



# LAND AT HANLYE LANE CUCKFIELD

## TRANSPORT STATEMENT

June 2024

Sigma Homes Ltd

**RESIDENTIAL DEVELOPMENT  
LAND AT HANLYE LANE  
CUCKFIELD**

**TRANSPORT STATEMENT**

**CONTROLLED DOCUMENT**

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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 50 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**.

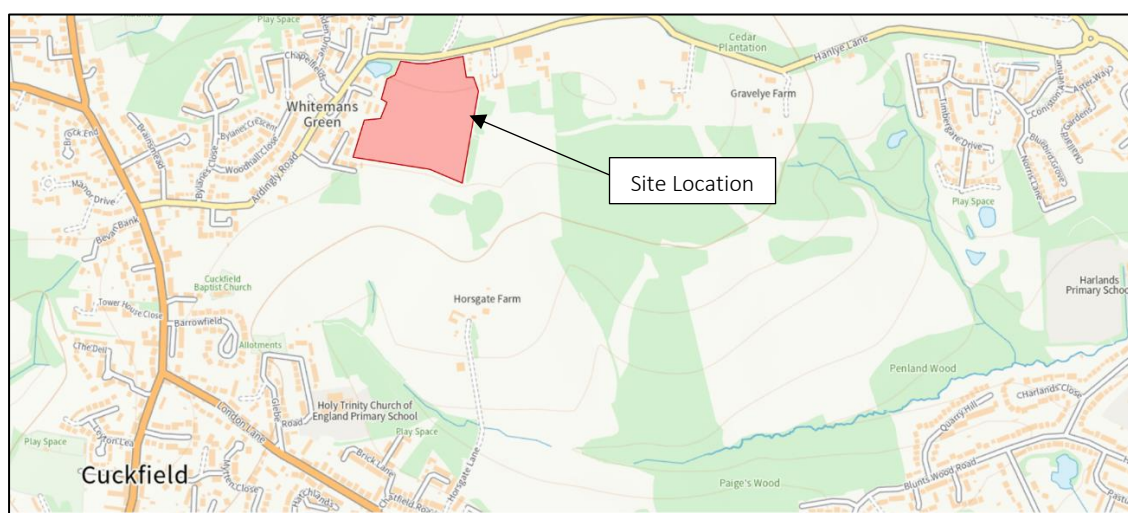


Figure 1: Site Location

### 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 29<sup>th</sup> 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 The previous scheme for the site was for the 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. This scheme was submitted and received comments from WSCC which are attached as **Appendix B**.

### **Highways Comments**

- 1.5 Highways comments were received from West Sussex County Council (WSCC) on the 8<sup>th</sup> November 2023 for the full planning application 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.
- 1.6 The main comments received from WSCC were:
- Forward visibility splay is required for the proposed vehicular access;
  - A Plan showing visibility splays for, and forward visibility to, pedestrians crossing the access from east to west given the presence of the hedgerow alongside Hanlye Lane is required;
  - A Road Safety Audit Log is to be submitted;
  - A Plan showing how the footway on the eastern side of the access will connect to the existing footway running along the southern side of Hanlye Lane is required;
  - A Plan showing visibility splays and dropped kerb for path/twitten running from development to Hanlye Lane is required; and
  - Updates to the Travel Plan are required.
- 1.7 A Highways Response Note (HRN) was prepared by Paul Basham Associates (020.0885/HRN/2) in February 2024 to respond to these comments, however, this report was not submitted. The response to each point will be found later in the report.
- 1.8 All comments which are still relevant to the updated scheme will be detailed within this TS and where relevant supporting information will be attached as an appendix.
- 1.9 Paul Basham Associates have prepared a Full Travel Plan (TP) which should be read in conjunction with this application.

- 1.10 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 which are provided within this updated TS.

## 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) (Dec 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. 89)*

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. 108)*

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. 109)*

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. 115)*

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, 117)*

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:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DP20: Securing Infrastructure</b> – 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.                                                                                                                                                                                                                                     |
| <b>DP21: Transport</b> – 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.                 |
| <b>DP22: Rights of Way and other Recreational Routes</b> – 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. |
| <b>DP28: Accessibility</b> – 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:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy CNP 16 – Transport Impact of Development</b></p> <p>Proposals will be permitted where they meet the following criteria:</p> <ul style="list-style-type: none"> <li>a) Safely located vehicular and pedestrian access [where] adequate visibility exists or could be created; and</li> <li>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</li> <li>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</li> <li>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</li> <li>e) Development proposals for new developments should include secure cycle storage and ideally storage for children’s buggies and mobility scooters where appropriate</li> <li>f) Development proposals would maintain or enhance the existing routes of the twittens (public rights of way).</li> </ul> <p><b>Policy CNP21 – Securing Infrastructure</b></p> <p>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.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- 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

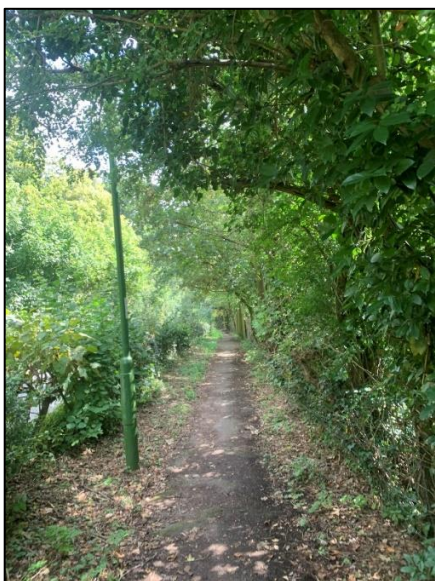
- 3.5 The site offers a range of facilities and amenities, as summarised in **Table 1**, with an 'Accessibility Map' included in **Appendix B**.

| 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**.



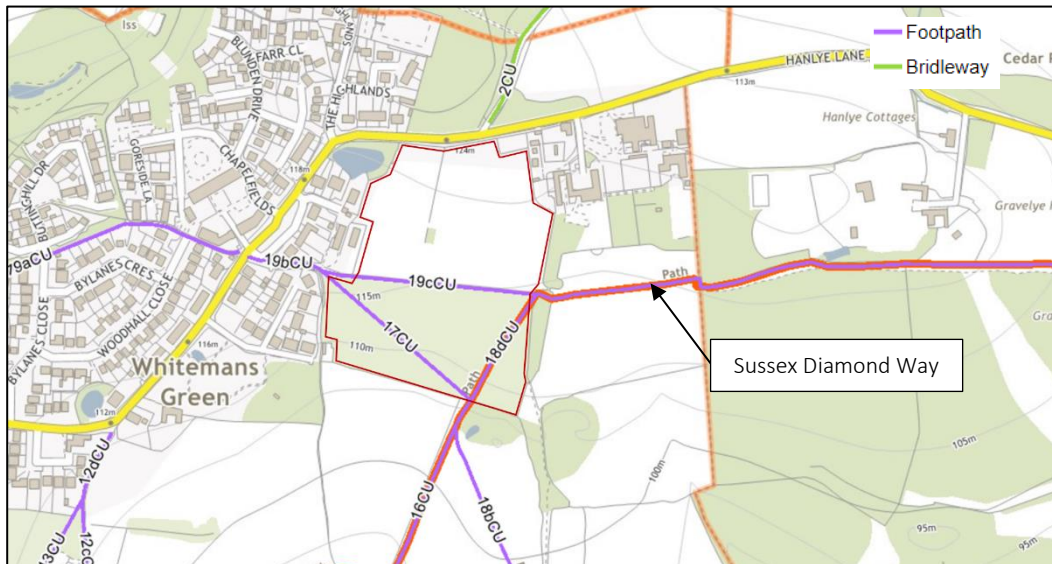
**Photograph 6:** Zebra crossing along Ardingly Road



**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<br>31 | Cuckfield – Haywards Heath – Swaynes Hill – North Chailey – Newick – Maresfield - Uckfield | Every Hour<br>06:34 – 17:47    | Every Hour<br>07:49 – 17:34    | Not in service                 |
| Compass Travel<br>62 | ASDA – Crawley – Balcombe – Cuckfield – Haywards Heath                                     | Every 2 Hours<br>08:10 – 14:40 | Not in Service                 | Not in Service                 |
| Metrobus<br>271      | Brighton – Burgess Hill – Haywards Heath - Crawley                                         | Every 2 Hours<br>05:58 – 22:25 | Every 2 Hours<br>09:50 – 17:50 | Every 2 Hours<br>10:44 – 17:18 |

**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 07:49 approximately 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 08:10 until 14:40 serving ASDA every day. Some of the services only operate on Tuesday and Thursday meaning a reduced service runs on the other weekdays.
- 3.17 The Metrobus 271 service runs every 2 hours from Cuckfield High Street with additional AM services on weekdays. On Saturdays the service just runs from 09:50 approximately every 2 hours until 17:50. The 271 service is the only service that runs on a Sunday and runs from 10:44 every 2 hours until 17:18.
- 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*

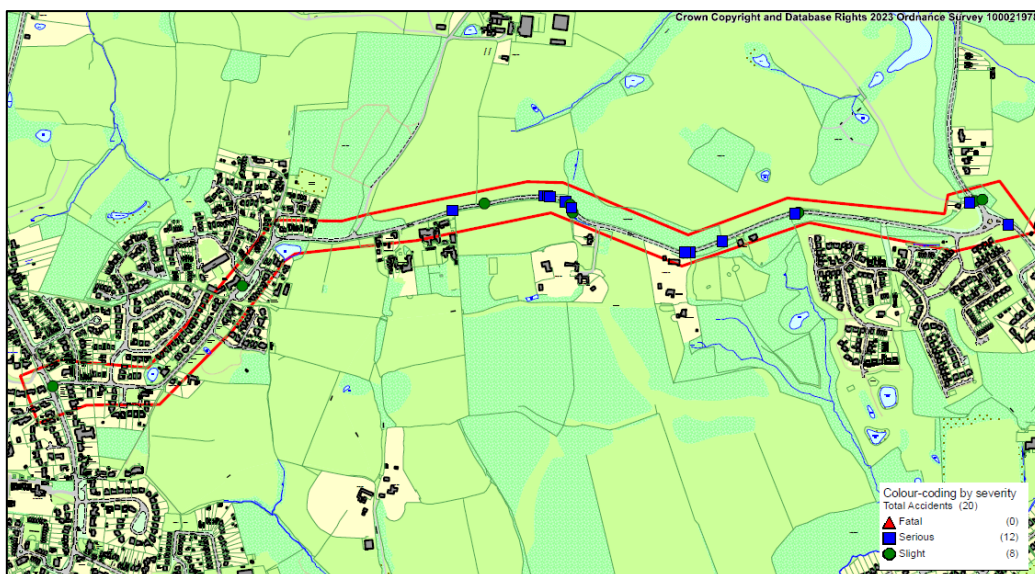
- 3.21 The closest train station to the site is Haywards Heath Station (HHE) located 3km from the site in Haywards Heath. The station is operated by Southern Rail and offers services to Bedford, Brighton, London Victoria, Cambridge, Littlehampton, Eastbourne and Ore. Services to Brighton and Cambridge 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 (1<sup>st</sup> August 2018 to 31<sup>st</sup> 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 C**.



**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 particular 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 50 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             | 6            |
| 2-Bedroom Flats             | 3            |
| 2-Bedroom Houses            | 3            |
| 3-Bedroom Houses            | 3            |
| Open Market Dwellings       |              |
| 1-Bedroom Bungalow          | 3            |
| 2-Bedroom Houses            | 3            |
| 3-Bedroom Houses            | 19           |
| 4-Bedroom Houses (Detached) | 6            |
| 5-Bedroom Houses (Detached) | 4            |
| <b>Total</b>                | <b>50</b>    |

**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 D**) which identifies 91 allocated parking spaces should be provided on site with 38 unallocated bays, or a total of 129 car parking spaces. The proposed development will provide 91 allocated spaces with 19 unallocated visitor spaces, resulting in a total of 110 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 19 as per the proposed scheme, is above the prescribed reduction of 10% by 6 spaces. A reduction in spaces by 13 spaces is within the 10% reduction.
- 4.4 In terms of the remaining 6 space reduction, the site is located in proximity to pedestrian and cycle routes and public transport facilities which all provide links to local facilities and destinations further afield, reducing the need for the private car.

- 4.5 In addition, when looking at 2011 census data for car and van availability for Mid Sussex 011 mid-layer (where the site is located) data suggests that 12.5% of households do not own a car. In terms of this 50-unit development, this would mean that 6 households would not own a car or van.
- 4.6 Therefore, based on the evidence provided and the 10% reduction in spaces allowed within WSCC Guidance on Parking at New Developments (September 2020), a total reduction of 19 spaces at the development and a total provision of 110 spaces is anticipated to be sufficient to accommodate the proposed development.
- 4.7 EV charging will be provided in line with Building Regulations with a minimum of 50 spaces to have active EV charge points.

#### **Cycle Parking**

- 4.8 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**

- 4.9 The access to the site will take the form of a simple priority bellmouth access onto Hanlye Lane and is shown in **Appendix E**.
- 4.10 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.
- 4.11 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.
- 4.12 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 22<sup>nd</sup> and the 28<sup>th</sup> of September 2023 and the full outputs are attached within **Appendix F**.

- 4.13 The survey results recorded 85<sup>th</sup> 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 E**. The splays have been drawn to the nearside kerb and are within the highway boundary.
- 4.14 A Stage One Road Safety Audit (RSA) was carried out in August 2023, the results of which are shown in **Appendix G**. It should be noted that this was carried out on an indicative site access layout, which has now been updated (**Appendix A**) to reflect recommendations within the audit, which contained 4 points to be addressed.
- 4.15 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.
- 4.16 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.
- 4.17 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 A**.
- 4.18 It is therefore concluded that the proposed access to the site is safe and provides suitable access for the quantum of development.

### **Servicing Arrangements**

- 4.19 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 properly or collection point. Refuse vehicle tracking has been undertaken and demonstrates that this is achievable. A vehicle tracking diagram is provided in **Appendix H**.
- 4.20 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 H**.

### Internal Site Layout

- 4.21 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.
- 4.22 The site has been designed in such a way that it gives priority to pedestrians and is a landscape led scheme, as was considered a requirement within the Mid Sussex Local Plan Policy SA23 given the location of the site within the village and the surrounding High Weald AONB. Similarly, the highway design of the scheme has been considered against guidance such as Manual for Streets (MfS) and the West Sussex County Council (WSCC) Local Design Guide.
- 4.23 In specific consideration to the Local Design Guide, while the spine road can accommodate two-cars passing simultaneously, given the carriageway widths, full height kerbs are provided to separate the carriageway and the footway, ensuring pedestrian safety is maintained.
- 4.24 With MfS and the Local Design Guide in mind, the spine road that connects the two parts of the site has been designed to clearly delineate the main internal routes and as such suggests vehicles frequently utilise these routes. Where traffic is less frequent, the use of shared surfaces has been applied.
- 4.25 Shared surfaces are utilised where traffic flows are anticipated to be low (such as at the end of home zones and cul de sacs) and should generally be avoided on more arterial / spine roads within developments due to the increase of conflict and thus reduced safety for all users.
- 4.26 It is common for parking spaces to front onto main internal spine roads, however, with consideration to the proposed site layout and the two separate parts of the site, the traffic movements in each section are circa half of the total. Therefore, the frequency of a vehicle reversing out of their drive whilst others nearby are relatively minimal.

## 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 I**.

|                               | 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 (50 units) | 7                   | 19         | 17                  | 8          | 232               |

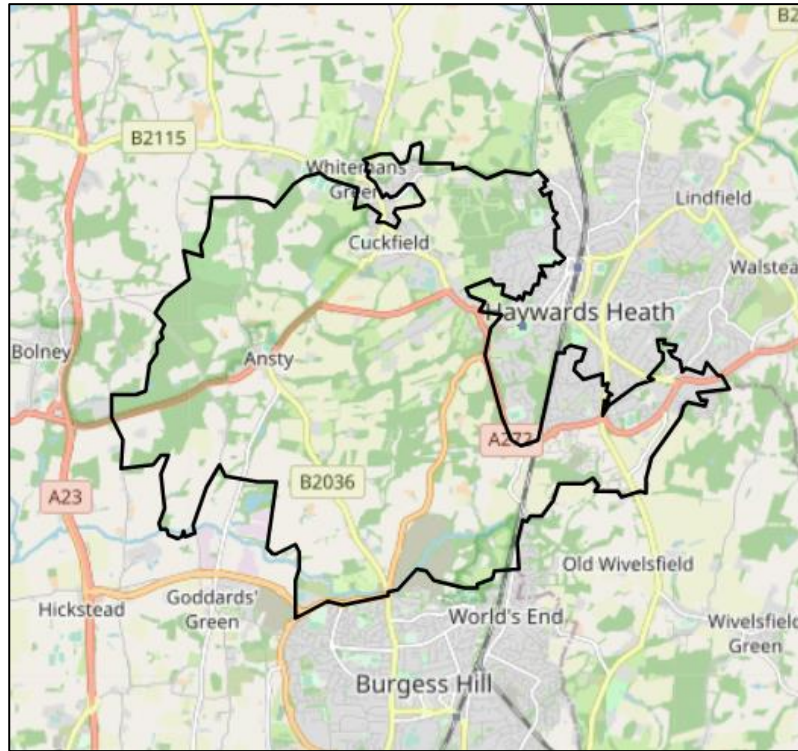
**Table 4:** Proposed Development Traffic Generation

5.4 The proposed 50-unit development is anticipated to generate 26 vehicle trips in the AM peak hour and 25 vehicle trips in the PM peak hour, with up to 232 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 J**.



**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%         |
| <b>Total</b>                       | <b>74%</b>                 | <b>26%</b>   |

**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 5 arrivals and 14 departures in the AM peak and 13 arrivals and 6 departures in the PM peak to/from the west and trips to/from the east reflect 2 arrivals and 5 departures in the AM peak and 4 arrivals and 2 departures in the PM peak hour, as shown in the distribution diagrams attached as **Appendix K**.
- 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 (8 AM peak period trips and 3 PM peak period trips) and 31% are expected to go south on London Road (6 AM peak period trips and 2 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 7 arrivals from Whitemans Green and 5 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 2030
  - Baseline 2030 + Proposed Development

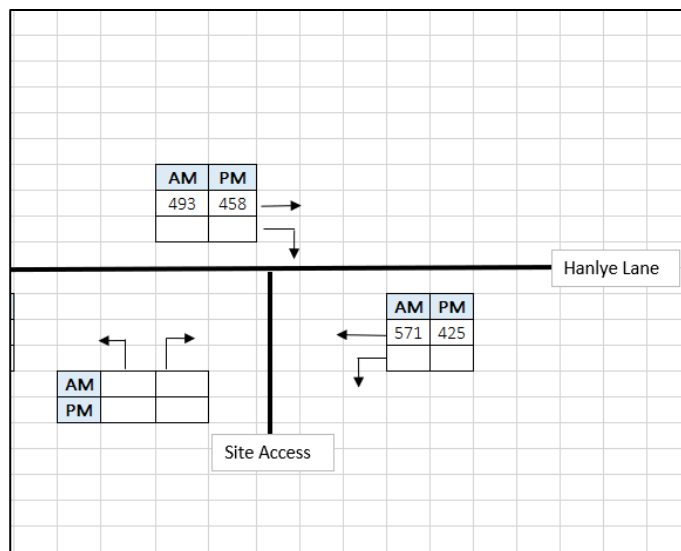
### Junction Modelling Software

- 6.4 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.
- 6.5 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.
- 6.6 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.

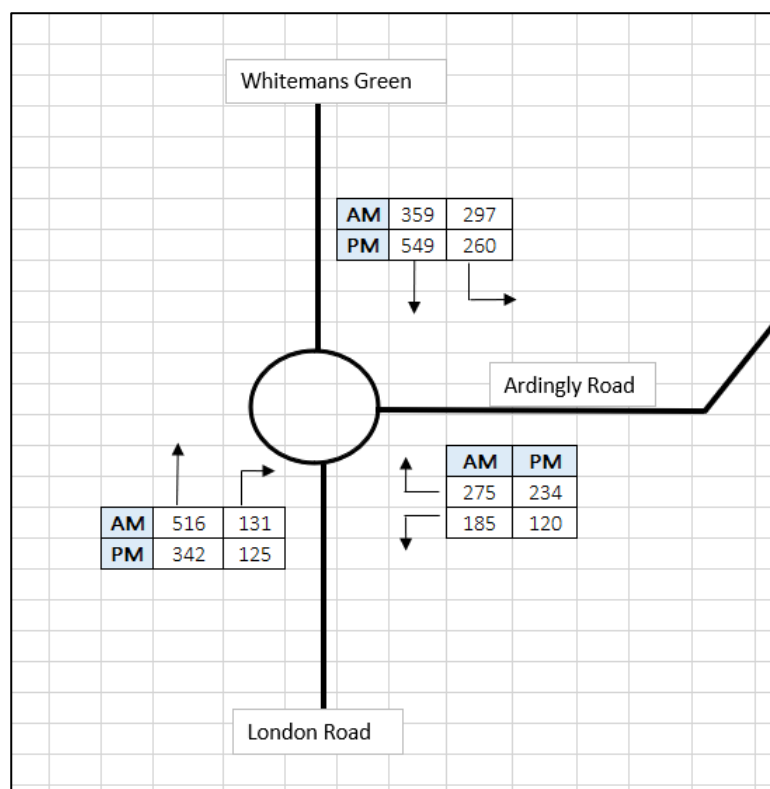
### Baseline Traffic Flows

6.7 An Automatic Traffic Count (ATC) survey was undertaken along Hanlye Lane between the 22<sup>nd</sup> and the 28<sup>th</sup> 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 F** and the distribution diagrams with the baseline data are attached as **Appendix K** and a summary is shown within **Figure 5**.



**Figure 5:** Baseline 2023 Traffic Flows on Hanlye Lane

6.8 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 26<sup>th</sup> of September 2023. The data is included in **Appendix L** and summarised within **Figure 6**.



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

### TEMPro Growth Rates

6.9 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 2030 (future year), as shown in the distribution diagrams attached as **Appendix K**.

| Peak Hour | Growth Rate (2023 – 2030) |
|-----------|---------------------------|
| 2030      |                           |
| AM        | 1.0718                    |
| PM        | 1.0734                    |

**Table 6:** TEMPro Growth Rates

### Site Access Junction Modelling

- 6.10 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.
- 6.11 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 E**). The modelling has then been undertaken for '2030 Future Year + Proposed Development' scenario only.
- 6.12 A summary of the results for the '2030 + Proposed Development' scenario are shown in **Table 7**, with the full outputs attached as **Appendix M**.

| Scenario                                    | AM Peak (08:00-09:00) |           |      | PM Peak (17:00-18:00) |           |      |
|---------------------------------------------|-----------------------|-----------|------|-----------------------|-----------|------|
|                                             | Queue (PCU)           | Delay (s) | RFC  | Queue (PCU)           | Delay (s) | RFC  |
| <b>2030 Baseline + Proposed Development</b> |                       |           |      |                       |           |      |
| <b>Site Access</b>                          | 0.1                   | 10.68     | 0.05 | 0.0                   | 9.12      | 0.02 |
| <b>Hanlye Lane</b>                          | 0.0                   | 5.05      | 0.02 | 0.1                   | 5.10      | 0.04 |

**Table 7:** Proposed Site Access Modelling Outputs

- 6.13 The site access modelling results demonstrate that the junction operates well within capacity with a maximum RFC of 0.05 with queues of less than 1 vehicle and a maximum delay of 10.68 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

- 6.14 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 junction's operation during the AM and PM peak periods.
- 6.15 The original modelling outputs were not representative of the recorded queue lengths (**Appendix L**) 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    | Increase | Flow to Reflect Survey Results | Original Flow    | 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

6.16 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.

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

| Arm                                         | AM Peak (08:00-09:00) |           |      | PM Peak (17:00-18:00) |           |      |
|---------------------------------------------|-----------------------|-----------|------|-----------------------|-----------|------|
|                                             | Queue (PCU)           | Delay (s) | RFC  | Queue (PCU)           | Delay (s) | RFC  |
| <b>2023 Baseline</b>                        |                       |           |      |                       |           |      |
| 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 |
| <b>2030 Baseline</b>                        |                       |           |      |                       |           |      |
| 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 |
| <b>2030 Baseline + Proposed Development</b> |                       |           |      |                       |           |      |
| Ardingly Road                               | 6.0                   | 34.29     | 0.86 | 5.5                   | 35.49     | 0.85 |
| London Road                                 | 4.3                   | 23.01     | 0.81 | 1.8                   | 11.76     | 0.62 |
| Whitemans Green                             | 4.9                   | 18.73     | 0.82 | 5.3                   | 20.86     | 0.84 |

**Table 9:** Roundabout Modelling Outputs

#### *AM Peak Period*

- 6.18 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.
- 6.19 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*

- 6.20 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.
- 6.21 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.
- 6.22 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. It should be noted that WSCC confirmed that they are of the same view within their response dated 8<sup>th</sup> November 2023.

## 7. HIGHWAY RESPONSE NOTE

### *Comment 1*

- 7.1 The first highways comment stated *“the Highway Authority requires sight of a plan showing that suitable forward visibility can be achieved to and from the access. The key concern here being a driver of a vehicle waiting to turn right into the site will need to be able to see a vehicle driving westbound along Hanlye Lane towards the access.”*
- 7.2 To respond to this comment, **drawing 020.0885-0006-P03** has been produced and is attached as **Appendix N**.
- 7.3 The drawing shows that a vehicle waiting to turn right into the development can see a car travelling westbound along Hanlye Lane for 66m. The recorded vehicle speeds (30.5mph eastbound and 30.7mph westbound) require a visibility splay of 44m. Therefore, forward visibility is achievable to 1.5 times the required distance and the comment has been addressed.

### *Comment 2*

- 7.4 The second highways comment stated that *“In accordance with WSCC Road Safety Audit policy, the applicant should provide a DRAFT copy of the Road Safety Audit Decision Log (in Microsoft WORD format) to the Highway Authority so it can add its comments in response to the Audit recommendations and the Design Organisation’s responses to them.”*
- 7.5 A copy of the Road Safety Audit Decision Log (in Microsoft WORD format) has been filled in and is attached as **Appendix G**. Therefore, this comment has been addressed.

### *Comment 3*

- 7.6 There was comment relating to the pedestrian footway on the eastern side of the site access which stated *“For the section of footway on the eastern side of the access, it is assumed that this will connect to the existing footway on the southern side of Hanlye Lane. Applicant to confirm and show on a plan.”*
- 7.7 The footway on the eastern side of the access road will tie into the existing footway behind the verge on the southern side of Hanlye Lane.
- 7.8 The footway to the western side of the access will connect and tie into the existing provision to the west of the site access along the southern side of Hanlye Lane.

- 7.9 Both these connection points are detailed within **drawing 020.0885-0007-P03** attached as **Appendix N**. Therefore, this comment has been addressed.

*Comment 4*

- 7.10 There was comment relating to the pedestrian visibility splays at the site access which stated *“Furthermore, with the retention of the hedgerow as annotated on the site access plan, the Highway Authority is concerned that pedestrians crossing the access from east to west might be masked by it. Applicant to provide a clearer plan showing more detail of the footway termination points plus visibility requirements for pedestrians with associated annotation alongside.”*
- 7.11 Pedestrian visibility splays of 44m have been provided from the dropped kerb, tactile paving crossing point at the site access. The pedestrian visibility splay has been measured to 44m in line with the recorded vehicle speed requirement ((30.5mph eastbound and 30.7mph westbound) require a visibility splay of 44m) in line with WSCC guidance.
- 7.12 The visibility splays do not require any hedgerow to be removed and it has been indicated on the drawing where vegetation is required to be kept below 600mm. The pedestrian visibility splays are shown on **drawing 020.0885-0007-P03** attached as **Appendix N**.

*Comment 5*

- 7.13 The highways comments also stated *“Finally, a connection to a path found to the east of the vehicular access is shown formalised. If this access is to be formalised, then the Highway Authority requires that suitable visibility splays be provided either side of the point it emerges to Hanlye Lane and a dropped kerb provided, to assist with use.”*
- 7.14 Providing a footway and a dropped kerb and tactile paving crossing point has been explored. However, due to the amount of hedgerow which would be lost in order to obtain pedestrian visibility splays and the difference in levels between the footpath within the site and Hanlye Lane, it was deemed that this connection is not suitable to provide.
- 7.15 Discussions have been had with WSCC highways officers who agreed that the connection would result in too much hedgerow loss to achieve visibility and there was concern around this becoming a highways safety issue if the area was not maintained. In addition, as the site is providing connections to PRow routes to the south of the site, it was not deemed necessary to provide a connection to the PRow bridleway considering the constraints.

7.16 Therefore, the internal footpath connection from the site to Hanlye Lane is to be removed.

*Comment 6*

7.17 The final highways comment states *“A Travel Plan has been provided by the applicant. In order to ensure compatibility with WSCC Travel Plan guidance, the applicant should review that already submitted with the guidance provided below.”*

7.18 The Travel Plan has been updated and resubmitted to incorporate all comments raised by WSCC and will be submitted under separate cover.

7.19 In addition, WSCC also had comments about internal aspects of the site. These changes are being made by the architect and a response to comments/drawing updates will be issued separately to cover these points.

## 8. SUMMARY AND CONCLUSIONS

- 8.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Sigma Homes Ltd to support a residential development of 50 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.
- 8.2 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.
- 8.3 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.
- 8.4 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.
- 8.5 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.
- 8.6 A Travel Plan will be submitted alongside this TS, which promotes active travel modes and support the reduction of private car use.
- 8.7 The development proposals include a total of 110 car parking spaces, of which 91 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.
- 8.8 The internal layout has been designed in accordance with local and national guidance to ensure pedestrian and cycle safety is priority across the site.

- 8.9 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.
- 8.10 A junction capacity assessment for the proposed site access has been undertaken for the 2030 Baseline + development scenario. The results 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.
- 8.11 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.
- 8.12 In order to address the comments raised by WSCC highway officers, two drawings have been prepared to respond to the visibility concerns from WSCC and ensure visibility is achievable at 1.5m x SSD. Additionally, a Road Safety Audit Decision Log (in Microsoft WORD format) has been filled in as requested by WSCC.
- 8.13 The internal footpath leading to the north of the site is to be removed after discussions with WSCC, meaning the pedestrian crossing point along Hanlye Lane is no longer required. The changes to the layout, report updates and the additional drawings have been provided in response to WSCC comments.
- 8.14 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.
- 8.15 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.





## Appendix B

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

|                                 |                                                                                                                                                                                  |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TO:</b>                      | Mid Sussex District Council<br>FAO: Joseph Swift                                                                                                                                 |
| <b>FROM:</b>                    | WSCC - Highways Authority                                                                                                                                                        |
| <b>DATE:</b>                    | 8 November 2023                                                                                                                                                                  |
| <b>LOCATION:</b>                | Land South of Hanlye Lane<br>Longacre Crescent<br>Cuckfield<br>West Sussex                                                                                                       |
| <b>SUBJECT:</b>                 | DM/23/2610<br><br>Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works. |
| <b>DATE OF SITE VISIT:</b>      | 7 November 2023                                                                                                                                                                  |
| <b>RECOMMENDATION:</b>          | More Information Required                                                                                                                                                        |
| <b>S106 CONTRIBUTION TOTAL:</b> | TBA                                                                                                                                                                              |

This is the first WSCC Highways response to the above planning application for residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works.

### Site location and access.

The site location is shown below in Figure 1 below, taken directly from the Transport Statement that accompanies the planning application:

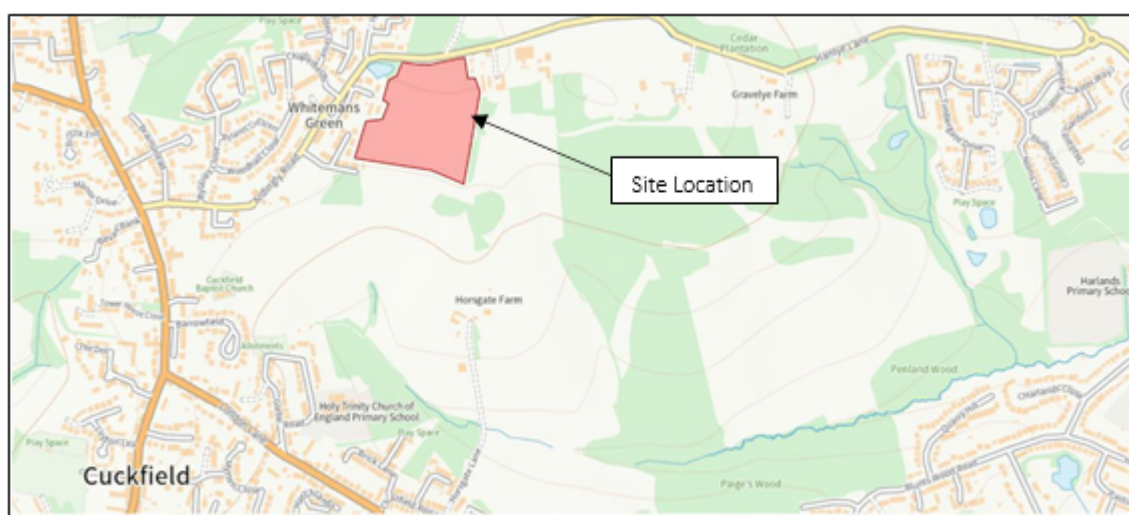


Figure 1: Site Location

The site is located to the east of Cuckfield off Hanlye Lane, classified as the D175, close to its junction with Ardingly Road (also classified as the D175). Further to the west, Ardingly Road meets London Road (B2036) and to the east, Hanlye Road meets Balcombe Road and Borde Hill Road (both classified as the C309 with Balcombe Road running south of the junction and Borde Hill Road running north). At the point the

development site access meets Hanlye Lane, the road is subject to the National Speed Limit of 60mph. However, the speed limit changes to 30mph approximately 15m to the west of this point.

The access to the site takes the form of a simple priority bellmouth access onto Hanlye Lane. This is shown in Appendix D found in the Transport Statement.

The proposed access is shown to measure 6m wide with 10m bellmouth radii and a 1:10 taper, in line with DMRB CD123, on the western radii – the latter to allow for larger vehicles to travel into the site and along Hanlye Lane without conflicting with vehicles travelling in the opposing direction.

Given that the site access emerges to a section of highway where the speed limit changes from 30mph to 60mph, the applicant commissioned speed surveys to determine 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 found in Appendix E of the Transport Statement.

The survey results recorded 85th percentile speeds of 30.5mph for vehicles travelling eastbound (out of Cuckfield) and 30.7mph for those travelling westbound (into Cuckfield) at the proposed site access location. In accordance with Manual for Streets (MfS) guidance this equates to a visibility splay of 44.0m in both the primary (leading) and the secondary (trailing) directions. Visibility splays have been shown on the proposed access drawing which is found in Appendix D of the Transport Statement. The splays have been drawn to the nearside kerb and the applicants advise that they are within the highway boundary.

In addition to the above, the Highway Authority requires sight of a plan showing that suitable forward visibility can be achieved to and from the access. The key concern here being a driver of a vehicle waiting to turn right into the site will need to be able to see a vehicle driving westbound along Hanlye Lane towards the access (and vice versa for the driver of that vehicle coming across a right turning vehicle entering the site). Applicant to provide a suitable plan.

With regard to pedestrian access, the applicant proposes a 2m wide footway on both sides of the proposed site access to tie into the existing footways found on Hanlye Lane.

Further comments about pedestrian access can be found elsewhere in this response.

With regard to planning policy, the site is an allocated scheme within the Mid Sussex Local Plan (2014 – 2031) under reference SA23.

Policy SA23 states the following transport requirements be considered as part of any planning submission:

- Access to be provided from Hanlye Lane, the details of which 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 identifying 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.

### **Road safety.**

*Personal Injury Accident Data* - To assess the current safety condition 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, through 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 found in the Transport Statement.

The data obtained shows that there has been a total of 20 recorded accidents which have occurred during the latest five-year period, which included eight slight accidents and 12 serious accidents. No PIAs appear to have occurred in the vicinity of the proposed access during the time period interrogated.

Out of the 20 accidents within the PIA scope, four occurred in the vicinity of the Hanlye Lane/Borde Hill Lane/Balcombe Road junction – three of which occurring prior to the new roundabout junction which was constructed after 2019 as part of the DM/16/1803 planning application.

Approximately 450m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout, two accidents occurred.

Approximately 685m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout, two accidents occurred.

Five accidents were shown to have occurred within the study area of the PIA map on Hanlye Lane and Ardingly Road.

The remaining seven recorded accidents occurred on a bend on Hanlye Lane, approximately 550m east from the proposed access junction.

*Road Safety Audit* – A Stage One Road Safety Audit (RSA) was carried out in August 2023, the results of which are shown in Appendix F contained in the Transport Statement. The applicants states that originally, the Audit was carried out on an indicative site access layout. However, this has now been updated (Appendix D) to reflect the recommendations within the audit, which contained four points to be addressed.

The first two points raised referred to the ground levels of the existing site and risk of inadequate drainage. To address these, the applicants state that 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. They consider that both of these mitigation measures can be secured by suitably worded planning condition.

Additionally, the Audit stated that suitable visibility splays should be provided and the existing vegetation along Hanlye Lane (to provide and maintain the splays) should be removed. The applicant accepts this, stating that the proposed visibility splays of 44m in both directions will be kept clear in perpetuity – again being secured using a planning condition.

The final point in the Audit is for a dropped kerb crossing point to be introduced across the site access road, aligning with the footway/twitten which has now been shown within Appendix D found in the Transport Statement.

In accordance with WSCC Road Safety Audit policy, the applicant should provide a DRAFT copy of the Road Safety Audit Decision Log (in Microsoft WORD format) to the Highway Authority so it can add its comments in response to the Audit recommendations and the Design Organisation's responses to them.

### **Traffic impact.**

To establish the highway impact of the development proposals, the applicant has undertaken junction capacity analysis at the location where the proposed site access is shown to Hanlye Lane. Additionally, development flows have been assessed at the Ardingly Road/London Road/Whitemans Green roundabout, approximately 700m south-west of the proposed site access. Beyond those points, the trips disperse across the network and the applicant states that this wider impact would be negligible. The scope of the assessment was agreed with WSCC officers prior to the planning application being submitted.

To understand the likely highway impact of the proposed development vehicle trip rates have been obtained from the TRICS (V10.7.2) database. The parameters used are as summarised below:

- 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

The resulting trip generation is shown below (table taken directly from the Transport Statement):

|                               | 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               |

The proposed development would 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.

The assessment shows that the peak hours would generate less than 30 new vehicle movements onto the highway network.

Based on 2011 census data to determine traffic distribution for the proposed development, 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.

Additionally, a junction capacity assessment was 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.

In the future AM peak period, the roundabout is expected to operate close to capacity with a 'ration of flow to capacity' (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 one, 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 approximately four seconds, it will not have a significant impact on the operation of the roundabout and therefore, no mitigation has been proposed.

During the PM peak period, 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 added 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 and no mitigation is proposed.

Based on the findings in the modelling, it is considered that the impact of the development on the operation of this junction would be negligible and would not represent a severe impact in the context of the NPPF.

Full details of the modelling undertaken by the applicant's transport consultants can be found in the Transport Statement.

### **Access by sustainable modes.**

*Walking* – At the point the vehicular access joins Hanlye Lane, footways are shown either side of the bellmouth. On the western side, the footway then runs into the site but appears to terminate adjacent to that appears to be some form of speed control or change in surfacing material (applicant to confirm the details of these features. If any are raised, then all locations where footways/paths etc are shown to cross them, should be reviewed as raised features might present issues for those on-foot). The Highway Authority recommends that this footway be extended further towards where the initial section of internal estate road splits to provide improved connectivity to properties in the western side of the development. For the section of footway on the eastern side of the access, it is assumed that this will connect to the existing footway on the southern side of Hanlye Lane. Applicant to confirm and show on a plan. Furthermore, with the retention of the hedgerow as annotated on the site access plan, the Highway Authority is concerned that pedestrians crossing the access from east to west might be masked by it. Applicant to provide a clearer plan showing more detail of the footway termination points plus visibility requirements for pedestrians with associated annotation alongside.

Internal to the layout, footways are shown on at least one side of the internal access roads. Additionally, internal paths are shown to run through and across the site to south of the development, providing connections to Public Rights of Way (PRoW) and to Ardingly Road.

Finally, a connection to a path found to the east of the vehicular access is shown formalised. If this access is to be formalised, then the Highway Authority requires that suitable visibility splays be provided either side of the point it emerges to Hanlye Lane and a dropped kerb provided, to assist with use. Applicant to provide a plan.

*Cycling* – The site is not located close 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. Otherwise, cyclists would be required to use local roads, many of which (particularly those running through Cuckfield village centre) being subject to a 30mph speed limit.

*Bus* - The closest bus stop to the site is the Longacre Crescent bus stop, approximately 170m from the site which is served by the 31 bus service. Additional to this, the 62 and 271 services run from the High Street stop in the centre of Cuckfield which is approximately 1.1km from the site. Broad details of the services can be found in Table 2 found in the Transport Statement.

With regard to more detail of the services, 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 then 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.

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.

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 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.

Details of the respective operator's facilities their vehicles offer can be found in paragraph's 3.18, 3.19 and 3.20 in the Transport Statement.

*Rail* – The closest train station to the site is Haywards Heath Station. This is located approximately 3km from the site. The station is operated by Southern Rail and provides services to Bedford, Brighton, London Victoria, Cambridge, Littlehampton, Eastbourne. Services to Brighton run approximately every 15 minutes and services to Cambridge run half-hourly.

The station provides step-free access to all platforms, accessible ticket machines, waiting rooms, wheelchairs, toilets and sheltered CCTV-monitored cycle storage with 312 spaces.

Although the rail station is above the 2km walking distance as set out in CIHT 'Providing Journeys on Foot', it is realistic to be considered suitable for cycling from the site, taking approximately 13 minutes to cycle from the site access. Additionally, the above-mentioned bus services all stop outside the station.

### **Local facilities.**

Below is a list of nearby facilities and amenities (Table taken directly from the Transport Statement):

| 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                    |

### **Public Rights of Way (PRoW).**

The main Public Right of Way is the Sussex Diamond Way which runs east/west from Midhurst to Heathfield and cuts through the south-east of the proposed site area as seen

in Figure 2 found in the Transport Statement. As part of the proposed development, the site will provide connectivity for residents into the existing PRow network.

For further, more detailed comments to do with the PRow network, the case officer should consult WSCC's PRow team directly.

### **Internal road layout.**

The applicants states that the internal layout has been designed for a 20mph design speed. 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 a 2m wide footway on at least one side of the road throughout the site. The layout also provides 1.2m wide walking routes through the site to connect with the existing Public Rights of Way network and proposed open space at the southern section of the site. The layout, as submitted, does not meet the criteria for road adoption as specified in WSCC Highways standard details. And the applicant has stated that the internal road network will not be offered for adoption.

### **Access for servicing (refuse and emergency vehicles).**

Refuse vehicle tracking has been undertaken and demonstrates that suitable access to all properties is achievable in accordance with relevant requirements. A vehicle tracking diagram is provided in Appendix G found in the Transport Statement.

Fire tender vehicle tracking has also been undertaken to show that these vehicles are able to be within the required 45m of each dwelling entrance. The tracking for this is also included in Appendix G found in the Transport Statement.

### **Parking.**

*Car parking* – The applicant, in their consideration of car parking, has used the West Sussex Parking Calculator. Based on the 55-unit development, this recommends that 112 allocated parking spaces be provided on-site with 39 unallocated bays (a total of 151 car parking spaces). The proposed development provides 117 allocated spaces with 19 unallocated visitor spaces, resulting in a total of 136 parking spaces.

In their support of a lower provision than set out in the guidance, the applicant states that within the WSCC Guidance it states that consideration could be given to reducing the expected level of parking demand by 10% through the promotion of sustainable travel modes and choices. In this regard, the applicant states that a Travel Plan has been submitted. Such a document can act as a strategy for managing travel demand to a development site by advising and promoting the travel needs of its future users with an emphasis on non-car modes of transport, thereby reducing the impact of car travel. The reduction of total parking spaces by 15 as per the proposed scheme, is within the prescribed reduction of 10% and, therefore, the applicant considers that the level of parking is sufficient for the proposed development.

From the Highway Authority's perspective, the shortfall arises from the lower provision of visitor parking. In the event that visitor parking demand were to be exceeded at any one time, the width of the internal roads would be able to accommodate on-street parking and still allow other vehicles to pass stationary vehicles.

*Cycle parking* – The proposed development provides two cycle parking spaces per-house in rear garden stores or garages and one space per-flat/apartment which will be provided within an internal communal cycle parking area. The applicant states that this satisfies the WSCC cycle parking guidance.

One observation while looking at the cycle parking is that cycle parking arrangements as shown for the 'storage shed' (see ECE Planning drawing PL 53), are angled at 90 degrees to the door which would make it difficult to access properly. This might be a drafting error but nevertheless, it should be amended to provided access direct/straight from the door. Applicant to amend and show on a revised plan.

**Travel Plan.**

A Travel Plan has been provided by the applicant. In order to ensure compatibility with WSCC Travel Plan guidance, the applicant should review that already submitted with the guidance provided below. If there are any omissions, then the applicant should amend and re-submit the Travel Plan for further review.

*Targets.*

The headline target for the Travel Plan should be to achieve a 12-hour weekday vehicle trip rate that is 15% (urban sites) /10% (rural sites) lower than that predicted for the site in the Transport Assessment assuming a Travel Plan were not implemented. This trip rate should be achieved within 5 years and sustained for the 5-year monitoring period. The Travel Plan should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%/15%).

*Monitoring and Auditing.*

The Travel Plan should be monitored in accordance with the TRICS UK Standard Assessment Methodology (aka TRICS SAM). This involves 3 multi-modal surveys over a 5-year period whereupon the 15%/10% trip rate reduction target should be achieved, or further TP measures implemented.

The developer/Travel Plan Coordinator should commission these directly with the TRICS organisation and should be secured through a Section 106 agreement.

Consideration will need to be given as to when the first of the TRICS SAM surveys should be conducted. The final survey should be conducted following final occupation. Therefore 50% occupation may prove to be a reasonable trigger point for the initial survey.

*Travel Plan Co-ordinator.*

A Travel Plan Coordinator (TPC) should be appointed to deliver the Travel Plan.

The TPC should ensure that regular surveys are conducted in order to monitor progress towards targets.

The TPC should also provide a basic personal journey planning service to residents.

The TPC should be appointed prior to occupation of the first dwelling (ideally before the first unit goes on sale) and should be in place at least until the results of the final surveys are known.

Contact details for the TPC should be provided to this office on appointment. If possible, a planning condition should be applied that prevents occupation of the first dwelling until contact details for the TPC have been provided to the County Council.

*Travel Information and Resident's Travel Packs.*

Resident's welcome packs should include the following:

- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
- Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking

- Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
- Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel + parking
- Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating.

We expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged the following:

- a) a season ticket for the local bus service
- b) a rail season ticket or network card
- c) a contribution towards the purchase of a new bicycle and/or equipment
- d) Cycle training up to 4 members of the household (further details and course costs are available at [www.westsussex.gov.uk/cycletraining](http://www.westsussex.gov.uk/cycletraining))
- e) 12 months free membership to any local Car Club (including joining fee)

Developments served by Metrobus: For larger developments Metrobus may be able to supply welcome packs for people moving in, with bespoke travel info and a free trial smartcard. If the developer is able to make a financial contribution then Metrobus may also be able to offer significant discounts for residents over a longer period. For further details contact [nick.hill@metrobus.co.uk](mailto:nick.hill@metrobus.co.uk).

Developments served by Stagecoach South: Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact [russel.byrne@stagecoachbus.com](mailto:russel.byrne@stagecoachbus.com) for details.

For sites in Adur & Worthing, Chichester, Crawley, and Mid Sussex (East Grinstead & Haywards Heath): The easitNETWORK is a business-led network which provides sustainable travel solutions to local employers. Member employers can access a number of incentives including 15% on Southern rail services, discounted bus travel, and a car sharing scheme. Information about any local easitNETWORK should be included in welcome packs.

The County Council has commissioned Pindar Creative's Travel Plan Mapping Solution. The service enables developers, employers, and other organisations to purchase site-specific multi-modal travel maps, notice boards, and interactive PDFs. The applicant may wish to consider using this service to produce the local travel information for the resident's welcome packs. Further details can be found on our website:

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/travelwise/supporting\\_material.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx)

The County Council has produced a leaflet about our car sharing scheme, which is available on our web site and can be downloaded for inclusion in resident welcome packs and on any community web site that might be established. A video which explains how the scheme works is also available. The url is: [www.westsussex.gov.uk/carsharing](http://www.westsussex.gov.uk/carsharing)

The West Sussex Cycle Journey planner should be promoted in welcome packs and across the site, as should Traveline South East and National Rail Enquiries etc. The link to our cycle journey planner is <http://cyclejourneyplanner.westsussex.gov.uk/> and can also be accessed via the WSCC website:

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/>

#### *EV charging points.*

In addition to on-curtilage charging points for residents, the site would also benefit from electric vehicle charging points for visitors. Existing charge points in West Sussex are part of the Energise Network and any points installed at this site should be part of the same scheme. Further information is available on our web site:

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/travelwise/electric\\_vehicle\\_charging\\_netw.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/electric_vehicle_charging_netw.aspx)

#### *Promotion and Publicity.*

National awareness events, such as those listed below, should be promoted by the TPC:

Walk to School Week  
National Bike Week  
Cycle to Work Day  
European Mobility Week / Travelwise Week  
Cycle September  
National Liftshare Week  
International Walk to School Month  
Road Safety Week

The County Council has developed a suite of posters, which can be used to promote sustainable and active modes of travel. The artwork may be used free of charge and can be downloaded from our web site:

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/travelwise/supporting\\_material.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx)

#### *Enforcement.*

The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met. One option might be for a second round of travel vouchers to be offered to each dwelling should the trip rate reduction target not be achieved by year 5.

#### *Monitoring Fees.*

As a full Travel Plan has been provided, the applicant is required to pay a Travel Plan monitoring fee of £3,500 (fee to be secured via S106 and paid prior to occupation).

#### **S106 and TAD.**

The Highway Authority requires that the Travel Plan and its monitoring fee of £3,500 be secured by S106 Agreement.

With regard to TAD for other highway infrastructure requirements and non-highways infrastructure requirements, a separate response will be sent directly to the case officer.

**Conclusion.**

Following review of the submitted information and a site visit, the Highway Authority requires that the following additional information be provided. The detail of that required can be found in the main text of this response but is summarised below.

1. Plan of proposed vehicular access to the site with forward visibility splays marked on.
2. Plan showing visibility splays for, and forward visibility to, pedestrians crossing the access from east to west given the presence of the hedgerow alongside Hanlye Lane.
3. Road Safety Audit Decision Log to be provided.
4. Plan showing footway on the western side of the access point being extended further into the site.
5. Plan showing how the footway on the eastern side of the access will connect to the existing footway running along the southern side of Hanlye Lane.
6. Details of speed controls within the layout. And if these conflict with pedestrian crossing points and/or desire lines, the crossing points to be shown moved away from them.
7. Plan showing visibility splays and dropped kerb for path/twitten running from development to Hanlye Lane.
8. A plan showing the cycle storage shed amended to provide for easier access for cycles.
9. Updated Travel Plan, as may be required.

Please re-consult when the above information is available, at which time the Highway Authority will consider the application further.

Thank you.

**Tim Townsend**  
**West Sussex County Council – Planning Services**

## Appendix C

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<br>right bend | Nearside | Not at, or<br>within 20M of<br>Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Date                                                                   | Time | Weather                    | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------------------------------------------------------------------|------|----------------------------|------------|------------|----------------|----------------|
| 02/01/2020                                                             | 1908 | Fine without high<br>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<br>left bend  | Did not impact | Not at, or<br>within 20M of<br>Jct |
| Car  | Going ahead<br>right bend | Front          | Not at, or<br>within 20M of<br>Jct |

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    |
|----------------------------------------------------------|------|-------------------------|------------|------------|--------------------------|--------------|
| 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<br>within 20M of<br>Jct |
| Car  | Turning left | Offside | Not at, or<br>within 20M of<br>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<br>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<br>left bend | Front  | Not at, or<br>within 20M of<br>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 D

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](mailto: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).



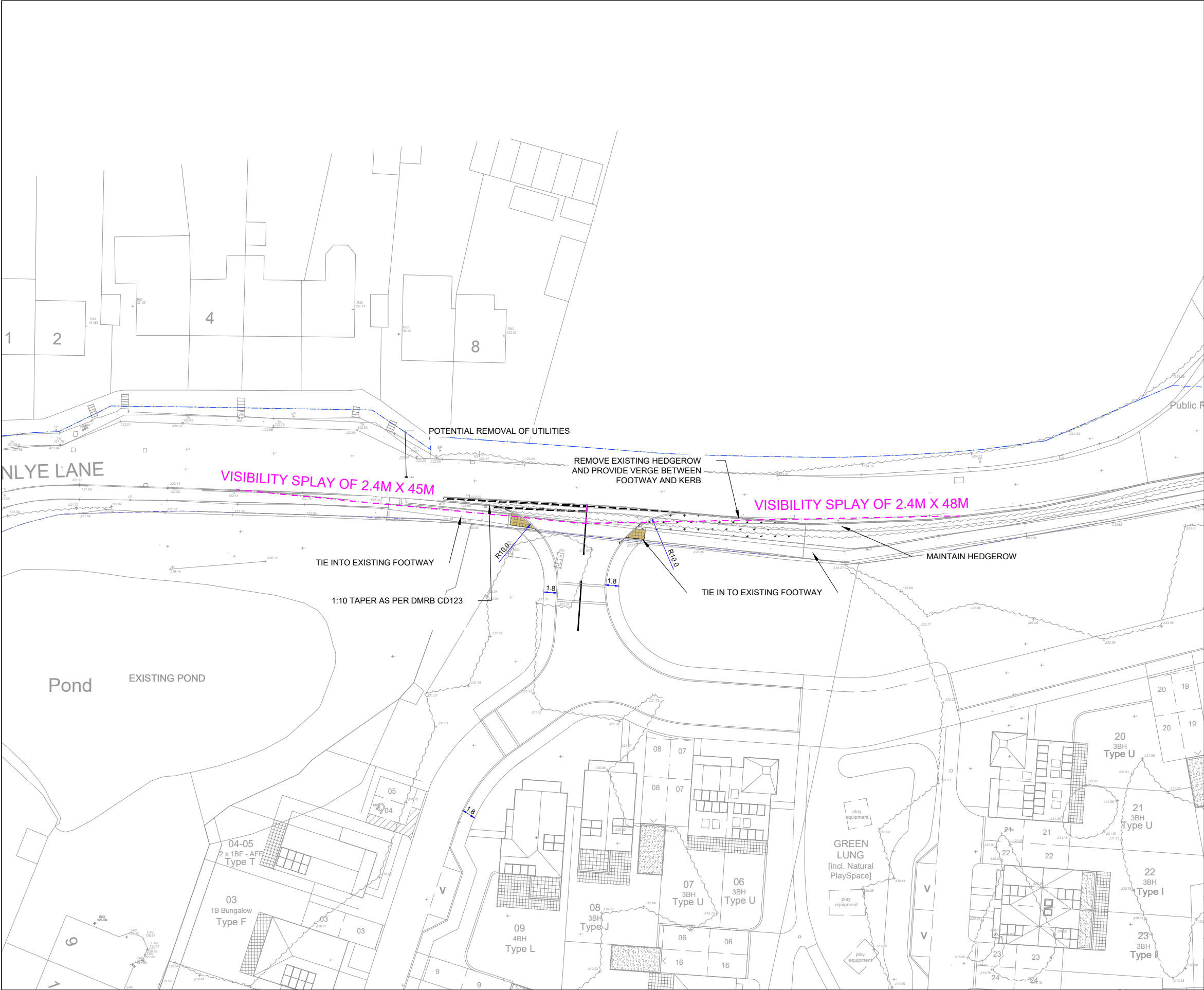
| Ward      | District   | Parking Behaviour Zone |
|-----------|------------|------------------------|
| Cuckfield | Mid Sussex | 1                      |

| 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                         | 9                            | 16                                 |
| 3                  | 5 to 6                    | 22                           | 49                                 |
| 4+                 | 7 or more                 | 10                           | 27                                 |
| Total              |                           | 50                           | 106                                |

| 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                         | 12                                     | 8                          | 20                                              |
| 3                                          | 5 to 6                    | 44                                     | 15                         | 59                                              |
| 4+                                         | 7 or more                 | 30                                     | 6                          | 36                                              |
| Total                                      |                           | 91                                     | 38                         | 129                                             |

## Appendix E

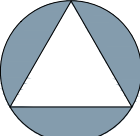


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- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
- AN ATC SPEED SURVEY RECORDED 85TH PERCENTILE SPEEDS AS 31MPH FOR EASTBOUND VEHICLES AND 32.4MPH FOR VEHICLES TRAVELING WESTBOUND. THIS RESULTS IN VISIBILITY REQUIREMENTS OF 45M AND 48M RESPECTIVELY.

--- HIGHWAY BOUNDARY



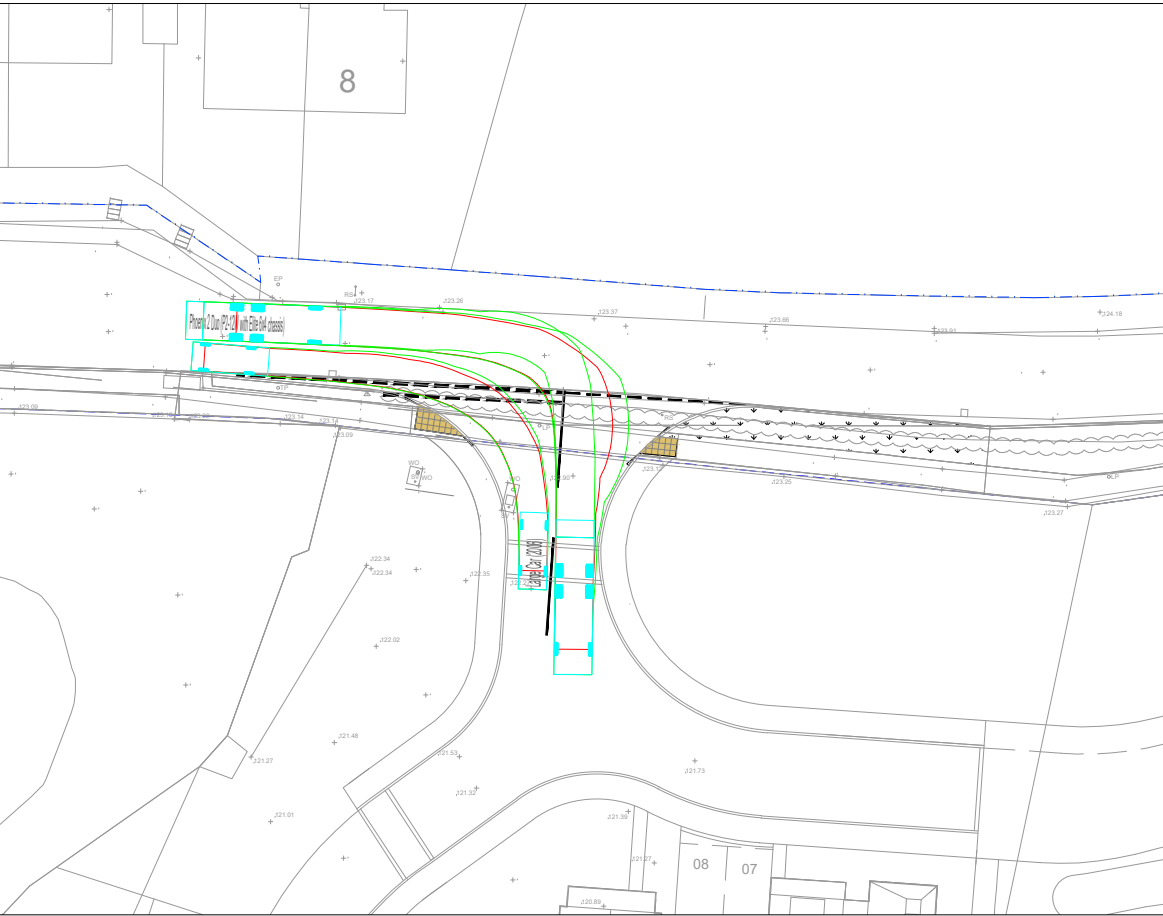
NORTH

**PRELIMINARY**

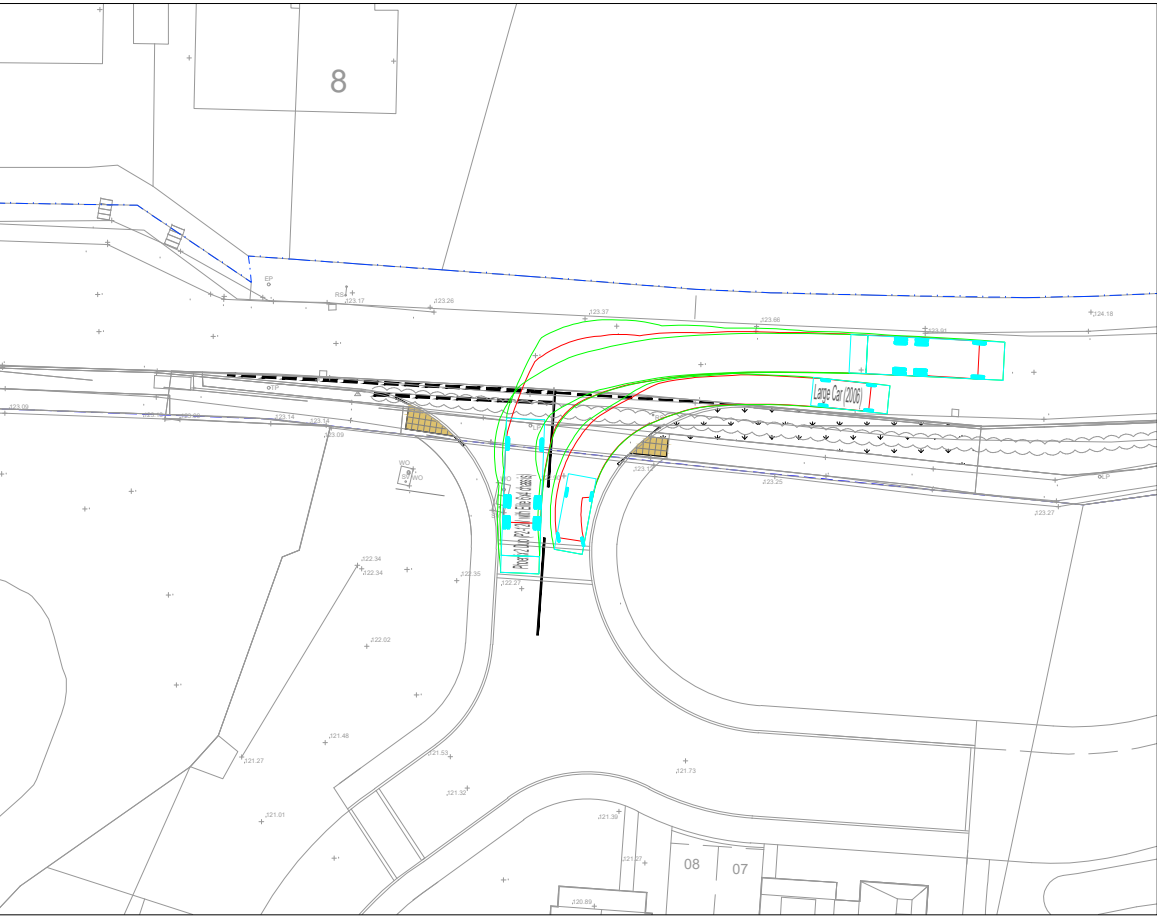
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

|                    |                               |             |                  |       |
|--------------------|-------------------------------|-------------|------------------|-------|
| P04                | UPDATED LAYOUT                | 07.06.24    | CID              | TAF   |
| 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      |                               |             | P04              |       |

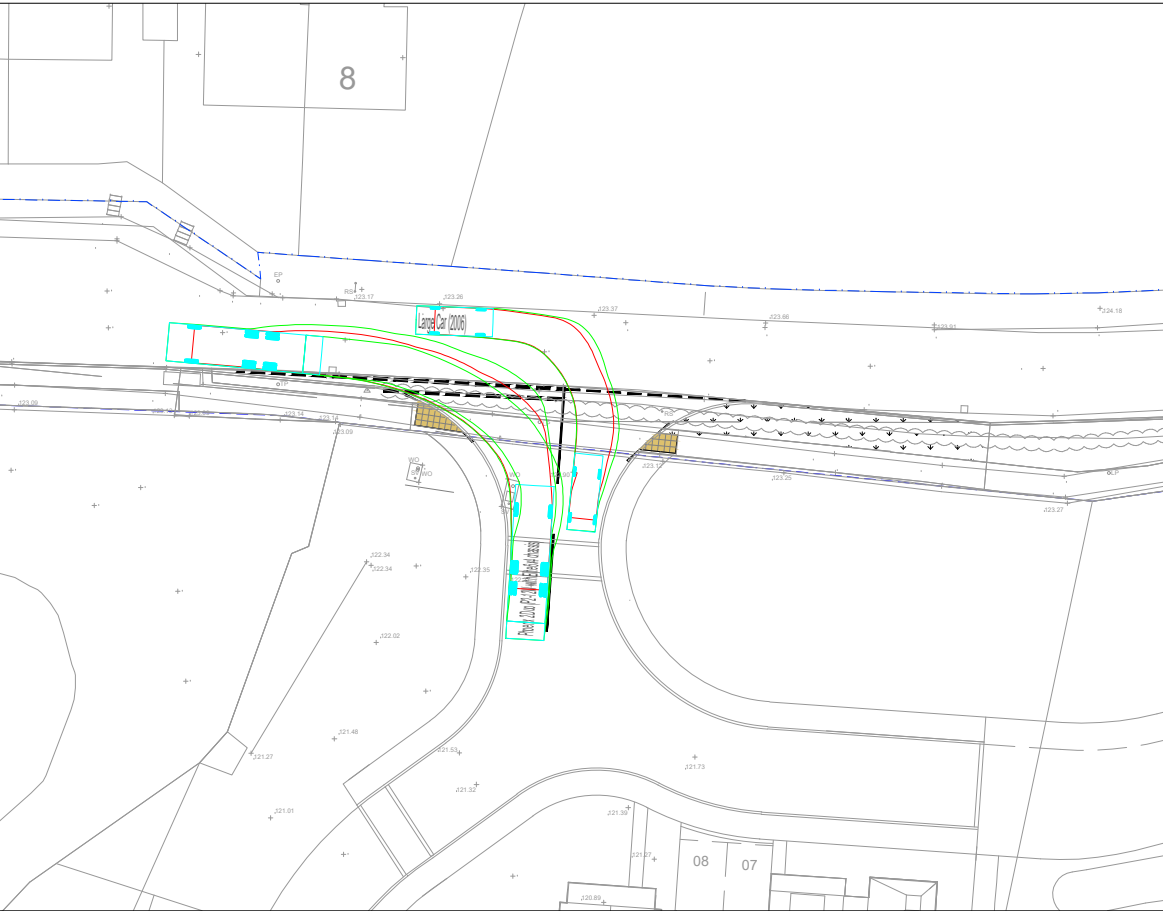
RIGHT TURN IN



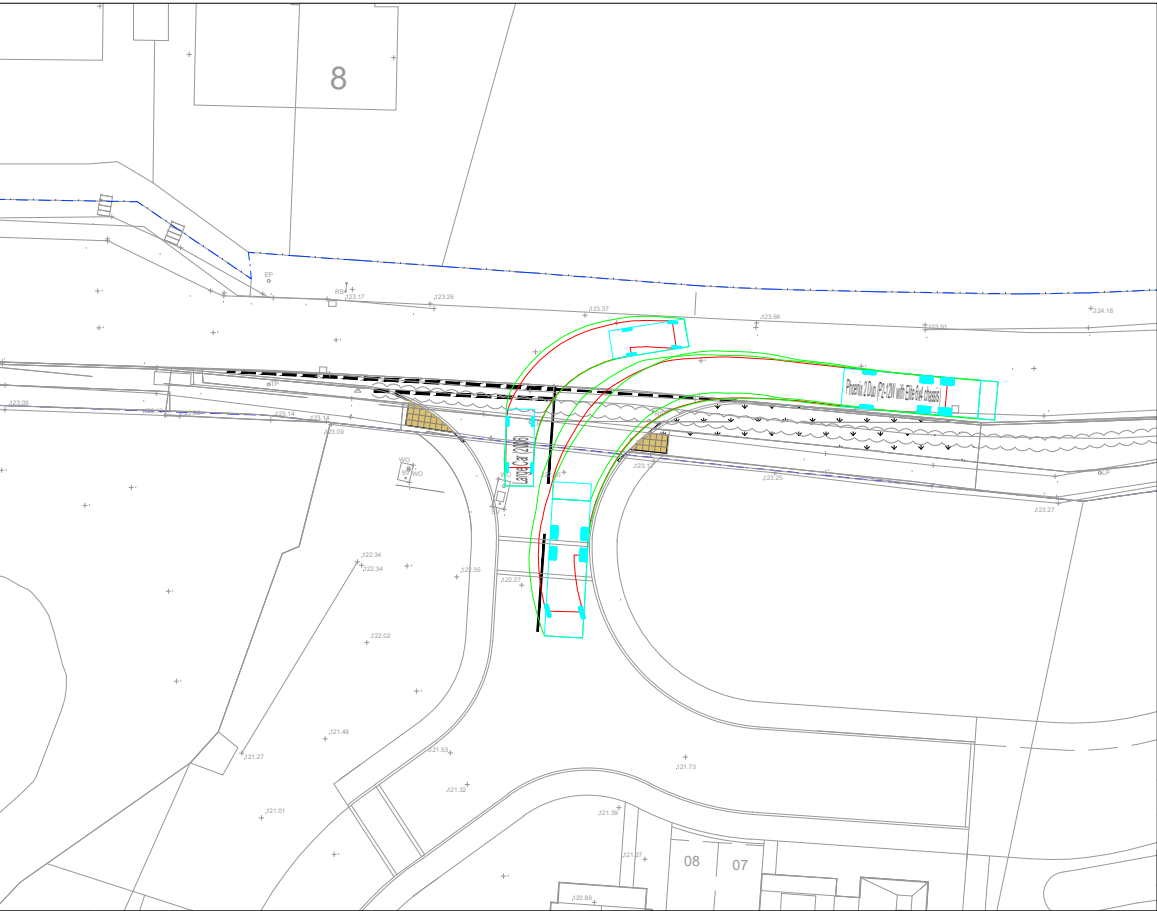
RIGHT TURN OUT



LEFT TURN OUT



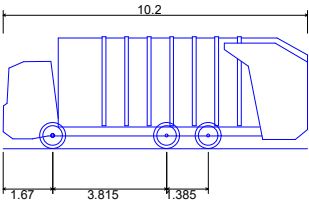
LEFT TURN IN



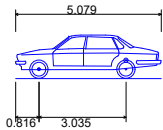
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- THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
  - ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS 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.
  - PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
  - THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
- HIGHWAY BOUNDARY



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)  
Overall Length 10.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.800m



Large Car (2006)  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Max Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius



**PRELIMINARY**

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

|     |                     |          |     |       |
|-----|---------------------|----------|-----|-------|
| P03 | UPDATED LAYOUT      | 07.06.24 | CID | TAF   |
| P02 | UPDATED TOPO SURVEY | 13.09.23 | 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 |
| 020.0885-0003   | P03      |

Project Name  
LAND SOUTH OF HANLYE LANE,  
CUCKFIELD

Project Phase  
PRELIMINARY

Title  
SWEPT PATH ANALYSIS FOR  
REFUSE VEHICLE



## Appendix F

## 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% |

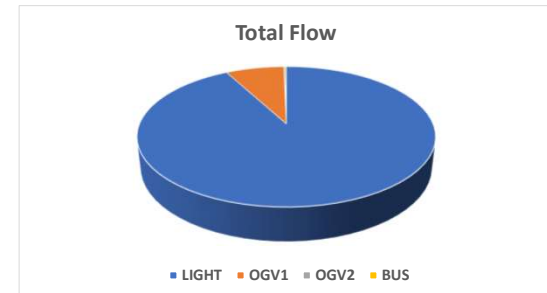
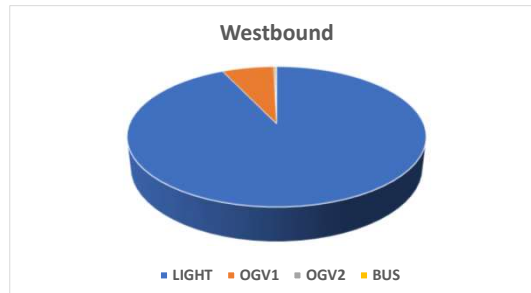
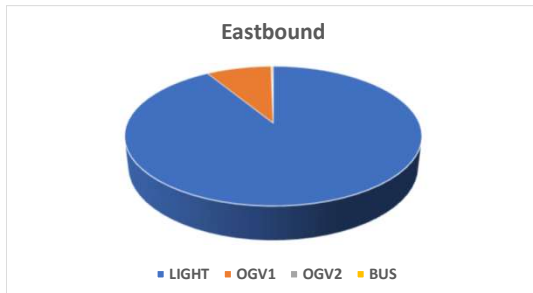
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|                 | Total Volume | LIGHT | OGV1 | OGV2 | BUS  |
|-----------------|--------------|-------|------|------|------|
| Fri 22 Sep 2023 | 100.0%       | 91.5% | 8.1% | 0.3% | 0.2% |
| Sat 23 Sep 2023 | 100.0%       | 95.8% | 4.1% | 0.1% | 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<br>Beginning                                         | Fri<br>22/09/2023            | Sat<br>23/09/2023            | Sun<br>24/09/2023            | Mon<br>25/09/2023            | Tue<br>26/09/2023            | Wed<br>27/09/2023            | Thu<br>28/09/2023            | 5-Day<br>Ave.                | 7-Day<br>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<br>12H(7-19)<br>16H(6-22)<br>18H(6-24)<br>24H(0-24) | 4010<br>4422<br>4534<br>4590 | 3651<br>3983<br>4086<br>4164 | 2805<br>3097<br>3155<br>3244 | 4154<br>4589<br>4644<br>4727 | 4005<br>4416<br>4481<br>4556 | 3232<br>3579<br>3629<br>3685 | 3783<br>4132<br>4191<br>4228 | 3837<br>4228<br>4296<br>4357 | 3663<br>4031<br>4103<br>4171 |
| AM Peak                                                   | 08:00<br>501                 | 11:00<br>403                 | 11:00<br>389                 | 08:00<br>607                 | 08:00<br>634                 | 08:00<br>524                 | 08:00<br>589                 | 08:00<br>571                 | 08:00<br>461                 |
| PM Peak                                                   | 16:00<br>479                 | 12:00<br>444                 | 12:00<br>401                 | 17:00<br>475                 | 17:00<br>431                 | 17:00<br>339                 | 17:00<br>417                 | 17:00<br>425                 | 17:00<br>369                 |

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Direction: Westbound

| Hour<br>Beginning                                         | Fri<br>22/09/2023            | Sat<br>23/09/2023            | Sun<br>24/09/2023            | Mon<br>25/09/2023            | Tue<br>26/09/2023            | Wed<br>27/09/2023            | Thu<br>28/09/2023            | 5-Day<br>Ave.                | 7-Day<br>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<br>12H(7-19)<br>16H(6-22)<br>18H(6-24)<br>24H(0-24) | 4205<br>4662<br>4745<br>4796 | 3857<br>4228<br>4319<br>4465 | 3159<br>3429<br>3476<br>3587 | 4355<br>4878<br>4938<br>5082 | 4446<br>5001<br>5067<br>5213 | 3098<br>3451<br>3502<br>3547 | 4447<br>4856<br>4919<br>4967 | 4110<br>4570<br>4634<br>4721 | 3938<br>4358<br>4424<br>4522 |
| AM Peak                                                   | 08:00<br>396                 | 11:00<br>370                 | 11:00<br>391                 | 08:00<br>551                 | 08:00<br>557                 | 08:00<br>391                 | 08:00<br>571                 | 08:00<br>493                 | 08:00<br>420                 |
| PM Peak                                                   | 16:00<br>515                 | 12:00<br>411                 | 12:00<br>333                 | 17:00<br>487                 | 17:00<br>492                 | 17:00<br>349                 | 17:00<br>474                 | 17:00<br>458                 | 17:00<br>411                 |

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Direction: Total Flow

| Hour<br>Beginning                                         | Fri<br>22/09/2023            | Sat<br>23/09/2023            | Sun<br>24/09/2023            | Mon<br>25/09/2023            | Tue<br>26/09/2023            | Wed<br>27/09/2023            | Thu<br>28/09/2023            | 5-Day<br>Ave.                | 7-Day<br>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<br>12H(7-19)<br>16H(6-22)<br>18H(6-24)<br>24H(0-24) | 8215<br>9084<br>9279<br>9386 | 7508<br>8211<br>8405<br>8629 | 5964<br>6526<br>6631<br>6831 | 8509<br>9467<br>9582<br>9809 | 8451<br>9417<br>9548<br>9769 | 6330<br>7030<br>7131<br>7232 | 8230<br>8988<br>9110<br>9195 | 7947<br>8797<br>8930<br>9078 | 7601<br>8389<br>8527<br>8693 |
| AM Peak                                                   | 08:00<br>897                 | 11:00<br>773                 | 11:00<br>780                 | 08:00<br>1158                | 08:00<br>1191                | 08:00<br>915                 | 08:00<br>1160                | 08:00<br>1064                | 08:00<br>881                 |
| PM Peak                                                   | 16:00<br>994                 | 12:00<br>855                 | 12:00<br>734                 | 17:00<br>962                 | 17:00<br>923                 | 17:00<br>688                 | 17:00<br>891                 | 17:00<br>883                 | 17:00<br>780                 |

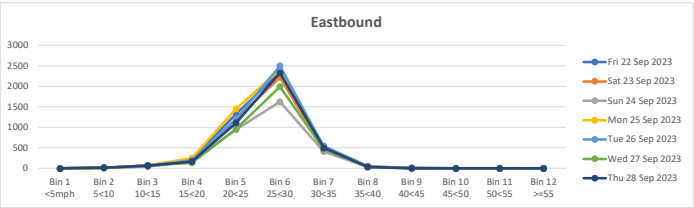
Paul Castle Associates

Cuckfield ATC, Hanlye Lane

Direction: Eastbound

|                 | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <5mph | Bin 2 5<10 | Bin 3 10<15 | Bin 4 15<20 | Bin 5 20<25 | Bin 6 25<30 | Bin 7 30<35 | Bin 8 35<40 | Bin 9 40<45 | Bin 10 45<50 | Bin 11 50<55 | Bin 12 >=55 |
|-----------------|--------------|-----------------|--------------|--------------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|
| Fri 22 Sep 2023 | 4590         | 30.6            | 26.0         | 4.4                | 0           | 13         | 75          | 223         | 1332        | 2345        | 538         | 51          | 10          | 2            | 1            | 0           |
| Sat 23 Sep 2023 | 4164         | 30.4            | 26.0         | 4.2                | 0           | 12         | 50          | 181         | 1207        | 2222        | 448         | 35          | 5           | 3            | 0            | 1           |
| Sun 24 Sep 2023 | 3244         | 30.6            | 26.0         | 4.4                | 0           | 8          | 53          | 165         | 945         | 1624        | 409         | 36          | 3           | 0            | 0            | 1           |
| Mon 25 Sep 2023 | 4727         | 30.3            | 25.8         | 4.3                | 0           | 9          | 69          | 249         | 1451        | 2402        | 498         | 39          | 9           | 0            | 0            | 1           |
| Tue 26 Sep 2023 | 4556         | 30.6            | 26.2         | 4.3                | 0           | 17         | 64          | 197         | 1204        | 2497        | 524         | 43          | 10          | 0            | 0            | 0           |
| Wed 27 Sep 2023 | 3685         | 30.8            | 26.3         | 4.4                | 0           | 8          | 72          | 132         | 964         | 1994        | 464         | 41          | 6           | 3            | 0            | 1           |
| Thu 28 Sep 2023 | 4228         | 30.5            | 26.1         | 4.2                | 0           | 19         | 62          | 171         | 1113        | 2331        | 498         | 32          | 2           | 0            | 0            | 0           |
| 5 Day Ave.      | 4357         | 30.5            | 26.1         | 4.3                | 0           | 13         | 68          | 194         | 1213        | 2314        | 504         | 41          | 7           | 1            | 0            | 0           |
| 7 Day Ave.      | 4171         | 30.5            | 26.1         | 4.3                | 0           | 12         | 64          | 188         | 1174        | 2202        | 483         | 40          | 6           | 1            | 0            | 1           |

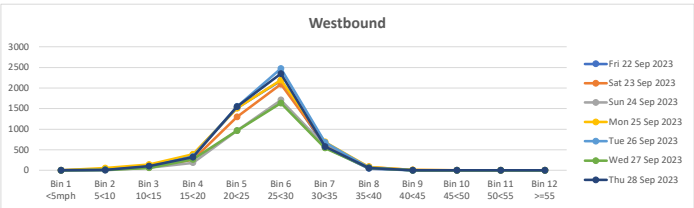
Paul Castle Associates



Direction: Westbound

|                 | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <5mph | Bin 2 5<10 | Bin 3 10<15 | Bin 4 15<20 | Bin 5 20<25 | Bin 6 25<30 | Bin 7 30<35 | Bin 8 35<40 | Bin 9 40<45 | Bin 10 45<50 | Bin 11 50<55 | Bin 12 >=55 |
|-----------------|--------------|-----------------|--------------|--------------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|
| Fri 22 Sep 2023 | 4796         | 30.3            | 25.4         | 4.7                | 0           | 24         | 90          | 376         | 1516        | 2182        | 561         | 45          | 2           | 0            | 0            | 0           |
| Sat 23 Sep 2023 | 4465         | 31.0            | 26.1         | 4.7                | 0           | 19         | 74          | 261         | 1299        | 2091        | 627         | 85          | 8           | 0            | 0            | 1           |
| Sun 24 Sep 2023 | 3587         | 31.2            | 26.4         | 4.6                | 0           | 4          | 68          | 184         | 963         | 1708        | 593         | 63          | 4           | 0            | 0            | 0           |
| Mon 25 Sep 2023 | 5082         | 30.9            | 25.5         | 5.2                | 0           | 55         | 144         | 393         | 1513        | 2196        | 690         | 85          | 6           | 0            | 0            | 0           |
| Tue 26 Sep 2023 | 5213         | 30.6            | 25.8         | 4.5                | 0           | 12         | 91          | 338         | 1552        | 2474        | 678         | 63          | 5           | 0            | 0            | 0           |
| Wed 27 Sep 2023 | 3547         | 31.1            | 26.0         | 4.9                | 0           | 14         | 61          | 266         | 964         | 1635        | 541         | 60          | 3           | 0            | 1            | 2           |
| Thu 28 Sep 2023 | 4967         | 30.3            | 25.6         | 4.5                | 0           | 12         | 102         | 322         | 1548        | 2348        | 579         | 54          | 2           | 0            | 0            | 0           |
| 5 Day Ave.      | 4721         | 30.6            | 25.7         | 4.8                | 0           | 23         | 98          | 339         | 1419        | 2167        | 610         | 61          | 4           | 0            | 0            | 0           |
| 7 Day Ave.      | 4522         | 30.7            | 25.8         | 4.7                | 0           | 20         | 90          | 306         | 1336        | 2091        | 610         | 65          | 4           | 0            | 0            | 0           |

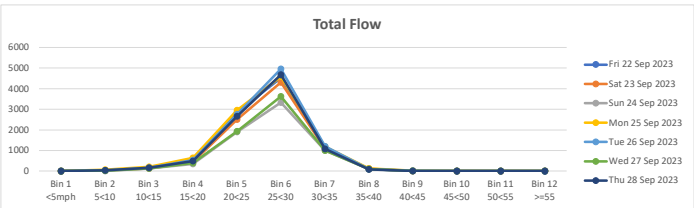
Paul Castle Associates



Direction: Total Flow

|                 | Total Volume | 85th Percentile | Mean Average | Standard Deviation | Bin 1 <5mph | Bin 2 5<10 | Bin 3 10<15 | Bin 4 15<20 | Bin 5 20<25 | Bin 6 25<30 | Bin 7 30<35 | Bin 8 35<40 | Bin 9 40<45 | Bin 10 45<50 | Bin 11 50<55 | Bin 12 >=55 |
|-----------------|--------------|-----------------|--------------|--------------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|
| Fri 22 Sep 2023 | 9386         | 30.4            | 25.7         | 4.6                | 0           | 37         | 165         | 599         | 2848        | 4527        | 1099        | 96          | 12          | 2            | 1            | 0           |
| Sat 23 Sep 2023 | 8629         | 30.7            | 26.0         | 4.5                | 0           | 31         | 124         | 442         | 2506        | 4313        | 1075        | 120         | 13          | 3            | 0            | 2           |
| Sun 24 Sep 2023 | 6831         | 30.9            | 26.2         | 4.5                | 0           | 12         | 121         | 349         | 1908        | 3332        | 1002        | 99          | 7           | 0            | 0            | 1           |
| Mon 25 Sep 2023 | 9809         | 30.6            | 25.6         | 4.8                | 0           | 64         | 213         | 642         | 2964        | 4598        | 1188        | 124         | 15          | 0            | 0            | 1           |
| Tue 26 Sep 2023 | 9769         | 30.6            | 26.0         | 4.4                | 0           | 29         | 155         | 535         | 2756        | 4971        | 1202        | 106         | 15          | 0            | 0            | 0           |
| Wed 27 Sep 2023 | 7232         | 31.0            | 26.2         | 4.6                | 0           | 22         | 133         | 398         | 1928        | 3629        | 1005        | 101         | 9           | 3            | 1            | 3           |
| Thu 28 Sep 2023 | 9195         | 30.4            | 25.9         | 4.4                | 0           | 31         | 164         | 493         | 2661        | 4679        | 1077        | 86          | 4           | 0            | 0            | 0           |
| 5 Day Ave.      | 9078         | 30.6            | 25.9         | 4.6                | 0           | 37         | 166         | 533         | 2631        | 4481        | 1114        | 103         | 11          | 1            | 0            | 1           |
| 7 Day Ave.      | 8693         | 30.7            | 25.9         | 4.5                | 0           | 32         | 154         | 494         | 2510        | 4293        | 1093        | 105         | 11          | 1            | 0            | 1           |

Paul Castle Associates



## Appendix G

**APPENDIX C:**     *Land South of Hanlye Lane, Cuckfield*

## Road Safety Audit Decision Log Cover Sheet

This report should be read in conjunction with the Stage 1 Road Safety Audit.

|                           |                |
|---------------------------|----------------|
| Produced: August 2023     | Date: 01.12.23 |
| Signed: C.I.Duff          |                |
| (for Design Organisation) |                |

|                                  |       |
|----------------------------------|-------|
| Reviewed:                        | Date: |
| Signed:                          |       |
| (Lead Professional Safety Audit) |       |

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit Decision Log on behalf of the Highway Authority.

|                                                                                                                        |       |
|------------------------------------------------------------------------------------------------------------------------|-------|
| Overseeing Organisation (Project Manager if all RSA recommendations are accepted, otherwise Manager Highway Projects): |       |
| Name:                                                                                                                  | Date: |
| Signed:                                                                                                                |       |

# RESPONSE REPORT

relating to the

ROAD SAFETY AUDIT STAGE 1 (DMRB GG  
119)

dated August 2023 for

**Land South of Halye Lane,  
Cuckfield**

**Residential**

Date of Issue: 01/12/2023

*Note: Based on a Road Safety Audit Report prepared by M B Projects Ltd.*

*Readers are recommended to refer to the original audit report for the full context of the  
issues identified and any associated additional comments.*

## F1 Project Details

TABLE F1: PROJECT DETAILS

|                                        |                                                 |
|----------------------------------------|-------------------------------------------------|
| <b>Report title</b>                    | S278 Works, Hanlye Road, Cuckfield, West Sussex |
| <b>Date</b>                            | August 2023                                     |
| <b>Document reference and revision</b> | Road Safety Audit Stage 1 Report                |
| <b>Prepared by</b>                     | M B Projects Ltd                                |
| <b>On behalf of</b>                    | West Sussex County Council                      |

TABLE F2: AUTHORISATION SHEET

|                      |                                                                                                                 |
|----------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Project:</b>      | Land South of Hanlye Lane, Cuckfield                                                                            |
| <b>Report title:</b> | S278 Works, Hanlye Road, Cuckfield, West Sussex                                                                 |
| <b>Prepared by</b>   | Paul Basham Associates                                                                                          |
| <b>Name:</b>         | Caroline Duff                                                                                                   |
| <b>Position:</b>     | Transport Planner                                                                                               |
| <b>Signed</b>        | C.Duff                                                                                                          |
| <b>Organisation:</b> | Paul Basham Associates                                                                                          |
| <b>Date:</b>         | 01.12.23                                                                                                        |
| <b>Approved by:</b>  | Note: Road Safety Audit Decision Log Cover Sheet to be completed instead of shaded section for WSCC-led schemes |
| <b>Name:</b>         |                                                                                                                 |
| <b>Position:</b>     |                                                                                                                 |
| <b>Signed</b>        |                                                                                                                 |
| <b>Organisation:</b> |                                                                                                                 |
| <b>Date:</b>         |                                                                                                                 |

## F2 Introduction

The scheme is to provide 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.

A Stage 1 Road Safety Audit was undertaken in August 2023 by M B Projects Ltd to assess the proposed site access and proposed highways works for the scheme.

It should be noted that the Stage 1 Road Safety Audit was undertaken on drawing 11041-SK191114.1 by Connect Consultants. The comments raised by the auditors have been addressed through the work that Paul Basham Associates have undertaken.

### **F3 Key Personnel**

*TABLE F3: KEY PERSONNEL*

|                                |                            |
|--------------------------------|----------------------------|
| <b>Overseeing Organisation</b> | West Sussex County Council |
| <b>RSA Team</b>                | M B Projects Ltd           |
| <b>Design Organisation</b>     | Paul Basham Associates     |

## F4 Road Safety Audit Decision Log

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

| <b>RSA Problem Number</b> | <b>RSA Problem</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>RSA Recommendation</b>                                                                                                                                                                                                  | <b>Design Organisation Response</b>                                                                                                                                                                                                                                                            | <b>Overseeing Organisation Response</b> | <b>Agreed RSA Action</b> |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------|
| 2.1.1                     | <p>Problem – Location A Site Access Road – Risk of slow restart</p> <p>It was observed that the land within the site adjacent to Hanlye Road was at a lower level and falls away to the south. This could lead to an uphill approach to the junction, and difficulty restarting, resulting in a slower moving vehicle entering on to Hanlye Road at risk of rear shunt collisions with a following vehicle.</p>                                                                                                         | It is recommended that the vertical alignment of the site access road should provide a relatively flat platform from which to enter the main road.                                                                         | In order to address this comment, 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. |                                         |                          |
| 2.1.2                     | <p>Problem – Location B Site Access Road Bellmouth – Risk of advance surface water conditions</p> <p>It was observed that there is an existing drainage gully located just west of the west tangent point at the proposed site access junction. Surface water from the east side of the junction will flow across the bellmouth, possibly past the pedestrian crossing point. Hazardous surface water conditions could arise for in wet and icy weather, leading to slip and fall for pedestrians and two-wheelers.</p> | It is recommended that the channel levels should be checked, and a gully introduced at the east tangent point as found necessary.                                                                                          | In order to address this comment, 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. |                                         |                          |
| 2.3.1                     | <p>Problem – Location C Hanlye Lane – Risk of obstruction to visibility</p> <p>The proposed visibility splay to the west and east from the proposed site access road will pass through existing hedging that separates the carriageway from the 'tottenham'. Inadequate visibility towards an approaching vehicle could result in an exiting vehicle pulling</p>                                                                                                                                                        | It is recommended that the length of hedge that is required to be removed should be determined and shown on the drawings, including an allowance for future growth in order to minimise the need for frequent maintenance. | 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. However, at                                                                           |                                         |                          |

|       |                                                                                                                                                                                                                                                                    |                                                                                                                                           |                                                                                                                                    |  |  |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|--|--|
|       | out into the vehicle's path and collision occurring.                                                                                                                                                                                                               |                                                                                                                                           | present it can be demonstrated that no additional hedgerow will need to be removed to enable visibility to be achievable.          |  |  |
| 2.4.1 | <p>Problem – Location D Hanlye Road – Ensuring safe crossing of side road</p> <p>There is a footway that runs along the south side of Hanlye Road. Pedestrians will need to cross the proposed side road without risk of trip or fall at full upstand kerbing.</p> | It is recommended that a dropped kerb crossing point should be introduced across the site access road, aligning with the footway/twitten. | A pedestrian crossing point has been included to provide pedestrians with a suitable crossing with unobstructed visibility splays. |  |  |

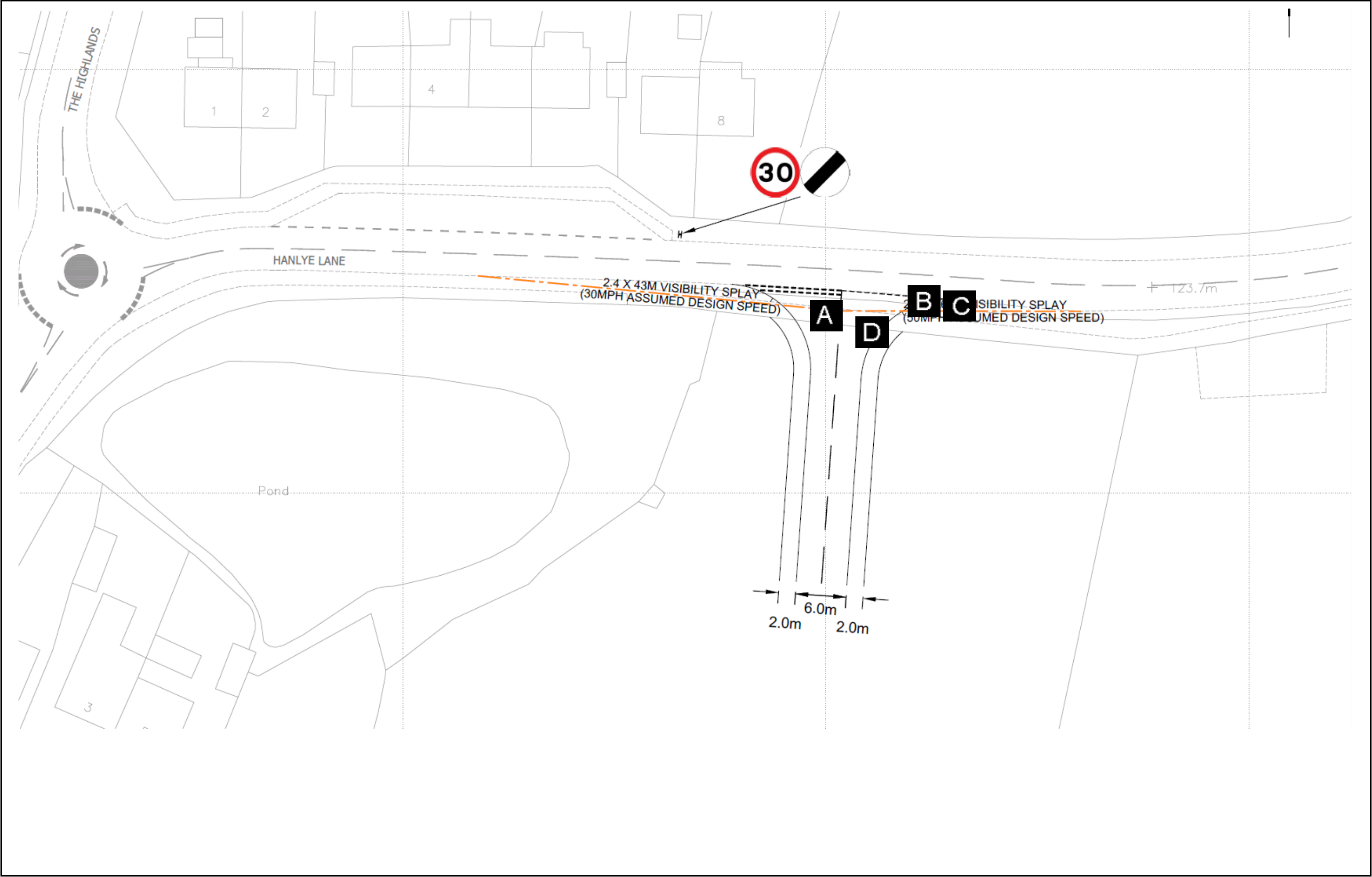
## **F5 Design Organisation and Overseeing Organisation Statements**

*TABLE F5: DESIGN ORGANISATION STATEMENT*

|                                                                                                                                                                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| On behalf of the Design Organisation, I certify that:<br>1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation. |  |
| <b>Name:</b>                                                                                                                                                                                                                        |  |
| <b>Signed</b>                                                                                                                                                                                                                       |  |
| <b>Position:</b>                                                                                                                                                                                                                    |  |
| <b>Organisation:</b>                                                                                                                                                                                                                |  |
| <b>Date:</b>                                                                                                                                                                                                                        |  |

*TABLE F6: OVERSEEING ORGANISATION STATEMENT*

|                                                                                                                                                                                                                                                                                         |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| On behalf of the Overseeing Organisation, I certify that:<br>1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Design Organisation, and<br>2) The agreed RSA Action will be progressed. |  |
| <b>Name:</b>                                                                                                                                                                                                                                                                            |  |
| <b>Signed</b>                                                                                                                                                                                                                                                                           |  |
| <b>Position:</b>                                                                                                                                                                                                                                                                        |  |
| <b>Organisation:</b>                                                                                                                                                                                                                                                                    |  |



**CLIENT:- SIGMA HOMES**

**S278 HIGHWAY WORKS  
HANLYE ROAD  
CUCKFIELD, WEST SUSSEX**

**ROAD SAFETY AUDIT  
STAGE 1 REPORT**

**August 2023**

***M B Projects Ltd.***

Job No. 123.122

Issue: DRAFT

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| <b>2 ITEMS RESULTING FROM THIS STAGE 1 AUDIT</b> | <b>4</b>        |
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| <b>APPENDIX A</b>                                | <b>7</b>        |
| <b>APPENDIX B</b>                                | <b>8</b>        |

## 1. INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of the S278 highway works for a residential development off Hanlye Road in Cuckfield, West Sussex, at the request of the Client Organisation, Sigma Homes, 44-46 Springfield Road, Horsham, West Sussex RH12 2PD, on behalf of the Overseeing Organisation, West Sussex County Council.

1.2 The Road Safety Audit Team membership was as follows:

|                 |                                                   |
|-----------------|---------------------------------------------------|
| Martin Brownsey | BSc DipEM MCIHT CoC<br>Director, M.B.Projects Ltd |
|-----------------|---------------------------------------------------|

|            |                                                                          |
|------------|--------------------------------------------------------------------------|
| Lisa Allen | BEng MSc MCIHT MSoRSA CoC<br>Traffic Safety Consultant, M.B.Projects Ltd |
|------------|--------------------------------------------------------------------------|

1.3 The Road Safety Audit took place at the Oxted office of M.B.Projects Ltd during August 2023. The Audit was undertaken in accordance with the audit brief in Sigma Homes email dated 2<sup>nd</sup> August 2023. The Audit comprised an examination of the drawings and documents provided and these are listed in Appendix A.

1.4 The site was visited by the Audit Team together on the afternoon of 9<sup>th</sup> August 2023 when weather conditions were dry and sunny. Traffic conditions on Hanlye Road were light and no pedestrians and no cyclists observed in the vicinity.

1.5 The terms of reference for this Road Safety Audit are as described in DMRB document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented, and has not examined or verified the compliance of the designs to any other criteria.

1.6 Each problem identified has been given a location reference and these are indicated on the A3 location plan in Appendix B.

1.7 The proposed S278 works includes a simple T- junction on Hanlye Road to access the site, with an estate road and footway layout to serve 55 residential units.

1.8 No details of any Departures from Standard have been provided by the Design Organisation.

1.9 Reference to the 'Crashmap' injury accident database for the 5 year period 2017 to 2021 shows no recorded accidents within the scheme area. The proposals are therefore unlikely to exacerbate an existing accident related problem.

## **2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT**

### **2.1 GENERAL**

#### **2.1.1 PROBLEM**

**Location: A** (drawing 11041-SK191114.1) – Site access road

**Summary: Risk of slow restart**

It was observed that the land within the site adjacent to Hanlye Road was at a lower level and falls away to the south. This could lead to an uphill approach to the junction, and difficulty restarting, resulting in a slower moving vehicle entering on to Hanlye Road at risk of rear shunt collisions with a following vehicle.

**RECOMMENDATION** It is recommended that the vertical alignment of the site access road should provide a relatively flat platform from which to enter the main road.

#### **2.1.2 PROBLEM**

**Location: B** (drawing 11041-SK191114.1) – Site access road bellmouth

**Summary: Risk of adverse surface water conditions**

It was observed that there is an existing drainage gully located just west of the west tangent point at the proposed site access junction. Surface water from the east side of the junction will flow across the bellmouth, possibly past the pedestrian crossing point. Hazardous surface water conditions could arise for in wet and icy weather, leading to slip and fall for pedestrians and two-wheelers.

**RECOMMENDATION** It is recommended that the channel levels should be checked, and a gully introduced at the east tangent point as found necessary.

### **2.2 LOCAL ALIGNMENT**

2.2.1 No problems identified in this category at this Stage 1 Audit.

### **2.3 JUNCTIONS**

#### **2.3.1 PROBLEM**

**Location: C** (drawing 11041-SK191114.1) – Hanlye Road

**Summary: Risk of obstruction to visibility splay**

The proposed visibility splay to the west and east from the proposed site access road will pass through existing hedging that separates the carriageway from the 'twitten'. Inadequate visibility towards an approaching vehicle could result in an exiting vehicle pulling out into the vehicle's path and collision occurring.

**RECOMMENDATION** It is recommended that the length of hedge that is required to be removed should be determined and shown on the drawings, including an allowance for future growth in order to minimise the need for frequent maintenance.

## **2.4 WALKING, CYCLING AND HORSE RIDING**

### **2.4.1 PROBLEM**

**Location: D** (drawing 11041-SK191114.1) – Hanlye Road

**Summary: Ensuring safe crossing of side road**

There is a footway that runs along the south side of Hanlye Road. Pedestrians will need to cross the proposed side road without risk of trip or fall at full upstand kerbing.

**RECOMMENDATION** It is recommended that a dropped kerb crossing point should be introduced across the site access road, aligning with the footway/twitten.

## **2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**

2.5.1 No problems identified in this category at this Stage 1 Audit.

### 3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the principles of GG119.

#### AUDIT TEAM LEADER:

Name: MARTIN G BROWNSEY BSc DipEM MCIHT CoC

Position: Director

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:

Date:

#### AUDIT TEAM MEMBER:

Name: LISA ALLEN BEng MSc MCIHT MSoRSA CoC

Position: Traffic Safety Consultant

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:

Date:

***MB Projects Ltd***  
***Highways Consultancy***

Email: [info@mbprojects.co.uk](mailto:info@mbprojects.co.uk)

Tel: 01883 712680

## APPENDIX A

### LIST OF DRAWINGS AND DOCUMENTS EXAMINED IN THIS AUDIT

| Drawing No.                | Scale | Description                        |
|----------------------------|-------|------------------------------------|
| <u>Connect Consultants</u> |       |                                    |
| 11041-SK191114.1           | 1:500 | Proposed Site Access               |
| <u>Sigma Homes</u>         |       |                                    |
| 7181-CU/SK02 B             | 1:500 | Feasibility Site Plan 55 Dwellings |

#### Documents:

None

## Appendix H

## GENERAL NOTES

- ## VEHICLE PROFILE



# PRELIMINARY

|     |                |          |     |       |
|-----|----------------|----------|-----|-------|
| P04 | UPDATED LAYOUT | 07.06.24 | CID | TAF   |
| P03 | UPDATED LAYOUT | 06.02.24 | SKB | TAF   |
| P02 | UPDATED LAYOUT | 05.10.23 | TNP | CID   |
| P01 | FIRST ISSUE    | 12.09.23 | TAF | JAM   |
| Rev | Description    | Date     | By  | App'd |

|                    |                |
|--------------------|----------------|
| PBA Project Number | Scale          |
| 020.0885           | 1:1000 (AT A3) |

|                 |          |
|-----------------|----------|
| PBA Drawing No: | Revision |
| 020.0885-0004   | P04      |

MS2011/v8/210723/.IM



BIN COLLECTION POINT TO BE PROVIDED FOR PLOT 44 AND 45 TO ENSURE THE REFUSE VEHICLE CAN GET WITHIN 25M

Project Name

LAND SOUTH OF HANLYE LANE,  
CUCKFIELD

Project Phase  
**PRELIMINARY**

# INTERNAL SWEPT PATH ANALYSIS FOR REFUSE VEHICLE



**Paul Basham Associates Ltd**  
The Bothy, Cams Hall Estate, Fareham, PO16 8UT  
01329 711 000  
info@paulbashamassociates.com www.paulbashamassociates.com

Client

**Sigma Homes**  
LOCATION + QUALITY + DESIGN



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**VEHICLE PROFILE**

**DB32 Fire Appliance**  
Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 7.910m

**PRELIMINARY**

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

|                    |                |             |                  |       |
|--------------------|----------------|-------------|------------------|-------|
| P04                | UPDATED LAYOUT | 07.06.24    | CID              | TAF   |
| P03                | UPDATED LAYOUT | 06.02.24    | SKB              | TAF   |
| P02                | UPDATED LAYOUT | 05.10.23    | TNP              | CID   |
| P01                | FIRST ISSUE    | 11.09.23    | TAF              | JAM   |
| Rev                | Description    | Date        | By               | App'd |
| Date Created       | Drawn By       | Approved By | Suitability Code |       |
| 11.09.23           | TAF            | JAM         | -                |       |
| PBA Project Number |                | Scale       | (AT A3)          |       |
| 020.0885           |                | 1:1000      |                  |       |
| PBA Drawing No:    |                |             | Revision         |       |
| 020.0885-0005      |                |             | P04              |       |

**Project Name**

LAND SOUTH OF HANLYE LANE, CUCKFIELD

**Project Phase**

PRELIMINARY

**Title**

INTERNAL SWEEP PATH ANALYSIS FOR FIRE TENDER VEHICLE

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**Client**

LOCATION + QUALITY + DESIGN

QMS2011/v8/210723/JM

## Appendix I

Calculation Reference: AUDIT-247601-230824-0841

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                         |        |
|----|-------------------------|--------|
| 02 | SOUTH EAST              |        |
|    | CT CENTRAL BEDFORDSHIRE | 1 days |
|    | ES EAST SUSSEX          | 3 days |
|    | EX ESSEX                | 1 days |
|    | HC HAMPSHIRE            | 8 days |
|    | HF HERTFORDSHIRE        | 1 days |
|    | KC KENT                 | 2 days |
|    | MW MEDWAY               | 1 days |
|    | SC SURREY               | 1 days |
|    | WB WEST BERKSHIRE       | 1 days |
|    | WS WEST SUSSEX          | 3 days |
| 03 | SOUTH WEST              |        |
|    | DC DORSET               | 2 days |
|    | DV DEVON                | 2 days |
|    | SD SWINDON              | 1 days |
|    | SM SOMERSET             | 1 days |
|    | TB TORBAY               | 1 days |

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 19 to 195 (units: )  
 Range Selected by User: 8 to 200 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 5 days |
| Tuesday   | 3 days |
| Wednesday | 9 days |
| Thursday  | 6 days |
| Friday    | 6 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 29 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |    |
|------------------------------------|----|
| Edge of Town Centre                | 1  |
| Suburban Area (PPS6 Out of Centre) | 6  |
| Edge of Town                       | 22 |

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

Selected Location Sub Categories:

|                  |    |
|------------------|----|
| Residential Zone | 28 |
| No Sub Category  | 1  |

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

Inclusion of Servicing Vehicles Counts:

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 12 days - Selected |
| Servicing vehicles Excluded | 27 days - Selected |

Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| C3 | 29 days |
|----|---------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 8 days |
| 10,001 to 15,000 | 8 days |
| 15,001 to 20,000 | 6 days |
| 20,001 to 25,000 | 5 days |
| 25,001 to 50,000 | 2 days |

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

Population within 5 miles:

|                    |         |
|--------------------|---------|
| 5,001 to 25,000    | 3 days  |
| 25,001 to 50,000   | 3 days  |
| 50,001 to 75,000   | 5 days  |
| 75,001 to 100,000  | 2 days  |
| 100,001 to 125,000 | 2 days  |
| 125,001 to 250,000 | 12 days |
| 250,001 to 500,000 | 2 days  |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 3 days  |
| 1.1 to 1.5 | 24 days |
| 1.6 to 2.0 | 2 days  |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 20 days |
| No  | 9 days  |

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 29 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                  |                          |          |                      |
|---|----------------------------------------------------------------------------------|--------------------------|----------|----------------------|
| 1 | CT-03-A-01<br>ARLESEY ROAD<br>STOTFOLD                                           | MIXED HOUSES             |          | CENTRAL BEDFORDSHIRE |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       |                          | 46       |                      |
|   | Survey date: WEDNESDAY                                                           |                          | 22/06/22 | Survey Type: MANUAL  |
| 2 | DC-03-A-09<br>A350<br>SHAFTESBURY                                                | MIXED HOUSES             |          | DORSET               |
|   | Edge of Town<br>No Sub Category<br>Total No of Dwellings:                        |                          | 50       |                      |
|   | Survey date: FRIDAY                                                              |                          | 19/11/21 | Survey Type: MANUAL  |
| 3 | DC-03-A-10<br>ADDISON CLOSE<br>GILLINGHAM                                        | MIXED HOUSES             |          | DORSET               |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       |                          | 26       |                      |
|   | Survey date: WEDNESDAY                                                           |                          | 09/11/22 | Survey Type: MANUAL  |
| 4 | DV-03-A-02<br>MILLHEAD ROAD<br>HONITON                                           | HOUSES & BUNGALOWS       |          | DEVON                |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                          | 116      |                      |
|   | Survey date: FRIDAY                                                              |                          | 25/09/15 | Survey Type: MANUAL  |
| 5 | DV-03-A-03<br>LOWER BRAND LANE<br>HONITON                                        | TERRACED & SEMI DETACHED |          | DEVON                |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: |                          | 70       |                      |
|   | Survey date: MONDAY                                                              |                          | 28/09/15 | Survey Type: MANUAL  |
| 6 | ES-03-A-05<br>RATTLE ROAD<br>NEAR EASTBOURNE<br>STONE CROSS                      | MIXED HOUSES & FLATS     |          | EAST SUSSEX          |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       |                          | 99       |                      |
|   | Survey date: WEDNESDAY                                                           |                          | 05/06/19 | Survey Type: MANUAL  |
| 7 | ES-03-A-07<br>NEW ROAD<br>HAILSHAM<br>HELLINGLY                                  | MIXED HOUSES & FLATS     |          | EAST SUSSEX          |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       |                          | 91       |                      |
|   | Survey date: THURSDAY                                                            |                          | 07/11/19 | Survey Type: MANUAL  |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                  |                          |                     |
|----|----------------------------------------------------------------------------------|--------------------------|---------------------|
| 8  | ES-03-A-08<br>WRESTWOOD ROAD<br>BEXHILL                                          | MIXED HOUSES & FLATS     | EAST SUSSEX         |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 110                      |                     |
|    | Survey date: WEDNESDAY                                                           | 12/10/22                 | Survey Type: MANUAL |
| 9  | EX-03-A-03<br>KESTREL GROVE<br>RAYLEIGH                                          | MIXED HOUSES             | ESSEX               |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 123                      |                     |
|    | Survey date: MONDAY                                                              | 27/09/21                 | Survey Type: MANUAL |
| 10 | HC-03-A-21<br>PRIESTLEY ROAD<br>BASINGSTOKE<br>HOUNDMILLS                        | TERRACED & SEMI-DETACHED | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 39                       |                     |
|    | Survey date: TUESDAY                                                             | 13/11/18                 | Survey Type: MANUAL |
| 11 | HC-03-A-22<br>BOW LAKE GARDENS<br>NEAR EASTLEIGH<br>BISHOPSTOKE                  | MIXED HOUSES             | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 40                       |                     |
|    | Survey date: WEDNESDAY                                                           | 31/10/18                 | Survey Type: MANUAL |
| 12 | HC-03-A-23<br>CANADA WAY<br>LIPHOOK                                              | HOUSES & FLATS           | HAMPSHIRE           |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | 62                       |                     |
|    | Survey date: TUESDAY                                                             | 19/11/19                 | Survey Type: MANUAL |
| 13 | HC-03-A-27<br>DAIRY ROAD<br>ANDOVER                                              | MIXED HOUSES             | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 73                       |                     |
|    | Survey date: TUESDAY                                                             | 16/11/21                 | Survey Type: MANUAL |
| 14 | HC-03-A-28<br>EAGLE AVENUE<br>WATERLOOVILLE<br>LOVEDEAN                          | MIXED HOUSES & FLATS     | HAMPSHIRE           |
|    | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                       | 125                      |                     |
|    | Survey date: MONDAY                                                              | 08/11/21                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                          |                     |
|----|------------------------------------|--------------------------|---------------------|
| 15 | HC-03-A-29                         | MIXED HOUSES & FLATS     | HAMPSHIRE           |
|    | CROW LANE                          |                          |                     |
|    | RINGWOOD                           |                          |                     |
|    | CROW                               |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 195                      |                     |
|    | Survey date: THURSDAY              | 30/06/22                 | Survey Type: MANUAL |
| 16 | HC-03-A-30                         | TERRACED HOUSES          | HAMPSHIRE           |
|    | MEUDON AVENUE                      |                          |                     |
|    | FARNBOROUGH                        |                          |                     |
|    | Edge of Town Centre                |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 31                       |                     |
|    | Survey date: FRIDAY                | 14/10/22                 | Survey Type: MANUAL |
| 17 | HC-03-A-31                         | MIXED HOUSES & FLATS     | HAMPSHIRE           |
|    | KILN ROAD                          |                          |                     |
|    | LIPHOOK                            |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 44                       |                     |
|    | Survey date: FRIDAY                | 07/10/22                 | Survey Type: MANUAL |
| 18 | HF-03-A-03                         | MIXED HOUSES             | HERTFORDSHIRE       |
|    | HARE STREET ROAD                   |                          |                     |
|    | BUNTINGFORD                        |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 160                      |                     |
|    | Survey date: MONDAY                | 08/07/19                 | Survey Type: MANUAL |
| 19 | KC-03-A-03                         | MIXED HOUSES & FLATS     | KENT                |
|    | HYTHE ROAD                         |                          |                     |
|    | ASHFORD                            |                          |                     |
|    | WILLESBOROUGH                      |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 51                       |                     |
|    | Survey date: THURSDAY              | 14/07/16                 | Survey Type: MANUAL |
| 20 | KC-03-A-04                         | SEMI-DETACHED & TERRACED | KENT                |
|    | KILN BARN ROAD                     |                          |                     |
|    | AYLESFORD                          |                          |                     |
|    | DITTON                             |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 110                      |                     |
|    | Survey date: FRIDAY                | 22/09/17                 | Survey Type: MANUAL |
| 21 | MW-03-A-02                         | MIXED HOUSES             | MEDWAY              |
|    | OTTERHAM QUAY LANE                 |                          |                     |
|    | RAINHAM                            |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 19                       |                     |
|    | Survey date: MONDAY                | 06/06/22                 | Survey Type: MANUAL |
| 22 | SC-03-A-07                         | MIXED HOUSES             | SURREY              |
|    | FOLLY HILL                         |                          |                     |
|    | FARNHAM                            |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total No of Dwellings:             | 41                       |                     |
|    | Survey date: WEDNESDAY             | 11/05/22                 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                      |                     |
|----|------------------------------------|----------------------|---------------------|
| 23 | SD-03-A-01                         | SEMI DETACHED        | SWINDON             |
|    | HEADLANDS GROVE                    |                      |                     |
|    | SWINDON                            |                      |                     |
|    | Suburban Area (PPS6 Out of Centre) |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 27                   |                     |
|    | Survey date: THURSDAY              | 22/09/16             | Survey Type: MANUAL |
| 24 | SM-03-A-01                         | DETACHED & SEMI      | SOMERSET            |
|    | WEMBDON ROAD                       |                      |                     |
|    | BRIDGWATER                         |                      |                     |
|    | NORTHFIELD                         |                      |                     |
|    | Edge of Town                       |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 33                   |                     |
|    | Survey date: THURSDAY              | 24/09/15             | Survey Type: MANUAL |
| 25 | TB-03-A-01                         | TERRACED HOUSES      | TORBAY              |
|    | BRONSHILL ROAD                     |                      |                     |
|    | TORQUAY                            |                      |                     |
|    | Suburban Area (PPS6 Out of Centre) |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 37                   |                     |
|    | Survey date: WEDNESDAY             | 30/09/15             | Survey Type: MANUAL |
| 26 | WB-03-A-03                         | MIXED HOUSES         | WEST BERKSHIRE      |
|    | DORKING WAY                        |                      |                     |
|    | READING                            |                      |                     |
|    | CALCOT                             |                      |                     |
|    | Edge of Town                       |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 108                  |                     |
|    | Survey date: FRIDAY                | 09/09/22             | Survey Type: MANUAL |
| 27 | WS-03-A-08                         | MIXED HOUSES         | WEST SUSSEX         |
|    | ROUNDSTONE LANE                    |                      |                     |
|    | ANGMERING                          |                      |                     |
|    | Edge of Town                       |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 180                  |                     |
|    | Survey date: THURSDAY              | 19/04/18             | Survey Type: MANUAL |
| 28 | WS-03-A-14                         | MIXED HOUSES         | WEST SUSSEX         |
|    | TODDINGTON LANE                    |                      |                     |
|    | LITTLEHAMPTON                      |                      |                     |
|    | WICK                               |                      |                     |
|    | Edge of Town                       |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 117                  |                     |
|    | Survey date: WEDNESDAY             | 20/10/21             | Survey Type: MANUAL |
| 29 | WS-03-A-17                         | MIXED HOUSES & FLATS | WEST SUSSEX         |
|    | SHOPWHYKE ROAD                     |                      |                     |
|    | CHICHESTER                         |                      |                     |
|    | Edge of Town                       |                      |                     |
|    | Residential Zone                   |                      |                     |
|    | Total No of Dwellings:             | 86                   |                     |
|    | Survey date: WEDNESDAY             | 01/03/23             | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| HF-03-A-04 | COVID                  |
| KC-03-A-09 | COVID                  |
| WS-03-A-12 | COVID                  |
| WS-03-A-13 | COVID                  |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.76

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 29       | 80          | 0.075     | 29         | 80          | 0.296     | 29       | 80          | 0.371     |
| 08:00 - 09:00 | 29       | 80          | 0.140     | 29         | 80          | 0.380     | 29       | 80          | 0.520     |
| 09:00 - 10:00 | 29       | 80          | 0.165     | 29         | 80          | 0.184     | 29       | 80          | 0.349     |
| 10:00 - 11:00 | 29       | 80          | 0.138     | 29         | 80          | 0.178     | 29       | 80          | 0.316     |
| 11:00 - 12:00 | 29       | 80          | 0.137     | 29         | 80          | 0.145     | 29       | 80          | 0.282     |
| 12:00 - 13:00 | 29       | 80          | 0.155     | 29         | 80          | 0.163     | 29       | 80          | 0.318     |
| 13:00 - 14:00 | 29       | 80          | 0.178     | 29         | 80          | 0.174     | 29       | 80          | 0.352     |
| 14:00 - 15:00 | 29       | 80          | 0.162     | 29         | 80          | 0.195     | 29       | 80          | 0.357     |
| 15:00 - 16:00 | 29       | 80          | 0.274     | 29         | 80          | 0.168     | 29       | 80          | 0.442     |
| 16:00 - 17:00 | 29       | 80          | 0.264     | 29         | 80          | 0.155     | 29       | 80          | 0.419     |
| 17:00 - 18:00 | 29       | 80          | 0.339     | 29         | 80          | 0.155     | 29       | 80          | 0.494     |
| 18:00 - 19:00 | 29       | 80          | 0.276     | 29         | 80          | 0.140     | 29       | 80          | 0.416     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.303     |            |             | 2.333     |          |             | 4.636     |

*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:  
 Survey date date range:  
 Number of weekdays (Monday-Friday):  
 Number of Saturdays:  
 Number of Sundays:  
 Surveys automatically removed from selection:  
 Surveys manually removed from selection:

19 - 195 (units: )  
 01/01/15 - 01/03/23  
 29  
 0  
 0  
 6  
 4

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

## Appendix J

# WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the week before the census  
units Persons  
date 2011

| place of work : 2011 census<br>merged local authority district | E02006614 :<br>Mid Sussex 011 |       |  |           |
|----------------------------------------------------------------|-------------------------------|-------|--|-----------|
| E02006612 : Mid Sussex 009                                     | 637                           | 16.8% |  | East      |
| Crawley                                                        | 407                           | 10.7% |  | West      |
| Westminster, City of London                                    | 374                           | 9.9%  |  | West      |
| E02006614 : Mid Sussex 011                                     | 370                           | 9.8%  |  | West      |
| Brighton and Hove                                              | 218                           | 5.8%  |  | West      |
| Lewes                                                          | 145                           | 3.8%  |  | West/East |
| E02006617 : Mid Sussex 014                                     | 137                           | 3.6%  |  | West/East |
| E02006611 : Mid Sussex 008                                     | 120                           | 3.2%  |  | West      |
| Horsham                                                        | 116                           | 3.1%  |  | West      |
| E02006609 : Mid Sussex 006                                     | 106                           | 2.8%  |  | West/East |
| E02006613 : Mid Sussex 010                                     | 91                            | 2.4%  |  | West      |
| Reigate and Banstead                                           | 74                            | 2.0%  |  | West      |
| E02006610 : Mid Sussex 007                                     | 74                            | 2.0%  |  | West/East |
| Wealden                                                        | 71                            | 1.9%  |  | West      |
| E02006619 : Mid Sussex 016                                     | 69                            | 1.8%  |  | West      |
| Camden                                                         | 60                            | 1.6%  |  | West      |
| E02006618 : Mid Sussex 015                                     | 60                            | 1.6%  |  | West      |
| Tower Hamlets                                                  | 53                            | 1.4%  |  | West      |
| E02006604 : Mid Sussex 001                                     | 51                            | 1.3%  |  | East      |
| Merton                                                         | 41                            | 1.1%  |  | West      |
| Islington                                                      | 35                            | 0.9%  |  | West      |
| Tandridge                                                      | 35                            | 0.9%  |  | West      |
| Southwark                                                      | 33                            | 0.9%  |  | West      |
| E02006615 : Mid Sussex 012                                     | 32                            | 0.8%  |  | East      |
| Croydon                                                        | 27                            | 0.7%  |  | West      |
| Lambeth                                                        | 24                            | 0.6%  |  | West      |
| Adur                                                           | 24                            | 0.6%  |  | West      |
| Worthing                                                       | 23                            | 0.6%  |  | West      |
| Hillingdon                                                     | 21                            | 0.6%  |  | West      |
| Mole Valley                                                    | 20                            | 0.5%  |  | West      |
| E02006620 : Mid Sussex 017                                     | 20                            | 0.5%  |  | West      |
| E02006605 : Mid Sussex 002                                     | 17                            | 0.4%  |  | West      |
| E02006607 : Mid Sussex 004                                     | 15                            | 0.4%  |  | West/East |
| Kensington and Chelsea                                         | 14                            | 0.4%  |  | West      |
| Hounslow                                                       | 13                            | 0.3%  |  | West      |
| Sutton                                                         | 13                            | 0.3%  |  | West      |
| Guildford                                                      | 13                            | 0.3%  |  | West      |
| Hammersmith and Fulham                                         | 12                            | 0.3%  |  | West      |
| E02006606 : Mid Sussex 003                                     | 11                            | 0.3%  |  | West      |
| E02006616 : Mid Sussex 013                                     | 11                            | 0.3%  |  | East      |
| Tunbridge Wells                                                | 10                            | 0.3%  |  | East      |
| Wandsworth                                                     | 9                             | 0.2%  |  | West      |
| Hackney                                                        | 8                             | 0.2%  |  | West      |
| Tonbridge and Malling                                          | 8                             | 0.2%  |  | West      |
| Chichester                                                     | 8                             | 0.2%  |  | West      |
| Bromley                                                        | 7                             | 0.2%  |  | West      |
| Epsom and Ewell                                                | 7                             | 0.2%  |  | West      |
| Runnymede                                                      | 7                             | 0.2%  |  | West      |
| Arun                                                           | 7                             | 0.2%  |  | West      |
| Eastbourne                                                     | 6                             | 0.2%  |  | West/East |
| Sevenoaks                                                      | 6                             | 0.2%  |  | West      |
| Elmbridge                                                      | 6                             | 0.2%  |  | West      |
| Luton                                                          | 5                             | 0.1%  |  | West      |
| Kingston upon Thames                                           | 5                             | 0.1%  |  | West      |
| E02006608 : Mid Sussex 005                                     | 4                             | 0.1%  |  | West      |

West  
East

74%  
26%

1.91%  
1.81%

1.40%

0.98%

0.20%

0.08%

## Appendix K

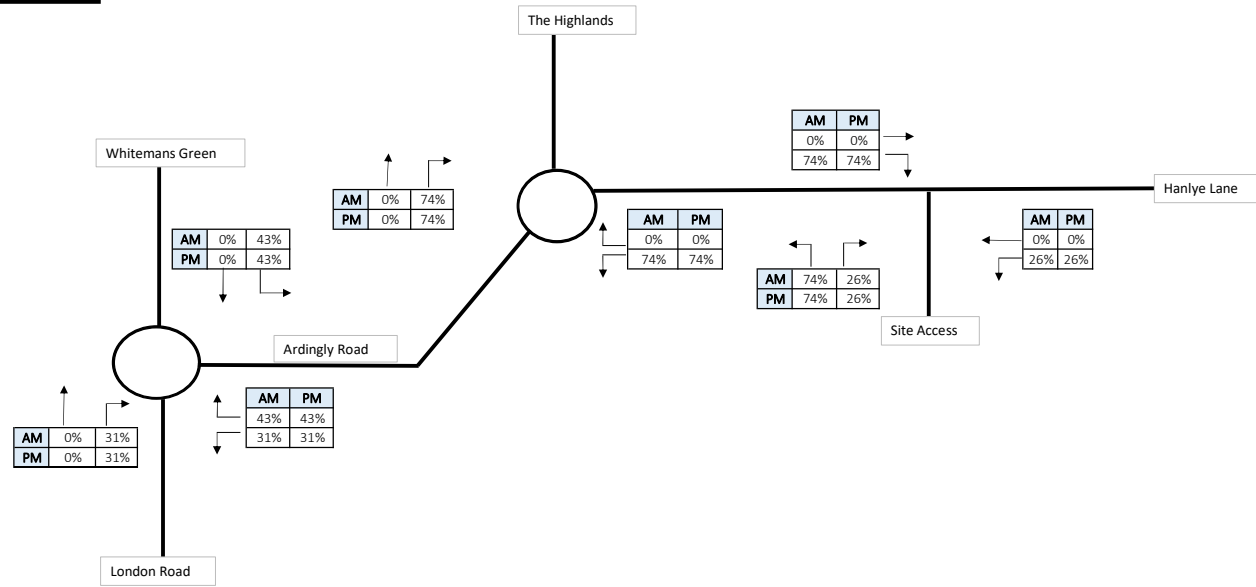


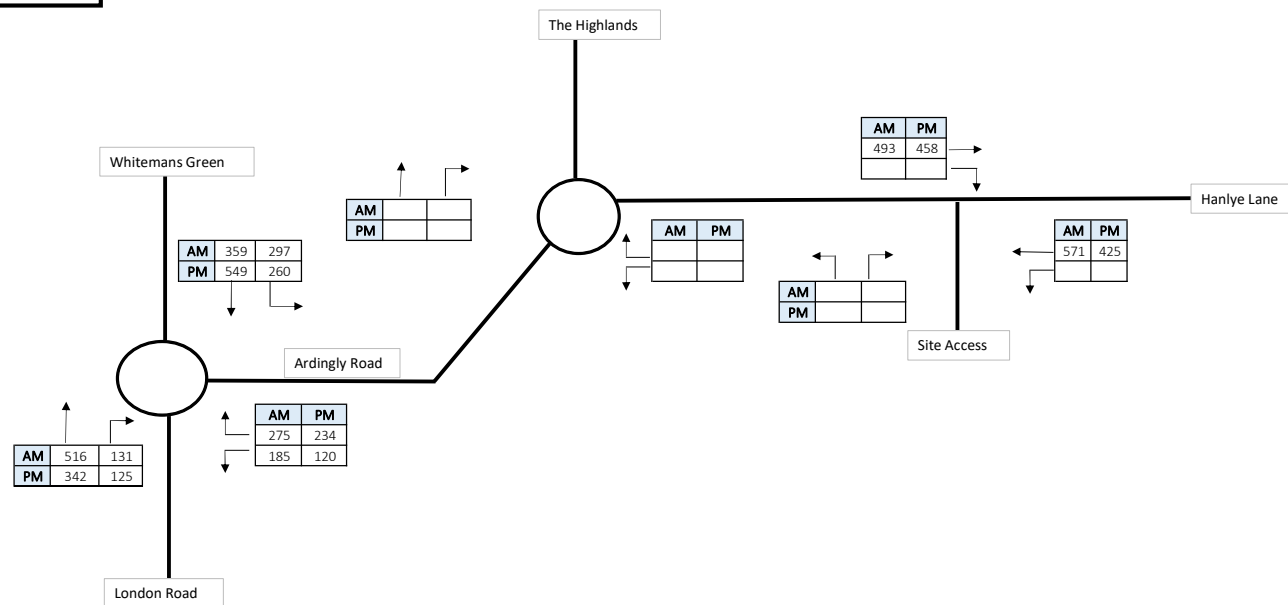
**Project Name:** Land at Haniye Lane, Cuckfield  
**Project Number:** 020.0885  
**Drawn By:** TNP  
**Approved By:** CD

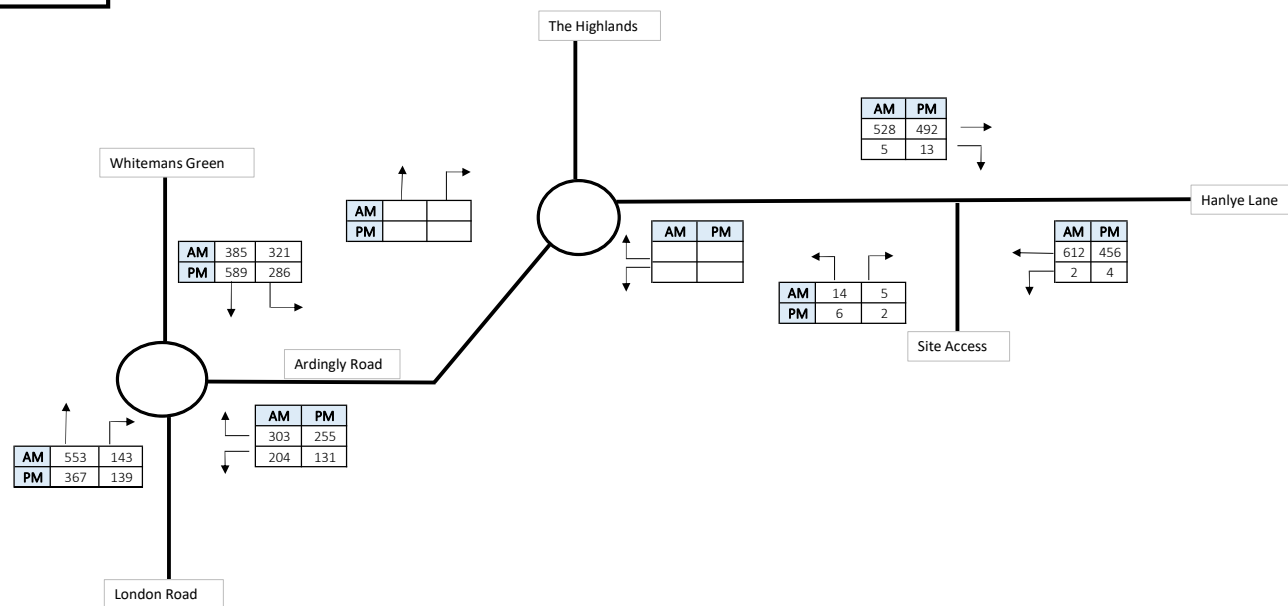
**Scenario:** Percentage Distribution

| AM |   |   |   |   |
|----|---|---|---|---|
| PM |   |   |   |   |
|    | ↑ | ← | ↓ | → |

| AM | PM |
|----|----|
|    |    |
|    | ↑  |
|    | →  |
|    | ↓  |









**Project Name:** Land at Hanlye Lane, Cuckfield

**Project Number:** 020.0885

**Drawn By:** TNP

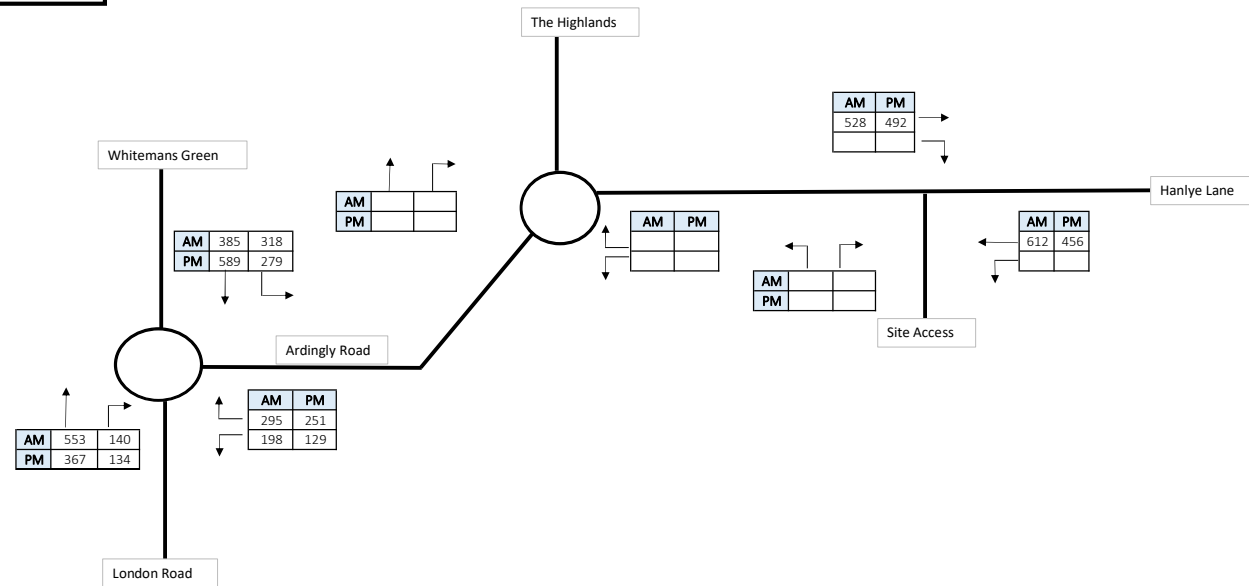
**Approved By:** CD

**Scenario:** Baseline 2030

Growth Factor

AM 1.0718

PM 1.0734





**Project Name:** Land at Hanlye Lane, Cuckfield

**Project Number:** 020.0885

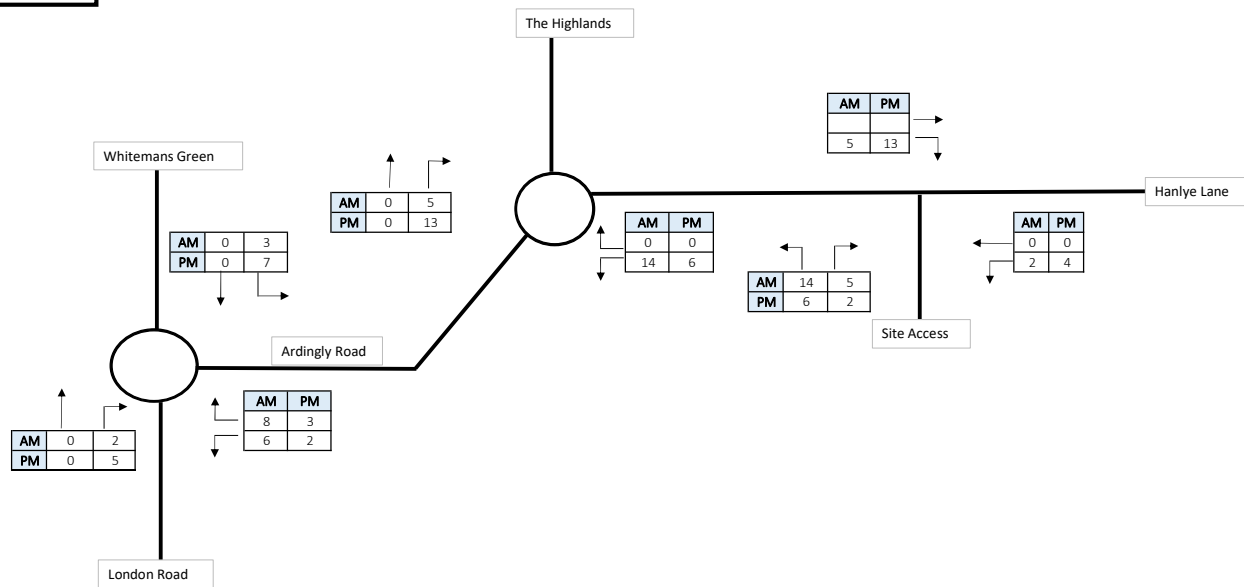
**Drawn By:** TNP

**Approved By:** CD

**Scenario:** Trip Generation

units 50

|    | Arr   | Dep   |    | Arr   | Dep   |
|----|-------|-------|----|-------|-------|
| AM | 0.140 | 0.380 | PM | 0.339 | 0.155 |
|    | 7     | 19    |    | 17    | 8     |



## Appendix L

Cuckfield, Tuesday 26th September 2023

From:

1) 07:45

To:

1) 08:45

Class:

All Vehicles

Show Peak Hour:

☒

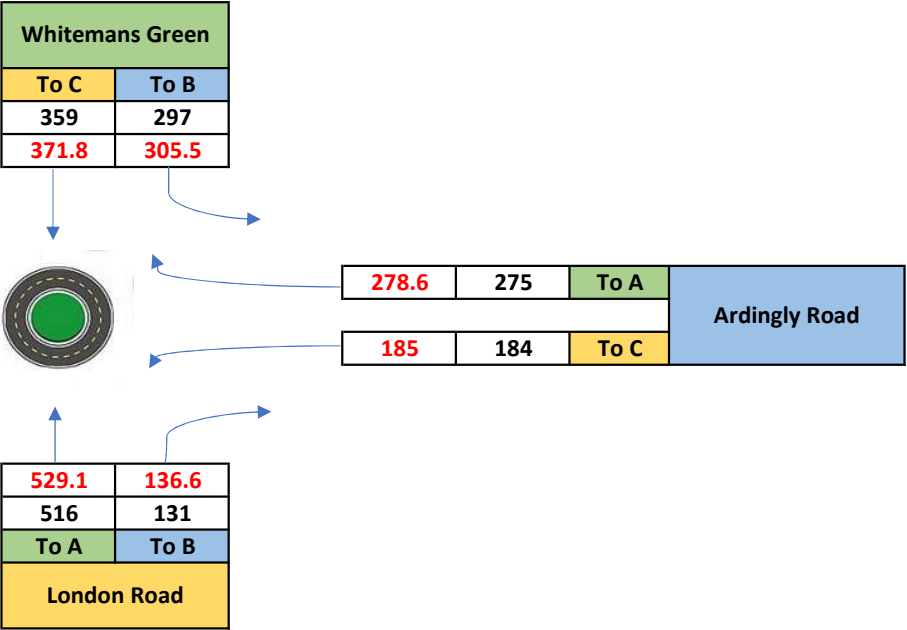
Show PCUs:

☒

Show Session 2



PCUs in red



## Cuckfield, Tuesday 26th September 2023

Junction: 1  
Approach: Ardingly Road



| TIME                | Left to London Road |          |          |            |              | Right to Whitemans Green |          |          |            |              |
|---------------------|---------------------|----------|----------|------------|--------------|--------------------------|----------|----------|------------|--------------|
|                     | LIGHT               | HEAVY    | BUS      | TOTAL      | PCUs         | LIGHT                    | HEAVY    | BUS      | TOTAL      | PCUs         |
| 07:00 - 07:15       | 15                  | 0        | 0        | 15         | 15.0         | 37                       | 1        | 0        | 38         | 39.3         |
| 07:15 - 07:30       | 17                  | 0        | 0        | 17         | 17.0         | 55                       | 1        | 0        | 56         | 57.3         |
| 07:30 - 07:45       | 20                  | 0        | 1        | 21         | 22.0         | 63                       | 1        | 0        | 64         | 65.3         |
| 07:45 - 08:00       | 23                  | 0        | 0        | 23         | 23.0         | 60                       | 0        | 0        | 60         | 60.0         |
| <b>Hourly Total</b> | <b>75</b>           | <b>0</b> | <b>1</b> | <b>76</b>  | <b>77.0</b>  | <b>215</b>               | <b>3</b> | <b>0</b> | <b>218</b> | <b>221.9</b> |
| 08:00 - 08:15       | 37                  | 0        | 0        | 37         | 37.0         | 71                       | 1        | 0        | 72         | 73.3         |
| 08:15 - 08:30       | 61                  | 0        | 0        | 61         | 61.0         | 67                       | 0        | 0        | 67         | 67.0         |
| 08:30 - 08:45       | 62                  | 0        | 1        | 63         | 64.0         | 74                       | 1        | 1        | 76         | 78.3         |
| 08:45 - 09:00       | 46                  | 0        | 1        | 47         | 48.0         | 69                       | 0        | 0        | 69         | 69.0         |
| <b>Hourly Total</b> | <b>206</b>          | <b>0</b> | <b>2</b> | <b>208</b> | <b>210.0</b> | <b>281</b>               | <b>2</b> | <b>1</b> | <b>284</b> | <b>287.6</b> |
| 09:00 - 09:15       | 33                  | 0        | 0        | 33         | 33.0         | 50                       | 0        | 0        | 50         | 50.0         |
| 09:15 - 09:30       | 20                  | 0        | 0        | 20         | 20.0         | 40                       | 1        | 1        | 42         | 44.3         |
| 09:30 - 09:45       | 22                  | 0        | 0        | 22         | 22.0         | 37                       | 1        | 0        | 38         | 39.3         |
| 09:45 - 10:00       | 17                  | 0        | 0        | 17         | 17.0         | 36                       | 0        | 0        | 36         | 36.0         |
| <b>Hourly Total</b> | <b>92</b>           | <b>0</b> | <b>0</b> | <b>92</b>  | <b>92.0</b>  | <b>163</b>               | <b>2</b> | <b>1</b> | <b>166</b> | <b>169.6</b> |

| PCU Factors: |     |
|--------------|-----|
| LIGHT        | 1.0 |
| HEAVY        | 2.3 |
| BUS          | 2.0 |

|              |            |          |          |            |              |            |          |          |            |              |
|--------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|
| <b>TOTAL</b> | <b>373</b> | <b>0</b> | <b>3</b> | <b>376</b> | <b>379.0</b> | <b>659</b> | <b>7</b> | <b>2</b> | <b>668</b> | <b>679.1</b> |
|--------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|

|                     |            |          |          |            |              |            |          |          |            |              |
|---------------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|
| 16:00 - 16:15       | 33         | 0        | 0        | 33         | 33.0         | 47         | 1        | 0        | 48         | 49.3         |
| 16:15 - 16:30       | 35         | 0        | 0        | 35         | 35.0         | 44         | 0        | 1        | 45         | 46.0         |
| 16:30 - 16:45       | 31         | 0        | 0        | 31         | 31.0         | 49         | 0        | 0        | 49         | 49.0         |
| 16:45 - 17:00       | 32         | 0        | 0        | 32         | 32.0         | 57         | 0        | 0        | 57         | 57.0         |
| <b>Hourly Total</b> | <b>131</b> | <b>0</b> | <b>0</b> | <b>131</b> | <b>131.0</b> | <b>197</b> | <b>1</b> | <b>1</b> | <b>199</b> | <b>201.3</b> |
| 17:00 - 17:15       | 29         | 0        | 0        | 29         | 29.0         | 62         | 1        | 0        | 63         | 64.3         |
| 17:15 - 17:30       | 30         | 0        | 1        | 31         | 32.0         | 55         | 1        | 1        | 57         | 59.3         |
| 17:30 - 17:45       | 27         | 0        | 0        | 27         | 27.0         | 55         | 0        | 0        | 55         | 55.0         |
| 17:45 - 18:00       | 33         | 0        | 0        | 33         | 33.0         | 59         | 0        | 0        | 59         | 59.0         |
| <b>Hourly Total</b> | <b>119</b> | <b>0</b> | <b>1</b> | <b>120</b> | <b>121.0</b> | <b>231</b> | <b>2</b> | <b>1</b> | <b>234</b> | <b>237.6</b> |
| 18:00 - 18:15       | 29         | 0        | 0        | 29         | 29.0         | 50         | 0        | 0        | 50         | 50.0         |
| 18:15 - 18:30       | 26         | 0        | 0        | 26         | 26.0         | 53         | 0        | 0        | 53         | 53.0         |
| 18:30 - 18:45       | 19         | 0        | 0        | 19         | 19.0         | 38         | 0        | 0        | 38         | 38.0         |
| 18:45 - 19:00       | 22         | 0        | 0        | 22         | 22.0         | 30         | 0        | 0        | 30         | 30.0         |
| <b>Hourly Total</b> | <b>96</b>  | <b>0</b> | <b>0</b> | <b>96</b>  | <b>96.0</b>  | <b>171</b> | <b>0</b> | <b>0</b> | <b>171</b> | <b>171.0</b> |

|              |            |          |          |            |              |            |          |          |            |              |
|--------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|
| <b>TOTAL</b> | <b>346</b> | <b>0</b> | <b>1</b> | <b>347</b> | <b>348.0</b> | <b>599</b> | <b>3</b> | <b>2</b> | <b>604</b> | <b>609.9</b> |
|--------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|

## Cuckfield, Tuesday 26th September 2023

Junction: 1  
Approach: London Road



| TIME                | Ahead to Whitemans Green |          |          |            |              | Right to Ardingly Road |          |          |            |              |
|---------------------|--------------------------|----------|----------|------------|--------------|------------------------|----------|----------|------------|--------------|
|                     | LIGHT                    | HEAVY    | BUS      | TOTAL      | PCUs         | LIGHT                  | HEAVY    | BUS      | TOTAL      | PCUs         |
| 07:00 - 07:15       | 97                       | 0        | 0        | 97         | 97.0         | 13                     | 0        | 0        | 13         | 13.0         |
| 07:15 - 07:30       | 109                      | 3        | 1        | 113        | 117.9        | 17                     | 1        | 0        | 18         | 19.3         |
| 07:30 - 07:45       | 139                      | 2        | 1        | 142        | 145.6        | 21                     | 0        | 0        | 21         | 21.0         |
| 07:45 - 08:00       | 152                      | 3        | 1        | 156        | 160.9        | 29                     | 1        | 1        | 31         | 33.3         |
| <b>Hourly Total</b> | <b>497</b>               | <b>8</b> | <b>3</b> | <b>508</b> | <b>521.4</b> | <b>80</b>              | <b>2</b> | <b>1</b> | <b>83</b>  | <b>86.6</b>  |
| 08:00 - 08:15       | 128                      | 1        | 0        | 129        | 130.3        | 27                     | 0        | 0        | 27         | 27.0         |
| 08:15 - 08:30       | 117                      | 0        | 2        | 119        | 121.0        | 36                     | 0        | 1        | 37         | 38.0         |
| 08:30 - 08:45       | 108                      | 3        | 1        | 112        | 116.9        | 34                     | 1        | 1        | 36         | 38.3         |
| 08:45 - 09:00       | 107                      | 1        | 1        | 109        | 111.3        | 40                     | 0        | 0        | 40         | 40.0         |
| <b>Hourly Total</b> | <b>460</b>               | <b>5</b> | <b>4</b> | <b>469</b> | <b>479.5</b> | <b>137</b>             | <b>1</b> | <b>2</b> | <b>140</b> | <b>143.3</b> |
| 09:00 - 09:15       | 94                       | 2        | 0        | 96         | 98.6         | 31                     | 0        | 0        | 31         | 31.0         |
| 09:15 - 09:30       | 78                       | 2        | 1        | 81         | 84.6         | 31                     | 0        | 1        | 32         | 33.0         |
| 09:30 - 09:45       | 71                       | 2        | 0        | 73         | 75.6         | 26                     | 1        | 0        | 27         | 28.3         |
| 09:45 - 10:00       | 67                       | 1        | 1        | 69         | 71.3         | 18                     | 0        | 0        | 18         | 18.0         |
| <b>Hourly Total</b> | <b>310</b>               | <b>7</b> | <b>2</b> | <b>319</b> | <b>330.1</b> | <b>106</b>             | <b>1</b> | <b>1</b> | <b>108</b> | <b>110.3</b> |

| PCU Factors: |     |
|--------------|-----|
| LIGHT        | 1.0 |
| HEAVY        | 2.3 |
| BUS          | 2.0 |

|              |             |           |          |             |               |            |          |          |            |              |
|--------------|-------------|-----------|----------|-------------|---------------|------------|----------|----------|------------|--------------|
| <b>TOTAL</b> | <b>1267</b> | <b>20</b> | <b>9</b> | <b>1296</b> | <b>1331.0</b> | <b>323</b> | <b>4</b> | <b>4</b> | <b>331</b> | <b>340.2</b> |
|--------------|-------------|-----------|----------|-------------|---------------|------------|----------|----------|------------|--------------|

|                     |            |          |          |            |              |            |          |          |            |              |
|---------------------|------------|----------|----------|------------|--------------|------------|----------|----------|------------|--------------|
| 16:00 - 16:15       | 90         | 1        | 1        | 92         | 94.3         | 17         | 0        | 0        | 17         | 17.0         |
| 16:15 - 16:30       | 106        | 0        | 0        | 106        | 106.0        | 22         | 1        | 0        | 23         | 24.3         |
| 16:30 - 16:45       | 102        | 1        | 0        | 103        | 104.3        | 29         | 0        | 1        | 30         | 31.0         |
| 16:45 - 17:00       | 93         | 1        | 1        | 95         | 97.3         | 24         | 0        | 0        | 24         | 24.0         |
| <b>Hourly Total</b> | <b>391</b> | <b>3</b> | <b>2</b> | <b>396</b> | <b>401.9</b> | <b>92</b>  | <b>1</b> | <b>1</b> | <b>94</b>  | <b>96.3</b>  |
| 17:00 - 17:15       | 87         | 0        | 0        | 87         | 87.0         | 31         | 0        | 0        | 31         | 31.0         |
| 17:15 - 17:30       | 91         | 0        | 1        | 92         | 93.0         | 28         | 0        | 0        | 28         | 28.0         |
| 17:30 - 17:45       | 87         | 1        | 0        | 88         | 89.3         | 36         | 0        | 1        | 37         | 38.0         |
| 17:45 - 18:00       | 74         | 0        | 1        | 75         | 76.0         | 29         | 0        | 0        | 29         | 29.0         |
| <b>Hourly Total</b> | <b>339</b> | <b>1</b> | <b>2</b> | <b>342</b> | <b>345.3</b> | <b>124</b> | <b>0</b> | <b>1</b> | <b>125</b> | <b>126.0</b> |
| 18:00 - 18:15       | 62         | 0        | 0        | 62         | 62.0         | 27         | 0        | 0        | 27         | 27.0         |
| 18:15 - 18:30       | 67         | 1        | 1        | 69         | 71.3         | 22         | 0        | 0        | 22         | 22.0         |
| 18:30 - 18:45       | 63         | 0        | 1        | 64         | 65.0         | 20         | 0        | 0        | 20         | 20.0         |
| 18:45 - 19:00       | 55         | 0        | 0        | 55         | 55.0         | 16         | 0        | 0        | 16         | 16.0         |
| <b>Hourly Total</b> | <b>247</b> | <b>1</b> | <b>2</b> | <b>250</b> | <b>253.3</b> | <b>85</b>  | <b>0</b> | <b>0</b> | <b>85</b>  | <b>85.0</b>  |

|              |            |          |          |            |               |            |          |          |            |              |
|--------------|------------|----------|----------|------------|---------------|------------|----------|----------|------------|--------------|
| <b>TOTAL</b> | <b>977</b> | <b>5</b> | <b>6</b> | <b>988</b> | <b>1000.5</b> | <b>301</b> | <b>1</b> | <b>2</b> | <b>304</b> | <b>307.3</b> |
|--------------|------------|----------|----------|------------|---------------|------------|----------|----------|------------|--------------|

Cuckfield, Tuesday 26th September 2023

From:

2) 17:00

To:

2) 18:00

Class:

All Vehicles

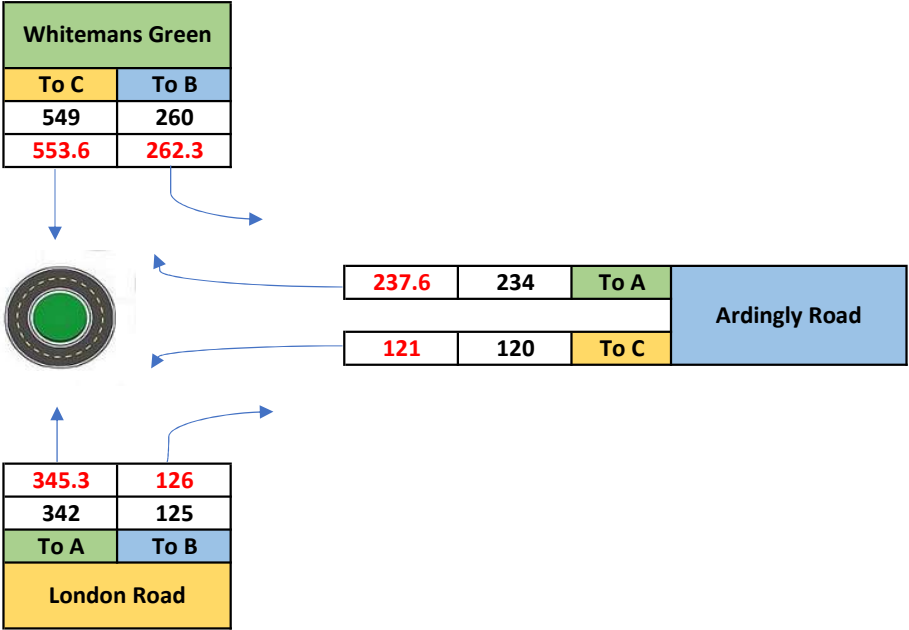
Show Peak Hour: ☒

Show PCUs: ☒

Show Session 1



PCUs in red



## Cuckfield, Tuesday 26th September 2023



Queues are stationary vehicles each 5 minutes

| TIME  | Whitemans Green | Ardingly Road | London Road |
|-------|-----------------|---------------|-------------|
| 07:00 | 0               | 2             | 0           |
| 07:05 | 2               | 3             | 1           |
| 07:10 | 2               | 2             | 0           |
| 07:15 | 2               | 2             | 2           |
| 07:20 | 2               | 2             | 2           |
| 07:25 | 3               | 2             | 0           |
| 07:30 | 2               | 3             | 1           |
| 07:35 | 5               | 2             | 1           |
| 07:40 | 6               | 5             | 0           |
| 07:45 | 3               | 3             | 3           |
| 07:50 | 4               | 4             | 0           |
| 07:55 | 3               | 4             | 1           |
| 08:00 | 5               | 3             | 2           |
| 08:05 | 5               | 6             | 0           |
| 08:10 | 3               | 4             | 2           |
| 08:15 | 3               | 4             | 3           |
| 08:20 | 7               | 4             | 2           |
| 08:25 | 2               | 3             | 2           |
| 08:30 | 5               | 5             | 2           |
| 08:35 | 5               | 6             | 0           |
| 08:40 | 3               | 5             | 2           |
| 08:45 | 4               | 5             | 0           |
| 08:50 | 4               | 5             | 2           |
| 08:55 | 3               | 5             | 2           |
| 09:00 | 2               | 3             | 0           |
| 09:05 | 3               | 2             | 0           |
| 09:10 | 2               | 3             | 0           |
| 09:15 | 2               | 4             | 0           |
| 09:20 | 2               | 4             | 0           |
| 09:25 | 1               | 4             | 2           |
| 09:30 | 2               | 2             | 2           |
| 09:35 | 1               | 0             | 0           |
| 09:40 | 1               | 2             | 3           |
| 09:45 | 1               | 2             | 2           |
| 09:50 | 2               | 2             | 0           |
| 09:55 | 1               | 2             | 2           |
| 10:00 | 2               | 2             | 0           |

|       |   |   |   |
|-------|---|---|---|
| 16:00 | 2 | 3 | 1 |
| 16:05 | 0 | 3 | 0 |
| 16:10 | 2 | 3 | 2 |
| 16:15 | 3 | 2 | 1 |
| 16:20 | 2 | 3 | 1 |
| 16:25 | 5 | 5 | 0 |
| 16:30 | 6 | 2 | 3 |
| 16:35 | 3 | 3 | 2 |
| 16:40 | 3 | 3 | 3 |
| 16:45 | 4 | 4 | 2 |
| 16:50 | 4 | 4 | 3 |
| 16:55 | 5 | 3 | 2 |
| 17:00 | 3 | 6 | 0 |
| 17:05 | 3 | 3 | 2 |
| 17:10 | 7 | 3 | 2 |
| 17:15 | 3 | 4 | 0 |
| 17:20 | 5 | 6 | 3 |
| 17:25 | 4 | 6 | 0 |
| 17:30 | 3 | 3 | 2 |
| 17:35 | 2 | 4 | 0 |
| 17:40 | 3 | 3 | 2 |
| 17:45 | 2 | 5 | 2 |
| 17:50 | 0 | 3 | 2 |
| 17:55 | 2 | 3 | 0 |
| 18:00 | 2 | 2 | 0 |
| 18:05 | 3 | 3 | 0 |
| 18:10 | 1 | 4 | 0 |
| 18:15 | 2 | 4 | 2 |
| 18:20 | 2 | 3 | 0 |
| 18:25 | 0 | 2 | 0 |
| 18:30 | 2 | 3 | 2 |
| 18:35 | 2 | 3 | 2 |
| 18:40 | 3 | 3 | 0 |
| 18:45 | 2 | 2 | 3 |
| 18:50 | 0 | 0 | 0 |
| 18:55 | 2 | 2 | 0 |
| 19:00 | 2 | 3 | 0 |

## Cuckfield, Tuesday 26th September 2023

Junction: 1  
Approach: Whitmans Green



| TIME          | Left to Ardingly Road |       |     |       |       | Ahead to London Road |       |     |       |       |
|---------------|-----------------------|-------|-----|-------|-------|----------------------|-------|-----|-------|-------|
|               | LIGHT                 | HEAVY | BUS | TOTAL | PCUs  | LIGHT                | HEAVY | BUS | TOTAL | PCUs  |
| 07:00 - 07:15 | 33                    | 1     | 0   | 34    | 35.3  | 53                   | 2     | 1   | 56    | 59.6  |
| 07:15 - 07:30 | 37                    | 0     | 0   | 37    | 37.0  | 74                   | 2     | 1   | 77    | 80.6  |
| 07:30 - 07:45 | 50                    | 2     | 1   | 53    | 56.6  | 81                   | 0     | 0   | 81    | 81.0  |
| 07:45 - 08:00 | 64                    | 0     | 0   | 64    | 64.0  | 90                   | 2     | 2   | 94    | 98.6  |
| Hourly Total  | 184                   | 3     | 1   | 188   | 192.9 | 298                  | 6     | 4   | 308   | 319.8 |
| 08:00 - 08:15 | 77                    | 1     | 0   | 78    | 79.3  | 82                   | 3     | 1   | 86    | 90.9  |
| 08:15 - 08:30 | 69                    | 2     | 1   | 72    | 75.6  | 96                   | 1     | 2   | 99    | 102.3 |
| 08:30 - 08:45 | 80                    | 2     | 1   | 83    | 86.6  | 80                   | 0     | 0   | 80    | 80.0  |
| 08:45 - 09:00 | 70                    | 0     | 1   | 71    | 72.0  | 71                   | 2     | 1   | 74    | 77.6  |
| Hourly Total  | 296                   | 5     | 3   | 304   | 313.5 | 329                  | 6     | 4   | 339   | 350.8 |
| 09:00 - 09:15 | 52                    | 0     | 0   | 52    | 52.0  | 66                   | 1     | 1   | 68    | 70.3  |
| 09:15 - 09:30 | 37                    | 0     | 1   | 38    | 39.0  | 52                   | 2     | 0   | 54    | 56.6  |
| 09:30 - 09:45 | 33                    | 0     | 0   | 33    | 33.0  | 57                   | 2     | 0   | 59    | 61.6  |
| 09:45 - 10:00 | 37                    | 1     | 0   | 38    | 39.3  | 53                   | 1     | 1   | 55    | 57.3  |
| Hourly Total  | 159                   | 1     | 1   | 161   | 163.3 | 228                  | 6     | 2   | 236   | 245.8 |

| PCU Factors: |     |
|--------------|-----|
| LIGHT        | 1.0 |
| HEAVY        | 2.3 |
| BUS          | 2.0 |

|       |     |   |   |     |       |     |    |    |     |       |
|-------|-----|---|---|-----|-------|-----|----|----|-----|-------|
| TOTAL | 639 | 9 | 5 | 653 | 669.7 | 855 | 18 | 10 | 883 | 916.4 |
|-------|-----|---|---|-----|-------|-----|----|----|-----|-------|

|               |     |   |   |     |       |     |   |   |     |       |
|---------------|-----|---|---|-----|-------|-----|---|---|-----|-------|
| 16:00 - 16:15 | 44  | 1 | 0 | 45  | 46.3  | 66  | 1 | 0 | 67  | 68.3  |
| 16:15 - 16:30 | 50  | 0 | 1 | 51  | 52.0  | 73  | 1 | 1 | 75  | 77.3  |
| 16:30 - 16:45 | 53  | 0 | 0 | 53  | 53.0  | 82  | 1 | 0 | 83  | 84.3  |
| 16:45 - 17:00 | 60  | 0 | 0 | 60  | 60.0  | 104 | 1 | 0 | 105 | 106.3 |
| Hourly Total  | 207 | 1 | 1 | 209 | 211.3 | 325 | 4 | 1 | 330 | 336.2 |
| 17:00 - 17:15 | 67  | 0 | 0 | 67  | 67.0  | 129 | 0 | 1 | 130 | 131.0 |
| 17:15 - 17:30 | 74  | 1 | 0 | 75  | 76.3  | 136 | 0 | 1 | 137 | 138.0 |
| 17:30 - 17:45 | 62  | 0 | 0 | 62  | 62.0  | 142 | 2 | 0 | 144 | 146.6 |
| 17:45 - 18:00 | 55  | 0 | 1 | 56  | 57.0  | 138 | 0 | 0 | 138 | 138.0 |
| Hourly Total  | 258 | 1 | 1 | 260 | 262.3 | 545 | 2 | 2 | 549 | 553.6 |
| 18:00 - 18:15 | 50  | 0 | 0 | 50  | 50.0  | 120 | 1 | 0 | 121 | 122.3 |
| 18:15 - 18:30 | 41  | 0 | 0 | 41  | 41.0  | 104 | 0 | 1 | 105 | 106.0 |
| 18:30 - 18:45 | 46  | 0 | 0 | 46  | 46.0  | 87  | 0 | 0 | 87  | 87.0  |
| 18:45 - 19:00 | 37  | 0 | 0 | 37  | 37.0  | 77  | 1 | 0 | 78  | 79.3  |
| Hourly Total  | 174 | 0 | 0 | 174 | 174.0 | 388 | 2 | 1 | 391 | 394.6 |

|       |     |   |   |     |       |      |   |   |      |        |
|-------|-----|---|---|-----|-------|------|---|---|------|--------|
| TOTAL | 639 | 2 | 2 | 643 | 647.6 | 1258 | 8 | 4 | 1270 | 1284.4 |
|-------|-----|---|---|-----|-------|------|---|---|------|--------|

## Appendix M

| Junctions 9                                                                                                                                                      |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| ARCADY 9 - Roundabout Module                                                                                                                                     |  |  |  |
| Version: 9.0.2.5947<br>© Copyright TRL Limited, 2017                                                                                                             |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |
| 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: Ardingly Road Rbt - CD Edit - Validated.j9

Path: P:\Southern\020-029\020 Misc\801-900\020.0885 Land south of Hanlye Lane, Cuckfields\03 Technical\TPL\Modelling

Report generation date: 06/06/2024 11:50:52

## «2030 + Dev, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

## Summary of junction performance

|                     | AM          |           |      |     | PM          |           |      |     |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                     | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| Baseline 2023       |             |           |      |     |             |           |      |     |
| 1 - Ardingly Road   | 4.2         | 24.57     | 0.80 | C   | 3.4         | 23.12     | 0.77 | C   |
| 2 - London Road     | 2.2         | 13.60     | 0.67 | B   | 1.4         | 9.95      | 0.56 | A   |
| 3 - Whitemans Green | 3.6         | 14.47     | 0.77 | B   | 3.5         | 14.64     | 0.77 | B   |
| Baseline 2030       |             |           |      |     |             |           |      |     |
| 1 - Ardingly Road   | 5.2         | 30.40     | 0.84 | D   | 5.1         | 33.74     | 0.84 | D   |
| 2 - London Road     | 3.0         | 16.91     | 0.74 | C   | 1.7         | 11.36     | 0.61 | B   |
| 3 - Whitemans Green | 4.7         | 18.28     | 0.82 | C   | 5.0         | 19.73     | 0.83 | C   |
| 2030 + Dev          |             |           |      |     |             |           |      |     |
| 1 - Ardingly Road   | 6.0         | 34.29     | 0.86 | D   | 5.5         | 35.49     | 0.85 | E   |
| 2 - London Road     | 4.3         | 23.01     | 0.81 | C   | 1.8         | 11.76     | 0.62 | B   |
| 3 - Whitemans Green | 4.9         | 18.73     | 0.82 | C   | 5.3         | 20.86     | 0.84 | C   |

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

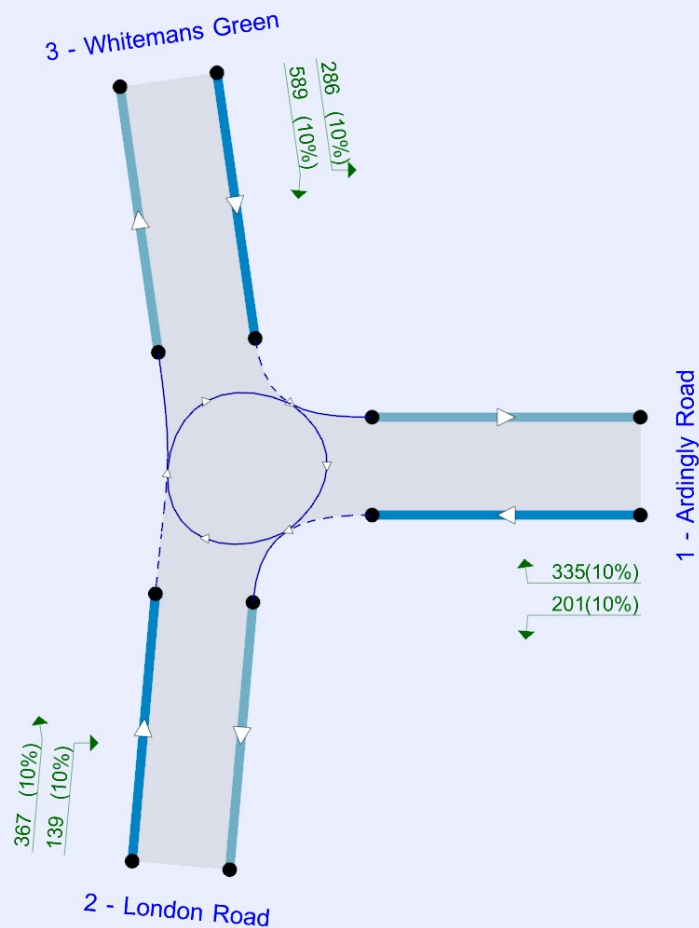
## File summary

### File Description

|             |             |
|-------------|-------------|
| Title       | (untitled)  |
| Location    |             |
| Site number |             |
| Date        | 04/10/2023  |
| Version     |             |
| Status      | (new file)  |
| Identifier  |             |
| Client      |             |
| Jobnumber   |             |
| Enumerator  | AD\model.pc |
| Description |             |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Mini-roundabout model | Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| JUNCTIONS 9           |                             |                             | 0.85          | 36.00                       | 20.00                 |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D6 | 2030 + Dev    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

# 2030 + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction Type   | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|-----------------|-----------|--------------------|--------------|
| 1        | untitled | Mini-roundabout | 1, 2, 3   | 22.55              | C            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London |
|--------------|----------------|----------------|-----------|
| Left         | Normal/unknown | Normal/unknown |           |

## Arms

### Arms

| Arm | Name            | Description |
|-----|-----------------|-------------|
| 1   | Ardingly Road   |             |
| 2   | London Road     |             |
| 3   | Whitemans Green |             |

### Mini Roundabout Geometry

| Arm                 | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|---------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1 - Ardingly Road   | 3.20                         | 3.20                                 | 8.00            | 8.0                        | 10.10                    | 4.90                                | 0.0                   |                       |
| 2 - London Road     | 4.40                         | 4.40                                 | 5.20            | 10.0                       | 14.00                    | 12.80                               | 0.0                   |                       |
| 3 - Whitemans Green | 4.00                         | 4.00                                 | 7.00            | 7.5                        | 12.20                    | 3.60                                | 0.0                   |                       |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                 | Final slope | Final intercept (PCU/hr) |
|---------------------|-------------|--------------------------|
| 1 - Ardingly Road   | 0.660       | 1123                     |
| 2 - London Road     | 0.676       | 1141                     |
| 3 - Whitemans Green | 0.678       | 1253                     |

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                 | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------|------------|--------------|-------------------------|--------------------|
| 1 - Ardingly Road   |            | ✓            | 536                     | 100.000            |
| 2 - London Road     |            | ✓            | 506                     | 100.000            |
| 3 - Whitemans Green |            | ✓            | 875                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                  |                   |                 |                     |
|------|---------------------|-------------------|-----------------|---------------------|
|      |                     | 1 - Ardingly Road | 2 - London Road | 3 - Whitemans Green |
| From | 1 - Ardingly Road   | 0                 | 201             | 335                 |
|      | 2 - London Road     | 139               | 0               | 367                 |
|      | 3 - Whitemans Green | 286               | 589             | 0                   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                  |                   |                 |                     |
|------|---------------------|-------------------|-----------------|---------------------|
|      |                     | 1 - Ardingly Road | 2 - London Road | 3 - Whitemans Green |
| From | 1 - Ardingly Road   | 10                | 10              | 10                  |
|      | 2 - London Road     | 10                | 10              | 10                  |
|      | 3 - Whitemans Green | 10                | 10              | 10                  |

## Results

### Results Summary for whole modelled period

| Arm                 | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|---------------------|---------|---------------|-----------------|---------|
| 1 - Ardingly Road   | 0.85    | 35.49         | 5.5             | E       |
| 2 - London Road     | 0.62    | 11.76         | 1.8             | B       |
| 3 - Whitemans Green | 0.84    | 20.86         | 5.3             | C       |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 404                   | 440                       | 832               | 0.485 | 399                 | 1.0             | 9.068     | A   |
| 2 - London Road     | 381                   | 250                       | 973               | 0.392 | 378                 | 0.7             | 6.631     | A   |
| 3 - Whitemans Green | 659                   | 104                       | 1182              | 0.557 | 653                 | 1.4             | 7.409     | A   |

#### 17:00 - 17:15

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 482                   | 527                       | 775               | 0.622 | 479                 | 1.7             | 13.263    | B   |
| 2 - London Road     | 455                   | 299                       | 939               | 0.484 | 454                 | 1.0             | 8.134     | A   |
| 3 - Whitemans Green | 787                   | 125                       | 1168              | 0.673 | 783                 | 2.2             | 10.191    | B   |

#### 17:15 - 17:30

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 590                   | 641                       | 700               | 0.844 | 578                 | 4.9             | 29.791    | D   |
| 2 - London Road     | 557                   | 361                       | 898               | 0.621 | 554                 | 1.7             | 11.437    | B   |
| 3 - Whitemans Green | 963                   | 152                       | 1150              | 0.838 | 952                 | 5.1             | 18.997    | C   |

**17:30 - 17:45**

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 590                   | 648                       | 695               | 0.849 | 588                 | 5.5             | 35.487    | E   |
| 2 - London Road     | 557                   | 367                       | 893               | 0.624 | 557                 | 1.8             | 11.764    | B   |
| 3 - Whitemans Green | 963                   | 153                       | 1149              | 0.838 | 962                 | 5.3             | 20.860    | C   |

**17:45 - 18:00**

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 482                   | 538                       | 768               | 0.628 | 496                 | 1.9             | 15.265    | C   |
| 2 - London Road     | 455                   | 310                       | 932               | 0.488 | 458                 | 1.1             | 8.402     | A   |
| 3 - Whitemans Green | 787                   | 126                       | 1168              | 0.674 | 799                 | 2.3             | 11.054    | B   |

**18:00 - 18:15**

| Arm                 | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|---------------------|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 - Ardingly Road   | 404                   | 446                       | 828               | 0.487 | 407                 | 1.1             | 9.478     | A   |
| 2 - London Road     | 381                   | 254                       | 970               | 0.393 | 382                 | 0.7             | 6.759     | A   |
| 3 - Whitemans Green | 659                   | 105                       | 1182              | 0.557 | 662                 | 1.4             | 7.682     | A   |

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
| Version: 9.0.2.5947<br>© Copyright TRL Limited, 2017                                                                                                             |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |  |  |  |  |
| 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.j9

Path: P:\Southern\020-029\020 Misc\801-900\020.0885 Land south of Hanlye Lane, Cuckfields\03 Technical\TPL\Modelling

Report generation date: 06/06/2024 11:39:56

»Baseline 2030 + Dev , AM

»Baseline 2030 + Dev, PM

### Summary of junction performance

|                     | AM          |           |      |     | PM          |           |      |     |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                     | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| Baseline 2030 + Dev |             |           |      |     |             |           |      |     |
| Stream B-AC         | 0.1         | 10.68     | 0.05 | B   | 0.0         | 9.12      | 0.02 | A   |
| Stream C-AB         | 0.0         | 5.05      | 0.02 | A   | 0.1         | 5.10      | 0.04 | 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.

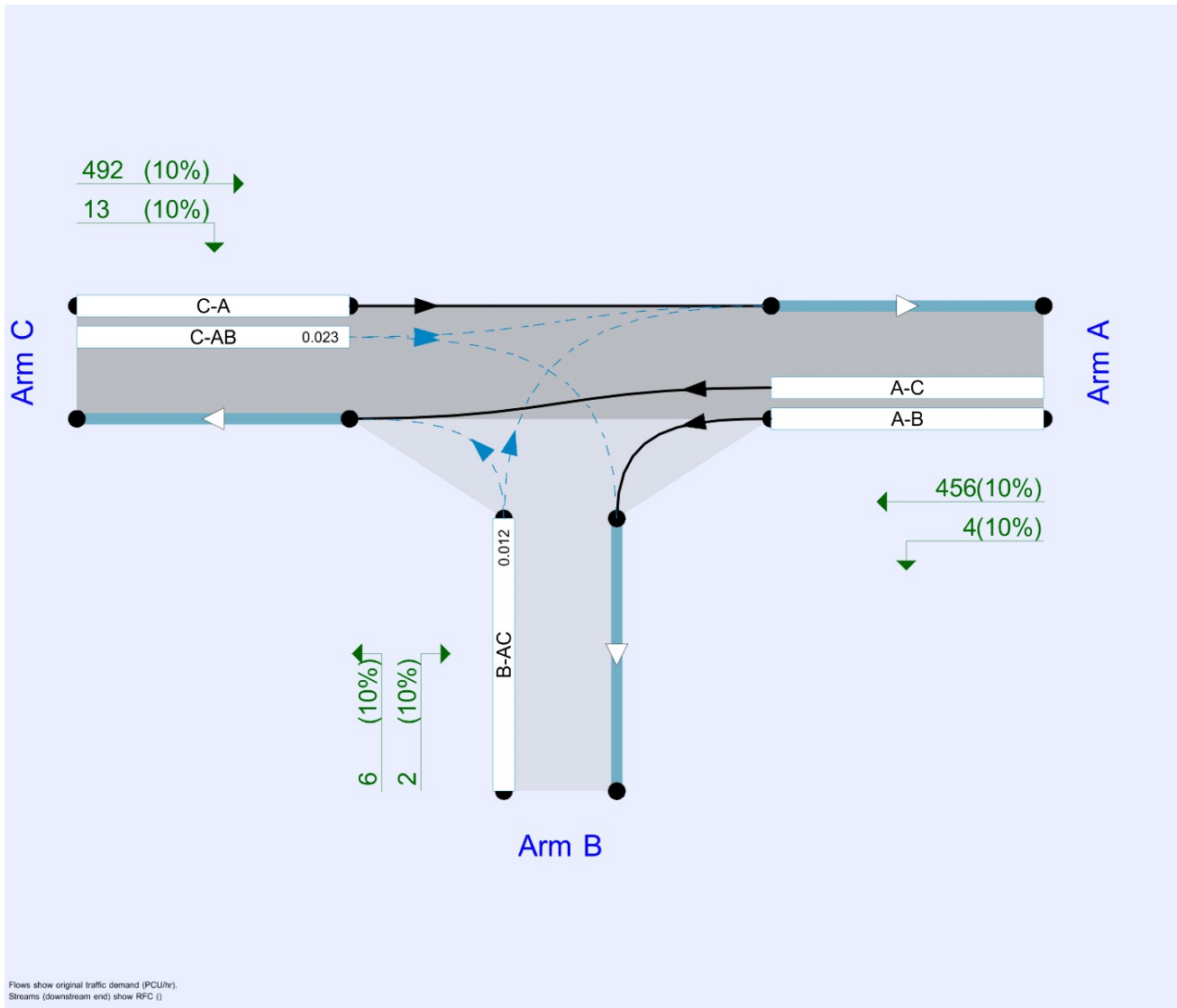
### File summary

#### File Description

|             |             |
|-------------|-------------|
| Title       | (untitled)  |
| Location    |             |
| Site number |             |
| Date        | 04/10/2023  |
| Version     |             |
| Status      | (new file)  |
| Identifier  |             |
| Client      |             |
| Jobnumber   |             |
| Enumerator  | AD\model.pc |
| Description |             |

### Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |



The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Scenario name       | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | Baseline 2030 + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D2 | Baseline 2030 + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# Baseline 2030 + Dev , AM

## Data Errors and Warnings

| Severity | Area            | Item                       | Description                                                                                                          |
|----------|-----------------|----------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | Arm C - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              | 0.23               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name            | Description | Arm type |
|-----|-----------------|-------------|----------|
| A   | Hanlye Lane (E) |             | Major    |
| B   | Site Access     |             | Minor    |
| C   | Hanlye Lane (W) |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 5.50                     |                            |                    | 80.0                          | ✓       | 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 | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 3.00           | 44                     | 44                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1        | B-A    | 514                | 0.096         | 0.242         | 0.152         | 0.345         |
| 1        | B-C    | 652                | 0.102         | 0.258         | -             | -             |
| 1        | C-B    | 620                | 0.246         | 0.246         | -             | -             |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name       | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | Baseline 2030 + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 614                     | 100.000            |
| B   |            | ✓            | 19                      | 100.000            |
| C   |            | ✓            | 533                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |   |     |
|--|----|-----|---|-----|
|  |    | A   | B | C   |
|  | A  | 0   | 2 | 612 |
|  | B  | 5   | 0 | 14  |
|  | C  | 528 | 5 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |    |    |    |
|--|----|----|----|----|
|  |    | A  | B  | C  |
|  | A  | 10 | 10 | 10 |
|  | B  | 10 | 10 | 10 |
|  | C  | 10 | 10 | 10 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.05    | 10.68         | 0.1             | B       |
| C-AB   | 0.02    | 5.05          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 464               | 0.031 | 14                  | 0.0             | 8.806     | A   |
| C-AB   | 8                     | 792               | 0.010 | 8                   | 0.0             | 5.045     | A   |
| C-A    | 394                   |                   |       | 394                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 461                   |                   |       | 461                 |                 |           |     |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 17                    | 434               | 0.039 | 17                  | 0.0             | 9.495     | A   |
| C-AB   | 11                    | 832               | 0.013 | 10                  | 0.0             | 4.822     | A   |
| C-A    | 469                   |                   |       | 469                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 550                   |                   |       | 550                 |                 |           |     |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 21                    | 392               | 0.053 | 21                  | 0.1             | 10.682    | B   |
| C-AB   | 16                    | 889               | 0.018 | 16                  | 0.0             | 4.535     | A   |
| C-A    | 571                   |                   |       | 571                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 674                   |                   |       | 674                 |                 |           |     |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 21                    | 392               | 0.053 | 21                  | 0.1             | 10.683    | B   |
| C-AB   | 16                    | 889               | 0.018 | 16                  | 0.0             | 4.537     | A   |
| C-A    | 571                   |                   |       | 571                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 674                   |                   |       | 674                 |                 |           |     |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 17                    | 434               | 0.039 | 17                  | 0.0             | 9.500     | A   |
| C-AB   | 11                    | 832               | 0.013 | 11                  | 0.0             | 4.822     | A   |
| C-A    | 469                   |                   |       | 469                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 550                   |                   |       | 550                 |                 |           |     |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 14                    | 464               | 0.031 | 14                  | 0.0             | 8.814     | A   |
| C-AB   | 8                     | 792               | 0.010 | 8                   | 0.0             | 5.047     | A   |
| C-A    | 394                   |                   |       | 394                 |                 |           |     |
| A-B    | 2                     |                   |       | 2                   |                 |           |     |
| A-C    | 461                   |                   |       | 461                 |                 |           |     |

# Baseline 2030 + Dev, PM

## Data Errors and Warnings

| Severity | Area            | Item                       | Description                                                                                                          |
|----------|-----------------|----------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | Arm C - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              | 0.23               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name       | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | Baseline 2030 + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

| Default vehicle mix | Vehicle mix source | PCU Factor for a HV (PCU) |
|---------------------|--------------------|---------------------------|
| ✓                   | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 460                     | 100.000            |
| B   |            | ✓            | 8                       | 100.000            |
| C   |            | ✓            | 505                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 4  | 456 |
|      | B  | 2   | 0  | 6   |
|      | C  | 492 | 13 | 0   |
|      |    |     |    |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |    |    |    |
|------|----|----|----|----|
|      | A  | B  | C  |    |
| From | A  | 10 | 10 | 10 |
|      | B  | 10 | 10 | 10 |
|      | C  | 10 | 10 | 10 |
|      |    |    |    |    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.02    | 9.12          | 0.0             | A       |
| C-AB   | 0.04    | 5.10          | 0.1             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 6                     | 498               | 0.012 | 6                   | 0.0             | 8.043     | A   |
| C-AB   | 18                    | 796               | 0.023 | 18                  | 0.0             | 5.094     | A   |
| C-A    | 362                   |                   |       | 362                 |                 |           |     |
| A-B    | 3                     |                   |       | 3                   |                 |           |     |
| A-C    | 343                   |                   |       | 343                 |                 |           |     |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 475               | 0.015 | 7                   | 0.0             | 8.459     | A   |
| C-AB   | 25                    | 834               | 0.030 | 25                  | 0.0             | 4.896     | A   |
| C-A    | 429                   |                   |       | 429                 |                 |           |     |
| A-B    | 4                     |                   |       | 4                   |                 |           |     |
| A-C    | 410                   |                   |       | 410                 |                 |           |     |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 9                     | 443               | 0.020 | 9                   | 0.0             | 9.125     | A   |
| C-AB   | 37                    | 888               | 0.041 | 37                  | 0.1             | 4.649     | A   |
| C-A    | 519                   |                   |       | 519                 |                 |           |     |
| A-B    | 4                     |                   |       | 4                   |                 |           |     |
| A-C    | 502                   |                   |       | 502                 |                 |           |     |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 9                     | 443               | 0.020 | 9                   | 0.0             | 9.125     | A   |
| C-AB   | 37                    | 888               | 0.041 | 37                  | 0.1             | 4.650     | A   |
| C-A    | 519                   |                   |       | 519                 |                 |           |     |
| A-B    | 4                     |                   |       | 4                   |                 |           |     |
| A-C    | 502                   |                   |       | 502                 |                 |           |     |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 7                     | 475               | 0.015 | 7                   | 0.0             | 8.460     | A   |
| C-AB   | 25                    | 834               | 0.030 | 25                  | 0.0             | 4.897     | A   |
| C-A    | 429                   |                   |       | 429                 |                 |           |     |
| A-B    | 4                     |                   |       | 4                   |                 |           |     |
| A-C    | 410                   |                   |       | 410                 |                 |           |     |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-AC   | 6                     | 498               | 0.012 | 6                   | 0.0             | 8.046     | A   |
| C-AB   | 18                    | 796               | 0.023 | 18                  | 0.0             | 5.097     | A   |
| C-A    | 362                   |                   |       | 362                 |                 |           |     |
| A-B    | 3                     |                   |       | 3                   |                 |           |     |
| A-C    | 343                   |                   |       | 343                 |                 |           |     |

## Appendix N

## GENERAL NOTES

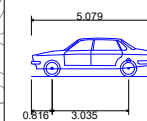
- ## VISIBILITY SPLAYS

FORWARD VISIBILITY HAS BEEN SHOWN AT 1.5M X SSD.

KEY

--- HIGHWAY BOUNDARY

### VEHICLE PROFILE



Large Car (2006)  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Max Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

5.079m  
1.872m  
1.525m  
0.310m  
1.831m  
4.00s  
5.900m

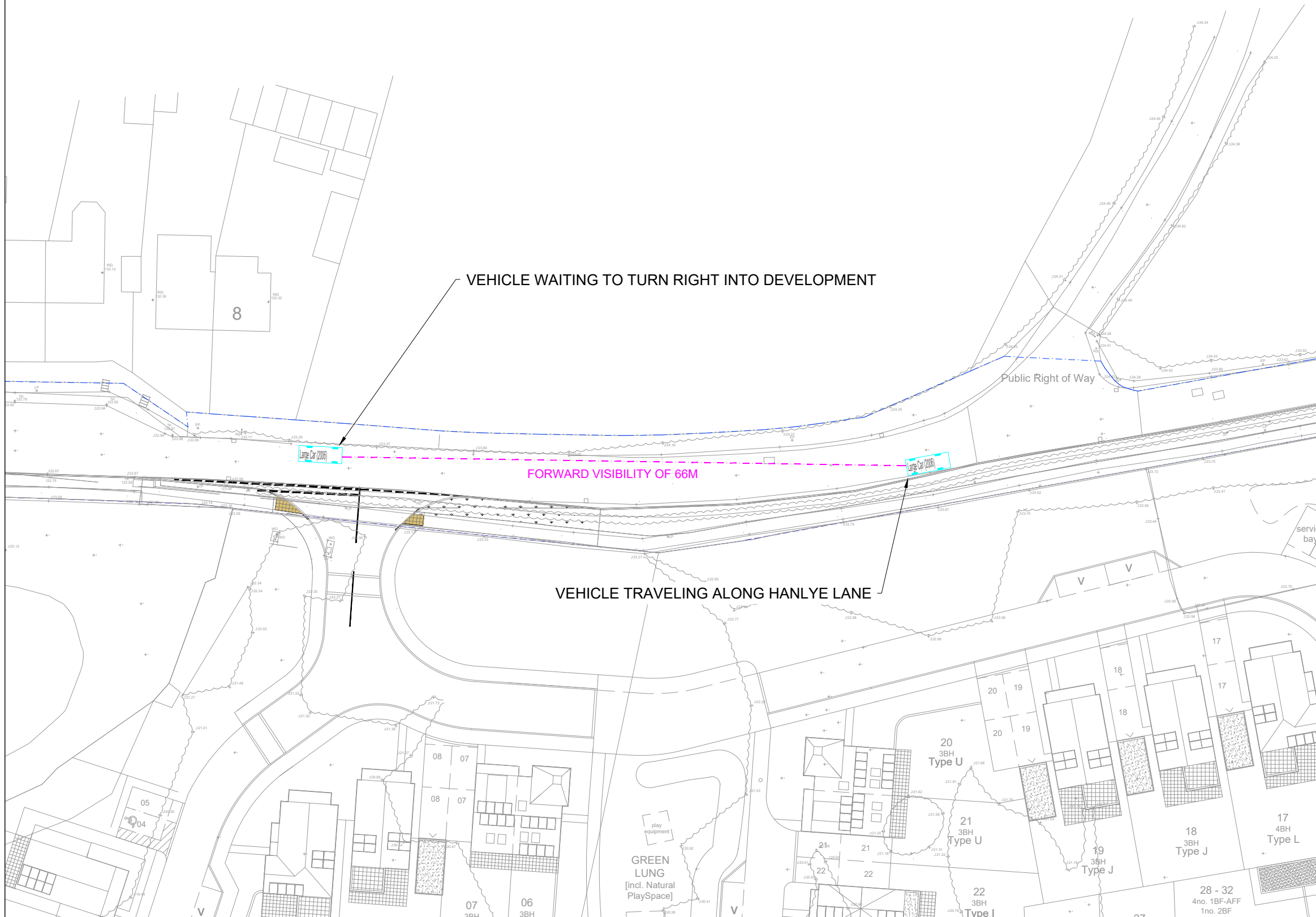


|     |                     |          |     |       |
|-----|---------------------|----------|-----|-------|
| P03 | REVISED SITE LAYOUT | 07.06.24 | CID | TAF   |
| P02 | REVISED SITE LAYOUT | 06.02.24 | SKB | TAF   |
| P01 | FIRST ISSUE         | 30.11.23 | CID | TAF   |
| Rev | Description         | Date     | By  | App'd |

|              |          |             |                  |
|--------------|----------|-------------|------------------|
| Date Created | Drawn By | Approved By | Suitability Code |
| 20.11.23     | CID      | TAF         | -                |

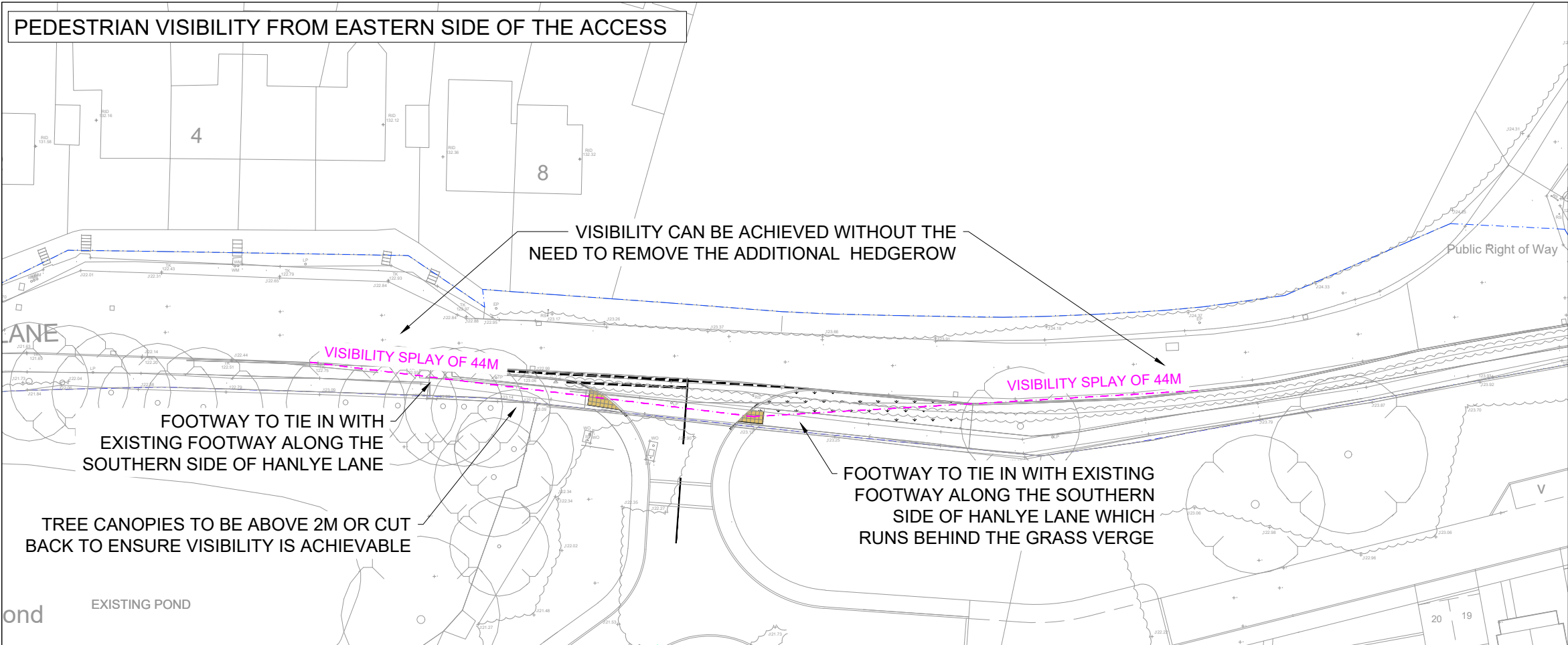
|                    |       |         |
|--------------------|-------|---------|
| PBA Project Number | Scale |         |
| 020.0885           | 1:250 | (AT A3) |

|                 |          |
|-----------------|----------|
| PBA Drawing No: | Revision |
| 020.0885-0006   | P03      |

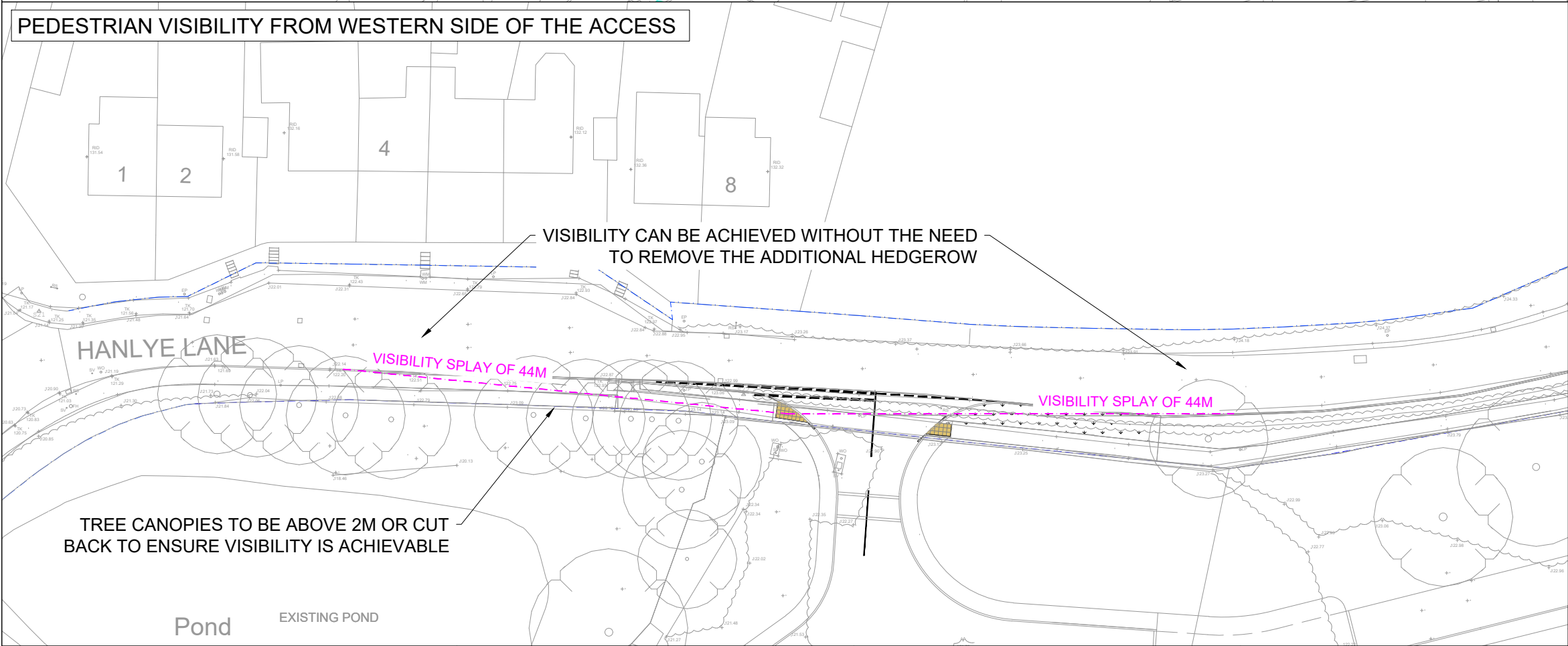


|                                                                             |                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                    |                                                     |                                    |                                       |                                          |
|-----------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------|---------------------------------------|------------------------------------------|
| <div>Project Name</div> <div>LAND SOUTH OF HANLYE LANE,<br/>CUCKFIELD</div> | <div>Title</div> <div>FORWARD VISIBILITY SPLAY<br/>ALONG HANLYE LANE</div> | <div><div>paulbasham<br/>associates</div><div>Paul Basham Associates Ltd<br/>The Bothy, Cams Hall Estate, Fareham, PO16 8UT<br/>01329 711 000<br/><a href="#">info@paulbashamassociates.com</a>    <a href="#">www.paulbashamassociates.com</a></div></div> | <div>Client</div> <div></div> | <div>Date Created</div> <div>20.11.23</div>         | <div>Drawn By</div> <div>CID</div> | <div>Approved By</div> <div>TAF</div> | <div>Suitability Code</div> <div>-</div> |
| <div>Project Phase</div> <div>PRELIMINARY</div>                             |                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                    | <div>PBA Project Number</div> <div>020.0885</div>   | <div>Scale</div> <div>1:250</div>  | <div>(AT A3)</div>                    |                                          |
|                                                                             |                                                                            |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                    | <div>PBA Drawing No:</div> <div>020.0885-0006</div> | <div>Revision</div> <div>P03</div> |                                       |                                          |

PEDESTRIAN VISIBILITY FROM EASTERN SIDE OF THE ACCESS



PEDESTRIAN VISIBILITY FROM WESTERN SIDE OF THE ACCESS



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GENERAL NOTES

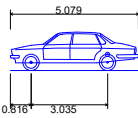
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- AN ATC SPEED SURVEY RECORDED 85TH PERCENTILE SPEEDS AS 31MPH FOR EASTBOUND VEHICLES AND 32.4MPH FOR VEHICLES TRAVELING WESTBOUND. THIS RESULTS IN VISIBILITY REQUIREMENTS OF 45M AND 48M RESPECTIVELY.

**VISIBILITY SPLAYS**  
VISIBILITY SPLAYS HAVE BEEN BASED UPON RECORDED VEHICLE SPEEDS OF 30.5MPH EASTBOUND AND 30.7MPH WESTBOUND ALONG HANLYE LANE, EQUATING TO A VISIBILITY SPLAY REQUIREMENT OF 44M.

KEY

--- HIGHWAY BOUNDARY

VEHICLE PROFILE



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m



|     |                     |          |     |       |
|-----|---------------------|----------|-----|-------|
| P03 | REVISED SITE LAYOUT | 07.06.24 | CID | TAF   |
| P02 | REVISED SITE LAYOUT | 06.02.24 | SKB | TAF   |
| P01 | FIRST ISSUE         | 04.12.23 | CID | TAF   |
| Rev | Description         | Date     | By  | App'd |

|              |          |             |                  |
|--------------|----------|-------------|------------------|
| Date Created | Drawn By | Approved By | Suitability Code |
| 04.12.23     | CID      | TAF         | -                |

|                    |       |         |
|--------------------|-------|---------|
| PBA Project Number | Scale | (AT A3) |
| 020.0885           | 1:250 |         |

|                 |          |
|-----------------|----------|
| PBA Drawing No: | Revision |
| 020.0885-0007   | P03      |

Project Name  
LAND SOUTH OF HANLYE LANE,  
CUCKFIELD

Project Phase  
PRELIMINARY

Title  
PEDESTRIAN VISIBILITY SPLAY



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