



SDP

Transport Assessment

Land north of Balcombe Road,
Haywards Heath

December 2025

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1 Introduction

1.1 Overview

1.1.1 This Transport Assessment has been prepared by SDP, on behalf of Fairfax Acquisitions Ltd, to support the planning application for the development of land north of Balcombe Road, Haywards Heath.

1.1.2 The application description is as follows:

“Outline planning application for the erection of up to 125 dwellings, together with provision of landscaping, open space, and associated development works, with access from Balcombe Road.”

1.1.3 This Transport Assessment sets out the existing conditions and the likely transport issues associated with the proposed development in this location.

1.1.4 A pre-application consultation relating to this site took place with West Sussex County Council in December 2020. The response can be found in Appendix A of this report.

1.2 Report Structure

1.2.1 This report comprises the following sections:

- Section 1: Introduction
- Section 2: Sets out the approach to the Transport Assessment
- Section 3: Identifies the relevant planning policies
- Section 4: Provides a description of the location and existing conditions
- Section 5: Sets out the development proposals
- Section 6: Describes trip generation and trip distribution
- Section 7: Presents an analysis of the transport network
- Section 8: Provides details on sustainability
- Section 9: Conclusions

2 Approach to the Transport Assessment

2.1 Overview

2.1.1 Transport assessments are required to consider the proposed development in relation to all transport modes and its ability to reduce the reliance on the private car and offer a choice in transport. The Transport Assessment will be written with reference to best practice and the current Planning Practice Guidance. In preparing the Transport Assessment the following considerations are relevant:

- Reducing the need to travel, especially by car
- The accessibility of the location
- Environmental impact of travel
- Measures that may assist in influencing travel behaviour
- Managing access to the highway network

2.1.2 With these considerations in mind the Transport Assessment will consider each of the key modes of transport that will be used by people travelling to and from the proposed development. The key elements of the approach to the assessment of each mode are briefly described below.

2.2 Modes of Travel to be Assessed

Walking and Cycling

2.2.1 A qualitative assessment will be undertaken of the walking and cycling facilities available in the vicinity of the proposed development and the impact, if any, the development will have on these facilities.

Public Transport

2.2.2 The accessibility to and the availability of public transport to site users of the development will be reviewed.

Vehicles

2.2.3 The number of vehicle trips generated by the development will be estimated using the TRICS database to assess whether there will be any significant impacts on the local road network at key local junctions.

3 Policy Context

3.1 National Policy and Guidance

National Planning Policy Framework

- 3.1.1 The 'National Planning Policy Framework' is the current planning guidance document for England. The December 2024 version published by the Ministry of Housing, Communities & Local Government is the current version. It provides a framework within which locally prepared plans for housing and other development can be produced in a sustainable manner. It aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and to balance the transport system in favour of sustainable transport modes, giving people a choice about how they travel.

- 3.1.2 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 110 is particularly relevant and states:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 3.1.3 Paragraph 115 states that, when assessing sites that may be allocated for development, it should be ensured that:

"a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

- 3.1.4 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios.

National Planning Practice Guidance

- 3.1.5 The National Planning Practice Guidance (NPPG) sets out current guidance for different aspects to development. The guidance within the NPPG on 'Travel Plans, Transport Assessments and Statements' sets out the following with regards to Transport Assessments:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal."

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe'."

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts."

3.2 Regional and Local Planning Documents

West Sussex Transport Plan

- 3.2.1 The West Sussex Transport Plan (2022 to 2036) is the County Council's main policy on transport. It was adopted on 1st April 2022. The Plan builds on the local plans prepared by the Local Planning Authorities and is supported by a series of thematic strategies such as the Road Safety Framework, Bus Strategy, Active Travel Strategy, Rights of Way Management Plan, Highway Infrastructure Asset Management Plan and Bus Service Improvement Plan.
- 3.2.2 It notes that travel behaviour in Mid Sussex is currently dominated by car travel. Public transport and active travel modes are not seen as viable options for many journeys although commuting by rail is relatively high in the towns.
- 3.2.3 The Transport Plan lists a set of aims for the Mid Sussex area including improving the performance of the A22, A23, A264, A272 and A2300, and prioritising active travel modes in the towns as development takes place.

West Sussex Active Travel Strategy

- 3.2.4 The West Sussex Active Travel Strategy 2024-2036 sets out West Sussex County Council's aims and objectives for active travel and provides guidance in support of prioritising cycling and walking infrastructure in new development.
- 3.2.5 The aims of the strategy are:
- Aim 1: Support the decarbonisation of our transport network
 - Aim 2: Reduce the need to travel by motorised vehicles
 - Aim 3: Boost physical and mental health and wellbeing across the county
 - Aim 4: Support future economic prosperity and vibrant local communities

- 3.2.6 Walking and cycling will ideally be the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey (such as providing connections to public transport services)

West Sussex County Council Guidance on Parking at New Developments

- 3.2.7 The West Sussex County Council Guidance on Parking at New Developments (September 2020) is used to help determine the County Council's response to consultations on planning applications and the preparation of planning policies. The overall ambition is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.

Mid Sussex District Plan

- 3.2.8 The Mid Sussex District Plan 2014-2031 was adopted as a Development Plan Document on 28th March 2018. It is the main planning document used by the Council when considering planning applications and includes the strategy, proposed level of development and planning policies.
- 3.2.9 The District Council is in the process of reviewing and updating the Plan. The intention is that the new District Plan 2021-2039 will replace the current adopted District Plan. The Stage 1 Hearings of the Mid Sussex District Plan Examination were held in October 2024. The Inspector responded to the Council in June 2025 with her findings and further hearing sessions are expected to be held in early 2026.

Mid Sussex Supplementary Planning Documents

- 3.2.10 Mid Sussex District Council have a number of adopted Supplementary Planning Documents (SPDs).
- 3.2.11 The Design Guide SPD was adopted by the Council in November 2020 and is intended to inform and guide the quality of design for all development across Mid Sussex District. It sets out design principles to deliver high quality new development that responds appropriately to its context and is inclusive and sustainable.
- 3.2.12 The Design Guide includes following types of development:
- Urban extensions (residential based developments)
 - Brownfield sites / urban infill / mixed-use developments
 - Rural developments
 - New dwelling design (houses and apartments)

4 The Site and Existing Conditions

4.1 Site Location

- 4.1.1 The site is located to the north of Haywards Heath town centre. The site is bounded by fields to the north, the London to Brighton railway line to the east, residential properties to the south and Borde Hill Lane to the west. The site location is shown in Figure 1, at the end of this report.

4.2 Local Road Network

- 4.2.1 The Penland Farm residential development, to the west of Balcombe Road, has constructed the three-arm 'South Lodge' roundabout at the junction of Balcombe Road with Borde Hill Lane and Hanlye Lane. Borde Hill Lane runs north towards Balcombe and Crawley. Hanlye Lane continues west from this access towards Cuckfield. Balcombe Road runs south towards Haywards Heath town centre. Borde Hill Lane and Hanlye Lane are subject to the national speed limit, becoming 30mph on the approaches to the South Lodge roundabout. Balcombe Road has a 30mph speed limit.

4.3 Walking and Cycling

- 4.3.1 Walking and cycling isochrones have been produced to show the local area that can be reached in a 5, 10, 15 and 20 minute journey time from the site and can be found at the end of this report. Figure 2 shows the walking isochrones and local facilities within a reasonable distance from the site. Haywards Heath station and its surrounding facilities can be reached in 20 minutes on foot.
- 4.3.2 Balcombe Road and Penland Road are promoted by Mid Sussex District Council and Haywards Heath Town Council as suitable routes for cycling and useful for connecting the town centre with the Borde Hill Estate. Figure 3 shows the cycling isochrones. Haywards Heath, as well as destinations including Lindfield, Cuckfield, Balcombe and Ardingly can be reached with a 20 minute cycle ride.

4.4 Public Transport

- 4.4.1 The nearest bus stops to the site are located on Penland Road, approximately 300m to the south of the site. The timetables for local buses are appended to this report in Appendix B and the frequency of services summarised in Table 4.1.

Table 4.1 – Local bus services and their frequencies

Service Number	Route	Monday-Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
31A	Cuckfield – Haywards Heath – N Chailey – Newick – Uckfield	120 minutes	-	120 minutes	-	-	-

- 4.4.2 The nearest train station is Haywards Heath. The station is approximately 1.5km from the site and can be reached via Balcombe Road and Burrell Road. Frequent services operate to London Victoria via Gatwick Airport, Littlehampton, Hove, Worthing, Brighton, Ore, London Bridge, Bedford and Cambridge. On weekdays during the daytime there are 20 services per hour.

4.5 Existing Travel Patterns

- 4.5.1 Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layer 'Mid Sussex 007D'. This covers a large area of rural land to the north and west of Haywards Heath. The area is shown in Figure 4.1. The Super Output Area Lower Layers 'Mid Sussex 011F', 'Mid Sussex 009B', 'Mid Sussex 008B' and 'Mid Sussex 008F' are also considered relevant as these comprise residential areas to the south and east of the site.

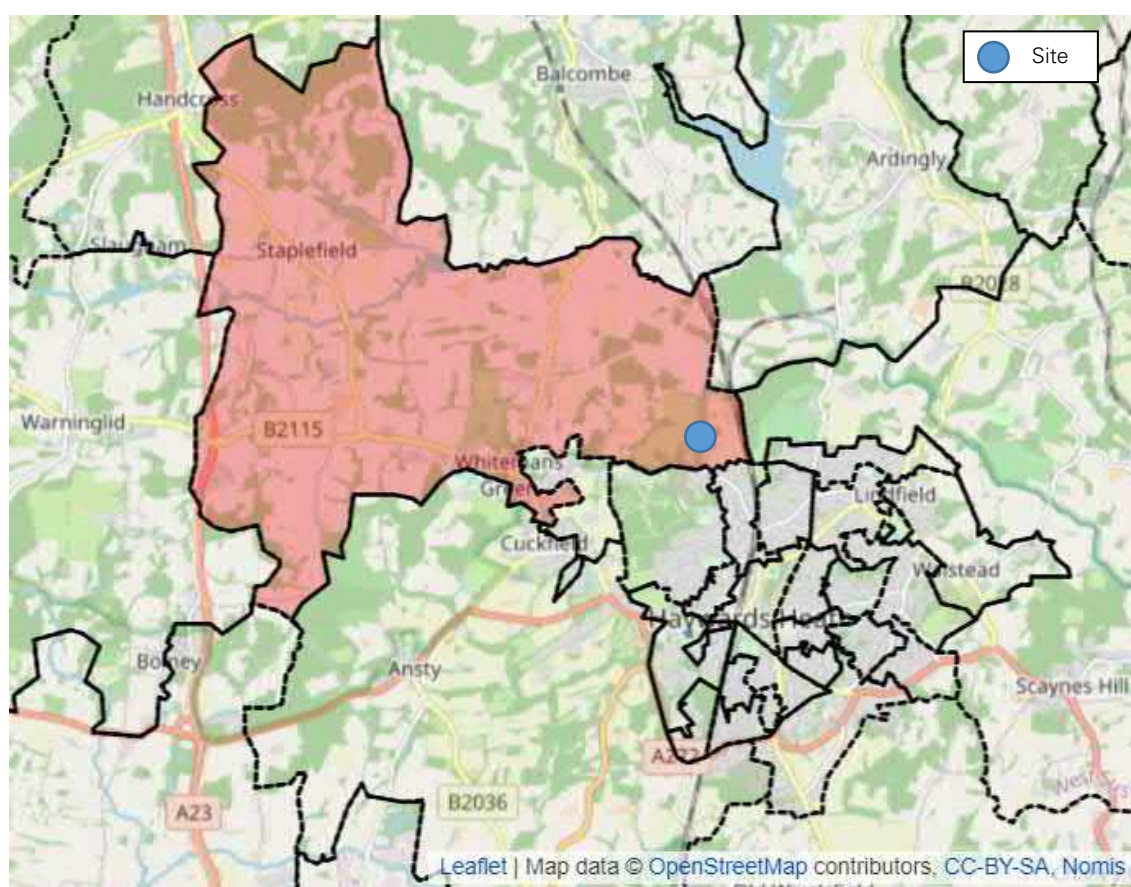


Figure 4.1 – 'Mid Sussex 007D' Super Output Area

4.5.2 The journey to work modal split for the Super Output Areas listed above are presented in Table 4.2.

Table 4.2 – Method of Travel to Work

	Mid Sussex 007D	Mid Sussex 008B	Mid Sussex 008F	Mid Sussex 009B	Mid Sussex 011F	Average
Driving a car or van	69.5%	47.7%	61.8%	47.3%	45.9%	53.6%
Passenger in a car or van	2.9%	1.8%	2.6%	2.6%	3.4%	2.6%
On foot	5.6%	11.8%	9.7%	17.0%	11.2%	11.3%
Bicycle	0.8%	1.1%	1.3%	1.2%	2.0%	1.3%
Train	17.5%	34.5%	21.9%	28.5%	35.7%	28.2%
Bus, minibus, or coach	1.1%	1.1%	0.8%	1.6%	0.6%	1.0%
Motorcycle or moped	0.5%	1.1%	0.8%	0.6%	0.4%	0.7%
Taxi	0.8%	0.0%	0.2%	0.5%	0.1%	0.3%
Other	1.3%	0.8%	1.0%	0.6%	0.7%	0.9%

4.5.3 The average modal split for all households in these areas is summarised in Figure 4.2. This shows that around 54% of residents in the area who travel to work do so by driving a car or van. Around 13% of journeys to work are by walking or cycling and around 29% of journeys to work are by public transport.

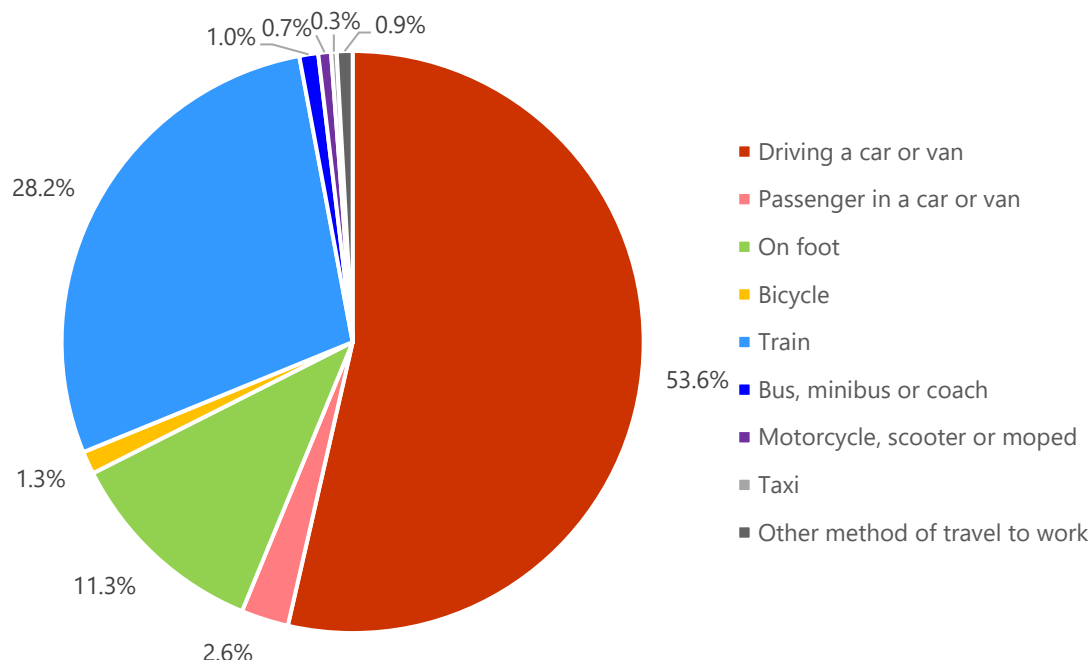


Figure 4.2 – Modal split of journeys to work from 2011 Census

- 4.5.4 The 2021 Census shows that around 33% of households in the Mid Sussex 007D area have access to one car or van, with around 43% having access to two cars or vans. 21% of households have access to three or more cars or vans.
- 4.5.5 This compares to 49% of households with one car or van, 26% of households with two cars or vans and 7% with three or more cars or vans in the area to the southwest of the site, incorporating the Penland Farm development. The area immediately to the south of the site has around 49% of households with one car or van, 35% of households with two cars or vans and 9% with three or more cars or vans. It is thought that these areas are more representative of the expected car ownership for the proposed development.

4.6 Collision Locations Analysis

A review of the personal injury accident data in the vicinity of the site and reported since 1st January 2020 has been undertaken by interrogating the Crashmap and West Sussex County Council Collision Locations Map websites. Figure 4.3 shows the locations of one 'serious' incident (red) involving two vehicles, and one 'slight' incident (yellow) involving one vehicle, in the vicinity of the existing roundabout.



Figure 4.3 – Collision locations obtained from Crashmap

4.7 Traffic Surveys

Manual junction count

- 4.7.1 A manual classified traffic count was carried out at the Borde Hill Lane / Balcombe Road / Hanlye Lane roundabout and College Road / Balcombe Road / Mill Green Road priority junction on Thursday 24th October 2024 between 07:00-10:00 and 16:00-19:00. Turning counts are shown in Figure T1, at the end of this report, for the AM and PM peak hours respectively. The full traffic survey can be found in Appendix C.

Automatic traffic counts

- 4.7.2 Automatic traffic counts (ATCs) were undertaken for a period of seven days from Wednesday 3rd November to Tuesday 9th November 2021 on each of the approaches to the Borde Hill Lane / Balcombe Road / Hanlye Lane roundabout. The ATCs recorded vehicle speeds in both directions on each of the roads surveyed. The full ATC survey can be found in Appendix C.
- 4.7.3 Figures 4.4 to 4.6 show the recorded average weekday speeds in each hour of the day over the course of a 24 hour period.

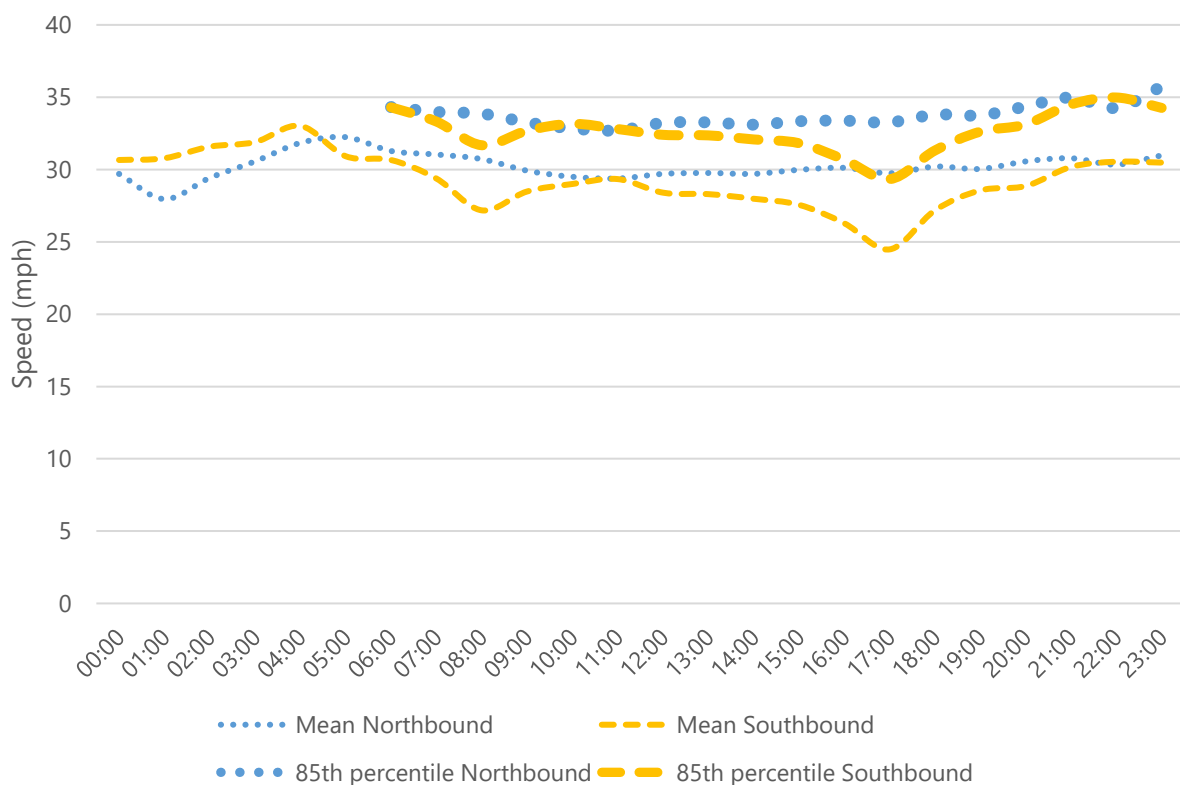


Figure 4.4 – Mean and 85th percentile speeds recorded on Borde Hill Lane

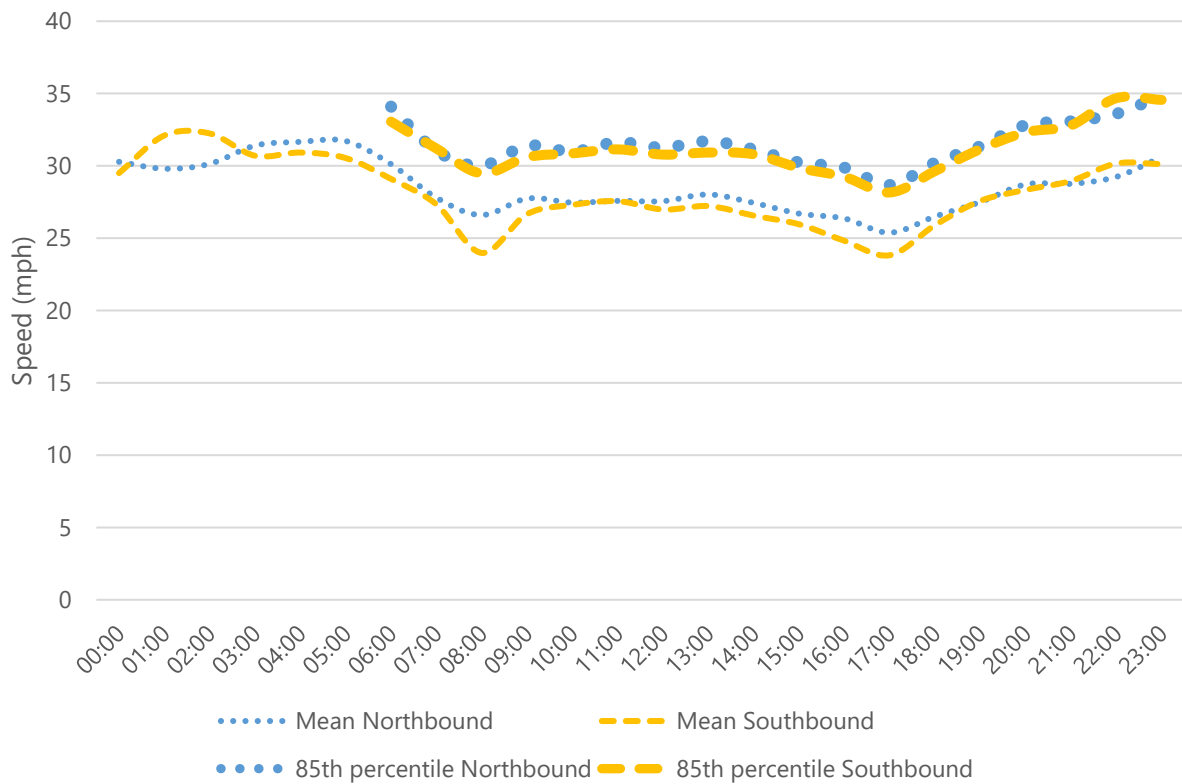


Figure 4.5 – Mean and 85th percentile speeds recorded on Balcombe Road

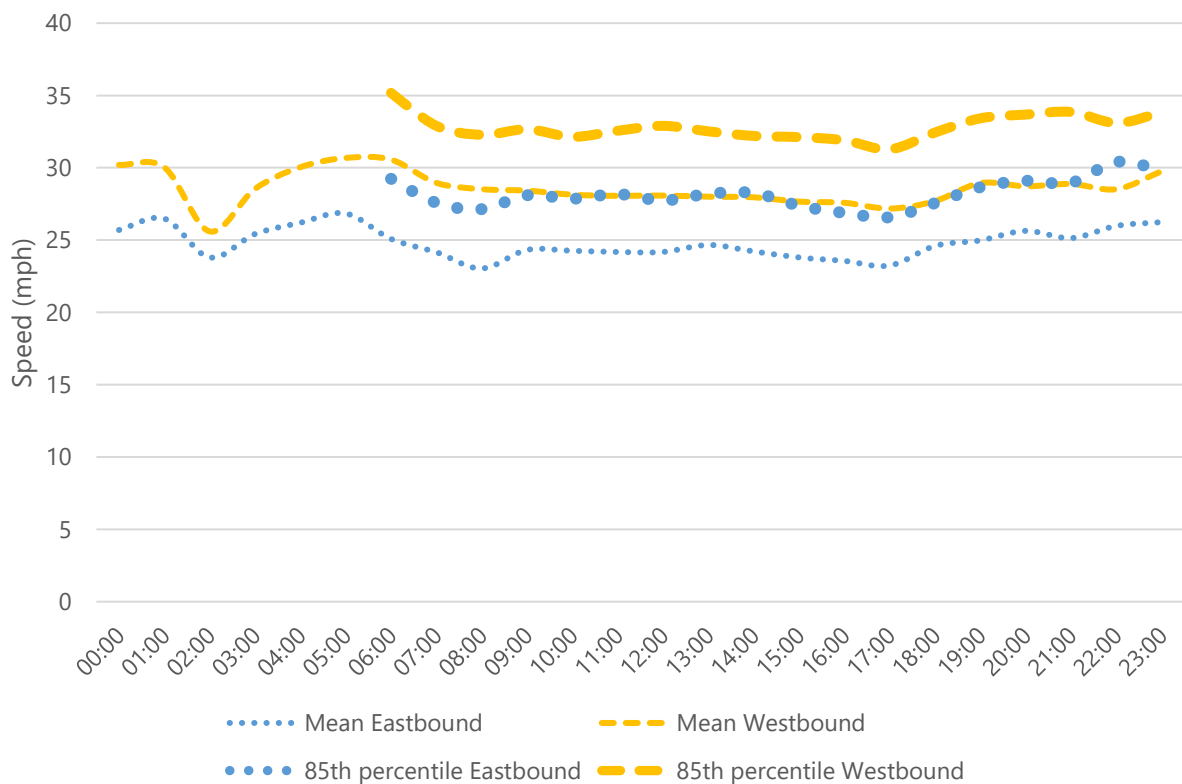


Figure 4.6 – Mean and 85th percentile speeds recorded on Hanlye Lane

5 Development Proposals

5.1 Description of the Proposed Development

- 5.1.1 The total site area is approximately 9.4 hectares. The scheme proposes up to 125 homes along with landscaping, open space, and associated development works.
- 5.1.2 Access is to be taken from a revised roundabout layout that introduces a fourth arm at the junction of Balcombe Road, Hanlye Lane and Borde Hill Lane.

5.2 Site Access Roundabout

- 5.2.1 Drawing SDP-XX-XX-DR-D-305 shows the layout of the proposed 4-arm roundabout. Additional geometric properties are shown on Drawing SDP-XX-XX-DR-D-352.
- 5.2.2 The speed survey conducted on the approaches to the Borde Hill Lane / Balcombe Road / Hanlye Lane roundabout has been used to determine actual approach speeds. The 85th percentile approach speeds on all arms of the junction are predominantly below 35mph. This information has been used to confirm the appropriate visibility requirements. Forward visibility splays are shown on the drawing for all approaches to the roundabout.
- 5.2.3 Drawings SDP-XX-XX-DR-D-353 to 355 show the swept path vehicle tracking for turning movements at the roundabout.
- 5.2.4 The design has been subject to a Stage 1 Road Safety Audit. This, along with the Designer's Response, can be found in Appendix D.

5.3 Parking

- 5.3.1 The proposed parking at the proposed development will conform to WSCC guidance for new developments.
- 5.3.2 One cycle space will be provided for 1 & 2 bedroom homes and 2 cycle spaces for 3+ bedroom homes. 1 & 2 bedroom flats will have 0.5 spaces per home, and 3+ bedroom flats will have 1 space provided in communal storage.
- 5.3.3 The site is located at the boundary of Parking Behaviour Zone 1. Parking Behaviour Zone 3 is immediately to the south of the site, with Parking Behaviour Zone 4 to the southwest, incorporating the Penland Farm residential development.
- 5.3.4 Table 5.1 shows the Residential Parking Demand (spaces per dwelling) for various sizes of homes.

Table 5.1 – Method of Travel to Work

Number of bedrooms	Number of Habitable Rooms	PBZ1	PBZ3	PBZ4
1	1 to 3	1.5	0.9	0.9
2	4	1.7	1.3	1.1
3	5 to 6	2.2	1.8	1.7
4+	7 or more	2.7	2.5	2.2

- 5.3.5 At least two allocated parking spaces are to be provided per house, and at least one space is provided for each apartment. Visitor parking spaces equivalent to 0.2 spaces per home have been provided across the site. This level of parking is considered to be appropriate based on the information on car ownership from the Census.

5.4 Servicing

- 5.4.1 The internal layout of the development will be designed to accommodate the expected size of refuse, service and emergency vehicles.

6 Trip Generation and Distribution

6.1 Trip Generation

6.1.1 The TRICS database (version 8) has been interrogated to estimate the likely trip generation for the proposed development. The full output from the TRICS database can be found in Appendix E.

6.1.2 The following criteria have been used when selecting appropriate sites from the database for the residential units:

- Land Use 03/A – Residential, Houses Privately Owned
- Sites in England and Wales, excluding Greater London
- Development sizes from 50 to 250 units
- Suburban and Edge of Town sites surveyed from 2016 onwards
- Population within 1-mile radius up to 10,000
- Population within 5-mile radius up to 100,000
- Weekday surveys
- Only latest surveys included where a site has been re-surveyed

6.1.3 Table 6.1 shows the 'Total People' trip rates for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.1 – Total People trip rates

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.188	0.669
17:00 - 18:00	0.525	0.265

6.1.4 Table 6.2 shows the vehicle trip rates for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.2 – Vehicle trip rates

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.117	0.326
17:00 - 18:00	0.334	0.159

6.1.5 The capacity analysis is based on a development proposal of 125 homes. Table 6.3 summarises the number of people and vehicle trips associated with a development of 125 homes using the trip rates in the tables above.

Table 6.3 – Total People and Vehicle trips for 125 homes

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	24	84	108	15	41	56
17:00 - 18:00	66	33	99	42	20	62

- 6.1.6 Table 6.4 shows the 12-hour weekday vehicle trip rates for 07:00-19:00. It is anticipated that a development of 125 homes would generate around 514 two-way trips in this twelve hour period.

Table 6.4 – 12-hour Vehicle trip rates and trips for 125 homes

	Trip Rate In	Trip Rate Out	Two-way	Trips In	Trips Out	Two-way
07:00 - 19:00	2.045	2.067	4.112	256	258	514

- 6.1.7 The anticipated method of travel to work presented in Figure 4.2 has been used to estimate the number of trips by each travel mode. The trips by model of travel are summarised in Table 6.5.

Table 6.5 – Method of Travel to Work

	Modal Split	AM Peak Hour			PM Peak Hour		
		Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
Driving a car or van	53.6%	13	45	58	35	18	53
Passenger in a car or van	2.6%	1	2	3	2	1	3
On foot	11.3%	3	9	12	7	4	11
Bicycle	1.3%	0	1	1	1	0	1
Train	28.2%	7	24	31	19	9	28
Bus, minibus, or coach	1.0%	0	1	1	1	0	1
Motorcycle or moped	0.7%	0	1	1	0	0	0
Taxi	0.3%	0	0	0	0	0	0
Other	0.9%	0	1	1	1	0	1

- 6.1.8 The predicted number of vehicle trips in Table 6.5 for the AM peak hour is similar to the number of trips estimated by using the Vehicle Trips category in the TRICS database. The trip generation in Table 6.3 will be used in the capacity analysis to present a robust calculation of the vehicle trips from the proposed development.

6.2 Trip Distribution

- 6.2.1 The origin-destination data from the 2011 Census for the Mid Sussex 011 area has been used to understand the likely trip distribution of traffic generated by the proposed development. The number of journeys from Mid Sussex 011 to Super Output Areas (Mid Layer) in Mid Sussex, all other local authority districts in the South East region, and other regions in the UK has been collected and appropriate routing using the Google Maps journey planner applied to compile the proportion of trips travelling in each direction. Where there are viable alternative routes available, the trips have been divided between these routes based on distance and journey time.
- 6.2.2 The trip distribution calculations are presented in Appendix F. Table 6.6 summarises the proposed distribution to be used for the development's vehicle trips.

Table 6.6 – Traffic Distribution

Route	Proportion
South via Balcombe Road	39%
North via Borde Hill Lane	30%
West via Hanlye Lane	31%

- 6.2.3 Figure T2, at the end of this report, shows the calculated proposed development traffic movements for 125 homes in the AM peak hour and PM peak hour.

7 Impact of the Development on the Transport Network

7.1 Methodology

- 7.1.1 Vehicular access to and from the proposed development will be via the new fourth arm on the enlarged and reconfigured roundabout.
- 7.1.2 The proposed development traffic flows shown in Figure T2 estimate that there will be more than 30 development trips in each peak hour using the site access junction.
- 7.1.3 The West Sussex County Council Transport Assessment Methodology states:
- “Generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour – or if the junction already experiences peak period congestion an increase of 10 or more vehicles – as a result of the development proposals.”*
- 7.1.4 Whilst development traffic using Balcombe Road is predicted to be less than 30 vehicle movements in each of the peak hours, the junction of Balcombe Road / College Road / Mill Green Road will be assessed for capacity in the peak hours as this junction is approaching capacity at peak times. The distribution of the development traffic flows at this junction is based on the existing turning proportions.

7.2 Highway Capacity Impact

South Lodge roundabout

- 7.2.1 The proposed junction has been modelled using the TRL Junctions 10 software package for future year of 2030, being five years from the year of application. The RFC values give the Ratio of Flow to Capacity, which indicates what proportion of each arm’s total capacity is being utilised. RFC values above 0.85 signify that the arm is nearing capacity and RFC values over 1 indicate that the arm is at or exceeding capacity.
- 7.2.2 The 2030 traffic flows have been obtained by growing the 2024 traffic flows using the NTM/TEMPro growth factor for Mid Sussex of 1.0693 for the AM peak and 1.0690 for the PM peak. The 2030 traffic flows are shown in Figure T3 without development and Figure T4 with the development traffic included. The results of the analysis are summarised in Table 7.1, with the full output presented in Appendix G.

Table 7.1 – Site Access / Balcombe Road / Hanlye Lane / Borde Hill Lane roundabout

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.04	0	0.02	0
Balcombe Road	0.48	1	0.42	1
Hanlye Road	0.49	1	0.39	1
Borde Hill Lane	0.32	1	0.30	0

- 7.2.3 The assessment shows that the roundabout operates well under capacity in 2030, based on the traffic flows modelled and with the addition of the development traffic, with virtually no queuing on any of the arms of the roundabout.

Balcombe Road / College Road / Mill Green Road

- 7.2.4 The existing priority junction has been modelled using the TRL Junctions 10 software package for the years 2024 and 2030. Table 7.2 summarises the operation of the priority junction based on the observed 2024 traffic flows.

Table 7.2 – College Road / Mill Green Road / Balcombe Road without development

2024 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Balcombe Road right turn	0.90	7	0.73	3
Mill Green Road	0.69	2	0.75	3

- 7.2.5 Table 7.3 summarises the operation of the junction in 2030 without the proposed development traffic added.

Table 7.3 – College Road / Mill Green Road / Balcombe Road without proposed development

2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Balcombe Road right turn	0.97	13	0.79	4
Mill Green Road	0.75	3	0.82	4

- 7.2.6 Table 7.4 summarises the operation of the junction in 2030 with the proposed development traffic added. The turning movements of the proposed development traffic has been assumed to be proportional to the existing turning proportions.

Table 7.4 – College Road / Mill Green Road / Balcombe Road with proposed development

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Balcombe Road right turn	0.99	15	0.80	4
Mill Green Road	0.76	3	0.84	4

- 7.2.7 The addition of the proposed development traffic sees a marginal increase in the RFC values and a slight increase in queue lengths in the AM peak at the junction. The small increase in traffic at this junction does not result in a significant impact due to the proposed development traffic.

8 Sustainability

8.1 Pedestrians and Cyclists

- 8.1.1 Pedestrians are catered for by a good network of footways. This allows for easy access to and from the site and for pedestrians to be able to access local facilities.
- 8.1.2 The isochrones show that Haywards Heath town centre and the surrounding areas are accessible by cycle in less than 15 minutes.

8.2 Public Transport

- 8.2.1 The site is accessible from existing local bus routes with bus stops within a reasonable walking distance from the site. The bus services give access to the town centre and the wider local area.
- 8.2.2 The nearest train station is Haywards Heath. The station is approximately 1.5km from the site and is therefore within a reasonable cycling distance and is also walkable in around 20 minutes. The station offers a high frequency of train services and variety of destinations.

8.3 Travel Plan

- 8.3.1 The Travel Plan for the development will promote sustainable modes of travel for residents to encourage travel by means other than the private car. The range of measures aims to reduce trips by car by 10% compared with the baseline estimate of trips between 07:00 and 19:00.

9 Conclusions

9.1 Summary

- 9.1.1 This Transport Assessment has been prepared in support of the proposed residential development on land north of Balcombe Road, Haywards Heath.
- 9.1.2 This Transport Assessment demonstrates that the proposed development can be accommodated without any significant detrimental impact on the local transport network.
- 9.1.3 The proposed development can be safely accessed and serviced from the existing highway network via a new site access junction with good access provision for pedestrians and cyclists. The site can be accessed by means other than the private car with public transport provision within walking and cycling distance of the site.
- 9.1.4 In conclusion, there is no highways and transport reason why the development should not be permitted.

Figures and Drawings

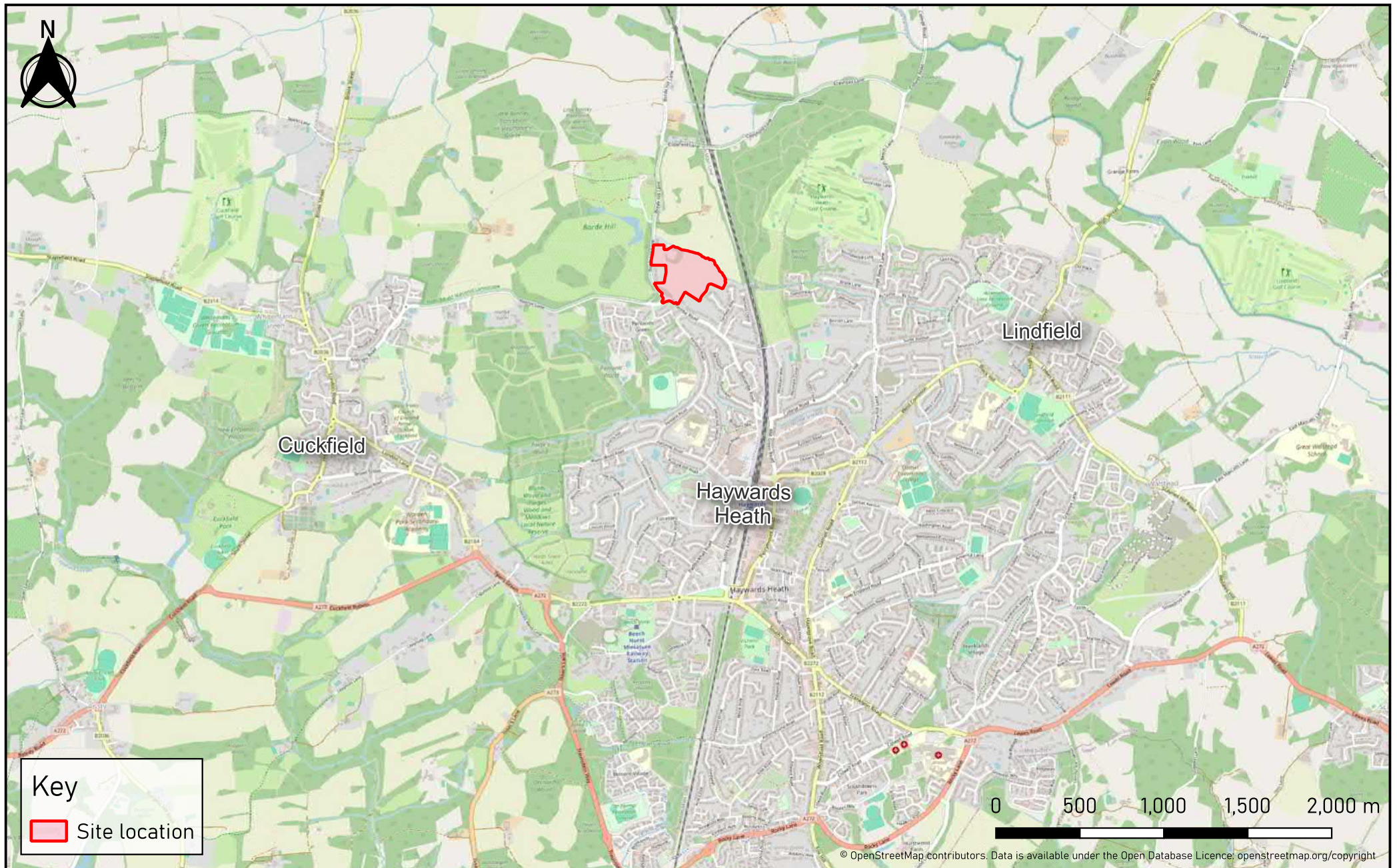


Figure 1 – Site Location Plan

Land north of Balcombe Road, Haywards Heath

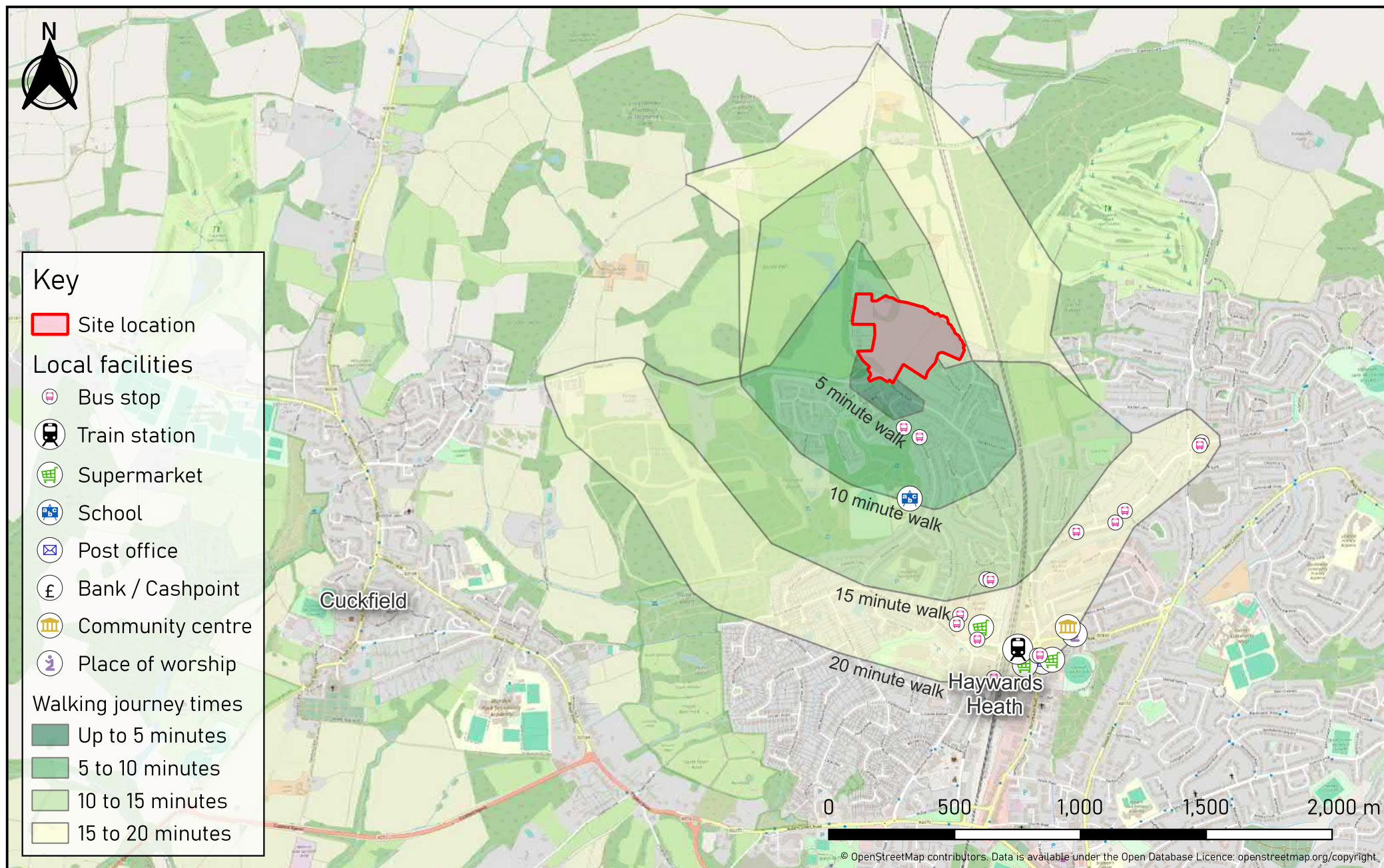


Figure 2 - Walking Isochrones Plan

Land north of Balcombe Road, Haywards Heath

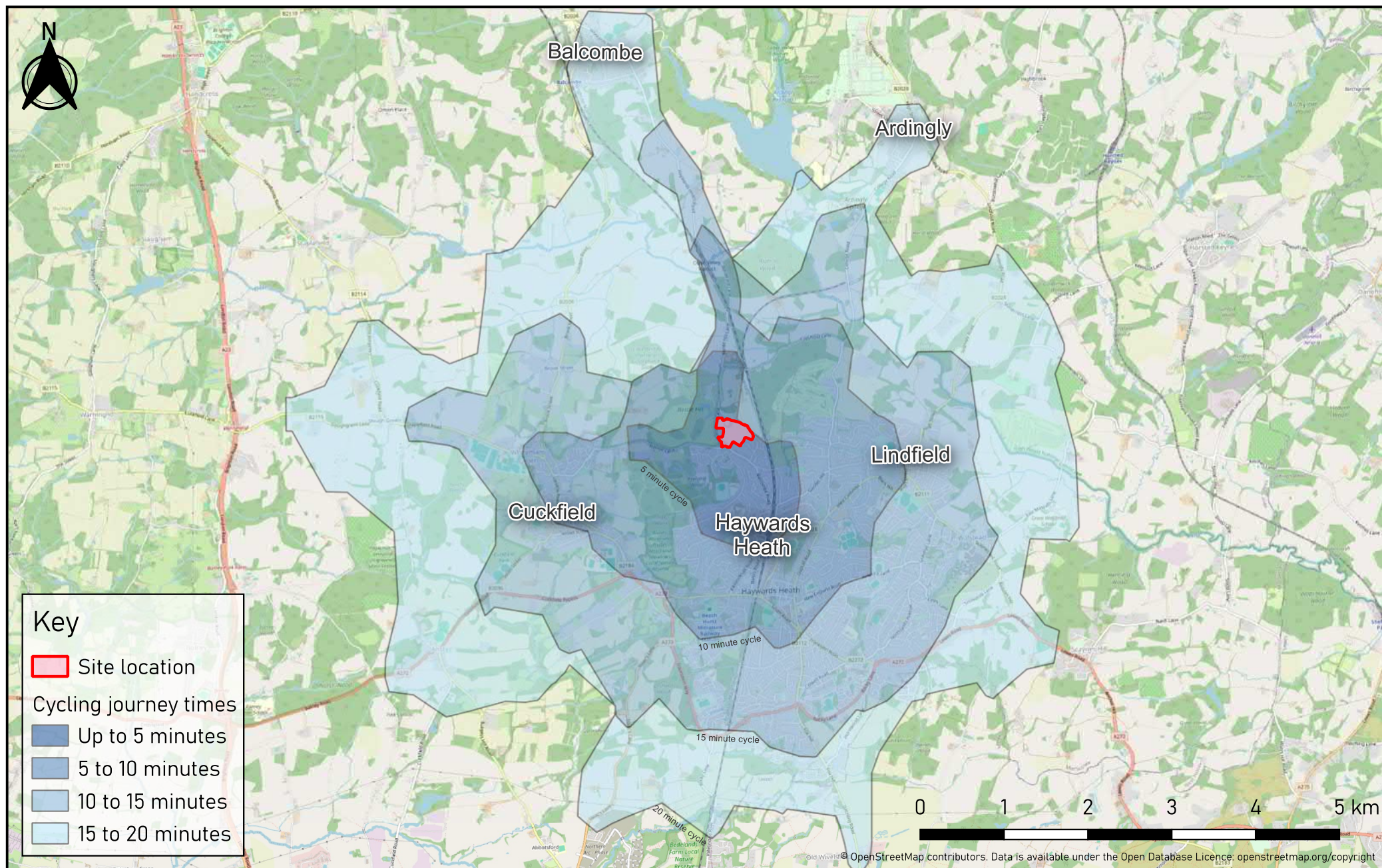
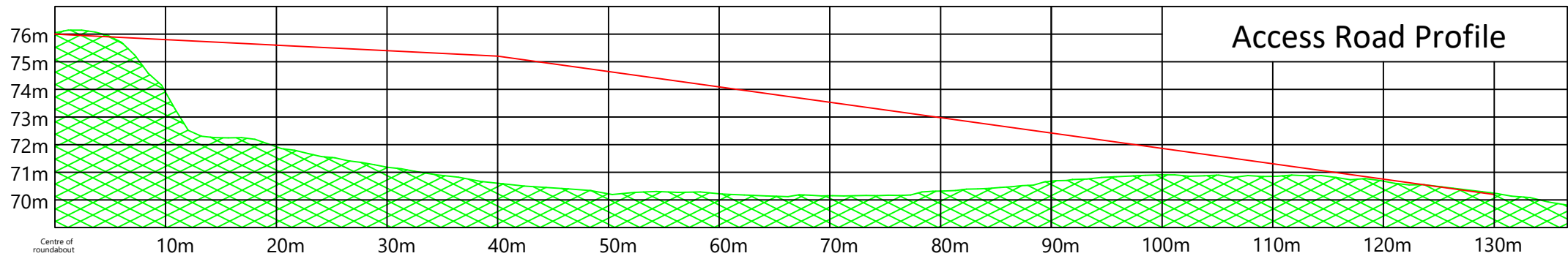
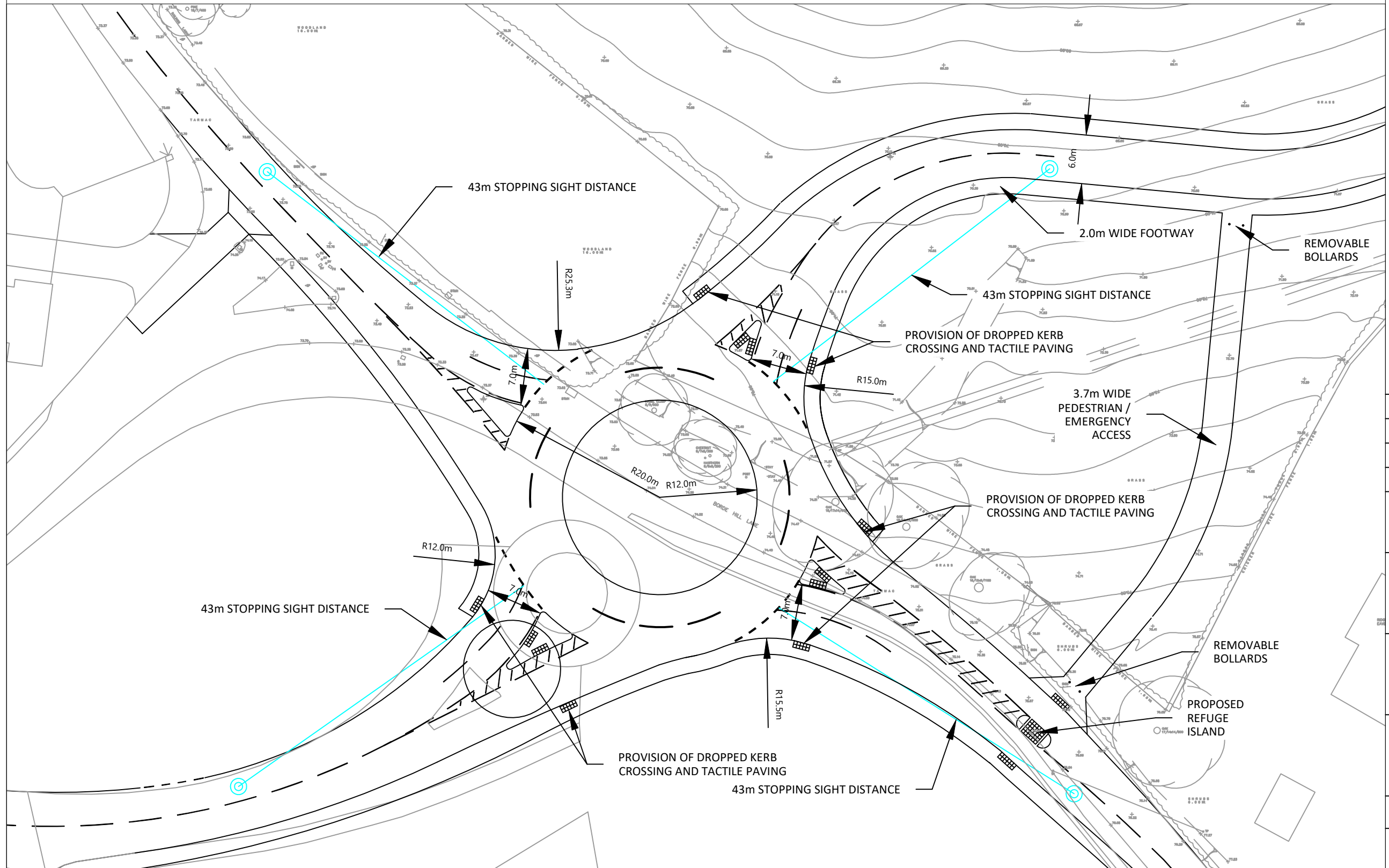


Figure 3 – Cycling Isochrones Plan

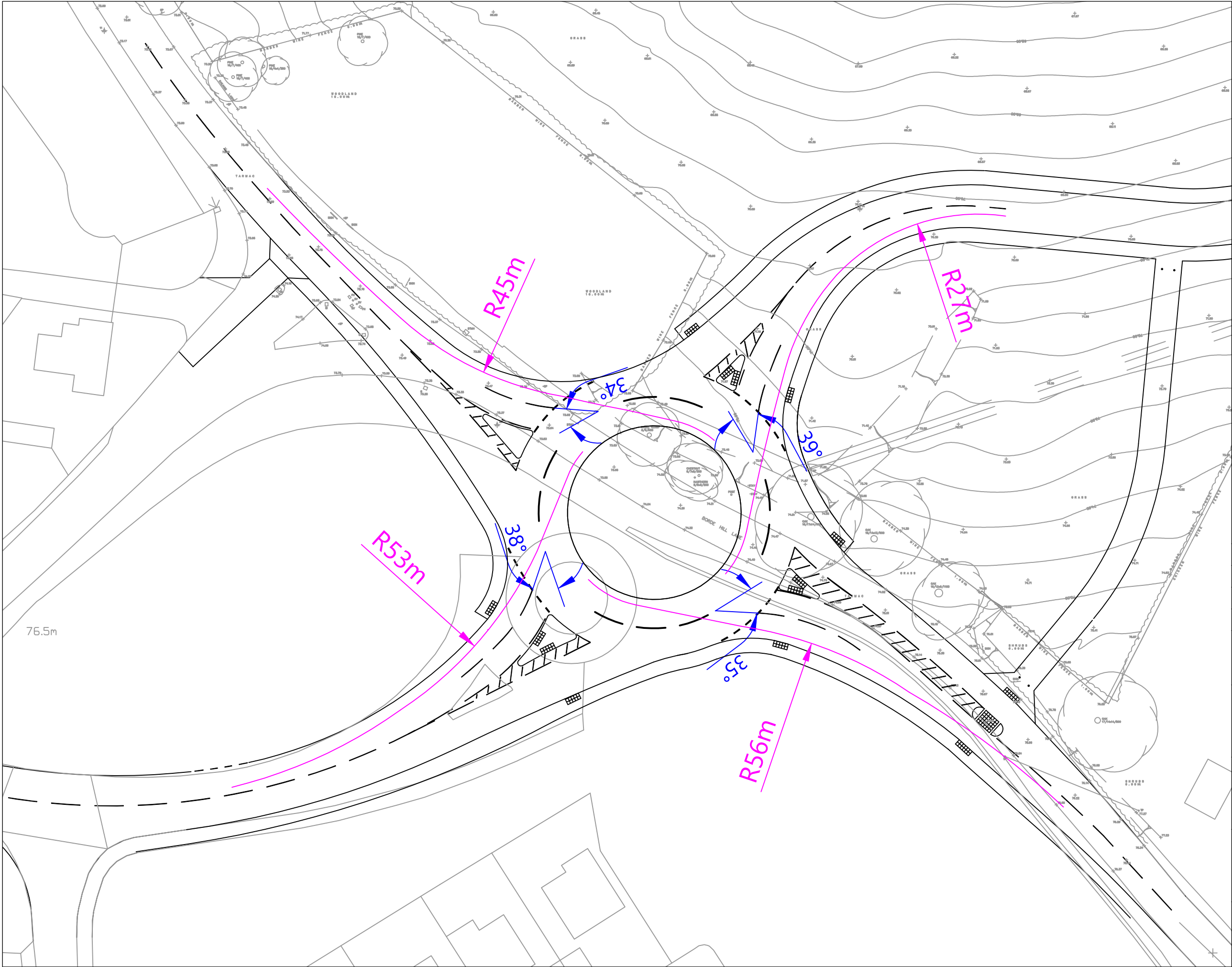
Land north of Balcombe Road, Haywards Heath



- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 40m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.

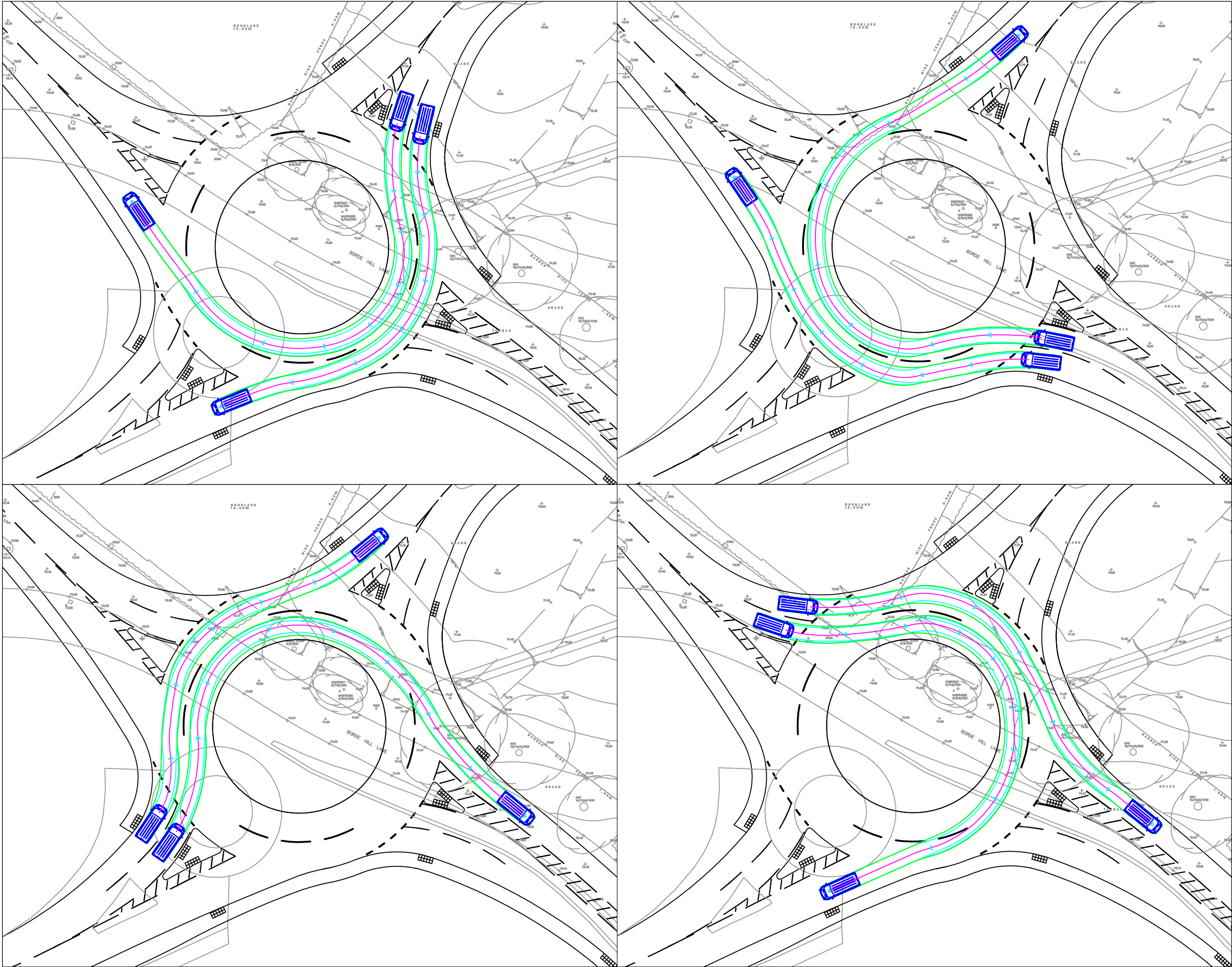


P2	09.01.25	Profile and notes added	NM
P1	20.12.24	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Fairfax			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Proposed Access Arrangement			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	20.12.24	Scale	1:500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-305	Revision	P2

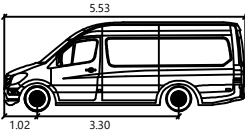


- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 40m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.

P1	06.02.25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Fairfax			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Roundabout Geometry			
SDP			
Buncton Barn, Buncton Lane Bolney, West Sussex, RH17 5RE			
Date	06.02.25	Scale	1:500
Drawn	NM		
Drawing No.		Revision	
SDP-XX-XX-DR-D-352		P1	



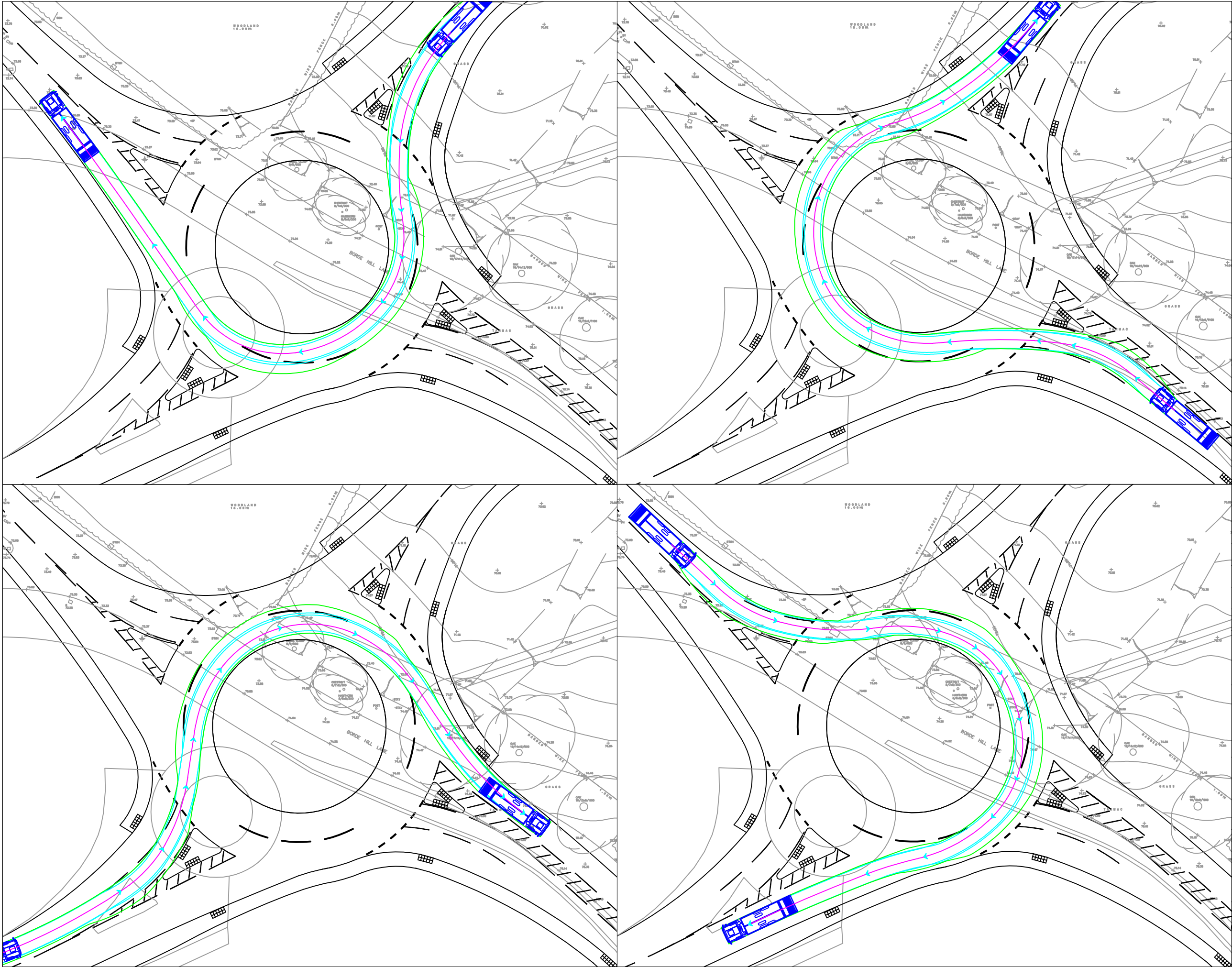
- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 40m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.



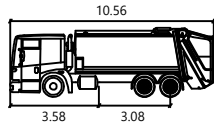
L2H3 FORD TRANSIT

	metres
Width	: 2.06
Track	: 2.06
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

P1	06.02.25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Swept Path Analysis 1/3			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	06.02.25	Scale	1:500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-353		Revision
		P1	

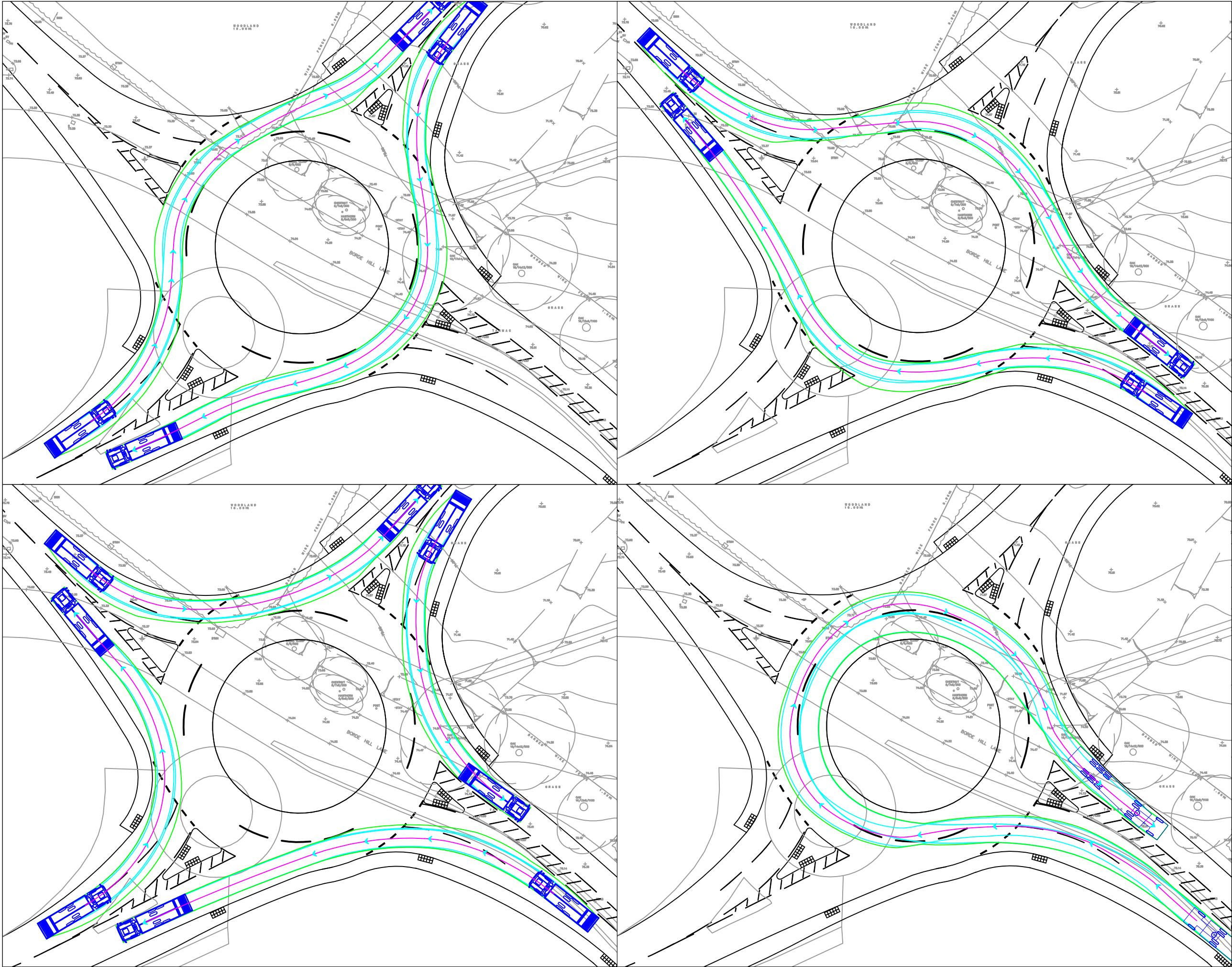


- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 40m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:20 for 10m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.



Mercedes Benz Econic 2629 LL 2012
meters
Width : 2.52
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 24.9

P2	03.12.25	Large refuse vehicle	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Swept Path Analysis 2/3			
SDP Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	06.02.25	Scale	1:500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-354		Revision
		P2	



- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 40m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.

10.56

Mercedes Benz Econic 2629 LL 2012

meters

Width : 2.52

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 24.9

1.80 13.61

Artic

meters

Tractor Width : 2.55

Trailer Width : 2.55

Tractor Track : 2.55

Trailer Track : 2.55

Lock to Lock Time : 6.0

Steering Angle : 42.7

Articulating Angle : 70.0

P2	03.12.25	Large refuse vehicle	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

Land north of
Balcombe Road,
Haywards Heath

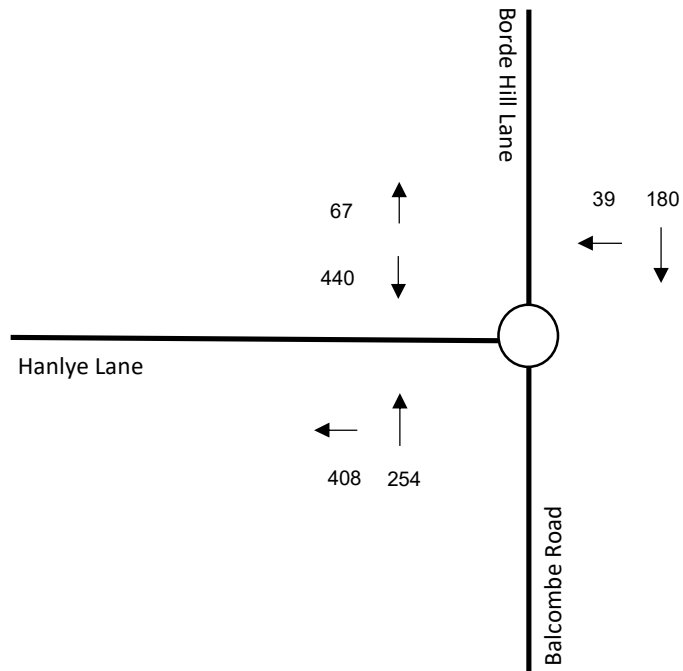
Title

Swept Path
Analysis 3/3

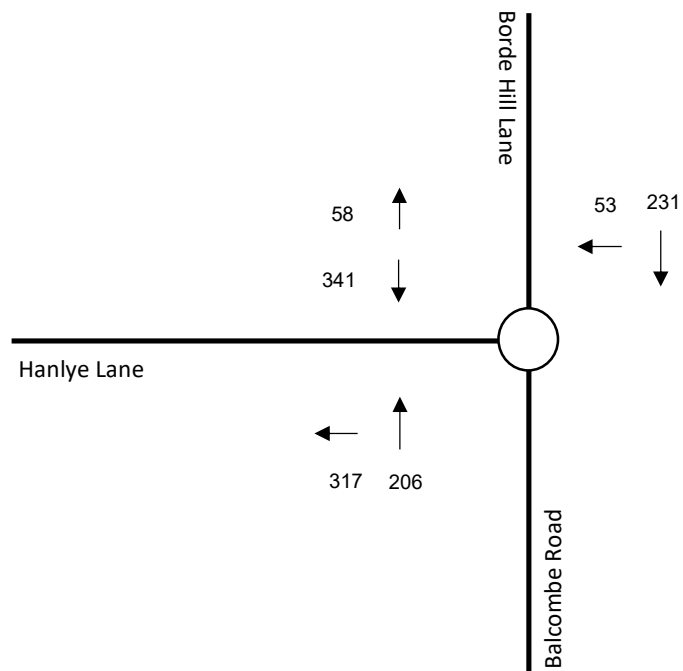
SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-355	Revision	P2		

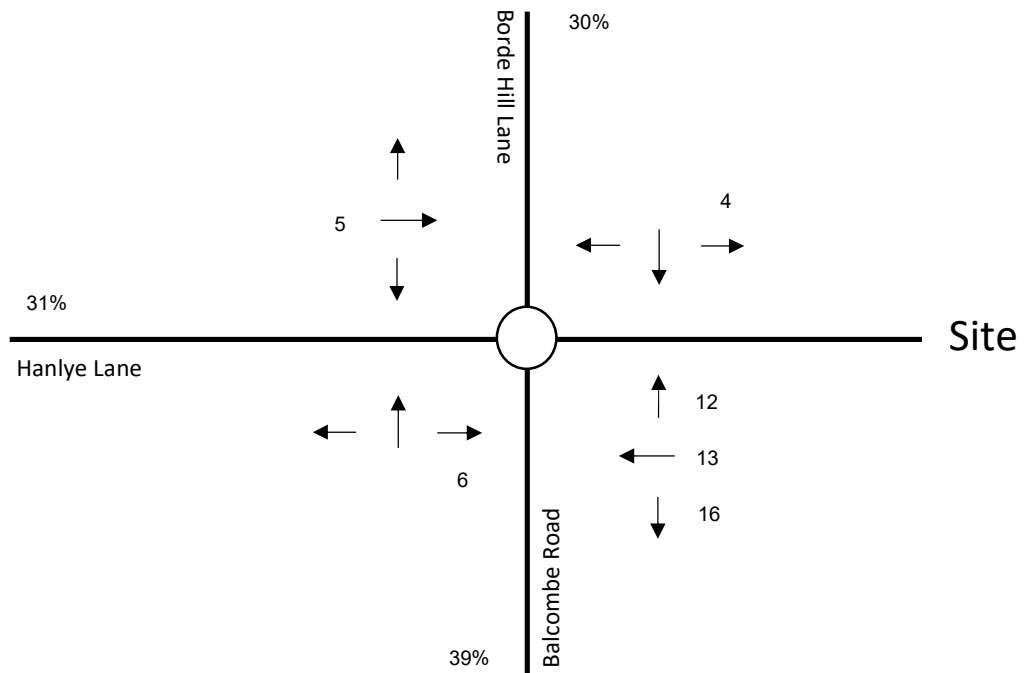


AM Peak Hour - 08:00-09:00

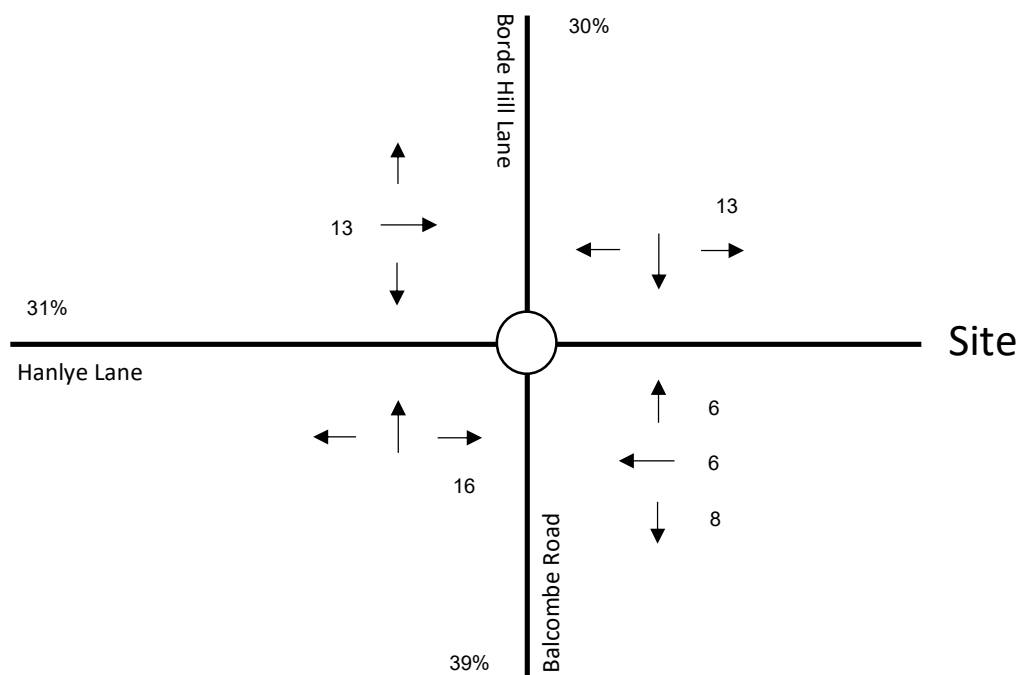


PM Peak Hour - 17:00-18:00

Figure T1 - 2024 traffic flows
Land north of Balcombe Road, Haywards Heath

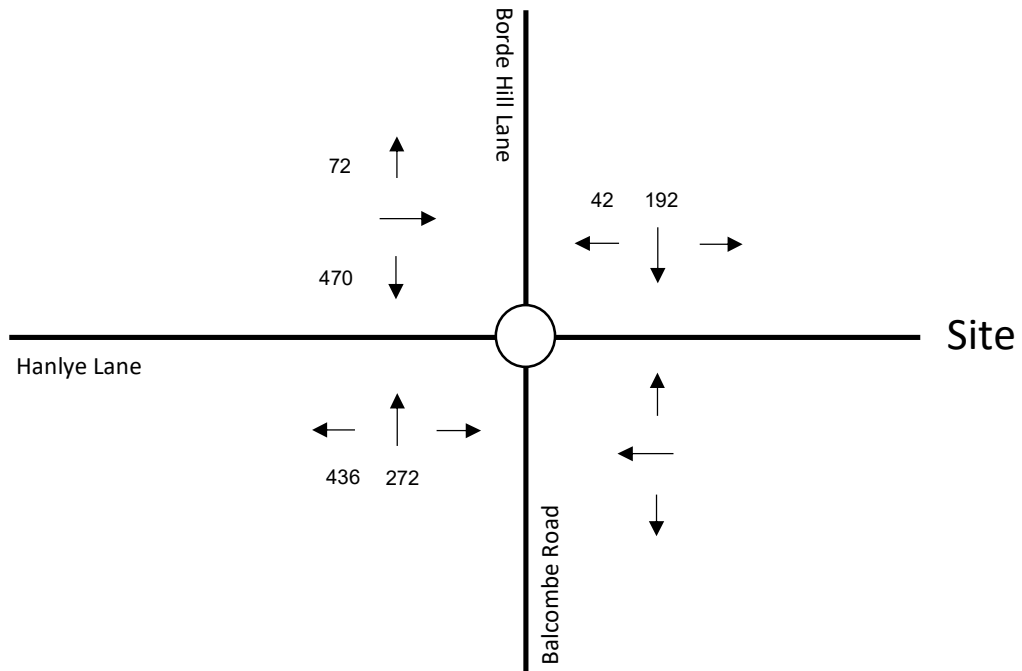


AM Peak Hour - 08:00-09:00

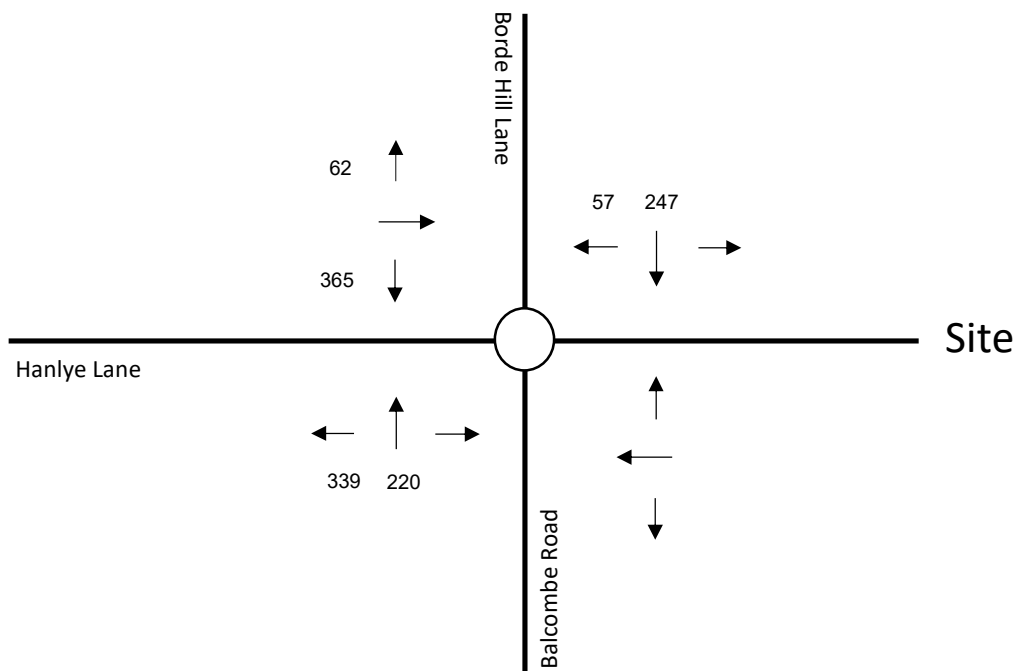


PM Peak Hour - 17:00-18:00

Figure T2 - Proposed development traffic
Land north of Balcombe Road, Haywards Heath

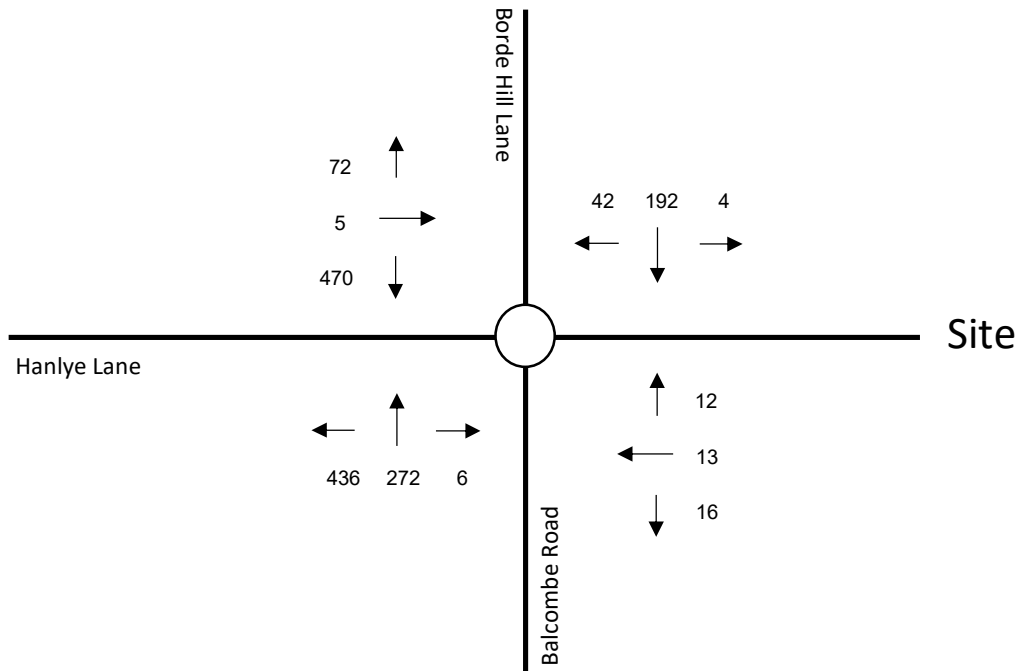


AM Peak Hour - 08:00-09:00

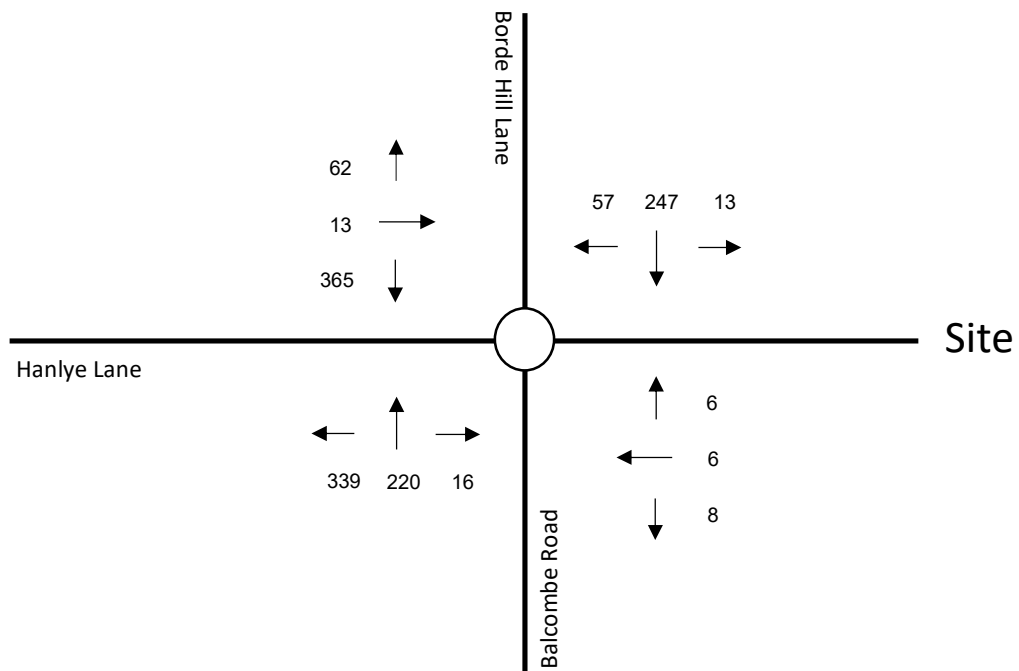


PM Peak Hour - 17:00-18:00

Figure T3 - 2030 traffic flows
Land north of Balcombe Road, Haywards Heath



AM Peak Hour - 08:00-09:00



PM Peak Hour - 17:00-18:00

Figure T4 - 2030 with development traffic flows
Land north of Balcombe Road, Haywards Heath

Appendix A: Pre-application Correspondence

WEST SUSSEX COUNTY COUNCIL - PRE APPLICATION CONSULTATION

TO:	Organisation: i-Transport - FAO: Jamie Narborough
FROM:	WSCC - Highways Authority
DATE:	17 December 2020
LOCATION:	Borde Hill Lane, Sugworth, RH17 5NL
SUBJECT:	Internal Reference: PRE-131-20 Residential development of circa 130 dwellings.
RECOMMENDATION:	Advice
S106 ADVICE:	see comments below

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Borde Hill Lane, Sugworth, RH17 5NL.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information. A Transport Assessment Scoping Note has been provided and the LHA wish to advise the following.

- Adjacent site approval to west for 210 homes (DM/16/1803) introduced a 3-arm roundabout as an improvement to the existing Balcombe Road/ Hanlye Lane/ Borde Hill Road priority junction.
- This development proposes a 4th arm to the roundabout to access site which will result in a revised roundabout layout including enlargement of the roundabout.
- A full Design Audit and RSA would be required on these proposals. Splays of 2.4m by 43m have been shown (speed limit at roundabout was reduced to 30mph through a TRO in October 2018). Nevertheless, a speed survey should be carried out to determine actual approach speeds and suitable visibility demonstrated accordingly.
- The Design Audit should include reference to DMRB design parameters and how the scheme meets these. Any Departures from Standard identified would need to be accompanied by required forms for review by the Principal Engineer, at planning stage.
- Footway connections, crossing points etc will also be reviewed under RSA.
- It is noted that the Scoping Note requests further info on the extent of the public highway boundary. Applicant should contact land.charges@westsussex.gov.uk to obtain this information.
- A Travel Plan should be secured to promote sustainable transport use and should include targets to decrease single occupancy car use and increase uptake of sustainable transport modes.
- A vehicular trip rate from TRICs has been identified. Penland Farm site (DM/16/1803) used multi-model person trip rates from TRICs then applied percentage by car travel using Census data. It is advised that this approach is used also.
- Trip distribution should also be identified to determine which junctions would require modelling for capacity. The new site access roundabout arm and potentially further junctions to the south may need to be modelled depending on the outcome of this. Use of traffic counts should be factored up using Temprow growth rates and the application of traffic flows associated with committed development sites.
- Traffic flow surveys: From 16 March 2020, traffic surveys for the purposes of vehicle movements are not considered to be representative. Therefore, if you have undertaken surveys since then, you should look to nearby historical permanent count data (if available) to calculate an appropriate growth factor to increase the flows by. Permanent count data is available on our Traffic counts page.

**Please see below for S106 for PRE-131-30 at Borde Hill Lane, Sugworth, RH17 5NL.
This is as a guideline for any future Full applications relating to this site.**

We use Office of National Statistics data to determine household sizes. As the housing mix and car parking spaces has not been confirmed at this stage we can advise that for this application we will be seeking financial contributions towards sustainable transport schemes (TAD); Primary, Secondary and Further Secondary and Libraries. A Highway Work's package will be negotiated by the Highways Case Officer once enough suitable information has been received. In addition, the installation of and connection to mains water Fire Hydrants are required at the developer's expense, these will be conditioned if necessary after a formal application has been made.

The financial contribution sought by the County Council will be based on: the estimated additional population that will be generated by the proposed development, reduced to reflect any affordable dwellings (by which we mean Social Rented dwellings, but NOT Shared Equity, Intermediate or Key Worker status dwellings).

Should the applicant wish to estimate the level of contribution that will be sought our calculator is available at the following address:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/planning_obligations.aspx#S106

For further information please contact strategicplanning@westsussex.gov.uk and please include "s106 Calculation query" and the location of the proposed site in the subject line.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designers response and including amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrbs/>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Katie Kurek
Planning Services

Appendix B: Public Transport Information

Uckfield - Maresfield - Newick - Haywards Heath - Cuckfield

31
31A
31B

Mondays to Fridays (except Public Holidays)

	31	31	31 Sch	31 H	31A	31	31A	31	31A	31	31 Sch	31A H	31	31	31
Uckfield, Bus Station			0730	0730	0840	0940	1040	1140	1240	1340	1435	1440	1550	1650	1750
Maresfield, Church			0739	0739	0849	0949	1049	1149	1249	1349	1444	1449	1559	1659	1759
Ashdown Business Park			0741	0741	0851	0951	1051	1151	1251	1351	1446	1451	1601	1701	1801
Newick, The Green	0556	0656	0748	0748	0857	0957	1057	1157	1257	1357	1452	1457	1607	1707	1807
North Chailey, Kings Head	0600	0700	0754	0754	0902	1002	1102	1202	1302	1402	1457	1502	1612	1712	1812
Scaynes Hill, Farmers	0605	0705	0800	0800	0907	1007	1107	1207	1307	1407	1502	1507	1617	1717	1817
Northlands Wood, Shop	0611	0711	0806	0806	0913	1013	1113	1213	1313	1413	A272	1513	1623	1723	1823
Princess Royal Hospital	0614	0714	0810	0809	0916	1016	1116	1216	1316	1416	1508	1516	1626	1726	1826
Haywards Heath, South Road	0616	0716	0813	0812	0919	1019	1119	1219	1319	1419	1511	1519	1629	1729	1829
Haywards Heath, Perrymount Rd	0619	0719	0817	0816	0923	1023	1123	1223	1323	1423	▼	1523	1633	1733	1833
Haywards Heath, Sainsburys	0621	0721	▼	0825#	0925	1025	1125	1225	1325	1425	▼	1525	1635	1735	
Harlands Road	▼	▼	▼	▼	0926	▼	1126	▼	1326	▼	▼	1526	▼	▼	
Penlands Green, Penland Rd	▼	▼	▼	▼	0928	▼	1128	▼	1328	▼	▼	1528	▼	▼	
Warden Park School	▼	▼	0828	▼	▼	▼	▼	▼	▼	▼	1523	▼	▼	▼	
Cuckfield Broad Street	0628	0728	0832	0832	▼	1032	▼	1232	▼	1432		▼	1642	1742	
Cuckfield Longacre Crescent	0630	0730	0835	0835	0931	1035	1131	1235	1331	1435		1531	1645	1745	
			A	A	C	A	C	A	C	A		C	A		

	31	31	31A	31	31A	31	31A	31	31A	31B Sch	31B H	31A	31	31
Cuckfield Longacre Crescent	0634	0734	0838	0934	1038	1134	1238	1334	1438		1534	1648	1747	
Cuckfield High Street	0637	0737	▼	0937	▼	1137	▼	1337	▼		1537	▼	1750	
Warden Park School	▼	▼	▼	▼	▼	▼	▼	▼	▼	1525	▼	▼	▼	
Penlands Green, Penland Rd	▼	▼	0841	▼	1041	▼	1241	▼	1441	▼	▼	1651	▼	
Harlands Road	▼	▼	0843	▼	1043	▼	1243	▼	1443	▼	▼	1653	▼	
Bolnere Village, Market Square	▼	▼	▼	▼	▼	▼	▼	▼	▼	1535	▼	▼	▼	
Haywards Heath, Sainsburys	0644	0744	0844	0944	1044	1144	1244	1344	1444	1545	1544	1654	1757	
Haywards Heath, Perrymount Rd (arr)	0646	0746	0846	0946	1046	1146	1246	1346	1446	1547	1546	1656	1759	
Haywards Heath, Perrymount Rd (dep)	0648	0751	0849	0949	1049	1149	1249	1349	1449	1553	1553	1659	1759	1835
Haywards Heath, South Road	0651	0755	0853	0953	1053	1153	1253	1353	1453	1557	1557	1703	1803	1839
America Lane, Shops	▼	▼	▼	▼	▼	▼	▼	▼	▼	1603	1603	▼	▼	
Princess Royal Hospital	0654	0758	0856	0956	1056	1156	1256	1356	1456	1608	1608	1706	1806	1842
Northlands Wood, Shop	▼	▼	0859	0959	1059	1159	1259	1359	1459	1612	1612	1709	1809	R
Scaynes Hill, Farmers	0700	0803	0905	1005	1105	1205	1305	1405	1505	1618	1618	1715	1815	1848
North Chailey, Kings Head	0705	0808	0910	1010	1110	1210	1310	1410	1510	1623	1623	1720	1820	1853
Newick, The Green	0710	0813	0915	1015	1115	1215	1315	1415	1515	1628	1628	1725	1825	1858
Ashdown Business Park	0716	0819	0921	1021	1121	1221	1321	1421	1521	1634	1634	1731	1831	1903
Maresfield, Church	0718	0821	0923	1023	1123	1223	1323	1423	1523	1636	1636	1733	1833	1905
Uckfield, Bus Station	0725	0828	0930	1030	1130	1230	1330	1430	1530	1643	1643	1740	1840	1912

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

Sch - Operates schooldays only

H - Operates school holidays only

A272: via A272 not Walstead

- Arrives 0818 and waits 7 mins

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

	31	31	31A	31	31A	31	31A	31	31A	31	31A	31
Uckfield , Bus Station	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	
Maresfield, Church	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	
Ashdown Business Park	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	
Newick, The Green	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	
North Chailey, Kings Head	0727	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802
Scaynes Hill, Farmers	0732	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
Northlands Wood, Shop	0738	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Princess Royal Hospital	0741	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Haywards Heath, South Road	0744	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819
Haywards Heath , Perrymount Rd	0748	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Sainsbury's		0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	
Harlands Road		▼	0926	▼	1126	▼	1326	▼	1526	▼	1726	
Penlands Green, Penland Road		▼	0928	▼	1128	▼	1328	▼	1528	▼	1728	
Cuckfield Broad Street	0832	▼	1032	▼	1232	▼	1432	▼	1632	▼		
Cuckfield Longacre Crescent	0835	0931	1035	1131	1235	1331	1435	1531	1635	1731		
	A	C	A	C	A	C	A	C	A	C		

	31	31A	31	31A	31	31A	31	31A	31	31A	31	31
Cuckfield Longacre Crescent	0838	0934	1038	1134	1238	1334	1438	1534	1638	1734		
Cuckfield High Street		▼	0937	▼	1137	▼	1337	▼	1537	▼	1737	
Penlands Green, Penland Road	0841	▼	1041	▼	1241	▼	1441	▼	1641	▼		
Harlands Road	0843	▼	1043	▼	1243	▼	1443	▼	1643	▼		
Haywards Heath, Sainsburys	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744		
Haywards Heath , Perrymount Rd (arr)	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746		
Haywards Heath , Perrymount Rd (dep)	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1825
Haywards Heath, South Road	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1829
Princess Royal Hospital	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1832
Northlands Wood, Shop	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	R
Scaynes Hill, Farmers	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1839
North Chailey, Kings Head	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1843
Newick, The Green	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1848
Ashdown Business Park	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1853
Maresfield, Church	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1855
Uckfield , Bus Station	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1902

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

Wayne Gander MCIAT - Chartered Architectural Technologist

Building plans prepared for all forms of property alterations, conversion and new-build projects including submissions to the local authority for planning permission and building regulations consent

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Chartered Institute of
Architectural Technologists

Appendix C: Traffic Surveys

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

COLLEGE ROAD ROAD / BALCOME ROAD / MILL GREEN ROAD PRIORITY JUNCTION

	BALCOMBE ROAD WEST STRAIGHT AHEAD TO COLLEGE ROAD EAST						BALCOMBE ROAD WEST RIGHT TURN TO MILL GREEN ROAD SOUTH						MILL GREEN ROAD - SOUTH LEFT TURN TO BALCOMBE ROAD WEST						MILL GREEN ROAD - SOUTH RIGHT TURN TO COLLEGE ROAD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	10					10	35				1	36	69					69	5					5
0715-0730	10					10	40				1	41	79	2				81	7					7
0730-0745	25	2	1		1	29	67	1				68	108	3				111	20					20
0745-0800	22			1	1	24	71	1				72	96	1	1		1	99	20					20
0800-0815	23	1				24	86	2				88	105		1			106	15					15
0815-0830	25					25	112	2				114	107	2			1	110	17		1			18
0830-0845	29					29	121	1			1	123	88	1			1	90	20					20
0845-0900	36					36	110	1				111	89					89	15	1				16
0900-0915	35	1				36	89	1			1	91	89	1				90	26	1			1	28
0915-0930	16					16	62	1				63	47	1				48	13		1			14
0930-0945	18	2				20	71					71	54	1	1		1	57	17	1				18
0945-1000	20	1				21	42	1	1			44	62	1	1	1		65	19					19
0700-1000	269	7	1	1	2	280	906	11	1	1	3	922	993	13	4	4	1	1015	194	3	2	0	1	200
0700-0800	67	2	1	1	2	73	213	2	0	0	2	217	352	6	1	0	1	360	52	0	0	0	0	52
0715-0815	80	3	1	1	2	87	264	4	0	0	1	269	388	6	2	0	1	397	62	0	0	0	0	62
0730-0830	95	3	1	1	2	102	336	6	0	0	0	342	416	6	2	1	1	426	72	0	1	0	0	73
0745-0845	99	1	0	1	1	102	390	6	0	1	0	397	396	4	2	2	1	405	72	0	1	0	0	73
0800-0900	113	1	0	0	0	114	429	6	0	1	0	436	389	3	1	2	0	395	67	1	1	0	0	69
0815-0915	125	1	0	0	0	126	432	5	0	1	1	439	373	4	0	2	0	379	78	2	1	0	1	82
0830-0930	116	1	0	0	0	117	382	4	0	1	1	388	313	3	0	1	0	317	74	2	1	0	1	78
0845-0945	105	3	0	0	0	108	332	3	0	0	1	336	279	3	1	1	0	284	71	3	1	0	1	76
0900-1000	89	4	0	0	0	93	264	3	1	0	1	269	252	4	2	2	0	260	75	2	1	0	1	79

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

COLLEGE ROAD ROAD / BALCOMBE ROAD / MILL GREEN ROAD PRIORITY JUNCTION

	BALCOMBE ROAD WEST STRAIGHT AHEAD TO COLLEGE ROAD EAST						BALCOMBE ROAD WEST RIGHT TURN TO MILL GREEN ROAD SOUTH						MILL GREEN ROAD - SOUTH LEFT TURN TO BALCOMBE ROAD WEST						MILL GREEN ROAD - SOUTH RIGHT TURN TO COLLEGE ROAD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	42					42	63	2			1	66	78	1		1		80	32					32
1615-1630	29					29	63	2		1		66	78	1				79	22					22
1630-1645	51			1		52	85	1				86	97	1	1	2		101	34					34
1645-1700	35			2		37	89	1				90	80			1		81	27		1		1	29
1700-1715	66					66	93		1	1		95	116			1		117	37					37
1715-1730	55					55	97					97	92			1		93	27					27
1730-1745	59					59	80				1	81	89					89	16			1		17
1745-1800	55					55	94	1		1		96	62			1		63	33			1		34
1800-1815	65					65	65					65	78					78	20					20
1815-1830	33					33	86			2		88	63					63	21			1	1	23
1830-1845	33					33	66			1		67	80					80	27			1	2	30
1845-1900	24					24	59					59	60			1		61	16					16
1600-1900	547	0	0	3	0	550	940	7	1	6	2	956	973	3	1	8	0	985	312	0	1	2	6	321
1600-1700	157	0	0	3	0	160	300	6	0	1	1	308	333	3	1	4	0	341	115	0	1	0	1	117
1615-1715	181	0	0	3	0	184	330	4	1	2	0	337	371	2	1	4	0	378	120	0	1	0	1	122
1630-1730	207	0	0	3	0	210	364	2	1	1	0	368	385	1	1	5	0	392	125	0	1	0	1	127
1645-1745	215	0	0	2	0	217	359	1	1	1	1	363	377	0	0	3	0	380	107	0	1	0	2	110
1700-1800	235	0	0	0	0	235	364	1	1	2	1	369	359	0	0	3	0	362	113	0	0	0	2	115
1715-1815	234	0	0	0	0	234	336	1	0	1	1	339	321	0	0	2	0	323	96	0	0	0	2	98
1730-1830	212	0	0	0	0	212	325	1	0	3	1	330	292	0	0	1	0	293	90	0	0	1	3	94
1745-1845	186	0	0	0	0	186	311	1	0	4	0	316	283	0	0	1	0	284	101	0	0	2	4	107
1800-1900	155	0	0	0	0	155	276	0	0	3	0	279	281	0	0	1	0	282	84	0	0	2	3	89

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

COLLEGE ROAD ROAD / BALCOMBE ROAD / MILL GREEN ROAD PRIORITY JUNCTION

COLLEGE ROAD - EAST LEFT TURN TO MILL GREEN ROAD SOUTH							COLLEGE ROAD - EAST STRAIGHT AHEAD TO BALCOMBE ROAD WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	17		1			18		19			1		20
0715-0730	23		1		1	25		20			1		21
0730-0745	30		1		2	33		33				3	36
0745-0800	33	1		2	2	38		37					37
0800-0815	32					32		41	1				42
0815-0830	30				1	31		57			1		58
0830-0845	23					23		59					59
0845-0900	33					33		48	1				49
0900-0915	23					23		50					50
0915-0930	24	1			1	26		40				1	41
0930-0945	19					19		36					36
0945-1000	17	1		1		19		35					35
0700-1000	304	3	3	3	7	320		475	2	0	3	4	484
0700-0800	103	1	3	2	5	114		109	0	0	2	3	114
0715-0815	118	1	2	2	5	128		131	1	0	1	3	136
0730-0830	125	1	1	2	5	134		168	1	0	1	3	173
0745-0845	118	1	0	2	3	124		194	1	0	1	0	196
0800-0900	118	0	0	0	1	119		205	2	0	1	0	208
0815-0915	109	0	0	0	1	110		214	1	0	1	0	216
0830-0930	103	1	0	0	1	105		197	1	0	0	1	199
0845-0945	99	1	0	0	1	101		174	1	0	0	1	176
0900-1000	83	2	0	1	1	87		161	0	0	0	1	162

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

COLLEGE ROAD ROAD / BALCOMBE ROAD / MILL GREEN ROAD PRIORITY JUNCTION

COLLEGE ROAD - EAST LEFT TURN TO MILL GREEN ROAD SOUTH							COLLEGE ROAD - EAST STRAIGHT AHEAD TO BALCOMBE ROAD WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	12					12	1600-1615	18					18
1615-1630	20					20	1615-1630	25					25
1630-1645	21					21	1630-1645	42					42
1645-1700	24					24	1645-1700	43					43
1700-1715	19					19	1700-1715	35					35
1715-1730	19					19	1715-1730	29					29
1730-1745	13					13	1730-1745	30					30
1745-1800	21					21	1745-1800	34			1		35
1800-1815	15					15	1800-1815	28					28
1815-1830	13					13	1815-1830	27					27
1830-1845	23					23	1830-1845	29					29
1845-1900	15					15	1845-1900	20					20
1600-1900	215	0	0	0	0	215	1600-1900	360	0	0	1	0	361
1600-1700	77	0	0	0	0	77	1600-1700	128	0	0	0	0	128
1615-1715	84	0	0	0	0	84	1615-1715	145	0	0	0	0	145
1630-1730	83	0	0	0	0	83	1630-1730	149	0	0	0	0	149
1645-1745	75	0	0	0	0	75	1645-1745	137	0	0	0	0	137
1700-1800	72	0	0	0	0	72	1700-1800	128	0	0	1	0	129
1715-1815	68	0	0	0	0	68	1715-1815	121	0	0	1	0	122
1730-1830	62	0	0	0	0	62	1730-1830	119	0	0	1	0	120
1745-1845	72	0	0	0	0	72	1745-1845	118	0	0	1	0	119
1800-1900	66	0	0	0	0	66	1800-1900	104	0	0	0	0	104

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

	BORDE HILL LANE - NORTH LEFT TURN TO BALCOMBE ROAD S/EAST						BORDE HILL LANE - NORTH RIGHT TURN TO CONISTON AVE - WEST						BORDE HILL LANE - NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	18					18	4					4	0					0
0715-0730	26					26	6					6	0					0
0730-0745	37	1				38	7					7	0					0
0745-0800	35					35	5					5	0					0
0800-0815	46	2				48	12					12	0					0
0815-0830	63					63	16					16	0					0
0830-0845	34	2		1		37	7					7	0					0
0845-0900	32					32	4					4	0					0
0900-0915	47	3				50	7					7	0					0
0915-0930	40					40	4					4	0					0
0930-0945	26					26	9					9	0					0
0945-1000	13					13	3					3	0					0
0700-1000	417	8	0	1	0	426	84	0	0	0	0	84	0	0	0	0	0	0
0700-0800	116	1	0	0	0	117	22	0	0	0	0	22	0	0	0	0	0	0
0715-0815	144	3	0	0	0	147	30	0	0	0	0	30	0	0	0	0	0	0
0730-0830	181	3	0	0	0	184	40	0	0	0	0	40	0	0	0	0	0	0
0745-0845	178	4	0	1	0	183	40	0	0	0	0	40	0	0	0	0	0	0
0800-0900	175	4	0	1	0	180	39	0	0	0	0	39	0	0	0	0	0	0
0815-0915	176	5	0	1	0	182	34	0	0	0	0	34	0	0	0	0	0	0
0830-0930	153	5	0	1	0	159	22	0	0	0	0	22	0	0	0	0	0	0
0845-0945	145	3	0	0	0	148	24	0	0	0	0	24	0	0	0	0	0	0
0900-1000	126	3	0	0	0	129	23	0	0	0	0	23	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

	BORDE HILL LANE - NORTH LEFT TURN TO BALCOMBE ROAD S/EAST						BORDE HILL LANE - NORTH RIGHT TURN TO CONISTON AVE - WEST						BORDE HILL LANE - NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	52	1		1		54	14					14	0					0
1615-1630	43	1		1		45	12					12	0					0
1630-1645	51					51	13					13	0					0
1645-1700	75					75	11	1				12	0					0
1700-1715	61					61	15			1		16	1					1
1715-1730	48					48	22	1				23	0					0
1730-1745	57					57	10					10	0					0
1745-1800	64	1				65	4					4	0					0
1800-1815	42					42	4					4	0					0
1815-1830	59					59	6					6	0					0
1830-1845	49			1		50	4					4	0					0
1845-1900	42					42	5					5	0					0
1600-1900	643	3	0	3	0	649	120	2	0	1	0	123	1	0	0	0	0	1
1600-1700	221	2	0	2	0	225	50	1	0	0	0	51	0	0	0	0	0	0
1615-1715	230	1	0	1	0	232	51	1	0	1	0	53	1	0	0	0	0	1
1630-1730	235	0	0	0	0	235	61	2	0	1	0	64	1	0	0	0	0	1
1645-1745	241	0	0	0	0	241	58	2	0	1	0	61	1	0	0	0	0	1
1700-1800	230	1	0	0	0	231	51	1	0	1	0	53	1	0	0	0	0	1
1715-1815	211	1	0	0	0	212	40	1	0	0	0	41	0	0	0	0	0	0
1730-1830	222	1	0	0	0	223	24	0	0	0	0	24	0	0	0	0	0	0
1745-1845	214	1	0	1	0	216	18	0	0	0	0	18	0	0	0	0	0	0
1800-1900	192	0	0	1	0	193	19	0	0	0	0	19	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

	CONISTON AVE - WEST LEFT TURN TO BORDE HILL LANE - NORTH							CONISTON AVE - WEST RIGHT TURN TO BALCOMBE ROAD S/EAST							CONISTON AVE - WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	7					7		39					39		0					0
0715-0730	9					9		44					44		0					0
0730-0745	12					12		79	3				82		0					0
0745-0800	10					10		73					73		0					0
0800-0815	15					15		84	2		1		87		0					0
0815-0830	27					27		127	3				130		0					0
0830-0845	14	1				15		132	1	1			134		0					0
0845-0900	9	1				10		88	1				89		0					0
0900-0915	7				1	8		56	1	1			58		0					0
0915-0930	9					9		38					38		0					0
0930-0945	7					7		49					49		0					0
0945-1000	9					9		44	1				45		0					0
0700-1000	135	2	0	0	1	138		853	12	2	1	0	868		0	0	0	0	0	0
0700-0800	38	0	0	0	0	38		235	3	0	0	0	238		0	0	0	0	0	0
0715-0815	46	0	0	0	0	46		280	5	0	1	0	286		0	0	0	0	0	0
0730-0830	64	0	0	0	0	64		363	8	0	1	0	372		0	0	0	0	0	0
0745-0845	66	1	0	0	0	67		416	6	1	1	0	424		0	0	0	0	0	0
0800-0900	65	2	0	0	0	67		431	7	1	1	0	440		0	0	0	0	0	0
0815-0915	57	2	0	0	1	60		403	6	2	0	0	411		0	0	0	0	0	0
0830-0930	39	2	0	0	1	42		314	3	2	0	0	319		0	0	0	0	0	0
0845-0945	32	1	0	0	1	34		231	2	1	0	0	234		0	0	0	0	0	0
0900-1000	32	0	0	0	1	33		187	2	1	0	0	190		0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

	CONISTON AVE - WEST LEFT TURN TO BORDE HILL LANE - NORTH							CONISTON AVE - WEST RIGHT TURN TO BALCOMBE ROAD S/EAST							CONISTON AVE - WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	6					6		63	1			1	65		0					0
1615-1630	6					6		80	1		1		82		0					0
1630-1645	7					7		74	1				75		0					0
1645-1700	16					16		90	1	1	1		93		0					0
1700-1715	19					19		104					104		1					1
1715-1730	9					9		82					82		0					0
1730-1745	19					19		74					74		0					0
1745-1800	11					11		80			1		81		0					0
1800-1815	6					6		55					55		0					0
1815-1830	7					7		66			2		68		0					0
1830-1845	15					15		58			1		59		0					0
1845-1900	10					10		57	1				58		0					0
1600-1900	131	0	0	0	0	131		883	5	1	6	1	896		1	0	0	0	0	1
1600-1700	35	0	0	0	0	35		307	4	1	2	1	315		0	0	0	0	0	0
1615-1715	48	0	0	0	0	48		348	3	1	2	0	354		1	0	0	0	0	1
1630-1730	51	0	0	0	0	51		350	2	1	1	0	354		1	0	0	0	0	1
1645-1745	63	0	0	0	0	63		350	1	1	1	0	353		1	0	0	0	0	1
1700-1800	58	0	0	0	0	58		340	0	0	1	0	341		1	0	0	0	0	1
1715-1815	45	0	0	0	0	45		291	0	0	1	0	292		0	0	0	0	0	0
1730-1830	43	0	0	0	0	43		275	0	0	3	0	278		0	0	0	0	0	0
1745-1845	39	0	0	0	0	39		259	0	0	4	0	263		0	0	0	0	0	0
1800-1900	38	0	0	0	0	38		236	1	0	3	0	240		0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

BALCOMBE ROAD S-EAST LEFT TURN TO CONISTON AVE - WEST							BALCOMBE ROAD S-EAST RIGHT TURN TO BORDE HILL LANE - NORTH							BALCOMBE ROAD S-EAST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	65					65	48						48	0						0
0715-0730	71	1		1		73	65						65	0						0
0730-0745	56	2				58	64						64	1						1
0745-0800	100	1	1			102	54	1			1		56	0						0
0800-0815	113	1	1			115	69	1					70	0						0
0815-0830	105	1				106	66	1			1		68	0						0
0830-0845	104	1		1		106	65						65	1						1
0845-0900	81					81	51						51	0						0
0900-0915	73	1			1	75	62						62	0						0
0915-0930	45					45	27	1					28	0						0
0930-0945	42	1	1			44	29						29	0						0
0945-1000	46	1				47	28			1			29	0						0
0700-1000	901	10	3	2	1	917	628	4	1	2	0		635	2	0	0	0	0	0	2
0700-0800	292	4	1	1	0	298	231	1	0	1	0		233	1	0	0	0	0		1
0715-0815	340	5	2	1	0	348	252	2	0	1	0		255	1	0	0	0	0		1
0730-0830	374	5	2	0	0	381	253	3	0	2	0		258	1	0	0	0	0		1
0745-0845	422	4	2	1	0	429	254	3	0	2	0		259	1	0	0	0	0		1
0800-0900	403	3	1	1	0	408	251	2	0	1	0		254	1	0	0	0	0		1
0815-0915	363	3	0	1	1	368	244	1	0	1	0		246	1	0	0	0	0		1
0830-0930	303	2	0	1	1	307	205	1	0	0	0		206	1	0	0	0	0		1
0845-0945	241	2	1	0	1	245	169	1	0	0	0		170	0	0	0	0	0		0
0900-1000	206	3	1	0	1	211	146	1	1	0	0		148	0	0	0	0	0		0

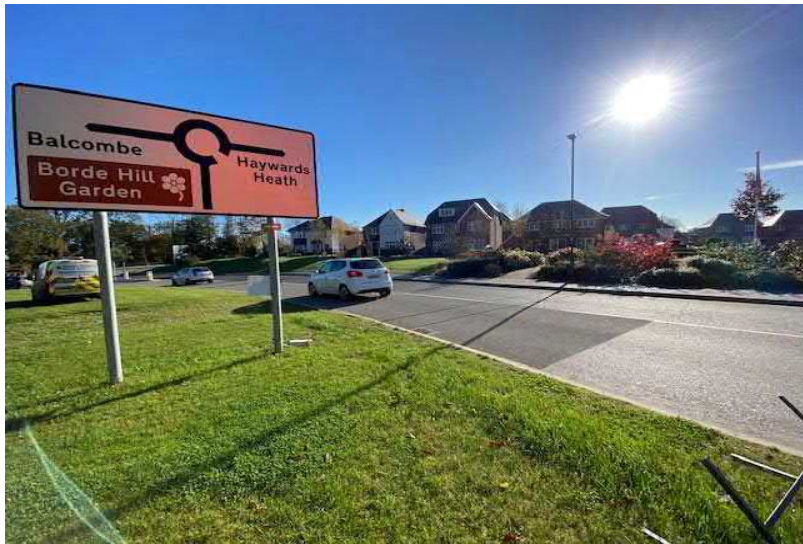
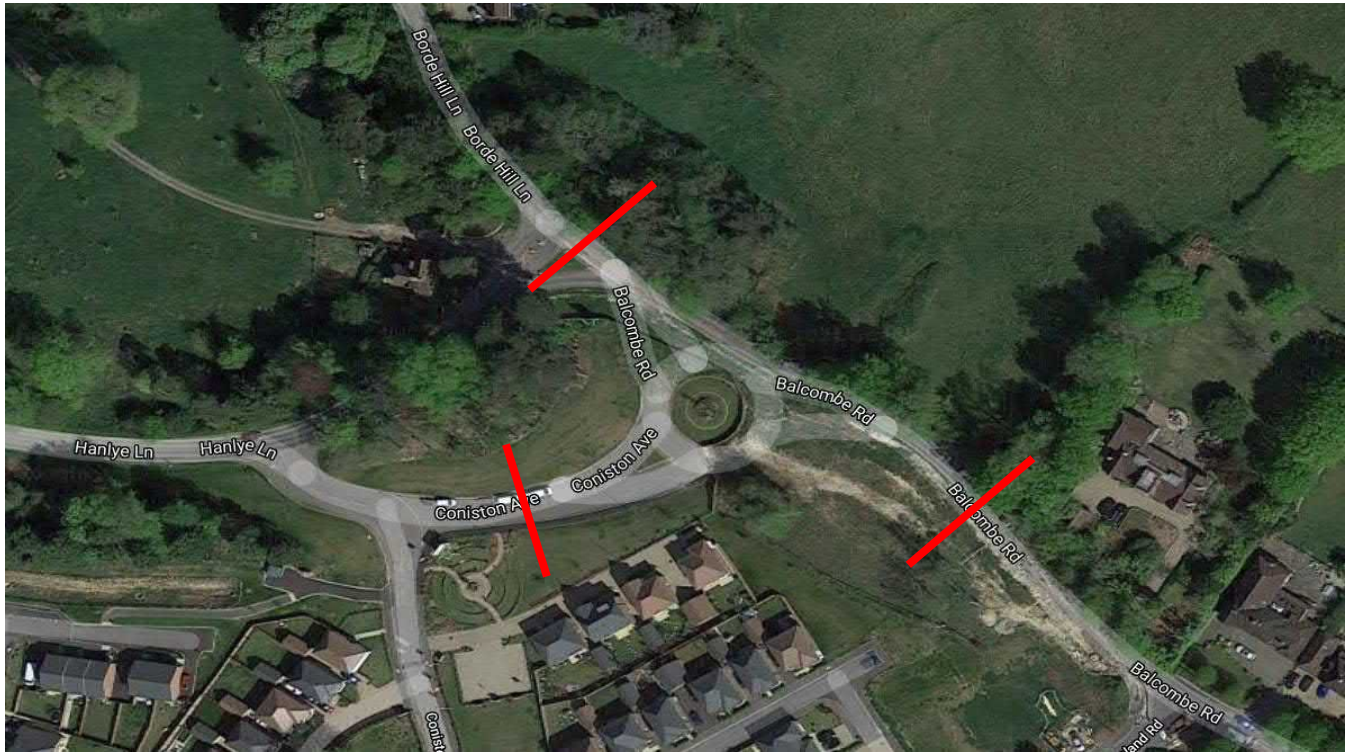
K&M TRAFFIC SURVEYS

DATE : THURSDAY 24TH OCTOBER 2024

LOCATION : HAYWARDS HEATH, WEST SUSSEX

BALCOMBE ROAD / CONISTON AVE / BORDE HILL LANE ROUNDABOUT

	BALCOMBE ROAD S-EAST LEFT TURN TO CONISTON AVE - WEST						BALCOMBE ROAD S-EAST RIGHT TURN TO BORDE HILL LANE - NORTH						BALCOMBE ROAD S-EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	75	1				76	48			1		49	0					0
1615-1630	66					66	41	1				42	0					0
1630-1645	73	1		1		75	49					49	0					0
1645-1700	80			2		82	40	2		1		43	0					0
1700-1715	89			1		90	72					72	0					0
1715-1730	96			2		98	53					53	0					0
1730-1745	75					75	49					49	0					0
1745-1800	54					54	31			1		32	0					0
1800-1815	48					48	33					33	0					0
1815-1830	43			1		44	26					26	0					0
1830-1845	62		1			63	27					27	0					0
1845-1900	40					40	22					22	0					0
1600-1900	801	2	1	7	0	811	491	3	0	3	0	497	0	0	0	0	0	0
1600-1700	294	2	0	3	0	299	178	3	0	2	0	183	0	0	0	0	0	0
1615-1715	308	1	0	4	0	313	202	3	0	1	0	206	0	0	0	0	0	0
1630-1730	338	1	0	6	0	345	214	2	0	1	0	217	0	0	0	0	0	0
1645-1745	340	0	0	5	0	345	214	2	0	1	0	217	0	0	0	0	0	0
1700-1800	314	0	0	3	0	317	205	0	0	1	0	206	0	0	0	0	0	0
1715-1815	273	0	0	2	0	275	166	0	0	1	0	167	0	0	0	0	0	0
1730-1830	220	0	0	1	0	221	139	0	0	1	0	140	0	0	0	0	0	0
1745-1845	207	0	1	1	0	209	117	0	0	1	0	118	0	0	0	0	0	0
1800-1900	193	0	1	1	0	195	108	0	0	0	0	108	0	0	0	0	0	0





K&M TRAFFIC SURVEYS

SITE: BALCOMBE RD

LOCATION: Attached to street sign

GRID REFERENCE: 51.015124, -0.111015

DIRECTION: NORTH-WESTBOUND

SPEED LIMIT: 30

03 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	28.2	-
0100	9	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	29.2	-
0200	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	32.4	-
0300	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	31.8	-
0400	26	0	1	3	6	13	2	1	0	0	0	0	0	0	0	0	31.3	37.2
0500	89	0	1	1	37	43	7	0	0	0	0	0	0	0	0	0	31.8	36.4
0600	227	0	1	16	114	86	10	0	0	0	0	0	0	0	0	0	30.3	34.2
0700	634	1	5	97	418	112	1	0	0	0	0	0	0	0	0	0	27.9	31.5
0800	818	5	38	241	492	41	0	0	0	0	1	0	0	0	0	0	25.5	29
0900	461	2	22	69	307	58	3	0	0	0	0	0	0	0	0	0	27.2	30.9
1000	390	0	17	58	245	67	3	0	0	0	0	0	0	0	0	0	27.8	31.5
1100	426	1	12	86	259	67	1	0	0	0	0	0	0	0	0	0	27.3	31.3
1200	466	0	6	96	296	61	7	0	0	0	0	0	0	0	0	0	27.7	31
1300	405	0	8	63	253	73	8	0	0	0	0	0	0	0	0	0	28	32
1400	438	2	21	93	260	59	3	0	0	0	0	0	0	0	0	0	26.7	30.9
1500	584	2	22	190	350	20	0	0	0	0	0	0	0	0	0	0	25.6	28.8
1600	640	0	26	232	350	30	2	0	0	0	0	0	0	0	0	0	25.4	28.9
1700	675	5	35	285	338	9	0	0	0	0	2	0	1	0	0	0	24.5	27.5
1800	370	1	22	125	210	10	2	0	0	0	0	0	0	0	0	0	25	28.3
1900	193	0	6	59	111	14	1	2	0	0	0	0	0	0	0	0	26.3	29.6
2000	93	0	1	19	58	12	3	0	0	0	0	0	0	0	0	0	27.5	31.5
2100	95	0	2	14	58	20	1	0	0	0	0	0	0	0	0	0	28.3	31.8
2200	64	0	2	6	38	16	2	0	0	0	0	0	0	0	0	0	28.9	32.9
2300	27	0	0	3	16	6	2	0	0	0	0	0	0	0	0	0	30.1	34.5
07-19	6307	19	234	1635	3778	607	30	0	0	0	3	0	1	0	0	0	26.4	30.1
06-22	6915	19	244	1743	4119	739	45	2	0	0	3	0	1	0	0	0	26.6	30.4
06-00	7006	19	246	1752	4173	761	49	2	0	0	3	0	1	0	0	0	26.6	30.4
00-00	7148	19	248	1759	4226	831	58	3	0	0	3	0	1	0	0	0	26.7	30.6

04 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	30.9	36.3
0100	11	0	0	1	1	9	0	0	0	0	0	0	0	0	0	0	31.4	35.4
0200	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	29	-
0300	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	32	-
0400	30	0	0	3	12	11	2	2	0	0	0	0	0	0	0	0	31.7	37.5
0500	83	0	1	2	28	41	11	0	0	0	0	0	0	0	0	0	32.2	37
0600	244	0	2	23	115	89	12	3	0	0	0	0	0	0	0	0	30.3	34.2
0700	620	1	8	95	444	60	6	0	0	0	0	0	0	0	0	6	28.3	30.5
0800	727	3	20	210	457	37	0	0	0	0	0	0	0	0	0	0	26.1	29.4
0900	442	1	14	66	289	68	4	0	0	0	0	0	0	0	0	0	27.7	31.4
1000	357	0	8	52	266	30	1	0	0	0	0	0	0	0	0	0	27.1	30
1100	395	3	13	84	243	49	3	0	0	0	0	0	0	0	0	0	26.9	30.8
1200	380	0	19	115	211	35	0	0	0	0	0	0	0	0	0	0	26.1	30
1300	365	0	9	58	249	47	2	0	0	0	0	0	0	0	0	0	27.6	30.9
1400	487	5	11	100	318	52	1	0	0	0	0	0	0	0	0	0	26.9	30.3
1500	527	0	29	135	328	35	0	0	0	0	0	0	0	0	0	0	26.1	29.8
1600	497	0	16	125	317	39	0	0	0	0	0	0	0	0	0	0	26.6	29.6
1700	441	2	16	164	243	13	1	0	0	2	0	0	0	0	0	0	25.6	28.7
1800	291	0	8	65	183	33	2	0	0	0	0	0	0	0	0	0	27	30.9
1900	171	0	4	27	107	30	3	0	0	0	0	0	0	0	0	0	28.3	31.9
2000	93	0	0	10	57	24	2	0	0	0	0	0	0	0	0	0	29.3	32.5
2100	80	0	0	6	44	27	2	1	0	0	0	0	0	0	0	0	30.4	35.2
2200	67	0	1	7	41	16	2	0	0	0	0	0	0	0	0	0	29.1	33.4
2300	27	1	1	0	14	11	0	0	0	0	0	0	0	0	0	0	29.6	34.3
07-19	5529	15	171	1269	3548	498	20	0	0	2	0	0	0	0	0	6	26.8	30.3
06-22	6117	15	177	1335	3871	668	39	4	0	2	0	0	0	0	0	6	27.1	30.6
06-00	6211	16	179	1342	3926	695	41	4	0	2	0	0	0	0	0	6	27.1	30.6
00-00	6360	16	180	1351	3979	764	56	6	0	2	0	0	0	0	0	6	27.2	30.8

05 November 2021

[illegible]

06 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	34	1	1	2	19	10	1	0	0	0	0	0	0	0	0	0	29.5	32.9
0100	20	0	0	1	8	5	5	1	0	0	0	0	0	0	0	0	33	41.3
0200	15	0	0	1	7	5	1	1	0	0	0	0	0	0	0	0	31.1	38
0300	7	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	31.4	-
0400	33	0	1	1	11	15	4	1	0	0	0	0	0	0	0	0	32.3	37.6
0500	37	0	0	2	12	13	9	1	0	0	0	0	0	0	0	0	33.4	39.7
0600	81	0	2	6	30	34	9	0	0	0	0	0	0	0	0	0	31.1	35.1
0700	154	0	4	9	71	62	6	2	0	0	0	0	0	0	0	0	30.5	34.4
0800	293	0	5	49	169	65	4	1	0	0	0	0	0	0	0	0	28.3	31.8
0900	307	1	6	57	176	64	3	0	0	0	0	0	0	0	0	0	28	32.4
1000	389	2	14	60	242	68	3	0	0	0	0	0	0	0	0	0	27.8	31.5
1100	443	6	13	73	273	74	4	0	0	0	0	0	0	0	0	0	27.5	31.3
1200	447	2	14	64	276	84	5	1	0	1	0	0	0	0	0	0	28	31.8
1300	374	0	7	60	233	67	7	0	0	0	0	0	0	0	0	0	28	31.7
1400	345	3	15	75	191	53	6	0	0	0	0	2	0	0	0	0	27.3	31.5
1500	314	1	5	76	195	37	0	0	0	0	0	0	0	0	0	0	27	30.5
1600	271	0	10	74	158	29	0	0	0	0	0	0	0	0	0	0	26.6	30.3
1700	267	1	6	81	159	19	0	1	0	0	0	0	0	0	0	0	26.3	29.8
1800	299	0	9	76	190	24	0	0	0	0	0	0	0	0	0	0	26.4	30
1900	230	0	20	74	108	25	3	0	0	0	0	0	0	0	0	0	25.8	30.1
2000	129	0	2	32	85	10	0	0	0	0	0	0	0	0	0	0	26.8	30.2
2100	72	0	1	6	53	12	0	0	0	0	0	0	0	0	0	0	28.6	31.4
2200	60	0	2	10	34	11	3	0	0	0	0	0	0	0	0	0	28.2	33
2300	58	0	3	8	34	11	1	1	0	0	0	0	0	0	0	0	28.6	33.5
07-19	3903	16	108	754	2333	646	38	5	0	1	0	2	0	0	0	0	27.6	31.4
06-22	4415	16	133	872	2609	727	50	5	0	1	0	2	0	0	0	0	27.5	31.5
06-00	4533	16	138	890	2677	749	54	6	0	1	0	2	0	0	0	0	27.6	31.5
00-00	4679	17	140	898	2737	798	76	10	0	1	0	2	0	0	0	0	27.7	31.7

07 November 2021

[illegible]

08 November 2021

[illegible]

09 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	26.8	-
0100	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0200	7	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	30.2	-
0300	9	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	29.6	-
0400	30	0	0	4	12	11	3	0	0	0	0	0	0	0	0	0	30.6	35
0500	98	0	2	15	38	39	4	0	0	0	0	0	0	0	0	0	30	34.7
0600	198	1	5	27	103	52	9	1	0	0	0	0	0	0	0	0	29.1	33.1
0700	501	2	15	81	338	63	2	0	0	0	0	0	0	0	0	0	27.4	30.8
0800	603	1	12	144	387	57	2	0	0	0	0	0	0	0	0	0	26.7	30.1
0900	340	5	3	62	219	46	5	0	0	0	0	0	0	0	0	0	27.6	31.1
1000	291	0	8	63	185	33	2	0	0	0	0	0	0	0	0	0	27.2	30.8
1100	333	2	12	69	188	56	5	0	0	0	1	0	0	0	0	0	27.5	31.8
1200	332	0	3	42	221	63	3	0	0	0	0	0	0	0	0	0	28	31.6
1300	335	0	9	49	224	52	1	0	0	0	0	0	0	0	0	0	27.7	31.2
1400	364	1	7	78	229	49	0	0	0	0	0	0	0	0	0	0	27.3	30.8
1500	413	0	10	69	271	62	1	0	0	0	0	0	0	0	0	0	27.5	31.1
1600	439	0	15	117	260	44	3	0	0	0	0	0	0	0	0	0	26.4	30.1
1700	439	0	24	144	239	30	2	0	0	0	0	0	0	0	0	0	25.5	29.2
1800	315	0	14	80	178	39	4	0	0	0	0	0	0	0	0	0	26.6	30.6
1900	195	0	5	29	119	39	3	0	0	0	0	0	0	0	0	0	27.9	31.9
2000	110	0	3	17	67	21	2	0	0	0	0	0	0	0	0	0	28.3	33.2
2100	76	0	1	13	42	15	5	0	0	0	0	0	0	0	0	0	29	34.2
2200	39	0	0	9	14	13	3	0	0	0	0	0	0	0	0	0	29.9	36.5
2300	19	0	0	0	11	6	1	1	0	0	0	0	0	0	0	0	31.6	33.4
07-19	4705	11	132	998	2939	594	30	0	0	0	1	0	0	0	0	0	27.1	30.8
06-22	5284	12	146	1084	3270	721	49	1	0	0	1	0	0	0	0	0	27.2	31
06-00	5342	12	146	1093	3295	740	53	2	0	0	1	0	0	0	0	0	27.3	31
00-00	5500	12	149	1117	3362	795	62	2	0	0	1	0	0	0	0	0	27.3	31.1

K&M TRAFFIC SURVEYS

SITE: BALCOMBE RD

LOCATION: Attached to street sign

GRID REFERENCE: 51.015124, -0.111015

DIRECTION: SOUTH-EASTBOUND

SPEED LIMIT: 30

03 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	5	10	2	1	0	0	0	0	0	0	0	0	0	27.4	31.6
0100	9	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	31.1	-
0200	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	29.4	-
0300	7	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	31	-
0400	10	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	30.3	-
0500	35	0	0	1	16	15	3	0	0	0	0	0	0	0	0	0	31.5	36.6
0600	120	1	2	10	61	40	4	2	0	0	0	0	0	0	0	0	30	33.9
0700	517	15	27	85	307	81	2	0	0	0	0	0	0	0	0	0	26.7	31.2
0800	864	95	231	189	312	35	0	0	1	0	1	0	0	0	0	0	21.6	29
0900	485	4	26	116	282	56	1	0	0	0	0	0	0	0	0	0	26.3	30.5
1000	355	0	8	86	221	38	2	0	0	0	0	0	0	0	0	0	27	30.5
1100	360	1	9	69	225	53	3	0	0	0	0	0	0	0	0	0	27.5	31.3
1200	419	0	21	97	244	54	3	0	0	0	0	0	0	0	0	0	27	30.8
1300	460	0	11	73	305	67	4	0	0	0	0	0	0	0	0	0	27.7	31.1
1400	585	10	20	172	313	67	3	0	0	0	0	0	0	0	0	0	26.1	30.5
1500	634	5	41	204	356	27	0	0	1	0	0	0	0	0	0	0	25.2	29
1600	702	10	76	232	347	35	2	0	0	0	0	0	0	0	0	0	24.5	28.7
1700	771	39	121	340	256	12	0	0	0	0	1	0	2	0	0	0	22.6	27.2
1800	547	4	45	195	278	24	1	0	0	0	0	0	0	0	0	0	24.8	28.5
1900	317	0	13	82	192	30	0	0	0	0	0	0	0	0	0	0	26.3	29.8
2000	178	0	0	31	113	31	3	0	0	0	0	0	0	0	0	0	28.2	31.5
2100	108	0	0	17	71	17	3	0	0	0	0	0	0	0	0	0	28.4	31.9
2200	99	0	0	23	56	19	1	0	0	0	0	0	0	0	0	0	28	32
2300	41	0	0	5	23	11	2	0	0	0	0	0	0	0	0	0	29.8	34.4
07-19	6699	183	636	1858	3446	549	21	0	2	0	2	0	2	0	0	0	25.1	29.8
06-22	7422	184	651	1998	3883	667	31	2	2	0	2	0	2	0	0	0	25.4	30
06-00	7562	184	651	2026	3962	697	34	2	2	0	2	0	2	0	0	0	25.4	30.1
00-00	7646	184	651	2036	4000	727	40	2	2	0	2	0	2	0	0	0	25.5	30.1

04 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	2	9	4	1	0	0	0	0	0	0	0	0	0	30.2	35.4
0100	11	0	0	3	4	3	1	0	0	0	0	0	0	0	0	0	29.7	34.9
0200	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	34.4	-
0300	16	0	0	0	5	9	2	0	0	0	0	0	0	0	0	0	32.4	37.5
0400	14	0	0	0	7	5	2	0	0	0	0	0	0	0	0	0	31.9	39.7
0500	33	0	0	2	15	13	3	0	0	0	0	0	0	0	0	0	31.4	35.6
0600	141	2	1	19	87	25	7	0	0	0	0	0	0	0	0	0	28.7	32.3
0700	490	0	8	83	319	77	3	0	0	0	0	0	0	0	0	0	27.8	31.3
0800	795	33	112	274	346	29	1	0	0	0	0	0	0	0	0	0	23.6	28.9
0900	505	2	23	89	336	55	0	0	0	0	0	0	0	0	0	0	26.9	30.3
1000	376	1	7	80	236	46	6	0	0	0	0	0	0	0	0	0	27.3	30.7
1100	396	2	11	97	239	44	3	0	0	0	0	0	0	0	0	0	26.7	30.5
1200	415	13	8	90	253	47	4	0	0	0	0	0	0	0	0	0	26.5	30.6
1300	428	3	7	89	277	50	2	0	0	0	0	0	0	0	0	0	27	30.5
1400	489	7	17	106	305	51	3	0	0	0	0	0	0	0	0	0	26.7	30.2
1500	626	5	40	181	352	47	1	0	0	0	0	0	0	0	0	0	25.5	29.3
1600	692	19	73	237	321	40	0	1	0	0	0	1	0	0	0	0	24.4	29.2
1700	678	10	75	279	289	23	1	0	0	1	0	0	0	0	0	0	24.1	28.4
1800	506	7	22	113	321	39	4	0	0	0	0	0	0	0	0	0	26.3	29.8
1900	274	2	1	51	156	61	3	0	0	0	0	0	0	0	0	0	28.4	32.3
2000	181	0	4	27	103	46	1	0	0	0	0	0	0	0	0	0	28.5	32.9
2100	109	0	0	24	52	30	3	0	0	0	0	0	0	0	0	0	28.3	32.7
2200	80	0	0	9	35	30	5	1	0	0	0	0	0	0	0	0	30.5	35.6
2300	40	0	0	3	19	16	2	0	0	0	0	0	0	0	0	0	30.4	34.8
07-19	6396	102	403	1718	3594	548	28	1	0	1	0	1	0	0	0	0	25.8	29.9
06-22	7101	106	409	1839	3992	710	42	1	0	1	0	1	0	0	0	0	26	30.2
06-00	7221	106	409	1851	4046	756	49	2	0	1	0	1	0	0	0	0	26.1	30.3
00-00	7315	106	409	1858	4087	792	58	3	0	1	0	1	0	0	0	0	26.2	30.4

05 November 2021

[illegible]

06 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	43	0	0	4	24	12	3	0	0	0	0	0	0	0	0	0	30	34.6
0100	16	0	0	0	6	7	2	1	0	0	0	0	0	0	0	0	33	37.6
0200	9	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	29.1	-
0300	10	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	31.4	-
0400	13	0	0	0	3	6	4	0	0	0	0	0	0	0	0	0	34.2	38.5
0500	23	0	0	1	12	9	0	1	0	0	0	0	0	0	0	0	30.6	34.8
0600	44	0	1	4	20	15	4	0	0	0	0	0	0	0	0	0	30.8	36.8
0700	135	0	0	9	84	38	4	0	0	0	0	0	0	0	0	0	29.9	34.1
0800	261	0	2	45	144	62	8	0	0	0	0	0	0	0	0	0	28.8	33
0900	287	2	9	51	166	59	0	0	0	0	0	0	0	0	0	0	27.8	32.1
1000	335	1	7	68	222	37	0	0	0	0	0	0	0	0	0	0	27	30.5
1100	440	5	19	74	282	60	0	0	0	0	0	0	0	0	0	0	26.9	30.9
1200	361	10	19	78	201	50	2	0	0	1	0	0	0	0	0	0	26.7	30.9
1300	386	0	3	92	231	59	1	0	0	0	0	0	0	0	0	0	27.3	31.1
1400	372	1	11	78	229	51	1	0	0	0	0	1	0	0	0	0	27	30.9
1500	437	5	16	116	254	43	3	0	0	0	0	0	0	0	0	0	26.3	30.5
1600	432	2	10	128	251	39	2	0	0	0	0	0	0	0	0	0	26.5	30.1
1700	362	1	10	101	222	28	0	0	0	0	0	0	0	0	0	0	26.4	29.8
1800	323	1	5	78	205	33	1	0	0	0	0	0	0	0	0	0	26.8	30.5
1900	264	0	1	54	181	20	6	0	1	0	0	0	0	1	0	0	27.6	30.4
2000	261	1	8	75	154	21	2	0	0	0	0	0	0	0	0	0	26.4	30
2100	97	0	3	21	52	16	5	0	0	0	0	0	0	0	0	0	27.9	33.2
2200	94	0	0	22	55	17	0	0	0	0	0	0	0	0	0	0	27.6	32
2300	84	0	0	21	35	25	3	0	0	0	0	0	0	0	0	0	28.7	33.2
07-19	4131	28	111	918	2491	559	22	0	0	1	0	1	0	0	0	0	27.1	30.9
06-22	4797	29	124	1072	2898	631	39	0	1	1	0	1	0	1	0	0	27.1	30.9
06-00	4975	29	124	1115	2988	673	42	0	1	1	0	1	0	1	0	0	27.1	30.9
00-00	5089	29	125	1123	3037	715	54	2	1	1	0	1	0	1	0	0	27.2	31.1

07 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	59	0	0	7	37	13	1	1	0	0	0	0	0	0	0	0	29.1	32.2
0100	24	1	0	1	12	10	0	0	0	0	0	0	0	0	0	0	29.9	34.7
0200	13	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	32.1	37.2
0300	14	0	0	1	8	3	2	0	0	0	0	0	0	0	0	0	30.3	36.5
0400	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	34.1	-
0500	13	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	28.2	31.8
0600	26	0	0	1	13	11	1	0	0	0	0	0	0	0	0	0	31.3	34.2
0700	59	0	0	7	32	18	2	0	0	0	0	0	0	0	0	0	29.8	33.7
0800	97	0	1	12	54	29	1	0	0	0	0	0	0	0	0	0	29.3	33.2
0900	203	0	1	25	129	45	2	1	0	0	0	0	0	0	0	0	28.7	32.1
1000	269	1	6	44	169	47	2	0	0	0	0	0	0	0	0	0	27.8	31.7
1100	369	1	3	72	221	70	2	0	0	0	0	0	0	0	0	0	27.8	31.8
1200	423	0	8	89	270	51	4	0	0	0	0	0	1	0	0	0	27.6	30.8
1300	371	1	13	53	235	65	4	0	0	0	0	0	0	0	0	0	27.9	31.7
1400	350	0	7	70	217	54	1	0	1	0	0	0	0	0	0	0	27.5	31.3
1500	388	3	14	73	235	58	5	0	0	0	0	0	0	0	0	0	27.4	31.4
1600	368	0	17	71	223	56	1	0	0	0	0	0	0	0	0	0	27.1	31.2
1700	297	0	13	63	187	30	4	0	0	0	0	0	0	0	0	0	26.9	30.6
1800	227	0	2	47	147	26	3	2	0	0	0	0	0	0	0	0	27.8	31
1900	188	0	3	22	109	47	7	0	0	0	0	0	0	0	0	0	29.2	33.1
2000	130	1	0	10	73	45	0	1	0	0	0	0	0	0	0	0	29.4	33.7
2100	108	0	2	10	51	38	7	0	0	0	0	0	0	0	0	0	29.8	34.4
2200	54	0	0	8	26	16	2	1	1	0	0	0	0	0	0	0	30.6	34.5
2300	26	0	0	2	6	17	1	0	0	0	0	0	0	0	0	0	32.4	37
07-19	3421	6	85	626	2119	549	31	3	1	0	0	0	1	0	0	0	27.7	31.4
06-22	3873	7	90	669	2365	690	46	4	1	0	0	0	1	0	0	0	27.9	31.8
06-00	3953	7	90	679	2397	723	49	5	2	0	0	0	1	0	0	0	28	31.8
00-00	4081	8	90	692	2466	762	54	6	2	0	0	0	1	0	0	0	28	31.9

08 November 2021

[illegible]

09 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	29	-
0100	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	33.9	-
0200	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	35.4	-
0300	7	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	27.5	-
0400	8	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	29.2	-
0500	35	0	1	3	19	10	2	0	0	0	0	0	0	0	0	0	29.5	33.9
0600	110	0	0	12	66	29	2	1	0	0	0	0	0	0	0	0	29.1	33.3
0700	416	6	16	73	267	52	2	0	0	0	0	0	0	0	0	0	26.9	30.8
0800	647	5	58	177	364	42	1	0	0	0	0	0	0	0	0	0	25.5	29.8
0900	411	4	17	118	240	32	0	0	0	0	0	0	0	0	0	0	25.8	30.1
1000	321	1	4	61	204	48	3	0	0	0	0	0	0	0	0	0	27.6	31.2
1100	293	0	3	45	198	45	1	0	0	0	1	0	0	0	0	0	28.1	31.2
1200	375	0	23	100	213	38	1	0	0	0	0	0	0	0	0	0	26.1	30.3
1300	353	0	8	74	233	35	3	0	0	0	0	0	0	0	0	0	27.3	30.6
1400	367	1	12	96	215	41	2	0	0	0	0	0	0	0	0	0	26.7	30.5
1500	472	0	19	103	303	44	3	0	0	0	0	0	0	0	0	0	26.7	30.4
1600	563	6	79	206	253	19	0	0	0	0	0	0	0	0	0	0	24	28.5
1700	612	7	72	242	262	27	2	0	0	0	0	0	0	0	0	0	24.2	28.4
1800	423	2	11	102	258	45	4	1	0	0	0	0	0	0	0	0	26.9	30.5
1900	223	0	6	40	143	30	4	0	0	0	0	0	0	0	0	0	27.5	31.1
2000	148	0	2	23	87	34	1	1	0	0	0	0	0	0	0	0	28.5	33
2100	100	0	0	8	59	27	6	0	0	0	0	0	0	0	0	0	29.9	34.7
2200	37	0	0	1	15	15	4	1	1	0	0	0	0	0	0	0	32.5	37.8
2300	30	0	0	1	14	12	2	1	0	0	0	0	0	0	0	0	31.4	36.1
07-19	5253	32	322	1397	3010	468	22	1	0	0	1	0	0	0	0	0	26.1	30.1
06-22	5834	32	330	1480	3365	588	35	3	0	0	1	0	0	0	0	0	26.3	30.4
06-00	5901	32	330	1482	3394	615	41	5	1	0	1	0	0	0	0	0	26.4	30.5
00-00	5969	32	331	1490	3425	638	46	5	1	0	1	0	0	0	0	0	26.4	30.5

K&M TRAFFIC SURVEYS

SITE: CONISTON AVE

LOCATION: Attached to roundabout sign

GRID REFERENCE: 51.015385, -0.113078

DIRECTION: EASTBOUND

SPEED LIMIT: 30

03 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	25.6	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0400	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0500	21	0	1	2	12	6	0	0	0	0	0	0	0	0	0	0	27.7	31.8
0600	67	0	8	21	33	5	0	0	0	0	0	0	0	0	0	0	24.7	28.6
0700	351	8	38	141	159	3	0	2	0	0	0	0	0	0	0	0	23.6	27.3
0800	551	22	79	279	160	8	1	0	1	0	0	0	1	0	0	0	22.5	26.8
0900	344	3	35	154	143	9	0	0	0	0	0	0	0	0	0	0	24	27.8
1000	300	1	25	118	147	7	0	2	0	0	0	0	0	0	0	0	24.5	27.8
1100	273	4	31	99	123	15	1	0	0	0	0	0	0	0	0	0	24.3	28.2
1200	281	3	22	141	107	8	0	0	0	0	0	0	0	0	0	0	23.9	27.4
1300	271	2	14	105	144	5	1	0	0	0	0	0	0	0	0	0	25	28.8
1400	321	2	33	135	142	9	0	0	0	0	0	0	0	0	0	0	24.3	28.3
1500	367	11	63	182	107	4	0	0	0	0	0	0	0	0	0	0	22.4	26.1
1600	354	0	34	197	121	2	0	0	0	0	0	0	0	0	0	0	23.4	26.6
1700	411	8	61	233	105	4	0	0	0	0	0	0	0	0	0	0	22.3	26.2
1800	248	1	12	114	120	1	0	0	0	0	0	0	0	0	0	0	24.3	27.3
1900	128	0	13	66	46	3	0	0	0	0	0	0	0	0	0	0	23.7	27.8
2000	79	0	1	26	52	0	0	0	0	0	0	0	0	0	0	0	25.7	28.5
2100	53	0	4	29	18	2	0	0	0	0	0	0	0	0	0	0	23.9	27.6
2200	40	0	0	14	24	2	0	0	0	0	0	0	0	0	0	0	25.7	28.9
2300	14	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	26.6	29.5
07-19	4072	65	447	1898	1578	75	3	4	1	0	0	0	1	0	0	0	23.6	27.3
06-22	4399	65	473	2040	1727	85	3	4	1	0	0	0	1	0	0	0	23.6	27.4
06-00	4453	65	473	2057	1762	87	3	4	1	0	0	0	1	0	0	0	23.7	27.5
00-00	4486	65	474	2065	1778	95	3	4	1	0	0	0	1	0	0	0	23.7	27.5

04 November 2021

[illegible]

05 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	28.4	-
0100	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	27.5	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29	-
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0500	19	0	0	5	8	6	0	0	0	0	0	0	0	0	0	0	28	32.7
0600	47	0	4	18	22	3	0	0	0	0	0	0	0	0	0	0	24.6	28.3
0700	336	1	23	121	185	3	1	2	0	0	0	0	0	0	0	0	24.8	27.7
0800	479	4	29	188	245	10	1	0	0	0	2	0	0	0	0	0	24.7	27.7
0900	286	6	30	95	147	8	0	0	0	0	0	0	0	0	0	0	24.4	28
1000	254	3	18	118	103	12	0	0	0	0	0	0	0	0	0	0	24.4	28.1
1100	222	1	20	92	104	5	0	0	0	0	0	0	0	0	0	0	24.5	28.6
1200	232	1	21	80	116	11	2	0	0	0	0	0	0	1	0	0	25.4	28.9
1300	252	0	22	98	123	9	0	0	0	0	0	0	0	0	0	0	24.8	28
1400	260	1	21	111	119	8	0	0	0	0	0	0	0	0	0	0	24.4	28.2
1500	343	3	38	185	110	6	1	0	0	0	0	0	0	0	0	0	23.2	26.8
1600	344	1	33	195	109	6	0	0	0	0	0	0	0	0	0	0	23.5	26.8
1700	346	5	38	201	100	2	0	0	0	0	0	0	0	0	0	0	22.9	26.3
1800	320	0	22	176	120	2	0	0	0	0	0	0	0	0	0	0	23.7	26.5
1900	175	0	11	70	90	4	0	0	0	0	0	0	0	0	0	0	24.7	27.8
2000	68	0	3	31	30	4	0	0	0	0	0	0	0	0	0	0	25.4	29.6
2100	49	0	6	14	26	3	0	0	0	0	0	0	0	0	0	0	24.8	28.4
2200	40	1	1	21	13	4	0	0	0	0	0	0	0	0	0	0	24.8	29.9
2300	24	0	2	6	14	2	0	0	0	0	0	0	0	0	0	0	25.5	29.8
07-19	3674	26	315	1660	1581	82	5	2	0	0	2	0	0	1	0	0	24.2	27.6
06-22	4013	26	339	1793	1749	96	5	2	0	0	2	0	0	1	0	0	24.2	27.7
06-00	4077	27	342	1820	1776	102	5	2	0	0	2	0	0	1	0	0	24.2	27.7
00-00	4109	27	343	1827	1792	110	5	2	0	0	2	0	0	1	0	0	24.3	27.7

06 November 2021

[illegible]

07 November 2021

[illegible]

08 November 2021

[illegible]

09 November 2021

[illegible]

K&M TRAFFIC SURVEYS

SITE: CONISTON AVE

LOCATION: Attached to roundabout sign

GRID REFERENCE: 51.015385, -0.113078

DIRECTION: WESTBOUND

SPEED LIMIT: 30

03 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	26.7	-
0100	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0400	7	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	31.4	-
0500	10	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	29.5	-
0600	78	0	3	3	30	34	8	0	0	0	0	0	0	0	0	0	31.1	36.2
0700	360	2	14	28	204	105	4	3	0	0	0	0	0	0	0	0	28.9	33.2
0800	581	7	17	67	367	115	6	0	1	0	0	0	1	0	0	0	28.3	31.8
0900	274	1	12	44	145	69	3	0	0	0	0	0	0	0	0	0	28.2	32.5
1000	259	1	14	35	148	54	5	1	1	0	0	0	0	0	0	0	28.2	32.3
1100	288	2	13	43	162	65	3	0	0	0	0	0	0	0	0	0	28	32
1200	316	1	17	54	162	79	3	0	0	0	0	0	0	0	0	0	27.7	32.6
1300	280	2	12	63	147	53	2	1	0	0	0	0	0	0	0	0	27.2	31.7
1400	366	0	15	69	214	66	2	0	0	0	0	0	0	0	0	0	27.5	31.4
1500	438	1	32	93	246	62	4	0	0	0	0	0	0	0	0	0	26.7	31.1
1600	485	1	19	97	290	73	5	0	0	0	0	0	0	0	0	0	27.4	31.2
1700	520	0	16	124	327	50	3	0	0	0	0	0	0	0	0	0	26.9	30.4
1800	329	1	14	64	197	51	2	0	0	0	0	0	0	0	0	0	27.2	31.4
1900	152	0	10	25	83	27	7	0	0	0	0	0	0	0	0	0	27.8	32.1
2000	69	0	7	9	40	13	0	0	0	0	0	0	0	0	0	0	27	31.4
2100	63	0	4	8	37	12	2	0	0	0	0	0	0	0	0	0	27.8	33
2200	51	0	1	8	31	10	1	0	0	0	0	0	0	0	0	0	28	32.3
2300	18	0	1	1	10	6	0	0	0	0	0	0	0	0	0	0	29.2	33.9
07-19	4496	19	195	781	2609	842	42	5	2	0	0	0	1	0	0	0	27.6	31.7
06-22	4858	19	219	826	2799	928	59	5	2	0	0	0	1	0	0	0	27.7	31.8
06-00	4927	19	221	835	2840	944	60	5	2	0	0	0	1	0	0	0	27.7	31.8
00-00	4957	19	221	841	2856	951	61	5	2	0	0	0	1	0	0	0	27.7	31.8

04 November 2021

[illegible]

05 November 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	33.5	-
0100	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	27.4	-
0200	5	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	27.9	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0500	13	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	32.6	37.1
0600	64	0	0	3	25	25	8	3	0	0	0	0	0	0	0	0	32	37.6
0700	324	2	10	27	196	84	4	1	0	0	0	0	0	0	0	0	29.1	32.9
0800	432	1	17	57	243	110	4	0	0	0	0	0	0	0	0	0	28.3	32.2
0900	243	2	6	23	141	67	4	0	0	0	0	0	0	0	0	0	29	32.8
1000	266	0	11	46	142	62	5	0	0	0	0	0	0	0	0	0	28	32.2
1100	234	1	16	29	117	63	8	0	0	0	0	0	0	0	0	0	28.5	32.9
1200	269	2	22	43	122	72	7	0	0	0	0	0	0	1	0	0	28.1	33.5
1300	281	0	18	35	143	84	1	0	0	0	0	0	0	0	0	0	28.4	33.1
1400	279	1	14	43	150	67	4	0	0	0	0	0	0	0	0	0	28.1	32.7
1500	311	1	34	49	172	53	2	0	0	0	0	0	0	0	0	0	26.8	31.7
1600	334	2	28	79	175	49	1	0	0	0	0	0	0	0	0	0	26.4	31.1
1700	323	0	20	41	204	56	2	0	0	0	0	0	0	0	0	0	27.4	31.3
1800	190	0	9	35	95	47	3	1	0	0	0	0	0	0	0	0	28.1	33.4
1900	119	0	3	17	50	40	7	2	0	0	0	0	0	0	0	0	29.9	35
2000	91	0	5	14	45	24	3	0	0	0	0	0	0	0	0	0	28.7	34
2100	291	0	21	62	154	50	3	0	0	1	0	0	0	0	0	0	27.3	31.6
2200	151	0	6	30	83	26	5	1	0	0	0	0	0	0	0	0	27.6	32.2
2300	48	0	1	6	27	13	0	1	0	0	0	0	0	0	0	0	29	32.7
07-19	3486	12	205	507	1900	814	45	2	0	0	0	0	0	1	0	0	28	32.3
06-22	4051	12	234	603	2174	953	66	7	0	1	0	0	0	1	0	0	28.1	32.5
06-00	4250	12	241	639	2284	992	71	9	0	1	0	0	0	1	0	0	28.1	32.5
00-00	4287	12	242	644	2299	1004	75	9	0	1	0	0	0	1	0	0	28.1	32.5

06 November 2021

[illegible]

07 November 2021

[illegible]

09 November 2021

[illegible]

K&MTRAFFIC SURVEYS

SITE: BORDE HILL

LOCATION: ATTACHED TO LAMPPOST

GRID REFERENCE: 51.015876, -0.112595

DIRECTION: NORTHBOUND SPEED LIMIT: 30

03 November 2021

[illegible]

04 November 2021

[illegible]

05 November 2021

[illegible]

06 November 2021

[illegible]

07 November 2021

[illegible]

09 November 2021

[illegible]

K&MTRAFFIC SURVEYS

SITE: BORDE HILL

LOCATION: ATTACHED TO LAMPPOST

GRID REFERENCE: 51.015876, -0.112595

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

03 November 2021

[illegible]

04 November 2021

[illegible]

05 November 2021

[illegible]

06 November 2021

[illegible]

07 November 2021

[illegible]

08 November 2021

[illegible]

09 November 2021

[illegible]

Appendix D: Road Safety Audit



Road Safety Audit Stage 1

Sugworth Farm

Proposed Access Arrangement

Borde Hill Lane / Balcombe Road / Hanlye Lane

Haywards Heath

West Sussex

Date: February 2025

Report produced for: SDP

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

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Report Title:	Sugworth Farm Road Safety Audit Stage 1
Document reference:	SDP/25/SugFrm/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Status	Prepared (Name)	by:	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Bryan Shawyer		Martin Morris		7 th February 2025

Distribution

Organisation	Contact	Copies
SDP	Neal Murphy	-

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2 Safety issues raised at previous Audits	6
3 Items raised at the Stage 1 Audit	7
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	10
5 Auditors Statement	11

Appendix A..... List of drawings

Appendix B..... Comment location drawing

Appendix C..... Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed roundabout associated with a circa 120-unit residential development to the north-east of the existing three-arm roundabout at Balcombe Road / Hanlye Lane / Borde Hill Lane, Haywards Heath, as detailed below:

- A 4-armed roundabout with pedestrian crossing points on the Access Road, Balcombe Road and Hanlye Lane.
- A 3.7m wide pedestrian / emergency access linking the Access Road to Balcombe Road.
- A pedestrian refuge on Balcombe Road.

The Audit was requested by the design organisation, SDP, Buncton Barn, Buncton Lane, Bolney, West Sussex, RH17 5RE, on behalf of West Sussex County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in January 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit and inspection was undertaken on the 4th February 2025 between 15:15 and 15:45. Weather conditions at the time were overcast and the road surfaces were dry. Traffic flows and free flow speeds were moderate. There were low pedestrian flows, and no cyclist movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshoot collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended high friction surfacing or surfacing with a high PSV be provided on all the approaches to the roundabout.

3.1.2 PROBLEM

Location: Proposed roundabout.

Summary: Surface water on carriageway could lead to loss of control collisions.

Kerblines are proposed to be altered, where no details of the drainage proposal or carriageway profiles have been provided for assessment. Low or flat areas may cause ponding of surface water. This could be detrimental to road safety and could lead to loss of control accidents.

RECOMMENDATION

It is recommended drainage details and vertical profiles should be provided at Safety Audit Stage 2.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Approaches to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

Stopping Sight Distances have been provided for assessment, where there is concern that the forward visibility splays on all approaches, excluding Hanlye Lane pass over non-highway land. Vegetation in these splays could restrict visibility, where insufficient visibility may increase the risk of junction related or shunt type collisions at the roundabout.

RECOMMENDATION

It is recommended that the forward visibility splays should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not obstructed by vegetation.

3.2.2 PROBLEM

Location: Proposed roundabout.

Summary: Insufficient space could lead to side swipe accidents.

The approaches to the roundabout are shown as having a two-lane entry with a two-lane circulatory carriageway, where the exits narrow to a wide single lane. There is concern that if two lanes of traffic decide to use the same exit then insufficient space or lack of lane designation markings and signage could lead side swipe collisions.

RECOMMENDATION

It is recommended that single lane approaches are installed or that the signage and lane destination markings be employed to avoid merging traffic issues at the exits.

3.3 Junctions

3.3.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing points on Access Road and Balcombe Road at the roundabout.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossings have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the Access Road and Balcombe Road arms of the roundabout may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vegetation be cut back and periodically maintained to retain visibility.

3.4.2 PROBLEM

Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the northeastern side of the carriageway may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vegetation be cut back and periodically maintained to retain visibility.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

At this early stage in the design the proposed pedestrian refuge does not have signage, where the refuge is on a semi-rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed, further that the signage aspect to diagram 610 should be illuminated e.g. solar powered.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 07/02/2025

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 07/02/2025

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APPENDIX A

List of drawings and documentation submitted for auditing:

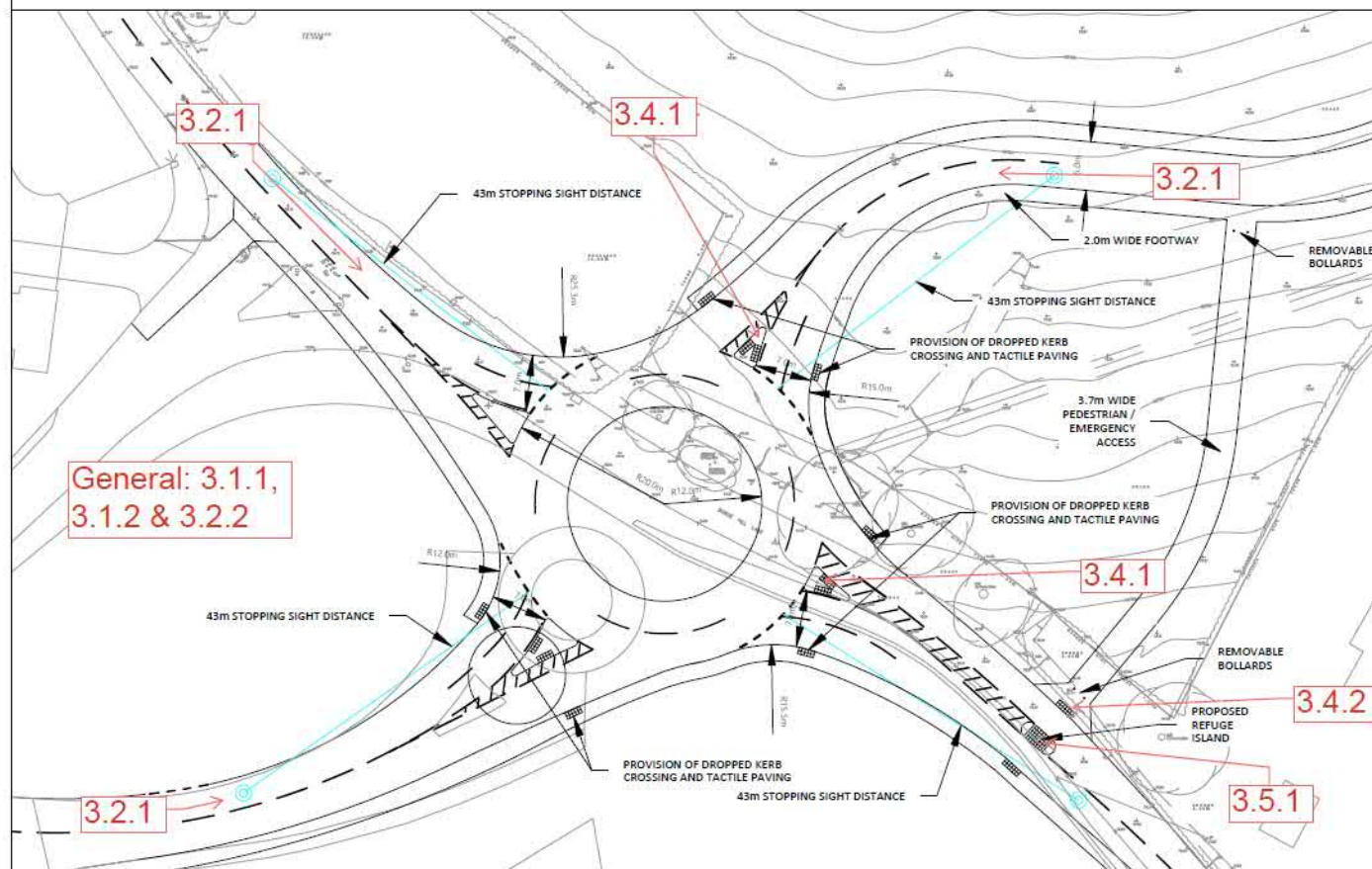
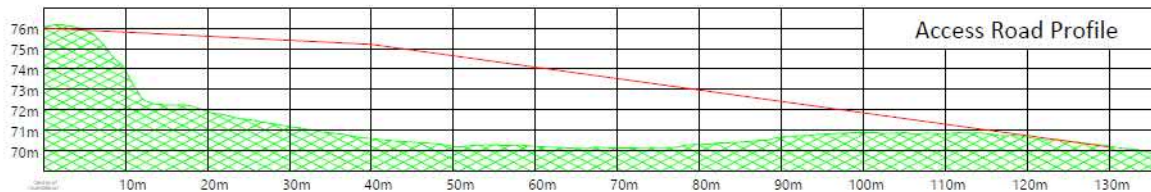
Drawing Number	Title
SDP-XX-XX-DR-D-305 P2	Proposed Access Arrangement
SDP-XX-XX-DR-D-352 P1	Roundabout Geometry
SDP-XX-XX-DR-D-353 P1	Swept Path Analysis 1/3
SDP-XX-XX-DR-D-354 P1	Swept Path Analysis 2/3
SDP-XX-XX-DR-D-355 P1	Swept Path Analysis 3/3

Supporting Documentation:

- Technical Note – Background Information, SDP, January 2025.
- Covering emails SDP.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R12m. Roundabout ICD 20m.
 4. Entry widths 7m. Exit widths 7m.
 5. Maximum access road gradient 1:20 for 10m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.

P2	10/11/18	Profile and notes added	NM
P1	10/11/18	First Issue	NM
Rev	Date	Description	By
Revision History			

Client:

Fairfax

Project:

Sugworth Farm

Title:

Proposed Access Arrangement

SDP

Burton Farm, Burton Lane
Borley, West Sussex, BN17 9SE

Date	20.12.24	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-305	Revision			P2

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Sugworth Farm

Date Audit Completed: 7th February 2025

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by Highways England.

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.1.1: The proposals do not include the introduction of anti-skid surfacing or detail the Polished Stone Value (PSV) to be used on the approaches to the roundabout. Surfacing with an insufficient PSV could lead to overshoot or rear end shunt collisions. Further, vehicles approaching the roundabout may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.	It is recommended high friction surfacing or surfacing with a high PSV be provided on all the approaches to the roundabout.	Agreed. Details of PSV values and surfacing materials will be provided at Stage 2 Safety Audit.		
3.1.2: Kerblines are proposed to be altered, where no details of the drainage proposal or carriageway profiles have been provided for assessment. Low or flat areas may cause ponding of surface water. This could be detrimental to road safety and could lead to loss of control accidents.	It is recommended drainage details and vertical profiles should be provided at Safety Audit Stage 2.	Agreed. Drainage details and profiles will be provided at Stage 2 Safety Audit.		
3.2.1: Stopping Sight Distances have been provided for assessment, where there is concern that the forward visibility splays on all approaches, excluding Hanlye Lane pass over non-highway land. Vegetation in these splays could restrict visibility, where insufficient visibility may increase the risk of junction related or shunt type collisions at the roundabout.	It is recommended that the forward visibility splays should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not obstructed by vegetation.	Agreed. The proposed layout has been designed such that visibility splays fall within the adoptable highway or land within the applicant's control. Where land is within the applicant's ownership it will either be offered for adoption or conditioned such that the visibility splay is not obstructed.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.2.2: The approaches to the roundabout are shown as having a two-lane entry with a two-lane circulatory carriageway, where the exits narrow to a wide single lane. There is concern that if two lanes of traffic decide to use the same exit then insufficient space or lack of lane designation markings and signage could lead side swipe collisions.	It is recommended that single lane approaches are installed or that the signage and lane destination markings be employed to avoid merging traffic issues at the exits.	Noted. The proposed layout replicates the number of lanes on the approaches to the existing roundabout and this has been the starting point for the design. It is agreed that lane markings and appropriate signage should be used to direct vehicles to the correct lane on the approach to the roundabout. For example, reviewing the turning movements, it is considered that the nearside lane on Balcombe Road approach can be designated for left turning movements only. The expected usage of the approaches will be reviewed at detailed design stage to achieve the optimum layout.		
3.4.1: No details relating to the pedestrian / traffic intervisibility splays at the crossings have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the Access Road and Balcombe Road arms of the roundabout may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.	It is recommended that the vegetation be cut back and periodically maintained to retain visibility.	Agreed. Vegetation to be trimmed and cut back to maintain visibility.		
3.4.2: No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that excess vegetation, particularly in the spring and summer months on the northeastern side of the carriageway may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.	It is recommended that the vegetation be cut back and periodically maintained to retain visibility.	Agreed. Vegetation to be trimmed and cut back to maintain visibility.		
3.5.1: At this early stage in the design the proposed pedestrian refuge does not have signage, where the refuge is on a semi-rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.	It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed, further that the signage aspect to diagram 610 should be illuminated e.g. solar powered.	Agreed. Signage and street furniture will be provided at Stage 2 Safety Audit.		

From: bryan.shawyer < >
Sent: 21 March 2025 14:39
To: Neal Murphy - SDP < >
Cc: martin.morris < >
Subject: RE: Request for Stage 1 RSA quote - Sugworth Farm, Haywards Heath

Hi Neal,

Thank you for your email below, where we comment as below:

- 3.1.1 – Noted and accepted.
- 3.1.2 – Noted and accepted.
- 3.2.1 – Noted and accepted.
- 3.2.2 – Noted and accepted, review at Stage 2 Audit.
- 3.4.1 – Noted and accepted.
- 3.4.2 – Noted and accepted.
- 3.5.1 – Noted and accepted.

Kind regards

Bryan

Bryan Shawyer
Director

M&S Traffic Ltd
Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX

M: 07891 596289 T: 01634 307498

Appendix E: TRICS data



Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 day
	HC	HAMPSHIRE 2 days
	HF	HERTFORDSHIRE 1 day
	KC	KENT 2 days
	WS	WEST SUSSEX 1 day
03	SOUTH WEST	
	DC	DORSET 1 day
04	EAST ANGLIA	
	NF	NORFOLK 4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
09	NORTH	
	DH	DURHAM 1 day

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

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

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:	DWELLS
Actual Range:	6 to 1817 (units:DWELLS)
Range Selected by User:	50 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/11/25 to 13/11/25

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:	
Friday	1 days
Monday	1 days
Thursday	6 days
Tuesday	6 days

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

Selected survey types:	
Manual count	14
Direction ATC Count	0

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 undertaken using machines

Selected Locations:	
Edge of Town	12 days
Suburban Area	2 days

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:	
No Sub Category	2 days
Out of Town	1 days
Residential Zone	11 days

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 Vehicle Counts:	
Servicing vehicles Excluded	11 days
Servicing vehicles Included	3 days



Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

Secondary Filtering Selection:

Use Class:

C3	14 surveys
----	------------

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:

220 - 2742

Population within 1 mile:

1,001 to 5,000	4 surveys
5,001 to 10,000	10 surveys

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

Population within 5 miles:

25,001 to 50,000	6 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	2 surveys

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	1 surveys
1.1 to 1.5	9 surveys
1.6 to 2.0	4 surveys

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.



Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	13 surveys

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	14 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

1 A350 SHAFTESBURY Edge of Town No Sub Category Site area: 6.630000114440918 hect Survey date: Tuesday 31/10/2023	DC-03-A-11	MIXED HOUSES	DORSET	Survey Type: Manual
2 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.8999999761581421 hect Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
3 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.490000009536743 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
4 CANADA WAY LIPHOOK Suburban Area Residential Zone Site area: 1.399999976158142 hect Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
5 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 6.09 hect Survey date: Thursday 14/11/2024	HC-03-A-39	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
6 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Site area: 5.670000076293945 hect Survey date:	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
7 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.9100000858306885 hect Survey date: Tuesday 09/05/2023	KC-03-A-10	MIXED HOUSES	KENT	Survey Type: Manual
8 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 6.84 hect	KC-03-A-14	MIXED HOUSES	KENT	

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

Survey date: Thursday 22/05/2025

Survey Type: Manual

9 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Site area: 4.78000020980835 hect Survey date: Thursday 29/09/2022	NF-03-A-33	MIXED HOUSES	NORFOLK	Survey Type: Manual
10 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.1500000953674316 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
11 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.200000047683716 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
12 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 7.840000152587891 hect Survey date: Tuesday 27/09/2022	NF-03-A-39	MIXED HOUSES	NORFOLK	Survey Type: Manual
13 MILBY ROAD BOROUGHBRIDGE MILBY Edge of Town Residential Zone Site area: 6.8 hect Survey date: Thursday 19/09/2024	NY-03-A-15	DETACHED & SEMI-DETACHED NORTH YORKSHIRE		Survey Type: Manual
14 OCKLEY LANE HASSOCKS Edge of Town Residential Zone Site area: 9.42 hect Survey date: Friday 20/09/2024	WS-03-A-27	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.072	0.293	0.365
08:00-09:00	14	125	0.117	0.326	0.443
09:00-10:00	14	125	0.128	0.151	0.279
10:00-11:00	14	125	0.093	0.139	0.232
11:00-12:00	14	125	0.132	0.135	0.267
12:00-13:00	14	125	0.140	0.128	0.268
13:00-14:00	14	125	0.141	0.141	0.282
14:00-15:00	14	125	0.158	0.161	0.319
15:00-16:00	14	125	0.235	0.161	0.396
16:00-17:00	14	125	0.253	0.149	0.402
17:00-18:00	14	125	0.334	0.159	0.493
18:00-19:00	14	125	0.242	0.124	0.366
Data after 19:00 deselected by time slice					
Total Rates:			2.045	2.067	4.112

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.104	0.508	0.612
08:00-09:00	14	125	0.188	0.669	0.857
09:00-10:00	14	125	0.205	0.251	0.456
10:00-11:00	14	125	0.146	0.215	0.361
11:00-12:00	14	125	0.228	0.236	0.464
12:00-13:00	14	125	0.228	0.199	0.427
13:00-14:00	14	125	0.223	0.212	0.435
14:00-15:00	14	125	0.267	0.260	0.527
15:00-16:00	14	125	0.522	0.277	0.799
16:00-17:00	14	125	0.442	0.251	0.693
17:00-18:00	14	125	0.525	0.265	0.790
18:00-19:00	14	125	0.398	0.191	0.589
Data after 19:00 deselected by time slice					
Total Rates:			3.476	3.534	7.010

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.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.002	0.007	0.009
08:00-09:00	14	125	0.001	0.009	0.010
09:00-10:00	14	125	0.000	0.005	0.005
10:00-11:00	14	125	0.002	0.001	0.003
11:00-12:00	14	125	0.001	0.002	0.003
12:00-13:00	14	125	0.003	0.001	0.004
13:00-14:00	14	125	0.003	0.001	0.004
14:00-15:00	14	125	0.003	0.001	0.004
15:00-16:00	14	125	0.009	0.004	0.013
16:00-17:00	14	125	0.005	0.003	0.008
17:00-18:00	14	125	0.007	0.006	0.013
18:00-19:00	14	125	0.009	0.003	0.012
Data after 19:00 deselected by time slice					
Total Rates:			0.045	0.043	0.088

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.002	0.001	0.003
08:00-09:00	14	125	0.002	0.001	0.003
09:00-10:00	14	125	0.004	0.003	0.007
10:00-11:00	14	125	0.003	0.005	0.008
11:00-12:00	14	125	0.003	0.002	0.005
12:00-13:00	14	125	0.002	0.002	0.004
13:00-14:00	14	125	0.002	0.002	0.004
14:00-15:00	14	125	0.002	0.002	0.004
15:00-16:00	14	125	0.004	0.003	0.007
16:00-17:00	14	125	0.000	0.001	0.001
17:00-18:00	14	125	0.002	0.001	0.003
18:00-19:00	14	125	0.001	0.001	0.002
Data after 19:00 deselected by time slice					
Total Rates:			0.027	0.024	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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	08/07/2019 - 22/05/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.020	0.066	0.086
08:00-09:00	14	125	0.048	0.121	0.169
09:00-10:00	14	125	0.046	0.038	0.084
10:00-11:00	14	125	0.020	0.031	0.051
11:00-12:00	14	125	0.050	0.052	0.102
12:00-13:00	14	125	0.044	0.037	0.081
13:00-14:00	14	125	0.033	0.039	0.072
14:00-15:00	14	125	0.046	0.045	0.091
15:00-16:00	14	125	0.115	0.059	0.174
16:00-17:00	14	125	0.069	0.045	0.114
17:00-18:00	14	125	0.050	0.053	0.103
18:00-19:00	14	125	0.042	0.023	0.065
Data after 19:00 deselected by time slice					
Total Rates:			0.583	0.609	1.192

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0af042bf-768d-45a6-973c-a7df0cd01bd4

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	14	125	0.000	0.044	0.044
08:00-09:00	14	125	0.002	0.036	0.038
09:00-10:00	14	125	0.005	0.013	0.018
10:00-11:00	14	125	0.005	0.003	0.008
11:00-12:00	14	125	0.005	0.002	0.007
12:00-13:00	14	125	0.006	0.005	0.011
13:00-14:00	14	125	0.005	0.002	0.007
14:00-15:00	14	125	0.006	0.005	0.011
15:00-16:00	14	125	0.022	0.009	0.031
16:00-17:00	14	125	0.019	0.002	0.021
17:00-18:00	14	125	0.022	0.003	0.025
18:00-19:00	14	125	0.019	0.001	0.020
Data after 19:00 deselected by time slice					
Total Rates:			0.116	0.125	0.241

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.

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Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/03/2017 - 22/05/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F: Traffic Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 16 February 2021]

population
units
date
usual residence

				30%	39%	31%
place of work	Driving a car or van		Direction	Borde Hill Lane	Balcombe Road	Hanlye Lane
Crawley	433		N/W	216.5		216.5
E02006612 : Mid Sussex 009	297	Haywards Heath	S		297	
E02006614 : Mid Sussex 011	154	Ansty, Cuckfield, Haywards Heath	W/S		77	77
Brighton and Hove	154		W			154
Horsham	122		W			122
Lewes	121		S		121	
E02006617 : Mid Sussex 014	94	Burgess Hill	S		94	
E02006609 : Mid Sussex 006	90	Sharpthorne, Horsted Keynes, Ardingley	N	90		
London	86		N	86		
Wealden	82		S		82	
Reigate and Banstead	70		N	70		
E02006619 : Mid Sussex 016	60	Hickstead, Pyecombe	W			60
E02006618 : Mid Sussex 015	59	Burgess Hill	S		59	
E02006611 : Mid Sussex 008	58	Lindfield	S		58	
E02006615 : Mid Sussex 012	57	Burgess Hill	S		57	
E02006610 : Mid Sussex 007	48	Balcombe, Handcross	N	48		
E02006613 : Mid Sussex 010	33	Haywards Heath	S		33	
E02006604 : Mid Sussex 001	28	East Grinstead	N	28		
Adur	26		W/S		13	13
Tandridge	24		N	24		
Worthing	24		W			24
East	24		N	24		
Mole Valley	22		W			22
E02006607 : Mid Sussex 004	15	Sunnyside	N	15		
E02006620 : Mid Sussex 017	12	Hassocks	W/S		6	6
Runnymede	12		N	12		
E02006605 : Mid Sussex 002	11	Copthorne	N	11		
Arun	11		W			11
Eastbourne	11		W/S		5.5	5.5
Tunbridge Wells	11		S		11	
Sevenoaks	10		N	10		
Guildford	9		N	9		
E02006616 : Mid Sussex 013	8	Burgess Hill	S		8	
Chichester	8		W			8
North West	7		N	7		
Epsom and Ewell	6		N	6		
E02006608 : Mid Sussex 005	5	Crawley Down	N	5		
Tonbridge and Malling	5		N	5		
E02006606 : Mid Sussex 003	4	Ashurst Wood	N	4		
Elmbridge	4		N	4		
Portsmouth	4		W			4
Spelthorne	4		N	4		
Wokingham	4		N	4		
South West	4		N	4		
West Midlands	4		N	4		
Bracknell Forest	3		N	3		
Slough	3		N	3		
Waverley	3		W			3
East Midlands	3		N	3		
Basingstoke and Deane	2		N	2		
Havant	2		W			2
Medway	2		N	2		
Rother	2		S		2	
Surrey Heath	2		N	2		
Test Valley	2		N	2		
Vale of White Horse	2		N	2		
Winchester	2		N	2		
Woking	2		N	2		
Wycombe	2		N	2		
Ashford	1		S			
Canterbury	1		N	1		
Chiltern	1		N	1		
East Hampshire	1		W			1
Hastings	1		S		1	
Maidstone	1		N	1		
Oxford	1		N	1		
Rushmoor	1		N	1		
Thanet	1		N	1		
West Berkshire	1		N	1		
West Oxfordshire	1		N	1		
Wales	1		N	1		
Yorkshire and The Humber	1		N	1		

Appendix G: Junction Analysis

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021											
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site access 2024.j10
Path: C:\Jobs\Sugworth Farm\Junction Analysis
Report generation date: 18/11/2025 14:42:27

»2030 with dev, AM
 »2030 with dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2030 with dev												
Arm 1	D23	0.0	4.07	0.04	A	77 % [Arm 3]	D24	0.0	3.66	0.02	A	116 % [Arm 3]
Arm 2		0.9	4.11	0.48	A			0.7	3.65	0.42	A	
Arm 3		0.9	5.07	0.49	A			0.6	4.16	0.39	A	
Arm 4		0.5	4.86	0.32	A			0.4	4.47	0.30	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	04/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\NealMurphy
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	Veh	Veh	perTimeSegment	s	-Min	perMin

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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	AM	DIRECT	08:00	09:00	60	15			
D2	2024	PM	DIRECT	17:00	18:00	60	15			
D3	Dev	AM	DIRECT	08:00	09:00	60	15			
D4	Dev	PM	DIRECT	17:00	18:00	60	15			
D5	2030	AM	DIRECT	08:00	09:00	60	15		Simple	D1 *1.0693
D6	2030	PM	DIRECT	17:00	18:00	60	15		Simple	D2*1.0690
D23	2030 with dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D5+D3
D24	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D6+D4

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D23 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	77	Arm 3	4.57	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	Balcombe Road		
3	Hanlye Lane		
4	Borde Hill Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.00	7.00	13.0	15.0	40.0	39.0		
2	3.25	7.00	30.0	15.5	40.0	35.0		
3	3.50	7.00	17.0	12.0	40.0	38.0		
4	3.00	7.00	9.5	25.0	40.0	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.577	361.867
2	0.640	434.922
3	0.603	399.302
4	0.585	354.870

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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2030 with dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D5+D3

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
From		1	2	3	4
	1	0.00	3.97	3.16	3.06
	2	1.43	0.00	122.97	74.85
	3	1.13	93.03	0.00	16.04
	4	1.10	51.33	12.83	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
From		1	2	3	4
	1	0.00	3.97	3.16	3.06
	2	1.43	0.00	113.35	72.71
	3	1.13	139.01	0.00	28.87
	4	1.10	67.37	17.11	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
From		1	2	3	4
	1	0.00	3.97	3.16	3.06
	2	1.43	0.00	113.35	69.50
	3	1.13	143.29	0.00	16.04
	4	1.10	39.56	7.49	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
From		1	2	3	4
	1	0.00	3.97	3.16	3.06
	2	1.43	0.00	86.61	54.53
	3	1.13	95.17	0.00	10.69
	4	1.10	34.22	4.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To				
From		1	2	3	4	
	1	0	0	0	0	
	2	0	0	2	1	
	3	0	2	0	0	
	4	0	4	0	0	

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	1
	3	0	2	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	0
	3	0	1	0	7
	4	0	5	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	1	0	10
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.04	4.07	0.0	A	10.19	40.76
2	0.48	4.11	0.9	A	178.40	713.59
3	0.49	5.07	0.9	A	136.66	546.65
4	0.32	4.86	0.5	A	59.64	238.57

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	10.19	10.19	156.51	269.08	0.038	10.15	3.64	0.0	0.0	3.475	A
2	199.25	199.25	18.97	416.22	0.479	198.34	147.69	0.0	0.9	4.113	A
3	110.20	110.20	78.98	344.35	0.320	109.73	138.33	0.0	0.5	3.828	A
4	65.26	65.26	95.18	288.45	0.226	64.97	93.53	0.0	0.3	4.022	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	10.19	10.19	222.93	231.36	0.044	10.18	3.66	0.0	0.0	4.068	A
2	187.49	187.49	23.29	415.32	0.451	187.57	209.83	0.9	0.8	3.952	A
3	169.01	169.01	77.22	345.53	0.489	168.53	133.64	0.5	0.9	5.072	A
4	85.57	85.57	141.18	270.43	0.316	85.41	104.57	0.3	0.5	4.860	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	10.19	10.19	190.57	249.42	0.041	10.19	3.66	0.0	0.0	3.761	A
2	184.28	184.28	13.76	423.75	0.435	184.33	187.00	0.8	0.8	3.762	A
3	160.46	160.46	74.03	347.66	0.462	160.53	124.07	0.9	0.9	4.811	A
4	48.15	48.15	145.85	257.04	0.187	48.38	88.71	0.5	0.2	4.317	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	10.19	10.19	134.13	283.85	0.036	10.20	3.66	0.0	0.0	3.290	A
2	142.58	142.58	10.52	428.17	0.333	142.85	133.80	0.8	0.5	3.156	A
3	106.99	106.99	59.13	356.59	0.300	107.42	94.24	0.9	0.4	3.617	A
4	39.59	39.59	98.12	296.80	0.133	39.67	68.43	0.2	0.2	3.500	A

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D23 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	116	Arm 3	4.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D6+D4

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1	2	3	4
From	1	0.00	1.94	1.54	1.49
	2	4.07	0.00	96.21	76.97
	3	3.24	111.18	0.00	20.31
	4	3.13	65.21	17.10	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1	2	3	4
From	1	0.00	1.94	1.54	1.49
	2	4.07	0.00	104.76	56.66
	3	3.24	87.66	0.00	9.62
	4	3.13	51.31	24.59	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
From		1	2	3	4
	1	0.00	1.94	1.54	1.49
	2	4.07	0.00	80.18	52.38
	3	3.24	79.11	0.00	20.31
	4	3.13	60.93	10.69	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
From		1	2	3	4
	1	0.00	1.94	1.54	1.49
	2	4.07	0.00	57.73	34.21
	3	3.24	86.59	0.00	11.76
	4	3.13	69.49	4.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	4	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.02	3.66	0.0	A	4.97	19.88
2	0.42	3.65	0.7	A	143.84	575.37
3	0.39	4.16	0.6	A	109.87	439.49
4	0.30	4.47	0.4	A	79.03	316.12

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	4.97	4.97	192.57	250.73	0.020	4.95	10.39	0.0	0.0	3.661	A
2	177.25	177.25	20.04	422.09	0.420	176.53	177.48	0.0	0.7	3.654	A
3	134.73	134.73	82.19	349.73	0.385	134.11	114.37	0.0	0.6	4.162	A
4	85.44	85.44	117.94	285.91	0.299	85.02	98.36	0.0	0.4	4.471	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	4.97	4.97	163.79	266.74	0.019	4.97	10.44	0.0	0.0	3.440	A
2	165.49	165.49	27.59	416.58	0.397	165.54	141.17	0.7	0.7	3.585	A
3	100.52	100.52	62.30	361.73	0.278	100.75	130.83	0.6	0.4	3.453	A
4	79.03	79.03	95.15	295.32	0.268	79.09	67.91	0.4	0.4	4.162	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	4.97	4.97	150.81	274.83	0.018	4.97	10.44	0.0	0.0	3.336	A
2	136.63	136.63	13.79	426.09	0.321	136.81	141.99	0.7	0.5	3.114	A
3	102.66	102.66	57.99	364.33	0.282	102.65	92.62	0.4	0.4	3.438	A
4	74.75	74.75	86.45	304.31	0.246	74.80	74.19	0.4	0.3	3.923	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	4.97	4.97	160.31	268.75	0.018	4.97	10.44	0.0	0.0	3.411	A
2	96.00	96.00	7.33	430.23	0.223	96.19	157.95	0.5	0.3	2.697	A
3	101.59	101.59	39.85	375.27	0.271	101.61	63.67	0.4	0.4	3.290	A
4	76.89	76.89	93.88	295.99	0.260	76.87	47.57	0.3	0.3	4.107	A

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.3.1598									
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Mill Green Road priority updated.j10
 Path: C:\Jobs\Sugworth Farm\Junction Analysis
 Report generation date: 18/11/2025 14:55:28

- »2024, AM
- »2024, PM
- »2030, AM
- »2030, PM
- »2030 with dev, AM
- »2030 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024									
Stream B-C	D1	2.1	17.77	0.69	C	D2	2.7	20.17	0.75	C
Stream B-A		0.4	19.90	0.30	C		1.0	25.12	0.52	D
Stream C-AB		7.1	42.32	0.90	E		3.1	16.65	0.73	C
	2030									
Stream B-C	D3	2.8	22.12	0.75	C	D4	4.0	26.79	0.82	D
Stream B-A		0.5	24.43	0.36	C		1.5	34.30	0.63	D
Stream C-AB		12.6	67.94	0.97	F		4.2	21.14	0.79	C
	2030 with dev									
Stream B-C	D7	2.9	22.66	0.76	C	D8	4.4	28.80	0.84	D
Stream B-A		0.5	25.27	0.36	D		1.6	37.00	0.65	E
Stream C-AB		14.8	78.79	0.99	F		4.4	22.06	0.80	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	03/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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	Veh	Veh	perTimeSegment	s	-Min	perMin

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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	AM	DIRECT	08:00	09:00	60	15	✓		
D2	2024	PM	DIRECT	17:00	18:00	60	15	✓		
D3	2030	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0693
D4	2030	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.069
D5	Dev	AM	DIRECT	08:00	09:00	60	15			
D6	Dev	PM	DIRECT	17:00	18:00	60	15			
D7	2030 with dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		23.02	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.02	C

Arms

Arms

Arm	Name	Description	Arm type
A	College Road		Major
B	Mill Green Road		Minor
C	Balcombe Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.10			165.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.20	7.60	6.20	4.00	✓	3.00	27	46

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	127.233	0.084	0.213	0.134	0.304
B-C	192.638	0.107	0.271	-	-
C-B	167.379	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	32.00	42.00
	B	15.00	0.00	106.00
	C	24.00	88.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	31.00	58.00
	B	18.00	0.00	110.00
	C	25.00	114.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
From		A	B	C
	A	0.00	23.00	59.00
	B	20.00	0.00	90.00
	C	29.00	123.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
From		A	B	C
	A	0.00	33.00	49.00
	B	16.00	0.00	89.00
	C	36.00	111.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	2	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	0	0
	B	6	0	2
From	C	0	1	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	0
	B	0	0	1
From	C	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A	B	C
	A	0	0	2
	B	6	0	0
From	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.69	17.77	2.1	C	98.75	394.99
B-A	0.30	19.90	0.4	C	17.25	69.01
C-AB	0.90	42.32	7.1	E	132.62	530.47
C-A					4.88	19.51
A-B					29.75	119.00
A-C					52.00	208.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106.00	106.00	168.09	0.631	104.36	0.0	1.6	13.795	B
B-A	15.00	15.00	78.44	0.191	14.77	0.0	0.2	14.085	B
C-AB	103.24	103.24	162.61	0.635	101.42	0.0	1.8	14.385	B
C-A	8.76	8.76			8.76				
A-B	32.00	32.00			32.00				
A-C	42.00	42.00			42.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110.00	110.00	158.93	0.692	109.53	1.6	2.1	17.774	C
B-A	18.00	18.00	61.31	0.294	17.84	0.2	0.4	19.902	C
C-AB	135.12	135.12	162.06	0.834	132.26	1.8	4.7	29.235	D
C-A	3.88	3.88			3.88				
A-B	31.00	31.00			31.00				
A-C	58.00	58.00			58.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90.00	90.00	159.22	0.565	90.75	2.1	1.4	13.399	B
B-A	20.00	20.00	66.98	0.298	19.96	0.4	0.4	19.867	C
C-AB	149.84	149.84	166.89	0.898	147.42	4.7	7.1	42.318	E
C-A	2.16	2.16			2.16				
A-B	23.00	23.00			23.00				
A-C	59.00	59.00			59.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	164.83	0.540	89.14	1.4	1.2	12.059	B
B-A	16.00	16.00	66.58	0.241	16.12	0.4	0.3	17.143	C
C-AB	142.30	142.30	171.65	0.829	143.25	7.1	6.1	34.245	D
C-A	4.70	4.70			4.70				
A-B	33.00	33.00			33.00				
A-C	49.00	49.00			49.00				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		14.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
From		A	B	C
	A	0.00	19.00	35.00
	B	37.00	0.00	117.00
	C	66.00	95.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
From		A	B	C
	A	0.00	19.00	29.00
	B	27.00	0.00	93.00
	C	55.00	97.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A	B	C
From	A	0.00	13.00	30.00
	B	17.00	0.00	89.00
	C	59.00	81.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A	B	C
From	A	0.00	21.00	35.00
	B	34.00	0.00	63.00
	C	55.00	96.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.75	20.17	2.7	C	90.50	362.00
B-A	0.52	25.12	1.0	D	28.75	115.00
C-AB	0.73	16.65	3.1	C	133.23	532.90
C-A					17.78	71.11
A-B					18.00	72.00
A-C					32.25	129.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117.00	117.00	156.59	0.747	114.30	0.0	2.7	20.173	C
B-A	37.00	37.00	70.88	0.522	35.97	0.0	1.0	25.115	D
C-AB	143.03	143.03	196.53	0.728	139.97	0.0	3.1	15.452	C
C-A	17.97	17.97			17.97				
A-B	19.00	19.00			19.00				
A-C	35.00	35.00			35.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93.00	93.00	165.83	0.561	94.39	2.7	1.3	12.827	B
B-A	27.00	27.00	79.26	0.341	27.50	1.0	0.5	17.549	C
C-AB	136.87	136.87	192.63	0.710	136.90	3.1	3.0	16.652	C
C-A	15.13	15.13			15.13				
A-B	19.00	19.00			19.00				
A-C	29.00	29.00			29.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	173.72	0.512	89.24	1.3	1.1	10.688	B
B-A	17.00	17.00	84.28	0.202	17.27	0.5	0.3	13.487	B
C-AB	116.99	116.99	196.20	0.596	118.15	3.0	1.9	11.801	B
C-A	23.01	23.01			23.01				
A-B	13.00	13.00			13.00				
A-C	30.00	30.00			30.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63.00	63.00	158.22	0.398	63.40	1.1	0.7	9.530	A
B-A	34.00	34.00	82.18	0.414	33.58	0.3	0.7	18.359	C
C-AB	135.99	135.99	189.40	0.718	135.05	1.9	2.8	16.323	C
C-A	15.01	15.01			15.01				
A-B	21.00	21.00			21.00				
A-C	35.00	35.00			35.00				

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.13	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.13	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2030	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0693

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	34.22	44.91
	B	16.04	0.00	113.35
	C	25.66	94.10	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	33.15	62.02
	B	19.25	0.00	117.62
	C	26.73	121.90	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	24.59	63.09
	B	21.39	0.00	96.24
	C	31.01	131.52	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A	B	C
From	A	0.00	35.29	52.40
	B	17.11	0.00	95.17
	C	38.49	118.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	2	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	0
	B	6	0	2
	C	0	1	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A	B	C
From	A	0	0	2
	B	6	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.75	22.12	2.8	C	105.59	422.36
B-A	0.36	24.43	0.5	C	18.45	73.79
C-AB	0.97	67.94	12.6	F	144.24	576.96
C-A					2.78	11.11
A-B					31.81	127.25
A-C					55.60	222.41

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113.35	113.35	166.21	0.682	111.32	0.0	2.0	15.866	C
B-A	16.04	16.04	72.90	0.220	15.76	0.0	0.3	15.678	C
C-AB	111.74	111.74	162.58	0.687	109.47	0.0	2.3	16.431	C
C-A	8.03	8.03			8.03				
A-B	34.22	34.22			34.22				
A-C	44.91	44.91			44.91				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	117.62	117.62	156.01	0.754	116.87	2.0	2.8	22.117	C
B-A	19.25	19.25	54.24	0.355	19.01	0.3	0.5	24.429	C
C-AB	146.44	146.44	161.93	0.904	141.55	2.3	7.2	40.259	E
C-A	2.19	2.19			2.19				
A-B	33.15	33.15			33.15				
A-C	62.02	62.02			62.02				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96.24	96.24	155.82	0.618	97.32	2.8	1.7	15.812	C
B-A	21.39	21.39	61.14	0.349	21.35	0.5	0.5	23.533	C
C-AB	162.53	162.53	166.98	0.973	157.06	7.2	12.6	67.940	F
C-A	0.00	0.00			0.00				
A-B	24.59	24.59			24.59				
A-C	63.09	63.09			63.09				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95.17	95.17	161.93	0.588	95.38	1.7	1.5	13.754	B
B-A	17.11	17.11	60.90	0.281	17.27	0.5	0.4	19.814	C
C-AB	156.30	156.30	172.88	0.904	156.73	12.6	12.2	64.206	F
C-A	0.89	0.89			0.89				
A-B	35.29	35.29			35.29				
A-C	52.40	52.40			52.40				

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		19.68	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.68	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2030	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.069

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
	A	0.00	20.31	37.42
	B	39.55	0.00	125.07
From	C	70.55	101.56	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A	B	C
	A	0.00	20.31	31.00
	B	28.86	0.00	99.42
From	C	58.80	103.69	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	13.90	32.07
	B	18.17	0.00	95.14
	C	63.07	86.59	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A	B	C
	A	0.00	22.45	37.42
	B	36.35	0.00	67.35
	C	58.80	102.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.82	26.79	4.0	D	96.74	386.98
B-A	0.63	34.30	1.5	D	30.73	122.94
C-AB	0.79	21.14	4.2	C	146.37	585.48
C-A					15.05	60.21
A-B					19.24	76.97
A-C					34.48	137.90

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	125.07	125.07	151.64	0.825	121.11	0.0	4.0	26.791	D
B-A	39.55	39.55	62.99	0.628	38.03	0.0	1.5	34.304	D
C-AB	157.42	157.42	198.81	0.792	153.23	0.0	4.2	18.862	C
C-A	14.69	14.69			14.69				
A-B	20.31	20.31			20.31				
A-C	37.42	37.42			37.42				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99.42	99.42	162.62	0.611	101.75	4.0	1.6	15.303	C
B-A	28.86	28.86	74.35	0.388	29.73	1.5	0.7	20.532	C
C-AB	150.22	150.22	194.73	0.771	150.23	4.2	4.2	21.140	C
C-A	12.27	12.27			12.27				
A-B	20.31	20.31			20.31				
A-C	31.00	31.00			31.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95.14	95.14	171.98	0.553	95.50	1.6	1.3	11.826	B
B-A	18.17	18.17	80.34	0.226	18.53	0.7	0.3	14.644	B
C-AB	128.66	128.66	198.52	0.648	130.46	4.2	2.4	13.729	B
C-A	21.00	21.00			21.00				
A-B	13.90	13.90			13.90				
A-C	32.07	32.07			32.07				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67.35	67.35	154.61	0.436	67.83	1.3	0.8	10.427	B
B-A	36.35	36.35	78.53	0.463	35.82	0.3	0.8	20.826	C
C-AB	149.16	149.16	191.26	0.780	147.74	2.4	3.8	20.212	C
C-A	12.26	12.26			12.26				
A-B	22.45	22.45			22.45				
A-C	37.42	37.42			37.42				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		40.06	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	40.06	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 with dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	34.22	45.30
	B	16.04	0.00	114.10
	C	26.32	96.62	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	33.15	62.41
	B	19.25	0.00	118.37
	C	27.39	124.42	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	24.59	63.48
	B	21.39	0.00	96.99
	C	31.67	134.04	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A	B	C
From	A	0.00	35.29	52.79
	B	17.11	0.00	95.92
	C	39.15	121.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	2	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	0
	B	6	0	2
	C	0	1	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	0
	B	0	0	1
	C	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A	B	C
From	A	0	0	2
	B	6	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.76	22.66	2.9	C	106.34	425.36
B-A	0.36	25.27	0.5	D	18.45	73.79
C-AB	0.99	78.79	14.8	F	147.86	591.43
C-A					2.34	9.36
A-B					31.81	127.25
A-C					55.99	223.97

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	114.10	114.10	166.02	0.687	112.02	0.0	2.1	16.111	C
B-A	16.04	16.04	71.73	0.224	15.76	0.0	0.3	16.001	C
C-AB	115.22	115.22	163.01	0.707	112.76	0.0	2.5	17.293	C
C-A	7.72	7.72			7.72				
A-B	34.22	34.22			34.22				
A-C	45.30	45.30			45.30				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	118.37	118.37	155.71	0.760	117.58	2.1	2.9	22.664	C
B-A	19.25	19.25	53.01	0.363	19.00	0.3	0.5	25.271	D
C-AB	150.17	150.17	162.35	0.925	144.43	2.5	8.2	44.509	E
C-A	1.64	1.64			1.64				
A-B	33.15	33.15			33.15				
A-C	62.41	62.41			62.41				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96.99	96.99	155.38	0.624	98.10	2.9	1.7	16.167	C
B-A	21.39	21.39	59.78	0.357	21.35	0.5	0.6	24.373	C
C-AB	165.71	165.71	166.95	0.993	159.02	8.2	14.9	77.698	F
C-A	0.00	0.00			0.00				
A-B	24.59	24.59			24.59				
A-C	63.48	63.48			63.48				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95.92	95.92	161.50	0.594	96.14	1.7	1.5	14.012	B
B-A	17.11	17.11	59.35	0.289	17.27	0.6	0.4	20.542	C
C-AB	160.37	160.37	173.24	0.926	160.41	14.9	14.9	78.790	F
C-A	0.00	0.00			0.00				
A-B	35.29	35.29			35.29				
A-C	52.79	52.79			52.79				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		20.92	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.92	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	20.31	38.28
	B	39.55	0.00	127.47
	C	71.15	102.51	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A	B	C
From	A	0.00	20.31	31.86
	B	28.86	0.00	101.82
	C	59.40	104.64	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A	B	C
From	A	0.00	13.90	32.93
	B	18.17	0.00	97.54
	C	63.67	87.54	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A	B	C
From	A	0.00	22.45	38.28
	B	36.35	0.00	69.75
	C	59.40	103.57	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.84	28.80	4.4	D	99.14	396.58
B-A	0.65	37.00	1.6	E	30.73	122.94
C-AB	0.80	22.06	4.4	C	148.41	593.65
C-A					14.56	58.24
A-B					19.24	76.97
A-C					35.34	141.34

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127.47	127.47	151.05	0.844	123.07	0.0	4.4	28.801	D
B-A	39.55	39.55	60.88	0.650	37.90	0.0	1.6	36.997	E
C-AB	159.53	159.53	199.05	0.801	155.13	0.0	4.4	19.506	C
C-A	14.13	14.13			14.13				
A-B	20.31	20.31			20.31				
A-C	38.28	38.28			38.28				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101.82	101.82	162.15	0.628	104.46	4.4	1.8	16.247	C
B-A	28.86	28.86	73.01	0.395	29.84	1.6	0.7	21.280	C
C-AB	152.27	152.27	195.00	0.781	152.27	4.4	4.4	22.064	C
C-A	11.77	11.77			11.77				
A-B	20.31	20.31			20.31				
A-C	31.86	31.86			31.86				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97.54	97.54	171.67	0.568	97.95	1.8	1.4	12.279	B
B-A	18.17	18.17	79.28	0.229	18.55	0.7	0.3	14.905	B
C-AB	130.66	130.66	198.79	0.657	132.57	4.4	2.5	14.157	B
C-A	20.55	20.55			20.55				
A-B	13.90	13.90			13.90				
A-C	32.93	32.93			32.93				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69.75	69.75	154.34	0.452	70.26	1.4	0.8	10.768	B
B-A	36.35	36.35	77.61	0.468	35.81	0.3	0.8	21.263	C
C-AB	151.18	151.18	191.52	0.789	149.67	2.5	4.0	20.983	C
C-A	11.79	11.79			11.79				
A-B	22.45	22.45			22.45				
A-C	38.28	38.28			38.28				

SDP

Buncton Barn
Buncton Lane
Bolney
West Sussex
RH17 5RE