



LAND AT HANLYE LANE CUCKFIELD

TRANSPORT STATEMENT

October 2023

Sigma Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND AT HANLYE LANE
CUCKFIELD

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RESIDENTIAL DEVELOPMENT
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CUCKFIELD**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Sigma Homes to support a residential development of 55 dwellings with vehicular and pedestrian access; car parking; open space, play space; landscaping and all other associated works at land to the south of Hanlye Lane, Cuckfield. The site location is shown below in **Figure 1** and the proposed site layout is included in **Appendix A**.

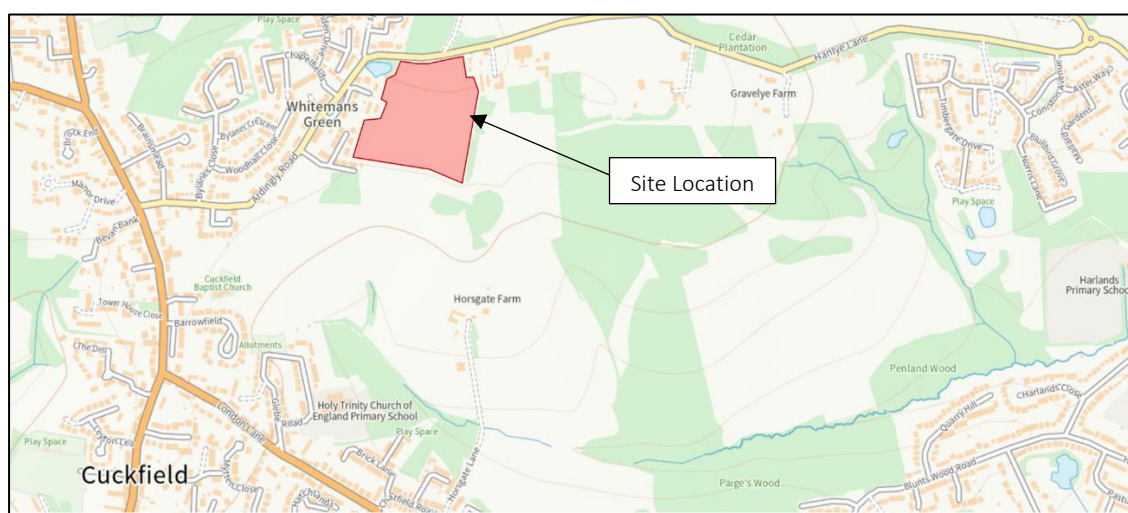


Figure 1: Site Location

Planning History

- 1.2 The site is an allocated scheme (SA23) within the Mid Sussex Local Plan (2014 – 2031). Mid Sussex District Council adopted its Site Allocations Development Plan Document on 29th June 2022. The Site Allocations DPD identifies sufficient housing sites to provide a five-year housing land supply to 2031 and also makes sure that enough land is allocated to meet identified employment needs.
- 1.3 Policy SA23 included the following transport requirements as part of the any future planning application.
- Provide access from Hanlye Lane, the details of which need to be investigated.
 - Investigate whether any highway measures are required to mitigate impacts at the intersection of London Road (B2036) and Ardingly Road (B2114).
 - Provide a sustainable transport strategy to identify sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.

- 1.4 Paul Basham Associates have prepared a Full Travel Plan (TP) which should be read in conjunction with this application.
- 1.5 In support of this TS a site visit was conducted in August 2023 and highway boundary, traffic speed data and constabulary collision data was obtained. A pre-application meeting was had with West Sussex County Council's (WSCC) highway officer in September 2023 where advice was provided on a number of elements including car parking and traffic modelling requirements.

2. PLANNING POLICY

2.1 This section of the report identifies the planning policy set out at national, regional and local levels that the development would adhere to:

- National Planning Policy Framework (NPPF) (Sept 2023)
- WSCC Transport Plan (2022 – 2036)
- Mid Sussex District Plan (2014 – 2031)
- Cuckfield Neighbourhood Plan (2011 – 2031)

National Planning Policy Framework (NPPF)

2.2 The revised National Planning Policy (NPF) was adopted in September 2023 and acts as the central guidance for development planning, replacing all National Planning Policy guidance. The following NPPF paragraphs are relevant to this TS:

Planning policies and decisions should recognise that sites need to meet local business and community needs in rural areas may have to be founded adjacent or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

(NPPF para. 85)

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

(NPPF Para. 104)

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.

(NPPF Para. 105)

Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

(NPPF Para. 111)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

2.3 This TS and accompanying TP accord with these principles. The NPPF also cites the following as key considerations with regards to transport and development planning to which this proposal's highway approach adheres:

- *The development gives priority to pedestrian and cycle movements, and has access to public transport facilities;*
- *The development has a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians, avoids street clutter, and where appropriate, establishes home zones; and*
- *The development considers the needs of people with disabilities.*

West Sussex Transport Plan (2022 – 2036)

2.4 The West Sussex Transport Plan (2022 – 2036) sets out West Sussex's transport strategy and identifies a range of key issues, which are:

- Climate change
- Local environmental impacts
- Spatially variable economic performance
- Development and regeneration pressures and opportunities
- Growing and ageing population
- Public health and well-being
- Access to services
- Transport network performance issues

2.5 West Sussex's Transport Plan also identifies an implementation plan for the Mid Sussex District, of which the key aims which relate to this TS are:

Facilitate provision of on-street electric vehicle charging infrastructure, initially in East Grinstead, Lindfield, Ardingly and Balcombe followed by other areas

Prioritise active travel modes in the towns as development takes place

Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill

Deliver improvements largely within existing highway land to provide bus priority where possible and viable including priority at signal-controlled junctions

Use on-street parking and traffic management techniques to manage demand, particularly in Burgess Hill, East Grinstead and Haywards Heath
Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes.

Mid Sussex District Plan (2014 – 2031)

- 2.6 The Mid Sussex District Plan (2014 – 2031) provides a framework for new development, employment growth, infrastructure, and measures to ensure the protection of the countryside. The District Plan also guides other documents such as Neighbourhood Plans and Site Allocation Plans. The policies from the plan most relevant to this TS are:

DP20: Securing Infrastructure – To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks.
DP21: Transport – To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks. And to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.
DP22: Rights of Way and other Recreational Routes – To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes and to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.
DP28: Accessibility – To support sustainable communities which are safe, healthy and inclusive. To provide the amount and type of housing that meets the needs of all sectors of the community. To create environments that are accessible to all members of the community.

Cuckfield Neighbourhood Plan

- 2.7 The Cuckfield Neighbourhood Plan contains a vision for the future of Cuckfield Parish and sets out clear planning policies to realise this vision. The most relevant of those policies to the TS are:

Policy CNP 16 – Transport Impact of Development Proposals will be permitted where they meet the following criteria: a) Safely located vehicular and pedestrian access [where] adequate visibility exists or could be created; and b) Development proposals would ensure sustainable transport links to the principal village facilities including the village centre, the primary and secondary schools and recreation open space are provided; and c) Where adequate transport infrastructure is not available to serve the development, the development would provide, or contribute towards, appropriate measures which will address the identified inadequacy and assist walking, cycling, public transport and other highway improvements; and d) Where development would add to traffic congestion in the village or inappropriate traffic on rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes e) Development proposals for new developments should include secure cycle storage and ideally storage for children’s buggies and mobility scooters where appropriate f) Development proposals would maintain or enhance the existing routes of the twittens (public rights of way). Policy CNP21 – Securing Infrastructure Any development permitted will be expected to ensure provision of the necessary social, physical and green infrastructure needed to support the proposed development, or the additional infrastructure identified in the Neighbourhood Plan which can be provided in a timely manner, through developer contributions subject to an appropriate assessment of viability.
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- 2.8 This TS has been written in accordance with the above policies to meet the sustainable requirements for new developments within West Sussex and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. SITE LOCATION

- 3.1 The application site covers approximately 5.75 hectares in total and is located approximately 1km north of the centre of Cuckfield.

Local Road Network

- 3.2 The site access lies on Hanlye Lane, a tertiary road with a speed limit of 60mph in the immediate vicinity of the proposed site access, however c. 50m west, at the edge of Cuckfield the speed limit changes to 30 mph (**Photograph 1**). Hanlye Lane runs east/west from Cuckfield to Haywards Heath and its condition is shown in **Photographs 1 and 2**.



Photograph 1: Hanlye Lane eastbound



Photograph 2: Hanlye Lane westbound

- 3.3 At its western extent Hanlye Lane connects with Ardingly Road/The Highlands via a three-arm roundabout junction. These are both tertiary roads with a 30mph speed limit. The Highlands travels north and becomes a private no-through road. To the south-west Ardingly Road connects to the B2036 (London Road/Whitemans Green via another roundabout junction).
- 3.4 The B2036 has a speed limit of 30mph. The road runs north/south through the centre of Cuckfield.

Local Facilities

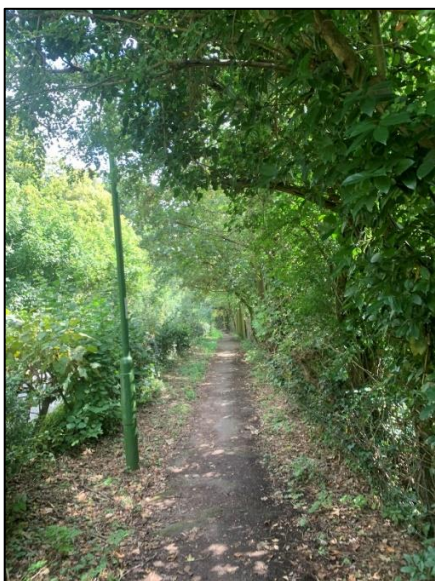
- 3.5 The site offers a range of facilities and amenities, as summarised in **Table 1**, with an 'Accessibility Map' included in **Appendix B**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Longacre Crescent (Bus Stop)	170m	2 minutes	1 minute
Cuckfield Baptist Church	640m	8 minutes	3 minutes
Co-Op Food	700m	9 minutes	3 minutes
ESSO MG Cuckfield (Petrol Station)	750m	9 minutes	3 minutes
Holy Trinity CofE Primary School	770m	10 minutes	3 minutes
Rose & Crown Cuckfield	820m	10 minutes	3 minutes
Queen's Hall (Village Hall)	1.1km	14 minutes	5 minutes
Brook Street Community Library	1.1km	14 minutes	5 minutes
Cuckfield Corner House Cafe	1.2km	15 minutes	5 minutes
Warden Park Academy	1.2km	15 minutes	5 minutes
Lloyds Pharmacy	1.2km	15 minutes	5 minutes
Borde Hill Garden	1.4km	18 minutes	6 minutes
Nuffield Health Haywards Heath Hospital	2.1km	26 minutes	8 minutes
Sainsbury's Supermarket	2.1km	26 minutes	8 minutes

Table 1: Local Amenities and Facilities

Pedestrian Network

- 3.6 A number of footways are provided within the vicinity of the site, providing access to Cuckfield Village Centre. These also provide connections to PRow routes for further onward journeys.
- 3.7 The existing conditions include a c.1m wide footway on the southern side of Hanlye Lane. This footway sits behind of the hedge on the south side of Hanlye Lane and is named Horsgate Twitten. The footway ends with a stretch of footway directly adjacent to Hanlye Lane which leads to Horsgate House which forms part of the mixed-use development on the site's eastern boundary. There is no footway on the northern side of Hanlye Lane. Existing conditions of the local pedestrian infrastructure is shown in **Photographs 3 and 4**.



Photograph 3: Horsgate Twitten along the southern side of Hanlye Lane



Photograph 4: Horsgate Twitten footway directly adjacent to Hanlye Lane

- 3.8 There is an opening in the hedge by Hanlye Lane to cross the road onto the bridleway on Lullings Farm but there is no pedestrian crossing or dropped kerb at this location. This location is shown in **Photograph 5**.



Photograph 5: Crossing point from Horsgate Twitten across Hanlye Lane to bridleway (Lullings Farm)

- 3.9 Ardingly Road has a footway on both sides of the road c.2m in width with several crossing points, including a zebra crossing with dropped kerbs and tactile paving (see **photograph 6**). All crossings along Ardingly Road junctions have dropped kerbs with the majority having tactile paving, as shown in **Photograph 7**.



Photograph 6: Zebra crossing along Ardingly Road



Photograph 7: Junction crossing along Ardingly Road

Public Rights of Way (PROW)

- 3.10 The site is located on the northeastern edge of Cuckfield and supports a number of PROW routes, and Footpaths which are shown in **Figure 2**.

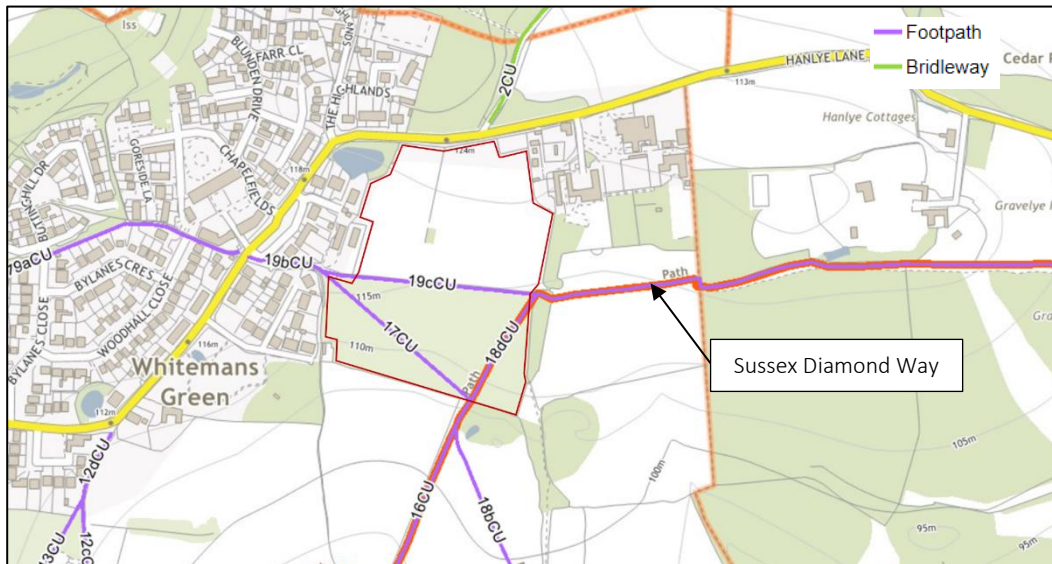


Figure 2: Public Rights of Way (PROW) in the vicinity of the site

- 3.11 The main Public Right of Way is the Sussex Diamond Way which runs east/west from Midhurst to Heathfield and cuts through the southeast of the proposed site area as seen in **Figure 2**. As part of the proposed development, the site will provide connectivity for residents into the existing PROW network.
- 3.12 The PROW network provides a great opportunity for the development to enhance and tie into to provide residents greater options for travelling and permeability through the proposed development site.

Cycle Network

- 3.13 The site is not located nearby to any National Cycle Routes however there is a bridleway north of the site along Lullings Farm which leads northeast and connects with the High Weald Landscape Trail c. 1.2km from the site. The bridleway can be seen in **Figure 2**.

Public Transport Provision

Bus Network

- 3.14 The closest bus stop to the site is the Longacre Crescent bus stop about 170m from the site which is served by the 31 bus service. However, the 62 and 271 services run from the High Street stop in the centre of Cuckfield which is only 1.1km away from the site. These services are illustrated below in **Table 2**.

Service	Route	Timetable		
		Mon-Fri	Sat	Sun
Compass Travel 31	Cuckfield – Haywards Heath – Swaynes Hill – North Chailey – Newick – Maresfield - Uckfield	Every Hour 06:34 – 17:47	Every Hour 09:34 – 17:34	Not in service
Compass Travel 62	ASDA – Crawley – Balcombe – Cuckfield – Haywards Heath	Every 2 Hours 08:49 – 14:30	Not in Service	Not in Service
Metrobus 271	Brighton – Burgess Hill – Haywards Heath - Crawley	Every 2 Hours 05:27 – 19:06	Every 2 Hours 08:28 – 16:20	Every 2 Hours 09:15 – 15:45

Table 2: Bus services

- 3.15 The 31 service runs from Cuckfield to Uckfield from 06:34 every hour until 13:34 where it does not run a service until 17:47 where it runs one service and stops. On Saturdays, the 31 service runs from 09:34 every 2 hours until 17:34 where the service finishes. The 31 service does not run on Sundays.
- 3.16 The 62 service from the High Street Bus Stop runs from 08:49 every hour and 45 minutes until 14:30 where the service operates one final time at 15:18. The 62 service only runs from Monday – Friday and also runs some services on school days only.
- 3.17 The Metrobus 271 service runs every 2 hours from Cuckfield High Street with additional services at 06:07, 07:05 and 19:06 on weekdays. On Saturdays the service just runs from 08:28 every 2 hours until 16:20. The 271 service is the only service that runs on a Sunday and runs from 09:15 every 2 hours until 15:45.
- 3.18 Compass Travel operate accessible buses which have a low entrance step to allow for easy access onto the bus with pushchairs and wheelchairs and a ramp if further assistance is required. All Compass Travel buses have a wheelchair space suitable for a 'standard reference wheelchair' which has a maximum width of 700mm and length of 1200mm. Electric wheelchairs are suitable but some types of wheelchairs such as mobility scooters are deemed unsafe for carriage on Compass Travel vehicles.
- 3.19 All Metrobus buses are low floor with step-free entrances and equipped with ramps. Wheelchairs and some class 2 scooters are able to board Metrobus buses with scooters up to 1000mm length x 600mm wide and wheelchairs 700mm wide both with a turning circle no greater than 1200mm accepted. If a wheelchair is unable to board a bus a complementary taxi can be provided.
- 3.20 Both Compass Travel and Metrobus are taking part in the Helping Hand Scheme which is a free card for any passenger who may require extra assistance or require the driver to be made aware of something discreetly without having to verbally communicate it. In addition, assistance dogs, guide dogs and hearing dogs are permitted to travel at no extra charge on both Compass Travel and Metrobus services.

Rail Network

- 3.21 The closest train station to the site is Haywards Heath Station (HHE) located 3km from the site in Haywards Heath. The station is operated by Southern Rail and offers services to Bedford, Brighton, London Victoria, Cambridge, Littlehampton, Eastbourne and Ore. Services to Brighton and Cambridge run circa every 15 minutes and services to Cambridge run half hourly. Therefore it is considered that rail travel to destinations further afield could provide a realistic opportunity for residents of the development.
- 3.22 Haywards Heath Station has step-free access to all platforms, accessible ticket machines, waiting rooms, wheelchairs, toilets and a sheltered, CCTV monitored cycle storage with 312 spaces.
- 3.23 Whilst the rail station is above the 2km walking distance as set out in CIHT 'Providing Journeys on Foot', it is considered suitable for cycling from the site and would take circa 13 minutes (250 m/s) to cycle from the site access. Additionally, the aforementioned bus services in **Table 2** all stop outside of Haywards Heath Station.

Summary

- 3.24 The site is in an accessible location with a number of PRow and cycle routes within the vicinity of the site enabling access to local amenities and facilities. A bus stop is located 170m from the site and provides regular services into Cuckfield and Haywards Heath, which allows for connections to further amenities.

Personal Injury Accident Data

- 3.25 To assess the safety of the local highway network Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the most recent five-year period (1st August 2018 to 31st July 2023). The 2.25km extent of assessment area is the Ardingly Road/London Road/Whitemans Green roundabout junction to the west, to the Hanlye Lane/Borde Hill Lane/Balcombe Road junction to the east. The survey area as well as the outputs of the assessment are demonstrated in **Figure 3**, whilst the full report is attached at **Appendix B**.

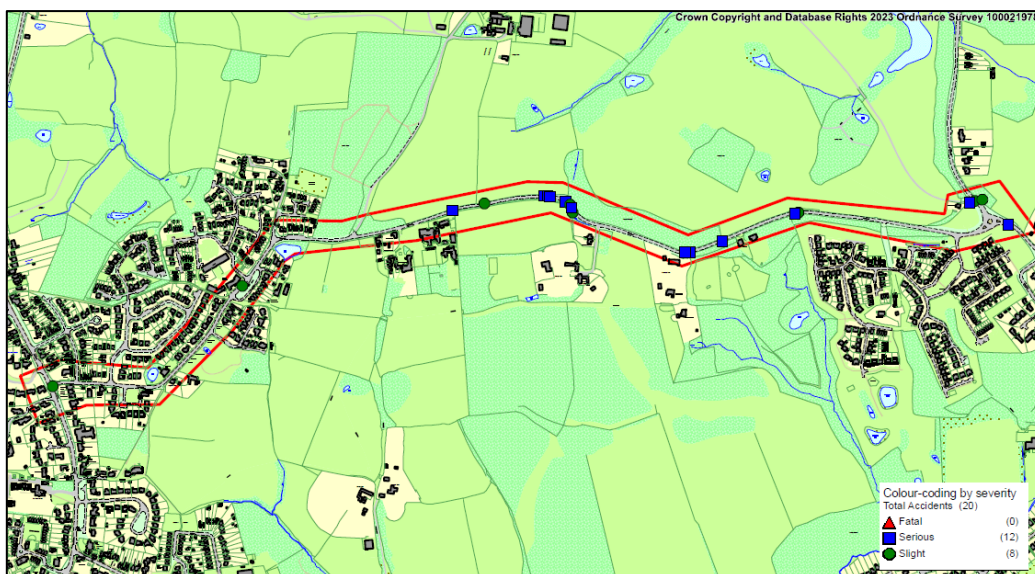


Figure 3: PIA Data

- 3.26 **Figure 3** summarises that there has been a total of 20 recorded accidents which have occurred during the latest 5 year period, which includes 8 slight accidents and 12 serious accidents. Notably, there have been no accidents which have occurred in the vicinity of the proposed access.
- 3.27 Of the 20 accidents within the PIA scope, 4 occurred in the vicinity of the Hanlye Lane/Borde Hill Lane/Balcombe Road junction. However, 3 of the accidents, including one serious accident, occurred prior to the new roundabout junction which has been implemented after 2019 as part of the DM16/1803 application. The driver of one of the vehicles did not stop and therefore there has been no attributing cause to the recorded accident.
- 3.28 Circa 450m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout two accidents occurred, one was recorded as slight and the other recorded as serious. The serious accident involved a single vehicle, the driver of which was impaired by drugs, did not hold a full drivers licence, was not supervised and was travelling on the wrong side of the carriageway. The slight accident was attributed to surface water which caused a vehicle to veer off the road and hit a tree stump. No other vehicles were involved in either of these accidents.
- 3.29 Circa 685m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout two accidents occurred, both were recorded as serious accidents. One was attributed to an animal in the road and the other was due to a vehicle travelling too fast for the bend.

- 3.30 Five accidents were sporadically located within the scope of the PIA on Hanlye Lane and Ardingley Road and which occurred for a number of reasons, including; driver being impaired by drugs, braking suddenly due to pot holes, dazzling sun and slow manoeuvring on a roundabout.
- 3.31 The above 13 recorded accidents do not show any particularly trend which would likely be exacerbated by the development traffic and many involved only one vehicle.
- 3.32 The remaining 7 recorded accidents occurred on a bend on Hanlye Lane circa 550m east from the proposed access junction. Of these 7, 5 were recorded as serious and 2 were recorded as slight. The two slight accidents were reported as careless driving with both occurring when the road was wet/damp. In addition to this, 3 of the 5 serious accidents all occurred when the carriageway was either damp or wet. One of the serious accidents was attributed to a driver being impaired by alcohol and the remaining accident was due to a vehicle being on the opposite side of the carriageway when a vehicle turned onto Hanlye Lane from a private access.
- 3.33 Almost 75% (5 out of 7) of the accidents occurred when the carriageway was damp/wet, with this being the only apparent trend in the accidents after review. An improvement to the drainage in this location should be identified and provided by West Sussex, as their role as the highway authority, to reduce the risk of accidents occurring when carriageway conditions are damp or wet.
- 3.34 The development will attribute a very minimal increase in traffic eastbound from the site (8 in the AM peak and 7 in the PM peak) as discussed later in **Section 5**. This is a maximum average of one vehicle every 7 and a half minutes in the AM peak and therefore the minor increase in traffic is not expected to have a detrimental impact of the highway safety of Hanlye Lane, in line with paragraph 111 of the NPPF. It should also be noted that the approved and built out development site DM/16/1803 for 210 units did not include Hanlye Lane within their scope of accident review and proposed to add over 4 times more trips to the network in the AM and PM peaks and were not required to review the full extent of Hanlye Lane. It is therefore considered that this PIA review is overly robust and the proposals would not result in any increase in accidents across the local road network.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed residential development comprises 55 units at land south of Hanlye Lane, Cuckfield. The proposed development's accommodation schedule is summarised in **Table 3**.

Unit Type	No. of units
Affordable Dwellings	
1-Bedroom Flats	4
2-Bedroom Flats	3
2-Bedroom Houses	4
3-Bedroom Houses	6
Open Market Dwellings	
1-Bedroom Maisonette	2
1-Bedroom Bungalow	3
2-Bedroom Houses	3
3-Bedroom Houses	22
4-Bedroom Houses (Detached)	4
5-Bedroom Houses (Detached)	4
Total	55

Table 3: Accommodation Schedule

Car Parking

- 4.2 To understand the parking requirements for the site, the West Sussex Parking Calculator has been reviewed (attached as **Appendix C**) which identifies 112 allocated parking spaces should be provided on site with 39 unallocated bays, or a total of 151 car parking spaces. The proposed development will provide 117 allocated spaces with 19 unallocated visitor spaces, resulting in a total of 136 parking spaces.
- 4.3 Within the WSCC Guidance on Parking at New Developments (September 2020), it states that consideration could also be given to reducing the expected level of parking demand by 10% through the promotion of sustainable travel modes and choices. As part of this application, a Travel Plan has been submitted which is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. The reduction of total parking spaces by 15 as per the proposed scheme, is within the prescribed reduction of 10% and therefore it is considered that the level of parking is sufficient for the proposed development.

Cycle Parking

- 4.4 The proposed development will provide 2 cycle parking spaces per house in rear garden stores or garages and 1 space per flat/apartment which will be provided within an internal communal cycle parking area. This satisfies the cycle parking standards set by WSCC as they require 2 spaces for units with 3 bedrooms and above and only 1 space for units with 1-2 bedrooms.

Access Arrangements

- 4.5 The access to the site will take the form of a simple priority bellmouth access onto Hanlye Lane and is shown in **Appendix D**.
- 4.6 The proposed access junction would measure 6m wide with a 10m radii and a 1:10 taper, in line with DMRB CD123, on the western radii, to allow for larger vehicles to travel into the site and along Hanlye Lane without conflicting with vehicles travelling in the opposing direction.
- 4.7 To facilitate pedestrian access, there will be a 2m wide footway on both sides of the proposed site access which will tie into the existing pedestrian provision on Hanlye Lane.
- 4.8 Speed surveys were undertaken to establish recorded vehicular speeds along Hanlye Lane, in close proximity to the proposed access location. The survey was carried out between the 22nd and the 28th of September 2023 and the full outputs are attached within **Appendix E**.
- 4.9 The survey results recorded 85th percentile speeds of 30.5mph for those vehicles travelling eastbound (out of Cuckfield) and 30.7mph for those travelling westbound (into Cuckfield) at the proposed site access location. In line with Manual for Streets (MfS) guidance this equates to a visibility splay of 44.0m in both the primary direction and the secondary direction. Visibility splays have been shown on the proposed access drawing which can be found in **Appendix D**. The splays have been drawn to the nearside kerb and are within the highway boundary.
- 4.10 A Stage One Road Safety Audit (RSA) was carried out in August 2023, the results of which are shown in **Appendix F**. It should be noted that this was carried out on an indicative site access layout, which has now been updated (**Appendix D**) to reflect recommendations within the audit, which contained 4 points to be addressed.

- 4.11 The first two points to address related to the levels of the existing site and risk of inadequate drainage. In order to address these, the first 10m of the site will be of suitable gradient to address any concerns of slow starts from vehicles and a drainage strategy will be submitted post planning. Both of these mitigation measures can be secured by suitably worded planning condition.
- 4.12 The RSA raised that suitable visibility splays should be provided and the existing vegetation along Hanlye Lane should be removed. This is accepted and the proposed visibility splays of 44m in the primary and the secondary directions will be kept clear in perpetuity and can be secured through a suitably worded planning condition.
- 4.13 The final point within the RSA is to ensure that a dropped kerb crossing point be introduced across the site access road, aligning with the footway/twitten which has now been shown within **Appendix D**.
- 4.14 It is therefore concluded that the proposed access to the site is safe and provides suitable access for the quantum of development.

Servicing Arrangements

- 4.15 In keeping with MfS (paragraph 6.8.9) and Building Regulation guidance, no resident should be required to carry their bins greater than 30m to a collection point or kerb edge, and a refuse vehicle should be able to get within 25m of each property or collection point. Refuse vehicle tracking has been undertaken and demonstrates that this is achievable. A vehicle tracking diagram is provided in **Appendix G**.
- 4.16 Fire tender vehicle tracking has also been undertaken to ensure that these vehicles are able to be within the required 45m of each dwelling entrance. The tracking is included in **Appendix G**.

Internal Site Layout

- 4.17 The internal layout has been designed using a 20mph design speed as shown in **Appendix A**. The access road has a width of 6m for the initial phase of the site, which then narrows to a 4.8m wide carriageway with 2m wide footway on at least one side of the road throughout the site. The layout also provides 1.2m wide leisure routes through the site to connect with the existing Public Rights of Way network and proposed open space at the southern section of the development site. The internal road network will not be put forward for adoption by Sigma Homes.

5. TRIP GENERATION AND TRIP DISTRIBUTION

5.1 The following section considers the traffic generation potential of the proposed development. The site is currently a greenfield site and therefore there are no existing vehicle trips associated with the site. This section therefore focuses on the proposed development and its vehicular impact with associated trips being treated as new to the network.

5.2 To understand the likely highway impact of the proposed development vehicle trip rates have been obtained from the TRICS V10.7.2 database. The parameter summary is as follows:

- Houses privately owned
- Trip parameter range: 19-195 units
- Survey date range: 01/01/15 – 01/03/23
- Number of weekdays (Monday-Friday): 29
- No weekend dates selected.
- 4 surveys removed from selection due to being completed during Covid-19

5.3 The resulting trip generation is shown in **Table 4** with outputs provided in **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicular Trip Rate	0.140	0.380	0.339	0.155	4.636
Traffic Generation (55 units)	8	21	19	9	255

Table 4: Proposed Development Traffic Generation

5.4 The proposed 55-unit development is anticipated to generate 29 vehicle trips in the AM peak hour and 28 vehicle trips in the PM peak hour, with up to 255 vehicle trips over a 12-hour daily period.

5.5 From this assessment the peak hours would generate less than 30 new vehicle movements onto the highway network. The following considers the distribution of these vehicles onto the local highway network, however it is not expected that any of the local junctions would experience an increase of 30 new vehicle trips as a result of this scheme and therefore no junction modelling has been undertaken.

Traffic Distribution

- 5.6 2011 Census 'Travel to Work' data has been obtained to confirm the likely distribution of vehicles from the site access, for the super output area (middle layer) of Mid Sussex 011, (**Figure 4**). This area includes residential areas which are edge of settlements in Cuckfield and Haywards Heath and is therefore considered acceptable. The census data is attached as **Appendix I**.

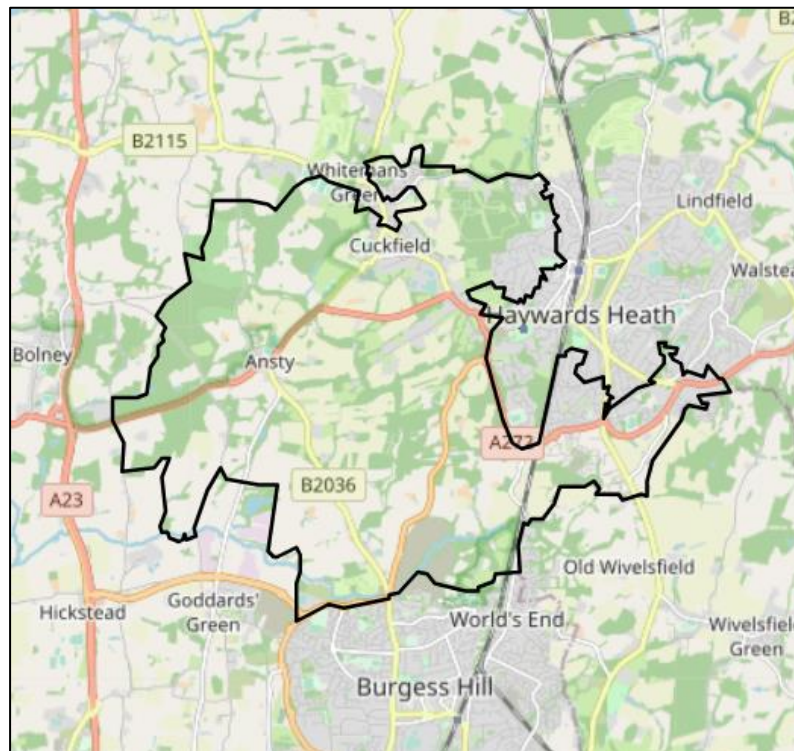


Figure 4: Super Output Area Mid Sussex 011

- 5.7 It is of note that whilst some data is currently available from the 2021 census, the data collection occurred during the pandemic and therefore 'travel to work' data collected during this time does not reflect the current situation. As a result, the 2011 data is still applicable for this type of assessment.
- 5.8 The census data indicates the destinations that people travel to work, within the ward selected. This data has been used to determine the likely trip distribution from the access and associated routes, for destinations with 5 or more trips. The location and most direct route to this location was then used to confirm the direction of travel from the access on Hanlye Lane as well as the route assignment of each destination.
- 5.9 The distribution of vehicles from the site access is summarised in **Table 5**. Traffic generated by the site is anticipated to have a 74%/26% split westbound and eastbound respectively based on the Census 2011 data.

Location	Direction from Site Access	
	West (Left)	East (Right)
Haywards Heath	7%	18.2%
London	23.7%	
Crawley	11.1%	
Cuckfield	9.8%	
Burgess Hill/Hassocks	3.9%	2.9%
Brighton	5.8%	
Lewes	1.9%	1.9%
Horsham	3.1%	
East Grinstead	0.6%	1.5%
Balcombe/Handcross	1%	1%
Wealden	1.9%	
Hurstpierpoint/Goddards' Green	1.8%	
Adur/Worthing/Arun	1.4%	
Leatherhead/Dorking	0.5%	
West (Guildford/Chichester)	0.5%	
East (Tunbridge Wells, Eastbourne)		0.5%
Total	74%	26%

Table 5: Trip Distribution

- 5.10 As shown in **Table 5** it is anticipated that the majority of trips (74%) would travel to/from the west of the development, with the remaining 26% travelling to/from the east. This equates to 6 arrivals and 15 departures in the AM peak and 14 arrivals and 7 departures in the PM peak to/from the west and trips to/from the east reflect 2 arrivals and 6 departures in the AM peak and 5 arrivals and 2 departures in the PM peak hour, as shown in the distribution diagrams attached as **Appendix J**.
- 5.11 Although these vehicle trips are minimal, to ensure the site access has been designed sufficiently to accommodate the anticipated vehicle movements and to accommodate any vehicular increase in the future years, the site access has been modelled (see chapter 6).
- 5.12 All of the westbound trips generated by the development are anticipated to use the Ardingly Road/ London Road/Whitemans Green Roundabout junction. Of the 74% of trips which turn left out of the development, 43% are expected to go north on Whitemans Green (9 AM peak period trips and 4 PM peak period trips) and 31% are expected to go south on London Road (6 AM peak period trips and 3 PM peak period trips). In the AM peak, there are 3 arrivals from Whitemans Green and 2 from London Road and in the PM peak there are 8 arrivals from Whitemans Green and 6 from London Road.
- 5.13 To ensure there is sufficient capacity at the Ardingly Road/ London Road/Whitemans Green Roundabout, a junction capacity assessment has been undertaken and is set out within Chapter 6.

- 5.14 Having regard to the above, the increase in vehicular trips on the local road network is considered minimal and will not result in a cumulative severe impact on the local highway network in line with paragraph 111 of the NPPF.

6. JUNCTION CAPACITY ASSESSMENT

- 6.1 To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at the location of the proposed site access of Hanlye Lane and at the Ardingly Road/London Road/Whitemans Green roundabout, circa 700m southwest of the proposed site access. Beyond this point, the trips disperse across the network and the impact will be negligible.

Scope of Assessment

- 6.2 The spatial scope of the modelling assessment required to support the development was informed by the distribution of vehicular trips on the highway network and pre-application discussions with WSCC's Highway officer. This required modelling of the site's access with Hanlye Lane and the Ardingly Road/London Road/Whitemans Green roundabout.
- 6.3 The following scenarios have been used to model the roundabout junction.
- Baseline 2023
 - Baseline 2025
 - Baseline 2025 + Proposed Development
 - Baseline 2030
 - Baseline 2030 + Proposed Development
- 6.4 For the site's access the Baseline 2025 + Development and Baseline 2030 + Development scenarios have been modelled.

Junction Modelling Software

- 6.5 The capacity of local junctions has been assessed using Junctions 9 software. Junctions 9 is the industry standard software package for assessing roundabouts and priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in vehicles.
- 6.6 All modelling has been completed using 'vehicle' values rather than PCUs and as such the appended traffic flow diagrams are also all in vehicles. In order to provide a robust assessment, a 10% HGV rate has been applied throughout.

6.7 The method used to estimate the traffic generation of the proposed development and the method used to account for the future years and committed development is a worst-case scenario for the following reasons:

- The modelling and traffic generation does not quantify the impact of a Travel Plan which could achieve a modal shift away from the private car with a sustainable transport strategy: and
- The assessment does not take into account the impact of peak spreading, whereby individuals may exit the development onto the local road network earlier or later to avoid travelling in the peak period.

Baseline Traffic Flows

- 6.8 An Automatic Traffic Count (ATC) survey was undertaken along Hanlye Lane between the 22nd and the 28th of September 2023. The data obtained included both vehicle speeds (which were used to calculate the site's visibility splay requirements) and traffic flows along Hanlye Lane. This data was utilised to understand the existing (Baseline 2023) traffic flows. The full outputs of the ATC survey are attached within **Appendix E** and the distribution diagrams with the baseline data are attached as **Appendix J** and a summary is shown within **Figure 5**.

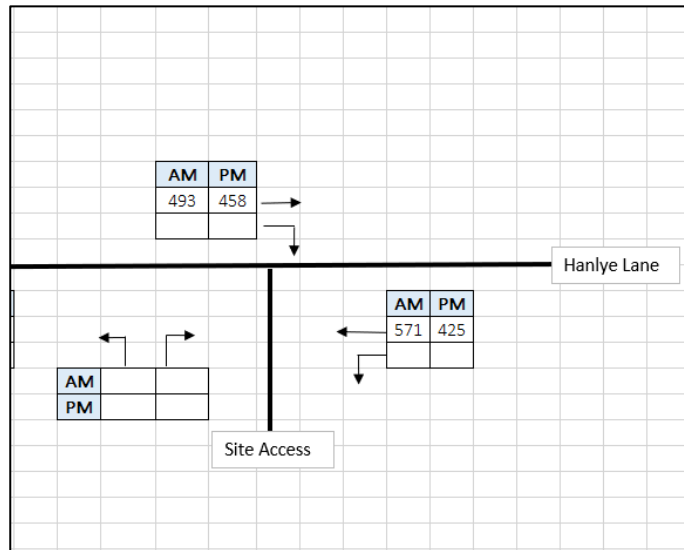


Figure 5: Baseline 2023 Traffic Flows on Hanlye Lane

- 6.9 In order to obtain the baseline traffic flows at the Ardingly Road/London Road/Whitemans Green roundabout, a manual classified count (MCC) and queue length survey was undertaken on the 26th of September 2023. The data is included in **Appendix K** and summarised within **Figure 6**.

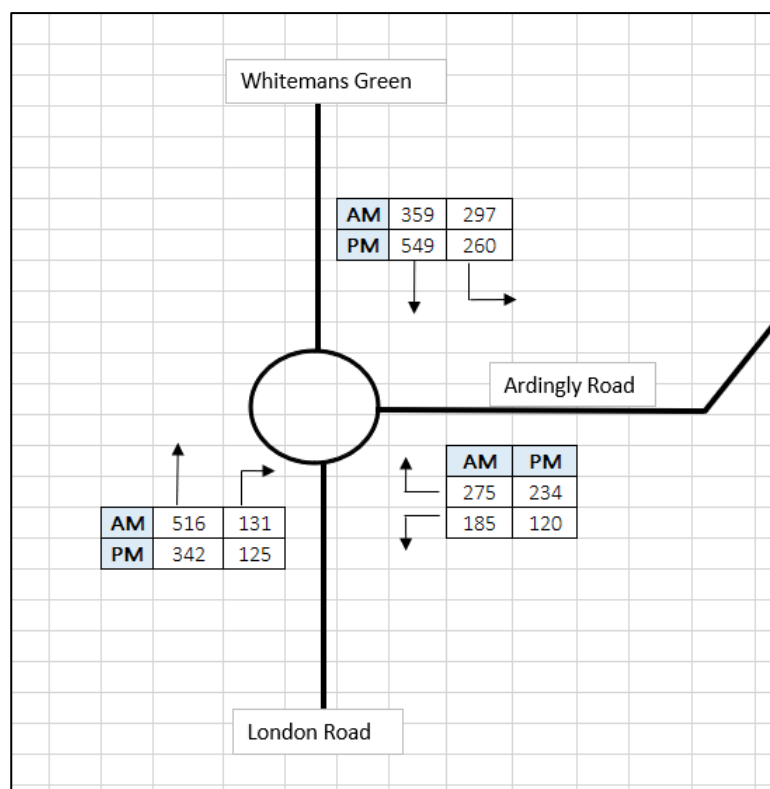


Figure 6: Baseline 2023 MCC Traffic Counts at Ardingly Road/London Road/Whitemans Green roundabout

TEMPro Growth Rates

6.10 As the baseline traffic counts were undertaken in 2023, NTM (dataset) adjusted TEMPro growth factors have been applied to produce estimates of future baseline traffic. The TEMPro figures are demonstrated in **Table 6** and have been utilised to understand the baseline flows for 2025 and 2030, as shown in the distribution diagrams attached as **Appendix J**.

Peak Hour	Growth Rate (2023 – 2030)
2025	
AM	1.0317
PM	1.0321
2030	
AM	1.0718
PM	1.0734

Table 6: TEMPro Growth Rates

Site Access Junction Modelling

- 6.11 The 2011 census data, detailed in **Table 5**, has been used to assess the expected traffic distribution for the proposed development. As such it is expected that 74% of vehicular traffic would travel to/from the west of the development, while the remaining 24% of vehicular traffic would travel to/from the east.
- 6.12 To ensure that the proposed site access and associated development traffic can be accommodated onto Hanlye Lane the modelling has been undertaken using the geometries outlined in the access design (included as **Appendix D**). The modelling has then been undertaken for the '2025 Baseline + Proposed Development' and '2030 Future Year + Proposed Development' scenarios only.
- 6.13 A summary of the results for the '2025 + Proposed Development' scenario and the '2030 + Proposed Development' scenario are shown in **Table 7**, with the full outputs attached as **Appendix L**.

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Baseline + Proposed Development						
Site Access	0.1	10.38	0.05	0.0	8.99	0.02
Hanlye Lane	0.0	5.10	0.02	0.1	5.15	0.04
2030 Baseline + Proposed Development						
Site Access	0.1	10.62	0.06	0.0	9.13	0.02
Hanlye Lane	0.0	5.05	0.02	0.1	5.11	0.04

Table 7: Proposed Site Access Modelling Outputs

- 6.14 The site access modelling results demonstrate that the junction operates well within capacity with a maximum RFC of 0.06 with queues of less than 1 vehicle and a maximum delay of 10.62 seconds. Therefore, there are no capacity concerns with the operation of the proposed site access onto Hanlye Lane.

Ardingly Road/London Road/Whitemans Green Roundabout Modelling

- 6.15 A junction capacity assessment has also been undertaken at the Ardingly Road/London Road/Whitemans Green mini roundabout junction, to assess the impact of the development on the junctions operation during the AM and PM peak periods.
- 6.16 The original modelling outputs were not representative of the recorded queue lengths (**Appendix K**) for the roundabout. Therefore, the traffic flows have been increased or decreased accordingly, with the same additional flow values added to each scenario. The flow increase for the baseline is set out in **Table 8**.

	AM (08:00-09:00)			PM (17:00-18:00)		
	Original Flow	Percentage Increase	Flow to Reflect Survey Results	Original Flow	Percentage Increase	Flow to Reflect Survey Results
From Ardingly Road to London Road	185	+50	235	120	+75	195
From Ardingly Road to Whitemans Green	275	+50	325	234	+75	309
From Whitemans Green to London Road	359	+90	449	549	-	-
From Whitemans Green to Ardingly Road	297	+90	387	260	-	-
From London Road to Whitemans Green	516	-50	466	342	-	-
From London Road to Ardingly Road	131	-50	81	125	-	-

Table 8: Flow Increases/Decreases

6.17 As summarised in **Table 8** the traffic flows from Ardingly Road were increased by 50 in the AM peak and 75 in the PM peak to reflect the recorded queue lengths. On Whitemans Green, flows were increased by 90 in the AM peak and on London Road AM peak flows were reduced by 50 to reflect the recorded queue lengths.

6.18 A summary of the results for this junction are shown below in **Table 9**, with the full outputs attached as Appendix L.

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Baseline						
Ardingly Road	4.2	24.57	0.80	3.4	23.12	0.77
London Road	2.2	13.60	0.67	1.4	9.95	0.56
Whitemans Green	3.6	14.47	0.77	3.5	14.64	0.77
2025 Baseline						
Ardingly Road	4.2	24.94	0.80	4.1	27.08	0.80
London Road	2.5	14.66	0.70	1.5	10.54	0.59
Whitemans Green	4.0	15.90	0.77	4.1	16.53	0.79
2025 Baseline + Proposed Development						
Ardingly Road	4.7	27.64	0.82	4.2	28.06	0.81
London Road	2.6	15.21	0.71	1.6	10.79	0.59
Whitemans Green	4.2	16.32	0.80	4.3	17.48	0.81
2030 Baseline						
Ardingly Road	5.2	30.40	0.84	5.1	33.74	0.84
London Road	3.0	16.91	0.74	1.7	11.36	0.61
Whitemans Green	4.7	18.28	0.82	5.0	19.73	0.83
2030 Baseline + Proposed Development						
Ardingly Road	6.0	34.58	0.86	5.5	35.48	0.85
London Road	4.4	23.10	0.81	1.8	11.68	0.62
Whitemans Green	4.9	18.83	0.83	5.4	21.05	0.84

Table 9: Roundabout Modelling Outputs

AM Peak Period

- 6.19 As summarised in **Table 9**, for the 2030 baseline, in the AM peak period the roundabout is expected to operate close to capacity with a RFC of 0.84 and delays of 30.40 seconds on Ardingly Road. With the addition of the development traffic the RFC is expected to rise to 0.86, which is still below an RFC value of 1, meaning the roundabout is still able to operate as expected. As the development traffic would add only an additional 0.02 to the RFC value and would add 0.8 PCU to the queue and increase the delay by c4 seconds, it will not have a significant impact on the operation of the roundabout and therefore, no mitigation has been suggested.
- 6.20 The remainder of the scenarios all work within the maximum capacity of 1.0 RFC, with a maximum RFC value of 0.86. By the 2030 + Development scenario the development adding 1.2 PCU and a delay of c7 seconds on London Road and an additional 0.2 PCU and additional delay of c0.60 seconds on Whitemans Green. Therefore, it can be demonstrated that the additional development traffic has little impact upon the operation of the roundabout in the AM peak.

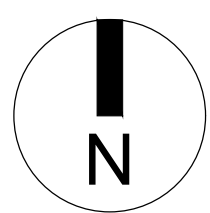
PM Peak Period

- 6.21 During the 2023 Baseline the PM peak period, summarised in **Table 8** shows that the Ardingly Road/London Road/Whitemans Green roundabout operates close to capacity with the Whitemans Green arm having an RFC of 0.83 and a queue of 5.0 PCU whilst the Ardingly Road arm has an RFC of 0.84 with a queue of 5.0 PCU. With the addition of the development traffic there is little impact, with both the Whitemans Green and Ardingly Road arms RFC value increasing by 0.1, the Whitemans Green arm queue extending by 0.4 PCU and the Ardingly Road arm increasing by 0.5 PCU. Therefore, the proposed development traffic has little impact on the operation of the roundabout.
- 6.22 Whilst it is noted that the roundabout junction is nearing capacity, during the PM peak period by the 2030 scenarios, there is a minimal addition of vehicular traffic and delay associated with the proposed development. Further to this the proposed development would not have a significant impact on the operation of the roundabout and therefore, no mitigation has been suggested.
- 6.23 As demonstrated by the modelling exercise set out within **Table 9**, it is considered that the impact of the development on the operation of this junction will be negligible and would not represent a severe impact in the context of the NPPF.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Sigma Homes Ltd to support a residential development of 55 dwellings with vehicular and pedestrian access; car parking; open space, play space; landscaping and all other associated works at Land South of Hanlye Lane, Cuckfield.
- 7.2 The site is in proximity to a number of local facilities, a good provision of pedestrian and cycle infrastructure and a range of public transport facilities. The site can easily be accessed on foot, by bike and by bus and it is possible to cycle to the nearest train station.
- 7.3 There have been 20 recorded accidents in the robust PIA review undertaken for the latest 5 year period. Through this review, it has also been demonstrated that there is no underlying trend for the majority of the accidents that have occurred, however there is a small cluster of accidents which are a result of damp/wet carriageway conditions. It is not for this development, which only proposes a very small increase in traffic along this section of Hanlye Lane, to fix this existing accident location.
- 7.4 The TS has shown that the proposed development prioritises pedestrians where possible and provides pedestrian connectivity through the site to the existing provision on Hanlye Lane and Public Rights of Way network.
- 7.5 The internal layout of the development is designed to a 20mph design speed. Service and refuse vehicles as well as a fire tender have also been shown to access and egress all roads in a forward gear.
- 7.6 A Travel Plan will be submitted alongside this TS, which promotes active travel modes and support the reduction of private car use.
- 7.7 The development proposals include a total of 136 car parking spaces, of which 117 will be allocated and 19 will be unallocated visitor spaces. The proposed development will provide 2 cycle parking spaces per house in rear garden stores or garages and 1 space per flat/apartment which will be provided within an internal communal cycle parking area.
- 7.8 It has been demonstrated that the increase in vehicular trips, as a result of the proposed scheme, would be minimal (fewer than 30 vehicle trips at any junction) in the context of the local road network and will not result in a severe cumulative impact on the local highway network as detailed by paragraph 111 of the NPPF.

- 7.9 A junction capacity assessment for the proposed site access has been undertaken for the 2025 Baseline + development and 2030 Baseline + development scenarios. Both scenarios show that the junction will work well within capacity with a maximum RFC value of 0.06, queues of less than 1 vehicle and a maximum delay of 10.62 seconds.
- 7.10 A junction capacity assessment has also been undertaken for all scenarios for the Ardingly Road/London Road/Whitemans Green mini roundabout. Although is nearing capacity, during the PM peak period by the 2030 scenarios, there is a minimal addition of vehicular traffic and delay associated with the proposed development. Further to this the proposed development would not have a significant impact on the operation of the roundabout and therefore, no mitigation has been suggested.
- 7.11 The assessment works confirm that the development would not have a severe impact on the surrounding highway network in line with paragraph 111 of the NPPF.
- 7.12 This TS has demonstrated that the site location is sustainable, and the existing access and parking arrangements are suitable for the level of development. Therefore, we ask WSCC to look favourably upon this development in terms of highways.



CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

- Conflict between construction traffic / work and pedestrians, cyclists and vehicles using Hanlye Lane.
- All site boundaries to be suitably fenced and provided with warning signage during construction works.
- Public Rights of Way to remain open during construction stage with the site suitably secured to avoid conflict.
- Off-site pond to be secured and protected for safety and to avoid contamination during construction.
- All retained trees should be protected at all times in accordance with British Standards regarding trees and construction.
- All underground services and structures should be identified and surveyed prior to any on-site works with these clearly marked on the ground. Water main runs north to south along western boundary.
- Assessment of existing drainage ditch and condition of sidings to be reviewed and protected and secured during construction works to avoid contamination or damage. Upgrading of culvert to be carried out.
- New site entrance and roadwork works to be undertaken to be carried out by suitable highways contractor with risk assessments.
- New sub-station to be installed and secured with design and specification undertaken by suitable specialist.

Accommodation Schedule

Affordable Dwellings 17no. (20.2%)

4no.	1-Bedroom Apartments	Apartment Block
3no.	2-Bedroom Apartments	Apartment Block
4no.	2-Bedroom Houses	
6no.	3-Bedroom Houses	

Open Market Dwellings 38no. (59.7%)

2no.	1-Bedroom Maisonettes	Apartment Block
3no.	1-Bedroom Bungalow	
3no.	2-Bedroom Houses	
22no.	3-Bedroom Houses	
4no.	4-Bedroom Houses	
4no.	5-Bedroom Houses	

Total: 55 Dwellings

Notes:
Car Parking 1/2 spaces per 1/2 bedroom apartment
2 spaces per 2/3 bedroom houses
3 spaces per 3-5 bedroom houses (inc. garage)
19 Visitors spaces
Cycle Parking 1 space per apartment or 2 spaces per house/
bungalow in rear garden stores or garages

KEY

- Site Boundary
- Proposed Tree to be removed
- Ancient Woodland Buffer

I	03.10.23	Issued for approval	JR	NF
H	02.10.23	Updated layout and housing mix	JR	NF
G	27.09.23	Updated housing mix	NF	JR
F	13.09.23	Updated housing mix	NF	JR
E	08.09.23	Revised parking arrangements	NF	JR
D	08.09.23	Revised site layout, changes to parking and types	NF	JR
C	06.09.23	Amended parking arrangements	NF	JR
B	05.09.23	Revised layout to client comments	NF	JR
A	31.08.23	Updated layout to match house type, highways and drainage information	NF	JR

Rev	Date	Revision Details	Dr	Ch
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Client's Name
Sigma Homes

Job Title
Land South of Hanlye Lane Cuckfield

Drawing Title
Proposed Site Layout

Scale
1:500 @ A0 / 1:1000 @ A2

metres 10 20 30 40 50

Drawn AX Checked NF Date 01.08.23

Job No 7343 Drawing No PL-04 Rev I

Status
APPROVAL

Appendix B

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Hanlye Lane Cuckfield (PaulBasham)")

Selected Polygon:Hanlye Lane Cuckfield (PaulBasham)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/10/2018	2031	Fine without high winds	471805565	3	Not applicable	Not within 20M
Location: U HANLYE LANE CUCKFIELD 530M WEST OF BORDEHILL LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/11/2018	1041	Fine without high winds	471806149	1	Give way or Uncontrolled	T & Stag Jct
Location: U BALCOMBE ROAD BORDE HILL AT JUNCTION OF U HANLYE LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Hanlye Lane
Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/11/2018	1920	Fine without high winds	471806263	1	Give way or Uncontrolled	T & Stag Jct

Location:

U HANLYE LANE CUCKFIELD AT JUNCTION OF U BALCOMBE ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/03/2019	0750	Raining without high winds	471901371	1	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)

Location:

U BALCOMBE ROAD HAYWARDS HEATH AT JUNCTION OF U HANLYE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Jct Approach
Motorcycle over 500cc	Going ahead left bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents

within selected Polygons -sussex 2023 all requests ("Hanlye Lane

Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/09/2019	0317	Raining with high winds	470881328	1	Not applicable	Not within 20M

Location:

HANLYE LANE - 85 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/09/2019	0750	Other	470881786	1	Give way or Uncontrolled	Other junction

Location:

HANLYE LANE NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Hanlye Lane
Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/12/2019	1315	Other	19912092	1	Not applicable	Not within 20M
Location: HANLYE LANE - 186 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/01/2020	1908	Fine without high winds	20915018	1	Not applicable	Not within 20M
Location: HANLYE LANE - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Did not impact	Not at, or within 20M of Jct
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** and **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Hanlye Lane
Cuckfield (PaulBasham)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/06/2020	0918	Fine without high winds	20955703	1	Give way or Uncontrolled	T & Stag Jct

Location: HANLYE LANE AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead left bend	Front	Mid Junction - on roundabout or main road
Car	Going ahead left bend	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Hanlye Lane
Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/10/2020	1219	Fine without high winds	20990010	1	Not applicable	Not within 20M

Location:

HANLYE LANE - 396 METRES FROM JUNCTION WITH BORDEHILL LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents

within selected Polygons -sussex 2023 all requests ("Hanlye Lane

Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/11/2020	1036	Fine with high winds	20995614	1	Not applicable	Not within 20M

Location:

ARDINGLY ROAD - 21 METRES FROM JUNCTION WITH CHAPELFIELDS

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/11/2020	2105	Fine without high winds	201002245	4	Not applicable	Not within 20M

Location:

HANLYE LANE - 61 METRES FROM JUNCTION WITH UNNAMED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents

within selected Polygons -sussex 2023 all requests ("Hanlye Lane

Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/04/2021	1135	Unknown	211033505	2	Not applicable	Not within 20M
Location: BALCOMBE ROAD - 65 METRES FROM JUNCTION WITH HANLYE LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Not at, or within 20M of Jct
Car	Turning left	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle	Serious
Passenger	

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/09/2021	2309	Raining without high winds	211085518	1	Not applicable	Not within 20M
Location: HANLYE LANE - 68 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle	Serious
Passenger	

Accidents between dates

01/08/2018 and 31/07/2023

(60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents

within selected Polygons -sussex 2023 all requests ("Hanlye Lane

Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/01/2022	1255	Raining without high winds	221130174	1	Give way or Uncontrolled	Mini roundabout
Location: ARDINGLY ROAD AT JUNCTION WITH LONDON ROAD (B2036)						

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning left	Front	Entering roundabout
Car	Starting	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/03/2022	1106	Fine without high winds	221156588	2	Not applicable	Not within 20M
Location: HANLYE LANE, CUCKFIELD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Accidents between dates 01/08/2018 and 31/07/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Hanlye Lane Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/07/2022	2337	Fine without high winds	221196258	1	Not applicable	Not within 20M

Location: HANLYE LANE - 125 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/10/2022	0640	Raining without high winds	221232424	2	Not applicable	Not within 20M

Location: HANLYE LANE - 120 METRES FROM JUNCTION WITH PRIVATE DRIVEWAY, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates 01/08/2018 and 31/07/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Hanlye Lane Cuckfield (PaulBasham)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2023	0745	Fine without high winds	231281170	1	Not applicable	Not within 20M
Location: HANLYE LANE - 191 METRES FROM JUNCTION WITH PRIVATE ENTERANCE, CUCKFIELD, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Car	Going ahead right bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2023	1720	Fine without high winds	231306367	1	Not applicable	Not within 20M
Location: HANLYE LANE - 121 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/08/2018 and 31/07/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -sussex 2023 all requests ("Hanlye Lane
Cuckfield (PaulBasham)")

Number of records in selection: 20

Appendix C

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantum. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;

a. If known select from the drop down in the BLUE box marked "Ward"

b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
2. Enter the number of units of each size in the GREEN boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
4. If known, enter the total number of spaces allocated to each dwelling type across the development in the PINK boxes marked "Enter Total Number of Allocated Spaces".
5. Your development parking demand using your existing allocation design is then displayed in the ORANGE boxes marked "Total Parking Required if Design Allocated Used"
6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
Cuckfield	Mid Sussex	1

Ward Finder

Postcode

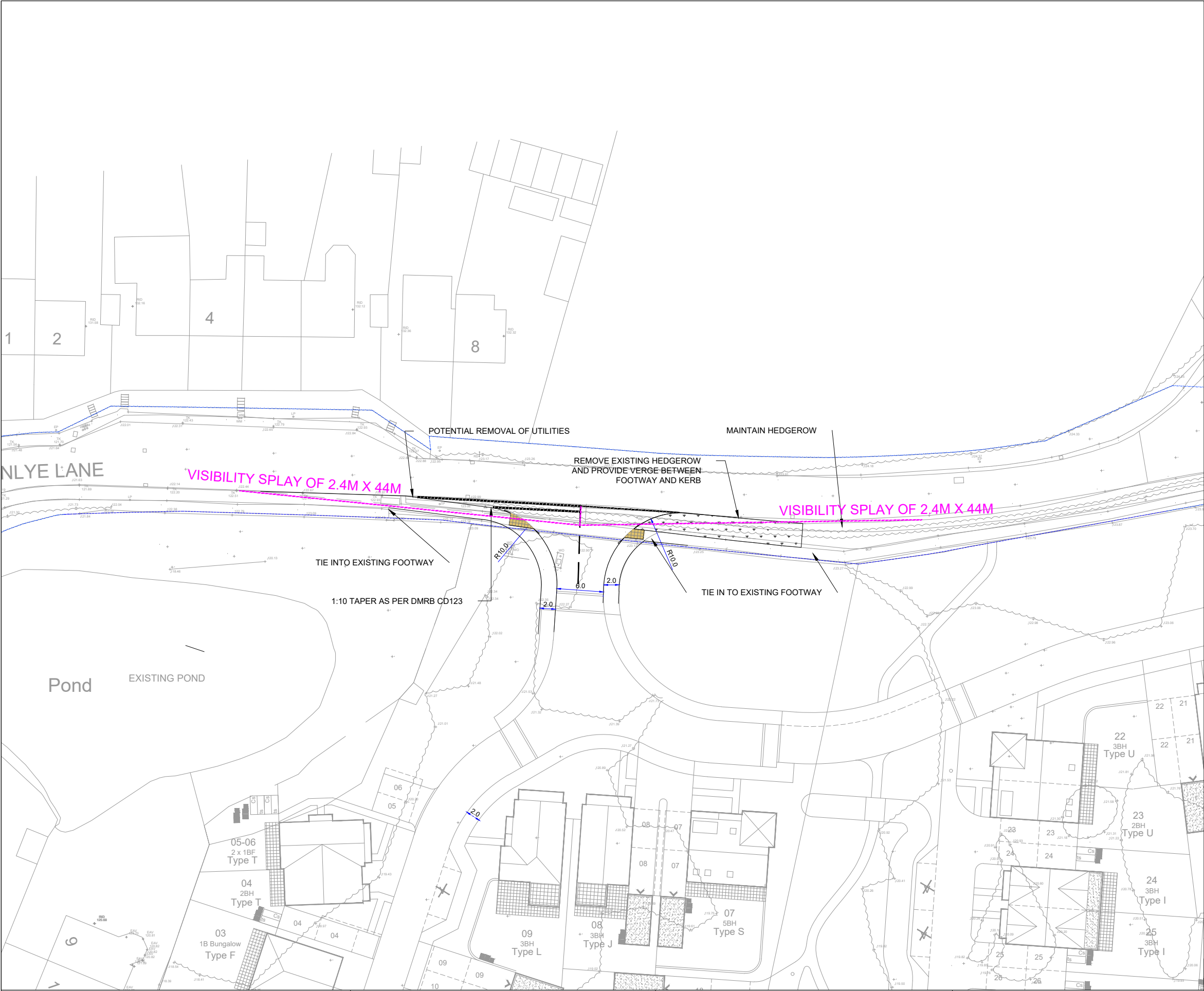
Ward

Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	9	14
2	4	10	17
3	5 to 6	28	62
4+	7 or more	8	22
Total		55	115

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	5	9	14
2	4	20	4	24
3	5 to 6	54	21	75
4+	7 or more	33	5	38
Total		112	39	151

Appendix D



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- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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- AN ATC SPEED SURVEY RECORDED 85TH PERCENTILE SPEEDS AS 30.5MPH FOR EASTBOUND VEHICLES AND 30.7MPH FOR VEHICLES TRAVELING WESTBOUND. THIS RESULTS IN VISIBILITY REQUIREMENTS OF 44M IN LINE WITH MANUAL FOR STREETS GUIDANCE.

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	UPDATED ATC SPEED SURVEY DATA	02.10.23	TNP	KCH
P02	UPDATED TOPO SURVEY	12.09.23	TAF	JAM
P01	FIRST ISSUE	25.08.23	TAF	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
25.08.23	TAF	KCH	-	
PBA Project Number		Scale	(AT A3)	
020.0885		1:250		
PBA Drawing No:			Revision	
020.0885-0001			P03	

Project Name

LAND SOUTH OF HANLYE LANE,
CUCKFIELD

Project Phase

PRELIMINARY

Title

PROPOSED ACCESS DESIGN
WITH VISIBILITY SPLAYS

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associates

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info@paulbashamassociates.com www.paulbashamassociates.com

Client

Sigma Homes
LOCATION + QUALITY + DESIGN

Appendix E

Cuckfield ATC, Hanlye Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	4590	4154	420	9	7
Sat 23 Sep 2023	4164	3913	236	3	12
Sun 24 Sep 2023	3244	3063	174	4	3
Mon 25 Sep 2023	4727	4280	431	5	11
Tue 26 Sep 2023	4556	4120	431	3	2
Wed 27 Sep 2023	3685	3319	353	8	5
Thu 28 Sep 2023	4228	3799	417	9	3
5 Day Ave.	4357	3934	410	7	6
7 Day Ave.	4171	3807	352	6	6

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	4796	4387	388	13	8
Sat 23 Sep 2023	4465	4277	182	3	3
Sun 24 Sep 2023	3587	3434	144	6	3
Mon 25 Sep 2023	5082	4689	375	9	9
Tue 26 Sep 2023	5213	4795	399	12	7
Wed 27 Sep 2023	3547	3268	257	13	9
Thu 28 Sep 2023	4967	4573	372	14	8
5 Day Ave.	4721	4342	358	12	8
7 Day Ave.	4522	4203	302	10	7

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	9386	8541	808	22	15
Sat 23 Sep 2023	8629	8190	418	6	15
Sun 24 Sep 2023	6831	6497	318	10	6
Mon 25 Sep 2023	9809	8969	806	14	20
Tue 26 Sep 2023	9769	8915	830	15	9
Wed 27 Sep 2023	7232	6587	610	21	14
Thu 28 Sep 2023	9195	8372	789	23	11
5 Day Ave.	9078	8277	769	19	14
7 Day Ave.	8693	8010	654	16	13

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	100.0%	90.5%	9.2%	0.2%	0.2%
Sat 23 Sep 2023	100.0%	94.0%	5.7%	0.1%	0.3%
Sun 24 Sep 2023	100.0%	94.4%	5.4%	0.1%	0.1%
Mon 25 Sep 2023	100.0%	90.5%	9.1%	0.1%	0.2%
Tue 26 Sep 2023	100.0%	90.4%	9.5%	0.1%	0.0%
Wed 27 Sep 2023	100.0%	90.1%	9.6%	0.2%	0.1%
Thu 28 Sep 2023	100.0%	89.9%	9.9%	0.2%	0.1%
5 Day Ave.	100.0%	90.3%	9.4%	0.2%	0.1%
7 Day Ave.	100.0%	91.3%	8.4%	0.1%	0.1%

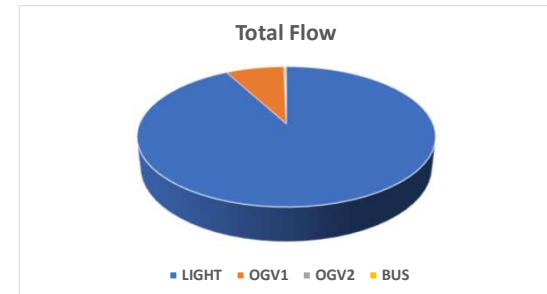
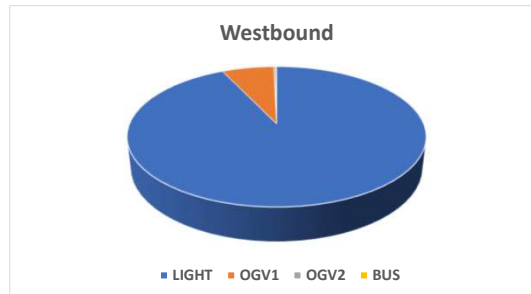
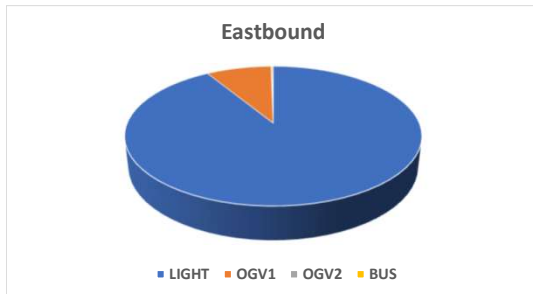
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	100.0%	91.5%	8.1%	0.3%	0.2%
Sat 23 Sep 2023	100.0%	95.8%	4.1%	0.1%	0.1%
Sun 24 Sep 2023	100.0%	95.7%	4.0%	0.2%	0.1%
Mon 25 Sep 2023	100.0%	92.3%	7.4%	0.2%	0.2%
Tue 26 Sep 2023	100.0%	92.0%	7.7%	0.2%	0.1%
Wed 27 Sep 2023	100.0%	92.1%	7.2%	0.4%	0.3%
Thu 28 Sep 2023	100.0%	92.1%	7.5%	0.3%	0.2%
5 Day Ave.	100.0%	92.0%	7.6%	0.3%	0.2%
7 Day Ave.	100.0%	92.9%	6.7%	0.2%	0.1%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 22 Sep 2023	100.0%	91.0%	8.6%	0.2%	0.2%
Sat 23 Sep 2023	100.0%	94.9%	4.8%	0.1%	0.2%
Sun 24 Sep 2023	100.0%	95.1%	4.7%	0.1%	0.1%
Mon 25 Sep 2023	100.0%	91.4%	8.2%	0.1%	0.2%
Tue 26 Sep 2023	100.0%	91.3%	8.5%	0.2%	0.1%
Wed 27 Sep 2023	100.0%	91.1%	8.4%	0.3%	0.2%
Thu 28 Sep 2023	100.0%	91.0%	8.6%	0.3%	0.1%
5 Day Ave.	100.0%	91.2%	8.5%	0.2%	0.2%
7 Day Ave.	100.0%	92.1%	7.5%	0.2%	0.1%

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Cuckfield ATC, Hanlye Lane



Direction: Eastbound

Hour Beginning	Fri 22/09/2023	Sat 23/09/2023	Sun 24/09/2023	Mon 25/09/2023	Tue 26/09/2023	Wed 27/09/2023	Thu 28/09/2023	5-Day Ave.	7-Day Ave.
00:00	11	22	27	12	13	13	6	11	15
01:00	8	13	19	9	6	6	2	6	9
02:00	4	8	10	8	9	4	5	6	7
03:00	5	12	12	8	4	4	3	5	7
04:00	7	4	8	16	12	8	6	10	9
05:00	21	19	13	30	31	21	15	24	21
06:00	73	45	31	81	90	76	63	77	66
07:00	338	148	58	372	400	351	375	367	292
08:00	501	245	126	607	634	524	589	571	461
09:00	225	336	174	318	319	234	296	278	272
10:00	191	386	289	252	239	194	239	223	256
11:00	209	403	389	236	250	183	212	218	269
12:00	235	444	401	272	248	158	241	231	286
13:00	283	329	320	243	231	207	217	236	261
14:00	375	288	250	293	278	248	262	291	285
15:00	408	261	223	341	322	255	325	330	305
16:00	479	277	221	438	348	299	336	380	343
17:00	462	280	178	475	431	339	417	425	369
18:00	304	254	176	307	305	240	274	286	266
19:00	174	131	109	186	170	127	153	162	150
20:00	105	87	76	113	87	86	71	92	89
21:00	60	69	76	55	64	58	62	60	63
22:00	68	61	41	39	51	37	48	49	49
23:00	44	42	17	16	14	13	11	20	22
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	4010 4422 4534 4590	3651 3983 4086 4164	2805 3097 3155 3244	4154 4589 4644 4727	4005 4416 4481 4556	3232 3579 3629 3685	3783 4132 4191 4228	3837 4228 4296 4357	3663 4031 4103 4171
AM Peak	08:00 501	11:00 403	11:00 389	08:00 607	08:00 634	08:00 524	08:00 589	08:00 571	08:00 461
PM Peak	16:00 479	12:00 444	12:00 401	17:00 475	17:00 431	17:00 339	17:00 417	17:00 425	17:00 369

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Direction: Westbound

Hour Beginning	Fri 22/09/2023	Sat 23/09/2023	Sun 24/09/2023	Mon 25/09/2023	Tue 26/09/2023	Wed 27/09/2023	Thu 28/09/2023	5-Day Ave.	7-Day Ave.
00:00	9	20	27	10	11	9	12	10	14
01:00	6	20	19	6	9	8	2	6	10
02:00	0	8	2	9	8	0	2	4	4
03:00	3	23	15	13	16	2	2	7	11
04:00	7	28	21	30	19	5	8	14	17
05:00	26	47	27	76	83	21	22	46	43
06:00	74	75	43	179	203	76	71	121	103
07:00	278	143	72	452	469	275	482	391	310
08:00	396	299	174	551	557	391	571	493	420
09:00	208	320	288	311	329	235	314	279	286
10:00	233	360	265	281	274	184	275	249	267
11:00	281	370	391	298	294	193	290	271	302
12:00	343	411	333	285	304	201	322	291	314
13:00	353	353	301	275	260	191	266	269	286
14:00	373	370	301	331	334	234	349	324	327
15:00	428	343	312	373	387	293	376	371	359
16:00	515	381	296	441	471	323	449	440	411
17:00	487	322	264	487	492	349	474	458	411
18:00	310	185	162	270	275	229	279	273	244
19:00	191	154	108	175	195	164	185	182	167
20:00	126	85	63	104	86	66	89	94	88
21:00	66	57	56	65	71	47	64	63	61
22:00	47	53	26	39	47	33	37	41	40
23:00	36	38	21	21	19	18	26	24	26
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	4205 4662 4745 4796	3857 4228 4319 4465	3159 3429 3476 3587	4355 4878 4938 5082	4446 5001 5067 5213	3098 3451 3502 3547	4447 4856 4919 4967	4110 4570 4634 4721	3938 4358 4424 4522
AM Peak	08:00 396	11:00 370	11:00 391	08:00 551	08:00 557	08:00 391	08:00 571	08:00 493	08:00 420
PM Peak	16:00 515	12:00 411	12:00 333	17:00 487	17:00 492	17:00 349	17:00 474	17:00 458	17:00 411

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Direction: Total Flow

Hour Beginning	Fri 22/09/2023	Sat 23/09/2023	Sun 24/09/2023	Mon 25/09/2023	Tue 26/09/2023	Wed 27/09/2023	Thu 28/09/2023	5-Day Ave.	7-Day Ave.
00:00	20	42	54	22	24	22	18	21	29
01:00	14	33	38	15	15	14	4	12	19
02:00	4	16	12	17	17	4	7	10	11
03:00	8	35	27	21	20	6	5	12	17
04:00	14	32	29	46	31	13	14	24	26
05:00	47	66	40	106	114	42	37	69	65
06:00	147	120	74	260	293	152	134	197	169
07:00	616	291	130	824	869	626	857	758	602
08:00	897	544	300	1158	1191	915	1160	1064	881
09:00	433	656	462	629	648	469	610	558	558
10:00	424	746	554	533	513	378	514	472	523
11:00	490	773	780	534	544	376	502	489	571
12:00	578	855	734	557	552	359	563	522	600
13:00	636	682	621	518	491	398	483	505	547
14:00	748	658	551	624	612	482	611	615	612
15:00	836	604	535	714	709	548	701	702	664
16:00	994	658	517	879	819	622	785	820	753
17:00	949	602	442	962	923	688	891	883	780
18:00	614	439	338	577	580	469	553	559	510
19:00	365	285	217	361	365	291	338	344	317
20:00	231	172	139	217	173	152	160	187	178
21:00	126	126	132	120	135	105	126	122	124
22:00	115	114	67	78	98	70	85	89	90
23:00	80	80	38	37	33	31	37	44	48
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	8215 9084 9279 9386	7508 8211 8405 8629	5964 6526 6631 6831	8509 9467 9582 9809	8451 9417 9548 9769	6330 7030 7131 7232	8230 8988 9110 9195	7947 8797 8930 9078	7601 8389 8527 8693
AM Peak	08:00 897	11:00 773	11:00 780	08:00 1158	08:00 1191	08:00 915	08:00 1160	08:00 1064	08:00 881
PM Peak	16:00 994	12:00 855	12:00 734	17:00 962	17:00 923	17:00 688	17:00 891	17:00 883	17:00 780

Paul Castle Associates