

**Land east of College Lane,
Hurstpierpoint**

Transport Assessment

For
Thakeham Homes Limited

Project No.
14525

Date
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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 Campbell Reith Hill LLP (Hereafter, "CampbellReith") has been appointed by Thakeham Homes Limited (hereafter, "the Applicant") to prepare a Transport Assessment (TA) in relation to a full planning application seeking permission for the construction of 100 No. dwellings, with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works on land off College Lane, Hurstpierpoint, West Sussex ('the Proposed Development').

1.2 Background to Report

- 1.2.1 The site has been previously subject to a planning application under Ref: 13/01250/FUL, which sought permission for the re-development of the Site to provide circa 81 No. residential dwellings, with access achieved from College Lane. We also understand that whilst the scheme received resolution to grant at planning committee, it was subsequently called-in for determination by the Secretary of State, and then refused in 2014 under Ref: APP/D3830/V/14/2211499. It is noted within the Decision Notice that both the Planning Inspectorate and Highways Officers concluded that the previous application would not result in material harm in terms of any impact on the safety and free flow of traffic on the local highway network. As such, the principle of residential-led development on the Site, in transport terms, has been previously established.
- 1.2.2 In addition to this TA, a Framework Residential Travel Plan (RTP), also written by CampbellReith, has been prepared to support of the Full planning application, in accordance with the requirements of the Local Planning and Highway Authorities.

1.3 Scope of Report

- 1.3.1 In March 2026, a pre-application Transport Scoping Note was submitted to West Sussex County Council (WSCC) in their role as Local Highway Authority (ref: PRE-31-26), which set out the key transport background matters and CampbellReith's intended approach for assessing the transport aspects of the Proposed Development, in relation to principles relating to vehicular, pedestrian and cyclist access arrangements as well as trip generation methodology and likely impact assessments. The resultant feedback provided by WSCC has been used to inform the scope of this assessment.

1.3.2 The remainder of this TA will be set out as follows:

- Chapter 2.0 sets out relevant planning policy matters.
- Chapter 3.0 considers the site's location, local highway information and characteristics, as well as provides information about the existing site.
- Chapter 4.0 provides information regarding the Proposed Development.
- Chapter 5.0 sets out the predicted trip generation of the Proposed Development.
- Chapter 6.0 calculates the associated impact on the local highway network; and
- Chapter 7.0 summarises and concludes the TA.

2.0 PLANNING POLICY

2.1 National Planning Policy

2.1.1 The national planning and transport policies that are relevant to the transport elements of the development proposal are set out in the following:

- The National Planning Policy Framework (NPPF – August 2026 update); and
- The National Planning Practice Guidance.

2.1.2 The general aim of these documents is to encourage a more sustainable approach to transport and reduce the negative impacts associated with the private car and single occupancy journeys. The policies aim to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel. This is supported by the web-based Planning Practice Guidance.

2.1.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It also sets out the Government's requirements for the planning system and provides a framework within which local communities and Councils can produce their own distinctive local and neighbourhood plans reflecting the needs and priorities of their communities.

Chapter 15 of the NPPF explains how planning decisions should promote sustainable transport, noting that the objective of the policies are:

"...to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places."

2.1.4 Policy TR3 'Locating development in sustainable areas' notes that:

"a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any

adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed."

2.1.5 Under Policy TR4 'Street design, access and parking' the NPPF notes:

"a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2)".

2.1.6 In 'Assessing transport impacts', Policy TR6 notes:

"1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time."

Policy TR6 considers when applications should be refused:

"4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

2.1.7 Chapter 14 'Achieving well-designed places' provides transport context at Policy DP3:

"2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:

d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;”.

2.2 Local Planning Policy

2.2.1 The national policies noted above are reflected at a local level in the **West Sussex Transport Plan (WSTP)**. Adopted in April 2022, the West Sussex Transport Plan (WSTP) sets out how the County Council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036.

2.2.2 The plan contains five thematic and eight area transport strategies which are intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex.
- Healthy West Sussex.
- Protected West Sussex; and
- Connected West Sussex.

2.2.3 In their role as Local Planning Authority, Mid Sussex District Council adopted its **District Plan** (2014-2031) on 28th March 2018. This document seeks to shape the future of Mid Sussex up to 2031 by providing a framework for new development, employment growth, infrastructure, and measures to ensure the protection of the countryside. The specific policies which are applicable to the Proposed Development are as follows:

2.2.4 Policy DP21, Transport, states that new development should *"support the objectives of the West Sussex Transport Plan 2011-2026, which are:*

- *A high-quality transport network that promotes a competitive and prosperous economy.*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time.*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy).*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up.*

- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages.*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport, and with the relevant Neighbourhood Plan where applicable.*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded.*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements.*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation.*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*
- *Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles."*

2.3 Emerging Policy

2.3.1 The Mid Sussex District Plan was adopted in March 2018. The District Council is in the process of reviewing and updating the Plan where necessary. The new District Plan 2021 – 2039 will replace the current adopted District Plan.

2.3.2 The **Submission Draft Mid Sussex District Plan (Regulation 19)** was submitted for Examination in July 2024, and seeks to promote the following key policies:

- DPT1: Placemaking and Connectivity;
- DPT2: Rights of Way and Other Recreational Routes;
- DPT3: Active and Sustainable Travel;
- DPT4: Parking and Electric Vehicle Charging Infrastructure; and
- DPT5: Off Airport Car Parking.

2.3.3 While not formally adopted at this stage, the policies contained within the Submission Draft Mid Sussex District Plan (Regulation 19) as above outline the proposed direction of future adopted policy regarding principles such as active travel, sustainability and placemaking.

2.3.4 The **MS08: Development Management Policies – Proposed Modifications** document (January 2026) also provides context regarding the proposed wording of the above policies,

agreed with the Inspector, as part of a series of updates to Development Management policies proposed as part of the Submission Draft Mid Sussex District Plan (Regulation 19).

- 2.3.5 This Report seeks to demonstrate compliance to the relevant National, Regional and Local planning policies outlined above.

3.0 THE APPLICATION SITE AND EXISTING CONDITIONS

3.1 Local Description of Site

3.1.1 The Site is situated to the east of College Lane, east of Hurstpierpoint village, Mid Sussex. The nearest postcode for the Site is BN69AB. The Site approximately 1km east of the centre of Hurstpierpoint, and 1km to the north-west of Hassocks.

3.1.2 The Site is bounded by grassland to the north, College Lane and residential properties to the west, residential properties fronting Wickham Hill to the south, and Belmont Lane and further grassland to the east. An existing gated vehicular access to the Site is located off College Lane, immediately north of No. 31 College Lane, in the north-western corner of the Site.

3.1.3 Refer to the Site Location Plan included within Appendix 1.

3.2 Strategic Road Network

3.2.1 The A23 is situated approximately 2.5km west of the Site. The A23 provides a strategic road link between Brighton & Hove, some 11km south of the Site, and the southern edge of Crawley, some 20km north of the Site, becoming the M23 further north-east to provide connections to/from Surrey and Greater London, via the M25.

3.2.2 The nearest northbound interchange to the A23 is situated approximately 5.5km east of the Site, via the B2118 on-slip, north of Sayers Common. Conversely, the nearest southbound interchange to the A23 is situated approximately 4km to the south-west of the Site, via the B2117 Brighton Road, within the Muddleswood area.

3.3 Local Road Network

3.3.1 College Lane is situated to the immediate west of the Site and connects to the Hassocks Road / College Lane / Wickham Hill junction approximately 250 to the south. To the north, College Lane connects to neighbouring streets and agricultural land.

3.3.2 College Lane is orientated in a north-south direction and is residential in nature. A mix of on-street and driveway parking is present. Vehicular access to the Proposed Development is proposed to be provided in the vicinity of the existing access to the Site from College Lane.

3.3.3 When turning left out of the Site, Hassocks Road / College Lane / Wickham Hill junction is used to access Hurstpierpoint village, approximately 750m south-west of the Site. A 20mph speed limit is present along the High Street and double yellow line parking restrictions are provided to restrict waiting (i.e. parking).

3.4 Walking and Cycling Infrastructure

3.4.1 The Site is located in an accessible area with a connected network of footway and suitable crossing facilities.

3.4.2 College Lane provides a continuous and uninterrupted footway of varying widths along its western edge of the carriageway, providing a connection to High Street via Hassocks Road where further amenities are located in Hurstpierpoint.

- 3.4.3 Even though it is not explicitly indicated as suitable for cyclists through signage, the width of the Hassocks Road / College Lane / Wickham Hill carriageway (approximately 6m), as well as the relatively straight orientation of the carriageway means that the carriageways within the vicinity of the Site is considered to be conducive for cyclists.
- 3.4.4 A series of cycling infrastructure enhancements have recently been built out in the local area by WSCC. One of the routes runs from Western Road and along Manor Road, Cuckfield Road, Trinity Road, Brown Twins Road, St George's Lane, Hassocks Road (B2116) and through to the Stonepound crossroads using a mixture of existing carriageway, improving existing paths and constructing new sections of path. However, an additional scheme has also been built out, most notably along the B2116 Keymer Road, to the east of the Stonepound crossroads, extending for approximately 1.2km between the Stonepound Crossroads and Dale Avenue in Hassocks.
- 3.4.5 Public Rights of Way (PRoW) (bridleway HAS-8C) borders the eastern boundary of the Site, extending from Belmont Lane / Wickham Hill junction in the south, to London Road (A273, approximately 1.2km east of the Site. PRoW (footpath HAS-65HU) connects to bridleway HAS-8C, approximately 450m northeast of the Site, and extends from London Road in the east, to St. Georges Lane / St. Georges Place junction in the west.
- 3.4.6 Details regarding the cycle infrastructure proposed as part of the Proposed Development is discussed further within Chapter 4.0 of this report.
- 3.4.7 The Chartered Institute of Highways and Transportation's (CIHT) *'Providing for Journeys on Foot'* document states that facilities/amenities located within an 800m distance in all Town Centre locations and 1.2km in other areas are considered to be accessible on foot. Within the quoted 1.2km distance, there are community facilities relevant to the envisaged users of the Site which can be accessed on foot, within a journey time of approximately 15 minutes. These include: a series bus stops, a recreation ground (with a tennis club and bowls club), public houses, a convenience store, a health care centre, a gym. However, it should be noted that other key destinations are accessible on foot within a reasonable walking distance, such as Hassocks Station, which is situated 1.7km from the Site on foot.
- 3.4.8 The extent of the local area which can be reached within a 5-minute, 10-minute and 15-minute walk and cycle has been demonstrated through appropriate isochrone drawings. Refer to Appendix 2.
- 3.5 **Public Transport – Bus**
- 3.5.1 The nearest two-way bus stops to the Site are known as the 'College Lane' bus stops, which are located approximately 350m south of the proposed Site access via the footway present along the eastern side of College Lane. Services available for users during the week, including weekends, can be seen below in Table 3.1.

Table 3.1: Local Bus Services

Bus No	Route	Service Interval			Bus Stop
		Monday-Friday	Saturday	Sunday	
33/ 33A	Hurstpierpoint - Warden Park School or Haywards Heath	Approx. hourly	Approx. hourly	-	College Lane (adj)
	Warden Park School or Haywards Heath - Hurstpierpoint	Approx. hourly	Approx. hourly	-	College Lane (opp)
273	Old Steine - Crawley Bus Station	Approx. hourly	Approx. hourly	Approx. hourly	College Lane (adj)
	Crawley Bus Station - Old Steine	Approx. hourly	Approx. hourly	Approx. hourly	College Lane (opp)

3.5.2 It should be noted that both services provide a direct route to/from Hassocks Station, with an approximate journey time of 10 minutes.

3.6 Public Transport – Train

3.6.1 Hassocks Railway Station is currently located approximately 1.7km southeast of the Site on foot via College Lane/Hurst Road/Keymer Road. Hassocks Railway Station is operated by Southern and Thameslink and is situated on the Brighton Main Line between Burgess Hill and Preston Park.

3.6.2 Hassocks Station provides regular services to/from destinations across the Southeast of England, such as Brighton, Littlehampton and Hove & Worthing to the south, and Bedford, London Bridge, Gatwick Airport, East Croydon and London Victoria to the north. The following facilities are available at Hassocks Railway Station:

- 154 secure cycle parking spaces.
- Step-free access to all platforms; and
- Toilets and refreshment facilities.

3.6.3 Table 3.2 provides a summary of the rail services operating from Hassocks Railway Station.

Table 3.2: Rail services available from Hassocks Railway Station

Destination	Service Interval					
	Monday-Friday		Saturday		Sunday	
	AM Peak	PM Peak	Daytime	Evening	Daytime	Evening
Brighton	Approx. 2 services	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
London Victoria	Approx. 1 service	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
Bedford (via London Bridge)	Approx. 2 services	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour
Littlehampton (via Hove & Worthing)	Approx. 1 service	Approx. 2 services	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour	Approx. 2 services per hour

3.7 Personal Injury Collision Data

3.7.1 A comprehensive study of collision data for the most recent 5-year period has been undertaken using CrashMap. Figure 3.1 shows the extent of collisions which occurred within the vicinity of the Site.

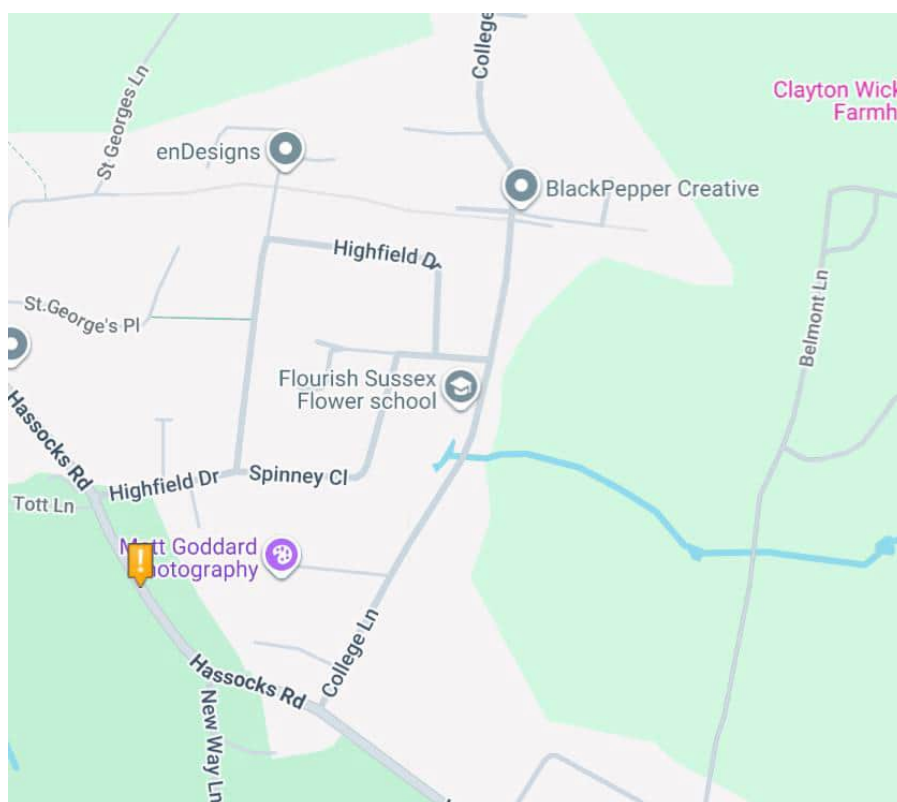


Figure 2.3.1: Recorded collisions within the vicinity of the Site

3.7.2 As Figure 3.1 shows, no collisions occurred along College Lane, with only one collision of a 'slight' severity occurring along Hassocks Road to the southwest of the Site. As such, it is not considered that there is a known road safety issue within the vicinity of the Site.

3.8 Connectivity Appraisal

3.8.1 In line with the updated NPPF (August 2026), and specifically Policy TR3 'Locating development in sustainable locations', The Connectivity Tool should be used to assess the connectivity of particular locations proposed for development.

3.8.2 CampbellReith have subsequently exported the relevant connectivity scores for the approximate boundary of the Proposed Development to understand the relative accessibility of the site in terms of active travel and public transport, to/from key destinations such as education, leisure, residential, health and retail uses.

3.8.3 A quadrant broadly within the centre of the Site indicates that the Connectivity Score of the Site is 47. However, the surrounding quadrants within the site boundary indicate a range in the Connectivity Score of between 47 (the lowest score) 51, 55 and 57 (the highest score), indicating the relativity and objectivity of the scores obtained using the Tool. In reality, the site is bordered to the west and south of existing residential settlements. Refer to the full output derived from the Connectivity Score in Appendix 2.



Figure 3.2: Extract from Connectivity Tool

3.8.4 .

- 3.8.5 However, the Connectivity Tool does not provide an appropriate method to demonstrate the impact of the proposed active travel mitigation to be secured as part of the planning application.
- 3.8.6 In this instance, the Proposed Development is to deliver a shared foot/cycleway through the centre of the Site, connecting with the existing Bridleway along Belmont Lane, which will significantly reduce journey times to/from key destinations such as Hassocks Station and therefore improve the Proposed Developments' permeability active travel credentials. On this basis, it is entirely feasible that the overall Connectivity Score for the Proposed Development will significantly improve following implementation of the active travel infrastructure. On the basis of the above, no further consideration is necessary.
- 3.9 **Baseline Traffic Flows**
- 3.9.1 To establish an appropriate baseline, manual classified turning counts (including queue lengths) were obtained on Thursday 16th April 2026, between the hours of 0700-1000 and 1600-1900, at the College Lane / B2116 Wickham Hill / Hassocks Road priority junction. It should be noted that CampbellReith have previously collated manual classified turning count data in May 2024, in relation to the London Road / Brighton Road (A273) / Keymer Road (B2116) / Hurst Road signalised crossroad junction (Stonepound Crossroads).
- 3.9.2 In addition, an Automatic Traffic Count (ATC) was placed along College Lane, within the vicinity of the proposed Site access, to understand the volumes and speed of traffic along College Lane.
- 3.9.3 The full data output files for each survey that CampbellReith have undertaken is included within Appendix 3.

4.0 DEVELOPMENT PROPOSALS

4.1 Summary of Development

4.1.1 The Proposed Development seeks full planning permission for the construction of 100 No. dwellings with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works on land off College Lane, Hurstpierpoint, West Sussex.

4.1.2 Refer to Figure 4.1 below, which illustrates the Masterplan layout (also included in Appendix 4), while the preliminary schedule of accommodation is provided within Table 4.1, also below.

Table 4.1: Schedule of Accommodation

Tenure	No. Units
Private Mix 70 No.	6 No. 1-bed flats 7 No. 2-bed bungalows 15 No. 2-bed houses 20 No. 3-bed houses 22 No. 4-bed houses
Affordable Mix 30 No.	6 No.1-bedroom flats 6 No. 2-bedroom flats 11 No. 2-bedroom houses 7 No. 3-bedroom houses



Figure 4.1: Proposed Site Plan

4.2 Vehicular Access

- 4.2.1 Vehicular access to the Site is currently achieved via a gated access off the eastern side of College Lane. The Proposed Development proposes to re-use the location of this existing arrangement, albeit with significant infrastructural enhancements, which will be utilised by all resident/visitor traffic, as well as servicing and delivery traffic.
- 4.2.2 The feasibility of the Site being accessed from this location has been previously established as part of a previous refused permission on the Site (ref: 13/01250/FUL). Although refused permission, the LHA did not provide an objection as to the principle of the proposed vehicular access arrangement, which for completeness included a 5.5m wide internal access road, adjoining College Lane with 6m junction radii. Refer to Drawing No. T0222-SK02-P2 contained within Appendix D of the Transport Assessment, by DHA Transport, which accompanied the previous submission.
- 4.2.3 As shown on Drawing No. 14525-CRH-XX-XX-DR-H-6203 within Appendix 5, the proposed Site's access junction will be provided with a 5.5m wide access road, adjoining College Lane via kerb radii of 6m, in line with the arrangement drawn by DHA Transport.
- 4.2.4 It has been ensured that the site access is orientated to maintain a minimum 10m stagger distance between the southern edge of the access, and the private driveway serving No. 31 College Lane.
- 4.2.5 Swept Path Analysis has also been undertaken which demonstrates how Large Cars can safely enter/egress from the Site access and to/from College Lane as illustrated on Drawing No. 14525-CRH-XX-XX-DR-H-6204 in Appendix 5.
- 4.2.6 As referenced in Chapter 3.0 of this Report, an ATC was commissioned along College Lane in April 2026 to determine the 85th percentile speed of vehicles within proximity to the Site access. In line with MfS methodology, it has been determined that visibility splays of 2.4m x 50.3m to the right/north and 2.4m x 48.2m to the left/south are required. As such, Drawing No. 14525-CRH-XX-XX-DR-H-6203 within Appendix 5 shows how these can be achieved within highway land (shown in the orange line type), and without conflict with any third-party land.
- 4.2.7 Taking into consideration the above, as well as the fact that WSCC highway officers did not raise any concerns during the pre-application stage regarding the principle of the proposed access arrangement, CampbellReith consider that the proposed junction layout is of an appropriate orientation and scale to cater for development traffic associated with the Site. Further details regarding how the junction and wider traffic impact will be assessed is provided within Chapter 5.0 of this report.
- 4.2.8 The developer will be required to enter into a S278 Agreement for all works affecting the adopted public highway, post-determination of the planning application.

4.3 Proposed Highway Works

- 4.3.1 There is currently a footway present along the eastern side of College Lane, to the south of the site access, which provides a continual route to/from the site access and the facilities located along Hassocks Road/High Street to the south-west.

4.3.2 As part of delivering the proposed Site access, it is proposed to provide a 2.0m wide footway along the southern side of the access, which tapers to re-join the alignment of the existing footway provision of approximately 1.5m in width, outside of No. 31 College Lane. In addition, and as requested by WSCC highways officers during pre-application discussions, it is proposed to provide an additional footway build-out, north of the proposed site access, together with an uncontrolled crossing point along College Lane. As shown on Drawing No. 14525-CRH-XX-XX-DR-H-6203 within Appendix 5, this will take the form of a 2.0m build-out within the existing highway verge and will tie into a dropped kerb uncontrolled crossing with tactile paving.

4.3.3 It is considered that such works could be delivered as part of a Section 278 Agreement, post-receipt of planning consent.

4.4 Road Safety Audit

4.4.1 An independent Stage 1 Road Safety Audit has been undertaken, which assessed the relative impact of the proposed site access and off-site highway works within the vicinity of the vehicular access with regard to road safety and its impact on the general safety of motorised and non-motorised road users. The Road Safety Audit, together with the Designers Response, is located within Appendix 6 of this Report.

4.5 Pedestrian/Cyclist Access

4.5.1 As mentioned above, College Lane provides an uninterrupted pedestrian footway of various widths along both sides, to the south of the proposed site access, which provides a continual route to/from the site and the facilities located along Hassocks Road/High Street to the south-west. It is the intention for the proposed footway works adjacent to the site access will better connect the Site with the existing infrastructure present along College Lane.

4.5.2 It should be noted that the Proposed Development also provides an internal 3.0m wide shared foot/cycleway through the Site, adjoining Belmont Lane, where there is an existing Bridleway, to the east of the Site and terminating along the northern boundary of the proposed site access. Such infrastructure has the added benefit of significantly reducing the time taken to walk and cycle to/from Hassocks station. This would equate to the following improvements in quoted journey distance and time on foot to/from Hassocks Station:

- **Existing scenario:** Approximately 1.7km walking distance (25 minutes) measured from the centre of the Site
- **Provision of Bridleway link:** A reduction of approximately 0.4km walking distance measured from the centre of the Site, and 7 minutes of journey time savings.

4.6 Car Parking

4.6.1 An appropriate balance of car parking is provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document, dated September 2020. It is acknowledged that WSCC have produced a calculation tool that uses Census car ownership data at ward-level and allows for a determination of predicted parking demand by entering site-specific data. It is acknowledged that the Site is situated within the 'Hurstpierpoint and Downs' ward, and thus within a 'Parking Behaviour Zone' of 2.

4.6.2 In total, 189.5 No. allocated and 50 unallocated spaces are provided on the Site. With regard to the WSCC calculation tool, and based on the tenure of the proposed dwellings, a total of 189.5 allocated spaces are required, while a total of 55 unallocated visitor spaces are required, totalling 244.5 required parking spaces. However, it is acknowledged that WSCC permit a variation in total required number of parking spaces, by up to 10%. Hence, while the provision of allocated parking spaces are provided in line with calculated requirements, a shortfall of 5 spaces is proposed for the unallocated visitor parking spaces. This is considered acceptable.

4.7 Cycle Parking

4.7.1 Appropriate resident long-stay cycle parking spaces has been provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document. It is considered that houses can cater for cycle parking demand via sheds or garages, while the proposed apartments will provide secure and sheltered cycle parking, within an external storage facility.

4.8 Bus Stop Improvements

4.8.1 Following pre-application discussions with WSCC Highways Officers, it was requested that a package of off-site infrastructure enhancements be delivered to the existing bus stops along Wickham Hill, including real-time passenger information and improved accessibility between the bus stops due to a lack of footway and/or crossing facilities.

4.8.2 Refer to Drawing No. 14525-CRH-XX-XX-DR-H-6240 within Appendix 5 which shows how such off-site works could be accommodated. It is anticipated that such improvements will be secured within a Section 106 Agreement.

4.9 Deliveries and Servicing

4.9.1 The Site may generate a series of servicing and delivery trips, and as such, an efficient servicing strategy will be required that allows activities to occur without conflicting with the day-to-day operation of users of the Site.

4.9.2 At this stage, it is assumed that residential refuse collections will occur twice per week, at the maximum, with other servicing trips occurring as and when required. Therefore, it is unlikely that servicing and delivery trips will cause significant conflict with other motorised or non-motorised users.

4.9.3 With regard to Residential refuse collections, Swept Path Analysis has been undertaken using a refuse vehicle of approximately 10.5m in length. Refer to Drawing No. 14525-CRH-XX-XX-DR-H-6175 and 14525-CRH-XX-XX-DR-H-6176 within Appendix 7, which demonstrate that the proposed site access junction, the internal site spine road, and the residential cul-de-sacs are able to accommodate the manoeuvres required by the refuse vehicle.

4.9.4 With reference to the above, as well as the proposed site layout within Appendix 4, the refuse strategy for the site has been designed to comply with the recommended refuse drag distances for both residents and operatives.

5.0 TRIP GENERATION

5.1 Trip Generation Methodology

5.1.1 This Chapter describes the methodology used to define the Site's proposed vehicular trip generation.

5.1.2 It should be reiterated that the proposed trip generation methodology was presented to WSCC Highways Officers as part of the submitted Pre-application Scoping Note. As part of their March 2026 response, WSCC Highways Officers stated that Ireland and Isle of Man site should be removed from the previously calculated trip rates but did not raise any concerns regarding the methodology. As such, the trip generation estimates have been updated and the methodology replicated for the purposes of this TA.

5.2 Existing Site Trip Generation

5.2.1 The Site is currently vacant, and as such does not generate any vehicular trips.

5.3 Proposed Vehicular Trip Generation & Methodology

5.3.1 CampbellReith have utilised the TRICS database output files within Appendix 8 to obtain suitable peak hour and daily vehicular trip generation estimates for the Proposed Development (100 No. dwellings).

5.3.2 The 'Residential - Houses Privately Owned' Land-Use was used. The following filtering was applied to derive suitable vehicular trip rates relative to the locational characteristics of the Site:

- All surveys occurring within Greater London, Isle of Man and Ireland/Northern Ireland were excluded.
- Only Sites containing 25-150 dwellings were included.
- Only Sites located within an 'Edge of Town' and 'Neighbourhood Centre' location were included; and
- All Site surveys undertaken during the presence of COVID-19 restrictions were excluded.

5.3.3 Application of the above selection parameters yielded a total of 69 surveys. The large sample size means that the impact of anomalies is significantly reduced.

5.3.4 Table 5.1 shows the Peak Hour and Daily vehicular trip rates obtained from the TRICS database.

Table 5.1: Peak Hour and Daily Vehicular Trip Rates (Houses Privately Owned)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.206	0.461	0.667
PM Peak (17:00-18:00)	0.419	0.248	0.667
Daily	3.500	3.506	7.006

- 5.3.5 The subsequent Peak Hour and Daily vehicular trip generation, based on the total number of 100 No. dwellings currently proposed, is shown within Table 5.2.

Table 5.2: Peak Hour and Daily Vehicular Trip Generation (100 dwellings)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	21	46	67
PM Peak (17:00-18:00)	42	25	67
Daily	350	351	701

- 5.3.6 Table 5.2 shows that the proposed 100 No. dwellings are anticipated to generate 67 two-way vehicle movements in the AM Peak, 67 two-way in the PM Peak, and a total of 701 two-way vehicular trips. During the peak hours, this equates to approximately one additional vehicle on the highway network every minute in the AM and PM Peak.

5.4 Vision-Led Vehicular Trip Generation

- 5.4.1 In line with revisions to best-practice guidance in the Transport Planning industry regarding how the impact of development sites on the local network should be undertaken and monitored, an alternative scenario has been tested with regard to the proposed vehicular trip rates. The concept of Vision-Led/Decide & Provide encourages Transport Planners to establish a preferred future for users of the site, based on infrastructure provision, rather than predicting future traffic based on historical trends (Predict & Provide). As such, an alternative scenario has been tested with regard to the proposed vehicular trip rates for the Site.

- 5.4.2 The accompanying Travel Plan sets an overall aim of reducing single-occupancy car driver modal share proportions of future residents by 10% at the end of the five-year monitoring period, post occupation. This ambitious target is justified through the following measures, both on and off-site:

- Implementation of a range of 'hard' and 'soft' measures, by both the Developer and the appointed Travel Plan Coordinator (TPC) to ensure that there are measures,

motivational tools and information readily available from first occupation (through Resident Travel Information Packs), to ensure residents (and visitors) are encouraged as best as possible to consider travel alternatives;

- The implementation of a shared foot/cycleway through the centre of the Site, connecting with the existing Bridleway along Belmont Lane, to significantly reduce journey times to/from key destinations such as Hassocks Station; and
- The implementation of the cycleway and active travel infrastructure projects in and around the local area as part of the broader Mid Sussex sustainable transport strategy.

5.4.3 Considering the above, the trip rates shown in Table 5.1 have been reduced by a factor of 90% to account for the realistic success of such on and off-site measures encouraging significant behavioural change and thus reducing the site's total peak hour and daily vehicular trip generation. Refer to Table 5.3 and Table 5.4 below.

Table 5.3: Vision-Led Peak Hour and Daily Vehicular Trip Rates (Houses Privately Owned)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.185	0.415	0.600
PM Peak (17:00-18:00)	0.377	0.223	0.600
Daily	3.150	3.155	6.305

5.4.4 The subsequent Peak Hour and Daily vehicular trip generation, based on the total number of 100 No. dwellings currently proposed, and should the vision for the Site be met, is shown within Table 5.4.

Table 5.4: Vision-Led Peak Hour and Daily Vehicular Trip Generation (100 dwellings)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	19	42	61
PM Peak (17:00-18:00)	38	22	60
Daily	315	316	631

5.4.5 Table 5.4 shows that the proposed 100 No. dwellings could generate 61 two-way vehicle movements in the AM Peak, 60 two-way in the PM Peak, and a total of 631 two-way vehicular trips, should the Vision for the site be met. During the peak hours, this equates to approximately one additional vehicle on the highway network every minute in the AM and PM Peak and would equate to an overall reduction of 70 two-way vehicle trips per day.

6.0 OFF-SITE HIGHWAY IMPACT

6.1 Introduction

6.1.1 This section outlines the methodology for determining the vehicular impact of the Proposed Development on the local and strategic highway network.

6.1.2 It should be reiterated that the proposed scope of the off-Site highway impact assessment, including the proposed vehicular distribution and assignment of traffic, has been agreed with WSCC Highways Officers as part of the submitted Pre-application Scoping Note.

6.1.3 CampbellReith are not aware of any non-allocated development sites in the local area that would preclude the reliability of the junction modelling outputs calculated as part of this analysis.

6.2 Vehicular Trip Distribution and Assignment

6.2.1 To inform the likely directional movement of AM and PM Peak Hour vehicular traffic to/from the Site, a combination of 2011 Census Travel to Work data (MSOA level) and online routing software was utilised. 2011 Census data has been used because comparable origin-destination (flow data) cannot be yielded from the updated 2021 Census data. The rationale obtained from each exercise undertaken is as follows:

- Arrivals: 89% of traffic travels from the Hassocks Road / College Lane / Wickham Hill junction and travels north eastbound along College Lane, before turning right into the proposed Site access. Of the 89% of traffic travelling from the Hassocks Road / College Lane / Wickham Hill junction, 50% turn left onto College Lane from Hassocks Road, while 39% turn right from Wickham Hill onto College Lane. The remaining 11% of traffic travels southbound along College Lane and turns left into the proposed Site access.
- Departures: Conversely, 89% of traffic turns left out of the proposed Site access and travels southbound along College Lane towards the Hassocks Road / College Lane / Wickham Hill junction, of which 50% turn right at the junction onto Hassocks Road, and 39% turn left onto Wickham Hill. The remaining 11% of traffic turns right out of the proposed Site access along College Lane and travels northbound towards neighbouring streets.

6.2.2 The derived residential distribution diagram is contained within Appendix 9. It should be noted that the derived residential distribution proportions on all key road links within the vicinity of the Site broadly accords to the distribution exercise undertaken by the transport consultant (DHA Transport) of the previous consented application and was formally agreed with WSCC highway officers as part of their March 2026 pre-application response.

6.3 Growth Factors

6.3.1 As stated above, for assessment purposes, 2026 has been utilised as the baseline with 2031 adopted as the future year for the 'Do Nothing' and 'Do Something' scenarios.

6.3.2 Growth factors have been calculated to factor the observed traffic flows using the National Trip End Model (NTEM) dataset within the TEMPro 7.2 software. The Mid Sussex 017 MSOA

zone and the Southeast region have been used in terms of location, with the Urban area type and the Minor/Trunk Road types used where required, in line with TEMPro methodology.

6.3.3 The TEMPro database calculates growth based on housing and employment projections, as well as increased car ownership for the local area.

6.3.4 Table 6.1 below shows the derived TEMPro growth factors.

Table 6.1: TEMPro growth factors

Period	TEMPro Growth Factor
College Lane / Hassocks Road / Wickham Hill	
2026-2031 AM Peak	1.03003
2026-2031 PM Peak	1.03078
London Road / Brighton Road (A273) / Keymer Road (B2116) / Hurst Road	
2024-2026 AM Peak	1.02242
2024-2026 PM Peak	1.02272
2024-2031 AM Peak	1.05854
2024-2031 PM Peak	1.05965

6.4 Assessment Scenarios

6.4.1 A total of four development scenarios have been assessed to understand the likely impact of the Proposed Development on the existing network. For the purposes of the assessment, the baseline is established for the current year (2026), and a future year scenario has been tested for five years in the future (2031).

Scenario 1: Existing Situation - Do Nothing (2026)

- No development traffic added.
- Observed traffic on the actual network tested.

Scenario 2: Do Nothing – Scenario 1 plus 5 years (Future Year 2031 baseline)

- No development traffic added.
- Committed Development has been included.
- Growth factor until 2031 applied to 2024 baseline traffic data.

Scenario 3: Do Something – Scenario 2 plus Development Traffic (Future Year 2031)

- All development traffic added.
- Committed Development has been included.
- Growth factor until 2031 applied to 2024 observed traffic data.

Scenario 4: Do Something with Vision Achieved – Scenario 2 plus 90% of Development Traffic

- 90% of development traffic added, in line with accompanying Travel Plan target for a 10% reduction in car driver modal share proportion over the next five-year period.
- Committed Development has been included.
- Growth factor until 2031 applied to 2024 observed traffic data.

6.5 Scope of Off-Site Junction Analysis

6.5.1 With reference to the Site's forecasted two-way AM and PM Peak Hour trip generation (Table 5.2), as well as the likely distribution of traffic to/from the Site onto the local highway network, shown within the flow diagram in Appendix 9, the following junction(s) have been assessed further using priority (PICADY) and signalised (LINSIG) junction modelling software:

- Proposed Site Access / College Lane.
- Hassocks Road / College Lane / Wickham Hill junction; and
- London Road / Brighton Road (A273) / Keymer Road (B2116) / Hurst Road signalised crossroad junction (Stonepound Crossroads).

6.6 Proposed Site Access Junction

6.6.1 The PICADY module of TRL's Junctions software package was used to undertake a capacity analysis of the proposed Site access/College Lane priority junction.

6.6.2 The model used the recorded traffic flows derived from an ATC commissioned in April 2026 along College Lane and was drawn with geometries as per the proposed junction design within CampbellReith Drawing No. 14525-CRH-XX-XX-DR-H-6203 within Appendix 5.

6.6.3 The results are set out at Appendix 10, with the worst-case scenario summarised in below Table 6.2 (Do Something - Scenario 3). In addition, Table 6.3 shows the impact on the junction should the Vision be achieved (Do Something with Vision Achieved – Scenario 4).

Table 6.2: 2031 Base plus Development (Do Something – Scenario 3) Site Access PICADY results.

Time and movement		Scenario 3		
		Queue	Delay	RFC
AM	Site Access	0.1	6.93	0.09
	College Lane (northbound and turning right)	0.1	5.71	0.04
PM	Site Access	0.1	6.64	0.05
	College Lane (northbound and turning right)	0.1	6.00	0.07

Table 6.3: 2031 Base plus 90% of Development (Do Something with Vision Achieved – Scenario 4)
Site Access PICADY results.

Time and movement		Scenario 3		
		Queue	Delay	RFC
AM	Site Access	0.1	6.90	0.08
	College Lane (northbound and turning right)	0.1	5.69	0.03
PM	Site Access	0.0	6.52	0.04
	College Lane (northbound and turning right)	0.1	5.96	0.06

6.6.4 For context, the above results indicate Maximum Queue Lengths and the Ratio to Flow Capacity (RFC) to understand the current operation of each junction. In terms of the individual junction assessments, any RFC below 0.85 is considered to operate with some spare capacity, whilst an RFC of between 0.85-0.99 suggests that the junction is at capacity and values above 1.0 indicate that queuing and delay is likely to start to occur and that appropriate forms of mitigation should be explored.

6.6.5 As shown in the results summaries, the proposed Site access/College Lane priority junction performs within the recommended tolerances under Scenario 3 and Scenario 4.

6.7 Hassocks Road / College Lane / Wickham Hill junction

6.7.1 The Hassocks Road / College Lane / Wickham Hill junction has also been assessed using the PICADY module of TRL's Junctions software package. The model used the recorded values derived from a Manual Turning Count survey commissioned in April 2026 and was drawn with geometries, units (vehicles) and arm labelling as calculated by the transport consultant (DHA Transport) of the previous application on the site.

6.7.2 The results are set out at Appendix 10, with the worst-case scenario summarised in below Table 6.4 (Do Something - Scenario 3). In addition, Table 6.5 shows the impact on the junction should the Vision be achieved (Do Something with Vision Achieved – Scenario 4).

Table 6.4: 2031 Base plus Development (Do Something – Scenario 3) College Lane / Hassocks Road / Wickham Hill PICADY results.

Time and movement		Scenario 3		
		Queue	Delay	RFC
AM	Site Access	0.9	18.42	0.47
	Wickham Hill (westbound and turning right)	0.5	6.98	0.25
PM	Site Access	0.4	12.26	0.28
	Wickham Hill (westbound and turning right)	0.5	6.60	0.24

Table 6.5: 2031 Base plus 90% of Development (Do Something with Vision Achieved – Scenario 4)
College Lane / Hassocks Road / Wickham Hill PICADY results.

Time and movement		Scenario 3		
		Queue	Delay	RFC
AM	Site Access	0.8	17.89	0.46
	Wickham Hill (westbound and turning right)	0.5	6.96	0.25
PM	Site Access	0.4	12.02	0.27
	Wickham Hill (westbound and turning right)	0.5	6.57	0.23

6.7.3 As with Section 6.5, the results above indicate Maximum Queue Lengths and the Ratio to Flow Capacity (RFC) to understand the current operation of each junction and how the existing roundabout may operate in the future.

6.7.4 In a similar manner to the Site access assessment, any RFC below 0.85 is considered to operate with some spare capacity, whilst an RFC of between 0.85-0.99 suggests that the junction is at capacity and values above 1.0 indicate that queuing and delay is likely to start to occur and that appropriate forms of mitigation should be explored.

6.7.5 As shown in the results summaries, the proposed site access / College Lane junction and the Hassocks Road / College Lane / Wickham Hill junction appear to operate within the recommended tolerances under all development scenarios.

6.8 Stonepound Crossroads signalised junction

6.8.1 JCT's "LinSig" software has been used to assess junction capacity at the Stonepound Crossroads signalised junction to the east of the site. LinSig is used to assess junctions which are fully or partially controlled by traffic signals.

6.8.2 The resultant LinSig model has been built in accordance with the specification used within the Technical Note, written by Reeves Transport Planning in March 2024, which accompanied an application for the inclusion of a parcel of land to the north of the Stonepound Crossroads in the list of site allocations within the Local Plan (Ref: TN_SGR_SJH_040124_V1).

6.8.3 Scenarios were modelled and subsequently audited by JCT (the operator of the LinSig software). Two modelling scenarios were produced – one with cyclist phases included and one without. Given the feedback received from WSCC Highway officers during pre-application discussions, an assessment has only been made to the operation of the junction with cyclist phases included, given that "all road users" were requested to be assessed as part of this submission. In reality, it is reasonable to assume that the removal of cycling phases would significantly improve the operational capacity of the junction yet naturally neglects the demand likely to be attributed to cyclists.

- 6.8.4 The results are set out at Appendix 10. Table 6.6 below shows the future year baseline scenario (Do Nothing 2031 – Scenario 2), with the impact of development traffic in both the worst-case scenario should the Vision for the site not be met summarised in below Table 6.7 (Do Something - Scenario 3), with Table 6.9 showing the impact on the junction should the Vision for the site be achieved (Do Something with Vision Achieved – Scenario 4).

Table 6.6: 2031 Base (Do Nothing – Scenario 3) Stonepound Crossroads LINSIG results.

Time and movement		DoS (%)	Delay (s/PCU)	Queue (PCU)
AM	London Road - Ahead, Right and Left	137.7%	604.1	133.5
	Keymer Road – Ahead, Right and Left	135.6%	593.6	76.0
	Brighton Road – Ahead, Right and Left	120.0%	407.4	73.1
	Hurst Road – Ahead, Right and Left	131.6%	539.5	71.6
Overall PRC %		-53.0%		
PM	London Road - Ahead, Right and Left	118.4%	371.0	87.0
	Keymer Road – Ahead, Right and Left	118.0%	379.3	45.2
	Brighton Road – Ahead, Right and Left	93.8%	91.7	21.6
	Hurst Road – Ahead, Right and Left	111.9%	306.4	30.7
Overall PRC %		-31.5%		

- 6.8.5 As can be gleaned from Table 6.6, the junction is forecasted to operate above maximum geometric capacity in the Do Nothing, future year scenario of 2031. Significant delays and queue lengths are anticipated, particularly during the AM Peak. Given the forecasted degree of saturation (DoS), delay (seconds per PCU) and queue length (mean maximum queue length in PCU) on all arms during the AM and PM Peak, and information within the public domain, it is clear that there is a locally recognised congestion issue at this junction.

Table 6.7: 2031 Base plus Development (Do Something – Scenario 3) Stonepound Crossroads LINSIG results.

Time and movement		DoS	Delay	Queue
AM	London Road - Ahead, Right and Left	137.7%	604.0	133.9
	Keymer Road – Ahead, Right and Left	136.2%	599.8	77.1
	Brighton Road – Ahead, Right and Left	120.9%	419.2	75.5
	Hurst Road – Ahead, Right and Left	137.3%	599.8	81.9
Overall PRC %		-53.0%		
PM	London Road - Ahead, Right and Left	118.4%	371.1	87.5
	Keymer Road – Ahead, Right and Left	118.9%	391.4	46.8
	Brighton Road – Ahead, Right and Left	95.4%	98.8	22.9
	Hurst Road – Ahead, Right and Left	115.8%	357.1	35.9
Overall PRC %		-32.1%		

6.8.6 As Table 6.7 shows, with development added to the future year scenario, the forecasted increases with regard to DoS equate to the following on all key links during the respective AM and PM peak scenarios, shown in Table 6.8:

Table 6.8: DoS comparison between Baseline Do Nothing and Future Year Do Something scenarios.

Road Link	Time Period	Change in DoS %
London Road - Ahead, Right and Left	AM Peak	No change
Keymer Road – Ahead, Right and Left		+0.60%
Brighton Road – Ahead, Right and Left		+0.90%
Hurst Road – Ahead, Right and Left		+5.70%
London Road - Ahead, Right and Left	PM Peak	No change
Keymer Road – Ahead, Right and Left		+0.90%
Brighton Road – Ahead, Right and Left		+1.60%
Hurst Road – Ahead, Right and Left		+3.90%

- 6.8.7 In light of the above, it is not considered that the poor performance of the junction in the future year Do Something scenario, even if the Vision for the Proposed Development is met, can be directly attributed to the traffic associated with the Proposed Development. This is also evident by the overall junction PRC% in both scenarios, which highlights a change in PRC% between the 2031 Do Nothing and 2031 Do Something scenario of 0.0% in the AM Peak, and -0.6% in the PM Peak.

Table 6.9: 2031 Base plus 90% of Development (Do Something with Vision Achieved – Scenario 4)
Stonepound Crossroads LINSIG results

Time and movement		DoS	Delay	Queue
AM	London Road - Ahead, Right and Left	137.7%	122.7	133.9
	Keymer Road – Ahead, Right and Left	136.2%	69.6	77.1
	Brighton Road – Ahead, Right and Left	120.6%	66.7	74.8
	Hurst Road – Ahead, Right and Left	136.7%	73.9	80.7
PM	London Road - Ahead, Right and Left	118.4%	371.1	87.5
	Keymer Road – Ahead, Right and Left	118.9%	391.4	46.8
	Brighton Road – Ahead, Right and Left	95.2%	97.7	22.7
	Hurst Road – Ahead, Right and Left	115.4%	351.7	35.4

- 6.8.8 As Table 6.9 shows, the junction is estimated to be operating over maximum operational capacity in the 2031 Future Year even if the Vision for the Proposed Development is met, indicating that significant queuing and delay will occur on all road links.
- 6.8.9 On the basis of the above, it is clear that the Proposed Development in isolation, in either of the future year 'Vision achieved' or 'Vision not achieved' scenarios, is not forecasted to have a significant material impact on the Stonepound Crossroads, which is clearly operating significantly over its geometric capacity. Due to this, no further assessment is considered necessary.

7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 CampbellReith were appointed to prepare a Transport Assessment (TA) in relation to a full planning application for the construction of 100 No. dwellings with associated access, car parking, refuse/recycling storage, landscaping, infrastructure and works on land off College Lane, Hurstpierpoint, West Sussex.
- 7.1.2 The Site is situated to the east of College Lane, east of Hurstpierpoint village, Mid Sussex. The nearest postcode for the Site is BN69AB. The Site approximately 1km east of the centre of Hurstpierpoint, and 1km to the north-west of Hassocks.
- 7.1.3 The nearest two-way bus stops to the Site are known as the 'College Lane' bus stops, which are located approximately 350m south of the proposed Site access via the footway present along the eastern side of College Lane. The services from these stops provide a direct route to/from Hassocks Station, with an approximate journey time of 10 minutes.
- 7.1.4 Hassocks Railway Station is currently located approximately 1.7km southeast from the centre of the Site on foot via College Lane/Hurst Road/Keymer Road. Hassocks Railway Station is operated by Southern and Thameslink and is situated on the Brighton Main Line between Burgess Hill and Preston Park. Hassocks Station provides regular services to/from destinations across the South East of England, such as Brighton, Littlehampton and Hove & Worthing to the south, and Bedford, London Bridge and London Victoria to the north.
- 7.1.5 It should be noted that the Proposed Development also provides an internal 3.0m wide shared foot/cycleway through the Site, adjoining Belmont Lane, where there is an existing Bridleway, to the east of the Site and terminating along the northern boundary of the proposed site access. Such infrastructure has the added benefit of significantly reducing the time taken to walk and cycle to/from Hassocks station. This would equate to a journey time saving of approximately 7 minutes, measured from the centre of the Site.
- 7.1.6 No personal injury collisions occurred along College Lane, with only one collision of a 'slight' severity occurring along Hassocks Road to the southwest of the Site. As such, it is not considered that there is a known road safety issue within the vicinity of the Site.
- 7.1.7 The proposed Site access junction will be provided with a 5.5m wide access road, adjoining College Lane via kerb radii of 6m, in line with the arrangement drawn by DHA Transport in relation to the previous, albeit refused, application on the site. It has been ensured that the site access is orientated to maintain a minimum 10m stagger distance between the southern edge of the access, and the private driveway serving No. 31 College Lane. In line with MfS methodology, it has been determined that visibility splays of 2.4m x 50.3m to the right/north and 2.4m x 48.2m to the left/south are required.
- 7.1.8 As part of delivering the proposed Site access, it is proposed to provide a 2.0m wide footway along the southern side of the access, which tapers to re-join the alignment of the existing footway provision of approximately 1.5m in width, outside of No. 31 College Lane. In addition, and as requested by WSCC highways officers during pre-application discussions, it is proposed

to provide an additional footway build-out, north of the proposed site access, together with an uncontrolled crossing point along College Lane.

- 7.1.9 An appropriate balance of resident (allocated) and visitor (unallocated) car parking is provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document, dated September 2020. In addition, appropriate resident long-stay cycle parking spaces has been provided with reference to WSCC's adopted 'Guidance for Parking at New Developments' document. It is considered that houses can cater for cycle parking demand via sheds or garages, while the proposed apartments will provide secure and sheltered cycle parking, within an internal or external storage facility.
- 7.1.10 The proposed 100 No. dwellings are anticipated to generate 67 two-way vehicle movements in the AM Peak, 67 two-way in the PM Peak, and a total of 701 two-way vehicular trips. During the peak hours, this equates to approximately one additional vehicle on the highway network every minute in the AM and PM Peak.
- 7.1.11 However, in line with revisions to best-practice guidance in the Transport Planning industry regarding how the impact of development sites on the local network should be undertaken and monitored, an alternative scenario has been tested with regard to the proposed vehicular trip rates. This indicated that the proposed 100 No. dwellings could generate 61 two-way vehicle movements in the AM Peak, 61 two-way in the PM Peak, and a total of 631 two-way vehicular trips, should the 'Vision' for the site be met.
- 7.1.12 The PICADY modelling that has been undertaken at the proposed site access/College Lane priority junction and the Hassocks Road / College Lane / Wickham Hill junction indicate that the junctions perform within the recommended tolerances under Scenario 3 and Scenario 4.
- 7.1.13 With regard to the Stonepound Crossroads, the LINISG modelling undertaken indicates that the junction is forecasted to operate above maximum geometric capacity in the Do Nothing, future year scenario of 2031. Significant delays and queue lengths are anticipated, particularly during the AM Peak. Given the forecasted degree of saturation (DoS), delay (seconds per PCU) and queue length (mean maximum queue length in PCU) on all arms during the AM and PM Peak, and information within the public domain, it is clear that there is a locally recognised congestion issue at this junction.
- 7.1.14 The resultant modelling indicates that the poor performance of the junction in the future year Do Something scenario, even if the Vision for the Proposed Development is not met, can be directly attributed to the traffic associated with the Proposed Development. This is also evident by the PRC% in both scenarios, which highlights a change in PRC% between the 2031 Do Nothing and 2031 Do Something scenario of 0.0% in the AM Peak, and -0.6% in the PM Peak.
- 7.1.15 On the basis of the above, it is clear that the Proposed Development, in either of the future year 'Vision achieved' or 'Vision not achieved' scenarios, is not forecasted to have a significant impact on the Stonepound Crossroads, which is clearly operating significantly over its geometric capacity.

7.2 Conclusions

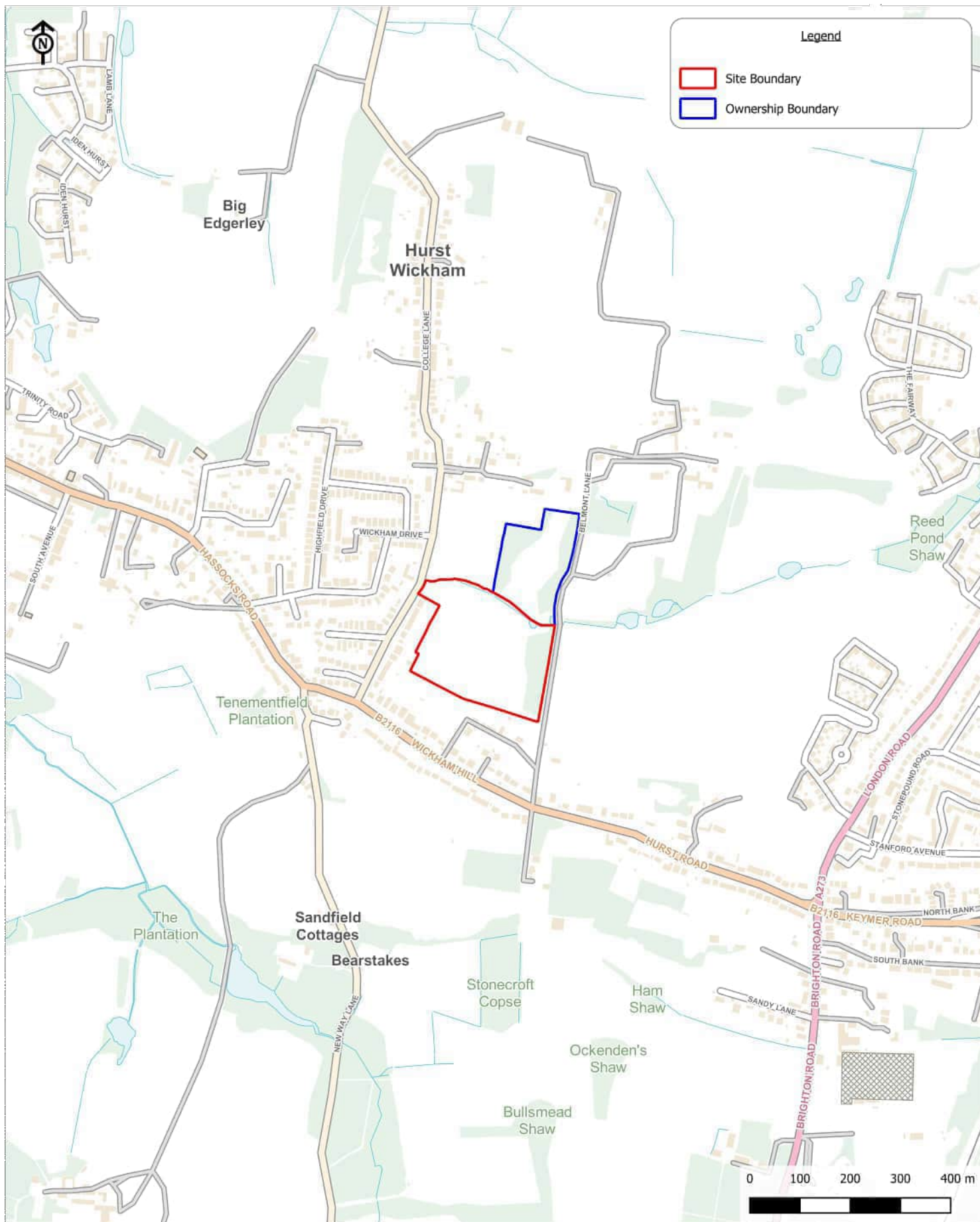
- 7.2.1 In conclusion, the proposals are not considered to constitute a severe material impact on the highway network, its capacity, or the safety or other motorised or non-motorised road users. As a result, it is considered that there are no reasons to refuse planning permission in respect of the proposals on highways or transportation grounds.



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Appendix 1

Site Location



College Lane

Site Location Plan

Client: Thakeham Ltd

Scale: 1:10000@A4
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 Job Number: 14525
 Drawn by - Checked by: RP - CZ
 Drg No - Status/Revision: 14525-CRH-XX-FG-G-7000 - P01
 File location: N:\14500 - 14749\14525 L - College Lane\Project_Workspaces\Transport (pdf in Outputs)
 Date (Revision History): 05/03/2026 (P01, First Issue, 05/03/26, RP)

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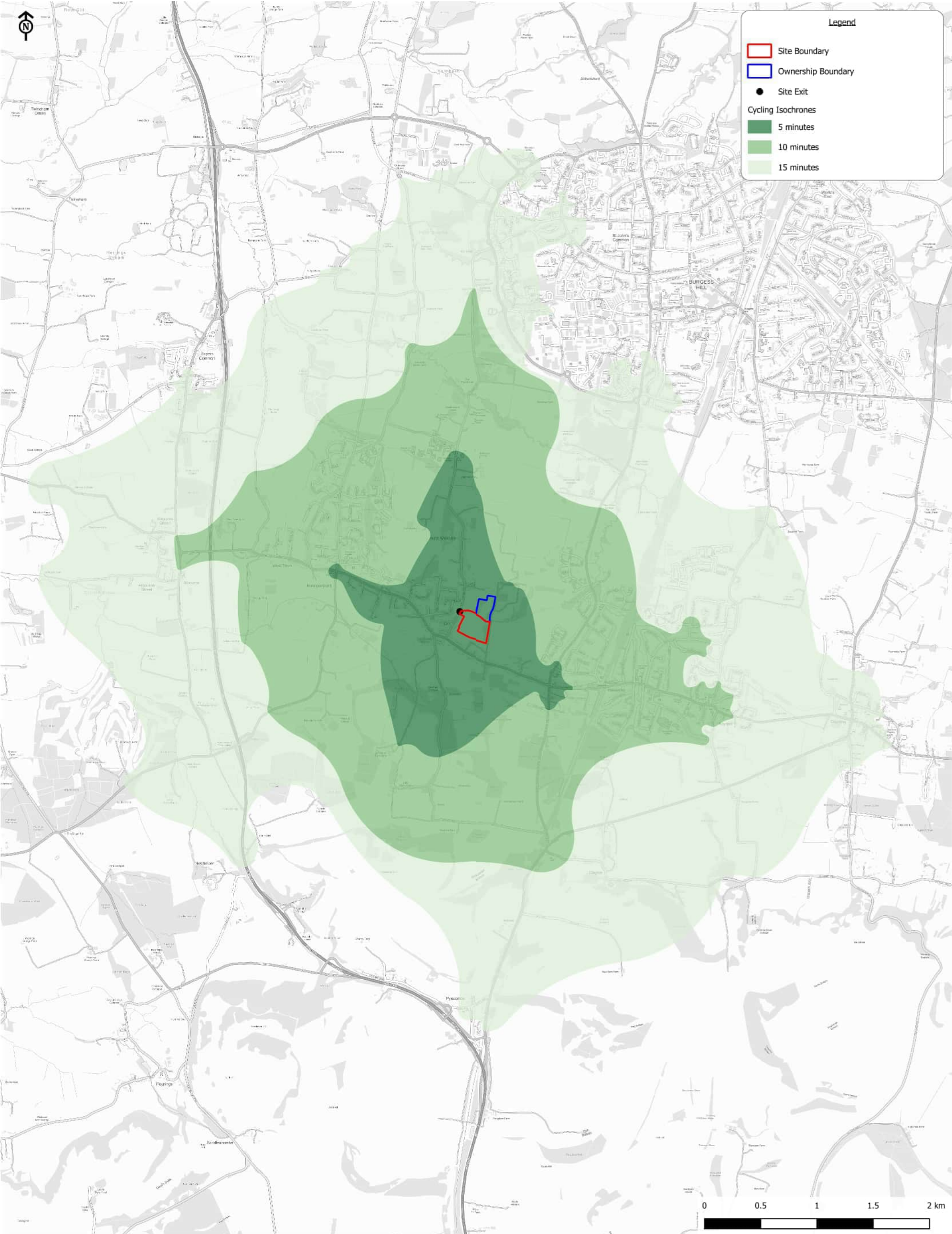
LONDON 020 7340 1700 ■ MANCHESTER 0161 819 3060
 BRISTOL 0117 916 1066 □ BIRMINGHAM 01675 467 484
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Appendix 2

Walking & Cycling Isochrones



College Lane

Client: Thakeham Ltd

Cycling Isochrones

Scale: 1:30000@A3
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Job Number: 14525
Drawn by - Checked by: RP - CZ
Drg No - Status/Revision: 14525-CRH-XX-XX-FG-G-7002 - P01
File location: N:\14500 - 14749\14525 L - College Lane\Project_Workspaces\Transport (pdf in Outputs)
Date (Revision History): 05/03/2026 (P01, First Issue, 05/03/26, RP)

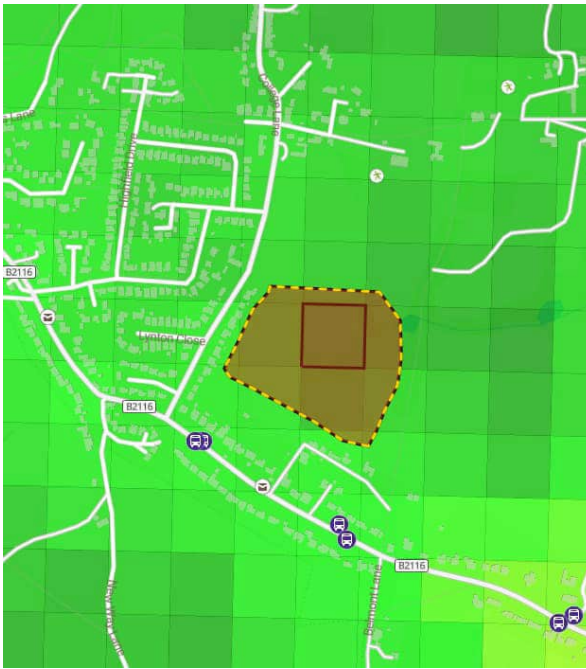
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BRISTOL 0117 916 1066 □ □ BIRMINGHAM 01675 467 484
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Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	529250_116050
Local authorities	Mid Sussex West Sussex
Latitude	50.929430
Longitude	-0.162184



Overall

Type	National score	National Distribution
Overall (except driving)	47	Very low (10-20%)
Public transport	55	Low (20-30%)
Walking	34	Very low (10-20%)
Cycling	52	Very low (10-20%)
Driving	77	Very low (10-20%)

Education

Type	National score	National Distribution
Overall (except driving)	31	Lowest (0-10%)
Public transport	47	Very low (10-20%)
Walking	16	Lowest (0-10%)
Cycling	40	Lowest (0-10%)
Driving	63	Lowest (0-10%)

Leisure

Type	National score	National Distribution
Overall (except driving)	48	Very low (10-20%)
Public transport	54	Low (20-30%)
Walking	39	Very low (10-20%)
Cycling	54	Very low (10-20%)
Driving	77	Very low (10-20%)

Health

Type	National score	National Distribution
Overall (except driving)	35	Very low (10-20%)
Public transport	44	Very low (10-20%)
Walking	23	Very low (10-20%)
Cycling	34	Lowest (0-10%)
Driving	58	Lowest (0-10%)

Shopping

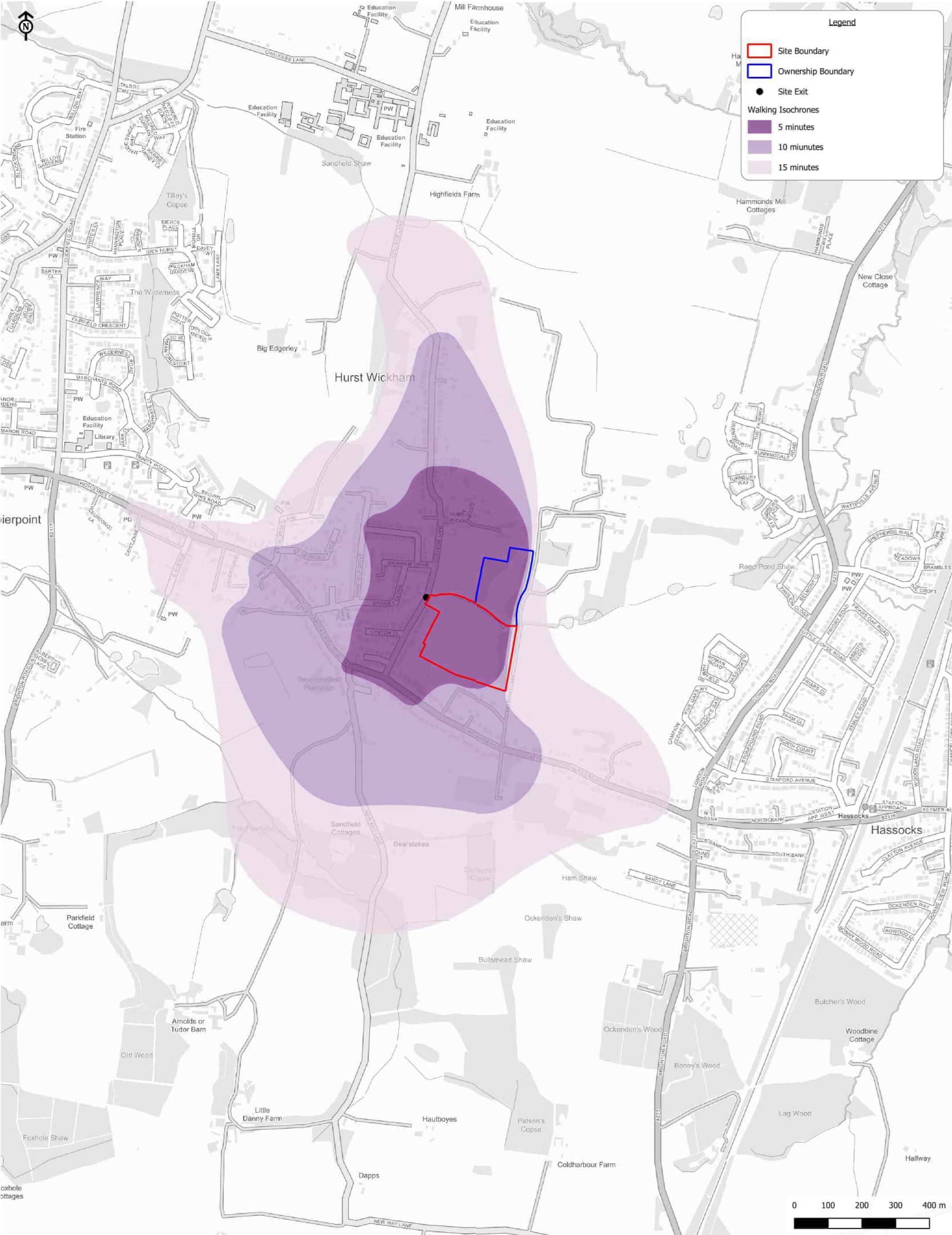
Type	National score	National Distribution
Overall (except driving)	44	Very low (10-20%)
Public transport	52	Very low (10-20%)
Walking	35	Very low (10-20%)
Cycling	50	Lowest (0-10%)
Driving	79	Very low (10-20%)

Residential

Type	National score	National Distribution
Overall (except driving)	59	Low (20-30%)
Public transport	63	Slightly above average (50-60%)
Walking	54	Very low (10-20%)
Cycling	62	Low (20-30%)
Driving	83	Below average (30-40%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	54	Below average (30-40%)
Public transport	60	Slightly above average (50-60%)
Walking	38	Very low (10-20%)
Cycling	53	Low (20-30%)
Driving	75	Below average (30-40%)



College Lane

Client: Thakeham Ltd

Walking Isochrones

Scale: 1:10000@A3
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Job Number: 14525
Drawn by - Checked by: RP - CZ
Drg No - Status/Revision: 14525-CRH-XX-XX-FG-G-7001 - P01
File location: N:\14500 - 14749\14525 L - College Lane\Project_Workspaces\Transport (pdf in Outputs)
Date (Revision History): 05/03/2026 (P01, First Issue, 05/03/26, RP)

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Appendix 3

Survey Output Files

[illegible]



College Ln. Humpsteppant - Manual Traffic Survey: Thursday, 16 April 2026

Probability Estimate Service Ltd.

Junction: A - College Lane / B - 82115 Wickham Hill / C - Haverside Road

Approach: B - 82115 Wickham Hill

Time	Phase A										Phase B										Phase C									
	Car	LT	LT	LT	LT	LT	LT	LT	LT	LT	Car	LT	LT	LT	LT	LT	LT	LT	LT	LT	Car	LT	LT	LT	LT	LT	LT	LT		
07:00-07:05	35	0	1	0	0	0	0	0	0	0	265	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	0	0		
07:05-07:10	60	0	1	0	0	0	0	0	0	0	530	0	0	0	0	0	0	0	0	0	220	0	0	0	0	0	0	0		
07:10-07:15	85	0	1	0	0	0	0	0	0	0	795	0	0	0	0	0	0	0	0	0	330	0	0	0	0	0	0	0		
07:15-07:20	110	0	1	0	0	0	0	0	0	0	1060	0	0	0	0	0	0	0	0	0	440	0	0	0	0	0	0	0		
07:20-07:25	135	0	1	0	0	0	0	0	0	0	1325	0	0	0	0	0	0	0	0	0	550	0	0	0	0	0	0	0		
07:25-07:30	160	0	1	0	0	0	0	0	0	0	1590	0	0	0	0	0	0	0	0	0	660	0	0	0	0	0	0	0		
07:30-07:35	185	0	1	0	0	0	0	0	0	0	1855	0	0	0	0	0	0	0	0	0	770	0	0	0	0	0	0	0		
07:35-07:40	210	0	1	0	0	0	0	0	0	0	2120	0	0	0	0	0	0	0	0	0	880	0	0	0	0	0	0	0		
07:40-07:45	235	0	1	0	0	0	0	0	0	0	2385	0	0	0	0	0	0	0	0	0	990	0	0	0	0	0	0	0		
07:45-07:50	260	0	1	0	0	0	0	0	0	0	2650	0	0	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	0		
07:50-07:55	285	0	1	0	0	0	0	0	0	0	2915	0	0	0	0	0	0	0	0	0	1210	0	0	0	0	0	0	0		
07:55-08:00	310	0	1	0	0	0	0	0	0	0	3180	0	0	0	0	0	0	0	0	0	1320	0	0	0	0	0	0	0		
08:00-08:05	335	0	1	0	0	0	0	0	0	0	3445	0	0	0	0	0	0	0	0	0	1430	0	0	0	0	0	0	0		
08:05-08:10	360	0	1	0	0	0	0	0	0	0	3710	0	0	0	0	0	0	0	0	0	1540	0	0	0	0	0	0	0		
08:10-08:15	385	0	1	0	0	0	0	0	0	0	3975	0	0	0	0	0	0	0	0	0	1650	0	0	0	0	0	0	0		
08:15-08:20	410	0	1	0	0	0	0	0	0	0	4240	0	0	0	0	0	0	0	0	0	1760	0	0	0	0	0	0	0		
08:20-08:25	435	0	1	0	0	0	0	0	0	0	4505	0	0	0	0	0	0	0	0	0	1870	0	0	0	0	0	0	0		
08:25-08:30	460	0	1	0	0	0	0	0	0	0	4770	0	0	0	0	0	0	0	0	0	1980	0	0	0	0	0	0	0		
08:30-08:35	485	0	1	0	0	0	0	0	0	0	5035	0	0	0	0	0	0	0	0	0	2090	0	0	0	0	0	0	0		
08:35-08:40	510	0	1	0	0	0	0	0	0	0	5300	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0		
08:40-08:45	535	0	1	0	0	0	0	0	0	0	5565	0	0	0	0	0	0	0	0	0	2310	0	0	0	0	0	0	0		
08:45-08:50	560	0	1	0	0	0	0	0	0	0	5830	0	0	0	0	0	0	0	0	0	2420	0	0	0	0	0	0	0		
08:50-08:55	585	0	1	0	0	0	0	0	0	0	6095	0	0	0	0	0	0	0	0	0	2530	0	0	0	0	0	0	0		
08:55-09:00	610	0	1	0	0	0	0	0	0	0	6360	0	0	0	0	0	0	0	0	0	2640	0	0	0	0	0	0	0		
09:00-09:05	635	0	1	0	0	0	0	0	0	0	6625	0	0	0	0	0	0	0	0	0	2750	0	0	0	0	0	0	0		
09:05-09:10	660	0	1	0	0	0	0	0	0	0	6890	0	0	0	0	0	0	0	0	0	2860	0	0	0	0	0	0	0		
09:10-09:15	685	0	1	0	0	0	0	0	0	0	7155	0	0	0	0	0	0	0	0	0	2970	0	0	0	0	0	0	0		
09:15-09:20	710	0	1	0	0	0	0	0	0	0	7420	0	0	0	0	0	0	0	0	0	3080	0	0	0	0	0	0	0		
09:20-09:25	735	0	1	0	0	0	0	0	0	0	7685	0	0	0	0	0	0	0	0	0	3190	0	0	0	0	0	0	0		
09:25-09:30	760	0	1	0	0	0	0	0	0	0	7950	0	0	0	0	0	0	0	0	0	3300	0	0	0	0	0	0	0		
09:30-09:35	785	0	1	0	0	0	0	0	0	0	8215	0	0	0	0	0	0	0	0	0	3410	0	0	0	0	0	0	0		
09:35-09:40	810	0	1	0	0	0	0	0	0	0	8480	0	0	0	0	0	0	0	0	0	3520	0	0	0	0	0	0	0		
09:40-09:45	835	0	1	0	0	0	0	0	0	0	8745	0	0	0	0	0	0	0	0	0	3630	0	0	0	0	0	0	0		
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09:50-09:55	885	0	1	0	0	0	0	0	0	0	9275	0	0	0	0	0	0	0	0	0	3850	0	0	0	0	0	0	0		
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10:00-10:05	935	0	1	0	0	0	0	0	0	0	9805	0	0	0	0	0	0	0	0	0	4070	0	0	0	0	0	0	0		
10:05-10:10	960	0	1	0	0	0	0	0	0	0	10070	0	0	0	0	0	0	0	0	0	4180	0	0	0	0	0	0	0		
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10:35-10:40	1110	0	1	0	0	0	0	0	0	0	11660	0	0	0	0	0	0	0	0	0	4840	0	0	0	0	0	0	0		
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11:20-11:25	1335	0	1	0	0	0	0	0	0	0	14045	0	0	0	0	0	0	0	0	0	5830	0	0	0	0	0	0	0		
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11:35-11:40	1410	0	1	0	0	0	0	0	0	0	14840	0	0	0	0	0	0	0	0	0	6160	0	0	0	0	0	0	0		
11:40-11:45	1435	0	1	0	0	0	0	0	0	0	15105	0	0	0	0	0	0	0	0	0	6270	0	0	0	0	0	0	0		
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11:50-11:55	1485	0	1	0	0	0	0	0	0	0	15635	0	0	0	0	0	0	0	0	0	6490	0	0	0	0	0	0	0		
11:55-12:00	1510	0	1	0	0	0	0	0	0	0	15900	0	0	0	0	0	0	0	0	0	6600	0	0	0	0	0	0	0		
12:00-12:05	1535	0	1	0	0	0	0	0	0	0	16165	0	0	0	0	0	0	0	0											

Approach: A - College Lane

[illegible]

Hurstpierpoint - ATC 1 - College Lane

Produced by Streetwise Services Ltd.



Channel - Northbound

	16/04/2026 Thursday	17/04/2026 Friday	18/04/2026 Saturday	19/04/2026 Sunday	20/04/2026 Monday	21/04/2026 Tuesday	22/04/2026 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	858	1293	664	506	877	786	885	842	840
Mean Speed	27.9	29.0	30.5	27.5	27.3	28.0	28.4	28.0	28.0
85thile Speed	31.9	33.8	33.4	32.1	32.2	31.7	32.7	32.4	32.5
No. Vehicles > 30 MPH Limit	248	520	249	148	269	229	325	318	284
% Vehicles > 30 MPH Limit	28.9	40.2	37.5	29.2	30.7	28.8	36.7	35.1	33.2
No. Vehicles > 45 MPH	1	3	1	0	0	0	0	2	2
% Vehicles > 45 MPH	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.2

Channel - Southbound

	16/04/2026 Thursday	17/04/2026 Friday	18/04/2026 Saturday	19/04/2026 Sunday	20/04/2026 Monday	21/04/2026 Tuesday	22/04/2026 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	801	789	575	467	764	740	748	767	697
Mean Speed	27.8	28.6	29.0	27.9	28.2	29.1	29.4	28.6	28.5
85thile Speed	32.7	33.9	34.1	33.1	33.2	33.9	33.6	33.5	33.5
No. Vehicles > 30 MPH Limit	289	311	255	156	266	330	332	306	277
% Vehicles > 30 MPH Limit	36.1	39.9	44.0	33.4	34.8	44.6	44.4	39.8	39.6
No. Vehicles > 45 MPH	2	2	0	1	0	0	2	2	2
% Vehicles > 45 MPH	0.2	0.3	0.0	0.2	0.0	0.0	0.3	0.3	0.2

Northbound & Southbound

	16/04/2026 Thursday	17/04/2026 Friday	18/04/2026 Saturday	19/04/2026 Sunday	20/04/2026 Monday	21/04/2026 Tuesday	22/04/2026 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1699	2073	1245	973	1641	1526	1633	1708	1537
Mean Speed	27.5	28.9	28.7	27.7	27.7	28.5	28.7	28.3	28.3
85thile Speed	32.4	33.7	33.6	32.8	32.7	32.9	33.2	33.0	33.0
No. Vehicles > 30 MPH Limit	537	831	504	304	535	559	657	624	561
% Vehicles > 30 MPH Limit	32.4	40.1	40.5	31.2	32.6	36.4	40.2	36.3	36.2
No. Vehicles > 45 MPH	3	5	1	1	0	0	2	3	2
% Vehicles > 45 MPH	0.2	0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.1

Class	Axles	Group	Description	Parameters	Dominant Vehicle	Aggregate
1	TV	2	1 OR 2	Short - Car, light Van	$d(1) < 1.7m, a(1) < 2m \& axes=2$	Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$graces=3, c(1) < 2.1m, d(1) < 1.7, d(2) < 2.1m \& axes=3, 4, 5$	Light
3	TBL	2	2	Two axle truck or Bus	$d(1) < 3.0m \& axes=2$	Medium
4	TBL	3	2	Three axle truck or Bus	$axes=3 \& graces=2$	Medium
5	T4	>3	2	Four axle truck	$axes=3 \& graces=2$	Medium
6	ART2	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$c(1) < 2.1m, axes=3 \& graces=3$	Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(1) < 2.1m \& d(2) < 2.1m \& c(1) < 3.2m, axes=4 \& graces=2$	Heavy
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(1) < 2.1m \& d(2) < 2.1m \& c(1) < 4.2m, axes=5 \& graces=2$	Heavy
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axes=6 \& graces=2 \& axes=6 \& graces=3$	Heavy
10	BD	>=6	4	B Double or Heavy truck and trailer	$graces=4 \& axes=6$	Heavy
11	DBT	>=6	5	Double road Train or Heavy truck and two trailers	$graces=5, 6 \& axes=6$	Heavy
12	TBT	>=6	>6	Triple road train or Heavy truck and three (or more) trailers	$graces=6 \& axes=6$	Heavy
14	M/C	2	1 OR 2	Motorcycle	$a(1) < 1.0m, c(1) < 1.7m \& axes=2$	Light
15	CYCLE	2	1 OR 2	Cycle	$c(1) < 1.0 \& axes=2$	Light



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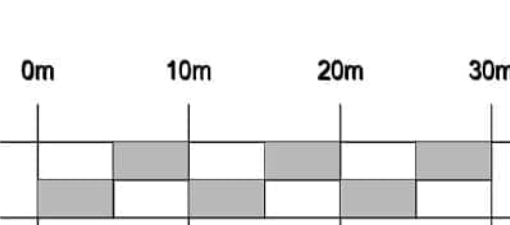
Appendix 4

Proposed Site Plan



KEY
★ Affordable housing

Scale Bar 1:500



Development
Land East of College Lane
Hurstpierpoint
West Sussex

Drawing Title
Site Layout Colour

Drawn
AH
Date
Sept 2026

Scale @ A0
1:500

Rev Date Note
C01 25.09.26 Application Issue
RIBA Stage 3 - Planning

Drawn
Check
Revision Number
C01

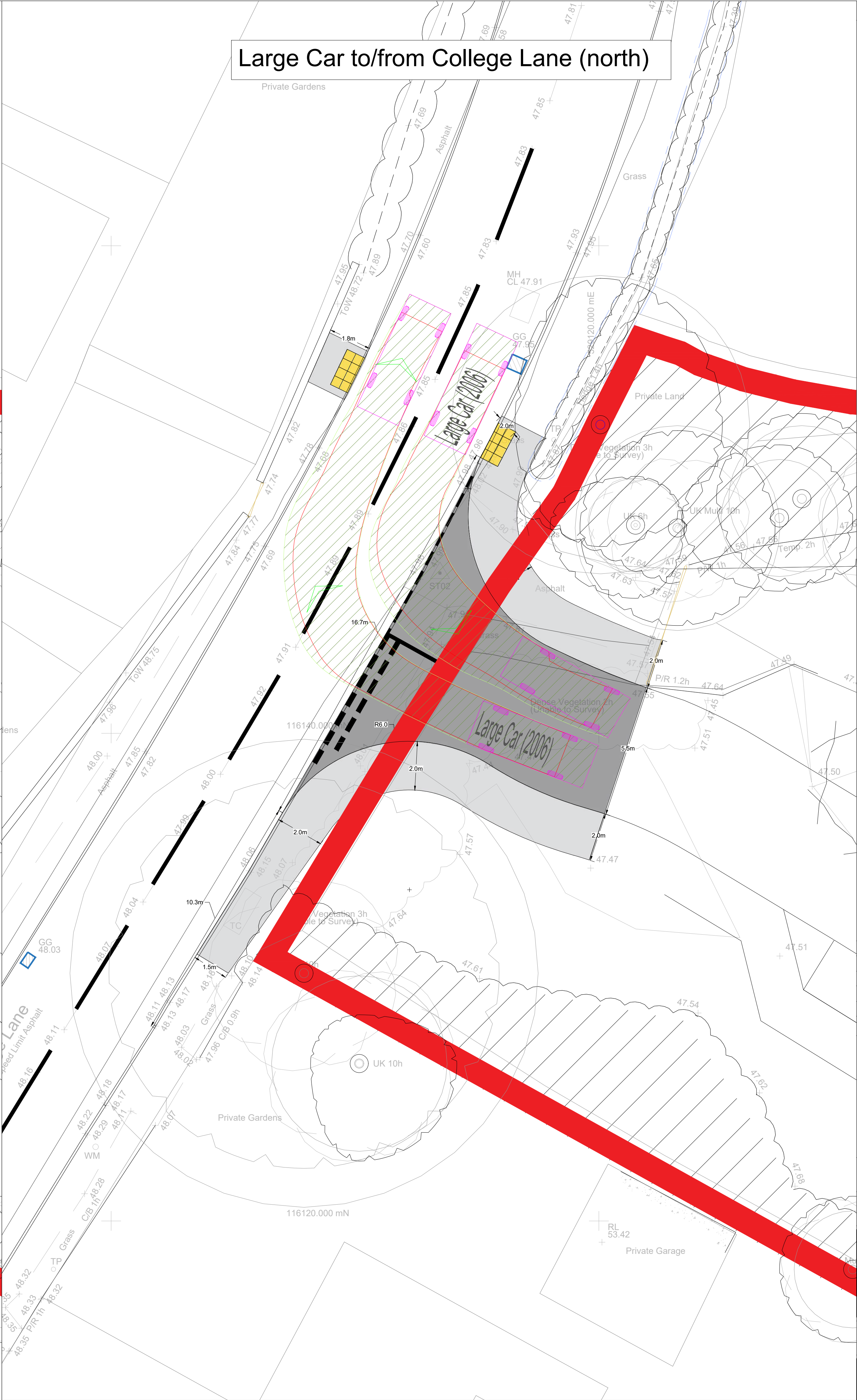
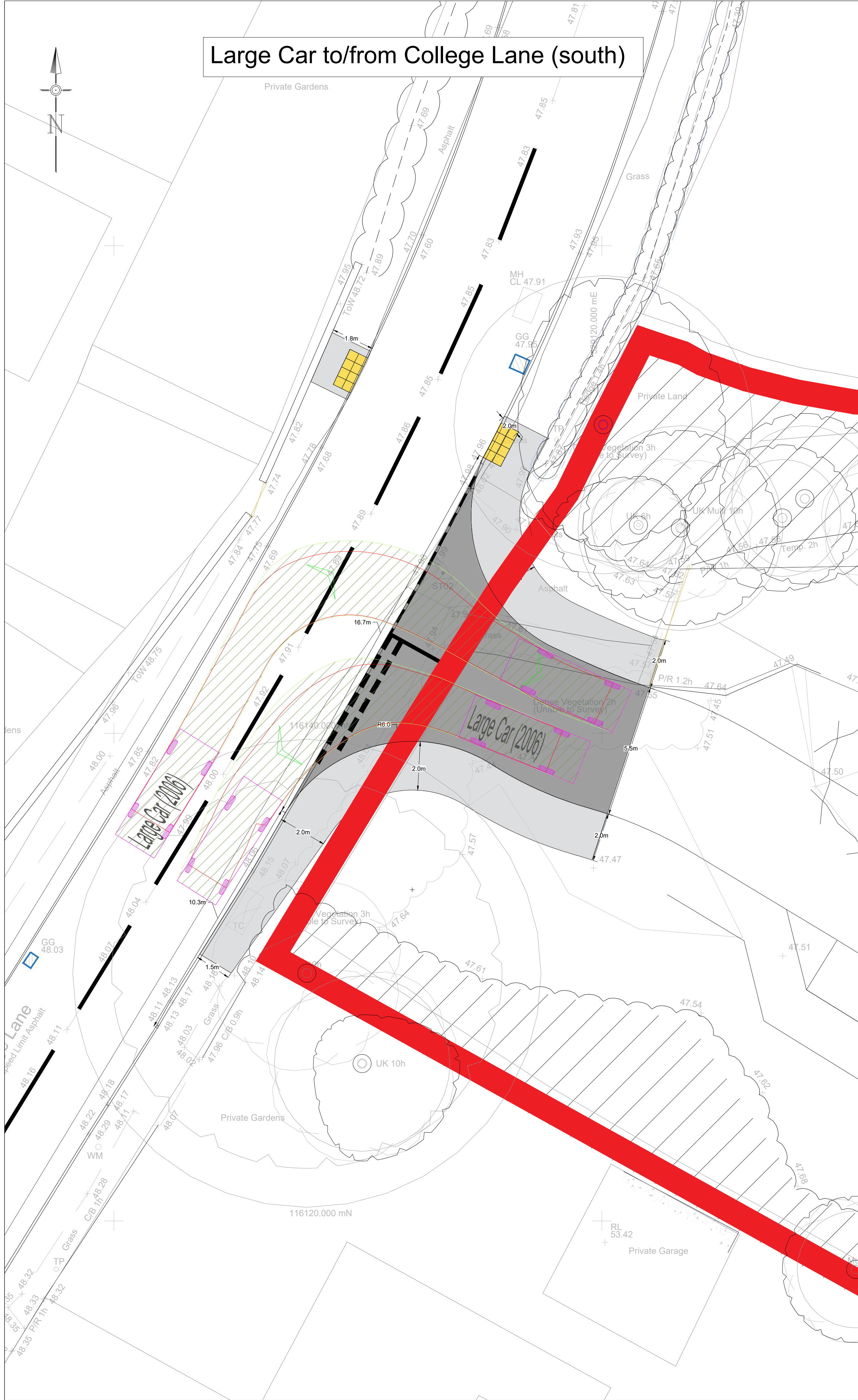
Drawing Number (Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number)
H119 - THA - PD2 - ZZ - D - A - 1010



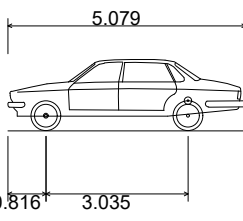
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Appendix 5

Proposed Highway Works and Site Access Design



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn** and **status A5** to be used for **Construction**.



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

P5	Planning layout added	21/09/26	TH
P4	Amended to suit updated site layout	15/07/26	CZ
P3	Amended to suit updated site layout	02/07/26	WS
P2	Access design updated	27/05/26	TH
P1	Issued for information	19/03/26	TH
Rev	Description	Date	By

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London 020 7340 1700 Manchester 0161 819 3060
Bristol 0117 916 1066 Birmingham 01675 467 484

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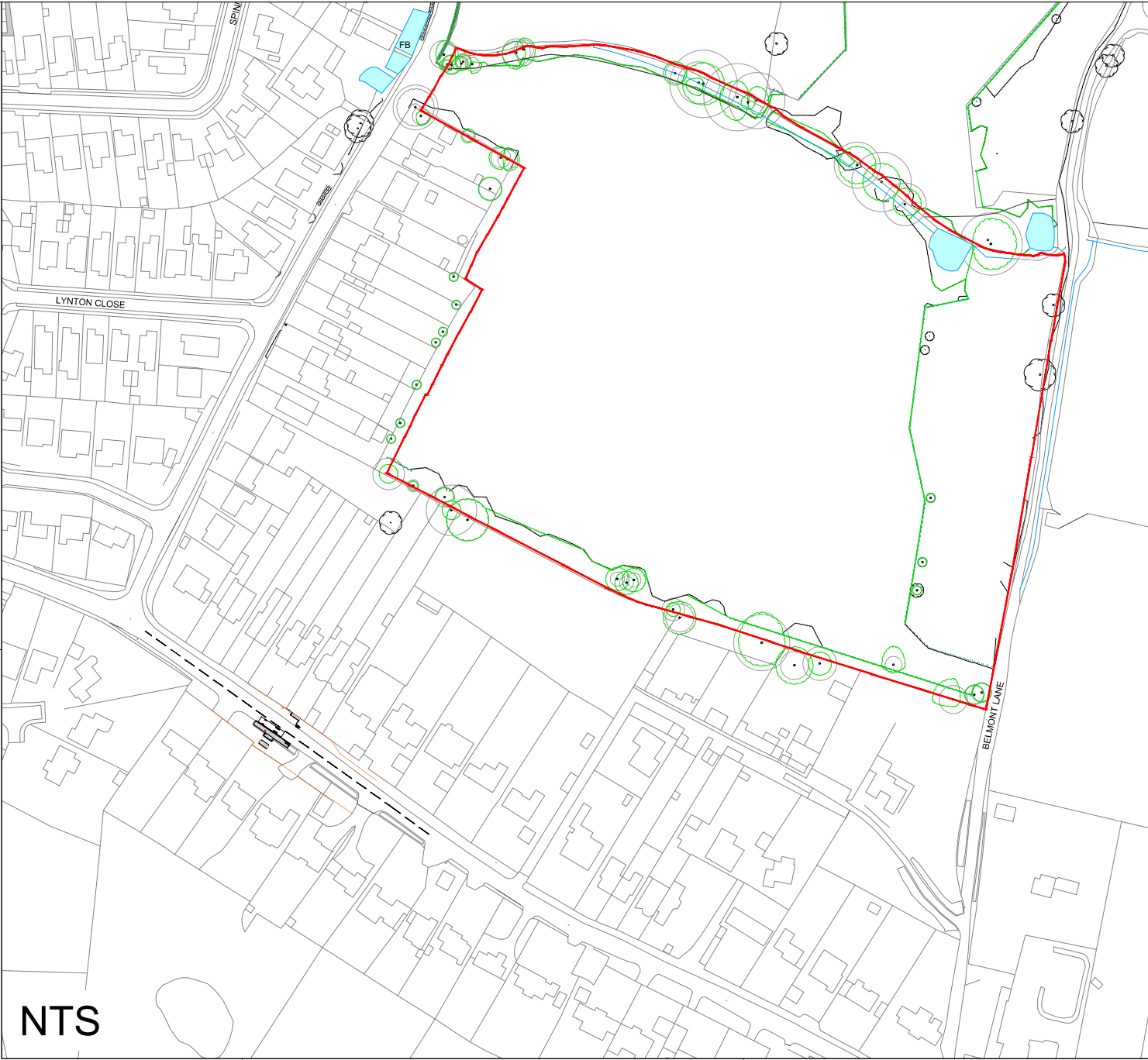
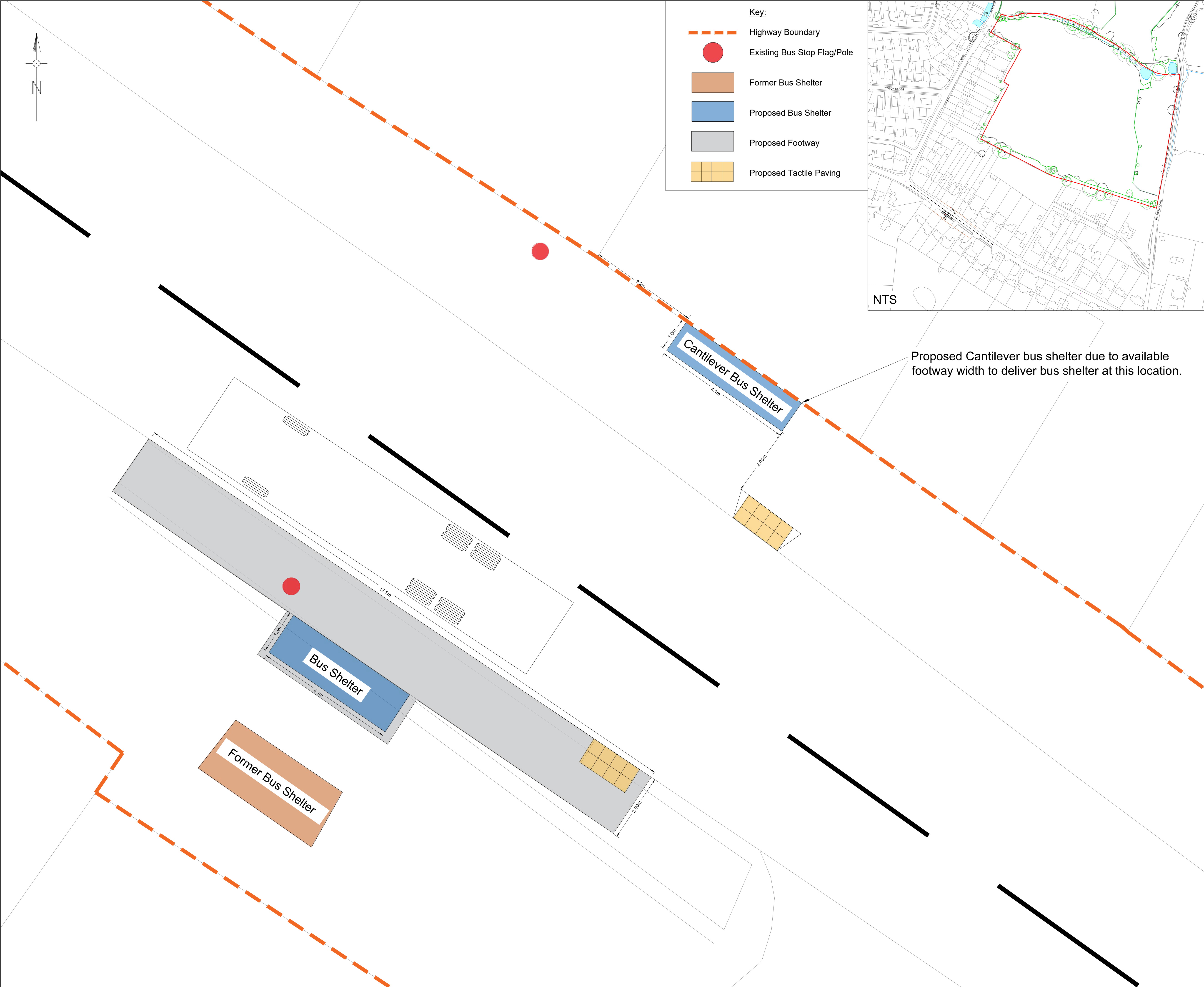
Job Title College Lane, Hurstpierpoint

Client Thakeham Client

Proposed Site Access
College Lane
Swept Path Analysis

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	19/03/26	1:100	TH	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6204	P5



- Notes**
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 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:**
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
 - Drawing status:**
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:**
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn and status A5 to be used for Construction.**

P2	Highway boundary updated	24/07/26	TH
P1	Issued for information	25/06/26	TH
Rev	Description	Date	By

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London020 7340 1700

Manchester0161 819 3060

Bristol0117 916 1066

Birmingham01675 467 484

www.campbellreith.com

Job Title

College Lane, Hurstpierpoint

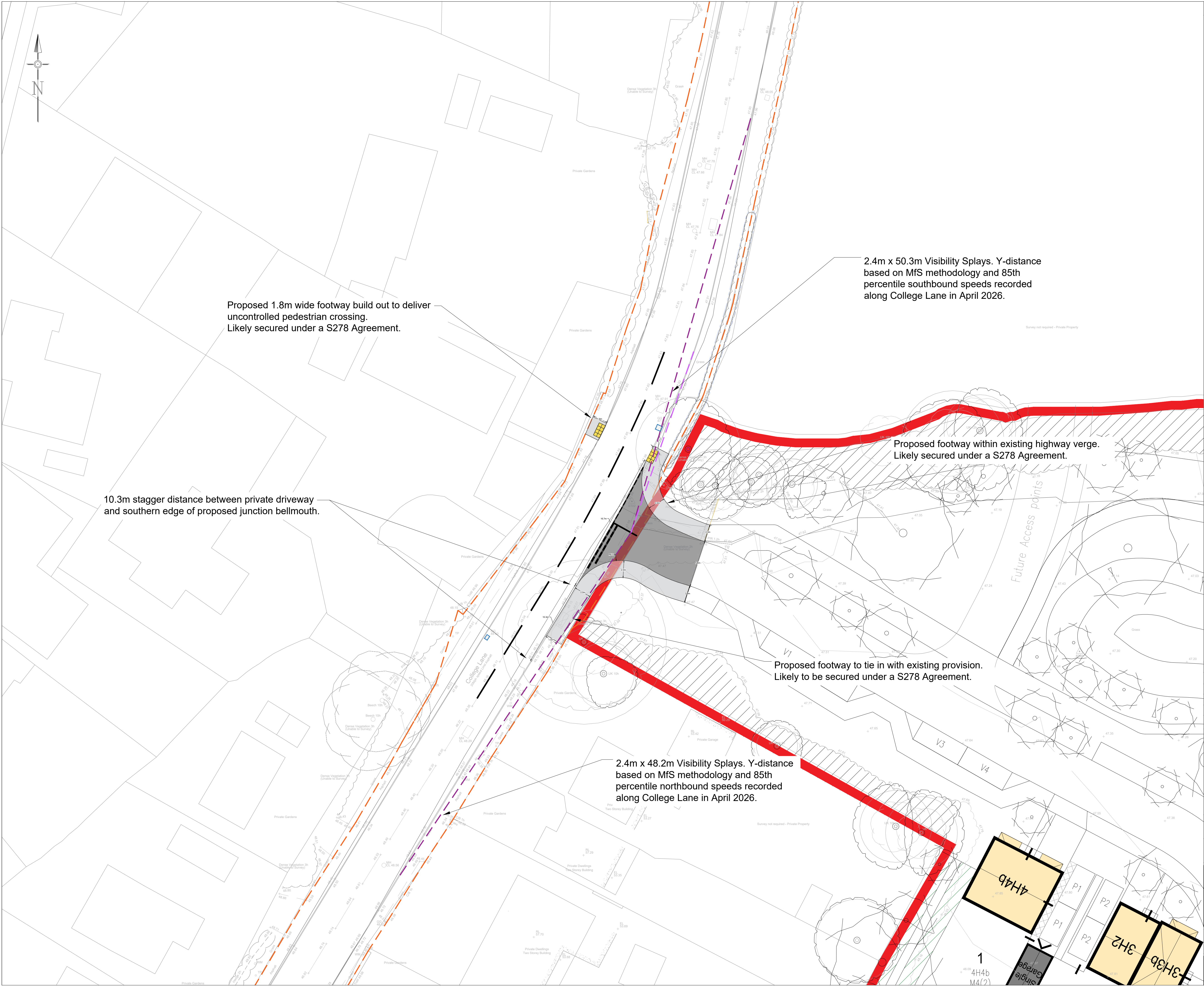
Client

Thakeham Homes

Proposed Bus Stop Improvements
B2116 Wickham Hill

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	24/06/26	1:100	TH	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6240	P2



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn and status A5 to be used for Construction.**

Key:

- Highway Boundary
- Visibility Splays
- Visibility Splays to tangent
- Existing Highway Gully
- Tactile Paving Slabs 400x400m flags
- Existing/Proposed Footway
- Existing/Proposed Carriageway

P5	Planning layout added	21/09/26	TH
P4	Amended to suit updated site layout	15/07/26	CZ
P3	Amended to suit updated site layout	02/07/26	WS
P2	Updated in line with WSCC pre-app comments	27/05/26	TH
P1	Issued for information	19/03/26	TH
Rev	Description	Date	By

CampbellReith
consulting engineers

London 020 7340 1700 Manchester 0161 819 3060
Bristol 0117 916 1066 Birmingham 01675 467 484

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Job Title **College Lane, Hurstpierpoint**

Client **Thakeham Client**

**Proposed Site Access
College Lane**

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	19/03/26	1:200	TH	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6203	P5



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Appendix 6

Road Safety Audit & Designers Response



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT STAGE 1

PROPOSED SITE ACCESS, SHARED USE FACILITY AND BUS MITIGATION WORKS

IN ASSOCIATION WITH A RESIDENTIAL DEVELOPMENT

LAND EAST OF COLLEGE LANE, HURSTPIERPOINT, HASSOCKS WEST SUSSEX

REPORT REF: BN-CR-26-128



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

**ROAD SAFETY AUDIT
STAGE 1**

PROPOSED SITE ACCESS, SHARED USE FACILITY AND BUS MITIGATION WORKS

IN ASSOCIATION WITH A RESIDENTIAL DEVELOPMENT

**LAND EAST OF COLLEGE LANE, HURSTPIERPOINT,
HASSECKS, WEST SUSSEX**

REPORT REF: BN-CR-26-128

Client: Campbell Reith Consulting Engineers
15 Bermondsey Square,
London,
SE1 3UN

Report Prepared By:

A handwritten signature in blue ink, appearing to read 'BN' followed by a stylized flourish.

Beth Newiss MSoRSA NH Cert Comp

Checked By:

A handwritten signature in red ink, appearing to read 'V Patel'.

Vimal Patel BEng (Hons), GMICE, FIHE,
Reg. RSA (IHE),
NH Cert Comp NH Cert Comp

Job no	BN-CR-26-128	Issue no	1	Date	July 2026
Prepared by	BN	Verified by	VP	Approved by	BN

Beth Newiss and Associates Limited
Registered Office: 19a Grange Hill, Coggeshall, Essex, C06 1RE
bethnewissandassociates@gmail.com

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	April 2026
Document reference and revision:	BN-CR-26-128
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	Campbell Reith Consulting Engineers
Project Sponsor:	Thakeham Homes
Overseeing Organisation:	West Sussex County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN	VP	BN	12/07/2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	VP	BN	13/07/2026

CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT PREVIOUS AUDIT (S)	5
3.0	ITEMS RAISED AT THIS AUDIT	6
4.0	AUDIT TEAM STATEMENT	10

APPENDICES

A1	INFORMATION PRESENTED FOR AUDIT
A2	LOCATION PLAN

DISTRIBUTION		
Campbell Reith	Tom Harris	13/07/2026
Campbell Reith	Rob Green	13/07/2026

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the site access and off-site highways works in association with a proposed residential development within land to the east of College Lane, Hurstpierpoint, Hassocks, West Sussex. The audit was requested by Campbell Reith Consulting Engineers on behalf of Thakeham Homes.

1.2 SCHEME BACKGROUND INFORMATION

The Road Safety Audit (RSA) has been requested in association with a planning application to introduce 75 new homes within land to the east of College Lane, Hurstpierpoint, Hassocks.

1.3 SITE LOCATION

The site is located to the east of College Lane, within an existing field.

College Lane is a street lit, two-way single carriageway aligned in a broadly north to south direction. Footways are present to both sides of the carriageway south towards the junction with Hassocks Road. A single footway is present (to the western side of the carriageway) northwards towards Wickham Drive.

Within the immediate vicinity of the site the area is a mixture of residential and agricultural.

1.4 THE PROPOSED WORKS

The proposed works to be audited within this report include:

- Site Access with 5.5m access road
- Shared use cycleway/footway through the site
- Bus Stop Improvements at B2116 Wickham Hill

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during July 2026 in accordance with the scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 3rd July 2026 by Rob Green of the Design Organisation Campbell Reith Consulting Engineers, on behalf of the Local Highway Authority.

The Road Safety Audit comprised of an examination of the documents provided as detailed in **Appendix A1** alongside and a visit to site.

1.6 SITE VISIT

A visit to site was undertaken by the Audit Team together on the 13th July 2026 between 10:00 and 10:30. During the site visit the weather was warm and sunny. The road surface was dry. During the time of the visit the Audit Team noted minimal traffic flows. No pedestrians nor cyclists were observed.

1.7 COLLISION DATA

The Audit Brief details that there have been no (0) collisions within the vicinity of the site in the most 5-year period.

1.8 SPEED DATA

Speed count data was presented within the audit brief, this highlighted that the 85th percentile speeds along College Lane were 32.5mph northbound and 33.5mph southbound. The posted speed limit is currently 30mph.

1.9 EXISTING AND FORECASTED TRAFFIC FLOWS

Existing traffic flows:

Existing traffic flows along the corridor are steady throughout the day, with a consistent pattern of two-way movement and no pronounced peak-hour congestion.

Forecast traffic flows:

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	19	41	60
PM Peak (17:00-18:00)	38	22	60
Daily	315	316	631

The forecasted traffic flows indicate a modest increase in overall vehicle movements, with growth primarily associated with background traffic rather than development-specific demand. The uplift is not expected to generate capacity issues.

1.10 DEPARTURES FROM STANDARDS

The Audit Team have not been advised of any Departures from Standards.

1.11 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Vimal Patel
MCIHT MSoRSA NH Cert Comp	BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

The Audit Team meets the acceptance requirement of West Sussex County Council.

1.12 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 rev 2.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included. A Location Plan can be found in **Appendix A2**.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design review has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team are not aware of any previous Road Safety Audit having been undertaken.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location Throughout

Summary Potential loss of control or slip hazard due to standing water.

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

RECOMMENDATION: It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.

3.2 JUNCTIONS

3.2.1 PROBLEM

Location A – Site Access

Summary Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions.

The Audit Team have been provided Auto Tracking drawings. These drawings indicated that a large vehicle could manoeuvre into and out of the site access without entering the opposing lane. No details, however, have been presented regarding whether a larger vehicle, such as a refuse vehicle can. Consequently, there is concern that the insufficient carriageway space may increase the risk of collision between large vehicles negotiating the development access simultaneously. This may result in sudden braking and obstruction of College Lane resulting in potential rear end shunts or side swipe type collisions between opposing vehicles.

RECOMMENDATION: It is recommended that Auto tracking is presented to indicate larger vehicle negotiating the development access simultaneously, if this is not possible provide sufficient carriageway space to allow opposing vehicles to travel in unison. Alternatively, ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team have no comments regarding 'LOCAL ALIGNMENT' at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location	B – Connectivity from proposed to existing
Summary	A cyclist may lose control of their bicycle or conflict with motorists/pedestrians when attempting to enter/exit the shared use facility resulting in personal injury.

The proposed shared-use footway/cycleway does not show a clearly defined entry or exit points; it is therefore difficult to understand how pedestrians and cyclists enter or exit the shared use facility. Insufficient/poor connectivity to the existing road network may lead to user confusion and increase the potential for conflict at the connection with other road users of the surrounding network.

RECOMMENDATION: It is recommended that a suitable entry/exit point to the shared use facility are provided for pedestrians and cyclists.

3.4.2 PROBLEM

Location	C – Along the length of the Shared Use Facility
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.

No dimensional details have been supplied for the proposed shared-use footway/cycleway. Without confirmation of minimum width, lateral clearance, gradients, surface specification or edge treatments, it is not possible to determine whether the route can safely accommodate two-way pedestrian and cycle movements in accordance with the guidance set out in LTN 1/20.

RECOMMENDATION: It is recommended the shared use facility is introduced in accordance with the guidance provided in LTN 1/20.

3.4.3 PROBLEM

Location	D – Along the length of the Shared Use Facility
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.

The drawings do not indicate any tactile paving at key points such as entry/exit points, crossings or transitions between shared-use and footway-only areas. The lack of tactile provision reduces accessibility for visually impaired users and may lead to confusion regarding user priority and route alignment. This may increase the risk of pedestrian–cycle conflict.

RECOMMENDATION: It is recommended that tactile paving is provided.

3.4.4 PROBLEM

Location	E - Along the length of the Shared Use Facility	X – Connectivity from
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.	Conflict may occur between all road users resulting in potential personal injury incidents.

No signage details informing users of the shared-use route have been provided. In addition, the absence of appropriate signs to clarify user priority at access points and connection with the wider network result in an ambiguous layout. The absence of appropriate signing may result in pedestrians and cyclists unaware of the shared-use arrangement, increasing the likelihood of conflict and reducing the legibility of the route.

RECOMMENDATION: It is recommended that appropriate and clear signs are provided to inform users of the shared use facility.

3.4.5 PROBLEM

Location	F – Wickham Road/College Lane
Summary	Obscured visibility may result in a pedestrian entering the carriageway unaware of approaching motorists resulting in pedestrian strike.

No visibility splays have been provided for the proposed uncontrolled crossing points. Without this information, it is not possible to determine whether pedestrians have adequate intervisibility with approaching traffic, or whether drivers have sufficient advance sight of users waiting to cross.

NB: On site observations noted vegetation along the length of both College Lane and Wickham Road.

RECOMMENDATION: It is recommended that visibility splays are provided from and to the pedestrian crossings with all areas kept clear of vegetation/obstruction.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS

- 3.5.1 The Audit Team have not been provided with any signage details, therefore have no comments regarding this element of work **at this stage**.
- 3.5.2 The Audit Team have not been provided with any lighting information, therefore have no comments regarding this element of work **at this stage**.

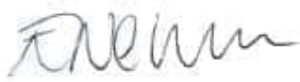
4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119 rev 2.

Audit Team Leader

Beth Newiss MCIHT MSoRSA NH Cert Comp



Date: 13th July 2026

Audit Team Member

Vimal Patel BEng (Hons), GMICE, FIHE, NH
Cert Comp, Reg RSA (IHE)



Date: 13th July 2026

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

4.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

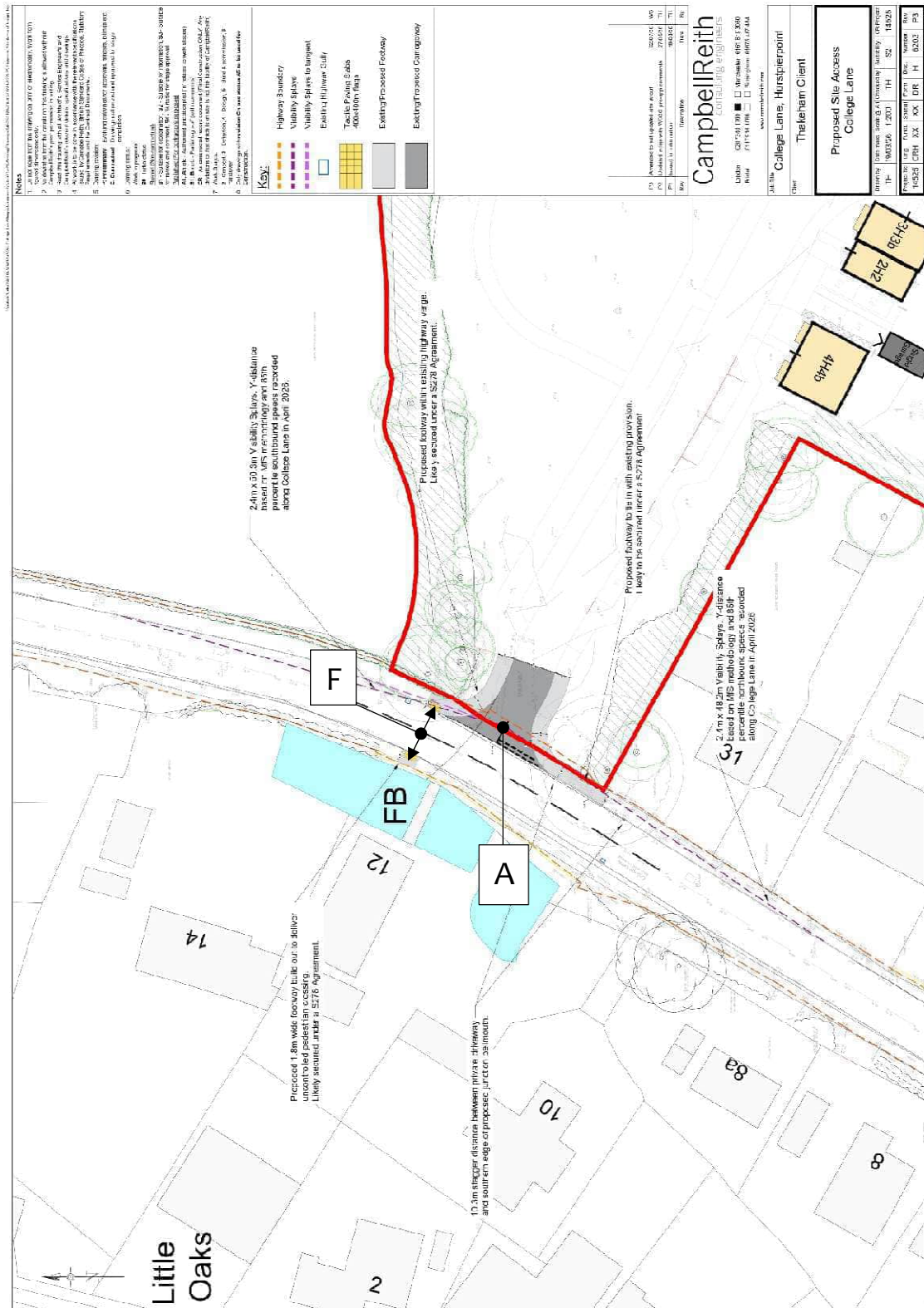
Audit Brief Received Via Email Dated 3rd July 2026

Including Drawings:

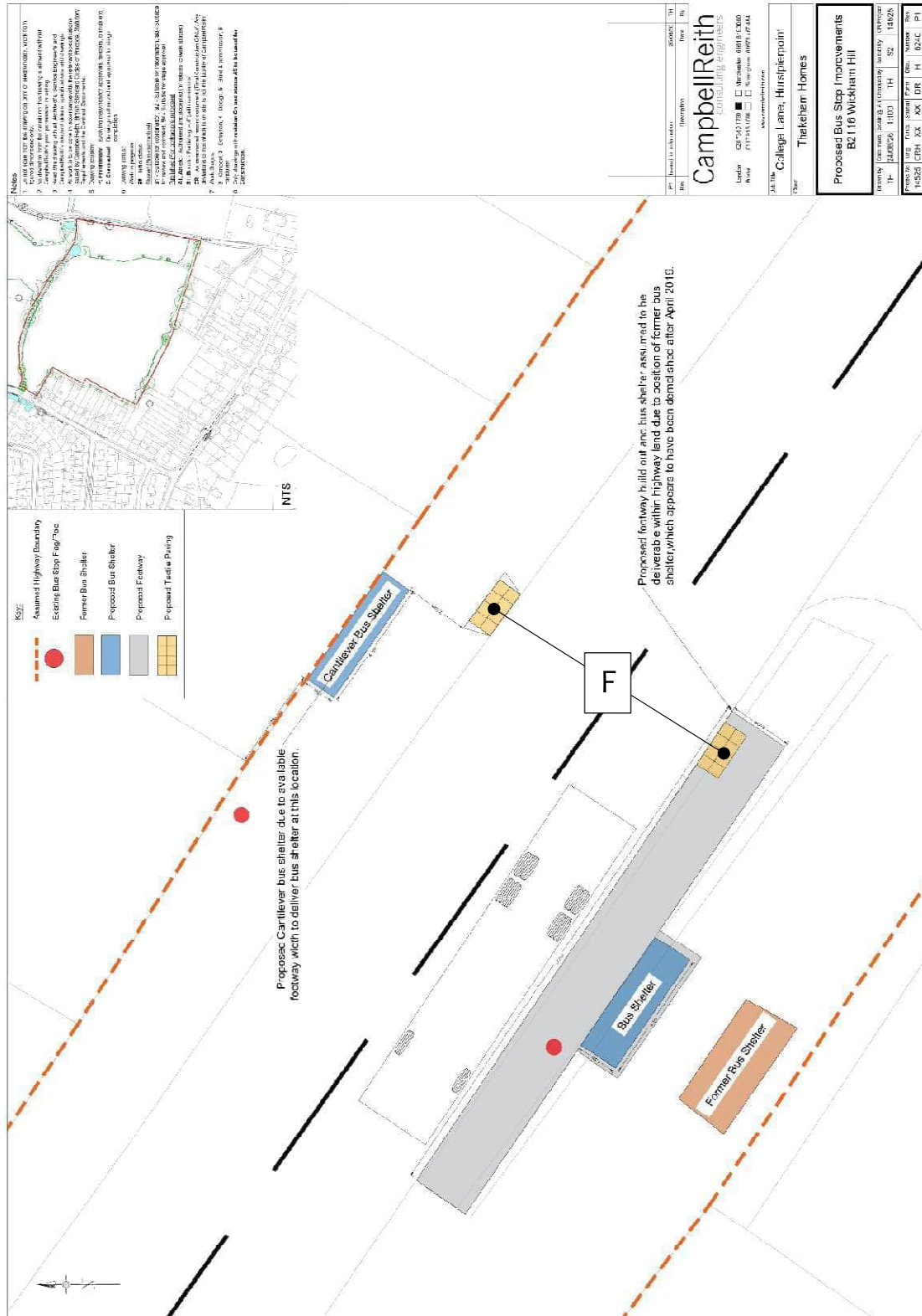
14525-CRH-XX-XX-FG-G-7000_P1 Site Location
14525-CRH-XX-XX-DR-H-6203_P3 Proposed Site Access (NB: Includes visibility splays)
14525-CRH-XX-XX-DR-H-6204_P3 Site Access Swept Paths
14525-CRH-XX-XX-DR-H-6210_P3 Internal Site Layout Visibility Splays
14525-CRH-XX-XX-DR-H-6240_P1 Bus Stop Improvements Wickham Hill
14525-CRH-XX-XX-DR-H-6101_P1 Traffic Distribution
H119-THA-CD-ZZ-D-A-0500_P01 Markup Site Layout Option 11
H119-THA-CD-ZZ-D-A-0500_P01_ Site Layout Option 11 with footpath route indicated

APPENDIX A2

LOCATION PLAN



Proposed Site Access, Shared Use Facility and Bus Mitigation Works
Land East of College Lane, Hurstpierpoint, Hassocks
Road Safety Audit – Stage 1



Proposed Site Access, Shared Use Facility and Bus Mitigation Works
Land East of College Lane, Hurstpierpoint, Hassocks
Road Safety Audit – Stage 1



RESPONSE REPORT

relating to the

**ROAD SAFETY AUDIT STAGE 1
(DMRB GG 199)**

College Lane, Hurstpierpoint

**Proposed Site Access, Shared Use Facility
and Bus Mitigation Works**

Date of Issue: 24th July 2026

*Note: Based on a Road
Safety Audit Report
prepared by Beth Newiss
and Associates Limited*

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

DOCUMENT HISTORY

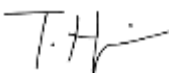
Revision	Reference	Date
P1	14525-CRH-XX-XX-RP-H-6053_P1_St1RSA_response.docx	24.07.2025

F1. Project Details

TABLE F1: PROJECT DETAILS

Report title:	Response Report relating to the Road Safety Audit Stage 1
Date:	24 July 2026
Document reference and revision:	14525-CRH-XX-XX-RP-H-6052_P1_St1RSA_response.docx
Prepared by:	CampbellReith
On behalf of:	Thakeham Homes

TABLE F2: AUTHORISATION SHEET

Project:	College Lane, Hurstpierpoint
Report title:	Response Report relating to the Stage 1 Road Safety Audit
Prepared by:	
Name:	Tom Harris
Position:	Senior Transport Planner
Signed:	
Organisation	CampbellReith
Date:	24 July 2026
Approved by:	
Name:	[Name]
Position:	[Position]
Signed:	[To be completed]
Organisation	West Sussex County Council
Date:	[To be completed]

F2. Introduction

This report provides a Designers Response to a Stage 1 Road Safety Audit in relation to the proposed development and off-site works at College Lane, Hurstpierpoint. The audit was undertaken by Beth Newiss and Associates Limited and is dated 14th July 2026, reference BN-CR-26-128.

This Response Report is prepared for submission to West Sussex County Council as the Highway Authority and has been prepared by the following representatives of the Design Organisation:

Tom Harris
Senior Transport Planner
CampbellReith

Chris Stanyard
Partner
CampbellReith

F3. Key Personnel

TABLE F3: KEY PERSONNEL

Overseeing Organisation:	West Sussex County Council	
RSA Team	Beth Newiss MCIHT MSoRSA NH Cert Comp (Audit Team Leader) Beth Newiss & Associates Limited Vimal Patel BEng (Hons), FIHE, NH Cert Comp, RegRSA (Audit Team Member) Beth Newiss & Associates Limited	
Design Organisation:	Tom Harris CampbellReith 15 Bermondsey Square London SE1 3UN	Chris Stanyard CampbellReith 15 Bermondsey Square London SE1 3UN

F4. Road Safety Audit Decision Log

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1.1	Potential loss of control or slip hazard due to standing water. No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.	ACCEPTED Adequate surface water drainage will be provided within the development, with further details provided post-receipt of planning consent (detailed design stage). Note that there are also highway gullies within the vicinity of the proposed site access along College Lane.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]
3.2.1	Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions. The Audit Team have been provided Auto Tracking drawings. These drawings indicated that a large vehicle could manoeuvre into and out of the site access without entering the opposing lane. No details, however, have been presented regarding whether a larger vehicle, such as a refuse vehicle can. Consequently, there is concern that the insufficient carriageway space may increase the risk of collision between large vehicles negotiating the development access simultaneously. This may result in sudden braking and obstruction of College Lane resulting in potential rear end shunts or side swipe type collisions between opposing vehicles.	It is recommended that Auto tracking is presented to indicate larger vehicle negotiating the development access simultaneously, if this is not possible provide sufficient carriageway space to allow opposing vehicles to travel in unison. Alternatively, ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.	NOT ACCEPTED The junction arrangement, including access road widths and likely kerb radii, have been previously presented to WSCC as part of pre-application discussions. WSCC did not state that they had any concerns in-principle with the access design and submitted swept path analysis, aside from updating the swept path analysis for a larger refuse vehicle. Streets for a Healthy Life, a design guidance document written on behalf of Homes England, and as a companion to Manual for Streets, states that “access for refuse vehicles is also important, but designing for the largest vehicle likely to enter a residential street runs the risk of allowing all other motorised vehicles to travel too fast. Whilst the need to accommodate large vehicles needs to be taken into account, in many cases they will be infrequent and it will be acceptable for them to use the whole carriageway”.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			On this basis, no further actions are considered necessary.		
3.4.1	Cyclists may lose control of their bicycle or conflict with motorists/pedestrians when attempting to enter/exit the shared use facility resulting in personal injury. The proposed shared-use footway/cycleway does not show a clearly defined entry or exit points; it is therefore difficult to understand how pedestrians and cyclists enter or exit the shared use facility. Insufficient/poor connectivity to the existing road network may lead to user confusion and increase the potential for conflict at the connection with other road users of the surrounding network.	It is recommended that a suitable entry/exit point to the shared use facility are provided for pedestrians and cyclists.	ACCEPTED Adequate dropped kerbs and corduroy paving will be provided at the appropriate locations along the shared foot/cycleway, with further details provided post-receipt of planning consent (detailed design stage).	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]
3.4.2	Conflict may occur between all road users resulting in potential personal injury incidents. No dimensional details have been supplied for the proposed shared-use footway/cycleway. Without confirmation of minimum width, lateral clearance, gradients, surface specification or edge treatments, it is not possible to determine whether the route can safely accommodate two-way pedestrian and cycle movements in accordance with the guidance set out in LTN 1/20.	It is recommended the shared use facility is introduced in accordance with the guidance provided in LTN 1/20.	PARTIALLY ACCEPTED While surface specifications and gradients of the shared foot/cycleway will be provided at detailed design stage, the proposed shared foot/cycleway is 3.0m in width in all locations, while lateral clearances along the majority of the shared use facility provides lateral clearances in line with LTN 1/20. There are small extents whereby lateral clearances (such as along visitor parking bay no's. V5-V8, and along bay no's V27-V33) are not able to be achieved on one side of the shared use facility. However, on the basis that such instances occur for a very short distance of the shared use facility, relative to the entire route within the site, no further consideration is necessary.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.4.3	Conflict may occur between all road users resulting in potential personal injury incidents. The drawings do not indicate any tactile paving at key points such as entry/exit points, crossings or transitions between shared-use and footway-only areas. The lack of tactile provision reduces accessibility for visually impaired users and may lead to confusion regarding user priority and route alignment. This may increase the risk of pedestrian–cycle conflict.	It is recommended that tactile paving is provided.	ACCEPTED The shared foot/cycleway, and where it crosses the spine road or cul-de-sac arms will be provided with priority measures such as a raised foot/cycleway surface or alternative surface treatment such that pedestrian and cyclist priority is naturally provided. In addition, corduroy paving will be provided at all points where the shared foot/cycleway terminates and adjoins a footway. The above will be developed further at detailed design stage, post-receipt of planning consent.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]
3.4.4	Conflict may occur between all road users resulting in potential personal injury incidents. No signage details informing users of the shared-use route have been provided. In addition, the absence of appropriate signs to clarify user priority at access points and connection with the wider network result in an ambiguous layout. The absence of appropriate signing may result in pedestrians and cyclists unaware of the shared-use arrangement, increasing the likelihood of conflict and reducing the legibility of the route.	It is recommended that appropriate and clear signs are provided to inform users of the shared use facility	ACCEPTED Appropriate signage will be provided at detailed design stage, post-receipt of planning consent.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.4.5	Obscured visibility may result in a pedestrian entering the carriageway unaware of approaching motorists resulting in pedestrian strike. No visibility splays have been provided for the proposed uncontrolled crossing points. Without this information, it is not possible to determine whether pedestrians have adequate intervisibility with approaching traffic, or whether drivers have sufficient advance sight of users waiting to cross. NB: On site observations noted vegetation along the length of both College Lane and Wickham Road.	It is recommended that visibility splays are provided from and to the pedestrian crossings with all areas kept clear of vegetation/obstruction.	ACCEPTED <u>Bus Stop Works</u> Drawing No. 14525-CRH-XX-XX-DR-H-6241-P1 has been produced to demonstrate how visibility splays with a Y-distance of 43m can be achieved at the southern pedestrian crossing point, in line with the posted 30mph speed limit of Wickham Hill. Note that there are no obstructions along the visibility splay envelopes when crossing from the proposed tactile crossing on the northern side of the road. Should the bus stop mitigation works come forward, visibility splays will be maintained by cutting back vegetation within highway land as appropriate, as highlighted on Drawing No. 14525-CRH-XX-XX-DR-H-6241-P1. <u>Site Access uncontrolled crossing</u> Drawing No. 14525-CRH-XX-XX-DR-H-6206-P1 has been produced to demonstrate how pedestrian visibility splays with a Y-distance commensurate with the surveyed 85th percentile speeds of vehicles along College Lane can be achieved at the pedestrian crossing points. Note that pedestrian visibility splays have been shown in both directions to account for a robust scenario such as an overtaking vehicle given 85th percentile speeds exceed the visibility splays required based on the posted speed limit. Minor maintenance of vegetation within highway land, to the rear of the existing footway, may be required to maintain a view northbound from the tactile paved crossing on the western side of College Lane.	[WSCC to complete]	[Proposed action. WSCC to confirm or propose amendments]

ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Reference	Issue Identified	Recommendations made	Design Organisation observations	Overseeing Organisation observations	Concluding comments
-	None	None	N/A	N/A	N/A

SUPPLIED DRAWINGS

Drawing number	Revision	Title	Notes
14525-CRH-XX-XX-DR-H-6241	P1	Proposed Bus Stop Improvements – B2116 Wickham Hill	
14525-CRH-XX-XX-DR-H-6206	P1	Proposed uncontrolled crossing - College Lane pedestrian visibility splays	

SUPPLIED DOCUMENTS

Reference	Revision	Title	Notes
BN-CR-26-128	P1	Stage 1 RSA	N/A

F5. Design organisation and Overseeing Organisation statements*TABLE F5: DESIGN ORGANISATION STATEMENT*

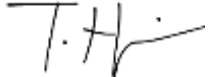
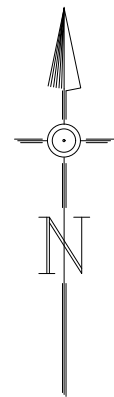
On behalf of the design organisation, I certify that: 1) The RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Tom Harris
Position:	Senior Transport Planner
Signed:	
Organisation	CampbellReith
Date:	24 July 2026

TABLE F6: OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that: 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 2) the agreed RSA actions will be progressed.	
Name:	[Name]
Position:	[Position]
Signed:	[To be completed]
Organisation	West Sussex County Council
Date:	[To be completed]



48.2m Pedestrian Visibility Splays.
Y-distance based on MfS methodology
and 85th percentile northbound speeds
recorded along College Lane in April 2026.

Extent of vegetation within highway land
to be maintained as appropriate to ensure
pedestrian sight-line is not compromised.

50.3m Pedestrian Visibility Splays.
Y-distance based on MfS methodology
and 85th percentile southbound speeds
recorded along College Lane in April 2026.

Notes

- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
- No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
- Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
- All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
- Drawing revision:**
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
- Drawing status:**
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
- Work Stages:**
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
- Only drawings with **revision Cn** and **status A5** to be used for **Construction**.

P1	Issued for information	19/03/26	TH
Rev	Description	Date	By

CampbellReith
consulting engineers

London 020 7340 1700 Manchester 0161 819 3060
Bristol 0117 916 1066 Birmingham 01675 467 484

www.campbellreith.com

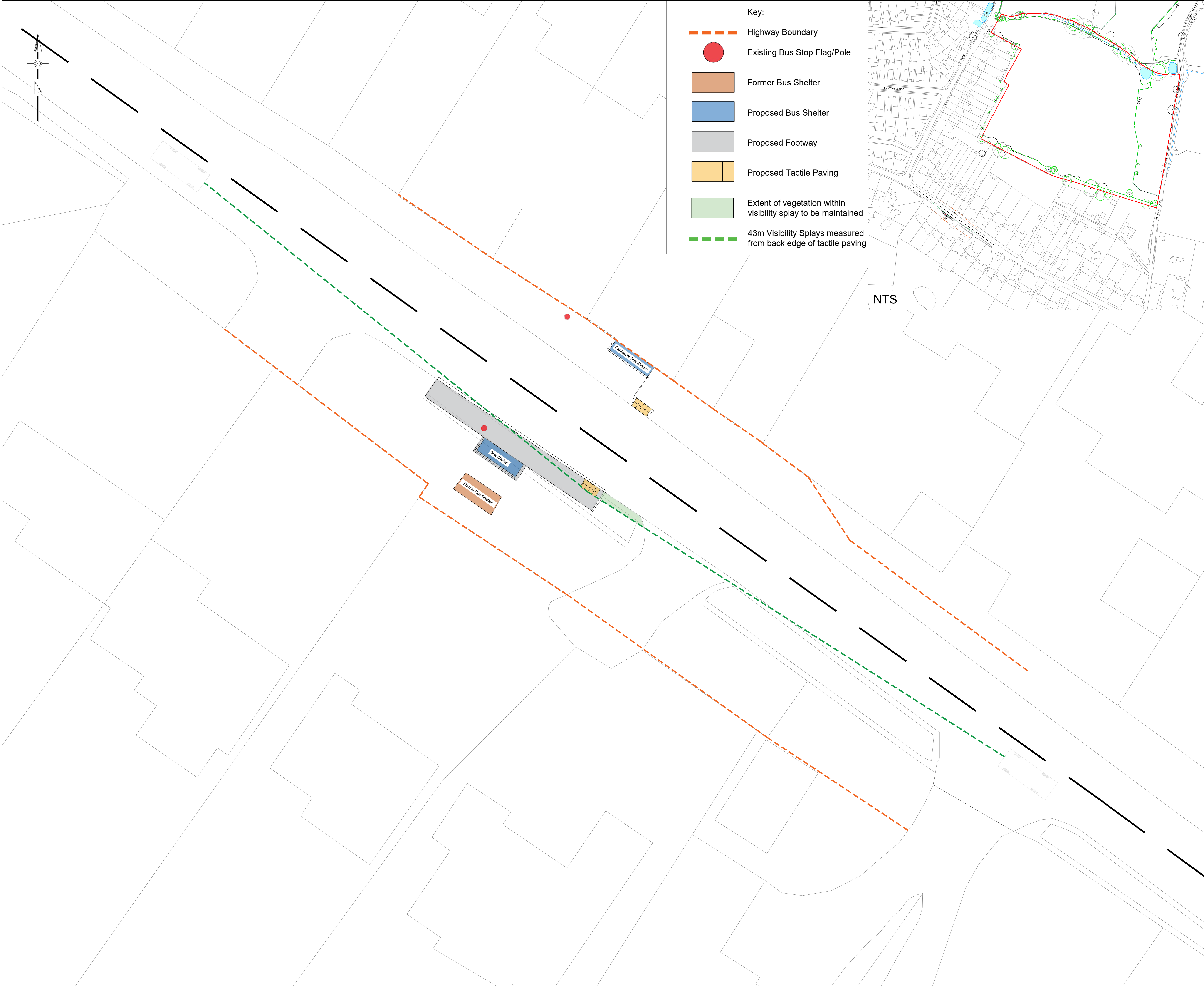
Job Title **College Lane, Hurstpierpoint**

Client **Thakeham Homes Ltd**

**Proposed uncontrolled crossing
College Lane
Pedestrian visibility splays**

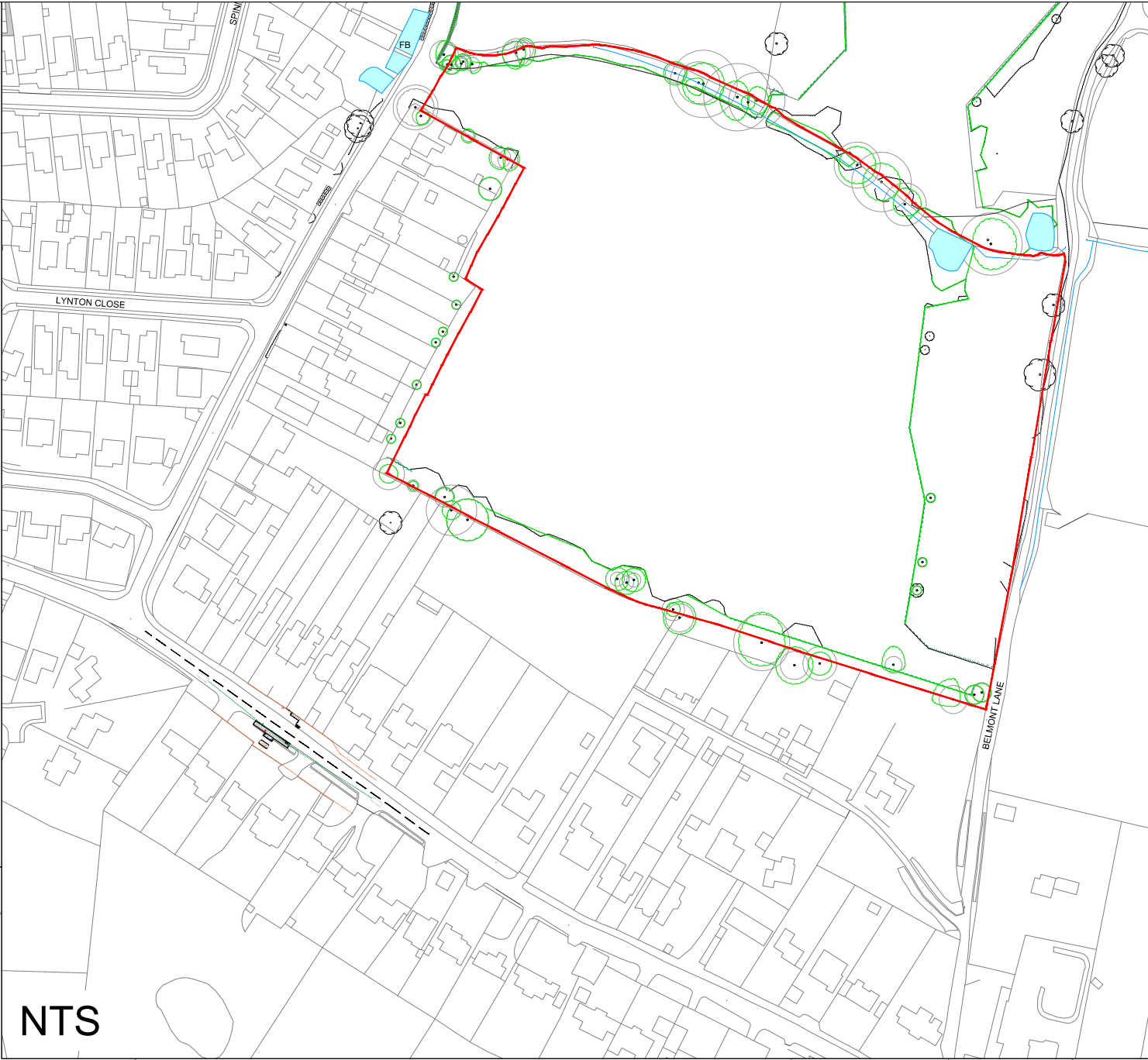
Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	24/07/26	1:200	TH	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6206	P1



Key:

- Highway Boundary
- Existing Bus Stop Flag/Pole
- Former Bus Shelter
- Proposed Bus Shelter
- Proposed Footway
- Proposed Tactile Paving
- Extent of vegetation within visibility splay to be maintained
- 43m Visibility Splays measured from back edge of tactile paving



- Notes
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn and status A5 to be used for Construction.**

P1	Issued for information	23/07/26	TH
Rev	Description	Date	By

CampbellReith

consulting engineers

London020 7340 1700

Manchester0161 819 3060

Bristol0117 916 1066

Birmingham01675 467 484

www.campbellreith.com

Job Title

College Lane, Hurstpierpoint

Client

Thakeham Homes

Proposed Bus Stop Improvements

B2116 Wickham Hill

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	23/07/26	1:150	TH	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6241	P1



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is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT STAGE 1

PROPOSED SITE ACCESS, SHARED USE FACILITY AND BUS MITIGATION WORKS

IN ASSOCIATION WITH A RESIDENTIAL DEVELOPMENT

LAND EAST OF COLLEGE LANE, HURSTPIERPOINT, HASSOCKS WEST SUSSEX

REPORT REF: BN-CR-26-128



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

**ROAD SAFETY AUDIT
STAGE 1**

PROPOSED SITE ACCESS, SHARED USE FACILITY AND BUS MITIGATION WORKS

IN ASSOCIATION WITH A RESIDENTIAL DEVELOPMENT

**LAND EAST OF COLLEGE LANE, HURSTPIERPOINT,
HASSECKS, WEST SUSSEX**

REPORT REF: BN-CR-26-128

Client: Campbell Reith Consulting Engineers
15 Bermondsey Square,
London,
SE1 3UN

Report Prepared By:

A handwritten signature in blue ink, appearing to read 'BN' followed by a stylized flourish.

Beth Newiss MSoRSA NH Cert Comp

Checked By:

A handwritten signature in red ink, appearing to read 'V Patel'.

Vimal Patel BEng (Hons), GMICE, FIHE,
Reg. RSA (IHE),
NH Cert Comp NH Cert Comp

Job no	BN-CR-26-128	Issue no	1	Date	July 2026
Prepared by	BN	Verified by	VP	Approved by	BN

Beth Newiss and Associates Limited
Registered Office: 19a Grange Hill, Coggeshall, Essex, C06 1RE
bethnewissandassociates@gmail.com

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	April 2026
Document reference and revision:	BN-CR-26-128
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	Campbell Reith Consulting Engineers
Project Sponsor:	Thakeham Homes
Overseeing Organisation:	West Sussex County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN	VP	BN	12/07/2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	VP	BN	13/07/2026

CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT PREVIOUS AUDIT (S)	5
3.0	ITEMS RAISED AT THIS AUDIT	6
4.0	AUDIT TEAM STATEMENT	10

APPENDICES

A1	INFORMATION PRESENTED FOR AUDIT
A2	LOCATION PLAN

DISTRIBUTION		
Campbell Reith	Tom Harris	13/07/2026
Campbell Reith	Rob Green	13/07/2026

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the site access and off-site highways works in association with a proposed residential development within land to the east of College Lane, Hurstpierpoint, Hassocks, West Sussex. The audit was requested by Campbell Reith Consulting Engineers on behalf of Thakeham Homes.

1.2 SCHEME BACKGROUND INFORMATION

The Road Safety Audit (RSA) has been requested in association with a planning application to introduce 75 new homes within land to the east of College Lane, Hurstpierpoint, Hassocks.

1.3 SITE LOCATION

The site is located to the east of College Lane, within an existing field.

College Lane is a street lit, two-way single carriageway aligned in a broadly north to south direction. Footways are present to both sides of the carriageway south towards the junction with Hassocks Road. A single footway is present (to the western side of the carriageway) northwards towards Wickham Drive.

Within the immediate vicinity of the site the area is a mixture of residential and agricultural.

1.4 THE PROPOSED WORKS

The proposed works to be audited within this report include:

- Site Access with 5.5m access road
- Shared use cycleway/footway through the site
- Bus Stop Improvements at B2116 Wickham Hill

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during July 2026 in accordance with the scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 3rd July 2026 by Rob Green of the Design Organisation Campbell Reith Consulting Engineers, on behalf of the Local Highway Authority.

The Road Safety Audit comprised of an examination of the documents provided as detailed in **Appendix A1** alongside and a visit to site.

1.6 SITE VISIT

A visit to site was undertaken by the Audit Team together on the 13th July 2026 between 10:00 and 10:30. During the site visit the weather was warm and sunny. The road surface was dry. During the time of the visit the Audit Team noted minimal traffic flows. No pedestrians nor cyclists were observed.

1.7 COLLISION DATA

The Audit Brief details that there have been no (0) collisions within the vicinity of the site in the most 5-year period.

1.8 SPEED DATA

Speed count data was presented within the audit brief, this highlighted that the 85th percentile speeds along College Lane were 32.5mph northbound and 33.5mph southbound. The posted speed limit is currently 30mph.

1.9 EXISTING AND FORECASTED TRAFFIC FLOWS

Existing traffic flows:

Existing traffic flows along the corridor are steady throughout the day, with a consistent pattern of two-way movement and no pronounced peak-hour congestion.

Forecast traffic flows:

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	19	41	60
PM Peak (17:00-18:00)	38	22	60
Daily	315	316	631

The forecasted traffic flows indicate a modest increase in overall vehicle movements, with growth primarily associated with background traffic rather than development-specific demand. The uplift is not expected to generate capacity issues.

1.10 DEPARTURES FROM STANDARDS

The Audit Team have not been advised of any Departures from Standards.

1.11 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Vimal Patel
MCIHT MSoRSA NH Cert Comp	BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

The Audit Team meets the acceptance requirement of West Sussex County Council.

1.12 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 rev 2.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included. A Location Plan can be found in **Appendix A2**.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design review has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team are not aware of any previous Road Safety Audit having been undertaken.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location Throughout

Summary Potential loss of control or slip hazard due to standing water.

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

RECOMMENDATION: It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.

3.2 JUNCTIONS

3.2.1 PROBLEM

Location A – Site Access

Summary Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions.

The Audit Team have been provided Auto Tracking drawings. These drawings indicated that a large vehicle could manoeuvre into and out of the site access without entering the opposing lane. No details, however, have been presented regarding whether a larger vehicle, such as a refuse vehicle can. Consequently, there is concern that the insufficient carriageway space may increase the risk of collision between large vehicles negotiating the development access simultaneously. This may result in sudden braking and obstruction of College Lane resulting in potential rear end shunts or side swipe type collisions between opposing vehicles.

RECOMMENDATION: It is recommended that Auto tracking is presented to indicate larger vehicle negotiating the development access simultaneously, if this is not possible provide sufficient carriageway space to allow opposing vehicles to travel in unison. Alternatively, ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team have no comments regarding ‘LOCAL ALIGNMENT’ at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location	B – Connectivity from proposed to existing
Summary	A cyclist may lose control of their bicycle or conflict with motorists/pedestrians when attempting to enter/exit the shared use facility resulting in personal injury.

The proposed shared-use footway/cycleway does not show a clearly defined entry or exit points; it is therefore difficult to understand how pedestrians and cyclists enter or exit the shared use facility. Insufficient/poor connectivity to the existing road network may lead to user confusion and increase the potential for conflict at the connection with other road users of the surrounding network.

RECOMMENDATION: It is recommended that a suitable entry/exit point to the shared use facility are provided for pedestrians and cyclists.

3.4.2 PROBLEM

Location	C – Along the length of the Shared Use Facility
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.

No dimensional details have been supplied for the proposed shared-use footway/cycleway. Without confirmation of minimum width, lateral clearance, gradients, surface specification or edge treatments, it is not possible to determine whether the route can safely accommodate two-way pedestrian and cycle movements in accordance with the guidance set out in LTN 1/20.

RECOMMENDATION: It is recommended the shared use facility is introduced in accordance with the guidance provided in LTN 1/20.

3.4.3 PROBLEM

Location	D – Along the length of the Shared Use Facility
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.

The drawings do not indicate any tactile paving at key points such as entry/exit points, crossings or transitions between shared-use and footway-only areas. The lack of tactile provision reduces accessibility for visually impaired users and may lead to confusion regarding user priority and route alignment. This may increase the risk of pedestrian–cycle conflict.

RECOMMENDATION: It is recommended that tactile paving is provided.

3.4.4 PROBLEM

Location	E - Along the length of the Shared Use Facility	X – Connectivity from
Summary	Conflict may occur between all road users resulting in potential personal injury incidents.	Conflict may occur between all road users resulting in potential personal injury incidents.

No signage details informing users of the shared-use route have been provided. In addition, the absence of appropriate signs to clarify user priority at access points and connection with the wider network result in an ambiguous layout. The absence of appropriate signing may result in pedestrians and cyclists unaware of the shared-use arrangement, increasing the likelihood of conflict and reducing the legibility of the route.

RECOMMENDATION: It is recommended that appropriate and clear signs are provided to inform users of the shared use facility.

3.4.5 PROBLEM

Location	F – Wickham Road/College Lane
Summary	Obscured visibility may result in a pedestrian entering the carriageway unaware of approaching motorists resulting in pedestrian strike.

No visibility splays have been provided for the proposed uncontrolled crossing points. Without this information, it is not possible to determine whether pedestrians have adequate intervisibility with approaching traffic, or whether drivers have sufficient advance sight of users waiting to cross.

NB: On site observations noted vegetation along the length of both College Lane and Wickham Road.

RECOMMENDATION: It is recommended that visibility splays are provided from and to the pedestrian crossings with all areas kept clear of vegetation/obstruction.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS

- 3.5.1 The Audit Team have not been provided with any signage details, therefore have no comments regarding this element of work **at this stage**.
- 3.5.2 The Audit Team have not been provided with any lighting information, therefore have no comments regarding this element of work **at this stage**.

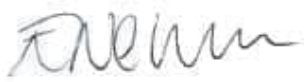
4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119 rev 2.

Audit Team Leader

Beth Newiss MCIHT MSoRSA NH Cert Comp



Date: 13th July 2026

Audit Team Member

Vimal Patel BEng (Hons), GMICE, FIHE, NH
Cert Comp, Reg RSA (IHE)



Date: 13th July 2026

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

4.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

Audit Brief Received Via Email Dated 3rd July 2026

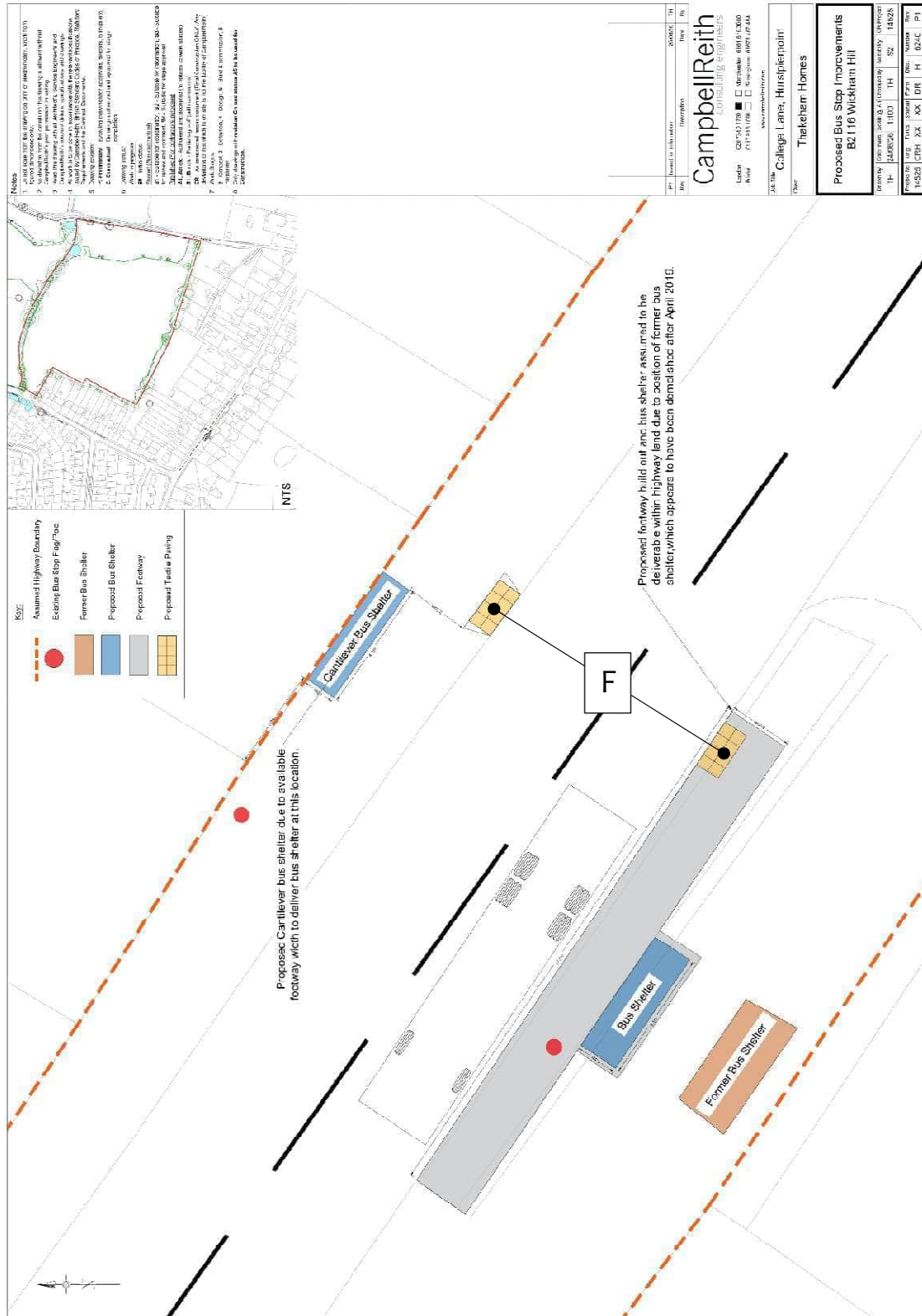
Including Drawings:

14525-CRH-XX-XX-FG-G-7000_P1 Site Location
14525-CRH-XX-XX-DR-H-6203_P3 Proposed Site Access (NB: Includes visibility splays)
14525-CRH-XX-XX-DR-H-6204_P3 Site Access Swept Paths
14525-CRH-XX-XX-DR-H-6210_P3 Internal Site Layout Visibility Splays
14525-CRH-XX-XX-DR-H-6240_P1 Bus Stop Improvements Wickham Hill
14525-CRH-XX-XX-DR-H-6101_P1 Traffic Distribution
H119-THA-CD-ZZ-D-A-0500_P01 Markup Site Layout Option 11
H119-THA-CD-ZZ-D-A-0500_P01_ Site Layout Option 11 with footpath route indicated

APPENDIX A2

LOCATION PLAN

Proposed Site Access, Shared Use Facility and Bus Mitigation Works
Land East of College Lane, Hurstpierpoint, Hassocks
Road Safety Audit – Stage 1



Proposed Site Access, Shared Use Facility and Bus Mitigation Works
Land East of College Lane, Hurstpierpoint, Hassocks
Road Safety Audit – Stage 1



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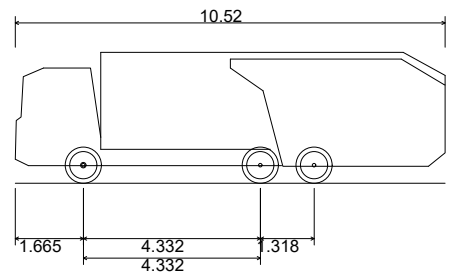
Appendix 7

Swept Path Analysis



Notes

- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
- No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
- Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
- All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
- Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
- Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
- Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
- Only drawings with **revision Cn** and **status A5** to be used for **Construction**.



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

P9	Tracking and layout updated	21/09/26	TH
P8	Tracking and layout updated	11/09/26	TH
P7	Tracking and layout updated	15/07/26	CZ
P6	Tracking and layout updated	29/06/26	AZ
P5	Tracking and layout revised	05/06/26	TH
P4	Tracking revised	29/05/26	TH
P3	Tracking and layout revised	27/05/26	TH
P2	Tracking and layout revised	12/05/26	TH
P1	Issued for information	17/04/26	TH
Rev	Description	Date	By

CampbellReith
consulting engineers

London 020 7340 1700 Manchester 0161 819 3060
Bristol 0117 916 1066 Birmingham 01675 467 484

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Job Title College Lane, Hurstpierpoint

Client Thakeham Homes

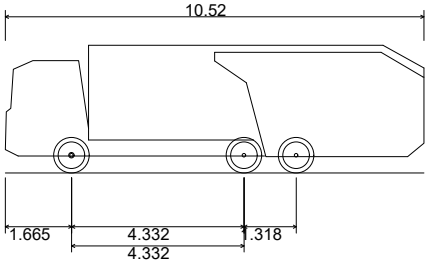
Swept Path Analysis
Refuse Vehicle Turning Heads

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	17/04/26	1:500	RG	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6175	P9



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
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 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
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 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
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Phoenix 2-23W (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
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Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

P7	Layout and tracking updated	21/09/26	TH
P6	Layout and tracking updated	11/09/26	TH
P5	Layout and tracking updated	15/07/26	AZ
P4	Layout and tracking updated	29/06/26	AZ
P3	Layout and tracking updated	05/06/26	TH
P2	Layout and tracking updated	27/05/26	TH
P1	Issued for information	20/04/26	TH
Rev	Description	Date	By

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London 020 7340 1700 Manchester 0161 819 3060
Bristol 0117 916 1066 Birmingham 01675 467 484

www.campbellreith.com

Job Title **College Lane, Hurstpierpoint**

Client **Thakeham Homes**

**Swept Path Analysis
Refuse Vehicle
Internal Streets**

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	20/04/26	1:500	RG	S2	14525

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14525	CRH	XX	XX	DR	H	6176	P7



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Appendix 8

TRICS Output Files



Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 day
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	DC	DORSET	1 day
	GS	GLOUCESTERSHIRE	1 day
	NS	NORTH SOMERSET	5 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	2 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
	NE	NORTH EAST LINCOLNSHIRE	1 day
	NY	NORTH YORKSHIRE	2 days
	SE	SHEFFIELD	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	BP	BLACKPOOL	1 day
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	4 days
	MS	MERSEYSIDE	1 day
09	NORTH		
	DH	DURHAM	1 day
	FU	WESTMORLAND & FURNESS	1 day
	TW	TYNE & WEAR	1 day
10	WALES		
	PS	POWYS	1 day
	RC	RHONDDA CYNON TAFF	2 days
11	SCOTLAND		
	FI	FIFE	1 day
	HI	HIGHLAND	4 days
14	LEINSTER		
	WC	WICKLOW	1 day

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



Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 4334 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 26/11/25

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

Selected survey days:

Friday	15 days
Monday	10 days
Thursday	25 days
Tuesday	13 days
Wednesday	6 days

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

Selected survey types:

Manual count	63
Direction ATC Count	6

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	17 days
Neighbourhood Centre	52 days

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

Selected Location Sub Categories:

No Sub Category	5 days
Residential Zone	22 days
Village	42 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	55 days

Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Secondary Filtering Selection:

Use Class:

C3	69 surveys
----	------------

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

Population within 500m Range:

0 - 9284

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	32 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	13 surveys
50,001 to 100,000	1 surveys
Not Known	1 surveys

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

Population within 5 miles:

100,001 to 125,000	5 surveys
125,001 to 250,000	10 surveys
25,001 to 50,000	15 surveys
250,001 to 500,000	8 surveys
5,001 to 25,000	14 surveys
50,001 to 75,000	10 surveys
500,001 or More	1 surveys
75,001 to 100,000	6 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	18 surveys
1.1 to 1.5	44 surveys
1.6 to 2.0	6 surveys

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

Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Petrol filling station:

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

Travel Plan:

No	54 surveys
No	3 surveys
Yes	12 surveys

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

PTAL Rating:

No PTAL Present	69 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

1	AC-03-A-01	HOUSING	CHESHIRE WEST & CHESTER
DELAMERE PARK NEAR NORTHWICH CUDDINGTON Neighbourhood Centre Village Number of dwellings: 425.00 DWELLS Survey date: Thursday 19/10/1989			
			Survey Type: Manual
2	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Number of dwellings: 99.00 DWELLS Survey date: Friday 29/04/2022			
			Survey Type: Manual
3	BC-03-A-01	MIXED HOUSES	BOURNEMOUTH CHRISTCHURCH & POOLE
A351 SANDFORD ROAD NEAR POOLE SANDFORD Neighbourhood Centre Village Number of dwellings: 171.00 DWELLS Survey date: Thursday 18/04/1996			
			Survey Type: Manual
4	BP-03-A-01	SEMI-DETACHED	BLACKPOOL
WATSON ROAD BLACKPOOL Edge of Town Centre Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Friday 14/06/2013			
			Survey Type: Manual
5	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre Village Number of dwellings: 207.00 DWELLS Survey date: Friday 22/06/2018			
			Survey Type: Manual
6	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
GIDDING ROAD SAWTRY Neighbourhood Centre Village Number of dwellings: 83.00 DWELLS Survey date: Thursday 13/10/2022			
			Survey Type: Manual
7	CA-03-A-10	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Number of dwellings: 128.00 DWELLS Survey date: Thursday 15/05/2025			
			Survey Type: Manual
8	DC-03-A-06	DETACHED	DORSET

Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

WOODLANDS ESTATE
NEAR WAREHAM
SANDFORD

Neighbourhood Centre
Village

Number of dwellings: 70.00 DWELLS

Survey date: Thursday 25/04/1991

Survey Type: Manual

9 DH-03-A-02

MIXED HOUSES

DURHAM

LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre
Residential Zone

Number of dwellings: 125.00 DWELLS

Survey date:

Survey Type: Manual

10 DS-03-A-01

SEMI D./TERRACED

DERBYSHIRE

THE AVENUE
DRONFIELD
HOLMESDALE
Neighbourhood Centre
Residential Zone

Number of dwellings: 20.00 DWELLS

Survey date: Thursday 22/06/2006

Survey Type: Manual

11 ES-03-A-17

MIXED HOUSES & FLATS

EAST SUSSEX

RAILWAY ROAD
NEWHAVEN
Edge of Town Centre
No Sub Category

Number of dwellings: 145.00 DWELLS

Survey date: Friday 28/06/2024

Survey Type: Manual

12 ES-03-A-23

MIXED HOUSES

EAST SUSSEX

BISHOPS LANE
RINGMER
Neighbourhood Centre
Village

Number of dwellings: 110.00 DWELLS

Survey date: Thursday 18/09/2025

Survey Type: Manual

13 ES-03-A-24

MIXED HOUSES & FLATS

EAST SUSSEX

HOREBEECH LANE
HORAM
Neighbourhood Centre
Village

Number of dwellings: 123.00 DWELLS

Survey date: Wednesday 10/09/2025

Survey Type: Manual

14 FI-03-A-01

BUNGALOWS

FIFE

HILLVIEW ROAD
BALMULLO
Neighbourhood Centre
Village

Number of dwellings: 118.00 DWELLS

Survey date: Thursday 24/06/1999

Survey Type: Manual

15 FU-03-A-02

DETACHED/TERRACED
HOUSING

WESTMORLAND & FURNESS

MACADAM WAY
PENRITH
Edge of Town Centre



Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Residential Zone

Number of dwellings: 50.00 DWELLS

Survey date: Tuesday 21/06/2016

Survey Type: Manual

16 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre Residential Zone Number of dwellings: 37.00 DWELLS Survey date:	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	Survey Type: Manual
17 KINGSHOLM ROAD GLOUCESTER KINGSHOLM Edge of Town Centre No Sub Category Number of dwellings: 73.00 DWELLS Survey date: Tuesday 25/05/2004	GS-03-A-01	SEMI D./TERRACED	GLOUCESTERSHIRE	Survey Type: Manual
18 MEUDON AVENUE FARNBOROUGH Edge of Town Centre Residential Zone Number of dwellings: 31.00 DWELLS Survey date: Friday 14/10/2022	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE	Survey Type: Manual
19 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre Residential Zone Number of dwellings: 105.00 DWELLS Survey date: Thursday 29/06/2023	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
20 LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Number of dwellings: 53.00 DWELLS Survey date: Friday 06/09/2002	HF-03-A-01	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
21 THE ORCHARD (PART OF) FORTROSE Edge of Town Centre Residential Zone Number of dwellings: 5.00 DWELLS Survey date: Thursday 03/12/1998	HI-03-A-07	BUNGALOWS	HIGHLAND	Survey Type: Manual
22 BADDON DRIVE MARYBANK Neighbourhood Centre Village Number of dwellings: 9.00 DWELLS Survey date: Tuesday 15/12/1998	HI-03-A-08	TERRACED	HIGHLAND	Survey Type: Manual

Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

23 GOLLANHEAD AVENUE ROSEMARKIE Neighbourhood Centre Village Number of dwellings: 14.00 DWELLS Survey date: Friday 04/12/1998	HI-03-A-09	SEMI DETACHED	HIGHLAND	Survey Type: Manual
24 RIVERSIDE GROVE NEAR FORT WILLIAM LOCHYSIDE Neighbourhood Centre Village Number of dwellings: 13.00 DWELLS Survey date: Thursday 10/10/2024	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND	Survey Type: Manual
25 MAIDSTONE ROAD CHARING Neighbourhood Centre Village Number of dwellings: 159.00 DWELLS Survey date: Tuesday 22/05/2018	KC-03-A-08	MIXED HOUSES	KENT	Survey Type: Manual
26 RIVER PARADE PRESTON BROADGATE Neighbourhood Centre No Sub Category Number of dwellings: 157.00 DWELLS Survey date:	LC-03-A-06	DETACHED/LINK DET.	LANCASHIRE	Survey Type: Manual
27 MIDFIELD NEAR BLACKBURN LANGHO Neighbourhood Centre Village Number of dwellings: 147.00 DWELLS Survey date: Thursday 22/09/1994	LC-03-A-10	DETACHED	LANCASHIRE	Survey Type: Manual
28 PENNINE VIEW GLASSON Neighbourhood Centre Village Number of dwellings: 29.00 DWELLS Survey date: Tuesday 13/05/1997	LC-03-A-12	BUNGALOWS	LANCASHIRE	Survey Type: Manual
29 SPRING HILL NEAR PRESTON FRECKLETON Neighbourhood Centre Village Number of dwellings: 66.00 DWELLS Survey date: Thursday 04/05/1995	LC-03-A-24	MIXED HOUSES	LANCASHIRE	Survey Type: Manual
30 MELBOURNE ROAD IBSTOCK	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE	



Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Neighbourhood Centre
Village

Number of dwellings: 85.00 DWELLS

Survey date: Thursday 28/06/2018

Survey Type: Manual

31 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Number of dwellings: 30.00 DWELLS Survey date:	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE	Survey Type: Manual
--	-------------------	-------------------------------------	---------------------	---------------------

32 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre Residential Zone Number of dwellings: 46.00 DWELLS Survey date: Wednesday 21/09/2016	LS-03-A-01	MIXED HOUSING	LEEDS	Survey Type: Manual
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33 PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre Residential Zone Number of dwellings: 372.00 DWELLS Survey date: Thursday 06/10/2005	MS-03-A-01	TERRACED	MERSEYSIDE	Survey Type: Manual
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34 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre Village Number of dwellings: 8.00 DWELLS Survey date: Friday 22/09/2017	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY	Survey Type: Manual
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35 STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Number of dwellings: 180.00 DWELLS Survey date: Tuesday 20/05/2014	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE	Survey Type: Manual
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36 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre Village Number of dwellings: 93.00 DWELLS Survey date: Thursday 16/09/2021	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
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37 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Number of dwellings: 125.00 DWELLS	NF-03-A-44	MIXED HOUSES	NORFOLK	
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Survey date: Wednesday 21/09/2022

Survey Type: Manual

38 BROADOAK ROAD NEAR BRISTOL LOWER LANGFORD Neighbourhood Centre Village Number of dwellings: 126.00 DWELLS Survey date: Thursday 17/09/1992	NS-03-A-01	DETACHED	NORTH SOMERSET	Survey Type: Manual
39 ROPER'S LANE WRINGTON Neighbourhood Centre Village Number of dwellings: 20.00 DWELLS Survey date: Thursday 17/09/1992	NS-03-A-03	DETACHED	NORTH SOMERSET	Survey Type: Manual
40 SILVER STREET WRINGTON Neighbourhood Centre Village Number of dwellings: 48.00 DWELLS Survey date: Thursday 17/09/1992	NS-03-A-04	SEMI D./DETACHED	NORTH SOMERSET	Survey Type: Manual
41 SILVER STREET WRINGTON Neighbourhood Centre Village Number of dwellings: 33.00 DWELLS Survey date: Thursday 17/09/1992	NS-03-A-05	DETACHED	NORTH SOMERSET	Survey Type: Manual
42 SCHOOL ROAD WRINGTON Neighbourhood Centre Village Number of dwellings: 24.00 DWELLS Survey date: Thursday 17/09/1992	NS-03-A-06	HOUSING	NORTH SOMERSET	Survey Type: Manual
43 COLLINGHAM Neighbourhood Centre Village Number of dwellings: 125.00 DWELLS Survey date: Thursday 26/11/1998	NT-03-A-01	BUNGALOWS	NOTTINGHAMSHIRE	Survey Type: Manual
44 NEW ROW BOROUGHBRIDGE Edge of Town Centre Residential Zone Number of dwellings: 14.00 DWELLS Survey date:	NY-03-A-03	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
45 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE	



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Number of dwellings: 47.00 DWELLS
Survey date: Tuesday 27/09/2016

Survey Type: Manual

46	PB-03-A-01	MIXED HOUSES	PETERBOROUGH
THORPE ROAD			
PETERBOROUGH			
Edge of Town Centre			
Residential Zone			
Number of dwellings: 363.00 DWELLS			
Survey date: Thursday 13/05/2004			
Survey Type: Manual			

47	PB-03-A-05	PRIVATELY OWNED HOUSES	PETERBOROUGH
AQUA DRIVE			
PETERBOROUGH			
HAMPTON			
Neighbourhood Centre			
Residential Zone			
Number of dwellings: 15.00 DWELLS			
Survey date: Friday 25/04/2025			
Survey Type: Manual			

48	PS-03-A-01	MIXED HOUSES	POWYS
BRYN GLAS			
WELSHPOOL			
Edge of Town Centre			
Residential Zone			
Number of dwellings: 16.00 DWELLS			
Survey date:			
Survey Type: Manual			

49	RC-03-A-01	HOUSING	RHONDDA CYNON TAFF
ABERLLECHAU ROAD			
WATTSTOWN			
Neighbourhood Centre			
Village			
Number of dwellings: 277.00 DWELLS			
Survey date: Tuesday 13/02/1990			
Survey Type: Manual			

50	RC-03-A-02	TERRACED	RHONDDA CYNON TAFF
FERNDAL ROAD			
STANLEYTOWN			
Neighbourhood Centre			
Village			
Number of dwellings: 154.00 DWELLS			
Survey date: Tuesday 19/06/1990			
Survey Type: Manual			

51	SC-03-A-01	HOUSING	SURREY
GOLDSWORTH PARK			
WOKING			
Neighbourhood Centre			
No Sub Category			
Number of dwellings: 2942.00 DWELLS			
Survey date: Thursday 09/02/1989			
Survey Type: Manual			

52	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
AMLETS LANE			
CRANLEIGH			
Neighbourhood Centre			
Village			
Number of dwellings: 136.00 DWELLS			
Survey date: Tuesday 24/05/2022			
Survey Type: Manual			

53	SC-03-A-13	MIXED HOUSES & FLATS	SURREY
GUILDFORD ROAD			
ASH			



Audit Code: fe606f30-b032-45ad-ab22-ab18d731f6d3

Neighbourhood Centre Village Number of dwellings: 151.00 DWELLS Survey date: Thursday 05/09/2024 Survey Type: Manual			
54	SE-03-A-02	MIXED HOUSES & FLATS	SHEFFIELD
NEW SCHOOL ROAD NEAR SHEFFIELD MOSBOROUGH Neighbourhood Centre Village Number of dwellings: 23.00 DWELLS Survey date: Friday 20/09/2024 Survey Type: Manual			
55	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Number of dwellings: 38.00 DWELLS Survey date: Friday 22/09/2017 Survey Type: Manual			
56	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Number of dwellings: 42.00 DWELLS Survey date: Tuesday 25/09/2018 Survey Type: Manual			
57	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre Village Number of dwellings: 41.00 DWELLS Survey date: Tuesday 25/09/2018 Survey Type: Manual			
58	SP-03-A-01	HOUSING	SOUTHAMPTON
LANGTON ROAD NEAR SOUTHAMPTON BISHOPS WALTHAM Edge of Town Centre Residential Zone Number of dwellings: 210.00 DWELLS Survey date: Thursday 22/09/1988 Survey Type: Manual			
59	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
STANFORD ROAD WOLVERHAMPTON BLAKENHALL Edge of Town Centre No Sub Category Number of dwellings: 17.00 DWELLS Survey date: Friday 09/05/2014 Survey Type: Manual			
60	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre			



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Village Number of dwellings: 33.00 DWELLS Survey date: Friday 13/11/2015				Survey Type: Manual
61 MARLTON ROAD WICKLOW FRIARSHILL Edge of Town Centre Residential Zone Number of dwellings: 45.00 DWELLS Survey date:	WC-03-A-02	DETACHED HOUSES	WICKLOW	Survey Type: Manual
62 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre Residential Zone Number of dwellings: 39.00 DWELLS Survey date:	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS	Survey Type: Manual
63 COUNDON ROAD COVENTRY Edge of Town Centre Residential Zone Number of dwellings: 89.00 DWELLS Survey date:	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS	Survey Type: Manual
64 A266 NEAR CHICHESTER MID LAVANT Neighbourhood Centre Village Number of dwellings: 90.00 DWELLS Survey date: Tuesday 21/11/2000	WS-03-A-03	SEMI DET. & TERRACED	WEST SUSSEX	Survey Type: Manual
65 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre Village Number of dwellings: 57.00 DWELLS Survey date: Thursday 19/10/2017	WS-03-A-07	BUNGALOWS	WEST SUSSEX	Survey Type: Manual
66 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre Village Number of dwellings: 58.00 DWELLS Survey date: Wednesday 09/11/2022	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX	Survey Type: Manual
67 LONDON ROAD HASSOCKS Neighbourhood Centre Village Number of dwellings: 156.00 DWELLS Survey date:	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

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68 LIDSEY ROAD WOODGATE Neighbourhood Centre Village Number of dwellings: 65.00 DWELLS Survey date: Wednesday 18/09/2024	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
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69 HILLAND ROAD BILLINGSHURST Neighbourhood Centre Village Number of dwellings: 504.00 DWELLS Survey date: Tuesday 18/11/2025	WS-03-A-32	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
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DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03 04-06-2019	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
AC-03-A-05 30-04-2021	30-04-2021	covid
BY-03-A-01 09-09-2020	09-09-2020	covid
CA-03-A-07 27-05-2021	27-05-2021	covid
CL-03-A-01 24-10-2024	24-10-2024	location
CS-03-A-01 14-06-2007	14-06-2007	location
CS-03-A-03 27-10-2016	27-10-2016	location
CS-03-A-04 27-10-2016	27-10-2016	location
CS-03-A-05 05-11-2025	05-11-2025	location
DE-03-A-02 07-11-2002	07-11-2002	location
DE-03-A-02 08-11-2002	08-11-2002	location
DE-03-A-02 11-11-2002	11-11-2002	location
DL-03-A-03 20-04-2010	20-04-2010	location
DL-03-A-07 26-09-2011	26-09-2011	location
DL-03-A-09 07-09-2012	07-09-2012	location
DN-03-A-01 30-06-2010	30-06-2010	location
DN-03-A-07 29-05-2019	29-05-2019	location
EG-03-A-02 06-06-1991	06-06-1991	location
EG-03-A-02 07-06-1991	07-06-1991	location
EG-03-A-02 13-06-1991	13-06-1991	location
ES-03-A-06 16-06-2021	16-06-2021	Removed: Site re-surveyed by ES-03-A-11
ES-03-A-11 28-09-2023	28-09-2023	Removed: Site re-surveyed by ES-03-A-23
ES-03-A-12 03-10-2023	03-10-2023	Removed: Site re-surveyed by ES-03-A-24
ES-03-A-16 14-03-2023	14-03-2023	Removed: Site re-surveyed by ES-03-A-17
GA-03-A-04 09-10-2012	09-10-2012	location
GC-03-A-05 28-07-1999	28-07-1999	location
GC-03-A-05 30-07-1999	30-07-1999	location
GS-03-A-02 23-04-2021	23-04-2021	covid
HI-03-A-07 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998
HI-03-A-07 04-12-1998	04-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998
HI-03-A-07 07-12-1998	07-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998

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Site Ref	Survey Date	Reason for Deselection
HI-03-A-08 14-12-1998	14-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08 15-12-1998	15-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08 16-12-1998	16-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08 17-12-1998	17-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-09 04-12-1998	04-12-1998	Removed: Most Recent HI-03-A-09 08-12-1998
IM-03-A-01 21-05-2024	21-05-2024	location
IM-03-A-02 23-05-2024	23-05-2024	location
IM-03-A-03 21-05-2024	21-05-2024	location
KK-03-A-01 24-11-2008	24-11-2008	location
KK-03-A-04 27-11-2008	27-11-2008	location
LT-03-A-02 22-05-2017	22-05-2017	location
LU-03-A-01 21-09-2021	21-09-2021	location
MA-03-A-02 15-09-2021	15-09-2021	location
MG-03-A-02 12-10-2021	12-10-2021	location
NF-03-A-08 19-09-2019	19-09-2019	Removed: Site re-surveyed by NF-03-A-21
NF-03-A-18 11-09-2018	11-09-2018	Removed: Site re-surveyed by NF-03-A-08
NF-03-A-19 05-10-2017	05-10-2017	Removed: Site re-surveyed by NF-03-A-18
NF-03-A-20 15-10-2015	15-10-2015	Removed: Site re-surveyed by NF-03-A-19
NF-03-A-21 13-10-2020	13-10-2020	covid
NF-03-A-40 11-10-2016	11-10-2016	Removed: Site re-surveyed by NF-03-A-41
NF-03-A-41 12-09-2018	12-09-2018	Removed: Site re-surveyed by NF-03-A-42
NF-03-A-42 13-09-2019	13-09-2019	Removed: Site re-surveyed by NF-03-A-43
NF-03-A-42 16-09-2019	16-09-2019	Removed: Site re-surveyed by NF-03-A-43
NF-03-A-42 17-09-2019	17-09-2019	Removed: Site re-surveyed by NF-03-A-43
NF-03-A-42 18-09-2019	18-09-2019	Removed: Site re-surveyed by NF-03-A-43
NF-03-A-42 19-09-2019	19-09-2019	Removed: Site re-surveyed by NF-03-A-43
NF-03-A-43 15-09-2021	15-09-2021	Removed: Site re-surveyed by NF-03-A-44
NM-03-A-02 20-10-2020	20-10-2020	covid
NN-03-A-01 20-10-2020	20-10-2020	covid
NS-03-A-01 17-09-1992	17-09-1992	Removed: Most Recent NS-03-A-01 18-09-1992
SC-03-A-06 08-10-2020	08-10-2020	Removed: Site re-surveyed by SC-03-A-09
SC-03-A-10 14-09-2022	14-09-2022	Removed: Site re-surveyed by SC-03-A-13
SE-03-A-01 10-09-2020	10-09-2020	covid
SF-03-A-08 16-09-2020	16-09-2020	covid
WF-03-A-01 30-01-2007	30-01-2007	location
WS-03-A-01 16-10-1989	16-10-1989	Removed: Site re-surveyed by WS-03-A-02
WS-03-A-01 17-10-1989	17-10-1989	Removed: Site re-surveyed by WS-03-A-02
WS-03-A-01 18-10-1989	18-10-1989	Removed: Site re-surveyed by WS-03-A-02
WS-03-A-01 19-10-1989	19-10-1989	Removed: Site re-surveyed by WS-03-A-02
WS-03-A-01 20-10-1989	20-10-1989	Removed: Site re-surveyed by WS-03-A-02
WS-03-A-02 14-11-1994	14-11-1994	Removed: Site re-surveyed by WS-03-A-03
WS-03-A-02 15-11-1994	15-11-1994	Removed: Site re-surveyed by WS-03-A-03
WS-03-A-02 16-11-1994	16-11-1994	Removed: Site re-surveyed by WS-03-A-03
WS-03-A-02 17-11-1994	17-11-1994	Removed: Site re-surveyed by WS-03-A-03
WS-03-A-02 18-11-1994	18-11-1994	Removed: Site re-surveyed by WS-03-A-03



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Site Ref	Survey Date	Reason for Deselection
WS-03-A-03 20-11-2000	20-11-2000	Removed: Most Recent WS-03-A-03 24-11-2000
WS-03-A-03 21-11-2000	21-11-2000	Removed: Most Recent WS-03-A-03 24-11-2000
WS-03-A-03 22-11-2000	22-11-2000	Removed: Most Recent WS-03-A-03 24-11-2000
WS-03-A-03 23-11-2000	23-11-2000	Removed: Most Recent WS-03-A-03 24-11-2000
WS-03-A-15 23-11-2021	23-11-2021	Removed: Site re-surveyed by WS-03-A-21
WS-03-A-21 09-11-2023	09-11-2023	Removed: Site re-surveyed by WS-03-A-32

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	4	30	0.017	0.000	0.017
01:00-02:00	4	30	0.000	0.000	0.000
02:00-03:00	4	30	0.000	0.000	0.000
03:00-04:00	4	30	0.008	0.017	0.025
04:00-05:00	4	30	0.000	0.000	0.000
05:00-06:00	4	30	0.025	0.042	0.067
06:00-07:00	6	52	0.019	0.103	0.122
07:00-08:00	65	148	0.091	0.309	0.400
08:00-09:00	69	141	0.206	0.461	0.667
09:00-10:00	69	141	0.182	0.219	0.401
10:00-11:00	69	141	0.155	0.180	0.335
11:00-12:00	69	141	0.161	0.185	0.346
12:00-13:00	69	141	0.197	0.184	0.381
13:00-14:00	69	141	0.191	0.188	0.379
14:00-15:00	69	141	0.196	0.205	0.401
15:00-16:00	69	141	0.273	0.211	0.484
16:00-17:00	69	141	0.297	0.216	0.513
17:00-18:00	69	141	0.419	0.248	0.667
18:00-19:00	69	141	0.324	0.224	0.548
19:00-20:00	6	52	0.210	0.229	0.439
20:00-21:00	6	52	0.203	0.158	0.361
21:00-22:00	6	52	0.165	0.077	0.242
22:00-23:00	4	30	0.119	0.025	0.144
23:00-00:00	4	30	0.042	0.025	0.067
Total Rates:			3.500	3.506	7.006

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:	4 - 4334 (units: DWELLS)
Survey date date range:	22/09/1988 - 18/11/2025
Number of weekdays (Monday-Friday):	69
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	82
Surveys manually removed from selection:	0

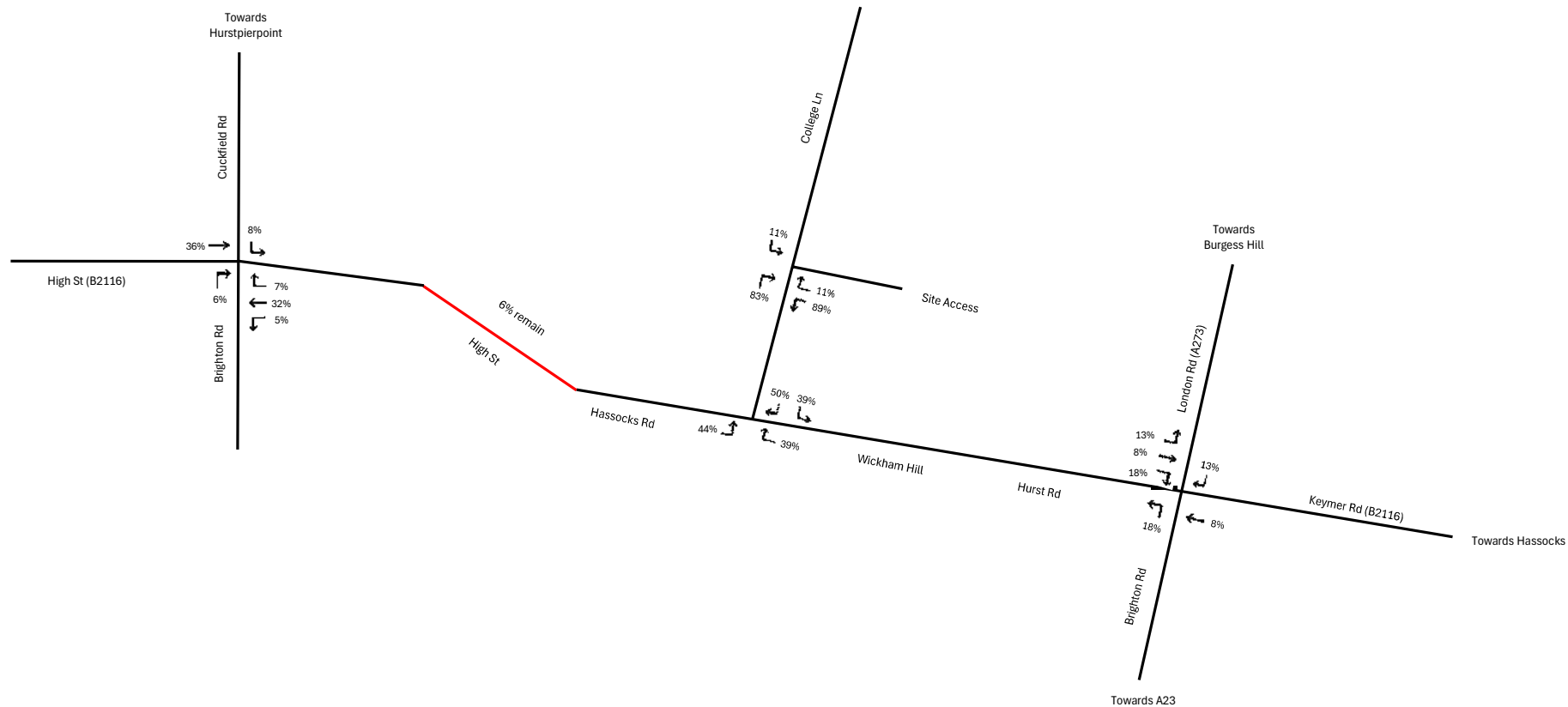
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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Appendix 9

Distribution Flow Diagram



Job Title: College Lane, Hurstpierpoint

Residential Traffic Distribution

Client: Thakeham Homes Ltd

Job Number: 14525
 Date: 17/03/2026
 Drawn by: CZ
 Checked by: TH
 Orig No: H6101
 Status/Revision: A
 File location: \\lo-data1\john14500-14749\14525 - College Lane\Docs\CR Docs\Reports\Transport\Flow Diagrams
 Revision History: A

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Appendix 10

Junction Modelling Output Files

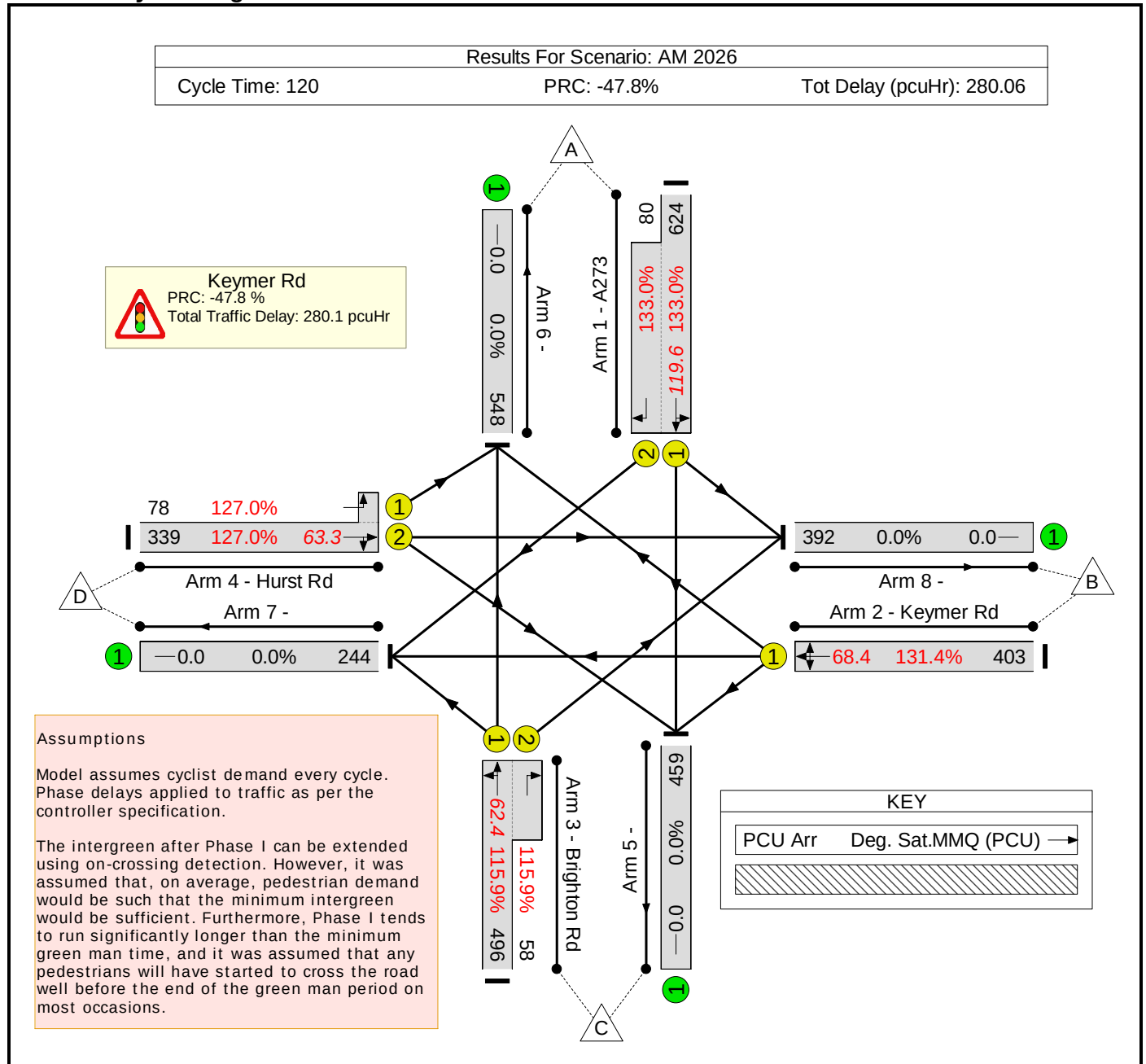
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	24004 Keymer Rd
Title:	Existing Layout - Cyclists Every Cycle
Location:	Hassocks
Client:	Campbell Reith
Checked By:	Simon Swanston
Checked By Date:	16/02/24
Additional detail:	
File name:	Keymer Rd Stonepound Crossroads Cyclists every phase P2.lsg3x
Author:	Stuart Hanson
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Enterprise Park, Nettleham, LN2 2LL
Linsig Version:	3, 3, 1, 0

Scenarios

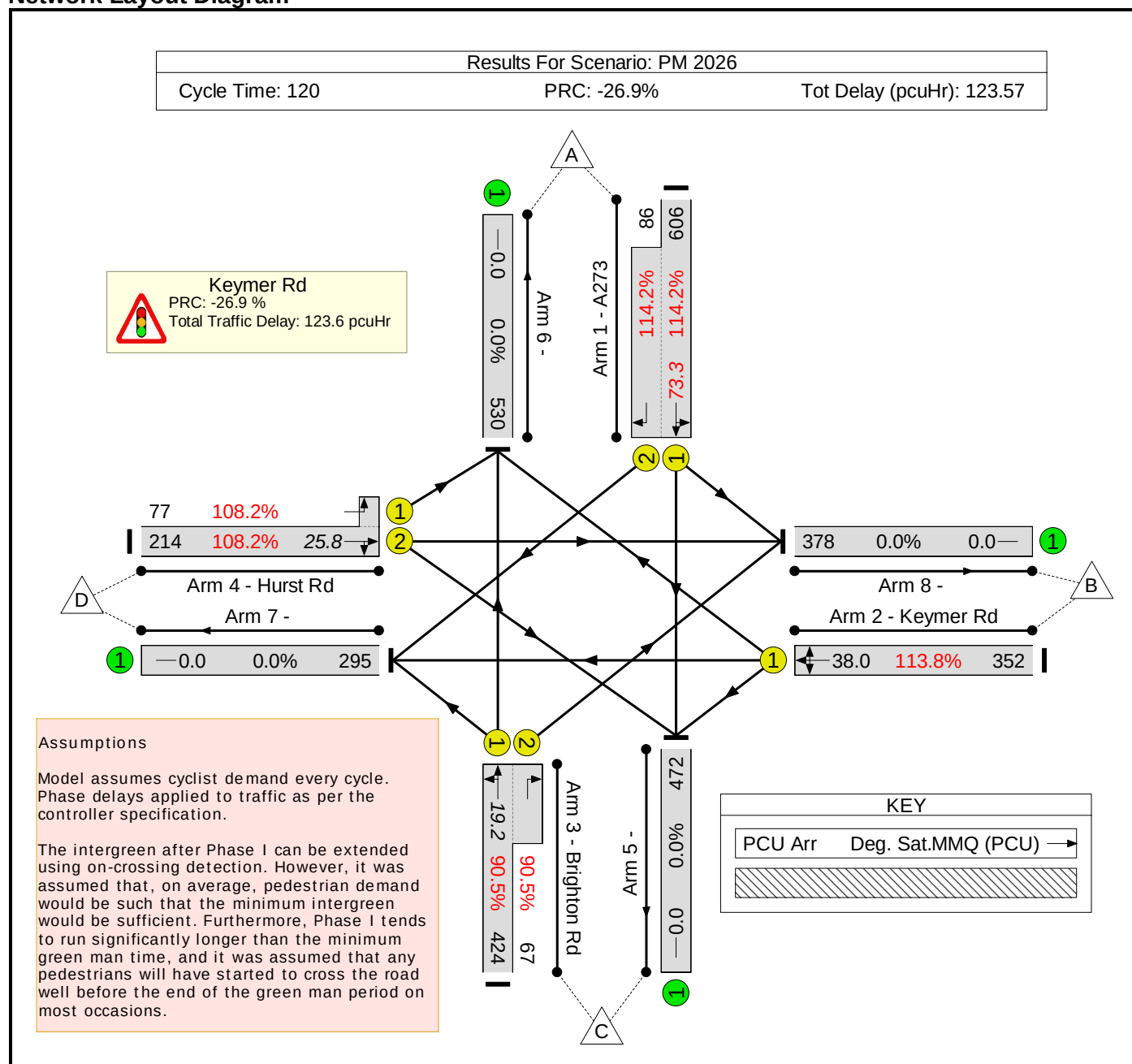
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	AM 2026	AM26	Network Control Plan 1	08:00 - 09:00	120	-47.8	280.06
2	PM 2026	PM26	Network Control Plan 1	16:45 - 17:45	120	-26.9	123.57
3	AM 2031	AM31	Network Control Plan 1	08:00 - 09:00	120	-53.0	320.46
4	PM 2031	PM31	Network Control Plan 1	16:45 - 17:45	120	-31.5	150.94
5	AM 2031 + Vision Dev	AM31 + Vision Dev	Network Control Plan 1	08:00 - 09:00	120	-53.0	332.82
6	PM 2031 + Vision Dev	PM31 + Vision Dev	Network Control Plan 1	16:45 - 17:45	120	-32.1	158.73
7	AM 2031 + Dev	AM31 + Dev	Network Control Plan 1	08:00 - 09:00	120	-53.0	334.58
8	PM 2031 + Dev	PM31 + Dev	Network Control Plan 1	16:45 - 17:45	120	-32.1	159.47

Scenario 1: 'AM 2026' (FG1: 'AM26', Plan 1: 'Network Control Plan 1')**Network Layout Diagram**

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	133.0%	0	0	0	280.1	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	133.0%	0	0	0	280.1	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	29:7	-	-	704	1876:1613	469+60	133.0 : 133.0%	-	-	-	108.3	553.8	119.6
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	403	1753	307	131.4%	-	-	-	61.2	546.5	68.4
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	29:7	-	-	554	1896:1729	428+50	115.9 : 115.9%	-	-	-	54.0	351.2	62.4
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	20:37	-	-	417	1894:1641	267+61	127.0 : 127.0%	-	-	-	56.5	488.1	63.3
C1 PRC for Signalled Lanes (%): -47.8 PRC Over All Lanes (%): -47.8 Total Delay for Signalled Lanes (pcuHr): 280.06 Total Delay Over All Lanes(pcuHr): 280.06 Cycle Time (s): 120																		

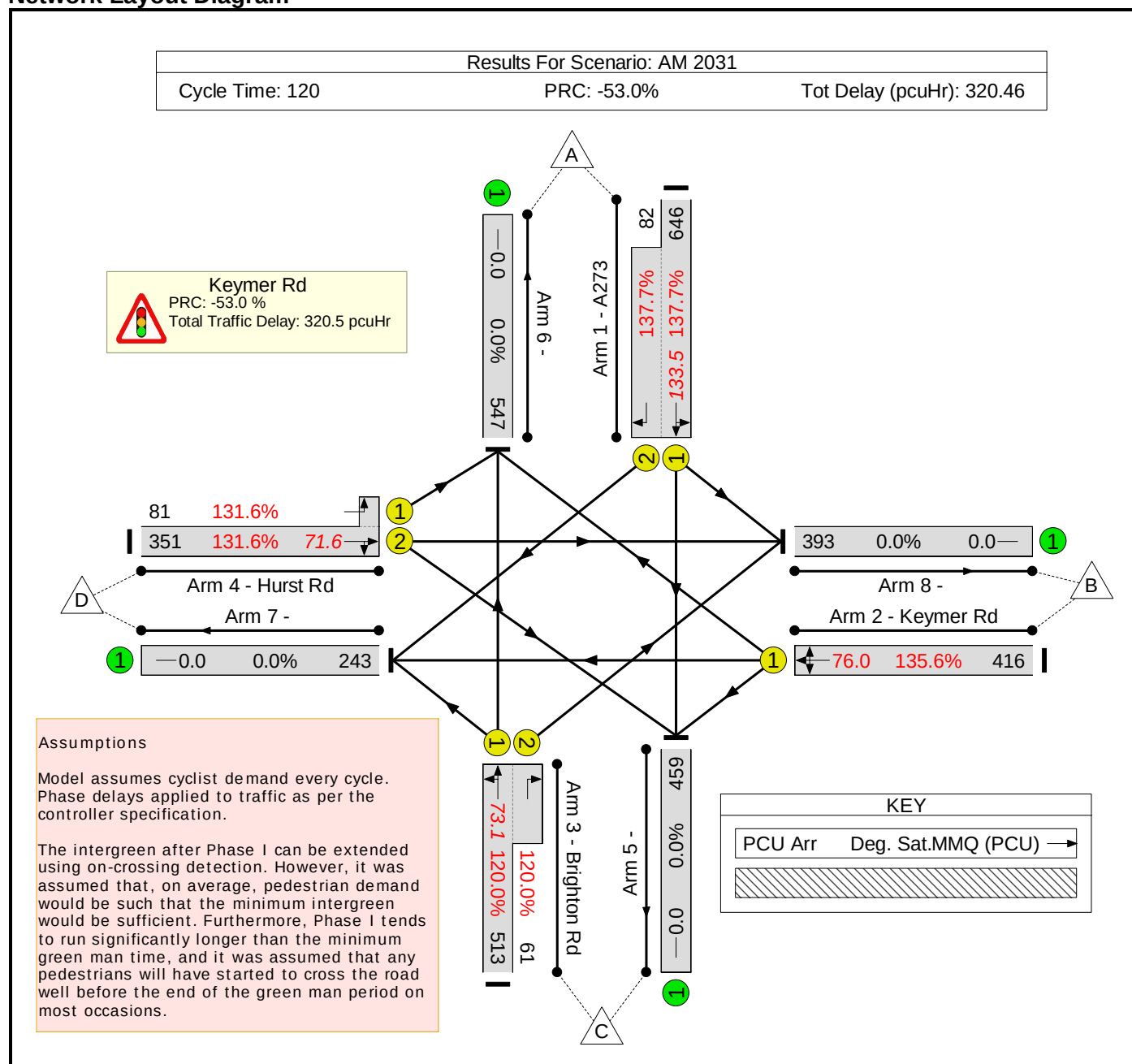
Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	114.2%	0	0	0	123.6	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	114.2%	0	0	0	123.6	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	33:7	-	-	692	1875:1613	531+75	114.2 : 114.2%	-	-	-	60.2	313.4	73.3
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	352	1768	309	113.8%	-	-	-	31.4	321.6	38.0
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	33:7	-	-	491	1886:1729	469+74	90.5 : 90.5%	-	-	-	11.1	81.1	19.2
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	16:33	-	-	291	1902:1641	198+71	108.2 : 108.2%	-	-	-	20.8	257.6	25.8
C1 PRC for Signalled Lanes (%): -26.9 PRC Over All Lanes (%): -26.9 Total Delay for Signalled Lanes (pcuHr): 123.57 Total Delay Over All Lanes(pcuHr): 123.57 Cycle Time (s): 120																		

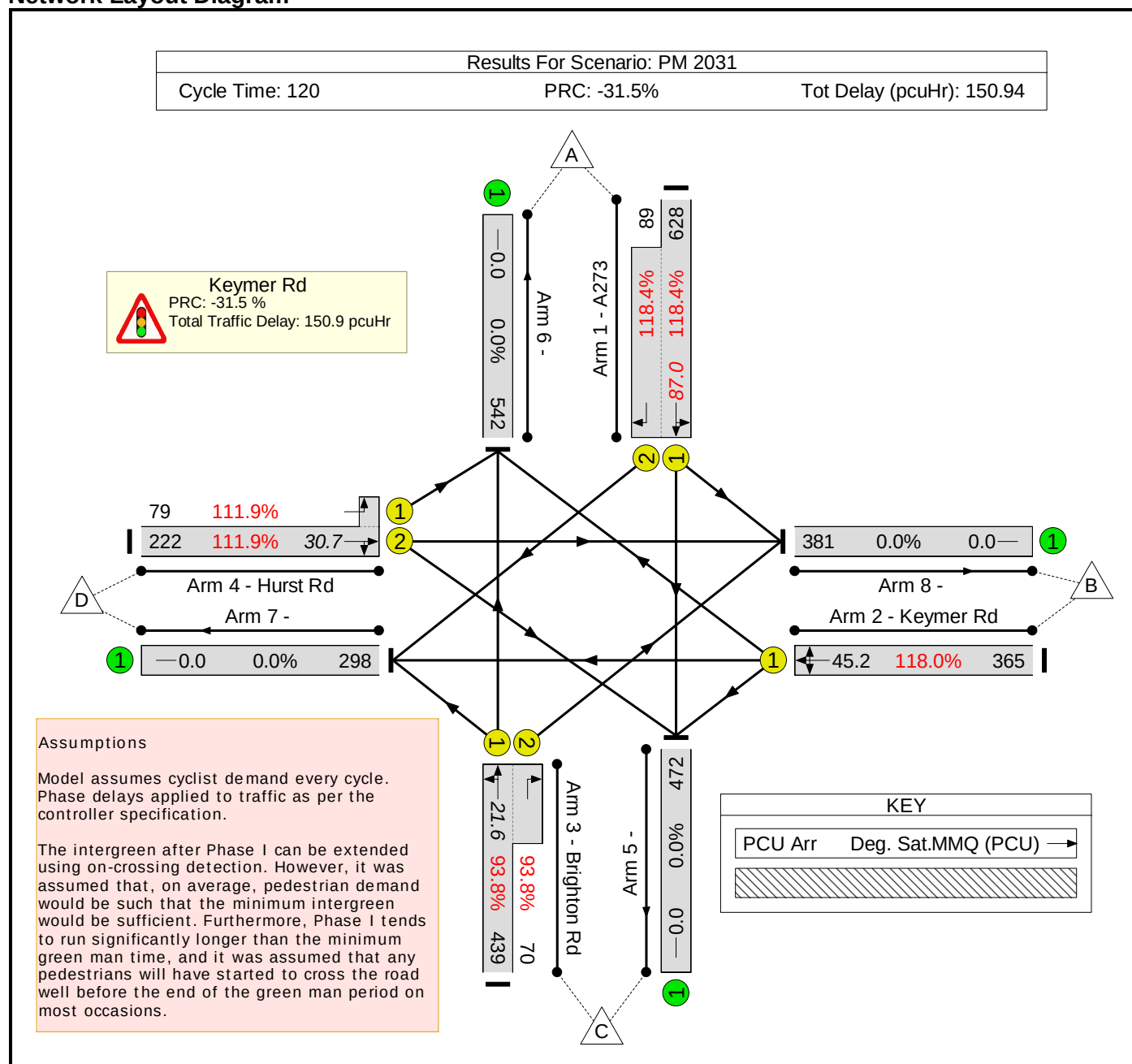
Network Layout Diagram



Basic Results Summary

Network Results

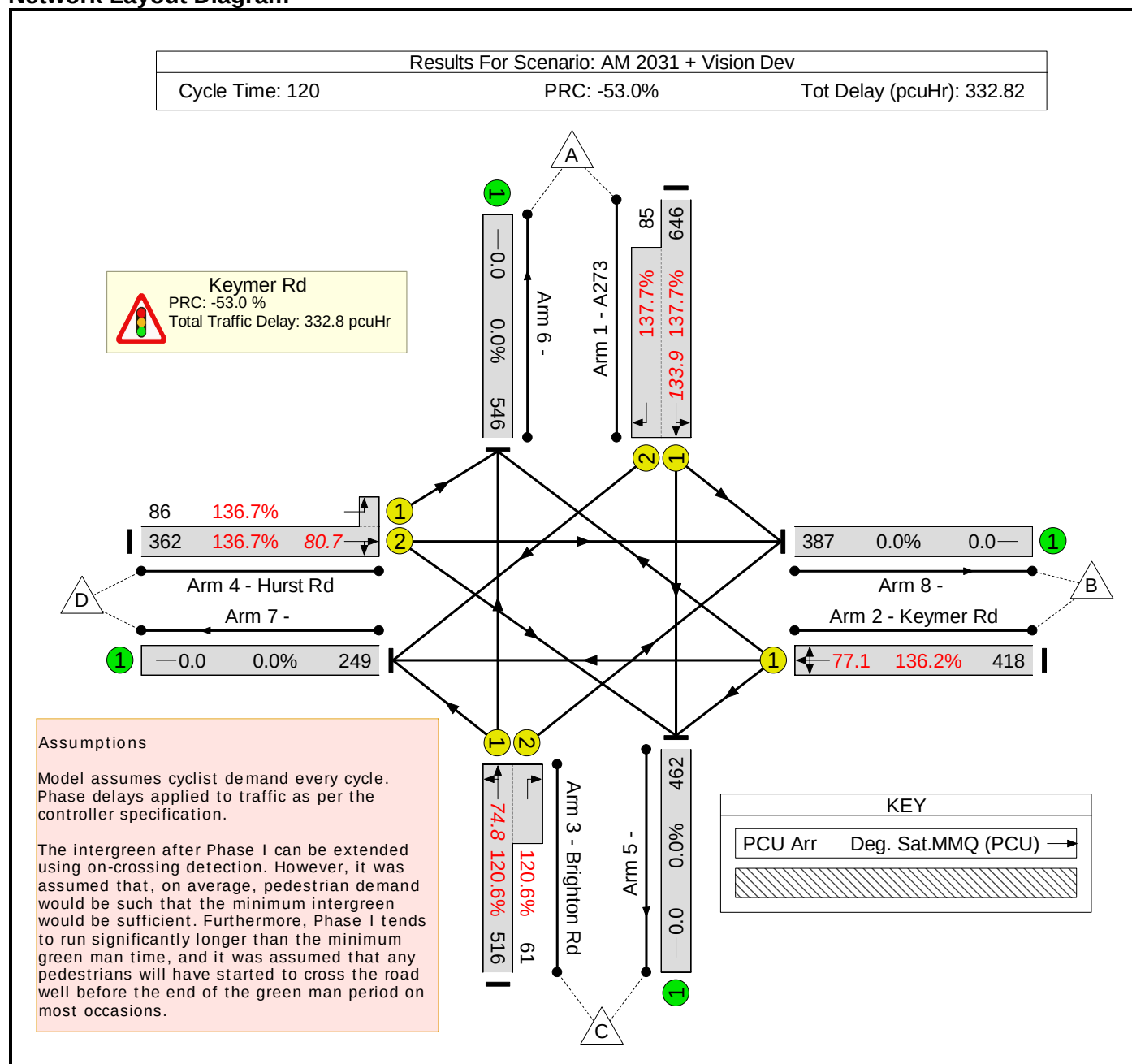
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	320.5	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	320.5	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	29:7	-	-	728	1876:1613	469+60	137.7 : 137.7%	-	-	-	122.2	604.1	133.5
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	416	1753	307	135.6%	-	-	-	68.6	593.6	76.0
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	29:7	-	-	574	1896:1729	428+51	120.0 : 120.0%	-	-	-	65.0	407.4	73.1
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	20:37	-	-	432	1894:1641	267+62	131.6 : 131.6%	-	-	-	64.7	539.5	71.6
C1 PRC for Signalled Lanes (%): -53.0 PRC Over All Lanes (%): -53.0 Total Delay for Signalled Lanes (pcuHr): 320.46 Total Delay Over All Lanes(pcuHr): 320.46 Cycle Time (s): 120																		

Network Layout Diagram

Basic Results Summary

Network Results

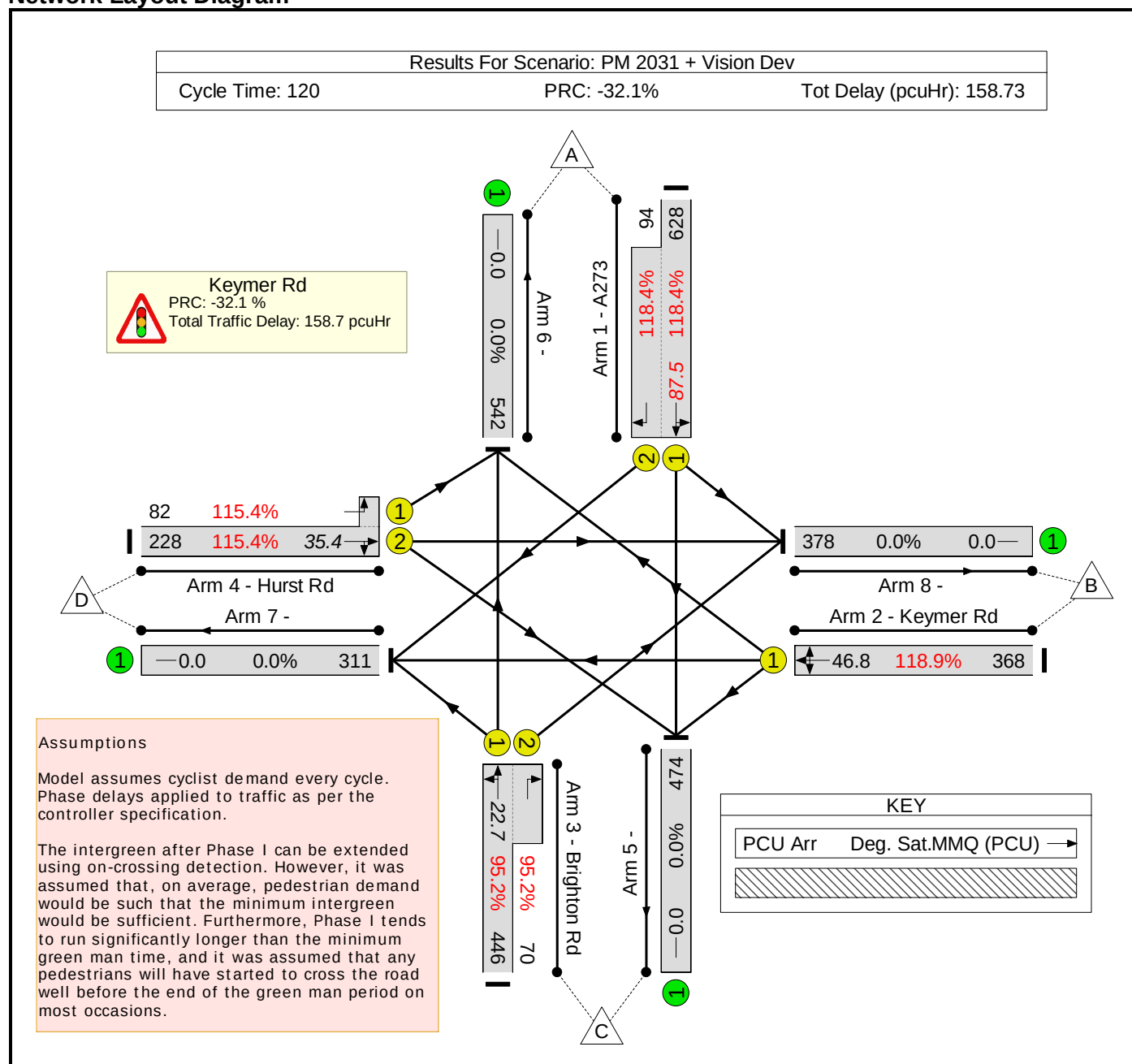
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	118.4%	0	0	0	150.9	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	118.4%	0	0	0	150.9	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	33:7	-	-	717	1875:1613	531+75	118.4 : 118.4%	-	-	-	73.9	371.0	87.0
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	365	1768	309	118.0%	-	-	-	38.5	379.3	45.2
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	33:7	-	-	509	1886:1729	468+75	93.8 : 93.8%	-	-	-	13.0	91.7	21.6
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	16:33	-	-	301	1902:1641	198+71	111.9 : 111.9%	-	-	-	25.6	306.4	30.7
C1					PRC for Signalled Lanes (%):			-31.5	Total Delay for Signalled Lanes (pcuHr):			150.94	Cycle Time (s): 120					
					PRC Over All Lanes (%):			-31.5	Total Delay Over All Lanes(pcuHr):			150.94						

Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	332.8	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	332.8	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	29:7	-	-	731	1876:1613	469+62	137.7 : 137.7%	-	-	-	122.7	604.0	133.9
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	418	1754	307	136.2%	-	-	-	69.6	599.8	77.1
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	29:7	-	-	577	1896:1729	428+51	120.6 : 120.6%	-	-	-	66.7	415.9	74.8
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	20:37	-	-	448	1889:1641	265+63	136.7 : 136.7%	-	-	-	73.9	593.6	80.7
C1 PRC for Signalled Lanes (%): -53.0 PRC Over All Lanes (%): -53.0 Total Delay for Signalled Lanes (pcuHr): 332.82 Total Delay Over All Lanes(pcuHr): 332.82 Cycle Time (s): 120																		

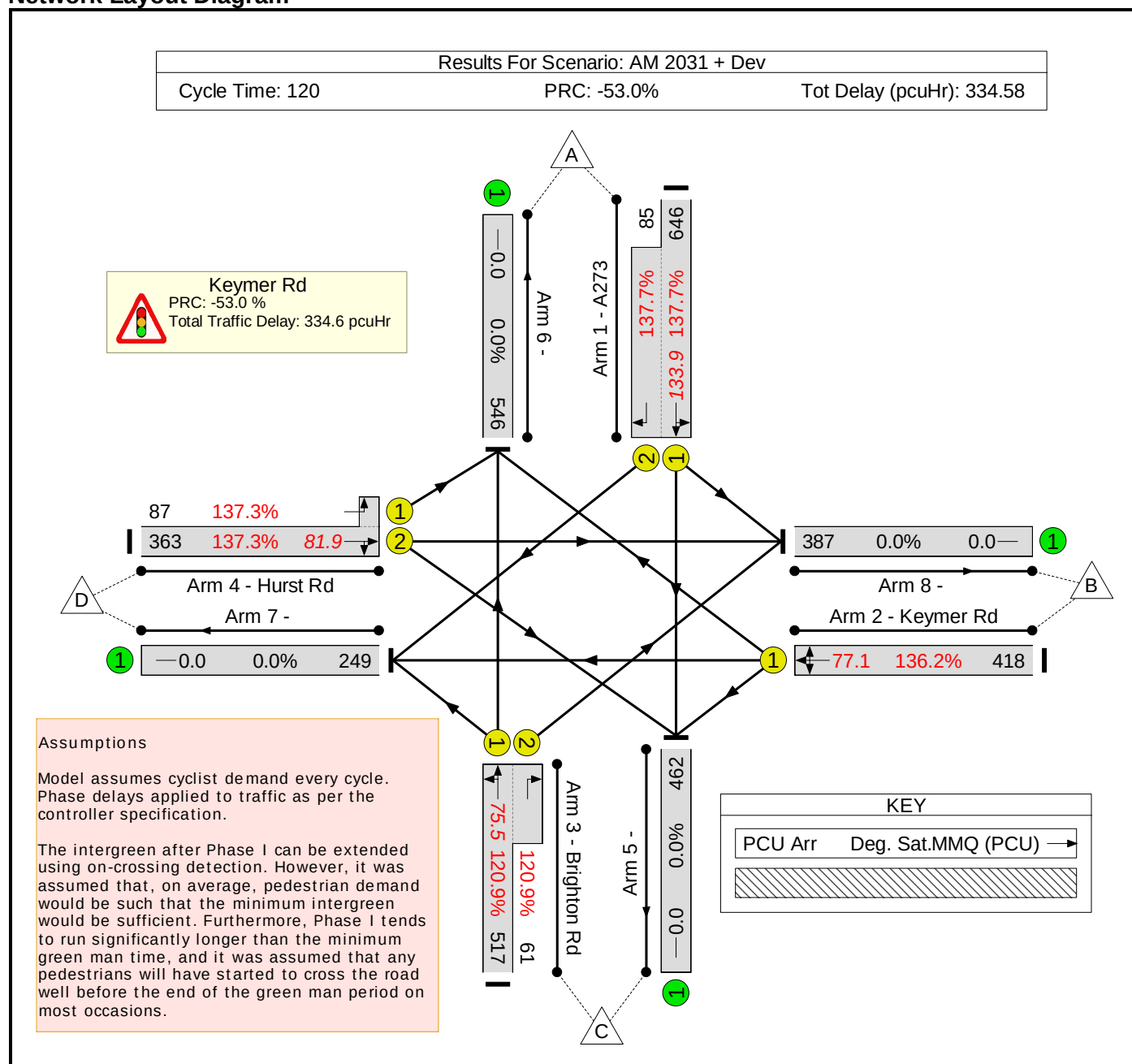
Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	118.9%	0	0	0	158.7	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	118.9%	0	0	0	158.7	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	33:7	-	-	722	1875:1613	530+79	118.4 : 118.4%	-	-	-	74.4	371.1	87.5
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	368	1769	310	118.9%	-	-	-	40.0	391.4	46.8
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	33:7	-	-	516	1884:1729	469+74	95.2 : 95.2%	-	-	-	14.0	97.7	22.7
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	16:33	-	-	310	1898:1641	198+71	115.4 : 115.4%	-	-	-	30.3	351.7	35.4
C1 PRC for Signalled Lanes (%): -32.1 PRC Over All Lanes (%): -32.1 Total Delay for Signalled Lanes (pcuHr): 158.73 Total Delay Over All Lanes(pcuHr): 158.73 Cycle Time (s): 120																		

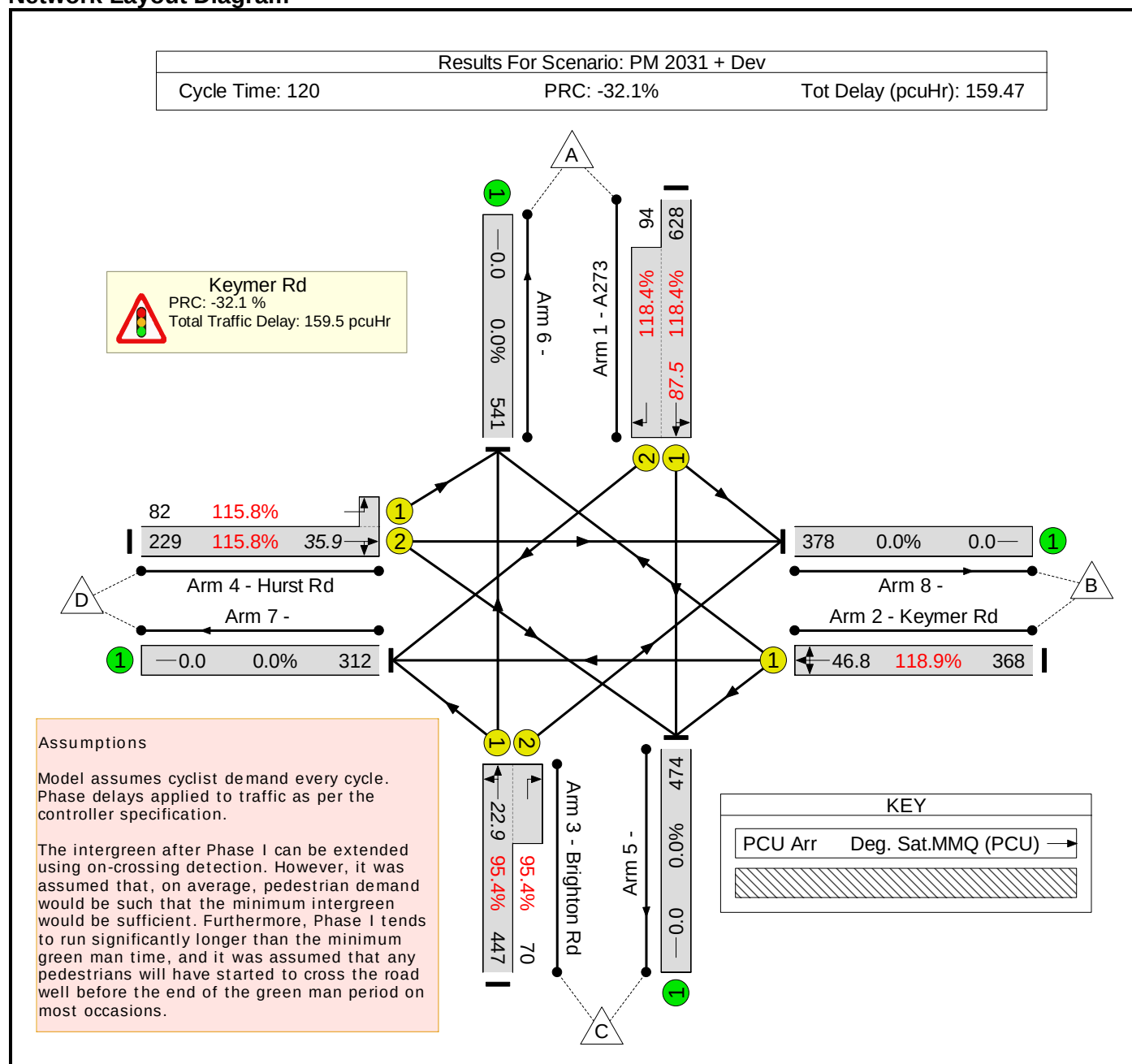
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	334.6	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	137.7%	0	0	0	334.6	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	29:7	-	-	731	1876:1613	469+62	137.7 : 137.7%	-	-	-	122.7	604.0	133.9
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	418	1754	307	136.2%	-	-	-	69.6	599.8	77.1
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	29:7	-	-	578	1895:1729	428+50	120.9 : 120.9%	-	-	-	67.3	419.2	75.5
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	20:37	-	-	450	1889:1641	264+63	137.3 : 137.3%	-	-	-	75.0	599.8	81.9
C1 PRC for Signalled Lanes (%): -53.0 PRC Over All Lanes (%): -53.0 Total Delay for Signalled Lanes (pcuHr): 334.58 Total Delay Over All Lanes(pcuHr): 334.58 Cycle Time (s): 120																		

Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	-	-	-		-	-	-	-	-	-	-	118.9%	0	0	0	159.5	-	-
Keymer Rd	-	-	-		-	-	-	-	-	-	-	118.9%	0	0	0	159.5	-	-
1/1+1/2	A273 Ahead Right Left	U	B C		1	33:7	-	-	722	1875:1613	530+79	118.4 : 118.4%	-	-	-	74.4	371.1	87.5
2/1	Keymer Rd Left Right Ahead	U	F		1	20	-	-	368	1769	310	118.9%	-	-	-	40.0	391.4	46.8
3/1+3/2	Brighton Rd Ahead Left Right	U	A D		1	33:7	-	-	517	1883:1729	469+73	95.4 : 95.4%	-	-	-	14.2	98.8	22.9
4/2+4/1	Hurst Rd Right Left Ahead	U	E G		1	16:33	-	-	311	1897:1641	198+71	115.8 : 115.8%	-	-	-	30.9	357.1	35.9
C1 PRC for Signalled Lanes (%): -32.1 PRC Over All Lanes (%): -32.1 Total Delay for Signalled Lanes (pcuHr): 159.47 Total Delay Over All Lanes(pcuHr): 159.47 Cycle Time (s): 120																		

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: Site Access College Lane priority junction P2.j10

Path: J:\14500-14749\14525 - College Lane\Docs\CR Docs\Reports\Transport\Junction Modelling\PICADY

Report generation date: 07/09/2026 11:52:05

- »2026 Base, AM
- »2026 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base plus Dev, AM
- »2031 Base plus Dev, PM
- »2031 Base plus Vision Dev, AM
- »2031 Base plus Vision Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base plus Dev									
Stream B-AC	D5	0.1	6.93	0.09	A	D6	0.1	6.64	0.05	A
Stream C-AB		0.1	5.71	0.04	A		0.1	6.00	0.07	A
	2031 Base plus Vision Dev									
Stream B-AC	D7	0.1	6.90	0.08	A	D8	0.0	6.52	0.04	A
Stream C-AB		0.0	5.69	0.03	A		0.1	5.96	0.06	A

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

File summary

File Description

Title	
Location	
Site number	
Date	13/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAMPBELLREITH\TomHarris
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	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Base plus Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Base plus Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base plus Vision Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base plus Vision Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	College Lane (N)		Major
B	Site Access		Minor
C	College Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - College Lane (S)	6.00			50.0	✓	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 - Site Access	One lane	2.75	18	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	480	0.087	0.221	0.139	0.315
B-C	619	0.095	0.240	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	88	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - College Lane (S)		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	88
	B - Site Access	0	0	0
	C - College Lane (S)	120	0	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - College Lane (S)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - College Lane (N)	66	70
	B - Site Access	0	0
	C - College Lane (S)	90	95
08:00-08:15	A - College Lane (N)	79	83
	B - Site Access	0	0
	C - College Lane (S)	108	113
08:15-08:30	A - College Lane (N)	97	102
	B - Site Access	0	0
	C - College Lane (S)	132	139
08:30-08:45	A - College Lane (N)	97	102
	B - Site Access	0	0
	C - College Lane (S)	132	139
08:45-09:00	A - College Lane (N)	79	83
	B - Site Access	0	0
	C - College Lane (S)	108	113
09:00-09:15	A - College Lane (N)	66	70
	B - Site Access	0	0
	C - College Lane (S)	90	95

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					110	165
A-B					0	0
A-C					81	121

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	90	23			90				
A-B	0	0			0				
A-C	66	17			66				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	108	27			108				
A-B	0	0			0				
A-C	79	20			79				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	132	33			132				
A-B	0	0			0				
A-C	97	24			97				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	132	33			132				
A-B	0	0			0				
A-C	97	24			97				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	108	27			108				
A-B	0	0			0				
A-C	79	20			79				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	90	23			90				
A-B	0	0			0				
A-C	66	17			66				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	79	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - College Lane (S)		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	79
	B - Site Access	0	0	0
	C - College Lane (S)	88	0	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - College Lane (S)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - College Lane (N)	59	62
	B - Site Access	0	0
	C - College Lane (S)	66	70
17:00-17:15	A - College Lane (N)	71	75
	B - Site Access	0	0
	C - College Lane (S)	79	83
17:15-17:30	A - College Lane (N)	87	91
	B - Site Access	0	0
	C - College Lane (S)	97	102
17:30-17:45	A - College Lane (N)	87	91
	B - Site Access	0	0
	C - College Lane (S)	97	102
17:45-18:00	A - College Lane (N)	71	75
	B - Site Access	0	0
	C - College Lane (S)	79	83
18:00-18:15	A - College Lane (N)	59	62
	B - Site Access	0	0
	C - College Lane (S)	66	70

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					81	121
A-B					0	0
A-C					72	109

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	59	15			59				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	0	0			0				
A-C	71	18			71				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	87	22			87				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	87	22			87				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	0	0			0				
A-C	71	18			71				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	66	17			66				
A-B	0	0			0				
A-C	59	15			59				

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	91	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - College Lane (S)		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	91
	B - Site Access	0	0	0
	C - College Lane (S)	124	0	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - College Lane (S)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - College Lane (N)	69	72
	B - Site Access	0	0
	C - College Lane (S)	93	98
08:00-08:15	A - College Lane (N)	82	86
	B - Site Access	0	0
	C - College Lane (S)	111	117
08:15-08:30	A - College Lane (N)	100	105
	B - Site Access	0	0
	C - College Lane (S)	137	143
08:30-08:45	A - College Lane (N)	100	105
	B - Site Access	0	0
	C - College Lane (S)	137	143
08:45-09:00	A - College Lane (N)	82	86
	B - Site Access	0	0
	C - College Lane (S)	111	117
09:00-09:15	A - College Lane (N)	69	72
	B - Site Access	0	0
	C - College Lane (S)	93	98

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					114	171
A-B					0	0
A-C					84	125

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
A-B	0	0			0				
A-C	69	17			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	82	20			82				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	503	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	137	34			137				
A-B	0	0			0				
A-C	100	25			100				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	503	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	137	34			137				
A-B	0	0			0				
A-C	100	25			100				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	111	28			111				
A-B	0	0			0				
A-C	82	20			82				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	93	23			93				
A-B	0	0			0				
A-C	69	17			69				

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	81	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - College Lane (S)		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	81
	B - Site Access	0	0	0
	C - College Lane (S)	91	0	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - College Lane (S)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - College Lane (N)	61	64
	B - Site Access	0	0
	C - College Lane (S)	69	72
17:00-17:15	A - College Lane (N)	73	76
	B - Site Access	0	0
	C - College Lane (S)	82	86
17:15-17:30	A - College Lane (N)	89	94
	B - Site Access	0	0
	C - College Lane (S)	100	105
17:30-17:45	A - College Lane (N)	89	94
	B - Site Access	0	0
	C - College Lane (S)	100	105
17:45-18:00	A - College Lane (N)	73	76
	B - Site Access	0	0
	C - College Lane (S)	82	86
18:00-18:15	A - College Lane (N)	61	64
	B - Site Access	0	0
	C - College Lane (S)	69	72

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					84	125
A-B					0	0
A-C					74	111

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	69	17			69				
A-B	0	0			0				
A-C	61	15			61				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	82	20			82				
A-B	0	0			0				
A-C	73	18			73				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	89	22			89				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	89	22			89				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	82	20			82				
A-B	0	0			0				
A-C	73	18			73				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	69	17			69				
A-B	0	0			0				
A-C	61	15			61				

2031 Base plus Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base plus Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	94	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - College Lane (S)		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	3	91
	B - Site Access	5	0	41
	C - College Lane (S)	124	18	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.03	0.97
	B - Site Access	0.11	0.00	0.89
	C - College Lane (S)	0.87	0.13	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - College Lane (N)	71	74
	B - Site Access	35	35
	C - College Lane (S)	107	112
08:00-08:15	A - College Lane (N)	85	89
	B - Site Access	41	41
	C - College Lane (S)	128	133
08:15-08:30	A - College Lane (N)	103	109
	B - Site Access	51	51
	C - College Lane (S)	156	163
08:30-08:45	A - College Lane (N)	103	109
	B - Site Access	51	51
	C - College Lane (S)	156	163
08:45-09:00	A - College Lane (N)	85	89
	B - Site Access	41	41
	C - College Lane (S)	128	133
09:00-09:15	A - College Lane (N)	71	74
	B - Site Access	35	35
	C - College Lane (S)	107	112

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	6.93	0.1	A	42	63
C-AB	0.04	5.71	0.1	A	20	30
C-A					110	165
A-B					3	4
A-C					84	125

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	579	0.060	34	0.0	0.1	6.603	A
C-AB	16	4	647	0.024	16	0.0	0.0	5.702	A
C-A	91	23			91				
A-B	2	0.56			2				
A-C	69	17			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	575	0.072	41	0.1	0.1	6.741	A
C-AB	20	5	656	0.030	19	0.0	0.0	5.653	A
C-A	108	27			108				
A-B	3	0.67			3				
A-C	82	20			82				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	570	0.089	51	0.1	0.1	6.935	A
C-AB	25	6	668	0.037	25	0.0	0.1	5.592	A
C-A	131	33			131				
A-B	3	0.83			3				
A-C	100	25			100				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	570	0.089	51	0.1	0.1	6.935	A
C-AB	25	6	668	0.037	25	0.1	0.1	5.597	A
C-A	131	33			131				
A-B	3	0.83			3				
A-C	100	25			100				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	575	0.072	41	0.1	0.1	6.744	A
C-AB	20	5	656	0.030	20	0.1	0.0	5.666	A
C-A	108	27			108				
A-B	3	0.67			3				
A-C	82	20			82				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	579	0.060	35	0.1	0.1	6.610	A
C-AB	16	4	647	0.025	16	0.0	0.0	5.708	A
C-A	91	23			91				
A-B	2	0.56			2				
A-C	69	17			69				

2031 Base plus Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base plus Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	86	100.000
B - Site Access		ONE HOUR	✓	25	100.000
C - College Lane (S)		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	5	81
	B - Site Access	3	0	22
	C - College Lane (S)	91	35	0

Proportions

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0.00	0.06	0.94
	B - Site Access	0.12	0.00	0.88
	C - College Lane (S)	0.72	0.28	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

From	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - College Lane (N)	65	68
	B - Site Access	19	19
	C - College Lane (S)	95	98
17:00-17:15	A - College Lane (N)	77	81
	B - Site Access	22	22
	C - College Lane (S)	113	117
17:15-17:30	A - College Lane (N)	95	99
	B - Site Access	28	28
	C - College Lane (S)	139	144
17:30-17:45	A - College Lane (N)	95	99
	B - Site Access	28	28
	C - College Lane (S)	139	144
17:45-18:00	A - College Lane (N)	77	81
	B - Site Access	22	22
	C - College Lane (S)	113	117
18:00-18:15	A - College Lane (N)	65	68
	B - Site Access	19	19
	C - College Lane (S)	95	98

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.64	0.1	A	23	34
C-AB	0.07	6.00	0.1	A	37	56
C-A					78	118
A-B					5	7
A-C					74	111

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	579	0.033	19	0.0	0.0	6.426	A
C-AB	30	7	632	0.047	29	0.0	0.1	5.971	A
C-A	65	16			65				
A-B	4	0.94			4				
A-C	61	15			61				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	575	0.039	22	0.0	0.0	6.515	A
C-AB	36	9	638	0.057	36	0.1	0.1	5.978	A
C-A	77	19			77				
A-B	4	1			4				
A-C	73	18			73				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	570	0.048	27	0.0	0.1	6.638	A
C-AB	46	11	646	0.071	46	0.1	0.1	5.991	A
C-A	93	23			93				
A-B	6	1			6				
A-C	89	22			89				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	570	0.048	28	0.1	0.1	6.638	A
C-AB	46	11	646	0.071	46	0.1	0.1	5.996	A
C-A	93	23			93				
A-B	6	1			6				
A-C	89	22			89				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	575	0.039	23	0.1	0.0	6.516	A
C-AB	36	9	638	0.057	36	0.1	0.1	5.988	A
C-A	77	19			77				
A-B	4	1			4				
A-C	73	18			73				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	579	0.033	19	0.0	0.0	6.432	A
C-AB	30	7	632	0.047	30	0.1	0.1	5.981	A
C-A	65	16			65				
A-B	4	0.94			4				
A-C	61	15			61				

2031 Base plus Vision Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base plus Vision Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	93	100.000
B - Site Access		ONE HOUR	✓	42	100.000
C - College Lane (S)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0	2	91
	B - Site Access	5	0	37
	C - College Lane (S)	124	16	0

Proportions

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0.00	0.02	0.98
	B - Site Access	0.12	0.00	0.88
	C - College Lane (S)	0.89	0.11	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - College Lane (N)	70	73
	B - Site Access	32	32
	C - College Lane (S)	105	110
08:00-08:15	A - College Lane (N)	84	88
	B - Site Access	38	38
	C - College Lane (S)	126	131
08:15-08:30	A - College Lane (N)	102	107
	B - Site Access	46	46
	C - College Lane (S)	154	161
08:30-08:45	A - College Lane (N)	102	107
	B - Site Access	46	46
	C - College Lane (S)	154	161
08:45-09:00	A - College Lane (N)	84	88
	B - Site Access	38	38
	C - College Lane (S)	126	131
09:00-09:15	A - College Lane (N)	70	73
	B - Site Access	32	32
	C - College Lane (S)	105	110

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	6.90	0.1	A	39	58
C-AB	0.03	5.69	0.0	A	18	27
C-A					111	166
A-B					2	3
A-C					84	125

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	577	0.055	31	0.0	0.1	6.589	A
C-AB	14	4	647	0.022	14	0.0	0.0	5.685	A
C-A	91	23			91				
A-B	2	0.38			2				
A-C	69	17			69				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	573	0.066	38	0.1	0.1	6.720	A
C-AB	17	4	656	0.026	17	0.0	0.0	5.632	A
C-A	109	27			109				
A-B	2	0.45			2				
A-C	82	20			82				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	568	0.081	46	0.1	0.1	6.901	A
C-AB	22	6	668	0.033	22	0.0	0.0	5.566	A
C-A	132	33			132				
A-B	2	0.55			2				
A-C	100	25			100				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	568	0.081	46	0.1	0.1	6.901	A
C-AB	22	6	668	0.033	22	0.0	0.0	5.571	A
C-A	132	33			132				
A-B	2	0.55			2				
A-C	100	25			100				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	573	0.066	38	0.1	0.1	6.722	A
C-AB	17	4	656	0.026	17	0.0	0.0	5.645	A
C-A	109	27			109				
A-B	2	0.45			2				
A-C	82	20			82				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	577	0.055	32	0.1	0.1	6.598	A
C-AB	14	4	647	0.022	14	0.0	0.0	5.690	A
C-A	91	23			91				
A-B	2	0.38			2				
A-C	69	17			69				

2031 Base plus Vision Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base plus Vision Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - College Lane (N)		ONE HOUR	✓	85	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - College Lane (S)		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0	4	81
	B - Site Access	2	0	20
	C - College Lane (S)	91	32	0

Proportions

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0.00	0.05	0.95
	B - Site Access	0.09	0.00	0.91
	C - College Lane (S)	0.74	0.26	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	0	0	5
	B - Site Access	0	0	0
	C - College Lane (S)	5	0	0

Average PCU Per Veh

	To			
		A - College Lane (N)	B - Site Access	C - College Lane (S)
From	A - College Lane (N)	1.000	1.000	1.050
	B - Site Access	1.000	1.000	1.000
	C - College Lane (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - College Lane (N)	64	67
	B - Site Access	17	17
	C - College Lane (S)	93	96
17:00-17:15	A - College Lane (N)	76	80
	B - Site Access	20	20
	C - College Lane (S)	111	115
17:15-17:30	A - College Lane (N)	94	98
	B - Site Access	24	24
	C - College Lane (S)	135	140
17:30-17:45	A - College Lane (N)	94	98
	B - Site Access	24	24
	C - College Lane (S)	135	140
17:45-18:00	A - College Lane (N)	76	80
	B - Site Access	20	20
	C - College Lane (S)	111	115
18:00-18:15	A - College Lane (N)	64	67
	B - Site Access	17	17
	C - College Lane (S)	93	96

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	6.52	0.0	A	20	30
C-AB	0.06	5.96	0.1	A	34	51
C-A					79	118
A-B					4	6
A-C					74	111

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	585	0.028	16	0.0	0.0	6.333	A
C-AB	27	7	632	0.043	27	0.0	0.1	5.944	A
C-A	66	16			66				
A-B	3	0.75			3				
A-C	61	15			61				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	581	0.034	20	0.0	0.0	6.413	A
C-AB	33	8	638	0.052	33	0.1	0.1	5.945	A
C-A	78	19			78				
A-B	4	0.90			4				
A-C	73	18			73				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	576	0.042	24	0.0	0.0	6.522	A
C-AB	42	10	646	0.065	42	0.1	0.1	5.950	A
C-A	94	23			94				
A-B	4	1			4				
A-C	89	22			89				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	576	0.042	24	0.0	0.0	6.522	A
C-AB	42	10	646	0.065	42	0.1	0.1	5.957	A
C-A	94	23			94				
A-B	4	1			4				
A-C	89	22			89				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	581	0.034	20	0.0	0.0	6.413	A
C-AB	33	8	638	0.052	33	0.1	0.1	5.958	A
C-A	78	19			78				
A-B	4	0.90			4				
A-C	73	18			73				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	585	0.028	17	0.0	0.0	6.339	A
C-AB	27	7	632	0.043	27	0.1	0.1	5.952	A
C-A	66	16			66				
A-B	3	0.75			3				
A-C	61	15			61				

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: College Lane Hassocks Rd Wickham Hill priority junction P2.j10

Path: J:\14500-14749\14525 - College Lane\Docs\CR Docs\Reports\Transport\Junction Modelling\PICADY

Report generation date: 07/09/2026 12:09:34

- »2026 Base, AM
- »2026 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base plus Dev, AM
- »2031 Base plus Dev, PM
- »2031 Base plus Vision Dev, AM
- »2031 Base plus Vision Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.5	13.24	0.32	B	D2	0.3	10.42	0.20	B
Stream C-AB		0.4	6.71	0.22	A		0.3	6.19	0.19	A
	2031 Base									
Stream B-AC	D3	0.5	13.62	0.33	B	D4	0.3	10.63	0.21	B
Stream C-AB		0.4	6.76	0.23	A		0.4	6.21	0.19	A
	2031 Base plus Dev									
Stream B-AC	D5	0.9	18.42	0.47	C	D6	0.4	12.26	0.28	B
Stream C-AB		0.5	6.98	0.25	A		0.5	6.60	0.24	A
	2031 Base plus Vision Dev									
Stream B-AC	D7	0.8	17.89	0.46	C	D8	0.4	12.02	0.27	B
Stream C-AB		0.5	6.96	0.25	A		0.5	6.57	0.23	A

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

File summary

File Description

Title	
Location	
Site number	
Date	13/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAMPBELLREITH\TomHarris
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	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Base plus Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Base plus Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base plus Vision Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base plus Vision Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hassocks Road		Major
B	College Lane		Minor
C	Wickham Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wickham Hill	7.00			106.0	✓	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 - College Lane	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.077	0.194	0.122	0.277
B-C	574	0.084	0.213	-	-
C-B	635	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	293	100.000
B - College Lane		ONE HOUR	✓	115	100.000
C - Wickham Hill		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	27	266
	B - College Lane	24	0	91
	C - Wickham Hill	235	84	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.09	0.91
	B - College Lane	0.21	0.00	0.79
	C - Wickham Hill	0.74	0.26	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	0	13
	B - College Lane	17	0	9
	C - Wickham Hill	12	8	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.000	1.130
	B - College Lane	1.170	1.000	1.090
	C - Wickham Hill	1.120	1.080	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Hassocks Road	221	247
	B - College Lane	87	96
	C - Wickham Hill	240	266
08:00-08:15	A - Hassocks Road	263	294
	B - College Lane	103	114
	C - Wickham Hill	287	318
08:15-08:30	A - Hassocks Road	323	361
	B - College Lane	127	140
	C - Wickham Hill	351	390
08:30-08:45	A - Hassocks Road	323	361
	B - College Lane	127	140
	C - Wickham Hill	351	390
08:45-09:00	A - Hassocks Road	263	294
	B - College Lane	103	114
	C - Wickham Hill	287	318
09:00-09:15	A - Hassocks Road	221	247
	B - College Lane	87	96
	C - Wickham Hill	240	266

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	13.24	0.5	B	106	158
C-AB	0.22	6.71	0.4	A	116	173
C-A					177	266
A-B					25	37
A-C					244	366

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	427	0.203	86	0.0	0.3	10.508	B
C-AB	87	22	653	0.133	86	0.0	0.2	6.349	A
C-A	153	38			153				
A-B	20	5			20				
A-C	200	50			200				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	415	0.249	103	0.3	0.3	11.519	B
C-AB	111	28	667	0.166	111	0.2	0.3	6.474	A
C-A	176	44			176				
A-B	24	6			24				
A-C	239	60			239				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	399	0.318	126	0.3	0.5	13.180	B
C-AB	149	37	687	0.217	148	0.3	0.4	6.690	A
C-A	202	51			202				
A-B	30	7			30				
A-C	293	73			293				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	399	0.318	127	0.5	0.5	13.235	B
C-AB	149	37	687	0.217	149	0.4	0.4	6.710	A
C-A	202	51			202				
A-B	30	7			30				
A-C	293	73			293				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	415	0.249	104	0.5	0.3	11.583	B
C-AB	111	28	667	0.167	112	0.4	0.3	6.506	A
C-A	176	44			176				
A-B	24	6			24				
A-C	239	60			239				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	427	0.203	87	0.3	0.3	10.592	B
C-AB	87	22	653	0.133	87	0.3	0.2	6.381	A
C-A	153	38			153				
A-B	20	5			20				
A-C	200	50			200				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	290	100.000
B - College Lane		ONE HOUR	✓	79	100.000
C - Wickham Hill		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	23	267
	B - College Lane	17	0	62
	C - Wickham Hill	248	74	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.08	0.92
	B - College Lane	0.22	0.00	0.78
	C - Wickham Hill	0.77	0.23	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	13	7
	B - College Lane	0	0	5
	C - Wickham Hill	8	5	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.130	1.070
	B - College Lane	1.000	1.000	1.050
	C - Wickham Hill	1.080	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Hassocks Road	218	235
	B - College Lane	59	62
	C - Wickham Hill	242	260
17:00-17:15	A - Hassocks Road	261	280
	B - College Lane	71	74
	C - Wickham Hill	289	311
17:15-17:30	A - Hassocks Road	319	343
	B - College Lane	87	90
	C - Wickham Hill	355	380
17:30-17:45	A - Hassocks Road	319	343
	B - College Lane	87	90
	C - Wickham Hill	355	380
17:45-18:00	A - Hassocks Road	261	280
	B - College Lane	71	74
	C - Wickham Hill	289	311
18:00-18:15	A - Hassocks Road	218	235
	B - College Lane	59	62
	C - Wickham Hill	242	260

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	10.42	0.3	B	72	109
C-AB	0.19	6.19	0.3	A	103	154
C-A					193	289
A-B					21	32
A-C					245	368

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	461	0.129	59	0.0	0.1	8.944	A
C-AB	77	19	677	0.114	76	0.0	0.2	5.986	A
C-A	166	41			166				
A-B	17	4			17				
A-C	201	50			201				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	449	0.158	71	0.1	0.2	9.515	A
C-AB	98	25	693	0.142	98	0.2	0.2	6.054	A
C-A	191	48			191				
A-B	21	5			21				
A-C	240	60			240				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	432	0.201	87	0.2	0.2	10.405	B
C-AB	132	33	715	0.185	132	0.2	0.3	6.174	A
C-A	222	56			222				
A-B	25	6			25				
A-C	294	73			294				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	432	0.201	87	0.2	0.3	10.421	B
C-AB	132	33	715	0.185	132	0.3	0.3	6.188	A
C-A	222	56			222				
A-B	25	6			25				
A-C	294	73			294				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	449	0.158	71	0.2	0.2	9.536	A
C-AB	99	25	693	0.142	99	0.3	0.2	6.078	A
C-A	191	48			191				
A-B	21	5			21				
A-C	240	60			240				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	461	0.129	60	0.2	0.1	8.979	A
C-AB	77	19	677	0.114	77	0.2	0.2	6.010	A
C-A	165	41			165				
A-B	17	4			17				
A-C	201	50			201				

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	302	100.000
B - College Lane		ONE HOUR	✓	119	100.000
C - Wickham Hill		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	28	274
	B - College Lane	25	0	94
	C - Wickham Hill	242	87	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.09	0.91
	B - College Lane	0.21	0.00	0.79
	C - Wickham Hill	0.74	0.26	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	0	13
	B - College Lane	17	0	9
	C - Wickham Hill	12	8	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.000	1.130
	B - College Lane	1.170	1.000	1.090
	C - Wickham Hill	1.120	1.080	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Hassocks Road	227	254
	B - College Lane	90	99
	C - Wickham Hill	248	275
08:00-08:15	A - Hassocks Road	271	304
	B - College Lane	107	118
	C - Wickham Hill	296	328
08:15-08:30	A - Hassocks Road	333	372
	B - College Lane	131	145
	C - Wickham Hill	362	402
08:30-08:45	A - Hassocks Road	333	372
	B - College Lane	131	145
	C - Wickham Hill	362	402
08:45-09:00	A - Hassocks Road	271	304
	B - College Lane	107	118
	C - Wickham Hill	296	328
09:00-09:15	A - Hassocks Road	227	254
	B - College Lane	90	99
	C - Wickham Hill	248	275

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	13.62	0.5	B	109	164
C-AB	0.23	6.76	0.4	A	121	182
C-A					181	271
A-B					26	39
A-C					251	377

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	425	0.211	89	0.0	0.3	10.667	B
C-AB	91	23	655	0.139	90	0.0	0.2	6.370	A
C-A	157	39			157				
A-B	21	5			21				
A-C	206	52			206				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	413	0.259	107	0.3	0.3	11.750	B
C-AB	116	29	669	0.174	116	0.2	0.3	6.507	A
C-A	180	45			180				
A-B	25	6			25				
A-C	246	62			246				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	395	0.331	130	0.3	0.5	13.558	B
C-AB	157	39	690	0.227	156	0.3	0.4	6.743	A
C-A	206	51			206				
A-B	31	8			31				
A-C	302	75			302				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	395	0.331	131	0.5	0.5	13.617	B
C-AB	157	39	690	0.227	157	0.4	0.4	6.764	A
C-A	205	51			205				
A-B	31	8			31				
A-C	302	75			302				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	413	0.259	108	0.5	0.4	11.820	B
C-AB	116	29	669	0.174	117	0.4	0.3	6.543	A
C-A	179	45			179				
A-B	25	6			25				
A-C	246	62			246				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	425	0.211	90	0.4	0.3	10.760	B
C-AB	91	23	655	0.139	91	0.3	0.2	6.404	A
C-A	157	39			157				
A-B	21	5			21				
A-C	206	52			206				

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	299	100.000
B - College Lane		ONE HOUR	✓	82	100.000
C - Wickham Hill		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	24	275
	B - College Lane	18	0	64
	C - Wickham Hill	256	76	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.08	0.92
	B - College Lane	0.22	0.00	0.78
	C - Wickham Hill	0.77	0.23	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	13	7
	B - College Lane	0	0	5
	C - Wickham Hill	8	5	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.130	1.070
	B - College Lane	1.000	1.000	1.050
	C - Wickham Hill	1.080	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Hassocks Road	225	242
	B - College Lane	62	64
	C - Wickham Hill	250	268
17:00-17:15	A - Hassocks Road	269	289
	B - College Lane	74	77
	C - Wickham Hill	298	320
17:15-17:30	A - Hassocks Road	329	354
	B - College Lane	90	94
	C - Wickham Hill	366	392
17:30-17:45	A - Hassocks Road	329	354
	B - College Lane	90	94
	C - Wickham Hill	366	392
17:45-18:00	A - Hassocks Road	269	289
	B - College Lane	74	77
	C - Wickham Hill	298	320
18:00-18:15	A - Hassocks Road	225	242
	B - College Lane	62	64
	C - Wickham Hill	250	268

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	10.63	0.3	B	75	113
C-AB	0.19	6.21	0.4	A	107	160
C-A					198	297
A-B					22	33
A-C					252	379

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	458	0.135	61	0.0	0.2	9.051	A
C-AB	80	20	680	0.117	79	0.0	0.2	5.989	A
C-A	170	43			170				
A-B	18	5			18				
A-C	207	52			207				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	446	0.165	74	0.2	0.2	9.662	A
C-AB	102	26	696	0.147	102	0.2	0.3	6.060	A
C-A	196	49			196				
A-B	22	5			22				
A-C	247	62			247				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	429	0.211	90	0.2	0.3	10.617	B
C-AB	138	35	719	0.192	138	0.3	0.4	6.195	A
C-A	227	57			227				
A-B	26	7			26				
A-C	303	76			303				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	23	429	0.211	90	0.3	0.3	10.635	B
C-AB	138	35	719	0.192	138	0.4	0.4	6.208	A
C-A	227	57			227				
A-B	26	7			26				
A-C	303	76			303				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	446	0.165	74	0.3	0.2	9.686	A
C-AB	103	26	696	0.147	103	0.4	0.3	6.088	A
C-A	196	49			196				
A-B	22	5			22				
A-C	247	62			247				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	458	0.135	62	0.2	0.2	9.090	A
C-AB	80	20	680	0.118	80	0.3	0.2	6.017	A
C-A	170	42			170				
A-B	18	5			18				
A-C	207	52			207				

2031 Base plus Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base plus Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	311	100.000
B - College Lane		ONE HOUR	✓	160	100.000
C - Wickham Hill		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	37	274
	B - College Lane	48	0	112
	C - Wickham Hill	242	95	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.12	0.88
	B - College Lane	0.30	0.00	0.70
	C - Wickham Hill	0.72	0.28	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	0	13
	B - College Lane	17	0	9
	C - Wickham Hill	12	8	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.000	1.130
	B - College Lane	1.170	1.000	1.090
	C - Wickham Hill	1.120	1.080	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Hassocks Road	234	261
	B - College Lane	120	134
	C - Wickham Hill	254	281
08:00-08:15	A - Hassocks Road	280	312
	B - College Lane	144	160
	C - Wickham Hill	303	336
08:15-08:30	A - Hassocks Road	342	382
	B - College Lane	176	196
	C - Wickham Hill	371	411
08:30-08:45	A - Hassocks Road	342	382
	B - College Lane	176	196
	C - Wickham Hill	371	411
08:45-09:00	A - Hassocks Road	280	312
	B - College Lane	144	160
	C - Wickham Hill	303	336
09:00-09:15	A - Hassocks Road	234	261
	B - College Lane	120	134
	C - Wickham Hill	254	281

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	18.42	0.9	C	147	220
C-AB	0.25	6.98	0.5	A	133	199
C-A					177	265
A-B					34	51
A-C					251	377

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	404	0.298	119	0.0	0.4	12.555	B
C-AB	99	25	653	0.152	98	0.0	0.2	6.480	A
C-A	155	39			155				
A-B	28	7			28				
A-C	206	52			206				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	390	0.368	143	0.4	0.6	14.524	B
C-AB	127	32	668	0.190	127	0.2	0.3	6.655	A
C-A	176	44			176				
A-B	33	8			33				
A-C	246	62			246				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	371	0.474	175	0.6	0.9	18.319	C
C-AB	171	43	688	0.249	171	0.3	0.5	6.957	A
C-A	200	50			200				
A-B	41	10			41				
A-C	302	75			302				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	371	0.474	176	0.9	0.9	18.418	C
C-AB	172	43	688	0.249	172	0.5	0.5	6.982	A
C-A	200	50			200				
A-B	41	10			41				
A-C	302	75			302				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	390	0.369	145	0.9	0.6	14.742	B
C-AB	127	32	668	0.191	128	0.5	0.3	6.693	A
C-A	176	44			176				
A-B	33	8			33				
A-C	246	62			246				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	404	0.298	121	0.6	0.4	12.765	B
C-AB	100	25	654	0.152	100	0.3	0.3	6.519	A
C-A	154	39			154				
A-B	28	7			28				
A-C	206	52			206				

2031 Base plus Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base plus Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	318	100.000
B - College Lane		ONE HOUR	✓	105	100.000
C - Wickham Hill		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	43	275
	B - College Lane	31	0	74
	C - Wickham Hill	256	92	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.14	0.86
	B - College Lane	0.30	0.00	0.70
	C - Wickham Hill	0.74	0.26	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	13	7
	B - College Lane	0	0	5
	C - Wickham Hill	8	5	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.130	1.070
	B - College Lane	1.000	1.000	1.050
	C - Wickham Hill	1.080	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Hassocks Road	239	258
	B - College Lane	79	82
	C - Wickham Hill	262	281
17:00-17:15	A - Hassocks Road	286	308
	B - College Lane	94	98
	C - Wickham Hill	313	335
17:15-17:30	A - Hassocks Road	350	377
	B - College Lane	116	120
	C - Wickham Hill	383	411
17:30-17:45	A - Hassocks Road	350	377
	B - College Lane	116	120
	C - Wickham Hill	383	411
17:45-18:00	A - Hassocks Road	286	308
	B - College Lane	94	98
	C - Wickham Hill	313	335
18:00-18:15	A - Hassocks Road	239	258
	B - College Lane	79	82
	C - Wickham Hill	262	281

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	12.26	0.4	B	96	145
C-AB	0.24	6.60	0.5	A	130	195
C-A					190	284
A-B					39	59
A-C					252	379

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	442	0.179	78	0.0	0.2	9.861	A
C-AB	97	24	677	0.143	96	0.0	0.2	6.195	A
C-A	165	41			165				
A-B	32	8			32				
A-C	207	52			207				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	429	0.220	94	0.2	0.3	10.745	B
C-AB	124	31	692	0.179	124	0.2	0.3	6.333	A
C-A	189	47			189				
A-B	39	10			39				
A-C	247	62			247				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	409	0.282	115	0.3	0.4	12.221	B
C-AB	168	42	715	0.235	167	0.3	0.5	6.581	A
C-A	215	54			215				
A-B	47	12			47				
A-C	303	76			303				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	409	0.283	116	0.4	0.4	12.259	B
C-AB	168	42	715	0.235	168	0.5	0.5	6.601	A
C-A	215	54			215				
A-B	47	12			47				
A-C	303	76			303				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	24	429	0.220	95	0.4	0.3	10.799	B
C-AB	124	31	693	0.180	125	0.5	0.3	6.367	A
C-A	188	47			188				
A-B	39	10			39				
A-C	247	62			247				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	442	0.179	79	0.3	0.2	9.926	A
C-AB	97	24	677	0.144	98	0.3	0.2	6.230	A
C-A	165	41			165				
A-B	32	8			32				
A-C	207	52			207				

2031 Base plus Vision Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base plus Vision Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	310	100.000
B - College Lane		ONE HOUR	✓	156	100.000
C - Wickham Hill		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	36	274
	B - College Lane	46	0	110
	C - Wickham Hill	242	94	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0.00	0.12	0.88
	B - College Lane	0.29	0.00	0.71
	C - Wickham Hill	0.72	0.28	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	0	0	13
	B - College Lane	17	0	9
	C - Wickham Hill	12	8	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
From	A - Hassocks Road	1.000	1.000	1.130
	B - College Lane	1.170	1.000	1.090
	C - Wickham Hill	1.120	1.080	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Hassocks Road	233	260
	B - College Lane	117	131
	C - Wickham Hill	253	280
08:00-08:15	A - Hassocks Road	279	311
	B - College Lane	140	156
	C - Wickham Hill	302	335
08:15-08:30	A - Hassocks Road	341	381
	B - College Lane	172	191
	C - Wickham Hill	370	410
08:30-08:45	A - Hassocks Road	341	381
	B - College Lane	172	191
	C - Wickham Hill	370	410
08:45-09:00	A - Hassocks Road	279	311
	B - College Lane	140	156
	C - Wickham Hill	302	335
09:00-09:15	A - Hassocks Road	233	260
	B - College Lane	117	131
	C - Wickham Hill	253	280

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	17.89	0.8	C	143	215
C-AB	0.25	6.96	0.5	A	131	197
C-A					177	266
A-B					33	50
A-C					251	377

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	405	0.290	116	0.0	0.4	12.376	B
C-AB	98	25	653	0.150	97	0.0	0.2	6.466	A
C-A	155	39			155				
A-B	27	7			27				
A-C	206	52			206				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	392	0.358	140	0.4	0.5	14.245	B
C-AB	126	31	668	0.188	125	0.2	0.3	6.634	A
C-A	176	44			176				
A-B	32	8			32				
A-C	246	62			246				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	373	0.461	171	0.5	0.8	17.698	C
C-AB	169	42	688	0.246	169	0.3	0.5	6.932	A
C-A	200	50			200				
A-B	40	10			40				
A-C	302	75			302				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	172	43	373	0.461	172	0.8	0.8	17.885	C
C-AB	170	42	688	0.246	170	0.5	0.5	6.957	A
C-A	200	50			200				
A-B	40	10			40				
A-C	302	75			302				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	392	0.358	141	0.8	0.6	14.441	B
C-AB	126	31	668	0.189	127	0.5	0.3	6.676	A
C-A	176	44			176				
A-B	32	8			32				
A-C	246	62			246				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	405	0.290	118	0.6	0.4	12.572	B
C-AB	98	25	654	0.151	99	0.3	0.2	6.505	A
C-A	154	39			154				
A-B	27	7			27				
A-C	206	52			206				

2031 Base plus Vision Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base plus Vision Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hassocks Road		ONE HOUR	✓	316	100.000
B - College Lane		ONE HOUR	✓	102	100.000
C - Wickham Hill		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
	From			
	A - Hassocks Road	0	41	275
	B - College Lane	29	0	73
	C - Wickham Hill	256	91	0

Proportions

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
	From			
	A - Hassocks Road	0.00	0.13	0.87
	B - College Lane	0.28	0.00	0.72
	C - Wickham Hill	0.74	0.26	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
	From			
	A - Hassocks Road	0	13	7
	B - College Lane	0	0	5
	C - Wickham Hill	8	5	0

Average PCU Per Veh

	To			
		A - Hassocks Road	B - College Lane	C - Wickham Hill
	From			
	A - Hassocks Road	1.000	1.130	1.070
	B - College Lane	1.000	1.000	1.050
	C - Wickham Hill	1.080	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Hassocks Road	238	256
	B - College Lane	77	80
	C - Wickham Hill	261	280
17:00-17:15	A - Hassocks Road	284	306
	B - College Lane	92	95
	C - Wickham Hill	312	334
17:15-17:30	A - Hassocks Road	348	375
	B - College Lane	112	116
	C - Wickham Hill	382	410
17:30-17:45	A - Hassocks Road	348	375
	B - College Lane	112	116
	C - Wickham Hill	382	410
17:45-18:00	A - Hassocks Road	284	306
	B - College Lane	92	95
	C - Wickham Hill	312	334
18:00-18:15	A - Hassocks Road	238	256
	B - College Lane	77	80
	C - Wickham Hill	261	280

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	12.02	0.4	B	94	140
C-AB	0.23	6.57	0.5	A	128	192
C-A					190	285
A-B					38	56
A-C					252	379

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	445	0.173	76	0.0	0.2	9.746	A
C-AB	96	24	677	0.141	95	0.0	0.2	6.180	A
C-A	165	41			165				
A-B	31	8			31				
A-C	207	52			207				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	431	0.213	91	0.2	0.3	10.597	B
C-AB	123	31	693	0.177	123	0.2	0.3	6.316	A
C-A	189	47			189				
A-B	37	9			37				
A-C	247	62			247				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	412	0.273	112	0.3	0.4	11.985	B
C-AB	166	41	715	0.232	165	0.3	0.5	6.550	A
C-A	216	54			216				
A-B	45	11			45				
A-C	303	76			303				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	412	0.273	112	0.4	0.4	12.021	B
C-AB	166	42	715	0.232	166	0.5	0.5	6.569	A
C-A	216	54			216				
A-B	45	11			45				
A-C	303	76			303				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	431	0.213	92	0.4	0.3	10.641	B
C-AB	123	31	693	0.178	124	0.5	0.3	6.345	A
C-A	189	47			189				
A-B	37	9			37				
A-C	247	62			247				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	444	0.173	77	0.3	0.2	9.807	A
C-AB	96	24	677	0.142	96	0.3	0.2	6.212	A
C-A	165	41			165				
A-B	31	8			31				
A-C	207	52			207				

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