe' category, the A23 Northbound on-slip at Sayers Common A23 j/w the B2118 junction.

10.3.3 Additionally, changes to the Hickstead Western Roundabout operation have removed the incentive for trips from the Sayers Common area to rat-run via Twineham Lane and Hickstead Lane to use the Hickstead junction for access northbound onto the A23. Trips instead revert to using the strategic route via the B2118 northbound on-slip for access to the A23.

Figure 19. Scenario 5m5: 'Severe' and 'Significant' Junction Impacts

ID	Area	Junction	Scenario v Ref	'Severe' change in Ref v 2019 also?	Number of junction arms meeting 'Severe' criteria		Total over capacity demand where 'Severe'	Average change in delay where 'Severe' (secs)
					AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SIG.		0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.		0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	YES	1	0	88	78
N10	West Hoathly	Selsfield Road / Vowels Lane	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.		0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.		0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110	SIG.		0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.		0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.		0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.		0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SIG.		0	0	0	0
C7	Ansty	A272 / B2036	SEVERE		0	1	96	64
C10	Bolney	A23 / A272 Bolney Road	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.		0	0	0	0
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.		0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SIG.		0	0	0	0
C17	Haywards Heath	B2112 / B2272	SIG.		0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.		0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.		0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	YES	1	0	31	96
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.		0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)	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	SIG.		0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	SIG.		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	SEVERE		1	0	71	137
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.		0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.		0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.		0	0	0	0

Figure 20. 'Significant' and 'severely' impacted junctions - Scenario 5m5 versus Reference Case



11. NEXT STEPS – HIGHWAY MITIGATION

11.1 Highway Mitigation

11.1.1 The impact of the proposed highway mitigation will be further analysed to understand the modelling outputs in greater detail. As this Local Plan testing in an iterative process, ongoing discussions with MSDC, National Highways and WSCC will take place to further refine highway mitigation, including addressing the resultant severe impact at the A23 on-slip at Sayers Common.

12. NEXT STEPS - SAFETY IMPACTS

12.1 Introduction

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

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

12.2 Junction Identification

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

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

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

12.3 Road Section Identification

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

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

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

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

12.3.4 The national rates are provided annually as the number of accidents per billion vehicle kilometres for different road types. To enable comparison to these rates the traffic flows from the model will be converted to vehicle kilometres. For consistency with the national accident rates, estimates of annual vehicle kilometres will be calculated using the 2019 base model flows. The calculation of vehicle kilometres will also require an annualisation factor to be applied to the modelled peak hours, which is derived using data from permanent traffic counters.

12.4 Safety Mitigation

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

12.4.2 This design stage will include:

- Development of the highway design using DMRB and Manual for Streets design standards as appropriate
- Swept path analysis, visibility and deflection checks
- Identification and design of suitable walking and cycling facilities as required

12.4.3 Highway boundary design consideration. It is assumed that proposed works should remain within the highway boundary.

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Appendix A1 – Reference Case Commitments

Mid Sussex District Council: Commitment Schedule as at 1st April 2023 large sites (5+ units) over Plan Period

Town / Parish (NP Area)	Ward	Site Address (sites of 6+ units)	Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)	PP Ref #	Expiry Date	SHLAA ID#
Albourne		Former Hazelden Nursery London Road Albourne (Care/not communal)	84	0	0	84	DM/22/2485	01/03/2024	58
Ansty & Staplefield		Bridge Hall, Cuckfield Road, Burgess Hill	35	0	0	35	DM/21/1524	commenced	570
Ansty & Staplefield		Woodfield House, Isaacs Lane Burgess Hill	30	1	0	29	SA allocation		840
Ansty & Staplefield		Ansty Cross Garage Ansty	12	0	0	12	SA allocation		644
Ardingly		Land west of Selsfield Road Ardingly	35	0	0	35	DM/22/1575	Pending s106	832
Ashurst Wood		Wealden House, Lewes Road, Ashurst Wood	54	0	0	54	DM/19/1025	11/11/2023	470
Ashurst Wood		LIC, Wealden House, Lewes Road, Ashurst Wood	25	0	0	25	NP allocation		757
Ashurst Wood		Mount Pleasant Nursery Cansiron Lane Ashurst Wood	6	1	0	5	DM/18/3242	REM submitted	208
Ashurst Wood		Land south of Hammerwood Road Ashurst Wood	12	0	0	12	SA allocation		138
Balcombe		Land adjacent Balcombe House Haywards Heath Road Balcombe	17	0	0	17	DM/21/4235	04/08/2025	150
Balcombe		Land opposite Newlands, London Road, Balcombe	14	0	0	14	NP allocation		188
Bolney	Bolney	G&W Motors London Road Bolney	10	0	0	10	NP allocation		82
Bolney		Land opposite Queens Head (near cricket club), Bolney	30	0	8	22	DM/17/4392	commenced	953
Bolney		Bolney House, Cowfold Road, Bolney	5	0	0	5	NP allocation		711
Burgess Hill		Northern Arc, Burgess Hill	2731	0	0	2731	DM/18/5114	04/10/2022	493
Burgess Hill		Northern Arc, Burgess Hill (Care/not communal)	60	0	0	60	DM/18/5114	04/10/2022	1125
Burgess Hill		Northern Arc, Burgess Hill (Bellway, P1.5 and P1.6)	249	0	0	249	DM/21/3870	24/05/2025	493
Burgess Hill		Land west of Freeks Lane Burgess Hill (countryside/Vistry)	460	0	50	410	DM/19/3845	commenced	969
Burgess Hill	Chanctonbury Ward	Station yard/car park Burgess Hill	150	0	0	0	NP allocation*		83
Burgess Hill	Franklands Ward	The Oaks Centre Junction Road Burgess Hill	12	0	0	12	LP Allocated		84
Burgess Hill	Leylands Ward	North of Faulkners Way Burgess Hill	20	0	0	20	NP allocation		88
Burgess Hill	Leylands Ward	Aberville Park Fairbridge Way Burgess Hill	307	0	7	300	DM/19/1895	Commenced	45
Burgess Hill		Keymer Tile Works Nye Road Burgess Hill phase 2	170	0	161	9	DM/16/2718	Commenced	91
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 1	78	0	76	2	14/03208/REM	Commenced	233
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill, Phase 4	237	0	0	237	DM/20/0886	Pending s106	233
Burgess Hill	Town Ward	Open air market Burgess Hill	25	0	0	25	LP Allocated		92
Burgess Hill		Land at Victoria Road (north), Burgess Hill	51	0	0	51	NP allocation		544
Burgess Hill		Burgess Hill Town Centre, Civic Way, Burgress Hill	172	0	0	172	DM/19/3331	02/07/2025	528
Burgess Hill		The Brow, Burgess Hill	100	0	0	100	NP allocation		756
Burgess Hill		1 Cyprus Road Burgess Hill	10	0	0	10	DM/20/2740	Commenced	447
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (Part GF - part overlap)	2	0	0	2	DM/19/4670	Commenced	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (GF)	3	0	0	3	DM/20/2157	Commenced	117
Burgess Hill		Prospect House 1 -11 Junction Road Burgess Hill (2nd floor extension)	3	0	0	3	DM/21/0338	Commenced	117
Burgess Hill		Flat 5 and Flat 12 subdivision Prospect House 1 -11 Junction Road Burgess Hill	4	2	0	2	DM/21/3487	Commenced	117
Burgess Hill		Victoria House 66 Victoria Road Burgess Hill	7	0	0	7	DM/21/1991	07/04/2025	544
Burgess Hill		Amercias House 273 London Road Burgess Hill	6	0	0	6	DM/21/0688	commenced	1089
Burgess Hill		66 Church Walk Burgess Hill	8	0	0	8	DM/21/3503	10/05/2025	1108
Burgess Hill		60 - 64 Church Walk Burgess Hill	15	0	0	15	DM/19/4077	20/09/2024	1109
Burgess Hill		Rear Of 62 - 64 Folders Lane Burgess Hill	18	1	0	17	DM/22/0732	16/11/2025	1143
Burgess Hill		Land At Wintons And Wintons Fishery Folders Lane Burgess Hill	8	0	0	8	DM/21/3311	14/11/2025	4
Burgess Hill		96 Folders Lane, Burgess Hill	40	0	0	40	SA allocation		827
Burgess Hill		Land south of Folders lane and East Keymer Road Burgess Hill	300	0	0	300	SA allocation		976
Burgess Hill		Land south of Selby Close Burgess Hill	12	0	0	12	SA allocation		904
Burgess Hill		St Wilfirds School Burgess Hill	200	0	0	200	SA allocation		345
Burgess Hill		Little Abbotsford Isaacs Lane Burgess Hill	9	1	0	8	DM/19/3234	19/07/2025	1144
Burgess Hill		Land south of Southway Burgess Hill	30	0	0	30	SA allocation		594
Cuckfield		Land at Hanlye Lane east of Ardingly Road Cuckfield	55	0	0	55	SA allocation		479
Cuckfield	Cuckfield	The Manor House, 14 Manor Drive, Cuckfield	15	0	0	5	NP allocation		177
Cuckfield	Cuckfield	Courtmeadow School, Hanlye Lane, Cuckfield	13	0	0	13	DM/21/3755	15/06/2025	480
Cuckfield		Horsgate House, Hanlye Lane, Cuckfield	5	0	0	0	NP allocation		649
East Grinstead	North Ward	Stonequarry Woods East Grinstead	30	0	0	30	LP Allocated		96
East Grinstead		5 - 8A Whitehall Parade London Road East Grinstead	7	0	0	7	DM/21/4105	17/10/2025	1145
East Grinstead	West Ward	Junction of Windmill Lane/London Road East Grinstead	40	5	0	0	Allocated		102
East Grinstead		Imberhorne School, Windmill Lane, East Grinstead	200	0	0	200	NP allocation		81
East Grinstead		67 - 69 Railway Approach, East Grinstead	7	0	0	0	NP allocation		441
East Grinstead		Imberhorne Lane Car Park, Imberhorne Lane, East Grinstead	18	0	0	18	NP allocation		510
East Grinstead		Delivery Office, 76 London Road, East Grinstead	12	0	0	12	NP allocation		559
East Grinstead		Phoenix House, 53 -59 Lingfield Road, East Grinstead	9	0	0	9	DM/20/3640	commenced	369
East Grinstead		Queensmere House, 49 Queens Road, East Grinstead	14	0	0	14	DM/17/2725	Commenced	923
East Grinstead		Hill Place Farm, Turners Hill Road, East Grinstead	200	98	0	102	DM/19/1067	commenced	562
East Grinstead		Sussex House London Road East Grinstead	8	0	0	8	13/04040/FUL	Commenced	409
East Grinstead		Tower Car Sales Tower Close East Grinstead	9	0	0	9	DM/21/3534	07/03/2022	759
East Grinstead		11a Crawley Down Road Felbridge	32	1	0	31	DM/18/3022	Commenced	21
East Grinstead		Vacant plot 70 - 72 London Road East Grinstead	6	0	0	6	DM/19/0303	13/10/2023	1084
East Grinstead		Brookhurst Furze Lane East Grinstead	7	0	3	4	DM/19/5211	29/09/2023	595
East Grinstead		Oakhurst Maypole Road East Grinstead	10	0	0	10	DM/20/0015	Commenced	980
East Grinstead		Block B East Grinstead House Wood Street East Grinstead West Sussex RH19 1UU	60	0	0	60	DM/20/1369	03/06/2023	872
East Grinstead		Block F And G East Grinstead House Wood Street East Grinstead West Sussex	67	0	0	67	DM/20/1370	03/06/2023	872
East Grinstead		Block E Fifth Floor East Grinstead House Wood Street	15	0	0	15	DM/21/0386	17/03/2024	872
East Grinstead		Pikfield Engineering factory Durkins road EG	8	0	0	8	DM/20/1516	19/05/2024	1110
East Grinstead		Former East Grinstead Police Station East Grinstead	22	0	0	22	SA Allocation		847
East Grinstead		Land south Crawley Down Road Felbridge	200	2	0	198	SA Allocation		196
East Grinstead		Land south and west of Imberhorne Upper School East Grinstead	550	0	0	550	SA Allocation		770
East Grinstead		Blackwell Farm Road East Grinstead	10	0	0	10	DM/20/1333	04/03/2025	513
Hassocks	Hassocks Stonepound	Station Goods Yard Hassocks	54	0	0	54	SCHAD Allocated		106
Hassocks		Land adjacent to Station Goods Yard Hassocks	16	0	0	16	SCHAD Allocated		36
Hassocks		Hassocks Golf Club, London Road, Hassocks	165	0	155	10	DM/18/2616	Commenced	690
Hassocks		Land north of Clayton Mills, Hassocks	500	0	4	496	DM/21/2841	Commenced	753
Hassocks		land to rear of Friars Oak London Road Hassocks	130	0	0	130	DM/21/2628	Commenced	221
Hassocks		4 Hassocks Road Hassocks	9	0	0	9	DM/22/2188	Commenced	1111
Haywards Heath	Ansty and Staplefield	Rookery Farm Rocky Lane Haywards Heath (phase 1)	234	0	215	19	DM/17/4190	Commenced	94+496
Haywards Heath		Rookery Farm Rocky Lane Haywards Heath (phase 2)	109	0	0	109	DM/19/5207	Commenced	94+497
Haywards Heath	Franklands Ward	North of 99 Reed Pond Walk Franklands Village Haywards Heath	24	0	0	24	DM/22/1371	22/12/2025	531
Haywards Heath		Hurst Farm, Hurstwood Lane, Haywards Heath	350	0	0	350	NP allocation		246
Haywards Heath		Caru Hall, Bolnore Road, Haywards Heath	12	0	0	0	NP allocation		507
Haywards Heath		Land rear of Devon Villas (The Courtyard), Western Road, Haywards Heath	9	0	0	9	DM/20/0840	commenced	597
Haywards Heath		NCP Car Park, Harlands Road, Haywards Heath	40	0	0	40	DM/17/2384	14/02/2023	744
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	9	0	0	9	DM/18/2237	Commenced	732
Haywards Heath		The Priory, Syresham Gardens, Haywards Heath	2	0	0	2	DM/18/2251	Commenced	732
Haywards Heath		Chester House Harlands Road Haywards Heath	76	0	0	76	DM/21/0187	04/03/2023	1092
Haywards Heath		Maxwelton House 41 - 43 Boltro Road Haywards Heath West Sussex	54	0	0	54	DM/20/3516	20/12/2024	1090
Haywards Heath		Red Cross Hall 29 Paddockhall Road Haywards Heath West Sussex RH16 1HH	8	0	0	8	DM/18/4841	Commenced	618
Haywards Heath		25 Boltro Road Haywards Heath	7	1	0	6	DM/20/2998	Commenced	1102
Haywards Heath		Workshop and Garges North Road Haywards Heath	6	0	0	6	DM/20/1470	13/01/2025	1112
Haywards Heath		Linden House Southdowns Park Haywards Heath	14	0	0	14	DM/18/0421	02/06/2024	1113
Haywards Heath		2 - 6 The Broadway Haywards Heath	19	0	0	19	DM/20/1388	commenced	1114
Haywards Heath		Lloyds Bank 31-33 Perrymount Road Haywards Heath (PDOFF - roof extension)	30	0	0	30	DM/22/0245	11/03/2025	1115
Haywards Heath		Lloyds Bank 31-33 Perrymount Road Haywards Heath (PDOFF)	38	0	0	38	DM/21/2679	13/09/2024	1115
Haywards Heath		1 and 2 Heath Square Boltro Road Haywards Heath	15	0	0	15	DM/21/3676	13/12/2024	1116
Haywards Heath		14 - 16 Sussex Road Haywards Heath	8	0	0	8	DM/20/1881	17/12/2024	1118
Haywards Heath		Land at Rogers Farm Haywards Heath	20	0	0	20	DM/22/0733	21/10/2025	783
Haywards Heath		Downlands Park, Isaacs Lane, Haywards Heath (Care/not communal)	81	0	0	81	DM/20/4159	05/05/2025	750
Horsted Keynes		Land south of The Old Police House Horsted Keynes	25	0	0	25	SA Allocation		807
Horsted Keynes		Land south of St Stephens Church Horsted Keynes	30	0	0	30	SA Allocation		184
Hurstpierpoint and Sayers Common		Kingsland Laines Reeds Lane Sayers Common Hassocks Phase1	93	0	85	8	DM/20/3927	Commenced	220
Hurstpierpoint and Sayers Common		Kingsland Laines Reeds Lane Sayers Common Hassocks Phase 2	40	0	31	9	DM/20/3927	Commenced	220
Hurstpierpoint and Sayers Common		Land to north of Lyndon Reeds Lane Sayers Common	36	0	0	36	DM/22/0640	15/12/2022	829
Hurstpierpoint and Sayers Common		Land to north of Lyndon Reeds Lane Sayers Common (custom plots)	2	0	0	2	DM/22/0640	15/12/2022	829
Lindfield Rural		Land east of High Beech Lane Lindfield	43	0	40	3	DM/19/2845	Commenced	151
Lindfield Rural		Land east of High Beech Lane Lindfield (custom plots)	2	0	0	2	DM/17/2271		151
Lindfield Rural		Land east of High Beech Lane Lindfield (custom plot A) (37 Town Wood Close)	1	0	0	1	DM/22/3504	11/01/2026	151
Lindfield Rural		Buxshalls Ardingly Road Lindfield	35	19	0	16	DM/20/0979	commenced	586
Lindfield Rural		Land south of Scamps Hill Lindfield	200	0	0	200	DM/20/2763	Commenced	483
Lindfield Rural		Springfield Farm Lewes Road Scaynes Hill	6	0	3	0	14/03160/PDOFF	Commenced	761
Lindfield Rural		Land to the rear of Firlands, Church Road Scaynes Hill	20	0	0	20	SA Allocation		897
Slaugham		Slaugham Manor, Slaugham Place, Slaugham	25	0	18	7	DM/16/2531	Commenced	765
Slaugham		Land east of Brighton Road, Phase 1	156	0	149	7	DM/17/2534	commenced	666
Slaugham		Land east of Brighton Road, Pease Pottage phase 3	186	0	177	9	DM/19/3549	Commenced	666
Slaugham		Land east of Brighton Road, Pease Pottage phase 4	136	0	29	107	DM/19/4636	commenced	666
Slaugham		Land east of Brighton Road, Pease Pottage phase 5	141	0	58	83	DM/19/4637	commenced	666
Slaugham		Land at St Martins Close (East) Handcross	30	0	0	30	NP allocation		1010
Slaugham		Land at St Martins Close (West) Handcross	35	0	0	35	SA Allocation		127
Turners Hill		Old Vicarage Field, Church Road, Turners Hill	44	0	0	44	NP allocation		492+533
Turners Hill		Withypitts Farm Selsfield Road Turners Hill	20	0	0	20	SA Allocation		854
Twineham		Twineham Grange Farm, Bob Lane, Twineham	6	0	0	6	DM/17/1374	01/05/2021	924
West Hoathly	Sharpthorne	Land north of Top Road, Sharpthorne	24	0	0	24	NP allocation		148
West Hoathly	Sharpthorne	Land adjacent to Cookhams, south of Top Road, Sharpthorne	16	0	0	16	NP allocation		477
West Hoathly	Sharpthorne	Station Goods Yard, Station Yard, Sharpthorne	5	0	0	5	11/04102/FUL	Commenced	147
Worth		Land north of Burleigh Lane Crawley Down	50	0	0	50	SA Allocation		519
Worth		Regency Hotel Old Hollow, Copthorne	10	0	0	10	DM/19/4549	28/01/2024	1103
Worth		Land parcel west of Turners Hill Road, Crawley Down	44	0	29	15	DM/19/2242	23/01/2022	271
Worth		Land west of Copthorne, Phase 3 and 4 Copthorne Way (TW)	197	0	38	159	DM/21/0644	Commenced	38
Worth		Land west of Copthorne, Phase 1, Copthorne Way (St Mod)	303	0	219	84	DM/18/4321	Commenced	38
Worth	Crawley Down & Turne	Palmers Autocentre Turners Hill Road Crawley Down	8	0	0	8	DM/17/1660	Commenced	488

Communal Accommodation

	Type		Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)	Ratio applied	Site Total completions with ratio applied	Permission Ref	SHELAA			Expiry
Burgess Hill	Care Accommodation	Land To The South Of Kings Way Burgess Hill	68	0	0	68	2	34	DM/21/3385	1042			05/09/2025
Haywards Heath	Care Accommodation	Oakwood Amberley Close Haywards Heath	31	4	0	27	2	16	DM/20/1503	1127	########		12.03.2024
Hayward Heath	Care Accommodation	23 - 25 Bolnore Road Haywards Heath	67	0	0	67	2	34	DM/20/3310	970			14.12.2024
							2						
Slaugham	Care Accommodation	Land East Of Brighton Road Pease Pottage	24	0	0	24	2	12	DM/17/2534	1129	########		
East Grinstead	Care Accommodation	Acorn Lodge Turners Hill Road Nursing home	7	0	0	7	2	4	DM/21/4377	1130			1.03.2025
Worth	Care Accommodation	Rowan Turners Hill Road Crawley Down	17	0	0	17	2	9	DM/21/0028	1131			18.0.224
Worth	Care Accommodation	Land Adjacent To Rowan East Of Turners Hill Road Crawley Down	64	0	0	64	2	32	DM/20/3081	269			12/04/2025

Hurstpierpoint	Care Accommodation	Land To West Of Goldcrest Drive Sayers Meadow Sayers Common	66	0	0	66	2	33	DM/22/2012	1126			24/01/2026
		Care Accommodation Total	**344**					**172**					
Hurstpierpoint	EDucation	Hurstpierpoint College, College Lane 8 boardinf rooms and 2 flats							DM/22/3789	1132			
Hustpierpoint	Education	St Johns House Hurstpierpoint College	2				2.5	1	DM/21/4020	1132			12/06/2025
		Education Accommodation Total	**2**					**1**					

	Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)
Total (from large sites)	**11419**	**132**	**1555**	**9594**
Total (from small sites)				178
Total from Communal Accommodation (ratio applied)				173
Total Commitments (all sites)				**9945**

Appendix A2 – Employment Allocations

Employment Allocations - December 2019

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

Appendix A3 – DPR Transport Scenario 5

SHLAAID	Site	Settlement	Yield	Additional Uses
13	Land west of Kemps	Hurstpierpoint	90	C3 Residential
18	Crabbet Park	Copthorne	1500	1000 sqm commercial (Class E(g), 2FE Primary School, 4FE Secondary School
83	Burgess Hill Station (additional yield)	Burgess Hill	150	C3 Residential
198	Land off West Hoathly Road	East Grinstead	45	C3 Residential
210	Land rear of 2 Hurst Road (Land opposite Stanford Avenue) Hassocks	Hassocks	25	C3 Residential
508	Land at Junction of Hurstwood Lane and Colwell Lane	Haywards Heath	30	C3 Residential
556	Land east of Borde Hill Lane	Haywards Heath	60	C3 Residential
573	Batchelors Farm, Keymer Road	Burgess Hill	33	C3 Residential
601	Land at Coombe Farm, London Road	Sayers Common	210	C3 Residential
631	Challoners, Cuckfield Road	Ansty	37	C3 Residential
688	Land to west of Turners Hill Road	Crawley Down	350	Community centre
740	West of Burgess Hill	Burgess Hill	1400	2FE Primary school, up to 500m2 communty hub - inc shops(s)/café/workspace (WeWork type), up to 3 x 100m2 (300m2) commercial (uses TBC) up to 200m2 pavilion/ community space
743	Hurst Farm, Turners Hill Road	Crawley Down	37	C3 Residential
748	Land to west of Marwick Close, Bolney Road	Ansty	45	C3 Residential
799	South of Reeds Lane	Sayers Common	1850	2000-4000 retail sqm retail/ community, 5000-9000sqm commercial (Class E(g)) - 2FE Primary and 4 FE Secondary school
830	Land to the west of Kings Business Centre, Reeds Lane	Sayers Common	100	C3 Residential
858	Land at Hurstwood Lane	Haywards Heath	45	C3 Residential
984	The Paddocks, Lewes Road	Ashurst Wood	8	C3 Residential
1003	Land to South of LVS Hassocks, London Road	Sayers Common	200	C3 Residential
1013	Land at Hoathly Hill	West Hoathly	18	C3 Residential
1020	Ham Lane Farm House, Ham Lane	Scaynes Hill	30	C3 Residential
1026	Land at Chesapeke and Meadow View, Reeds Lane	Sayers Common	33	C3 Residential
1030	Land at Hillbrow, Janes Lane, Burgess Hill	Burgess Hill	25	C3 Residential
1120	Land at Foxhole Farm	Bolney	200	C3 residential - community centre
1121	Orchards Shopping Centre	Haywards Heath	100	C3 Residential
	Windfall and Brownfield Allowance		1488	

Appendix B – Junction Hotspots Summary

Mid Sussex Transport Study: Results Summary

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

Junction Analysis

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

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

ID	Area	Junction	Ref v 2019	2039 Scenario 5: Scenario v Ref	2039 Scenario 5: 'Severe' change in Ref v 2019 also?	2039 Scenario 5: Number of junction arms meeting 'Severe' criteria		2039 Scenario 5: Total over capacity demand where 'Severe'	2039 Scenario 5: Average change in delay where 'Severe' (secs)	2039 Scenario 5m2: Scenario v Ref	2039 Scenario 5m2: 'Severe' change in Ref v 2019 also?	2039 Scenario 5m2: Number of junction arms meeting 'Severe' criteria		2039 Scenario 5m2: Total over capacity demand where 'Severe'	2039 Scenario 5m2: Average change in delay where 'Severe' (secs)
						AM	PM	AM+PM	AM+PM			AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
N2	Copthorne	A264 / B2028 Copthorne				0	0	0	0			0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.	SIG.		0	0	0	0			0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	SEVERE	YES	1	0	88	77	SEVERE	YES	1	0	88	74
N9	Felbridge	A264 / A22 Felbridge	SEVERE			0	0	0	0			0	0	0	0
N10	West Hoathly	Selsfield Road / Vowels Lane		SIG.		0	0	0	0	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	SEVERE			0	0	0	0			0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N19	Handcross	B2114 / B2110	SEVERE			0	0	0	0			0	0	0	0
N20	Handcross	A23 Southbound Off-Slip / B2114	SIG.			0	0	0	0			0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110		SIG.		0	0	0	0	SIG.		0	0	0	0
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.			0	0	0	0			0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)				0	0	0	0			0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.			0	0	0	0			0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C1	Handcross	B2114 Junction, Handcross				0	0	0	0			0	0	0	0
C2	Lower Beeding	B2110 / B2115 Leechpond Hill				0	0	0	0			0	0	0	0
C3	Slough Green	B2115 Junction, Slough Green				0	0	0	0			0	0	0	0
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane				0	0	0	0			0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6a	Cuckfield	B2036 / B2184, Cuckfield				0	0	0	0			0	0	0	0
C7	Ansty	A272 / B2036	SIG.	SEVERE		0	1	104	80	SEVERE		0	1	97	67
C8	Cowfold	A281 North Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C9	Cowfold	A281 South Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C10	Bolney	A23 / A272 Bolney Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.	SIG.		0	0	0	0			0	0	0	0
C11	North Chailey	A272 / A275 North Chailey	SEVERE	SIG.		0	0	0	0			0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.	SEVERE		1	0	123	73	SIG.		0	0	0	0
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.			0	0	0	0	SIG.		0	0	0	0
C14	Haywards Heath	A272 / Rocky Lane	SIG.	SIG.		0	0	0	0			0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE			0	0	0	0	SIG.		0	0	0	0
C16	Haywards Heath	A272 / B2272	SEVERE			0	0	0	0			0	0	0	0
C17	Haywards Heath	B2112 / B2272	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C18	Cowfold	A272 Cowfold Road / Wineham Lane				0	0	0	0			0	0	0	0
C19	Cowfold	A23 / A272 Northbound On-Slip				0	0	0	0			0	0	0	0
C20	Cowfold	A23 / London Road Northbound On-Slip				0	0	0	0			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE	SEVERE	YES	1	0	251	60	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.	SEVERE		1	0	89	126	SIG.		0	0	0	0
S4	Burgess Hill	Cuckfield Road / The Hub		SIG.		0	0	0	0			0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.			0	0	0	0	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	SEVERE	YES	1	0	50	79			0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.		0	0	0	0	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE	YES	1	1	75	187	SEVERE	YES	1	0	22	56
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S11	Burgess Hill	A2300 / Bishopstone Lane				0	0	0	0			0	0	0	0
S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S14	Burgess Hill	A2300 / Science & Tech Park Access (S)				0	0	0	0			0	0	0	0
S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane				0	0	0	0			0	0	0	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane				0	0	0	0			0	0	0	0
S17	Burgess Hill	Bishopstone Lane / Job's Lane				0	0	0	0			0	0	0	0
S18	Hassocks	A273 / B2112	SIG.			0	0	0	0			0	0	0	0
S19	Hassocks	B2112 / Lodge Lane		SIG.		0	0	0	0			0	0	0	0
S20	Burgess Hill	Janes Lane / Manor Road				0	0	0	0			0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)		SEVERE		1	0	110	88	SIG.		0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SIG.	SEVERE		1	0	46	65			0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S24	Burgess Hill	A273 / Sussex Way	SIG.			0	0	0	0			0	0	0	0
S25	Burgess Hill	West Street / Fairfield Road				0	0	0	0			0	0	0	0
S26	Burgess Hill	A273 / York Road		SIG.		0	0	0	0	SIG.		0	0	0	0
S27	Burgess Hill	B2113 Keymer Road / Folders Lane				0	0	0	0			0	0	0	0
S28	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane				0	0	0	0			0	0	0	0
S30	Burgess Hill	B2036 London Road / West Street		SIG.		0	0	0	0			0	0	0	0
S31	Burgess Hill	B2036 London Road / Victoria Way				0	0	0	0			0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	SIG.	SIG.		0	0	0	0			0	0	0	0
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	SIG.	SIG.		0	0	0	0			0	0	0	0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.	SEVERE		1	0	109	263	SIG.		0	0	0	0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S37	Poynings	A281 / Saddlescombe Road / Poynings Road				0	0	0	0			0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.	SEVERE		1	0	5	240	SIG.		0	0	0	0
S39	Burgess Hill	A23 / A2300 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S40	Keymer	B2116 / Ockley Lane				0	0	0	0			0	0	0	0
S41	Pyecombe	A23 / A273 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S42	Pyecombe	A281 / A273				0	0	0	0			0	0	0	0
S43	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.	SEVERE		1	0	154	71	SIG.		0	0	0	0
S46	Burgess Hill	A23 / B2117 Southbound On-Slip	SEVERE	SIG.		0	0	0	0			0	0	0	0
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive	SIG.	SIG.		0	0	0	0			0	0	0	0
Number of Junction with SEVERE Impacts			14	12	4	11	2	1204	1410	3	2	2	1	208	197
Number of Junction with SIGNIFICANT impacts			47	41						40					

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

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

Mid Sussex Transport Study: Results Summary

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

SYSTRA

Junction Analysis

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

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

				2039 Scenario 5						2039 Scenario 5m4					
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)	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			AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
N2	Copthorne	A264 / B2028 Copthorne				0	0	0	0			0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.	SIG.		0	0	0	0			0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	SEVERE	YES	1	0	88	77	SEVERE	YES	1	0	90	78
N9	Felbridge	A264 / A22 Felbridge	SEVERE			0	0	0	0			0	0	0	0
N10	West Hoathly	Selsfield Road / Vowels Lane		SIG.		0	0	0	0	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	SEVERE			0	0	0	0			0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N19	Handcross	B2114 / B2110	SEVERE			0	0	0	0			0	0	0	0
N20	Handcross	A23 Southbound Off-Slip / B2114	SIG.			0	0	0	0			0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110		SIG.		0	0	0	0	SIG.		0	0	0	0
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.			0	0	0	0			0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)				0	0	0	0			0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.			0	0	0	0			0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C1	Handcross	B2114 Junction, Handcross				0	0	0	0			0	0	0	0
C2	Lower Beeding	B2110 / B2115 Leechpond Hill				0	0	0	0			0	0	0	0
C3	Slough Green	B2115 Junction, Slough Green				0	0	0	0			0	0	0	0
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane				0	0	0	0			0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6a	Cuckfield	B2036 / B2184, Cuckfield				0	0	0	0			0	0	0	0
C7	Ansty	A272 / B2036	SIG.	SEVERE		0	1	104	80	SEVERE		0	1	97	67
C8	Cowfold	A281 North Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C9	Cowfold	A281 South Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C10	Bolney	A23 / A272 Bolney Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.	SIG.		0	0	0	0			0	0	0	0
C11	North Chailey	A272 / A275 North Chailey	SEVERE	SIG.		0	0	0	0			0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.	SEVERE		1	0	123	73	SIG.		0	0	0	0
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.			0	0	0	0	SIG.		0	0	0	0
C14	Haywards Heath	A272 / Rocky Lane	SIG.	SIG.		0	0	0	0			0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE			0	0	0	0	SIG.		0	0	0	0
C16	Haywards Heath	A272 / B2272	SEVERE			0	0	0	0			0	0	0	0
C17	Haywards Heath	B2112 / B2272	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C18	Cowfold	A272 Cowfold Road / Wineham Lane				0	0	0	0			0	0	0	0
C19	Cowfold	A23 / A272 Northbound On-Slip				0	0	0	0			0	0	0	0
C20	Cowfold	A23 / London Road Northbound On-Slip				0	0	0	0			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE	SEVERE	YES	1	0	251	60	SIG.		0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.	SEVERE		1	0	89	126	SIG.		0	0	0	0
S4	Burgess Hill	Cuckfield Road / The Hub		SIG.		0	0	0	0			0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.			0	0	0	0	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE	SEVERE	YES	1	0	50	79			0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.		0	0	0	0	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE	YES	1	1	75	187	SEVERE	YES	1	0	22	55
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S11	Burgess Hill	A2300 / Bishopstone Lane				0	0	0	0			0	0	0	0
S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S14	Burgess Hill	A2300 / Science & Tech Park Access (S)				0	0	0	0			0	0	0	0
S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane				0	0	0	0			0	0	0	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane				0	0	0	0			0	0	0	0
S17	Burgess Hill	Bishopstone Lane / Job's Lane				0	0	0	0			0	0	0	0
S18	Hassocks	A273 / B2112	SIG.			0	0	0	0			0	0	0	0
S19	Hassocks	B2112 / Lodge Lane		SIG.		0	0	0	0			0	0	0	0
S20	Burgess Hill	Janes Lane / Manor Road				0	0	0	0			0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)		SEVERE		1	0	110	88	SIG.		0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SIG.	SEVERE		1	0	46	65			0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S24	Burgess Hill	A273 / Sussex Way	SIG.			0	0	0	0			0	0	0	0
S25	Burgess Hill	West Street / Fairfield Road				0	0	0	0			0	0	0	0
S26	Burgess Hill	A273 / York Road		SIG.		0	0	0	0			0	0	0	0
S27	Burgess Hill	B2113 Keymer Road / Folders Lane				0	0	0	0			0	0	0	0
S28	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane				0	0	0	0			0	0	0	0
S30	Burgess Hill	B2036 London Road / West Street		SIG.		0	0	0	0			0	0	0	0
S31	Burgess Hill	B2036 London Road / Victoria Way				0	0	0	0			0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	SIG.	SIG.		0	0	0	0			0	0	0	0
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	SIG.	SIG.		0	0	0	0			0	0	0	0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.	SEVERE		1	0	109	263	SIG.		0	0	0	0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S37	Poynings	A281 / Saddlescombe Road / Poynings Road				0	0	0	0			0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.	SEVERE		1	0	5	240	SIG.		0	0	0	0
S39	Burgess Hill	A23 / A2300 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S40	Keymer	B2116 / Ockley Lane				0	0	0	0			0	0	0	0
S41	Pyecombe	A23 / A273 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S42	Pyecombe	A281 / A273				0	0	0	0			0	0	0	0
S43	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.	SEVERE		1	0	154	71	SIG.		0	0	0	0
S46	Burgess Hill	A23 / B2117 Southbound On-Slip	SEVERE	SIG.		0	0	0	0			0	0	0	0
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive	SIG.	SIG.		0	0	0	0			0	0	0	0
Number of Junction with SEVERE Impacts			14	12	4	11	2	1204	1410	3	2	2	1	209	199
Number of Junction with SIGNIFICANT impacts			47	41						39					

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

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

Mid Sussex Transport Study: Results Summary

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

SYSTRA

Junction Analysis

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

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

ID	Area	Junction	Ref v 2019	Scenario 5m2: Scenario v Ref	Scenario 5m2: 'Severe' change in Ref v 2019 also?	Scenario 5m2: Number of junction arms meeting 'Severe' criteria		Scenario 5m2: Total over capacity demand where 'Severe'	Scenario 5m2: Average change in delay where 'Severe' (secs)	Scenario 5m5: Scenario v Ref	Scenario 5m5: 'Severe' change in Ref v 2019 also?	Scenario 5m5: Number of junction arms meeting 'Severe' criteria		Scenario 5m5: Total over capacity demand where 'Severe'	Scenario 5m5: Average change in delay where 'Severe' (secs)
						AM	PM	AM+PM	AM+PM			AM	PM	AM+PM	AM+PM
N1	Copthorne	A264 / A2220 Copthorne	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
N2	Copthorne	A264 / B2028 Copthorne				0	0	0	0			0	0	0	0
N4	Copthorne	B2028 / B2037 Copthorne	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N6	East Grinstead	A22 / Imberhorne Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane	SIG.			0	0	0	0			0	0	0	0
N8	Turners Hill	B2110 / B2028 Turners Hill	SEVERE	SEVERE	YES	1	0	88	74	SEVERE	YES	1	0	88	78
N9	Felbridge	A264 / A22 Felbridge	SEVERE			0	0	0	0			0	0	0	0
N10	West Hoathly	Selsfield Road / Vowels Lane		SIG.		0	0	0	0	SIG.		0	0	0	0
N11	Crawley	A2220 / B2036 (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	SEVERE			0	0	0	0			0	0	0	0
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N18	Handcross	A23 / B2110 Northbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N19	Handcross	B2114 / B2110	SEVERE			0	0	0	0			0	0	0	0
N20	Handcross	A23 Southbound Off-Slip / B2114	SIG.			0	0	0	0			0	0	0	0
N21	Balcombe	Haywards Heath Road / Bramble Hill	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N22	Balcombe	B2036 / B2110		SIG.		0	0	0	0	SIG.		0	0	0	0
N24	Pease Pottage	Horsham Road / B2114 Brighton Road	SIG.			0	0	0	0			0	0	0	0
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)				0	0	0	0			0	0	0	0
N27	Handcross	B2114 / B2110 Handcross	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
N28	Crawley	M23 / Junction 11 Southbound On-Slip	SIG.			0	0	0	0			0	0	0	0
N29	Crawley	B2036 / Radford Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C1	Handcross	B2114 Junction, Handcross				0	0	0	0			0	0	0	0
C2	Lower Beeding	B2110 / B2115 Leechpond Hill				0	0	0	0			0	0	0	0
C3	Slough Green	B2115 Junction, Slough Green				0	0	0	0			0	0	0	0
C4	Haywards Heath	Borde Hill Lane / Copyhold Lane				0	0	0	0			0	0	0	0
C5	Haywards Heath	B2114 / B2036 Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6	Cuckfield	B2036 / Ardingly Road, Whitemans Green	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C6a	Cuckfield	B2036 / B2184, Cuckfield				0	0	0	0			0	0	0	0
C7	Ansty	A272 / B2036	SIG.	SEVERE		0	1	97	67	SEVERE		0	1	96	64
C8	Cowfold	A281 North Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C9	Cowfold	A281 South Junction, Cowfold	SIG.			0	0	0	0			0	0	0	0
C10	Bolney	A23 / A272 Bolney Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C10a	Bolney	London Road / A272 Cowfold Road	SIG.			0	0	0	0	SIG.		0	0	0	0
C11	North Chailey	A272 / A275 North Chailey	SEVERE			0	0	0	0			0	0	0	0
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way	SIG.	SIG.		0	0	0	0			0	0	0	0
C13	Haywards Heath	A272 Rocky Lane / B2112	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C14	Haywards Heath	A272 / Rocky Lane	SIG.			0	0	0	0			0	0	0	0
C15	Haywards Heath	B2272 / Bolnore Road	SEVERE	SIG.		0	0	0	0	SIG.		0	0	0	0
C16	Haywards Heath	A272 / B2272	SEVERE			0	0	0	0			0	0	0	0
C17	Haywards Heath	B2112 / B2272	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
C18	Cowfold	A272 Cowfold Road / Wineham Lane				0	0	0	0			0	0	0	0
C19	Cowfold	A23 / A272 Northbound On-Slip				0	0	0	0			0	0	0	0
C20	Cowfold	A23 / London Road Northbound On-Slip				0	0	0	0			0	0	0	0
S1	Burgess Hill	A23 / A2300 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S2	Burgess Hill	A23 / A2300 Eastern Roundabout	SEVERE	SIG.		0	0	0	0			0	0	0	0
S3	Burgess Hill	A2300 / Cuckfield Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S4	Burgess Hill	Cuckfield Road / The Hub				0	0	0	0			0	0	0	0
S5	Burgess Hill	A2300 / Northern Arc Spine Road	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S6	Burgess Hill	Junction Road / B2113, Burgess Hill	SEVERE			0	0	0	0			0	0	0	0
S7	Hurstpierpoint	B2117 / B2116 Hurstpierpoint		SIG.		0	0	0	0	SIG.		0	0	0	0
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)	SEVERE	SEVERE	YES	1	0	22	56	SEVERE	YES	1	0	31	96
S9	Pyecombe	A23 / A281 Southbound On-Slip	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S10	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S11	Burgess Hill	A2300 / Bishopstone Lane				0	0	0	0			0	0	0	0
S12	Burgess Hill	Bishopstone Ln / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S13	Burgess Hill	Cuckfield Rd / Science & Tech Park Access (N)				0	0	0	0			0	0	0	0
S14	Burgess Hill	A2300 / Science & Tech Park Access (S)				0	0	0	0			0	0	0	0
S15	Burgess Hill	A272 Bolney Road / Bishopstone Lane				0	0	0	0			0	0	0	0
S16	Burgess Hill	A2300 / Stairbridge Lane / Pookbourne Lane				0	0	0	0			0	0	0	0
S17	Burgess Hill	Bishopstone Lane / Job's Lane				0	0	0	0			0	0	0	0
S18	Hassocks	A273 / B2112	SIG.			0	0	0	0			0	0	0	0
S19	Hassocks	B2112 / Lodge Lane				0	0	0	0			0	0	0	0
S20	Burgess Hill	Janes Lane / Manor Road				0	0	0	0			0	0	0	0
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)		SIG.		0	0	0	0	SIG.		0	0	0	0
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road	SIG.			0	0	0	0	SIG.		0	0	0	0
S23	Burgess Hill	A273 / B2036 / Marchants Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S24	Burgess Hill	A273 / Sussex Way	SIG.			0	0	0	0			0	0	0	0
S25	Burgess Hill	West Street / Fairfield Road				0	0	0	0			0	0	0	0
S26	Burgess Hill	A273 / York Road		SIG.		0	0	0	0	SIG.		0	0	0	0
S27	Burgess Hill	B2113 Keymer Road / Folders Lane				0	0	0	0			0	0	0	0
S28	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane				0	0	0	0			0	0	0	0
S30	Burgess Hill	B2036 London Road / West Street				0	0	0	0			0	0	0	0
S31	Burgess Hill	B2036 London Road / Victoria Way				0	0	0	0			0	0	0	0
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	SIG.			0	0	0	0	SIG.		0	0	0	0
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	SIG.			0	0	0	0			0	0	0	0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S35	Sayers Common	A23 / B2118 Sayers Common	SIG.	SIG.		0	0	0	0	SEVERE		1	0	71	137
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S37	Poynings	A281 / Saddlescombe Road / Poynings Road				0	0	0	0			0	0	0	0
S38	Burgess Hill	A23 / A2300 Western Roundabout	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S39	Burgess Hill	A23 / A2300 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S40	Keymer	B2116 / Ockley Lane				0	0	0	0			0	0	0	0
S41	Pyecombe	A23 / A273 Northbound On-Slip	SIG.			0	0	0	0			0	0	0	0
S42	Pyecombe	A281 / A273				0	0	0	0			0	0	0	0
S43	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)				0	0	0	0			0	0	0	0
S44	Burgess Hill	Valebridge Road / Janes Lane	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S45	Burgess Hill	A2300 / A273 Jane Murray Way	SIG.	SIG.		0	0	0	0	SIG.		0	0	0	0
S46	Burgess Hill	A23 / B2117 Southbound On-Slip	SEVERE			0	0	0	0			0	0	0	0
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive	SIG.			0	0	0	0			0	0	0	0
Number of Junction with SEVERE Impacts			14	3	2	2	1	208	197	4	2	3	1	285	375
Number of Junction with SIGNIFICANT impacts			47	40						40					

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

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

Appendix C – Junction Hotspots Detail

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

ID	Area	Junction	Approach Arm	2019								2039 Reference Case												2039 Scenario 5																2039 Scenario 5m2															
				AM Dem (Veh)	AM RFC (%)	AM Delay (s)	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	PM Delay (s)	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	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	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
M1	M23	Junction 9	M23 Southbound off-slip (N)	1497	63.4	15.1	4.2	1179	50.4	13.4	3.1	1382	58.8	-5		11.4	3.7	1752	95.1	45	Sev	33.3	8.5	1377	58.7	0		11.3	0		3.7	1743	94.6	0		32.3	-1		8.4	1380	58.8	0		11.4	0		3.7	1743	94.6	0		32.2	-1		8.4
M1			M23 Northbound off-slip (S)	1156	79.1	24.5	5.1	741	49.2	18.3	2.7	1622	45.0	-34		1.0	0.0	921	25.1	-24		0.7	0.0	1712	46.5	2		1.0	0		0.0	944	25.5	0		0.7	0		0.0	1671	45.9	1		1.0	0		0.0	993	26.9	2		0.7	0		0.0
M1			Gatwick Spur (W)	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1054	54.1	0		3.0	0		0.0	1710	77.1	0		3.0	0		0.0	1092	56.0	2		3.0	0		0.0	1774	80.2	3		3.0	0		0.0
M1			*Gatwick Spur (W)*	1885	55.3	3.1	0.0	1956	77.0	9.9	3.8	1051	68.0	13		3.0	0.0	1676	91.3	14	Sig	3.0	0.0	1054	68.1	0		3.0	0		0.0	1710	93.1	2		3.0	0		0.0	1092	69.2	1		3.0	0		0.0	1774	92.8	1		3.0	0		0.0
M1			*M23 Spur Road (W) - Stopline*	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1054	54.1	0		3.0	0		0.0	1710	77.1	0		3.0	0		0.0	1092	56.0	2		3.0	0		0.0	1774	80.2	3		3.0	0		0.0
M1			*M23 Spur Road (W) - Freeflow*	34	4.6	6.9	0.0	715	50.8	11.6	0.0	1308	65.7	61		2.6	0.0	1492	68.0	17		2.8	0.0	1309	65.7	0		2.6	0		0.0	1521	68.0	0		2.8	0		0.0	1310	65.8	0		2.7	0		0.0	1445	64.8	-3		2.6	0		0.0
M1			*Circulatory North*	664	63.8	22.7	3.6	1085	101.6	104.8	15.2	890	84.5	21		30.1	5.1	1617	98.4	-3		51.8	7.2	895	84.9	0		30.3	0		5.1	1679	100.1	2		66.0	14		7.8	933	88.4	4	Sig	33.5	3		5.4	1676	100.3	2		69.8	18		9.4
M1			*Circulatory East*	2161	36.3	0.5	0.0	2264	37.5	0.5	0.0	2272	38.1	2		0.5	0.0	3369	53.4	16		0.6	0.0	2272	38.1	0		0.5	0		0.0	3422	53.7	0		0.6	0		0.0	2313	38.8	1		0.5	0		0.0	3419	53.7	0		0.6	0		0.0
M1			*Circulatory South*	1497	81.1	20.4	6.6	1179	63.8	16.5	4.7	1382	31.3	-50		0.6	0.0	1752	37.7	-26		0.6	0.0	1377	31.2	0		0.6	0		0.0	1743	37.2	-1		0.6	0		0.0	1380	31.2	0		0.6	0		0.0	1743	37.2	-1		0.6	0		0.0
M1			*Circulatory West*	0	0.0	0.4	0.0	0	0.0	0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0
M2	M23	Junction 10	M23 Southbound off-slip (N)	1428	102.6	113.7	25.9	1070	68.0	18.1	4.0	1757	88.6	-14		24.3	8.4	1295	58.3	-10		14.7	4.6	1704	84.1	-5		21.7	-3		7.9	1423	62.4	4		16.1	1		5.4	1765	88.9	0		24.7	0		8.5	1402	61.6	3		15.8	1		5.3
M2			Copthorne Way (E)	956	73.1	53.1	4.6	1064	96.8	74.9	6.0	678	33.2	-40		18.5	2.7	1403	79.8	-17		93.7	21.3	961	45.4	12		20.3	2		3.8	1489	83.3	3		96.4	3		23.5	903	43.3	10		20.1	2		3.6	1527	85.6	6	Sig	89.9	-4		21.9
M2			M23 Northbound off-slip (S)	1085	87.2	115.0	19.5	598	66.0	56.0	6.9	1522	66.3	-21		43.1	13.8	1134	66.9	1		84.1	14.0	1616	69.0	3		45.9	3		14.6	1160	67.9	1		93.3	9		17.0	1557	67.4	1		42.8	0		14.0	1173	68.7	2		91.4	7		16.7
M2			A2011 Crawley Avenue (W)	1281	97.4	67.5	6.6	1829	103.5	138.0	38.0	1830	84.9	-13		21.7	8.4	2262	76.2	-27		14.2	7.0	1817	83.3	-2		21.1	-1		8.2	2259	75.2	-1		14.0	0		6.8	1829	84.3	-1		21.5	0		8.3	2261	75.6	-1		14.1	0		6.9
M2			*Circulatory North*	1075	74.1	115.2	20.1	1254	94.3	58.7	7.5	1480	98.7	25	Sev	55.0	7.7	1417	102.5	8	Sev	116.4	24.7	1521	100.2	2		68.8	14		9.0	1443	102.9	0		123.3	7		27.2	1479	98.3	0		52.2	-3		7.7	1441	103.1	1		127.6	11		28.8
M2			*Circulatory East*	1175	77.9	14.4	3.3	1137	64.8	16.4	4.9	1827	79.2	1		16.7	7.0	1243	45.6	-19		12.7	4.0	1824	78.8	0		16.5	0		6.9	1335	48.2	3		13.5	1		4.6	1877	81.1	2		17.6	1		7.5	1284	46.6	1		13.0	0		4.2
M2			*Circulatory South*	1589	81.0	25.3	9.6	1004	45.2	11.3	3.0	1400	72.4	-9		22.1	7.9	1397	60.5	15		13.4	4.6	1604	81.3	9		25.4	3		9.6	1474	62.7	2		13.9	0		4.9	1535	78.6	6		24.2	2		9.1	1517	64.7	4		14.2	1		5.2
M2			*Circulatory West*	653	43.3	16.9	2.4	533	48.2	24.0	2.7	715	47.0	4		18.4	2.7	714	62.5	14		30.2	3.6	952	60.5	13		19.7	1		3.6	771	66.0	4		30.3	0		3.9	853	55.3	8		18.4	0		3.2	801	68.7	6		30.5	0		4.0
M3	M23	Junction 11	M23 Southbound off-slip (NE)	709	34.8	14.9	2.6	851	38.9	15.3	3.0	1191	56.6	22		17.2	4.8	1032	76.6	38		28.4	6.1	1220	58.0	1		17.4	0		5.0	1063	78.4	2		29.0	1		6.3	1208	57.4	1		17.3	0		4.9	1031	76.2	0		28.3	0		6.1
M1			Brighton Road (S)	504	104.4	125.9	17.5	350	91.4	33.2	3.1	1273	54.8	-50		22.0	7.0	765	35.2	-56		19.6	4.0	1284	54.8	0		22.1	0		7.0	756	34.7	0		19.6	0		4.0	1284	55.0	0		22.1	0		7.0	755	34.7	0		19.6	0		4.0
M1			M23 Northbound off-slip (SW)	992	55.7	12.9	2.9	524	30.9	10.5	1.4	1165	32.2	-23		9.9	2.9	656	19.3	-12		9.1	1.8	1231	33.3	1		10.0	0		3.0	681	19.9	1		9.2	0		1.8	1210	33.2	1		10.0	0		3.0	720	21.0	2		9.2	0		1.9
M1			A264 (W)	1184	55.0	22.1	6.9	612	27.6	18.8	3.0	1055	48.1	-7		21.1	5.8	802	35.1	8		19.6	4.0	1087	49.4	1		21.3	0		6.0	855	37.4	2		19.9	0		4.3	1038	47.2	-1		21.0	0		5.7	844	37.0	2		19.8	0		4.2
M1			A23 Brighton Road (N)	764	63.8	8.0	1.1	1416	96.3	20.9	5.3	1016	45.2	-19		13.7	3.5	2034	88.4	-8		29.3	12.6	1047	46.2	1		14.0	0		3.6	2112	90.6	2		31.3	2		13.2	1037	46.0	1		13.9	0		3.6	2099	90.3	2		31.0	2		13.1
M1			*Circulatory NE*	1017	56.2	15.5	4.0	1362	72.5	18.1	5.7	1174	63.4	7		16.5	4.7	1989	74.0	2		11.8	5.0	1227	65.5	2		16.8	0		4.9	2089	76.9	3		12.4	1		5.3	1210	65.0	2		16.7	0		4.8	2086	77.0	3		12.4	1		5.3
M1			*Circulatory South*	1726	45.6	0.8	0.0	2213	55.4	1.0	0.0	2365	56.1	10		11.1	6.4	3021	67.8	12		13.0	9.3	2446	57.7	2		11.3	0		6.8	3152	70.1	2		13.5	0		10.1	2418	57.2	1		11.2	0		6.7	3117	69.4	2		13.4	0		9.9
M1			*Circulatory SW*	864	61.2	19.8	4.3	793	54.0	18.8	3.7	1142	98.1	37	Sev	57.6	6.5	941	78.5	25		24.9	4.8	1137	97.4	-1		53.2	-4		6.4	995	82.4	4		26.6	2		5.1	1140	97.7	0		55.1	-3		6.5	969	80.4	2		25.7	1		4.9
M1			*Circulatory West*	1856	54.4	26.0	9.4	1317	38.7	15.0	4.8	2307	66.2	12		59.1	16.8	1597	46.4	8		19.2	7.0	2369	67.1	1		63.8	5		20.2	1676	48.3	2		19.4	0		7.2	2350	67.1	1		63.8	5		20.2	1689	48.8	2		20.5	1		7.6
M1			*Circulatory North*	2720	59.2	1.3	0.3	1566	34.0	0.6	0.0	2804	86.0	27	Sig	17.3	10.9	2063	64.3	30		18.3	9.4	2870	86.8	1		17.6	0		11.1	2153	66.7	2		18.4	0		9.8	2806	85.4	-1		17.0	0		10.6	2186	67.8	4		17.7	-1		9.5
	NORTH																																																						
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	337	34.9	14.3	0.2	530	46.7	14.4	0.3	405	42.6	8		14.6	0.3	806	75.4	29		16.7	1.0	465	48.4	6		14.8	0		0.4	962	95.5	20	Sev	28.5	12		4.3	453	47.7	5		14.9	0		0.4	947	92.5	17	Sig	24.3	8		3.2
N1			A264 (E)	729	56.8	12.4	0.3	1135	84.4	13.5	1.0	691	52.9	-4		11.5	0.3	1249	100.1	16	Sev	34.8	8.4	821	63.6	11		12.0	1		0.5	1176	101.3	1		59.1	24		16.0	729	57.4	4		11.7	0		0.4	1187	101.1	1		55.5	21		15.0
N1			Copthorne Hotel Access	44	0.7	9.8	0.0	65	1.2	9.8	0.0	64	1.1	0		9.6	0.0	75	1.6	0		9.3	0.0	90	1.6	1		8.8	-1		0.0	82	1.8	0		9.3	0		0.0	69	1.2	0		9.6	0		0.0	80	1.8	0		9.6	0		0.0
N1			A2220 (S)	824	60.5	12.1	0.3	571	44.0	11.8	0.2	1128	73.6	13		12.4	0.4	767	62.5	18		12.7	0.5	1533	101.9	28	Sev	60.5	48		21.3	1174	91.7	29	Sig	16.7	4		2.2	1536	100.5	27	Sev	33.1	21		9.6	1074	85.5	23	Sig	14.5	2		1.4
N1			A264 Copthorne Way (W)	1327	94.6	15.3	2.2	1187	79.9	10.2	0.5	1369	111.9	17	Sev	244.8	89.3	1348	92.1	12	Sig	13.1	1.6	1337	114.6	3		296.3	52	Sev	102.3	1399	101.8	10	Sev	61.3	48		20.2	1313	114.0	2		283.9	39	Sev	97.8	1427	100.9	9	Sev	43.6	31		13.6
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	193	28.1	5.0	0.1	411	61.7	7.2	0.5	340	17.1	-11		3.6	0.1	683	33.8	-28		4.0	0.2	402	20.0	3		3.6	0		0.1	779	38.0	4		4.2	0		0.2	391	19.5	2		3.6	0		0.1	765	37.5	4		4.1	0		0.2
N2			A264 Snow Hill (E)	402	47.6	4.2	0.1	440	77.1	12.2	1.2	265	12.4	-35		3.5	0.0	405	20.5	-57		4.2	0.1	275	12.7	0		3.6	0		0.0	421	23.6	3		4.5	0		0.2	274	12.8	0		3.5	0		0.0	417	23.0	2		4.5	0		0.2
N2			B2028 Turners Hill Road (S)	358	46.4	4.9	0.2	383	58.0	7.0	0.4	748	23.6	-23		3.2	0.1	459	15.3	-43		3.4	0.1	856	26.8	3		3.3	0		0.1	437	14.5	-1		3.4	0		0.1	770	24.3	1		3.3	0		0.1	457	15.2	0		3.5	0		0.1
N2			A264 Copthorne Common Road (W)	917	103.4	78.2	18.9	977	100.8	26.4	6.3	1085	51.9	-51		3.7	0.2	1244	60.3	-41		3.2	0.1	1103	52.1	0		3.8	0		0.2	1356	64.8	4		3.2	0		0.1	1082	51.7	0		3.7	0		0.2	1334	64.1	4		3.2	0		0.1
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	528	40.3	5		3.4	0.1	468	40.3	4		4.0	0.1	590	45.5	5		3.5	0		0.1	528	46.1	6		4.2	0		0.2	585	44.9	5		3.5	0		0.1	528	45.7	5		4.2	0		0.2
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	545	48.1	11		4.9	0.3	55	5.7	-4		4.1	0.0	548	51.1	3		5.4	1		0.3	58	6.2	1		4.3	0		0.0	543	50.6	2		5.3	0		0.3	58	6.1	0		4.3	0		0.0
N4			B2028 West Park Road (S)	487	53.7	5.1	0.3	291	25.5	3.2	0.0	867	88.0	34	Sig	11.8	2.0	339	23.3	-2		3.1	0.0	902	93.1	5	Sig	16.2	4		3.1	312	21.2	-2		3.1	0		0.0	903	93.8	6	Sig	17.0	5		3.3	331	22.5	-1		3.1	0		0.0
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	324	27.7	9		3.8	0.1	819	61.8	5		3.8	0.2	375	31.6	4		3.9	0		0.1	882	63.9	2		3.8	0		0.2	354	30.3	3		3.9	0		0.1	863	63.3	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	696	44.7	-2		4.1	0.5	1049	68.7	6		10.5	1.9	713	45.7	1		3.8	0		0.4	1106	73.5	5		11.7	1		2.2	711	45.8	1		3.9	0		0.4	1088	72.3	4		11.5	1		2.1
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	656	92.6	23	Sig	44.5	3.0	766	72.4	0		18.7	2.7	650	102.5	10	Sev	80.4	36		10.9	786	74.1	2		19.4	1		2.8	640	100.6	8	Sev	94.8	50		4.8	784	74.0	2		19.3	1		2.8
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	468	75.4	41		28.1	2.2	284	48.6	16		22.8	1.3	492	90.2	15	Sig	46.7	19		2.4	291	49.6	1		23.0	0		1.3	492	90.1	15	Sig	46.4	18		2.4	290	49.5	1		22.9	0		1.3
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	454	22.5	11		1.2	0.0	1061	53.0	20		2.0	0.0	542	27.2	5		1.4	0		0.0	1251	61.8	9		2.4	0		0.0	472	23.5	1		1.3	0		0.0	1193	59.3	6		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	672	31.1	19		1.3	0.0	180	8.6	0		1.0	0.0	696	31.6	0		1.3	0		0.0	199	9.5	1		1.0	0		0.0	594	27.1	-4		1.3	0		0.0	198	9.4	1		1.0	0		0.0
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	485	101.3	38	Sev	97.9	8.5	398	97.5	73	Sev	70.5	4.3	476	103.9	3		146.9	49	Sev	14.3	355	100.7	3	Sev	92.2	22		6.8	513	102.3	1		116.2	18		11.0	372	100.2	3		81.7	11		6.0
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	913	50.0	19		2.4	0.1	1414	72.8	34		3.5	0.0	979	52.9	3		2.6	0		0.1	1545	79.9	7		4.8	1		0.1	945	51.5	1		2.5	0		0.1	1498	77.2	4		4.2	1		0.1
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	398	112.8	31	Sev	295.6	29.2	315	104.9	12	Sev	159.4	13.2	401	117.0	4	Sev	372.8	77	Sev	35.7	299	107.6	3		212.2	53	Sev	16.3	405	116.9	4	Sev	369.5	74	Sev	35.9	312	107.2	2		202.2	43	Sev	16.2
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1138	53.7	14		2.0	0.0	734	39.0	8		1.8	0.0	1205	55.7	2		2.1	0		0.0	780	38.6	0		1.5	0		0.0	1169	54.5	1		2.0	0		0.0	756	37.4	-2		1.5	0		0.0
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	460	113.0	5	Sev	293.8	34.1	454	109.2	3		228.5	26.0	467	115.7	3		344.2	50	Sev	39.4	417	110.4	1		257.7	29		26.6	468	114.2	1		315.6	22		36.8	438	110.5	1		255.1	27		27.6
N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	699	63.9	16.0	2.3	631	68.5	22.5	2.9	577	108.9	45	Sev	258.9	26.6	569	102.5	34	Sev	142.2	9.9	587	109.9	1		276.7	18		29.2	582	103.1	1		152.8	11		11.5	582	109.7	1		274.3	15		28.9	578	103.0	1		152.3	10		11.4
N9			A22 Eastbourne Road (N)	322	54.7	24.0	1.6	518	65.8	20.4	2.0	427	45.2	-10		12.1	1.2	699	74.4	9		15.6	2.2	465	46.5	1		12.9	1		1.4	740	76.2	2		16.5	1		2.4	465	46.5	1		12.9	1		1.4	725	75.6	1		16.2	1		2.3
N9			A22 London Road (S)	1121	63.0	73.1	11.7	1083	66.5	47.1	3.6	1401	108.4	45	Sev	241.3	59.8	1169	92.8	26	Sig	83.4	11.8	1422	108.4	0		241.3	0		59.8	1196	94.7	2		114.7	31		21.6	1410	108.4	0		241.3	0		59.8	1192	94.5	2		109.1	26		19.8
N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	547	27.5	1.3	0.0	819	40.4	1.5	0.0	618	30.0	3		1.3	0.0	1053	51.7	11		1.9	0.0	630	29.9	0		1.3	0		0.0	1088	52.8	1		1.9	0		0.0	622	29.8	0		1.3	0		0.0	1067	51.9	0		1.9	0		0.0
N10			Vowels Lane (E)	190	35.0	5.9	0.2	123	27.2	7.5	0.2	334	55.0	20		5.9	0.3	287	79.3	52		22.2	1.5	347	58.0	3		6.1	0		0.3	328	91.2	12	Sig	35.1	13		2.9	336	57.6	3		6.2	0		0.3	311	86.1	7	Sig	28.0	6		2.1
N10			Selsfield Road (S)	708	38.3	1.9	0.0	560	33.3	2.2	0.0	800	44.7	6		2.2	0.0	665	43.1	10		3.0	0.1	793	93.5	49	Sig	23.9	22		0.3	697	47.1	4		3.4	0		0.1	798	91.7	47	Sig	19.6	17		0.2	704	47.1	4		3.3	0		0.1
N11	Crawley	A2220 / B2036 (CRAWLEY)	B2036 Balcombe Road (N)	719	83.7	13.1	1.1	860	101.6	63.7	13.4	727	86.0	2		14.4	1.4	748	98.6	-3		35.6	5.3	748	85.5	-1		13.6	-1		1.3	705	100.9	2		63.6	28		10.2	779	89.7	4	Sig	15.3	1		1.7	699	100.9	2		63.0	27		10.0
N11			A2220 Copthorne Road (E)	421	50.7	10.4	0.3	672	99.2	38.9	6.0	970	80.3	30		11.6	0.8	831	99.9	1		40.1	7.4	1217	100.8	21	Sev	42.0	30		10.9	898	92.5	-7		19.0	-21		2.8	1207	100.1	20	Sev	30.2	19		6.9	873	95.3	-5		23.9	-16		3.9
N11			B2036 Balcombe Road (S)	701	105.8	130.0	27.5	537	83.5	12.8	0.8	809	106.6	1		155.3	34.5	577	78.7	-5		13.0	1.0	693	106.7	0		164.8	9		31.1	606	78.2	-1		12.3	-1		0.8	700	105.8	-1		147.6	-8		28.3	607	79.7	1		12.8	0		0.9
N11			A2220 Worth Park Avenue (W)	784	92.6	17.7	2.1	714	75.8	11.9	0.5	979	101.1	8	Sev	55.2	13.0	1099	92.1	16	Sig	14.0	1.6	988	101.4	0		62.6	7		15.1	1193	100.5	8	Sev	37.4	23		9.6	997	101.4	0		61.4	6		14.9	1182	99.8	8	Sev	26.1	12		5.6
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	A2220 Haslett Avenue (W)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1062	42.8	1		13.9	0		3.3	1611	68.5	2		43.6	-2		8.8	1047	42.4	1		14.1	0		3.3	1605	68.6	2		45.1	-1		8.9
N12			A2220 Haslett Avenue (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	445	32.2	6		21.3	1		2.3	755	44.1	-2		16.9	0		3.1	415	30.2	4		21.0	0		2.1	771	45.1	-1		17.1	0		3.2
N12			Worth Road (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	554	105.8	1		195.7	21		27.2	258	71.4	0		36.0	0		3.3	539	104.9	0		179.1	5		23.6	259	71.8	0		36.2	0		3.3
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	St. Mary's Drive (N)	20	6.7	30.8	0.1	20	10.0	45.1	0.2	23	7.5	1		30.9	0.2	55	19.7	10		40.3	0.5	29	9.5	2		31.1	0		0.2	79	28.3	9		41.7	1		0.7	25	8.1	1		31.0	0		0.2	69	24.6	5		41.0	1		0.6
N13			A2220 Haslett Avenue (E)	568	22.8	5.6	0.7	713	25.7	4.1	0.6	1012	38.3	15		6.7	1.4	984	37.4	12		6.2	1.3	1154	43.0	5		7.1	0		1.7	987	37.1	0		6.2	0		1.3	1109	41.7	3		7.0	0		1.6	995	37.5	0		6.2	0		1.3
N13			A2220 Haslett Avenue (W)	757	53.4	17.5	3.2	906	47.8	13.1	2.9	1040	71.6	18		20.8	4.8	1566	87.9	40	Sig	26.2	7.9	1073	73.6	2		21.4	1		4.9	1635	90.9	3	Sig	29.2	3		8.5	1059	72.9	1		21.2	0		4.9	1629	91.1	3	Sig	29.4	3		8.5
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	A2220 Haslett Avenue (E)	588	25.4	11.1	1.7	733	29.1	9.6	1.8	1035	42.0	17		12.5	3.1	1039	41.4	12		10.5	2.7	1184	47.4	5		13.0	0		3.6	1066	41.8	0		10.5	0		2.8	1134	45.8	4		12.9	0		3.4	1064	42.0	1		10.5	0		2.8
N13a			Station Hill (S)	344	76.2	34.4	3.7	209	51.0	33.2	2.0	408	101.0	25	Sev	114.1	7.3	253	59.0	8		35.2	2.5	401	99.9	-1		95.7	-18		4.5	253	58.9	0		35.1	0		2.4	399	99.5	-1		92.2	-22		4.4	253	58.9	0		35.2	0		2.5
N13a			A2220 Haslett Avenue (W)	787	41.9	11.4	2.2	1103	61.3	33.5	9.1	1063	55.2	13		11.0	2.7	1765	97.3	36	Sev	49.0	11.5	1111	57.4	2		10.9	0		2.7	1837	101.2	4	Sev	77.2	28		17.0	1098	56.9	2		10.9	0		2.7	1829	100.8	4	Sev	69.7	21		13.2
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	B2036 Balcombe Road (N)	295	36.3	3.2	0.0	710	93.9	10.5	1.5	404	48.8	12		3.7	0.1	573	99.4	5	Sev	36.1	5.2	449	54.4	6		3.8	0		0.1	647	99.5	0		31.6	-5		4.9	407	48.9	0		3.7	0		0.1	598	99.2	0		33.7	-2		4.9
N14			B2036 Balcombe Road (S)	590	72.0	3.9	0.1	341	43.3	3.8	0.1	705	90.3	18	Sig	7.3	0.8	404	50.3	7		3.7	0.1	755	96.2	6	Sev	11.2	4		1.7	492	60.7	10		3.8	0		0.1	746	94.9	5	Sig	9.6	2		1.4	460	56.9	7		3.8	0		0.1
N14			Worth Road (W)	248	49.6	4.8	0.2	282	46.9	3.8	0.1	289	78.6	29		6.3	0.5	677	99.5	53	Sev	19.0	3.5	271	77.8	-1		6.3	0		0.5	657	100.3	1		34.7	16		6.7	285	78.8	0		6.4	0		0.6	665	100.0	0		24.6	6		4.6
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	Gatwick Road (N)	313	38.1	9.4	0.2	664	83.8	14.0	1.2	357	42.3	4		9.6	0.2	634	81.6	-2		13.7	1.1	347	40.0	-2		9.4	0		0.2	655	85.8	4	Sig	15.5	2		1.5	379	44.5	2		9.6	0		0.2	658	86.0	4	Sig	15.5	2		1.5
N15			Gatwick Road (S)	1713	74.9	10.6	0.0	619	28.2	13.0	0.0	1970	83.3	8		10.7	0.1	785	35.3	7		12.9	0.0	2156	90.0	7	Sig	11.2	0		0.4	789	35.3	0		12.9	0		0.0	2102	88.3	5	Sig	10.9	0		0.2	830	37.1	2		12.7	0		0.0
N15			Manor Royal (W)	751	94.5	22.1	2.3	881	87.6	14.9	0.7	717	93.0	-2		21.8	2.2	944	97.8	10	Sev	22.4	2.8	691	91.0	-2		20.7	-1		1.9	966	100.0	2		30.5	8		5.1	729	95.6	3		25.1	3		2.9	961	99.8	2		28.8	6		4.6
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	B2036 Balcombe Road (N)	388	53.2	9.6	0.1	588	108.3	196.1	30.1	412	35.0	-18		9.1	0.1	980	102.1	-6		78.5	17.1	449	38.7	4		9.0	0		0.1	1013	104.7	3		127.0	48	Sev	28.7	464	39.4	4		8.9	0		0.1	999	104.0	2		114.5	36		25.6
N16			B2037 Antlands Lane (E)	685	67.1	8.0	0.2	365	42.0	9.1	0.2	1027	96.0	29	Sev	13.5	1.8	257	34.0	-8		9.8	0.2	1101	101.4	5	Sev	48.4	35		12.4	273	34.1	0		9.5	0		0.2	1084	100.7	5	Sev	34.7	21		8.2	282	35.4	1		9.7	0		0.2
N16			B2036 Balcombe Road (S)	772	69.4	7.9	0.1	1067	97.7	13.8	1.4	1392	101.1	32	Sev	40.5	13.0	1067	75.4	-22		9.7	0.1	1391	102.1	1		59.5	19		20.2	1111	77.0	2		9.8	0		0.1	1379	101.6	0		49.4	9		16.2	1102	77.3	2		9.8	0		0.2
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	Redehall Road (N)	305	46.6	24.7	1.9	542	81.3	38.9	3.9	339	79.7	33		49.4	3.2	699	100.3	19	Sev	99.1	5.9	336	84.8	5		57.5	8		3.2	715	101.5	1		120.9	22		10.2	349	84.6	5		55.5	6		3.3	699	101.5	1		121.5	22		10.0
N17			B2037 (E)	690	49.4	20.9	3.5	101	6.6	12.4	0.3	1240	79.1	30		20.4	4.8	106	6.5	0		12.9	0.4	1303	92.6	13	Sig	33.1	13		5.7	115	6.8	0		13.2	0		0.4	1290	94.3	15	Sig	37.1	17		5.7	118	7.0	0		13.2	0		0.4
N17			Copthorne Back (S)	107	13.8	18.3	0.5	62	9.4	20.3	0.3	244	43.2	29		31.8	1.7	150	20.7	11		20.8	0.8	322	56.0	13		34.6	3		2.3	161	21.9	1		20.9	0		0.8	290	51.0	8		33.4	2		2.0	177	24.0	3		21.2	0		0.9
N17			B2037 (W)	281	28.6	15.9	1.1	787	76.9	25.4	3.9	357	27.6	-1		9.5	0.8	876	90.8	14	Sig	39.0	4.8	410	31.4	4		9.9	0		0.9	924	96.9	6	Sev	59.2	20		5.0	387	29.9	2		9.7	0		0.9	908	94.0	3	Sig	46.8	8		4.9
N18	Handcross	A23 / B2110 Northbound On-Slip	A23 Northbound	3051	59.3	1.1	0.0	2327	43.5	0.7	0.0	4334	86.7	27	Sig	3.2	0.0	3437	64.0	20		1.3	0.0	4750	91.9	5	Sig	4.9	2		0.0	3525	65.2	1		1.3	0		0.0	4632	91.2	5	Sig	4.5	1		0.0	3612	66.8	3		1.4	0		0.0
N18			B2110 Northbound on-Slip	776	44.8	3.4	0.1	512	29.2	3.3	0.0	1062	63.9	19		4.0	0.3	647	39.4	10		3.6	0.1	1047	65.1	1		4.3	0		0.4	642	39.3	0		3.6	0		0.1	1041	64.6	1		4.3	0		0.4	645	39.9	0		3.7	0		0.1
N19	Handcross	B2114 / B2110	B2114 London Road (N)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1062	42.8	1		13.9	0		3.3	1611	68.5	2		43.6	-2		8.8	1047	42.4	1		14.1	0		3.3	1605	68.6	2		45.1	-1		8.9
N19			B2110 High Beeches Lane (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	445	32.2	6		21.3	1		2.3	755	44.1	-2		16.9	0		3.1	415	30.2	4		21.0	0		2.1	771	45.1	-1		17.1	0		3.2
N19			B2110 (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	554	105.8	1		195.7	21		27.2	258	71.4	0		36.0	0		3.3	539	104.9	0		179.1	5		23.6	259	71.8	0		36.2	0		3.3
N20	Handcross	A23 Southbound Off-Slip / B2114	A23 Southbound Off-Slip (N)	226	33.7	4.3	0.1	578	74.4	4.8	0.3	307	51.1	17		6.0	0.3	654	89.6	15	Sig	9.4	1.2	324	55.6	5		6.5	1		0.3	569	77.8	-12		6.6	-3		0.6	312	53.6	2		6.4	0		0.3	571	78.3	-11		6.7	-3		0.6
N20			B2114 (N)	129	16.4	3.5	0.0	189	30.2	5.3	0.1	224	28.1	12		3.9	0.1	321	54.2	24		7.2	0.4	232	29.6	2		4.0	0		0.1	399	60.8	7		6.5	-1		0.4	232	29.3	1		3.9	0		0.1	395	60.4	6		6.5	-1		0.4
N20			B2114 (S)	400	48.1	3.0	0.0	252	31.4	3.0	0.0	553	65.2	17		3.0	0.0	392	47.7	16		3.0	0.0	577	67.5	2		3.0	0		0.0	398	48.3	1		3.0	0		0.0	572	67.1	2		3.0	0		0.0	397	48.3	1		3.0	0		0.0
N21	Balcombe	Haywards Heath Road / Bramble Hill	Haywards Heath Road (W)	317	68.2	10.7	0.0	550	92.3	21.8	0.0	387	80.3	12		13.4	0.0	647	100.2	8	Sev	44.0	3.3	469	93.6	13	Sig	17.4	4		0.0	660	100.7	0		56.8	13		5.5	432	88.2	8	Sig	15.7	2		0.0	657	100.8	1		58.3	14		5.7
N21			Haywards Heath Road (E)	530	26.6	1.2	0.0	232	11.7	1.0	0.0	798	38.9	12		1.5	0.0	287	14.3	3		1.1	0.0	901	43.1	4		1.6	0		0.0	310	15.1	1		1.1	0		0.0	885	42.7	4		1.6	0		0.0	308	15.1	1		1.1	0		0.0
N21			Bramble Hill (S)	0	0.0	4.3	0.0	0	0.1	3.6	0.0	0	0.0	0		4.6	0.0	100	24.3	24		5.3	0.0	0	0.0	0		4.6	0		0.0	186	38.0	14		8.3	3		0.1	0	0.0	0		4.6	0		0.0	173	36.2	12		7.8	3		0.1
N22	Balcombe	B2036 / B2110	B2036 (N)	722	47.5	3.1	0.1	1103	60.8	2.8	0.1	797	53.3	6		3.5	0.1	1395	78.1	17		4.6	0.2	839	58.1	5		4.2	1		0.2	1508	84.2	6		6.1	1		0.2	835	57.4	4		4.1	1		0.2	1491	83.3	5		5.8	1		0.2
N22			B2036 (S)	776	53.7	109.7	0.0	391	26.6	94.7	0.0	901	60.6	7		112.8	0.0	485	33.0	6		99.0	0.0	969	63.7	3		114.2	1		0.0	496	33.5	1		99.3	0		0.0	951	63.2	3		114.0	1		0.0	503	34.0	1		99.6	1		0.0
N22			B2110 (W)	250	49.9	7.6	0.3	203	31.7	4.3	0.1	366	78.4	29		13.9	1.1	338	54.6	23		5.5	0.2	435	95.1	17	Sev	30.6	17		3.3	384	61.8	7		6.0	0		0.3	427	93.6	15	Sig	27.0	13		2.9	372	60.3	6		6.0	0		0.3
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	1104	101.3	57	Sev	40.3	11.4	813	77.6	38		4.6	0.4	1104	101.1	0		36.3	-4		10.1	833	79.4	2		4.8	0		0.4	1107	101.3	0		40.3	0		11.4	825	78.6	1		4.7	0		0.4
N24			B2114 Brighton Road (N)	501	62.5	3.5	0.1	548	70.7	3.9	0.2	1053	97.4	35	Sev	7.9	1.5	1019	99.0	28	Sev	13.3	2.9	1083	99.7	2		12.7	5		3.0	1031	99.9	1		17.7	4		4.2	1066	98.6	1		9.8	2		2.0	1032	99.9	1		17.2	4		4.1
N24			B2114 Brighton Road (S)	400	58.5	5.0	0.2	252	39.1	4.6	0.1	553	74.9	16		8.6	0.9	392	54.3	15		6.3	0.4	577	78.2	3		9.5	1		1.1	398	53.7	-1		6.0	0		0.4	572	77.5	3		9.2	1		1.0	397	53.7	-1		6.0	0		0.4
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	Hazlewick Avenue (N)	439	28.1	8.4	0.0	995	58.4	9.0	0.0	574	34.6	6		8.0	0.0	1574	91.2	33	Sig	8.9	0.1	600	35.7	1		7.9	0		0.0	1666	95.9	5	Sev	9.3	0		0.3	629	37.5	3		7.9	0		0.0	1663	95.9	5	Sev	9.4	1		0.3
N25			Bycroft Way (E)	314	20.3	9.5	0.0	228	18.8	9.6	0.1	530	33.5	13		9.6	0.1	335	32.2	13		10.6	0.2	661	41.2	8		9.7	0		0.1	336	33.2	1		10.7	0		0.2	655	41.1	8		9.7	0		0.1	336	33.4	1		10.8	0		0.2
N25			Hazlewick Avenue (S)	593	56.1	7.1	0.1	260	23.8	6.6	0.0	794	78.8	23		8.9	0.5	187	17.6	-6		6.7	0.0	834	86.9	8	Sig	11.3	2		1.1	265	24.7	7		6.8	0		0.0	810	84.9	6		10.8	2		1.0	264	24.6	7		6.8	0		0.0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)	M23 Southbound	2268	46.2	1.4	0.0	3162	65.8	2.6	0.0	3034	67.7	22		2.9	0.0	3954	80.9	15		4.7	0.0	3150	71.0	3		3.2	0		0.0	4059	84.0	3		5.3	1		0.0	3129	71.6	4		3.2	0		0.0	4050	83.0	2		5.2	0		0.0
N26			M23 Southbound on-slip	542	32.0	5.1	0.1	1197	64.0	5.5	0.1	1106	61.5	29		5.6	0.1	1249	68.0	4		5.9	0.2	1181	65.0	4		5.6	0		0.1	1350	71.9	4		6.0	0		0.3	1244	67.7	6		5.6	0		0.1	1293	69.8	2		6.0	0		0.3
N27			B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	721	92.6	33	Sig	7.9	1.0	826	101.2	24	Sev	38.5	8.4	753	99.3	7	Sev	18.3	10		3.2	825	102.7	1		66.5	28		14.8	740	97.3	5	Sev	12.9	5		2.1	825	102.2	1		56.9	18		12.6

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

2019

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)
N27	*Handcross*	B2114 / B2110 Handcross	B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	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
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0
N29	*Crawley*	B2036 / Radford Road	B2036 Balcombe Road (N)	842	65.4	5.1	0.4	794	42.4	2.1	0.0
N29			B2036 Balcombe Road (S)	799	39.8	1.5	0.0	518	26.2	1.2	0.0
N29			Radford Road (W)	110	13.4	4.6	0.1	608	64.8	6.4	0.7

2039 Reference Case

ID	Approach Arm	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)
N27	B2110 High Beeches Lane (E)	499	69.0	27		5.9	0.4	385	56.1	20		5.6	0.3
N27	B2110 (S)	597	72.7	24		4.2	0.2	336	38.8	11		3.1	0.0
N28	A23 Southbound	2255	54.3	18		1.6	0.0	3393	77.4	21		3.5	0.0
N28	Junction 11 Southbound on-Slip	1483	75.5	29		4.9	0.3	1777	**88.7**	26	Sig	8.4	2.0
N29	B2036 Balcombe Road (N)	1101	**87.9**	23	Sig	10.9	1.7	1025	49.7	7		2.3	0.0
N29	B2036 Balcombe Road (S)	787	37.7	-2		1.5	0.0	111	5.6	-21		1.0	0.0
N29	Radford Road (W)	415	73.4	60		15.5	2.2	862	**95.8**	31	Sev	9.2	1.6

2039 Scenario 5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	B2110 High Beeches Lane (E)	565	75.8	7		6.3	0		0.5	454	63.7	8		5.8	0		0.3
N27	B2110 (S)	671	80.8	8		4.8	1		0.3	389	44.8	6		3.1	0		0.0
N28	A23 Southbound	2361	57.4	3		1.7	0		0.0	3497	79.9	3		3.8	0		0.0
N28	Junction 11 Southbound on-Slip	1558	78.9	3		5.2	0		0.4	1830	90.7	2		9.1	1		2.4
N29	B2036 Balcombe Road (N)	1126	87.0	-1		10.2	-1		1.6	1017	47.2	-3		2.2	0		0.0
N29	B2036 Balcombe Road (S)	765	36.5	-1		1.4	0		0.0	134	6.6	1		1.0	0		0.0
N29	Radford Road (W)	435	74.2	1		15.5	0		2.2	866	**100.4**	5	Sev	20.5	11		4.8

2039 Scenario 5m2

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	B2110 High Beeches Lane (E)	555	75.4	6		6.4	0		0.5	427	60.7	5		5.7	0		0.3
N27	B2110 (S)	654	79.6	7		4.7	0		0.3	378	43.5	5		3.1	0		0.0
N28	A23 Southbound	2403	58.2	4		1.8	0		0.0	3479	79.5	2		3.8	0		0.0
N28	Junction 11 Southbound on-Slip	1538	78.1	3		5.1	0		0.3	1819	90.4	2		9.0	1		2.3
N29	B2036 Balcombe Road (N)	1113	87.7	0		10.7	0		1.6	1015	47.6	-2		2.2	0		0.0
N29	B2036 Balcombe Road (S)	777	37.2	0		1.5	0		0.0	131	6.5	1		1.0	0		0.0
N29	Radford Road (W)	410	71.8	-2		14.0	-2		2.0	873	**100.4**	5	Sev	21.7	12		5.1

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

2019

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)
	CENTRAL										
C1	*Handcross*	B2114 Junction, Handcross	B2110 High Street (N) (priority)	648	38.7	2.6	0.0	817	49.0	2.9	0.0
C1			B2114 (S) (priority)	239	12.3	1.0	0.0	167	8.8	1.0	0.0
C1			B2110 (W)	427	58.1	3.4	0.0	262	36.6	3.4	0.0
C2	*Lower Beeding*	B2110 / B2115 Leechpond Hill	B2110 (E)	501	32.6	3.0	0.0	589	32.5	2.0	0.0
C2			B2110 Leechpond Hill (S)	274	14.0	1.1	0.0	162	8.1	1.0	0.0
C2			B2115 (W)	268	39.6	4.0	0.1	334	46.9	3.6	0.1
C3	*Slough Green*	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	7.9	1.0	0.0	63	3.2	0.9	0.0
C3			B2114 (E) (priority)	593	28.9	1.3	0.0	386	19.3	1.1	0.0
C3			B2115 Sloughgreen Lane (W)	316	47.3	4.1	0.1	336	46.7	3.6	0.1
C4	*Haywards Heath*	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	425	21.7	1.2	0.0	589	29.4	1.3	0.0
C4			Copyhold Lane (E)	134	23.6	4.9	0.1	151	26.0	5.1	0.1
C4			Borde Hill Lane (S)	690	39.3	2.3	0.0	336	21.1	2.5	0.0
C5	*Haywards Heath*	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1
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
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1
C6a	*Cuckfield*	B2036 / B2184, Cuckfield	B2036 London Road (N)	442	52.5	3.0	0.0	624	71.7	3.0	0.0
C6a			B2184 London Lane (E)	523	64.6	3.9	0.1	188	22.3	3.3	0.0
C6a			B2036 High Street (S)	277	41.0	4.7	0.1	233	28.6	3.4	0.0
C7	*Ansty*	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8
C8	*Cowfold*	A281 North Junction, Cowfold	A281 (N)	233	34.2	4.7	0.1	583	83.1	7.7	0.8
C8			A281 (S)	812	98.4	7.0	0.9	773	101.2	43.9	9.0
C8			A272 Station Road (W)	753	101.7	51.4	10.8	651	78.4	3.9	0.2
C9	*Cowfold*	A281 South Junction, Cowfold	A281 (N)	781	93.4	4.5	0.3	831	100.9	30.0	6.4
C9			A272 Bolney Road (E)	781	94.3	5.1	0.5	815	97.0	7.4	1.0
C9			A281 (S)	355	55.2	5.8	0.3	253	38.6	5.1	0.2
C10	*Bolney*	A23 / A272 Bolney Road	A23 Southbound Off-Slip	237	33.7	5.1	0.1	339	49.6	6.1	0.3
C10			A272 (E)	776	88.4	6.2	0.7	809	95.2	12.3	2.0
C10			A272 (W)	631	64.8	3.0	0.0	727	72.8	3.0	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
C10a			A272 (E)	661	23.2	1.6	0.1	644	21.3	0.9	0.0
C10a			A272 (W)	728	38.1	1.5	0.0	908	46.2	1.7	0.0
C11	*North Chailey*	A272 / A275 North Chailey	A272 (W)	360	49.0	4.1	0.1	592	75.5	4.7	0.3
C11			A275 (N)	91	13.4	4.2	0.0	173	35.1	7.6	0.2
C11			A272 (E)	836	97.4	6.0	0.7	576	68.4	3.8	0.1
C11			A275 (S)	288	45.6	5.6	0.2	244	34.0	4.3	0.1
C12	*Haywards Heath*	A273 / Isaac's Lane / Traustein Way	A273 (W)	589	67.3	5.8	0.5	571	56.2	4.0	0.2
C12			Isaac's Lane	753	67.8	3.6	0.1	949	85.1	4.3	0.4
C12			Parkfield Way (zone access)	267	4.0	3.2	0.0	64	1.0	3.2	0.0
C12			Traunstein Way	714	74.8	5.4	0.5	445	45.1	4.0	0.1
C13	*Haywards Heath*	A272 Rocky Lane / B2112	B2112 Wivelsfield Road (N)	671	77.4	7.2	0.8	770	87.4	9.1	1.3
C13			Kennards Lane (E)	315	40.8	5.2	0.2	303	42.3	6.1	0.3
C13			A272 Rocky Lane (E)	174	22.4	5.0	0.1	237	34.7	6.3	0.2
C13			B2112 Fox Hill (S)	700	76.8	6.4	0.7	423	50.0	5.2	0.3
C13			A272 Rocky Lane (W)	771	85.1	7.7	1.0	694	68.0	4.4	0.3
C14	*Haywards Heath*	A272 / Rocky Lane	A272 (E)	701	89.7	6.0	0.6	670	82.1	4.3	0.3
C14			Rocky Lane (S)	404	43.4	9.5	0.1	387	40.0	8.7	0.1
C14			A272 (W)	546	52.0	3.7	0.1	597	58.1	4.1	0.2
C14			Highbank (N)	219	3.2	3.1	0.0	106	1.6	3.1	0.0
C15	*Haywards Heath*	B2272 / Bolnore Road	B2272 (E)	825	100.0	15.4	2.8	915	106.1	120.7	30.1
C15			Bolnore Road	75	1.1	3.1	0.0	144	2.2	3.2	0.0
C15			B2272 (W)	1109	95.0	3.5	0.2	852	73.6	3.1	0.0
C16	*Haywards Heath*	A272 / B2272	A272 Tylers Green (W)	944	106.1	134.1	35.7	1016	98.5	12.7	2.7
C16			B2272 Butlers Green Road (E)	835	83.1	5.6	0.6	1009	99.4	19.7	4.4
C16			A272 Isaac's Lane (S)	1172	81.6	5.1	0.7	761	53.6	4.0	0.2
C17	*Haywards Heath*	B2112 / B2272	B2112 Hazelgrove Road (N)	210	22.4	4.0	0.1	451	59.6	6.8	0.5
C17			Caxton Way (E)	169	2.4	3.1	0.0	107	2.0	3.3	0.0
C17			B2272 Franklynn Road (S)	482	50.9	4.3	0.2	244	28.0	4.4	0.1
C17			B2112 Sussex Road (S)	804	83.5	6.5	0.8	289	27.0	3.4	0.0
C17			B2272 South Road (W)	490	54.1	4.7	0.2	1025	96.7	8.4	1.5
C18	*Cowfold*	A272 Cowfold Road / Wineham Lane	Spronkett's Lane (N)	153	40.5	10.3	0.3	72	21.0	10.1	0.1
C18			A272 Cowfold Road (E)	651	33.6	1.4	0.0	834	41.6	1.6	0.0
C18			Wineham Lane (S)	48	12.1	7.8	0.1	64	18.2	9.6	0.1
C18			A272 Cowfold Road (W)	754	40.4	1.7	0.0	837	43.0	1.7	0.0
C19	*Cowfold*	A23 / A272 Northbound On-Slip	A23 Northbound	2946	52.2	2.0	0.0	2189	38.8	1.2	0.0
C19			A272 Northbound on-Slip	266	19.1	3.6	0.1	206	13.3	3.4	0.0
C20	*Cowfold*	A23 / London Road Northbound On-Slip	A23 Northbound	3212	54.2	4.1	0.0	2395	40.8	2.3	0.0
C20			London Road Northbound on-Slip	0	0.0	4.1	0.0	0	0.0	3.6	0.0

2039 Reference Case

ID	Approach Arm	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)
C1	B2110 High Street (N) (priority)	810	49.4	11		3.0	0.1	1005	58.8	10		3.1	0.1
C1	B2114 (S) (priority)	278	14.3	2		1.1	0.0	177	9.3	1		1.0	0.0
C1	B2110 (W)	591	79.8	22		4.0	0.2	352	49.5	13		3.6	0.1
C2	B2110 (E)	609	35.6	3		2.7	0.0	744	41.7	9		2.3	0.0
C2	B2110 Leechpond Hill (S)	124	6.5	-7		1.0	0.0	319	15.7	8		1.1	0.0
C2	B2115 (W)	553	75.2	36		4.0	0.2	479	72.1	25		5.3	0.3
C3	B2114 Cuckfield Road (N) (priority)	135	6.9	-1		1.0	0.0	74	3.8	1		1.0	0.0
C3	B2114 (E) (priority)	695	30.8	2		1.3	0.0	592	29.4	10		1.3	0.0
C3	B2115 Sloughgreen Lane (W)	470	69.1	22		4.6	0.2	539	74.1	27		4.3	0.2
C4	Borde Hill Lane (N)	508	25.6	4		1.2	0.0	802	39.5	10		1.5	0.0
C4	Copyhold Lane (E)	130	26.3	3		6.1	0.1	154	30.3	4		6.4	0.1
C4	Borde Hill Lane (S)	943	50.7	11		2.5	0.0	385	24.5	3		2.6	0.0
C5	B2036 (N)	286	42.4	5		4.6	0.1	295	44.2	5		4.8	0.2
C5	B2036 (S)	982	**107.2**	5	Sev	**141.1**	35.4	803	**92.1**	29	Sig	3.8	0.2
C5	B2114 Staplefield Road (W)	605	77.6	16		4.8	0.3	612	75.6	27		4.5	0.3
C6	B2036 Whitemans Green (N)	808	**101.1**	16	Sev	35.8	7.8	837	**102.6**	27	Sev	61.8	14.2
C6	Ardingly Road (E)	592	74.0	26		4.9	0.3	585	79.1	26		6.4	0.6
C6	B2036 London Road (S)	831	**107.9**	5	Sev	**163.9**	36.6	575	74.9	23		5.4	0.4
C6a	B2036 London Road (N)	545	63.0	11		3.0	0.0	656	74.4	3		3.0	0.0
C6a	B2184 London Lane (E)	517	66.1	1		4.7	0.2	187	22.7	0		3.6	0.0
C6a	B2036 High Street (S)	314	45.8	5		4.7	0.2	387	47.0	18		3.5	0.1
C7	A272 (E)	891	**101.4**	14	Sev	46.7	11.2	927	103.1	2		76.7	19.0
C7	B2036 (S)	477	70.4	-16		6.5	0.5	623	**98.6**	51	Sev	27.4	4.2
C7	A272 (W)	898	**97.9**	4	Sev	11.0	2.0	850	**102.2**	11	Sev	65.7	14.9
C8	A281 (N)	284	42.1	8		5.2	0.2	717	**100.8**	18	Sev	40.0	7.5
C8	A281 (S)	817	100.9	2		29.8	6.4	785	101.4	0		48.7	9.7
C8	A272 Station Road (W)	780	102.2	1		59.3	12.8	803	**94.8**	16	Sig	5.4	0.5
C9	A281 (N)	841	**101.3**	8	Sev	37.6	8.4	890	101.7	1		41.9	9.7
C9	A272 Bolney Road (E)	837	**100.8**	7	Sev	25.9	5.6	843	**100.5**	4	Sev	23.9	4.9
C9	A281 (S)	375	59.3	4		6.4	0.4	151	23.5	-15		4.8	0.1
C10	A23 Southbound Off-Slip	273	20.9	-13		4.2	0.1	351	26.0	-24		4.2	0.1
C10	A272 (E)	808	80.6	-8		5.1	0.5	873	82.9	-12		6.2	0.7
C10	A272 (W)	898	**89.7**	25	Sig	3.0	0.0	898	**87.6**	15	Sig	3.0	0.0
C10a	London Road (N)	718	58.2	-43		29.8	5.4	694	63.0	-39		33.8	5.7
C10a	A272 (E)	652	66.1	43		50.8	7.9	591	55.2	34		26.3	3.5
C10a	A272 (W)	850	**95.4**	57	Sev	57.0	6.3	925	**96.6**	50	Sev	61.5	6.5
C11	A272 (W)	648	74.0	25		3.3	0.1	867	**102.0**	27	Sev	49.3	11.4
C11	A275 (N)	87	15.5	2		5.2	0.1	29	**101.4**	66	Sev	**285.8**	2.4
C11	A272 (E)	903	**105.9**	9	Sev	117.0	28.8	907	**99.6**	31	Sev	6.8	0.9
C11	A275 (S)	19	82.5	37		**215.7**	1.5	105	66.5	33		44.6	1.2
C12	A273 (W)	1045	**97.6**	30	Sev	17.2	4.2	822	68.9	13		4.8	0.4
C12	Isaac's Lane	856	65.9	-2		4.1	0.3	1244	**93.5**	8	Sig	8.2	1.6
C12	Parkfield Way (zone access)	308	5.3	1		3.2	0.0	72	1.4	0		3.3	0.0
C12	Traunstein Way	1139	**101.5**	27	Sev	50.4	15.3	899	73.5	28		4.9	0.5
C13	B2112 Wivelsfield Road (N)	574	71.5	-6		7.3	0.7	854	**100.9**	14	Sev	46.3	10.4
C13	Kennards Lane (E)	171	3.1	-38		3.3	0.0	175	3.4	-39		3.3	0.0
C13	A272 Rocky Lane (E)	225	21.5	-1		4.4	0.1	472	51.8	17		6.0	0.4
C13	B2112 Fox Hill (S)	1047	**89.3**	13	Sig	7.5	1.3	744	68.9	19		5.7	0.6
C13	A272 Rocky Lane (W)	1149	**101.3**	16	Sev	46.2	14.1	1022	76.8	9		4.4	0.4
C14	A272 (E)	1036	**98.5**	9	Sev	11.5	2.5	1079	**101.3**	19	Sev	39.8	11.3
C14	Rocky Lane (S)	696	83.5	40		24.8	1.2	508	58.5	18		13.5	0.3
C14	A272 (W)	694	70.5	18		4.8	0.4	1058	**100.7**	43	Sev	33.2	8.6
C14	Highbank (N)	231	3.8	1		3.2	0.0	115	2.0	0		3.2	0.0
C15	B2272 (E)	996	**103.3**	3	Sev	72.3	19.5	959	96.9	-9		4.6	0.4
C15	Bolnore Road	111	1.7	1		3.2	0.0	160	2.5	0		3.2	0.0
C15	B2272 (W)	1293	**110.9**	16	Sev	**206.1**	69.4	853	71.9	-2		3.2	0.1
C16	A272 Tylers Green (W)	812	105.6	0		132.4	30.2	1046	**102.4**	4	Sev	63.6	17.7
C16	B2272 Butlers Green Road (E)	954	**90.6**	8	Sig	6.9	1.0	1029	**111.2**	12	Sev	**226.2**	60.9
C16	A272 Isaac's Lane (S)	1481	**100.6**	19	Sev	29.4	11.1	928	59.8	6		3.7	0.2
C17	B2112 Hazelgrove Road (N)	264	28.6	6		4.2	0.1	612	82.4	23		11.0	1.4
C17	Caxton Way (E)	176	2.7	0		3.1	0.0	114	2.4	0		3.4	0.0
C17	B2272 Franklynn Road (S)	535	58.3	7		5.0	0.3	273	33.4	5		5.0	0.2
C17	B2112 Sussex Road (S)	964	**101.8**	18	Sev	56.0	14.4	463	43.1	16		3.5	0.1
C17	B2272 South Road (W)	626	73.0	19		6.7	0.6	1029	**101.7**	5	Sev	51.1	14.1
C18	Spronkett's Lane (N)	132	38.2	-2		11.3	0.3	79	22.1	1		9.7	0.2
C18	A272 Cowfold Road (E)	783	41.0	7		1.6	0.0	918	45.6	4		1.7	0.0
C18	Wineham Lane (S)	74	21.6	9		10.5	0.2	71	20.3	2		9.8	0.1
C18	A272 Cowfold Road (W)	890	45.0	5		1.7	0.0	789	39.6	-3		1.7	0.0
C19	A23 Northbound	4388	75.9	24		4.4	0.0	3339	57.3	19		2.4	0.0
C19	A272 Northbound on-Slip	236	25.4	6		4.9	0.1	193	15.7	2		3.9	0.1
C20	A23 Northbound	4624	76.7	22		9.0	0.0	3532	58.5	18		4.9	0.0
C20	London Road Northbound on-Slip	0	0.0	0		6.6	0.0	0	0.0	0		4.4	0.0

2039 Scenario 5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
C1	B2110 High Street (N) (priority)	823	49.7	0		3.0	0		0.1	1030	58.8	0		3.1	0		0.1
C1	B2114 (S) (priority)	285	14.7	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0
C1	B2110 (W)	644	84.6	5		4.1	0		0.2	408	57.2	8		3.6	0		0.1
C2	B2110 (E)	634	37.2	2		2.8	0		0.0	734	41.0	-1		2.3	0		0.0
C2	B2110 Leechpond Hill (S)	179	9.1	3		1.0	0		0.0	328	16.0	0		1.1	0		0.0
C2	B2115 (W)	487	68.3	-7		4.2	0		0.2	530	79.8	8		6.1	1		0.5
C3	B2114 Cuckfield Road (N) (priority)	112	5.7	-1		1.0	0		0.0	86	4.3	1		1.0	0		0.0
C3	B2114 (E) (priority)	740	31.7	1		1.3	0		0.0	670	32.8	3		1.4	0		0.0
C3	B2115 Sloughgreen Lane (W)	562	79.9	11		5.2	1		0.3	564	77.5	3		4.6	0		0.2
C4	Borde Hill Lane (N)	592	29.8	4		1.3	0		0.0	906	43.9	4		1.6	0		0.0
C4	Copyhold Lane (E)	138	29.5	3		6.9	1		0.1	166	34.7	4		7.3	1		0.2
C4	Borde Hill Lane (S)	1038	54.9	4		2.6	0		0.1	445	29.5	5		3.0	0		0.1
C5	B2036 (N)	260	38.9	-3		4.7	0		0.1	289	43.8	0		4.9	0		0.2
C5	B2036 (S)	1013	107.6	0		148.4	7		37.3	880	**99.7**	8	Sev	9.2	5		1.5
C5	B2114 Staplefield Road (W)	673	84.5	7		5.4	1		0.4	649	79.7	4		4.8	0		0.3
C6	B2036 Whitemans Green (N)	845	**105.4**	4	Sev	114.9	79		26.6	866	**105.7**	3	Sev	119.0	57		28.1
C6	Ardingly Road (E)	724	**87.2**	13	Sig	5.8	1		0.5	717	**94.7**	16	Sig	11.6	5		1.7
C6	B2036 London Road (S)	854	110.8	3		**218.0**	54	Sev	47.8	584	76.8	2		6.1	1		0.5
C6a	B2036 London Road (N)	564	62.3	-1		3.0	0		0.0	695	76.8	2		3.0	0		0.0
C6a	B2184 London Lane (E)	493	61.6	-4		4.6	0		0.2	197	23.6	1		3.7	0		0.0
C6a	B2036 High Street (S)	361	50.4	5		4.7	0		0.2	387	46.4	-1		3.5	0		0.1
C7	A272 (E)	928	103.6	2		87.0	40		21.5	949	104.1	1		96.3	20		23.9
C7	B2036 (S)	666	**97.0**	27	Sev	19.4	13		3.0	638	97.7	-1		24.0	-3		3.6
C7	A272 (W)	892	**102.7**	5	Sev	69.3	58		17.0	893	**106.7**	4	Sev	**146.0**	80	Sev	34.6
C8	A281 (N)	303	43.7	2		5.1	0		0.2	719	99.4	-1		22.7	-17		3.9
C8	A281 (S)	836	101.0	0		30.6	1		6.7	795	101.4	0		48.4	0		9.7
C8	A272 Station Road (W)	782	102.0	0		56.2	-3		12.1	785	93.4	-1		5.4	0		0.5
C9	A281 (N)	831	100.7	-1		28.5	-9		6.0	894	101.7	0		42.0	0		9.7
C9	A272 Bolney Road (E)	850	100.8	0		26.3	0		5.7	855	101.8	1		48.9	25		11.0
C9	A281 (S)	415	64.9	6		6.8	0		0.4	177	27.2	4		4.8	0		0.1
C10	A23 Southbound Off-Slip	293	22.2	1		4.2	0		0.1	390	28.8	3		4.3	0		0.1
C10	A272 (E)	908	**86.9**	6	Sig	5.9	1		0.7	947	**88.3**	5	Sig	7.5	1		1.1
C10	A272 (W)	891	88.6	-1		3.0	0		0.0	908	88.6	1		3.0	0		0.0
C10a	London Road (N)	736	57.1	-1		29.1	-1		5.3	764	68.2	5		35.1	1		6.4
C10a	A272 (E)	737	74.6	9		53.7	3		8.6	628	57.7	3		26.7	0		3.7
C10a	A272 (W)	892	**101.4**	6	Sev	112.1	55		13.0	920	96.5	0		60.9	-1		6.5
C11	A272 (W)	667	74.9	1		3.3	0		0.1	893	102.7	1		60.1	11		14.3
C11	A275 (N)	89	15.9	0		5.4	0		0.1	29	101.4	0		286.8	1		2.4
C11	A272 (E)	924	107.3	1		142.5	25		35.3	922	100.7	1		24.4	18		5.4
C11	A275 (S)	22	**88.4**	6	Sig	229.2	13		1.7	74	79.5	13		90.2	46		1.8
C12	A273 (W)	1119	**101.8**	4	Sev	58.8	42		17.3	908	74.5	6		5.0	0		0.5
C12	Isaac's Lane	916	69.1	3		4.3	0		0.3	1293	**96.6**	3	Sev	11.3	3		2.7
C12	Parkfield Way (zone access)	311	5.4	0		3.2	0		0.0	77	1.6	0		3.3	0		0.0
C12	Traunstein Way	1173	**105.5**	4	Sev	**123.3**	73	Sev	38.7	955	78.1	5		5.5	1		0.6
C13	B2112 Wivelsfield Road (N)	597	72.7	1		7.3	0		0.7	871	102.3	1		70.3	24		16.3
C13	Kennards Lane (E)	169	3.1	0		3.3	0		0.0	205	4.0	1		3.3	0		0.0
C13	A272 Rocky Lane (E)	222	20.7	-1		4.3	0		0.1	536	58.1	6		6.3	0		0.5
C13	B2112 Fox Hill (S)	1098	90.4	1		7.8	0		1.4	724	68.7	0		6.0	0		0.6
C13	A272 Rocky Lane (W)	1186	103.0	2		77.6	31		24.5	1038	77.0	0		4.4	0		0.4
C14	A272 (E)	1053	99.1	1		13.5	2		3.0	1103	103.0	2		70.3	31		20.8
C14	Rocky Lane (S)	773	**90.3**	7	Sig	30.7	6		1.8	499	57.0	-1		13.0	-1		0.3
C14	A272 (W)	728	71.2	1		4.9	0		0.4	1095	101.0	0		37.3	4		9.9
C14	Highbank (N)	236	3.9	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0
C15	B2272 (E)	1035	105.3	2		107.6	35		29.7	1000	99.8	3		9.1	5		1.7
C15	Bolnore Road	116	1.8	0		3.2	0		0.0	166	2.7	0		3.2	0		0.0
C15	B2272 (W)	1349	112.6	2		236.0	30		79.6	898	74.4	2		3.2	0		0.1
C16	A272 Tylers Green (W)	816	105.3	0		127.0	-5		28.6	1059	102.2	0		61.2	-2		16.8
C16	B2272 Butlers Green Road (E)	980	89.8	-1		6.6	0		0.9	1072	113.4	2		**266.0**	40	Sev	72.3
C16	A272 Isaac's Lane (S)	1556	99.2	-1		13.9	-16		4.5	947	59.4	0		3.7	0		0.2
C17	B2112 Hazelgrove Road (N)	276	30.1	2		4.3	0		0.1	682	**91.2**	9	Sig	15.8	5		2.4
C17	Caxton Way (E)	190	2.9	0		3.2	0		0.0	117	2.5	0		3.4	0		0.0
C17	B2272 Franklynn Road (S)	700	76.9	19		6.6	2		0.7	278	34.6	1		5.1	0		0.2
C17	B2112 Sussex Road (S)	933	102.8	1		77.4	21		19.1	485	45.0	2		3.6	0		0.1
C17	B2272 South Road (W)	688	82.6	10		9.1	2		1.2	1041	102.1	0		57.6	7		16.0
C18	Spronkett's Lane (N)	112	30.2	-8		9.4	-2		0.2	157	42.4	20		11.3	2		0.4
C18	A272 Cowfold Road (E)	796	41.6	1		1.8	0		0.0	929	45.9	0		1.7	0		0.0
C18	Wineham Lane (S)	168	44.1	22		10.9	0		0.4	76	20.6	0		9.4	0		0.1
C18	A272 Cowfold Road (W)	899	46.0	1		1.8	0		0.0	771	38.8	-1		1.7	0		0.0
C19	A23 Northbound	4720	79.6	4		5.0	1		0.0	3464	59.3	2		2.6	0		0.0
C19	A272 Northbound on-Slip	260	28.5	3		5.1	0		0.2	208	17.1	1		4.0	0		0.1
C20	A23 Northbound	4980	80.3	4		10.1	1		0.0	3672	60.5	2		5.2	0		0.0
C20	London Road Northbound on-Slip	0	0.0	0		7.7	1		0.0	0	0.0	0		4.5	0		0.0

2039 Scenario 5m2

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
C1	B2110 High Street (N) (priority)	829	50.1	1		3.0	0		0.1	1016	58.5	0		3.1	0		0.1
C1	B2114 (S) (priority)	279	14.4	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0
C1	B2110 (W)	635	84.4	5		4.0	0		0.2	395	55.3	6		3.6	0		0.1
C2	B2110 (E)	618	36.2	1		2.7	0		0.0	753	42.3	1		2.3	0		0.0
C2	B2110 Leechpond Hill (S)	150	7.7	1		1.0	0		0.0	326	15.9	0		1.1	0		0.0
C2	B2115 (W)	552	75.8	1		4.2	0		0.2	513	77.2	5		5.8	1		0.4
C3	B2114 Cuckfield Road (N) (priority)	121	6.2	-1		1.0	0		0.0	84	4.2	0		1.0	0		0.0
C3	B2114 (E) (priority)	730	31.8	1		1.3	0		0.0	663	32.6	3		1.4	0		0.0
C3	B2115 Sloughgreen Lane (W)	534	76.5	7		5.0	0		0.3	553	76.1	2		4.5	0		0.2
C4	Borde Hill Lane (N)	556	28.1	3		1.3	0		0.0	890	43.3	4		1.6	0		0.0
C4	Copyhold Lane (E)	138	29.2	3		6.7	1		0.1	166	34.3	4		7.2	1		0.2
C4	Borde Hill Lane (S)	1023	54.3	4		2.6	0		0.1	432	28.2	4		2.8	0		0.1
C5	B2036 (N)	263	39.2	-3		4.7	0		0.1	294	44.4	0		4.8	0		0.2
C5	B2036 (S)	1000	107.5	0		145.7	5		36.6	876	**99.5**	7	Sev	8.5	5		1.3
C5	B2114 Staplefield Road (W)	654	82.3	5		5.1	0		0.4	636	78.4	3		4.7	0		0.3
C6	B2036 Whitemans Green (N)	831	103.8	3		86.3	51		19.7	860	105.0	2		105.3	44		24.8
C6	Ardingly Road (E)	696	84.6	11		5.5	1		0.5	691	**91.5**	12	Sig	9.3	3		1.2
C6	B2036 London Road (S)	839	109.9	2		**200.8**	37	Sev	44.0	587	77.2	2		6.1	1		0.5
C6a	B2036 London Road (N)	549	61.4	-2		3.0	0		0.0	677	75.3	1		3.0	0		0.0
C6a	B2184 London Lane (E)	494	62.3	-4		4.6	0		0.2	199	23.9	1		3.7	0		0.0
C6a	B2036 High Street (S)	345	48.9	3		4.7	0		0.2	388	46.7	0		3.5	0		0.1
C7	A272 (E)	919	103.5	2		85.3	39		21.1	955	104.0	1		92.8	16		23.2
C7	B2036 (S)	593	**86.9**	17	Sig	10.0	4		1.1	634	98.2	0		25.7	-2		3.9
C7	A272 (W)	886	**101.9**	4	Sev	55.2	44		13.5	887	**106.0**	4	Sev	**132.9**	67	Sev	31.4
C8	A281 (N)	279	41.0	-1		5.1	0		0.2	719	99.8	-1		24.6	-15		4.3
C8	A281 (S)	826	100.9	0		30.3	1		6.6	791	101.4	0		48.5	0		9.7
C8	A272 Station Road (W)	780	102.2	0		59.3	0		12.8	789	93.9	-1		5.5	0		0.6
C9	A281 (N)	828	100.3	-1		19.8	-18		3.9	893	101.7	0		42.0	0		9.7
C9	A272 Bolney Road (E)	850	101.1	0		31.9	6		7.1	848	101.0	1		33.8	10		7.3
C9	A281 (S)	405	63.7	4		6.7	0		0.4	175	26.9	3		4.8	0		0.1
C10	A23 Southbound Off-Slip	294	22.6	2		4.2	0		0.1	373	27.8	2		4.3	0		0.1
C10	A272 (E)	844	81.7	1		5.3	0		0.5	931	**87.1**	4	Sig	7.1	1		1.0
C10	A272 (W)	892	90.2	0		3.0	0		0.0	920	89.9	2		3.0	0		0.0
C10a	London Road (N)	710	57.2	-1		29.3	-1		5.2	789	69.1	6		34.9	1		6.5
C10a	A272 (E)	646	66.3	0		54.1	3		8.0	625	57.5	2		26.8	1		3.7
C10a	A272 (W)	859	97.5	2		69.4	12		6.6	915	96.4	0		60.3	-1		6.4
C11	A272 (W)	667	75.4	1		3.4	0		0.1	880	101.9	0		45.5	-4		10.6
C11	A275 (N)	89	16.0	1		5.4	0		0.1	30	101.4	0		285.8	0		2.4
C11	A272 (E)	913	106.3	0		124.1	7		30.6	920	100.8	1		25.8	19		5.8
C11	A275 (S)	20	80.2	-2		210.8	-5		1.4	85	76.7	10		73.8	29		1.7
C12	A273 (W)	1090	**100.9**	3	Sev	41.2	24		11.7	908	74.9	6		5.1	0		0.5
C12	Isaac's Lane	898	68.5	3		4.3	0		0.3	1267	95.0	1		9.7	2		2.1
C12	Parkfield Way (zone access)	311	5.4	0		3.2	0		0.0	76	1.5	0		3.3	0		0.0
C12	Traunstein Way	1152	103.9	2		95.4	45		29.6	945	77.1	4		5.3	0		0.6
C13	B2112 Wivelsfield Road (N)	599	73.3	2		7.4	0		0.7	860	102.0	1		66.1	20		15.2
C13	Kennards Lane (E)	180	3.3	0		3.3	0		0.0	199	3.9	0		3.3	0		0.0
C13	A272 Rocky Lane (E)	223	21.1	0		4.4	0		0.1	520	56.7	5		6.3	0		0.5
C13	B2112 Fox Hill (S)	1114	**93.1**	4	Sig	9.2	2		1.9	739	69.9	1		6.0	0		0.6
C13	A272 Rocky Lane (W)	1154	102.7	1		72.3	26		22.4	1054	78.6	2		4.5	0		0.4
C14	A272 (E)	1049	99.0	1		13.1	2		2.9	1104	102.7	1		65.8	26		19.5
C14	Rocky Lane (S)	725	85.6	2		26.5	2		1.3	503	57.5	-1		13.2	0		0.3
C14	A272 (W)	713	70.8	0		4.9	0		0.4	1087	100.7	0		32.9	0		8.6
C14	Highbank (N)	231	3.8	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0
C15	B2272 (E)	1027	105.1	2		104.3	32		28.7	1002	**100.1**	3	Sev	12.8	8		2.7
C15	Bolnore Road	116	1.8	0		3.2	0		0.0	165	2.6	0		3.2	0		0.0
C15	B2272 (W)	1333	112.9	2		**241.2**	35	Sev	81.3	906	75.2	3		3.2	0		0.1
C16	A272 Tylers Green (W)	814	105.4	0		129.8	-3		29.4	1060	102.5	0		65.4	2		18.1
C16	B2272 Butlers Green Road (E)	971	89.3	-1		6.4	-1		0.9	1073	112.8	2		255.1	29		69.8
C16	A272 Isaac's Lane (S)	1528	99.1	-2		13.5	-16		4.3	952	60.2	0		3.7	0		0.2
C17	B2112 Hazelgrove Road (N)	268	29.5	1		4.3	0		0.1	654	**87.6**	5	Sig	13.3	2		1.9
C17	Caxton Way (E)	177	2.7	0		3.2	0		0.0	116	2.5	0		3.4	0		0.0
C17	B2272 Franklynn Road (S)	653	71.8	13		6.0	1		0.5	284	35.1	2		5.1	0		0.2
C17	B2112 Sussex Road (S)	940	102.3	0		66.6	11		16.6	483	45.0	2		3.6	0		0.1
C17	B2272 South Road (W)	684	81.6	9		8.7	2		1.1	1036	101.8	0		52.1	1		14.3
C18	Spronkett's Lane (N)	143	39.6	1		10.8	0		0.3	149	40.6	18		11.2	1		0.3
C18	A272 Cowfold Road (E)	792	41.4	0		1.7	0		0.0	921	45.5	0		1.7	0		0.0
C18	Wineham Lane (S)	114	31.8	10		10.7	0		0.2	75	20.7	0		9.5	0		0.1
C18	A272 Cowfold Road (W)	899	45.8	1		1.8	0		0.0	775	39.0	-1		1.7	0		0.0
C19	A23 Northbound	4691	80.1	4		5.1	1		0.0	3542	60.7	3		2.7	0		0.0
C19	A272 Northbound on-Slip	224	27.0	2		5.4	1		0.2	221	18.5	3		4.0	0		0.1
C20	A23 Northbound	4915	80.7	4		10.2	1		0.0	3763	62.0	3		5.5	1		0.0
C20	London Road Northbound on-Slip	0	0.0	0		7.8	1		0.0	0	0.0	0		4.6	0		0.0

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

				2019								2039 Reference Case												2039 Scenario 5																2039 Scenario 5m2															
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	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
	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	769	37.5	24		1.5	0.0	766	37.5	14		1.5	0.0	773	36.4	-1		1.4	0		0.0	884	42.9	5		1.6	0		0.0	791	37.9	0		1.5	0		0.0	863	41.9	4		1.6	0		0.0
S1			A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	0.0	2202	57.2	9		3.3	0.0	3912	94.6	19	Sig	14.9	0.0	2294	59.2	2		3.6	0		0.0	4189	100.5	6	Sev	46.2	31		11.0	2429	62.5	5		4.0	1		0.0	4146	99.7	5	Sev	33.9	19		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	1497	107.5	62	Sev	157.0	60.3	1197	53.1	5		11.8	3.3	1586	110.8	3	Sev	217.3	60	Sev	84.2	1281	56.2	3		12.2	0		3.6	1513	109.8	2		198.0	41	Sev	75.1	1259	55.3	2		12.1	0		3.5
S2			A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1	2484	92.2	-2		18.0	6.7	2512	83.1	1		8.3	3.2	2703	96.4	4	Sev	26.2	8		7.8	2579	84.5	1		8.8	0		3.4	2682	97.5	5	Sev	30.4	12		8.1	2583	84.7	2		8.9	1		3.5
S2			A2300 (W)	331	32.0	3.0	0.0	224	22.2	3.0	0.0	507	25.8	-6		0.0	0.0	145	7.4	-15		0.0	0.0	509	24.5	-1		0.0	0		0.0	116	5.8	-2		0.0	0		0.0	552	27.2	1		0.0	0		0.0	124	6.2	-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	505	67.5	56		29.1	3.1	1061	104.3	90	Sev	93.4	25.8	488	64.9	-3		28.4	-1		2.9	1132	104.0	0		87.7	-6		25.8	488	65.0	-2		28.4	-1		3.0	1100	103.9	0		86.4	-7		24.8
S3			A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3	2892	70.5	-37		1.0	0.0	1629	39.8	-62		0.7	0.0	3113	72.6	2		1.2	0		0.0	1885	89.0	49	Sig	7.6	7		0.0	3021	71.9	1		1.1	0		0.0	1833	89.4	50	Sig	8.1	7		0.0
S3			Cuckfield Road (S)	202	26.5	4.5	0.1	176	20.7	4.3	0.1	660	68.7	42		25.3	3.7	726	83.5	63		31.8	4.4	992	104.0	35	Sev	151.1	126	Sev	24.7	867	99.3	16	Sev	76.9	45		5.5	935	97.4	29	Sev	61.6	36		5.8	830	95.1	12	Sev	64.0	32		7.7
S3			A2300 (W)	962	91.0	4.8	0.5	1027	94.2	5.6	0.7	2032	48.7	-42		0.9	0.0	1771	43.3	-51		0.8	0.0	2179	49.9	1		0.9	0		0.0	1748	105.7	62	Sev	104.0	103		47.3	2148	49.8	1		0.9	0		0.0	1758	103.8	60	Sev	69.9	69		32.8
S4	*Burgess Hill*	Cuckfield Road / The Hub	Cuckfield Road (N)	N/A				N/A				758	19.6			0.6	0.0	402	17.2			1.0	0.0	1008	30.6	11		0.8	0		0.0	717	31.9	15		1.2	0		0.0	882	25.1	6		0.7	0		0.0	628	27.8	11		1.2	0		0.0
S4			THE HUB	N/A				N/A				133	2.2			3.2	0.0	571	8.1			3.1	0.0	133	6.2	4		3.6	0		0.0	572	10.2	2		3.3	0		0.0	133	2.7	1		3.3	0		0.0	572	9.5	1		3.2	0		0.0
S4			Cuckfield Road (S)	N/A				N/A				570	28.2			1.3	0.0	200	10.6			1.0	0.0	918	99.1	71	Sev	49.5	48		0.1	346	18.0	7		1.1	0		0.0	859	42.6	14		1.6	0		0.0	305	15.9	5		1.1	0		0.0
S5	*Burgess Hill*	A2300 / Northern Arc Spine Road	N Arc (N)	N/A				N/A				1182	58.5			5.0	0.6	328	17.6			4.2	0.1	1292	62.5	4		5.2	0		0.8	490	25.5	8		4.3	0		0.2	1283	62.8	4		5.2	0		0.8	444	23.2	6		4.3	0		0.2
S5			A2300 (E)	N/A				N/A				1240	69.1			6.5	1.2	708	40.2			4.3	0.2	1348	71.6	2		6.9	0		1.4	906	51.1	11		4.7	0		0.4	1272	69.3	0		6.6	0		1.2	875	49.3	9		4.6	0		0.4
S5			N Arc (S)	N/A				N/A				987	33.0			4.0	0.3	973	32.7			3.6	0.2	979	30.9	-2		4.1	0		0.3	1082	36.0	3		3.7	0		0.2	992	32.4	-1		4.1	0		0.3	1052	35.2	2		3.7	0		0.2
S5			A2300 (W)	N/A				N/A				1732	97.4		Sev	7.2	0.9	1885	105.4		Sev	111.9	52.9	1851	100.2	3		13.1	6		4.9	1960	104.0	-1		89.4	-23		42.0	1851	101.6	4	Sev	37.6	30		16.8	1931	104.1	-1		90.8	-21		42.7
S6	*Burgess Hill*	Junction Road / B2113, Burgess Hill	Junction Road (N)	302	44.0	4.9	0.2	32	5.1	4.6	0.0	405	102.4	58	Sev	179.9	11.8	136	11.3	6		52.5	1.9	424	106.8	4	Sev	259.4	79	Sev	20.4	174	16.3	5		54.1	2		2.5	412	103.9	2		207.6	28		14.8	170	15.8	5		53.9	1		2.4
S6			Silverdale Road	73	12.5	5.3	0.1	36	5.7	4.6	0.0	0	0.0	-12		122.1	0.0	0	0.0	-6		122.1	0.0	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0
S6			B2113 Keymer Road (S)	777	100.0	20.2	3.8	606	70.7	3.2	0.0	575	107.5	8	Sev	255.1	26.3	513	100.8	30	Sev	137.1	8.0	603	108.3	1		268.7	14		28.3	523	102.3	1		163.3	26		11.7	577	107.5	0		254.6	-1		26.2	520	101.9	1		157.6	21		10.9
S6			B2113 Station Road (W)	749	91.2	5.4	0.5	801	95.5	6.0	0.7	486	103.1	12	Sev	181.3	12.9	750	105.9	10	Sev	208.7	27.5	504	104.6	2		208.9	28		16.5	767	107.6	2		239.4	31	Sev	33.5	495	103.9	1		196.4	15		14.9	761	106.8	1		226.2	17		30.9
S7	*Hurstpierpoint*	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	404	52.3	4.1	0.1	409	54.1	4.3	0.2	475	61.9	10		4.4	0.2	496	71.9	18		6.7	0.5	628	84.3	22		6.9	3		0.7	635	96.3	24	Sev	19.7	13		2.9	611	81.5	20		6.2	2		0.6	617	95.9	24	Sev	19.9	13		2.9
S7			B2116 Hassocks Road (E)	265	26.0	3.5	0.0	296	30.2	3.8	0.1	368	37.0	11		3.9	0.1	235	23.2	-7		3.7	0.0	415	46.0	9		4.7	1		0.2	275	29.3	6		4.2	1		0.1	439	47.3	10		4.5	1		0.2	267	28.4	5		4.1	0		0.1
S7			B2117 Brighton Road (S)	258	33.2	3.6	0.0	213	27.2	3.6	0.0	443	57.9	25		4.4	0.2	462	58.3	31		4.0	0.1	382	50.4	-7		4.2	0		0.1	558	74.0	16		5.4	1		0.4	451	60.0	2		4.6	0		0.2	551	73.1	15		5.3	1		0.4
S7			B2116 Albourne Road (W)	174	17.8	3.5	0.0	222	21.4	3.4	0.0	207	23.3	6		4.0	0.1	355	38.5	17		4.2	0.1	367	39.8	16		4.1	0		0.1	532	60.7	22		5.4	1		0.4	328	37.1	14		4.2	0		0.1	529	60.1	22		5.3	1		0.3
S8	*Hassocks*	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.9	135.8	7.0	609	102.5	152.6	13.0	615	103.6	3		176.1	17.2	718	110.4	8	Sev	300.7	38.7	676	106.2	3		223.8	48	Sev	26.6	732	110.4	0		300.0	-1		38.7	641	105.4	2		208.3	32	Sev	22.9	728	110.4	0		300.1	-1		38.7
S8			B2116 Keymer Road (E)	327	91.4	84.0	4.1	364	96.9	116.2	4.7	432	102.9	11	Sev	184.5	11.7	449	101.6	5	Sev	159.5	9.2	440	104.5	2		213.5	29		15.2	455	102.3	1		171.5	12		10.7	435	103.7	1		197.8	13		13.4	454	102.3	1		170.9	11		10.6
S8			A273 Brighton Road (S)	405	93.4	87.8	5.2	446	95.9	89.7	4.6	421	101.4	8	Sev	157.1	8.7	333	104.9	9	Sev	236.5	12.7	430	103.1	2		187.2	30	Sev	12.4	338	106.4	1		262.0	26		15.1	427	102.6	1		178.9	22		11.4	336	105.9	1		253.9	17		14.3
S8			B2116 Hurst Road (W)	513	71.9	50.4	6.0	261	48.0	52.6	3.4	429	90.1	18	Sig	83.3	6.1	564	94.0	46	Sig	83.7	7.3	409	103.4	13	Sev	201.8	118	Sev	12.3	595	101.8	8	Sev	152.1	68	Sev	12.6	431	100.1	10	Sev	139.5	56	Sev	6.4	615	99.8	6	Sev	117.0	33		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	2951	84.6	24		17.5	0.0	4154	100.4	16	Sev	63.0	8.0	3226	92.9	8	Sig	23.7	6		0.0	4204	100.5	0		64.8	2		10.0	3234	92.1	8	Sig	23.3	6		0.0	4173	100.4	0		62.6	0		7.5
S9			A281 Southbound on-Slip	213	19.0	4.0	0.1	176	27.7	6.4	0.2	462	38.6	20		4.7	0.2	14	56.7	29		157.7	0.7	525	44.7	6		5.1	0		0.3	22	83.6	27		200.2	42	Sev	1.4	474	43.6	5		5.3	1		0.3	16	64.5	8		167.5	10		0.9
S10	*Ditchling*	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2116 (W)	229	32.4	4.3	0.1	164	21.1	3.7	0.0	340	51.3	19		5.5	0.2	106	14.4	-7		4.0	0.0	380	59.1	8		6.4	1		0.4	120	16.6	2		4.1	0		0.0	380	59.4	8		6.4	1		0.4	114	15.6	1		4.0	0		0.0
S10			B2112 (N)	552	69.5	4.1	0.2	596	72.0	3.7	0.1	791	101.4	32	Sev	44.3	9.4	865	100.1	28	Sev	13.9	2.6	797	102.5	1		66.0	22		14.2	891	102.7	3		59.9	46		14.2	789	102.2	1		59.9	16		12.8	885	102.0	2		47.1	33		11.0
S10			B2116 (E)	75	11.5	4.5	0.0	71	10.9	4.5	0.0	91	16.1	5		5.5	0.1	87	14.4	4		5.1	0.1	92	16.5	0		5.6	0		0.1	92	15.4	1		5.1	0		0.1	93	16.5	1		5.6	0		0.1	89	14.8	0		5.1	0		0.1
S10			B2112 (S)	510	60.5	3.2	0.0	339	40.0	3.2	0.0	675	80.4	20		3.5	0.1	515	62.1	22		3.5	0.1	779	92.1	12	Sig	4.1	1		0.3	586	70.3	8		3.6	0		0.1	769	91.2	11	Sig	4.1	1		0.2	543	65.4	3		3.5	0		0.1
S11	*Burgess Hill*	A2300 / Bishopstone Lane	A2300 (W)	969	50.8	1.8	0.0	998	50.8	1.9	0.0	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0	2179	49.0	1		0.0	0		0.0	1748	41.8	-1		0.0	0		0.0	2148	49.0	1		0.0	0		0.0	1758	42.1	-1		0.0	0		0.0
S11			Bishopstone Lane (N)	124	41.5	14.3	0.4	117	34.7	11.6	0.3																																												
S11			A2300 (E)	951	47.4	1.8	0.0	824	42.5	1.7	0.0	2484	59.8	12		0.0	0.0	2512	60.0	18		0.0	0.0	2703	62.6	3		0.0	0		0.0	2579	61.0	1		0.0	0		0.0	2682	63.3	3		0.0	0		0.0	2583	61.2	1		0.0	0		0.0
S12	*Burgess Hill*	Bishopstone Ln / Science & Tech Park Access (N)	Bishopstone Lane (N)									11	0.6			0.0	0.0	8	0.4			0.0	0.0	14	0.7	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0	12	0.6	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0
S12			Science & Tech Park Access (E)																																																				
S12			Bishopstone Lane (S)									23	1.2			0.0	0.0	48	2.4			0.0	0.0	7	0.4	-1		0.0	0		0.0	123	6.2	4		0.0	0		0.0	7	0.4	-1		0.0	0		0.0	101	5.1	3		0.0	0		0.0
S13	*Burgess Hill*	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	N/A				N/A				1115	63.9			3.3	0.1	388	22.1			3.0	0.0	1210	67.2	3		3.3	0		0.1	375	21.0	-1		3.0	0		0.0	1177	66.8	3		3.3	0		0.1	378	21.4	-1		3.0	0		0.0
S13			Science & Tech Park Access (W)	N/A				N/A				480	5.5			3.0	0.0	1352	16.6			3.1	0.0	479	5.7	0		3.0	0		0.0	1354	16.6	0		3.0	0		0.0	479	5.6	0		3.0	0		0.0	1354	16.6	0		3.0	0		0.0
S13			Cuckfield Rd (S)	N/A				N/A				215	21.1			3.6	0.0	25	3.0			4.5	0.0	223	21.0	0		3.6	0		0.0	57	6.7	4		4.7	0		0.0	233	22.2	1		3.6	0		0.0	34	4.0	1		4.6	0		0.0
S14	*Burgess Hill*	A2300 / Science & Tech Park Access (S)	A2300 (W)	969	50.8	0.0	0.0	998	50.8	0.0	0.0	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0	N/A								N/A								N/A								N/A							
S14			A2300 (E)	1026	50.2	0.0	0.0	873	44.1	0.0	0.0	2484	59.8	10		0.0	0.0	2512	60.0	16		0.0	0.0	N/A								N/A								N/A								N/A							
S14			Science & Tech Park Access (S)																																																				
S15	*Burgess Hill*	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W)	610	31.8	1.3	0.0	671	34.0	1.4	0.0	866	44.0	12		1.6	0.0	826	40.9	7		1.5	0.0	875	44.4	0		1.6	0		0.0	857	42.3	1		1.6	0		0.0	867	44.5	1		1.6	0		0.0	853	42.2	1		1.6	0		0.0
S15			A272 Bolney Road (E)	682	35.2	1.4	0.0	677	33.5	1.4	0.0	812	40.8	6		1.5	0.0	817	39.0	6		1.5	0.0	931	44.9	4		1.7	0		0.0	828	38.6	0		1.5	0		0.0	872	42.5	2		1.6	0		0.0	835	39.1	0		1.5	0		0.0
S15			Bishopstone Lane	60	14.8	8.1	0.1	35	8.9	7.9	0.1	23	6.6	-8		8.8	0.0	48	10.2	1		6.3	0.0	7	1.6	-5		6.0	-3		0.0	123	26.5	16		7.1	1		0.1	7	1.6	-5		5.9	-3		0.0	101	22.4	12		7.1	1		0.1
S16	*Burgess Hill*	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W)	1003	38.0	1.2	0.0	1028	38.0	1.2	0.0	2074	38.8	1		0.6	0.0	1370	24.9	-13		0.4	0.0	2186	38.8	0		0.6	0		0.0	1425	25.7	1		0.5	0		0.0	2152	38.8	0		0.6	0		0.0	1410	25.5	1		0.5	0		0.0
S16			Stairbridge Lane	8	1.0	10.0	0.0	37	4.4	8.4	0.1	293	18.1	17		3.4	0.0	477	28.0	24		3.4	0.1	309	19.3	1		3.5	0		0.0	400	23.7	-4		3.4	0		0.1	309	19.2	1		3.5	0		0.0	424	25.0	-3		3.4	0		0.1
S16			A2300 (E)	1026	25.4	1.4	0.1	873	21.5	1.5	0.1	2484	50.1	25		0.7	0.0	2512	50.3	29		0.7	0.0	2703	53.0	3		0.8	0		0.0	2579	51.4	1		0.8	0		0.0	2682	53.8	4		0.8	0		0.0	2583	51.6	1		0.8	0		0.0
S16			Pookbourne Lane	15	2.1	8.3	0.0	21	3.6	6.4	0.0	0	0.0	-2		4.5	0.0	0	0.0	-4		4.5	0.0	0	0.1	0		4.7	0		0.0	0	0.0	0		4.6	0		0.0	0	0.0	0		4.7	0		0.0	0	0.0	0		4.6	0		0.0
S17	*Burgess Hill*	Bishopstone Lane / Job's Lane	Bishopstone Lane (N)	124	6.3	1.0	0.0	131	6.8	1.2	0.0	168	8.5	2		0.0	0.0	138	7.0	0		0.0	0.0	185	9.4	1		0.0	0		0.0	66	3.3	-4		0.0	0		0.0	185	9.3	1		0.0	0		0.0	87	4.4	-3		0.0	0		0.0
S17			Bishopstone Lane (S)	57	2.9	0.9	0.0	38	2.0	0.9	0.0																																												
S17			Job's Lane	0	0.0	3.4	0.0	0	0.0	3.2	0.0	23	1.2	1		0.0	0.0	20	1.1	1		0.0	0.0	23	1.1	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0	24	1.2	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0
S18	*Hassocks*	A273 / B2112	A273 (N)	537	27.1	1.3	0.0	553	27.5	1.3	0.0	604	29.8	3		1.3	0.0	855	38.2	11		1.5	0.0	623	29.4	0		1.3	0		0.0	815	35.5	-3		1.4	0		0.0	569	27.4	-2		1.3	0		0.0	803	35.1	-3		1.4	0		0.0
S18			B2112 (E)	608	100.9	47.0	7.4	303	52.0	5.8	0.2	616	103.2	2		88.8	14.2	538	101.6	50	Sev	68.1	9.5	628	104.4	1		111.2	22		17.9	575	102.1	0		73.8	6		10.9	640	103.8	1		98.9	10		16.3	569	102.0	0		72.6	5		10.6
S18			A273 (S)	920	36.3	2.7	0.2	872	32.8	2.5	0.1	1010	41.8	5		3.0	0.2	957	42.7	10		3.9	0.4	1197	53.8	12		3.7	1		0.4	1023	46.1	3		4.0	0		0.4	1139	49.2	7		3.3	0		0.3	992	43.9	1		3.8	0		0.4
S19	*Hassocks*	B2112 / Lodge Lane	Lodge Lane (N)	305	54.7	6.7	0.3	229	34.6	4.2	0.1	356	66.9	12		8.7	0.6	392	63.7	29		6.2	0.3	450	85.4	18	Sig	14.2	6		1.4	404	67.1	3		6.9	1		0.4	424	81.8	15		12.9	4		1.2	413	67.5	4		6.6	0		0.4
S19			B2112 (E)	312	16.2	1.2	0.0	85	4.7	1.3	0.0	295	15.1	-1		1.2	0.0	174	9.1	4		1.2	0.0	187	9.7	-5		1.2	0		0.0	185	9.4	0		1.2	0		0.0	225	11.6	-4		1.2	0		0.0	182	9.3	0		1.2	0		0.0
S19			B2112 (W)	556	28.5	1.3	0.0	494	25.0	1.2	0.0	651	33.2	5		1.4	0.0	654	33.1	8		1.4	0.0	824	41.6	8		1.6	0		0.0	739	37.1	4		1.4	0		0.0	777	39.4	6		1.5	0		0.0	692	34.9	2		1.4	0		0.0
S20	*Burgess Hill*	Janes Lane / Manor Road	Janes Lane (E)	211	10.9	1.0	0.0	206	10.4	1.0	0.0	123	6.5	-4		1.0	0.0	224	11.2	1		1.0	0.0	134	6.9	0		1.0	0		0.0	249	12.3	1		1.0	0		0.0	134	6.9	0		1.0	0		0.0	231	11.5	0		1.0	0		0.0
S20			Manor Road	124	18.2	3.7	0.0	80	11.8	3.7	0.0	389	54.5	36		3.7	0.1	252	37.1	25		4.0	0.1	398	56.0	1		3.8	0		0.1	268	39.9	3		4.1	0		0.1	394	55.5	1		3.8	0		0.1	268	39.6	2		4.0	0		0.1
S20			Janes Lane (W)	332	18.4	1.6	0.0	341	18.9	1.8	0.0	617	35.3	17		2.3	0.0	910	54.6	36		3.2	0.1	622	35.5	0		2.4	0		0.0	947	56.4	2		3.3	0		0.1	631	36.1	1		2.4	0		0.0	934	55.4	1		3.3	0		0.1
S21	*Burgess Hill*	B2112 / Green Road (LEWES DISTRICT)	B2112 (N)	708	86.2	4.4	0.3	819	100.2	20.0	3.9	662	62.8	-23		3.8	0.2	996	92.2	-8		6.1	0.8	681	62.3	-1		3.6	0		0.1	1020	92.8	1		6.1	0		0.8	681	63.2	0		3.7	0		0.1	1010	92.4	0		6.1	0		0.8
S21			Green Road (E)	417	62.4	5.9	0.3	345	53.4	6.0	0.3	534	56.1	-6		4.6	0.2	538	61.8	8		5.8	0.4	536	56.3	0		4.7	0		0.3	548	65.5	4		6.6	1		0.5	525	55.5	-1		4.7	0		0.2	546	63.7	2		6.2	0		0.5
S21			B2112 (S)	771	102.8	72.3	15.5	602	75.1	4.3	0.2	954	101.0	-2		40.9	10.5	683	67.9	-7		4.6	0.3	1009	105.9	5	Sev	128.6	88	Sev	35.7	704	68.8	1		4.5	0		0.3	999	104.5	3	Sev	103.4	63		28.6	708	69.5	2		4.6	0		0.3
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	511	64.5	-17		143.7	9.9	517	55.9	-24		116.3	5.4	529	65.5	1		190.2	46	Sev	16.1	529	56.3	0		135.6	19		8.1	522	65.1	1		175.9	32	Sev	14.2	518	55.4	0		132.3	16		7.4
S22			Junction Road (S)	400	61.0	6.2	0.4	195	29.9	5.0	0.1	550	98.2	37	Sev	93.4	4.6	290	71.3	41		46.9	2.5	578	102.9	5	Sev	158.7	65	Sev	12.7	340	83.3	12		57.8	11		3.1	558	99.6	1		103.6	10		4.7	334	81.8	11		55.8	9		3.0
S22			Leylands Road (W)	492	65.5	4.5	0.2	844	99.9	10.7	1.8	979	84.3	19		28.0	5.1	1162	102.3	2		112.1	18.3	1017	90.6	6	Sig	34.9	7		5.3	1184	103.5	1		134.7	23		25.2	1001	87.3	3		30.6	3		5.2	1178	103.2	1		127.9	16		23.1
S23	*Burgess Hill*	A273 / B2036 / Marchants Way	A273 (N)	819	100.3	18.6	3.7	851	101.5	40.3	9.1	1049	99.6	-1		14.3	3.3	1055	101.3	0		43.3	11.7	1104	100.8	1		29.6	15		8.2	1057	102.1	1		58.5	15		15.8	1082	100.7	1		28.6	14		7.8	1065	102.0	1		57.3	14		15.6
S23			Marchants Way (E)	13	2.4	5.6	0.0	21	3.8	5.6	0.0	15	0.3	-2		3.3	0.0	23	0.4	-3		3.3	0.0	16	0.3	0		3.3	0		0.0	24	0.5	0		3.3	0		0.0	16	0.3	0		3.3	0		0.0	23	0.5	0		3.3	0		0.0
S23			B2036 (S)	480	61.0	4.1	0.2	418	55.1	4.3	0.2	919	84.7	24		4.6	0.4	827	80.5	25		4.9	0.4	1054	94.2	9	Sig	6.3	2		0.9	939	89.0	9	Sig	5.7	1		0.7	998	91.1	6	Sig	5.6	1		0.7	902	86.5	6	Sig	5.5	1		0.6
S23			A273 (W)	631	83.5	6.5	0.6	595	74.9	4.6	0.3	835	84.5	1		6.1	0.7	950	100.1	25	Sev	27.1	6.2	809	83.3	-1		6.5	0		0.8	924	100.2	0		29.4	2		6.5	844	86.6	2		7.1	1		0.9	935	100.1	0		27.9	1		6.3
S24	*Burgess Hill*	A273 / Sussex Way	A273 (E)	375	48.6	4.0	0.1	543	64.1	3.6	0.1	704	74.2	26		5.5	0.5	568	60.5	-4		5.1	0.3	719	77.4	3		6.6	1		0.7	521	55.1	-5		5.0	0		0.3	715	76.2	2		6.1	1		0.6	560	58.8	-2		5.0	0		0.3
S24			Sussex Way (S)	575	74.0	4.5	0.3	455	61.5	4.6	0.2	920	78.6	5		5.5	0.6	597	48.1	-13		3.8	0.1	1011	84.4	6		6.0	1		0.9	848	66.0	18		3.9	0		0.2	958	80.8	2		5.6	0		0.7	799	63.4	15		4.0	0		0.2
S24			A273 (W)	685	63.3	3.7	0.1	518	46.6	3.4	0.1	1022	77.5	14		4.1	0.3	1341	93.8	47	Sig	4.9	0.7	1088	80.3	3		4.3	0		0.4	1304	90.7	-3		4.7	0		0.6	1093	81.2	4		4.3	0		0.4	1295	90.7	-3		4.7	0		0.6
S25	*Burgess Hill*	West Street / Fairfield Road	Fairfield Road (N)	47	2.4	0.9	0.0	24	1.2	0.9	0.0	65	3.3	1		0.9	0.0	28	1.4	0		0.9	0.0	70	3.4	0		0.9	0		0.0	29	1.4	0		0.9	0		0.0	68	3.3	0		0.9	0		0.0	30	1.4	0		0.9	0		0.0
S25			West Street (E)	117	16.6	3.4	0.0	76	10.4	3.3	0.0	111	16.4	0		3.8	0.0	60	8.0	-2		3.3	0.0	111	16.2	0		4.0	0		0.0	71	9.8	2		3.5	0		0.0	114	16.6	0		3.9	0		0.0	70	9.6	2		3.5	0		0.0
S25			Fairfield Road (S)	138	7.1	1.1	0.0	126	6.6	1.5	0.0	317	15.9	9		1.2	0.0	124	6.2	0		1.0	0.0	367	17.9	2		1.2	0		0.0	250	12.5	6		1.1	0		0.0	342	17.0	1		1.2	0		0.0	213	10.7	4		1.0	0		0.0
S25			West Street (W)	250	33.9	3.3	0.0	208	28.8	3.2	0.0	400	54.5	21		3.5	0.1	536	72.5	44		3.5	0.1	523	69.8	15		3.8	0		0.1	553	73.8	1		3.6	0		0.1	467	62.8	8		3.6	0		0.1	543	72.8	0		3.6	0		0.1
S26	*Burgess Hill*	A273 / York Road	A273 (N)	932	103.4	72.3	17.9	754	78.3	3.1	0.0	1209	82.1	-21		3.0	0.0	1111	73.7	-5		3.0	0.0	1315	87.0	5	Sig	3.0	0		0.0	1124	73.6	0		3.0	0		0.0	1279	85.2	3	Sig	3.0	0		0.0	1123	73.9	0		3.0	0		0.0
S26			York Road (E)	240	31.9	3.9	0.1	613	85.3	7.5	0.8	321	34.6	3		4.2	0.1	576	70.0	-15		6.7	0.6	332	36.1	1		4.3	0		0.1	557	67.8	-2		6.5	0		0.5	332	36.0	1		4.3	0		0.1	542	65.9	-4		6.3	0		0.5
S26			A273 (S)	509	65.7	4.0	0.2	492	72.8	7.0	0.5	653	64.8	-1		4.1	0.2	597	64.8	-8		5.2	0.4	657	64.1	-1		4.1	0		0.2	584	62.5	-2		5.0	0		0.3	660	65.1	0		4.1	0		0.2	613	65.3	0		5.1	0		0.4
S27	*Burgess Hill*	B2113 Keymer Road / Folders Lane	B2113 Keymer Road (N)	511	46.3	3.3	0.0	584	53.2	3.4	0.1	262	24.6	-22		3.5	0.0	557	50.8	-2		3.8	0.1	364	34.1	9		3.7	0		0.1	590	53.6	3		4.0	0		0.2	321	30.2	6		3.6	0		0.1	585	53.4	3		4.0	0		0.1
S27			B2113 Folders Lane (E)	522	47.8	3.4	0.1	466	42.3	3.3	0.0	508	45.1	-3		3.3	0.0	491	45.3	3		3.5	0.1	544	48.8	4		3.4	0		0.1	512	47.1	2		3.6	0		0.1	537	48.0	3		3.4	0		0.1	508	46.8	2		3.6	0		0.1
S27			Keymer Road (S)	460	47.0	4.0	0.1	422	41.7	3.8	0.1	496	47.9	1		3.7	0.1	593	55.3	14		3.6	0.1	559	53.9	6		3.8	0		0.1	645	59.7	4		3.6	0		0.1	534	51.4	4		3.8	0		0.1	626	58.3	3		3.6	0		0.1

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

2019 and 2039 Reference Case

ID	Area	Junction	Approach Arm	2019 AM Dem (Veh)	2019 AM RFC (%)	2019 AM Delay (s)	2019 AM Avg Q (pcu)	2019 PM Dem (Veh)	2019 PM RFC (%)	2019 PM Delay (s)	2019 PM Avg Q (pcu)	Ref AM Dem (Veh)	Ref AM RFC (%)	Diff to Base	Sig/Sev	Ref AM Delay (s)	Ref AM Avg Q (pcu)	Ref PM Dem (Veh)	Ref PM RFC (%)	Diff to Base	Sig/Sev	Ref PM Delay (s)	Ref PM Avg Q (pcu)
S28	*Burgess Hill*	B2112 / Folders Lane (LEWES DISTRICT)	B2112 (N)	439	33.6	3.8	0.1	518	37.2	3.6	0.1	583	44.1	10		3.9	0.1	671	46.4	9		3.6	0.1
S28			Folders Lane East (E)	508	39.2	3.8	0.1	516	41.0	4.0	0.2	728	56.8	18		4.4	0.3	800	64.0	23		4.9	0.4
S28			B2112 (S)	648	48.0	3.7	0.1	436	32.2	3.6	0.1	860	65.1	17		4.2	0.3	603	46.0	14		3.9	0.2
S28			Folders Lane (W)	472	36.9	3.9	0.1	427	30.0	3.5	0.1	459	39.0	2		4.4	0.2	306	22.7	-7		3.7	0.1
S29	*Burgess Hill*	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N)	932	45.6	0.0	0.0	754	34.4	0.0	0.0	1209	60.4	15		0.0	0.0	1111	54.2	20		0.0	0.0
S29			A273 Jane Murray Way (S)	727	37.8	1.5	0.0	1084	55.3	2.0	0.0	964	49.6	12		1.8	0.0	1161	59.1	4		2.2	0.0
S29			Malthouse Lane (W)	224	37.5	5.1	0.1	145	27.3	5.8	0.1	93	18.9	-19		5.9	0.1	309	61.2	34		8.8	0.5
S30	*Burgess Hill*	B2036 London Road / West Street	B2036 London Road (N)	741	91.4	5.2	0.5	595	69.3	3.3	0.1	654	82.8	-9		5.0	0.4	599	74.6	5		4.8	0.3
S30			B2036 London Road (S)	438	53.2	3.4	0.1	524	62.0	3.3	0.0	476	56.6	3		3.4	0.1	530	62.4	0		3.2	0.0
S30			West Street (W)	226	31.4	4.3	0.1	219	32.6	4.7	0.1	364	51.3	20		4.9	0.2	414	60.6	28		5.8	0.3
S31	*Burgess Hill*	B2036 London Road / Victoria Way	B2036 London Road (N)	665	88.8	7.4	0.8	533	76.9	7.1	0.6	742	72.4	-16		4.4	0.3	585	61.1	-16		4.8	0.3
S31			B2036 London Road (S)	691	43.1	3.3	0.1	445	27.0	3.2	0.0	897	55.7	13		3.4	0.1	436	25.8	-1		3.1	0.0
S31			Victoria Way (W)	481	48.0	4.0	0.1	718	69.3	4.2	0.2	498	54.1	6		4.7	0.2	798	77.5	8		4.6	0.4
S32	*Burgess Hill*	B2036 / Lower Church Road / Royal George Rd.	B2036 London Road (N)	580	69.3	29.3	3.7	485	63.0	33.9	3.7	610	70.6	1		29.9	3.9	488	61.8	-1		33.6	3.7
S32			Victoria Way (W)	0	0.0	40.5	0.0	0	0.0	47.5	0.0	0	0.0	0		40.6	0.0	0	0.0	0		47.5	0.0
S32			B2036 London Road (S)	523	61.2	26.8	3.2	460	59.8	32.9	3.5	746	**87.0**	26	Sig	39.7	5.3	587	76.3	17		39.7	4.9
S32			Victoria Way (W)	127	38.8	43.1	1.2	65	22.7	47.2	0.7	132	40.8	2		43.7	1.3	97	33.3	11		49.3	1.1
S33	*Burgess Hill*	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N)	675	63.0	3.7	0.1	600	56.5	3.7	0.1	842	61.6	-1		3.5	0.1	674	52.2	-4		3.7	0.1
S33			A273 (S)	831	89.1	7.1	1.0	503	48.7	3.6	0.1	936	**100.7**	12	Sev	34.5	8.7	537	50.3	2		3.6	0.1
S33			A273 Jane Murray Way (W)	410	47.1	4.9	0.2	632	63.2	4.7	0.3	467	45.8	-1		4.7	0.2	921	74.1	11		4.7	0.4
S33			Hammonds Ridge (W)	147	2.4	3.2	0.0	73	1.2	3.2	0.0	160	2.7	0		3.2	0.0	77	1.3	0		3.2	0.0
S34	*Burgess Hill*	B2036 Cuckfield Road / A273 Isaacs Lane	B2036 Cuckfield Road (N)	426	64.1	5.5	0.3	385	55.3	5.2	0.2	538	82.9	19		8.9	0.9	515	78.5	23		9.0	0.8
S34			A273 Isaacs Lane (N)	435	57.1	4.5	0.2	477	61.4	4.5	0.2	543	74.8	18		6.2	0.5	626	82.8	21		7.3	0.7
S34			Fairbridge Way (E)	9	0.1	3.2	0.0	17	0.3	3.2	0.0	155	2.6	2		3.2	0.0	75	1.2	1		3.2	0.0
S34			A273 (S)	883	100.8	24.9	5.5	712	81.9	3.1	0.0	1044	92.8	-8		4.7	0.5	1161	**100.0**	18	Sev	9.7	2.1
S35	*Sayers Common*	A23 / B2118 Sayers Common	A23 Northbound On-Slip	173	20.4	4.8	0.1	371	23.1	3.5	0.1	545	46.3	26		5.0	0.3	377	23.9	1		3.5	0.1
S35			A23 Northbound	2693	72.2	22.9	0.0	1750	50.1	9.1	0.0	3203	**94.8**	23	Sig	40.1	0.0	1830	52.5	2		10.0	0.0
S36	*Burgess Hill*	Wivelsfield Green (LEWES DISTRICT)	South Road (S)	65	13.6	5.2	0.1	10	2.0	5.0	0.0	503	**86.9**	73	Sig	11.2	1.2	377	71.3	69		9.2	0.7
S36			Green Road (W)	350	19.0	1.4	0.0	430	23.7	1.7	0.0	431	29.0	10		2.8	0.1	591	41.0	17		3.4	0.1
S36			Green Road (E)	460	23.7	1.2	0.0	440	22.2	1.2	0.0	906	44.3	21		1.6	0.0	1054	51.6	29		1.9	0.0
S37	*Poynings*	A281 / Saddlescombe Road / Poynings Road	A281 (N)	343	24.2	3.3	0.0	395	25.1	3.1	0.0	458	33.0	9		3.6	0.1	563	35.6	10		3.1	0.0
S37			A281 (E)	239	17.1	3.2	0.0	311	21.5	3.3	0.0	305	22.0	5		3.3	0.0	375	29.1	8		3.7	0.1
S37			Saddlescombe Road (S)	330	22.5	3.3	0.0	191	13.2	3.3	0.0	555	36.5	14		3.5	0.1	219	15.3	2		3.4	0.0
S37			Poynings Road (W)	64	5.1	3.5	0.0	33	2.4	3.4	0.0	67	5.9	1		3.8	0.0	20	1.5	-1		3.4	0.0
S38	*Burgess Hill*	A23 / A2300 Western Roundabout	A2300 (E)	784	79.1	3.0	0.0	631	65.8	3.0	0.0	1646	83.0	4		0.0	0.0	1718	**85.5**	20	Sig	0.0	0.0
S38			A23 Northbound Off-Slip	319	48.6	6.5	0.3	181	25.2	4.9	0.1	221	14.0	-35		23.2	1.4	69	14.0	-11		45.0	0.8
S38			Hickstead Lane (W)	77	14.1	6.0	0.1	85	12.4	4.9	0.0	186	28.4	14		9.3	0.3	121	11.4	-1		5.8	0.1
S39	*Burgess Hill*	A23 / A2300 Northbound On-Slip	A23 Northbound	2547	80.1	7.2	0.0	1940	58.8	3.7	0.0	3527	**89.4**	9	Sig	13.3	0.0	2137	55.1	-4		4.0	0.0
S39			A2300 Northbound on-Slip	709	47.9	4.1	0.2	561	35.6	3.6	0.1	1472	74.8	27		3.6	0.0	1642	82.3	47		5.1	0.0
S40	*Keymer*	B2116 / Ockley Lane	Ocley Lane (N)	266	38.1	3.7	0.1	183	25.9	3.6	0.0	332	48.8	11		4.2	0.1	288	39.4	14		3.6	0.1
S40			B2116 (E)	309	18.8	2.6	0.0	486	27.9	2.2	0.0	287	16.7	-2		2.0	0.0	616	35.8	8		2.5	0.0
S40			B2116 (W)	211	10.8	1.0	0.0	204	10.3	1.0	0.0	283	14.5	4		1.1	0.0	174	8.8	-2		1.0	0.0
S41	*Pyecombe*	A23 / A273 Northbound On-Slip	A23 Northbound	2802	76.3	9.8	0.0	2156	56.9	5.3	0.0	3475	**95.9**	20	Sev	22.8	0.0	2503	66.6	10		7.3	0.0
S41			A273 Northbound on-Slip	199	23.4	5.1	0.1	96	9.2	4.1	0.0	279	43.8	20		8.2	0.4	149	14.9	6		4.5	0.1
S42	*Pyecombe*	A23 / A273	A23 Southbound Off-slip	132	20.5	5.5	0.1	37	5.9	5.3	0.0	210	32.9	12		6.0	0.2	24	4.0	-2		5.8	0.0
S42			A273 Right turn	195	29.9	5.8	0.2	96	14.9	5.5	0.1	274	41.3	11		6.4	0.2	149	23.6	9		6.4	0.1
S42			A23 Nouthbound Off-slip	788	41.5	1.6	0.0	835	43.1	1.6	0.0	799	42.1	1		1.6	0.0	943	48.7	6		1.8	0.0
S43	*Ditchling*	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2112 South Street (N)	754	38.6	1.5	0.0	726	36.8	1.4	0.0	1063	53.2	15		1.9	0.0	889	44.2	7		1.6	0.0
S43			Beacon Road (S)	169	30.8	5.4	0.1	150	22.4	3.8	0.0	215	41.6	11		6.5	0.2	191	32.0	10		4.8	0.1
S43			B2112 (W)	386	21.1	1.5	0.0	255	14.7	1.7	0.0	540	31.3	10		1.9	0.0	372	20.6	6		1.6	0.0
S44	*Burgess Hill*	Valebridge Road / Janes Lane	Valebridge Road (N)	420	21.8	1.2	0.0	426	22.1	1.2	0.0	444	22.6	1		1.2	0.0	579	28.7	7		1.3	0.0
S44			Janes Lane	304	50.4	5.2	0.2	253	40.8	4.8	0.1	461	**95.2**	45	Sev	25.0	2.7	422	82.4	42		12.2	1.1
S44			Valebridge Road (S)	724	44.9	2.8	0.1	737	45.2	2.8	0.1	935	59.4	15		4.4	0.4	976	65.4	20		5.0	0.4
S45	*Burgess Hill*	A2300 / A273 Jane Murray Way	Access (N)	30	0.6	3.2	0.0	57	1.0	3.2	0.0	33	0.6	0		3.2	0.0	67	1.4	0		3.3	0.0
S45			A273 Jane Murray Way (E)	633	89.1	9.2	1.1	654	97.1	19.6	3.0	1164	**103.6**	15	Sev	76.5	24.4	837	79.4	-18		4.6	0.4
S45			Access (SE)	329	5.9	3.2	0.0	127	2.3	3.3	0.0	380	6.9	1		3.3	0.0	144	2.4	0		3.2	0.0
S45			A273 (SW)	861	101.2	48.0	11.4	898	97.6	16.0	3.3	207	29.6	-72		5.9	0.2	563	63.3	-34		5.6	0.4
S45			A2300 (W)	774	110.6	214.6	46.3	854	115.2	296.8	65.3	737	48.0	-63		3.6	0.1	984	66.4	-49		4.5	0.4
S46	*Burgess Hill*	A23 / B2117 Southbound On-Slip	A23 Southbound	1825	52.6	10.1	0.0	3009	79.7	27.7	0.0	2448	71.6	19		19.0	0.0	4109	**100.0**	20	Sev	77.7	0.1
S46			B2117 Southbound on-Slip	393	24.3	3.5	0.1	278	30.0	5.0	0.2	503	34.1	10		3.9	0.1	46	**100.6**	71	Sev	**201.8**	2.6
S47	*Burgess Hill*	B2036 London Road / Dunstall Avenue / Maple Drive	B2036 London Road (N)	689	63.9	42.0	7.3	630	51.8	31.6	4.9	1087	**86.6**	23	Sig	38.2	8.5	1125	71.9	20		22.3	5.4
S47			Maple Drive (E)	70	18.1	49.7	0.9	68	24.3	46.5	0.8	162	62.7	45		74.9	2.5	101	52.9	29		64.5	1.2
S47			B2036 London Road (S)	446	34.3	24.4	2.8	422	34.9	19.3	2.0	800	47.5	13		16.3	3.1	818	49.0	14		12.6	2.4
S47			Dunstall Avenue	66	33.6	70.8	1.1	73	26.0	47.2	0.8	41	55.9	22		118.7	0.8	40	40.8	15		78.2	0.5

2039 Scenario 5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S28	B2112 (N)	634	48.2	4		4.0	0		0.2	719	49.8	3		3.7	0		0.1
S28	Folders Lane East (E)	744	57.1	0		4.4	0		0.3	833	67.0	3		5.1	0		0.5
S28	B2112 (S)	961	72.4	7		4.5	0		0.4	674	52.0	6		4.1	0		0.2
S28	Folders Lane (W)	521	45.8	7		4.8	0		0.3	310	23.2	0		3.7	0		0.1
S29	A273 Jane Murray Way (N)	1315	64.0	4		0.0	0		0.0	1124	54.1	0		0.0	0		0.0
S29	A273 Jane Murray Way (S)	978	49.6	0		1.8	0		0.0	1129	57.3	-2		2.1	0		0.0
S29	Malthouse Lane (W)	259	50.3	31		7.3	1		0.3	441	82.3	21		12.2	3		1.1
S30	B2036 London Road (N)	689	**87.1**	4	Sig	6.5	2		0.7	637	78.4	4		5.2	0		0.4
S30	B2036 London Road (S)	463	53.7	-3		3.4	0		0.0	519	61.1	-1		3.3	0		0.0
S30	West Street (W)	466	63.4	12		5.3	0		0.3	459	65.4	5		6.0	0		0.4
S31	B2036 London Road (N)	798	76.6	4		4.8	0		0.4	614	63.3	2		4.9	0		0.3
S31	B2036 London Road (S)	936	56.2	1		3.4	0		0.1	524	31.1	5		3.2	0		0.0
S31	Victoria Way (W)	551	59.3	5		4.9	0		0.3	818	81.5	4		5.3	1		0.5
S32	B2036 London Road (N)	649	72.6	2		30.8	1		4.1	512	63.8	2		34.2	1		3.8
S32	Victoria Way (W)	47	15.6	16		42.5	2		0.4	0	0.0	0		47.5	0		0.0
S32	B2036 London Road (S)	774	89.9	3		43.6	4		5.5	666	**88.1**	12	Sig	49.4	10		5.9
S32	Victoria Way (W)	149	45.6	5		44.8	1		1.4	101	34.6	1		49.6	0		1.1
S33	B2036 London Road (N)	916	67.0	5		3.7	0		0.2	691	53.6	1		3.7	0		0.1
S33	A273 (S)	967	**104.5**	4	Sev	103.6	69		28.0	576	53.6	3		3.7	0		0.1
S33	A273 Jane Murray Way (W)	579	54.4	9		4.9	0		0.3	996	79.9	6		5.2	0		0.6
S33	Hammonds Ridge (W)	162	2.8	0		3.2	0		0.0	91	1.6	0		3.2	0		0.0
S34	B2036 Cuckfield Road (N)	559	82.7	0		8.7	0		0.9	540	77.9	-1		8.5	0		0.8
S34	A273 Isaacs Lane (N)	600	80.5	6		7.0	1		0.6	619	80.7	-2		6.9	0		0.6
S34	Fairbridge Way (E)	169	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0
S34	A273 (S)	1146	**101.0**	8	Sev	31.5	27		9.1	1170	100.1	0		10.1	0		2.3
S35	A23 Northbound On-Slip	622	**112.6**	66	Sev	**268.0**	263	Sev	41.7	542	33.0	9		3.5	0		0.1
S35	A23 Northbound	3399	**100.0**	5	Sev	65.5	25		0.0	1827	54.9	2		10.1	0		0.0
S36	South Road (S)	575	**96.8**	10	Sev	25.0	14		2.8	401	74.8	4		9.8	1		0.8
S36	Green Road (W)	370	24.7	-4		2.8	0		0.1	536	37.8	-3		3.4	0		0.1
S36	Green Road (E)	907	43.7	-1		1.6	0		0.0	1096	53.2	2		1.9	0		0.0
S37	A281 (N)	699	53.4	20		4.1	1		0.2	915	57.4	22		3.1	0		0.0
S37	A281 (E)	393	29.4	7		3.5	0		0.1	375	33.8	5		4.4	1		0.2
S37	Saddlescombe Road (S)	790	54.8	18		3.9	0		0.2	231	16.2	1		3.4	0		0.0
S37	Poynings Road (W)	72	7.3	1		4.3	1		0.0	40	3.0	1		3.5	0		0.0
S38	A2300 (E)	1839	**88.9**	6	Sig	0.0	0		0.0	1668	82.2	-3		0.0	0		0.0
S38	A23 Northbound Off-Slip	344	22.1	8		24.0	1		2.2	59	11.7	-2		44.8	0		0.7
S38	Hickstead Lane (W)	62	**103.4**	75	Sev	**249.5**	240	Sev	4.1	102	8.4	-3		5.3	-1		0.1
S39	A23 Northbound	3678	91.2	2		14.5	1		0.0	2310	59.2	4		4.7	1		0.0
S39	A2300 Northbound on-Slip	1611	78.6	4		4.2	1		0.0	1613	80.0	-2		4.5	-1		0.0
S40	Ocley Lane (N)	441	64.0	15		4.6	0		0.2	295	40.4	1		3.7	0		0.1
S40	B2116 (E)	334	19.8	3		2.2	0		0.0	659	38.3	3		2.5	0		0.0
S40	B2116 (W)	280	14.1	0		1.1	0		0.0	197	9.8	1		1.0	0		0.0
S41	A23 Northbound	3503	98.7	3		32.9	10		0.0	2761	73.2	7		9.1	2		0.0
S41	A273 Northbound on-Slip	373	48.4	5		7.7	-1		0.5	155	17.5	3		5.1	1		0.1
S42	A23 Southbound Off-slip	337	54.2	21		7.7	2		0.4	39	6.7	3		6.1	0		0.0
S42	A273 Right turn	373	57.0	16		8.0	2		0.5	155	24.9	1		6.7	0		0.1
S42	A23 Nouthbound Off-slip	860	45.2	3		1.7	0		0.0	986	50.9	2		1.9	0		0.0
S43	B2112 South Street (N)	1109	54.3	1		2.0	0		0.0	930	44.8	1		1.7	0		0.0
S43	Beacon Road (S)	214	41.2	0		6.4	0		0.2	212	36.0	4		5.1	0		0.1
S43	B2112 (W)	619	33.8	3		1.7	0		0.0	404	21.3	1		1.4	0		0.0
S44	Valebridge Road (N)	508	25.3	3		1.2	0		0.0	579	28.2	-1		1.3	0		0.0
S44	Janes Lane	474	**100.0**	5	Sev	48.7	24		6.1	458	**88.3**	6	Sig	14.8	3		1.5
S44	Valebridge Road (S)	956	59.6	0		4.4	0		0.4	980	64.7	-1		5.0	0		0.4
S45	Access (N)	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0
S45	A273 Jane Murray Way (E)	1233	**107.5**	4	Sev	**147.1**	71	Sev	48.0	992	**93.2**	14	Sig	6.9	2		1.1
S45	Access (SE)	398	7.2	0		3.3	0		0.0	145	2.6	0		3.2	0		0.0
S45	A273 (SW)	298	40.7	11		6.6	1		0.3	468	56.0	-7		5.8	0		0.4
S45	A2300 (W)	723	46.8	-1		3.7	0		0.1	1037	65.7	-1		4.2	0		0.3
S46	A23 Southbound	2352	76.2	5		17.7	-1		0.0	4033	100.0	0		74.8	-3		0.1
S46	B2117 Southbound on-Slip	875	53.5	19		3.9	0		0.2	171	**104.2**	4	Sev	170.8	-31		7.7
S47	B2036 London Road (N)	1129	88.5	2		40.3	2		8.6	1247	**87.1**	15	Sig	30.2	8		6.6
S47	Maple Drive (E)	192	74.0	11		83.3	8		3.1	115	60.4	7		68.4	4		1.4
S47	B2036 London Road (S)	909	53.5	6		17.8	2		3.7	918	54.9	6		13.8	1		2.9
S47	Dunstall Avenue	38	50.7	-5		113.5	-5		0.7	41	41.9	1		78.8	1		0.6

2039 Scenario 5m2

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S28	B2112 (N)	631	47.7	4		3.9	0		0.2	702	48.1	2		3.6	0		0.1
S28	Folders Lane East (E)	735	56.7	0		4.4	0		0.3	826	66.3	2		5.0	0		0.5
S28	B2112 (S)	950	71.7	7		4.5	0		0.4	630	48.6	3		4.0	0		0.2
S28	Folders Lane (W)	468	41.3	2		4.6	0		0.2	314	23.2	0		3.7	0		0.1
S29	A273 Jane Murray Way (N)	1279	62.7	2		0.0	0		0.0	1123	54.3	0		0.0	0		0.0
S29	A273 Jane Murray Way (S)	982	50.1	1		1.8	0		0.0	1143	58.1	-1		2.2	0		0.0
S29	Malthouse Lane (W)	146	29.2	10		6.3	0		0.1	384	72.8	12		9.9	1		0.7
S30	B2036 London Road (N)	653	82.1	-1		5.3	0		0.4	624	76.9	2		5.0	0		0.3
S30	B2036 London Road (S)	465	54.9	-2		3.4	0		0.1	517	60.9	-2		3.3	0		0.0
S30	West Street (W)	413	57.1	6		5.1	0		0.2	442	63.3	3		5.9	0		0.3
S31	B2036 London Road (N)	751	72.4	0		4.4	0		0.3	605	62.5	1		4.9	0		0.3
S31	B2036 London Road (S)	913	55.9	0		3.4	0		0.1	491	29.1	3		3.2	0		0.0
S31	Victoria Way (W)	526	56.7	3		4.8	0		0.3	816	80.8	3		5.2	1		0.5
S32	B2036 London Road (N)	618	70.2	0		29.8	0		3.9	504	63.0	1		33.9	0		3.8
S32	Victoria Way (W)	37	12.5	12		42.1	2		0.3	0	0.0	0		47.5	0		0.0
S32	B2036 London Road (S)	763	89.7	3		43.3	4		5.5	649	84.1	8		44.9	5		5.7
S32	Victoria Way (W)	134	41.0	0		43.7	0		1.3	101	34.5	1		49.6	0		1.1
S33	B2036 London Road (N)	862	62.8	1		3.5	0		0.1	687	53.1	1		3.7	0		0.1
S33	A273 (S)	956	102.6	2		69.3	35		18.6	611	57.2	7		3.7	0		0.1
S33	A273 Jane Murray Way (W)	499	48.1	2		4.8	0		0.3	949	77.2	3		5.1	0		0.5
S33	Hammonds Ridge (W)	166	2.8	0		3.2	0		0.0	88	1.6	0		3.2	0		0.0
S34	B2036 Cuckfield Road (N)	557	84.3	1		9.4	1		1.0	523	76.6	-2		8.4	-1		0.7
S34	A273 Isaacs Lane (N)	560	76.0	1		6.4	0		0.5	638	83.2	0		7.3	0		0.7
S34	Fairbridge Way (E)	168	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0
S34	A273 (S)	1127	**99.6**	7	Sev	10.7	6		2.4	1167	100.1	0		10.9	1		2.6
S35	A23 Northbound On-Slip	685	**102.1**	56	Sev	74.4	69		13.7	659	39.3	15		3.5	0		0.1
S35	A23 Northbound	3265	**100.0**	5	Sev	63.2	23		0.0	1819	56.7	4		10.1	0		0.0
S36	South Road (S)	550	**93.3**	6	Sig	15.1	4		1.9	370	69.6	-2		8.9	0		0.6
S36	Green Road (W)	393	26.1	-3		2.7	0		0.1	568	39.3	-2		3.3	0		0.1
S36	Green Road (E)	899	43.6	-1		1.6	0		0.0	1085	52.8	1		1.9	0		0.0
S37	A281 (N)	574	43.6	11		3.9	0		0.1	742	46.5	11		3.1	0		0.0
S37	A281 (E)	404	29.7	8		3.4	0		0.1	374	31.3	2		4.0	0		0.1
S37	Saddlescombe Road (S)	690	47.6	11		3.8	0		0.1	227	15.9	1		3.4	0		0.0
S37	Poynings Road (W)	76	7.4	2		4.1	0		0.0	36	2.7	1		3.5	0		0.0
S38	A2300 (E)	1803	**88.9**	6	Sig	0.0	0		0.0	1693	83.5	-2		0.0	0		0.0
S38	A23 Northbound Off-Slip	288	17.7	4		23.5	0		1.8	67	13.3	-1		44.9	0		0.8
S38	Hickstead Lane (W)	182	68.1	40		33.3	24		1.5	97	8.3	-3		5.5	0		0.1
S39	A23 Northbound	3662	92.2	3		15.4	2		0.0	2412	61.7	7		5.1	1		0.0
S39	A2300 Northbound on-Slip	1582	79.0	4		4.3	1		0.0	1628	80.7	-2		4.7	0		0.0
S40	Ocley Lane (N)	439	64.1	15		4.7	0		0.2	297	40.7	1		3.7	0		0.1
S40	B2116 (E)	319	19.0	2		2.2	0		0.0	646	37.5	2		2.5	0		0.0
S40	B2116 (W)	281	14.4	0		1.1	0		0.0	193	9.7	1		1.0	0		0.0
S41	A23 Northbound	3431	95.9	0		22.6	0		0.0	2714	72.0	5		8.7	1		0.0
S41	A273 Northbound on-Slip	332	44.7	1		7.4	-1		0.4	155	17.2	2		5.0	0		0.1
S42	A23 Southbound Off-slip	282	45.5	13		7.0	1		0.3	29	4.9	1		5.9	0		0.0
S42	A273 Right turn	329	50.9	10		7.4	1		0.4	155	24.6	1		6.6	0		0.1
S42	A23 Nouthbound Off-slip	857	45.0	3		1.7	0		0.0	964	49.8	1		1.8	0		0.0
S43	B2112 South Street (N)	1100	54.3	1		2.0	0		0.0	914	44.4	0		1.6	0		0.0
S43	Beacon Road (S)	217	42.2	1		6.6	0		0.2	208	35.0	3		4.9	0		0.1
S43	B2112 (W)	608	33.4	2		1.7	0		0.0	384	21.2	1		1.6	0		0.0
S44	Valebridge Road (N)	484	24.3	2		1.2	0		0.0	576	28.2	-1		1.3	0		0.0
S44	Janes Lane	470	97.3	2		38.2	13		3.5	441	**86.6**	4	Sig	14.4	2		1.4
S44	Valebridge Road (S)	938	59.2	0		4.4	0		0.4	980	65.1	0		5.0	0		0.5
S45	Access (N)	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0
S45	A273 Jane Murray Way (E)	1191	105.2	2		105.6	29		34.0	989	**92.4**	13	Sig	6.4	2		0.9
S45	Access (SE)	380	7.0	0		3.3	0		0.0	145	2.5	0		3.2	0		0.0
S45	A273 (SW)	220	30.6	1		6.0	0		0.2	492	58.5	-5		5.9	0		0.4
S45	A2300 (W)	813	51.5	4		3.6	0		0.1	985	63.6	-3		4.2	0		0.3
S46	A23 Southbound	2449	77.4	6		19.4	0		0.0	4032	100.0	0		75.3	-2		0.1
S46	B2117 Southbound on-Slip	785	49.9	16		3.9	0		0.2	141	100.4	0		110.8	-91		4.3
S47	B2036 London Road (N)	1112	86.4	0		38.0	0		8.5	1195	81.3	9		26.0	4		6.0
S47	Maple Drive (E)	179	69.0	6		79.0	4		2.8	112	58.6	6		67.4	3		1.4
S47	B2036 London Road (S)	869	51.6	4		17.3	1		3.5	879	52.2	3		13.3	1		2.7
S47	Dunstall Avenue	35	46.6	-9		109.9	-9		0.6	41	41.8	1		78.7	1		0.6

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

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

ID	Area	Junction	Approach Arm	2019 AM Dem (Veh)	2019 AM RFC (%)	2019 AM Delay (s)	2019 AM Avg Q (pcu)	2019 PM Dem (Veh)	2019 PM RFC (%)	2019 PM Delay (s)	2019 PM Avg Q (pcu)	2039 Reference Case 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)	2039 Scenario 5 AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	2039 Scenario 5m4 AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
M1	M23	Junction 9	M23 Southbound off-slip (N)	1497	63.4	15.1	4.2	1179	50.4	13.4	3.1	1382	58.8	-5		11.4	3.7	1752	95.1	45	Sev	33.3	8.5	1377	58.7	0		11.3	0		3.7	1743	94.6	0		32.3	-1		8.4	1380	58.8	0		11.4	0		3.7	1743	94.6	0		32.3	-1		8.4
M1			M23 Northbound off-slip (S)	1156	79.1	24.5	5.1	741	49.2	18.3	2.7	1622	45.0	-34		1.0	0.0	921	25.1	-24		0.7	0.0	1712	46.5	2		1.0	0		0.0	944	25.5	0		0.7	0		0.0	1670	45.9	1		1.0	0		0.0	993	26.9	2		0.7	0		0.0
M1			Gatwick Spur (W)	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1054	54.1	0		3.0	0		0.0	1710	77.1	0		3.0	0		0.0	1094	56.1	2		3.0	0		0.0	1772	80.1	3		3.0	0		0.0
M1			Gatwick Spur (W)	1885	55.3	3.1	0.0	1956	77.0	9.9	3.8	1051	68.0	13		3.0	0.0	1676	91.3	14	Sig	3.0	0.0	1054	68.1	0		3.0	0		0.0	1710	93.1	2		3.0	0		0.0	1094	69.2	1		3.0	0		0.0	1772	92.8	1		3.0	0		0.0
M1			M23 Spur Road (W) - Stopline	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1054	54.1	0		3.0	0		0.0	1710	77.1	0		3.0	0		0.0	1094	56.1	2		3.0	0		0.0	1772	80.1	3		3.0	0		0.0
M1			M23 Spur Road (W) - Freeflow	34	4.6	6.9	0.0	715	50.8	11.6	0.0	1308	65.7	61		2.6	0.0	1492	68.0	17		2.8	0.0	1309	65.7	0		2.6	0		0.0	1521	68.0	0		2.8	0		0.0	1308	65.7	0		2.6	0		0.0	1447	64.9	-3		2.6	0		0.0
M1			Circulatory North	664	63.8	22.7	3.6	1085	101.6	104.8	15.2	890	84.5	21		30.1	5.1	1617	98.4	-3		51.8	7.2	895	84.9	0		30.3	0		5.1	1679	100.1	2		66.0	14		7.8	933	88.4	4	Sig	33.5	3		5.4	1676	100.3	2		69.7	18		9.3
M1			Circulatory East	2161	36.3	0.5	0.0	2264	37.5	0.5	0.0	2272	38.1	2		0.5	0.0	3369	53.4	16		0.6	0.0	2272	38.1	0		0.5	0		0.0	3422	53.7	0		0.6	0		0.0	2313	38.8	1		0.5	0		0.0	3419	53.7	0		0.6	0		0.0
M1			Circulatory South	1497	81.1	20.4	6.6	1179	63.8	16.5	4.7	1382	31.3	-50		0.6	0.0	1752	37.7	-26		0.6	0.0	1377	31.2	0		0.6	0		0.0	1743	37.2	-1		0.6	0		0.0	1380	31.2	0		0.6	0		0.0	1743	37.2	-1		0.6	0		0.0
M1			Circulatory West	0	0.0	0.4	0.0	0	0.0	0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0
M2	M23	Junction 10	M23 Southbound off-slip (N)	1428	102.6	113.7	25.9	1070	68.0	18.1	4.0	1757	88.6	-14		24.3	8.4	1295	58.3	-10		14.7	4.6	1704	84.1	-5		21.7	-3		7.9	1423	62.4	4		16.1	1		5.4	1763	88.8	0		24.6	0		8.4	1402	61.7	3		15.9	1		5.3
M2			Copthorne Way (E)	956	73.1	53.1	4.6	1064	96.8	74.9	6.0	678	33.2	-40		18.5	2.7	1403	79.8	-17		93.7	21.3	961	45.4	12		20.3	2		3.8	1489	83.3	3		96.4	3		23.5	902	43.2	10		20.1	2		3.6	1526	85.6	6	Sig	90.0	-4		21.9
M2			M23 Northbound off-slip (S)	1085	87.2	115.0	19.5	598	66.0	56.0	6.9	1522	66.3	-21		43.1	13.8	1134	66.9	1		84.1	14.0	1616	69.0	3		45.9	3		14.6	1160	67.9	1		93.3	9		17.0	1555	67.3	1		42.8	0		14.0	1174	68.8	2		92.0	8		16.9
M2			A2011 Crawley Avenue (W)	1281	97.4	67.5	6.6	1829	103.5	138.0	38.0	1830	84.9	-13		21.7	8.4	2262	76.2	-27		14.2	7.0	1817	83.3	-2		21.1	-1		8.2	2259	75.2	-1		14.0	0		6.8	1832	84.4	0		21.5	0		8.3	2261	75.6	-1		14.1	0		6.9
M2			Circulatory North	1075	74.1	115.2	20.1	1254	94.3	58.7	7.5	1480	98.7	25	Sev	55.0	7.7	1417	102.5	8	Sev	116.4	24.7	1521	100.2	2		68.8	14		9.0	1443	102.9	0		123.3	7		27.2	1482	98.4	0		53.1	-2		7.7	1441	103.1	1		128.0	12		29.0
M2			Circulatory East	1175	77.9	14.4	3.3	1137	64.8	16.4	4.9	1827	79.2	1		16.7	7.0	1243	45.6	-19		12.7	4.0	1824	78.8	0		16.5	0		6.9	1335	48.2	3		13.5	1		4.6	1876	81.1	2		17.6	1		7.5	1284	46.5	1		13.0	0		4.2
M2			Circulatory South	1589	81.0	25.3	9.6	1004	45.2	11.3	3.0	1400	72.4	-9		22.1	7.9	1397	60.5	15		13.4	4.6	1604	81.3	9		25.4	3		9.6	1474	62.7	2		13.9	0		4.9	1534	78.6	6		24.2	2		9.1	1517	64.7	4		14.2	1		5.2
M2			Circulatory West	653	43.3	16.9	2.4	533	48.2	24.0	2.7	715	47.0	4		18.4	2.7	714	62.5	14		30.2	3.6	952	60.5	13		19.7	1		3.6	771	66.0	4		30.3	0		3.9	851	55.2	8		18.3	0		3.2	801	68.7	6		30.5	0		4.0
M3	M23	Junction 11	M23 Southbound off-slip (NE)	709	34.8	14.9	2.6	851	38.9	15.3	3.0	1191	56.6	22		17.2	4.8	1032	76.6	38		28.4	6.1	1220	58.0	1		17.4	0		5.0	1063	78.4	2		29.0	1		6.3	1211	57.6	1		17.3	0		4.9	1031	76.2	0		28.3	0		6.1
M1			Brighton Road (S)	504	104.4	125.9	17.5	350	91.4	33.2	3.1	1273	54.8	-50		22.0	7.0	765	35.2	-56		19.6	4.0	1284	54.8	0		22.1	0		7.0	756	34.7	0		19.6	0		4.0	1284	55.0	0		22.1	0		7.0	755	34.7	0		19.6	0		4.0
M1			M23 Northbound off-slip (SW)	992	55.7	12.9	2.9	524	30.9	10.5	1.4	1165	32.2	-23		9.9	2.9	656	19.3	-12		9.1	1.8	1231	33.3	1		10.0	0		3.0	681	19.9	1		9.2	0		1.8	1209	33.2	1		10.0	0		3.0	719	20.9	2		9.2	0		1.9
M1			A264 (W)	1184	55.0	22.1	6.9	612	27.6	18.8	3.0	1055	48.1	-7		21.1	5.8	802	35.1	8		19.6	4.0	1087	49.4	1		21.3	0		6.0	855	37.4	2		19.9	0		4.3	1040	47.3	-1		21.0	0		5.7	846	37.0	2		19.8	0		4.3
M1			A23 Brighton Road (N)	764	63.8	8.0	1.1	1416	96.3	20.9	5.3	1016	45.2	-19		13.7	3.5	2034	88.4	-8		29.3	12.6	1047	46.2	1		14.0	0		3.6	2112	90.6	2		31.3	2		13.2	1040	46.1	1		13.9	0		3.6	2099	90.3	2		31.0	2		13.1
M1			Circulatory NE	1017	56.2	15.5	4.0	1362	72.5	18.1	5.7	1174	63.4	7		16.5	4.7	1989	74.0	2		11.8	5.0	1227	65.5	2		16.8	0		4.9	2089	76.9	3		12.4	1		5.3	1212	65.1	2		16.7	0		4.8	2085	76.9	3		12.4	1		5.3
M1			Circulatory South	1726	45.6	0.8	0.0	2213	55.4	1.0	0.0	2365	56.1	10		11.1	6.4	3021	67.8	12		13.0	9.3	2446	57.7	2		11.3	0		6.8	3152	70.1	2		13.5	0		10.1	2423	57.3	1		11.2	0		6.7	3115	69.4	2		13.4	0		9.9
M1			Circulatory SW	864	61.2	19.8	4.3	793	54.0	18.8	3.7	1142	98.1	37	Sev	57.6	6.5	941	78.5	25		24.9	4.8	1137	97.4	-1		53.2	-4		6.4	995	82.4	4		26.6	2		5.1	1141	97.8	0		55.5	-2		6.5	966	80.2	2		25.6	1		4.9
M1			Circulatory West	1856	54.4	26.0	9.4	1317	38.7	15.0	4.8	2307	66.2	12		59.1	16.8	1597	46.4	8		19.2	7.0	2369	67.1	1		63.8	5		20.2	1676	48.3	2		19.4	0		7.2	2351	67.1	1		63.7	5		20.2	1685	48.7	2		20.5	1		7.6
M1			Circulatory North	2720	59.2	1.3	0.3	1566	34.0	0.6	0.0	2804	86.0	27	Sig	17.3	10.9	2063	64.3	30		18.3	9.4	2870	86.8	1		17.6	0		11.1	2153	66.7	2		18.4	0		9.8	2808	85.4	-1		17.0	0		10.6	2187	67.8	4		17.7	-1		9.5
	NORTH																																																						
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	337	34.9	14.3	0.2	530	46.7	14.4	0.3	405	42.6	8		14.6	0.3	806	75.4	29		16.7	1.0	465	48.4	6		14.8	0		0.4	962	95.5	20	Sev	28.5	12		4.3	456	48.0	5		14.9	0		0.4	947	92.3	17	Sig	24.1	7		3.1
N1			A264 (E)	729	56.8	12.4	0.3	1135	84.4	13.5	1.0	691	52.9	-4		11.5	0.3	1249	100.1	16	Sev	34.8	8.4	821	63.6	11		12.0	1		0.5	1176	101.3	1		59.1	24		16.0	728	57.2	4		11.6	0		0.4	1186	101.1	1		54.7	20		14.7
N1			Copthorne Hotel Access	44	0.7	9.8	0.0	65	1.2	9.8	0.0	64	1.1	0		9.6	0.0	75	1.6	0		9.3	0.0	90	1.6	1		8.8	-1		0.0	82	1.8	0		9.3	0		0.0	69	1.2	0		9.6	0		0.0	80	1.8	0		9.6	0		0.0
N1			A2220 (S)	824	60.5	12.1	0.3	571	44.0	11.8	0.2	1128	73.6	13		12.4	0.4	767	62.5	18		12.7	0.5	1533	101.9	28	Sev	60.5	48		21.3	1174	91.7	29	Sig	16.7	4		2.2	1534	100.3	27	Sev	29.8	17		8.2	1072	85.3	23	Sig	14.5	2		1.4
N1			A264 Copthorne Way (W)	1327	94.6	15.3	2.2	1187	79.9	10.2	0.5	1369	111.9	17	Sev	244.8	89.3	1348	92.1	12	Sig	13.1	1.6	1337	114.6	3		296.3	52	Sev	102.3	1399	101.8	10	Sev	61.3	48		20.2	1315	114.1	2		285.7	41	Sev	98.5	1429	100.9	9	Sev	43.9	31		13.7
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	193	28.1	5.0	0.1	411	61.7	7.2	0.5	340	17.1	-11		3.6	0.1	683	33.8	-28		4.0	0.2	402	20.0	3		3.6	0		0.1	779	38.0	4		4.2	0		0.2	387	19.3	2		3.6	0		0.1	764	37.5	4		4.1	0		0.2
N2			A264 Snow Hill (E)	402	47.6	4.2	0.1	440	77.1	12.2	1.2	265	12.4	-35		3.5	0.0	405	20.5	-57		4.2	0.1	275	12.7	0		3.6	0		0.0	421	23.6	3		4.5	0		0.2	273	12.7	0		3.5	0		0.0	417	22.9	2		4.4	0		0.2
N2			B2028 Turners Hill Road (S)	358	46.4	4.9	0.2	383	58.0	7.0	0.4	748	23.6	-23		3.2	0.1	459	15.3	-43		3.4	0.1	856	26.8	3		3.3	0		0.1	437	14.5	-1		3.4	0		0.1	770	24.2	1		3.3	0		0.1	456	15.2	0		3.5	0		0.1
N2			A264 Copthorne Common Road (W)	917	103.4	78.2	18.9	977	100.8	26.4	6.3	1085	51.9	-51		3.7	0.2	1244	60.3	-41		3.2	0.1	1103	52.1	0		3.8	0		0.2	1356	64.8	4		3.2	0		0.1	1082	51.7	0		3.7	0		0.2	1331	63.9	4		3.2	0		0.1
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	528	40.3	5		3.4	0.1	468	40.3	4		4.0	0.1	590	45.5	5		3.5	0		0.1	528	46.1	6		4.2	0		0.2	584	44.8	5		3.5	0		0.1	527	45.7	5		4.2	0		0.2
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	545	48.1	11		4.9	0.3	55	5.7	-4		4.1	0.0	548	51.1	3		5.4	1		0.3	58	6.2	1		4.3	0		0.0	543	50.5	2		5.3	0		0.3	58	6.1	0		4.3	0		0.0
N4			B2028 West Park Road (S)	487	53.7	5.1	0.3	291	25.5	3.2	0.0	867	88.0	34	Sig	11.8	2.0	339	23.3	-2		3.1	0.0	902	93.1	5	Sig	16.2	4		3.1	312	21.2	-2		3.1	0		0.0	904	94.0	6	Sig	17.1	5		3.3	328	22.3	-1		3.1	0		0.0
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	324	27.7	9		3.8	0.1	819	61.8	5		3.8	0.2	375	31.6	4		3.9	0		0.1	882	63.9	2		3.8	0		0.2	350	30.0	2		3.9	0		0.1	863	63.3	1		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	696	44.7	-2		4.1	0.5	1049	68.7	6		10.5	1.9	713	45.7	1		3.8	0		0.4	1106	73.5	5		11.7	1		2.2	710	45.7	1		3.9	0		0.4	1086	72.1	3		11.5	1		2.1
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	656	92.6	23	Sig	44.5	3.0	766	72.4	0		18.7	2.7	650	102.5	10	Sev	80.4	36		10.9	786	74.1	2		19.4	1		2.8	640	100.5	8	Sev	94.7	50		4.5	784	74.0	2		19.3	1		2.8
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	468	75.4	41		28.1	2.2	284	48.6	16		22.8	1.3	492	90.2	15	Sig	46.7	19		2.4	291	49.6	1		23.0	0		1.3	491	78.8	3		30.7	3		2.4	290	49.5	1		22.9	0		1.3
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	454	22.5	11		1.2	0.0	1061	53.0	20		2.0	0.0	542	27.2	5		1.4	0		0.0	1251	61.8	9		2.4	0		0.0	467	23.3	1		1.3	0		0.0	1188	59.0	6		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	672	31.1	19		1.3	0.0	180	8.6	0		1.0	0.0	696	31.6	0		1.3	0		0.0	199	9.5	1		1.0	0		0.0	594	27.1	-4		1.3	0		0.0	192	9.1	1		1.0	0		0.0
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	485	101.3	38	Sev	97.9	8.5	398	97.5	73	Sev	70.5	4.3	476	103.9	3		146.9	49	Sev	14.3	355	100.7	3	Sev	92.2	22		6.8	514	102.1	1		113.0	15		10.6	376	100.4	3		85.3	15		6.4
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	913	50.0	19		2.4	0.1	1414	72.8	34		3.5	0.0	979	52.9	3		2.6	0		0.1	1545	79.9	7		4.8	1		0.1	942	51.4	1		2.5	0		0.1	1496	77.1	4		4.2	1		0.1
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	398	112.8	31	Sev	295.6	29.2	315	104.9	12	Sev	159.4	13.2	401	117.0	4	Sev	372.8	77	Sev	35.7	299	107.6	3		212.2	53	Sev	16.3	406	117.1	4	Sev	373.3	78	Sev	36.3	311	107.1	2		200.4	41	Sev	16.1
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1138	53.7	14		2.0	0.0	734	39.0	8		1.8	0.0	1205	55.7	2		2.1	0		0.0	780	38.6	0		1.5	0		0.0	1173	54.4	1		2.0	0		0.0	758	37.5	-2		1.5	0		0.0
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	460	113.0	5	Sev	293.8	34.1	454	109.2	3		228.5	26.0	467	115.7	3		344.2	50	Sev	39.4	417	110.4	1		257.7	29		26.6	470	114.4	1		318.2	24		37.2	432	110.2	1		250.3	22		26.8
N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	699	63.9	16.0	2.3	631	68.5	22.5	2.9	577	108.9	45	Sev	258.9	26.6	569	102.5	34	Sev	142.2	9.9	587	109.9	1		276.7	18		29.2	582	103.1	1		152.8	11		11.5	583	109.8	1		274.5	16		28.9	578	103.0	1		152.0	10		11.4
N9			A22 Eastbourne Road (N)	322	54.7	24.0	1.6	518	65.8	20.4	2.0	427	45.2	-10		12.1	1.2	699	74.4	9		15.6	2.2	465	46.5	1		12.9	1		1.4	740	76.2	2		16.5	1		2.4	465	46.5	1		12.9	1		1.4	724	75.6	1		16.2	1		2.3
N9			A22 London Road (S)	1121	63.0	73.1	11.7	1083	66.5	47.1	3.6	1401	108.4	45	Sev	241.3	59.8	1169	92.8	26	Sig	83.4	11.8	1422	108.4	0		241.3	0		59.8	1196	94.7	2		114.7	31		21.6	1410	108.4	0		241.3	0		59.8	1192	94.5	2		108.6	25		19.7
N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	547	27.5	1.3	0.0	819	40.4	1.5	0.0	618	30.0	3		1.3	0.0	1053	51.7	11		1.9	0.0	630	29.9	0		1.3	0		0.0	1088	52.8	1		1.9	0		0.0	622	29.8	0		1.3	0		0.0	1067	51.9	0		1.9	0		0.0
N10			Vowels Lane (E)	190	35.0	5.9	0.2	123	27.2	7.5	0.2	334	55.0	20		5.9	0.3	287	79.3	52		22.2	1.5	347	58.0	3		6.1	0		0.3	328	91.2	12	Sig	35.1	13		2.9	342	56.4	1		6.0	0		0.3	312	86.4	7	Sig	28.2	6		2.2
N10			Selsfield Road (S)	708	38.3	1.9	0.0	560	33.3	2.2	0.0	800	44.7	6		2.2	0.0	665	43.1	10		3.0	0.1	793	93.5	49	Sig	23.9	22		0.3	697	47.1	4		3.4	0		0.1	810	45.1	0		2.3	0		0.0	702	47.0	4		3.3	0		0.1
N11	Crawley	A2220 / B2036 (CRAWLEY)	B2036 Balcombe Road (N)	719	83.7	13.1	1.1	860	101.6	63.7	13.4	727	86.0	2		14.4	1.4	748	98.6	-3		35.6	5.3	748	85.5	-1		13.6	-1		1.3	705	100.9	2		63.6	28		10.2	775	89.4	3	Sig	15.2	1		1.7	699	100.9	2		62.6	27		10.0
N11			A2220 Copthorne Road (E)	421	50.7	10.4	0.3	672	99.2	38.9	6.0	970	80.3	30		11.6	0.8	831	99.9	1		40.1	7.4	1217	100.8	21	Sev	42.0	30		10.9	898	92.5	-7		19.0	-21		2.8	1207	100.0	20	Sev	29.2	18		6.5	872	95.5	-4		24.3	-16		3.9
N11			B2036 Balcombe Road (S)	701	105.8	130.0	27.5	537	83.5	12.8	0.8	809	106.6	1		155.3	34.5	577	78.7	-5		13.0	1.0	693	106.7	0		164.8	9		31.1	606	78.2	-1		12.3	-1		0.8	701	105.8	-1		147.4	-8		28.3	607	79.8	1		12.8	0		0.9
N11			A2220 Worth Park Avenue (W)	784	92.6	17.7	2.1	714	75.8	11.9	0.5	979	101.1	8	Sev	55.2	13.0	1099	92.1	16	Sig	14.0	1.6	988	101.4	0		62.6	7		15.1	1193	100.5	8	Sev	37.4	23		9.6	996	101.5	0		62.8	8		15.3	1181	99.8	8	Sev	26.2	12		5.6
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	A2220 Haslett Avenue (W)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1062	42.8	1		13.9	0		3.3	1611	68.5	2		43.6	-2		8.8	1047	42.3	1		14.1	0		3.3	1605	68.6	2		44.5	-2		8.8
N12			A2220 Haslett Avenue (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	445	32.2	6		21.3	1		2.3	755	44.1	-2		16.9	0		3.1	416	30.2	4		21.0	0		2.1	773	45.2	-1		17.1	0		3.2
N12			Worth Road (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	554	105.8	1		195.7	21		27.2	258	71.4	0		36.0	0		3.3	540	104.8	0		178.0	4		23.4	259	71.9	0		36.2	0		3.3
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	St. Mary's Drive (N)	20	6.7	30.8	0.1	20	10.0	45.1	0.2	23	7.5	1		30.9	0.2	55	19.7	10		40.3	0.5	29	9.5	2		31.1	0		0.2	79	28.3	9		41.7	1		0.7	26	8.3	1		31.0	0		0.2	71	25.3	6		41.2	1		0.6
N13			A2220 Haslett Avenue (E)	568	22.8	5.6	0.7	713	25.7	4.1	0.6	1012	38.3	15		6.7	1.4	984	37.4	12		6.2	1.3	1154	43.0	5		7.1	0		1.7	987	37.1	0		6.2	0		1.3	1112	41.8	4		7.0	0		1.6	998	37.6	0		6.3	0		1.4
N13			A2220 Haslett Avenue (W)	757	53.4	17.5	3.2	906	47.8	13.1	2.9	1040	71.6	18		20.8	4.8	1566	87.9	40	Sig	26.2	7.9	1073	73.6	2		21.4	1		4.9	1635	90.9	3	Sig	29.2	3		8.5	1058	72.8	1		21.2	0		4.9	1630	91.0	3	Sig	29.3	3		8.5
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	A2220 Haslett Avenue (E)	588	25.4	11.1	1.7	733	29.1	9.6	1.8	1035	42.0	17		12.5	3.1	1039	41.4	12		10.5	2.7	1184	47.4	5		13.0	0		3.6	1066	41.8	0		10.5	0		2.8	1138	45.9	4		12.9	0		3.4	1069	42.2	1		10.6	0		2.8
N13a			Station Hill (S)	344	76.2	34.4	3.7	209	51.0	33.2	2.0	408	101.0	25	Sev	114.1	7.3	253	59.0	8		35.2	2.5	401	99.9	-1		95.7	-18		4.5	253	58.9	0		35.1	0		2.4	399	99.4	-2		92.0	-22		4.4	253	59.0	0		35.2	0		2.5
N13a			A2220 Haslett Avenue (W)	787	41.9	11.4	2.2	1103	61.3	33.5	9.1	1063	55.2	13		11.0	2.7	1765	97.3	36	Sev	49.0	11.5	1111	57.4	2		10.9	0		2.7	1837	101.2	4	Sev	77.2	28		17.0	1098	56.9	2		10.9	0		2.7	1830	100.9	4	Sev	70.5	22		13.6
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	B2036 Balcombe Road (N)	295	36.3	3.2	0.0	710	93.9	10.5	1.5	404	48.8	12		3.7	0.1	573	99.4	5	Sev	36.1	5.2	449	54.4	6		3.8	0		0.1	647	99.5	0		31.6	-5		4.9	412	49.5	1		3.7	0		0.1	597	99.0	0		32.8	-3		4.8
N14			B2036 Balcombe Road (S)	590	72.0	3.9	0.1	341	43.3	3.8	0.1	705	90.3	18	Sig	7.3	0.8	404	50.3	7		3.7	0.1	755	96.2	6	Sev	11.2	4		1.7	492	60.7	10		3.8	0		0.1	743	94.6	4	Sig	9.5	2		1.3	462	57.2	7		3.8	0		0.1
N14			Worth Road (W)	248	49.6	4.8	0.2	282	46.9	3.8	0.1	289	78.6	29		6.3	0.5	677	99.5	53	Sev	19.0	3.5	271	77.8	-1		6.3	0		0.5	657	100.3	1		34.7	16		6.7	284	78.8	0		6.4	0		0.6	664	100.0	0		24.5	6		4.6
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	Gatwick Road (N)	313	38.1	9.4	0.2	664	83.8	14.0	1.2	357	42.3	4		9.6	0.2	634	81.6	-2		13.7	1.1	347	40.0	-2		9.4	0		0.2	655	85.8	4	Sig	15.5	2		1.5	379	44.5	2		9.7	0		0.2	659	86.0	4	Sig	15.5	2		1.5
N15			Gatwick Road (S)	1713	74.9	10.6	0.0	619	28.2	13.0	0.0	1970	83.3	8		10.7	0.1	785	35.3	7		12.9	0.0	2156	90.0	7	Sig	11.2	0		0.4	789	35.3	0		12.9	0		0.0	2101	88.3	5	Sig	10.9	0		0.2	830	37.1	2		12.7	0		0.0
N15			Manor Royal (W)	751	94.5	22.1	2.3	881	87.6	14.9	0.7	717	93.0	-2		21.8	2.2	944	97.8	10	Sev	22.4	2.8	691	91.0	-2		20.7	-1		1.9	966	100.0	2		30.5	8		5.1	732	95.8	3		25.5	4		3.0	961	99.8	2		29.0	7		4.7
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	B2036 Balcombe Road (N)	388	53.2	9.6	0.1	588	108.3	196.1	30.1	412	35.0	-18		9.1	0.1	980	102.1	-6		78.5	17.1	449	38.7	4		9.0	0		0.1	1013	104.7	3		127.0	48	Sev	28.7	465	39.3	4		8.9	0		0.1	999	104.1	2		115.5	37		25.9
N16			B2037 Antlands Lane (E)	685	67.1	8.0	0.2	365	42.0	9.1	0.2	1027	96.0	29	Sev	13.5	1.8	257	34.0	-8		9.8	0.2	1101	101.4	5	Sev	48.4	35		12.4	273	34.1	0		9.5	0		0.2	1086	100.8	5	Sev	37.6	24		9.0	283	35.5	2		9.7	0		0.2
N16			B2036 Balcombe Road (S)	772	69.4	7.9	0.1	1067	97.7	13.8	1.4	1392	101.1	32	Sev	40.5	13.0	1067	75.4	-22		9.7	0.1	1391	102.1	1		59.5	19		20.2	1111	77.0	2		9.8	0		0.1	1379	101.6	0		50.5	10		16.7	1102	77.3	2		9.8	0		0.2
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	Redehall Road (N)	305	46.6	24.7	1.9	542	81.3	38.9	3.9	339	79.7	33		49.4	3.2	699	100.3	19	Sev	99.1	5.9	336	84.8	5		57.5	8		3.2	715	101.5	1		120.9	22		10.2	351	84.4	5		55.0	6		3.3	700	101.5	1		122.7	24		10.2
N17			B2037 (E)	690	49.4	20.9	3.5	101	6.6	12.4	0.3	1240	79.1	30		20.4	4.8	106	6.5	0		12.9	0.4	1303	92.6	13	Sig	33.1	13		5.7	115	6.8	0		13.2	0		0.4	1290	93.4	14	Sig	34.8	14		5.6	117	7.0	0		13.2	0		0.4
N17			Copthorne Back (S)	107	13.8	18.3	0.5	62	9.4	20.3	0.3	244	43.2	29		31.8	1.7	150	20.7	11		20.8	0.8	322	56.0	13		34.6	3		2.3	161	21.9	1		20.9	0		0.8	288	50.7	7		33.3	2		2.0	179	24.3	4		21.2	0		0.9
N17			B2037 (W)	281	28.6	15.9	1.1	787	76.9	25.4	3.9	357	27.6	-1		9.5	0.8	876	90.8	14	Sig	39.0	4.8	410	31.4	4		9.9	0		0.9	924	96.9	6	Sev	59.2	20		5.0	383	29.6	2		9.7	0		0.8	908	94.0	3	Sig	46.8	8		4.9
N18	Handcross	A23 / B2110 Northbound On-Slip	A23 Northbound	3051	59.3	1.1	0.0	2327	43.5	0.7	0.0	4334	86.7	27	Sig	3.2	0.0	3437	64.0	20		1.3	0.0	4750	91.9	5	Sig	4.9	2		0.0	3525	65.2	1		1.3	0		0.0	4629	91.2	5	Sig	4.5	1		0.0	3613	66.8	3		1.4	0		0.0
N18			B2110 Northbound on-Slip	776	44.8	3.4	0.1	512	29.2	3.3	0.0	1062	63.9	19		4.0	0.3	647	39.4	10		3.6	0.1	1047	65.1	1		4.3	0		0.4	642	39.3	0		3.6	0		0.1	1044	64.7	1		4.3	0		0.4	645	39.8	0		3.7	0		0.1
N19	Handcross	B2114 / B2110	B2114 London Road (N)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1062	42.8	1		13.9	0		3.3	1611	68.5	2		43.6	-2		8.8	1047	42.3	1		14.1	0		3.3	1605	68.6	2		44.5	-2		8.8
N19			B2110 High Beeches Lane (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	445	32.2	6		21.3	1		2.3	755	44.1	-2		16.9	0		3.1	416	30.2	4		21.0	0		2.1	773	45.2	-1		17.1	0		3.2
N19			B2110 (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	554	105.8	1		195.7	21		27.2	258	71.4	0		36.0	0		3.3	540	104.8	0		178.0	4		23.4	259	71.9	0		36.2	0		3.3
N20	Handcross	A23 Southbound Off-Slip / B2114	A23 Southbound Off-Slip (N)	226	33.7	4.3	0.1	578	74.4	4.8	0.3	307	51.1	17		6.0	0.3	654	89.6	15	Sig	9.4	1.2	324	55.6	5		6.5	1		0.3	569	77.8	-12		6.6	-3		0.6	312	53.7	3		6.4	0		0.3	575	78.7	-11		6.7	-3		0.6
N20			B2114 (N)	129	16.4	3.5	0.0	189	30.2	5.3	0.1	224	28.1	12		3.9	0.1	321	54.2	24		7.2	0.4	232	29.6	2		4.0	0		0.1	399	60.8	7		6.5	-1		0.4	232	29.3	1		3.9	0		0.1	391	60.0	6		6.5	-1		0.4
N20			B2114 (S)	400	48.1	3.0	0.0	252	31.4	3.0	0.0	553	65.2	17		3.0	0.0	392	47.7	16		3.0	0.0	577	67.5	2		3.0	0		0.0	398	48.3	1		3.0	0		0.0	574	67.3	2		3.0	0		0.0	397	48.3	1		3.0	0		0.0
N21	Balcombe	Haywards Heath Road / Bramble Hill	Haywards Heath Road (W)	317	68.2	10.7	0.0	550	92.3	21.8	0.0	387	80.3	12		13.4	0.0	647	100.2	8	Sev	44.0	3.3	469	93.6	13	Sig	17.4	4		0.0	660	100.7	0		56.8	13		5.5	432	88.1	8	Sig	15.7	2		0.0	656	100.7	0		56.2	12		5.4
N21			Haywards Heath Road (E)	530	26.6	1.2	0.0	232	11.7	1.0	0.0	798	38.9	12		1.5	0.0	287	14.3	3		1.1	0.0	901	43.1	4		1.6	0		0.0	310	15.1	1		1.1	0		0.0	876	42.2	3		1.6	0		0.0	308	15.1	1		1.1	0		0.0
N21			Bramble Hill (S)	0	0.0	4.3	0.0	0	0.1	3.6	0.0	0	0.0	0		4.6	0.0	100	24.3	24		5.3	0.0	0	0.0	0		4.6	0		0.0	186	38.0	14		8.3	3		0.1	0	0.0	0		4.7	0		0.0	175	36.4	12		7.8	3		0.1
N22	Balcombe	B2036 / B2110	B2036 (N)	722	47.5	3.1	0.1	1103	60.8	2.8	0.1	797	53.3	6		3.5	0.1	1395	78.1	17		4.6	0.2	839	58.1	5		4.2	1		0.2	1508	84.2	6		6.1	1		0.2	835	57.1	4		4.0	0		0.2	1491	83.2	5		5.8	1		0.2
N22			B2036 (S)	776	53.7	109.7	0.0	391	26.6	94.7	0.0	901	60.6	7		112.8	0.0	485	33.0	6		99.0	0.0	969	63.7	3		114.2	1		0.0	496	33.5	1		99.3	0		0.0	947	62.7	2		113.8	1		0.0	498	33.7	1		99.4	0		0.0
N22			B2110 (W)	250	49.9	7.6	0.3	203	31.7	4.3	0.1	366	78.4	29		13.9	1.1	338	54.6	23		5.5	0.2	435	95.1	17	Sev	30.6	17		3.3	384	61.8	7		6.0	0		0.3	427	93.1	15	Sig	26.0	12		2.7	375	60.6	6		6.0	0		0.3
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	1104	101.3	57	Sev	40.3	11.4	813	77.6	38		4.6	0.4	1104	101.1	0		36.3	-4		10.1	833	79.4	2		4.8	0		0.4	1107	101.3	0		40.2	0		11.4	824	78.6	1		4.7	0		0.4
N24			B2114 Brighton Road (N)	501	62.5	3.5	0.1	548	70.7	3.9	0.2	1053	97.4	35	Sev	7.9	1.5	1019	99.0	28	Sev	13.3	2.9	1083	99.7	2		12.7	5		3.0	1031	99.9	1		17.7	4		4.2	1066	98.5	1		9.7	2		2.0	1030	99.7	1		16.2	3		3.8
N24			B2114 Brighton Road (S)	400	58.5	5.0	0.2	252	39.1	4.6	0.1	553	74.9	16		8.6	0.9	392	54.3	15		6.3	0.4	577	78.2	3		9.5	1		1.1	398	53.7	-1		6.0	0		0.4	574	77.6	3		9.3	1		1.0	397	53.7	-1		6.0	0		0.4
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	Hazlewick Avenue (N)	439	28.1	8.4	0.0	995	58.4	9.0	0.0	574	34.6	6		8.0	0.0	1574	91.2	33	Sig	8.9	0.1	600	35.7	1		7.9	0		0.0	1666	95.9	5	Sev	9.3	0		0.3	630	37.6	3		7.9	0		0.0	1664	95.9	5	Sev	9.4	1		0.3
N25			Bycroft Way (E)	314	20.3	9.5	0.0	228	18.8	9.6	0.1	530	33.5	13		9.6	0.1	335	32.2	13		10.6	0.2	661	41.2	8		9.7	0		0.1	336	33.2	1		10.7	0		0.2	653	41.0	7		9.7	0		0.1	336	33.4	1		10.8	0		0.2
N25			Hazlewick Avenue (S)	593	56.1	7.1	0.1	260	23.8	6.6	0.0	794	78.8	23		8.9	0.5	187	17.6	-6		6.7	0.0	834	86.9	8	Sig	11.3	2		1.1	265	24.7	7		6.8	0		0.0	812	84.8	6		10.7	2		1.0	263	24.5	7		6.8	0		0.0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)	M23 Southbound	2268	46.2	1.4	0.0	3162	65.8	2.6	0.0	3034	67.7	22		2.9	0.0	3954	80.9	15		4.7	0.0	3150	71.0	3		3.2	0		0.0	4059	84.0	3		5.3	1		0.0	3131	71.6	4		3.2	0		0.0	4050	83.0	2		5.2	0		0.0
N26			M23 Southbound on-slip	542	32.0	5.1	0.1	1197	64.0	5.5	0.1	1106	61.5	29		5.6	0.1	1249	68.0	4		5.9	0.2	1181	65.0	4		5.6	0		0.1	1350	71.9	4		6.0	0		0.3	1244	67.7	6		5.6	0		0.1	1293	69.8	2		6.0	0		0.3
N27			B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	721	92.6	33	Sig	7.9	1.0	826	101.2	24	Sev	38.5	8.4	753	99.3	7	Sev	18.3	10		3.2	825	102.7	1		66.5	28		14.8	740	97.3	5	Sev	12.8	5		2.0	825	102.2	1		58.4	20		12.9

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

2019

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)
N27	*Handcross*	B2114 / B2110 Handcross	B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	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
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0
N29			B2036 Balcombe Road (N)	842	65.4	5.1	0.4	794	42.4	2.1	0.0
N29	*Crawley*	B2036 / Radford Road	B2036 Balcombe Road (S)	799	39.8	1.5	0.0	518	26.2	1.2	0.0
N29			Radford Road (W)	110	13.4	4.6	0.1	608	64.8	6.4	0.7

2039 Reference Case

ID	Approach Arm	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)
N27	B2110 High Beeches Lane (E)	499	69.0	27		5.9	0.4	385	56.1	20		5.6	0.3
N27	B2110 (S)	597	72.7	24		4.2	0.2	336	38.8	11		3.1	0.0
N28	A23 Southbound	2255	54.3	18		1.6	0.0	3393	77.4	21		3.5	0.0
N28	Junction 11 Southbound on-Slip	1483	75.5	29		4.9	0.3	1777	**88.7**	26	Sig	8.4	2.0
N29	B2036 Balcombe Road (N)	1101	**87.9**	23	Sig	10.9	1.7	1025	49.7	7		2.3	0.0
N29	B2036 Balcombe Road (S)	787	37.7	-2		1.5	0.0	111	5.6	-21		1.0	0.0
N29	Radford Road (W)	415	73.4	60		15.5	2.2	862	**95.8**	31	Sev	9.2	1.6

2039 Scenario 5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	B2110 High Beeches Lane (E)	565	75.8	7		6.3	0		0.5	454	63.7	8		5.8	0		0.3
N27	B2110 (S)	671	80.8	8		4.8	1		0.3	389	44.8	6		3.1	0		0.0
N28	A23 Southbound	2361	57.4	3		1.7	0		0.0	3497	79.9	3		3.8	0		0.0
N28	Junction 11 Southbound on-Slip	1558	78.9	3		5.2	0		0.4	1830	90.7	2		9.1	1		2.4
N29	B2036 Balcombe Road (N)	1126	87.0	-1		10.2	-1		1.6	1017	47.2	-3		2.2	0		0.0
N29	B2036 Balcombe Road (S)	765	36.5	-1		1.4	0		0.0	134	6.6	1		1.0	0		0.0
N29	Radford Road (W)	435	74.2	1		15.5	0		2.2	866	**100.4**	5	Sev	20.5	11		4.8

2039 Scenario 5m4

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	B2110 High Beeches Lane (E)	557	75.4	6		6.3	0		0.5	427	60.6	4		5.7	0		0.3
N27	B2110 (S)	653	79.5	7		4.7	0		0.3	381	43.9	5		3.1	0		0.0
N28	A23 Southbound	2399	58.1	4		1.8	0		0.0	3480	79.6	2		3.8	0		0.0
N28	Junction 11 Southbound on-Slip	1543	78.3	3		5.1	0		0.4	1821	90.5	2		9.0	1		2.3
N29	B2036 Balcombe Road (N)	1113	87.7	0		10.7	0		1.6	1016	47.7	-2		2.2	0		0.0
N29	B2036 Balcombe Road (S)	780	37.4	0		1.5	0		0.0	131	6.5	1		1.0	0		0.0
N29	Radford Road (W)	408	71.4	-2		13.9	-2		1.9	873	**100.4**	5	Sev	21.6	12		5.1

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

				2019								2039 Reference Case												2039 Scenario 5																2039 Scenario 5m4															
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	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
	CENTRAL																																																						
C1	*Handcross*	B2114 Junction, Handcross	B2110 High Street (N) (priority)	648	38.7	2.6	0.0	817	49.0	2.9	0.0	810	49.4	11		3.0	0.1	1005	58.8	10		3.1	0.1	823	49.7	0		3.0	0		0.1	1030	58.8	0		3.1	0		0.1	828	50.0	1		3.0	0		0.1	1015	58.5	0		3.1	0		0.1
C1			B2114 (S) (priority)	239	12.3	1.0	0.0	167	8.8	1.0	0.0	278	14.3	2		1.1	0.0	177	9.3	1		1.0	0.0	285	14.7	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0	279	14.4	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0
C1			B2110 (W)	427	58.1	3.4	0.0	262	36.6	3.4	0.0	591	79.8	22		4.0	0.2	352	49.5	13		3.6	0.1	644	84.6	5		4.1	0		0.2	408	57.2	8		3.6	0		0.1	632	83.9	4		4.0	0		0.2	399	55.7	6		3.6	0		0.1
C2	*Lower Beeding*	B2110 / B2115 Leechpond Hill	B2110 (E)	501	32.6	3.0	0.0	589	32.5	2.0	0.0	609	35.6	3		2.7	0.0	744	41.7	9		2.3	0.0	634	37.2	2		2.8	0		0.0	734	41.0	-1		2.3	0		0.0	620	36.3	1		2.7	0		0.0	753	42.3	1		2.3	0		0.0
C2			B2110 Leechpond Hill (S)	274	14.0	1.1	0.0	162	8.1	1.0	0.0	124	6.5	-7		1.0	0.0	319	15.7	8		1.1	0.0	179	9.1	3		1.0	0		0.0	328	16.0	0		1.1	0		0.0	151	7.8	1		1.0	0		0.0	326	15.9	0		1.1	0		0.0
C2			B2115 (W)	268	39.6	4.0	0.1	334	46.9	3.6	0.1	553	75.2	36		4.0	0.2	479	72.1	25		5.3	0.3	487	68.3	-7		4.2	0		0.2	530	79.8	8		6.1	1		0.5	553	75.9	1		4.2	0		0.2	512	77.1	5		5.8	1		0.4
C3	*Slough Green*	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	7.9	1.0	0.0	63	3.2	0.9	0.0	135	6.9	-1		1.0	0.0	74	3.8	1		1.0	0.0	112	5.7	-1		1.0	0		0.0	86	4.3	1		1.0	0		0.0	121	6.2	-1		1.0	0		0.0	84	4.3	1		1.0	0		0.0
C3			B2114 (E) (priority)	593	28.9	1.3	0.0	386	19.3	1.1	0.0	695	30.8	2		1.3	0.0	592	29.4	10		1.3	0.0	740	31.7	1		1.3	0		0.0	670	32.8	3		1.4	0		0.0	723	31.5	1		1.3	0		0.0	664	32.7	3		1.4	0		0.0
C3			B2115 Sloughgreen Lane (W)	316	47.3	4.1	0.1	336	46.7	3.6	0.1	470	69.1	22		4.6	0.2	539	74.1	27		4.3	0.2	562	79.9	11		5.2	1		0.3	564	77.5	3		4.6	0		0.2	535	76.7	8		5.0	0		0.3	552	76.0	2		4.5	0		0.2
C4	*Haywards Heath*	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	425	21.7	1.2	0.0	589	29.4	1.3	0.0	508	25.6	4		1.2	0.0	802	39.5	10		1.5	0.0	592	29.8	4		1.3	0		0.0	906	43.9	4		1.6	0		0.0	556	28.1	3		1.3	0		0.0	891	43.4	4		1.6	0		0.0
C4			Copyhold Lane (E)	134	23.6	4.9	0.1	151	26.0	5.1	0.1	130	26.3	3		6.1	0.1	154	30.3	4		6.4	0.1	138	29.5	3		6.9	1		0.1	166	34.7	4		7.3	1		0.2	138	29.0	3		6.6	1		0.1	166	34.3	4		7.2	1		0.2
C4			Borde Hill Lane (S)	690	39.3	2.3	0.0	336	21.1	2.5	0.0	943	50.7	11		2.5	0.0	385	24.5	3		2.6	0.0	1038	54.9	4		2.6	0		0.1	445	29.5	5		3.0	0		0.1	1014	54.0	3		2.6	0		0.1	434	28.4	4		2.8	0		0.1
C5	*Haywards Heath*	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	286	42.4	5		4.6	0.1	295	44.2	5		4.8	0.2	260	38.9	-3		4.7	0		0.1	289	43.8	0		4.9	0		0.2	263	39.2	-3		4.7	0		0.1	294	44.4	0		4.8	0		0.2
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	982	**107.2**	5	Sev	**141.1**	35.4	803	**92.1**	29	Sig	3.8	0.2	1013	107.6	0		148.4	7		37.3	880	**99.7**	8	Sev	9.2	5		1.5	1001	107.5	0		146.9	6		36.9	873	**99.2**	7	Sev	7.4	4		1.1
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	605	77.6	16		4.8	0.3	612	75.6	27		4.5	0.3	673	84.5	7		5.4	1		0.4	649	79.7	4		4.8	0		0.3	655	82.6	5		5.2	0		0.4	636	78.2	3		4.7	0		0.3
C6	*Cuckfield*	B2036 / Ardingly Road, Whitemans Green	B2036 Whitemans Green (N)	676	85.1	4.7	0.3	633	76.0	3.7	0.1	808	**101.1**	16	Sev	35.8	7.8	837	**102.6**	27	Sev	61.8	14.2	845	**105.4**	4	Sev	114.9	79		26.6	866	**105.7**	3	Sev	119.0	57		28.1	832	103.8	3		85.2	49		19.5	860	105.0	2		105.6	44		24.9
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2	592	74.0	26		4.9	0.3	585	79.1	26		6.4	0.6	724	**87.2**	13	Sig	5.8	1		0.5	717	**94.7**	16	Sig	11.6	5		1.7	692	84.1	10		5.4	1		0.4	693	**91.7**	13	Sig	9.4	3		1.2
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1	831	**107.9**	5	Sev	**163.9**	36.6	575	74.9	23		5.4	0.4	854	110.8	3		**218.0**	54	Sev	47.8	584	76.8	2		6.1	1		0.5	840	109.9	2		**200.4**	36	Sev	44.0	585	76.9	2		6.0	1		0.5
C6a	*Cuckfield*	B2036 / B2184, Cuckfield	B2036 London Road (N)	442	52.5	3.0	0.0	624	71.7	3.0	0.0	545	63.0	11		3.0	0.0	656	74.4	3		3.0	0.0	564	62.3	-1		3.0	0		0.0	695	76.8	2		3.0	0		0.0	551	61.7	-1		3.0	0		0.0	678	75.3	1		3.0	0		0.0
C6a			B2184 London Lane (E)	523	64.6	3.9	0.1	188	22.3	3.3	0.0	517	66.1	1		4.7	0.2	187	22.7	0		3.6	0.0	493	61.6	-4		4.6	0		0.2	197	23.6	1		3.7	0		0.0	494	62.4	-4		4.6	0		0.2	200	24.0	1		3.7	0		0.0
C6a			B2036 High Street (S)	277	41.0	4.7	0.1	233	28.6	3.4	0.0	314	45.8	5		4.7	0.2	387	47.0	18		3.5	0.1	361	50.4	5		4.7	0		0.2	387	46.4	-1		3.5	0		0.1	346	49.2	3		4.7	0		0.2	385	46.4	-1		3.5	0		0.1
C7	*Ansty*	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5	891	**101.4**	14	Sev	46.7	11.2	927	103.1	2		76.7	19.0	928	103.6	2		87.0	40		21.5	949	104.1	1		96.3	20		23.9	920	103.6	2		86.3	40		21.4	955	104.0	1		92.4	16		23.2
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2	477	70.4	-16		6.5	0.5	623	**98.6**	51	Sev	27.4	4.2	666	**97.0**	27	Sev	19.4	13		3.0	638	97.7	-1		24.0	-3		3.6	594	**87.0**	17	Sig	10.0	4		1.2	633	98.1	0		25.3	-2		3.9
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8	898	**97.9**	4	Sev	11.0	2.0	850	**102.2**	11	Sev	65.7	14.9	892	**102.7**	5	Sev	69.3	58		17.0	893	**106.7**	4	Sev	**146.0**	80	Sev	34.6	886	**101.9**	4	Sev	54.2	43		13.2	887	**106.0**	4	Sev	**132.7**	67	Sev	31.4
C8	*Cowfold*	A281 North Junction, Cowfold	A281 (N)	233	34.2	4.7	0.1	583	83.1	7.7	0.8	284	42.1	8		5.2	0.2	717	**100.8**	18	Sev	40.0	7.5	303	43.7	2		5.1	0		0.2	719	99.4	-1		22.7	-17		3.9	281	41.2	-1		5.1	0		0.2	719	99.9	-1		25.1	-15		4.4
C8			A281 (S)	812	98.4	7.0	0.9	773	101.2	43.9	9.0	817	100.9	2		29.8	6.4	785	101.4	0		48.7	9.7	836	101.0	0		30.6	1		6.7	795	101.4	0		48.4	0		9.7	826	100.9	0		30.6	1		6.6	791	101.4	0		48.5	0		9.7
C8			A272 Station Road (W)	753	101.7	51.4	10.8	651	78.4	3.9	0.2	780	102.2	1		59.3	12.8	803	**94.8**	16	Sig	5.4	0.5	782	102.0	0		56.2	-3		12.1	785	93.4	-1		5.4	0		0.5	780	102.2	0		59.1	0		12.7	790	93.9	-1		5.5	0		0.6
C9	*Cowfold*	A281 South Junction, Cowfold	A281 (N)	781	93.4	4.5	0.3	831	100.9	30.0	6.4	841	**101.3**	8	Sev	37.6	8.4	890	101.7	1		41.9	9.7	831	100.7	-1		28.5	-9		6.0	894	101.7	0		42.0	0		9.7	828	100.3	-1		19.7	-18		3.9	894	101.7	0		41.9	0		9.7
C9			A272 Bolney Road (E)	781	94.3	5.1	0.5	815	97.0	7.4	1.0	837	**100.8**	7	Sev	25.9	5.6	843	**100.5**	4	Sev	23.9	4.9	850	100.8	0		26.3	0		5.7	855	101.8	1		48.9	25		11.0	850	101.1	0		31.8	6		7.1	848	101.0	1		33.9	10		7.3
C9			A281 (S)	355	55.2	5.8	0.3	253	38.6	5.1	0.2	375	59.3	4		6.4	0.4	151	23.5	-15		4.8	0.1	415	64.9	6		6.8	0		0.4	177	27.2	4		4.8	0		0.1	407	63.9	5		6.7	0		0.4	175	26.9	3		4.8	0		0.1
C10	*Bolney*	A23 / A272 Bolney Road	A23 Southbound Off-Slip	237	33.7	5.1	0.1	339	49.6	6.1	0.3	273	20.9	-13		4.2	0.1	351	26.0	-24		4.2	0.1	293	22.2	1		4.2	0		0.1	390	28.8	3		4.3	0		0.1	292	22.5	2		4.2	0		0.1	372	27.7	2		4.3	0		0.1
C10			A272 (E)	776	88.4	6.2	0.7	809	95.2	12.3	2.0	808	80.6	-8		5.1	0.5	873	82.9	-12		6.2	0.7	908	**86.9**	6	Sig	5.9	1		0.7	947	**88.3**	5	Sig	7.5	1		1.1	846	81.9	1		5.3	0		0.5	931	**87.0**	4	Sig	7.1	1		1.0
C10			A272 (W)	631	64.8	3.0	0.0	727	72.8	3.0	0.0	898	**89.7**	25	Sig	3.0	0.0	898	**87.6**	15	Sig	3.0	0.0	891	88.6	-1		3.0	0		0.0	908	88.6	1		3.0	0		0.0	892	90.2	0		3.0	0		0.0	920	89.8	2		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	718	58.2	-43		29.8	5.4	694	63.0	-39		33.8	5.7	736	57.1	-1		29.1	-1		5.3	764	68.2	5		35.1	1		6.4	707	57.0	-1		29.2	-1		5.2	791	69.2	6		35.0	1		6.6
C10a			A272 (E)	661	23.2	1.6	0.1	644	21.3	0.9	0.0	652	66.1	43		50.8	7.9	591	55.2	34		26.3	3.5	737	74.6	9		53.7	3		8.6	628	57.7	3		26.7	0		3.7	653	66.3	0		52.4	2		7.9	624	57.3	2		26.9	1		3.8
C10a			A272 (W)	728	38.1	1.5	0.0	908	46.2	1.7	0.0	850	**95.4**	57	Sev	57.0	6.3	925	**96.6**	50	Sev	61.5	6.5	892	**101.4**	6	Sev	112.1	55		13.0	920	96.5	0		60.9	-1		6.5	858	97.5	2		69.1	12		6.6	915	96.4	0		59.8	-2		6.4
C11	*North Chailey*	A272 / A275 North Chailey	A272 (W)	360	49.0	4.1	0.1	592	75.5	4.7	0.3	648	74.0	25		3.3	0.1	867	**102.0**	27	Sev	49.3	11.4	667	74.9	1		3.3	0		0.1	893	102.7	1		60.1	11		14.3	668	75.5	2		3.4	0		0.1	878	102.1	0		50.3	1		11.7
C11			A275 (N)	91	13.4	4.2	0.0	173	35.1	7.6	0.2	87	15.5	2		5.2	0.1	29	**101.4**	66	Sev	**285.8**	2.4	89	15.9	0		5.4	0		0.1	29	101.4	0		286.8	1		2.4	89	16.0	1		5.4	0		0.1	30	101.3	0		284.4	-1		2.4
C11			A272 (E)	836	97.4	6.0	0.7	576	68.4	3.8	0.1	903	**105.9**	9	Sev	117.0	28.8	907	**99.6**	31	Sev	6.8	0.9	924	107.3	1		142.5	25		35.3	922	100.7	1		24.4	18		5.4	912	106.3	0		124.1	7		30.6	920	100.8	1		25.4	19		5.7
C11			A275 (S)	288	45.6	5.6	0.2	244	34.0	4.3	0.1	19	82.5	37		**215.7**	1.5	105	66.5	33		44.6	1.2	22	**88.4**	6	Sig	229.2	13		1.7	74	79.5	13		90.2	46		1.8	20	80.2	-2		210.8	-5		1.4	92	74.7	8		64.8	20		1.6
C12	*Haywards Heath*	A273 / Isaac's Lane / Traustein Way	A273 (W)	589	67.3	5.8	0.5	571	56.2	4.0	0.2	1045	**97.6**	30	Sev	17.2	4.2	822	68.9	13		4.8	0.4	1119	**101.8**	4	Sev	58.8	42		17.3	908	74.5	6		5.0	0		0.5	1090	**100.9**	3	Sev	42.3	25		12.0	904	74.5	6		5.1	0		0.5
C12			Isaac's Lane	753	67.8	3.6	0.1	949	85.1	4.3	0.4	856	65.9	-2		4.1	0.3	1244	**93.5**	8	Sig	8.2	1.6	916	69.1	3		4.3	0		0.3	1293	**96.6**	3	Sev	11.3	3		2.7	901	68.7	3		4.3	0		0.3	1268	95.0	1		9.7	2		2.1
C12			Parkfield Way (zone access)	267	4.0	3.2	0.0	64	1.0	3.2	0.0	308	5.3	1		3.2	0.0	72	1.4	0		3.3	0.0	311	5.4	0		3.2	0		0.0	77	1.6	0		3.3	0		0.0	310	5.4	0		3.2	0		0.0	76	1.5	0		3.3	0		0.0
C12			Traunstein Way	714	74.8	5.4	0.5	445	45.1	4.0	0.1	1139	**101.5**	27	Sev	50.4	15.3	899	73.5	28		4.9	0.5	1173	**105.5**	4	Sev	**123.3**	73	Sev	38.7	955	78.1	5		5.5	1		0.6	1150	103.8	2		93.5	43		29.0	946	77.2	4		5.3	0		0.6
C13	*Haywards Heath*	A272 Rocky Lane / B2112	B2112 Wivelsfield Road (N)	671	77.4	7.2	0.8	770	87.4	9.1	1.3	574	71.5	-6		7.3	0.7	854	**100.9**	14	Sev	46.3	10.4	597	72.7	1		7.3	0		0.7	871	102.3	1		70.3	24		16.3	599	73.3	2		7.4	0		0.7	860	102.1	1		66.8	21		15.3
C13			Kennards Lane (E)	315	40.8	5.2	0.2	303	42.3	6.1	0.3	171	3.1	-38		3.3	0.0	175	3.4	-39		3.3	0.0	169	3.1	0		3.3	0		0.0	205	4.0	1		3.3	0		0.0	180	3.3	0		3.3	0		0.0	199	3.9	0		3.3	0		0.0
C13			A272 Rocky Lane (E)	174	22.4	5.0	0.1	237	34.7	6.3	0.2	225	21.5	-1		4.4	0.1	472	51.8	17		6.0	0.4	222	20.7	-1		4.3	0		0.1	536	58.1	6		6.3	0		0.5	223	21.2	0		4.4	0		0.1	519	56.6	5		6.3	0		0.5
C13			B2112 Fox Hill (S)	700	76.8	6.4	0.7	423	50.0	5.2	0.3	1047	**89.3**	13	Sig	7.5	1.3	744	68.9	19		5.7	0.6	1098	90.4	1		7.8	0		1.4	724	68.7	0		6.0	0		0.6	1114	**93.1**	4	Sig	9.2	2		1.9	739	69.9	1		6.0	0		0.6
C13			A272 Rocky Lane (W)	771	85.1	7.7	1.0	694	68.0	4.4	0.3	1149	**101.3**	16	Sev	46.2	14.1	1022	76.8	9		4.4	0.4	1186	103.0	2		77.6	31		24.5	1038	77.0	0		4.4	0		0.4	1154	102.7	1		72.8	27		22.6	1055	78.7	2		4.5	0		0.4
C14	*Haywards Heath*	A272 / Rocky Lane	A272 (E)	701	89.7	6.0	0.6	670	82.1	4.3	0.3	1036	**98.5**	9	Sev	11.5	2.5	1079	**101.3**	19	Sev	39.8	11.3	1053	99.1	1		13.5	2		3.0	1103	103.0	2		70.3	31		20.8	1049	99.0	1		13.3	2		3.0	1104	102.7	1		65.5	26		19.4
C14			Rocky Lane (S)	404	43.4	9.5	0.1	387	40.0	8.7	0.1	696	83.5	40		24.8	1.2	508	58.5	18		13.5	0.3	773	**90.3**	7	Sig	30.7	6		1.8	499	57.0	-1		13.0	-1		0.3	725	85.6	2		26.5	2		1.3	505	57.7	-1		13.3	0		0.3
C14			A272 (W)	546	52.0	3.7	0.1	597	58.1	4.1	0.2	694	70.5	18		4.8	0.4	1058	**100.7**	43	Sev	33.2	8.6	728	71.2	1		4.9	0		0.4	1095	101.0	0		37.3	4		9.9	713	70.8	0		4.9	0		0.4	1086	100.7	0		32.2	-1		8.4
C14			Highbank (N)	219	3.2	3.1	0.0	106	1.6	3.1	0.0	231	3.8	1		3.2	0.0	115	2.0	0		3.2	0.0	236	3.9	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0	231	3.8	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0
C15	*Haywards Heath*	B2272 / Bolnore Road	B2272 (E)	825	100.0	15.4	2.8	915	106.1	120.7	30.1	996	**103.3**	3	Sev	72.3	19.5	959	96.9	-9		4.6	0.4	1035	105.3	2		107.6	35		29.7	1000	99.8	3		9.1	5		1.7	1026	105.1	2		103.6	31		28.5	1001	**100.1**	3	Sev	11.3	7		2.3
C15			Bolnore Road	75	1.1	3.1	0.0	144	2.2	3.2	0.0	111	1.7	1		3.2	0.0	160	2.5	0		3.2	0.0	116	1.8	0		3.2	0		0.0	166	2.7	0		3.2	0		0.0	116	1.8	0		3.2	0		0.0	165	2.6	0		3.2	0		0.0
C15			B2272 (W)	1109	95.0	3.5	0.2	852	73.6	3.1	0.0	1293	**110.9**	16	Sev	**206.1**	69.4	853	71.9	-2		3.2	0.1	1349	112.6	2		236.0	30		79.6	898	74.4	2		3.2	0		0.1	1332	112.8	2		**240.3**	34	Sev	81.0	904	75.0	3		3.2	0		0.1
C16	*Haywards Heath*	A272 / B2272	A272 Tylers Green (W)	944	106.1	134.1	35.7	1016	98.5	12.7	2.7	812	105.6	0		132.4	30.2	1046	**102.4**	4	Sev	63.6	17.7	816	105.3	0		127.0	-5		28.6	1059	102.2	0		61.2	-2		16.8	813	105.4	0		129.1	-3		29.3	1060	102.4	0		64.1	1		17.7
C16			B2272 Butlers Green Road (E)	835	83.1	5.6	0.6	1009	99.4	19.7	4.4	954	**90.6**	8	Sig	6.9	1.0	1029	**111.2**	12	Sev	**226.2**	60.9	980	89.8	-1		6.6	0		0.9	1072	113.4	2		**266.0**	40	Sev	72.3	971	89.4	-1		6.4	-1		0.9	1072	112.9	2		**256.7**	30	Sev	70.2
C16			A272 Isaac's Lane (S)	1172	81.6	5.1	0.7	761	53.6	4.0	0.2	1481	**100.6**	19	Sev	29.4	11.1	928	59.8	6		3.7	0.2	1556	99.2	-1		13.9	-16		4.5	947	59.4	0		3.7	0		0.2	1529	99.1	-2		13.6	-16		4.4	949	60.0	0		3.7	0		0.2
C17	*Haywards Heath*	B2112 / B2272	B2112 Hazelgrove Road (N)	210	22.4	4.0	0.1	451	59.6	6.8	0.5	264	28.6	6		4.2	0.1	612	82.4	23		11.0	1.4	276	30.1	2		4.3	0		0.1	682	**91.2**	9	Sig	15.8	5		2.4	268	29.5	1		4.3	0		0.1	652	**87.3**	5	Sig	13.1	2		1.8
C17			Caxton Way (E)	169	2.4	3.1	0.0	107	2.0	3.3	0.0	176	2.7	0		3.1	0.0	114	2.4	0		3.4	0.0	190	2.9	0		3.2	0		0.0	117	2.5	0		3.4	0		0.0	176	2.7	0		3.2	0		0.0	116	2.5	0		3.4	0		0.0
C17			B2272 Franklynn Road (S)	482	50.9	4.3	0.2	244	28.0	4.4	0.1	535	58.3	7		5.0	0.3	273	33.4	5		5.0	0.2	700	76.9	19		6.6	2		0.7	278	34.6	1		5.1	0		0.2	652	71.6	13		6.0	1		0.5	283	34.9	1		5.1	0		0.2
C17			B2112 Sussex Road (S)	804	83.5	6.5	0.8	289	27.0	3.4	0.0	964	**101.8**	18	Sev	56.0	14.4	463	43.1	16		3.5	0.1	933	102.8	1		77.4	21		19.1	485	45.0	2		3.6	0		0.1	941	102.2	0		65.9	10		16.4	482	44.9	2		3.6	0		0.1
C17			B2272 South Road (W)	490	54.1	4.7	0.2	1025	96.7	8.4	1.5	626	73.0	19		6.7	0.6	1029	**101.7**	5	Sev	51.1	14.1	688	82.6	10		9.1	2		1.2	1041	102.1	0		57.6	7		16.0	683	81.5	9		8.7	2		1.1	1036	101.8	0		52.3	1		14.4
C18	*Cowfold*	A272 Cowfold Road / Wineham Lane	Spronkett's Lane (N)	153	40.5	10.3	0.3	72	21.0	10.1	0.1	132	38.2	-2		11.3	0.3	79	22.1	1		9.7	0.2	112	30.2	-8		9.4	-2		0.2	157	42.4	20		11.3	2		0.4	142	39.4	1		10.8	0		0.3	148	40.2	18		11.1	1		0.3
C18			A272 Cowfold Road (E)	651	33.6	1.4	0.0	834	41.6	1.6	0.0	783	41.0	7		1.6	0.0	918	45.6	4		1.7	0.0	796	41.6	1		1.8	0		0.0	929	45.9	0		1.7	0		0.0	794	41.5	0		1.7	0		0.0	920	45.5	0		1.7	0		0.0
C18			Wineham Lane (S)	48	12.1	7.8	0.1	64	18.2	9.6	0.1	74	21.6	9		10.5	0.2	71	20.3	2		9.8	0.1	168	44.1	22		10.9	0		0.4	76	20.6	0		9.4	0		0.1	113	31.6	10		10.7	0		0.2	75	20.6	0		9.5	0		0.1
C18			A272 Cowfold Road (W)	754	40.4	1.7	0.0	837	43.0	1.7	0.0	890	45.0	5		1.7	0.0	789	39.6	-3		1.7	0.0	899	46.0	1		1.8	0		0.0	771	38.8	-1		1.7	0		0.0	900	45.9	1		1.8	0		0.0	776	39.0	-1		1.7	0		0.0
C19	*Cowfold*	A23 / A272 Northbound On-Slip	A23 Northbound	2946	52.2	2.0	0.0	2189	38.8	1.2	0.0	4388	75.9	24		4.4	0.0	3339	57.3	19		2.4	0.0	4720	79.6	4		5.0	1		0.0	3464	59.3	2		2.6	0		0.0	4689	80.1	4		5.1	1		0.0	3543	60.7	3		2.7	0		0.0
C19			A272 Northbound on-Slip	266	19.1	3.6	0.1	206	13.3	3.4	0.0	236	25.4	6		4.9	0.1	193	15.7	2		3.9	0.1	260	28.5	3		5.1	0		0.2	208	17.1	1		4.0	0		0.1	225	27.1	2		5.4	0		0.2	223	18.6	3		4.0	0		0.1
C20	*Cowfold*	A23 / London Road Northbound On-Slip	A23 Northbound	3212	54.2	4.1	0.0	2395	40.8	2.3	0.0	4624	76.7	22		9.0	0.0	3532	58.5	18		4.9	0.0	4980	80.3	4		10.1	1		0.0	3672	60.5	2		5.2	0		0.0	4914	80.7	4		10.2	1		0.0	3766	62.0	4		5.5	1		0.0
C20			London Road Northbound on-Slip	0	0.0	4.1	0.0	0	0.0	3.6	0.0	0	0.0	0		6.6	0.0	0	0.0	0		4.4	0.0	0	0.0	0		7.7	1		0.0	0	0.0	0		4.5	0		0.0	0	0.0	0		7.8	1		0.0	0	0.0	0		4.6	0		0.0

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

2019 and 2039 Reference Case

ID	Area	Junction	Approach Arm	2019 AM Dem (Veh)	2019 AM RFC (%)	2019 AM Delay (s)	2019 AM Avg Q (pcu)	2019 PM Dem (Veh)	2019 PM RFC (%)	2019 PM Delay (s)	2019 PM Avg Q (pcu)	2039 Ref 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)
	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	769	37.5	24		1.5	0.0	766	37.5	14		1.5	0.0
S1			A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	0.0	2202	57.2	9		3.3	0.0	3912	94.6	19	Sig	14.9	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	1497	107.5	62	Sev	157.0	60.3	1197	53.1	5		11.8	3.3
S2			A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1	2484	92.2	-2		18.0	6.7	2512	83.1	1		8.3	3.2
S2			A2300 (W)	331	32.0	3.0	0.0	224	22.2	3.0	0.0	507	25.8	-6		0.0	0.0	145	7.4	-15		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	505	67.5	56		29.1	3.1	1061	104.3	90	Sev	93.4	25.8
S3			A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3	2892	70.5	-37		1.0	0.0	1629	39.8	-62		0.7	0.0
S3			Cuckfield Road (S)	202	26.5	4.5	0.1	176	20.7	4.3	0.1	660	68.7	42		25.3	3.7	726	83.5	63		31.8	4.4
S3			A2300 (W)	962	91.0	4.8	0.5	1027	94.2	5.6	0.7	2032	48.7	-42		0.9	0.0	1771	43.3	-51		0.8	0.0
S4	*Burgess Hill*	Cuckfield Road / The Hub	Cuckfield Road (N)	N/A				N/A				758	19.6			0.6	0.0	402	17.2			1.0	0.0
S4			THE HUB	N/A				N/A				133	2.2			3.2	0.0	571	8.1			3.1	0.0
S4			Cuckfield Road (S)	N/A				N/A				570	28.2			1.3	0.0	200	10.6			1.0	0.0
S5	*Burgess Hill*	A2300 / Northern Arc Spine Road	N Arc (N)	N/A				N/A				1182	58.5			5.0	0.6	328	17.6			4.2	0.1
S5			A2300 (E)	N/A				N/A				1240	69.1			6.5	1.2	708	40.2			4.3	0.2
S5			N Arc (S)	N/A				N/A				987	33.0			4.0	0.3	973	32.7			3.6	0.2
S5			A2300 (W)	N/A				N/A				1732	97.4		Sev	7.2	0.9	1885	105.4		Sev	111.9	52.9
S6	*Burgess Hill*	Junction Road / B2113, Burgess Hill	Junction Road (N)	302	44.0	4.9	0.2	32	5.1	4.6	0.0	405	102.4	58	Sev	179.9	11.8	136	11.3	6		52.5	1.9
S6			Silverdale Road	73	12.5	5.3	0.1	36	5.7	4.6	0.0	0	0.0	-12		122.1	0.0	0	0.0	-6		122.1	0.0
S6			B2113 Keymer Road (S)	777	100.0	20.2	3.8	606	70.7	3.2	0.0	575	107.5	8	Sev	255.1	26.3	513	100.8	30	Sev	137.1	8.0
S6			B2113 Station Road (W)	749	91.2	5.4	0.5	801	95.5	6.0	0.7	486	103.1	12	Sev	181.3	12.9	750	105.9	10	Sev	208.7	27.5
S7	*Hurstpierpoint*	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	404	52.3	4.1	0.1	409	54.1	4.3	0.2	475	61.9	10		4.4	0.2	496	71.9	18		6.7	0.5
S7			B2116 Hassocks Road (E)	265	26.0	3.5	0.0	296	30.2	3.8	0.1	368	37.0	11		3.9	0.1	235	23.2	-7		3.7	0.0
S7			B2117 Brighton Road (S)	258	33.2	3.6	0.0	213	27.2	3.6	0.0	443	57.9	25		4.4	0.2	462	58.3	31		4.0	0.1
S7			B2116 Albourne Road (W)	174	17.8	3.5	0.0	222	21.4	3.4	0.0	207	23.3	6		4.0	0.1	355	38.5	17		4.2	0.1
S8	*Hassocks*	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.9	135.8	7.0	609	102.5	152.6	13.0	615	103.6	3		176.1	17.2	718	110.4	8	Sev	300.7	38.7
S8			B2116 Keymer Road (E)	327	91.4	84.0	4.1	364	96.9	116.2	4.7	432	102.9	11	Sev	184.5	11.7	449	101.6	5	Sev	159.5	9.2
S8			A273 Brighton Road (S)	405	93.4	87.8	5.2	446	95.9	89.7	4.6	421	101.4	8	Sev	157.1	8.7	333	104.9	9	Sev	236.5	12.7
S8			B2116 Hurst Road (W)	513	71.9	50.4	6.0	261	48.0	52.6	3.4	429	90.1	18	Sig	83.3	6.1	564	94.0	46	Sig	83.7	7.3
S9	*Pyecombe*	A23 / A281 Southbound On-Slip	A23 Southbound	2217	60.5	8.8	0.0	3287	84.7	20.1	0.0	2951	84.6	24		17.5	0.0	4154	100.4	16	Sev	63.0	8.0
S9			A281 Southbound on-Slip	213	19.0	4.0	0.1	176	27.7	6.4	0.2	462	38.6	20		4.7	0.2	14	56.7	29		157.7	0.7
S10	*Ditchling*	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2116 (W)	229	32.4	4.3	0.1	164	21.1	3.7	0.0	340	51.3	19		5.5	0.2	106	14.4	-7		4.0	0.0
S10			B2112 (N)	552	69.5	4.1	0.2	596	72.0	3.7	0.1	791	101.4	32	Sev	44.3	9.4	865	100.1	28	Sev	13.9	2.6
S10			B2116 (E)	75	11.5	4.5	0.0	71	10.9	4.5	0.0	91	16.1	5		5.5	0.1	87	14.4	4		5.1	0.1
S10			B2112 (S)	510	60.5	3.2	0.0	339	40.0	3.2	0.0	675	80.4	20		3.5	0.1	515	62.1	22		3.5	0.1
S11	*Burgess Hill*	A2300 / Bishopstone Lane	A2300 (W)	969	50.8	1.8	0.0	998	50.8	1.9	0.0	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0
S11			Bishopstone Lane (N)	124	41.5	14.3	0.4	117	34.7	11.6	0.3												
S11			A2300 (E)	951	47.4	1.8	0.0	824	42.5	1.7	0.0	2484	59.8	12		0.0	0.0	2512	60.0	18		0.0	0.0
S12	*Burgess Hill*	Bishopstone Ln / Science & Tech Park Access (N)	Bishopstone Lane (N)									11	0.6			0.0	0.0	8	0.4			0.0	0.0
S12			Science & Tech Park Access (E)																				
S12			Bishopstone Lane (S)									23	1.2			0.0	0.0	48	2.4			0.0	0.0
S13	*Burgess Hill*	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	N/A				N/A				1115	63.9			3.3	0.1	388	22.1			3.0	0.0
S13			Science & Tech Park Access (W)	N/A				N/A				480	5.5			3.0	0.0	1352	16.6			3.1	0.0
S13			Cuckfield Rd (S)	N/A				N/A				215	21.1			3.6	0.0	25	3.0			4.5	0.0
S14	*Burgess Hill*	A2300 / Science & Tech Park Access (S)	A2300 (W)	969	50.8	0.0	0.0	998	50.8	0.0	0.0	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0
S14			A2300 (E)	1026	50.2	0.0	0.0	873	44.1	0.0	0.0	2484	59.8	10		0.0	0.0	2512	60.0	16		0.0	0.0
S14			Science & Tech Park Access (S)																				
S15	*Burgess Hill*	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W)	610	31.8	1.3	0.0	671	34.0	1.4	0.0	866	44.0	12		1.6	0.0	826	40.9	7		1.5	0.0
S15			A272 Bolney Road (E)	682	35.2	1.4	0.0	677	33.5	1.4	0.0	812	40.8	6		1.5	0.0	817	39.0	6		1.5	0.0
S15			Bishopstone Lane	60	14.8	8.1	0.1	35	8.9	7.9	0.1	23	6.6	-8		8.8	0.0	48	10.2	1		6.3	0.0
S16	*Burgess Hill*	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W)	1003	38.0	1.2	0.0	1028	38.0	1.2	0.0	2074	38.8	1		0.6	0.0	1370	24.9	-13		0.4	0.0
S16			Stairbridge Lane	8	1.0	10.0	0.0	37	4.4	8.4	0.1	293	18.1	17		3.4	0.0	477	28.0	24		3.4	0.1
S16			A2300 (E)	1026	25.4	1.4	0.1	873	21.5	1.5	0.1	2484	50.1	25		0.7	0.0	2512	50.3	29		0.7	0.0
S16			Pookbourne Lane	15	2.1	8.3	0.0	21	3.6	6.4	0.0	0	0.0	-2		4.5	0.0	0	0.0	-4		4.5	0.0
S17	*Burgess Hill*	Bishopstone Lane / Job's Lane	Bishopstone Lane (N)	124	6.3	1.0	0.0	131	6.8	1.2	0.0	168	8.5	2		0.0	0.0	138	7.0	0		0.0	0.0
S17			Bishopstone Lane (S)	57	2.9	0.9	0.0	38	2.0	0.9	0.0												
S17			Job's Lane	0	0.0	3.4	0.0	0	0.0	3.2	0.0	23	1.2	1		0.0	0.0	20	1.1	1		0.0	0.0
S18	*Hassocks*	A273 / B2112	A273 (N)	537	27.1	1.3	0.0	553	27.5	1.3	0.0	604	29.8	3		1.3	0.0	855	38.2	11		1.5	0.0
S18			B2112 (E)	608	100.9	47.0	7.4	303	52.0	5.8	0.2	616	103.2	2		88.8	14.2	538	101.6	50	Sev	68.1	9.5
S18			A273 (S)	920	36.3	2.7	0.2	872	32.8	2.5	0.1	1010	41.8	5		3.0	0.2	957	42.7	10		3.9	0.4
S19	*Hassocks*	B2112 / Lodge Lane	Lodge Lane (N)	305	54.7	6.7	0.3	229	34.6	4.2	0.1	356	66.9	12		8.7	0.6	392	63.7	29		6.2	0.3
S19			B2112 (E)	312	16.2	1.2	0.0	85	4.7	1.3	0.0	295	15.1	-1		1.2	0.0	174	9.1	4		1.2	0.0
S19			B2112 (W)	556	28.5	1.3	0.0	494	25.0	1.2	0.0	651	33.2	5		1.4	0.0	654	33.1	8		1.4	0.0
S20	*Burgess Hill*	Janes Lane / Manor Road	Janes Lane (E)	211	10.9	1.0	0.0	206	10.4	1.0	0.0	123	6.5	-4		1.0	0.0	224	11.2	1		1.0	0.0
S20			Manor Road	124	18.2	3.7	0.0	80	11.8	3.7	0.0	389	54.5	36		3.7	0.1	252	37.1	25		4.0	0.1
S20			Janes Lane (W)	332	18.4	1.6	0.0	341	18.9	1.8	0.0	617	35.3	17		2.3	0.0	910	54.6	36		3.2	0.1
S21	*Burgess Hill*	B2112 / Green Road (LEWES DISTRICT)	B2112 (N)	708	86.2	4.4	0.3	819	100.2	20.0	3.9	662	62.8	-23		3.8	0.2	996	92.2	-8		6.1	0.8
S21			Green Road (E)	417	62.4	5.9	0.3	345	53.4	6.0	0.3	534	56.1	-6		4.6	0.2	538	61.8	8		5.8	0.4
S21			B2112 (S)	771	102.8	72.3	15.5	602	75.1	4.3	0.2	954	101.0	-2		40.9	10.5	683	67.9	-7		4.6	0.3
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	511	64.5	-17		143.7	9.9	517	55.9	-24		116.3	5.4
S22			Junction Road (S)	400	61.0	6.2	0.4	195	29.9	5.0	0.1	550	98.2	37	Sev	93.4	4.6	290	71.3	41		46.9	2.5
S22			Leylands Road (W)	492	65.5	4.5	0.2	844	99.9	10.7	1.8	979	84.3	19		28.0	5.1	1162	102.3	2		112.1	18.3
S23	*Burgess Hill*	A273 / B2036 / Marchants Way	A273 (N)	819	100.3	18.6	3.7	851	101.5	40.3	9.1	1049	99.6	-1		14.3	3.3	1055	101.3	0		43.3	11.7
S23			Marchants Way (E)	13	2.4	5.6	0.0	21	3.8	5.6	0.0	15	0.3	-2		3.3	0.0	23	0.4	-3		3.3	0.0
S23			B2036 (S)	480	61.0	4.1	0.2	418	55.1	4.3	0.2	919	84.7	24		4.6	0.4	827	80.5	25		4.9	0.4
S23			A273 (W)	631	83.5	6.5	0.6	595	74.9	4.6	0.3	835	84.5	1		6.1	0.7	950	100.1	25	Sev	27.1	6.2
S24	*Burgess Hill*	A273 / Sussex Way	A273 (E)	375	48.6	4.0	0.1	543	64.1	3.6	0.1	704	74.2	26		5.5	0.5	568	60.5	-4		5.1	0.3
S24			Sussex Way (S)	575	74.0	4.5	0.3	455	61.5	4.6	0.2	920	78.6	5		5.5	0.6	597	48.1	-13		3.8	0.1
S24			A273 (W)	685	63.3	3.7	0.1	518	46.6	3.4	0.1	1022	77.5	14		4.1	0.3	1341	93.8	47	Sig	4.9	0.7
S25	*Burgess Hill*	West Street / Fairfield Road	Fairfield Road (N)	47	2.4	0.9	0.0	24	1.2	0.9	0.0	65	3.3	1		0.9	0.0	28	1.4	0		0.9	0.0
S25			West Street (E)	117	16.6	3.4	0.0	76	10.4	3.3	0.0	111	16.4	0		3.8	0.0	60	8.0	-2		3.3	0.0
S25			Fairfield Road (S)	138	7.1	1.1	0.0	126	6.6	1.5	0.0	317	15.9	9		1.2	0.0	124	6.2	0		1.0	0.0
S25			West Street (W)	250	33.9	3.3	0.0	208	28.8	3.2	0.0	400	54.5	21		3.5	0.1	536	72.5	44		3.5	0.1
S26	*Burgess Hill*	A273 / York Road	A273 (N)	932	103.4	72.3	17.9	754	78.3	3.1	0.0	1209	82.1	-21		3.0	0.0	1111	73.7	-5		3.0	0.0
S26			York Road (E)	240	31.9	3.9	0.1	613	85.3	7.5	0.8	321	34.6	3		4.2	0.1	576	70.0	-15		6.7	0.6
S26			A273 (S)	509	65.7	4.0	0.2	492	72.8	7.0	0.5	653	64.8	-1		4.1	0.2	597	64.8	-8		5.2	0.4
S27	*Burgess Hill*	B2113 Keymer Road / Folders Lane	B2113 Keymer Road (N)	511	46.3	3.3	0.0	584	53.2	3.4	0.1	262	24.6	-22		3.5	0.0	557	50.8	-2		3.8	0.1
S27			B2113 Folders Lane (E)	522	47.8	3.4	0.1	466	42.3	3.3	0.0	508	45.1	-3		3.3	0.0	491	45.3	3		3.5	0.1
S27			Keymer Road (S)	460	47.0	4.0	0.1	422	41.7	3.8	0.1	496	47.9	1		3.7	0.1	593	55.3	14		3.6	0.1

2039 Scenario 5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S1	A23 Southbound On-Slip	773	36.4	-1		1.4	0		0.0	884	42.9	5		1.6	0		0.0
S1	A23 Southbound	2294	59.2	2		3.6	0		0.0	4189	100.5	6	Sev	46.2	31		11.0
S2	A23 Southbound Off-Slip	1586	110.8	3	Sev	217.3	60	Sev	84.2	1281	56.2	3		12.2	0		3.6
S2	A2300 (E)	2703	96.4	4	Sev	26.2	8		7.8	2579	84.5	1		8.8	0		3.4
S2	A2300 (W)	509	24.5	-1		0.0	0		0.0	116	5.8	-2		0.0	0		0.0
S3	Cuckfield Road (N)	488	64.9	-3		28.4	-1		2.9	1132	104.0	0		87.7	-6		25.8
S3	A2300 (E)	3113	72.6	2		1.2	0		0.0	1885	89.0	49	Sig	7.6	7		0.0
S3	Cuckfield Road (S)	992	104.0	35	Sev	151.1	126	Sev	24.7	867	99.3	16	Sev	76.9	45		5.5
S3	A2300 (W)	2179	49.9	1		0.9	0		0.0	1748	105.7	62	Sev	104.0	103		47.3
S4	Cuckfield Road (N)	1008	30.6	11		0.8	0		0.0	717	31.9	15		1.2	0		0.0
S4	THE HUB	133	6.2	4		3.6	0		0.0	572	10.2	2		3.3	0		0.0
S4	Cuckfield Road (S)	918	99.1	71	Sev	49.5	48		0.1	346	18.0	7		1.1	0		0.0
S5	N Arc (N)	1292	62.5	4		5.2	0		0.8	490	25.5	8		4.3	0		0.2
S5	A2300 (E)	1348	71.6	2		6.9	0		1.4	906	51.1	11		4.7	0		0.4
S5	N Arc (S)	979	30.9	-2		4.1	0		0.3	1082	36.0	3		3.7	0		0.2
S5	A2300 (W)	1851	100.2	3		13.1	6		4.9	1960	104.0	-1		89.4	-23		42.0
S6	Junction Road (N)	424	106.8	4	Sev	259.4	79	Sev	20.4	174	16.3	5		54.1	2		2.5
S6	Silverdale Road	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0
S6	B2113 Keymer Road (S)	603	108.3	1		268.7	14		28.3	523	102.3	1		163.3	26		11.7
S6	B2113 Station Road (W)	504	104.6	2		208.9	28		16.5	767	107.6	2		239.4	31	Sev	33.5
S7	Cuckfield Road (N)	628	84.3	22		6.9	3		0.7	635	96.3	24	Sev	19.7	13		2.9
S7	B2116 Hassocks Road (E)	415	46.0	9		4.7	1		0.2	275	29.3	6		4.2	1		0.1
S7	B2117 Brighton Road (S)	382	50.4	-7		4.2	0		0.1	558	74.0	16		5.4	1		0.4
S7	B2116 Albourne Road (W)	367	39.8	16		4.1	0		0.1	532	60.7	22		5.4	1		0.4
S8	A273 London Road (N)	676	106.2	3		223.8	48	Sev	26.6	732	110.4	0		300.0	-1		38.7
S8	B2116 Keymer Road (E)	440	104.5	2		213.5	29		15.2	455	102.3	1		171.5	12		10.7
S8	A273 Brighton Road (S)	430	103.1	2		187.2	30	Sev	12.4	338	106.4	1		262.0	26		15.1
S8	B2116 Hurst Road (W)	409	103.4	13	Sev	201.8	118	Sev	12.3	595	101.8	8	Sev	152.1	68	Sev	12.6
S9	A23 Southbound	3226	92.9	8	Sig	23.7	6		0.0	4204	100.5	0		64.8	2		10.0
S9	A281 Southbound on-Slip	525	44.7	6		5.1	0		0.3	22	83.6	27		200.2	42	Sev	1.4
S10	B2116 (W)	380	59.1	8		6.4	1		0.4	120	16.6	2		4.1	0		0.0
S10	B2112 (N)	797	102.5	1		66.0	22		14.2	891	102.7	3		59.9	46		14.2
S10	B2116 (E)	92	16.5	0		5.6	0		0.1	92	15.4	1		5.1	0		0.1
S10	B2112 (S)	779	92.1	12	Sig	4.1	1		0.3	586	70.3	8		3.6	0		0.1
S11	A2300 (W)	2179	49.0	1		0.0	0		0.0	1748	41.8	-1		0.0	0		0.0
S11	Bishopstone Lane (N)																
S11	A2300 (E)	2703	62.6	3		0.0	0		0.0	2579	61.0	1		0.0	0		0.0
S12	Bishopstone Lane (N)	14	0.7	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0
S12	Science & Tech Park Access (E)																
S12	Bishopstone Lane (S)	7	0.4	-1		0.0	0		0.0	123	6.2	4		0.0	0		0.0
S13	Cuckfield Rd (N)	1210	67.2	3		3.3	0		0.1	375	21.0	-1		3.0	0		0.0
S13	Science & Tech Park Access (W)	479	5.7	0		3.0	0		0.0	1354	16.6	0		3.0	0		0.0
S13	Cuckfield Rd (S)	223	21.0	0		3.6	0		0.0	57	6.7	4		4.7	0		0.0
S14	A2300 (W)	N/A								N/A							
S14	A2300 (E)	N/A								N/A							
S14	Science & Tech Park Access (S)																
S15	A272 Bolney Road (W)	875	44.4	0		1.6	0		0.0	857	42.3	1		1.6	0		0.0
S15	A272 Bolney Road (E)	931	44.9	4		1.7	0		0.0	828	38.6	0		1.5	0		0.0
S15	Bishopstone Lane	7	1.6	-5		6.0	-3		0.0	123	26.5	16		7.1	1		0.1
S16	A2300 (W)	2186	38.8	0		0.6	0		0.0	1425	25.7	1		0.5	0		0.0
S16	Stairbridge Lane	309	19.3	1		3.5	0		0.0	400	23.7	-4		3.4	0		0.1
S16	A2300 (E)	2703	53.0	3		0.8	0		0.0	2579	51.4	1		0.8	0		0.0
S16	Pookbourne Lane	0	0.1	0		4.7	0		0.0	0	0.0	0		4.6	0		0.0
S17	Bishopstone Lane (N)	185	9.4	1		0.0	0		0.0	66	3.3	-4		0.0	0		0.0
S17	Bishopstone Lane (S)																
S17	Job's Lane	23	1.1	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0
S18	A273 (N)	623	29.4	0		1.3	0		0.0	815	35.5	-3		1.4	0		0.0
S18	B2112 (E)	628	104.4	1		111.2	22		17.9	575	102.1	0		73.8	6		10.9
S18	A273 (S)	1197	53.8	12		3.7	1		0.4	1023	46.1	3		4.0	0		0.4
S19	Lodge Lane (N)	450	85.4	18	Sig	14.2	6		1.4	404	67.1	3		6.9	1		0.4
S19	B2112 (E)	187	9.7	-5		1.2	0		0.0	185	9.4	0		1.2	0		0.0
S19	B2112 (W)	824	41.6	8		1.6	0		0.0	739	37.1	4		1.4	0		0.0
S20	Janes Lane (E)	134	6.9	0		1.0	0		0.0	249	12.3	1		1.0	0		0.0
S20	Manor Road	398	56.0	1		3.8	0		0.1	268	39.9	3		4.1	0		0.1
S20	Janes Lane (W)	622	35.5	0		2.4	0		0.0	947	56.4	2		3.3	0		0.1
S21	B2112 (N)	681	62.3	-1		3.6	0		0.1	1020	92.8	1		6.1	0		0.8
S21	Green Road (E)	536	56.3	0		4.7	0		0.3	548	65.5	4		6.6	1		0.5
S21	B2112 (S)	1009	105.9	5	Sev	128.6	88	Sev	35.7	704	68.8	1		4.5	0		0.3
S22	Valebridge Road (N)	529	65.5	1		190.2	46	Sev	16.1	529	56.3	0		135.6	19		8.1
S22	Junction Road (S)	578	102.9	5	Sev	158.7	65	Sev	12.7	340	83.3	12		57.8	11		3.1
S22	Leylands Road (W)	1017	90.6	6	Sig	34.9	7		5.3	1184	103.5	1		134.7	23		25.2
S23	A273 (N)	1104	100.8	1		29.6	15		8.2	1057	102.1	1		58.5	15		15.8
S23	Marchants Way (E)	16	0.3	0		3.3	0		0.0	24	0.5	0		3.3	0		0.0
S23	B2036 (S)	1054	94.2	9	Sig	6.3	2		0.9	939	89.0	9	Sig	5.7	1		0.7
S23	A273 (W)	809	83.3	-1		6.5	0		0.8	924	100.2	0		29.4	2		6.5
S24	A273 (E)	719	77.4	3		6.6	1		0.7	521	55.1	-5		5.0	0		0.3
S24	Sussex Way (S)	1011	84.4	6		6.0	1		0.9	848	66.0	18		3.9	0		0.2
S24	A273 (W)	1088	80.3	3		4.3	0		0.4	1304	90.7	-3		4.7	0		0.6
S25	Fairfield Road (N)	70	3.4	0		0.9	0		0.0	29	1.4	0		0.9	0		0.0
S25	West Street (E)	111	16.2	0		4.0	0		0.0	71	9.8	2		3.5	0		0.0
S25	Fairfield Road (S)	367	17.9	2		1.2	0		0.0	250	12.5	6		1.1	0		0.0
S25	West Street (W)	523	69.8	15		3.8	0		0.1	553	73.8	1		3.6	0		0.1
S26	A273 (N)	1315	87.0	5	Sig	3.0	0		0.0	1124	73.6	0		3.0	0		0.0
S26	York Road (E)	332	36.1	1		4.3	0		0.1	557	67.8	-2		6.5	0		0.5
S26	A273 (S)	657	64.1	-1		4.1	0		0.2	584	62.5	-2		5.0	0		0.3
S27	B2113 Keymer Road (N)	364	34.1	9		3.7	0		0.1	590	53.6	3		4.0	0		0.2
S27	B2113 Folders Lane (E)	544	48.8	4		3.4	0		0.1	512	47.1	2		3.6	0		0.1
S27	Keymer Road (S)	559	53.9	6		3.8	0		0.1	645	59.7	4		3.6	0		0.1

2039 Scenario 5m4

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S1	A23 Southbound On-Slip	793	38.1	1		1.5	0		0.0	863	41.9	4		1.6	0		0.0
S1	A23 Southbound	2424	62.4	5		4.0	1		0.0	4148	99.8	5	Sev	34.4	19		0.0
S2	A23 Southbound Off-Slip	1513	109.8	2		198.2	41	Sev	75.1	1260	55.4	2		12.1	0		3.5
S2	A2300 (E)	2683	97.6	5	Sev	31.0	13		8.1	2588	84.8	2		8.9	1		3.5
S2	A2300 (W)	552	27.3	2		0.0	0		0.0	125	6.3	-1		0.0	0		0.0
S3	Cuckfield Road (N)	484	64.5	-3		28.3	-1		2.9	1092	103.9	0		84.9	-9		24.2
S3	A2300 (E)	3029	72.1	2		1.1	0		0.0	1851	44.7	5		0.8	0		0.0
S3	Cuckfield Road (S)	934	97.3	29	Sev	60.8	36		5.8	829	95.0	11	Sig	63.6	32		7.7
S3	A2300 (W)	2147	49.8	1		0.9	0		0.0	1758	104.3	61	Sev	79.0	78		36.8
S4	Cuckfield Road (N)	884	25.2	6		0.7	0		0.0	631	27.9	11		1.2	0		0.0
S4	THE HUB	133	2.7	1		3.3	0		0.0	572	9.6	1		3.2	0		0.0
S4	Cuckfield Road (S)	857	42.6	14		1.6	0		0.0	304	15.9	5		1.1	0		0.0
S5	N Arc (N)	1284	62.8	4		5.2	0		0.8	449	23.3	6		4.3	0		0.2
S5	A2300 (E)	1273	69.5	0		6.7	0		1.2	881	49.7	9		4.6	0		0.4
S5	N Arc (S)	993	32.4	-1		4.1	0		0.3	1050	35.1	2		3.7	0		0.2
S5	A2300 (W)	1850	101.5	4	Sev	37.0	30		16.5	1940	104.3	-1		93.1	-19		43.8
S6	Junction Road (N)	411	103.7	1		203.6	24		14.3	169	15.7	4		53.9	1		2.4
S6	Silverdale Road	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0
S6	B2113 Keymer Road (S)	577	107.5	0		254.0	-1		26.1	520	101.9	1		157.2	20		10.8
S6	B2113 Station Road (W)	495	103.9	1		196.5	15		14.9	760	106.7	1		224.2	15		30.5
S7	Cuckfield Road (N)	610	81.4	20		6.2	2		0.6	615	95.5	24	Sev	19.4	13		2.8
S7	B2116 Hassocks Road (E)	440	47.3	10		4.5	1		0.2	267	28.3	5		4.1	0		0.1
S7	B2117 Brighton Road (S)	451	59.9	2		4.6	0		0.2	553	73.3	15		5.3	1		0.4
S7	B2116 Albourne Road (W)	327	37.0	14		4.2	0		0.1	525	59.7	21		5.3	1		0.3
S8	A273 London Road (N)	641	105.5	2		209.9	34	Sev	23.2	728	110.4	0		300.1	-1		38.7
S8	B2116 Keymer Road (E)	435	103.6	1		197.1	13		13.3	454	102.3	1		170.7	11		10.6
S8	A273 Brighton Road (S)	427	102.6	1		179.0	22		11.4	336	106.0	1		254.8	18		14.4
S8	B2116 Hurst Road (W)	430	100.1	10	Sev	137.9	55	Sev	6.2	616	99.8	6	Sev	116.4	33		7.9
S9	A23 Southbound	3233	92.1	8	Sig	23.3	6		0.0	4175	100.4	0		62.6	0		7.6
S9	A281 Southbound on-Slip	474	43.6	5		5.3	1		0.3	16	64.6	8		167.7	10		0.9
S10	B2116 (W)	380	59.5	8		6.4	1		0.4	115	15.7	1		4.0	0		0.0
S10	B2112 (N)	789	102.2	1		59.7	15		12.7	884	101.9	2		46.5	33		10.8
S10	B2116 (E)	93	16.5	0		5.6	0		0.1	89	14.8	0		5.1	0		0.1
S10	B2112 (S)	769	91.2	11	Sig	4.1	1		0.2	548	66.0	4		3.5	0		0.1
S11	A2300 (W)	2147	49.0	1		0.0	0		0.0	1758	42.1	-1		0.0	0		0.0
S11	Bishopstone Lane (N)																
S11	A2300 (E)	2683	63.4	4		0.0	0		0.0	2588	61.3	1		0.0	0		0.0
S12	Bishopstone Lane (N)	12	0.6	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0
S12	Science & Tech Park Access (E)																
S12	Bishopstone Lane (S)	7	0.4	-1		0.0	0		0.0	102	5.2	3		0.0	0		0.0
S13	Cuckfield Rd (N)	1177	66.7	3		3.3	0		0.1	371	20.9	-1		3.0	0		0.0
S13	Science & Tech Park Access (W)	479	5.6	0		3.0	0		0.0	1354	16.6	0		3.0	0		0.0
S13	Cuckfield Rd (S)	227	21.7	1		3.6	0		0.0	29	3.4	0		4.6	0		0.0
S14	A2300 (W)	N/A								N/A							
S14	A2300 (E)	N/A								N/A							
S14	Science & Tech Park Access (S)																
S15	A272 Bolney Road (W)	867	44.5	1		1.6	0		0.0	853	42.2	1		1.6	0		0.0
S15	A272 Bolney Road (E)	873	42.6	2		1.6	0		0.0	834	39.0	0		1.5	0		0.0
S15	Bishopstone Lane	7	1.5	-5		5.8	-3		0.0	102	22.5	12		7.1	1		0.1
S16	A2300 (W)	2152	38.8	0		0.6	0		0.0	1412	25.5	1		0.5	0		0.0
S16	Stairbridge Lane	309	19.2	1		3.5	0		0.0	423	25.0	-3		3.4	0		0.1
S16	A2300 (E)	2683	53.9	4		0.8	0		0.0	2588	51.6	1		0.8	0		0.0
S16	Pookbourne Lane	0	0.0	0		4.7	0		0.0	0	0.0	0		4.6	0		0.0
S17	Bishopstone Lane (N)	185	9.3	1		0.0	0		0.0	86	4.3	-3		0.0	0		0.0
S17	Bishopstone Lane (S)																
S17	Job's Lane	24	1.2	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0
S18	A273 (N)	570	27.4	-2		1.3	0		0.0	803	35.2	-3		1.4	0		0.0
S18	B2112 (E)	640	103.8	1		98.2	9		16.2	568	102.0	0		71.6	4		10.5
S18	A273 (S)	1139	49.3	7		3.3	0		0.3	996	44.2	1		3.8	0		0.4
S19	Lodge Lane (N)	422	81.4	14		12.8	4		1.1	412	67.6	4		6.7	1		0.4
S19	B2112 (E)	227	11.7	-3		1.2	0		0.0	182	9.3	0		1.2	0		0.0
S19	B2112 (W)	777	39.4	6		1.5	0		0.0	695	35.1	2		1.4	0		0.0
S20	Janes Lane (E)	133	6.9	0		1.0	0		0.0	231	11.5	0		1.0	0		0.0
S20	Manor Road	393	55.3	1		3.8	0		0.1	268	39.5	2		4.0	0		0.1
S20	Janes Lane (W)	634	36.3	1		2.4	0		0.0	931	55.3	1		3.2	0		0.1
S21	B2112 (N)	682	63.3	0		3.7	0		0.1	1009	92.4	0		6.1	0		0.8
S21	Green Road (E)	526	55.7	0		4.7	0		0.2	547	63.8	2		6.2	0		0.5
S21	B2112 (S)	997	104.5	3	Sev	103.0	62		28.5	708	69.5	2		4.6	0		0.3
S22	Valebridge Road (N)	520	64.8	0		177.9	34	Sev	14.3	518	55.3	-1		133.0	17		7.4
S22	Junction Road (S)	557	99.4	1		102.3	9		4.7	333	81.5	10		55.5	9		3.0
S22	Leylands Road (W)	999	86.9	3		30.2	2		5.2	1178	103.2	1		128.7	17		23.4
S23	A273 (N)	1083	100.8	1		29.9	16		8.2	1067	102.1	1		58.7	15		16.0
S23	Marchants Way (E)	15	0.3	0		3.3	0		0.0	23	0.5	0		3.3	0		0.0
S23	B2036 (S)	996	90.9	6	Sig	5.5	1		0.7	902	86.5	6	Sig	5.5	1		0.6
S23	A273 (W)	844	86.5	2		7.0	1		0.9	938	100.2	0		29.1	2		6.6
S24	A273 (E)	714	76.0	2		6.1	1		0.6	565	59.2	-1		5.1	0		0.3
S24	Sussex Way (S)	959	80.9	2		5.6	0		0.7	800	63.6	16		4.0	0		0.2
S24	A273 (W)	1089	80.9	3		4.3	0		0.4	1301	90.9	-3		4.7	0		0.6
S25	Fairfield Road (N)	68	3.3	0		0.9	0		0.0	30	1.4	0		0.9	0		0.0
S25	West Street (E)	113	16.5	0		3.9	0		0.0	70	9.5	2		3.5	0		0.0
S25	Fairfield Road (S)	342	17.0	1		1.2	0		0.0	213	10.7	4		1.1	0		0.0
S25	West Street (W)	464	62.4	8		3.6	0		0.1	542	72.8	0		3.6	0		0.1
S26	A273 (N)	1272	84.7	3		3.0	0		0.0	1119	73.5	0		3.0	0		0.0
S26	York Road (E)	331	35.8	1		4.2	0		0.1	536	65.1	-5		6.2	0		0.5
S26	A273 (S)	662	65.2	0		4.1	0		0.2	613	65.1	0		5.1	0		0.4
S27	B2113 Keymer Road (N)	318	29.9	5		3.6	0		0.1	585	53.4	3		4.0	0		0.2
S27	B2113 Folders Lane (E)	536	47.9	3		3.3	0		0.1	510	47.0	2		3.6	0		0.1
S27	Keymer Road (S)	537	51.6	4		3.8	0		0.1	626	58.3	3		3.7	0		0.1

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

ID	Area	Junction	Approach Arm	2019								2039 Reference Case												2039 Scenario 5																2039 Scenario 5m4															
				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	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S28	*Burgess Hill*	B2112 / Folders Lane (LEWES DISTRICT)	B2112 (N)	439	33.6	3.8	0.1	518	37.2	3.6	0.1	583	44.1	10		3.9	0.1	671	46.4	9		3.6	0.1	634	48.2	4		4.0	0		0.2	719	49.8	3		3.7	0		0.1	632	47.7	4		3.9	0		0.2	702	48.1	2		3.6	0		0.1
S28			Folders Lane East (E)	508	39.2	3.8	0.1	516	41.0	4.0	0.2	728	56.8	18		4.4	0.3	800	64.0	23		4.9	0.4	744	57.1	0		4.4	0		0.3	833	67.0	3		5.1	0		0.5	736	56.8	0		4.4	0		0.3	826	66.4	2		5.1	0		0.5
S28			B2112 (S)	648	48.0	3.7	0.1	436	32.2	3.6	0.1	860	65.1	17		4.2	0.3	603	46.0	14		3.9	0.2	961	72.4	7		4.5	0		0.4	674	52.0	6		4.1	0		0.2	950	71.7	7		4.5	0		0.4	635	49.0	3		4.0	0		0.2
S28			Folders Lane (W)	472	36.9	3.9	0.1	427	30.0	3.5	0.1	459	39.0	2		4.4	0.2	306	22.7	-7		3.7	0.1	521	45.8	7		4.8	0		0.3	310	23.2	0		3.7	0		0.1	466	41.1	2		4.6	0		0.2	314	23.3	1		3.7	0		0.1
S29	*Burgess Hill*	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N)	932	45.6	0.0	0.0	754	34.4	0.0	0.0	1209	60.4	15		0.0	0.0	1111	54.2	20		0.0	0.0	1315	64.0	4		0.0	0		0.0	1124	54.1	0		0.0	0		0.0	1272	62.3	2		0.0	0		0.0	1119	54.0	0		0.0	0		0.0
S29			A273 Jane Murray Way (S)	727	37.8	1.5	0.0	1084	55.3	2.0	0.0	964	49.6	12		1.8	0.0	1161	59.1	4		2.2	0.0	978	49.6	0		1.8	0		0.0	1129	57.3	-2		2.1	0		0.0	982	50.2	1		1.8	0		0.0	1137	57.8	-1		2.2	0		0.0
S29			Malthouse Lane (W)	224	37.5	5.1	0.1	145	27.3	5.8	0.1	93	18.9	-19		5.9	0.1	309	61.2	34		8.8	0.5	259	50.3	31		7.3	1		0.3	441	82.3	21		12.2	3		1.1	141	28.4	10		6.3	0		0.1	382	72.5	11		9.9	1		0.7
S30	*Burgess Hill*	B2036 London Road / West Street	B2036 London Road (N)	741	91.4	5.2	0.5	595	69.3	3.3	0.1	654	82.8	-9		5.0	0.4	599	74.6	5		4.8	0.3	689	87.1	4	Sig	6.5	2		0.7	637	78.4	4		5.2	0		0.4	654	82.1	-1		5.3	0		0.4	623	76.7	2		5.0	0		0.3
S30			B2036 London Road (S)	438	53.2	3.4	0.1	524	62.0	3.3	0.0	476	56.6	3		3.4	0.1	530	62.4	0		3.2	0.0	463	53.7	-3		3.4	0		0.0	519	61.1	-1		3.3	0		0.0	465	54.9	-2		3.4	0		0.1	516	60.8	-2		3.3	0		0.0
S30			West Street (W)	226	31.4	4.3	0.1	219	32.6	4.7	0.1	364	51.3	20		4.9	0.2	414	60.6	28		5.8	0.3	466	63.4	12		5.3	0		0.3	459	65.4	5		6.0	0		0.4	410	56.6	5		5.1	0		0.2	442	63.2	3		5.8	0		0.3
S31	*Burgess Hill*	B2036 London Road / Victoria Way	B2036 London Road (N)	665	88.8	7.4	0.8	533	76.9	7.1	0.6	742	72.4	-16		4.4	0.3	585	61.1	-16		4.8	0.3	798	76.6	4		4.8	0		0.4	614	63.3	2		4.9	0		0.3	751	72.2	0		4.4	0		0.3	602	62.1	1		4.8	0		0.3
S31			B2036 London Road (S)	691	43.1	3.3	0.1	445	27.0	3.2	0.0	897	55.7	13		3.4	0.1	436	25.8	-1		3.1	0.0	936	56.2	1		3.4	0		0.1	524	31.1	5		3.2	0		0.0	913	55.9	0		3.4	0		0.1	489	29.0	3		3.2	0		0.0
S31			Victoria Way (W)	481	48.0	4.0	0.1	718	69.3	4.2	0.2	498	54.1	6		4.7	0.2	798	77.5	8		4.6	0.4	551	59.3	5		4.9	0		0.3	818	81.5	4		5.3	1		0.5	523	56.4	2		4.8	0		0.3	812	80.3	3		5.1	0		0.5
S32	*Burgess Hill*	B2036 / Lower Church Road / Royal George Rd.	B2036 London Road (N)	580	69.3	29.3	3.7	485	63.0	33.9	3.7	610	70.6	1		29.9	3.9	488	61.8	-1		33.6	3.7	649	72.6	2		30.8	1		4.1	512	63.8	2		34.2	1		3.8	617	70.1	0		29.7	0		3.9	502	62.7	1		33.8	0		3.7
S32			Victoria Way (W)	0	0.0	40.5	0.0	0	0.0	47.5	0.0	0	0.0	0		40.6	0.0	0	0.0	0		47.5	0.0	47	15.6	16		42.5	2		0.4	0	0.0	0		47.5	0		0.0	34	11.6	12		42.0	1		0.3	0	0.0	0		47.5	0		0.0
S32			B2036 London Road (S)	523	61.2	26.8	3.2	460	59.8	32.9	3.5	746	87.0	26	Sig	39.7	5.3	587	76.3	17		39.7	4.9	774	89.9	3		43.6	4		5.5	666	88.1	12	Sig	49.4	10		5.9	762	89.6	3		43.1	3		5.5	646	83.6	7		44.5	5		5.7
S32			Victoria Way (W)	127	38.8	43.1	1.2	65	22.7	47.2	0.7	132	40.8	2		43.7	1.3	97	33.3	11		49.3	1.1	149	45.6	5		44.8	1		1.4	101	34.6	1		49.6	0		1.1	133	40.9	0		43.7	0		1.3	101	34.3	1		49.5	0		1.1
S33	*Burgess Hill*	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N)	675	63.0	3.7	0.1	600	56.5	3.7	0.1	842	61.6	-1		3.5	0.1	674	52.2	-4		3.7	0.1	916	67.0	5		3.7	0		0.2	691	53.6	1		3.7	0		0.1	864	63.0	1		3.5	0		0.1	686	53.0	1		3.7	0		0.1
S33			A273 (S)	831	89.1	7.1	1.0	503	48.7	3.6	0.1	936	100.7	12	Sev	34.5	8.7	537	50.3	2		3.6	0.1	967	104.5	4	Sev	103.6	69		28.0	576	53.6	3		3.7	0		0.1	955	102.6	2		68.7	34		18.5	612	57.3	7		3.7	0		0.1
S33			A273 Jane Murray Way (W)	410	47.1	4.9	0.2	632	63.2	4.7	0.3	467	45.8	-1		4.7	0.2	921	74.1	11		4.7	0.4	579	54.4	9		4.9	0		0.3	996	79.9	6		5.2	0		0.6	498	48.0	2		4.7	0		0.3	947	76.9	3		5.1	0		0.5
S33			Hammonds Ridge (W)	147	2.4	3.2	0.0	73	1.2	3.2	0.0	160	2.7	0		3.2	0.0	77	1.3	0		3.2	0.0	162	2.8	0		3.2	0		0.0	91	1.6	0		3.2	0		0.0	166	2.8	0		3.2	0		0.0	88	1.6	0		3.2	0		0.0
S34	*Burgess Hill*	B2036 Cuckfield Road / A273 Isaacs Lane	B2036 Cuckfield Road (N)	426	64.1	5.5	0.3	385	55.3	5.2	0.2	538	82.9	19		8.9	0.9	515	78.5	23		9.0	0.8	559	82.7	0		8.7	0		0.9	540	77.9	-1		8.5	0		0.8	556	84.1	1		9.4	0		1.0	524	76.7	-2		8.4	-1		0.7
S34			A273 Isaacs Lane (N)	435	57.1	4.5	0.2	477	61.4	4.5	0.2	543	74.8	18		6.2	0.5	626	82.8	21		7.3	0.7	600	80.5	6		7.0	1		0.6	619	80.7	-2		6.9	0		0.6	562	76.3	1		6.4	0		0.5	638	83.3	0		7.3	0		0.7
S34			Fairbridge Way (E)	9	0.1	3.2	0.0	17	0.3	3.2	0.0	155	2.6	2		3.2	0.0	75	1.2	1		3.2	0.0	169	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0	168	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0
S34			A273 (S)	883	100.8	24.9	5.5	712	81.9	3.1	0.0	1044	92.8	-8		4.7	0.5	1161	100.0	18	Sev	9.7	2.1	1146	101.0	8	Sev	31.5	27		9.1	1170	100.1	0		10.1	0		2.3	1125	99.5	7	Sev	10.4	6		2.3	1168	100.1	0		10.1	0		2.3
S35	*Sayers Common*	A23 / B2118 Sayers Common	A23 Northbound On-Slip	173	20.4	4.8	0.1	371	23.1	3.5	0.1	545	46.3	26		5.0	0.3	377	23.9	1		3.5	0.1	622	112.6	66	Sev	268.0	263	Sev	41.7	542	33.0	9		3.5	0		0.1	683	102.0	56	Sev	71.9	67		13.2	661	39.4	16		3.5	0		0.1
S35			A23 Northbound	2693	72.2	22.9	0.0	1750	50.1	9.1	0.0	3203	94.8	23	Sig	40.1	0.0	1830	52.5	2		10.0	0.0	3399	100.0	5	Sev	65.5	25		0.0	1827	54.9	2		10.1	0		0.0	3266	100.0	5	Sev	63.2	23		0.0	1819	56.7	4		10.1	0		0.0
S36	*Burgess Hill*	Wivelsfield Green (LEWES DISTRICT)	South Road (S)	65	13.6	5.2	0.1	10	2.0	5.0	0.0	503	86.9	73	Sig	11.2	1.2	377	71.3	69		9.2	0.7	575	96.8	10	Sev	25.0	14		2.8	401	74.8	4		9.8	1		0.8	551	93.4	7	Sig	15.2	4		1.9	375	70.6	-1		9.1	0		0.6
S36			Green Road (W)	350	19.0	1.4	0.0	430	23.7	1.7	0.0	431	29.0	10		2.8	0.1	591	41.0	17		3.4	0.1	370	24.7	-4		2.8	0		0.1	536	37.8	-3		3.4	0		0.1	394	26.2	-3		2.7	0		0.1	568	39.3	-2		3.3	0		0.1
S36			Green Road (E)	460	23.7	1.2	0.0	440	22.2	1.2	0.0	906	44.3	21		1.6	0.0	1054	51.6	29		1.9	0.0	907	43.7	-1		1.6	0		0.0	1096	53.2	2		1.9	0		0.0	900	43.7	-1		1.6	0		0.0	1086	52.8	1		1.9	0		0.0
S37	*Poynings*	A281 / Saddlescombe Road / Poynings Road	A281 (N)	343	24.2	3.3	0.0	395	25.1	3.1	0.0	458	33.0	9		3.6	0.1	563	35.6	10		3.1	0.0	699	53.4	20		4.1	1		0.2	915	57.4	22		3.1	0		0.0	574	43.6	11		3.9	0		0.1	741	46.5	11		3.1	0		0.0
S37			A281 (E)	239	17.1	3.2	0.0	311	21.5	3.3	0.0	305	22.0	5		3.3	0.0	375	29.1	8		3.7	0.1	393	29.4	7		3.5	0		0.1	375	33.8	5		4.4	1		0.2	402	29.6	8		3.4	0		0.1	374	31.2	2		4.0	0		0.1
S37			Saddlescombe Road (S)	330	22.5	3.3	0.0	191	13.2	3.3	0.0	555	36.5	14		3.5	0.1	219	15.3	2		3.4	0.0	790	54.8	18		3.9	0		0.2	231	16.2	1		3.4	0		0.2	689	47.6	11		3.8	0		0.1	226	15.9	1		3.4	0		0.1
S37			Poynings Road (W)	64	5.1	3.5	0.0	33	2.4	3.4	0.0	67	5.9	1		3.8	0.0	20	1.5	-1		3.4	0.0	72	7.3	1		4.3	1		0.0	40	3.0	1		3.5	0		0.0	76	7.4	2		4.1	0		0.0	37	2.7	1		3.5	0		0.0
S38	*Burgess Hill*	A23 / A2300 Western Roundabout	A2300 (E)	784	79.1	3.0	0.0	631	65.8	3.0	0.0	1646	83.0	4		0.0	0.0	1718	85.5	20	Sig	0.0	0.0	1839	88.9	6	Sig	0.0	0		0.0	1668	82.2	-3		0.0	0		0.0	1803	89.0	6	Sig	0.0	0		0.0	1698	83.7	-2		0.0	0		0.0
S38			A23 Northbound Off-Slip	319	48.6	6.5	0.3	181	25.2	4.9	0.1	221	14.0	-35		23.2	1.4	69	14.0	-11		45.0	0.8	344	22.1	8		24.0	1		2.2	59	11.7	-2		44.8	0		0.7	287	17.6	4		23.5	0		1.8	68	13.6	0		44.9	0		0.8
S38			Hickstead Lane (W)	77	14.1	6.0	0.1	85	12.4	4.9	0.0	186	28.4	14		9.3	0.3	121	11.4	-1		5.8	0.1	62	103.4	75	Sev	249.5	240	Sev	4.1	102	8.4	-3		5.3	-1		0.1	182	69.9	42		35.2	26		1.6	98	8.4	-3		5.5	0		0.1
S39	*Burgess Hill*	A23 / A2300 Northbound On-Slip	A23 Northbound	2547	80.1	7.2	0.0	1940	58.8	3.7	0.0	3527	89.4	9	Sig	13.3	0.0	2137	55.1	-4		4.0	0.0	3678	91.2	2		14.5	1		0.0	2310	59.2	4		4.7	1		0.0	3662	92.3	3		15.4	2		0.0	2412	61.7	7		5.1	1		0.0
S39			A2300 Northbound on-Slip	709	47.9	4.1	0.2	561	35.6	3.6	0.1	1472	74.8	27		3.6	0.0	1642	82.3	47		5.1	0.0	1611	78.6	4		4.2	1		0.0	1613	80.0	-2		4.5	-1		0.0	1582	79.0	4		4.3	1		0.0	1630	80.7	-2		4.7	0		0.0
S40	*Keymer*	B2116 / Ockley Lane	Ocley Lane (N)	266	38.1	3.7	0.1	183	25.9	3.6	0.0	332	48.8	11		4.2	0.1	288	39.4	14		3.6	0.1	441	64.0	15		4.6	0		0.2	295	40.4	1		3.7	0		0.1	440	64.2	15		4.7	0		0.2	298	40.8	1		3.7	0		0.1
S40			B2116 (E)	309	18.8	2.6	0.0	486	27.9	2.2	0.0	287	16.7	-2		2.0	0.0	616	35.8	8		2.5	0.0	334	19.8	3		2.2	0		0.0	659	38.3	3		2.5	0		0.0	319	19.0	2		2.2	0		0.0	645	37.5	2		2.5	0		0.0
S40			B2116 (W)	211	10.8	1.0	0.0	204	10.3	1.0	0.0	283	14.5	4		1.1	0.0	174	8.8	-2		1.0	0.0	280	14.1	0		1.1	0		0.0	197	9.8	1		1.0	0		0.0	278	14.3	0		1.1	0		0.0	193	9.7	1		1.0	0		0.0
S41	*Pyecombe*	A23 / A273 Northbound On-Slip	A23 Northbound	2802	76.3	9.8	0.0	2156	56.9	5.3	0.0	3475	95.9	20	Sev	22.8	0.0	2503	66.6	10		7.3	0.0	3503	98.7	3		32.9	10		0.0	2761	73.2	7		9.1	2		0.0	3431	95.9	0		22.6	0		0.0	2714	72.0	5		8.7	1		0.0
S41			A273 Northbound on-Slip	199	23.4	5.1	0.1	96	9.2	4.1	0.0	279	43.8	20		8.2	0.4	149	14.9	6		4.5	0.1	373	48.4	5		7.7	-1		0.5	155	17.5	3		5.1	1		0.1	332	44.7	1		7.4	-1		0.4	155	17.1	2		5.0	0		0.1
S42	*Pyecombe*	A23 / A273	A23 Southbound Off-slip	132	20.5	5.5	0.1	37	5.9	5.3	0.0	210	32.9	12		6.0	0.2	24	4.0	-2		5.8	0.0	337	54.2	21		7.7	2		0.4	39	6.7	3		6.1	0		0.0	283	45.7	13		7.0	1		0.3	34	5.9	2		6.0	0		0.0
S42			A273 Right turn	195	29.9	5.8	0.2	96	14.9	5.5	0.1	274	41.3	11		6.4	0.2	149	23.6	9		6.4	0.1	373	57.0	16		8.0	2		0.5	155	24.9	1		6.7	0		0.1	329	50.8	10		7.4	1		0.4	155	24.7	1		6.6	0		0.1
S42			A23 Nouthbound Off-slip	788	41.5	1.6	0.0	835	43.1	1.6	0.0	799	42.1	1		1.6	0.0	943	48.7	6		1.8	0.0	860	45.2	3		1.7	0		0.0	986	50.9	2		1.9	0		0.0	857	45.0	3		1.7	0		0.0	968	50.0	1		1.8	0		0.0
S43	*Ditchling*	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2112 South Street (N)	754	38.6	1.5	0.0	726	36.8	1.4	0.0	1063	53.2	15		1.9	0.0	889	44.2	7		1.6	0.0	1109	54.3	1		2.0	0		0.0	930	44.8	1		1.7	0		0.0	1100	54.3	1		2.0	0		0.0	914	44.5	0		1.6	0		0.0
S43			Beacon Road (S)	169	30.8	5.4	0.1	150	22.4	3.8	0.0	215	41.6	11		6.5	0.2	191	32.0	10		4.8	0.1	214	41.2	0		6.4	0		0.2	212	36.0	4		5.1	0		0.1	217	42.3	1		6.6	0		0.2	208	35.1	3		5.0	0		0.1
S43			B2112 (W)	386	21.1	1.5	0.0	255	14.7	1.7	0.0	540	31.3	10		1.9	0.0	372	20.6	6		1.6	0.0	619	33.8	3		1.7	0		0.0	404	21.3	1		1.4	0		0.0	607	33.3	2		1.7	0		0.0	389	21.4	1		1.6	0		0.0
S44	*Burgess Hill*	Valebridge Road / Janes Lane	Valebridge Road (N)	420	21.8	1.2	0.0	426	22.1	1.2	0.0	444	22.6	1		1.2	0.0	579	28.7	7		1.3	0.0	508	25.3	3		1.2	0		0.0	579	28.2	-1		1.3	0		0.0	486	24.3	2		1.2	0		0.0	574	28.1	-1		1.3	0		0.0
S44			Janes Lane	304	50.4	5.2	0.2	253	40.8	4.8	0.1	461	95.2	45	Sev	25.0	2.7	422	82.4	42		12.2	1.1	474	100.0	5	Sev	48.7	24		6.1	458	88.3	6	Sig	14.8	3		1.5	469	97.1	2		36.8	12		3.4	441	86.6	4	Sig	14.3	2		1.4
S44			Valebridge Road (S)	724	44.9	2.8	0.1	737	45.2	2.8	0.1	935	59.4	15		4.4	0.4	976	65.4	20		5.0	0.4	956	59.6	0		4.4	0		0.4	980	64.7	-1		5.0	0		0.4	939	59.3	0		4.4	0		0.4	980	65.0	0		5.0	0		0.4
S45	*Burgess Hill*	A2300 / A273 Jane Murray Way	Access (N)	30	0.6	3.2	0.0	57	1.0	3.2	0.0	33	0.6	0		3.2	0.0	67	1.4	0		3.3	0.0	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0
S45			A273 Jane Murray Way (E)	633	89.1	9.2	1.1	654	97.1	19.6	3.0	1164	103.6	15	Sev	76.5	24.4	837	79.4	-18		4.6	0.4	1233	107.5	4	Sev	147.1	71	Sev	48.0	992	93.2	14	Sig	6.9	2		1.1	1191	105.1	1		103.2	27		33.2	997	92.9	14	Sig	6.5	2		1.0
S45			Access (SE)	329	5.9	3.2	0.0	127	2.3	3.3	0.0	380	6.9	1		3.3	0.0	144	2.4	0		3.2	0.0	398	7.2	0		3.3	0		0.0	145	2.6	0		3.2	0		0.0	380	6.9	0		3.3	0		0.0	145	2.5	0		3.2	0		0.0
S45			A273 (SW)	861	101.2	48.0	11.4	898	97.6	16.0	3.3	207	29.6	-72		5.9	0.2	563	63.3	-34		5.6	0.4	298	40.7	11		6.6	1		0.3	468	56.0	-7		5.8	0		0.4	217	30.4	1		6.0	0		0.2	495	58.9	-4		5.9	0		0.4
S45			A2300 (W)	774	110.6	214.6	46.3	854	115.2	296.8	65.3	737	48.0	-63		3.6	0.1	984	66.4	-49		4.5	0.4	723	46.8	-1		3.7	0		0.1	1037	65.7	-1		4.2	0		0.3	806	51.0	3		3.6	0		0.1	983	63.3	-3		4.2	0		0.3
S46	*Burgess Hill*	A23 / B2117 Southbound On-Slip	A23 Southbound	1825	52.6	10.1	0.0	3009	79.7	27.7	0.0	2448	71.6	19		19.0	0.0	4109	100.0	20	Sev	77.7	0.1	2352	76.2	5		17.7	-1		0.0	4033	100.0	0		74.8	-3		0.1	2449	77.4	6		19.4	0		0.0	4037	100.0	0		75.5	-2		0.1
S46			B2117 Southbound on-Slip	393	24.3	3.5	0.1	278	30.0	5.0	0.2	503	34.1	10		3.9	0.1	46	100.6	71	Sev	201.8	2.6	875	53.5	19		3.9	0		0.2	171	104.2	4	Sev	170.8	-31		7.7	784	49.9	16		3.9	0		0.2	138	101.6	1		133.5	-68		5.0
S47	*Burgess Hill*	B2036 London Road / Dunstall Avenue / Maple Drive	B2036 London Road (N)	689	63.9	42.0	7.3	630	51.8	31.6	4.9	1087	86.6	23	Sig	38.2	8.5	1125	71.9	20		22.3	5.4	1129	88.5	2		40.3	2		8.6	1247	87.1	15	Sig	30.2	8		6.6	1113	86.8	0		38.4	0		8.5	1195	81.1	9		25.9	4		6.0
S47			Maple Drive (E)	70	18.1	49.7	0.9	68	24.3	46.5	0.8	162	62.7	45		74.9	2.5	101	52.9	29		64.5	1.2	192	74.0	11		83.3	8		3.1	115	60.4	7		68.4	4		1.4	178	68.9	6		78.9	4		2.8	112	58.6	6		67.4	3		1.4
S47			B2036 London Road (S)	446	34.3	24.4	2.8	422	34.9	19.3	2.0	800	47.5	13		16.3	3.1	818	49.0	14		12.6	2.4	909	53.5	6		17.8	2		3.7	918	54.9	6		13.8	1		2.9	867	52.1	5		17.4	1		3.5	879	52.2	3		13.3	1		2.7
S47			Dunstall Avenue	66	33.6	70.8	1.1	73	26.0	47.2	0.8	41	55.9	22		118.7	0.8	40	40.8	15		78.2	0.5	38	50.7	-5		113.5	-5		0.7	41	41.9	1		78.8	1		0.6	34	46.5	-9		109.8	-9		0.6	41	41.7	1		78.6	0		0.6

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

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

				2019								2039 Reference Case												2039 Scenario 5m2																2039 Scenario 5m5															
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	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
M1	M23	Junction 9	M23 Southbound off-slip (N)	1497	63.4	15.1	4.2	1179	50.4	13.4	3.1	1382	58.8	-5		11.4	3.7	1752	95.1	45	Sev	33.3	8.5	1380	58.8	0		11.4	0		3.7	1743	94.6	0		32.2	-1		8.4	1381	58.8	0		11.4	0		3.7	1744	94.7	0		32.4	-1		8.4
M1			M23 Northbound off-slip (S)	1156	79.1	24.5	5.1	741	49.2	18.3	2.7	1622	45.0	-34		1.0	0.0	921	25.1	-24		0.7	0.0	1671	45.9	1		1.0	0		0.0	993	26.9	2		0.7	0		0.0	1668	45.7	1		1.0	0		0.0	996	26.9	2		0.7	0		0.0
M1			Gatwick Spur (W)	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1092	56.0	2		3.0	0		0.0	1774	80.2	3		3.0	0		0.0	1105	56.7	3		3.0	0		0.0	1772	80.1	3		3.0	0		0.0
M1			*Gatwick Spur (W)*	1885	55.3	3.1	0.0	1956	77.0	9.9	3.8	1051	68.0	13		3.0	0.0	1676	91.3	14	Sig	3.0	0.0	1092	69.2	1		3.0	0		0.0	1774	92.8	1		3.0	0		0.0	1105	68.5	1		3.0	0		0.0	1772	92.9	2		3.0	0		0.0
M1			*M23 Spur Northbound (W) - Stopline*	1885	98.1	3.1	0.0	1956	100.2	9.9	3.8	1051	54.0	-44		3.0	0.0	1676	77.1	-23		3.0	0.0	1092	56.0	2		3.0	0		0.0	1774	80.2	3		3.0	0		0.0	1105	56.7	3		3.0	0		0.0	1772	80.1	3		3.0	0		0.0
M1			*M23 Spur Northbound (W) - Freeflow*	34	4.6	6.9	0.0	715	50.8	11.6	0.0	1308	65.7	61		2.6	0.0	1492	68.0	17		2.8	0.0	1310	65.8	0		2.7	0		0.0	1445	64.8	-3		2.6	0		0.0	1306	65.6	0		2.6	0		0.0	1451	65.0	-3		2.6	0		0.0
M1			*Circulatory North*	664	63.8	22.7	3.6	1085	101.6	104.8	15.2	890	84.5	21		30.1	5.1	1617	98.4	-3		51.8	7.2	933	88.4	4	Sig	33.5	3		5.4	1676	100.3	2		69.8	18		9.4	943	89.3	5	Sig	34.6	5		5.5	1677	100.3	2		68.4	17		8.7
M1			*Circulatory East*	2161	36.3	0.5	0.0	2264	37.5	0.5	0.0	2272	38.1	2		0.5	0.0	3369	53.4	16		0.6	0.0	2313	38.8	1		0.5	0		0.0	3419	53.7	0		0.6	0		0.0	2324	39.0	1		0.5	0		0.0	3421	53.7	0		0.6	0		0.0
M1			*Circulatory South*	1497	81.1	20.4	6.6	1179	63.8	16.5	4.7	1382	31.3	-50		0.6	0.0	1752	37.7	-26		0.6	0.0	1380	31.2	0		0.6	0		0.0	1743	37.2	-1		0.6	0		0.0	1381	31.2	0		0.6	0		0.0	1744	37.2	-1		0.6	0		0.0
M1			*Circulatory West*	0	0.0	0.4	0.0	0	0.0	0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	0	0.0	0		0.4	0		0.0	2	0.0	0		0.4	0		0.0
M2	M23	Junction 10	M23 Southbound off-slip (N)	1428	102.6	113.7	25.9	1070	68.0	18.1	4.0	1757	88.6	-14		24.3	8.4	1295	58.3	-10		14.7	4.6	1765	88.9	0		24.7	0		8.5	1402	61.6	3		15.8	1		5.3	1815	89.9	1		25.4	1		8.8	1410	61.9	4		16.0	1		5.3
M2			Copthorne Way (E)	956	73.1	53.1	4.6	1064	96.8	74.9	6.0	678	33.2	-40		18.5	2.7	1403	79.8	-17		93.7	21.3	903	43.3	10		20.1	2		3.6	1527	85.6	6	Sig	89.9	-4		21.9	932	44.6	11		21.4	3		3.8	1560	88.0	8	Sig	99.1	5		26.0
M2			M23 Northbound off-slip (S)	1085	87.2	115.0	19.5	598	66.0	56.0	6.9	1522	66.3	-21		43.1	13.8	1134	66.9	1		84.1	14.0	1557	67.4	1		42.8	0		14.0	1173	68.7	2		91.4	7		16.7	1570	67.7	1		43.1	0		14.1	1165	68.2	1		94.1	10		17.3
M2			A2011 Crawley Avenue (W)	1281	97.4	67.5	6.6	1829	103.5	138.0	38.0	1830	84.9	-13		21.7	8.4	2262	76.2	-27		14.2	7.0	1829	84.3	-1		21.5	0		8.3	2261	75.6	-1		14.1	0		6.9	1846	85.1	0		21.8	0		8.4	2271	75.8	0		14.2	0		6.9
M2			*Circulatory North*	1075	74.1	115.2	20.1	1254	94.3	58.7	7.5	1480	98.7	25	Sev	55.0	7.7	1417	102.5	8	Sev	116.4	24.7	1479	98.3	0		52.2	-3		7.7	1441	103.1	1		127.6	11		28.8	1505	99.8	1		63.7	9		7.8	1457	104.0	2		144.3	28		35.0
M2			*Circulatory East*	1175	77.9	14.4	3.3	1137	64.8	16.4	4.9	1827	79.2	1		16.7	7.0	1243	45.6	-19		12.7	4.0	1877	81.1	2		17.6	1		7.5	1284	46.6	1		13.0	0		4.2	1789	77.5	-2		16.1	-1		6.7	1227	44.5	-1		12.3	0		3.8
M2			*Circulatory South*	1589	81.0	25.3	9.6	1004	45.2	11.3	3.0	1400	72.4	-9		22.1	7.9	1397	60.5	15		13.4	4.6	1535	78.6	6		24.2	2		9.1	1517	64.7	4		14.2	1		5.2	1529	78.2	6		24.1	2		9.0	1544	65.9	5		14.5	1		5.4
M2			*Circulatory West*	653	43.3	16.9	2.4	533	48.2	24.0	2.7	715	47.0	4		18.4	2.7	714	62.5	14		30.2	3.6	853	55.3	8		18.4	0		3.2	801	68.7	6		30.5	0		4.0	854	55.3	8		18.5	0		3.2	803	68.8	6		30.6	0		4.1
M3	M23	Junction 11	M23 Southbound off-slip (NE)	709	34.8	14.9	2.6	851	38.9	15.3	3.0	1191	56.6	22		17.2	4.8	1032	76.6	38		28.4	6.1	1208	57.4	1		17.3	0		4.9	1031	76.2	0		28.3	0		6.1	1213	57.7	1		17.4	0		4.9	1030	76.1	-1		28.2	0		6.1
M1			Brighton Road (S)	504	104.4	125.9	17.5	350	91.4	33.2	3.1	1273	54.8	-50		22.0	7.0	765	35.2	-56		19.6	4.0	1284	55.0	0		22.1	0		7.0	755	34.7	0		19.6	0		4.0	1285	55.0	0		22.1	0		7.0	759	34.9	0		19.6	0		4.0
M1			M23 Northbound off-slip (SW)	992	55.7	12.9	2.9	524	30.9	10.5	1.4	1165	32.2	-23		9.9	2.9	656	19.3	-12		9.1	1.8	1210	33.2	1		10.0	0		3.0	720	21.0	2		9.2	0		1.9	1211	33.1	1		10.0	0		3.0	720	21.0	2		9.2	0		1.9
M1			A264 (W)	1384	55.0	22.1	6.9	612	27.6	18.8	3.0	1055	48.1	-7		21.1	5.8	802	35.1	8		19.6	4.0	1038	47.2	-1		21.0	0		5.7	844	37.0	2		19.8	0		4.2	1046	47.6	-1		21.1	0		5.7	867	37.9	3		19.9	0		4.4
M1			A23 Brighton Road (N)	764	63.8	8.0	1.1	1416	96.3	20.9	5.3	1016	45.2	-19		13.7	3.5	2262	88.4	-8		29.3	12.6	1037	46.0	1		13.9	0		3.6	2290	90.3	2		31.0	2		13.1	1053	46.6	1		14.1	0		3.7	2110	90.5	2		31.3	2		13.2
M1			*Circulatory NE*	1017	56.2	15.5	4.0	1362	72.5	18.1	5.7	1174	63.4	7		16.5	4.7	1989	74.0	2		11.8	5.0	1210	65.0	2		16.7	0		4.8	2086	77.0	3		12.4	1		5.3	1227	65.8	2		16.8	0		4.9	2099	77.3	3		12.5	1		5.4
M1			*Circulatory South*	1726	45.6	0.8	0.0	2213	55.4	1.0	0.0	2365	56.1	10		11.1	6.4	3021	67.8	12		13.0	9.3	2418	57.2	1		13.4	0		6.7	3117	69.4	2		13.4	0		9.9	2440	57.6	2		11.3	0		6.8	3129	69.6	2		13.4	0		9.9
M1			*Circulatory SW*	864	61.2	19.8	4.3	793	54.0	18.8	3.7	1142	98.1	37	Sev	57.6	6.5	941	78.5	25		24.9	4.8	1140	97.7	0		55.1	-3		6.5	969	80.4	2		25.7	1		4.9	1144	98.0	0		57.0	-1		6.5	967	80.2	2		25.6	1		4.9
M1			*Circulatory West*	1856	54.4	26.0	9.4	1317	38.7	15.0	4.8	2307	66.2	12		59.1	16.8	1597	46.4	8		19.2	7.0	2350	68.0	2		63.8	5		20.2	1639	48.8	2		20.5	1		7.4	2355	67.1	1		62.0	3		19.1	1687	48.7	2		20.6	1		7.7
M1			*Circulatory North*	2720	59.2	1.3	0.3	1566	34.0	0.6	0.0	2804	86.0	27	Sig	17.3	10.9	2063	64.3	30		18.3	9.4	2806	85.4	-1		17.0	0		10.6	2186	67.8	4		17.7	-1		9.5	2816	85.6	0		17.1	0		10.7	2212	68.5	4		17.7	-1		9.6
	NORTH																																																						
N1	Copthorne	A264 / A2220 Copthorne	Brookhill Road (N)	337	34.9	14.3	0.2	530	46.7	14.4	0.3	405	42.6	8		14.6	0.3	806	75.4	29		16.7	1.0	453	47.7	5		14.9	0		0.4	947	92.5	17	Sig	24.3	8		3.2	457	43.9	1		14.6	0		0.3	826	71.5	-4		16.1	-1		1.0
N1			A264 (E)	729	56.8	12.4	0.3	1135	84.4	13.5	1.0	691	52.9	-4		11.5	0.3	1249	100.1	16	Sev	34.8	8.4	729	57.4	4		11.7	0		0.4	1187	101.1	1		55.5	21		15.0	718	50.3	-3		11.4	0		0.3	1358	97.7	-2		24.2	-11		5.1
N1			Copthorne Hotel Access	44	0.7	9.8	0.0	65	1.2	9.8	0.0	64	1.1	0		9.6	0.0	75	1.6	0		9.3	0.0	69	1.2	0		9.6	0		0.0	80	1.8	0		9.6	0		0.0	69	1.2	0		9.6	0		0.0	80	1.8	0		9.6	0		0.0
N1			A2220 (S)	824	60.5	12.1	0.3	571	44.0	11.8	0.2	1128	73.6	13		12.4	0.4	767	62.5	18		12.7	0.5	1536	100.5	27	Sev	33.1	21		0.4	1074	85.5	23	Sig	14.5	2		1.4	1551	89.0	15	Sig	12.7	0		0.3	1020	72.3	10		12.3	0		0.7
N1			A264 Copthorne Way (W)	1327	94.6	15.3	2.2	1187	79.9	10.2	0.5	1369	111.9	17	Sev	244.8	89.3	1348	92.1	12	Sig	13.1	1.6	1313	114.0	2		283.9	39	Sev	97.8	1427	100.9	9	Sev	43.6	31		13.6	1491	112.0	0		247.2	2		97.3	1509	91.4	-1		13.3	0		1.7
N2	Copthorne	A264 / B2028 Copthorne	B2028 Turners Hill Road (N)	193	28.1	5.0	0.1	411	61.7	7.2	0.5	340	17.1	-11		3.6	0.1	683	33.8	-28		4.0	0.2	391	19.5	2		3.6	0		0.1	765	37.1	3		4.1	0		0.2	380	19.0	2		3.7	0		0.1	808	39.6	6		4.2	0		0.3
N2			A264 Snow Hill (E)	402	47.6	4.2	0.1	440	77.1	12.2	1.2	265	12.4	-35		3.5	0.0	405	20.5	-57		4.2	0.1	274	12.8	0		3.5	0		0.0	417	23.0	2		4.5	0		0.2	274	12.7	0		3.6	0		0.0	423	24.1	4		4.6	0		0.2
N2			B2028 Turners Hill Road (S)	358	46.4	4.9	0.2	383	58.0	7.0	0.4	748	23.6	-23		3.2	0.1	459	15.3	-43		3.4	0.1	770	24.3	1		3.3	0		0.1	457	15.2	0		3.5	0		0.1	753	23.8	0		3.3	0		0.1	495	16.5	1		3.5	0		0.1
N2			A264 Copthorne Common Road (W)	917	103.4	78.2	18.9	977	100.8	26.4	6.3	1085	51.9	-51		3.7	0.2	1244	60.3	-41		3.2	0.1	1082	51.7	0		3.7	0		0.2	1334	64.1	4		3.2	0		0.1	1158	55.5	4		3.8	0		0.2	1355	65.0	5		3.2	0		0.1
N4	Copthorne	B2028 / B2037 Copthorne	B2028 West Park Road (N)	388	35.7	3.3	0.0	353	36.8	4.0	0.1	528	40.3	5		3.4	0.1	468	40.3	4		4.0	0.1	585	44.9	5		3.5	0		0.1	528	45.7	5		4.1	0		0.2	582	44.5	4		3.4	0		0.1	554	48.2	8		4.3	0		0.2
N4			B2037 Snow Hill (E)	360	37.3	4.0	0.1	87	9.3	3.7	0.0	545	48.1	11		4.9	0.3	55	5.7	-4		4.1	0.0	543	50.6	2		5.3	0		0.3	58	6.1	0		4.3	0		0.0	543	49.9	2		5.2	0		0.3	56	6.1	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	867	88.0	34	Sig	11.8	2.0	339	23.3	-2		3.1	0.0	903	93.8	6	Sig	17.0	5		3.3	331	22.5	-1		3.1	0		0.0	900	93.4	5	Sig	16.3	4		3.1	329	22.5	-1		3.1	0		0.0
N4			B2037 Effingham Road (W)	180	19.1	3.7	0.0	587	56.5	3.8	0.1	324	27.7	9		3.8	0.1	819	61.8	5		3.8	0.2	354	30.3	3		3.9	0		0.1	863	63.3	2		3.8	0		0.2	338	28.9	1		3.9	0		0.1	873	64.1	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	696	44.7	-2		4.1	0.5	1049	68.7	6		10.5	1.9	711	45.8	1		3.9	0		0.4	1088	72.3	4		11.5	1		2.1	703	45.4	1		3.8	0		0.4	1074	71.0	2		11.2	1		2.1
N6			A22 (E)	648	69.6	22.4	2.8	769	72.7	18.8	2.7	656	92.6	23	Sig	44.5	3.0	766	72.4	0		18.7	2.7	640	100.6	8	Sev	94.8	50		4.8	784	74.0	2		19.3	1		2.8	637	100.3	8	Sev	93.5	49		4.7	787	74.2	2		19.4	1		2.9
N6			Imberhorne Lane (S)	256	34.7	15.0	0.9	184	32.3	19.0	0.8	468	75.4	41		28.1	2.2	284	48.6	16		22.8	1.3	492	90.1	15	Sig	46.4	18		2.4	290	49.5	1		22.9	0		1.3	489	78.7	3		30.7	3		2.4	292	49.7	1		23.0	0		1.3
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	454	22.5	11		1.2	0.0	1061	53.0	20		2.0	0.0	472	23.5	1		1.3	0		0.0	1193	59.3	6		2.3	0		0.0	514	25.6	3		1.3	0		0.0	1181	58.3	5		2.2	0		0.0
N7			B2028 Turners Hill Road (S)	243	12.1	1.0	0.0	166	8.2	1.0	0.0	672	31.1	19		1.3	0.0	180	8.6	0		1.0	0.0	594	27.1	-4		1.3	0		0.0	198	9.4	1		1.0	0		0.0	589	26.9	-4		1.2	0		0.0	198	9.4	1		1.0	0		0.0
N7			Wallage Lane	408	63.4	28.3	0.3	136	24.9	9.5	0.1	485	101.3	38	Sev	97.9	8.5	398	97.5	73	Sev	70.5	4.3	513	102.3	1		116.2	18		11.0	372	100.2	3		81.7	11		6.0	497	101.4	0		100.3	2		8.9	373	100.5	3		87.4	17		6.6
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	913	50.0	19		2.4	0.1	1414	72.8	34		3.5	0.0	945	51.5	1		2.5	0		0.1	1498	77.2	4		4.2	1		0.1	980	53.6	4		2.6	0		0.1	1511	77.3	5		4.2	1		0.1
N8			B2110 East Street (E)	358	82.3	17.7	1.5	375	93.0	31.6	3.0	398	112.8	31	Sev	295.6	29.2	315	104.9	12	Sev	159.4	13.2	405	116.9	4	Sev	369.5	74	Sev	35.9	312	107.2	2		202.2	43	Sev	16.2	401	117.0	4	Sev	373.3	78	Sev	35.9	310	107.1	2		200.8	41	Sev	16.0
N8			B2028 Selsfield Road (S)	770	40.0	1.7	0.0	591	31.1	1.5	0.0	1138	53.7	14		2.0	0.0	734	39.0	8		1.8	0.0	1169	54.5	1		2.0	0		0.0	756	37.4	-2		1.5	0		0.0	1172	54.6	1		2.0	0		0.0	750	37.0	-2		1.5	0		0.0
N8			B2110 Paddockhurst Road (W)	597	108.2	186.0	28.8	547	106.6	166.2	23.2	460	113.0	5	Sev	293.8	34.1	454	109.2	3		228.5	26.0	468	114.2	1		315.6	22		36.8	438	110.5	1		255.1	27		27.6	463	113.3	0		299.6	6		34.9	434	109.8	1		243.4	15		26.3
N9	Felbridge	A264 / A22 Felbridge	A264 Copthorne Road (W)	699	63.9	16.0	2.3	631	68.5	22.5	2.9	577	108.9	45	Sev	258.9	26.6	569	102.5	34	Sev	142.2	9.9	582	109.7	1		274.3	15		28.9	578	103.0	1		152.3	10		11.4	584	110.1	1		279.9	21		29.7	578	103.1	1		153.1	11		11.5
N9			A22 Eastbourne Road (N)	322	54.7	24.0	1.6	518	65.8	20.4	2.0	427	45.2	-10		12.1	1.2	699	74.4	9		15.6	2.2	465	46.5	1		12.9	1		1.4	725	75.6	1		16.2	1		2.3	440	46.2	1		12.3	0		1.2	711	75.0	1		15.9	0		2.2
N9			A22 London Road (S)	1121	63.0	73.1	11.7	1083	66.5	47.1	3.6	1401	108.4	45	Sev	241.3	59.8	1169	92.8	26	Sig	83.4	11.8	1410	108.4	0		241.3	0		59.8	1192	94.5	2		109.1	26		19.8	1408	108.4	0		241.3	0		59.8	1196	94.7	2		115.2	32		21.7
N10	West Hoathly	Selsfield Road / Vowels Lane	Selsfield Road (N)	547	27.5	1.3	0.0	819	40.4	1.5	0.0	618	30.0	3		1.3	0.0	1053	51.7	11		1.9	0.0	622	29.8	0		1.3	0		0.0	1067	51.9	0		1.9	0		0.0	624	30.2	0		1.3	0		0.0	1088	52.9	1		1.9	0		0.0
N10			Vowels Lane (E)	190	35.0	5.9	0.2	123	27.2	7.5	0.2	334	55.0	20		5.9	0.3	287	79.3	52		22.2	1.5	336	57.6	3		6.2	0		0.3	311	86.1	7	Sig	28.0	6		2.1	326	61.1	6		7.0	1		0.4	309	87.3	8	Sig	30.2	8		2.3
N10			Selsfield Road (S)	708	38.3	1.9	0.0	560	33.3	2.2	0.0	800	44.7	6		2.2	0.0	665	43.1	10		3.0	0.1	798	91.7	47	Sig	19.6	17		0.2	704	47.1	4		3.3	0		0.1	788	92.0	47	Sig	20.6	18		0.3	704	47.4	4		3.4	0		0.1
N11	Crawley	A2220 / B2036 (CRAWLEY)	B2036 Balcombe Road (N)	719	83.7	13.1	1.1	860	101.6	63.7	13.4	727	86.0	2		14.4	1.4	748	98.6	-3		35.6	5.3	779	89.7	4	Sig	15.3	1		1.7	699	100.9	2		63.0	27		10.0	790	90.1	4	Sig	15.3	1		1.8	717	101.1	2		65.3	30		10.7
N11			A2220 Copthorne Road (E)	421	50.7	10.4	0.3	672	99.2	38.9	6.0	970	80.3	30		11.6	0.8	831	99.9	1		40.1	7.4	1207	100.1	20	Sev	30.2	19		6.9	873	95.3	-5		23.9	-16		3.9	1211	100.5	20	Sev	37.5	26		9.4	888	99.5	0		36.1	-4		6.9
N11			B2036 Balcombe Road (S)	701	105.8	130.0	27.5	537	83.5	12.8	0.8	809	106.6	1		155.3	34.5	577	78.7	-5		13.0	1.0	700	105.8	-1		147.6	-8		28.2	607	79.7	1		12.8	0		1.0	712	106.3	0		154.7	-1		30.1	597	80.1	1		13.2	0		1.0
N11			A2220 North Park Avenue (W)	784	92.6	17.7	2.1	714	75.8	11.9	0.5	979	101.1	8	Sev	55.2	13.0	1099	92.1	16	Sig	14.0	1.6	997	101.4	0		61.4	6		14.9	1182	99.8	8	Sev	26.1	12		5.6	992	101.4	0		61.5	6		14.8	1180	99.9	8	Sev	27.2	13		6.0
N12	Crawley	A2220 Haslett Avenue / Worth Road (CRAWLEY)	A2220 Haslett Avenue (W)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1047	42.4	1		14.1	0		3.3	1605	68.6	2		45.1	-1		8.9	1050	42.4	1		14.2	0		3.4	1606	68.6	2		42.9	-3		8.8
N12			A2220 Haslett Avenue (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	415	30.2	4		21.0	0		2.1	771	45.1	-1		17.1	0		3.2	412	29.8	4		21.0	0		2.1	781	45.8	0		17.2	0		3.2
N12			Worth Road (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	539	104.9	0		179.1	5		23.6	259	71.8	0		36.2	0		3.3	540	105.0	0		182.3	8		24.2	254	71.1	-1		35.9	0		3.2
N13	Crawley	A2220 Haslett Avenue / St. Mary's Drive (CRAWLEY)	St. Mary's Drive (N)	20	6.7	30.8	0.1	20	10.0	45.1	0.2	23	7.5	1		30.9	0.2	55	19.7	10		40.3	0.5	25	8.1	1		31.0	0		0.2	69	24.6	5		41.0	1		0.6	24	7.7	0		30.9	0		0.2	70	25.1	5		41.1	1		0.6
N13			A2220 Haslett Avenue (E)	568	22.8	5.6	0.7	713	25.7	4.1	0.6	1012	38.3	15		6.7	1.4	984	37.4	12		6.2	1.3	1109	41.7	3		7.0	0		1.6	995	37.5	0		6.2	0		1.3	1105	41.5	3		6.9	0		1.6	990	37.3	0		6.2	0		1.3
N13			A2220 Haslett Avenue (W)	757	53.4	17.5	3.2	906	47.8	13.1	2.9	1040	71.6	18		20.8	4.8	1566	87.9	40	Sig	26.2	7.9	1059	72.9	1		21.2	0		4.9	1629	91.1	3	Sig	29.4	3		8.5	1061	73.0	1		21.2	0		4.9	1630	91.1	3	Sig	29.4	3		8.5
N13a	Crawley	A2220 Haslett Avenue / Station Hill (CRAWLEY)	A2220 Haslett Avenue (E)	588	25.4	11.1	1.7	733	29.1	9.6	1.8	1035	42.0	17		12.5	3.1	1039	41.4	12		10.5	2.7	1134	45.8	4		12.9	0		3.4	1064	42.0	1		10.5	0		2.8	1129	45.5	4		12.8	0		3.4	1060	42.1	1		10.5	0		2.8
N13a			Station Hill (S)	344	76.2	34.4	3.7	209	51.0	33.2	2.0	408	101.0	25	Sev	114.1	7.3	253	59.0	8		35.2	2.5	389	99.5	-1		92.2	-22		4.4	253	58.9	0		35.2	0		2.5	399	99.5	-1		92.8	-21		4.4	254	59.0	0		35.2	0		2.5
N13a			A2220 Haslett Avenue (W)	787	41.9	11.4	2.2	1103	61.3	33.5	9.1	1063	55.2	13		11.0	2.7	1765	97.3	36	Sev	49.0	11.5	1098	56.9	2		10.9	0		2.7	1829	100.8	4	Sev	69.7	21		13.2	1101	57.0	2		10.9	0		2.7	1830	100.9	4	Sev	70.8	22		13.8
N14	Crawley	B2036 Balcombe Road / Worth Road (CRAWLEY)	B2036 Balcombe Road (N)	295	36.3	3.2	0.0	710	93.9	10.5	1.5	404	48.8	12		3.7	0.1	573	99.4	5	Sev	36.1	5.2	407	48.9	0		3.7	0		0.1	598	99.2	0		33.7	-2		4.9	410	49.1	0		3.7	0		0.1	579	99.1	0		35.0	-1		5.0
N14			B2036 Balcombe Road (S)	590	72.0	3.9	0.1	341	43.3	3.8	0.1	705	90.3	18	Sig	7.3	0.8	404	50.3	7		3.7	0.1	746	94.9	5	Sig	9.6	2		1.4	460	56.9	7		3.8	0		0.1	739	94.0	4	Sig	9.0	2		1.2	457	56.3	6		3.7	0		0.1
N14			Worth Road (W)	248	49.6	4.8	0.2	282	46.9	3.8	0.1	289	78.6	29		6.3	0.5	677	99.5	53	Sev	19.0	3.5	285	78.8	0		6.4	0		0.5	665	100.0	0		24.6	6		4.6	291	79.3	1		6.4	0		0.6	660	99.5	0		20.3	1		3.7
N15	Crawley	Gatwick Road / Manor Royal (CRAWLEY)	Gatwick Road (N)	313	38.1	9.4	0.2	664	83.8	14.0	1.2	357	42.3	4		9.6	0.2	634	81.6	-2		13.7	1.1	379	44.5	2		9.6	0		0.2	658	86.0	4	Sig	15.5	2		1.5	372	44.0	2		9.7	0		0.2	659	85.4	4	Sig	15.1	1		1.4
N15			Gatwick Road (S)	1713	74.9	10.6	0.0	619	28.2	13.0	0.0	1970	83.3	8		10.7	0.1	785	35.3	7		12.9	0.0	2102	88.3	5	Sig	10.9	0		0.0	830	37.1	2		12.7	0		0.0	2100	88.2	5	Sig	10.9	0		0.2	850	37.9	3		12.7	0		0.0
N15			Manor Royal (W)	751	94.5	22.1	2.3	881	87.6	14.9	0.7	717	93.0	-2		21.8	2.2	944	97.8	10	Sev	22.4	2.8	729	95.6	3		25.1	3		2.9	961	99.8	2		28.8	6		4.6	744	97.2	4	Sig	28.0	6		3.7	940	98.2	0		23.9	1		3.2
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)	B2036 Balcombe Road (N)	388	53.2	9.6	0.1	588	108.3	196.1	30.1	412	35.0	-18		9.1	0.1	980	102.1	-6		78.5	17.1	464	39.4	4		8.9	0		0.1	999	104.0	2		114.5	36		25.6	456	38.3	3		8.9	0		0.1	1008	104.1	2		115.1	37		26.0
N16			B2037 Antlands Lane (E)	685	67.1	8.0	0.2	365	42.0	9.1	0.2	1027	96.0	29	Sev	13.5	1.8	257	34.0	-8		9.8	0.2	1084	100.7	5	Sev	34.7	21		8.2	282	35.4	1		9.7	0		0.2	1089	101.3	5	Sev	46.9	33		11.8	280	35.3	1		9.7	0		0.2
N16			B2036 Balcombe Road (S)	772	69.4	7.9	0.1	1067	97.7	13.8	1.4	1392	101.1	32	Sev	40.5	13.0	1067	75.4	-22		9.7	0.1	1379	101.6	0		49.4	9		16.2	1102	77.3	2		9.7	0		0.1	1370	101.3	0		44.4	4		14.3	1091	76.5	1		9.8	0		0.2
N17	Tandridge	Redehall Road / B2037 (TANDRIDGE DISTRICT)	Redehall Road (N)	305	46.6	24.7	1.9	542	81.3	38.9	3.8	339	79.7	33		49.4	3.2	699	100.3	19	Sev	99.1	5.9	349	84.6	5		55.5	6		3.3	699	101.5	1		121.5	22		10.0	350	85.1	5	Sig	56.3	7		3.3	693	100.3	0		101.1	2		6.1
N17			B2037 (E)	690	49.4	20.9	3.5	101	6.6	12.4	0.3	1240	79.1	30		24.4	4.8	106	6.5	0		12.9	0.4	1290	94.3	15	Sig	37.1	13		5.7	118	7.0	0		13.1	0		0.3	1285	91.6	12	Sig	31.1	7		5.5	116	7.0	0		13.2	0		0.4
N17			Copthorne Back (S)	107	13.8	18.3	0.5	62	9.4	20.3	0.3	244	43.2	29		31.8	1.7	150	20.7	11		20.8	0.8	290	51.0	8		33.4	2		2.0	177	24.0	3		21.2	0		0.9	295	52.1	9		33.7	2		2.1	180	24.5	4		21.3	0		0.9
N17			B2037 (W)	281	28.6	15.9	1.1	787	76.9	25.4	3.9	357	27.6	-1		9.5	0.8	876	90.8	14	Sig	39.0	4.8	387	29.9	2		9.7	0		0.9	908	94.0	3	Sig	46.8	8		4.9	369	28.8	1		9.6	0		0.8	901	93.3	3		44.8	6		4.8
N18	Handcross	A23 / B2110 Northbound On-Slip	A23 Northbound	3051	59.3	1.1	0.0	2327	43.5	0.7	0.0	4334	86.7	27	Sig	3.2	0.0	3437	64.0	20		1.3	0.0	4632	91.2	5	Sig	4.5	1		0.0	3612	66.8	3		1.4	0		0.0	4634	90.9	4	Sig	4.4	1		0.0	3614	66.7	3		1.4	0		0.0
N18			B2110 Northbound on-Slip	776	44.8	3.4	0.1	512	29.2	3.3	0.0	1062	63.9	19		4.0	0.3	647	39.4	10		3.6	0.1	1041	64.6	1		4.1	0		0.4	645	39.9	0		3.7	0		0.1	1050	64.8	1		4.3	0		0.4	637	39.4	0		3.7	0		0.1
N19	Handcross	B2114 / B2110	B2114 London Road (N)	747	31.0	15.6	2.8	887	51.2	59.2	5.8	1028	41.6	11		14.3	3.3	1542	66.2	15		46.1	8.8	1047	42.4	1		14.1	0		3.3	1605	68.6	2		45.1	-1		8.9	1050	42.4	1		14.2	0		3.4	1606	68.6	2		42.9	-3		8.8
N19			B2110 High Beeches Lane (E)	145	11.0	19.2	0.7	438	25.7	14.3	1.6	355	25.8	15		20.6	1.8	779	46.1	20		17.2	3.2	415	30.2	4		21.0	0		2.1	771	45.1	-1		17.1	0		3.2	412	29.8	4		21.0	0		2.1	781	45.8	0		17.2	0		3.2
N19			B2110 (S)	259	100.0	102.1	5.1	232	60.6	33.0	2.9	514	104.5	5	Sev	174.4	21.9	255	71.7	11		36.1	3.3	539	104.9	0		179.1	5		23.6	259	71.8	0		36.2	0		3.3	540	105.0	0		182.3	8		24.2	254	71.1	-1		35.9	0		3.2
N20	Handcross	A23 Southbound Off-Slip / B2114	A23 Southbound Off-Slip (N)	226	33.7	4.3	0.1	578	74.4	4.8	0.3	307	51.1	17		6.0	0.3	654	89.6	15	Sig	9.4	1.2	312	53.6	2		6.4	0		0.3	571	78.3	-11		6.7	-3		0.6	308	52.1	1		6.2	0		0.3	566	77.4	-12		6.6	-3		0.6
N20			B2114 (N)	129	16.4	3.5	0.0	189	30.2	5.3	0.1	224	28.1	12		3.9	0.1	321	54.2	24		7.2	0.4	232	29.3	1		3.9	0		0.1	395	60.4	6		6.5	-1		0.5	233	29.3	1		3.9	0		0.1	399	60.6	6		6.5	-1		0.4
N20			B2114 (S)	400	48.1	3.0	0.1	252	31.4	3.0	0.0	553	65.2	17		3.0	0.0	392	47.7	16		3.0	0.0	572	67.1	2		3.0	0		0.0	397	48.3	1		3.0	0		0.0	570	66.9	2		3.0	0		0.0	397	48.3	1		3.0	0		0.0
N21	Balcombe	Haywards Heath Road / Bramble Hill	Haywards Heath Road (W)	317	68.2	10.7	0.0	550	92.3	21.8	0.0	387	80.3	12		13.4	0.0	647	100.2	8	Sev	44.0	3.3	432	88.2	8	Sig	15.7	2		0.0	657	100.8	1		58.3	14		5.7	420	85.1	5	Sig	14.8	1		0.0	655	100.7	0		55.1	11		5.2
N21			Haywards Heath Road (E)	530	26.6	1.2	0.0	232	11.7	1.0	0.0	798	38.9	12		1.5	0.0	287	14.3	3		1.1	0.0	885	42.7	4		1.6	0		0.0	308	15.1	1		1.1	0		0.0	885	42.7	4		1.6	0		0.0	308	15.1	1		1.1	0		0.0
N21			Bramble Hill (S)	0	0.0	4.3	0.0	0	0.1	3.6	0.0	0	0.0	0		4.6	0.0	100	24.3	24		4.9	0.3	0	0.0	0		4.5	0		0.0	173	36.2	12		7.8	3		0.6	0	0.0	0		4.6	0		0.0	165	35.0	11		7.5	2		0.5
N22	Balcombe	B2036 / B2110	B2036 (N)	722	47.5	3.1	0.1	1103	60.8	2.8	0.1	797	53.3	6		3.5	0.1	1395	78.1	17		4.6	0.2	835	57.4	4		4.1	1		0.2	1491	83.3	5		5.8	1		0.2	827	57.4	4		4.1	1		0.2	1475	82.3	4		5.6	1		0.2
N22			B2036 (S)	776	53.7	109.7	0.0	291	26.6	94.7	0.0	901	60.6	7		112.8	0.0	485	33.0	6		99.0	0.0	951	63.2	3		114.0	1		0.0	503	34.0	1		99.6	1		0.0	959	63.7	3		114.2	1		0.0	503	34.0	1		99.6	1		0.0
N22			B2110 (W)	250	49.9	7.6	0.3	203	31.7	4.3	0.1	366	78.4	29		13.9	1.1	338	54.6	23		5.5	0.2	427	93.6	15	Sig	27.0	13		2.9	372	60.3	6		6.0	0		0.3	422	92.9	15	Sig	26.1	12		2.7	380	61.5	7		6.1	1		0.3
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	1104	101.3	57	Sev	40.3	11.4	813	77.6	38		4.6	0.4	1107	101.3	0		40.3	0		11.4	825	78.6	1		4.7	0		0.4	1108	101.4	0		42.2	2		12.0	824	78.6	1		4.7	0		0.4
N24			B2114 Brighton Road (N)	501	62.5	3.5	0.1	548	70.7	3.9	0.1	1053	97.4	35	Sev	7.9	1.5	1019	99.0	28	Sev	13.3	2.9	1066	98.6	1		8.9	1		4.2	1032	99.9	1		17.2	4		4.1	1067	98.7	1		9.9	2		2.1	1033	99.6	1		15.8	3		3.7
N24			B2114 Brighton Road (S)	400	58.5	5.0	0.2	252	39.1	4.6	0.1	553	74.9	16		8.6	0.9	392	54.3	15		6.3	0.4	572	77.5	3		9.2	1		1.0	397	53.7	-1		6.0	0		0.4	570	77.1	2		9.2	1		1.0	397	53.4	-1		6.0	0		0.4
N25	Crawley	Hazlewick Avenue / Bycroft Way (CRAWLEY)	Hazlewick Avenue (N)	439	28.1	8.4	0.0	995	58.4	9.0	0.0	574	34.6	6		8.0	0.0	1574	91.2	33	Sig	8.9	0.1	629	37.5	3		7.9	0		0.0	1663	95.9	5	Sev	9.4	1		0.3	606	36.1	2		7.9	0		0.0	1650	95.1	4	Sev	9.2	0		0.3
N25			Bycroft Way (E)	314	20.3	9.5	0.0	228	18.8	9.6	0.1	530	33.5	13		9.6	0.1	335	32.2	13		10.6	0.2	655	41.1	8		9.7	0		0.1	348	33.4	1		10.8	0		0.2	632	39.6	6		9.7	0		0.1	337	33.3	1		10.7	0		0.2
N25			Hazlewick Avenue (S)	593	56.1	7.1	0.1	260	23.8	6.6	0.0	794	78.8	23		8.9	0.5	187	17.6	-6		6.7	0.0	810	84.9	6		10.8	2		0.7	264	24.6	7		6.8	0		0.0	807	83.5	5		10.2	1		0.6	240	22.4	5		6.7	0		0.0
N26	Crawley	M23 Junction 10 Southbound Merge (CRAWLEY)	M23 Southbound	2268	46.2	1.4	0.0	3162	65.8	2.6	0.0	3034	67.7	22		2.9	0.0	3954	80.9	15		4.7	0.0	3129	71.6	4		3.2	0		0.0	4050	83.0	2		5.2	0		0.0	3113	70.5	3		3.1	0		0.0	4046	82.0	1		5.0	0		0.0
N26			M23 Southbound on-slip	542	32.0	2.1	0.0	1197	64.0	5.5	0.1	1106	61.5	29		5.6	0.1	1249	68.0	4		5.3	0.2	1244	67.7	6		5.6	0		0.1	1293	69.8	2		5.8	1		0.2	1192	65.4	4		5.6	0		0.1	1243	67.4	-1		5.3	0		0.2
N27			B2114 London Road (N)	467	59.3	4.0	0.1	634	76.8	4.0	0.2	721	92.6	33	Sig	7.9	1.0	826	101.2	24	Sev	38.5	8.4	740	97.3	5	Sev	12.9	5		2.1	825	102.2	1		56.9	18		12.6	735	96.2	4	Sev	11.4	4		1.7	824	102.3	1		59.2	21		13.1

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

2019 / **2039 Reference Case**

ID	Area	Junction	Approach Arm	2019 AM Dem (Veh)	2019 AM RFC (%)	2019 AM Delay (s)	2019 AM Avg Q (pcu)	2019 PM Dem (Veh)	2019 PM RFC (%)	2019 PM Delay (s)	2019 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)
N27	*Handcross*	B2114 / B2110 Handcross	B2110 High Beeches Lane (E)	315	42.3	4.1	0.1	250	35.9	4.6	0.1	499	69.0	27		5.9	0.4	385	56.1	20		5.6	0.3
N27			B2110 (S)	416	48.7	3.2	0.0	243	28.0	3.0	0.0	597	72.7	24		4.2	0.2	336	38.8	11		3.1	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	2255	54.3	18		1.6	0.0	3393	77.4	21		3.5	0.0
N28			Junction 11 Southbound on-Slip	865	46.3	4.2	0.0	1221	63.1	4.3	0.0	1483	75.5	29		4.9	0.3	1777	**88.7**	26	Sig	8.4	2.0
N29	*Crawley*	B2036 / Radford Road	B2036 Balcombe Road (N)	842	65.4	5.1	0.4	794	42.4	2.1	0.0	1101	**87.9**	23	Sig	10.9	1.7	1025	49.7	7		2.3	0.0
N29			B2036 Balcombe Road (S)	799	39.8	1.5	0.0	518	26.2	1.2	0.0	787	37.7	-2		1.5	0.0	111	5.6	-21		1.0	0.0
N29			Radford Road (W)	110	13.4	4.6	0.1	608	64.8	6.4	0.7	415	73.4	60		15.5	2.2	862	**95.8**	31	Sev	9.2	1.6

2039 Scenario 5m2

ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	*Handcross*	B2114 / B2110 Handcross	B2110 High Beeches Lane (E)	555	75.4	6		6.4	0		0.5	427	60.7	5		5.7	0		0.3
N27			B2110 (S)	654	79.6	7		4.7	0		0.3	378	43.5	5		3.1	0		0.0
N28	*Crawley*	M23 / Junction 11 Southbound On-Slip	A23 Southbound	2403	58.2	4		1.8	0		0.0	3479	79.5	2		3.8	0		0.0
N28			Junction 11 Southbound on-Slip	1538	78.1	3		5.1	0		0.3	1819	90.4	2		9.0	1		2.3
N29	*Crawley*	B2036 / Radford Road	B2036 Balcombe Road (N)	1113	87.7	0		10.7	0		1.6	1015	47.6	-2		2.2	0		0.0
N29			B2036 Balcombe Road (S)	777	37.2	0		1.5	0		0.0	131	6.5	1		1.0	0		0.0
N29			Radford Road (W)	410	71.8	-2		14.0	-2		2.0	873	**100.4**	5	Sev	21.7	12		5.1

2039 Scenario 5m5

ID	Area	Junction	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
N27	*Handcross*	B2114 / B2110 Handcross	B2110 High Beeches Lane (E)	559	76.3	7		6.5	1		0.5	417	59.2	3		5.6	0		0.3
N27			B2110 (S)	659	79.8	7		4.7	0		0.3	388	44.6	6		3.1	0		0.0
N28	*Crawley*	M23 / Junction 11 Southbound On-Slip	A23 Southbound	2397	58.2	4		1.8	0		0.0	3469	79.5	2		3.7	0		0.0
N28			Junction 11 Southbound on-Slip	1555	78.9	3		5.2	0		0.4	1836	91.1	2		9.2	1		2.4
N29	*Crawley*	B2036 / Radford Road	B2036 Balcombe Road (N)	1109	87.2	-1		10.5	0		1.6	1022	47.7	-2		2.2	0		0.0
N29			B2036 Balcombe Road (S)	782	37.4	0		1.5	0		0.0	111	5.5	0		1.0	0		0.0
N29			Radford Road (W)	396	69.2	-4		13.0	-3		1.8	886	**100.1**	4	Sev	14.5	5		3.2

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

ID	Area	Junction	Approach Arm	2019								2039 Reference Case											
				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)
	CENTRAL																						
C1	*Handcross*	B2114 Junction, Handcross	B2110 High Street (N) (priority)	648	38.7	2.6	0.0	817	49.0	2.9	0.0	810	49.4	11		3.0	0.1	1005	58.8	10		3.1	0.1
C1			B2114 (S) (priority)	239	12.3	1.0	0.0	167	8.8	1.0	0.0	278	14.3	2		1.1	0.0	177	9.3	1		1.0	0.0
C1			B2110 (W)	427	58.1	3.4	0.0	262	36.6	3.4	0.0	591	79.8	22		4.0	0.2	352	49.5	13		3.6	0.1
C2	*Lower Beeding*	B2110 / B2115 Leechpond Hill	B2110 (E)	501	32.6	3.0	0.0	589	32.5	2.0	0.0	609	35.6	3		2.7	0.0	744	41.7	9		2.3	0.0
C2			B2110 Leechpond Hill (S)	274	14.0	1.1	0.0	162	8.1	1.0	0.0	124	6.5	-7		1.0	0.0	319	15.7	8		1.1	0.0
C2			B2115 (W)	268	39.6	4.0	0.1	334	46.9	3.6	0.1	553	75.2	36		4.0	0.2	479	72.1	25		5.3	0.3
C3	*Slough Green*	B2115 Junction, Slough Green	B2114 Cuckfield Road (N) (priority)	153	7.9	1.0	0.0	63	3.2	0.9	0.0	135	6.9	-1		1.0	0.0	74	3.8	1		1.0	0.0
C3			B2114 (E) (priority)	593	28.9	1.3	0.0	386	19.3	1.1	0.0	695	30.8	2		1.3	0.0	592	29.4	10		1.3	0.0
C3			B2115 Sloughgreen Lane (W)	316	47.3	4.1	0.1	336	46.7	3.6	0.1	470	69.1	22		4.6	0.2	539	74.1	27		4.3	0.2
C4	*Haywards Heath*	Borde Hill Lane / Copyhold Lane	Borde Hill Lane (N)	425	21.7	1.2	0.0	589	29.4	1.3	0.0	508	25.6	4		1.2	0.0	802	39.5	10		1.5	0.0
C4			Copyhold Lane (E)	134	23.6	4.9	0.1	151	26.0	5.1	0.1	130	26.3	3		6.1	0.1	154	30.3	4		6.4	0.1
C4			Borde Hill Lane (S)	690	39.3	2.3	0.0	336	21.1	2.5	0.0	943	50.7	11		2.5	0.0	385	24.5	3		2.6	0.0
C5	*Haywards Heath*	B2114 / B2036 Whitemans Green	B2036 (N)	264	37.1	4.2	0.1	296	39.4	4.0	0.1	286	42.4	5		4.6	0.1	295	44.2	5		4.8	0.2
C5			B2036 (S)	887	101.7	42.3	10.0	543	62.7	3.2	0.0	982	107.2	5	Sev	141.1	35.4	803	92.1	29	Sig	3.8	0.2
C5			B2114 Staplefield Road (W)	469	61.4	4.3	0.2	399	48.9	3.6	0.1	605	77.6	16		4.8	0.3	612	75.6	27		4.5	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	808	101.1	16	Sev	35.8	7.8	837	102.6	27	Sev	61.8	14.2
C6			Ardingly Road (E)	364	47.8	4.1	0.1	387	52.8	4.7	0.2	592	74.0	26		4.9	0.3	585	79.1	26		6.4	0.6
C6			B2036 London Road (S)	800	103.0	73.4	16.3	421	52.1	3.8	0.1	831	107.9	5	Sev	163.9	36.6	575	74.9	23		5.4	0.4
C6a	*Cuckfield*	B2036 / B2184, Cuckfield	B2036 London Road (N)	442	52.5	3.0	0.0	624	71.7	3.0	0.0	545	63.0	11		3.0	0.0	656	74.4	3		3.0	0.0
C6a			B2184 London Lane (E)	523	64.6	3.9	0.1	188	22.3	3.3	0.0	517	66.1	1		4.7	0.2	187	22.7	0		3.6	0.0
C6a			B2036 High Street (S)	277	41.0	4.7	0.1	233	28.6	3.4	0.0	314	45.8	5		4.7	0.2	387	47.0	18		3.5	0.1
C7	*Ansty*	A272 / B2036	A272 (E)	659	87.2	6.3	0.6	778	101.1	41.8	8.5	891	101.4	14	Sev	46.7	11.2	927	103.1	2		76.7	19.0
C7			B2036 (S)	605	85.9	8.2	0.9	308	47.2	5.5	0.2	477	70.4	-16		6.5	0.5	623	98.6	51	Sev	27.4	4.2
C7			A272 (W)	674	94.3	11.4	1.6	716	91.0	6.8	0.8	898	97.9	4	Sev	11.0	2.0	850	102.2	11	Sev	65.7	14.9
C8	*Cowfold*	A281 North Junction, Cowfold	A281 (N)	233	34.2	4.7	0.1	583	83.1	7.7	0.8	284	42.1	8		5.2	0.2	717	100.8	18	Sev	40.0	7.5
C8			A281 (S)	812	98.4	7.0	0.9	773	101.2	43.9	9.0	817	100.9	2		29.8	6.4	785	101.4	0		48.7	9.7
C8			A272 Station Road (W)	753	101.7	51.4	10.8	651	78.4	3.9	0.2	780	102.2	1		59.3	12.8	803	94.8	16	Sig	5.4	0.5
C9	*Cowfold*	A281 South Junction, Cowfold	A281 (N)	781	93.4	4.5	0.3	831	100.9	30.0	6.4	841	101.3	8	Sev	37.6	8.4	890	101.7	1		41.9	9.7
C9			A272 Bolney Road (E)	781	94.3	5.1	0.5	815	97.0	7.4	1.0	837	100.8	7	Sev	25.9	5.6	843	100.5	4	Sev	23.9	4.9
C9			A281 (S)	355	55.2	5.8	0.3	253	38.6	5.1	0.2	375	59.3	4		6.4	0.4	151	23.5	-15		4.8	0.1
C10	*Bolney*	A23 / A272 Bolney Road	A23 Southbound Off-Slip	237	33.7	5.1	0.1	339	49.6	6.1	0.3	273	20.9	-13		4.2	0.1	351	26.0	-24		4.2	0.1
C10			A272 (E)	776	88.4	6.2	0.7	809	95.2	12.3	2.0	808	80.6	-8		5.1	0.5	873	82.9	-12		6.2	0.7
C10			A272 (W)	631	64.8	3.0	0.0	727	72.8	3.0	0.0	898	89.7	25	Sig	3.0	0.0	898	87.6	15	Sig	3.0	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	718	58.2	-43		29.8	5.4	694	63.0	-39		33.8	5.7
C10a			A272 (E)	661	23.2	1.6	0.1	644	21.3	0.9	0.0	652	66.1	43		50.8	7.9	591	55.2	34		26.3	3.5
C10a			A272 (W)	728	38.1	1.5	0.0	908	46.2	1.7	0.0	850	95.4	57	Sev	57.0	6.3	925	96.6	50	Sev	61.5	6.5
C11	*North Chailey*	A272 / A275 North Chailey	A272 (W)	360	49.0	4.1	0.1	592	75.5	4.7	0.3	648	74.0	25		3.3	0.1	867	102.0	27	Sev	49.3	11.4
C11			A275 (N)	91	13.4	4.2	0.0	173	35.1	7.6	0.2	87	15.5	2		5.2	0.1	29	101.4	66	Sev	285.8	2.4
C11			A272 (E)	836	97.4	6.0	0.7	576	68.4	3.8	0.1	903	105.9	9	Sev	117.0	28.8	907	99.6	31	Sev	6.8	0.9
C11			A275 (S)	288	45.6	5.6	0.2	244	34.0	4.3	0.1	19	82.5	37		215.7	1.5	105	66.5	33		44.6	1.2
C12	*Haywards Heath*	A273 / Isaac's Lane / Traustein Way	A273 (W)	589	67.3	5.8	0.5	571	56.2	4.0	0.2	1045	97.6	30	Sev	17.2	4.2	822	68.9	13		4.8	0.4
C12			Isaac's Lane	753	67.8	3.6	0.1	949	85.1	4.3	0.4	856	65.9	-2		4.1	0.3	1244	93.5	8	Sig	8.2	1.6
C12			Parkfield Way (zone access)	267	4.0	3.2	0.0	64	1.0	3.2	0.0	308	5.3	1		3.2	0.0	72	1.4	0		3.3	0.0
C12			Traunstein Way	714	74.8	5.4	0.5	445	45.1	4.0	0.1	1139	101.5	27	Sev	50.4	15.3	899	73.5	28		4.9	0.5
C13	*Haywards Heath*	A272 Rocky Lane / B2112	B2112 Wivelsfield Road (N)	671	77.4	7.2	0.8	770	87.4	9.1	1.3	574	71.5	-6		7.3	0.7	854	100.9	14	Sev	46.3	10.4
C13			Kennards Lane (E)	315	40.8	5.2	0.2	303	42.3	6.1	0.3	171	3.1	-38		3.3	0.0	175	3.4	-39		3.3	0.0
C13			A272 Rocky Lane (E)	174	22.4	5.0	0.1	237	34.7	6.3	0.2	225	21.5	-1		4.4	0.1	472	51.8	17		6.0	0.4
C13			B2112 Fox Hill (S)	700	76.8	6.4	0.7	423	50.0	5.2	0.3	1047	89.3	13	Sig	7.5	1.3	744	68.9	19		5.7	0.6
C13			A272 Rocky Lane (W)	771	85.1	7.7	1.0	694	68.0	4.4	0.3	1149	101.3	16	Sev	46.2	14.1	1022	76.8	9		4.4	0.4
C14	*Haywards Heath*	A272 / Rocky Lane	A272 (E)	701	89.7	6.0	0.6	670	82.1	4.3	0.3	1036	98.5	9	Sev	11.5	2.5	1079	101.3	19	Sev	39.8	11.3
C14			Rocky Lane (S)	404	43.4	9.5	0.1	387	40.0	8.7	0.1	696	83.5	40		24.8	1.2	508	58.5	18		13.5	0.3
C14			A272 (W)	546	52.0	3.7	0.1	597	58.1	4.1	0.2	694	70.5	18		4.8	0.4	1058	100.7	43	Sev	33.2	8.6
C14			Highbank (N)	219	3.2	3.1	0.0	106	1.6	3.1	0.0	231	3.8	1		3.2	0.0	115	2.0	0		3.2	0.0
C15	*Haywards Heath*	B2272 / Bolnore Road	B2272 (E)	825	100.0	15.4	2.8	915	106.1	120.7	30.1	996	103.3	3	Sev	72.3	19.5	959	96.9	-9		4.6	0.4
C15			Bolnore Road	75	1.1	3.1	0.0	144	2.2	3.2	0.0	111	1.7	1		3.2	0.0	160	2.5	0		3.2	0.0
C15			B2272 (W)	1109	95.0	3.5	0.2	852	73.6	3.1	0.0	1293	110.9	16	Sev	206.1	69.4	853	71.9	-2		3.2	0.1
C16	*Haywards Heath*	A272 / B2272	A272 Tylers Green (W)	944	106.1	134.1	35.7	1016	98.5	12.7	2.7	812	105.6	0		132.4	30.2	1046	102.4	4	Sev	63.6	17.7
C16			B2272 Butlers Green Road (E)	835	83.1	5.6	0.6	1009	99.4	19.7	4.4	954	90.6	8	Sig	6.9	1.0	1029	111.2	12	Sev	226.2	60.9
C16			A272 Isaac's Lane (S)	1172	81.6	5.1	0.7	761	53.6	4.0	0.2	1481	100.6	19	Sev	29.4	11.1	928	59.8	6		3.7	0.2
C17	*Haywards Heath*	B2112 / B2272	B2112 Hazelgrove Road (N)	210	22.4	4.0	0.1	451	59.6	6.8	0.5	264	28.6	6		4.2	0.1	612	82.4	23		11.0	1.4
C17			Caxton Way (E)	169	2.4	3.1	0.0	107	2.0	3.3	0.0	176	2.7	0		3.1	0.0	114	2.4	0		3.4	0.0
C17			B2272 Franklynn Road (S)	482	50.9	4.3	0.2	244	28.0	4.4	0.1	535	58.3	7		5.0	0.3	273	33.4	5		5.0	0.2
C17			B2112 Sussex Road (S)	804	83.5	6.5	0.8	289	27.0	3.4	0.0	964	101.8	18	Sev	56.0	14.4	463	43.1	16		3.5	0.1
C17			B2272 South Road (W)	490	54.1	4.7	0.2	1025	96.7	8.4	1.5	626	73.0	19		6.7	0.6	1029	101.7	5	Sev	51.1	14.1
C18	*Cowfold*	A272 Cowfold Road / Wineham Lane	Spronkett's Lane (N)	153	40.5	10.3	0.3	72	21.0	10.1	0.1	132	38.2	-2		11.3	0.3	79	22.1	1		9.7	0.2
C18			A272 Cowfold Road (E)	651	33.6	1.4	0.0	834	41.6	1.6	0.0	783	41.0	7		1.6	0.0	918	45.6	4		1.7	0.0
C18			Wineham Lane (S)	48	12.1	7.8	0.1	64	18.2	9.6	0.1	74	21.6	9		10.5	0.2	71	20.3	2		9.8	0.1
C18			A272 Cowfold Road (W)	754	40.4	1.7	0.0	837	43.0	1.7	0.0	890	45.0	5		1.7	0.0	789	39.6	-3		1.7	0.0
C19	*Cowfold*	A23 / A272 Northbound On-Slip	A23 Northbound	2946	52.2	2.0	0.0	2189	38.8	1.2	0.0	4388	75.9	24		4.4	0.0	3339	57.3	19		2.4	0.0
C19			A272 Northbound on-Slip	266	19.1	3.6	0.1	206	13.3	3.4	0.0	236	25.4	6		4.9	0.1	193	15.7	2		3.9	0.1
C20	*Cowfold*	A23 / London Road Northbound On-Slip	A23 Northbound	3212	54.2	4.1	0.0	2395	40.8	2.3	0.0	4624	76.7	22		9.0	0.0	3532	58.5	18		4.9	0.0
C20			London Road Northbound on-Slip	0	0.0	4.1	0.0	0	0.0	3.6	0.0	0	0.0	0		6.6	0.0	0	0.0	0		4.4	0.0

ID	Approach Arm	2039 Scenario 5m2															
		AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
C1	B2110 High Street (N) (priority)	829	50.1	1		3.0	0		0.1	1016	58.5	0		3.1	0		0.1
C1	B2114 (S) (priority)	279	14.4	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0
C1	B2110 (W)	635	84.4	5		4.0	0		0.2	395	55.3	6		3.6	0		0.1
C2	B2110 (E)	618	36.2	1		2.7	0		0.0	753	42.3	1		2.3	0		0.0
C2	B2110 Leechpond Hill (S)	150	7.7	1		1.0	0		0.0	326	15.9	0		1.1	0		0.0
C2	B2115 (W)	552	75.8	1		4.2	0		0.2	513	77.2	5		5.8	1		0.4
C3	B2114 Cuckfield Road (N) (priority)	121	6.2	-1		1.0	0		0.0	84	4.2	0		1.0	0		0.0
C3	B2114 (E) (priority)	730	31.8	1		1.3	0		0.0	663	32.6	3		1.4	0		0.0
C3	B2115 Sloughgreen Lane (W)	534	76.5	7		5.0	0		0.3	553	76.1	2		4.5	0		0.2
C4	Borde Hill Lane (N)	556	28.1	3		1.3	0		0.0	890	43.3	4		1.6	0		0.0
C4	Copyhold Lane (E)	138	29.2	3		6.7	1		0.1	166	34.3	4		7.2	1		0.2
C4	Borde Hill Lane (S)	1023	54.3	4		2.6	0		0.1	432	28.2	4		2.8	0		0.1
C5	B2036 (N)	263	39.2	-3		4.7	0		0.1	294	44.4	0		4.8	0		0.2
C5	B2036 (S)	1000	107.5	0		145.7	5		36.6	876	99.5	7	Sev	8.5	5		1.3
C5	B2114 Staplefield Road (W)	654	82.3	5		5.1	0		0.4	636	78.4	3		4.7	0		0.3
C6	B2036 Whitemans Green (N)	831	103.8	3		86.3	51		19.7	860	105.0	2		105.3	44		24.8
C6	Ardingly Road (E)	696	84.6	11		5.5	1		0.5	691	91.5	12	Sig	9.3	3		1.2
C6	B2036 London Road (S)	839	109.9	2		200.8	37	Sev	44.0	587	77.2	2		6.1	1		0.5
C6a	B2036 London Road (N)	549	61.4	-2		3.0	0		0.0	677	75.3	1		3.0	0		0.0
C6a	B2184 London Lane (E)	494	62.3	-4		4.6	0		0.2	199	23.9	1		3.7	0		0.0
C6a	B2036 High Street (S)	345	48.9	3		4.7	0		0.2	388	46.7	0		3.5	0		0.1
C7	A272 (E)	919	103.5	2		85.3	39		21.1	955	104.0	1		92.8	16		23.2
C7	B2036 (S)	593	86.9	17	Sig	10.0	4		1.1	634	98.2	0		25.7	-2		3.9
C7	A272 (W)	886	101.9	4	Sev	55.2	44		13.5	887	106.0	4	Sev	132.9	67	Sev	31.4
C8	A281 (N)	279	41.0	-1		5.1	0		0.2	719	99.8	-1		24.6	-15		4.3
C8	A281 (S)	826	100.9	0		30.3	1		6.6	791	101.4	0		48.5	0		9.7
C8	A272 Station Road (W)	780	102.2	0		59.3	0		12.8	789	93.9	-1		5.5	0		0.6
C9	A281 (N)	828	100.3	-1		19.8	-18		3.9	893	101.7	0		42.0	0		9.7
C9	A272 Bolney Road (E)	850	101.1	0		31.9	6		7.1	848	101.0	1		33.8	10		7.3
C9	A281 (S)	405	63.7	4		6.7	0		0.4	175	26.9	3		4.8	0		0.1
C10	A23 Southbound Off-Slip	294	22.6	2		4.2	0		0.1	373	27.8	2		4.3	0		0.1
C10	A272 (E)	844	81.7	1		5.3	0		0.5	931	87.1	4	Sig	7.1	1		1.0
C10	A272 (W)	892	90.2	0		3.0	0		0.0	920	89.9	2		3.0	0		0.0
C10a	London Road (N)	710	57.2	-1		29.3	-1		5.2	789	69.1	6		34.9	1		6.5
C10a	A272 (E)	646	66.3	0		54.1	3		8.0	625	57.5	2		26.8	1		3.7
C10a	A272 (W)	859	97.5	2		69.4	12		6.6	915	96.4	0		60.3	-1		6.4
C11	A272 (W)	667	75.4	1		3.4	0		0.1	880	101.9	0		45.5	-4		10.6
C11	A275 (N)	89	16.0	1		5.4	0		0.1	30	101.4	0		285.8	0		2.4
C11	A272 (E)	913	106.3	0		124.1	7		30.6	920	100.8	1		25.8	19		5.8
C11	A275 (S)	20	80.2	-2		210.8	-5		1.4	85	76.7	10		73.8	29		1.7
C12	A273 (W)	1090	100.9	3	Sev	41.2	24		11.7	908	74.9	6		5.1	0		0.5
C12	Isaac's Lane	898	68.5	3		4.3	0		0.3	1267	95.0	1		9.7	2		2.1
C12	Parkfield Way (zone access)	311	5.4	0		3.2	0		0.0	76	1.5	0		3.3	0		0.0
C12	Traunstein Way	1152	103.9	2		95.4	45		29.6	945	77.1	4		5.3	0		0.6
C13	B2112 Wivelsfield Road (N)	599	73.3	2		7.4	0		0.7	860	102.0	1		66.1	20		15.2
C13	Kennards Lane (E)	180	3.3	0		3.3	0		0.0	199	3.9	0		3.3	0		0.0
C13	A272 Rocky Lane (E)	223	21.1	0		4.4	0		0.1	520	56.7	5		6.3	0		0.5
C13	B2112 Fox Hill (S)	1114	93.1	4	Sig	9.2	2		1.9	739	69.9	1		6.0	0		0.6
C13	A272 Rocky Lane (W)	1154	102.7	1		72.3	26		22.4	1054	78.6	2		4.5	0		0.4
C14	A272 (E)	1049	99.0	1		13.1	2		2.9	1104	102.7	1		65.8	26		19.5
C14	Rocky Lane (S)	725	85.6	2		26.5	2		1.3	503	57.5	-1		13.2	0		0.3
C14	A272 (W)	713	70.8	0		4.9	0		0.4	1087	100.7	0		32.9	0		8.6
C14	Highbank (N)	231	3.8	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0
C15	B2272 (E)	1027	105.1	2		104.3	32		28.7	1002	100.1	3	Sev	12.8	8		2.7
C15	Bolnore Road	116	1.8	0		3.2	0		0.0	165	2.6	0		3.2	0		0.0
C15	B2272 (W)	1333	112.9	2		241.2	35	Sev	81.3	906	75.2	3		3.2	0		0.1
C16	A272 Tylers Green (W)	814	105.4	0		129.8	-3		29.4	1060	102.5	0		65.4	2		18.1
C16	B2272 Butlers Green Road (E)	971	89.3	-1		6.4	-1		0.9	1073	112.8	2		255.1	29		69.8
C16	A272 Isaac's Lane (S)	1528	99.1	-2		13.5	-16		4.3	952	60.2	0		3.7	0		0.2
C17	B2112 Hazelgrove Road (N)	268	29.5	1		4.3	0		0.1	654	87.6	5	Sig	13.3	2		1.9
C17	Caxton Way (E)	177	2.7	0		3.2	0		0.0	116	2.5	0		3.4	0		0.0
C17	B2272 Franklynn Road (S)	653	71.8	13		6.0	1		0.5	284	35.1	2		5.1	0		0.2
C17	B2112 Sussex Road (S)	940	102.3	0		66.6	11		16.6	483	45.0	2		3.6	0		0.1
C17	B2272 South Road (W)	684	81.6	9		8.7	2		1.1	1036	101.8	0		52.1	1		14.3
C18	Spronkett's Lane (N)	143	39.6	1		10.8	0		0.3	149	40.6	18		11.2	1		0.3
C18	A272 Cowfold Road (E)	792	41.4	0		1.7	0		0.0	921	45.5	0		1.7	0		0.0
C18	Wineham Lane (S)	114	31.8	10		10.7	0		0.2	75	20.7	0		9.5	0		0.1
C18	A272 Cowfold Road (W)	899	45.8	1		1.8	0		0.0	775	39.0	-1		1.7	0		0.0
C19	A23 Northbound	4691	80.1	4		5.1	1		0.0	3542	60.7	3		2.7	0		0.0
C19	A272 Northbound on-Slip	224	27.0	2		5.4	1		0.2	221	18.5	3		4.0	0		0.1
C20	A23 Northbound	4915	80.7	4		10.2	1		0.0	3763	62.0	3		5.5	1		0.0
C20	London Road Northbound on-Slip	0	0.0	0		7.8	1		0.0	0	0.0	0		4.6	0		0.0

ID	Approach Arm	2039 Scenario 5m5															
		AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
C1	B2110 High Street (N) (priority)	848	51.1	2		3.0	0		0.1	1006	58.0	-1		3.1	0		0.1
C1	B2114 (S) (priority)	279	14.4	0		1.1	0		0.0	178	9.4	0		1.0	0		0.0
C1	B2110 (W)	638	84.5	5		4.0	0		0.2	405	56.5	7		3.6	0		0.1
C2	B2110 (E)	620	36.3	1		2.7	0		0.0	753	42.3	1		2.3	0		0.0
C2	B2110 Leechpond Hill (S)	156	8.0	2		1.0	0		0.0	325	15.9	0		1.1	0		0.0
C2	B2115 (W)	529	73.1	-2		4.2	0		0.2	515	77.5	5		5.8	1		0.4
C3	B2114 Cuckfield Road (N) (priority)	122	6.2	-1		1.0	0		0.0	86	4.4	1		1.0	0		0.0
C3	B2114 (E) (priority)	727	31.6	1		1.3	0		0.0	662	32.5	3		1.4	0		0.0
C3	B2115 Sloughgreen Lane (W)	530	76.6	8		5.0	0		0.3	550	75.7	2		4.5	0		0.2
C4	Borde Hill Lane (N)	541	27.1	2		1.3	0		0.0	881	43.0	3		1.6	0		0.0
C4	Copyhold Lane (E)	138	28.9	3		6.6	0		0.1	163	33.5	3		7.1	1		0.2
C4	Borde Hill Lane (S)	1015	53.8	3		2.5	0		0.1	425	27.5	3		2.8	0		0.1
C5	B2036 (N)	255	38.0	-4		4.7	0		0.1	297	44.8	1		4.9	0		0.2
C5	B2036 (S)	1000	107.6	0		147.3	6		37.0	875	99.5	7	Sev	8.2	4		1.2
C5	B2114 Staplefield Road (W)	652	82.6	5		5.2	0		0.4	635	78.2	3		4.7	0		0.3
C6	B2036 Whitemans Green (N)	820	102.8	2		68.5	33		15.5	862	104.9	2		103.6	42		24.4
C6	Ardingly Road (E)	700	84.2	10		5.2	0		0.4	681	90.3	11	Sig	8.8	2		1.1
C6	B2036 London Road (S)	838	110.6	3		212.6	49	Sev	46.7	580	76.2	1		6.0	1		0.5
C6a	B2036 London Road (N)	524	58.8	-4		3.0	0		0.0	671	74.6	0		3.0	0		0.0
C6a	B2184 London Lane (E)	493	62.4	-4		4.6	0		0.2	199	23.9	1		3.7	0		0.0
C6a	B2036 High Street (S)	345	49.5	4		4.7	0		0.2	381	45.9	-1		3.5	0		0.1
C7	A272 (E)	938	102.9	1		71.5	25		18.1	955	104.0	1		92.9	16		23.3
C7	B2036 (S)	610	91.9	21	Sig	13.2	7		1.7	631	98.1	-1		25.3	-2		3.8
C7	A272 (W)	846	97.5	0		13.3	2		2.5	887	105.8	4	Sev	129.3	64	Sev	30.6
C8	A281 (N)	284	41.4	-1		5.1	0		0.2	720	99.8	-1		24.9	-15		4.4
C8	A281 (S)	828	101.0	0		31.6	2		6.9	792	101.4	0		48.5	0		9.7
C8	A272 Station Road (W)	780	102.1	0		57.5	-2		12.4	788	93.7	-1		5.5	0		0.5
C9	A281 (N)	823	100.1	-1		17.4	-20		3.3	893	101.7	0		42.0	0		9.7
C9	A272 Bolney Road (E)	847	101.0	0		30.1	4		6.6	848	101.0	1		33.9	10		7.3
C9	A281 (S)	415	65.3	6		6.9	0		0.5	175	26.9	3		4.8	0		0.1
C10	A23 Southbound Off-Slip	258	20.0	-1		4.3	0		0.1	370	27.5	2		4.3	0		0.1
C10	A272 (E)	897	87.5	7	Sig	6.8	2		0.9	935	87.4	5	Sig	7.2	1		1.0
C10	A272 (W)	934	94.0	4	Sig	3.0	0		0.0	921	89.9	2		3.0	0		0.0
C10a	London Road (N)	687	55.2	-3		28.3	-2		4.9	790	69.0	6		34.9	1		6.5
C10a	A272 (E)	673	68.9	3		51.2	0		7.9	624	57.4	2		26.8	1		3.7
C10a	A272 (W)	874	99.3	4	Sev	82.2	25		6.8	915	96.5	0		60.5	-1		6.4
C11	A272 (W)	669	75.5	2		3.4	0		0.1	880	102.0	0		48.6	-1		11.3
C11	A275 (N)	89	16.0	1		5.4	0		0.1	30	101.4	0		286.1	0		2.4
C11	A272 (E)	912	106.2	0		123.3	6		30.4	920	100.8	1		25.3	19		5.6
C11	A275 (S)	19	79.9	-3		210.1	-6		1.4	86	74.0	7		67.4	23		1.5
C12	A273 (W)	1066	98.7	1		20.3	3		5.1	905	74.7	6		5.1	0		0.5
C12	Isaac's Lane	877	67.1	1		4.2	0		0.3	1264	94.7	1		9.5	1		2.0
C12	Parkfield Way (zone access)	311	5.4	0		3.2	0		0.0	76	1.5	0		3.3	0		0.0
C12	Traunstein Way	1152	104.0	3		96.7	46		30.0	945	77.1	4		5.3	0		0.6
C13	B2112 Wivelsfield Road (N)	595	72.7	1		7.3	0		0.7	860	102.0	1		65.2	19		14.9
C13	Kennards Lane (E)	180	3.3	0		3.3	0		0.0	197	3.8	0		3.3	0		0.0
C13	A272 Rocky Lane (E)	226	21.4	0		4.4	0		0.1	520	56.7	5		6.3	0		0.5
C13	B2112 Fox Hill (S)	1105	92.6	3	Sig	8.9	1		1.8	739	69.9	1		6.0	0		0.6
C13	A272 Rocky Lane (W)	1156	102.7	1		72.6	26		22.6	1052	78.5	2		4.5	0		0.4
C14	A272 (E)	1053	98.5	0		11.4	0		2.4	1103	102.7	1		65.7	26		19.4
C14	Rocky Lane (S)	723	85.5	2		26.4	2		1.3	503	57.5	-1		13.2	0		0.3
C14	A272 (W)	690	68.9	-2		4.8	0		0.3	1087	100.7	0		32.4	-1		8.5
C14	Highbank (N)	231	3.8	0		3.2	0		0.0	116	2.0	0		3.2	0		0.0
C15	B2272 (E)	1018	104.6	1		95.8	24		26.2	1003	100.2	3	Sev	14.2	10		3.1
C15	Bolnore Road	116	1.8	0		3.2	0		0.0	165	2.6	0		3.2	0		0.0
C15	B2272 (W)	1331	113.1	2		244.4	38	Sev	82.4	909	75.5	4		3.2	0		0.1
C16	A272 Tylers Green (W)	829	106.0	0		139.8	7		32.5	1059	102.5	0		65.5	2		18.1
C16	B2272 Butlers Green Road (E)	974	89.4	-1		6.2	-1		0.8	1074	112.7	2		252.7	27		69.2
C16	A272 Isaac's Lane (S)	1504	98.2	-2		11.6	-18		3.5	951	60.2	0		3.7	0		0.2
C17	B2112 Hazelgrove Road (N)	269	29.6	1		4.3	0		0.1	647	86.6	4	Sig	12.7	2		1.7
C17	Caxton Way (E)	177	2.7	0		3.2	0		0.0	116	2.5	0		3.4	0		0.0
C17	B2272 Franklynn Road (S)	653	71.9	14		6.0	1		0.5	284	35.1	2		5.1	0		0.2
C17	B2112 Sussex Road (S)	940	102.3	1		67.6	12		16.9	483	45.0	2		3.6	0		0.1
C17	B2272 South Road (W)	683	81.7	9		8.7	2		1.1	1036	101.8	0		52.5	1		14.5
C18	Spronkett's Lane (N)	135	37.0	-1		10.4	-1		0.3	148	40.1	18		11.1	1		0.3
C18	A272 Cowfold Road (E)	803	42.2	1		1.7	0		0.0	921	45.5	0		1.7	0		0.0
C18	Wineham Lane (S)	122	34.7	13		11.3	1		0.3	75	20.7	0		9.5	0		0.1
C18	A272 Cowfold Road (W)	902	46.1	1		1.8	0		0.0	775	39.0	-1		1.7	0		0.0
C19	A23 Northbound	4677	79.1	3		5.0	1		0.0	3548	60.8	3		2.7	0		0.0
C19	A272 Northbound on-Slip	198	24.9	0		5.4	1		0.1	222	18.5	3		4.0	0		0.1
C20	A23 Northbound	4875	79.6	3		9.9	1		0.0	3769	62.1	4		5.5	1		0.0
C20	London Road Northbound on-Slip	0	0.0	0		7.4	1		0.0	0	0.0	0		4.6	0		0.0

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

2019

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)
	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
S1			A23 Southbound	1763	48.7	2.7	0.0	2922	75.9	6.9	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
S2			A2300 (E)	935	93.7	4.2	0.3	782	81.7	3.4	0.1
S2			A2300 (W)	331	32.0	3.0	0.0	224	22.2	3.0	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
S3			A2300 (E)	1161	107.4	145.9	46.9	1082	101.5	41.9	12.3
S3			Cuckfield Road (S)	202	26.5	4.5	0.1	176	20.7	4.3	0.1
S3			A2300 (W)	962	91.0	4.8	0.5	1027	94.2	5.6	0.7
S4	*Burgess Hill*	Cuckfield Road / The Hub	Cuckfield Road (N)	N/A				N/A			
S4			THE HUB	N/A				N/A			
S4			Cuckfield Road (S)	N/A				N/A			
S5	*Burgess Hill*	A2300 / Northern Arc Spine Road	N Arc (N)	N/A				N/A			
S5			A2300 (E)	N/A				N/A			
S5			N Arc (S)	N/A				N/A			
S5			A2300 (W)	N/A				N/A			
S6	*Burgess Hill*	Junction Road / B2113, Burgess Hill	Junction Road (N)	302	44.0	4.9	0.2	32	5.1	4.6	0.0
S6			Silverdale Road	73	12.5	5.3	0.1	36	5.7	4.6	0.0
S6			B2113 Keymer Road (S)	777	100.0	20.2	3.8	606	70.7	3.2	0.0
S6			B2113 Station Road (W)	749	91.2	5.4	0.5	801	95.5	6.0	0.7
S7	*Hurstpierpoint*	B2117 / B2116 Hurstpierpoint	Cuckfield Road (N)	404	52.3	4.1	0.1	409	54.1	4.3	0.2
S7			B2116 Hassocks Road (E)	265	26.0	3.5	0.0	296	30.2	3.8	0.1
S7			B2117 Brighton Road (S)	258	33.2	3.6	0.0	213	27.2	3.6	0.0
S7			B2116 Albourne Road (W)	174	17.8	3.5	0.0	222	21.4	3.4	0.0
S8	*Hassocks*	A273 / B2116 Hassocks (Stonepound)	A273 London Road (N)	471	100.9	135.8	7.0	609	102.5	152.6	13.0
S8			B2116 Keymer Road (E)	327	91.4	84.0	4.1	364	96.9	116.2	4.7
S8			A273 Brighton Road (S)	405	93.4	87.8	5.2	446	95.9	89.7	4.6
S8			B2116 Hurst Road (W)	513	71.9	50.4	6.0	261	48.0	52.6	3.4
S9	*Pyecombe*	A23 / A281 Southbound On-Slip	A23 Southbound	2217	60.5	8.8	0.0	3287	84.7	20.1	0.0
S9			A281 Southbound on-Slip	213	19.0	4.0	0.1	176	27.7	6.4	0.2
S10	*Ditchling*	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2116 (W)	229	32.4	4.3	0.1	164	21.1	3.7	0.0
S10			B2112 (N)	552	69.5	4.1	0.2	596	72.0	3.7	0.1
S10			B2116 (E)	75	11.5	4.5	0.0	71	10.9	4.5	0.0
S10			B2112 (S)	510	60.5	3.2	0.0	339	40.0	3.2	0.0
S11	*Burgess Hill*	A2300 / Bishopstone Lane	A2300 (W)	969	50.8	1.8	0.0	998	50.8	1.9	0.0
S11			Bishopstone Lane (N)	124	41.5	14.3	0.4	117	34.7	11.6	0.3
S11			A2300 (E)	951	47.4	1.8	0.0	824	42.5	1.7	0.0
S12	*Burgess Hill*	Bishopstone Ln / Science & Tech Park Access (N)	Bishopstone Lane (N)								
S12			Science & Tech Park Access (E)								
S12			Bishopstone Lane (S)								
S13	*Burgess Hill*	Cuckfield Rd / Science & Tech Park Access (N)	Cuckfield Rd (N)	N/A				N/A			
S13			Science & Tech Park Access (W)	N/A				N/A			
S13			Cuckfield Rd (S)	N/A				N/A			
S14	*Burgess Hill*	A2300 / Science & Tech Park Access (S)	A2300 (W)	969	50.8	0.0	0.0	998	50.8	0.0	0.0
S14			A2300 (E)	1026	50.2	0.0	0.0	873	44.1	0.0	0.0
S14			Science & Tech Park Access (S)								
S15	*Burgess Hill*	A272 Bolney Road / Bishopstone Lane	A272 Bolney Road (W)	610	31.8	1.3	0.0	671	34.0	1.4	0.0
S15			A272 Bolney Road (E)	682	35.2	1.4	0.0	677	33.5	1.4	0.0
S15			Bishopstone Lane	60	14.8	8.1	0.1	35	8.9	7.9	0.1
S16	*Burgess Hill*	A2300 / Stairbridge Lane / Pookbourne Lane	A2300 (W)	1003	38.0	1.2	0.0	1028	38.0	1.2	0.0
S16			Stairbridge Lane	8	1.0	10.0	0.0	37	4.4	8.4	0.1
S16			A2300 (E)	1026	25.4	1.4	0.1	873	21.5	1.5	0.1
S16			Pookbourne Lane	15	2.1	8.3	0.0	21	3.6	6.4	0.0
S17	*Burgess Hill*	Bishopstone Lane / Job's Lane	Bishopstone Lane (N)	124	6.3	1.0	0.0	131	6.8	1.2	0.0
S17			Bishopstone Lane (S)	57	2.9	0.9	0.0	38	2.0	0.9	0.0
S17			Job's Lane	0	0.0	3.4	0.0	0	0.0	3.2	0.0
S18	*Hassocks*	A273 / B2112	A273 (N)	537	27.1	1.3	0.0	553	27.5	1.3	0.0
S18			B2112 (E)	608	100.9	47.0	7.4	303	52.0	5.8	0.2
S18			A273 (S)	920	36.3	2.7	0.2	872	32.8	2.5	0.1
S19	*Hassocks*	B2112 / Lodge Lane	Lodge Lane (N)	305	54.7	6.7	0.3	229	34.6	4.2	0.1
S19			B2112 (E)	312	16.2	1.2	0.0	85	4.7	1.3	0.0
S19			B2112 (W)	556	28.5	1.3	0.0	494	25.0	1.2	0.0
S20	*Burgess Hill*	Janes Lane / Manor Road	Janes Lane (E)	211	10.9	1.0	0.0	206	10.4	1.0	0.0
S20			Manor Road	124	18.2	3.7	0.0	80	11.8	3.7	0.0
S20			Janes Lane (W)	332	18.4	1.6	0.0	341	18.9	1.8	0.0
S21	*Burgess Hill*	B2112 / Green Road (LEWES DISTRICT)	B2112 (N)	708	86.2	4.4	0.3	819	100.2	20.0	3.9
S21			Green Road (E)	417	62.4	5.9	0.3	345	53.4	6.0	0.3
S21			B2112 (S)	771	102.8	72.3	15.5	602	75.1	4.3	0.2
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
S22			Junction Road (S)	400	61.0	6.2	0.4	195	29.9	5.0	0.1
S22			Leylands Road (W)	492	65.5	4.5	0.2	844	99.9	10.7	1.8
S23	*Burgess Hill*	A273 / B2036 / Marchants Way	A273 (N)	819	100.3	18.6	3.7	851	101.5	40.3	9.1
S23			Marchants Way (E)	13	2.4	5.6	0.0	21	3.8	5.6	0.0
S23			B2036 (S)	480	61.0	4.1	0.2	418	55.1	4.3	0.2
S23			A273 (W)	631	83.5	6.5	0.6	595	74.9	4.6	0.3
S24	*Burgess Hill*	A273 / Sussex Way	A273 (E)	375	48.6	4.0	0.1	543	64.1	3.6	0.1
S24			Sussex Way (S)	575	74.0	4.5	0.3	455	61.5	4.6	0.2
S24			A273 (W)	685	63.3	3.7	0.1	518	46.6	3.4	0.1
S25	*Burgess Hill*	West Street / Fairfield Road	Fairfield Road (N)	47	2.4	0.9	0.0	24	1.2	0.9	0.0
S25			West Street (E)	117	16.6	3.4	0.0	76	10.4	3.3	0.0
S25			Fairfield Road (S)	138	7.1	1.1	0.0	126	6.6	1.5	0.0
S25			West Street (W)	250	33.9	3.3	0.0	208	28.8	3.2	0.0
S26	*Burgess Hill*	A273 / York Road	A273 (N)	932	103.4	72.3	17.9	754	78.3	3.1	0.0
S26			York Road (E)	240	31.9	3.9	0.1	613	85.3	7.5	0.8
S26			A273 (S)	509	65.7	4.0	0.2	492	72.8	7.0	0.5
S27	*Burgess Hill*	B2113 Keymer Road / Folders Lane	B2113 Keymer Road (N)	511	46.3	3.3	0.0	584	53.2	3.4	0.1
S27			B2113 Folders Lane (E)	522	47.8	3.4	0.1	466	42.3	3.3	0.0
S27			Keymer Road (S)	460	47.0	4.0	0.1	422	41.7	3.8	0.1

2039 Reference Case

ID	Approach Arm	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)
S1	A23 Southbound On-Slip	769	37.5	24		1.5	0.0	766	37.5	14		1.5	0.0
S1	A23 Southbound	2202	57.2	9		3.3	0.0	3912	**94.6**	19	Sig	14.9	0.0
S2	A23 Southbound Off-Slip	1497	**107.5**	62	Sev	**157.0**	60.3	1197	53.1	5		11.8	3.3
S2	A2300 (E)	2484	92.2	-2		18.0	6.7	2512	83.1	1		8.3	3.2
S2	A2300 (W)	507	25.8	-6		0.0	0.0	145	7.4	-15		0.0	0.0
S3	Cuckfield Road (N)	505	67.5	56		29.1	3.1	1061	**104.3**	90	Sev	93.4	25.8
S3	A2300 (E)	2892	70.5	-37		1.0	0.0	1629	39.8	-62		0.7	0.0
S3	Cuckfield Road (S)	660	68.7	42		25.3	3.7	726	83.5	63		31.8	4.4
S3	A2300 (W)	2032	48.7	-42		0.9	0.0	1771	43.3	-51		0.8	0.0
S4	Cuckfield Road (N)	758	19.6			0.6	0.0	402	17.2			1.0	0.0
S4	THE HUB	133	2.2			3.2	0.0	571	8.1			3.1	0.0
S4	Cuckfield Road (S)	570	28.2			1.3	0.0	200	10.6			1.0	0.0
S5	N Arc (N)	1182	58.5			5.0	0.6	328	17.6			4.2	0.1
S5	A2300 (E)	1240	69.1			6.5	1.2	708	40.2			4.3	0.2
S5	N Arc (S)	987	33.0			4.0	0.3	973	32.7			3.6	0.2
S5	A2300 (W)	1732	**97.4**		Sev	7.2	0.9	1885	**105.4**		Sev	111.9	52.9
S6	Junction Road (N)	405	**102.4**	58	Sev	**179.9**	11.8	136	11.3	6		52.5	1.9
S6	Silverdale Road	0	0.0	-12		**122.1**	0.0	0	0.0	-6		**122.1**	0.0
S6	B2113 Keymer Road (S)	575	**107.5**	8	Sev	**255.1**	26.3	513	**100.8**	30	Sev	**137.1**	8.0
S6	B2113 Station Road (W)	486	**103.1**	12	Sev	**181.3**	12.9	750	**105.9**	10	Sev	**208.7**	27.5
S7	Cuckfield Road (N)	475	61.9	10		4.4	0.2	496	71.9	18		6.7	0.5
S7	B2116 Hassocks Road (E)	368	37.0	11		3.9	0.1	235	23.2	-7		3.7	0.0
S7	B2117 Brighton Road (S)	443	57.9	25		4.4	0.2	462	58.3	31		4.0	0.1
S7	B2116 Albourne Road (W)	207	23.3	6		4.0	0.1	355	38.5	17		4.2	0.1
S8	A273 London Road (N)	615	103.6	3		**176.1**	17.2	718	**110.4**	8	Sev	**300.7**	38.7
S8	B2116 Keymer Road (E)	432	**102.9**	11	Sev	**184.5**	11.7	449	**101.6**	5	Sev	**159.5**	9.2
S8	A273 Brighton Road (S)	421	**101.4**	8	Sev	**157.1**	8.7	333	**104.9**	9	Sev	**236.5**	12.7
S8	B2116 Hurst Road (W)	429	**90.1**	18	Sig	83.3	6.1	564	**94.0**	46	Sig	83.7	7.3
S9	A23 Southbound	2951	84.6	24		17.5	0.0	4154	**100.4**	16	Sev	63.0	8.0
S9	A281 Southbound on-Slip	462	38.6	20		4.7	0.2	14	56.7	29		**157.7**	0.7
S10	B2116 (W)	340	51.3	19		5.5	0.2	106	14.4	-7		4.0	0.0
S10	B2112 (N)	791	**101.4**	32	Sev	44.3	9.4	865	**100.1**	28	Sev	13.9	2.6
S10	B2116 (E)	91	16.1	5		5.5	0.1	87	14.4	4		5.1	0.1
S10	B2112 (S)	675	80.4	20		3.5	0.1	515	62.1	22		3.5	0.1
S11	A2300 (W)	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0
S11	Bishopstone Lane (N)												
S11	A2300 (E)	2484	59.8	12		0.0	0.0	2512	60.0	18		0.0	0.0
S12	Bishopstone Lane (N)	11	0.6			0.0	0.0	8	0.4			0.0	0.0
S12	Science & Tech Park Access (E)												
S12	Bishopstone Lane (S)	23	1.2			0.0	0.0	48	2.4			0.0	0.0
S13	Cuckfield Rd (N)	1115	63.9			3.3	0.1	388	22.1			3.0	0.0
S13	Science & Tech Park Access (W)	480	5.5			3.0	0.0	1352	16.6			3.1	0.0
S13	Cuckfield Rd (S)	215	21.1			3.6	0.0	25	3.0			4.5	0.0
S14	A2300 (W)	2032	47.9	-3		0.0	0.0	1771	42.8	-8		0.0	0.0
S14	A2300 (E)	2484	59.8	10		0.0	0.0	2512	60.0	16		0.0	0.0
S14	Science & Tech Park Access (S)												
S15	A272 Bolney Road (W)	866	44.0	12		1.6	0.0	826	40.9	7		1.5	0.0
S15	A272 Bolney Road (E)	812	40.8	6		1.5	0.0	817	39.0	6		1.5	0.0
S15	Bishopstone Lane	23	6.6	-8		8.8	0.0	48	10.2	1		6.3	0.0
S16	A2300 (W)	2074	38.8	1		0.6	0.0	1370	24.9	-13		0.4	0.0
S16	Stairbridge Lane	293	18.1	17		3.4	0.0	477	28.0	24		3.4	0.1
S16	A2300 (E)	2484	50.1	25		0.7	0.0	2512	50.3	29		0.7	0.0
S16	Pookbourne Lane	0	0.0	-2		4.5	0.0	0	0.0	-4		4.5	0.0
S17	Bishopstone Lane (N)	168	8.5	2		0.0	0.0	138	7.0	0		0.0	0.0
S17	Bishopstone Lane (S)												
S17	Job's Lane	23	1.2	1		0.0	0.0	20	1.1	1		0.0	0.0
S18	A273 (N)	604	29.8	3		1.3	0.0	855	38.2	11		1.5	0.0
S18	B2112 (E)	616	103.2	2		88.8	14.2	538	**101.6**	50	Sev	68.1	9.5
S18	A273 (S)	1010	41.8	5		3.0	0.2	957	42.7	10		3.9	0.4
S19	Lodge Lane (N)	356	66.9	12		8.7	0.6	392	63.7	29		6.2	0.3
S19	B2112 (E)	295	15.1	-1		1.2	0.0	174	9.1	4		1.2	0.0
S19	B2112 (W)	651	33.2	5		1.4	0.0	654	33.1	8		1.4	0.0
S20	Janes Lane (E)	123	6.5	-4		1.0	0.0	224	11.2	1		1.0	0.0
S20	Manor Road	389	54.5	36		3.7	0.1	252	37.1	25		4.0	0.1
S20	Janes Lane (W)	617	35.3	17		2.3	0.0	910	54.6	36		3.2	0.1
S21	B2112 (N)	662	62.8	-23		3.8	0.2	996	92.2	-8		6.1	0.8
S21	Green Road (E)	534	56.1	-6		4.6	0.2	538	61.8	8		5.8	0.4
S21	B2112 (S)	954	101.0	-2		40.9	10.5	683	67.9	-7		4.6	0.3
S22	Valebridge Road (N)	511	64.5	-17		**143.7**	9.9	517	55.9	-24		116.3	5.4
S22	Junction Road (S)	550	**98.2**	37	Sev	93.4	4.6	290	71.3	41		46.9	2.5
S22	Leylands Road (W)	979	84.3	19		28.0	5.1	1162	102.3	2		112.1	18.3
S23	A273 (N)	1049	99.6	-1		14.3	3.3	1055	101.3	0		43.3	11.7
S23	Marchants Way (E)	15	0.3	-2		3.3	0.0	23	0.4	-3		3.3	0.0
S23	B2036 (S)	919	84.7	24		4.6	0.4	827	80.5	25		4.9	0.4
S23	A273 (W)	835	84.5	1		6.1	0.7	950	**100.1**	25	Sev	27.1	6.2
S24	A273 (E)	704	74.2	26		5.5	0.5	568	60.5	-4		5.1	0.3
S24	Sussex Way (S)	920	78.6	5		5.5	0.6	597	48.1	-13		3.8	0.1
S24	A273 (W)	1022	77.5	14		4.1	0.3	1341	**93.8**	47	Sig	4.9	0.7
S25	Fairfield Road (N)	65	3.3	1		0.9	0.0	28	1.4	0		0.9	0.0
S25	West Street (E)	111	16.4	0		3.8	0.0	60	8.0	-2		3.3	0.0
S25	Fairfield Road (S)	317	15.9	9		1.2	0.0	124	6.2	0		1.0	0.0
S25	West Street (W)	400	54.5	21		3.5	0.1	536	72.5	44		3.5	0.1
S26	A273 (N)	1209	82.1	-21		3.0	0.0	1111	73.7	-5		3.0	0.0
S26	York Road (E)	321	34.6	3		4.2	0.1	576	70.0	-15		6.7	0.6
S26	A273 (S)	653	64.8	-1		4.1	0.2	597	64.8	-8		5.2	0.4
S27	B2113 Keymer Road (N)	262	24.6	-22		3.5	0.0	557	50.8	-2		3.8	0.1
S27	B2113 Folders Lane (E)	508	45.1	-3		3.3	0.0	491	45.3	3		3.5	0.1
S27	Keymer Road (S)	496	47.9	1		3.7	0.1	593	55.3	14		3.6	0.1

2039 Scenario 5m2

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S1	A23 Southbound On-Slip	791	37.9	0		1.5	0		0.0	863	41.9	4		1.6	0		0.0
S1	A23 Southbound	2429	62.5	5		4.0	1		0.0	4146	**99.7**	5	Sev	33.9	19		0.0
S2	A23 Southbound Off-Slip	1513	109.8	2		**198.0**	41	Sev	75.1	1259	55.3	2		12.1	0		3.5
S2	A2300 (E)	2682	**97.5**	5	Sev	30.4	12		8.1	2583	84.7	2		8.9	1		3.5
S2	A2300 (W)	552	27.2	1		0.0	0		0.0	124	6.2	-1		0.0	0		0.0
S3	Cuckfield Road (N)	488	65.0	-2		28.4	-1		3.0	1100	103.9	0		86.4	-7		24.8
S3	A2300 (E)	3021	71.9	1		1.1	0		0.0	1833	**89.4**	50	Sig	8.1	7		0.0
S3	Cuckfield Road (S)	935	**97.4**	29	Sev	61.6	36		5.8	830	**95.1**	12	Sev	64.0	32		7.7
S3	A2300 (W)	2148	49.8	1		0.9	0		0.0	1758	**103.8**	60	Sev	69.9	69		32.8
S4	Cuckfield Road (N)	882	25.1	6		0.7	0		0.0	628	27.8	11		1.2	0		0.0
S4	THE HUB	133	2.7	1		3.3	0		0.0	572	9.5	1		3.2	0		0.0
S4	Cuckfield Road (S)	859	42.6	14		1.6	0		0.0	305	15.9	5		1.1	0		0.0
S5	N Arc (N)	1283	62.8	4		5.2	0		0.8	444	23.2	6		4.3	0		0.2
S5	A2300 (E)	1272	69.3	0		6.6	0		1.2	875	49.3	9		4.6	0		0.4
S5	N Arc (S)	992	32.4	-1		4.1	0		0.3	1052	35.2	2		3.7	0		0.2
S5	A2300 (W)	1851	**101.6**	4	Sev	37.6	30		16.8	1931	104.1	-1		90.8	-21		42.7
S6	Junction Road (N)	412	103.9	2		207.6	28		14.8	170	15.8	5		53.9	1		2.4
S6	Silverdale Road	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0
S6	B2113 Keymer Road (S)	577	107.5	0		254.6	-1		26.2	520	101.9	1		157.6	21		10.9
S6	B2113 Station Road (W)	495	103.9	1		196.4	15		14.9	761	106.8	1		226.2	17		30.9
S7	Cuckfield Road (N)	611	81.5	20		6.2	2		0.6	617	**95.9**	24	Sev	19.9	13		2.9
S7	B2116 Hassocks Road (E)	439	47.3	10		4.5	1		0.2	267	28.4	5		4.1	0		0.1
S7	B2117 Brighton Road (S)	451	60.0	2		4.6	0		0.2	551	73.1	15		5.3	1		0.4
S7	B2116 Albourne Road (W)	328	37.1	14		4.2	0		0.1	529	60.1	22		5.3	1		0.3
S8	A273 London Road (N)	641	105.4	2		**208.3**	32	Sev	22.9	728	110.4	0		300.1	-1		38.7
S8	B2116 Keymer Road (E)	435	103.7	1		197.8	13		13.4	454	102.3	1		170.9	11		10.6
S8	A273 Brighton Road (S)	427	102.6	1		178.9	22		11.4	336	105.9	1		253.9	17		14.3
S8	B2116 Hurst Road (W)	431	**100.1**	10	Sev	**139.5**	56	Sev	6.4	615	**99.8**	6	Sev	117.0	33		7.9
S9	A23 Southbound	3234	**92.1**	8	Sig	23.3	6		0.0	4173	100.4	0		62.6	0		7.5
S9	A281 Southbound on-Slip	474	43.6	5		5.3	1		0.3	16	64.5	8		167.5	10		0.9
S10	B2116 (W)	380	59.4	8		6.4	1		0.4	114	15.6	1		4.0	0		0.0
S10	B2112 (N)	789	102.2	1		59.9	16		12.8	885	102.0	2		47.1	33		11.0
S10	B2116 (E)	93	16.5	0		5.6	0		0.1	89	14.8	0		5.1	0		0.1
S10	B2112 (S)	769	**91.2**	11	Sig	4.1	1		0.2	543	65.4	3		3.5	0		0.1
S11	A2300 (W)	2148	49.0	1		0.0	0		0.0	1758	42.1	-1		0.0	0		0.0
S11	Bishopstone Lane (N)																
S11	A2300 (E)	2682	63.3	3		0.0	0		0.0	2583	61.2	1		0.0	0		0.0
S12	Bishopstone Lane (N)	12	0.6	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0
S12	Science & Tech Park Access (E)																
S12	Bishopstone Lane (S)	7	0.4	-1		0.0	0		0.0	101	5.1	3		0.0	0		0.0
S13	Cuckfield Rd (N)	1177	66.8	3		3.3	0		0.1	378	21.4	-1		3.0	0		0.0
S13	Science & Tech Park Access (W)	479	5.6	0		3.0	0		0.0	1354	16.6	0		3.0	0		0.0
S13	Cuckfield Rd (S)	233	22.2	1		3.6	0		0.0	34	4.0	1		4.6	0		0.0
S14	A2300 (W)	N/A								N/A							
S14	A2300 (E)	N/A								N/A							
S14	Science & Tech Park Access (S)																
S15	A272 Bolney Road (W)	867	44.5	1		1.6	0		0.0	853	42.2	1		1.6	0		0.0
S15	A272 Bolney Road (E)	872	42.5	2		1.6	0		0.0	835	39.1	0		1.5	0		0.0
S15	Bishopstone Lane	7	1.6	-5		5.9	-3		0.0	101	22.4	12		7.1	1		0.1
S16	A2300 (W)	2152	38.8	0		0.6	0		0.0	1410	25.5	1		0.5	0		0.0
S16	Stairbridge Lane	309	19.2	1		3.5	0		0.0	424	25.0	-3		3.4	0		0.1
S16	A2300 (E)	2682	53.8	4		0.8	0		0.0	2583	51.6	1		0.8	0		0.0
S16	Pookbourne Lane	0	0.0	0		4.7	0		0.0	0	0.0	0		4.6	0		0.0
S17	Bishopstone Lane (N)	185	9.3	1		0.0	0		0.0	87	4.4	-3		0.0	0		0.0
S17	Bishopstone Lane (S)																
S17	Job's Lane	24	1.2	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0
S18	A273 (N)	569	27.4	-2		1.3	0		0.0	803	35.1	-3		1.4	0		0.0
S18	B2112 (E)	640	103.8	1		98.9	10		16.3	569	102.0	0		72.6	5		10.6
S18	A273 (S)	1139	49.2	7		3.3	0		0.3	992	43.9	1		3.8	0		0.4
S19	Lodge Lane (N)	424	81.8	15		12.9	4		1.2	413	67.5	4		6.6	0		0.4
S19	B2112 (E)	225	11.6	-4		1.2	0		0.0	182	9.3	0		1.2	0		0.0
S19	B2112 (W)	777	39.4	6		1.5	0		0.0	692	34.9	2		1.4	0		0.0
S20	Janes Lane (E)	134	6.9	0		1.0	0		0.0	231	11.5	0		1.0	0		0.0
S20	Manor Road	394	55.5	1		3.8	0		0.1	268	39.6	2		4.0	0		0.1
S20	Janes Lane (W)	631	36.1	1		2.4	0		0.0	934	55.4	1		3.3	0		0.1
S21	B2112 (N)	681	63.2	0		3.7	0		0.1	1010	92.4	0		6.1	0		0.8
S21	Green Road (E)	525	55.5	-1		4.7	0		0.2	546	63.7	2		6.2	0		0.5
S21	B2112 (S)	999	**104.5**	3	Sev	103.4	63		28.6	708	69.5	2		4.6	0		0.3
S22	Valebridge Road (N)	522	65.1	1		**175.9**	32	Sev	14.2	518	55.4	0		132.3	16		7.4
S22	Junction Road (S)	558	99.6	1		103.6	10		4.7	334	81.8	11		55.8	9		3.0
S22	Leylands Road (W)	1001	87.3	3		30.6	3		5.2	1178	103.2	1		127.9	16		23.1
S23	A273 (N)	1082	100.7	1		28.6	14		7.8	1065	102.0	1		57.3	14		15.6
S23	Marchants Way (E)	16	0.3	0		3.3	0		0.0	23	0.5	0		3.3	0		0.0
S23	B2036 (S)	998	**91.1**	6	Sig	5.6	1		0.7	902	**86.5**	6	Sig	5.5	1		0.6
S23	A273 (W)	844	86.6	2		7.1	1		0.9	935	100.1	0		27.9	1		6.3
S24	A273 (E)	715	76.2	2		6.1	1		0.6	560	58.8	-2		5.0	0		0.3
S24	Sussex Way (S)	958	80.8	2		5.6	0		0.7	799	63.4	15		4.0	0		0.2
S24	A273 (W)	1093	81.2	4		4.3	0		0.4	1295	90.7	-3		4.7	0		0.6
S25	Fairfield Road (N)	68	3.3	0		0.9	0		0.0	30	1.4	0		0.9	0		0.0
S25	West Street (E)	114	16.6	0		3.9	0		0.0	70	9.6	2		3.5	0		0.0
S25	Fairfield Road (S)	342	17.0	1		1.2	0		0.0	213	10.7	4		1.0	0		0.0
S25	West Street (W)	467	62.8	8		3.6	0		0.1	543	72.8	0		3.6	0		0.1
S26	A273 (N)	1279	**85.2**	3	Sig	3.0	0		0.0	1123	73.9	0		3.0	0		0.0
S26	York Road (E)	332	36.0	1		4.3	0		0.1	542	65.9	-4		6.3	0		0.5
S26	A273 (S)	660	65.1	0		4.1	0		0.2	613	65.3	0		5.1	0		0.4
S27	B2113 Keymer Road (N)	321	30.2	6		3.6	0		0.1	585	53.4	3		4.0	0		0.1
S27	B2113 Folders Lane (E)	537	48.0	3		3.4	0		0.1	508	46.8	2		3.6	0		0.1
S27	Keymer Road (S)	534	51.4	4		3.8	0		0.1	626	58.3	3		3.6	0		0.1

2039 Scenario 5m5

ID	Approach Arm	AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S1	A23 Southbound On-Slip	843	40.5	3		1.5	0		0.0	858	41.7	4		1.6	0		0.0
S1	A23 Southbound	2316	59.7	3		3.6	0		0.0	4143	**99.6**	5	Sev	32.8	18		0.0
S2	A23 Southbound Off-Slip	1795	75.1	-32		13.0	-144		5.1	1281	44.2	-9		4.5	-7		1.2
S2	A2300 (E)	2699	87.7	-5		9.9	-8		3.7	2589	84.2	1		8.4	0		3.2
S2	A2300 (W)	538	26.4	1		0.0	0		0.0	157	7.9	1		0.0	0		0.0
S3	Cuckfield Road (N)	483	64.4	-3		28.3	-1		2.9	1100	104.2	0		90.2	-3		25.8
S3	A2300 (E)	2965	70.5	0		1.0	0		0.0	1839	**90.3**	51	Sig	8.9	8		0.0
S3	Cuckfield Road (S)	844	**88.3**	20	Sig	34.7	9		5.1	829	**95.1**	12	Sev	66.1	34		8.2
S3	A2300 (W)	2284	57.1	8		0.7	0		0.0	1771	**103.9**	61	Sev	70.8	70		33.0
S4	Cuckfield Road (N)	900	26.3	7		0.7	0		0.0	628	27.8	11		1.2	0		0.0
S4	THE HUB	133	2.6	0		3.3	0		0.0	572	9.5	1		3.2	0		0.0
S4	Cuckfield Road (S)	756	37.7	9		1.5	0		0.0	307	16.0	5		1.1	0		0.0
S5	N Arc (N)	1203	59.0	0		5.1	0		0.7	435	22.8	5		4.3	0		0.2
S5	A2300 (E)	1259	68.5	-1		6.6	0		1.2	877	49.5	9		4.6	0		0.4
S5	N Arc (S)	959	30.8	-2		4.0	0		0.3	1049	35.1	2		3.7	0		0.2
S5	A2300 (W)	1812	**104.9**	7	Sev	97.3	90		45.9	1937	104.3	-1		92.8	-19		43.7
S6	Junction Road (N)	410	103.5	1		200.1	20		14.0	170	15.9	5		53.9	1		2.4
S6	Silverdale Road	0	0.0	0		122.1	0		0.0	0	0.0	0		122.1	0		0.0
S6	B2113 Keymer Road (S)	577	107.5	0		254.1	-1		26.1	520	101.9	1		156.9	20		10.8
S6	B2113 Station Road (W)	497	104.5	1		207.9	27		16.4	760	106.8	1		226.1	17		30.9
S7	Cuckfield Road (N)	602	79.9	18		5.8	1		0.5	616	**95.6**	24	Sev	19.4	13		2.8
S7	B2116 Hassocks Road (E)	447	47.7	11		4.5	1		0.2	266	28.2	5		4.1	0		0.1
S7	B2117 Brighton Road (S)	438	58.6	1		4.6	0		0.2	553	73.1	15		5.2	1		0.3
S7	B2116 Albourne Road (W)	284	31.4	8		4.1	0		0.1	524	59.6	21		5.3	1		0.3
S8	A273 London Road (N)	645	105.9	2		**218.4**	42	Sev	24.7	728	110.4	0		300.0	-1		38.7
S8	B2116 Keymer Road (E)	435	103.5	1		194.3	10		13.0	454	102.3	1		172.0	12		10.8
S8	A273 Brighton Road (S)	430	103.1	2		**187.2**	30	Sev	12.4	336	105.9	1		253.9	17		14.3
S8	B2116 Hurst Road (W)	421	**102.3**	12	Sev	**179.5**	96	Sev	10.5	615	**99.3**	5	Sev	112.2	28		7.9
S9	A23 Southbound	3190	**92.7**	8	Sig	23.4	6		0.0	4177	100.4	0		62.4	-1		7.3
S9	A281 Southbound on-Slip	540	44.8	6		5.0	0		0.3	16	63.7	7		166.5	9		0.9
S10	B2116 (W)	377	58.0	7		6.2	1		0.3	114	15.6	1		4.0	0		0.0
S10	B2112 (N)	789	102.0	1		56.7	12		12.1	884	101.9	2		46.1	32		10.7
S10	B2116 (E)	93	16.5	0		5.6	0		0.1	89	14.8	0		5.1	0		0.1
S10	B2112 (S)	749	**88.9**	8	Sig	3.9	0		0.2	544	65.4	3		3.5	0		0.1
S11	A2300 (W)	2284	56.1	8		0.0	0		0.0	1771	42.4	0		0.0	0		0.0
S11	Bishopstone Lane (N)																
S11	A2300 (E)	2699	63.8	4		0.0	0		0.0	2589	61.3	1		0.0	0		0.0
S12	Bishopstone Lane (N)	11	0.5	0		0.0	0		0.0	8	0.4	0		0.0	0		0.0
S12	Science & Tech Park Access (E)																
S12	Bishopstone Lane (S)	25	1.3	0		0.0	0		0.0	103	5.2	3		0.0	0		0.0
S13	Cuckfield Rd (N)	1166	69.4	5		3.5	0		0.1	385	21.7	0		3.0	0		0.0
S13	Science & Tech Park Access (W)	479	5.7	0		3.0	0		0.0	1354	16.7	0		3.1	0		0.0
S13	Cuckfield Rd (S)	259	25.0	4		3.7	0		0.1	33	4.0	1		4.6	0		0.0
S14	A2300 (W)	N/A								N/A							
S14	A2300 (E)	N/A								N/A							
S14	Science & Tech Park Access (S)																
S15	A272 Bolney Road (W)	809	41.3	-3		1.6	0		0.0	852	42.1	1		1.6	0		0.0
S15	A272 Bolney Road (E)	899	44.2	3		1.6	0		0.0	838	39.2	0		1.5	0		0.0
S15	Bishopstone Lane	25	7.2	1		9.1	0		0.0	103	22.8	13		7.2	1		0.1
S16	A2300 (W)	2332	47.4	9		0.7	0		0.0	1426	25.7	1		0.5	0		0.0
S16	Stairbridge Lane	291	19.9	2		3.7	0		0.1	422	24.9	-3		3.4	0		0.1
S16	A2300 (E)	2699	54.3	4		0.8	0		0.0	2589	51.6	1		0.8	0		0.0
S16	Pookbourne Lane	0	0.0	0		4.8	0		0.0	0	0.0	0		4.6	0		0.0
S17	Bishopstone Lane (N)	167	8.5	0		0.0	0		0.0	85	4.3	-3		0.0	0		0.0
S17	Bishopstone Lane (S)																
S17	Job's Lane	25	1.3	0		0.0	0		0.0	21	1.1	0		0.0	0		0.0
S18	A273 (N)	566	27.1	-3		1.3	0		0.0	805	35.2	-3		1.4	0		0.0
S18	B2112 (E)	639	103.7	1		96.7	8		15.9	568	102.1	0		73.7	6		10.8
S18	A273 (S)	1141	49.3	8		3.3	0		0.3	991	43.9	1		3.8	0		0.4
S19	Lodge Lane (N)	414	78.9	12		11.7	3		1.0	412	67.5	4		6.6	0		0.4
S19	B2112 (E)	235	12.1	-3		1.2	0		0.0	182	9.3	0		1.2	0		0.0
S19	B2112 (W)	768	39.0	6		1.5	0		0.0	692	34.9	2		1.4	0		0.0
S20	Janes Lane (E)	133	6.9	0		1.0	0		0.0	230	11.5	0		1.0	0		0.0
S20	Manor Road	395	55.6	1		3.8	0		0.1	268	39.6	2		4.0	0		0.1
S20	Janes Lane (W)	626	35.9	1		2.4	0		0.0	934	55.5	1		3.3	0		0.1
S21	B2112 (N)	676	62.8	0		3.7	0		0.1	1009	92.4	0		6.1	0		0.8
S21	Green Road (E)	524	55.4	-1		4.6	0		0.2	546	63.7	2		6.2	0		0.5
S21	B2112 (S)	996	**104.3**	3	Sev	99.3	58		27.4	708	69.5	2		4.6	0		0.3
S22	Valebridge Road (N)	499	62.4	-2		170.3	27		12.6	517	55.3	-1		132.2	16		7.3
S22	Junction Road (S)	555	99.0	1		99.2	6		4.7	334	81.8	10		55.8	9		3.0
S22	Leylands Road (W)	1007	**93.2**	9	Sig	40.6	13		5.4	1177	103.2	1		128.9	17		23.4
S23	A273 (N)	1068	98.3	-1		10.0	-4		2.0	1064	101.9	1		55.4	12		15.1
S23	Marchants Way (E)	16	0.3	0		3.3	0		0.0	23	0.5	0		3.3	0		0.0
S23	B2036 (S)	1007	**90.9**	6	Sig	5.1	1		0.6	899	**86.4**	6	Sig	5.5	1		0.6
S23	A273 (W)	799	82.8	-2		6.5	0		0.8	937	100.1	0		28.2	1		6.4
S24	A273 (E)	660	73.2	-1		6.3	1		0.6	566	59.6	-1		5.1	0		0.3
S24	Sussex Way (S)	982	82.5	4		5.7	0		0.8	802	63.8	16		4.0	0		0.2
S24	A273 (W)	1102	82.3	5		4.4	0		0.4	1304	91.2	-3		4.7	0		0.6
S25	Fairfield Road (N)	68	3.4	0		0.9	0		0.0	30	1.4	0		0.9	0		0.0
S25	West Street (E)	114	16.9	1		3.9	0		0.0	70	9.6	2		3.5	0		0.0
S25	Fairfield Road (S)	351	17.4	2		1.2	0		0.0	218	11.0	5		1.1	0		0.0
S25	West Street (W)	467	62.9	8		3.6	0		0.1	537	72.2	0		3.6	0		0.1
S26	A273 (N)	1278	**85.7**	4	Sig	3.0	0		0.0	1124	73.9	0		3.0	0		0.0
S26	York Road (E)	325	34.7	0		4.1	0		0.1	542	66.0	-4		6.3	0		0.5
S26	A273 (S)	627	61.8	-3		4.0	0		0.2	613	65.3	0		5.1	0		0.4
S27	B2113 Keymer Road (N)	314	29.5	5		3.6	0		0.1	584	53.3	3		4.0	0		0.1
S27	B2113 Folders Lane (E)	529	47.1	2		3.3	0		0.1	509	46.9	2		3.6	0		0.1
S27	Keymer Road (S)	548	52.5	5		3.8	0		0.1	627	58.4	3		3.6	0		0.1

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

ID	Area	Junction	Approach Arm	2019								2039 Reference Case											
				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)
S28	Burgess Hill	B2112 / Folders Lane (LEWES DISTRICT)	B2112 (N)	439	33.6	3.8	0.1	518	37.2	3.6	0.1	583	44.1	10		3.9	0.1	671	46.4	9		3.6	0.1
S28			Folders Lane East (E)	508	39.2	3.8	0.1	516	41.0	4.0	0.2	728	56.8	18		4.4	0.3	800	64.0	23		4.9	0.4
S28			B2112 (S)	648	48.0	3.7	0.1	436	32.2	3.6	0.1	860	65.1	17		4.2	0.3	603	46.0	14		3.9	0.2
S28			Folders Lane (W)	472	36.9	3.9	0.1	427	30.0	3.5	0.1	459	39.0	2		4.4	0.2	306	22.7	-7		3.7	0.1
S29	Burgess Hill	A273 Jane Murray Way / Malthouse Lane	A273 Jane Murray Way (N)	932	45.6	0.0	0.0	754	34.4	0.0	0.0	1209	60.4	15		0.0	0.0	1111	54.2	20		0.0	0.0
S29			A273 Jane Murray Way (S)	727	37.8	1.5	0.0	1084	55.3	2.0	0.0	964	49.6	12		1.8	0.0	1161	59.1	4		2.2	0.0
S29			Malthouse Lane (W)	224	37.5	5.1	0.1	145	27.3	5.8	0.1	93	18.9	-19		5.9	0.1	309	61.2	34		8.8	0.5
S30	Burgess Hill	B2036 London Road / West Street	B2036 London Road (N)	741	91.4	5.2	0.5	595	69.3	3.3	0.1	654	82.8	-9		5.0	0.4	599	74.6	5		4.8	0.3
S30			B2036 London Road (S)	438	53.2	3.4	0.1	524	62.0	3.3	0.0	476	56.6	3		3.4	0.1	530	62.4	0		3.2	0.0
S30			West Street (W)	226	31.4	4.3	0.1	219	32.6	4.7	0.1	364	51.3	20		4.9	0.2	414	60.6	28		5.8	0.3
S31	Burgess Hill	B2036 London Road / Victoria Way	B2036 London Road (N)	665	88.8	7.4	0.8	533	76.9	7.1	0.6	742	72.4	-16		4.4	0.3	585	61.1	-16		4.8	0.3
S31			B2036 London Road (S)	691	43.1	3.3	0.1	445	27.0	3.2	0.0	897	55.7	13		3.4	0.1	436	25.8	-1		3.1	0.0
S31			Victoria Way (W)	481	48.0	4.0	0.1	718	69.3	4.2	0.2	498	54.1	6		4.7	0.2	798	77.5	8		4.6	0.4
S32	Burgess Hill	B2036 / Lower Church Road / Royal George Rd.	B2036 London Road (N)	580	69.3	29.3	3.7	485	63.0	33.9	3.7	610	70.6	1		29.9	3.9	488	61.8	-1		33.6	3.7
S32			Victoria Way (W)	0	0.0	40.5	0.0	0	0.0	47.5	0.0	0	0.0	0		40.6	0.0	0	0.0	0		47.5	0.0
S32			B2036 London Road (S)	523	61.2	26.8	3.2	460	59.8	32.9	3.5	746	87.0	26	Sig	39.7	5.3	587	76.3	17		39.7	4.9
S32			Victoria Way (W)	127	38.8	43.1	1.2	65	22.7	47.2	0.7	132	40.8	2		43.7	1.3	97	33.3	11		49.3	1.1
S33	Burgess Hill	A273 Jane Murray Way / B2036 London Road	B2036 London Road (N)	675	63.0	3.7	0.1	600	56.5	3.7	0.1	842	61.6	-1		3.5	0.1	674	52.2	-4		3.7	0.1
S33			A273 (S)	831	89.1	7.1	1.0	503	48.7	3.6	0.1	936	100.7	12	Sev	34.5	8.7	537	50.3	2		3.6	0.1
S33			A273 Jane Murray Way (W)	410	47.1	4.9	0.2	632	63.2	4.7	0.3	467	45.8	-1		4.7	0.2	921	74.1	11		4.7	0.4
S33			Hammonds Ridge (W)	147	2.4	3.2	0.0	73	1.2	3.2	0.0	160	2.7	0		3.2	0.0	77	1.3	0		3.2	0.0
S34	Burgess Hill	B2036 Cuckfield Road / A273 Isaacs Lane	B2036 Cuckfield Road (N)	426	64.1	5.5	0.3	385	55.3	5.2	0.2	538	82.9	19		8.9	0.9	515	78.5	23		9.0	0.8
S34			A273 Isaacs Lane (N)	435	57.1	4.5	0.2	477	61.4	4.5	0.2	543	74.8	18		6.2	0.5	626	82.8	21		7.3	0.7
S34			Fairbridge Way (E)	9	0.1	3.2	0.0	17	0.3	3.2	0.0	155	2.6	2		3.2	0.0	75	1.2	1		3.2	0.0
S34			A273 (S)	883	100.8	24.9	5.5	712	81.9	3.1	0.0	1044	92.8	-8		4.7	0.5	1161	100.0	18	Sev	9.7	2.1
S35	Sayers Common	A23 / B2118 Sayers Common	A23 Northbound On-Slip	173	20.4	4.8	0.1	371	23.1	3.5	0.1	545	46.3	26		5.0	0.3	377	23.9	1		3.5	0.1
S35			A23 Northbound	2693	72.2	22.9	0.0	1750	50.1	9.1	0.0	3203	94.8	23	Sig	40.1	0.0	1830	52.5	2		10.0	0.0
S36	Burgess Hill	Wivelsfield Green (LEWES DISTRICT)	South Road (S)	65	13.6	5.2	0.1	10	2.0	5.0	0.0	503	86.9	73	Sig	11.2	1.2	377	71.3	69		9.2	0.7
S36			Green Road (W)	350	19.0	1.4	0.0	430	23.7	1.7	0.0	431	29.0	10		2.8	0.1	591	41.0	17		3.4	0.1
S36			Green Road (E)	460	23.7	1.2	0.0	440	22.2	1.2	0.0	906	44.3	21		1.6	0.0	1054	51.6	29		1.9	0.0
S37	Poynings	A281 / Saddlescombe Road / Poynings Road	A281 (N)	343	24.2	3.3	0.0	395	25.1	3.1	0.0	458	33.0	9		3.6	0.1	563	35.6	10		3.1	0.0
S37			A281 (E)	239	17.1	3.2	0.0	311	21.5	3.3	0.0	305	22.0	5		3.3	0.0	375	29.1	8		3.7	0.1
S37			Saddlescombe Road (S)	330	22.5	3.3	0.0	191	13.2	3.3	0.0	555	36.5	14		3.5	0.1	219	15.3	2		3.4	0.0
S37			Poynings Road (W)	64	5.1	3.5	0.0	33	2.4	3.4	0.0	67	5.9	1		3.8	0.0	20	1.5	-1		3.4	0.0
S38	Burgess Hill	A23 / A2300 Western Roundabout	A2300 (E)	784	79.1	3.0	0.0	631	65.8	3.0	0.0	1646	83.0	4		0.0	0.0	1718	85.5	20	Sig	0.0	0.0
S38			A23 Northbound Off-Slip	319	48.6	6.5	0.3	181	25.2	4.9	0.1	221	14.0	-35		23.2	1.4	69	14.0	-11		45.0	0.8
S38			Hickstead Lane (W)	77	14.1	6.0	0.1	85	12.4	4.9	0.0	186	28.4	14		9.3	0.3	121	11.4	-1		5.8	0.1
S39	Burgess Hill	A23 / A2300 Northbound On-Slip	A23 Northbound	2547	80.1	7.2	0.0	1940	58.8	3.7	0.0	3527	89.4	9	Sig	13.3	0.0	2137	55.1	-4		4.0	0.0
S39			A2300 Northbound on-Slip	709	47.9	4.1	0.2	561	35.6	3.6	0.1	1472	74.8	27		3.6	0.0	1642	82.3	47		5.1	0.0
S40	Keymer	B2116 / Ockley Lane	Ocley Lane (N)	266	38.1	3.7	0.1	183	25.9	3.6	0.0	332	48.8	11		4.2	0.1	288	39.4	14		3.6	0.1
S40			B2116 (E)	309	18.8	2.6	0.0	486	27.9	2.2	0.0	287	16.7	-2		2.0	0.0	616	35.8	8		2.5	0.0
S40			B2116 (W)	211	10.8	1.0	0.0	204	10.3	1.0	0.0	283	14.5	4		1.1	0.0	174	8.8	-2		1.0	0.0
S41	Pyecombe	A23 / A273 Northbound On-Slip	A23 Northbound	2802	76.3	9.8	0.0	2156	56.9	5.3	0.0	3475	95.9	20	Sev	22.8	0.0	2503	66.6	10		7.3	0.0
S41			A273 Northbound on-Slip	199	23.4	5.1	0.1	96	9.2	4.1	0.0	279	43.8	20		8.2	0.4	149	14.9	6		4.5	0.1
S42	Pyecombe	A23 / A273	A23 Southbound Off-slip	132	20.5	5.5	0.1	37	5.9	5.3	0.0	210	32.9	12		6.0	0.2	24	4.0	-2		5.8	0.0
S42			A273 Right turn	195	29.9	5.8	0.2	96	14.9	5.5	0.1	274	41.3	11		6.4	0.2	149	23.6	9		6.4	0.1
S42			A23 Nouthbound Off-slip	788	41.5	1.6	0.0	835	43.1	1.6	0.0	799	42.1	1		1.6	0.0	943	48.7	6		1.8	0.0
S43	Ditchling	B2112 / B2116 Ditchling (LEWES DISTRICT)	B2112 South Street (N)	754	38.6	1.5	0.0	726	36.8	1.4	0.0	1063	53.2	15		1.9	0.0	889	44.2	7		1.6	0.0
S43			Beacon Road (S)	169	30.8	5.4	0.1	150	22.4	3.8	0.0	215	41.6	11		6.5	0.2	191	32.0	10		4.8	0.1
S43			B2112 (W)	386	21.1	1.5	0.0	255	14.7	1.7	0.0	540	31.3	10		1.9	0.0	372	20.6	6		1.6	0.0
S44	Burgess Hill	Valebridge Road / Janes Lane	Valebridge Road (N)	420	21.8	1.2	0.0	426	22.1	1.2	0.0	444	22.6	1		1.2	0.0	579	28.7	7		1.3	0.0
S44			Janes Lane	304	50.4	5.2	0.2	253	40.8	4.8	0.1	461	95.2	45	Sev	25.0	2.7	422	82.4	42		12.2	1.1
S44			Valebridge Road (S)	724	44.9	2.8	0.1	737	45.2	2.8	0.1	935	59.4	15		4.4	0.4	976	65.4	20		5.0	0.4
S45	Burgess Hill	A2300 / A273 Jane Murray Way	Access (N)	30	0.6	3.2	0.0	57	1.0	3.2	0.0	33	0.6	0		3.2	0.0	67	1.4	0		3.3	0.0
S45			A273 Jane Murray Way (E)	633	89.1	9.2	1.1	654	97.1	19.6	3.0	1164	103.6	15	Sev	76.5	24.4	837	79.4	-18		4.6	0.4
S45			Access (SE)	329	5.9	3.2	0.0	127	2.3	3.3	0.0	380	6.9	1		3.3	0.0	144	2.4	0		3.2	0.0
S45			A273 (SW)	861	101.2	48.0	11.4	898	97.6	16.0	3.3	207	29.6	-72		5.9	0.2	563	63.3	-34		5.6	0.4
S45			A2300 (W)	774	110.6	214.6	46.3	854	115.2	296.8	65.3	737	48.0	-63		3.6	0.1	984	66.4	-49		4.5	0.4
S46	Burgess Hill	A23 / B2117 Southbound On-Slip	A23 Southbound	1825	52.6	10.1	0.0	3009	79.7	27.7	0.0	2448	71.6	19		19.0	0.0	4109	100.0	20	Sev	77.7	0.1
S46			B2117 Southbound on-Slip	393	24.3	3.5	0.1	278	30.0	5.0	0.2	503	34.1	10		3.9	0.1	46	100.6	71	Sev	201.8	2.6
S47	Burgess Hill	B2036 London Road / Dunstall Avenue / Maple Drive	B2036 London Road (N)	689	63.9	42.0	7.3	630	51.8	31.6	4.9	1087	86.6	23	Sig	38.2	8.5	1125	71.9	20		22.3	5.4
S47			Maple Drive (E)	70	18.1	49.7	0.9	68	24.3	46.5	0.8	162	62.7	45		74.9	2.5	101	52.9	29		64.5	1.2
S47			B2036 London Road (S)	446	34.3	24.4	2.8	422	34.9	19.3	2.0	800	47.5	13		16.3	3.1	818	49.0	14		12.6	2.4
S47			Dunstall Avenue	66	33.6	70.8	1.1	73	26.0	47.2	0.8	41	55.9	22		118.7	0.8	40	40.8	15		78.2	0.5

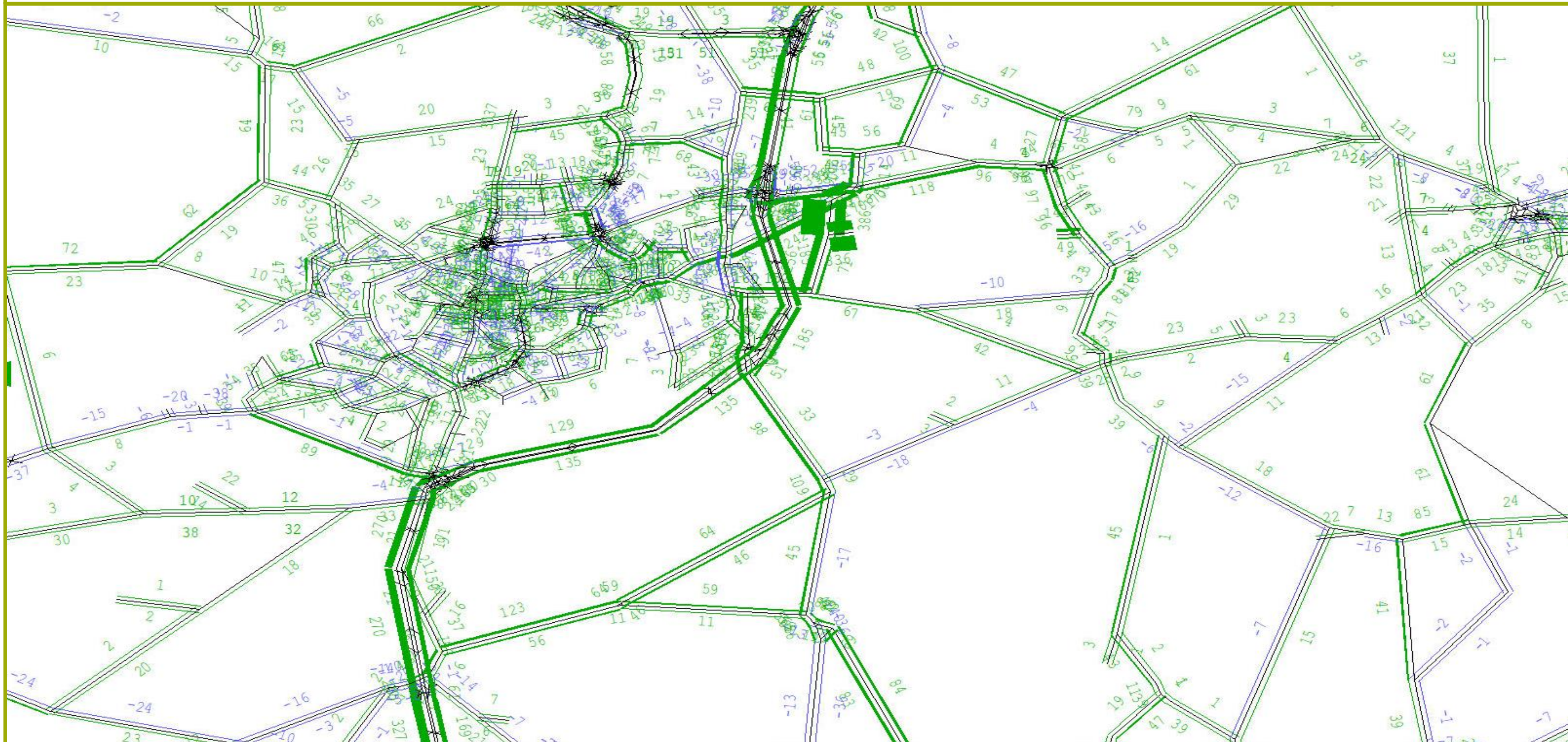
ID	Approach Arm	2039 Scenario 5m2															
		AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S28	B2112 (N)	631	47.7	4		3.9	0		0.2	702	48.1	2		3.6	0		0.1
S28	Folders Lane East (E)	735	56.7	0		4.4	0		0.3	826	66.3	2		5.0	0		0.5
S28	B2112 (S)	950	71.7	7		4.5	0		0.4	630	48.6	3		4.0	0		0.2
S28	Folders Lane (W)	468	41.3	2		4.6	0		0.2	314	23.2	0		3.7	0		0.1
S29	A273 Jane Murray Way (N)	1279	62.7	2		0.0	0		0.0	1123	54.3	0		0.0	0		0.0
S29	A273 Jane Murray Way (S)	982	50.1	1		1.8	0		0.0	1143	58.1	-1		2.2	0		0.0
S29	Malthouse Lane (W)	146	29.2	10		6.3	0		0.1	384	72.8	12		9.9	1		0.7
S30	B2036 London Road (N)	653	82.1	-1		5.3	0		0.4	624	76.9	2		5.0	0		0.3
S30	B2036 London Road (S)	465	54.9	-2		3.4	0		0.1	517	60.9	-2		3.3	0		0.0
S30	West Street (W)	413	57.1	6		5.1	0		0.2	442	63.3	3		5.9	0		0.3
S31	B2036 London Road (N)	751	72.4	0		4.4	0		0.3	605	62.5	1		4.9	0		0.3
S31	B2036 London Road (S)	913	55.9	0		3.4	0		0.1	491	29.1	3		3.2	0		0.0
S31	Victoria Way (W)	526	56.7	3		4.8	0		0.3	816	80.8	3		5.2	1		0.5
S32	B2036 London Road (N)	618	70.2	0		29.8	0		3.9	504	63.0	1		33.9	0		3.8
S32	Victoria Way (W)	37	12.5	12		42.1	2		0.3	0	0.0	0		47.5	0		0.0
S32	B2036 London Road (S)	763	89.7	3		43.3	4		5.5	649	84.1	8		44.9	5		5.7
S32	Victoria Way (W)	134	41.0	0		43.7	0		1.3	101	34.5	1		49.6	0		1.1
S33	B2036 London Road (N)	862	62.8	1		3.5	0		0.1	687	53.1	1		3.7	0		0.1
S33	A273 (S)	956	102.6	2		69.3	35		18.6	611	57.2	7		3.7	0		0.1
S33	A273 Jane Murray Way (W)	499	48.1	2		4.8	0		0.3	949	77.2	3		5.1	0		0.5
S33	Hammonds Ridge (W)	166	2.8	0		3.2	0		0.0	88	1.6	0		3.2	0		0.0
S34	B2036 Cuckfield Road (N)	557	84.3	1		9.4	1		1.0	523	76.6	-2		8.4	-1		0.7
S34	A273 Isaacs Lane (N)	560	76.0	1		6.4	0		0.5	638	83.2	0		7.3	0		0.7
S34	Fairbridge Way (E)	168	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0
S34	A273 (S)	1127	99.6	7	Sev	10.7	6		2.4	1167	100.1	0		10.9	1		2.6
S35	A23 Northbound On-Slip	685	102.1	56	Sev	74.4	69		13.7	659	39.3	15		3.5	0		0.1
S35	A23 Northbound	3265	100.0	5	Sev	63.2	23		0.0	1819	56.7	4		10.1	0		0.0
S36	South Road (S)	550	93.3	6	Sig	15.1	4		1.9	370	69.6	-2		8.9	0		0.6
S36	Green Road (W)	393	26.1	-3		2.7	0		0.1	568	39.3	-2		3.3	0		0.1
S36	Green Road (E)	899	43.6	-1		1.6	0		0.0	1085	52.8	1		1.9	0		0.0
S37	A281 (N)	574	43.6	11		3.9	0		0.1	742	46.5	11		3.1	0		0.0
S37	A281 (E)	404	29.7	8		3.4	0		0.1	374	31.3	2		4.0	0		0.1
S37	Saddlescombe Road (S)	690	47.6	11		3.8	0		0.1	227	15.9	1		3.4	0		0.0
S37	Poynings Road (W)	76	7.4	2		4.1	0		0.0	36	2.7	1		3.5	0		0.0
S38	A2300 (E)	1803	88.9	6	Sig	0.0	0		0.0	1693	83.5	-2		0.0	0		0.0
S38	A23 Northbound Off-Slip	288	17.7	4		23.5	0		1.8	67	13.3	-1		44.9	0		0.8
S38	Hickstead Lane (W)	182	68.1	40		33.3	24		1.5	97	8.3	-3		5.5	0		0.1
S39	A23 Northbound	3662	92.2	3		15.4	2		0.0	2412	61.7	7		5.1	1		0.0
S39	A2300 Northbound on-Slip	1582	79.0	4		4.3	1		0.0	1628	80.7	-2		4.7	0		0.0
S40	Ocley Lane (N)	439	64.1	15		4.7	0		0.2	297	40.7	1		3.7	0		0.1
S40	B2116 (E)	319	19.0	2		2.2	0		0.0	646	37.5	2		2.5	0		0.0
S40	B2116 (W)	281	14.4	0		1.1	0		0.0	193	9.7	1		1.0	0		0.0
S41	A23 Northbound	3431	95.9	0		22.6	0		0.0	2714	72.0	5		8.7	1		0.0
S41	A273 Northbound on-Slip	332	44.7	1		7.4	-1		0.4	155	17.2	2		5.0	0		0.1
S42	A23 Southbound Off-slip	282	45.5	13		7.0	1		0.3	29	4.9	1		5.9	0		0.0
S42	A273 Right turn	329	50.9	10		7.4	1		0.4	155	24.6	1		6.6	0		0.1
S42	A23 Nouthbound Off-slip	857	45.0	3		1.7	0		0.0	964	49.8	1		1.8	0		0.0
S43	B2112 South Street (N)	1100	54.3	1		2.0	0		0.0	914	44.4	0		1.6	0		0.0
S43	Beacon Road (S)	217	42.2	1		6.6	0		0.2	208	35.0	3		4.9	0		0.1
S43	B2112 (W)	608	33.4	2		1.7	0		0.0	384	21.2	1		1.6	0		0.0
S44	Valebridge Road (N)	484	24.3	2		1.2	0		0.0	576	28.2	-1		1.3	0		0.0
S44	Janes Lane	470	97.3	2		38.2	13		3.5	441	86.6	4	Sig	14.4	2		1.4
S44	Valebridge Road (S)	938	59.2	0		4.4	0		0.4	980	65.1	0		5.0	0		0.5
S45	Access (N)	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0
S45	A273 Jane Murray Way (E)	1191	105.2	2		105.6	29		34.0	989	92.4	13	Sig	6.4	2		0.9
S45	Access (SE)	380	7.0	0		3.3	0		0.0	145	2.5	0		3.2	0		0.0
S45	A273 (SW)	220	30.6	1		6.0	0		0.2	492	58.5	-5		5.9	0		0.4
S45	A2300 (W)	813	51.5	4		3.6	0		0.1	985	63.6	-3		4.2	0		0.3
S46	A23 Southbound	2449	77.4	6		19.4	0		0.0	4032	100.0	0		75.3	-2		0.1
S46	B2117 Southbound on-Slip	785	49.9	16		3.9	0		0.2	141	100.4	0		110.8	-91		4.3
S47	B2036 London Road (N)	1112	86.4	0		38.0	0		8.5	1195	81.3	9		26.0	4		6.0
S47	Maple Drive (E)	179	69.0	6		79.0	4		2.8	112	58.6	6		67.4	3		1.4
S47	B2036 London Road (S)	869	51.6	4		17.3	1		3.5	879	52.2	3		13.3	1		2.7
S47	Dunstall Avenue	35	46.6	-9		109.9	-9		0.6	41	41.8	1		78.7	1		0.6

ID	Approach Arm	2039 Scenario 5m5															
		AM Dem (Veh)	AM RFC (%)	Diff to Ref	Sig/Sev	AM Delay (s)	Diff to Ref	Sig/Sev	AM Avg Q (pcu)	PM Dem (Veh)	PM RFC (%)	Diff to Ref	Sig/Sev	PM Delay (s)	Diff to Ref	Sig/Sev	PM Avg Q (pcu)
S28	B2112 (N)	626	47.2	3		3.9	0		0.2	702	48.1	2		3.6	0		0.1
S28	Folders Lane East (E)	731	56.4	0		4.4	0		0.3	825	66.2	2		5.0	0		0.5
S28	B2112 (S)	927	69.9	5		4.4	0		0.4	631	48.6	3		4.0	0		0.2
S28	Folders Lane (W)	483	42.0	3		4.6	0		0.2	314	23.2	0		3.7	0		0.1
S29	A273 Jane Murray Way (N)	1278	63.1	3		0.0	0		0.0	1124	54.3	0		0.0	0		0.0
S29	A273 Jane Murray Way (S)	942	48.2	-1		1.8	0		0.0	1143	58.1	-1		2.2	0		0.0
S29	Malthouse Lane (W)	231	44.6	26		6.8	1		0.3	382	72.6	11		9.9	1		0.7
S30	B2036 London Road (N)	674	85.0	2		5.7	1		0.5	620	76.4	2		5.0	0		0.3
S30	B2036 London Road (S)	469	55.3	-1		3.4	0		0.1	514	60.6	-2		3.3	0		0.0
S30	West Street (W)	414	57.3	6		5.1	0		0.2	442	63.2	3		5.8	0		0.3
S31	B2036 London Road (N)	749	71.9	0		4.4	0		0.3	597	61.7	1		4.8	0		0.3
S31	B2036 London Road (S)	901	54.0	-2		3.3	0		0.1	492	29.1	3		3.1	0		0.0
S31	Victoria Way (W)	532	57.0	3		4.8	0		0.3	816	80.7	3		5.1	1		0.5
S32	B2036 London Road (N)	616	69.9	-1		29.7	0		3.9	496	62.0	0		33.6	0		3.7
S32	Victoria Way (W)	55	18.7	19		43.0	2		0.5	0	0.0	0		47.5	0		0.0
S32	B2036 London Road (S)	765	90.2	3	Sig	44.1	4		5.5	649	84.0	8		44.9	5		5.7
S32	Victoria Way (W)	133	41.0	0		43.7	0		1.3	101	34.5	1		49.6	0		1.1
S33	B2036 London Road (N)	894	65.4	4		3.6	0		0.1	689	53.3	1		3.7	0		0.1
S33	A273 (S)	949	102.8	2		72.6	38		19.3	614	57.5	7		3.7	0		0.1
S33	A273 Jane Murray Way (W)	517	49.8	4		4.8	0		0.3	953	77.5	3		5.1	0		0.6
S33	Hammonds Ridge (W)	166	2.9	0		3.2	0		0.0	88	1.6	0		3.2	0		0.0
S34	B2036 Cuckfield Road (N)	481	73.7	-9		7.2	-2		0.6	521	76.3	-2		8.3	-1		0.7
S34	A273 Isaacs Lane (N)	622	82.2	7		6.8	1		0.6	642	83.5	1		7.4	0		0.7
S34	Fairbridge Way (E)	168	2.8	0		3.2	0		0.0	81	1.3	0		3.2	0		0.0
S34	A273 (S)	1140	101.0	8	Sev	31.3	27		9.1	1167	100.0	0		9.9	0		2.2
S35	A23 Northbound On-Slip	659	105.8	59	Sev	142.4	137	Sev	24.9	655	39.1	15		3.5	0		0.1
S35	A23 Northbound	3316	100.0	5	Sev	64.0	24		0.0	1821	56.7	4		10.1	0		0.0
S36	South Road (S)	541	91.6	5	Sig	13.5	2		1.6	371	69.8	-1		9.0	0		0.6
S36	Green Road (W)	395	26.2	-3		2.7	0		0.1	568	39.3	-2		3.3	0		0.1
S36	Green Road (E)	893	43.4	-1		1.6	0		0.0	1084	52.7	1		1.9	0		0.0
S37	A281 (N)	644	49.3	16		4.1	0		0.2	737	46.2	11		3.1	0		0.0
S37	A281 (E)	413	30.5	8		3.5	0		0.1	374	31.2	2		4.0	0		0.1
S37	Saddlescombe Road (S)	713	49.4	13		3.8	0		0.2	226	15.9	1		3.4	0		0.0
S37	Poynings Road (W)	76	7.5	2		4.2	0		0.0	36	2.7	1		3.5	0		0.0
S38	A2300 (E)	1856	91.6	9	Sig	0.2	0		0.1	1743	85.8	0		2.6	3		1.3
S38	A23 Northbound Off-Slip	301	19.8	6		23.8	1		1.9	64	12.9	-1		44.9	0		0.8
S38	Hickstead Lane (W)	55	93.1	65	Sig	164.2	155	Sev	2.5	97	9.0	-2		5.9	0		0.1
S39	A23 Northbound	3674	91.9	3		15.1	2		0.0	2412	61.7	7		5.1	1		0.0
S39	A2300 Northbound on-Slip	1543	76.4	2		3.8	0		0.0	1636	80.9	-1		4.7	0		0.0
S40	Ocley Lane (N)	435	62.3	14		4.4	0		0.2	297	40.7	1		3.7	0		0.1
S40	B2116 (E)	307	18.1	1		2.1	0		0.0	643	37.4	2		2.5	0		0.0
S40	B2116 (W)	244	12.4	-2		1.0	0		0.0	191	9.6	1		1.0	0		0.0
S41	A23 Northbound	3450	96.3	0		23.6	1		0.0	2714	72.0	5		8.7	1		0.0
S41	A273 Northbound on-Slip	328	45.1	1		7.6	-1		0.4	157	17.3	2		5.0	0		0.1
S42	A23 Southbound Off-slip	305	48.5	16		7.1	1		0.3	31	5.3	1		5.9	0		0.0
S42	A273 Right turn	325	49.3	8		7.1	1		0.4	157	24.9	1		6.6	0		0.1
S42	A23 Nouthbound Off-slip	837	44.0	2		1.6	0		0.0	964	49.8	1		1.8	0		0.0
S43	B2112 South Street (N)	1095	54.1	1		2.0	0		0.0	914	44.4	0		1.6	0		0.0
S43	Beacon Road (S)	217	42.0	0		6.5	0		0.2	208	35.0	3		4.9	0		0.1
S43	B2112 (W)	586	32.2	1		1.7	0		0.0	385	21.3	1		1.6	0		0.0
S44	Valebridge Road (N)	461	23.2	1		1.2	0		0.0	576	28.2	-1		1.3	0		0.0
S44	Janes Lane	471	96.5	1		32.9	8		3.1	441	86.5	4	Sig	14.3	2		1.4
S44	Valebridge Road (S)	931	58.6	-1		4.2	0		0.3	979	65.0	0		5.0	0		0.5
S45	Access (N)	34	0.6	0		3.2	0		0.0	67	1.3	0		3.3	0		0.0
S45	A273 Jane Murray Way (E)	1196	105.8	2		115.8	39		37.5	998	93.1	14	Sig	6.6	2		1.0
S45	Access (SE)	380	6.9	0		3.3	0		0.0	145	2.5	0		3.2	0		0.0
S45	A273 (SW)	286	38.9	9		6.3	0		0.3	496	58.9	-4		5.9	0		0.4
S45	A2300 (W)	749	49.1	1		3.7	0		0.1	987	63.8	-3		4.2	0		0.3
S46	A23 Southbound	2390	76.1	4		18.4	-1		0.0	4031	100.0	0		75.2	-2		0.1
S46	B2117 Southbound on-Slip	800	50.3	16		3.9	0		0.2	146	101.1	1		120.5	-81		4.8
S47	B2036 London Road (N)	1104	88.1	1		39.7	2		8.5	1188	80.6	9		25.6	3		5.9
S47	Maple Drive (E)	179	69.0	6		79.0	4		2.8	111	58.4	6		67.3	3		1.4
S47	B2036 London Road (S)	878	52.4	5		17.6	1		3.6	877	52.0	3		13.3	1		2.7
S47	Dunstall Avenue	35	46.9	-9		110.1	-9		0.6	41	41.8	1		78.7	1		0.6

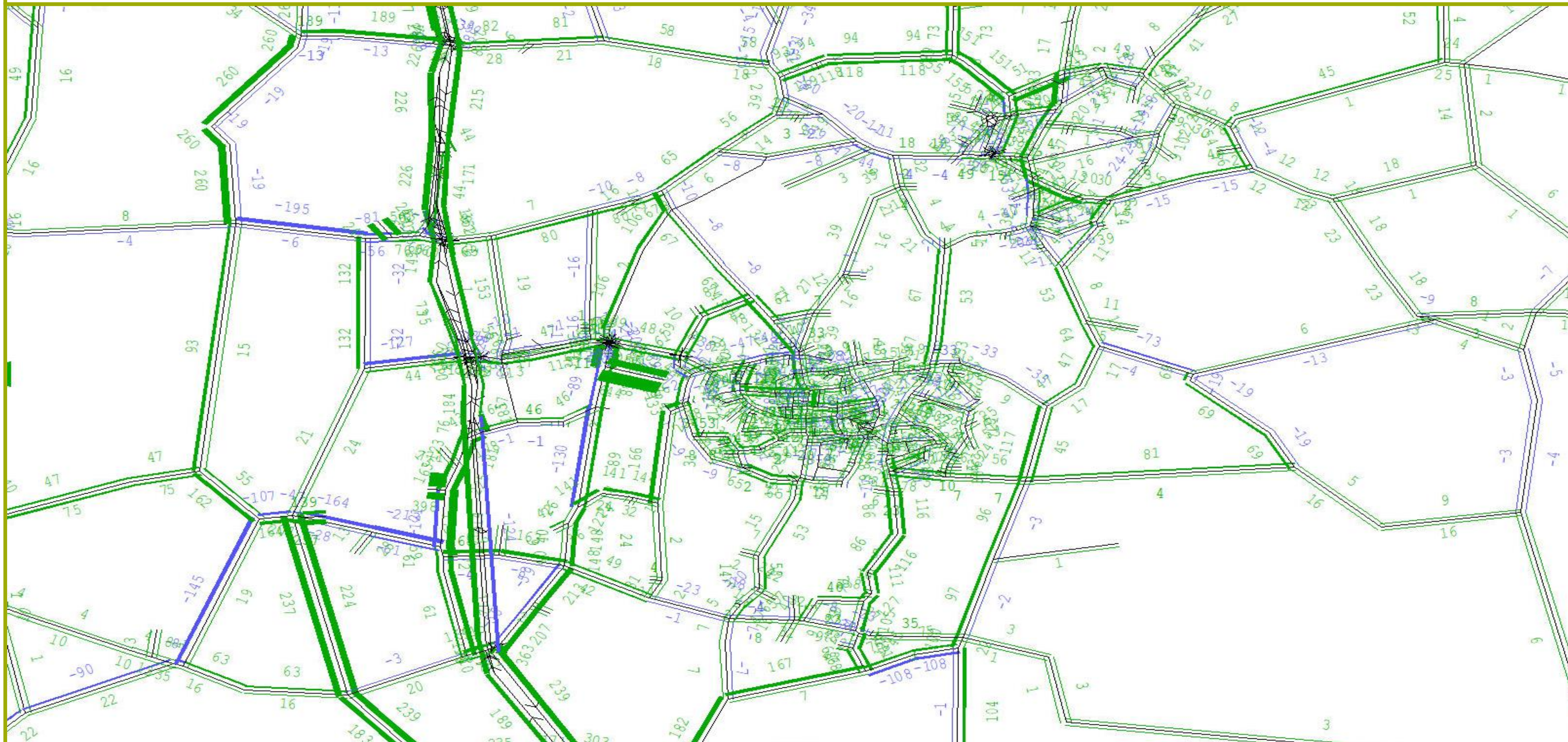
Key:
Increase in RFC of 3% or more to 85% or more are highlighted in orange
Increase in RFC of 3% or more to 95% or more are highlighted in red
Increase in Delay of 30 seconds or more to 2 minutes or more are in red

Appendix D – Flow Difference Maps

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5 Vs Reference case AM North View

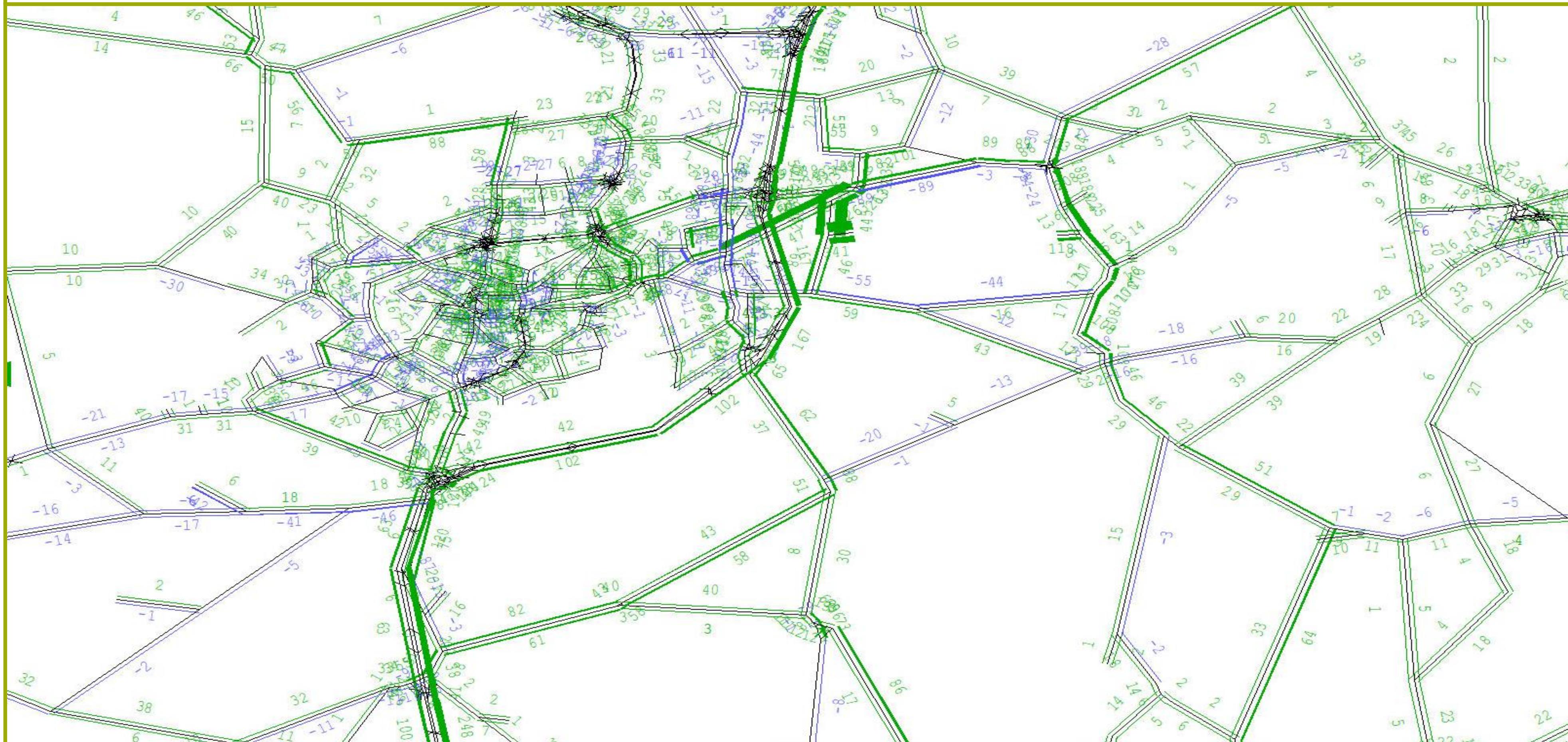


Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5 Vs Reference case AM South View

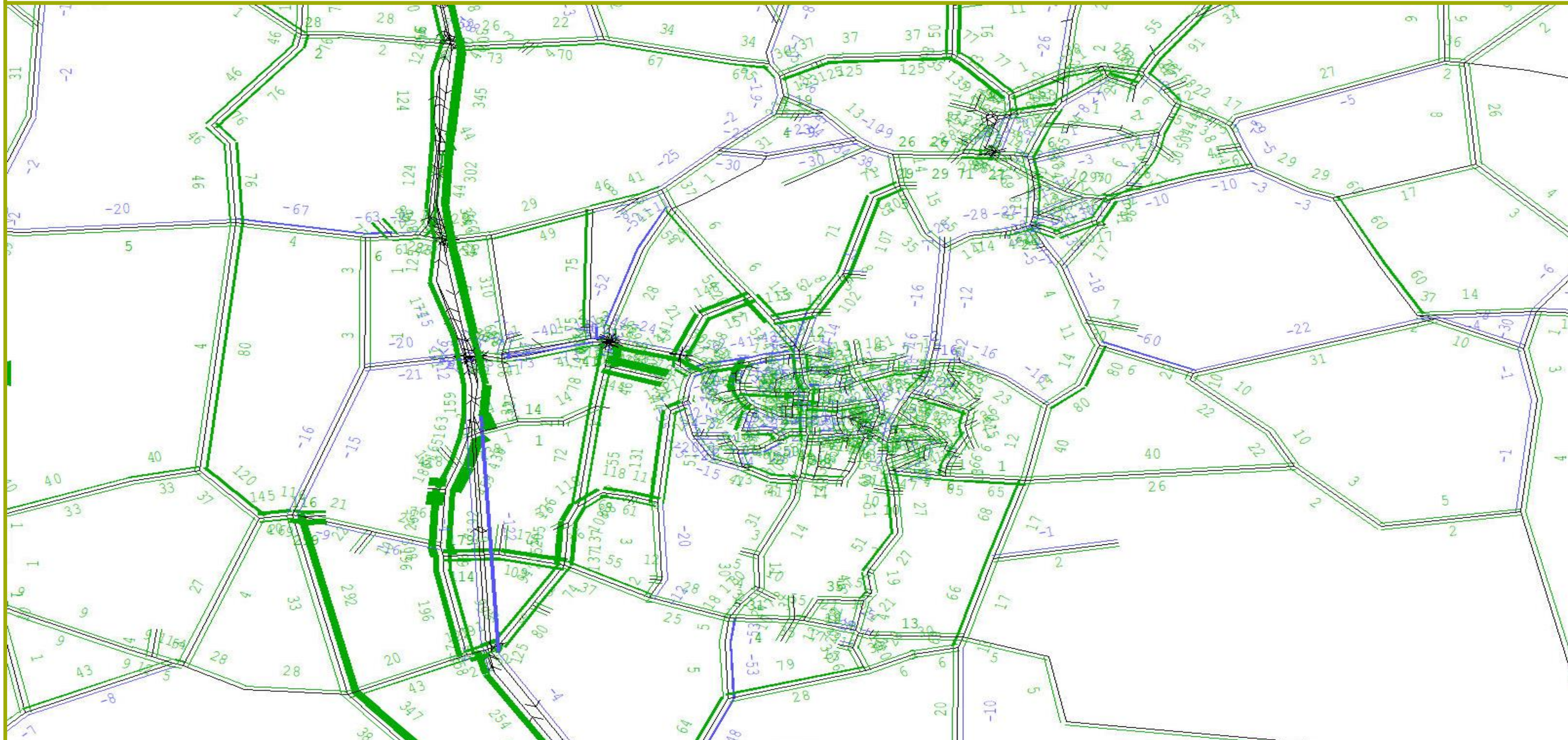


SYSTRA

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5 Vs Reference case PM North View

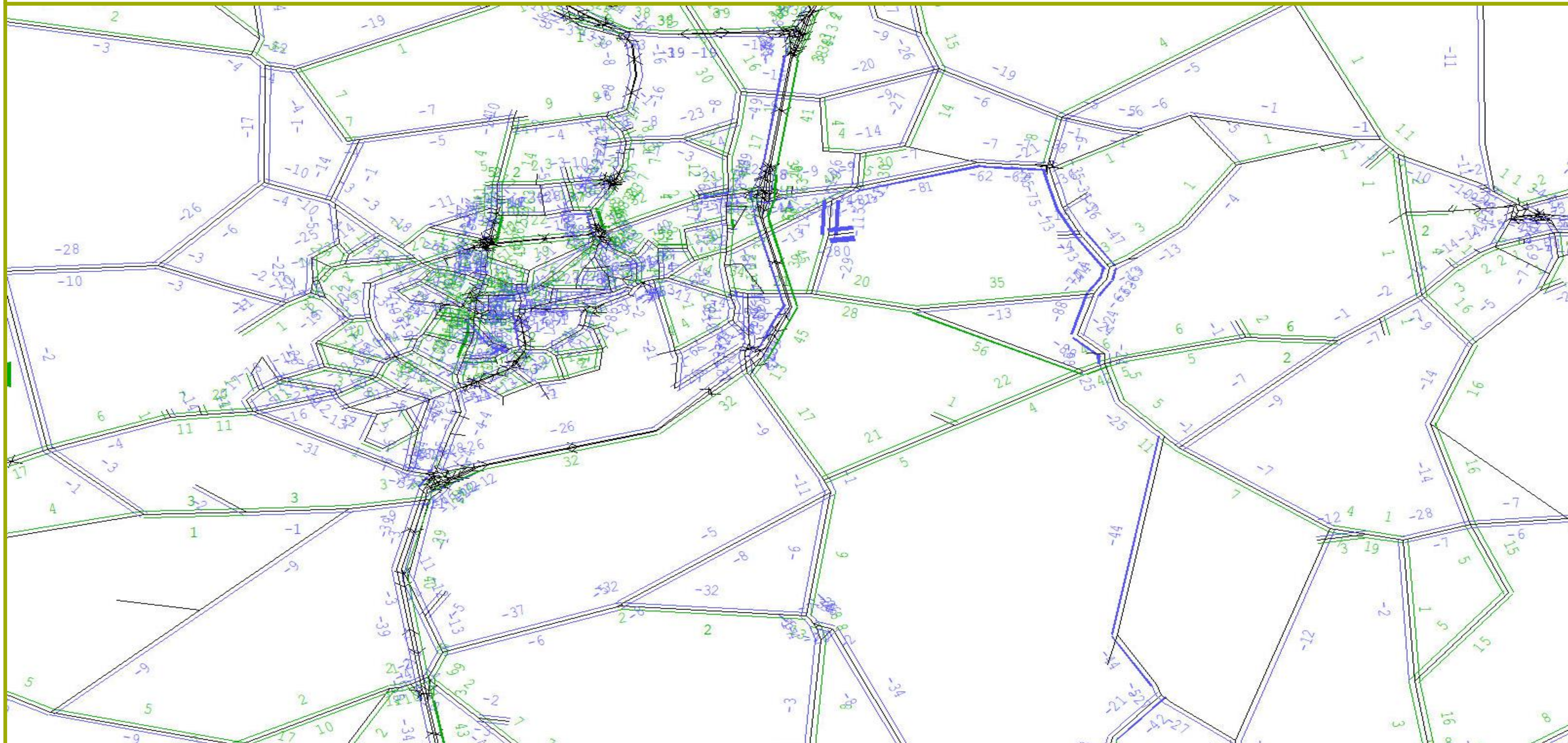


Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5 Vs Reference case PM South View

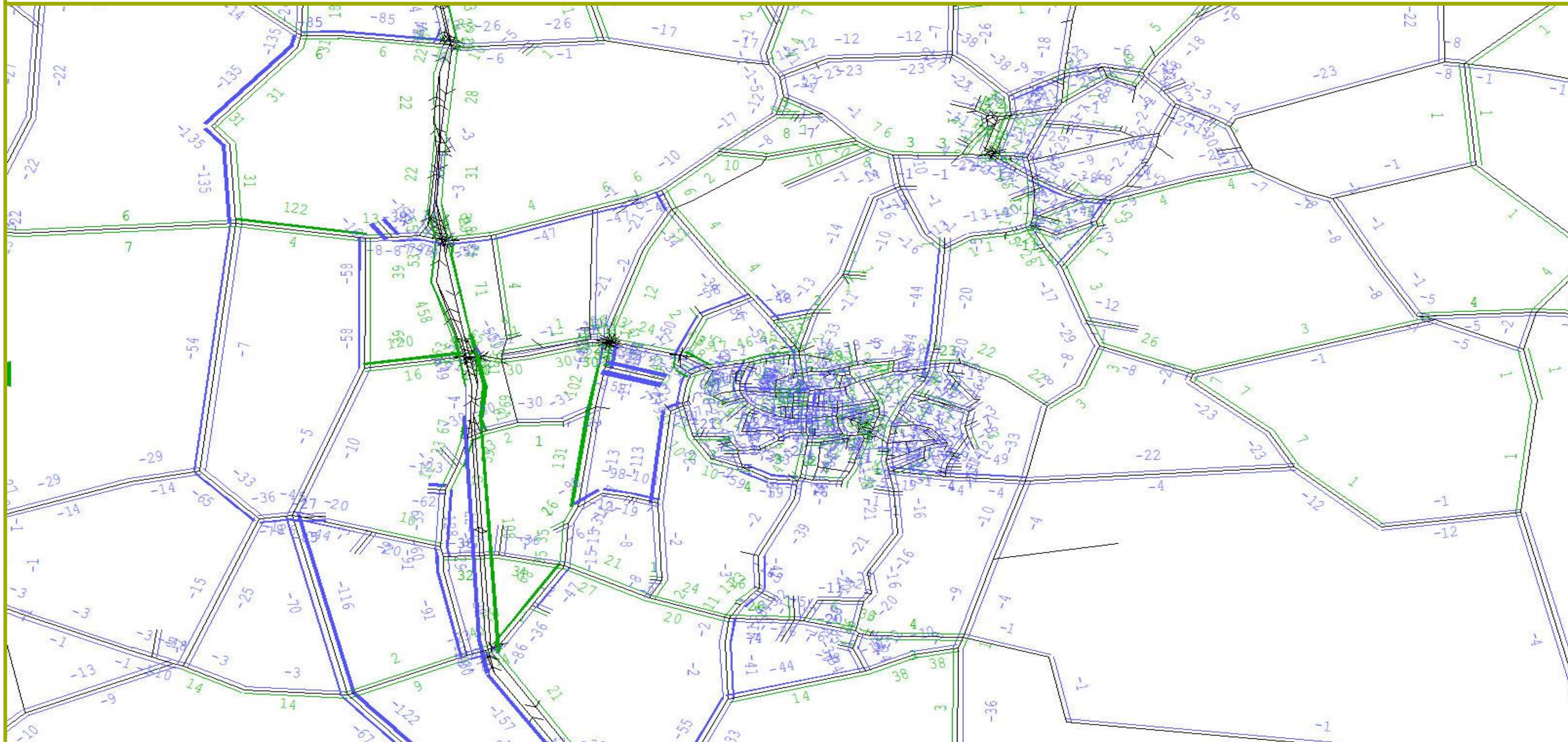


SYSTRA

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M2 Vs Scenario 5 Am North View

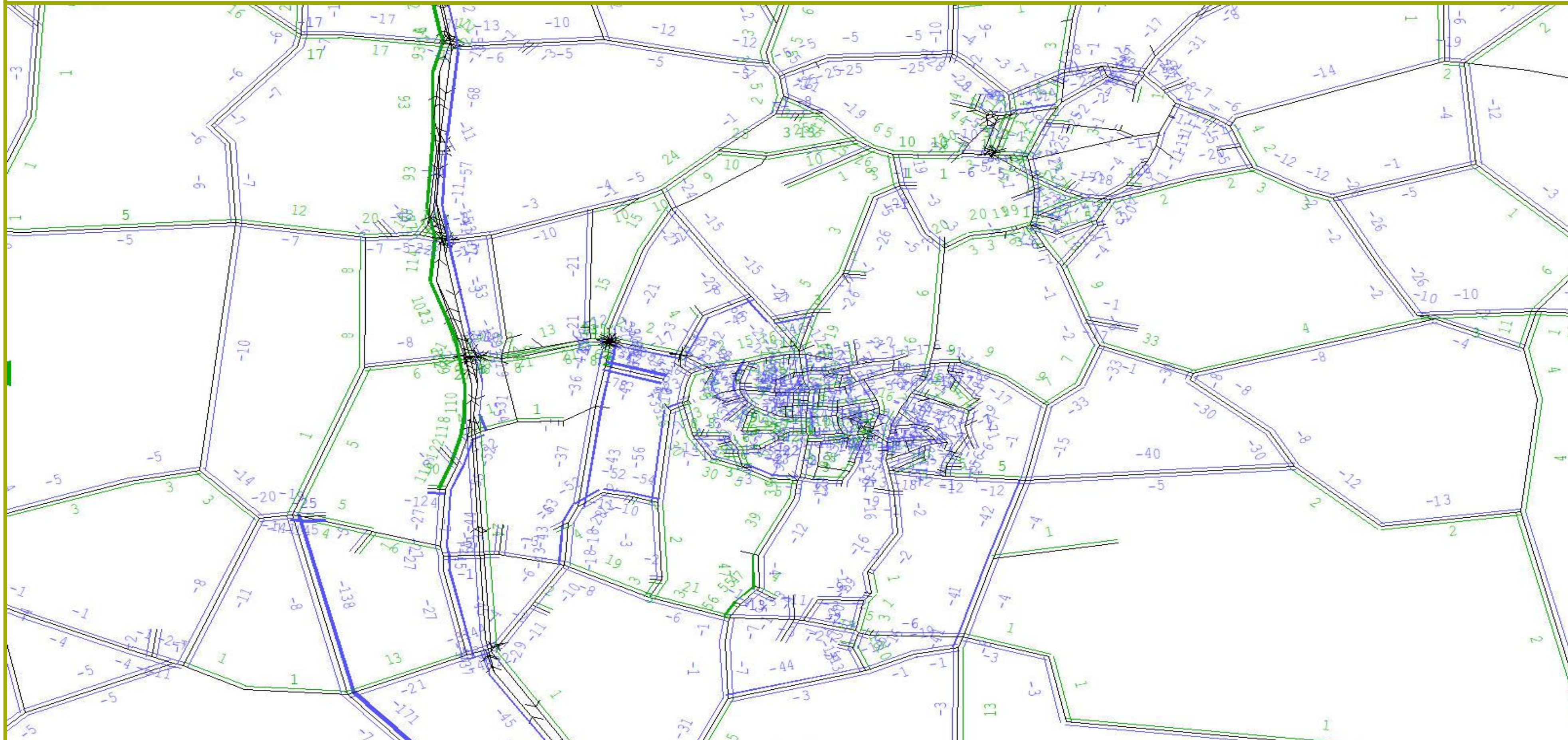


Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M2 Vs Scenario 5 AM South View

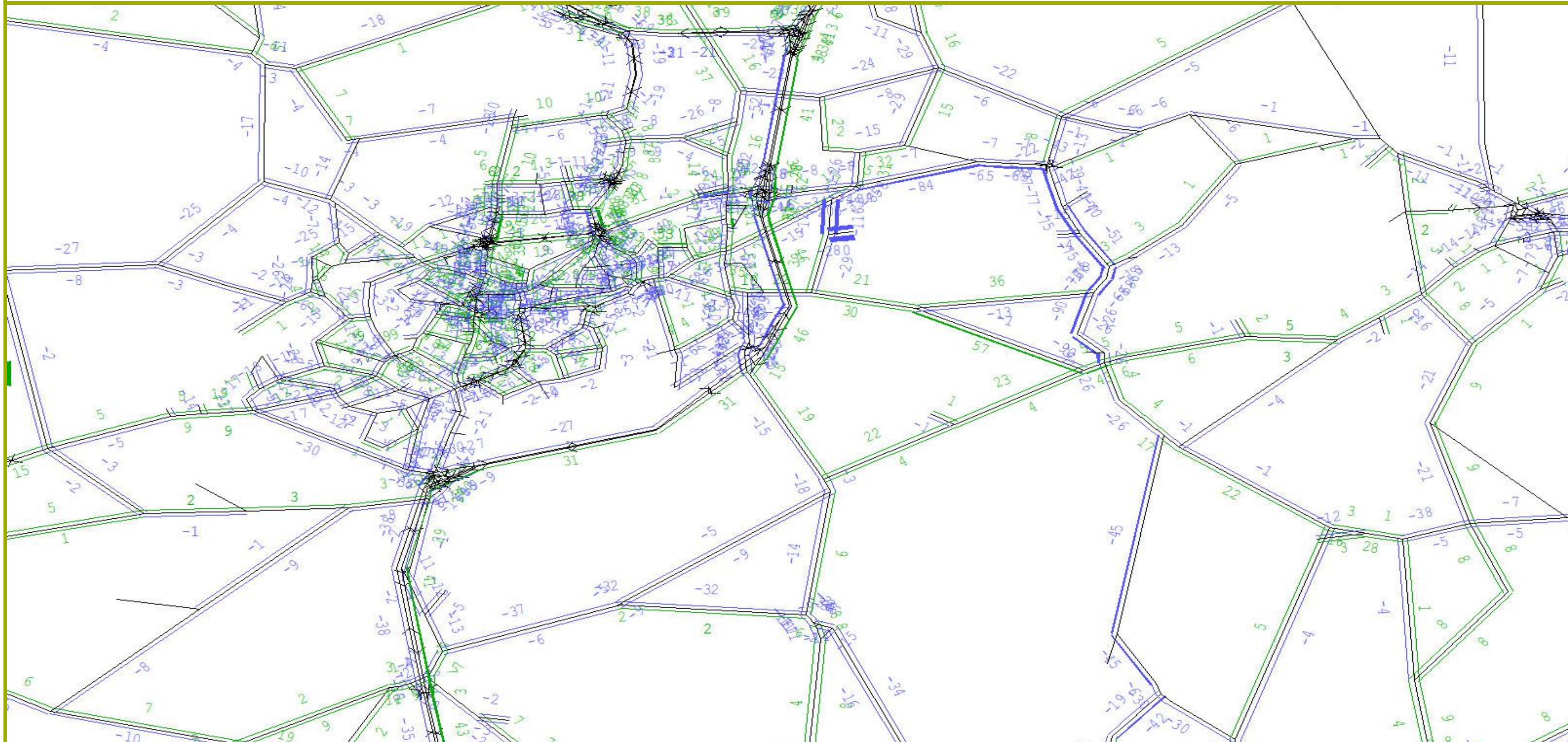


Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M2 Vs Scenario 5 PM North View

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M2 Vs Scenario 5 PM South View

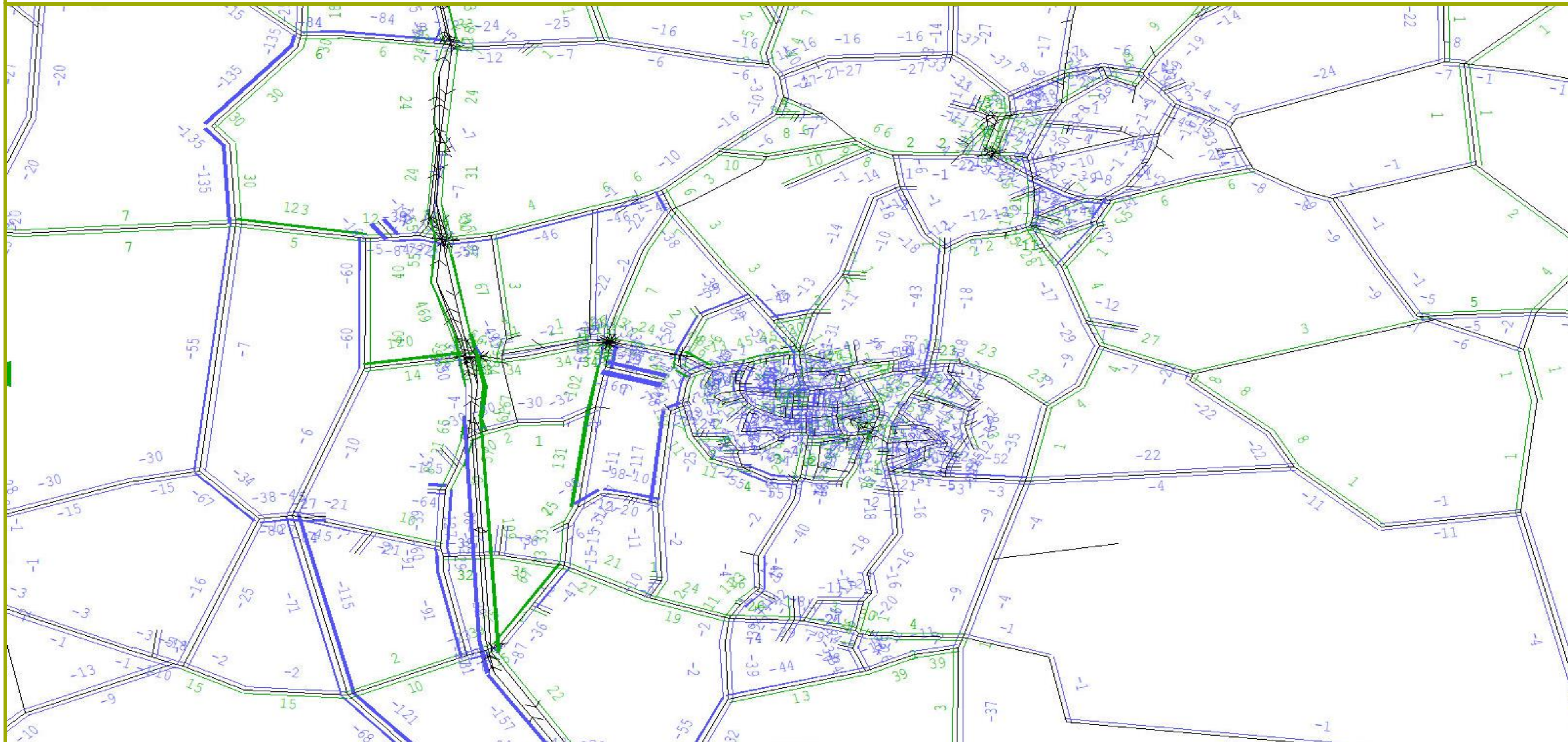


Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M4 Vs Scenario 5 Am North View



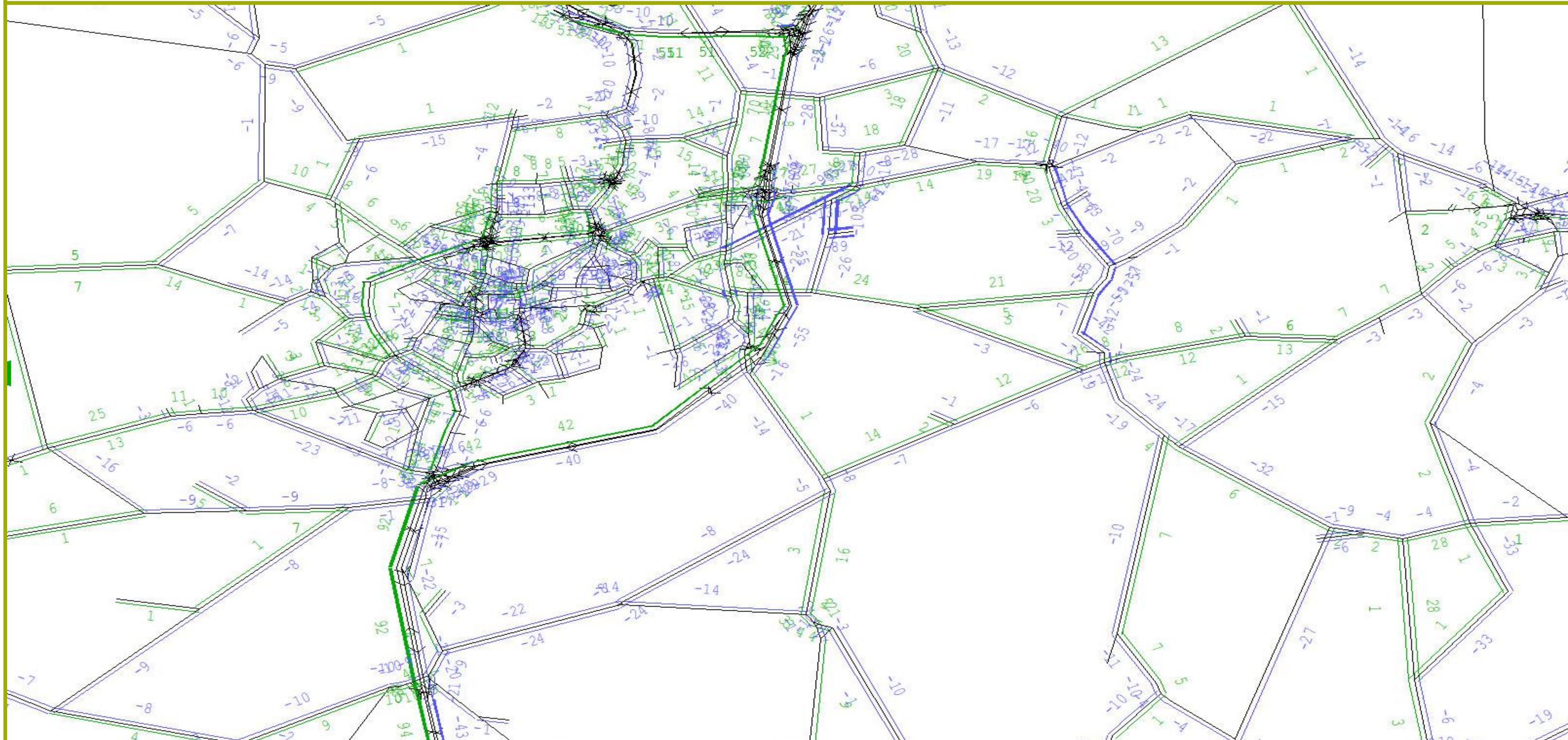
SYSTRA

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M4 Vs Scenario 5 AM South View

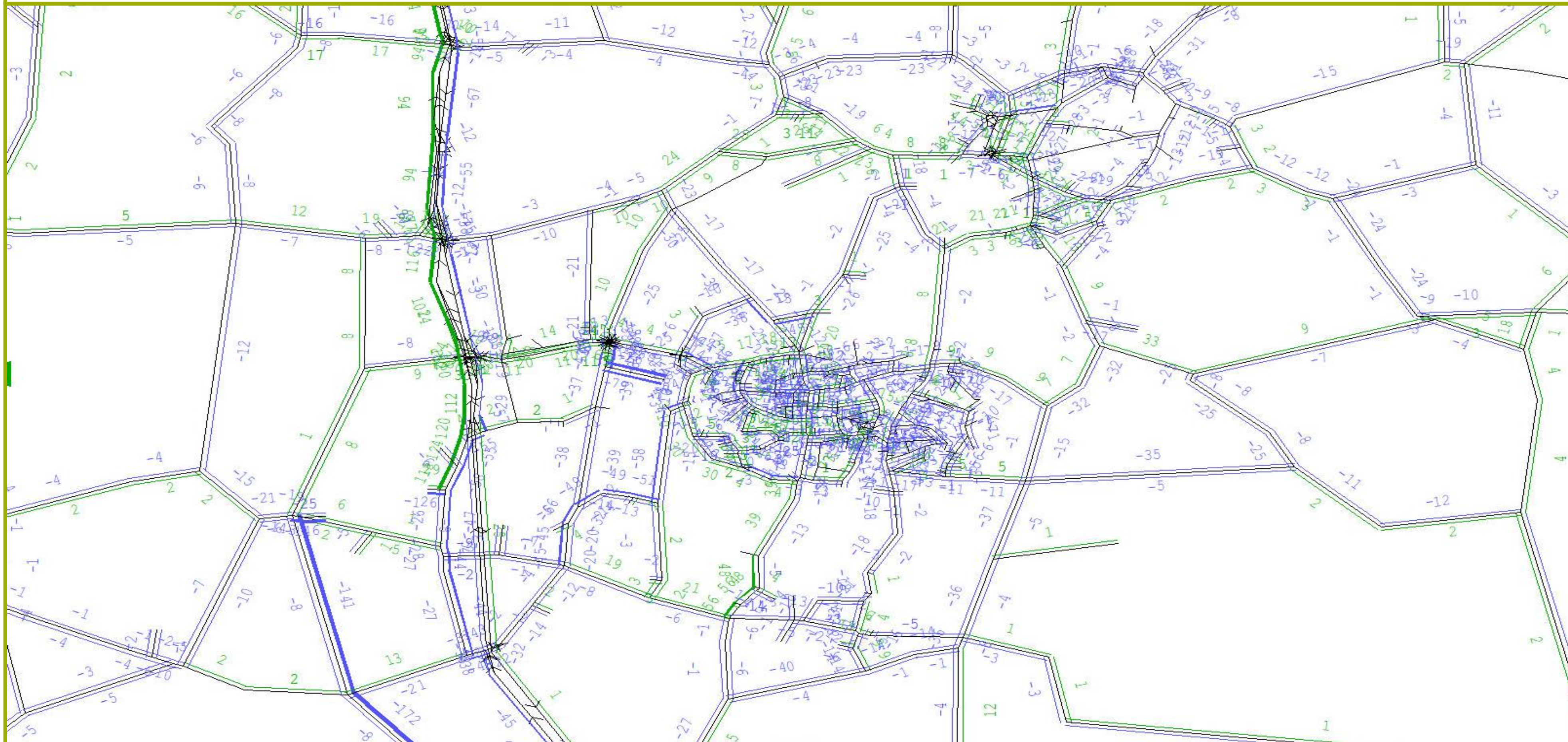


SYSTRA

Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M4 Vs Scenario 5 Pm North View



Mid Sussex Strategic Transport Model Flow Difference Plots - Scenario 5M4 Vs Scenario 5 PM South View



SYSTRA

Appendix E – TRICs Outputs

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	9-1412 DWELLS	
Actual Trip Rate Calculation Parameter Range	20-395 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 17/03/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	4
	Tuesday	7
	Wednesday	17
	Thursday	16
	Friday	7
Main Location Types selected	Town Centre	1
	Edge of Town Centre	3
	Suburban Area (PPS6 Out of Centre)	8
	Edge of Town	39
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	31 - Selected
	Servicing vehicles Excluded	35 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	6
	5,001 to 10,000	18
	10,001 to 15,000	13
	15,001 to 20,000	2
	20,001 to 25,000	3
	25,001 to 50,000	9
Population <5 Mile ranges selected	5,001 to 25,000	5
	25,001 to 50,000	9
	50,001 to 75,000	11
	75,001 to 100,000	5
	100,001 to 125,000	3
	125,001 to 250,000	12
	250,001 to 500,000	5
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	40
	1.6 to 2.0	5
PTAL Rating	No PTAL Present	50
	0 None	1

Calculation Reference: AUDIT-700702-230901-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	8 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	OX	OXFORDSHIRE	1 days
	RE	READING	1 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	8 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DC	DORSET	1 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	10 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 20 to 395 (units:)
Range Selected by User: 9 to 1412 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	17 days
Thursday	16 days
Friday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	40
Built-Up Zone	1
Out of Town	3
High Street	1
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	31 days - Selected
Servicing vehicles Excluded	35 days - Selected

Secondary Filtering selection:

Use Class:

C3	51 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	18 days
10,001 to 15,000	13 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	9 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	11 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	12 days
250,001 to 500,000	5 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	40 days
1.6 to 2.0	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	40 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	50 days
0 None	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set

LIST OF SITES relevant to selection parameters

Site(1):	BA-03-M-01	Site area:	4.00 hect
Development Name:	NELSON WARD DRIVE	No of Dwellings:	141
Location:	RADSTOCK	Housing density:	86
Postcode:	BA3 3DS	Total Bedrooms:	381
Main Location Type:	Edge of Town Centre	Survey Date:	02/10/18
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	255

Site(2):	BH-03-M-01	Site area:	8.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	PORTSLADE	Housing density:	31
Postcode:	BN41 2AJ	Total Bedrooms:	310
Main Location Type:	Edge of Town	Survey Date:	09/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	228

Site(3):	CA-03-M-01	Site area:	1.75 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	52
Location:	WATERBEACH	Housing density:	32
Postcode:	CB25 9GJ	Total Bedrooms:	165
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	60

Site(4):	CU-03-M-04	Site area:	0.46 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	20
Location:	CARLISLE	Housing density:	56
Postcode:	CA2 7BP	Total Bedrooms:	48
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	15

Site(5):	DC-03-M-02	Site area:	0.71 hect
Development Name:	TERRACED & BUNGALOWS	No of Dwellings:	37
Location:	DORCHESTER	Housing density:	77
Postcode:	DT1 1NW	Total Bedrooms:	107
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	72

Site(6):	DV-03-M-02	Site area:	2.01 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	90
Location:	TOTNES	Housing density:	136
Postcode:	TQ9 5WY	Total Bedrooms:	237
Main Location Type:	Edge of Town	Survey Date:	29/03/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	122

Site(7):	ES-03-M-07	Site area:	4.95 hect
Development Name:	MIXED HOUSING	No of Dwellings:	188
Location:	PEACEHAVEN	Housing density:	43
Postcode:	BN10 8SA	Total Bedrooms:	496
Main Location Type:	Edge of Town	Survey Date:	12/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	307

Site(8):	ES-03-M-10	Site area:	4.60 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	POLEGATE	Housing density:	47
Postcode:	BN26 6FB	Total Bedrooms:	306
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	257

Site(9):	ES-03-M-11	Site area:	18.68 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	354
Location:	HAILSHAM	Housing density:	53
Postcode:	BN27 3UB	Total Bedrooms:	1118
Main Location Type:	Edge of Town	Survey Date:	13/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	657

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-M-14	Site area:	3.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	119
Location:	EASTBOURNE	Housing density:	114
Postcode:	BN21 2BH	Total Bedrooms:	316
Main Location Type:	Edge of Town	Survey Date:	15/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	240
Site(11):	ES-03-M-15	Site area:	2.85 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	MARESFIELD	Housing density:	39
Postcode:	TN22 2DJ	Total Bedrooms:	222
Main Location Type:	Edge of Town	Survey Date:	13/03/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	145
Site(12):	ES-03-M-16	Site area:	5.53 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	119
Location:	BEXHILL	Housing density:	33
Postcode:	TN39 4JX	Total Bedrooms:	277
Main Location Type:	Edge of Town	Survey Date:	10/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	343
Site(13):	ES-03-M-19	Site area:	11.47 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	149
Location:	HAILSHAM	Housing density:	25
Postcode:	BN27 1PA	Total Bedrooms:	484
Main Location Type:	Edge of Town	Survey Date:	17/06/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	411
Site(14):	ES-03-M-21	Site area:	20.57 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	392
Location:	HAILSHAM	Housing density:	28
Postcode:	BN27 4FR	Total Bedrooms:	1136
Main Location Type:	Edge of Town	Survey Date:	28/03/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	994
Site(15):	HC-03-M-06	Site area:	11.00 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	328
Location:	NEAR FAREHAM	Housing density:	42
Postcode:	PO14 4PB	Total Bedrooms:	773
Main Location Type:	Edge of Town	Survey Date:	04/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	578
Site(16):	HC-03-M-08	Site area:	3.55 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	279
Location:	BASINGSTOKE	Housing density:	195
Postcode:	RG21 6AF	Total Bedrooms:	554
Main Location Type:	Edge of Town Centre	Survey Date:	16/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(17):	HC-03-M-11	Site area:	9.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	238
Location:	BASINGSTOKE	Housing density:	56
Postcode:	RG24 9FD	Total Bedrooms:	726
Main Location Type:	Edge of Town	Survey Date:	07/03/19
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	569
Site(18):	HC-03-M-14	Site area:	7.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	200
Location:	WINCHESTER	Housing density:	54
Postcode:	SO22 5QN	Total Bedrooms:	579
Main Location Type:	Edge of Town	Survey Date:	26/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	462

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	HC-03-M-15	Site area:	5.23 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	150
Location:	YATELEY	Housing density:	33
Postcode:	GU46 7AU	Total Bedrooms:	438
Main Location Type:	Edge of Town	Survey Date:	16/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	596

Site(20):	HC-03-M-17	Site area:	12.18 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	275
Location:	ALTON	Housing density:	33
Postcode:	GU34 2FR	Total Bedrooms:	781
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	719

Site(21):	HC-03-M-18	Site area:	4.09 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	149
Location:	HAVANT	Housing density:	59
Postcode:	PO9 3FP	Total Bedrooms:	369
Main Location Type:	Edge of Town	Survey Date:	17/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	326

Site(22):	HF-03-M-03	Site area:	3.80 hect
Development Name:	TERRACED & DETACHED	No of Dwellings:	80
Location:	SAWBRIDGEWORTH	Housing density:	26
Postcode:	CM21 0DW	Total Bedrooms:	242
Main Location Type:	Edge of Town	Survey Date:	03/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	195

Site(23):	KC-03-M-03	Site area:	6.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	140
Location:	MAIDSTONE	Housing density:	47
Postcode:	ME16 0FQ	Total Bedrooms:	490
Main Location Type:	Edge of Town	Survey Date:	22/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	215

Site(24):	KC-03-M-04	Site area:	9.30 hect
Development Name:	MIXED HOUSES AND FLATS	No of Dwellings:	250
Location:	MAIDSTONE	Housing density:	34
Postcode:	ME16 9DZ	Total Bedrooms:	765
Main Location Type:	Edge of Town	Survey Date:	10/06/21
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	644

Site(25):	NF-03-M-02	Site area:	7.71 hect
Development Name:	MIXED HOUSES	No of Dwellings:	250
Location:	AYLSHAM	Housing density:	36
Postcode:	NR11 6FA	Total Bedrooms:	714
Main Location Type:	Edge of Town	Survey Date:	17/09/19
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	622

Site(26):	NF-03-M-03	Site area:	1.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	70
Location:	NORTH WALSHAM	Housing density:	40
Postcode:	NR28 0FW	Total Bedrooms:	217
Main Location Type:	Edge of Town	Survey Date:	18/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	165

Site(27):	NF-03-M-04	Site area:	2.71 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	70
Location:	HUNSTANTON	Housing density:	27
Postcode:	PE36 5PS	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	166

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	NF-03-M-14	Site area:	12.09 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	321
Location:	WYMONDHAM	Housing density:	36
Postcode:	NR18 0UE	Total Bedrooms:	944
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	658
Site(29):	NF-03-M-39	Site area:	1.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	61
Location:	ATTLEBOROUGH	Housing density:	48
Postcode:	NR17 1FF	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	14/10/20
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	126
Site(30):	NF-03-M-46	Site area:	23.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	338
Location:	NORWICH	Housing density:	26
Postcode:	NR5 0UT	Total Bedrooms:	1021
Main Location Type:	Edge of Town	Survey Date:	15/09/21
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	918
Site(31):	NF-03-M-51	Site area:	3.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	120
Location:	HARLESTON	Housing density:	34
Postcode:	IP20 9GE	Total Bedrooms:	341
Main Location Type:	Edge of Town	Survey Date:	29/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	166
Site(32):	NF-03-M-59	Site area:	6.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	153
Location:	WYMONDHAM	Housing density:	30
Postcode:	NR18 0GB	Total Bedrooms:	441
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	361
Site(33):	NF-03-M-62	Site area:	7.71 hect
Development Name:	MIXED HOUSES	No of Dwellings:	250
Location:	AYLSHAM	Housing density:	36
Postcode:	NR11 6FA	Total Bedrooms:	714
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	622
Site(34):	NF-03-M-63	Site area:	4.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	100
Location:	NORTH WALSHAM	Housing density:	34
Postcode:	NR28 0FW	Total Bedrooms:	268
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	256
Site(35):	OX-03-M-01	Site area:	5.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	100
Location:	THAME	Housing density:	24
Postcode:	OX9 3SD	Total Bedrooms:	288
Main Location Type:	Edge of Town	Survey Date:	28/06/18
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	89
Site(36):	RE-03-M-02	Site area:	0.55 hect
Development Name:	TERRACED HOUSES & FLATS	No of Dwellings:	37
Location:	READING	Housing density:	71
Postcode:	RG1 8EN	Total Bedrooms:	79
Main Location Type:	Edge of Town Centre	Survey Date:	07/06/22
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	33

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	SC-03-M-09	Site area:	2.82 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	195
Location:	ASHFORD	Housing density:	89
Postcode:	TW15 2EA	Total Bedrooms:	347
Main Location Type:	Town Centre	Survey Date:	11/11/21
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	0 None	Parking Spaces:	259

Site(38):	SC-03-M-10	Site area:	2.86 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	GODALMING	Housing density:	38
Postcode:	GU7 2FL	Total Bedrooms:	249
Main Location Type:	Edge of Town	Survey Date:	09/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	224

Site(39):	SC-03-M-13	Site area:	3.85 hect
Development Name:	DETACHED HOUSES & FLATS	No of Dwellings:	168
Location:	OXTED	Housing density:	52
Postcode:	RH8 9BF	Total Bedrooms:	479
Main Location Type:	Edge of Town	Survey Date:	22/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	337

Site(40):	SP-03-M-02	Site area:	18.90 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	181
Location:	NEAR SOUTHAMPTON	Housing density:	
Postcode:	SO31 1ET	Total Bedrooms:	530
Main Location Type:	Edge of Town	Survey Date:	23/10/19
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	357

Site(41):	TW-03-M-02	Site area:	2.07 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	NEWCASTLE UPON TYNE	Housing density:	70
Postcode:	NE7 7FS	Total Bedrooms:	271
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	161

Site(42):	WK-03-M-01	Site area:	6.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	395
Location:	STRATFORD UPON AVON	Housing density:	70
Postcode:	CV37 OTF	Total Bedrooms:	707
Main Location Type:	Edge of Town	Survey Date:	29/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	980

Site(43):	WK-03-M-02	Site area:	5.49 hect
Development Name:	MIXED HOUSES	No of Dwellings:	130
Location:	STRATFORD UPON AVON	Housing density:	34
Postcode:	CV37 0RJ	Total Bedrooms:	430
Main Location Type:	Edge of Town	Survey Date:	29/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	604

Site(44):	WS-03-M-06	Site area:	2.54 hect
Development Name:	SEMI DETACHED/DETACHED	No of Dwellings:	67
Location:	CHICHESTER	Housing density:	36
Postcode:	PO19 8SR	Total Bedrooms:	186
Main Location Type:	Edge of Town	Survey Date:	27/01/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	164

Site(45):	WS-03-M-12	Site area:	3.74 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	192
Location:	SHOREHAM BY SEA	Housing density:	89
Postcode:	BN43 6TQ	Total Bedrooms:	466
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/04/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	282

LIST OF SITES relevant to selection parameters (Cont.)

Site(46):	WS-03-M-13	Site area:	0.64 hect
Development Name:	TERRACED & FLATS	No of Dwellings:	23
Location:	WORTHING	Housing density:	66
Postcode:	BN15 9NY	Total Bedrooms:	58
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	32

Site(47):	WS-03-M-16	Site area:	6.50 hect
Development Name:	MIXED FLATS & HOUSES	No of Dwellings:	252
Location:	CHICHESTER	Housing density:	50
Postcode:	PO19 6BU	Total Bedrooms:	694
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/03/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	355

Site(48):	WS-03-M-18	Site area:	2.16 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	86
Location:	BOGNOR REGIS	Housing density:	62
Postcode:	PO21 5GB	Total Bedrooms:	233
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	168

Site(49):	WS-03-M-19	Site area:	0.75 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	32
Location:	BOGNOR REGIS	Housing density:	107
Postcode:	PO21 5GA	Total Bedrooms:	73
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	56

Site(50):	WS-03-M-22	Site area:	3.92 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	CRAWLEY	Housing density:	38
Postcode:	RH11 0LN	Total Bedrooms:	300
Main Location Type:	Edge of Town	Survey Date:	19/10/20
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	242

Site(51):	WS-03-M-25	Site area:	4.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	110
Location:	BRACKLESHAM BAY	Housing density:	30
Postcode:	PO20 8JB	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	24/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	278

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-03-M-02	26/05/21	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.075	51	158	0.289	51	158	0.364
08:00 - 09:00	51	158	0.134	**51**	**158**	**0.367**	**51**	**158**	**0.501**
09:00 - 10:00	51	158	0.132	51	158	0.156	51	158	0.288
10:00 - 11:00	51	158	0.120	51	158	0.141	51	158	0.261
11:00 - 12:00	51	158	0.125	51	158	0.136	51	158	0.261
12:00 - 13:00	51	158	0.148	51	158	0.133	51	158	0.281
13:00 - 14:00	51	158	0.149	51	158	0.148	51	158	0.297
14:00 - 15:00	51	158	0.140	51	158	0.176	51	158	0.316
15:00 - 16:00	51	158	0.264	51	158	0.164	51	158	0.428
16:00 - 17:00	51	158	0.264	51	158	0.147	51	158	0.411
17:00 - 18:00	**51**	**158**	**0.315**	51	158	0.162	51	158	0.477
18:00 - 19:00	51	158	0.281	51	158	0.162	51	158	0.443
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.374			2.206			4.580

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	20 - 395 (units:)
Survey date date range:	01/01/15 - 17/03/23
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.003	51	158	0.004	51	158	0.007
08:00 - 09:00	**51**	**158**	**0.006**	**51**	**158**	**0.006**	**51**	**158**	**0.012**
09:00 - 10:00	51	158	0.003	51	158	0.002	51	158	0.005
10:00 - 11:00	51	158	0.002	51	158	0.002	51	158	0.004
11:00 - 12:00	51	158	0.002	51	158	0.002	51	158	0.004
12:00 - 13:00	51	158	0.002	51	158	0.002	51	158	0.004
13:00 - 14:00	51	158	0.002	51	158	0.002	51	158	0.004
14:00 - 15:00	51	158	0.002	51	158	0.002	51	158	0.004
15:00 - 16:00	51	158	0.005	51	158	0.006	51	158	0.011
16:00 - 17:00	51	158	0.003	51	158	0.003	51	158	0.006
17:00 - 18:00	51	158	0.002	51	158	0.002	51	158	0.004
18:00 - 19:00	51	158	0.003	51	158	0.002	51	158	0.005
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.001	51	158	0.001	51	158	0.002
08:00 - 09:00	51	158	0.002	51	158	0.001	51	158	0.003
09:00 - 10:00	51	158	0.002	**51**	**158**	**0.003**	**51**	**158**	**0.005**
10:00 - 11:00	**51**	**158**	**0.003**	51	158	0.002	51	158	0.005
11:00 - 12:00	51	158	0.002	51	158	0.002	51	158	0.004
12:00 - 13:00	51	158	0.001	51	158	0.001	51	158	0.002
13:00 - 14:00	51	158	0.001	51	158	0.002	51	158	0.003
14:00 - 15:00	51	158	0.001	51	158	0.001	51	158	0.002
15:00 - 16:00	51	158	0.001	51	158	0.001	51	158	0.002
16:00 - 17:00	51	158	0.000	51	158	0.000	51	158	0.000
17:00 - 18:00	51	158	0.000	51	158	0.000	51	158	0.000
18:00 - 19:00	51	158	0.000	51	158	0.000	51	158	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.001	51	158	0.001	51	158	0.002
08:00 - 09:00	51	158	0.001	51	158	0.001	51	158	0.002
09:00 - 10:00	51	158	0.000	51	158	0.000	51	158	0.000
10:00 - 11:00	51	158	0.000	51	158	0.000	51	158	0.000
11:00 - 12:00	51	158	0.000	51	158	0.000	51	158	0.000
12:00 - 13:00	51	158	0.000	51	158	0.000	51	158	0.000
13:00 - 14:00	51	158	0.000	51	158	0.000	51	158	0.000
14:00 - 15:00	51	158	0.000	51	158	0.000	51	158	0.000
15:00 - 16:00	51	158	0.001	51	158	0.001	51	158	0.002
16:00 - 17:00	51	158	0.000	51	158	0.001	51	158	0.001
17:00 - 18:00	51	158	0.000	51	158	0.000	51	158	0.000
18:00 - 19:00	51	158	0.000	51	158	0.000	51	158	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.002	51	158	0.009	51	158	0.011
08:00 - 09:00	51	158	0.003	**51**	**158**	**0.014**	**51**	**158**	**0.017**
09:00 - 10:00	51	158	0.004	51	158	0.005	51	158	0.009
10:00 - 11:00	51	158	0.003	51	158	0.003	51	158	0.006
11:00 - 12:00	51	158	0.003	51	158	0.004	51	158	0.007
12:00 - 13:00	51	158	0.003	51	158	0.004	51	158	0.007
13:00 - 14:00	51	158	0.003	51	158	0.003	51	158	0.006
14:00 - 15:00	51	158	0.005	51	158	0.005	51	158	0.010
15:00 - 16:00	51	158	0.012	51	158	0.005	51	158	0.017
16:00 - 17:00	51	158	0.007	51	158	0.006	51	158	0.013
17:00 - 18:00	**51**	**158**	**0.012**	51	158	0.005	51	158	0.017
18:00 - 19:00	51	158	0.007	51	158	0.005	51	158	0.012
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.068			0.132

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.084	51	158	0.407	51	158	0.491
08:00 - 09:00	51	158	0.162	**51**	**158**	**0.630**	**51**	**158**	**0.792**
09:00 - 10:00	51	158	0.162	51	158	0.219	51	158	0.381
10:00 - 11:00	51	158	0.149	51	158	0.194	51	158	0.343
11:00 - 12:00	51	158	0.163	51	158	0.184	51	158	0.347
12:00 - 13:00	51	158	0.195	51	158	0.176	51	158	0.371
13:00 - 14:00	51	158	0.200	51	158	0.199	51	158	0.399
14:00 - 15:00	51	158	0.190	51	158	0.226	51	158	0.416
15:00 - 16:00	**51**	**158**	**0.456**	51	158	0.224	51	158	0.680
16:00 - 17:00	51	158	0.396	51	158	0.213	51	158	0.609
17:00 - 18:00	51	158	0.452	51	158	0.231	51	158	0.683
18:00 - 19:00	51	158	0.404	51	158	0.227	51	158	0.631
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.332			3.164			6.496

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.022	51	158	0.050	51	158	0.072
08:00 - 09:00	51	158	0.047	**51**	**158**	**0.169**	**51**	**158**	**0.216**
09:00 - 10:00	51	158	0.047	51	158	0.033	51	158	0.080
10:00 - 11:00	51	158	0.027	51	158	0.030	51	158	0.057
11:00 - 12:00	51	158	0.028	51	158	0.033	51	158	0.061
12:00 - 13:00	51	158	0.041	51	158	0.034	51	158	0.075
13:00 - 14:00	51	158	0.037	51	158	0.035	51	158	0.072
14:00 - 15:00	51	158	0.039	51	158	0.055	51	158	0.094
15:00 - 16:00	**51**	**158**	**0.145**	51	158	0.054	51	158	0.199
16:00 - 17:00	51	158	0.072	51	158	0.043	51	158	0.115
17:00 - 18:00	51	158	0.062	51	158	0.043	51	158	0.105
18:00 - 19:00	51	158	0.049	51	158	0.042	51	158	0.091
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.624			0.629			1.253

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.002	51	158	0.024	51	158	0.026
08:00 - 09:00	51	158	0.002	51	158	0.021	51	158	0.023
09:00 - 10:00	51	158	0.003	51	158	0.006	51	158	0.009
10:00 - 11:00	51	158	0.004	51	158	0.007	51	158	0.011
11:00 - 12:00	51	158	0.005	51	158	0.007	51	158	0.012
12:00 - 13:00	51	158	0.006	51	158	0.007	51	158	0.013
13:00 - 14:00	51	158	0.006	51	158	0.006	51	158	0.012
14:00 - 15:00	51	158	0.008	51	158	0.006	51	158	0.014
15:00 - 16:00	51	158	0.019	51	158	0.007	51	158	0.026
16:00 - 17:00	51	158	0.016	51	158	0.007	51	158	0.023
17:00 - 18:00	51	158	0.014	51	158	0.005	51	158	0.019
18:00 - 19:00	51	158	0.013	51	158	0.004	51	158	0.017
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.107			0.205

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.000	**51**	**158**	**0.010**	**51**	**158**	**0.010**
08:00 - 09:00	51	158	0.000	51	158	0.007	51	158	0.007
09:00 - 10:00	51	158	0.000	51	158	0.002	51	158	0.002
10:00 - 11:00	51	158	0.000	51	158	0.002	51	158	0.002
11:00 - 12:00	51	158	0.001	51	158	0.001	51	158	0.002
12:00 - 13:00	51	158	0.001	51	158	0.001	51	158	0.002
13:00 - 14:00	51	158	0.001	51	158	0.001	51	158	0.002
14:00 - 15:00	51	158	0.001	51	158	0.001	51	158	0.002
15:00 - 16:00	51	158	0.003	51	158	0.000	51	158	0.003
16:00 - 17:00	51	158	0.005	51	158	0.000	51	158	0.005
17:00 - 18:00	51	158	0.006	51	158	0.000	51	158	0.006
18:00 - 19:00	**51**	**158**	**0.006**	51	158	0.002	51	158	0.008
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.027			0.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.000	51	158	0.001	51	158	0.001
08:00 - 09:00	51	158	0.000	**51**	**158**	**0.002**	51	158	0.002
09:00 - 10:00	51	158	0.000	51	158	0.000	51	158	0.000
10:00 - 11:00	51	158	0.000	51	158	0.000	51	158	0.000
11:00 - 12:00	51	158	0.000	51	158	0.000	51	158	0.000
12:00 - 13:00	51	158	0.000	51	158	0.000	51	158	0.000
13:00 - 14:00	51	158	0.000	51	158	0.000	51	158	0.000
14:00 - 15:00	51	158	0.000	51	158	0.000	51	158	0.000
15:00 - 16:00	**51**	**158**	**0.003**	51	158	0.000	**51**	**158**	**0.003**
16:00 - 17:00	51	158	0.001	51	158	0.000	51	158	0.001
17:00 - 18:00	51	158	0.000	51	158	0.000	51	158	0.000
18:00 - 19:00	51	158	0.000	51	158	0.000	51	158	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.003			0.007

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.002	**51**	**158**	**0.035**	**51**	**158**	**0.037**
08:00 - 09:00	51	158	0.003	51	158	0.030	51	158	0.033
09:00 - 10:00	51	158	0.003	51	158	0.008	51	158	0.011
10:00 - 11:00	51	158	0.004	51	158	0.009	51	158	0.013
11:00 - 12:00	51	158	0.005	51	158	0.009	51	158	0.014
12:00 - 13:00	51	158	0.007	51	158	0.008	51	158	0.015
13:00 - 14:00	51	158	0.007	51	158	0.007	51	158	0.014
14:00 - 15:00	51	158	0.009	51	158	0.007	51	158	0.016
15:00 - 16:00	**51**	**158**	**0.025**	51	158	0.007	51	158	0.032
16:00 - 17:00	51	158	0.022	51	158	0.008	51	158	0.030
17:00 - 18:00	51	158	0.019	51	158	0.005	51	158	0.024
18:00 - 19:00	51	158	0.019	51	158	0.006	51	158	0.025
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.139			0.264

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.111	51	158	0.501	51	158	0.612
08:00 - 09:00	51	158	0.214	**51**	**158**	**0.842**	**51**	**158**	**1.056**
09:00 - 10:00	51	158	0.216	51	158	0.265	51	158	0.481
10:00 - 11:00	51	158	0.183	51	158	0.237	51	158	0.420
11:00 - 12:00	51	158	0.199	51	158	0.231	51	158	0.430
12:00 - 13:00	51	158	0.247	51	158	0.222	51	158	0.469
13:00 - 14:00	51	158	0.248	51	158	0.245	51	158	0.493
14:00 - 15:00	51	158	0.242	51	158	0.293	51	158	0.535
15:00 - 16:00	**51**	**158**	**0.638**	51	158	0.290	51	158	0.928
16:00 - 17:00	51	158	0.497	51	158	0.270	51	158	0.767
17:00 - 18:00	51	158	0.546	51	158	0.284	51	158	0.830
18:00 - 19:00	51	158	0.479	51	158	0.281	51	158	0.760
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.147			4.003			8.150

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.058	51	158	0.246	51	158	0.304
08:00 - 09:00	51	158	0.110	51	158	0.332	51	158	0.442
09:00 - 10:00	51	158	0.110	51	158	0.130	51	158	0.240
10:00 - 11:00	51	158	0.091	51	158	0.112	51	158	0.203
11:00 - 12:00	51	158	0.099	51	158	0.108	51	158	0.207
12:00 - 13:00	51	158	0.123	51	158	0.108	51	158	0.231
13:00 - 14:00	51	158	0.122	51	158	0.122	51	158	0.244
14:00 - 15:00	51	158	0.118	51	158	0.155	51	158	0.273
15:00 - 16:00	51	158	0.232	51	158	0.135	51	158	0.367
16:00 - 17:00	51	158	0.226	51	158	0.127	51	158	0.353
17:00 - 18:00	51	158	0.277	51	158	0.143	51	158	0.420
18:00 - 19:00	51	158	0.256	51	158	0.146	51	158	0.402
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.049			1.889			3.938

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.011	51	158	**0.035**	51	158	0.046
08:00 - 09:00	51	158	0.014	51	158	0.025	51	158	0.039
09:00 - 10:00	51	158	0.017	51	158	0.020	51	158	0.037
10:00 - 11:00	51	158	0.023	51	158	0.024	51	158	**0.047**
11:00 - 12:00	51	158	0.021	51	158	0.023	51	158	0.044
12:00 - 13:00	51	158	0.021	51	158	0.021	51	158	0.042
13:00 - 14:00	51	158	0.022	51	158	0.021	51	158	0.043
14:00 - 15:00	51	158	0.018	51	158	0.018	51	158	0.036
15:00 - 16:00	51	158	0.022	51	158	0.020	51	158	0.042
16:00 - 17:00	51	158	0.032	51	158	0.015	51	158	0.047
17:00 - 18:00	51	158	**0.032**	51	158	0.014	51	158	0.046
18:00 - 19:00	51	158	0.020	51	158	0.012	51	158	0.032
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.253			0.248			0.501

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	158	0.001	**51**	**158**	**0.003**	51	158	0.004
08:00 - 09:00	51	158	0.000	51	158	0.002	51	158	0.002
09:00 - 10:00	51	158	0.001	51	158	0.001	51	158	0.002
10:00 - 11:00	51	158	0.000	51	158	0.001	51	158	0.001
11:00 - 12:00	51	158	0.000	51	158	0.001	51	158	0.001
12:00 - 13:00	51	158	0.001	51	158	0.001	51	158	0.002
13:00 - 14:00	51	158	0.001	51	158	0.001	51	158	0.002
14:00 - 15:00	51	158	0.001	51	158	0.001	51	158	0.002
15:00 - 16:00	51	158	0.001	51	158	0.001	51	158	0.002
16:00 - 17:00	51	158	0.002	51	158	0.001	51	158	0.003
17:00 - 18:00	**51**	**158**	**0.003**	51	158	0.002	**51**	**158**	**0.005**
18:00 - 19:00	51	158	0.002	51	158	0.001	51	158	0.003
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.016			0.029

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	9-1412 DWELLS	
Actual Trip Rate Calculation Parameter Range	20-279 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 17/03/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	3
	Wednesday	2
	Thursday	4
	Friday	3
Main Location Types selected	Town Centre	1
	Edge of Town Centre	3
	Suburban Area (PPS6 Out of Centre)	8
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	10 - Selected
	Servicing vehicles Excluded	8 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	2
	20,001 to 25,000	1
	25,001 to 50,000	8
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	2
	75,001 to 100,000	1
	100,001 to 125,000	3
	125,001 to 250,000	2
	250,001 to 500,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	9
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	11
	0 None	1

Calculation Reference: AUDIT-700702-230829-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DC	DORSET	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 20 to 279 (units:)
Range Selected by User: 9 to 1412 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
Built-Up Zone	1
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	8 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
0 None	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	BA-03-M-01	Site area:	4.00 hect
Development Name:	NELSON WARD DRIVE	No of Dwellings:	141
Location:	RADSTOCK	Housing density:	86
Postcode:	BA3 3DS	Total Bedrooms:	381
Main Location Type:	Edge of Town Centre	Survey Date:	02/10/18
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	255

Site(2):	CU-03-M-04	Site area:	0.46 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	20
Location:	CARLISLE	Housing density:	56
Postcode:	CA2 7BP	Total Bedrooms:	48
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	15

Site(3):	DC-03-M-02	Site area:	0.71 hect
Development Name:	TERRACED & BUNGALOWS	No of Dwellings:	37
Location:	DORCHESTER	Housing density:	77
Postcode:	DT1 1NW	Total Bedrooms:	107
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	72

Site(4):	HC-03-M-08	Site area:	3.55 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	279
Location:	BASINGSTOKE	Housing density:	195
Postcode:	RG21 6AF	Total Bedrooms:	554
Main Location Type:	Edge of Town Centre	Survey Date:	16/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326

Site(5):	RE-03-M-02	Site area:	0.55 hect
Development Name:	TERRACED HOUSES & FLATS	No of Dwellings:	37
Location:	READING	Housing density:	71
Postcode:	RG1 8EN	Total Bedrooms:	79
Main Location Type:	Edge of Town Centre	Survey Date:	07/06/22
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	33

Site(6):	SC-03-M-09	Site area:	2.82 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	195
Location:	ASHFORD	Housing density:	89
Postcode:	TW15 2EA	Total Bedrooms:	347
Main Location Type:	Town Centre	Survey Date:	11/11/21
Sub-Location Type:	High Street	Survey Day:	Thursday
PTAL:	0 None	Parking Spaces:	259

Site(7):	TW-03-M-02	Site area:	2.07 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	NEWCASTLE UPON TYNE	Housing density:	70
Postcode:	NE7 7FS	Total Bedrooms:	271
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	161

Site(8):	WS-03-M-12	Site area:	3.74 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	192
Location:	SHOREHAM BY SEA	Housing density:	89
Postcode:	BN43 6TQ	Total Bedrooms:	466
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/04/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	282

Site(9):	WS-03-M-13	Site area:	0.64 hect
Development Name:	TERRACED & FLATS	No of Dwellings:	23
Location:	WORTHING	Housing density:	66
Postcode:	BN15 9NY	Total Bedrooms:	58
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	32

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	WS-03-M-16	Site area:	6.50 hect
Development Name:	MIXED FLATS & HOUSES	No of Dwellings:	252
Location:	CHICHESTER	Housing density:	50
Postcode:	PO19 6BU	Total Bedrooms:	694
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/03/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	355

Site(11):	WS-03-M-18	Site area:	2.16 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	86
Location:	BOGNOR REGIS	Housing density:	62
Postcode:	PO21 5GB	Total Bedrooms:	233
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	168

Site(12):	WS-03-M-19	Site area:	0.75 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	32
Location:	BOGNOR REGIS	Housing density:	107
Postcode:	PO21 5GA	Total Bedrooms:	73
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	56

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-03-M-02	26/05/21	Undertaken during Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.060	12	117	0.257	12	117	0.317
08:00 - 09:00	12	117	0.111	**12**	**117**	**0.340**	12	117	0.451
09:00 - 10:00	12	117	0.121	12	117	0.138	12	117	0.259
10:00 - 11:00	12	117	0.105	12	117	0.129	12	117	0.234
11:00 - 12:00	12	117	0.123	12	117	0.127	12	117	0.250
12:00 - 13:00	12	117	0.144	12	117	0.131	12	117	0.275
13:00 - 14:00	12	117	0.163	12	117	0.141	12	117	0.304
14:00 - 15:00	12	117	0.134	12	117	0.159	12	117	0.293
15:00 - 16:00	12	117	0.222	12	117	0.151	12	117	0.373
16:00 - 17:00	12	117	0.212	12	117	0.131	12	117	0.343
17:00 - 18:00	**12**	**117**	**0.307**	12	117	0.149	**12**	**117**	**0.456**
18:00 - 19:00	12	117	0.267	12	117	0.145	12	117	0.412
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.969			1.998			3.967

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Parameter summary

Trip rate parameter range selected:	20 - 279 (units:)
Survey date date range:	01/01/15 - 17/03/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.003	12	117	0.004	12	117	0.007
08:00 - 09:00	**12**	**117**	**0.006**	**12**	**117**	**0.006**	**12**	**117**	**0.012**
09:00 - 10:00	12	117	0.002	12	117	0.002	12	117	0.004
10:00 - 11:00	12	117	0.001	12	117	0.001	12	117	0.002
11:00 - 12:00	12	117	0.003	12	117	0.003	12	117	0.006
12:00 - 13:00	12	117	0.002	12	117	0.002	12	117	0.004
13:00 - 14:00	12	117	0.004	12	117	0.004	12	117	0.008
14:00 - 15:00	12	117	0.004	12	117	0.004	12	117	0.008
15:00 - 16:00	12	117	0.003	12	117	0.002	12	117	0.005
16:00 - 17:00	12	117	0.004	12	117	0.004	12	117	0.008
17:00 - 18:00	12	117	0.001	12	117	0.002	12	117	0.003
18:00 - 19:00	12	117	0.004	12	117	0.004	12	117	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.038			0.075

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.001	12	117	0.001	12	117	0.002
08:00 - 09:00	12	117	0.002	12	117	0.001	12	117	0.003
09:00 - 10:00	12	117	0.001	12	117	0.002	12	117	0.003
10:00 - 11:00	**12**	**117**	**0.004**	**12**	**117**	**0.003**	**12**	**117**	**0.007**
11:00 - 12:00	12	117	0.001	12	117	0.003	12	117	0.004
12:00 - 13:00	12	117	0.001	12	117	0.000	12	117	0.001
13:00 - 14:00	12	117	0.001	12	117	0.001	12	117	0.002
14:00 - 15:00	12	117	0.001	12	117	0.001	12	117	0.002
15:00 - 16:00	12	117	0.001	12	117	0.001	12	117	0.002
16:00 - 17:00	12	117	0.000	12	117	0.000	12	117	0.000
17:00 - 18:00	12	117	0.000	12	117	0.000	12	117	0.000
18:00 - 19:00	12	117	0.000	12	117	0.000	12	117	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**12**	**117**	**0.001**	**12**	**117**	**0.001**	**12**	**117**	**0.002**
08:00 - 09:00	12	117	0.000	12	117	0.000	12	117	0.000
09:00 - 10:00	12	117	0.000	12	117	0.000	12	117	0.000
10:00 - 11:00	12	117	0.000	12	117	0.000	12	117	0.000
11:00 - 12:00	12	117	0.000	12	117	0.000	12	117	0.000
12:00 - 13:00	12	117	0.000	12	117	0.000	12	117	0.000
13:00 - 14:00	12	117	0.000	12	117	0.000	12	117	0.000
14:00 - 15:00	12	117	0.000	12	117	0.000	12	117	0.000
15:00 - 16:00	12	117	0.001	12	117	0.001	12	117	0.002
16:00 - 17:00	12	117	0.000	12	117	0.000	12	117	0.000
17:00 - 18:00	12	117	0.000	12	117	0.000	12	117	0.000
18:00 - 19:00	12	117	0.000	12	117	0.000	12	117	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.004	12	117	0.015	12	117	0.019
08:00 - 09:00	12	117	0.004	**12**	**117**	**0.020**	12	117	0.024
09:00 - 10:00	12	117	0.009	12	117	0.010	12	117	0.019
10:00 - 11:00	12	117	0.007	12	117	0.006	12	117	0.013
11:00 - 12:00	12	117	0.007	12	117	0.007	12	117	0.014
12:00 - 13:00	12	117	0.007	12	117	0.009	12	117	0.016
13:00 - 14:00	12	117	0.009	12	117	0.005	12	117	0.014
14:00 - 15:00	12	117	0.007	12	117	0.010	12	117	0.017
15:00 - 16:00	12	117	0.014	12	117	0.007	12	117	0.021
16:00 - 17:00	12	117	0.010	12	117	0.011	12	117	0.021
17:00 - 18:00	**12**	**117**	**0.023**	12	117	0.009	**12**	**117**	**0.032**
18:00 - 19:00	12	117	0.009	12	117	0.005	12	117	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.114			0.224

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.061	12	117	0.335	12	117	0.396
08:00 - 09:00	12	117	0.118	**12**	**117**	**0.556**	**12**	**117**	**0.674**
09:00 - 10:00	12	117	0.147	12	117	0.173	12	117	0.320
10:00 - 11:00	12	117	0.133	12	117	0.172	12	117	0.305
11:00 - 12:00	12	117	0.155	12	117	0.170	12	117	0.325
12:00 - 13:00	12	117	0.188	12	117	0.159	12	117	0.347
13:00 - 14:00	12	117	0.210	12	117	0.175	12	117	0.385
14:00 - 15:00	12	117	0.175	12	117	0.200	12	117	0.375
15:00 - 16:00	12	117	0.360	12	117	0.203	12	117	0.563
16:00 - 17:00	12	117	0.292	12	117	0.179	12	117	0.471
17:00 - 18:00	**12**	**117**	**0.404**	12	117	0.211	12	117	0.615
18:00 - 19:00	12	117	0.352	12	117	0.205	12	117	0.557
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.595			2.738			5.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.022	12	117	0.076	12	117	0.098
08:00 - 09:00	12	117	0.079	**12**	**117**	**0.255**	**12**	**117**	**0.334**
09:00 - 10:00	12	117	0.071	12	117	0.067	12	117	0.138
10:00 - 11:00	12	117	0.049	12	117	0.060	12	117	0.109
11:00 - 12:00	12	117	0.061	12	117	0.064	12	117	0.125
12:00 - 13:00	12	117	0.076	12	117	0.047	12	117	0.123
13:00 - 14:00	12	117	0.072	12	117	0.053	12	117	0.125
14:00 - 15:00	12	117	0.066	12	117	0.096	12	117	0.162
15:00 - 16:00	**12**	**117**	**0.235**	12	117	0.094	12	117	0.329
16:00 - 17:00	12	117	0.111	12	117	0.084	12	117	0.195
17:00 - 18:00	12	117	0.140	12	117	0.073	12	117	0.213
18:00 - 19:00	12	117	0.073	12	117	0.055	12	117	0.128
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.055			1.024			2.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.004	**12**	**117**	**0.032**	12	117	0.036
08:00 - 09:00	12	117	0.004	12	117	0.026	12	117	0.030
09:00 - 10:00	12	117	0.004	12	117	0.011	12	117	0.015
10:00 - 11:00	12	117	0.007	12	117	0.009	12	117	0.016
11:00 - 12:00	12	117	0.009	12	117	0.009	12	117	0.018
12:00 - 13:00	12	117	0.011	12	117	0.011	12	117	0.022
13:00 - 14:00	12	117	0.007	12	117	0.005	12	117	0.012
14:00 - 15:00	12	117	0.007	12	117	0.015	12	117	0.022
15:00 - 16:00	**12**	**117**	**0.034**	12	117	0.009	**12**	**117**	**0.043**
16:00 - 17:00	12	117	0.015	12	117	0.012	12	117	0.027
17:00 - 18:00	12	117	0.017	12	117	0.006	12	117	0.023
18:00 - 19:00	12	117	0.016	12	117	0.001	12	117	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.146			0.281

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.000	**12**	**117**	**0.029**	**12**	**117**	**0.029**
08:00 - 09:00	12	117	0.002	12	117	0.026	12	117	0.028
09:00 - 10:00	12	117	0.001	12	117	0.008	12	117	0.009
10:00 - 11:00	12	117	0.000	12	117	0.006	12	117	0.006
11:00 - 12:00	12	117	0.003	12	117	0.003	12	117	0.006
12:00 - 13:00	12	117	0.004	12	117	0.002	12	117	0.006
13:00 - 14:00	12	117	0.003	12	117	0.004	12	117	0.007
14:00 - 15:00	12	117	0.002	12	117	0.003	12	117	0.005
15:00 - 16:00	12	117	0.011	12	117	0.001	12	117	0.012
16:00 - 17:00	12	117	0.010	12	117	0.000	12	117	0.010
17:00 - 18:00	**12**	**117**	**0.019**	12	117	0.001	12	117	0.020
18:00 - 19:00	12	117	0.017	12	117	0.004	12	117	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.087			0.159

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.000	12	117	0.004	12	117	0.004
08:00 - 09:00	12	117	0.000	12	117	0.000	12	117	0.000
09:00 - 10:00	12	117	0.000	12	117	0.000	12	117	0.000
10:00 - 11:00	12	117	0.000	12	117	0.000	12	117	0.000
11:00 - 12:00	12	117	0.000	12	117	0.000	12	117	0.000
12:00 - 13:00	12	117	0.000	12	117	0.000	12	117	0.000
13:00 - 14:00	12	117	0.000	12	117	0.000	12	117	0.000
14:00 - 15:00	12	117	0.000	12	117	0.000	12	117	0.000
15:00 - 16:00	12	117	0.003	12	117	0.000	12	117	0.003
16:00 - 17:00	12	117	0.000	12	117	0.000	12	117	0.000
17:00 - 18:00	12	117	0.000	12	117	0.000	12	117	0.000
18:00 - 19:00	12	117	0.000	12	117	0.000	12	117	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.004	**12**	**117**	**0.064**	**12**	**117**	**0.068**
08:00 - 09:00	12	117	0.006	12	117	0.053	12	117	0.059
09:00 - 10:00	12	117	0.005	12	117	0.019	12	117	0.024
10:00 - 11:00	12	117	0.007	12	117	0.015	12	117	0.022
11:00 - 12:00	12	117	0.011	12	117	0.012	12	117	0.023
12:00 - 13:00	12	117	0.014	12	117	0.014	12	117	0.028
13:00 - 14:00	12	117	0.010	12	117	0.009	12	117	0.019
14:00 - 15:00	12	117	0.009	12	117	0.018	12	117	0.027
15:00 - 16:00	**12**	**117**	**0.047**	12	117	0.010	12	117	0.057
16:00 - 17:00	12	117	0.025	12	117	0.012	12	117	0.037
17:00 - 18:00	12	117	0.036	12	117	0.008	12	117	0.044
18:00 - 19:00	12	117	0.034	12	117	0.006	12	117	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.240			0.448

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.091	12	117	0.490	12	117	0.581
08:00 - 09:00	12	117	0.208	**12**	**117**	**0.884**	**12**	**117**	**1.092**
09:00 - 10:00	12	117	0.232	12	117	0.269	12	117	0.501
10:00 - 11:00	12	117	0.197	12	117	0.253	12	117	0.450
11:00 - 12:00	12	117	0.235	12	117	0.253	12	117	0.488
12:00 - 13:00	12	117	0.286	12	117	0.229	12	117	0.515
13:00 - 14:00	12	117	0.301	12	117	0.243	12	117	0.544
14:00 - 15:00	12	117	0.258	12	117	0.324	12	117	0.582
15:00 - 16:00	**12**	**117**	**0.657**	12	117	0.314	12	117	0.971
16:00 - 17:00	12	117	0.438	12	117	0.287	12	117	0.725
17:00 - 18:00	12	117	0.602	12	117	0.302	12	117	0.904
18:00 - 19:00	12	117	0.467	12	117	0.270	12	117	0.737
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.972			4.118			8.090

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.046	12	117	0.225	12	117	0.271
08:00 - 09:00	12	117	0.090	12	117	0.307	12	117	0.397
09:00 - 10:00	12	117	0.103	12	117	0.118	12	117	0.221
10:00 - 11:00	12	117	0.078	12	117	0.103	12	117	0.181
11:00 - 12:00	12	117	0.098	12	117	0.097	12	117	0.195
12:00 - 13:00	12	117	0.121	12	117	0.114	12	117	0.235
13:00 - 14:00	12	117	0.135	12	117	0.116	12	117	0.251
14:00 - 15:00	12	117	0.113	12	117	0.136	12	117	0.249
15:00 - 16:00	12	117	0.197	12	117	0.127	12	117	0.324
16:00 - 17:00	12	117	0.187	12	117	0.113	12	117	0.300
17:00 - 18:00	12	117	0.274	12	117	0.133	12	117	0.407
18:00 - 19:00	12	117	0.244	12	117	0.132	12	117	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.686			1.721			3.407

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.007	12	117	0.024	12	117	0.031
08:00 - 09:00	12	117	0.012	12	117	0.023	12	117	0.035
09:00 - 10:00	12	117	0.014	12	117	0.015	12	117	0.029
10:00 - 11:00	12	117	0.022	12	117	0.023	12	117	0.045
11:00 - 12:00	12	117	0.020	12	117	0.023	12	117	0.043
12:00 - 13:00	12	117	0.019	12	117	0.015	12	117	0.034
13:00 - 14:00	12	117	0.021	12	117	0.018	12	117	0.039
14:00 - 15:00	12	117	0.016	12	117	0.016	12	117	0.032
15:00 - 16:00	12	117	0.017	12	117	0.019	12	117	0.036
16:00 - 17:00	12	117	0.019	12	117	0.014	12	117	0.033
17:00 - 18:00	12	117	0.029	12	117	0.013	12	117	0.042
18:00 - 19:00	12	117	0.019	12	117	0.009	12	117	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.212			0.427

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	117	0.001	12	117	0.002	12	117	0.003
08:00 - 09:00	12	117	0.000	**12**	**117**	**0.004**	**12**	**117**	**0.004**
09:00 - 10:00	12	117	0.001	12	117	0.001	12	117	0.002
10:00 - 11:00	12	117	0.000	12	117	0.000	12	117	0.000
11:00 - 12:00	12	117	0.001	12	117	0.001	12	117	0.002
12:00 - 13:00	12	117	0.001	12	117	0.000	12	117	0.001
13:00 - 14:00	12	117	0.001	12	117	0.001	12	117	0.002
14:00 - 15:00	12	117	0.000	12	117	0.002	12	117	0.002
15:00 - 16:00	12	117	0.002	12	117	0.001	12	117	0.003
16:00 - 17:00	**12**	**117**	**0.003**	12	117	0.000	12	117	0.003
17:00 - 18:00	12	117	0.003	12	117	0.001	12	117	0.004
18:00 - 19:00	12	117	0.001	12	117	0.000	12	117	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	9-1412 DWELLS	
Actual Trip Rate Calculation Parameter Range	52-395 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 17/03/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	4
	Tuesday	4
	Wednesday	15
	Thursday	12
	Friday	4
Main Location Types selected	Edge of Town	39
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	21 - Selected
	Servicing vehicles Excluded	27 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	6
	5,001 to 10,000	17
	10,001 to 15,000	11
	15,001 to 20,000	2
	20,001 to 25,000	2
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	5
	25,001 to 50,000	8
	50,001 to 75,000	9
	75,001 to 100,000	4
	125,001 to 250,000	10
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	31
	1.6 to 2.0	4
PTAL Rating	No PTAL Present	39

Calculation Reference: AUDIT-700702-230829-0823

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	8 days
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	10 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 52 to 395 (units:)
Range Selected by User: 9 to 1412 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	15 days
Thursday	12 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	39 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town 39

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:

Use Class:

C3	39 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	17 days
10,001 to 15,000	11 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 75,000	9 days
75,001 to 100,000	4 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	31 days
1.6 to 2.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	34 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	39 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	BH-03-M-01	Site area:	8.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	PORTSLADE	Housing density:	31
Postcode:	BN41 2AJ	Total Bedrooms:	310
Main Location Type:	Edge of Town	Survey Date:	09/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	228
Site(2):	CA-03-M-01	Site area:	1.75 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	52
Location:	WATERBEACH	Housing density:	32
Postcode:	CB25 9GJ	Total Bedrooms:	165
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	60
Site(3):	DV-03-M-02	Site area:	2.01 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	90
Location:	TOTNES	Housing density:	136
Postcode:	TQ9 5WY	Total Bedrooms:	237
Main Location Type:	Edge of Town	Survey Date:	29/03/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	122
Site(4):	ES-03-M-07	Site area:	4.95 hect
Development Name:	MIXED HOUSING	No of Dwellings:	188
Location:	PEACEHAVEN	Housing density:	43
Postcode:	BN10 8SA	Total Bedrooms:	496
Main Location Type:	Edge of Town	Survey Date:	12/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	307
Site(5):	ES-03-M-10	Site area:	4.60 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	POLEGATE	Housing density:	47
Postcode:	BN26 6FB	Total Bedrooms:	306
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	257
Site(6):	ES-03-M-11	Site area:	18.68 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	354
Location:	HAILSHAM	Housing density:	53
Postcode:	BN27 3UB	Total Bedrooms:	1118
Main Location Type:	Edge of Town	Survey Date:	13/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	657
Site(7):	ES-03-M-14	Site area:	3.34 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	119
Location:	EASTBOURNE	Housing density:	114
Postcode:	BN21 2BH	Total Bedrooms:	316
Main Location Type:	Edge of Town	Survey Date:	15/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	240
Site(8):	ES-03-M-15	Site area:	2.85 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	MARESFIELD	Housing density:	39
Postcode:	TN22 2DJ	Total Bedrooms:	222
Main Location Type:	Edge of Town	Survey Date:	13/03/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	145
Site(9):	ES-03-M-16	Site area:	5.53 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	119
Location:	BEXHILL	Housing density:	33
Postcode:	TN39 4JX	Total Bedrooms:	277
Main Location Type:	Edge of Town	Survey Date:	10/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	343

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	ES-03-M-19	Site area:	11.47 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	149
Location:	HAILSHAM	Housing density:	25
Postcode:	BN27 1PA	Total Bedrooms:	484
Main Location Type:	Edge of Town	Survey Date:	17/06/21
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	411
Site(11):	ES-03-M-21	Site area:	20.57 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	392
Location:	HAILSHAM	Housing density:	28
Postcode:	BN27 4FR	Total Bedrooms:	1136
Main Location Type:	Edge of Town	Survey Date:	28/03/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	994
Site(12):	HC-03-M-06	Site area:	11.00 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	328
Location:	NEAR FAREHAM	Housing density:	42
Postcode:	PO14 4PB	Total Bedrooms:	773
Main Location Type:	Edge of Town	Survey Date:	04/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	578
Site(13):	HC-03-M-11	Site area:	9.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	238
Location:	BASINGSTOKE	Housing density:	56
Postcode:	RG24 9FD	Total Bedrooms:	726
Main Location Type:	Edge of Town	Survey Date:	07/03/19
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	569
Site(14):	HC-03-M-14	Site area:	7.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	200
Location:	WINCHESTER	Housing density:	54
Postcode:	SO22 5QN	Total Bedrooms:	579
Main Location Type:	Edge of Town	Survey Date:	26/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	462
Site(15):	HC-03-M-15	Site area:	5.23 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	150
Location:	YATELEY	Housing density:	33
Postcode:	GU46 7AU	Total Bedrooms:	438
Main Location Type:	Edge of Town	Survey Date:	16/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	596
Site(16):	HC-03-M-17	Site area:	12.18 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	275
Location:	ALTON	Housing density:	33
Postcode:	GU34 2FR	Total Bedrooms:	781
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	719
Site(17):	HC-03-M-18	Site area:	4.09 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	149
Location:	HAVANT	Housing density:	59
Postcode:	PO9 3FP	Total Bedrooms:	369
Main Location Type:	Edge of Town	Survey Date:	17/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	326
Site(18):	HF-03-M-03	Site area:	3.80 hect
Development Name:	TERRACED & DETACHED	No of Dwellings:	80
Location:	SAWBRIDGEWORTH	Housing density:	26
Postcode:	CM21 0DW	Total Bedrooms:	242
Main Location Type:	Edge of Town	Survey Date:	03/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	195

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	KC-03-M-03	Site area:	6.32 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	140
Location:	MAIDSTONE	Housing density:	47
Postcode:	ME16 0FQ	Total Bedrooms:	490
Main Location Type:	Edge of Town	Survey Date:	22/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	215
Site(20):	KC-03-M-04	Site area:	9.30 hect
Development Name:	MIXED HOUSES AND FLATS	No of Dwellings:	250
Location:	MAIDSTONE	Housing density:	34
Postcode:	ME16 9DZ	Total Bedrooms:	765
Main Location Type:	Edge of Town	Survey Date:	10/06/21
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	644
Site(21):	NF-03-M-02	Site area:	7.71 hect
Development Name:	MIXED HOUSES	No of Dwellings:	250
Location:	AYLSHAM	Housing density:	36
Postcode:	NR11 6FA	Total Bedrooms:	714
Main Location Type:	Edge of Town	Survey Date:	17/09/19
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	622
Site(22):	NF-03-M-03	Site area:	1.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	70
Location:	NORTH WALSHAM	Housing density:	40
Postcode:	NR28 0FW	Total Bedrooms:	217
Main Location Type:	Edge of Town	Survey Date:	18/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	165
Site(23):	NF-03-M-04	Site area:	2.71 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	70
Location:	HUNSTANTON	Housing density:	27
Postcode:	PE36 5PS	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	166
Site(24):	NF-03-M-14	Site area:	12.09 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	321
Location:	WYMONDHAM	Housing density:	36
Postcode:	NR18 0UE	Total Bedrooms:	944
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	658
Site(25):	NF-03-M-39	Site area:	1.90 hect
Development Name:	MIXED HOUSES	No of Dwellings:	61
Location:	ATTLEBOROUGH	Housing density:	48
Postcode:	NR17 1FF	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	14/10/20
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	126
Site(26):	NF-03-M-46	Site area:	23.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	338
Location:	NORWICH	Housing density:	26
Postcode:	NR5 0UT	Total Bedrooms:	1021
Main Location Type:	Edge of Town	Survey Date:	15/09/21
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	918
Site(27):	NF-03-M-51	Site area:	3.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	120
Location:	HARLESTON	Housing density:	34
Postcode:	IP20 9GE	Total Bedrooms:	341
Main Location Type:	Edge of Town	Survey Date:	29/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	166

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	NF-03-M-59	Site area:	6.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	153
Location:	WYMONDHAM	Housing density:	30
Postcode:	NR18 0GB	Total Bedrooms:	441
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	361
Site(29):	NF-03-M-62	Site area:	7.71 hect
Development Name:	MIXED HOUSES	No of Dwellings:	250
Location:	AYLSHAM	Housing density:	36
Postcode:	NR11 6FA	Total Bedrooms:	714
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	622
Site(30):	NF-03-M-63	Site area:	4.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	100
Location:	NORTH WALSHAM	Housing density:	34
Postcode:	NR28 0FW	Total Bedrooms:	268
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	256
Site(31):	OX-03-M-01	Site area:	5.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	100
Location:	THAME	Housing density:	24
Postcode:	OX9 3SD	Total Bedrooms:	288
Main Location Type:	Edge of Town	Survey Date:	28/06/18
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	89
Site(32):	SC-03-M-10	Site area:	2.86 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	108
Location:	GODALMING	Housing density:	38
Postcode:	GU7 2FL	Total Bedrooms:	249
Main Location Type:	Edge of Town	Survey Date:	09/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	224
Site(33):	SC-03-M-13	Site area:	3.85 hect
Development Name:	DETACHED HOUSES & FLATS	No of Dwellings:	168
Location:	OXTED	Housing density:	52
Postcode:	RH8 9BF	Total Bedrooms:	479
Main Location Type:	Edge of Town	Survey Date:	22/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	337
Site(34):	SP-03-M-02	Site area:	18.90 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	181
Location:	NEAR SOUTHAMPTON	Housing density:	
Postcode:	SO31 1ET	Total Bedrooms:	530
Main Location Type:	Edge of Town	Survey Date:	23/10/19
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	357
Site(35):	WK-03-M-01	Site area:	6.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	395
Location:	STRATFORD UPON AVON	Housing density:	70
Postcode:	CV37 OTF	Total Bedrooms:	707
Main Location Type:	Edge of Town	Survey Date:	29/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	980
Site(36):	WK-03-M-02	Site area:	5.49 hect
Development Name:	MIXED HOUSES	No of Dwellings:	130
Location:	STRATFORD UPON AVON	Housing density:	34
Postcode:	CV37 0RJ	Total Bedrooms:	430
Main Location Type:	Edge of Town	Survey Date:	29/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	604

LIST OF SITES relevant to selection parameters (Cont.)

Site(37):	WS-03-M-06	Site area:	2.54 hect
Development Name:	SEMI DETACHED/DETACHED	No of Dwellings:	67
Location:	CHICHESTER	Housing density:	36
Postcode:	PO19 8SR	Total Bedrooms:	186
Main Location Type:	Edge of Town	Survey Date:	27/01/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	164

Site(38):	WS-03-M-22	Site area:	3.92 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	CRAWLEY	Housing density:	38
Postcode:	RH11 0LN	Total Bedrooms:	300
Main Location Type:	Edge of Town	Survey Date:	19/10/20
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	242

Site(39):	WS-03-M-25	Site area:	4.80 hect
Development Name:	MIXED HOUSES	No of Dwellings:	110
Location:	BRACKLESHAM BAY	Housing density:	30
Postcode:	PO20 8JB	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	24/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	278

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.75

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.078	39	171	0.296	39	171	0.374
08:00 - 09:00	39	171	0.139	**39**	**171**	**0.373**	**39**	**171**	**0.512**
09:00 - 10:00	39	171	0.135	39	171	0.160	39	171	0.295
10:00 - 11:00	39	171	0.123	39	171	0.144	39	171	0.267
11:00 - 12:00	39	171	0.125	39	171	0.138	39	171	0.263
12:00 - 13:00	39	171	0.148	39	171	0.133	39	171	0.281
13:00 - 14:00	39	171	0.146	39	171	0.149	39	171	0.295
14:00 - 15:00	39	171	0.142	39	171	0.180	39	171	0.322
15:00 - 16:00	39	171	0.272	39	171	0.166	39	171	0.438
16:00 - 17:00	39	171	0.275	39	171	0.151	39	171	0.426
17:00 - 18:00	**39**	**171**	**0.316**	39	171	0.164	39	171	0.480
18:00 - 19:00	39	171	0.284	39	171	0.165	39	171	0.449
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.410			2.244			4.654

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 395 (units:)
Survey date date range:	01/01/15 - 17/03/23
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.004	39	171	0.004	39	171	0.008
08:00 - 09:00	39	171	0.006	**39**	**171**	**0.006**	**39**	**171**	**0.012**
09:00 - 10:00	39	171	0.003	39	171	0.003	39	171	0.006
10:00 - 11:00	39	171	0.002	39	171	0.002	39	171	0.004
11:00 - 12:00	39	171	0.002	39	171	0.002	39	171	0.004
12:00 - 13:00	39	171	0.002	39	171	0.002	39	171	0.004
13:00 - 14:00	39	171	0.002	39	171	0.002	39	171	0.004
14:00 - 15:00	39	171	0.002	39	171	0.002	39	171	0.004
15:00 - 16:00	**39**	**171**	**0.006**	39	171	0.006	39	171	0.012
16:00 - 17:00	39	171	0.003	39	171	0.002	39	171	0.005
17:00 - 18:00	39	171	0.002	39	171	0.002	39	171	0.004
18:00 - 19:00	39	171	0.002	39	171	0.002	39	171	0.004
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.035			0.071

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.001	39	171	0.001	39	171	0.002
08:00 - 09:00	39	171	0.002	39	171	0.001	39	171	0.003
09:00 - 10:00	39	171	0.002	**39**	**171**	**0.003**	**39**	**171**	**0.005**
10:00 - 11:00	**39**	**171**	**0.003**	39	171	0.002	39	171	0.005
11:00 - 12:00	39	171	0.002	39	171	0.002	39	171	0.004
12:00 - 13:00	39	171	0.001	39	171	0.001	39	171	0.002
13:00 - 14:00	39	171	0.001	39	171	0.002	39	171	0.003
14:00 - 15:00	39	171	0.001	39	171	0.001	39	171	0.002
15:00 - 16:00	39	171	0.001	39	171	0.001	39	171	0.002
16:00 - 17:00	39	171	0.000	39	171	0.001	39	171	0.001
17:00 - 18:00	39	171	0.001	39	171	0.000	39	171	0.001
18:00 - 19:00	39	171	0.000	39	171	0.000	39	171	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.000	39	171	0.000	39	171	0.000
08:00 - 09:00	39	171	0.001	**39**	**171**	**0.001**	**39**	**171**	**0.002**
09:00 - 10:00	39	171	0.000	39	171	0.000	39	171	0.000
10:00 - 11:00	39	171	0.000	39	171	0.000	39	171	0.000
11:00 - 12:00	39	171	0.000	39	171	0.000	39	171	0.000
12:00 - 13:00	39	171	0.000	39	171	0.000	39	171	0.000
13:00 - 14:00	39	171	0.000	39	171	0.000	39	171	0.000
14:00 - 15:00	39	171	0.000	39	171	0.000	39	171	0.000
15:00 - 16:00	**39**	**171**	**0.001**	39	171	0.001	39	171	0.002
16:00 - 17:00	39	171	0.000	39	171	0.001	39	171	0.001
17:00 - 18:00	39	171	0.000	39	171	0.000	39	171	0.000
18:00 - 19:00	39	171	0.000	39	171	0.000	39	171	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.002	39	171	0.008	39	171	0.010
08:00 - 09:00	39	171	0.003	**39**	**171**	**0.012**	**39**	**171**	**0.015**
09:00 - 10:00	39	171	0.003	39	171	0.004	39	171	0.007
10:00 - 11:00	39	171	0.003	39	171	0.003	39	171	0.006
11:00 - 12:00	39	171	0.002	39	171	0.004	39	171	0.006
12:00 - 13:00	39	171	0.003	39	171	0.003	39	171	0.006
13:00 - 14:00	39	171	0.002	39	171	0.003	39	171	0.005
14:00 - 15:00	39	171	0.004	39	171	0.004	39	171	0.008
15:00 - 16:00	**39**	**171**	**0.011**	39	171	0.004	39	171	0.015
16:00 - 17:00	39	171	0.006	39	171	0.004	39	171	0.010
17:00 - 18:00	39	171	0.010	39	171	0.005	39	171	0.015
18:00 - 19:00	39	171	0.006	39	171	0.005	39	171	0.011
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.059			0.114

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.089	39	171	0.422	39	171	0.511
08:00 - 09:00	39	171	0.171	**39**	**171**	**0.645**	**39**	**171**	**0.816**
09:00 - 10:00	39	171	0.165	39	171	0.228	39	171	0.393
10:00 - 11:00	39	171	0.152	39	171	0.199	39	171	0.351
11:00 - 12:00	39	171	0.164	39	171	0.188	39	171	0.352
12:00 - 13:00	39	171	0.196	39	171	0.179	39	171	0.375
13:00 - 14:00	39	171	0.199	39	171	0.204	39	171	0.403
14:00 - 15:00	39	171	0.193	39	171	0.232	39	171	0.425
15:00 - 16:00	**39**	**171**	**0.477**	39	171	0.228	39	171	0.705
16:00 - 17:00	39	171	0.418	39	171	0.220	39	171	0.638
17:00 - 18:00	39	171	0.462	39	171	0.235	39	171	0.697
18:00 - 19:00	39	171	0.415	39	171	0.232	39	171	0.647
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.420			3.246			6.666

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.022	39	171	0.045	39	171	0.067
08:00 - 09:00	39	171	0.040	**39**	**171**	**0.151**	**39**	**171**	**0.191**
09:00 - 10:00	39	171	0.042	39	171	0.026	39	171	0.068
10:00 - 11:00	39	171	0.022	39	171	0.024	39	171	0.046
11:00 - 12:00	39	171	0.021	39	171	0.027	39	171	0.048
12:00 - 13:00	39	171	0.034	39	171	0.031	39	171	0.065
13:00 - 14:00	39	171	0.030	39	171	0.031	39	171	0.061
14:00 - 15:00	39	171	0.033	39	171	0.047	39	171	0.080
15:00 - 16:00	**39**	**171**	**0.126**	39	171	0.046	39	171	0.172
16:00 - 17:00	39	171	0.064	39	171	0.034	39	171	0.098
17:00 - 18:00	39	171	0.046	39	171	0.036	39	171	0.082
18:00 - 19:00	39	171	0.045	39	171	0.040	39	171	0.085
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.533			0.546			1.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.001	39	171	**0.022**	39	171	**0.023**
08:00 - 09:00	39	171	0.002	39	171	0.020	39	171	0.022
09:00 - 10:00	39	171	0.003	39	171	0.005	39	171	0.008
10:00 - 11:00	39	171	0.004	39	171	0.006	39	171	0.010
11:00 - 12:00	39	171	0.004	39	171	0.007	39	171	0.011
12:00 - 13:00	39	171	0.005	39	171	0.006	39	171	0.011
13:00 - 14:00	39	171	0.006	39	171	0.006	39	171	0.012
14:00 - 15:00	39	171	0.008	39	171	0.004	39	171	0.012
15:00 - 16:00	39	171	0.016	39	171	0.006	39	171	0.022
16:00 - 17:00	39	171	**0.017**	39	171	0.006	39	171	0.023
17:00 - 18:00	39	171	0.013	39	171	0.004	39	171	0.017
18:00 - 19:00	39	171	0.012	39	171	0.004	39	171	0.016
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.096			0.187

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.000	**39**	**171**	**0.006**	**39**	**171**	**0.006**
08:00 - 09:00	39	171	0.000	39	171	0.002	39	171	0.002
09:00 - 10:00	39	171	0.000	39	171	0.001	39	171	0.001
10:00 - 11:00	39	171	0.000	39	171	0.001	39	171	0.001
11:00 - 12:00	39	171	0.000	39	171	0.001	39	171	0.001
12:00 - 13:00	39	171	0.001	39	171	0.001	39	171	0.002
13:00 - 14:00	39	171	0.000	39	171	0.000	39	171	0.000
14:00 - 15:00	39	171	0.000	39	171	0.001	39	171	0.001
15:00 - 16:00	39	171	0.001	39	171	0.000	39	171	0.001
16:00 - 17:00	**39**	**171**	**0.004**	39	171	0.001	39	171	0.005
17:00 - 18:00	39	171	0.003	39	171	0.000	39	171	0.003
18:00 - 19:00	39	171	0.004	39	171	0.001	39	171	0.005
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.015			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.000	39	171	0.001	39	171	0.001
08:00 - 09:00	39	171	0.000	**39**	**171**	**0.003**	**39**	**171**	**0.003**
09:00 - 10:00	39	171	0.000	39	171	0.000	39	171	0.000
10:00 - 11:00	39	171	0.000	39	171	0.000	39	171	0.000
11:00 - 12:00	39	171	0.000	39	171	0.000	39	171	0.000
12:00 - 13:00	39	171	0.000	39	171	0.000	39	171	0.000
13:00 - 14:00	39	171	0.000	39	171	0.000	39	171	0.000
14:00 - 15:00	39	171	0.000	39	171	0.000	39	171	0.000
15:00 - 16:00	**39**	**171**	**0.003**	39	171	0.000	39	171	0.003
16:00 - 17:00	39	171	0.001	39	171	0.000	39	171	0.001
17:00 - 18:00	39	171	0.000	39	171	0.000	39	171	0.000
18:00 - 19:00	39	171	0.000	39	171	0.000	39	171	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.002	**39**	**171**	**0.029**	**39**	**171**	**0.031**
08:00 - 09:00	39	171	0.002	39	171	0.025	39	171	0.027
09:00 - 10:00	39	171	0.003	39	171	0.006	39	171	0.009
10:00 - 11:00	39	171	0.004	39	171	0.008	39	171	0.012
11:00 - 12:00	39	171	0.004	39	171	0.008	39	171	0.012
12:00 - 13:00	39	171	0.006	39	171	0.007	39	171	0.013
13:00 - 14:00	39	171	0.007	39	171	0.007	39	171	0.014
14:00 - 15:00	39	171	0.008	39	171	0.005	39	171	0.013
15:00 - 16:00	39	171	0.021	39	171	0.006	39	171	0.027
16:00 - 17:00	**39**	**171**	**0.021**	39	171	0.007	39	171	0.028
17:00 - 18:00	39	171	0.016	39	171	0.004	39	171	0.020
18:00 - 19:00	39	171	0.015	39	171	0.006	39	171	0.021
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.118			0.227

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.75

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.115	39	171	0.503	39	171	0.618
08:00 - 09:00	39	171	0.216	**39**	**171**	**0.833**	**39**	**171**	**1.049**
09:00 - 10:00	39	171	0.213	39	171	0.264	39	171	0.477
10:00 - 11:00	39	171	0.181	39	171	0.233	39	171	0.414
11:00 - 12:00	39	171	0.192	39	171	0.226	39	171	0.418
12:00 - 13:00	39	171	0.239	39	171	0.220	39	171	0.459
13:00 - 14:00	39	171	0.237	39	171	0.245	39	171	0.482
14:00 - 15:00	39	171	0.239	39	171	0.287	39	171	0.526
15:00 - 16:00	**39**	**171**	**0.635**	39	171	0.285	39	171	0.920
16:00 - 17:00	39	171	0.510	39	171	0.266	39	171	0.776
17:00 - 18:00	39	171	0.534	39	171	0.280	39	171	0.814
18:00 - 19:00	39	171	0.481	39	171	0.283	39	171	0.764
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.119			3.967			8.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.061	39	171	0.250	39	171	0.311
08:00 - 09:00	39	171	0.114	**39**	**171**	**0.337**	**39**	**171**	**0.451**
09:00 - 10:00	39	171	0.112	39	171	0.133	39	171	0.245
10:00 - 11:00	39	171	0.094	39	171	0.114	39	171	0.208
11:00 - 12:00	39	171	0.099	39	171	0.110	39	171	0.209
12:00 - 13:00	39	171	0.123	39	171	0.107	39	171	0.230
13:00 - 14:00	39	171	0.119	39	171	0.123	39	171	0.242
14:00 - 15:00	39	171	0.119	39	171	0.158	39	171	0.277
15:00 - 16:00	39	171	0.239	39	171	0.137	39	171	0.376
16:00 - 17:00	39	171	0.234	39	171	0.130	39	171	0.364
17:00 - 18:00	**39**	**171**	**0.278**	39	171	0.145	39	171	0.423
18:00 - 19:00	39	171	0.259	39	171	0.149	39	171	0.408
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.078			1.918			3.996

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.012	**39**	**171**	**0.037**	**39**	**171**	**0.049**
08:00 - 09:00	39	171	0.015	39	171	0.025	39	171	0.040
09:00 - 10:00	39	171	0.018	39	171	0.021	39	171	0.039
10:00 - 11:00	39	171	0.024	39	171	0.024	39	171	0.048
11:00 - 12:00	39	171	0.022	39	171	0.022	39	171	0.044
12:00 - 13:00	39	171	0.021	39	171	0.022	39	171	0.043
13:00 - 14:00	39	171	0.023	39	171	0.021	39	171	0.044
14:00 - 15:00	39	171	0.019	39	171	0.018	39	171	0.037
15:00 - 16:00	39	171	0.023	39	171	0.020	39	171	0.043
16:00 - 17:00	**39**	**171**	**0.034**	39	171	0.015	39	171	0.049
17:00 - 18:00	39	171	0.033	39	171	0.015	39	171	0.048
18:00 - 19:00	39	171	0.020	39	171	0.012	39	171	0.032
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.252			0.516

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

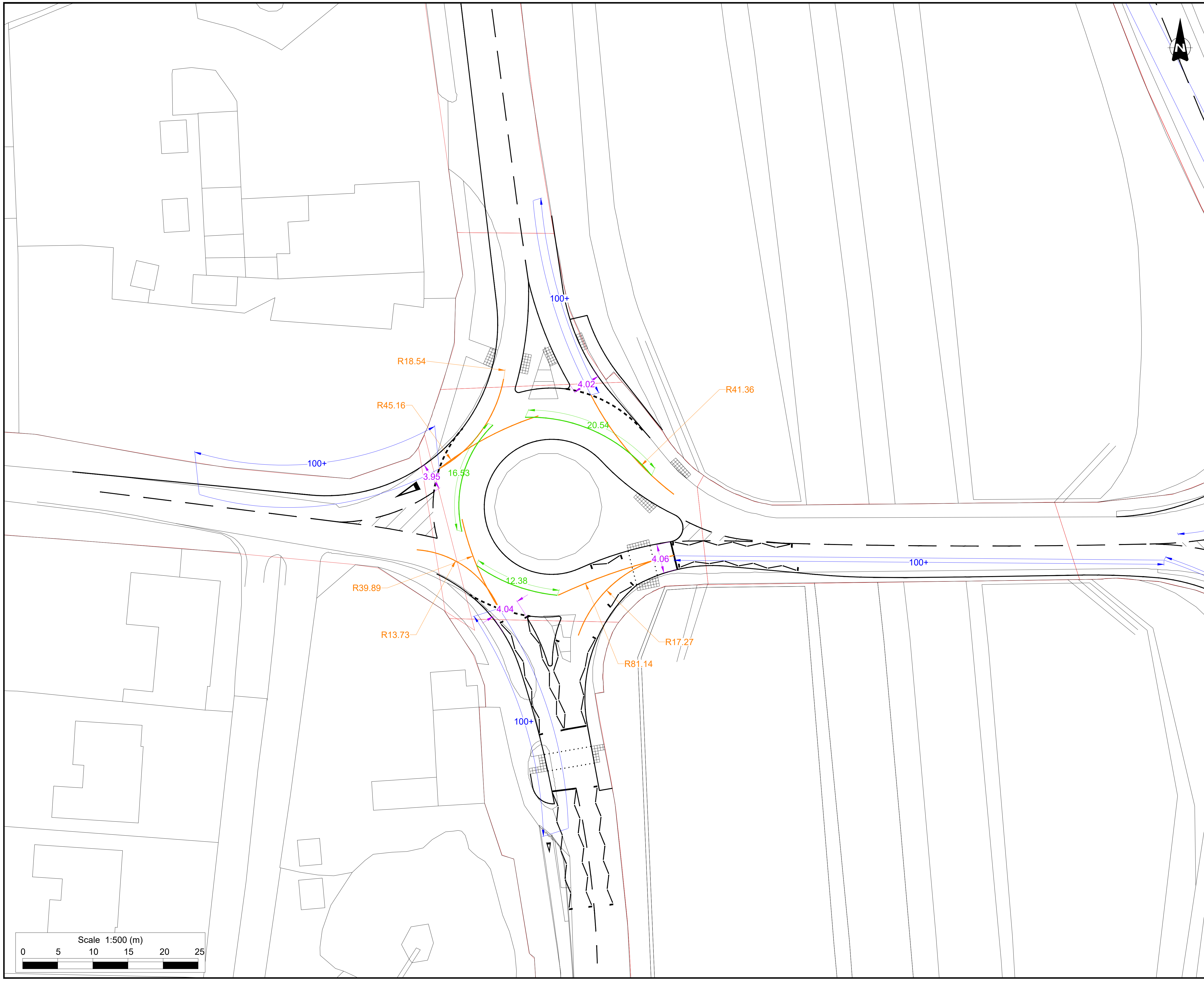
TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	171	0.001	39	171	**0.003**	39	171	0.004
08:00 - 09:00	39	171	0.001	39	171	0.002	39	171	0.003
09:00 - 10:00	39	171	0.001	39	171	0.001	39	171	0.002
10:00 - 11:00	39	171	0.000	39	171	0.001	39	171	0.001
11:00 - 12:00	39	171	0.000	39	171	0.001	39	171	0.001
12:00 - 13:00	39	171	0.001	39	171	0.001	39	171	0.002
13:00 - 14:00	39	171	0.001	39	171	0.001	39	171	0.002
14:00 - 15:00	39	171	0.001	39	171	0.001	39	171	0.002
15:00 - 16:00	39	171	0.001	39	171	0.001	39	171	0.002
16:00 - 17:00	39	171	0.002	39	171	0.001	39	171	0.003
17:00 - 18:00	39	171	**0.003**	39	171	0.002	39	171	**0.005**
18:00 - 19:00	39	171	0.003	39	171	0.001	39	171	0.004
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix F – Junction Geometries



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.
4. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.

Key:

- OS survey
- Proposed Road Markings
- Highway Boundary
- Lane Length
- Entry Width
- External Turning Radius
- Inner Circularity Length

P0	20/12/23	Initial issue	BG	CS	NL	NL
Rev	Date	Revision details	Drawn	Check.	Review	Approv

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Client
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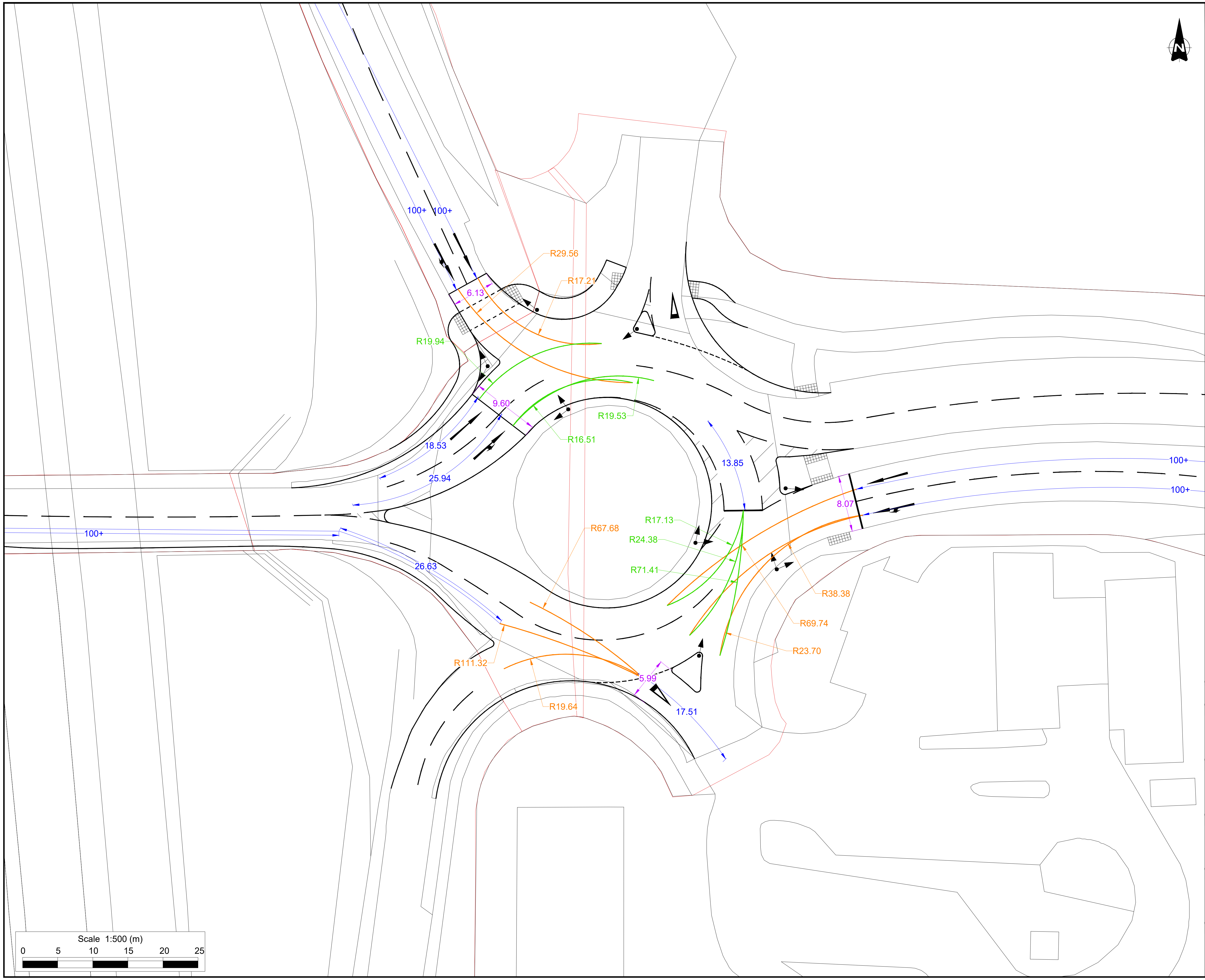
Project
Mid Sussex Local Strategic Transport Plan

Title
Junction 1 - Hickstead Western Junction Geometries

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size: A3	Date: 20/12/2023	Scale: 1:500	Drawing Status: Preliminary

Drawing Number: GB01T23G40-dwg-100-01.1 | Rev.: P0



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.
4. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.

Key:

- OS survey
- Proposed Road Markings
- Highway Boundary
- Lane Length
- Entry Width
- External Turning Radius
- Inner Turning Radius

Rev	Date	Revision details	Drawn	Check.	Review	Approv.
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Client
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Project
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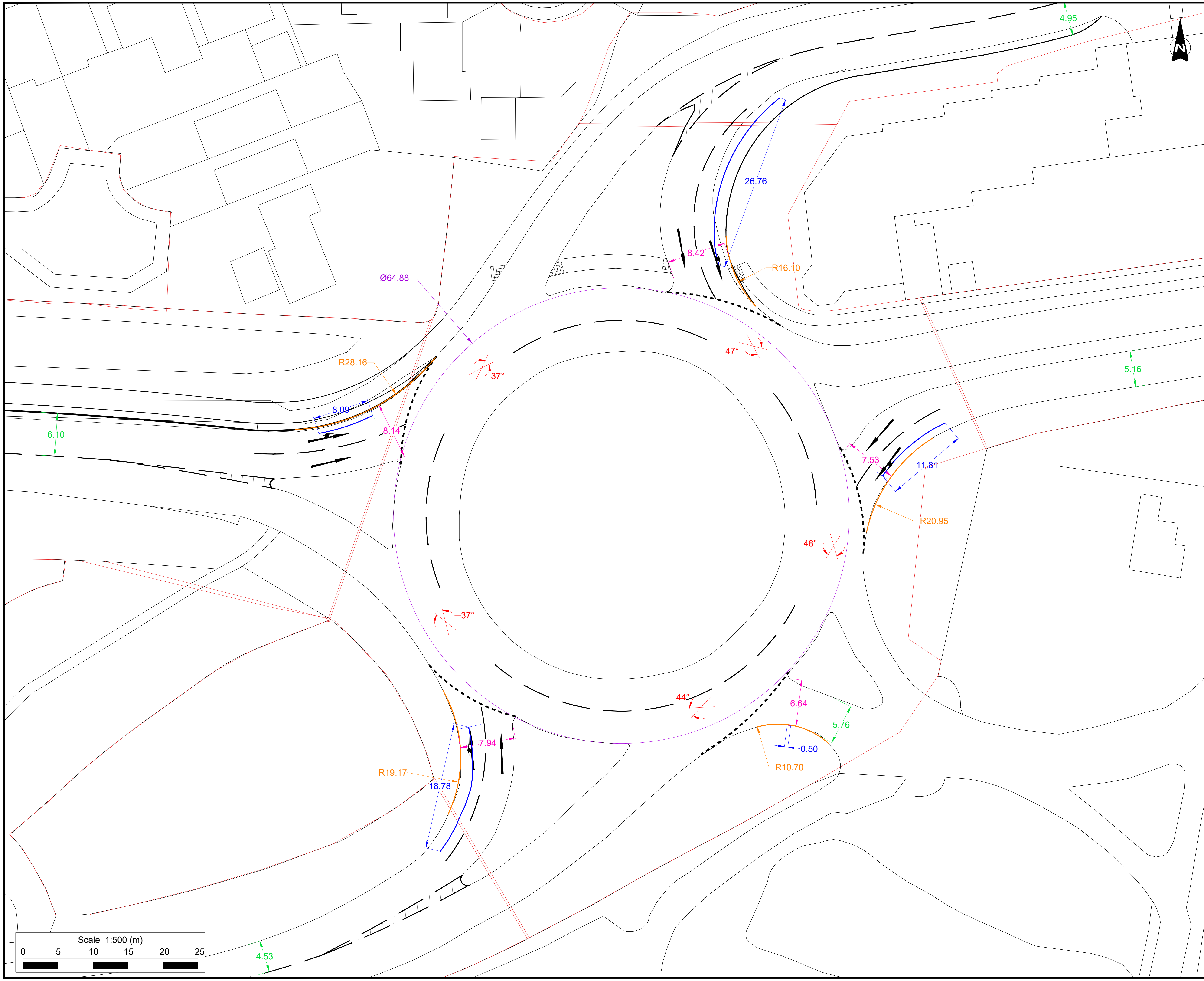
Title
Junction 1 - Hickstead Eastern Junction Geometries

Drawn: BG
Checked: CS
Reviewed: NL
Approved: NL
Original drg. size: A3
Date: 20/12/2023
Scale: 1:500
Drawing Status: Preliminary
Drawing Number: GB01T23G40-dwg-100-02.1
Rev.: P0



Notes:
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2. All dimensions are shown in metres unless otherwise stated.
3. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.
4. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.

Key:

- OS survey
- Proposed Road Markings
- Highway Boundary
- Inscribed Circular Diameter
- Approach Road Half Width
- Effective Flare Length
- Entry Width
- Turning Radius

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Client
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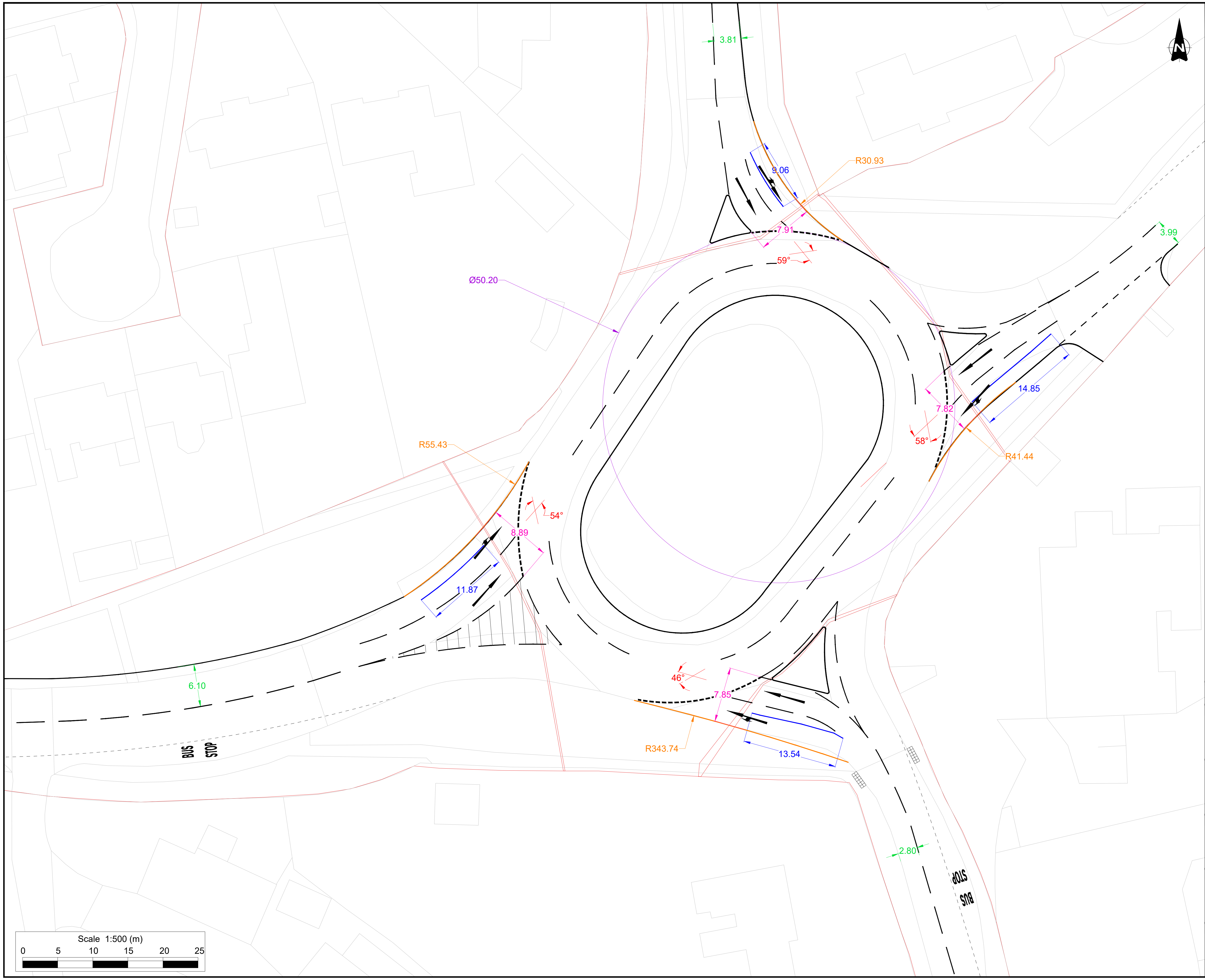
Project
Mid Sussex Local Strategic Transport Plan

Title
Junction 2 - Copthorne Geometries

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size	**Date**	**Scale**	**Drawing Status**
A3	20/12/2023	1:500	Preliminary

Drawing Number: GB01T23G40-dwg-100-03.1 | Rev.: P0



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.
4. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.

Key:

- OS survey
- Proposed Road Markings
- Highway Boundary
- Inscribed Circular Diameter
- Approach Road Half Width
- Effective Flare Length
- Entry Width
- Turning Radius

Rev	Date	Revision details	Drawn	Check.	Review	Approv.
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Client

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Project

Mid Sussex Local Strategic Transport Plan

Title

Junction 3 - Dukes Head Geometries

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size: A3	Date: 20/12/2023	Scale: 1:500	Drawing Status: Preliminary

Drawing Number: GB01T23G40-dwg-100-04.1 | Rev.: P0

Appendix G – Local Junction Model Output Reports

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Hickstead Junction (Left) Validation (Service Station Update).j10
Path: \\londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Hickstead Junction\West Junction
Report generation date: 21/12/2023 17:07:08

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base									
Arm A	D1	0.2	7.49	0.14	A	D2	0.1	5.41	0.12	A
Arm B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm C		4.0	17.23	0.79	C		2.1	10.48	0.65	B
Arm D		1.7	18.08	0.64	C		0.5	8.48	0.32	A
	2039 Reference Case									
Arm A	D3	1.2	15.86	0.53	C	D4	0.3	8.21	0.19	A
Arm B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm C		471.1	1513.73	1.53	F		690.6	2176.39	1.69	F
Arm D		1.3	20.26	0.56	C		0.2	10.53	0.15	B
	2039 DM									
Arm A	D5	2.0	24.71	0.67	C	D6	0.4	9.12	0.27	A
Arm B		0.1	5.22	0.06	A		0.0	0.00	0.00	A
Arm C		693.9	2186.72	1.70	F		687.2	2166.27	1.69	F
Arm D		2.6	30.91	0.72	D		0.3	11.31	0.20	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

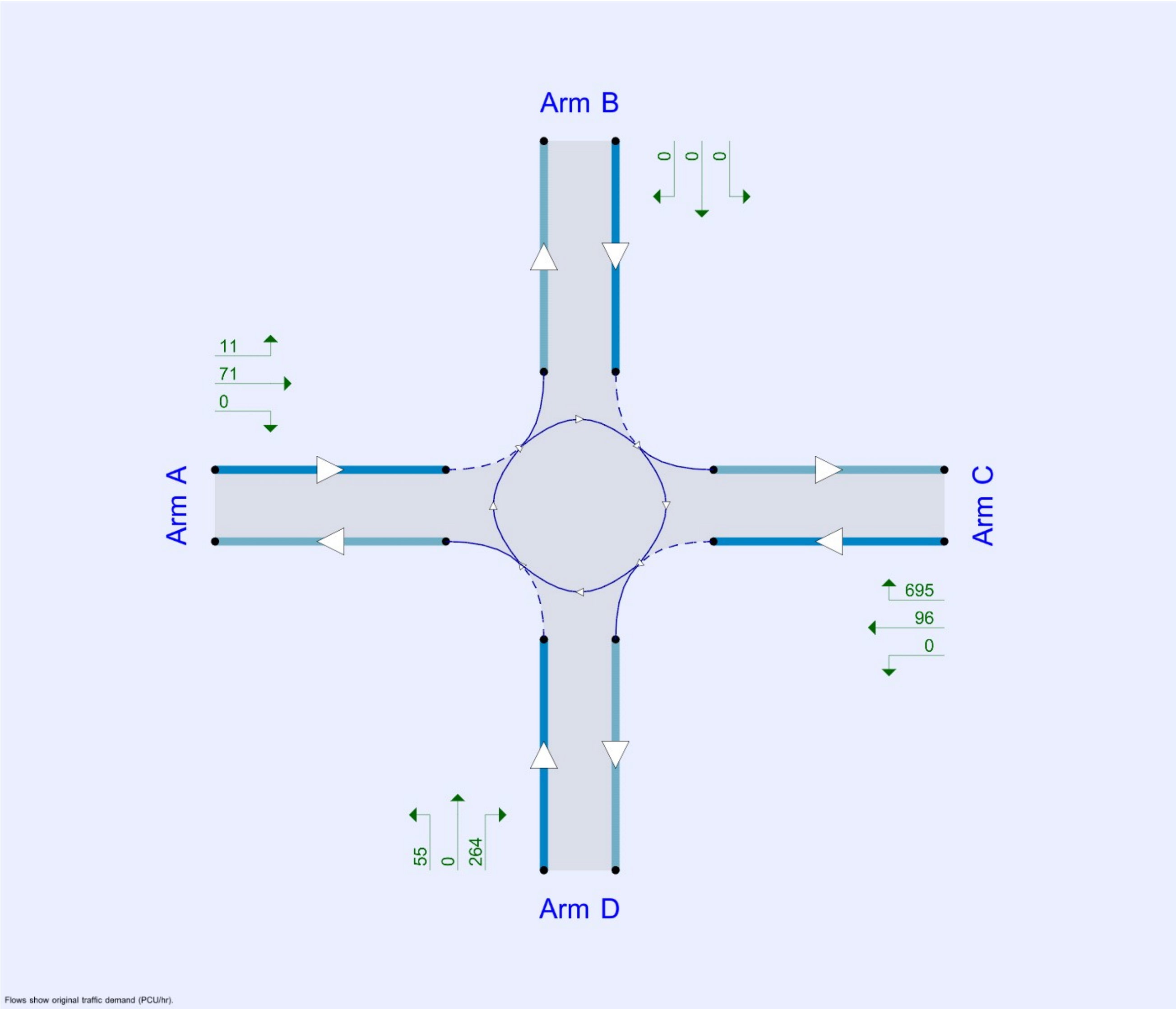
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 DM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	16.79	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.79	C

Arms

Arms

Arm	Name	Description	No give-way line
A	Hickstead Lane (W)		
B	A2300 (N)		
C	A2300 (E)		
D	A2300 (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.07	5.09	6.2	33.8	30.0	42.0		
B	3.18	3.50	14.3	38.1	30.0	41.0		
C	3.22	3.22	0.0	13.1	30.0	49.0		
D	2.60	3.93	6.4	18.9	30.0	42.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	None		
B	None		
C	Percentage		125.00
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.550	1204
B	0.518	1038
C	0.463	1108
D	0.498	984

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	82	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	791	100.000
D		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	11	71	0
	B	0	0	0	0
	C	96	695	0	0
	D	55	0	264	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	0	0
	C	33	12	0	0
	D	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.14	7.49	0.2	A	75	113
B	0.00	0.00	0.0	A	0	0
C	0.79	17.23	4.0	C	726	1089
D	0.64	18.08	1.7	C	293	439

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62	15	715	811	0.076	61	113	0.0	0.1	5.334	A
B	0	0	250	909	0.000	0	527	0.0	0.0	0.000	A
C	595	149	0	1108	0.537	590	250	0.0	1.3	7.889	A
D	240	60	590	691	0.348	238	0	0.0	0.5	7.977	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	74	18	858	732	0.100	73	136	0.1	0.1	6.069	A
B	0	0	300	883	0.000	0	632	0.0	0.0	0.000	A
C	711	178	0	1108	0.642	708	300	1.3	2.0	10.244	B
D	287	72	708	632	0.454	286	0	0.5	0.8	10.442	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	90	23	1046	629	0.143	90	165	0.1	0.2	7.413	A
B	0	0	366	849	0.000	0	770	0.0	0.0	0.000	A
C	871	218	0	1108	0.786	863	366	2.0	3.9	16.343	C
D	352	88	863	555	0.634	348	0	0.8	1.7	17.274	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	90	23	1055	624	0.144	90	167	0.2	0.2	7.486	A
B	0	0	368	848	0.000	0	776	0.0	0.0	0.000	A
C	871	218	0	1108	0.786	870	368	3.9	4.0	17.231	C
D	352	88	870	551	0.638	351	0	1.7	1.7	18.078	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	74	18	871	725	0.101	74	138	0.2	0.1	6.145	A
B	0	0	304	881	0.000	0	641	0.0	0.0	0.000	A
C	711	178	0	1108	0.642	719	304	4.0	2.1	10.794	B
D	287	72	719	627	0.458	290	0	1.7	0.9	10.888	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62	15	725	805	0.076	62	115	0.1	0.1	5.381	A
B	0	0	253	907	0.000	0	534	0.0	0.0	0.000	A
C	595	149	0	1108	0.537	598	253	2.1	1.4	8.142	A
D	240	60	598	686	0.350	242	0	0.9	0.5	8.171	A

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	85	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	658	100.000
D		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	16	70	0
	B	0	0	0	0
	C	92	566	0	0
	D	26	0.00	155	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	17	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.12	5.41	0.1	A	78	118
B	0.00	0.00	0.0	A	0	0
C	0.65	10.48	2.1	B	604	906
D	0.32	8.48	0.5	A	166	249

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	64	16	539	908	0.071	64	88	0.0	0.1	4.323	A
B	0	0	168	951	0.000	0	435	0.0	0.0	0.000	A
C	495	124	0	1108	0.447	492	168	0.0	0.9	6.495	A
D	136	34	492	740	0.184	135	0	0.0	0.2	5.955	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	77	19	647	849	0.091	77	105	0.1	0.1	4.726	A
B	0	0	202	934	0.000	0	522	0.0	0.0	0.000	A
C	591	148	0	1108	0.534	590	202	0.9	1.3	7.748	A
D	162	41	590	691	0.235	162	0	0.2	0.3	6.814	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	94	24	791	769	0.122	94	129	0.1	0.1	5.399	A
B	0	0	247	910	0.000	0	638	0.0	0.0	0.000	A
C	724	181	0	1108	0.654	721	247	1.3	2.0	10.320	B
D	199	50	721	625	0.318	198	0	0.3	0.5	8.428	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	94	24	794	768	0.123	94	129	0.1	0.1	5.415	A
B	0	0	248	910	0.000	0	640	0.0	0.0	0.000	A
C	724	181	0	1108	0.654	724	248	2.0	2.1	10.480	B
D	199	50	724	624	0.319	199	0	0.5	0.5	8.482	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	77	19	652	846	0.091	77	106	0.1	0.1	4.746	A
B	0	0	203	933	0.000	0	526	0.0	0.0	0.000	A
C	591	148	0	1108	0.534	595	203	2.1	1.3	7.886	A
D	162	41	595	688	0.236	163	0	0.5	0.3	6.870	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	64	16	545	905	0.071	64	89	0.1	0.1	4.341	A
B	0	0	170	950	0.000	0	439	0.0	0.0	0.000	A
C	495	124	0	1108	0.447	497	170	1.3	0.9	6.603	A
D	136	34	497	737	0.185	136	0	0.3	0.2	6.006	A

2039 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	1167.58	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1167.58	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	1541	100.000
D		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	17	225	0
	B	0	0	0	0
	C	38	1381	122	0
	D	40	0	182	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	3	0
	B	0	0	0	0
	C	2	6	0	0
	D	5	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.53	15.86	1.2	C	222	333
B	0.00	0.00	0.0	A	0	0
C	1.53	1513.73	471.1	F	1414	2121
D	0.56	20.26	1.3	C	204	306

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	182	46	1171	560	0.325	180	56	0.0	0.5	9.709	A
B	0	0	387	838	0.000	0	965	0.0	0.0	0.000	A
C	1160	290	0	1108	1.047	1062	387	0.0	24.5	53.454	F
D	167	42	1062	456	0.367	165	0	0.0	0.6	13.053	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	218	54	1241	522	0.417	217	63	0.5	0.7	12.118	B
B	0	0	452	804	0.000	0	1006	0.0	0.0	0.000	A
C	1385	346	0	1108	1.250	1106	452	24.5	94.3	203.164	F
D	200	50	1106	434	0.460	198	0	0.6	0.9	16.177	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	266	67	1280	501	0.532	265	71	0.7	1.1	15.604	C
B	0	0	533	762	0.000	0	1011	0.0	0.0	0.000	A
C	1697	424	0	1108	1.531	1108	533	94.3	241.5	551.746	F
D	244	61	1108	433	0.565	243	0	0.9	1.3	19.921	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	266	67	1281	500	0.533	266	71	1.1	1.2	15.859	C
B	0	0	536	761	0.000	0	1012	0.0	0.0	0.000	A
C	1697	424	0	1108	1.531	1108	536	241.5	388.7	1028.693	F
D	244	61	1108	433	0.565	244	0	1.3	1.3	20.262	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	218	54	1246	519	0.419	219	64	1.2	0.8	12.415	B
B	0	0	456	802	0.000	0	1008	0.0	0.0	0.000	A
C	1385	346	0	1108	1.250	1108	456	388.7	458.0	1380.018	F
D	200	50	1108	433	0.461	201	0	1.3	0.9	16.638	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	182	46	1218	534	0.341	183	58	0.8	0.5	10.586	B
B	0	0	396	833	0.000	0	1006	0.0	0.0	0.000	A
C	1160	290	0	1108	1.047	1108	396	458.0	471.1	1513.726	F
D	167	42	1108	433	0.386	168	0	0.9	0.7	14.514	B

2039 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	1986.21	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1986.21	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	105	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	1705	100.000
D		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	34	71	0
	B	0	0	0	0
	C	93	1612	0	0
	D	20	0	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	41	1	0
	B	0	0	0	0
	C	0	4	0	0
	D	0	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.19	8.21	0.3	A	96	145
B	0.00	0.00	0.0	A	0	0
C	1.69	2176.39	690.6	F	1565	2347
D	0.15	10.53	0.2	B	54	81

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	79	20	1055	624	0.127	78	74	0.0	0.2	7.352	A
B	0	0	82	996	0.000	0	1052	0.0	0.0	0.000	A
C	1284	321	0	1108	1.158	1085	82	0.0	49.6	91.237	F
D	44	11	1085	444	0.100	44	0	0.0	0.1	9.678	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	94	24	1082	609	0.155	94	78	0.2	0.2	7.792	A
B	0	0	99	987	0.000	0	1078	0.0	0.0	0.000	A
C	1533	383	0	1108	1.383	1108	99	49.6	155.9	341.289	F
D	53	13	1108	433	0.122	53	0	0.1	0.1	10.191	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	116	29	1090	605	0.191	115	82	0.2	0.3	8.199	A
B	0	0	121	976	0.000	0	1085	0.0	0.0	0.000	A
C	1877	469	0	1108	1.694	1108	121	155.9	348.2	823.989	F
D	65	16	1108	433	0.150	65	0	0.1	0.2	10.526	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	116	29	1091	605	0.191	116	82	0.3	0.3	8.208	A
B	0	0	121	976	0.000	0	1085	0.0	0.0	0.000	A
C	1877	469	0	1108	1.694	1108	121	348.2	540.5	1448.028	F
D	65	16	1108	433	0.150	65	0	0.2	0.2	10.534	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	94	24	1083	609	0.155	95	78	0.3	0.2	7.810	A
B	0	0	99	987	0.000	0	1078	0.0	0.0	0.000	A
C	1533	383	0	1108	1.383	1108	99	540.5	646.7	1932.667	F
D	53	13	1108	433	0.123	53	0	0.2	0.2	10.212	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	79	20	1077	612	0.129	79	76	0.2	0.2	7.538	A
B	0	0	83	995	0.000	0	1073	0.0	0.0	0.000	A
C	1284	321	0	1108	1.158	1108	83	646.7	690.6	2176.386	F
D	44	11	1108	433	0.103	45	0	0.2	0.1	9.985	A

2039 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	1622.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1622.75	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	1707	100.000
D		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	46	234	0
	B	0	0	41	0
	C	33	1585	89	0
	D	35	1	246	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	3	0
	B	0	0	0	0
	C	2	6	0	0
	D	5	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.67	24.71	2.0	C	257	385
B	0.06	5.22	0.1	A	38	56
C	1.70	2186.72	693.9	F	1567	2350
D	0.72	30.91	2.6	D	259	388

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	211	53	1247	519	0.406	208	47	0.0	0.7	11.850	B
B	31	8	413	824	0.037	31	1042	0.0	0.0	4.535	A
C	1285	321	0	1108	1.160	1085	444	0.0	50.1	92.235	F
D	212	53	1085	444	0.478	209	0	0.0	0.9	16.012	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	252	63	1307	486	0.518	250	52	0.7	1.1	15.648	C
B	37	9	487	786	0.047	37	1070	0.0	0.0	4.804	A
C	1535	384	0	1108	1.385	1108	524	50.1	156.9	343.992	F
D	254	63	1108	433	0.586	252	0	0.9	1.4	20.867	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	308	77	1355	459	0.671	305	59	1.1	2.0	23.497	C
B	45	11	580	738	0.061	45	1080	0.0	0.1	5.197	A
C	1880	470	0	1108	1.697	1108	626	156.9	349.9	828.624	F
D	311	78	1108	433	0.718	307	0	1.4	2.4	29.342	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	308	77	1359	457	0.674	308	60	2.0	2.0	24.706	C
B	45	11	586	735	0.061	45	1080	0.1	0.1	5.220	A
C	1880	470	0	1108	1.697	1108	631	349.9	542.9	1454.800	F
D	311	78	1108	433	0.718	310	0	2.4	2.6	30.915	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	252	63	1312	483	0.521	255	53	2.0	1.2	16.559	C
B	37	9	496	781	0.047	37	1071	0.1	0.0	4.836	A
C	1535	384	0	1108	1.385	1108	533	542.9	649.6	1941.385	F
D	254	63	1108	433	0.586	258	0	2.6	1.6	22.305	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	211	53	1275	503	0.419	212	48	1.2	0.8	12.822	B
B	31	8	423	819	0.038	31	1064	0.0	0.0	4.566	A
C	1285	321	0	1108	1.160	1108	454	649.6	693.9	2186.721	F
D	212	53	1108	433	0.491	215	0	1.6	1.1	17.702	C

2039 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	1914.67	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1914.67	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	146	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	1703	100.000
D		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	33	113	0
	B	0	0	0	0
	C	78	1625	0	0
	D	21	0.00	58	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	41	1	0
	B	0	0	0	0
	C	0	4	0	0
	D	0	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.27	9.12	0.4	A	134	200
B	0.00	0.00	0.0	A	0	0
C	1.69	2166.27	687.2	F	1562	2343
D	0.20	11.31	0.3	B	73	109

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110	27	1079	611	0.179	109	65	0.0	0.2	7.745	A
B	0	0	128	972	0.000	0	1060	0.0	0.0	0.000	A
C	1282	320	0	1108	1.157	1085	128	0.0	49.1	90.604	F
D	60	15	1085	444	0.134	59	0	0.0	0.2	10.130	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	131	33	1109	594	0.220	131	69	0.2	0.3	8.398	A
B	0	0	154	959	0.000	0	1086	0.0	0.0	0.000	A
C	1531	383	0	1108	1.381	1108	154	49.1	154.9	339.067	F
D	71	18	1108	433	0.165	71	0	0.2	0.2	10.790	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	160	40	1122	588	0.273	160	73	0.3	0.4	9.103	A
B	0	0	188	941	0.000	0	1093	0.0	0.0	0.000	A
C	1875	469	0	1108	1.692	1108	188	154.9	346.5	819.750	F
D	87	22	1108	433	0.202	87	0	0.2	0.3	11.293	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	160	40	1122	587	0.273	160	73	0.4	0.4	9.121	A
B	0	0	189	941	0.000	0	1093	0.0	0.0	0.000	A
C	1875	469	0	1108	1.692	1108	189	346.5	538.2	1441.574	F
D	87	22	1108	433	0.202	87	0	0.3	0.3	11.309	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	131	33	1110	594	0.220	131	69	0.4	0.3	8.431	A
B	0	0	155	958	0.000	0	1087	0.0	0.0	0.000	A
C	1531	383	0	1108	1.381	1108	155	538.2	643.8	1924.203	F
D	71	18	1108	433	0.165	71	0	0.3	0.2	10.824	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110	27	1102	599	0.183	110	66	0.3	0.2	7.978	A
B	0	0	129	971	0.000	0	1082	0.0	0.0	0.000	A
C	1282	320	0	1108	1.157	1108	129	643.8	687.2	2166.270	F
D	60	15	1108	433	0.138	60	0	0.2	0.2	10.484	B

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Hickstead Junction (Right) Validation (Service Station Update) AM.j10
Path: \\londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Hickstead Junction\East Junction
Report generation date: 21/12/2023 17:07:53

»2019 Base, AM
»2039 Reference Case, AM
»2039 Do Minimum, AM

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base				
Arm A	D1	0.4	3.61	0.28	A
Arm B		1.5	5.80	0.56	A
Arm C		36.3	124.00	1.04	F
Arm D		0.1	4.91	0.11	A
	2039 Reference Case				
Arm A	D2	0.8	4.64	0.43	A
Arm B		127.0	255.63	1.15	F
Arm C		1965.3	6566.68	2.77	F
Arm D		0.1	4.91	0.11	A
	2039 Do Minimum				
Arm A	D3	0.9	4.90	0.45	A
Arm B		135.5	281.77	1.17	F
Arm C		1585.2	5309.64	2.46	F
Arm D		0.1	4.90	0.11	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

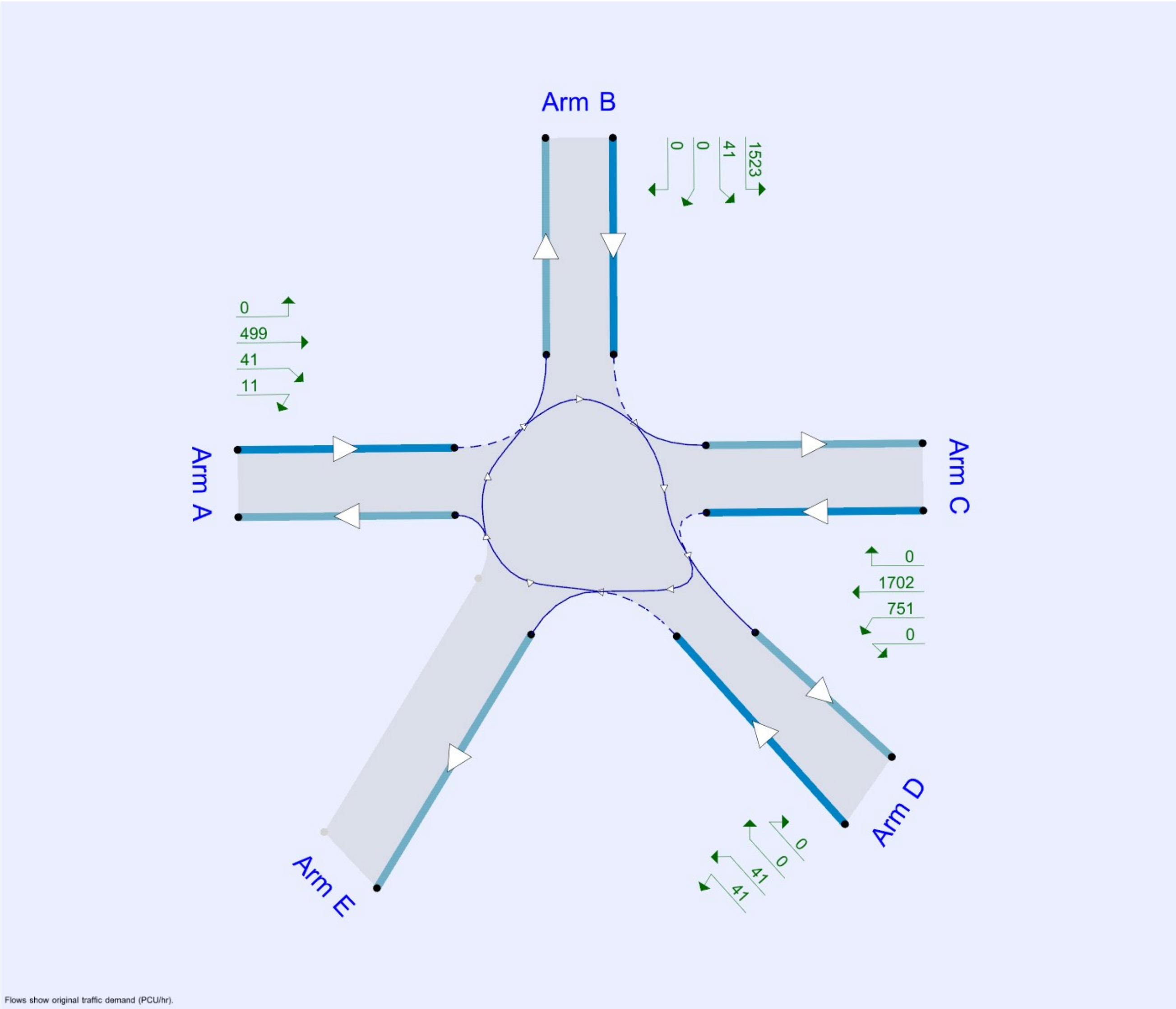
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	54.86	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.86	F

Arms

Arms

Arm	Name	Description	No give-way line
A	A2300 (W)		
B	A23 Slip (N)		
C	A3200 (E)		
D	Service Station		
E	A23 Slip (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.72	5.41	6.6	20.9	49.6	28.0		
B	6.56	9.56	1.7	13.1	49.6	55.0		
C	7.97	7.97	0.0	19.6	49.6	52.0		
D	4.94	4.94	0.0	13.9	40.6	44.0		
E								✓

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	None		
B	None		
C	Percentage		48.10
D	None		
E			

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.560	1422
B	0.612	1882
C	0.688	1072
D	0.558	1392
E		

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	361	100.000
B		ONE HOUR	✓	826	100.000
C		ONE HOUR	✓	913	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	305	41	15
	B	45	0	741	41	0
	C	746	0	0	0	167
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	3	0	0
	B	72	0	16	0	0
	C	12	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.28	3.61	0.4	A	331	497
B	0.56	5.80	1.5	A	758	1138
C	1.04	124.00	36.3	F	838	1257
D	0.11	4.91	0.1	A	75	113
E						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	272	68	0	1422	0.191	271	619	0.0	0.2	3.206	A
B	622	156	271	1716	0.363	620	0	0.0	0.7	3.847	A
C	688	172	106	999	0.689	678	784	0.0	2.3	11.973	B
D	62	15	723	988	0.062	61	61	0.0	0.1	3.882	A
E			619				166				

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	325	81	0	1422	0.228	325	740	0.2	0.3	3.365	A
B	743	186	325	1683	0.441	742	0	0.7	0.9	4.487	A
C	821	205	127	984	0.834	811	939	2.3	4.8	21.528	C
D	74	18	865	910	0.081	74	74	0.1	0.1	4.306	A
E			740				199				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	398	99	0	1422	0.280	397	856	0.3	0.4	3.605	A
B	910	227	397	1639	0.555	908	0	0.9	1.4	5.770	A
C	1006	251	156	964	1.043	933	1149	4.8	23.1	68.242	F
D	90	23	998	835	0.108	90	90	0.1	0.1	4.834	A
E			856				232				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	398	99	0	1422	0.280	398	873	0.4	0.4	3.605	A
B	910	227	398	1638	0.555	910	0	1.4	1.5	5.804	A
C	1006	251	156	964	1.043	953	1151	23.1	36.3	124.003	F
D	90	23	1019	824	0.110	90	90	0.1	0.1	4.908	A
E			873				236				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	325	81	0	1422	0.228	325	843	0.4	0.3	3.368	A
B	743	186	325	1683	0.442	745	0	1.5	0.9	4.518	A
C	821	205	128	984	0.835	937	942	36.3	7.3	83.708	F
D	74	18	991	839	0.088	74	74	0.1	0.1	4.704	A
E			843				222				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	272	68	0	1422	0.191	272	642	0.3	0.2	3.215	A
B	622	156	272	1715	0.363	623	0	0.9	0.7	3.875	A
C	688	172	107	998	0.689	707	789	7.3	2.5	14.306	B
D	62	15	752	972	0.063	62	62	0.1	0.1	3.955	A
E			642				171				

2039 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3600.47	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3600.47	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	551	100.000
B		ONE HOUR	✓	1564	100.000
C		ONE HOUR	✓	2531	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	499	41	11
	B	0	0	1523	41	0
	C	1702	0	78	0	751
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	3	0	0
	B	72	0	16	0	0
	C	12	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.43	4.64	0.8	A	506	758
B	1.15	255.63	127.0	F	1435	2153
C	2.77	6566.68	1965.3	F	2322	3484
D	0.11	4.91	0.1	A	75	113
E						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	415	104	31	1404	0.295	413	716	0.0	0.4	3.727	A
B	1177	294	445	1610	0.731	1165	0	0.0	3.0	9.152	A
C	1905	476	70	1024	1.861	1019	1540	0.0	221.6	397.164	F
D	62	15	1027	819	0.075	61	61	0.0	0.1	4.750	A
E			747				341				

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	495	124	31	1405	0.353	495	719	0.4	0.6	4.067	A
B	1406	352	526	1560	0.901	1384	0	3.0	8.5	21.443	C
C	2275	569	83	1015	2.242	1015	1827	221.6	536.8	1358.521	F
D	74	18	1025	820	0.090	74	73	0.1	0.1	4.821	A
E			750				348				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	607	152	31	1405	0.432	606	721	0.6	0.8	4.628	A
B	1722	430	637	1492	1.154	1480	0	8.5	69.0	104.790	F
C	2787	697	96	1006	2.771	1006	2021	536.8	982.0	2722.742	F
D	90	23	1018	824	0.110	90	84	0.1	0.1	4.905	A
E			752				356				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	607	152	31	1405	0.432	607	721	0.8	0.8	4.637	A
B	1722	430	638	1491	1.155	1490	0	69.0	127.0	242.016	F
C	2787	697	96	1006	2.771	1006	2031	982.0	1427.3	4282.966	F
D	90	23	1018	824	0.110	90	84	0.1	0.1	4.904	A
E			752				356				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	495	124	31	1405	0.353	496	717	0.8	0.6	4.077	A
B	1406	352	527	1559	0.902	1545	0	127.0	92.3	255.632	F
C	2275	569	87	1012	2.249	1012	1985	1427.3	1743.2	5619.569	F
D	74	18	1022	822	0.090	74	77	0.1	0.1	4.813	A
E			748				347				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	415	104	31	1404	0.295	415	715	0.6	0.4	3.745	A
B	1177	294	447	1608	0.732	1532	0	92.3	3.7	100.249	F
C	1905	476	79	1017	1.873	1017	1899	1743.2	1965.3	6566.681	F
D	62	15	1025	820	0.075	62	71	0.1	0.1	4.749	A
E			746				341				

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	2774.25	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2774.25	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	579	100.000
B		ONE HOUR	✓	1561	100.000
C		ONE HOUR	✓	2257	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	530	41	8
	B	0	0	1520	41	0
	C	1638	0	80	0	539
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	0	0	8	0	0
	C	6	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.45	4.90	0.9	A	532	797
B	1.17	281.77	135.5	F	1432	2148
C	2.46	5309.64	1585.2	F	2071	3106
D	0.11	4.90	0.1	A	75	113
E						

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	436	109	36	1402	0.311	434	770	0.0	0.5	3.862	A
B	1175	294	470	1594	0.737	1163	0	0.0	2.9	8.776	A
C	1699	425	67	1025	1.657	1019	1566	0.0	169.9	305.682	F
D	62	15	1025	820	0.075	61	61	0.0	0.1	4.744	A
E			806				280				

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	521	130	36	1402	0.371	520	774	0.5	0.6	4.242	A
B	1403	351	556	1541	0.910	1380	0	2.9	8.6	21.506	C
C	2029	507	80	1016	1.996	1016	1856	169.9	423.0	1060.409	F
D	74	18	1024	821	0.090	74	73	0.1	0.1	4.818	A
E			810				287				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	638	159	36	1402	0.455	637	777	0.6	0.9	4.885	A
B	1718	430	672	1470	1.169	1461	0	8.6	73.0	110.419	F
C	2484	621	92	1008	2.464	1008	2041	423.0	792.1	2172.893	F
D	90	23	1017	824	0.110	90	83	0.1	0.1	4.903	A
E			812				295				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	638	159	36	1402	0.455	638	777	0.9	0.9	4.897	A
B	1718	430	673	1470	1.169	1469	0	73.0	135.5	259.715	F
C	2484	621	93	1008	2.465	1008	2049	792.1	1161.2	3470.869	F
D	90	23	1017	825	0.110	90	84	0.1	0.1	4.902	A
E			812				295				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	521	130	36	1402	0.371	522	772	0.9	0.6	4.257	A
B	1403	351	557	1540	0.911	1528	0	135.5	104.1	281.770	F
C	2029	507	84	1014	2.001	1014	2001	1161.2	1414.9	4563.558	F
D	74	18	1021	822	0.090	74	77	0.1	0.1	4.810	A
E			808				287				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	436	109	36	1402	0.311	437	770	0.6	0.5	3.882	A
B	1175	294	473	1592	0.738	1573	0	104.1	4.6	128.413	F
C	1699	425	78	1018	1.669	1018	1967	1414.9	1585.2	5309.636	F
D	62	15	1024	821	0.075	62	72	0.1	0.1	4.744	A
E			805				280				

Junctions 10

ARCADY 10 - Roundabout Module

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Hickstead Junction (Right) Validation (Service Station Update) PM.j10
Path: \\londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Hickstead Junction\East Junction
Report generation date: 21/12/2023 17:09:22

Summary of junction performance

	PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base				
Arm A	D2	0.3	3.19	0.20	A
Arm B		1.5	5.51	0.59	A
Arm C		0.8	3.11	0.41	A
Arm D		0.1	4.63	0.10	A
	2039 Reference Case				
Arm A	D3	0.2	3.02	0.15	A
Arm B		3.5	9.63	0.77	A
Arm C		352.4	570.91	1.27	F
Arm D		0.9	39.26	0.50	E
	2039 Do Minimum				
Arm A	D4	0.2	3.09	0.13	A
Arm B		4.0	10.41	0.80	B
Arm C		390.3	625.96	1.30	F
Arm D		1.0	39.33	0.50	E

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

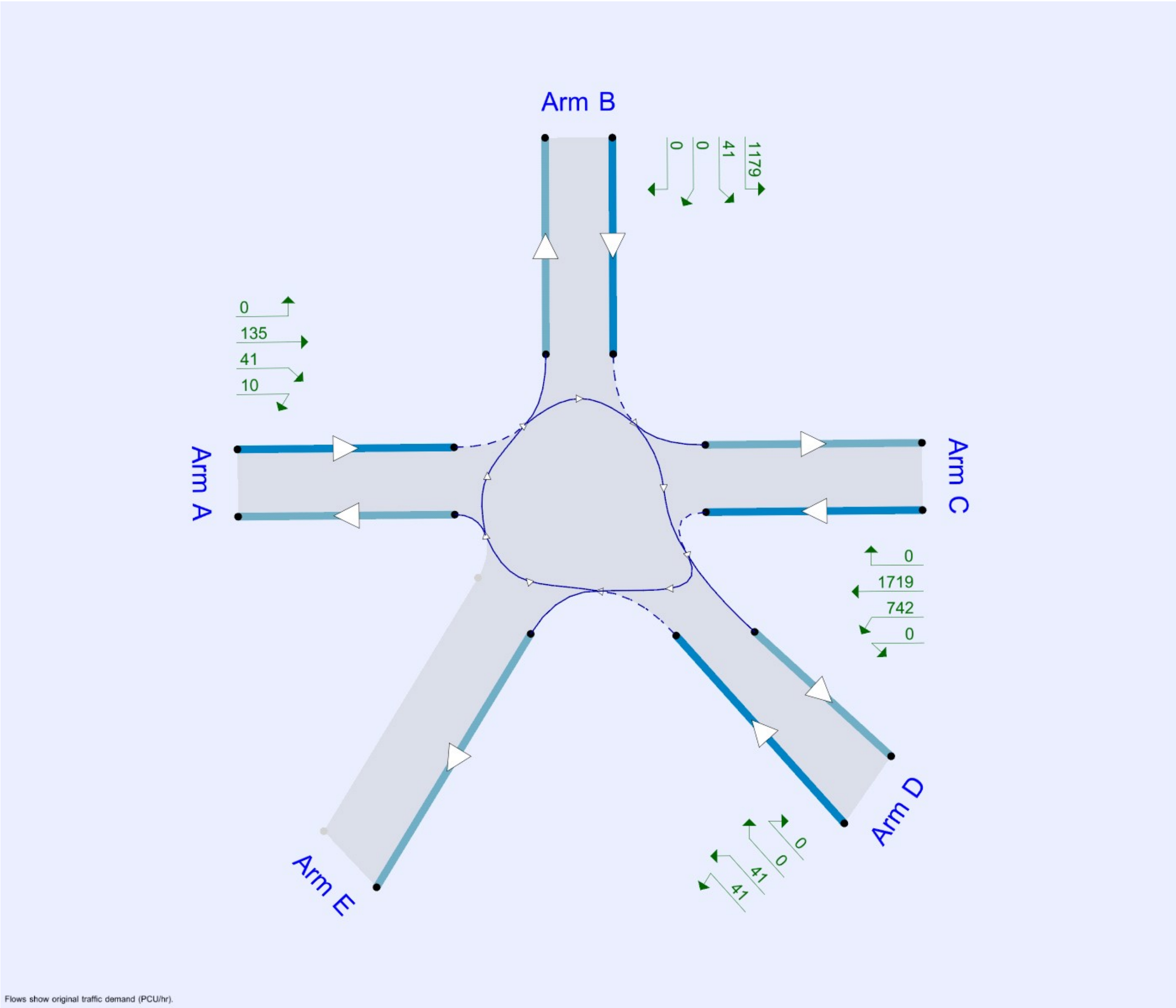
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.25	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A2300 (W)		
B	A23 Slip (N)		
C	A3200 (E)		
D	Service Station		
E	A23 Slip (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.72	5.41	6.6	20.9	49.6	28.0		
B	6.56	9.56	1.7	13.1	49.6	55.0		
C	7.97	7.97	0.0	19.6	49.6	52.0		
D	4.94	4.94	0.0	13.9	40.6	44.0		
E								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.560	1422
B	0.612	1882
C	0.688	2228
D	0.558	1392
E		

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	263	100.000
B		ONE HOUR	✓	917	100.000
C		ONE HOUR	✓	798	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	211	41	10
	B	45	0	831	41	0.01
	C	614	0	0	0	184
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	1	0	0
	B	34	0	6	0	0
	C	10	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.20	3.19	0.3	A	241	362
B	0.59	5.51	1.5	A	841	1262
C	0.41	3.11	0.8	A	732	1099
D	0.10	4.63	0.1	A	75	113
E						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	198	49	0	1422	0.139	197	525	0.0	0.2	2.951	A
B	690	173	197	1761	0.392	687	0	0.0	0.7	3.559	A
C	601	150	103	2157	0.279	599	781	0.0	0.4	2.486	A
D	62	15	641	1034	0.060	61	62	0.0	0.1	3.700	A
E			525				177				

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	236	59	0	1422	0.166	236	629	0.2	0.2	3.049	A
B	824	206	236	1737	0.474	823	0	0.7	1.0	4.184	A
C	718	179	123	2143	0.335	717	936	0.4	0.5	2.718	A
D	74	18	767	964	0.076	74	74	0.1	0.1	4.042	A
E			629				212				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	289	72	0	1422	0.203	289	770	0.2	0.3	3.192	A
B	1009	252	289	1705	0.592	1007	0	1.0	1.5	5.472	A
C	879	220	151	2124	0.414	878	1145	0.5	0.8	3.109	A
D	90	23	939	868	0.104	90	90	0.1	0.1	4.627	A
E			770				259				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	289	72	0	1422	0.203	289	771	0.3	0.3	3.192	A
B	1009	252	289	1705	0.592	1009	0	1.5	1.5	5.507	A
C	879	220	151	2124	0.414	879	1147	0.8	0.8	3.112	A
D	90	23	940	868	0.104	90	90	0.1	0.1	4.630	A
E			771				259				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	236	59	0	1422	0.166	236	630	0.3	0.2	3.050	A
B	824	206	236	1737	0.474	826	0	1.5	1.0	4.216	A
C	718	179	124	2143	0.335	718	939	0.8	0.5	2.722	A
D	74	18	768	963	0.077	74	74	0.1	0.1	4.049	A
E			630				212				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	198	49	0	1422	0.139	198	527	0.2	0.2	2.954	A
B	690	173	198	1761	0.392	691	0	1.0	0.7	3.585	A
C	601	150	104	2157	0.279	601	786	0.5	0.4	2.492	A
D	62	15	643	1033	0.060	62	62	0.1	0.1	3.705	A
E			527				178				

2039 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	361.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	361.70	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	186	100.000
B		ONE HOUR	✓	1220	100.000
C		ONE HOUR	✓	2499	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	135	41	10
	B	0	0	1179	41	0
	C	1719	0	38	0	742
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	1	0	0
	B	34	0	6	0	0
	C	10	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.15	3.02	0.2	A	171	257
B	0.77	9.63	3.5	A	1119	1679
C	1.27	570.91	352.4	F	2293	3440
D	0.50	39.26	0.9	E	75	113
E						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	35	28	1406	0.100	140	1308	0.0	0.1	2.855	A
B	918	230	168	1779	0.516	914	0	0.0	1.1	4.366	A
C	1881	470	69	2181	0.863	1857	1013	0.0	6.1	11.161	B
D	62	15	1865	352	0.176	61	61	0.0	0.2	12.353	B
E			1336				590				

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	168	42	32	1404	0.119	167	1498	0.1	0.1	2.923	A
B	1097	274	200	1760	0.623	1094	0	1.1	1.7	5.683	A
C	2247	562	83	2171	1.035	2125	1211	6.1	36.4	45.206	E
D	74	18	2135	201	0.367	72	74	0.2	0.6	27.722	D
E			1530				677				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	51	33	1404	0.146	205	1528	0.1	0.2	3.015	A
B	1343	336	238	1736	0.774	1336	0	1.7	3.4	9.325	A
C	2751	688	101	2158	1.275	2157	1473	36.4	185.0	190.385	F
D	90	23	2168	182	0.496	89	90	0.6	0.9	38.000	E
E			1561				696				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	51	33	1404	0.146	205	1530	0.2	0.2	3.015	A
B	1343	336	238	1736	0.774	1343	0	3.4	3.5	9.630	A
C	2751	688	102	2158	1.275	2158	1479	185.0	333.4	435.169	F
D	90	23	2170	181	0.498	90	90	0.9	0.9	39.262	E
E			1562				697				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	168	42	33	1404	0.119	168	1530	0.2	0.1	2.927	A
B	1097	274	201	1759	0.624	1104	0	3.5	1.8	5.852	A
C	2247	562	83	2171	1.035	2170	1221	333.4	352.4	570.907	F
D	74	18	2180	176	0.419	74	74	0.9	0.8	35.842	E
E			1563				691				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	35	33	1404	0.100	140	1526	0.1	0.1	2.864	A
B	918	230	173	1776	0.517	921	0	1.8	1.1	4.453	A
C	1881	470	70	2180	0.863	2174	1025	352.4	279.3	523.501	F
D	62	15	2182	175	0.353	62	62	0.8	0.6	32.302	D
E			1560				685				

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	395.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	395.50	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	1271	100.000
C		ONE HOUR	✓	2539	100.000
D		ONE HOUR	✓	82	100.000
E					

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	0	117	41	11
	B	0.01	0	1230	41	0.12
	C	1687	0	38	0	814
	D	41	0	0	0	41
	E	0	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	0	7	0	0
	B	17	0	1	0	11
	C	3	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.13	3.09	0.2	A	155	233
B	0.80	10.41	4.0	B	1167	1750
C	1.30	625.96	390.3	F	2330	3495
D	0.50	39.33	1.0	E	75	113
E						

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	127	32	28	1406	0.090	127	1283	0.0	0.1	2.940	A
B	957	239	155	1787	0.536	953	0	0.0	1.2	4.346	A
C	1912	478	70	2180	0.877	1885	1038	0.0	6.5	11.630	B
D	62	15	1894	335	0.184	61	61	0.0	0.2	13.070	B
E			1311				643				

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	152	38	32	1404	0.108	152	1456	0.1	0.1	3.003	A
B	1143	286	183	1770	0.646	1140	0	1.2	1.8	5.770	A
C	2283	571	83	2171	1.051	2136	1240	6.5	43.1	50.780	F
D	74	18	2146	195	0.379	72	74	0.2	0.6	29.115	D
E			1487				731				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	186	47	32	1404	0.133	186	1478	0.1	0.2	3.088	A
B	1400	350	218	1748	0.801	1392	0	1.8	3.9	9.993	A
C	2796	699	102	2158	1.295	2157	1507	43.1	202.8	210.259	F
D	90	23	2169	182	0.497	89	90	0.6	0.9	38.218	E
E			1510				748				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	186	47	32	1404	0.133	186	1479	0.2	0.2	3.088	A
B	1400	350	218	1748	0.801	1399	0	3.9	4.0	10.415	B
C	2796	699	102	2158	1.296	2158	1515	202.8	362.2	473.680	F
D	90	23	2170	181	0.498	90	90	0.9	1.0	39.328	E
E			1511				749				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	152	38	32	1404	0.108	152	1479	0.2	0.1	3.007	A
B	1143	286	184	1769	0.646	1151	0	4.0	1.9	5.977	A
C	2283	571	84	2171	1.052	2170	1252	362.2	390.3	625.959	F
D	74	18	2180	176	0.420	74	74	1.0	0.8	35.919	E
E			1511				743				

18:00 - 18:15

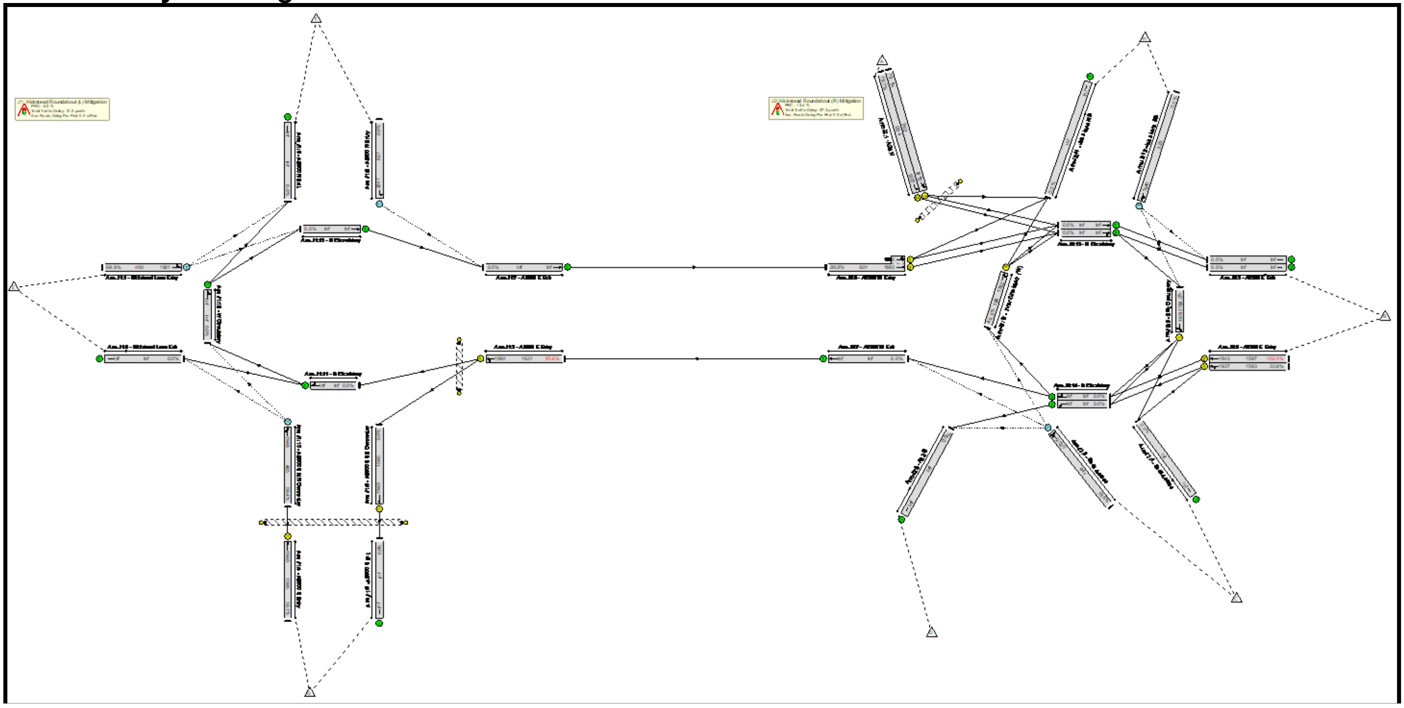
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	127	32	32	1404	0.091	127	1476	0.1	0.1	2.949	A
B	957	239	159	1784	0.536	960	0	1.9	1.2	4.439	A
C	1912	478	70	2180	0.877	2174	1049	390.3	324.6	592.100	F
D	62	15	2183	174	0.354	62	62	0.8	0.6	32.465	D
E			1508				737				

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hickstead Junction Mitigation - Science Park Model - Combined.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2039 DM AM' (FG1: '2039 DM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**	**650**	**0**	**0**	**69.5**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.6%**	**568**	**0**	**0**	**12.2**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	280	1931	400	69.9%	280	0	0	1.1	14.7	1.1	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	827	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	D		1	73	-	1590	1984	1631	95.6%	-	-	-	10.0	23.2	28.6	3/1
4/1	A2300 S Entry Ahead	U	H		1	73	-	288	1940	1595	18.1%	-	-	-	0.2	3.1	1.6	4/1
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	288	1946	485	59.4%	288	0	0	0.8	9.4	2.7	10/1
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**	**82**	**0**	**0**	**57.3**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N U-Turn Left	U	B		1	46	-	761	1842	962	79.1%	-	-	-	5.6	26.3	17.3	1/1
1/2	A23 N Left	U	B		1	46	-	800	1923	1004	79.7%	-	-	-	5.8	26.2	18.1	1/2

Basic Results Summary

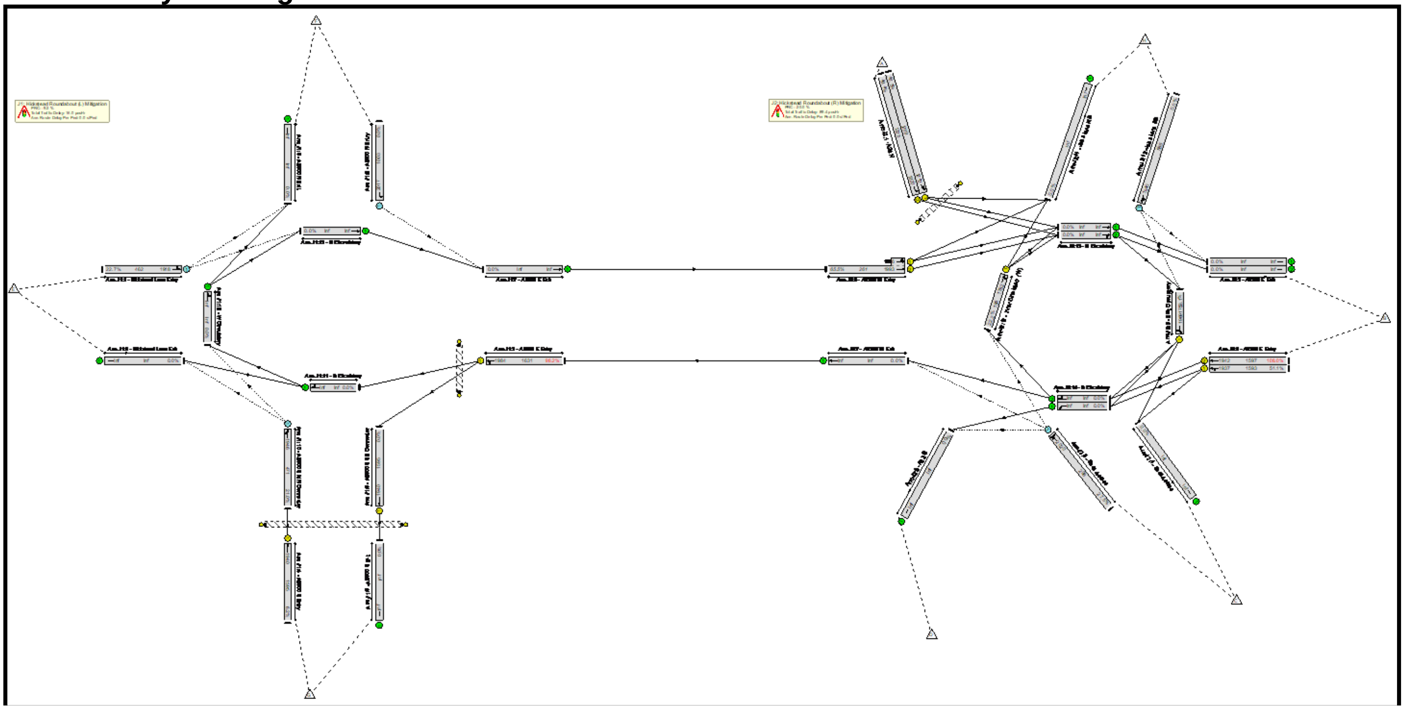
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	539	1937	1593	33.8%	-	-	-	0.6	3.7	3.5	2/1
2/2	A2300 E Entry Ahead	U	C		1	73	-	1629	1942	1597	102.0%	-	-	-	35.2	77.8	71.3	2/2
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	441	18.6%	82	0	0	0.1	5.0	0.1	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	22	-	522	1993:1896	601	86.8%	-	-	-	7.3	50.4	12.9	8/2+8/1
9/1	East Circulatory Ahead Right	U	K		1	7	-	90	1974	175	51.3%	-	-	-	1.3	51.9	2.6	9/1
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	80	1782	158	49.5%	-	-	-	1.4	64.7	2.3	10/1
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	323	0.0%	0	0	0	0.0	0.0	0.0	12/1
Ped Link: P1	A3 N Ped Crossing	-	I		1	22	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1

C1	Stream: 1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	20.10	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	-6.2	Total Delay for Signalled Lanes (pcuHr):	10.05	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	398.5	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	-13.4	Total Delay for Signalled Lanes (pcuHr):	37.08	Cycle Time (s):	90
		PRC Over All Lanes (%):	-13.4	Total Delay Over All Lanes(pcuHr):	69.48		

Basic Results Summary

Scenario 2: '2039 DM PM' (FG2: '2039 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.0%**	**286**	**0**	**0**	**105.4**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**	**204**	**0**	**0**	**16.0**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	105	1918	462	22.7%	105	0	0	0.1	5.0	0.1	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	1003	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	D		1	73	-	1728	1984	1631	98.2%	-	-	-	15.7	35.2	40.0	3/1
4/1	A2300 S Entry Ahead	U	H		1	73	-	99	1940	1595	6.2%	-	-	-	0.1	2.7	0.5	4/1
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	99	1946	471	21.0%	99	0	0	0.1	4.9	0.5	10/1
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.0%**	**82**	**0**	**0**	**89.4**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N U-Turn Left	U	B		1	61	-	616	1842	1269	48.5%	-	-	-	1.6	9.3	7.7	1/1
1/2	A23 N Left	U	B		1	61	-	655	1923	1325	49.4%	-	-	-	1.7	9.3	8.1	1/2

Basic Results Summary

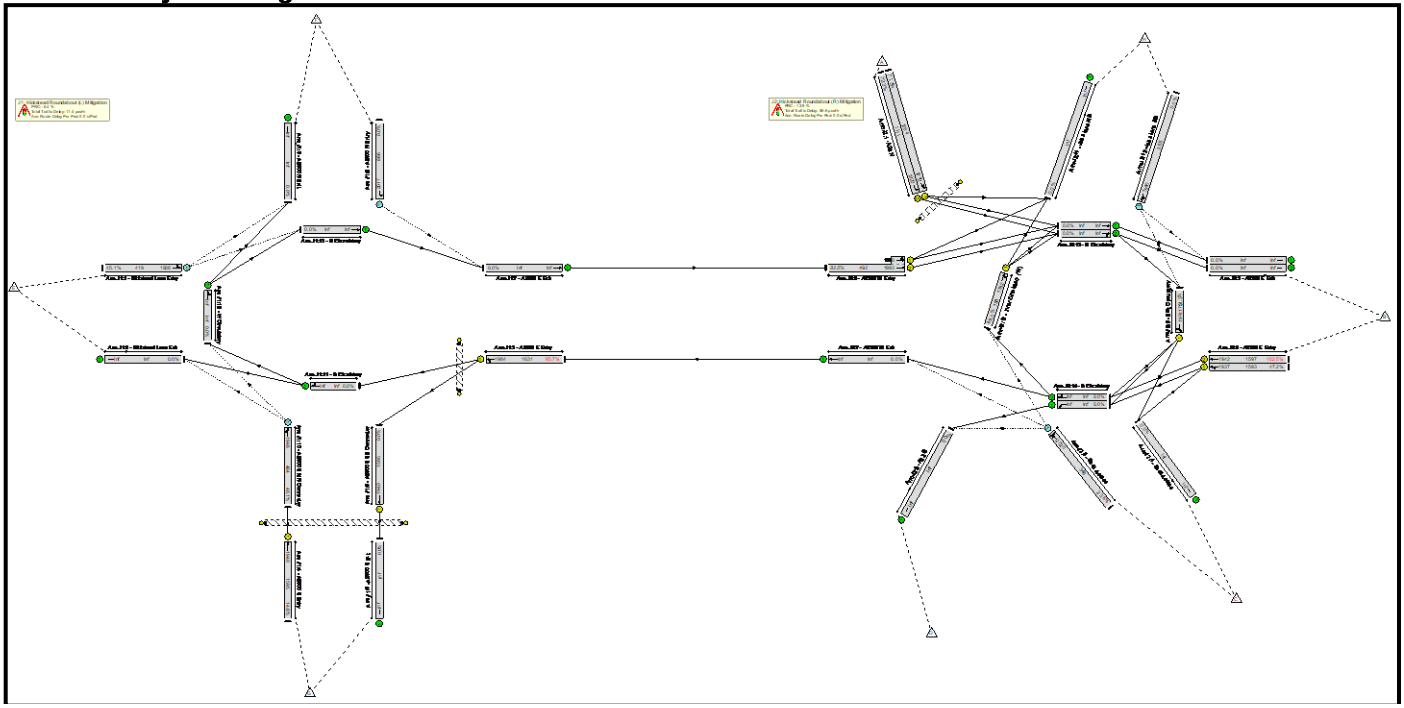
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	814	1937	1593	51.1%	-	-	-	1.1	4.8	6.6	2/1
2/2	A2300 E Entry Ahead	U	C		1	73	-	1725	1942	1597	108.0%	-	-	-	80.2	167.3	116.6	2/2
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	298	27.5%	82	0	0	0.2	8.3	0.2	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	7	-	171	1993:1896	261	65.5%	-	-	-	2.7	57.9	3.3	8/2+8/1
9/1	East Circulatory Ahead Right	U	K		1	7	-	93	1969	175	53.1%	-	-	-	1.4	54.4	2.8	9/1
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	38	1782	158	22.2%	-	-	-	0.5	50.6	1.0	10/1
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	586	0.0%	0	0	0	0.0	0.0	0.0	12/1
Ped Link: P1	A3 N Ped Crossing	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1

C1	Stream: 1	PRC for Signalled Lanes (%):	37.3	Total Delay for Signalled Lanes (pcuHr):	6.52	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	15.67	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	1350.1	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	-20.0	Total Delay for Signalled Lanes (pcuHr):	82.65	Cycle Time (s):	90
		PRC Over All Lanes (%):	-20.0	Total Delay Over All Lanes(pcuHr):	105.39		

Basic Results Summary

Scenario 3: '2039 Ref Case AM' (FG3: '2939 Ref Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**504**	**0**	**0**	**68.0**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.7%**	**422**	**0**	**0**	**11.4**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	189	1938	419	45.1%	189	0	0	0.4	7.8	0.4	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	866	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	D		1	73	-	1600	1984	1631	95.7%	-	-	-	10.3	23.7	28.3	3/1
4/1	A2300 S Entry Ahead	U	H		1	73	-	233	1940	1595	14.6%	-	-	-	0.2	2.9	1.3	4/1
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	233	1946	484	48.1%	233	0	0	0.5	7.4	1.8	10/1
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**82**	**0**	**0**	**56.6**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N U-Turn Left	U	B		1	51	-	761	1842	1064	71.5%	-	-	-	4.1	19.6	14.8	1/1
1/2	A23 N Left	U	B		1	51	-	803	1923	1111	72.3%	-	-	-	4.4	19.6	15.8	1/2

Basic Results Summary

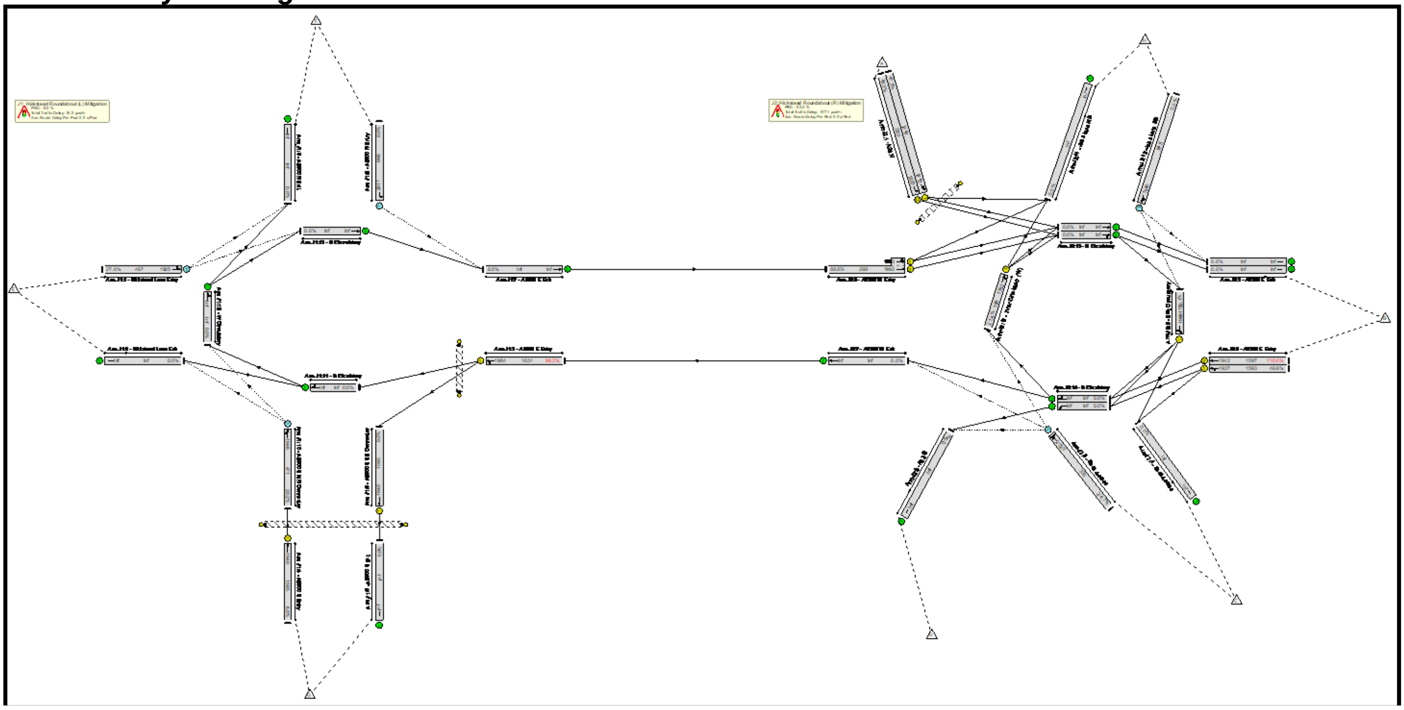
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	751	1937	1593	47.2%	-	-	-	0.9	4.5	5.9	2/1
2/2	A2300 E Entry Ahead	U	C		1	73	-	1637	1942	1597	102.5%	-	-	-	38.5	84.8	74.6	2/2
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	348	23.6%	82	0	0	0.2	6.8	0.2	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	17	-	406	1993:1896	492	82.5%	-	-	-	5.8	51.8	9.4	8/2+8/1
9/1	East Circulatory Ahead Right	U	K		1	7	-	90	1974	175	51.3%	-	-	-	1.3	52.1	2.6	9/1
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	78	1782	158	48.0%	-	-	-	1.4	64.2	2.2	10/1
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	355	0.0%	0	0	0	0.0	0.0	0.0	12/1
Ped Link: P1	A3 N Ped Crossing	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1

C1	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	15.70	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	-6.4	Total Delay for Signalled Lanes (pcuHr):	10.30	Cycle Time (s):	90
C1	Stream: 3 PRC for Signalled Lanes (%):	516.1	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	90
C1	Stream: 4 PRC for Signalled Lanes (%):	-13.9	Total Delay for Signalled Lanes (pcuHr):	40.78	Cycle Time (s):	90
	PRC Over All Lanes (%):	-13.9	Total Delay Over All Lanes(pcuHr):	68.00		

Basic Results Summary

Scenario 4: '2039 Ref Case PM' (FG4: '2039 Ref Case PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**303**	**0**	**0**	**123.3**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**	**221**	**0**	**0**	**16.2**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	126	1925	467	27.0%	126	0	0	0.2	5.3	0.2	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	996	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	D		1	73	-	1760	1984	1631	98.3%	-	-	-	15.8	35.4	40.7	3/1
4/1	A2300 S Entry Ahead	U	H		1	73	-	95	1940	1595	6.0%	-	-	-	0.1	2.7	0.5	4/1
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	95	1946	471	20.2%	95	0	0	0.1	4.8	0.4	10/1
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**82**	**0**	**0**	**107.1**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N U-Turn Left	U	B		1	60	-	591	1842	1248	47.3%	-	-	-	1.6	9.6	7.3	1/1
1/2	A23 N Left	U	B		1	60	-	629	1923	1303	48.3%	-	-	-	1.7	9.6	8.0	1/2

Basic Results Summary

2/1	A2300 E Entry Left Ahead	U	C		1	73	-	742	1937	1593	46.6%	-	-	-	0.9	4.4	5.6	2/1
2/2	A2300 E Entry Ahead	U	C		1	73	-	1757	1942	1597	110.0%	-	-	-	97.9	200.6	133.2	2/2
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	333	24.7%	82	0	0	0.2	7.2	0.2	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	8	-	192	1993:1896	288	66.6%	-	-	-	3.0	56.0	3.5	8/2+8/1
9/1	East Circulatory Ahead Right	U	K		1	7	-	93	1969	175	53.1%	-	-	-	1.4	53.4	2.7	9/1
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	38	1782	158	21.8%	-	-	-	0.5	56.9	0.9	10/1
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	545	0.0%	0	0	0	0.0	0.0	0.0	12/1
Ped Link: P1	A3 N Ped Crossing	-	I		1	8	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1

C1	Stream: 1	PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	6.79	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	15.78	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	1411.2	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	-22.3	Total Delay for Signalled Lanes (pcuHr):	100.17	Cycle Time (s):	90
		PRC Over All Lanes (%):	-22.3	Total Delay Over All Lanes(pcuHr):	123.29		

Basic Results Summary

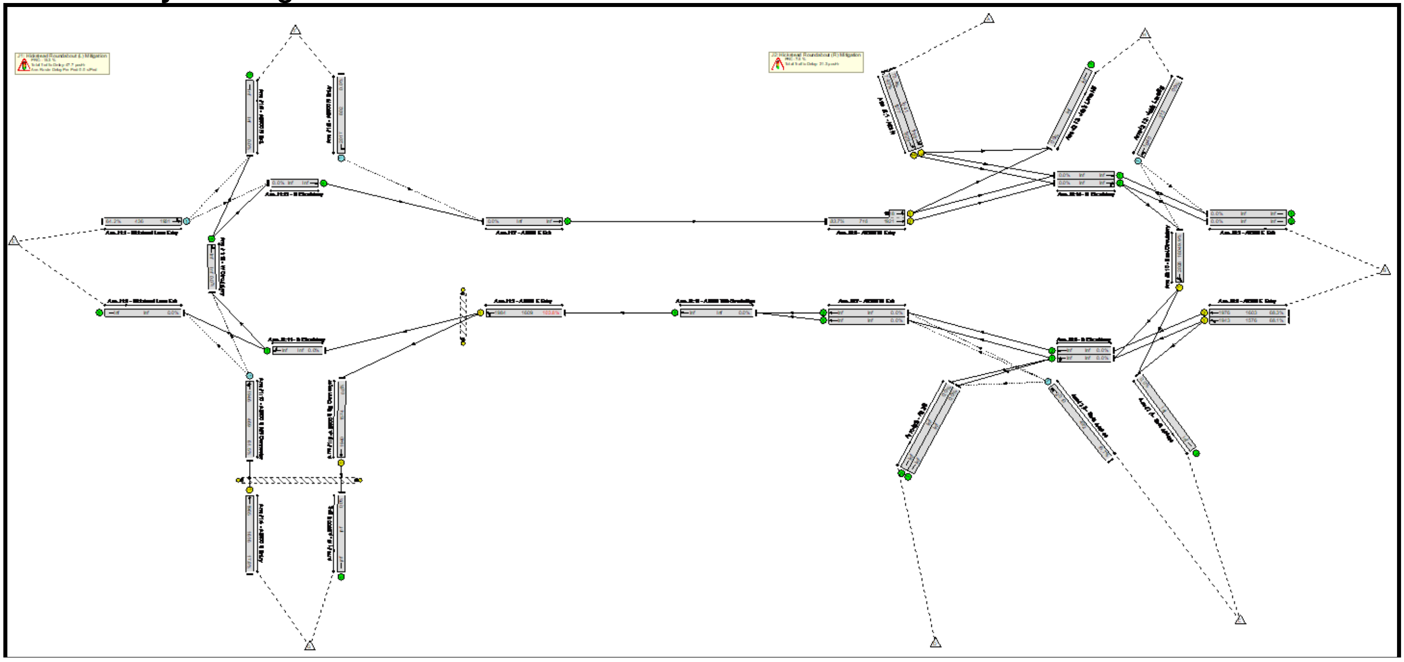
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hickstead Junction Mitigation - SYSTRA Mitigation Model - Combined.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2039 DM AM' (FG3: '2039 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.8%**	**604**	**46**	**0**	**69.0**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.8%**	**522**	**46**	**0**	**47.7**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	280	1931	436	64.2%	234	46	0	0.9	11.4	0.9	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	802	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	E		1	72	-	1670	1984	1609	103.8%	-	-	-	45.8	98.6	83.9	3/1
4/1	A2300 S Entry Ahead	U	I		1	73	-	288	1965	1616	17.8%	-	-	-	0.2	3.0	1.5	4/1
9/1	A2300 S SB Connector Ahead	U	G		1	72	-	0	1940	1574	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	288	1946	469	61.5%	288	0	0	0.8	10.0	2.5	10/1
Ped Link: P1	A2300 E Ped Crossing	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**	**82**	**0**	**0**	**21.3**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N Left Left2	U	B		1	52	-	764	1768	1041	73.4%	-	-	-	4.2	19.8	15.2	1/1
1/2	A23 N Left	U	B		1	52	-	797	1829	1077	74.0%	-	-	-	4.4	19.8	15.8	1/2

Basic Results Summary

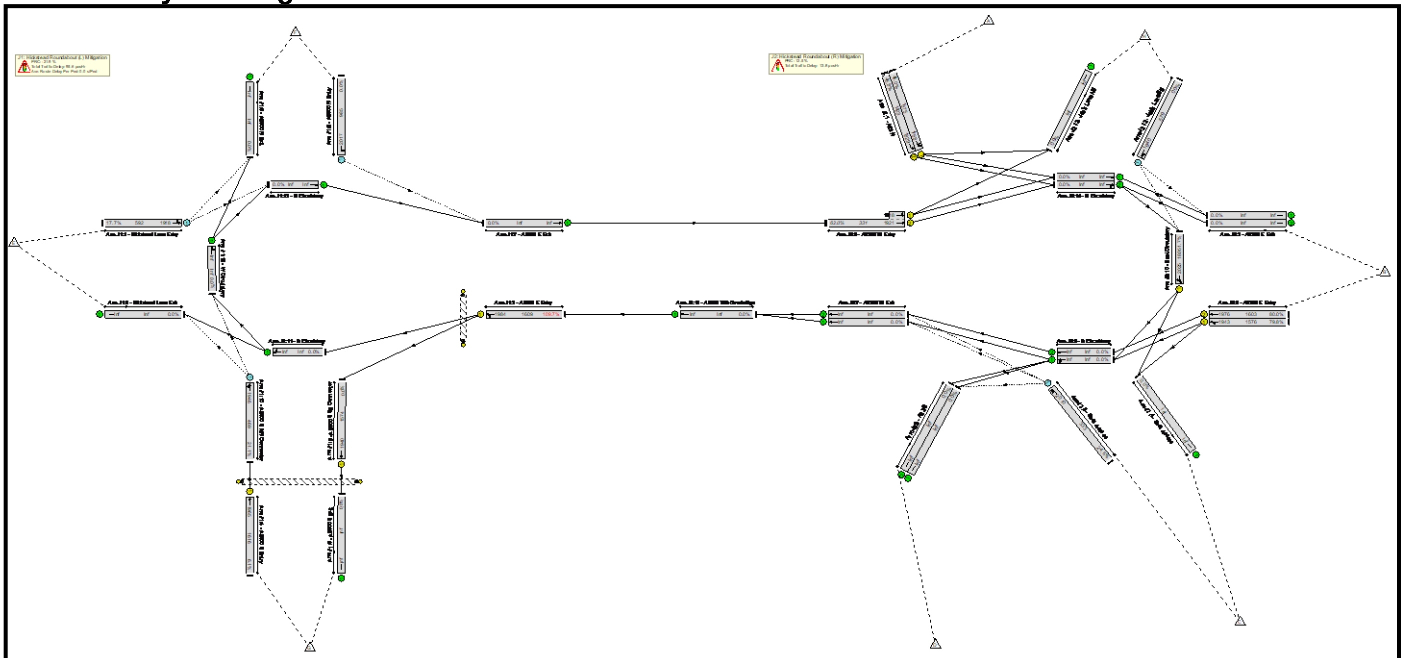
2/1	A2300 E Entry Left Ahead	U	C		1	72	-	1073	1943	1576	68.1%	-	-	-	2.1	7.1	12.1	2/1
2/2	A2300 E Entry Ahead	U	C		1	72	-	1095	1976	1603	68.3%	-	-	-	2.2	7.1	12.6	2/2
5/1	Shell Access Left Left2	O	-		-	-	-	82	2010	492	16.7%	82	0	0	0.1	5.5	0.5	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	27	-	602	1921:1948	716	83.7%	-	-	-	6.8	40.9	12.9	8/2+8/1
10/1	East Circulatory Ahead Right	U	D		1	7	-	90	2028	180	49.9%	-	-	-	1.4	57.5	2.6	10/1
13/1	Job's Lane SB Left Ahead	O	-		-	-	-	0	1940	313	0.0%	0	0	0	0.0	0.0	0.0	13/1

C1	Stream: 1	PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	5.74	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	45.76	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	404.9	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	90
		PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	68.96		

Basic Results Summary

Scenario 2: '2039 DM PM' (FG4: '2039 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.7%**	**253**	**33**	**0**	**109.3**	**-**	**-**	**Network**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.7%**	**171**	**33**	**0**	**95.6**	**-**	**-**	**J1: Hickstead Roundabout (L) Mitigation**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	105	1918	592	17.7%	72	33	0	0.1	3.7	0.1	1/1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	985	0.0%	0	0	0	0.0	0.0	0.0	2/1
3/1	A2300 E Entry Left Ahead	U	E		1	72	-	1766	1984	1609	109.7%	-	-	-	95.2	194.2	131.7	3/1
4/1	A2300 S Entry Ahead	U	I		1	73	-	99	1965	1616	6.1%	-	-	-	0.1	2.7	0.5	4/1
9/1	A2300 S SB Connector Ahead	U	G		1	72	-	0	1940	1574	0.0%	-	-	-	0.0	0.0	0.0	9/1
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	99	1946	469	21.1%	99	0	0	0.1	4.9	0.1	10/1
Ped Link: P1	A2300 E Ped Crossing	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	A2300 S Ped Crossing	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**	**82**	**0**	**0**	**13.8**	**-**	**-**	**J2: Hickstead Roundabout (R) Mitigation**
1/1	A23 N Left Left2	U	B		1	69	-	619	1768	1375	45.0%	-	-	-	1.0	5.8	5.6	1/1
1/2	A23 N Left	U	B		1	69	-	652	1829	1423	45.8%	-	-	-	1.0	5.8	6.0	1/2

Basic Results Summary

2/1	A2300 E Entry Left Ahead	U	C		1	72	-	1257	1943	1576	79.8%	-	-	-	3.5	10.1	18.7	2/1
2/2	A2300 E Entry Ahead	U	C		1	72	-	1282	1976	1603	80.0%	-	-	-	3.6	10.1	19.1	2/2
5/1	Shell Access Left Left2	O	-		-	-	-	82	2010	333	24.6%	82	0	0	0.3	14.3	1.1	5/1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	10	-	209	1921:1948	331	62.0%	-	-	-	2.9	51.1	3.5	8/2+8/1
10/1	East Circulatory Ahead Right	U	D		1	7	-	93	2025	180	51.7%	-	-	-	1.3	52.0	2.7	10/1
13/1	Job's Lane SB Left Ahead	O	-		-	-	-	0	1940	579	0.0%	0	0	0	0.0	0.0	0.0	13/1

C1 Stream: 1 PRC for Signalled Lanes (%): 45.1 Total Delay for Signalled Lanes (pcuHr): 4.96 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 12.5 Total Delay for Signalled Lanes (pcuHr): 8.48 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): -21.9 Total Delay for Signalled Lanes (pcuHr): 95.25 Cycle Time (s): 90
C1 Stream: 4 PRC for Signalled Lanes (%): 1368.8 Total Delay for Signalled Lanes (pcuHr): 0.07 Cycle Time (s): 90
PRC Over All Lanes (%): -21.9 Total Delay Over All Lanes(pcuHr): 109.33

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Copthorne Common Existing Validation.j10
Path: \\Londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Copthorne Common Roundabout
Report generation date: 20/12/2023 12:09:20

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Copthorne Roundabout - 2019 Base									
Arm A	D1	6.4	15.71	0.86	C	D2	2.0	5.62	0.65	A
Arm B		1.0	9.59	0.46	A		1.4	8.33	0.57	A
Arm C		0.9	4.33	0.46	A		2.4	7.20	0.71	A
Arm D		0.1	4.20	0.06	A		0.1	5.48	0.10	A
Arm E		1.6	6.25	0.61	A		0.9	5.04	0.47	A
	Copthorne Roundabout - 2039 Reference Case									
Arm A	D3	55.8	113.72	1.05	F	D4	3.2	8.46	0.76	A
Arm B		1.7	14.16	0.60	B		13.2	56.65	0.96	F
Arm C		0.8	4.34	0.44	A		5.2	15.03	0.84	C
Arm D		0.1	4.28	0.08	A		0.2	7.38	0.15	A
Arm E		2.8	8.41	0.74	A		1.9	8.48	0.66	A
	Copthorne Roundabout - 2039 Do Minimum									
Arm A	D5	80.9	165.93	1.10	F	D6	5.2	13.51	0.84	B
Arm B		2.3	17.00	0.67	C		103.5	337.54	1.24	F
Arm C		1.0	4.87	0.48	A		4.5	13.48	0.82	B
Arm D		0.1	4.63	0.09	A		0.2	7.46	0.15	A
Arm E		24.8	55.69	0.99	F		6.5	21.23	0.88	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

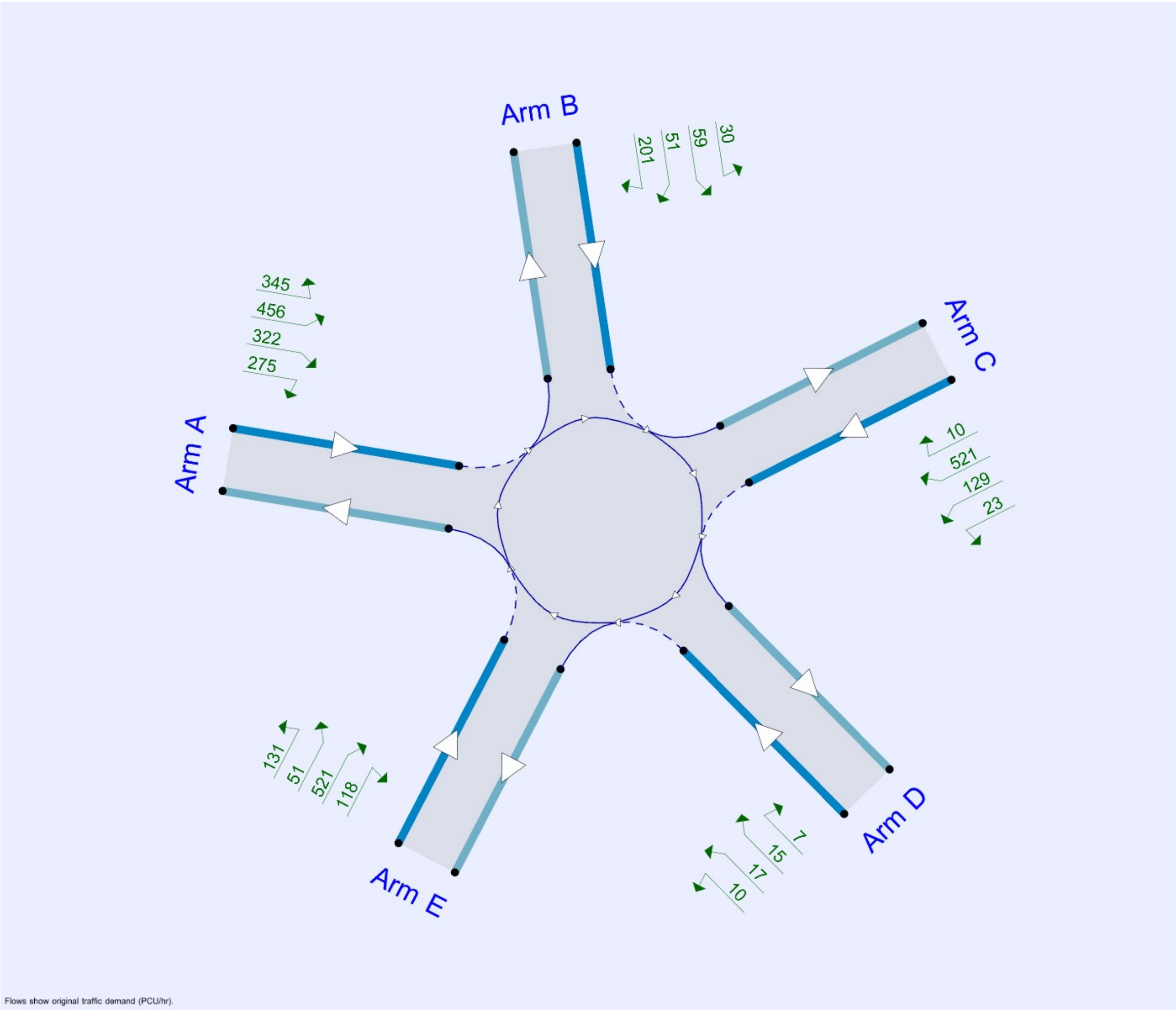
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Copthorne Roundabout	✓	100.000	100.000

Copthorne Roundabout - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	10.18	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.18	B

Arms

Arms

Arm	Name	Description	No give-way line
A	A264 (W)		
B	Brookhill Road		
C	A264 (E)		
D	Copthorne Way (SE)		
E	A2220 (SW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	5.21	7.93	11.3	25.9	64.9	37.0		
B	3.79	7.84	22.8	23.3	64.9	47.0		
C	5.16	7.53	11.8	21.0	64.9	48.0		
D	5.76	6.64	0.5	10.7	64.9	44.0		
E	4.53	7.94	18.8	19.2	64.9	37.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	None		
B	None		
C	None		
D	Percentage		100.00
E	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.579	2017
B	0.539	1831
C	0.545	1880
D	0.495	1623
E	0.569	1973

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		115.00
C	Percentage		130.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1398	100.000
B		ONE HOUR	✓	340	100.000
C		ONE HOUR	✓	683	100.000
D		ONE HOUR	✓	49	100.000
E		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	345	456	322	275
	B	201	0	30	59	51
	C	521	10	0	23	129
	D	17	15	7	0	10
	E	131	51	521	118	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	17	11	4
	B	27	0	3	17	7
	C	8	7	0	6	4
	D	13	6	5	0	3
	E	0	8	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.86	15.71	6.4	C	1283	1925
B	0.46	9.59	1.0	A	312	468
C	0.46	4.33	0.9	A	627	940
D	0.06	4.20	0.1	A	45	68
E	0.61	6.25	1.6	A	753	1130

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1053	263	541	1959	0.537	1048	653	0.0	1.3	4.377	A
B	256	64	1274	1144	0.224	255	315	0.0	0.3	4.828	A
C	514	129	768	1900	0.271	513	760	0.0	0.4	2.784	A
D	37	9	890	1183	0.031	37	391	0.0	0.0	3.384	A
E	618	155	578	1644	0.376	616	348	0.0	0.6	3.551	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1257	314	647	1888	0.666	1253	781	1.3	2.2	6.288	A
B	306	76	1524	1009	0.303	305	377	0.3	0.5	6.100	A
C	614	154	920	1793	0.343	614	910	0.4	0.6	3.275	A
D	44	11	1065	1096	0.040	44	468	0.0	0.0	3.686	A
E	738	184	692	1579	0.467	737	417	0.6	0.9	4.344	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1540	385	792	1792	0.859	1524	956	2.2	6.1	14.207	B
B	375	94	1857	830	0.451	373	458	0.5	1.0	9.371	A
C	752	188	1120	1650	0.456	751	1110	0.6	0.9	4.290	A
D	54	14	1301	979	0.055	54	571	0.0	0.1	4.192	A
E	904	226	846	1491	0.606	901	508	0.9	1.5	6.182	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1540	385	794	1790	0.860	1538	958	6.1	6.4	15.713	C
B	375	94	1870	823	0.455	374	462	1.0	1.0	9.588	A
C	752	188	1128	1645	0.457	752	1116	0.9	0.9	4.330	A
D	54	14	1306	977	0.056	54	575	0.1	0.1	4.204	A
E	904	226	849	1490	0.607	904	512	1.5	1.6	6.248	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1257	314	651	1886	0.667	1274	785	6.4	2.3	6.725	A
B	306	76	1542	999	0.306	308	382	1.0	0.5	6.231	A
C	614	154	931	1785	0.344	616	919	0.9	0.6	3.311	A
D	44	11	1073	1092	0.041	44	474	0.1	0.0	3.700	A
E	738	184	695	1577	0.468	741	422	1.6	0.9	4.392	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1053	263	544	1957	0.538	1057	656	2.3	1.3	4.474	A
B	256	64	1283	1139	0.225	257	317	0.5	0.3	4.879	A
C	514	129	774	1896	0.271	515	766	0.6	0.4	2.802	A
D	37	9	895	1180	0.031	37	394	0.0	0.0	3.395	A
E	618	155	581	1642	0.376	619	351	0.9	0.6	3.587	A

Copthorne Roundabout - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	6.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1152	100.000
B		ONE HOUR	✓	549	100.000
C		ONE HOUR	✓	1127	100.000
D		ONE HOUR	✓	66	100.000
E		ONE HOUR	✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	223	702	189	38
	B	282	0	18	27	223
	C	625	13	0	30	459
	D	37	15	7	0	7
	E	99	113	239	127	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	13	2	10	3
	B	7	0	4	12	2
	C	4	3	0	1	1
	D	0	0	0	0	0
	E	3	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.65	5.62	2.0	A	1057	1585
B	0.57	8.33	1.4	A	504	756
C	0.71	7.20	2.4	A	1034	1551
D	0.10	5.48	0.1	A	61	91
E	0.47	5.04	0.9	A	530	795

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	867	217	385	2063	0.420	864	782	0.0	0.8	3.156	A
B	414	103	976	1304	0.317	412	273	0.0	0.5	4.222	A
C	848	212	664	1974	0.430	845	725	0.0	0.8	3.269	A
D	50	12	1229	1014	0.049	50	279	0.0	0.1	3.731	A
E	435	109	734	1555	0.279	433	545	0.0	0.4	3.249	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1035	259	461	2012	0.515	1034	935	0.8	1.1	3.872	A
B	494	123	1169	1201	0.411	493	326	0.5	0.7	5.328	A
C	1013	253	794	1881	0.538	1011	867	0.8	1.2	4.243	A
D	60	15	1471	895	0.067	60	334	0.1	0.1	4.310	A
E	519	130	878	1473	0.352	518	653	0.4	0.5	3.821	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1268	317	564	1943	0.652	1265	1143	1.1	1.9	5.560	A
B	605	151	1429	1060	0.571	602	399	0.7	1.4	8.204	A
C	1240	310	971	1756	0.706	1235	1061	1.2	2.4	7.038	A
D	73	18	1798	733	0.100	73	409	0.1	0.1	5.450	A
E	636	159	1073	1362	0.467	634	798	0.5	0.9	5.005	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1268	317	565	1943	0.653	1268	1148	1.9	2.0	5.619	A
B	605	151	1433	1058	0.572	605	400	1.4	1.4	8.327	A
C	1240	310	974	1754	0.707	1240	1063	2.4	2.4	7.197	A
D	73	18	1805	730	0.100	73	410	0.1	0.1	5.481	A
E	636	159	1077	1360	0.467	636	801	0.9	0.9	5.039	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1035	259	463	2011	0.515	1039	941	2.0	1.1	3.914	A
B	494	123	1174	1198	0.412	496	328	1.4	0.7	5.405	A
C	1013	253	799	1878	0.539	1018	871	2.4	1.2	4.323	A
D	60	15	1481	890	0.067	60	336	0.1	0.1	4.338	A
E	519	130	884	1470	0.353	520	657	0.9	0.6	3.849	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	867	217	387	2061	0.421	868	786	1.1	0.8	3.185	A
B	414	103	981	1302	0.318	415	274	0.7	0.5	4.264	A
C	848	212	668	1971	0.430	850	728	1.2	0.8	3.303	A
D	50	12	1237	1011	0.049	50	281	0.1	0.1	3.746	A
E	435	109	738	1553	0.280	435	549	0.6	0.4	3.267	A

Copthorne Roundabout - 2039 Reference Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	50.42	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	50.42	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1463	100.000
B		ONE HOUR	✓	401	100.000
C		ONE HOUR	✓	625	100.000
D		ONE HOUR	✓	71	100.000
E		ONE HOUR	✓	1095	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	403	463	280	317
	B	190	0	27	58	126
	C	274	16	0	38	297
	D	20	21	10	0	19
	E	67	201	643	184	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	18	15	3
	B	32	0	4	19	3
	C	12	7	0	4	2
	D	12	4	4	0	2
	E	5	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.05	113.72	55.8	F	1342	2014
B	0.60	14.16	1.7	B	368	552
C	0.44	4.34	0.8	A	574	860
D	0.08	4.28	0.1	A	65	97
E	0.74	8.41	2.8	A	1005	1507

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1101	275	806	1782	0.618	1094	413	0.0	1.8	5.819	A
B	302	76	1420	1065	0.284	300	480	0.0	0.5	5.522	A
C	471	118	864	1832	0.257	469	857	0.0	0.4	2.807	A
D	53	13	914	1171	0.046	53	419	0.0	0.1	3.408	A
E	824	206	398	1746	0.472	821	569	0.0	0.9	3.938	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1315	329	965	1676	0.785	1307	494	1.8	3.9	10.706	B
B	361	90	1698	915	0.394	359	574	0.5	0.8	7.601	A
C	562	140	1033	1712	0.328	561	1024	0.4	0.5	3.324	A
D	64	16	1093	1082	0.059	64	501	0.1	0.1	3.740	A
E	984	246	477	1701	0.579	982	680	0.9	1.4	5.074	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1611	403	1179	1533	1.050	1494	604	3.9	33.1	55.742	F
B	442	110	2000	753	0.587	438	673	0.8	1.6	13.324	B
C	688	172	1220	1580	0.435	687	1219	0.5	0.8	4.281	A
D	78	19	1314	973	0.080	78	593	0.1	0.1	4.257	A
E	1206	301	583	1641	0.735	1200	809	1.4	2.7	8.196	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1611	403	1184	1530	1.053	1520	606	33.1	55.8	113.722	F
B	442	110	2023	740	0.597	441	681	1.6	1.7	14.160	B
C	688	172	1234	1570	0.438	688	1231	0.8	0.8	4.341	A
D	78	19	1323	968	0.081	78	599	0.1	0.1	4.279	A
E	1206	301	585	1640	0.735	1205	816	2.7	2.8	8.407	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1315	329	972	1671	0.787	1520	497	55.8	4.6	48.884	E
B	361	90	1858	829	0.435	364	634	1.7	0.9	9.153	A
C	562	140	1125	1647	0.341	563	1096	0.8	0.6	3.534	A
D	64	16	1144	1057	0.060	64	544	0.1	0.1	3.839	A
E	984	246	480	1700	0.579	990	728	2.8	1.4	5.189	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1101	275	812	1778	0.619	1112	416	4.6	1.9	6.166	A
B	302	76	1438	1056	0.286	304	486	0.9	0.5	5.644	A
C	471	118	876	1824	0.258	471	866	0.6	0.4	2.831	A
D	53	13	923	1166	0.046	53	424	0.1	0.1	3.422	A
E	824	206	401	1744	0.473	826	575	1.4	0.9	3.993	A

Copthorne Roundabout - 2039 Reference Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	19.85	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.85	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1247	100.000
B		ONE HOUR	✓	802	100.000
C		ONE HOUR	✓	1191	100.000
D		ONE HOUR	✓	76	100.000
E		ONE HOUR	✓	760	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	201	812	167	67
	B	306	0	23	68	405
	C	747	12	0	29	403
	D	48	6	8	0	14
	E	102	182	336	140	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	2	11	4
	B	6	0	3	4	2
	C	4	3	0	2	1
	D	0	0	0	0	0
	E	0	6	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.76	8.46	3.2	A	1144	1716
B	0.96	56.65	13.2	F	736	1104
C	0.84	15.03	5.2	C	1093	1639
D	0.15	7.38	0.2	A	70	105
E	0.66	8.48	1.9	A	697	1046

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	939	235	513	1978	0.475	935	901	0.0	0.9	3.601	A
B	604	151	1147	1212	0.498	600	301	0.0	1.0	6.045	A
C	897	224	863	1833	0.489	893	884	0.0	1.0	3.924	A
D	57	14	1453	904	0.063	57	303	0.0	0.1	4.250	A
E	572	143	844	1492	0.383	570	666	0.0	0.6	3.979	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1121	280	614	1910	0.587	1119	1078	0.9	1.5	4.749	A
B	721	180	1373	1091	0.661	717	360	1.0	2.0	9.879	A
C	1071	268	1032	1713	0.625	1068	1058	1.0	1.7	5.718	A
D	68	17	1738	763	0.090	68	362	0.1	0.1	5.183	A
E	683	171	1010	1398	0.489	682	796	0.6	1.0	5.128	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1373	343	750	1820	0.755	1366	1303	1.5	3.1	8.197	A
B	883	221	1677	927	0.953	849	439	2.0	10.4	37.956	E
C	1311	328	1235	1569	0.836	1299	1291	1.7	4.8	13.135	B
D	84	21	2094	587	0.143	83	440	0.1	0.2	7.150	A
E	837	209	1220	1279	0.654	833	957	1.0	1.9	8.191	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1373	343	753	1818	0.755	1373	1319	3.1	3.2	8.459	A
B	883	221	1684	923	0.957	872	441	10.4	13.2	56.652	F
C	1311	328	1258	1553	0.845	1310	1298	4.8	5.2	15.027	C
D	84	21	2124	572	0.146	84	444	0.2	0.2	7.377	A
E	837	209	1235	1270	0.659	837	972	1.9	1.9	8.484	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1121	280	618	1907	0.588	1128	1108	3.2	1.5	4.875	A
B	721	180	1383	1085	0.664	765	363	13.2	2.1	13.217	B
C	1071	268	1081	1678	0.638	1084	1067	5.2	1.8	6.377	A
D	68	17	1797	734	0.093	69	369	0.2	0.1	5.415	A
E	683	171	1039	1382	0.494	687	827	1.9	1.0	5.327	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	939	235	516	1975	0.475	941	910	1.5	1.0	3.653	A
B	604	151	1155	1208	0.500	608	303	2.1	1.0	6.255	A
C	897	224	873	1826	0.491	900	890	1.8	1.0	4.016	A
D	57	14	1468	896	0.064	57	305	0.1	0.1	4.292	A
E	572	143	852	1488	0.385	574	673	1.0	0.6	4.032	A

Copthorne Roundabout - 2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	80.47	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	80.47	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1415	100.000
B		ONE HOUR	✓	449	100.000
C		ONE HOUR	✓	664	100.000
D		ONE HOUR	✓	74	100.000
E		ONE HOUR	✓	1480	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	379	402	268	366
	B	190	0	27	57	174
	C	270	11	0	39	344
	D	21	21	10	0	22
	E	264	305	708	203	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	18	15	3
	B	32	0	4	19	3
	C	12	7	0	4	2
	D	12	4	4	0	2
	E	5	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.10	165.93	80.9	F	1298	1947
B	0.67	17.00	2.3	C	412	617
C	0.48	4.87	1.0	A	609	913
D	0.09	4.63	0.1	A	68	102
E	0.99	55.69	24.8	F	1358	2037

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	266	942	1692	0.630	1058	557	0.0	1.9	6.267	A
B	338	84	1464	1042	0.324	335	536	0.0	0.6	5.890	A
C	500	125	941	1778	0.281	498	859	0.0	0.4	2.977	A
D	56	14	1015	1121	0.050	55	424	0.0	0.1	3.573	A
E	1114	279	392	1750	0.637	1107	678	0.0	1.8	5.653	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1272	318	1126	1569	0.811	1261	667	1.9	4.5	12.657	B
B	403	101	1748	889	0.454	402	640	0.6	0.9	8.537	A
C	596	149	1124	1648	0.362	596	1026	0.4	0.6	3.625	A
D	66	17	1213	1022	0.065	66	506	0.1	0.1	3.981	A
E	1330	333	469	1706	0.780	1324	811	1.8	3.5	9.439	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1558	389	1337	1428	1.091	1403	806	4.5	43.1	72.407	F
B	494	123	2005	750	0.659	489	735	0.9	2.1	15.719	C
C	731	183	1303	1521	0.480	729	1191	0.6	1.0	4.810	A
D	81	20	1446	907	0.090	81	586	0.1	0.1	4.610	A
E	1629	407	573	1647	0.990	1570	955	3.5	18.2	34.316	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1558	389	1364	1410	1.104	1407	814	43.1	80.9	165.927	F
B	494	123	2028	738	0.669	493	743	2.1	2.3	17.004	C
C	731	183	1313	1514	0.483	731	1208	1.0	1.0	4.871	A
D	81	20	1452	904	0.090	81	592	0.1	0.1	4.626	A
E	1629	407	575	1645	0.990	1603	958	18.2	24.8	55.690	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1272	318	1201	1519	0.837	1499	686	80.9	24.2	129.899	F
B	403	101	1977	765	0.527	407	722	2.3	1.3	11.772	B
C	596	149	1247	1560	0.382	598	1137	1.0	0.7	3.969	A
D	66	17	1281	989	0.067	67	564	0.1	0.1	4.127	A
E	1330	333	472	1704	0.781	1414	875	24.8	3.8	16.111	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	266	954	1683	0.633	1154	563	24.2	2.0	8.945	A
B	338	84	1544	999	0.338	341	565	1.3	0.6	6.368	A
C	500	125	991	1742	0.287	500	894	0.7	0.4	3.076	A
D	56	14	1046	1105	0.050	56	445	0.1	0.1	3.629	A
E	1114	279	395	1748	0.638	1122	707	3.8	1.8	5.941	A

Copthorne Roundabout - 2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	81.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.95	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1305	100.000
B		ONE HOUR	✓	927	100.000
C		ONE HOUR	✓	1129	100.000
D		ONE HOUR	✓	80	100.000
E		ONE HOUR	✓	1059	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	192	781	162	169
	B	345	0	25	89	468
	C	670	12	0	20	427
	D	40	14	9	0	17
	E	265	214	446	134	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	2	11	4
	B	6	0	3	4	2
	C	4	3	0	2	1
	D	0	0	0	0	0
	E	0	6	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.84	13.51	5.2	B	1197	1796
B	1.24	337.54	103.5	F	850	1276
C	0.82	13.48	4.5	B	1036	1554
D	0.15	7.46	0.2	A	73	110
E	0.88	21.23	6.5	C	972	1458

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	982	246	621	1905	0.516	978	988	0.0	1.1	4.035	A
B	698	174	1275	1144	0.610	691	324	0.0	1.6	8.132	A
C	850	212	1022	1720	0.494	846	944	0.0	1.0	4.214	A
D	60	15	1564	849	0.071	60	304	0.0	0.1	4.564	A
E	797	199	816	1509	0.529	793	808	0.0	1.1	5.090	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1173	293	743	1824	0.643	1170	1179	1.1	1.9	5.730	A
B	833	208	1525	1009	0.826	822	388	1.6	4.4	18.915	C
C	1015	254	1217	1582	0.642	1012	1130	1.0	1.8	6.453	A
D	72	18	1866	699	0.103	72	363	0.1	0.1	5.735	A
E	952	238	974	1419	0.671	949	964	1.1	2.0	7.734	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1437	359	901	1719	0.836	1425	1369	1.9	4.9	12.308	B
B	1020	255	1854	831	1.227	823	471	4.4	53.8	140.454	F
C	1243	311	1308	1517	0.819	1233	1368	1.8	4.3	12.585	B
D	88	22	2117	575	0.153	88	424	0.1	0.2	7.387	A
E	1166	292	1120	1335	0.873	1150	1085	2.0	6.0	18.379	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1437	359	912	1712	0.839	1436	1378	4.9	5.2	13.514	B
B	1020	255	1871	822	1.241	821	476	53.8	103.5	337.544	F
C	1243	311	1312	1515	0.820	1242	1381	4.3	4.5	13.477	B
D	88	22	2127	570	0.155	88	427	0.2	0.2	7.464	A
E	1166	292	1126	1332	0.875	1164	1089	6.0	6.5	21.233	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1173	293	758	1814	0.647	1186	1252	5.2	1.9	6.116	A
B	833	208	1550	995	0.837	986	395	103.5	65.4	305.483	F
C	1015	254	1383	1464	0.693	1023	1152	4.5	2.4	8.549	A
D	72	18	2023	622	0.116	72	383	0.2	0.1	6.556	A
E	952	238	1042	1380	0.690	969	1054	6.5	2.3	9.258	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	982	246	628	1901	0.517	986	1092	1.9	1.1	4.128	A
B	698	174	1286	1138	0.613	953	327	65.4	1.7	60.662	F
C	850	212	1279	1538	0.553	854	960	2.4	1.3	5.448	A
D	60	15	1802	731	0.082	60	331	0.1	0.1	5.372	A
E	797	199	918	1450	0.550	802	945	2.3	1.3	5.687	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Copthorne Common Mitigation.j10
Path: \\Londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Copthorne Common Roundabout
Report generation date: 20/12/2023 11:24:09

»2039 DM, AM
»2039 DM, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2039 DM									
Arm A	D1	31.3	70.35	1.01	F	D2	3.5	8.89	0.77	A
Arm B		1.5	11.01	0.57	B		25.5	87.70	1.01	F
Arm C		1.0	5.04	0.49	A		7.1	21.81	0.89	C
Arm D		0.1	4.70	0.09	A		0.2	8.72	0.18	A
Arm E		24.9	55.82	0.99	F		7.8	25.47	0.90	D

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

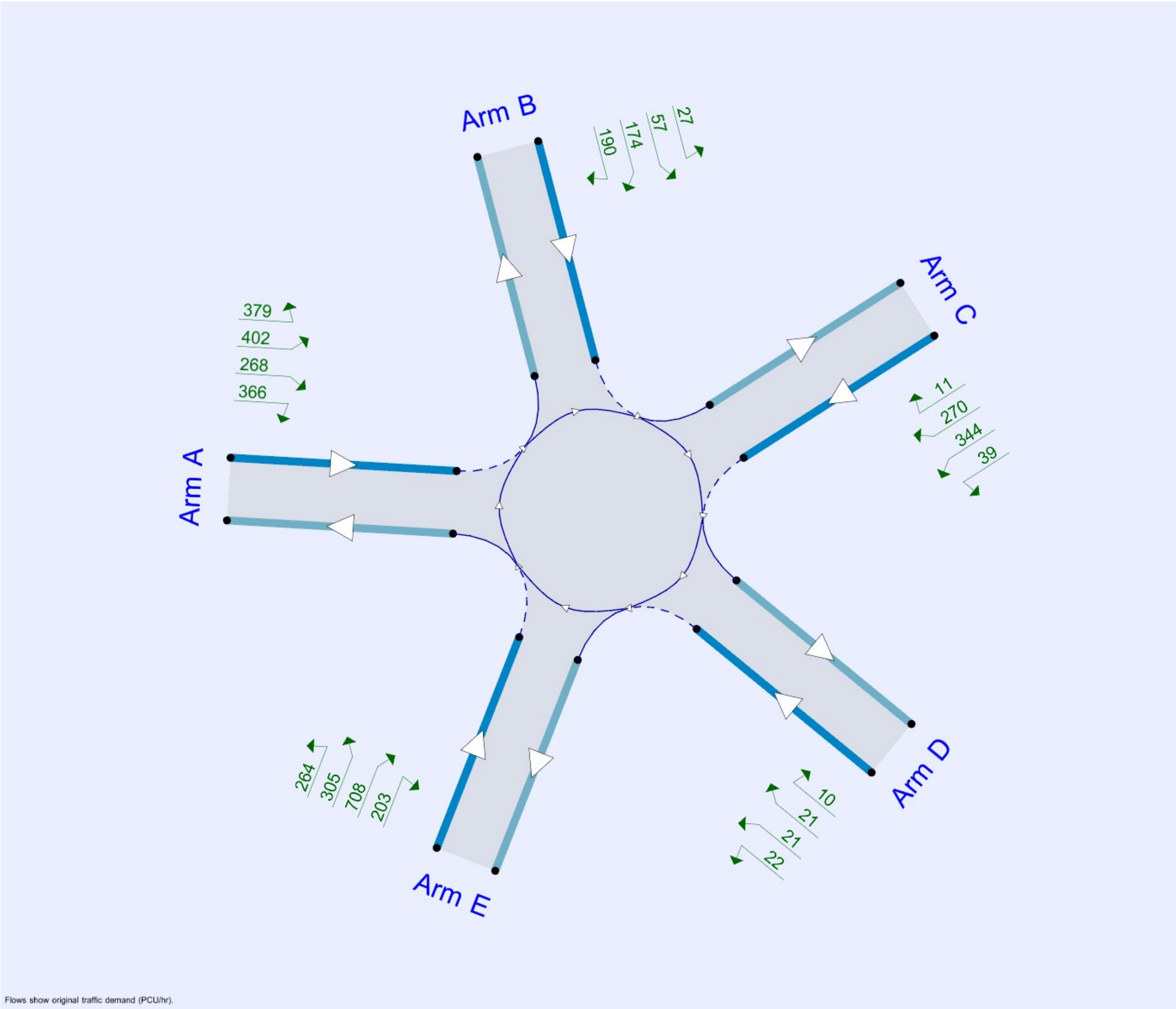
File summary

File Description

Title	
Location	
Site number	
Date	15/12/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 DM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2039 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	46.75	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.75	E

Arms

Arms

Arm	Name	Description	No give-way line
A	A264 W		
B	Brookhill Road		
C	Copthorne Common Rd		
D	Copthorne Way SE		
E	A2220 SW		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	6.10	8.14	8.1	27.3	64.9	37.0		
B	4.95	8.42	26.8	16.1	64.9	47.0		
C	5.16	7.53	11.8	21.0	64.9	48.0		
D	5.76	6.64	0.5	10.7	64.9	44.0		
E	4.53	7.94	18.8	19.2	64.9	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.604	2166
B	0.576	2084
C	0.545	1880
D	0.495	1623
E	0.569	1973

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		115.00
C	Percentage		130.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1415	100.000
B		ONE HOUR	✓	448	100.000
C		ONE HOUR	✓	664	100.000
D		ONE HOUR	✓	74	100.000
E		ONE HOUR	✓	1480	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	379	402	268	366
	B	190	0	27	57	174
	C	270	11	0	39	344
	D	21	21	10	0	22
	E	264	305	708	203	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	18	15	3
	B	32	0	4	19	3
	C	12	7	0	4	0
	D	12	4	4	0	2
	E	5	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.01	70.35	31.3	F	1298	1948
B	0.57	11.01	1.5	B	411	617
C	0.49	5.04	1.0	A	609	914
D	0.09	4.70	0.1	A	68	102
E	0.99	55.82	24.9	F	1358	2037

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	266	941	1836	0.580	1059	558	0.0	1.5	5.132	A
B	337	84	1465	1240	0.272	336	536	0.0	0.4	4.600	A
C	500	125	942	1777	0.281	498	858	0.0	0.4	2.950	A
D	56	14	1016	1120	0.050	55	424	0.0	0.1	3.567	A
E	1114	279	392	1750	0.637	1107	679	0.0	1.8	5.658	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1272	318	1125	1708	0.745	1266	668	1.5	3.1	8.946	A
B	403	101	1750	1076	0.374	402	641	0.4	0.7	6.179	A
C	597	149	1126	1646	0.363	596	1026	0.4	0.6	3.595	A
D	67	17	1215	1022	0.065	66	507	0.1	0.1	3.977	A
E	1330	333	469	1706	0.780	1324	812	1.8	3.5	9.449	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1558	389	1336	1562	0.998	1490	808	3.1	20.1	38.675	E
B	493	123	2068	893	0.553	490	758	0.7	1.4	10.298	B
C	731	183	1344	1492	0.490	729	1215	0.6	1.0	4.943	A
D	81	20	1470	895	0.091	81	603	0.1	0.1	4.668	A
E	1630	407	574	1646	0.990	1570	978	3.5	18.3	34.405	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1558	389	1363	1543	1.010	1513	815	20.1	31.3	70.348	F
B	493	123	2106	871	0.566	493	771	1.4	1.5	11.014	B
C	731	183	1361	1480	0.494	731	1238	1.0	1.0	5.044	A
D	81	20	1480	890	0.092	81	612	0.1	0.1	4.695	A
E	1630	407	576	1645	0.990	1603	986	18.3	24.9	55.818	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1272	318	1200	1656	0.768	1382	687	31.3	3.9	20.177	C
B	403	101	1891	995	0.405	405	690	1.5	0.8	7.110	A
C	597	149	1194	1598	0.374	598	1103	1.0	0.6	3.786	A
D	67	17	1250	1004	0.066	67	542	0.1	0.1	4.053	A
E	1330	333	472	1704	0.781	1415	845	24.9	3.8	16.135	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	266	954	1828	0.583	1075	563	3.9	1.6	5.401	A
B	337	84	1485	1229	0.275	339	543	0.8	0.4	4.693	A
C	500	125	954	1768	0.283	501	870	0.6	0.4	2.980	A
D	56	14	1025	1116	0.050	56	430	0.1	0.1	3.583	A
E	1114	279	395	1748	0.637	1122	686	3.8	1.8	5.945	A

2039 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	32.27	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.27	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1304	100.000
B		ONE HOUR	✓	927	100.000
C		ONE HOUR	✓	1129	100.000
D		ONE HOUR	✓	80	100.000
E		ONE HOUR	✓	1059	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	192	781	162	169
	B	345	0	25	89	468
	C	670	12	0	20	427
	D	40	14	9	0	17
	E	265	214	446	134	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		A	B	C	D	E
From	A	0	12	2	11	4
	B	6	0	3	4	2
	C	4	3	0	2	1
	D	0	0	0	0	0
	E	0	6	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.77	8.89	3.5	A	1197	1795
B	1.01	87.70	25.5	F	851	1276
C	0.89	21.81	7.1	C	1036	1554
D	0.18	8.72	0.2	A	73	110
E	0.90	25.47	7.8	D	972	1458

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	982	245	621	2059	0.477	978	988	0.0	0.9	3.475	A
B	698	174	1275	1350	0.517	694	324	0.0	1.1	5.652	A
C	850	212	1023	1719	0.494	846	945	0.0	1.0	4.219	A
D	60	15	1566	848	0.071	60	303	0.0	0.1	4.569	A
E	797	199	816	1508	0.529	793	810	0.0	1.1	5.077	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1172	293	742	1975	0.594	1170	1182	0.9	1.5	4.671	A
B	833	208	1525	1205	0.691	829	387	1.1	2.2	9.789	A
C	1015	254	1223	1577	0.643	1012	1131	1.0	1.8	6.504	A
D	72	18	1872	696	0.103	72	363	0.1	0.1	5.762	A
E	952	238	976	1417	0.672	948	968	1.1	2.0	7.733	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1436	359	898	1866	0.769	1428	1416	1.5	3.4	8.463	A
B	1021	255	1856	1015	1.006	963	470	2.2	16.7	48.399	E
C	1243	311	1445	1421	0.875	1226	1374	1.8	6.2	17.587	C
D	88	22	2233	518	0.170	88	437	0.1	0.2	8.368	A
E	1166	291	1168	1308	0.891	1147	1153	2.0	6.8	20.546	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1436	359	910	1858	0.773	1435	1437	3.4	3.5	8.890	A
B	1021	255	1870	1007	1.014	985	475	16.7	25.5	87.695	F
C	1243	311	1470	1403	0.886	1239	1386	6.2	7.1	21.810	C
D	88	22	2268	501	0.176	88	442	0.2	0.2	8.724	A
E	1166	291	1185	1299	0.898	1162	1171	6.8	7.8	25.475	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1172	293	762	1961	0.598	1180	1238	3.5	1.6	4.870	A
B	833	208	1548	1193	0.699	925	394	25.5	2.5	18.971	C
C	1015	254	1323	1507	0.674	1035	1150	7.1	2.2	8.153	A
D	72	18	1981	642	0.112	72	377	0.2	0.1	6.316	A
E	952	238	1026	1389	0.685	974	1027	7.8	2.3	9.249	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	982	245	628	2054	0.478	984	1000	1.6	1.0	3.531	A
B	698	174	1285	1344	0.519	703	327	2.5	1.1	5.879	A
C	850	212	1036	1710	0.497	855	953	2.2	1.0	4.348	A
D	60	15	1584	839	0.072	60	306	0.1	0.1	4.624	A
E	797	199	826	1503	0.530	802	819	2.3	1.2	5.246	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820

Filename: Dukes Head Roundabout Validation (AM Model).j10
Path: \\Londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Dukes Head Roundabout
Report generation date: 20/12/2023 12:47:57

»Dukes Head Roundabout - 2019 Base, AM
»Dukes Head Roundabout - 2039 Ref Case, AM
»Dukes Head Roundabout - 2039 Do Minimum, AM

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Dukes Head Roundabout - 2019 Base				
Arm A	D1	19.4	69.96	0.98	F
Arm B		0.3	4.49	0.20	A
Arm C		0.7	5.35	0.38	A
Arm D		0.6	5.28	0.36	A
	Dukes Head Roundabout - 2039 Ref Case				
Arm A	D2	116.5	416.44	1.22	F
Arm B		0.5	4.90	0.33	A
Arm C		0.4	5.07	0.26	A
Arm D		1.8	8.50	0.64	A
	Dukes Head Roundabout - 2039 Do Minimum				
Arm A	D3	114.8	411.08	1.22	F
Arm B		0.6	5.16	0.37	A
Arm C		0.4	5.24	0.28	A
Arm D		2.0	9.34	0.67	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

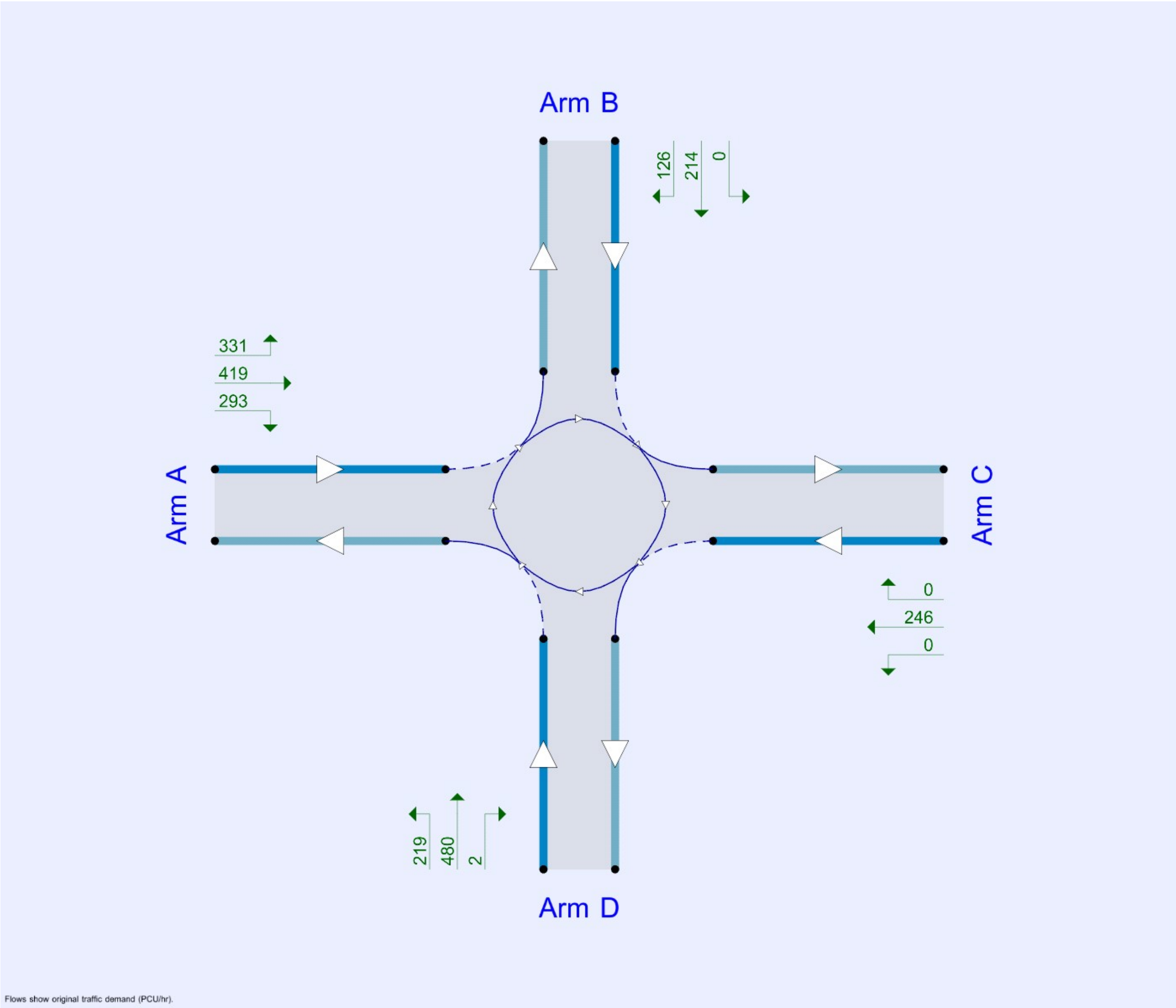
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Dukes Head Roundabout	✓	100.000	100.000

Dukes Head Roundabout - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	37.03	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.03	E

Arms

Arms

Arm	Name	Description	No give-way line
A	Copthorne Common Road		
B	Turners Hill Road (N)		
C	A264 (E)		
D	Turners Hill Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	4.79	7.53	19.4	46.5	49.0	57.0		
B	3.81	6.64	9.5	24.3	49.0	49.0		
C	4.37	4.83	16.8	22.9	49.0	46.0		
D	2.78	6.74	12.8	100.3	49.0	44.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.630	1890
B	0.559	1503
C	0.538	1381
D	0.559	1432

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		60.50

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	933	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	405	100.000
D		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	253	518	163
	B	135	0	0	66
	C	405	0	0	0
	D	126	230	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	10	13
	B	6	0	11	13
	C	7	0	0	13
	D	6	2	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.98	69.96	19.4	F	857	1285
B	0.20	4.49	0.3	A	184	276
C	0.38	5.35	0.7	A	372	557
D	0.36	5.28	0.6	A	329	493

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	703	176	174	1077	0.653	695	499	0.0	2.0	10.020	B
B	151	38	508	1219	0.124	150	361	0.0	0.2	3.650	A
C	305	76	271	1235	0.247	303	387	0.0	0.3	4.141	A
D	270	67	404	1206	0.224	269	171	0.0	0.3	3.967	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	839	210	209	1064	0.789	832	598	2.0	3.7	16.343	C
B	180	45	608	1163	0.155	180	432	0.2	0.2	3.971	A
C	364	91	325	1206	0.302	364	463	0.3	0.5	4.583	A
D	322	81	484	1161	0.277	322	204	0.3	0.4	4.433	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1028	257	255	1046	0.983	985	732	3.7	14.5	45.607	E
B	221	55	720	1101	0.201	221	520	0.2	0.3	4.434	A
C	446	111	392	1170	0.381	445	548	0.5	0.7	5.323	A
D	395	99	593	1100	0.359	394	244	0.4	0.6	5.263	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1028	257	256	1046	0.983	1009	733	14.5	19.4	69.963	F
B	221	55	737	1091	0.203	221	527	0.3	0.3	4.485	A
C	446	111	397	1167	0.382	446	562	0.7	0.7	5.351	A
D	395	99	594	1100	0.359	395	248	0.6	0.6	5.277	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	839	210	209	1063	0.789	899	600	19.4	4.5	29.751	D
B	180	45	657	1136	0.159	181	451	0.3	0.2	4.086	A
C	364	91	337	1199	0.304	365	500	0.7	0.5	4.631	A
D	322	81	486	1160	0.278	323	216	0.6	0.4	4.448	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	703	176	175	1076	0.653	712	502	4.5	2.1	10.975	B
B	151	38	521	1212	0.125	151	367	0.2	0.2	3.682	A
C	305	76	275	1233	0.247	305	397	0.5	0.4	4.168	A
D	270	67	407	1205	0.224	270	174	0.4	0.3	3.987	A

Dukes Head Roundabout - 2039 Ref Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	190.23	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	190.23	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1043	100.000
B		ONE HOUR	✓	340	100.000
C		ONE HOUR	✓	246	100.000
D		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	331	419	293
	B	126	0	0	214
	C	246	0	0	0
	D	219	480	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	10	9
	B	6	0	0	4
	C	8	2	0	21
	D	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.22	416.44	116.5	F	957	1436
B	0.33	4.90	0.5	A	312	468
C	0.26	5.07	0.4	A	226	339
D	0.64	8.50	1.8	A	643	965

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	785	196	361	1006	0.781	771	443	0.0	3.5	15.666	C
B	256	64	528	1208	0.212	255	604	0.0	0.3	3.953	A
C	185	46	471	1127	0.164	184	311	0.0	0.2	4.121	A
D	528	132	279	1276	0.414	525	377	0.0	0.7	4.866	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	938	234	432	978	0.958	906	530	3.5	11.5	41.286	E
B	306	76	620	1156	0.264	305	718	0.3	0.4	4.428	A
C	221	55	560	1080	0.205	221	366	0.2	0.3	4.526	A
D	630	158	334	1245	0.506	629	447	0.7	1.0	5.941	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1148	287	529	942	1.219	937	649	11.5	64.4	158.529	F
B	374	94	642	1144	0.327	374	824	0.4	0.5	4.890	A
C	271	68	637	1038	0.261	270	378	0.3	0.4	5.063	A
D	772	193	409	1203	0.641	769	498	1.0	1.8	8.386	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1148	287	531	941	1.220	940	651	64.4	116.5	351.535	F
B	374	94	644	1143	0.328	374	827	0.5	0.5	4.905	A
C	271	68	638	1037	0.261	271	380	0.4	0.4	5.072	A
D	772	193	410	1203	0.642	772	500	1.8	1.8	8.502	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	938	234	435	977	0.959	968	533	116.5	108.8	416.443	F
B	306	76	663	1132	0.270	306	741	0.5	0.4	4.566	A
C	221	55	578	1070	0.207	222	391	0.4	0.3	4.585	A
D	630	158	335	1245	0.506	633	465	1.8	1.1	6.030	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	785	196	364	1005	0.782	995	446	108.8	56.4	301.211	F
B	256	64	681	1123	0.228	256	678	0.4	0.3	4.353	A
C	185	46	536	1093	0.170	185	401	0.3	0.2	4.288	A
D	528	132	280	1275	0.414	529	441	1.1	0.7	4.926	A

Dukes Head Roundabout - 2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	181.43	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	181.43	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1036	100.000
B		ONE HOUR	✓	390	100.000
C		ONE HOUR	✓	256	100.000
D		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	354	416	265
	B	147	0	0	243
	C	254	0	0	2
	D	227	490	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	10	9
	B	5	0	4	4
	C	8	0	0	1
	D	3	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.22	411.08	114.8	F	951	1426
B	0.37	5.16	0.6	A	358	537
C	0.28	5.24	0.4	A	235	352
D	0.67	9.34	2.0	A	662	993

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	780	195	370	1002	0.778	766	470	0.0	3.5	15.505	C
B	294	73	507	1220	0.241	292	629	0.0	0.3	4.043	A
C	193	48	488	1118	0.172	192	311	0.0	0.2	4.181	A
D	543	136	300	1264	0.429	540	380	0.0	0.8	5.034	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	931	233	443	974	0.956	900	564	3.5	11.2	40.643	E
B	351	88	596	1170	0.300	350	747	0.3	0.4	4.579	A
C	230	57	581	1068	0.215	230	365	0.2	0.3	4.620	A
D	648	162	360	1231	0.527	647	450	0.8	1.1	6.254	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1141	285	542	937	1.217	932	689	11.2	63.4	156.906	F
B	429	107	617	1158	0.371	429	856	0.4	0.6	5.145	A
C	282	70	667	1022	0.276	281	379	0.3	0.4	5.229	A
D	794	198	441	1186	0.670	790	508	1.1	2.0	9.179	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1141	285	544	936	1.219	935	691	63.4	114.8	348.277	F
B	429	107	620	1156	0.371	429	859	0.6	0.6	5.163	A
C	282	70	669	1021	0.276	282	380	0.4	0.4	5.241	A
D	794	198	441	1185	0.670	794	509	2.0	2.0	9.343	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	931	233	447	973	0.957	964	566	114.8	106.6	411.080	F
B	351	88	638	1146	0.306	351	773	0.6	0.5	4.724	A
C	230	57	598	1059	0.217	230	391	0.4	0.3	4.679	A
D	648	162	361	1230	0.527	652	467	2.0	1.1	6.367	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	780	195	373	1001	0.779	991	474	106.6	53.8	293.609	F
B	294	73	655	1137	0.258	294	709	0.5	0.4	4.458	A
C	193	48	548	1086	0.177	193	401	0.3	0.2	4.340	A
D	543	136	302	1263	0.430	544	438	1.1	0.8	5.106	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Dukes Head Roundabout Validation (Mitigated AM Final BG geoms for Meeting).j10
Path: \\Londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Dukes Head Roundabout
Report generation date: 20/12/2023 10:27:19

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Dukes Head Roundabout (Mitigation) - 2039 Do Minimum			
Arm A	32.6	99.29	1.03	F
Arm B	0.6	5.39	0.38	A
Arm C	0.3	3.81	0.22	A
Arm D	1.7	7.63	0.62	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

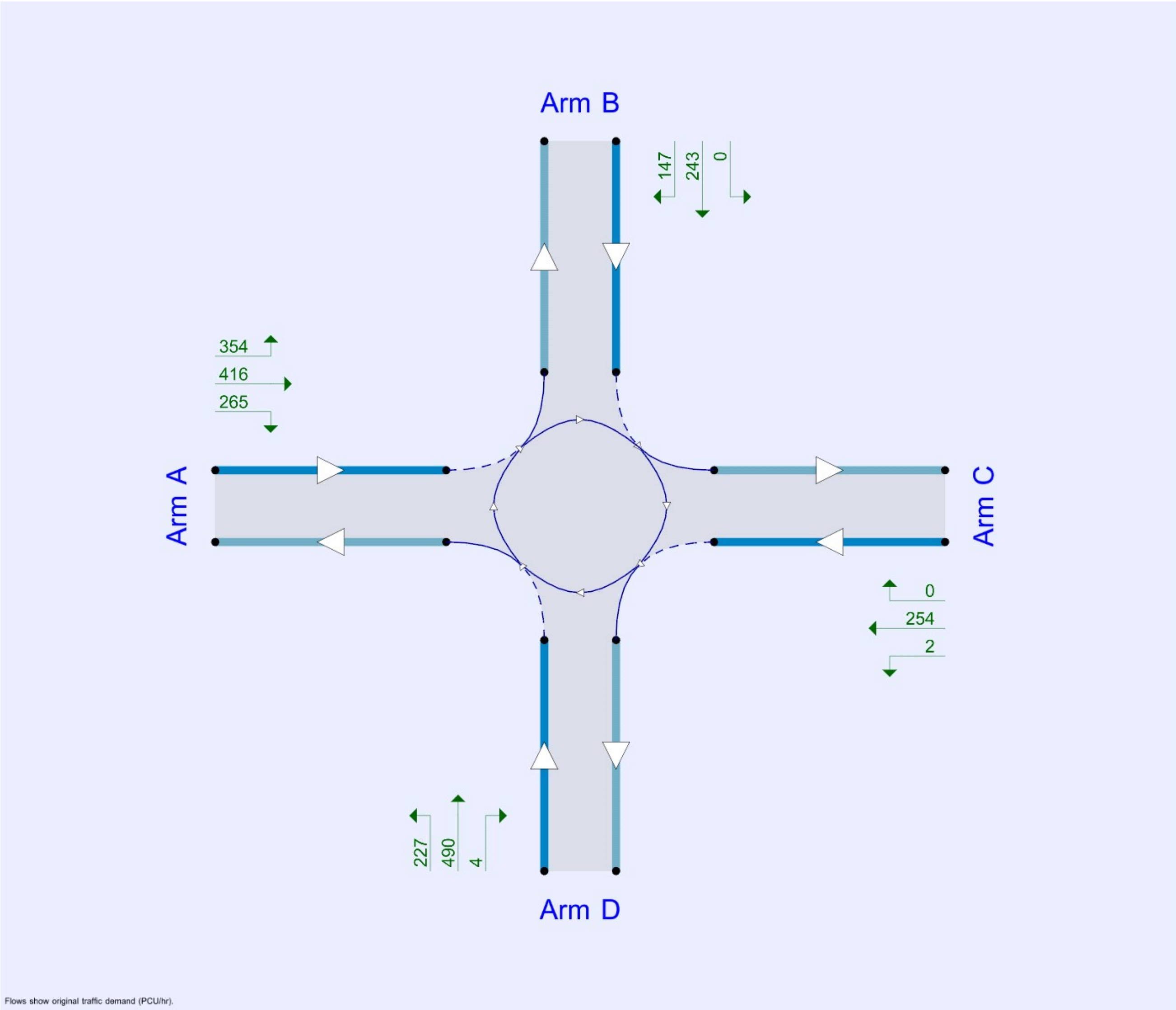
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Dukes Head Roundabout (Mitigation)	✓	100.000	100.000

Dukes Head Roundabout (Mitigation) - 2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	46.38	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.38	E

Arms

Arms

Arm	Name	Description	No give-way line
A	Copthorne Common Road		
B	Turners Hill Road (N)		
C	A264 (E)		
D	Turners Hill Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	6.10	8.94	11.9	55.4	50.2	54.0		
B	3.81	7.94	9.1	30.9	50.2	59.0		
C	3.99	7.87	14.9	41.4	50.2	58.0		
D	2.80	7.77	13.5	343.7	50.2	46.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.690	2214
B	0.551	1525
C	0.590	1716
D	0.572	1526

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		60.50

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1036	100.000
B		ONE HOUR	✓	390	100.000
C		ONE HOUR	✓	256	100.000
D		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	354	416	265
	B	147	0	0	243
	C	254	0	0	2
	D	227	490	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	2	10	9
	B	5	0	4	4
	C	8	0	0	1
	D	3	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.03	99.29	32.6	F	951	1426
B	0.38	5.39	0.6	A	358	537
C	0.22	3.81	0.3	A	235	352
D	0.62	7.63	1.7	A	662	993

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	780	195	370	1185	0.658	772	471	0.0	2.0	9.151	A
B	294	73	511	1243	0.236	292	631	0.0	0.3	3.943	A
C	193	48	490	1427	0.135	192	313	0.0	0.2	3.136	A
D	543	136	301	1354	0.401	540	381	0.0	0.7	4.483	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	931	233	443	1155	0.807	923	564	2.0	4.1	16.048	C
B	351	88	611	1188	0.295	350	755	0.3	0.4	4.477	A
C	230	57	586	1370	0.168	230	375	0.2	0.2	3.397	A
D	648	162	360	1320	0.491	647	456	0.7	1.0	5.428	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1141	285	542	1113	1.024	1071	690	4.1	21.4	55.676	F
B	429	107	709	1134	0.379	429	904	0.4	0.6	5.316	A
C	282	70	703	1301	0.216	281	435	0.2	0.3	3.799	A
D	794	198	441	1274	0.623	791	544	1.0	1.6	7.540	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1141	285	544	1113	1.025	1096	691	21.4	32.6	99.287	F
B	429	107	725	1125	0.382	429	914	0.6	0.6	5.394	A
C	282	70	710	1297	0.217	282	445	0.3	0.3	3.814	A
D	794	198	441	1274	0.623	794	550	1.6	1.7	7.625	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	931	233	446	1153	0.807	1041	566	32.6	5.2	48.945	E
B	351	88	688	1146	0.306	351	798	0.6	0.5	4.730	A
C	230	57	618	1352	0.170	230	422	0.3	0.2	3.458	A
D	648	162	361	1320	0.491	651	487	1.7	1.0	5.497	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	780	195	373	1184	0.659	792	473	5.2	2.1	10.112	B
B	294	73	524	1236	0.238	294	641	0.5	0.3	3.989	A
C	193	48	497	1423	0.135	193	321	0.2	0.2	3.150	A
D	543	136	302	1353	0.401	544	388	1.0	0.7	4.530	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Dukes Head Roundabout Validation (Mitigated PM Final BG geoms for Meeting).j10
Path: \\Londonfile\ProjectData\## Mid Sussex LP\5. Technical\5. Modelling\Dukes Head Roundabout
Report generation date: 20/12/2023 10:37:58

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Dukes Head Roundabout (Mitigation) - 2039 Do Minimum			
Arm A	21.2	55.64	0.98	F
Arm B	8.5	39.95	0.92	E
Arm C	1.7	13.68	0.62	B
Arm D	1.0	7.29	0.50	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

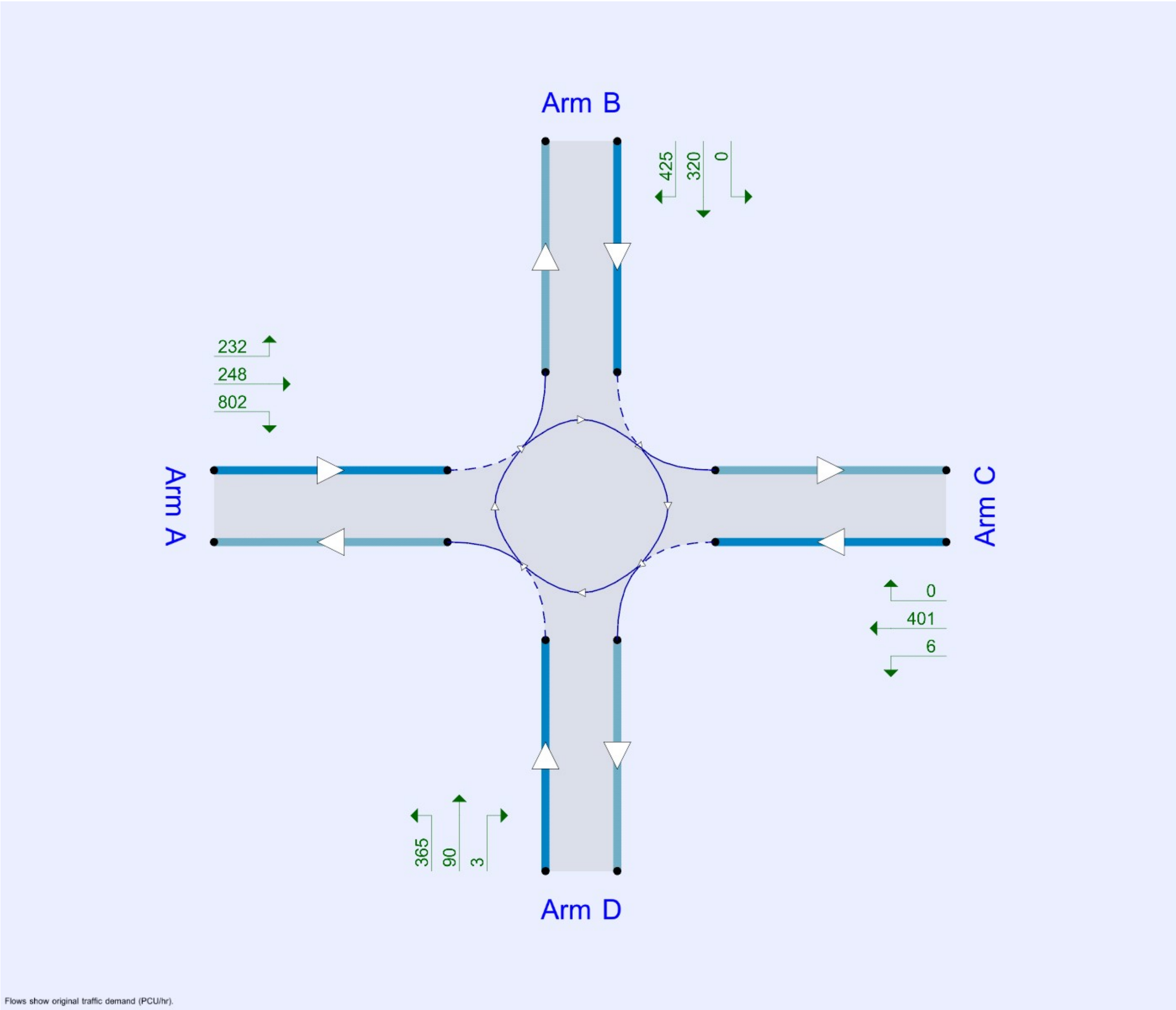
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Dukes Head Roundabout (Mitigation)	✓	100.000	100.000

Dukes Head Roundabout (Mitigation) - 2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	38.05	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	38.05	E

Arms

Arms

Arm	Name	Description	No give-way line
A	Copthorne Common Road		
B	Turners Hill Road (N)		
C	A264 (E)		
D	Turners Hill Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	6.10	8.94	11.9	55.4	50.2	54.0		
B	3.81	7.94	9.1	30.9	50.2	59.0		
C	3.99	7.87	14.9	41.4	50.2	58.0		
D	2.80	7.77	13.5	343.7	50.2	46.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.690	2214
B	0.551	1525
C	0.590	1716
D	0.572	1526

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		67.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1283	100.000
B		ONE HOUR	✓	745	100.000
C		ONE HOUR	✓	407	100.000
D		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	232	248	802
	B	425	0	0	320
	C	401	0	0	6
	D	365	90	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	0
	B	1	0	0	1
	C	5	0	0	0
	D	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.98	55.64	21.2	F	1177	1766
B	0.92	39.95	8.5	E	684	1026
C	0.62	13.68	1.7	B	373	560
D	0.50	7.29	1.0	A	420	629

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	966	241	69	1452	0.665	958	891	0.0	2.0	7.257	A
B	561	140	787	1092	0.514	557	240	0.0	1.0	6.724	A
C	306	77	1156	1034	0.296	305	188	0.0	0.4	5.148	A
D	344	86	618	1173	0.293	343	843	0.0	0.4	4.428	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1153	288	83	1445	0.798	1146	1067	2.0	3.8	11.871	B
B	670	167	941	1006	0.666	666	288	1.0	1.9	10.539	B
C	366	91	1383	900	0.406	365	224	0.4	0.7	7.018	A
D	411	103	739	1103	0.373	410	1009	0.4	0.6	5.311	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1412	353	101	1437	0.983	1363	1295	3.8	16.0	35.995	E
B	820	205	1120	908	0.903	800	345	1.9	7.0	29.339	D
C	448	112	1653	741	0.605	445	267	0.7	1.5	12.571	B
D	503	126	894	1015	0.496	502	1203	0.6	1.0	7.166	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1412	353	102	1437	0.983	1392	1307	16.0	21.2	55.640	F
B	820	205	1143	895	0.916	814	350	7.0	8.5	39.948	E
C	448	112	1685	722	0.620	448	273	1.5	1.7	13.677	B
D	503	126	905	1008	0.499	503	1227	1.0	1.0	7.293	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1153	288	83	1445	0.798	1221	1089	21.2	4.3	20.279	C
B	670	167	1002	973	0.689	695	302	8.5	2.3	14.087	B
C	366	91	1458	856	0.427	369	239	1.7	0.8	7.794	A
D	411	103	760	1092	0.377	413	1067	1.0	0.6	5.439	A

18:00 - 18:15

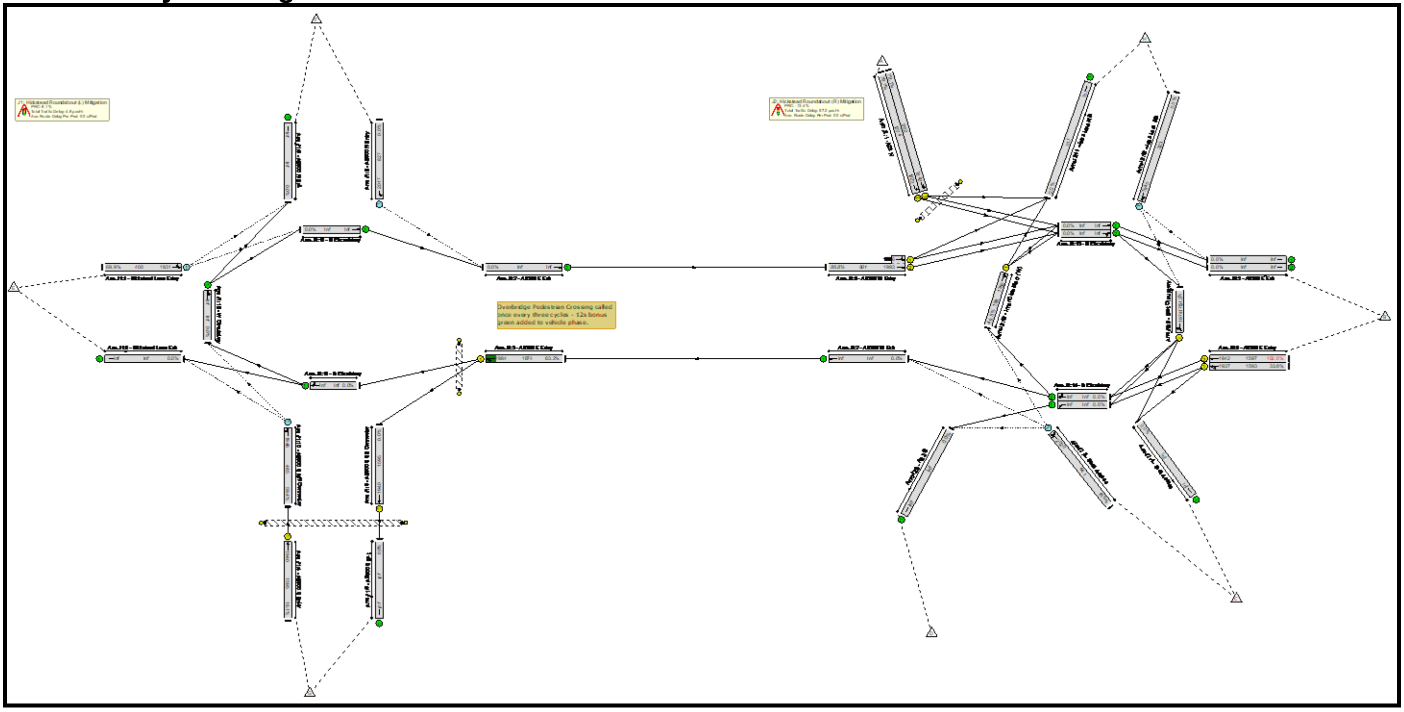
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	966	241	70	1451	0.665	975	901	4.3	2.1	7.769	A
B	561	140	800	1084	0.517	566	244	2.3	1.1	7.057	A
C	306	77	1175	1023	0.300	308	191	0.8	0.5	5.276	A
D	344	86	626	1168	0.295	345	857	0.6	0.4	4.481	A

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hickstead Junction Mitigation - Science Park Model - ST.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2039 DM AM' (FG1: '2039 DM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**	**650**	**0**	**0**	**62.0**	**-**	**-**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**568**	**0**	**0**	**4.8**	**-**	**-**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	280	1931	400	69.9%	280	0	0	1.1	14.7	1.1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	827	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	D		1	72	-	1590	1984	1874	83.2%	-	-	-	2.6	6.0	7.0
4/1	A2300 S Entry Ahead	U	H		1	73	-	288	1940	1595	18.1%	-	-	-	0.2	3.1	1.6
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	288	1946	485	59.4%	288	0	0	0.8	10.2	3.2
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.0%**	**82**	**0**	**0**	**57.2**	**-**	**-**
1/1	A23 N U-Turn Left	U	B		1	46	-	761	1842	962	79.1%	-	-	-	5.6	26.3	17.3
1/2	A23 N Left	U	B		1	46	-	800	1923	1004	79.7%	-	-	-	5.8	26.2	18.1
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	539	1937	1593	33.8%	-	-	-	0.6	3.7	3.5
2/2	A2300 E Entry Ahead	U	C		1	73	-	1629	1942	1597	102.0%	-	-	-	35.2	77.8	71.3

Basic Results Summary

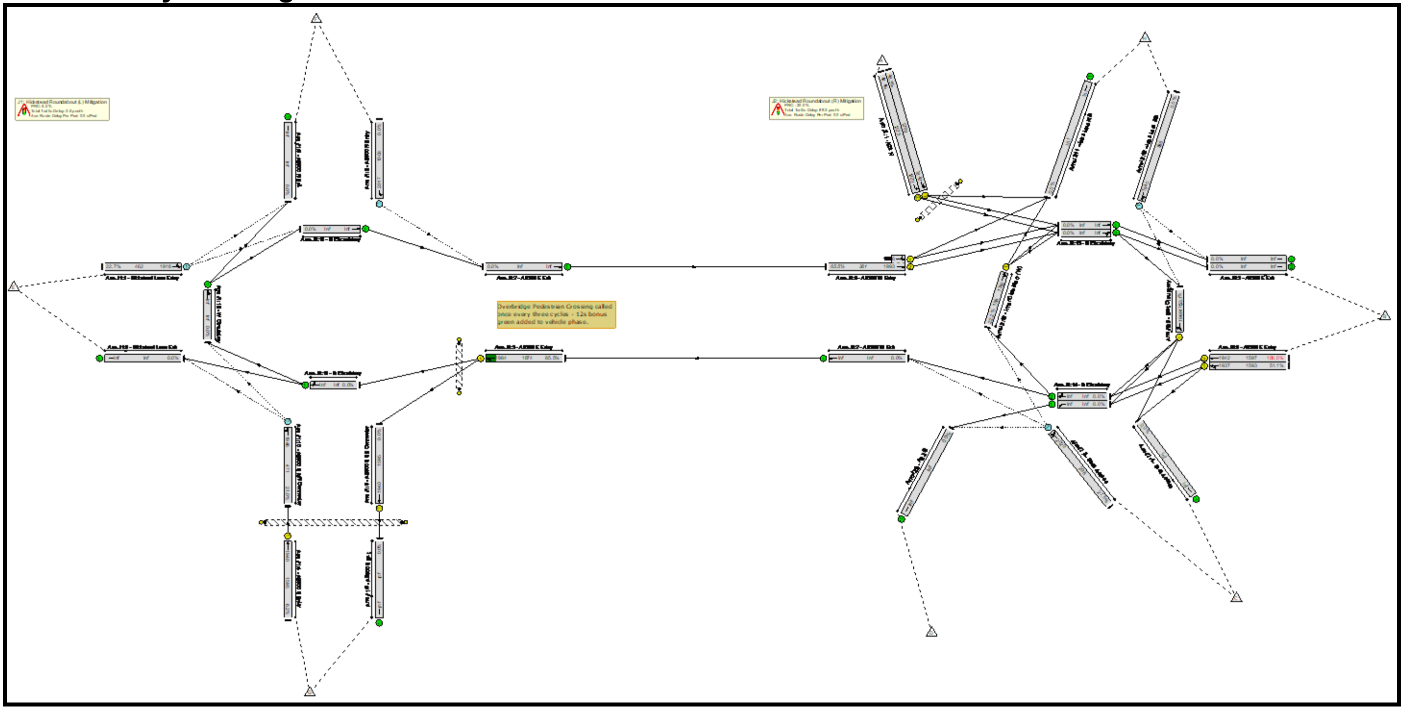
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	441	18.6%	82	0	0	0.1	5.0	0.1
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	22	-	522	1993:1896	601	86.8%	-	-	-	7.2	49.9	12.9
9/1	East Circulatory Ahead Right	U	K		1	7	-	90	1974	175	51.3%	-	-	-	1.3	52.1	2.6
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	80	1782	158	49.5%	-	-	-	1.4	65.3	2.3
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	323	0.0%	0	0	0	0.0	0.0	0.0
Ped Link: P1	A3 N Ped Crossing	-	I		1	22	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 20.05 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 8.1 Total Delay for Signalled Lanes (pcuHr): 2.60 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 398.5 Total Delay for Signalled Lanes (pcuHr): 0.24 Cycle Time (s): 90
C1 Stream: 4 PRC for Signalled Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 37.04 Cycle Time (s): 90
PRC Over All Lanes (%): -13.4 Total Delay Over All Lanes(pcuHr): 62.01

Basic Results Summary

Scenario 2: '2039 DM PM' (FG2: '2039 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.0%**	**286**	**0**	**0**	**92.8**	**-**	**-**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**	**204**	**0**	**0**	**3.5**	**-**	**-**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	105	1918	462	22.7%	105	0	0	0.1	5.0	0.1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	1003	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	D		1	72	-	1728	1984	1874	85.5%	-	-	-	3.1	7.0	9.0
4/1	A2300 S Entry Ahead	U	H		1	73	-	99	1940	1595	6.2%	-	-	-	0.1	2.7	0.5
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	99	1946	471	21.0%	99	0	0	0.1	5.0	0.6
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.0%**	**82**	**0**	**0**	**89.3**	**-**	**-**
1/1	A23 N U-Turn Left	U	B		1	61	-	616	1842	1269	48.5%	-	-	-	1.6	9.3	7.7
1/2	A23 N Left	U	B		1	61	-	655	1923	1325	49.4%	-	-	-	1.7	9.3	8.1
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	814	1937	1593	51.1%	-	-	-	1.1	4.8	6.6
2/2	A2300 E Entry Ahead	U	C		1	73	-	1725	1942	1597	108.0%	-	-	-	80.1	167.2	116.6

Basic Results Summary

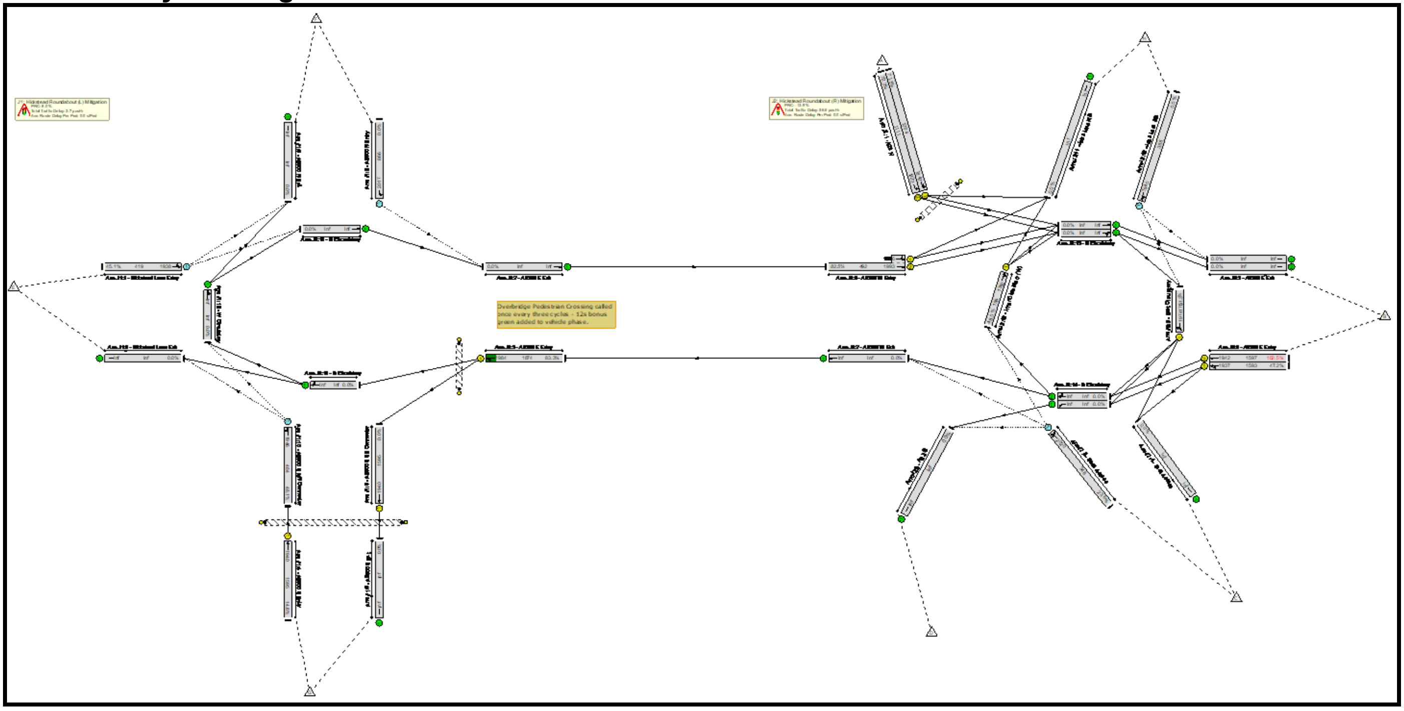
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	298	27.5%	82	0	0	0.2	8.3	0.2
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	7	-	171	1993:1896	261	65.5%	-	-	-	2.7	57.9	3.3
9/1	East Circulatory Ahead Right	U	K		1	7	-	93	1969	175	53.1%	-	-	-	1.4	54.7	2.8
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	38	1782	158	22.2%	-	-	-	0.5	49.4	1.0
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	586	0.0%	0	0	0	0.0	0.0	0.0
Ped Link: P1	A3 N Ped Crossing	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	37.3	Total Delay for Signalled Lanes (pcuHr):	6.51	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	3.12	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	1350.1	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	-20.0	Total Delay for Signalled Lanes (pcuHr):	82.59	Cycle Time (s):	90
		PRC Over All Lanes (%):	-20.0	Total Delay Over All Lanes(pcuHr):	92.76		

Basic Results Summary

Scenario 3: '2039 Ref Case AM' (FG3: '2939 Ref Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**504**	**0**	**0**	**60.3**	**-**	**-**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**	**422**	**0**	**0**	**3.7**	**-**	**-**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	189	1938	419	45.1%	189	0	0	0.4	7.8	0.4
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	866	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	D		1	72	-	1600	1984	1874	83.3%	-	-	-	2.6	6.0	7.0
4/1	A2300 S Entry Ahead	U	H		1	73	-	233	1940	1595	14.6%	-	-	-	0.2	2.9	1.3
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	233	1946	484	48.1%	233	0	0	0.5	7.8	2.2
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**82**	**0**	**0**	**56.6**	**-**	**-**
1/1	A23 N U-Turn Left	U	B		1	51	-	761	1842	1064	71.5%	-	-	-	4.1	19.6	14.8
1/2	A23 N Left	U	B		1	51	-	803	1923	1111	72.3%	-	-	-	4.4	19.6	15.8
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	751	1937	1593	47.2%	-	-	-	0.9	4.5	5.9
2/2	A2300 E Entry Ahead	U	C		1	73	-	1637	1942	1597	102.5%	-	-	-	38.5	84.7	74.6

Basic Results Summary

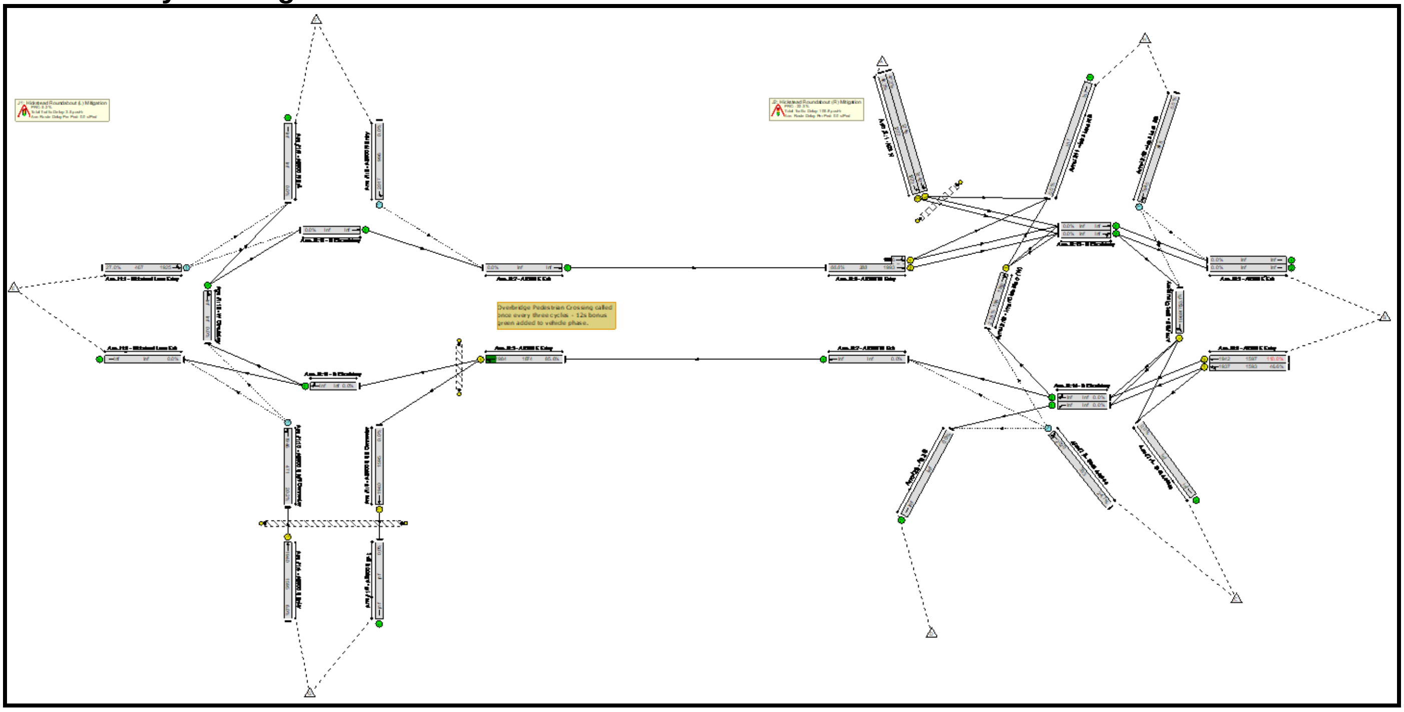
5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	348	23.6%	82	0	0	0.2	6.8	0.2
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	17	-	406	1993:1896	492	82.5%	-	-	-	5.8	51.5	9.4
9/1	East Circulatory Ahead Right	U	K		1	7	-	90	1974	175	51.3%	-	-	-	1.3	51.9	2.6
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	78	1782	158	48.0%	-	-	-	1.4	64.4	2.2
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	355	0.0%	0	0	0	0.0	0.0	0.0
Ped Link: P1	A3 N Ped Crossing	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 9.1 Total Delay for Signalled Lanes (pcuHr): 15.67 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 2.62 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 516.1 Total Delay for Signalled Lanes (pcuHr): 0.19 Cycle Time (s): 90
C1 Stream: 4 PRC for Signalled Lanes (%): -13.9 Total Delay for Signalled Lanes (pcuHr): 40.76 Cycle Time (s): 90
PRC Over All Lanes (%): -13.9 Total Delay Over All Lanes(pcuHr): 60.32

Basic Results Summary

Scenario 4: '2039 Ref Case PM' (FG4: '2039 Ref Case PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**303**	**0**	**0**	**109.3**	**-**	**-**
J1: Hickstead Roundabout (L) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**221**	**0**	**0**	**3.5**	**-**	**-**
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	126	1925	467	27.0%	126	0	0	0.2	5.3	0.2
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	996	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	D		1	72	-	1760	1984	1874	85.6%	-	-	-	3.1	6.9	8.0
4/1	A2300 S Entry Ahead	U	H		1	73	-	95	1940	1595	6.0%	-	-	-	0.1	2.7	0.5
9/1	A2300 S SB Connector Ahead	U	F		1	73	-	0	1940	1595	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	95	1946	471	20.2%	95	0	0	0.1	4.9	0.6
Ped Link: P1	A2300 E Ped Crossing	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**	**82**	**0**	**0**	**105.8**	**-**	**-**
1/1	A23 N U-Turn Left	U	B		1	60	-	591	1842	1248	47.3%	-	-	-	1.6	9.6	7.3
1/2	A23 N Left	U	B		1	60	-	629	1923	1303	48.3%	-	-	-	1.7	9.6	8.0
2/1	A2300 E Entry Left Ahead	U	C		1	73	-	742	1937	1593	46.6%	-	-	-	0.9	4.4	5.6
2/2	A2300 E Entry Ahead	U	C		1	73	-	1757	1942	1597	110.0%	-	-	-	96.6	198.0	133.2

Basic Results Summary

5/1	Shell Access Left Left2 Right	O	-		-	-	-	82	2020	333	24.7%	82	0	0	0.2	7.2	0.2
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	8	-	192	1993:1896	288	66.6%	-	-	-	3.0	56.0	3.5
9/1	East Circulatory Ahead Right	U	K		1	7	-	93	1969	175	53.1%	-	-	-	1.4	55.1	2.8
10/1	Inner Circulatory (W) Ahead Right	U	J		1	7	-	38	1782	158	21.8%	-	-	-	0.5	48.9	1.0
12/1	Jobs Lane SB Left Ahead	O	-		-	-	-	0	1940	545	0.0%	0	0	0	0.0	0.0	0.0
Ped Link: P1	A3 N Ped Crossing	-	I		1	8	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 35.1 Total Delay for Signalled Lanes (pcuHr): 6.71 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 3.09 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 1411.2 Total Delay for Signalled Lanes (pcuHr): 0.07 Cycle Time (s): 90
C1 Stream: 4 PRC for Signalled Lanes (%): -22.3 Total Delay for Signalled Lanes (pcuHr): 98.97 Cycle Time (s): 90
PRC Over All Lanes (%): -22.3 Total Delay Over All Lanes(pcuHr): 109.32

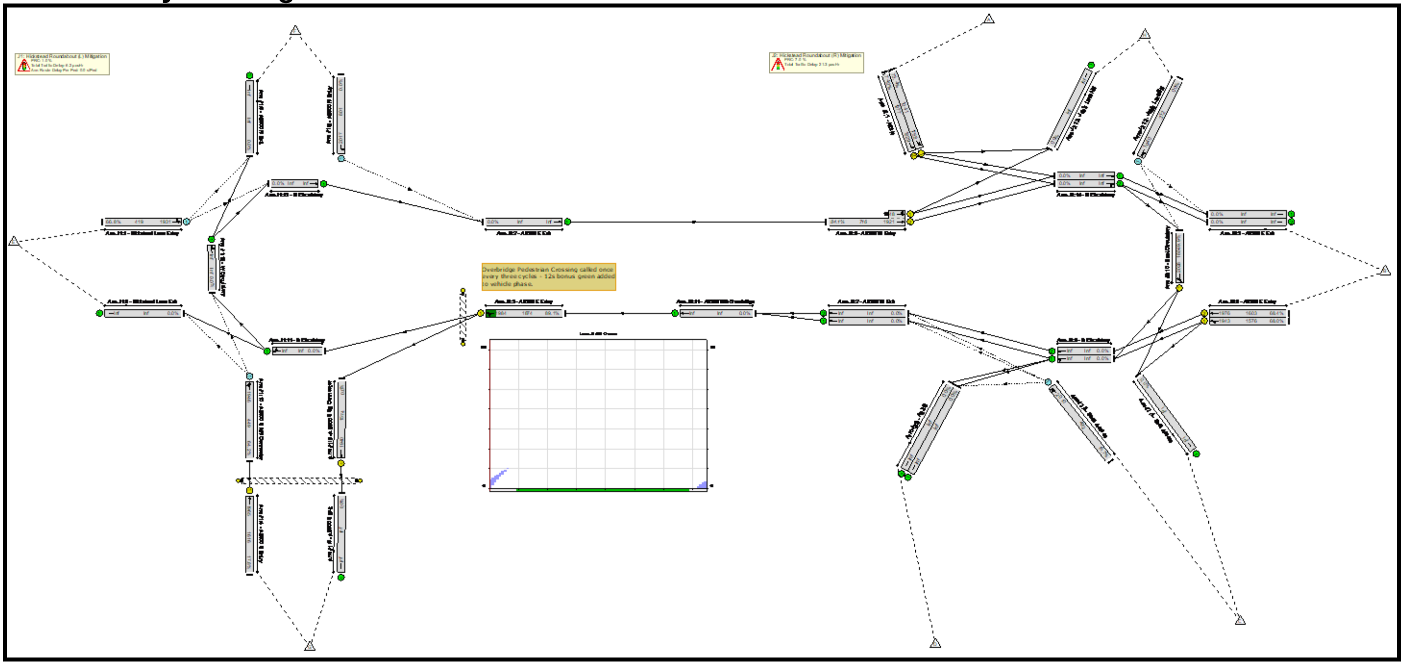
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hickstead Junction Mitigation - SYSTRA Mitigation Model - ST.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2039 DM AM' (FG3: '2039 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.1%**	**604**	**46**	**0**	**27.6**	-	-
J1: Hickstead Roundabout (L) Mitigation	-	-	-		-	-	-	-	-	-	**89.1%**	**522**	**46**	**0**	**6.2**	-	-
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	280	1931	419	66.8%	234	46	0	1.0	12.8	1.0
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	801	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	E		1	72	-	1670	1984	1874	89.1%	-	-	-	4.1	8.8	8.4
4/1	A2300 S Entry Ahead	U	I		1	73	-	288	1965	1616	17.8%	-	-	-	0.2	3.0	1.5
9/1	A2300 S SB Connector Ahead	U	G		1	72	-	0	1940	1574	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	288	1946	449	64.2%	288	0	0	0.9	11.7	2.8
Ped Link: P1	A2300 E Ped Crossing	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	-	-	-		-	-	-	-	-	-	**84.1%**	**82**	**0**	**0**	**21.3**	-	-
1/1	A23 N Left Left2	U	B		1	52	-	764	1768	1041	73.4%	-	-	-	4.2	19.8	15.2
1/2	A23 N Left	U	B		1	52	-	797	1829	1077	74.0%	-	-	-	4.4	19.8	15.8
2/1	A2300 E Entry Left Ahead	U	C		1	72	-	1072	1943	1576	68.0%	-	-	-	2.1	7.1	12.1
2/2	A2300 E Entry Ahead	U	C		1	72	-	1096	1976	1603	68.4%	-	-	-	2.2	7.1	12.6
5/1	Shell Access Left Left2	O	-		-	-	-	82	2010	492	16.7%	82	0	0	0.1	5.5	0.5

Basic Results Summary

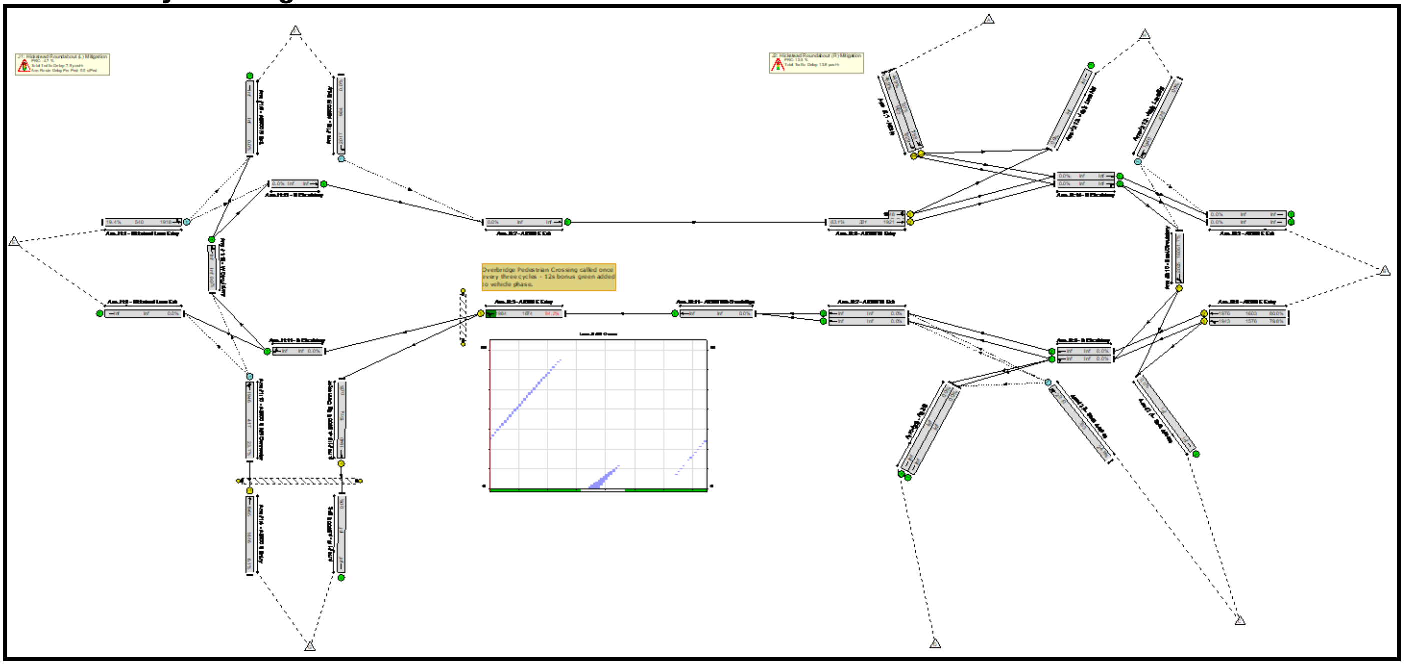
8/2+8/1	A2300 W Entry Left Ahead	U	A		1	27	-	602	1921:1948	716	84.1%	-	-	-	6.9	41.1	13.2
10/1	East Circulatory Ahead Right	U	D		1	7	-	90	2028	180	49.9%	-	-	-	1.4	57.6	2.6
13/1	Job's Lane SB Left Ahead	O	-		-	-	-	0	1940	312	0.0%	0	0	0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 15.48 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 5.74 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 4.07 Cycle Time (s): 90
C1 Stream: 4 PRC for Signalled Lanes (%): 404.9 Total Delay for Signalled Lanes (pcuHr): 0.24 Cycle Time (s): 90
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 27.59

Basic Results Summary

Scenario 2: '2039 DM PM' (FG4: '2039 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

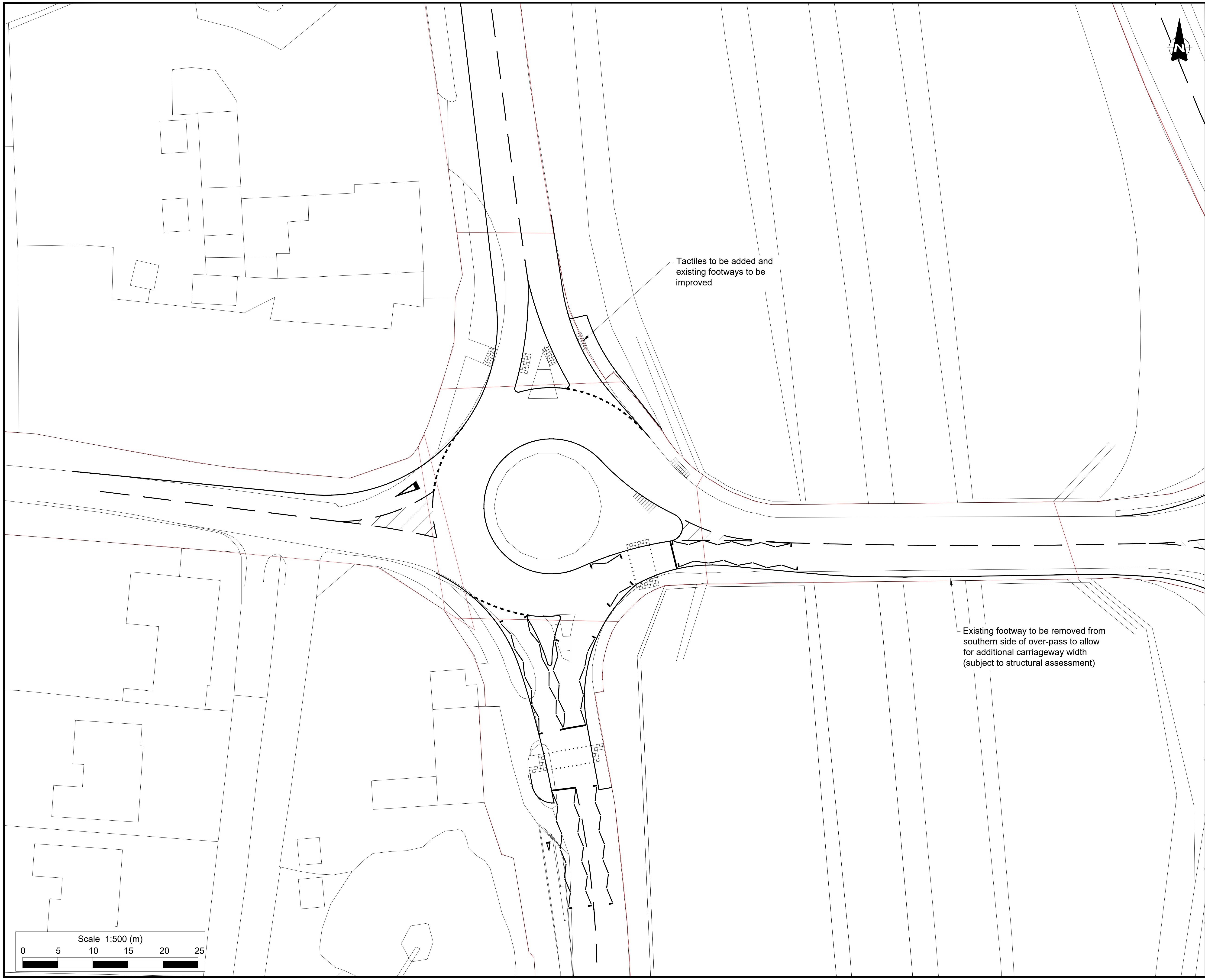
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**94.2%**	**253**	**33**	**0**	**21.7**	-	-
J1: Hickstead Roundabout (L) Mitigation	-	-	-		-	-	-	-	-	-	**94.2%**	**171**	**33**	**0**	**7.9**	-	-
1/1	Hickstead Lane Entry Left Ahead	O	-		-	-	-	105	1918	540	19.4%	72	33	0	0.1	4.1	0.1
2/1	A2300 N Entry Left	O	-		-	-	-	0	2017	984	0.0%	0	0	0	0.0	0.0	0.0
3/1	A2300 E Entry Left Ahead	U	E		1	72	-	1766	1984	1874	94.2%	-	-	-	7.6	15.4	33.7
4/1	A2300 S Entry Ahead	U	I		1	73	-	99	1965	1616	6.1%	-	-	-	0.1	2.7	0.5
9/1	A2300 S SB Connector Ahead	U	G		1	72	-	0	1940	1574	0.0%	-	-	-	0.0	0.0	0.0
10/1	A2300 S MN Connector Left Ahead	O	-		-	-	-	99	1946	417	23.7%	99	0	0	0.2	5.9	0.7
Ped Link: P1	A2300 E Ped Crossing	-	F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	A2300 S Ped Crossing	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Hickstead Roundabout (R) Mitigation	-	-	-		-	-	-	-	-	-	**80.0%**	**82**	**0**	**0**	**13.8**	-	-
1/1	A23 N Left Left2	U	B		1	69	-	618	1768	1375	44.9%	-	-	-	1.0	5.8	5.6
1/2	A23 N Left	U	B		1	69	-	653	1829	1423	45.9%	-	-	-	1.1	5.8	6.0
2/1	A2300 E Entry Left Ahead	U	C		1	72	-	1257	1943	1576	79.8%	-	-	-	3.5	10.1	18.7
2/2	A2300 E Entry Ahead	U	C		1	72	-	1282	1976	1603	80.0%	-	-	-	3.6	10.1	19.1
5/1	Shell Access Left Left2	O	-		-	-	-	82	2010	333	24.6%	82	0	0	0.3	14.3	1.1

Basic Results Summary

8/2+8/1	A2300 W Entry Left Ahead	U	A		1	10	-	209	1921:1948	331	63.1%	-	-	-	2.9	50.1	3.6
10/1	East Circulatory Ahead Right	U	D		1	7	-	93	2025	180	51.7%	-	-	-	1.4	53.6	2.8
13/1	Job's Lane SB Left Ahead	O	-		-	-	-	0	1940	578	0.0%	0	0	0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	42.7	Total Delay for Signalled Lanes (pcuHr):	4.96	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	8.52	Cycle Time (s):	90
C1	Stream: 3	PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):	7.56	Cycle Time (s):	90
C1	Stream: 4	PRC for Signalled Lanes (%):	1368.8	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	90
		PRC Over All Lanes (%):	-4.7	Total Delay Over All Lanes(pcuHr):	21.72		

Appendix H – Proposed Mitigation Options



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Key:

- OS survey
- Proposed Road Markings
- Highway Boundary

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Project

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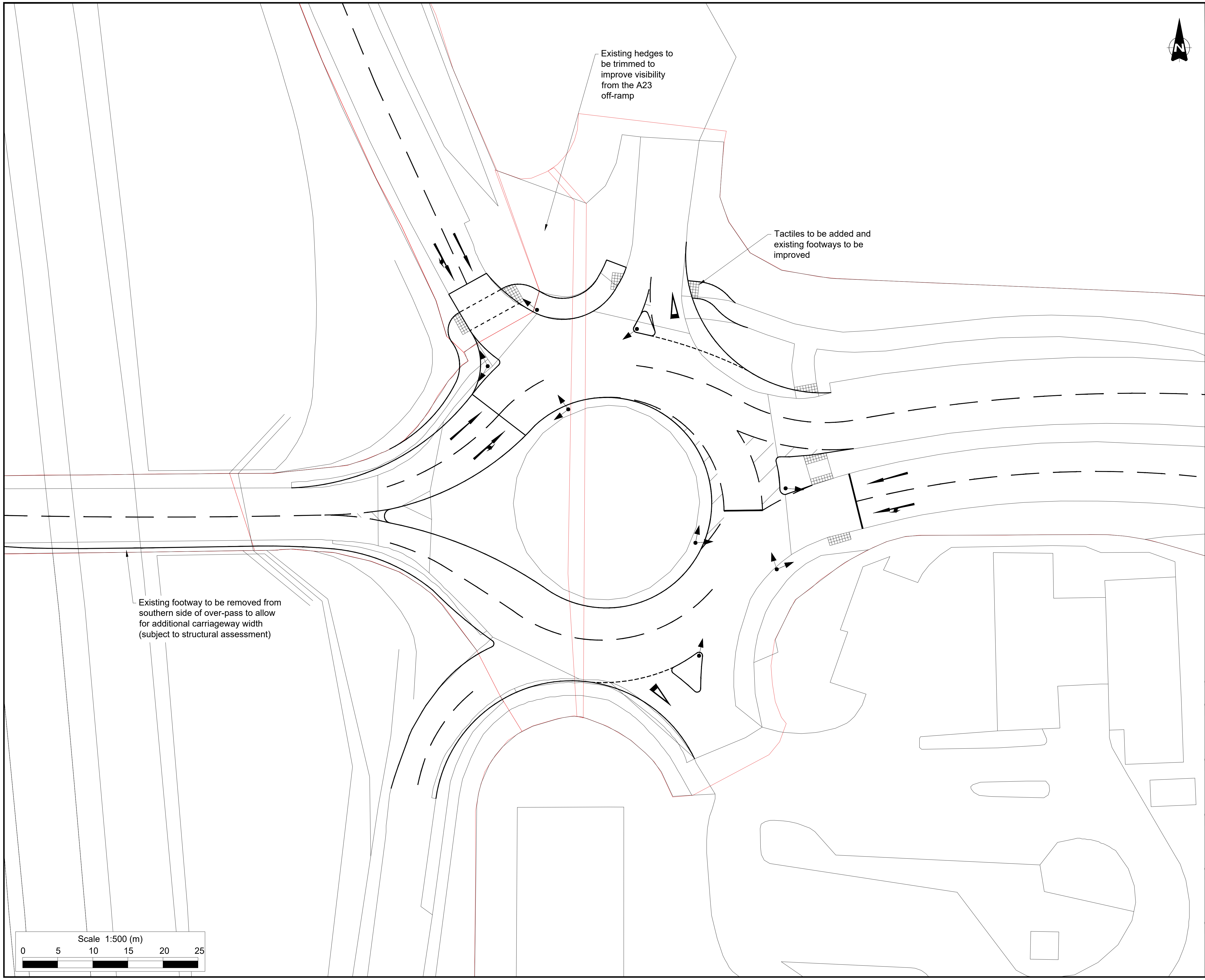
Title

**Junction 1 - Hickstead
Western Junction**

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size: A3	Date: 20/12/2023	Scale: 1:500	Drawing Status: Preliminary

Drawing Number: GB01T23G40-dwg-100-01 | Rev.: P0



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Key:

- OS survey
- Proposed Road Markings
- Highway Boundary

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Project
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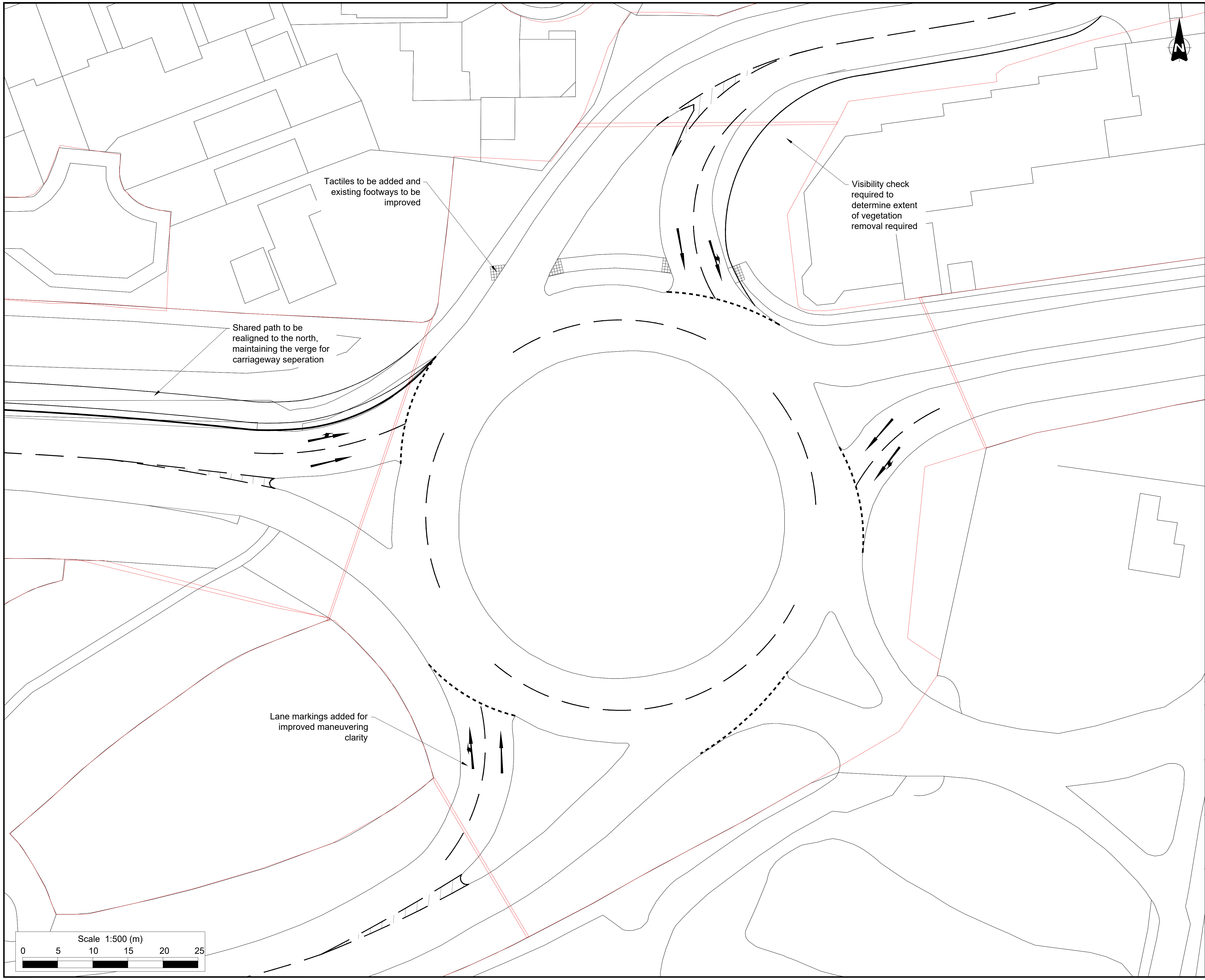
Title
Junction 1 - Hickstead Eastern Junction

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size: A3	Date: 20/12/2023	Scale: 1:500	Drawing Status: Preliminary

Drawing Number: GB01T23G40-dwg-100-02
Rev.: P0



Notes:

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Key:

- OS survey
- Proposed Road Markings
- Highway Boundary

P0	20/12/23	Initial issue	BG	CS	NL	NL
Rev	Date	Revision details	Drawn	Check.	Review	Approv

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Client
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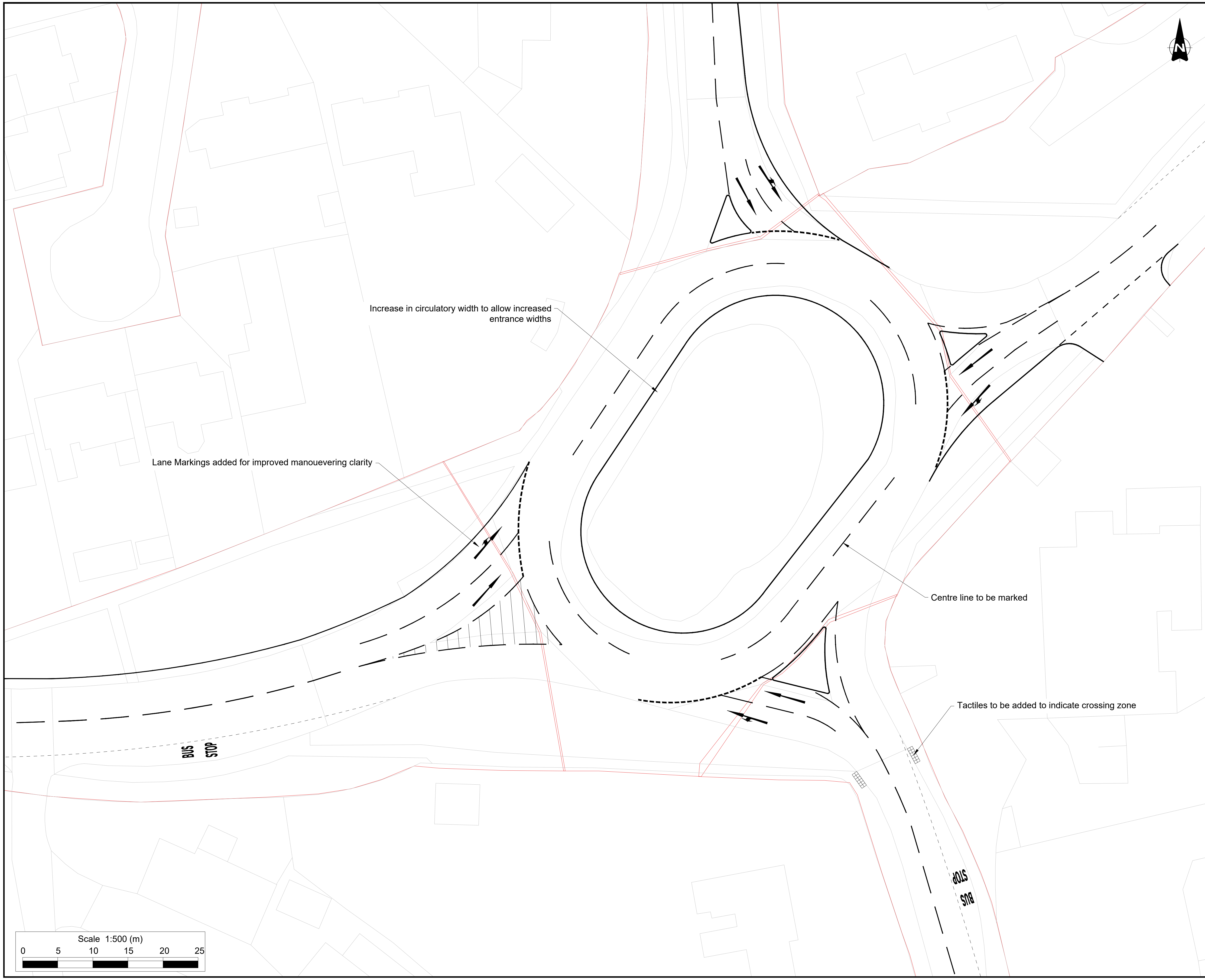
Project
Mid Sussex Local Strategic Transport Plan

Title
Junction 2 - Copthorne

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size A3	Date 20/12/2023	Scale 1:500	Drawing Status Preliminary

Drawing Number GB01T23G40-dwg-100-03 | Rev. P0



Notes:

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Key:

- OS survey
- Proposed Road Markings
- Highway Boundary

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P0	20/12/23	Initial issue	BG	CS	NL	NL

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Client

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Title

Junction 3 - Dukes Head

Drawn	Checked	Reviewed	Approved
BG	CS	NL	NL
Original drg. size: A3	Date: 20/12/2023	Scale: 1:500	Drawing Status: Preliminary

Drawing Number: GB01T23G40-dwg-100-04

Rev.: P0

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