

Brookleigh - Northern Arc avenue Central Section

Transport Assessment

Project number: 60610807

February 2025

Quality information

Prepared by	Checked by	Verified by	Approved by
Ben Stock Graduate Consultant Abby Bennett Senior Transport Planner	Sean O'Connell Associate Director	Simon Richardson Regional Director	Sean O'Connell Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	18/12/2024	Draft for review	SOC	Sean O'Connell	Associate Director
1	12/02/2025	Final	SOC	Sean O'Connell	Associate Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Homes England

Prepared by:

AECOM Infrastructure & Environment UK Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom
aecom.com

© 2025 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

Table of Contents

1.	Introduction.....	1
2.	Transport Policy Review	3
3.	Existing Conditions	8
4.	Wider Strategic Planning Context.....	15
5.	Proposed Development Scheme	20
6.	Multi-Modal Trip Generation	31
7.	Impact Assessment	33
8.	Summary and Conclusions.....	41
	Appendix A – Figures	43
	Appendix B – Scoping	44
	Appendix C – PIC Data	45
	Appendix D – Development Proposals.....	46
	Appendix E – Swept Path Analysis	47
	Appendix F – Speed Strategy	48
	Appendix G – Stage 1 RSA.....	49
	Appendix H – Flow Diagram.....	50
	Appendix I – Junction Capacity Outputs.....	51

Figures

Figure 1 – Site Location Plan	2
Figure 2 – Pedestrian Routes	8
Figure 3 – Bus Corridor and Bus Stops in Northern Burgess Hill.....	10
Figure 4 – Railway Stations and Lines	11
Figure 5 – Collision Data (2019-2024)	13
Figure 6 – DP9 Strategic Allocation.....	15
Figure 7 – Northern Arc Avenue Section Plan	17
Figure 8 – Plot Locations	18
Figure 9 – Scheme Overview	21
Figure 10 – Section 2B Cross-Section	22
Figure 11 – Section 2C Cross-Section	23
Figure 12 – Section 2D Cross-Section	23
Figure 13 – Section 3 Cross-Section	24
Figure 14 – Section 4 Cross-Section.....	25
Figure 15 – B2036 Cuckfield Road / Northern Arc avenue (West) Junction	27
Figure 16 – B2036 Cuckfield Road / Northern Arc avenue (East) Junction	27
Figure 17 – Existing and Proposed Speed Limits.....	28
Figure 18 – Construction Traffic Routes	29
Figure 19 – Study Network.....	33
Figure 20 – BHTM Modelled Area	34
Figure 21 – Do Nothing 2033 BHTM Road Network	35
Figure 22 – Do Something 2033 BHTM Road Network.....	36

Tables

Table 1 – Key Compliance Summary	7
Table 2 – Bus Routes and Frequencies	10
Table 3 – Summary of Direct Rail Services - Wivelsfield Station.....	11
Table 4 – Summary of Direct Rail Services - Burgess Hill Station.....	12
Table 5 – PIC Data Summary (September 2018 to August 2024)	14
Table 6 – Average Daily Traffic Flows.....	28
Table 7 – Total Multi-Modal Trip Generation for Northern Arc Allocation Development (3,040 Dwellings).....	31
Table 8 – Northern Arc Residential Vehicular Trip Rate (Gross).....	31
Table 9 – Residential Vehicular Trip Generation	32
Table 10 – Northern Arc Primary School Vehicular Trip Rate (Gross)	32
Table 11 – Primary School Vehicular Trip Generation	32
Table 12 – Total Vehicular Trip Generation.....	32
Table 13 – BHTM 2033 Modelling Scenarios	35
Table 13 – Northern Arc avenue / Plots 2.4a, 2.4b and 4.1 Junction 1 Modelling Summary	37
Table 14 – Northern Arc avenue / Plots 2.8a and 2.8b (Junction 2) Modelling Summary	37
Table 15 – Northern Arc avenue / Central Neighbourhood Centre (Junction 3) Modelling Summary	37
Table 16 – Northern Arc avenue / Plot 2.5 (Junction 4) Modelling Summary	38
Table 17 – Northern Arc avenue / Plot 2.6 (Junction 5) Modelling Summary	38
Table 18 – Northern Arc avenue / B2036 Cuckfield Road (Northern) (Junction 6) Modelling Summary	38
Table 19 – Northern Arc avenue / B2036 Cuckfield Road (Southern) (Junction 7) Modelling Summary	38
Table 20 – Northern Arc avenue / Plots 2.7a and 3.1 (Junction 8) Modelling Summary	39
Table 21 – Northern Arc avenue / Local Access (Junction 9) Modelling Summary.....	39
Table 22 – Northern Arc avenue / A273 Isaac's Lane Modelling Summary	40

1. Introduction

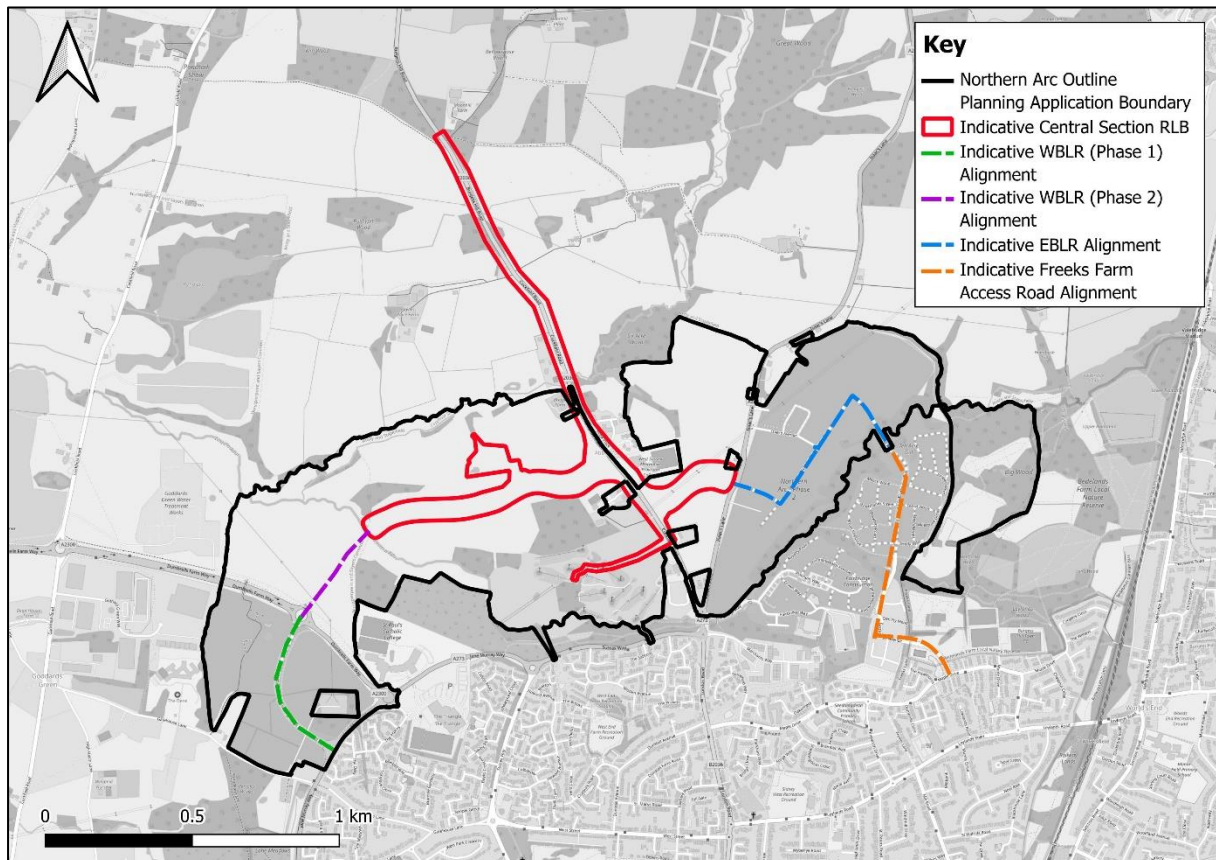
Background and Purpose

- 1.1 AECOM has been appointed by Homes England to provide transport support for the development of Brookleigh (formerly known as Northern Arc) in Burgess Hill, West Sussex.
- 1.2 Brookleigh is a strategic urban extension located to the north of Burgess Hill which has been allocated within the adopted Mid Sussex District Plan to accommodate approximately 3,500 homes and other ancillary land uses including two primary schools and a secondary school. The Transport Strategy for the site includes the provision of a new road to connect the A273 Jane Murray Way and the A2300 in the west to the B2036 Cuckfield Road, the A273 Isaac's Lane and Maple Drive to the east. This road, known as Northern Arc avenue, forms the primary access road through the development.
- 1.3 The Applicant is seeking Reserved Matters planning permission for delivery of the Central Section of the Northern Arc avenue (the Proposed Development). This would constitute a new 1.2km highway connection between the extents of the Western Bridge and Link Road (WBLR; Phase 1 DM/20/0254) and Eastern Bridge and Link Road (EBLR; DM/19/3313).
- 1.4 The Proposed Development would serve as enabling infrastructure to facilitate access to the Northern Arc Allocation Site and therefore also incorporates junctions which allow access to be made to potential future development plots located along its extent.
- 1.5 This Transport Assessment (TA) has been prepared in accordance with the relevant sections of the National Planning Policy Guidance (NPPG, 2014) and West Sussex County Council Transport Assessment Methodology (2007).

Site Location

- 1.6 The site is located approximately 2.0km north of Burgess Hill town centre and extends between the River Adur in the west and Isaac's Lane in the east.
- 1.7 For context, **Figure 1** shows mapping of the town centre (existing situation) with the Northern Arc Strategic Allocation Site and specifically the Northern Arc Central section overlaid. A larger scale version of the Figure is provided in **Appendix A**.

Figure 1 – Site Location Plan



Scoping

- 1.8 A formal TA scoping exercise was undertaken to agree the level of assessment required to accompany the planning application. A TA Scoping Report was submitted to West Sussex County Council (WSCC) as local highway authority in September 2022. A copy of the Scoping Report is included within **Appendix B**.

Report Structure

- 1.9 Following this introductory Chapter, the TA is structured as follows:

- Section Two reviews the transport policies and strategies at national, regional and local levels relevant to the proposed infrastructure.
- Section Three establishes the baseline characteristics of the surrounding transport network, including a review of access by all modes and an assessment of existing highway safety.
- Section Four provides an overview of the wider planning context including consideration of the Northern Arc Allocation and committed developments and their current status.
- Section Five provides details of the Proposed Development, taking account of the revised Design Guide prepared by AECOM in August 2019.
- Section Six considers the likely traffic flows anticipated to travel on the Central Section cognisant of the outputs from the Burgess Hill Transport Model.
- Section Seven provides an impact assessment on the highway network.
- Section Eight provides a summary and conclusion of the TA.

2. Transport Policy Review

Introduction

- 2.1 Transport policy and guidance relevant to the Proposed Development is considered on several levels. National policy deals with the wider strategic aims and objectives and does not provide specific detail but gives general guiding principles for the implementation of new developments. Regional policy considers planning and development within West Sussex, whilst local policy defines the detailed requirements for new developments within Mid Sussex including Burgess Hill.

National

National Planning Policy Framework (2023)

- 2.2 The National Planning Policy Framework (NPPF) sets out the planning policies for England and how they should be applied and was last updated in December 2023. It provides a framework within which locally prepared plans for housing and developments can be produced. At the heart of the Framework is a presumption in favour of sustainable development, which is to be evidenced, aided and achieved through all plans, developments and planning decisions. In order to achieve sustainable development, planning policy has three overarching objectives which are:

- An economic objective.
- A social objective.
- An environmental objective.

- 2.3 Section 9 of the NPPF, entitled 'Promoting Sustainable Transport' outlines the transport considerations for plan-making and development proposals. Paragraphs of relevance include:

- Paragraph 108 – outlines how transport issues should be considered in plan making.
- Paragraphs 109-111 – outlines how planning policy should encourage sustainable travel.
- Paragraph 114 – outlines the key considerations when allocating sites.
- Paragraphs 115-116 – outlines the transport considerations for developments.
- Paragraph 117 – outlines when a TA, Travel Plan (TP) or Transport Statement (TS) are required.

National Planning Practice Guidance (2014)

- 2.4 The Government has undertaken a review of the planning guidance that supports the delivery of the NPPF and published updated National Planning Practice Guidance (NPPG) online at <http://planningguidance.planningportal.gov.uk/>. The updated planning practice guidance includes guidance on TPs, TAs, and TSs.

- 2.5 The Planning Practice Guidance on TPs, TAs, and TSs sets out:

- When TPs, TAs, and TSs are required.
- How the scope of the plans and assessment should be defined.
- What should be included within the documents.

- 2.6 This TA has been prepared in accordance with this guidance.

Regional

West Sussex Transport Plan 2022-2036 (2022)

- 2.7 The West Sussex Transport Plan (WSTP) was adopted in April 2022 and is the council's main policy on transport. It sets out how the council intends to address key transport issues by improving, maintaining, and managing the transport network in the period up to 2036.

2.8 Alongside cycling and walking, public transport is seen by WSCC as playing an important role in improving the quality of life for people living and working in West Sussex. The Transport Plan outlines the ways in which the council aims to support public transport including maintaining, improving and constructing infrastructure. The vision of the WSTP is to build a transport network that will help to address the spatial economic challenges of the County. Active travel modes, as well as public and shared transport will be attractive options in urban and rural areas. To achieve this vision, a total of 17 objectives have been set out, with the following objectives seen as relevant to the Proposed Development:

- **Objective 2:** *Support development and regeneration plans across the County by enabling local living and through strategic investments, particularly in sustainable modes of transport, at the right time and place to ensure the transport network is fit for the future.*
- **Objective 7:** *Enable the transport network to achieve net zero carbon emissions by 2050.*
- **Objective 11:** *Reduce the need to travel by car by enabling local living.*
- **Objective 17:** *Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges.*

2.9 The transport strategy for the Mid Sussex Area includes the following strategies which are relevant to the Proposed Development:

- Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill.
- Prioritise active travel modes in the towns as development takes place.
- The strategy aims to make active travel modes more attractive options, particularly in Burgess Hill. This will be delivered through priority cycle routes such as the Haywards Heath to Burgess Hill route.

West Sussex Walking and Cycling Strategy 2016-2026 (2016)

2.10 The West Sussex Walking and Cycle Strategy has been designed to complement the Government's emerging Cycling and Walking Investment Strategy setting out the County Council's aims and objectives for walking and cycling as well as their priorities for investment in infrastructure improvements. This includes:

- 'Ensuring infrastructure improvement include 'segregated paths following major high speed (40mph or more) corridors.
- All new (development) and improvement / maintenance schemes will consider, and whereby possible prioritise the needs of cyclists and walkers.
- The difference needs of user will be recognised in the design of routes and those needs will, where possible be incorporated e.g. people with pushchairs, equestrians etc.
- Dedicated cycling facilities should be provided.

Coast to Capital Local Enterprise Partnership

2.11 Local Enterprise Partnerships (LEP) were established by the previous Governments in 2011 to drive economic growth and create jobs at a local level. The Coast to Coast LEP is the LEP for Brighton and Hove, Croydon, Gatwick Diamond, East Surrey, Lewes and West Sussex. Coast to Capital has successfully secured £300 million from the Government's Local Growth Fund (LGF). Through the LGF, two projects within Burgess Hill have secured funding to date:

- £17 million for the dualling of the A2300 between the A23 Hickstead Interchange and Burgess Hill.
- £10.6 million to deliver connectivity, congestion, journey quality and reliability improvements across Burgess Hill. Achieved through improvements to junctions, new local bus services and passenger information. Whilst proposals for this Sustainable Transport Package are still being developed, the following measures are currently envisaged:
 - A new cycle route between Burgess Hill and Haywards Heath.
 - Improvements to accessibility at Wivelsfield and Burgess Hill Railway Stations.

- Enhancements to Queen Elizabeth Avenue.
- An active mode link between the town centre and Victoria Business Park.
- Upgraded passenger information on local bus services.

2.12 These investments will help to secure infrastructure improvements within Burgess Hill to support growth including the Proposed Development.

Local

Mid Sussex District Plan 2014-2031 (2018)

2.13 The Mid Sussex District Plan (MSDP) outlines the vision for how Mid Sussex plans to evolve and the delivery strategy, in line with the NPPF. Sustainable development underpins the four priority themes of the Plan:

- Protecting and enhancing the environment.
- Promoting economic viability.
- Ensuring cohesive and safe communities.
- Supporting healthy lifestyles.

2.14 Areas of the District Plan relevant for the Proposed Development include:

- In Paragraph 3.18, Burgess Hill is identified as the most sustainable location for accommodating the levels of housing required. However, significant infrastructure improvements are needed to support this influx in housing and aid the renewal and regeneration of the town centre. This is reiterated in Policy DP7 which states that the location of additional housing is subject to the provision of adequate infrastructure to support it.
- In Policy DP1 Burgess Hill is identified as a 'spatial priority', a location with greatest current growth or where there are opportunities to create the most capacity for future growth. Within this policy, 25 hectares of land to the East of Cuckfield Road (part of the Northern Arc Strategic Allocation) is identified as a high-quality business park.
- Within Policy DP4, the Northern Arc Strategic Allocation is identified as land for 3,500 homes.
- Policy DP7 outlines the principles the Proposed Development should comply with, including:
 - 'Providing necessary transport improvements which take into account the wider impact of the development on the surrounding area.
 - Provide highway improvements in and around Burgess Hill including addressing the limitations of the A2300 link road and its junctions with the A23 and east west traffic movements across Burgess Hill and, where necessary, improvements across the highway authority boundary in East Sussex.
 - Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath.
- Policy DP9 identifies the Strategic Allocation to the north and north-west of Burgess Hill (known as the Northern Arc) and allocates within this area:
 - Provision of '*infrastructure, as set out in the Council's Infrastructure Delivery Plan, the Burgess Hill Town Wide Strategy and identified in technical assessments to be implemented before or alongside development in accordance with a Phasing Strategy approved by the local planning authority*'.
 - For the delivery of sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impacts upon the local and Strategic Road Network in Burgess Hill and the surrounding area.
- Policy DP21 (Transport) seeks to deliver the necessary transport infrastructure required to support growth within the District. The Policy states that development will need to support the objectives of the WSTP and will only be permitted where:
 - Protects the safety of road users and pedestrians.

- Does not cause a severe cumulative impact in terms of road safety and increased traffic congestion.
 - Is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths.
 - It is supported by a TA/TS.
- 2.15 Policy DP 22 (Rights of Way and other Recreational Routes) seeks to protect rights of way, Sustrans national cycle routes and recreational routes by ensuring that developments, *'do not result in the loss of or do not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes'*. To encourage access to the countryside, developments must:
- Where appropriate, provide safe and convenient links to rights of way and other recreational routes.
 - Support the provision of additional routes within and between settlements that contribute to providing, where possible, a joined up network of routes.
 - Where appropriate, encourage making new or existing rights of way multi-functional to allow for benefits for a range of users (walkers, cyclists and horse riders).

The District Plan 2021-2039 is currently being reviewed and updated and was submitted for Examination in July 2024. This is anticipated to be adopted in 2025.

Mid Sussex Infrastructure Delivery Plan (2021-2039) (2024)

- 2.16 The Mid Sussex Infrastructure Delivery Plan (IDP) sets out the transport infrastructure which will be required to deliver the District Plan. A number of projects are detailed within the plan that seek to improve highway, public transport, walking and cycling provision across the District.

Mid Sussex Transport Study (2016)

- 2.17 MSDC prepared a Transport Study to understand the highway impacts of planned growth across the District and the mitigation required to accommodate it. The Stage 3 Interim Study, reported on the likely transport impacts of the draft District Plan. Mitigation identified within the Stage 3 Interim Study resulting from development in Burgess Hill has been referenced in this report where appropriate.
- 2.18 Further work on the Mid Sussex Transport Study has been undertaken by Systra, with a Local Plan review which tests the impact of development undertaken in August 2024.

Burgess Hill Transport Investment Plan (2016)

- 2.19 The Burgess Hill Transport Investment Plan (TIP) identifies the transport requirements to facilitate the delivery of housing growth identified in the District Plan, Burgess Hill Neighbourhood Plan and TWS and identify the developments that could be reasonably required to contribute towards the provision of this transport infrastructure.

Burgess Hill Public Transport Strategy (2016)

- 2.20 The Burgess Hill Public Transport Strategy (PTS) provides a vision for how Burgess Hill can be best served by public transport and how Proposed Developments across the town can contribute towards sustainable transport. The PTS covers a 15-20 year period to set a clear and tangible path towards delivering a sustainable public transport vision for Burgess Hill.

Summary

- 2.21 The Proposed Development accords with a number of policies at a national, regional, and local level. In particular, it complies with the Mid Sussex District Plan Policy DP9 which identifies the necessity to provide enabling infrastructure incorporating a *“road link across the river corridor to facilitate a public transport route to Maple Drive”* to facilitate the delivery of the Northern Arc Strategic Allocation development. In addition to this, the provision of high-quality active travel and public transport facilities on the Proposed Development complies with the WSTP to promote greater use of sustainable transport.
- 2.22 A summary of the policy documents that the development complies with is provided in **Table 1**.

Table 1 – Key Compliance Summary

Key Policy Document	Scheme Compliance
National Planning Policy Framework (2023)	✓
West Sussex Transport Plan 2022-2036 (2022)	✓
West Sussex Walking and Cycling Strategy 2016 – 2025 (2016)	✓
Mid Sussex District Plan 2014 – 2031 (2018)	✓
Mid Sussex Infrastructure Delivery Plan (2016)	✓
Mid Sussex Transport Study (2016)	✓

3. Existing Conditions

Introduction

- 3.1 This section reviews the existing transport conditions in the vicinity of the proposed development, including a review of existing walking, cycling and public transport facilities as well as a description of the existing highway network and a review of highway safety.

Existing Site

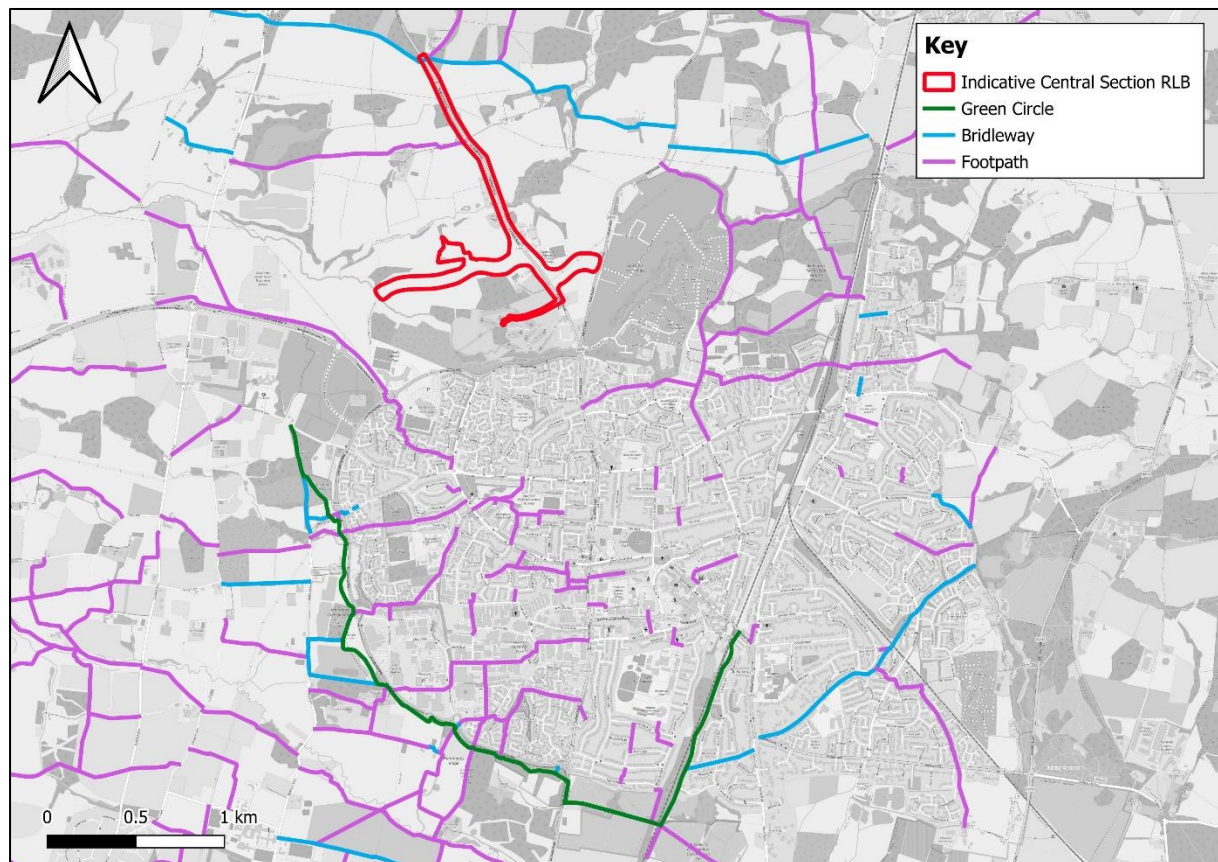
- 3.2 The existing site is predominately arable farmland, however, the development site also includes approximately 260 metres of the B2036 Cuckfield Road, which runs in a north-south direction connecting Burgess Hill in the south to the village of Ansty in the north.
- 3.3 The site is bordered to the east by the proposed EBLR where it joins the A273 Isaac's Lane, to the north and south by arable farmland, and the west by the River Adur beyond which will be the proposed WBLR.

Active Travel Networks

Walking

- 3.4 The existing site is served by a network of footways and Public Rights of Way, as shown below in **Figure 2**. A larger scale version of the Figure is provided in **Appendix A**.

Figure 2 – Pedestrian Routes



- 3.5 The existing pedestrian infrastructure in proximity to the Site includes:
- A footway that runs along the B2036 Cuckfield Road between the B2036 Cuckfield Road / A273 Issac's Lane / A273 Sussex Way / Fairbridge Way mini roundabouts to the B2036 Cuckfield Road / Hook Place priority junction.

- A public bridleway (87CR and 85CR) that runs west to east between B2036 Cuckfield Road and A273 Isaac's Lane approximately 1.25km north of the Proposed Development site.
- A public footpath (102CR and 13Hu) that runs east to west between B2036 Pains Flat and Cuckfield Road.
- A public footpath (42BH, 43BH, 45BH, 96CR, 94CR) running north from Leylands Road, crossing Maple Drive and continuing through Lowlands Farm, eventually connecting with A273 Isaac's Lane.
- A public footpath that runs along the A2300 from The Triangle to the A2300 / Joe's Lane / Services roundabout.

3.6 There are no pedestrian facilities along A273 Isaac's Lane.

3.7 Alongside the Public Rights of Way and footways within Burgess Hill, there is the Green Circle Network. This is a series of footways, cycle tracks and bridleways connecting a ring of protected green spaces within and around Burgess Hill. The route passes to the east, south and west of Burgess Hill and is accessible via either B2036 Cuckfield Road or A273 Isaac's Lane.

Cycling

3.8 There are no designated cycle routes within close proximity to the Site. There is limited cycle infrastructure in the vicinity of the Site and provision is discontinuous.

3.9 The Proposed Development includes a continuous 3.0m wide shared footway/cycleway on the northern side of the avenue, and a 2m wide footway on the southern side, connecting to the Green Super Highway between Cuckfield Road and Isaac's lane.

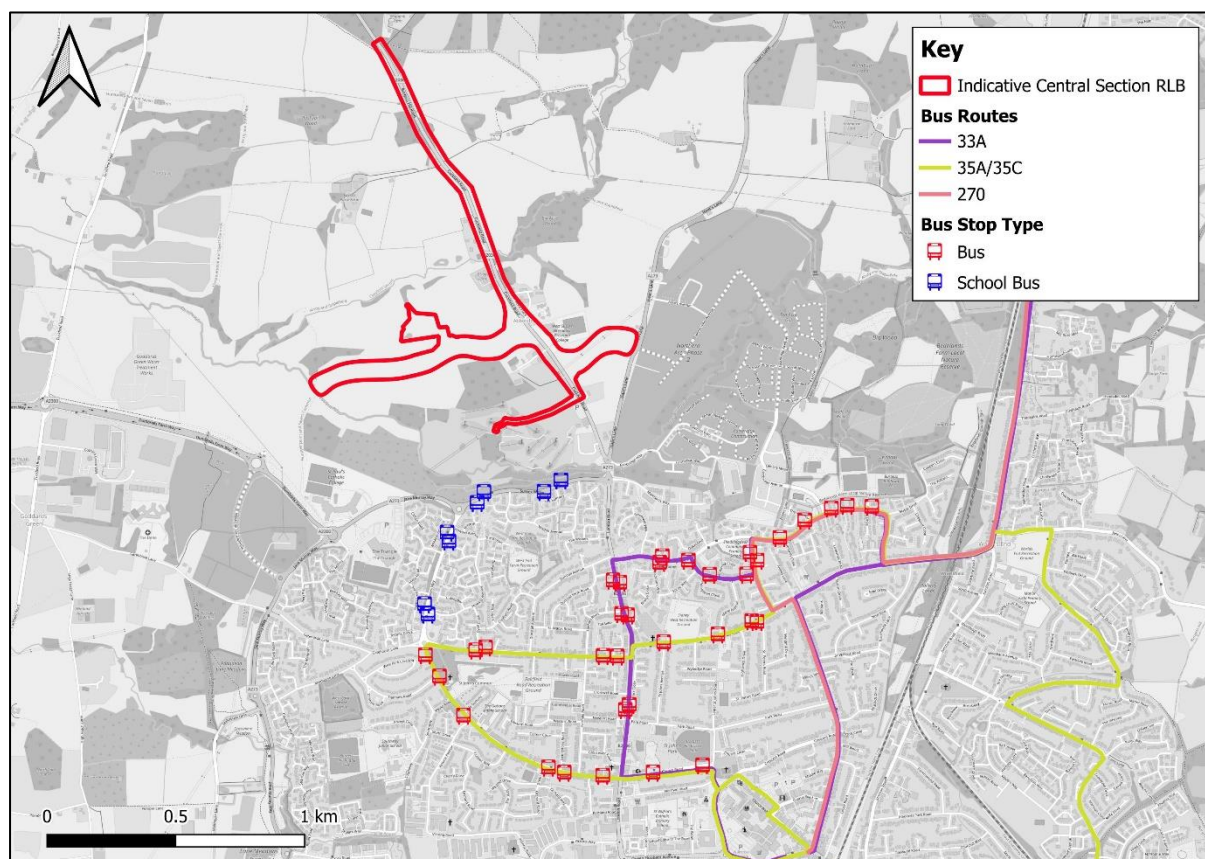
Public Transport Network

Bus

3.10 Access to public transport is measured with reference to the number of services accessible within a reasonable walking distance of the Site. The Chartered Institute for Highways and Transportation (CIHT) guidance 'Buses in Urban Developments' recommends 400m as a maximum desirable distance to walk in order to access bus services.

3.11 There is limited existing public transport infrastructure and routes in close proximity to the Site, with the closest bus stops located on B2036 London Road between the Fairfield Road / B2036 London Road priority junction, in excess of a 400m walking distance. The bus stops on the B2036 London Road are approximately 1km south. There are bus stops located on the A273 Sussex Way, however, these are only served by school buses, i.e. they are not currently for public use. There are also bus stops along Sussex Way / Saxby Road, though these are only served at school times on the 35A/35C bus routes in the morning and afternoon. However, the general public can travel on this bus at the times when the service diverts to The Triangle as it rejoins the regular service shortly after. **Figure 3** illustrates the bus corridor and bus stops in north Burgess Hill. A larger scale version of the Figure is provided in **Appendix A**.

Figure 3 – Bus Corridor and Bus Stops in Northern Burgess Hill



3.12 The main services available from these bus stops, their frequency, and the destinations they serve are as follows:

- 35A is an hourly service on an anticlockwise circular route around Burgess Hill. It begins at Church Road, and then stops at the following locations in Burgess Hill: The Warren South, St Andrews Road, Worlds End, Bramber Way, The Triangle, Denham Road.
- 35C is an hourly service that provides the same service as route 35A but is a clockwise circular route around Burgess Hill. It also begins at Church Road, and then stops at the following locations in Burgess Hill: Denham Road, The Triangle (school times), Bramber Way, Valebridge Drive, St Andrews Road, The Warren South.
- 33A operates twice a day during school terms transporting children to Warden Park School in the morning and afternoon, before and after the school day respectively. The bus operates from Warden Park School in Cuckfield and terminates at Burgess Hill Railway Station.

3.13 **Table 2** provides details of the services stopping at the Sussex Way and London Road bus stops.

Table 2 – Bus Routes and Frequencies

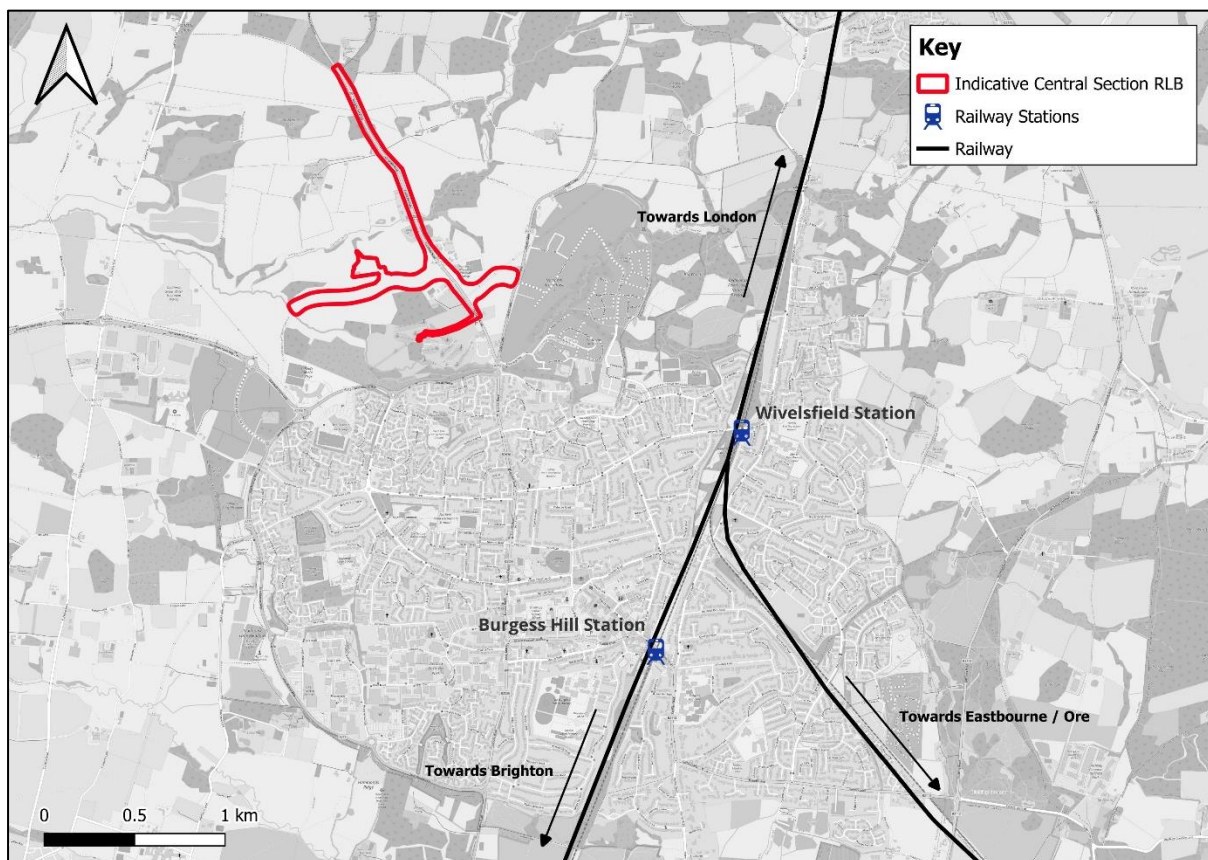
Route No.	Route Description	Frequency			Operator
		Monday to Friday	Saturday	Sunday	
35A	Burgess Hill Town Circular	Every 1 hour	Every 1 hour	No Service	Compass Travel
35C	Burgess Hill Town Circular	Every 1 hour	Every 1 hour	No Service	Compass Travel
33A	Hurstpierpoint – Warden Park School	Twice a day at school travel hours	No Service	No Service	Compass Travel

3.14 The Proposed Development will constitute a key bus corridor for the area and therefore a comprehensive Public Transport Strategy is included within the Northern Arc Allocation outline planning application. Six bus stops are proposed along the route, provided with bus cage markings, bus shelters and bus stop flags and will comply with DDA standards.

Rail

- 3.15 CIHT document '*Providing for Journeys on Foot*' states that a recommended walking distance to access a railway station is up to 800 metres.
- 3.16 The nearest station to the Site is Wivelsfield Station, approximately 2.0km southeast of the centre of the Site. Burgess Hill Station is located in the town centre, approximately 3.0km southeast from the centre of the Site. The locations of these railway stations relative to the proposed Site are shown in **Figure 4**. A larger scale version of the Figure is provided in **Appendix A**.
- 3.17 Both stations are managed by Southern Rail but are also served by a number of Thameslink services. Both stations have benefitted from the Thameslink programme which has upgraded and expanded the Thameslink rail network, providing new and longer trains to an increased number of stations.

Figure 4 – Railway Stations and Lines



- 3.18 **Table 3** below provides a summary of the services available from Wivelsfield Railway Station. The first direct train towards London is at 06:38, whilst the first train southbound towards Brighton departs at 05:54. The last direct trains to Wivelsfield depart Bedford, London, and Brighton at 21:48, 23:16, and 23:23 respectively.

Table 3 – Summary of Direct Rail Services - Wivelsfield Station

Destination	Typical Weekday Frequency		Approximate Journey Duration
	Peak	Off-Peak	
Brighton	Every 30 minutes	Every 30 minutes	17 minutes
London Victoria (all stations)	Every 30 minutes	Every 30 minutes	55 minutes
Eastbourne	Every 30 minutes	Every 30 minutes	35-41 minutes
Ore	Every 1 hour	Every 1 hour	76-80 minutes

- 3.19 Wivelsfield Station currently provides 10 cycle parking spaces, located at the station forecourt, and covered by CCTV. The only motorised vehicle parking provided at the station is two blue badge bays located at the end of Gordon Road.
- 3.20 The destinations, typical frequencies, and journey durations for all services from Burgess Hill Railway Station are summarised in **Table 4**. The first direct train departing Burgess Hill station northbound towards London Victoria is at 05:33, whilst the first train southbound towards Brighton departs at 05:56. The last direct trains to Burgess Hill depart Bedford, London, and Brighton at 22:43, 23:25, and 00:02 respectively.

Table 4 – Summary of Direct Rail Services - Burgess Hill Station

Destination	Typical Weekday Frequency		Approximate Journey Duration
	Peak	Off-Peak	
Brighton	Every 8-22 minutes	Every 8-22 minutes	12-15 minutes
London Victoria (all stations)	Every 14-16 minutes	Every 30 minutes	52 minutes
Littlehampton	Every 30 minutes	Every 30 minutes	53 minutes
Cambridge	Every 30 minutes	Every 30 minutes	137 minutes

- 3.21 Burgess Hill Railway Station incorporates a pay and display car park providing 142 spaces and free disabled parking. To the front of the station there are 64 cycle parking spaces provided.

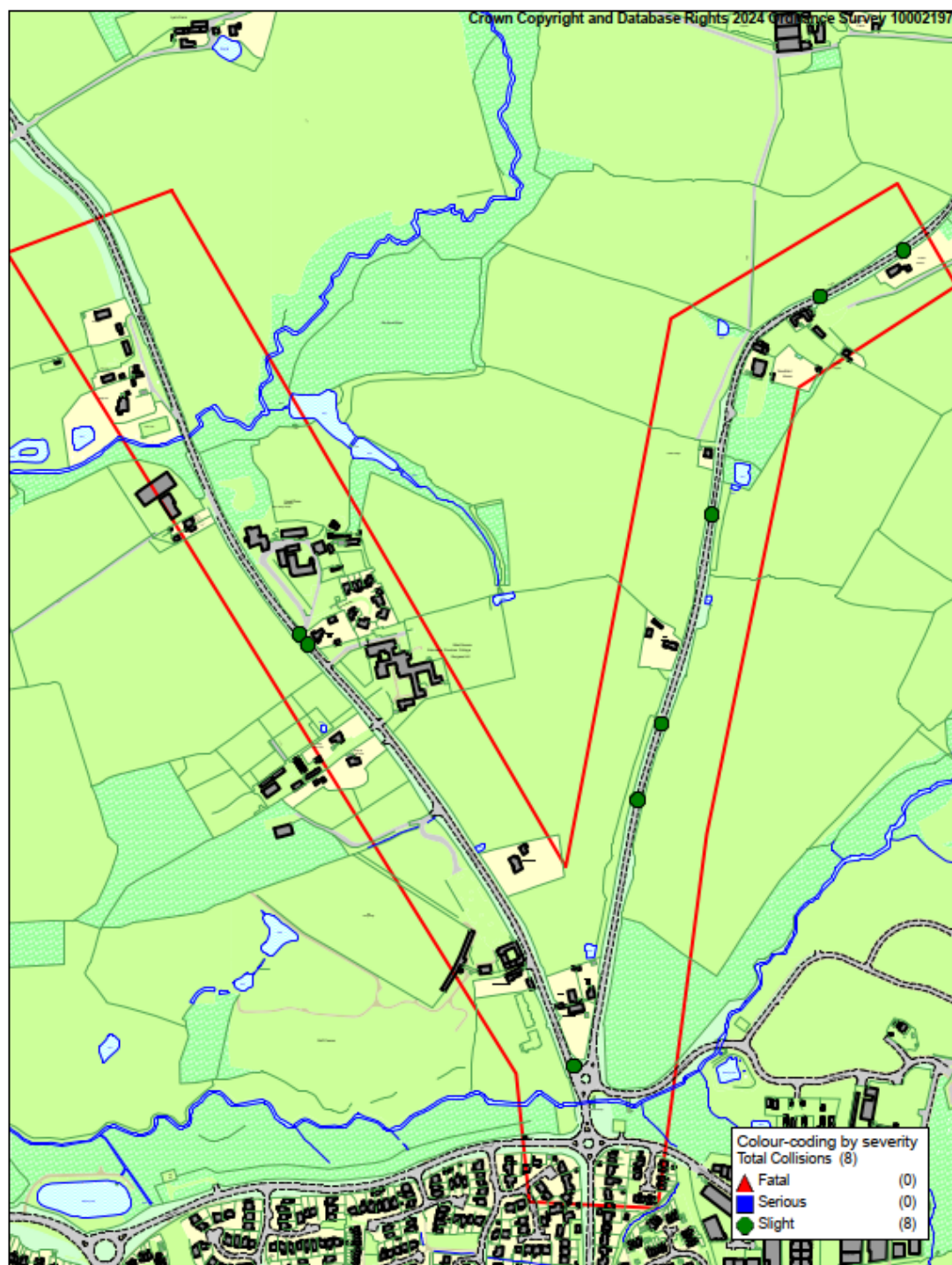
Highway Network

- 3.22 To the east of the site lies Isaac's Lane (A273), which runs in a north-south direction from the A273 / Marchants Way / Fairbridge Way / B2036 double mini-roundabout junction towards Haywards Heath. Isaac's Lane is a single carriageway and has an average width of approximately 6.8m. The national speed limit is in place on Isaac's Lane adjacent to the site, however, there is a 50mph speed limit in place approximately 800m to the north of the A273 / Marchants Way / Fairbridge Way / B2036 mini-roundabout.
- 3.23 The B2036 runs between Ansty in the north and continues south to Burgess Hill as a single-carriageway road with national speed limit and an average width of 6.0m. It forms a junction with the A273 at the 4-arm mini-roundabout with Fairbridge Way. The B2036 continues south as London Road and forms a radial route running through the centre of Burgess Hill. There is a 30mph section through the centre of town which increases to 40mph south of Station Road. The average width of London Road is 6.8m.

Highway Safety

- 3.24 Personal Injury Collision (PIC) data has been obtained from Sussex Safer Roads for the most recent five-year period (60 months) up to 31st August 2024. A five-year period was selected in order to ensure that a thorough understanding of the existing collision record was obtained to identify any areas for further investigation. The study area (as agreed with WSCC during scoping discussions) and locations of the recorded collisions are shown in **Figure 5**.

Figure 5 – Collision Data (2019-2024)



Source: Sussex Safer Roads (2024)

- 3.25 Over the five-year period studied, the PIC data indicates that there were a total of eight recorded incidents. A full analysis of the eight recorded collisions is provided in **Appendix C**. For the purposes of this section of the report a summary is provided in **Table 5**.

Table 5 – PIC Data Summary (September 2018 to August 2024)

Severity	Light Conditions		Road Surface		Collision Type		NMU Involved		
	Light	Dark	Dry	Wet	Single Veh	Veh to Veh	Ped	Cycle	M/C
Slight (8)	7	1	7	1	3	5	0	0	2
Serious (0)	0	0	0	0	0	0	0	0	0
Fatal (0)	0	0	0	0	0	0	0	0	0

- 3.26 Of the eight collisions recorded, all were classified as slight in severity. Two collisions occurred on the B2036 Cuckfield Road at or close to the junction with The Squires, however the other collisions occurred at different locations within the study area. The main causation factor of the accidents was 'Loss of control' (3), the remaining causation factors were 'Failed to look properly' (2), 'Failed to judge other persons path or speed' (1) 'Impaired by drugs (illicit or medicinal)' (1), and 'Distraction in vehicle' (1).
- 3.27 Of the two accidents that occurred on the B2036 Cuckfield Road in the vicinity of The Squires junction, one occurred as a result of the driver being distracted by children on the side of the road and failing to stop, hitting the car in front, and the second involved a driver failing to look properly when leaving the junction and colliding with another vehicle.
- 3.28 The collision analysis presented above concludes that there are no existing patterns on the roads immediately surrounding the site that would be exacerbated by the Proposed Development. It is therefore concluded that no further analysis of the collision data is required.

Summary

- 3.29 The existing Site is predominately arable farmland and is bounded to the east by the A273 Isaac's Lane and the EBLR, and to the west by the River Adur, beyond which will be the WBLR.
- 3.30 There is limited existing pedestrian and cycle infrastructure near the site. There is a pedestrian footway that runs adjacent to the carriageway from the B2036 Cuckfield Road / A273 Issac's Lane / A273 Sussex Way / Fairbridge Way roundabout to the B2036 Cuckfield Road / Hook Place priority junction. There are also Public Rights of Way in the vicinity of the development site.
- 3.31 The closest existing bus stops to the Site are located on Sussex Way at the Saxby Road / Sussex Way priority junction and the B2036 London Road, approximately 65 metres south of the B2036 London Road / Maple Drive priority junction. The indicative walking distance to this bus stop is 1.0km, which is outside of the 400m recommend distance by CIHT guidance 'Buses in Urban Developments'. There are other bus stops located on Sussex Way which are closer to the development site, but these are served by buses that are provided for schools and are not for general public use.
- 3.32 The nearest train station is Wivelsfield Train Station. It is well served with services to London, Cambridge, and Brighton.
- 3.33 A review of collision data concludes that there are no existing patterns on the roads immediately surrounding the site that would be exacerbated by the Proposed Development.

4. Wider Strategic Planning Context

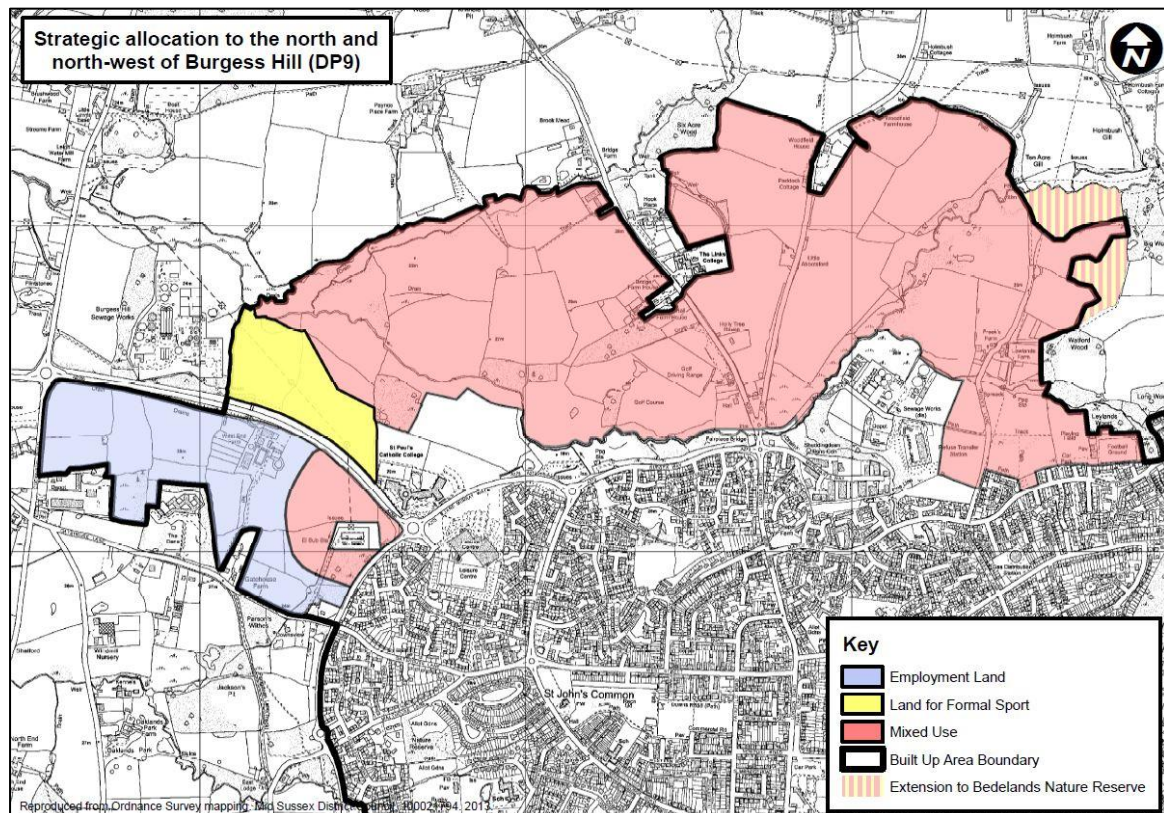
Introduction

- 4.1 This chapter provides a review of the wider planning context adjacent to the proposed development including a consideration of the Northern Arc Allocation, committed developments and their current status.

Strategic Allocation

- 4.2 The MSDP allocates an area north of Burgess Hill for a mixed-use development. The allocated area is shown in **Figure 6**.

Figure 6 – DP9 Strategic Allocation



Source: Mid Sussex District Plan (2018)

- 4.3 Policy DP9 of the MSDP designates the land to the north of Burgess Hill for:
- Approximately 3,500 additional homes and associated new neighbourhood centres, including retail, education, health, employment, leisure and recreation and community use, sufficient to meet the day to day needs of the whole development and located as far as possible so that at least one new neighbourhood centre is within 10-minute walk of most new homes.
 - 25 hectares of land for use as a high-quality business park south of the A2300 and served by public transport.
 - Two new primary schools (including the co-location of nursery provision and community use facilities as appropriate) and a new secondary school campus in each case in locations well connected with residential development and neighbourhood centres.
 - A centre for community sport in the vicinity of Triangle Leisure Centre and St Paul's Catholic College.
 - Provision of permanent pitches for settled Gypsies and Travellers to contribute towards the additional total identified need within the District commensurate with the overall scale of residential development proposed by the strategic development or the provision of an equivalent financial

contribution towards off-site provision of pitches towards additional total identified within the District (or part thereof if some on site provision is made) commensurable with the overall scale of residential development proposed by the strategic development if it can be demonstrated that a suitable available and achievable site (or sites) can be provided and made operational within an appropriate timescale; unless alternative requirements are confirmed within any Traveller Sites Allocations Development Plan Document or such other evidence bases as is appropriate at the time allocation wide master is approved (as appropriate).

- A new northern link road connecting the Strategic Allocation Area from the A273 Jane Murray Way to Maple Drive. New junctions will be provided on the A273, A2300, B2036 Cuckfield Road and A273 Isaac's Lane and Maple Drive. The link road will also facilitate a public transport route.

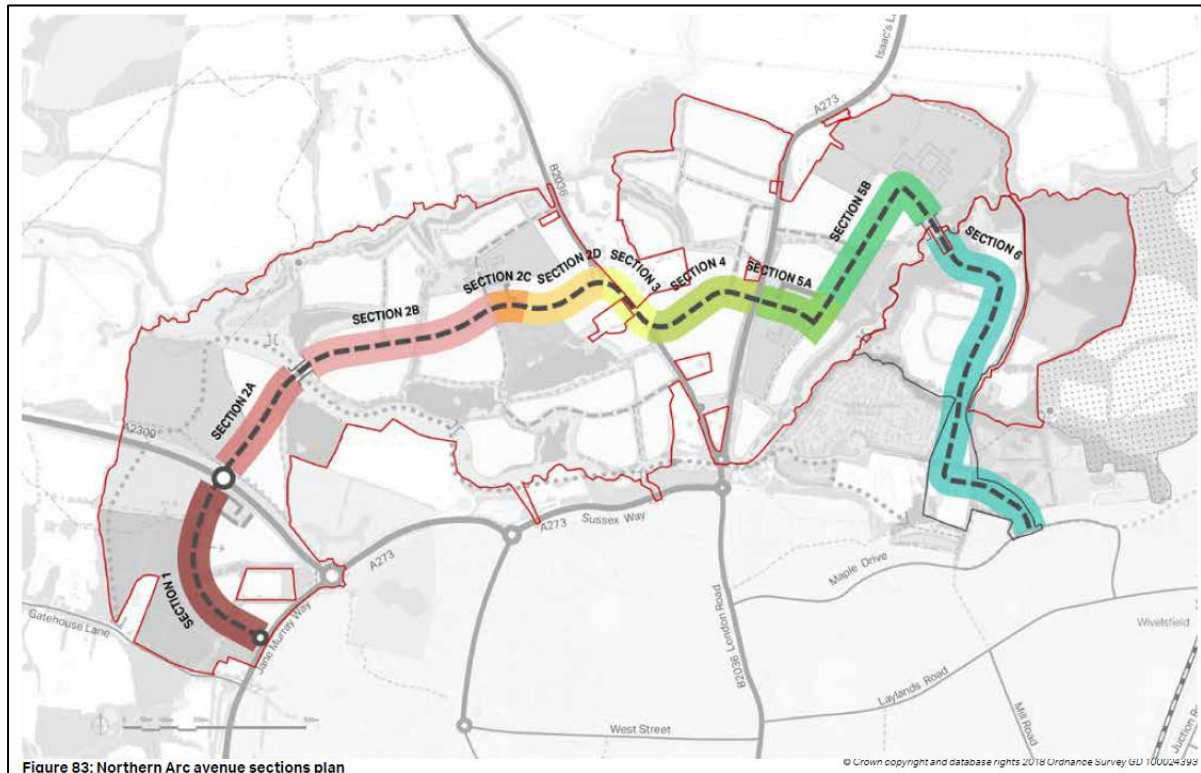
Norther Arc Allocation Outline Planning Application

4.4 An Outline Planning Application for 3,040 homes (ref: DM/18/5114) on the Northern Arc Allocation Site was submitted to MSDC in December 2018 and gained outline planning permission in October 2019. This application included the following:

- Approximately 3,040 dwellings including 60 units of extra care accommodation.
- 13 permanent gypsy and traveller pitches.
- A Centre for Community Sport with ancillary uses.
- Three local centres comprising use classes A1-A5 and B1, and stand-alone community facilities within use class D1.
- Health care facilities.
- 4-hectare dedicated business park (use classes B1 and B2).
- Two primary school campuses.
- A secondary school campus.
- Associated infrastructure including pedestrian and cycle routes.
- A new roundabout on the A2300.

4.5 As part of the application, a new road link was proposed between the A273 Jane Murray Way and Maple Drive and intersecting with the A2300, B2036 Cuckfield Road and A273 Isaac's Lane, as shown in **Figure 7**.

Figure 7 – Northern Arc Avenue Section Plan



- 4.6 Sections 2B, 2C, 2D, 3 and 4 make up the Proposed Development to which this Reserved Matters application applies.
- 4.7 The Northern Arc Allocation development content in proximity to the Central Section has been replicated within **Figure 8**. This identified that the Proposed Development will ultimately serve the Central Neighbourhood Centre which will comprise a primary school alongside retail, food and drink, employment, healthcare and community facilities.
- 4.8 A total of 1,238 residential dwellings would be located along the Central Section. This would be comprised of the following plot composition:
 - Plot 2.4: 231 dwellings.
 - Plot 4.1: 176 dwellings.
 - Plot 2.8: 236 dwellings.
 - Plot 4.2: 84 dwellings.
 - Plot 2.5: 116 dwellings.
 - Plot 2.6: 88 dwellings.
 - Plot 2.7: 139 dwellings.
 - Plot 3.1: 168 dwellings.

Figure 8 – Plot Locations



Committed Developments

4.9 Following consent of the outline planning application, the following permissions have also been granted:

- Outline and reserved matters applications for 460 homes on the Freeks Farm site (Planning Reference: DM/18/0509 and DM/19/3845) in July 2019 and December 2019, respectively.
- Detailed planning application for EBLR (Planning Reference: DM/19/3313) in January 2020.
- Detailed planning application for the first phase of the WBLR between the A273 Jane Murray Way and A2300 (Planning Reference: DM/20/0254) in July 2020.
- Reserved matters application for 247 homes on land to the east of A273 Isaac's Lane and Lowlands Farm (Planning Reference: DM/21/3870) in May 2022.
- Reserved matters application for the secondary school (ref: DM/22/2553) in the northeast of the Northern Arc Allocation in December 2022.

Summary

4.10 The site is situated within a larger strategic area allocation within the MSDP for a mixed-use development for up to 3,500 new homes alongside other land uses including local centres, two new primary schools and a secondary school.

4.11 An outline planning application was submitted by Homes England for 3,040 new homes and other ancillary uses and was granted planning consent in December 2019. In accordance with the MSDP, this incorporates a spine road known as the Northern Arc Avenue connecting A273 Jane Murray Way with the boundary of the neighbouring Freeks Farm planning application site. The Northern Arc avenue incorporates new junctions formed with the A2300, B2036 Cuckfield Road and A273 Isaac's Lane.

4.12 The Proposed Development comprises Sections 2B, 2C, 2D, 3 and 4 of the Northern Arc avenue as defined within the Design Guide that accompanies the wider allocation outline planning application. The

Proposed Development would serve as enabling infrastructure to access Northern Arc Allocation development plots including a primary school and local centre alongside residential dwellings.

5. Proposed Development Scheme

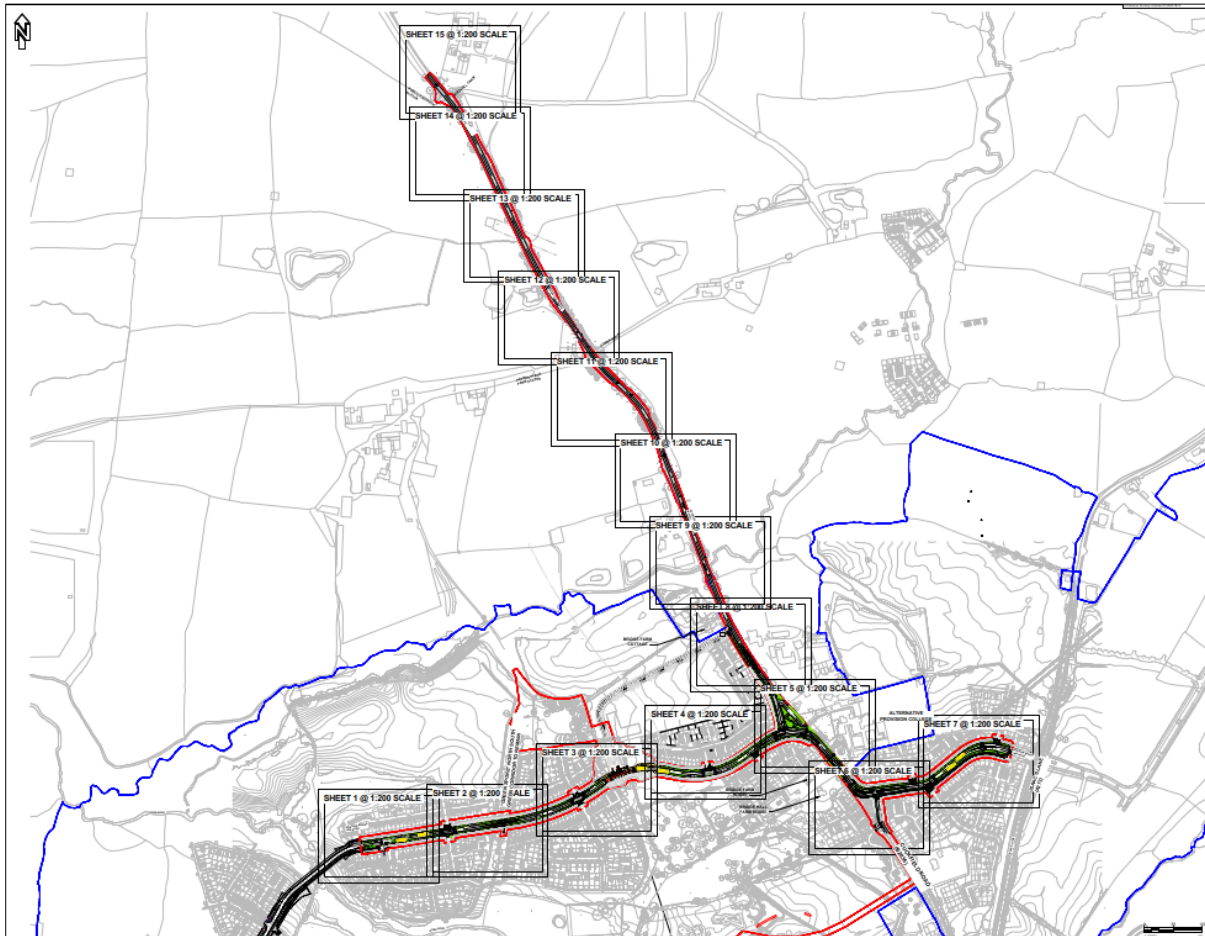
Introduction

- 5.1 This section of the TA provides a description of the Proposed Development including consideration of the key access and movement principles and design measures incorporated for all transport modes. The design has been developed in accordance with the Design Guide produced by AECOM in December 2018 to accompany the outline planning application for the Northern Arc Allocation Site, with a revision issued in August 2019.

Scheme Overview

- 5.2 The Proposed Development will provide a new 1.2km highway connection between the River Adur and the WBLR in the west and the A273 Isaac's Lane and the EBLR in the east. It will also include two new junctions onto the B2036 Cuckfield Road. The Proposed Development will include provision for active modes including shared footway and cycleways. Parking spaces will be provided along the new road.
- 5.3 The proposed footpath on the west side of Cuckfield Road that was included in the Outline Planning Application is not being included in this Reserved Matters Application (RMA). As part of the preliminary review of the pedestrian connectivity improvements along Cuckfield Road, several constraints have been identified in relation to road width and existing trees. Alternatives are being considered and once resolved will be submitted as a separate RMA.
- 5.4 The Proposed Development will serve as enabling infrastructure to facilitate access to the Northern Arc Allocation Site and therefore incorporates provision to allow access to be made to potential future development plots located along its extent.
- 5.5 It has been designed to integrate with the WBLR and EBLR schemes facilitating a through connection from the A273 Jane Murry Way in the west and Maple Drive in the east.
- 5.6 AECOM has designed the Proposed Development in accordance with the Design Guide produced to accompany the Northern Arc Allocation outline planning application alongside local guidance produced by WSCC including the '*Section 278 / Section 38 Guidance and Technical Notes*', '*Developers Guidance Notes*' and '*Signal Design Standards*'.
- 5.7 The General Arrangement plans for the Proposed Development are included in **Appendix D** and an overview is shown in **Figure 9** for ease of reference. A review of the Proposed Development for all transport modes is set out below.

Figure 9 – Scheme Overview



Road Hierarchy and Key Design Principles

- 5.8 In accordance with the Design Guide (August 2019), the Proposed Development has been designed as a 'primary road' in accordance with the identified Street Hierarchy. This recognises that it would serve a key function as a distinct place in the context of the adjacent Central Neighbourhood Centre and primary school as well as a thoroughfare for movement.
- 5.9 The avenue has also been designed to accord with the key principles of the Northern Arc avenue:
- Ensuring that it strikes the optimum balance between its place-making role at the heart of the community and its role as a supporting through route;
 - Building typology and architectural style should be reflective of the Character Areas;
 - Defined by strong building lines, while large set-backs and blank frontages must be avoided;
 - The quality of public realm must be of a high standard and consistent throughout the whole avenue; and
 - No direct residential parking access should be provided.

Phasing and Opening Year

- 5.10 It is proposed that the Northern Arc avenue will open in three phases. The eastern section, Eastern Bridge and Link Road (EBLR), and western section, Western Bridge and Link Road (WBLR), are currently under construction, and the Central Section will be the final section to be completed. At present the phasing of the Central Section assumes full opening in 2027 with development parcels including the primary school and Central Neighbourhood Centre being delivered later.

Active Travel Provision

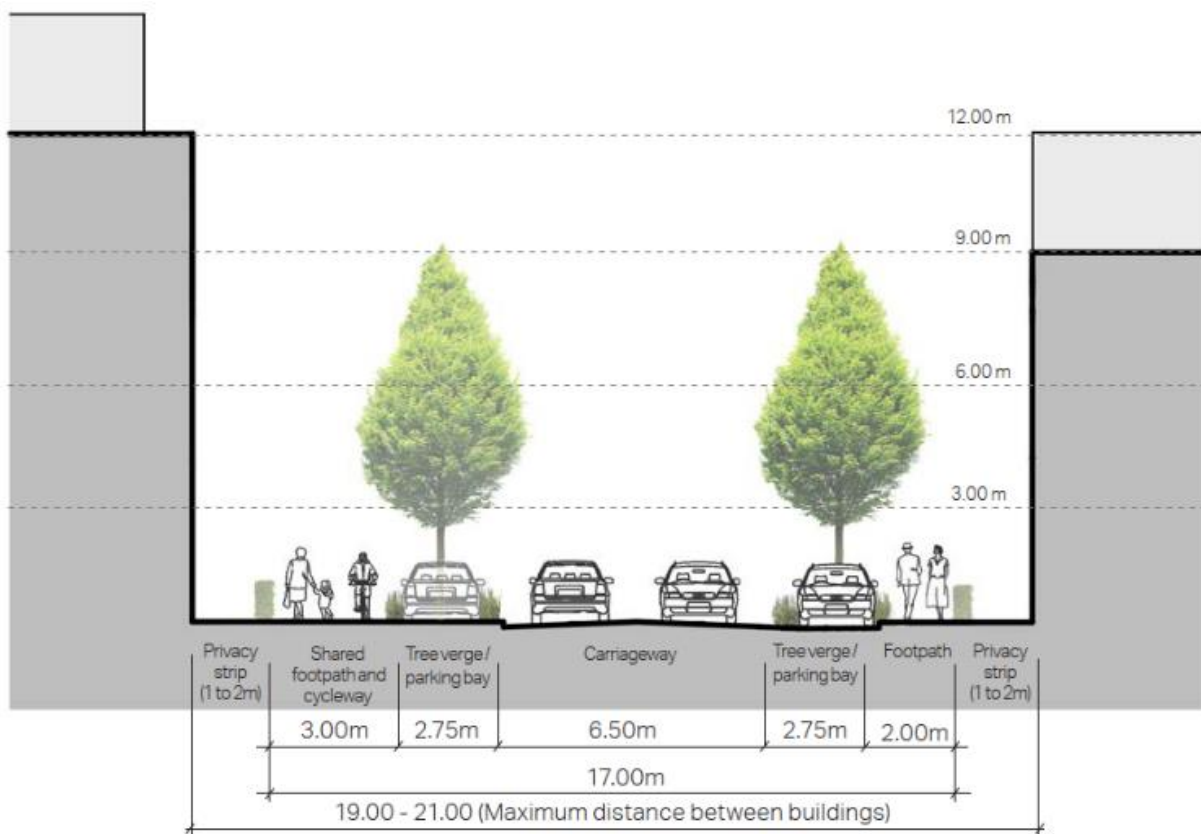
Section 2B: East of Western Bridge

5.11 The cross-section for Section 2B included within the Design Guide (see **Figure 10**) identifies that active travel provision within this extent will be designed to incorporate:

- A 2.0m wide footpath on the south side.
- A 3.0m wide shared footpath and cycleway on the north side.

5.12 All intersections with tertiary roads along the avenue should be priority junctions with priority given to cyclists and pedestrians on the avenue. Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire lines.

Figure 10 – Section 2B Cross-Section



Source: Northern Arc Design Guide (August 2019)

Section 2C: Central Neighbourhood Centre

5.13 The cross-section for Section 2C (see **Figure 11**) identifies that the following active travel provision will be incorporated within the design:

- A 2.0m wide footpath on the south side.
- A 3.0m wide shared footpath and cycleway on the north side.
- A public square should be provided adjacent to the northern footway.

5.14 Safe and convenient pedestrian and cyclist crossings will be provided to facilitate access to the Central Neighbourhood Centre square and the proposed primary school.

The drawing shows a long building facade with a grid of 5 vertical sections and 4 horizontal levels. The heights are marked on the right: 16.00 m, 13.00 m, 10.00 m, and 7.00 m. A lower level is marked at 4.50 m. The ground level features a series of trees and figures of people. To the left, a 'Primary school' is indicated. To the right, a bus, a car, and more figures are shown. A table at the bottom right specifies the widths of the different zones.

Zone	Width
Shared footpath and cycleway	3.00m
Carriageway	6.50m
Footpath	2.00m

Section 2D: Central Neighbourhood Centre to B2036 Cuckfield Road

- A 2.0m wide footpath on the south side. A 3.0m wide shared footpath and cycleway on the north side.

Diagram illustrating the layout and dimensions of a street section, showing various zones and their widths:

- Privacy strip (1 to 2m)
- Shared footpath and cycleway (3.00m)
- Carriageway (6.50m)
- Tree verge (2.75m)
- Footpath (2.00m)
- Privacy strip (1 to 2m)

Key dimensions and distances:

- Tree height: 3.00m, 6.00m, 9.00m
- Carriageway width: 6.50m
- Tree verge width: 2.75m
- Footpath width: 2.00m
- Shared footpath and cycleway width: 3.00m
- Privacy strip width: 1 to 2m
- Total width of the street section: 14.25m
- Maximum distance between buildings: 16.25m - 18.25m

AECOM
23

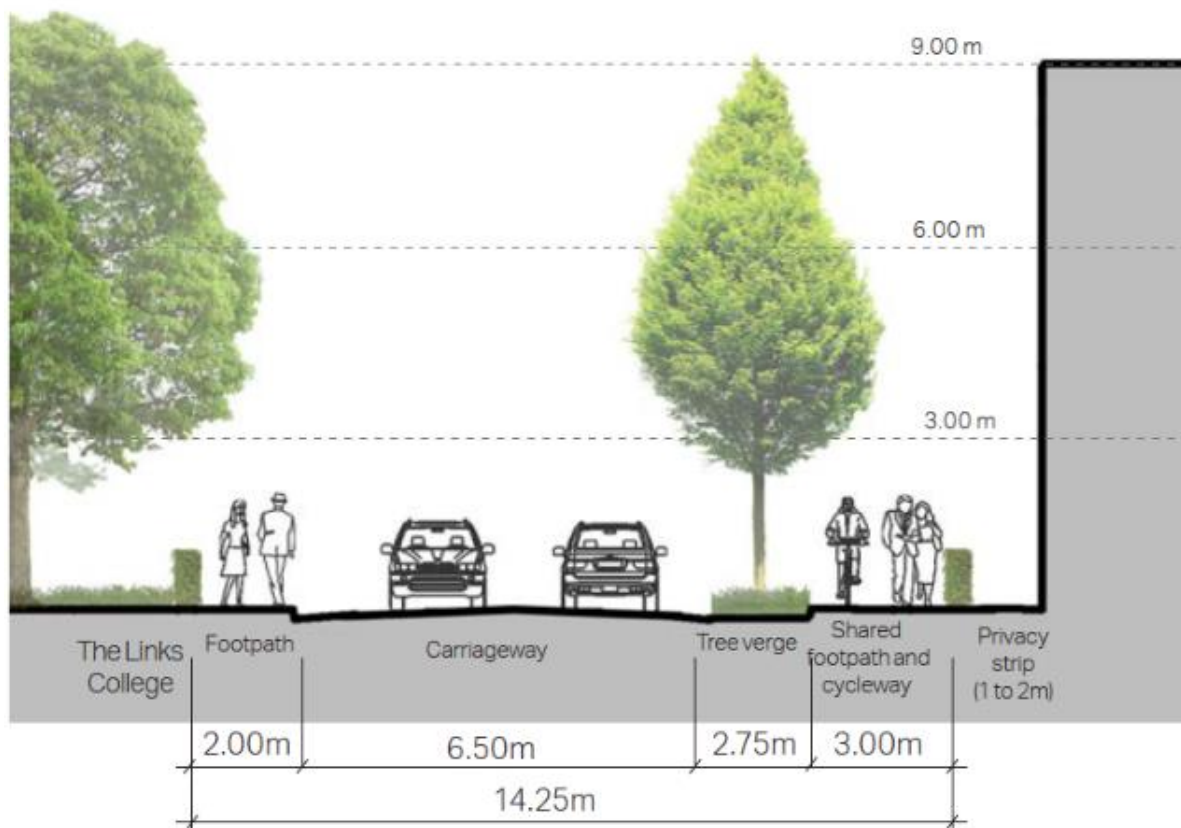
Section 3: B2036 Cuckfield Road

5.16 The cross-section for Section 3 (see **Figure 13**) identifies the following active travel provision will be incorporated within the design:

- A 2.0m wide footpath on the south side.
- A 3.0m wide shared footpath and cycleway on the north side.

5.17 Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire routes.

Figure 13 – Section 3 Cross-Section



Source: Northern Arc Design Guide (August 2019)

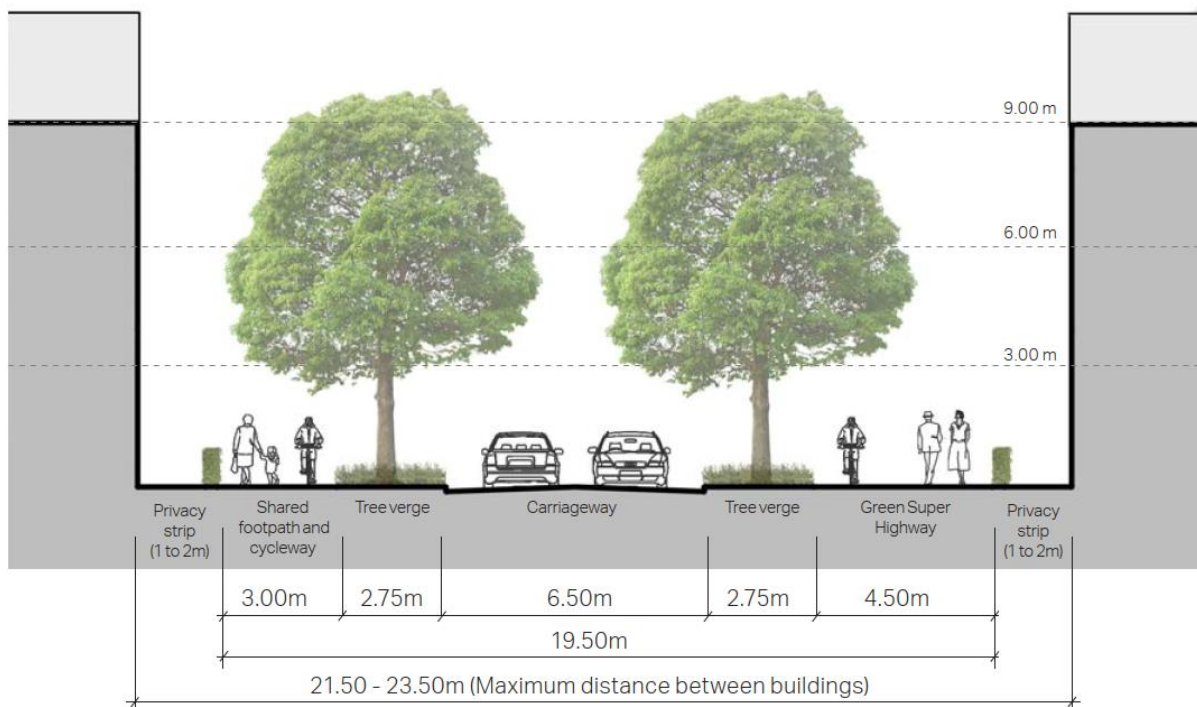
Section 4: West of Isaac's Lane Junction

5.18 The cross-section for Section 4 (see **Figure 14**) identifies the following active travel provision will be incorporated within the design:

- A 4.5m wide Green Super Highway on the south side.
- A 3.0m wide shared footpath and cycleway on the north side.

5.19 Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire routes.

Figure 14 – Section 4 Cross-Section



Source: Northern Arc Design Guide (August 2019)

Public Transport Provision

- 5.20 As per Section 7.4 of the Design Guide, the Central Section would constitute a key public transport corridor, providing a through route between the A273 Jane Murray Way in the west and Maple Drive in the east. A comprehensive Public Transport Strategy is included within the outline planning application and has since been agreed with WSCC.
- 5.21 From a design perspective, a continuous carriageway of at least 6.5m will be provided to allow buses to pass each other. **Appendix E** provides swept path analysis of refuse collection vehicles and HGVs and demonstrates that the Proposed Development can accommodate all vehicle types.
- 5.22 A total of six bus stops are proposed on the Proposed Development, located to ensure that key destinations including the Local Centres and schools as well as surrounding residences would be located within a 400m walking distance. The bus stops will have bus cage markings and include flag poles and shelter provision as per West Sussex County Council specification. The design of street furniture will be secured by condition.
- 5.23 The design complies with bus design guidance including the Stagecoach document '*Bus Services & New Residential Development*' to ensure that the scheme is bus friendly. Bus stops will be provided 'online', rather than in inset laybys, to promote better priority for buses and help to manage and potentially reduce vehicle speeds.

Vehicular Provision and Carriageway Design

Carriageway

Section 2B: Western Bridge to the Central Neighbourhood Centre

- 5.24 Section 2B has been designed to ensure a single carriageway with a width of 6.5m. A 2.75m wide verge will be included on both sides of the avenue which will accommodate on-street parking bays.

Section 2C: Central Neighbourhood Centre

- 5.25 In accordance with the Design Guide, Section 2C will also be designed to incorporate a 6.5m wide single carriageway. The carriageway material at this section of the avenue will respond to the character of the Central Neighbourhood Centre in order to create a high-quality space.

Section 2D: Central Neighbourhood Centre to B2036 Cuckfield Road

- 5.26 Section 2D has been designed as a 6.5m wide single carriageway. A 2.75m verge will be included on the west side of Cuckfield Road to achieve a sense of enclosure and urban character.

Section 3: B2036

- 5.27 The carriageway will follow the alignment of the B2036 with a width of 6.5m. The B2036 will connect to the avenue with T-junctions which will be approximately 120m apart. These junctions required a careful design approach to achieve a strong sense of enclosure and accommodate the carriageway widening required due to the geometry of the junction and the bend. Trees will be introduced on the island of land created in between the Northern Arc avenue, B2036 and the access road to Links College in order to reduce the impact of the complexity of the junction and to enhance the sense of enclosure.

Section 4: B2036 Cuckfield Road to A273 Isaac's Lane

- 5.28 Section 4 has been designed as a 6.5m wide single carriageway. The design incorporates 2.75m wide verges on both sides to create a clear identity and give a strong sense of enclosure.

B2036 Cuckfield Road (between Northern Arc avenue and Moonhill Farm Access)

- 5.29 The carriageway width along the B2036 Cuckfield Road (between Northern Arc avenue and Moonhill Farm Access) will largely remain as existing. There are two kerb buildouts narrowing the carriageway to 4.0m, acting as traffic calming features. The kerb buildouts are located on the existing bridge over the river with priority given to southbound movements and opposite Bridge Farm with priority given to northbound movements.

Junctions

B2036 Cuckfield Road / Northern Arc avenue Junctions

- 5.30 The TA for the outline planning application for Brookleigh includes concept designs for the two B2036 Cuckfield Road/Northern Arc avenue junctions. The design of these junctions has been further refined as part of this planning application and are shown in **Figure 15** for the western junction and **Figure 16** for the eastern junction. Larger scale copies of the General Arrangement drawings are provided in **Appendix D**.

[illegible]

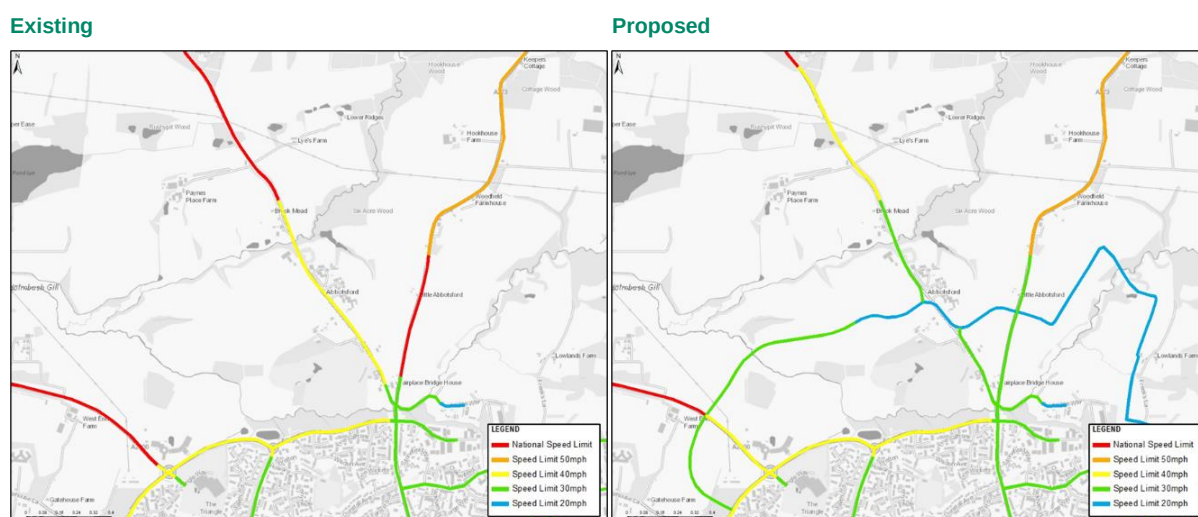
Plot Accesses

- 5.31 Whilst this planning application is not seeking approval for the development plots, the location and type of plot access has been considered along the Central Section. In accordance with the Design Guide, all intersections with plot accesses along the avenue are priority junctions with priority given to cyclists and pedestrians travelling along the avenue.

Speed Limits

- 5.32 A number of speed limit reductions on the existing road network were proposed in the Outline application. The A273 Isaac's Road, between Fairplace Bridge House and Paddock Cottage, is proposed to change from the national speed limit to 30mph; the 40mph section on the B2036 Cuckfield Road (north and south of the Northern Arc avenue) is proposed to change to 30mph; and the A2300, between the A273 roundabout and Northern Arc roundabout, is proposed to change from national speed limit to 40mph.
- 5.33 The Central Section is proposed to have a speed limit of 20mph between the A273 Isaac's Lane and the western end of the Central Neighbourhood Centre, increasing to 30mph from this point to the A2300.
- 5.34 A Technical Note setting out the existing speed limits and proposed speed limits, supplemented with the rationale, design approach and data, and providing evidence that the proposed changes are in line with WSCC policy, is provided in **Appendix F**.
- 5.35 The existing and proposed speed limits are shown in **Figure 17**.

Figure 17 – Existing and Proposed Speed Limits



Parking

- 5.36 The design incorporates on-street parallel parking bays, 6.0m x 2.75m, on both northern and southern sides of the Central Section. A total of 24 parking bays are proposed.

Vehicle Types

- 5.37 It is anticipated that the Central Section will largely serve the residential dwellings and the amenities in the Local Centres. The road has been designed to discourage through traffic, which should continue to use.
- 5.38 In addition, the traffic surveys along the B2036 Cuckfield Road have been reviewed to determine the types of vehicles currently using this road. The average daily (Monday-Sunday) traffic flows are summarised in **Table 6**.

Table 6 – Average Daily Traffic Flows

Location	Direction	Total Vehicles	HGV	% HGV
B2036 Cuckfield Road (north of Hook Place)	Northbound	2,147	72	3%
	Southbound	2,107	84	4%

- 5.39 This demonstrates there are very few existing HGV movements accounting for only 3-4% of vehicles using this section of B2036 Cuckfield Road.
- 5.40 A swept path analysis of the proposed carriageway to demonstrate its suitability to accommodate the proposed vehicle types including refuse collection vehicles and articulated vehicles is provided in **Appendix E**.

Road Safety Audit

- 5.41 An Independent Stage 1 Road Safety Audit and Design Organisation Response has been prepared to accompany the planning application. These can be found in **Appendix G**.

Construction

- 5.42 Although a Main Contractor is yet to be appointed, a high level appraisal of construction has been carried out to inform the TA and the Construction Environmental Management Plan (CEMP). It is anticipated that submission of further details of the management of construction traffic will be conditioned as part of a planning consent.

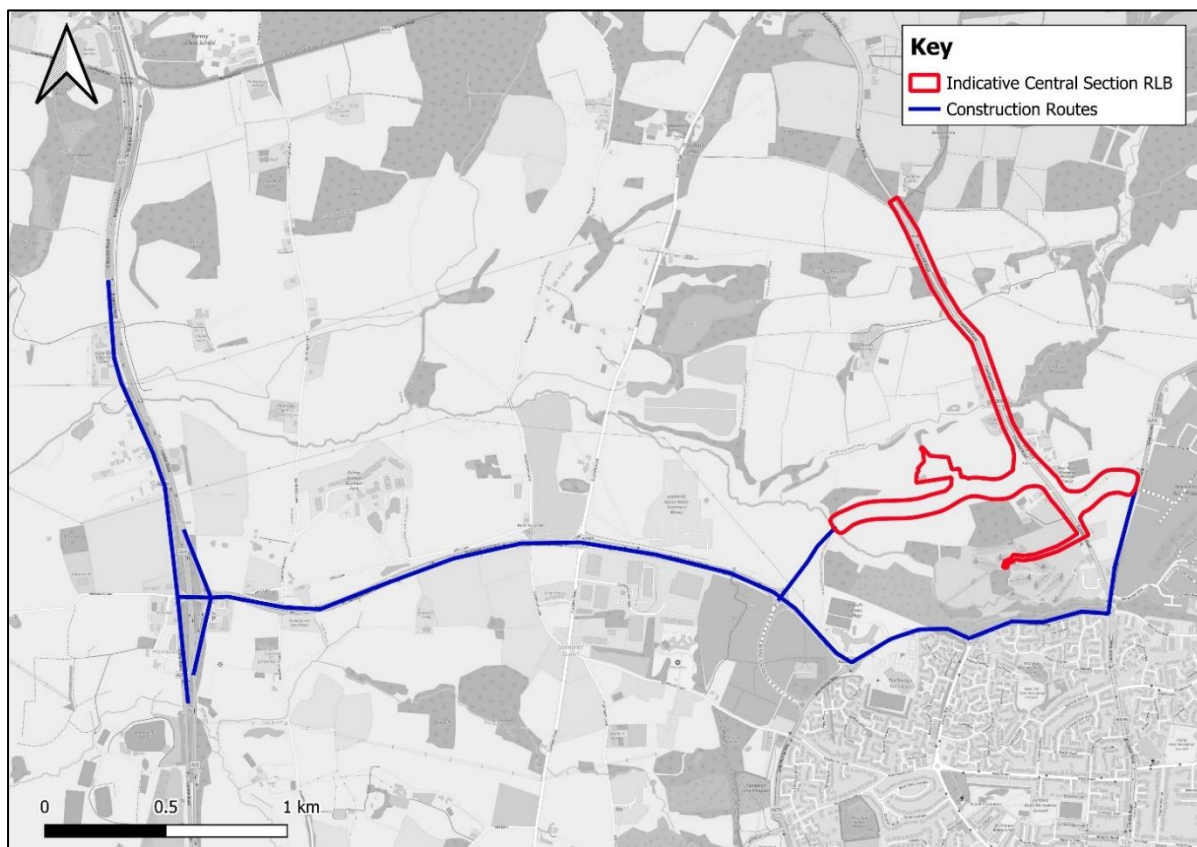
Construction Compounds

- 5.43 The location of the construction site compound(s) is yet to be determined. However, security fencing will be provided along the perimeter of the site. Lighting of the construction site and compounds will be required, but this will be kept to a minimum to ensure that it does not impact on nearby residents.

Construction Vehicles and Routing

- 5.44 Traffic associated with the construction of the Proposed Development is anticipated to utilise the A23 and then the A2300 to access the site from the west, and A273 Isaac's Lane to access the site from the east. The construction traffic routes are shown in **Figure 18**, and a larger scale copy of the Figure is provided in **Appendix A**.

Figure 18 – Construction Traffic Routes



- 5.45 Works on the Proposed Development are expected to take place between 0800 and 1800 Monday to Friday and 0800 and 1300 on Saturday which are the time constraints set by the Health and Safety Executive (HSE). Therefore, it is anticipated that trips generated by construction staff would generally occur outside the peak periods.
- 5.46 The use of sustainable modes of transport will be promoted such that the number of vehicles parked in the site compound(s) are kept to a minimum. It is anticipated that a CTMP for the road construction activity will be conditioned as part of a consent.

Summary

- 5.47 The Proposed Development will provide a new 1.2km highway connection between the River Adur and the WBLR to the west and the A273 Isaac's Lane and EBLR to the east. The scheme will also include two new junctions with the B2036 Cuckfield Road.
- 5.48 It will serve as enabling infrastructure to facilitate access to the Northern Arc Allocation Site and therefore incorporates access points for future development plots located along its extent.
- 5.49 The Proposed Development has been designed to integrate with the WBLR and EBLR scheme facilitating a through connection from the A273 Jane Murry Way in the west and Maple Drive in the east.
- 5.50 The Proposed Development has been designed in accordance with the Design Guide produced to accompany the Northern Arc Allocation outline planning application alongside local guidance.
- 5.51 Continuous footways, shared footpath and cycleway and street lighting will be provided on either side of the carriageway. Crossing facilities will be provided regularly along the Central Section. The Northern Arc avenue will form a key public transport corridor facilitating a bus route and six bus stops are proposed. The carriageway itself will be 6.5m wide. The western section of the Central Section will have a 30mph speed limit, reducing to 20mph between the Central Neighbourhood Centre and B2036 Cuckfield Road as well as between B2036 Cuckfield Road and A273 Isaac's Lane. The speed limit on B2036 Cuckfield Road is proposed to be reduced from 40mph to 30mph.

6. Multi-Modal Trip Generation

Introduction

6.1 This Chapter considers the traffic flows that are anticipated to travel on the Central Section.

Trip Generation

6.2 The total predicated multi-modal trip generation during the weekday AM and PM peak hours for the full Northern Arc Allocation (3,040 dwellings) has been extracted from the TA Addendum (TAA) produced in support of the Outline Planning Application (dated June 2019) and has been replicated within **Table 7**. It is worth noting that these trips reflect all journey purposes and therefore escort trips to and from the primary school are incorporated within these figures. In addition, these do not reflect the higher cycling mode share sensitivity test trip generation contained within the TAA and is therefore considered a worst-case in terms of impacts on the local highway network and junction capacity assessment.

Table 7 – Total Multi-Modal Trip Generation for Northern Arc Allocation Development (3,040 Dwellings)

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Underground, metro, light rail, tram	0	1	1	1
Train ¹	37	159	217	109
Bus, Mini-bus or Coach	35	150	42	21
Taxi	1	5	7	3
Motorcycle, scooter or moped	2	10	14	7
Driving a car or van	246	1,060	1,134	564
Passenger in a car or van	73	317	104	52
Bicycle	9	40	33	16
On foot	161	697	253	126
Other	4	17	8	4
Total	569	2,454	1,812	902

Source: Extracted from Table 44, TA Addendum, Northern Arc Development (AECOM, June 2019)

Plots

6.3 The vehicular trip generation for the internal residential plots along 'Central Section' was calculated by applying the residential trip rates included within the Northern Arc TAA to the anticipated development plot dwelling numbers. The trip rates and resulting trip generation by plot are summarised in **Table 8** and **Table 9** respectively.

Table 8 – Northern Arc Residential Vehicular Trip Rate (Gross)

Trip Rate (per dwelling)	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicular	0.080	0.348	0.372	0.185

¹ Trips for 'Underground, metro, light rail, tram' incorporated into 'Train' category

Table 9 – Residential Vehicular Trip Generation

Plot	Quantum (Dwellings)	AM Peak (0800-0900)		PM Peak (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Plot 2.4	231	19	80	86	43
Plot 2.5	116	9	40	43	21
Plot 2.6	88	7	31	33	16
Plot 2.7	139	11	48	52	26
Plot 2.8	236	19	82	88	44
Plot 3.1	168	13	58	63	31
Plot 4.1	176	14	61	66	32
Plot 4.2	84	7	29	31	16
Total	1,238	99	431	461	229

Primary School

- 6.5 The vehicular trip generation for the primary school along Central Section was calculated by applying the primary school trip rates included within the Northern Arc TAA to the anticipated development quantum. The trip rates and resulting trip generation are summarised in **Table 10** and **Table 11** respectively.

Table 10 – Northern Arc Primary School Vehicular Trip Rate (Gross)

Trip Rate (per student)	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicular	0.195	0.167	0.021	0.042

Table 11 – Primary School Vehicular Trip Generation

Plot	Quantum (Students)	AM Peak (0800-0900)		PM Peak (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Primary School	840	164	140	18	35

- 6.7 The trip generation for the residential development (**Table 9**) and primary school (**Table 11**) have been combined to present the total proposed vehicular trip generation in **Table 12**.

Table 12 – Total Vehicular Trip Generation

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicular Trip Generation	263	571	479	264

- 6.9 The distribution of traffic on the internal highway for the affected plots was informed by 2011 Census Travel to Work data, replicating the same approach used in the Outline Planning Application TA.

7. Impact Assessment

Introduction

7.1 This Chapter includes a summary of the modelling of junctions along the Central Section in the future assessment year of 2033.

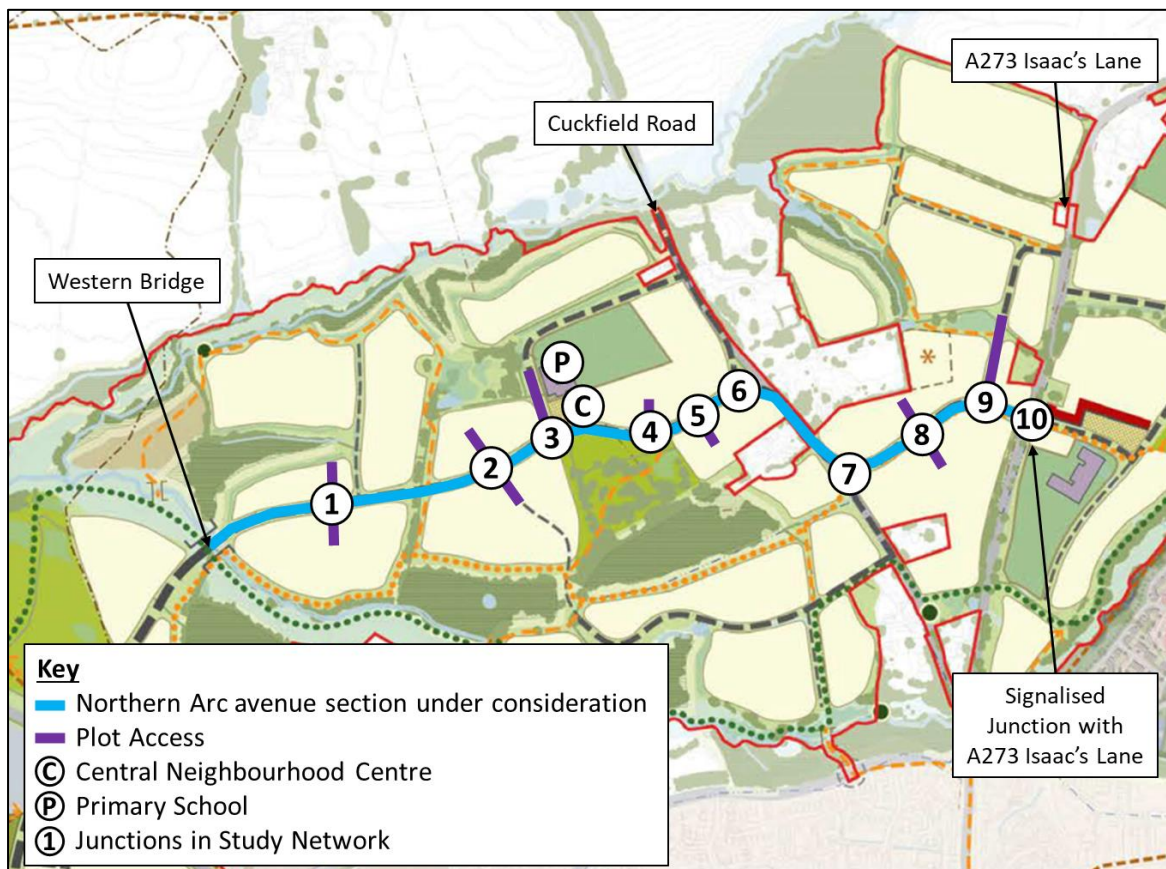
Study Network

7.2 The impact assessment encompasses the following junctions:

1. Northern Arc avenue / Plots 2.4a, 2.4b and 4.1 Access.
2. Northern Arc avenue / Plots 2.8a and 2.8b Access.
3. Northern Arc avenue / Central Neighbourhood Centre Access.
4. Northern Arc avenue / Plot 2.5 Access.
5. Northern Arc avenue / Plot 2.6a Access.
6. Northern Arc avenue / B2036 Cuckfield Road (north).
7. Northern Arc avenue / B2036 Cuckfield Road (south).
8. Northern Arc avenue / Plots 2.7a and 3.1 Access.
9. Northern Arc avenue / Local Access.

7.3 A plan showing the location of these junctions is shown in **Figure 19**.

Figure 19 – Study Network

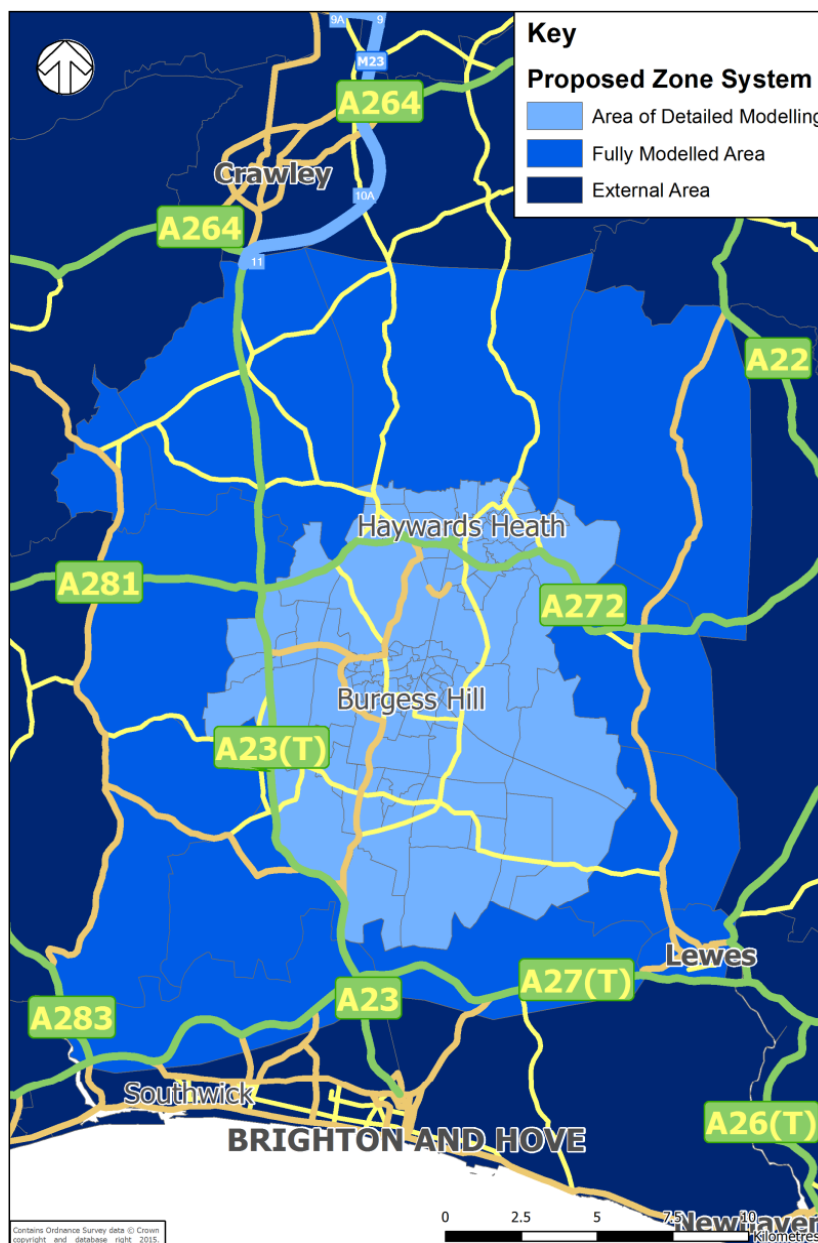


7.4 The A273 Isaac's Lane / Northern Arc avenue junction (Junction 10) sits outside the red line boundary and was assessed with the full Northern Arc Allocation as part of the EBLR planning application. This has been shown for reference.

Burgess Hill Traffic Model

- 7.5 It was agreed during pre-application scoping discussions with WSCC that the Burgess Hill Transport Model (BHTM) should be used to assess the impact of the Northern Arc avenue Central Section. This follows the approach used in the Outline Planning Application TA, and has been replicated within this TA for consistency.
- 7.6 The BHTM is a strategic transport model (SATURN) that centres on the towns of Burgess Hill and Haywards Heath and includes the A23. The benefit of using such a tool to test the impact of the Central Section is its ability to dynamically assign vehicle flows which can allow for traffic re-routing from congestion / future changes in highway infrastructure. Strategic model outputs are therefore a useful tool for large-scale developments and where significant changes to the future year highway network are proposed. The extent of the network is also sufficient to cover all roads including the B2036 Cuckfield Road and A273 Isaac's Lane within the surrounding highway network, that may be impacted by the Proposed Development.
- 7.7 The area modelled is shown in **Figure 20**. The Local Model Validation Report (LMVR) for the BHTM prepared for by WSCC by WSP can be found in the TA for the Outline Planning Application.

Figure 20 – BHTM Modelled Area



Source: WSP Local Model Validation Report

Modelling Scenarios

7.8 The 2033 Do Nothing and Do Something scenarios included within the TA for the Outline Planning Application have been used as the basis to represent the 2033 future year for consistency.

7.9 A summary of the modelling scenarios is provided in **Table 13**.

Table 13 – BHTM 2033 Modelling Scenarios

Scenario Name	Infrastructure	Traffic Flows
Scenario 1 – 2033 Do Nothing	See Figure 21 : - Localised committed infrastructure schemes - Highway connection from Freeks Farm site to Maple Drive - A2300 Dualling Scheme - EBLR connection Freeks Farm site to A273 Isaac's Lane including the signalised junction on the A273 Isaac's Lane.	- TEMPRO background traffic growth to 2033 - Committed Development Zones and Demand - Traffic flows from 460 dwellings at Freeks Farm site
Scenario 2 – 2033 Do Something	See Figure 22 : - Localised committed infrastructure schemes - Highway connection from Freeks Farm site to Maple Drive - A2300 Dualling Scheme - Completion of Northern Arc avenue and associated intermediate junctions	- TEMPRO background traffic growth to 2033 - Committed Development Zones and Demand - Traffic flows from 460 dwellings at Freeks Farm site - Traffic flows from complete development at Northern Arc site including 3,040 dwellings plus other accompanying land uses

Figure 21 – Do Nothing 2033 BHTM Road Network

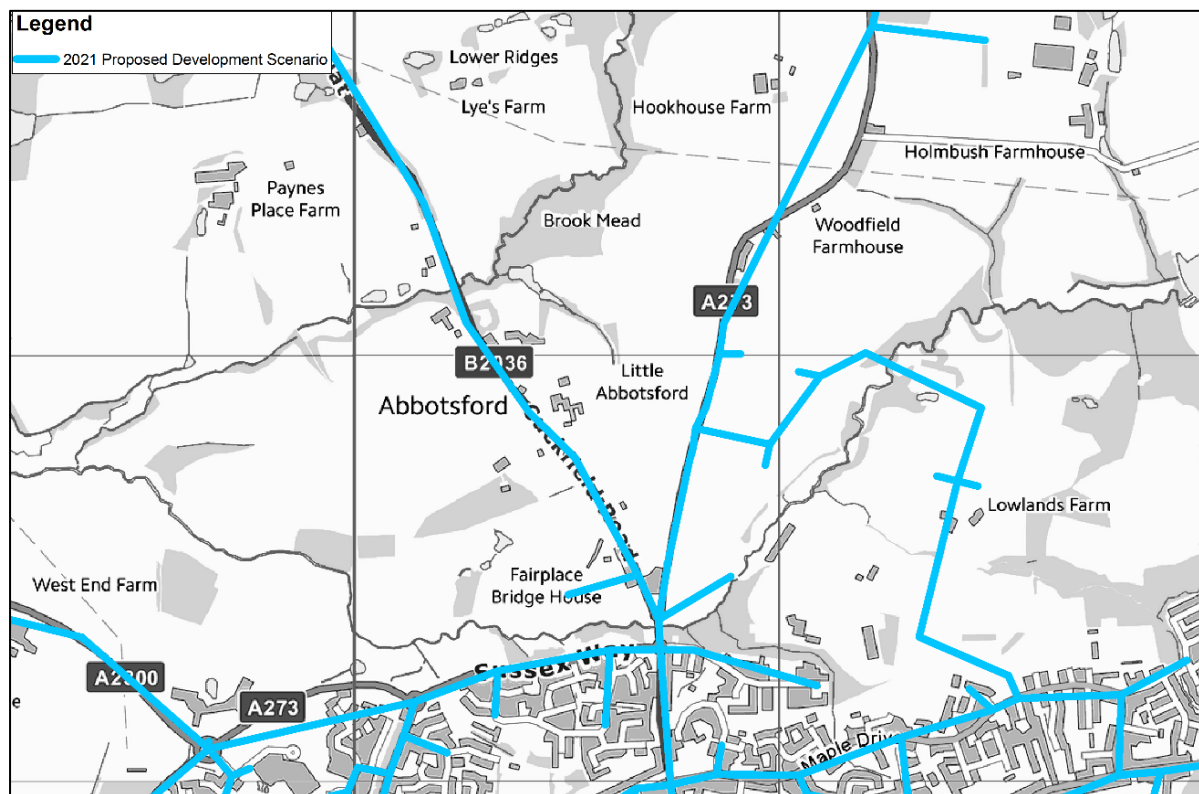
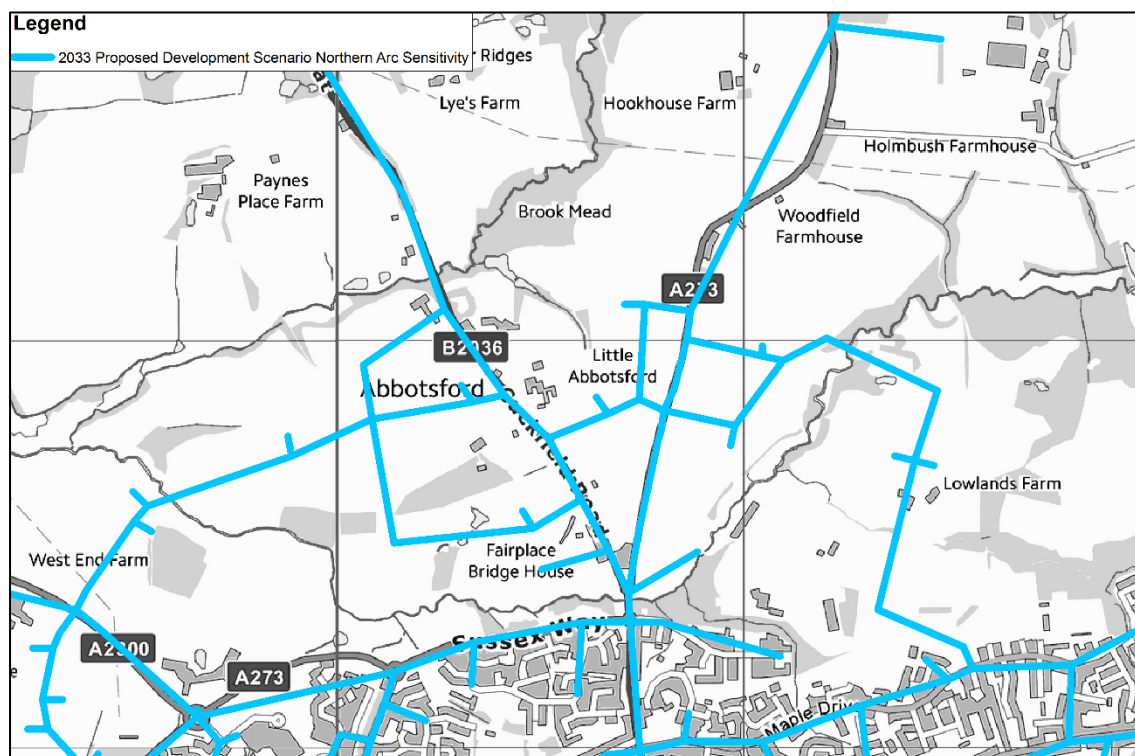


Figure 22 – Do Something 2033 BHTM Road Network



7.10 Turning count movements in vehicles in the weekday peak hours have been extracted for all junctions included within the study network directly from the BHTM for the 2033 future year scenario. This considered the following morning and evening peak hours:

- Weekday AM peak hour: 0800-0900.
- Weekday PM peak hour: 1700-1800.

7.11 The extracted turning counts are included within the Traffic Flow Diagrams contained within **Appendix H**.

7.12 Due to the strategic nature of the BHTM, the zone placement within the model is rationalised. Traffic movements were therefore not included within the BHTM outputs at the internal plot junctions. The vehicular trip generation for each plot set out in **Table 9** for the residential plots and **Table 11** for the primary school has therefore been manually added to the BHTM flows based on the trip distribution set out in the outline TA. This is considered to provide a robust trip generation and distribution in order to assess the impacts on the Northern Arc avenue, as it includes some double counting. For example, the highest external junction turning movements have been routed along the Northern Arc avenue and the gross vehicular trip rates have been used which include both internal and external trips.

Junction Capacity Assessments

7.13 Junction capacity assessments at the priority junctions have been undertaken using the Junctions 10 software package. It provides a number of measurements to inform the junction operation. These relate to the 'Ratio of Flow to Capacity' (RFC), maximum queue length, and delay in seconds per vehicle. The main indication of a junction's performance is provided by the RFC for each arm. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on the approach. This is reached when the RFC attains a value of 1 or more. However, to account for daily fluctuations in traffic flows an RFC of 0.85 is generally considered to be the desirable maximum.

7.14 The junction capacity assessment results are summarised below and the full outputs included within **Appendix I**.

Northern Arc avenue / Plots 2.4a, 2.4b and 4.1 (Junction 1)

7.15 The junction capacity results for the Northern Arc avenue / Plots 2.4a, 2.4b and 4.1 crossroad junction are shown in **Table 14**.

Table 14 – Northern Arc avenue / Plots 2.4a, 2.4b and 4.1 Junction 1 Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Plot 2.4b Access (N)	0.11	0.1	9.88	0.07	0.1	10.45
Northern Arc avenue (E)	0.02	0.0	6.69	0.12	0.2	7.93
Plot 2.4a and 4.1 Access (S)	0.25	0.3	10.60	0.17	0.2	12.16
Northern Arc avenue (W)	0.01	0.0	6.75	0.05	0.1	6.90

7.16 The results demonstrate that all arms of Junction 1 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM peak scenarios. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Plots 2.8a and 2.8b (Junction 2)

7.17 The junction capacity results for the Northern Arc avenue / Plots 2.8a and 2.8b crossroad junction are shown in **Table 15**.

Table 15 – Northern Arc avenue / Plots 2.8a and 2.8b (Junction 2) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Plot 2.8b Access (N)	0.11	0.1	9.55	0.07	0.1	10.43
Northern Arc avenue (E)	0.01	0.0	6.38	0.04	0.0	7.21
Plot 2.8a Access (S)	0.11	0.1	9.39	0.07	0.1	10.79
Northern Arc avenue (W)	0.01	0.0	7.33	0.06	0.1	7.67

7.18 The results demonstrate that all arms of Junction 2 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Central Neighbourhood Centre (Junction 3)

7.19 The junction capacity results for the Northern Arc avenue / Central Neighbourhood Centre priority junction are shown in **Table 16**.

Table 16 – Northern Arc avenue / Central Neighbourhood Centre (Junction 3) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Local Access (N)	0.07	0.1	8.11	0.07	0.1	9.50
Northern Arc avenue (E)	0.02	0.0	6.71	0.03	0.0	7.34

7.20 The results demonstrate that all arms of Junction 3 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Plots 2.5 (Junction 4)

7.21 The junction capacity results for the Northern Arc avenue / Plot 2.5 priority junction are shown in **Table 17**.

Table 17 – Northern Arc avenue / Plot 2.5 (Junction 4) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Plot 2.5 Access (N)	0.10	0.1	9.31	0.07	0.1	10.54
Northern Arc avenue (E)	0.01	0.0	6.47	0.04	0.0	7.05

7.22 The results demonstrate that all arms of Junction 4 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Plot 2.6 (Junction 5)

7.23 The junction capacity results for the Northern Arc avenue / Plot 2.6 priority junction are shown in **Table 18**.

Table 18 – Northern Arc avenue / Plot 2.6 (Junction 5) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Plot 2.6a Access (S)	0.04	0.0	8.78	0.03	0.0	9.84
Northern Arc avenue (W)	0.00	0.0	7.29	0.02	0.0	7.82

7.24 The results demonstrate that all arms of Junction 5 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. No queuing is predicted to occur at the junction.

Northern Arc avenue / B2036 Cuckfield Road (North) (Junction 6)

7.25 The junction capacity results for the Northern Arc avenue / B2036 Cuckfield Road (north) priority junction are shown in **Table 19**.

Table 19 – Northern Arc avenue / B2036 Cuckfield Road (Northern) (Junction 6) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
B2036 Cuckfield Road (N)	0.40	0.7	13.77	0.46	0.8	11.64
Northern Arc avenue (E)	0.68	2.3	16.61	0.32	0.5	8.70

7.26 The results demonstrate that all arms of Junction 6 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with a maximum queue of two vehicles on the Northern Arc avenue arm in the AM peak hour. This is below the capacity of the right turn lane.

Northern Arc avenue / B2036 Cuckfield Road (Southern) (Junction 7)

7.27 The junction capacity results for the Northern Arc avenue / B2036 Cuckfield Road (southern) priority junction are shown in **Table 20**.

Table 20 – Northern Arc avenue / B2036 Cuckfield Road (Southern) (Junction 7) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
B2036 Cuckfield Road (S)	0.45	0.8	12.00	0.23	0.3	8.41
Northern Arc avenue (W)	0.40	0.7	9.56	0.25	0.3	6.94

- 7.28 The results demonstrate that all arms of Junction 7 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Plots 2.7a and 3.1 (Junction 8)

- 7.29 The junction capacity results for the Northern Arc avenue / Plots 2.7a and 3.1 crossroads junction are shown in **Table 21**.

Table 21 – Northern Arc avenue / Plots 2.7a and 3.1 (Junction 8) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Plot 3.1 Access (N)	0.06	0.1	8.37	0.03	0.0	7.17
Northern Arc avenue (E)	0.00	0.0	6.58	0.02	0.0	6.72
Plot 2.7a Access (S)	0.06	0.1	8.18	0.03	0.0	7.49
Northern Arc avenue (W)	0.01	0.0	6.83	0.03	0.0	6.27

- 7.30 The results demonstrate that all arms of Junction 8 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. Queuing at the junction is also minimal in both time periods with less than one vehicle on each arm.

Northern Arc avenue / Local Access (Junction 9)

- 7.31 The junction capacity results for the Northern Arc avenue / Local Access priority junction are shown in **Table 22**.

Table 22 – Northern Arc avenue / Local Access (Junction 9) Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
Local Access (N)	0.00	0.0	0.00	0.00	0.0	0.00
Northern Arc avenue (E)	0.00	0.0	0.00	0.00	0.0	0.00

- 7.32 The results demonstrate that all arms of Junction 9 will operate with RFCs well below the desirable maximum of 0.85 in both the AM and PM. No queuing will occur at the junction.

Northern Arc avenue / A273 Isaac's Lane

- 7.33 A junction capacity assessment was undertaken at the Northern Arc avenue / A273 Isaacs Lane junction as part of the EBLR planning application. This included consideration of scenarios which included the opening of the Central Section and the Northern Arc Allocation development. Junction modelling was undertaken using LinSig (version 3) as it is signalised. LinSig provides a number of measurements to ascertain information of a junctions operation. These relate to the 'Degree of Saturation' (DoS), mean maximum queue length, practical reserve capacity (PRC) and delay in minutes per arriving PCU. The peak capacity is realised when the demand flow at the entry is such that not all vehicles queuing at the beginning of the green phase are able to clear the junction by the end of the green phase. This is reached when the DoS attains a value of 100% or more. However, to account for daily fluctuations in traffic flow a DoS of 90% is generally used to represent when a junction begins to operate at capacity and the PRC is zero.
- 7.34 For ease of reference, the results of the junction modelling undertaken in the EBLR planning application are summarised in **Table 23**.

Table 23 – Northern Arc avenue / A273 Isaac's Lane Modelling Summary

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	DoS	Queue (veh)	Delay (s)	DoS	Queue (veh)	Delay (s)
A273 Isaac's Lane (N)	80.1%	19	37.1	59.4%	10	22.1
Northern Arc avenue (E)	81.4%	13	63.0	66.7%	6	69.5
A273 Isaac's Lane (S)	73.3%	12	34.4	74.0%	13	24.8
Northern Arc avenue (W)	42.5%	6	45.4	70.3%	7	73.5
PRC		10.5%			21.6%	

7.35 The results demonstrate that the junction would operate within capacity in 2033.

Summary

7.36 The junction capacity results demonstrate that all junctions would operate within capacity with the proposed Northern Arc avenue Central Section and Northern Arc Allocation.

8. Summary and Conclusions

Summary

Background and Purpose

- 8.1 AECOM was appointed by Homes England to provide transport advice for the development of Brookleigh (formerly known as Northern Arc) in Burgess Hill, West Sussex.
- 8.2 Homes England is seeking to obtain detailed (full) planning permission for the Central Section of the Northern Arc avenue (the Proposed Development). This would constitute a new 1.2km highway connection between the extents of the River Adur, beyond which is the WBLR (DM/20/0254), and the A273 Isaac's Lane, beyond which is the EBLR (DM/19/3313).
- 8.3 The Proposed Development would serve as enabling infrastructure to facilitate access to the Northern Arc Allocation Site and therefore incorporates junctions which allow access to be made to future development plots located along its extent.

Transport Policy Review

- 8.4 The Proposed Development accords with a number of policies at a national, regional and local level. In particular, it complies with the Mid Sussex District Plan Policy DP9 which identifies the necessity to provide enabling infrastructure incorporating "a new Northern Link Road connecting through the Strategic Allocation Area".

Existing Conditions

- 8.5 The existing site is predominantly arable farmland which is bisected by the River Adur on the western boundary, the B2036 Cuckfield Road and the A273 Isaac's Lane on the eastern boundary.
- 8.6 There is limited walking and cycling infrastructure near to the site. The closest existing bus stops are located on the B2036 London Road, approximately 1.0km south of the site. Wivelsfield train station is located approximately 2km southeast of the site with services towards London, Brighton and Eastbourne/Ore.
- 8.7 The A273 Isaac's Lane bounds the site in the east and B2036 Cuckfield Road intersects the site with a small section forming a part of the Northern Arc avenue. The A273 Isaac's Lane is national speed limit in proximity of the site, while the B2036 Cuckfield Road is 40mph. Both roads decrease to 30mph on the approach to the B2036 / A273 / Fairbridge Way roundabout. A review of collision data concluded that there are no existing patterns of collisions on the roads immediately surrounding the site that would indicate a particular safety issue.

Wider Planning Context

- 8.8 The site is situated within a larger strategic area, known as the Northern Arc Strategic Allocation, allocated within the Mid Sussex District Plan for a mixed-use development for up to 3,500 new homes alongside other land uses including local centres, primary and secondary schools and employment space.
- 8.9 An Outline Planning Application for 3,040 homes (ref: DM/18/5114) on the Northern Arc Allocation Site was submitted to MSDC in December 2018 and gained permission in October 2019. As part of the application, a new link road was proposed between the A273 Jane Murray Way, the A2300, the B2036 Cuckfield Road, the A273 Isaac's Lane and Maple Drive.
- 8.10 Following consent of the Outline Planning Application, the following permissions have also been granted:
 - Outline and reserved matters applications for 460 homes on Freeks Farm site (ref: DM/18/0509 and DM/19/3845).
 - Detailed planning application for Eastern Bridge and Link Road (ref: DM/19/3313).
 - Detailed planning application for the first phase of the Western Bridge and Link Road (ref: DM/20/0254).

- Reserved matters application for 247 homes on land east of A273 Isaac's Lane and Lowlands Farm (ref: DM/21/3870).
- 8.11 A reserved matters application has also been submitted for a secondary school (ref: DM/22/2553) with a decision pending and a detailed planning application for Phase 2 of the WBLR is due to be submitted soon.

Proposed Development and Construction

- 8.12 The Proposed Development will provide a new 1.2km highway connection between the River Adur and the WBLR in the west and the A273 Isaac's Lane and EBLR in the east. The scheme will also include two new junctions on the B2036 Cuckfield Road. The Proposed Development will serve as enabling infrastructure to facilitate access to the Northern Arc Allocation Site.

Trip Generation

- 8.13 Trip generation for each plot has been derived from the trip rates and trip distribution applied in the Outline Planning Application TA. The residential plots along Central Section are anticipated to generate a total of 531 vehicle movements (99 arrivals and 431 departures) during the AM peak hour and 690 vehicle movements (461 arrivals and 229 departures) during the PM peak hour. The primary school located in the Central Neighbourhood Centre is anticipated to generate 304 vehicle movements (164 arrivals and 140 departures) during the AM peak hour and 53 vehicles movements (18 arrivals and 35 departures) during the PM peak hour. The distribution of these vehicle trips was informed by 2011 Census Travel to Work data, replicating the same approach used in the Outline Planning Application TA.

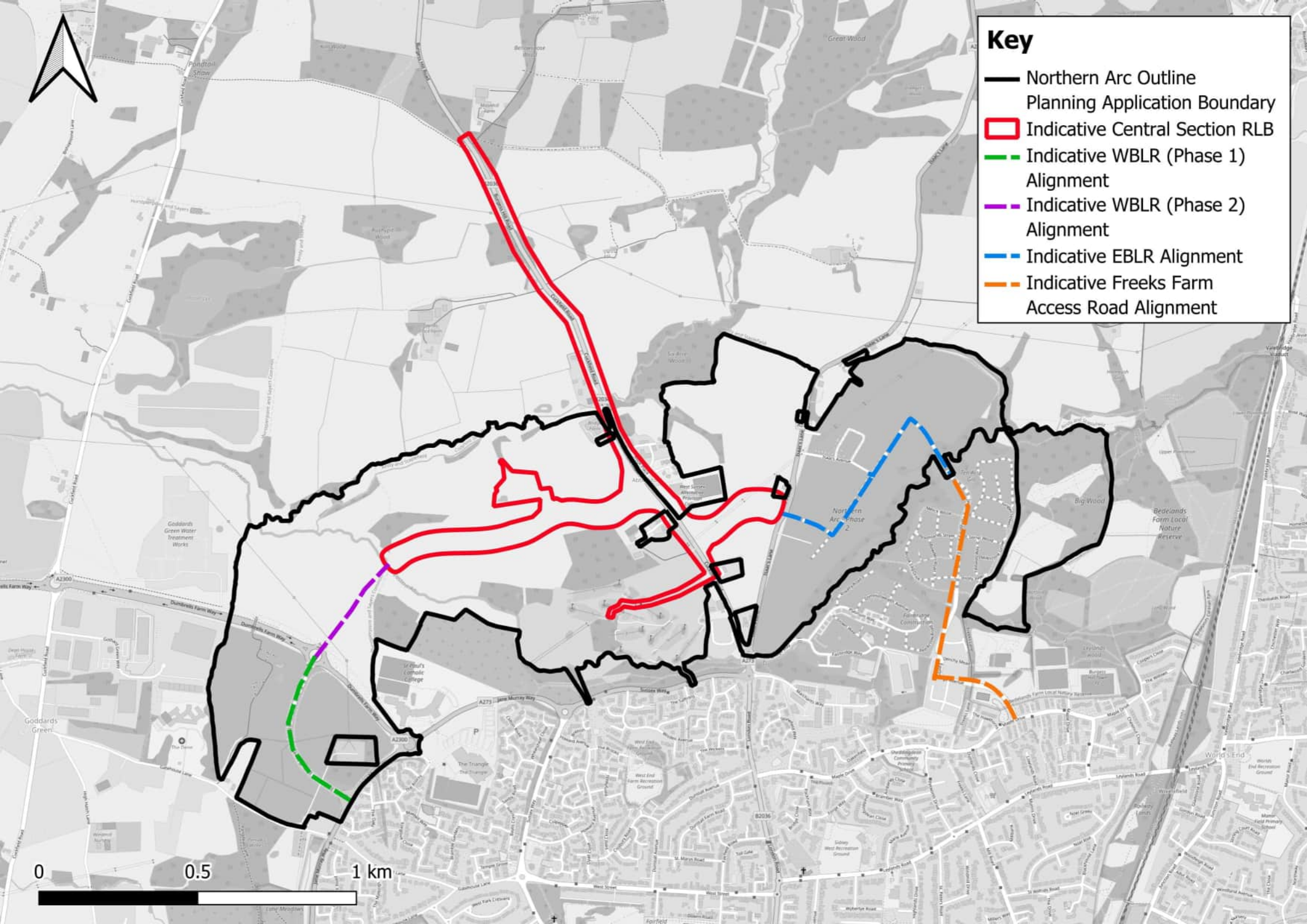
Impact Assessment

- 8.14 The BHTM strategic transport model has been used to identify the impact of the Proposed Development on the surrounding highway network. The benefit of using such a tool is its ability to dynamically assign vehicle flows which can allow for traffic re-routing from congestion and future changes in highway infrastructure.
- 8.15 The junction capacity results demonstrate that all junctions would operate within capacity with the Proposed Development.

Conclusion

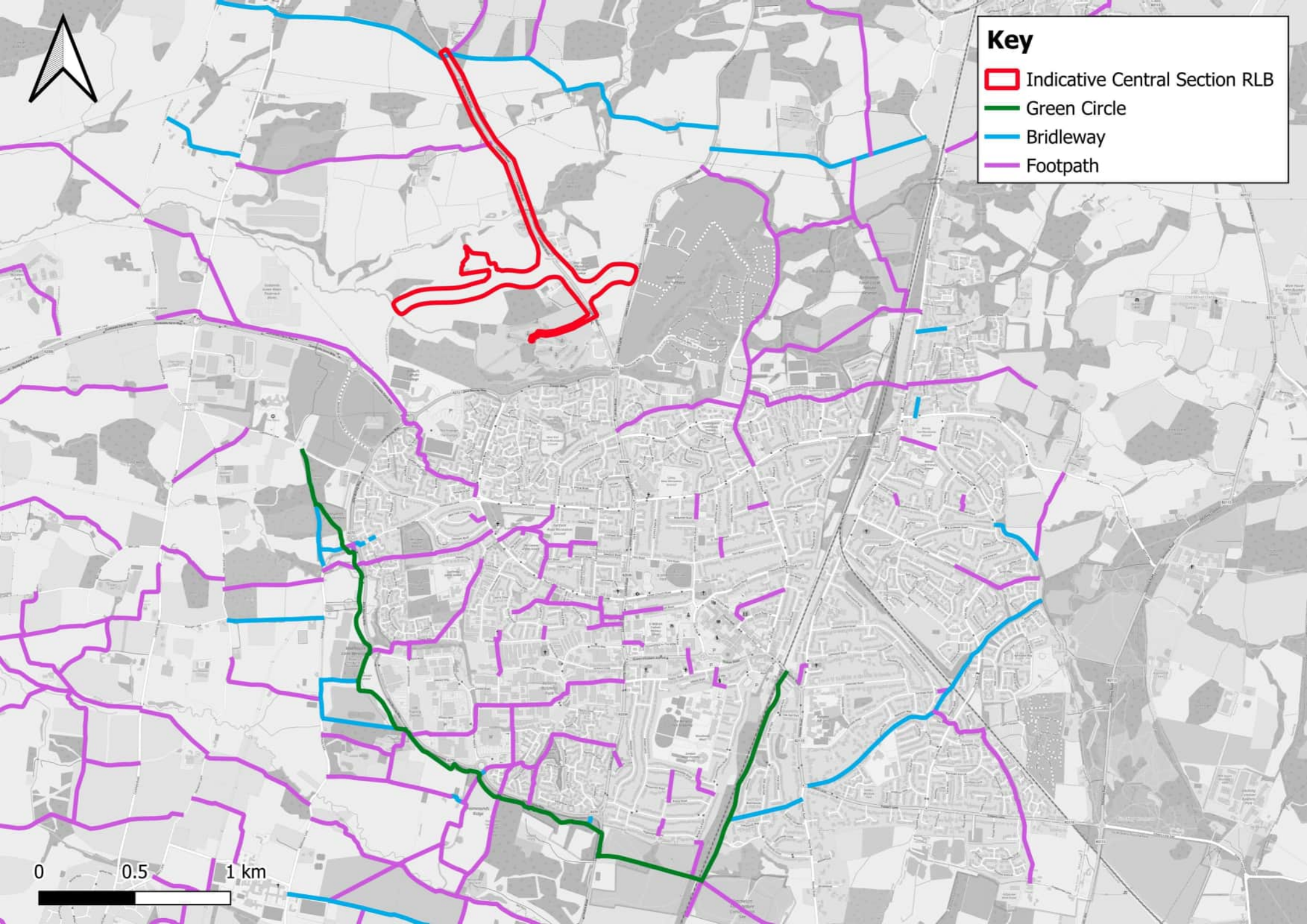
- 8.16 The Proposed Development accords with transport planning policies at a national, regional and local level and would serve as enabling infrastructure to facilitate future development across the Northern Arc Allocation. The Proposed Development would also facilitate active travel as well as a bus route. Overall, it is therefore considered that the Proposed Development would be acceptable in transport and highway capacity terms.

Appendix A – Figures



Key

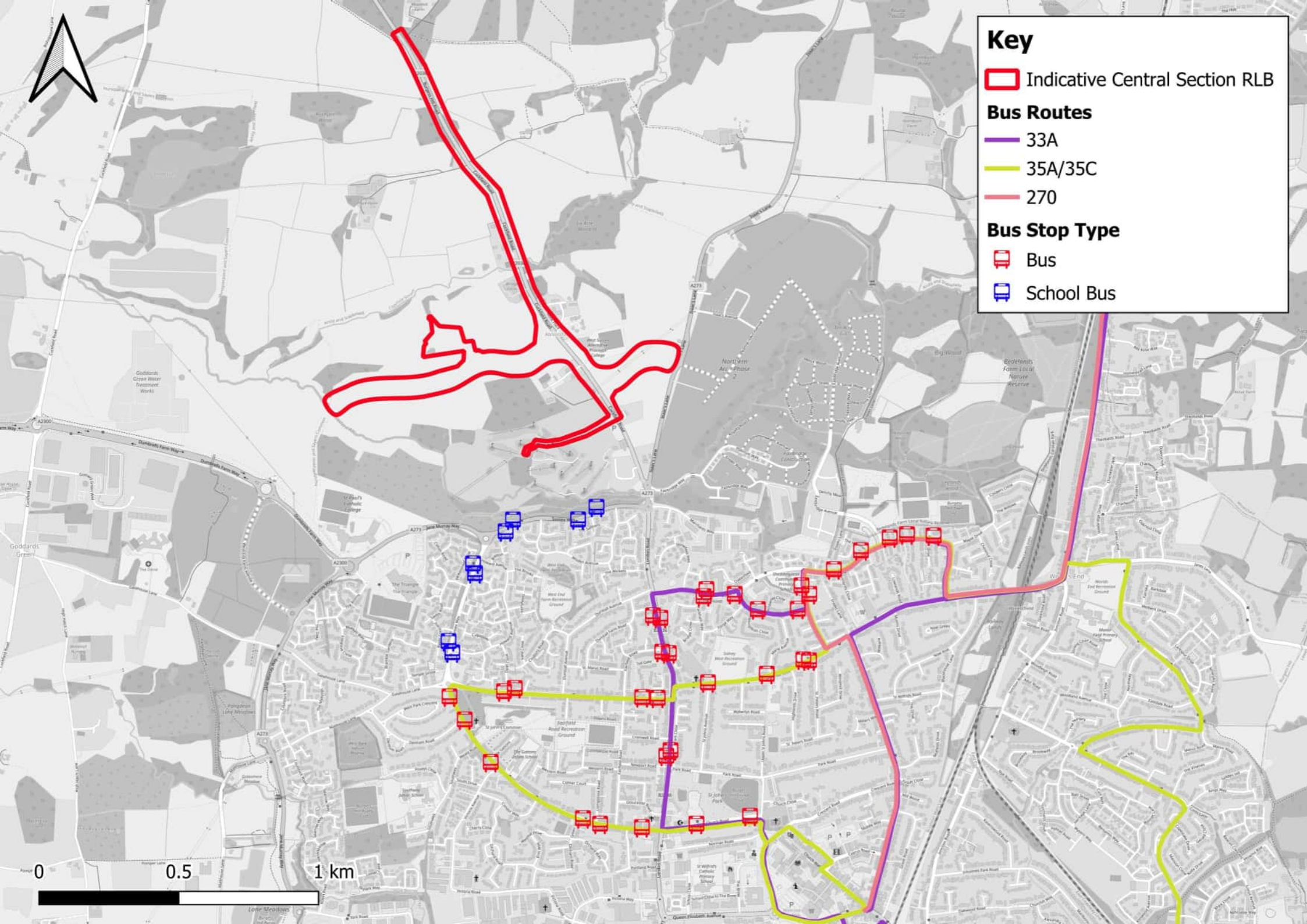
- Northern Arc Outline
- Planning Application Boundary
- Indicative Central Section RLB
- - - Indicative WBLR (Phase 1) Alignment
- - - Indicative WBLR (Phase 2) Alignment
- - - Indicative EBLR Alignment
- - - Indicative Freeks Farm Access Road Alignment



Key

- ▬ Indicative Central Section RLB
- ▬ Green Circle
- ▬ Bridleway
- ▬ Footpath

0 0.5 1 km



Key

 Indicative Central Section RLB

Bus Routes

 33A

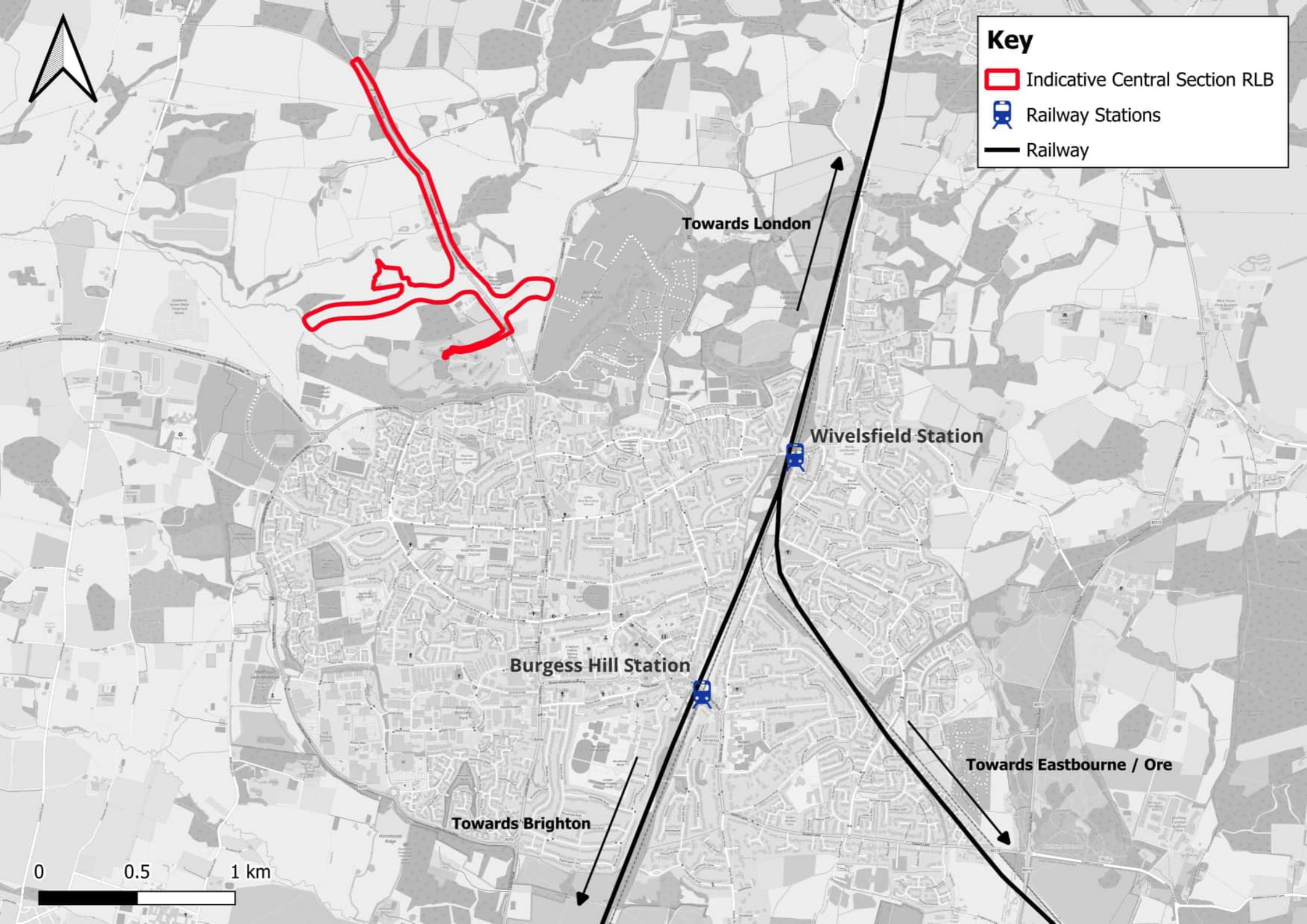
 35A/35C

 270

Bus Stop Type

 Bus

 School Bus



Key

-  Indicative Central Section RLB
-  Railway Stations
-  Railway

Towards London

Wivelsfield Station

Burgess Hill Station

Towards Brighton

Towards Eastbourne / Ore

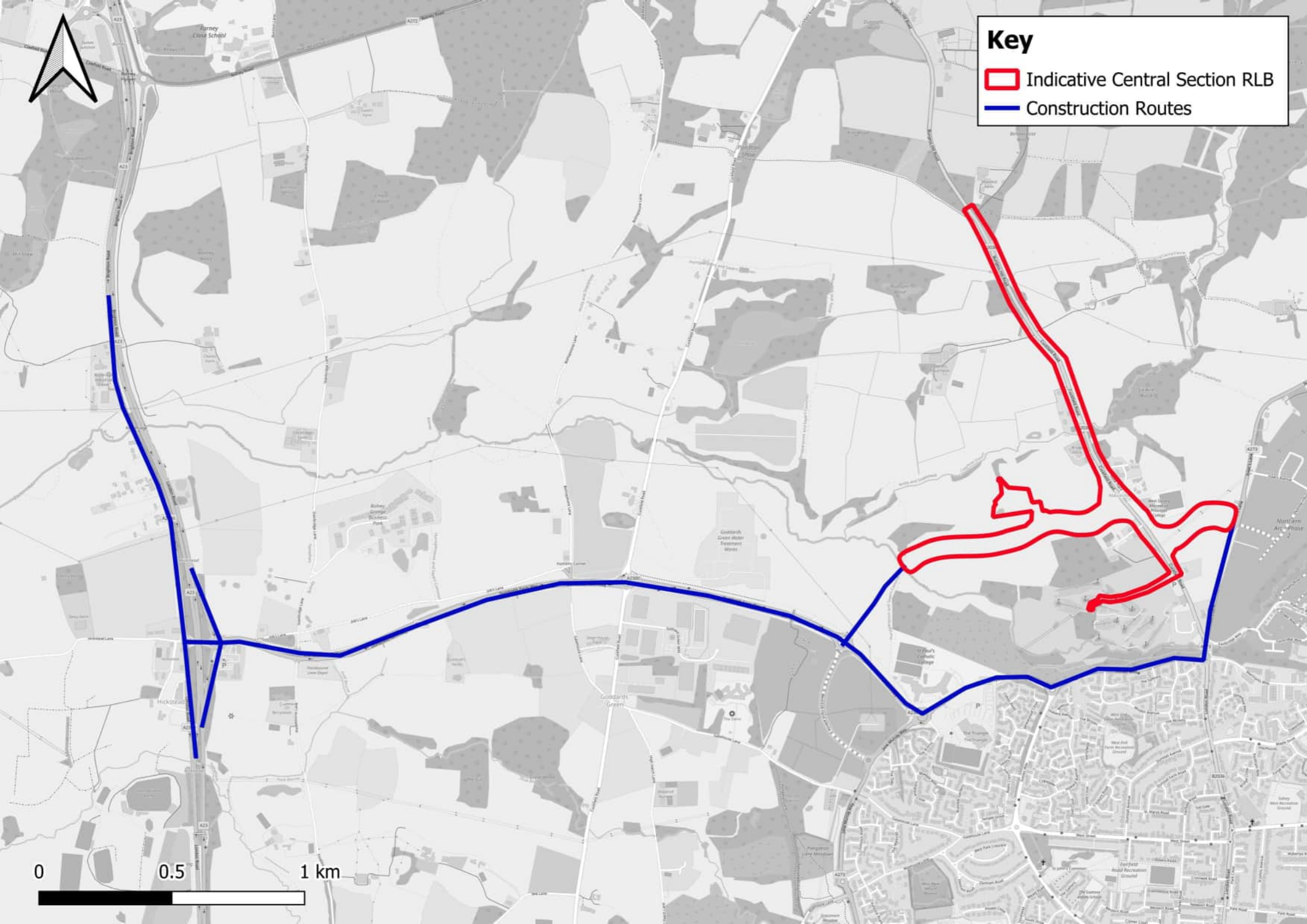
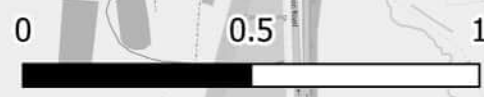
0 0.5 1 km



Key

Indicative Central Section RLB

Construction Routes



Appendix B – Scoping

Northern Arc Avenue Central Section

Transport Assessment Scoping Note

Homes England

Project number: 60610807

September 2022

Quality information

Prepared by

Natasha Smithson
Senior Consultant

Checked by

Alec Prince
Regional Director

Verified by

Bevin Carey
Regional Director

Approved by

Bevin Carey
Regional Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
-	15/09/2022	Draft	BC	Bevin Carey	Regional Director
1	28/09/2022	Update following TA Scoping Meeting	BC	Bevin Carey	Regional Director

Prepared for:

Homes England

Prepared by:

AECOM Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom
aecom.com

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	1
2.	Site Location and Existing Conditions	3
3.	Development Proposals and Design Principles	5
4.	Trip Generation.....	13
5.	Approach to Assessment.....	15
6.	Transport Assessment Scope and Structure	17

Figures

Figure 1.1 – Indicative Location of Central Section.....	2
Figure 2.1 – Northern Arc Avenue Section Plan.....	3
Figure 2.2 – Adaption from Masterplan	4
Figure 3.1 – Section 2B Cross-Section	6
Figure 3.2 – Section 2C Cross-Section	6
Figure 3.3 – Section 2D Cross-Section	7
Figure 3.4 – Section 3 Cross-Section.....	7
Figure 3.5 – Section 4 Cross-Section.....	8
Figure 3.6 – B2036 Cuckfield Road / Northern Arc Avenue (West) Junction Concept Design	9
Figure 3.7 – B2036 Cuckfield Road / Northern Arc (East) Junction Concept Design	9
Figure 3.8 – A273 Isaac's Lane / Northern Arc Avenue Junction Detailed Design (SISK)	10
Figure 3.9 – Existing and Proposed Speed Limits	12

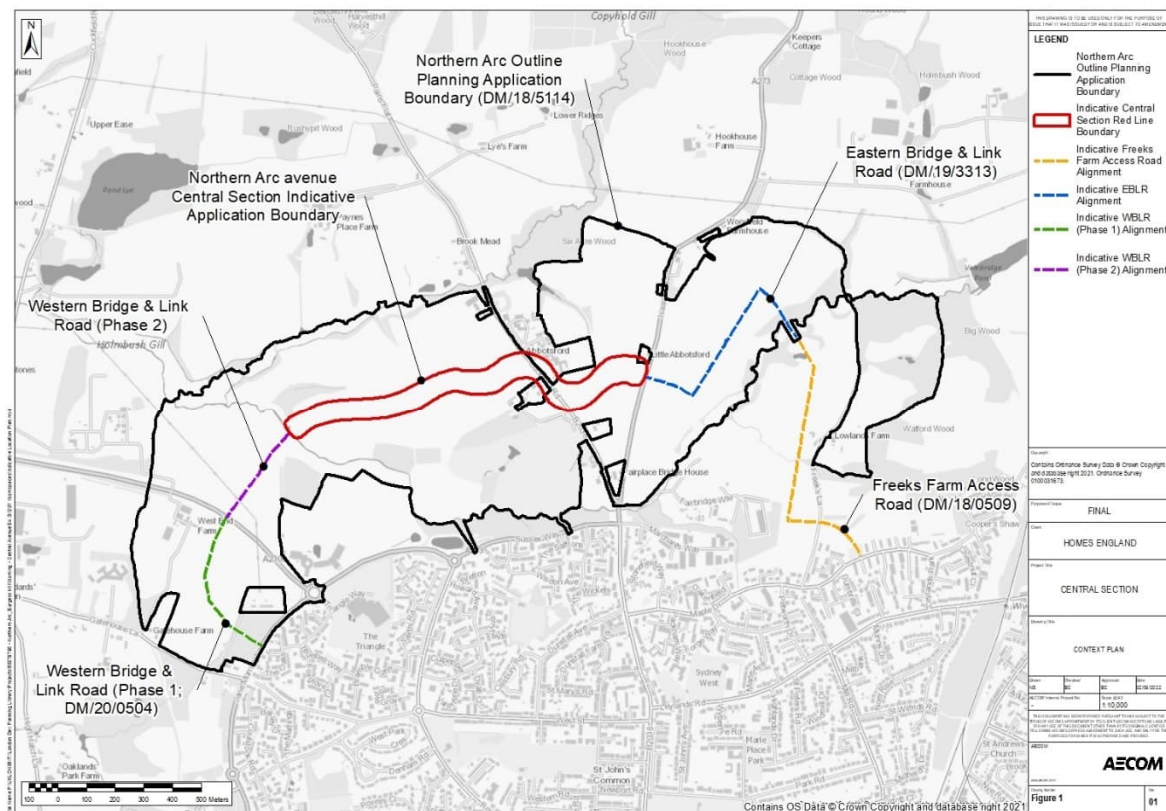
Tables

Table 4.1 – BHTM 2033 Modelling Scenarios.....	13
Table 4.2 – Northern Arc Completed Development Quantum	14

1. Introduction

Background and Purpose

- 1.1 AECOM has been appointed by Homes England (the Applicant) to provide transport advice for the development of Brookleigh (formerly known as Northern Arc) in Burgess Hill, West Sussex.
- 1.2 Brookleigh is a strategic urban extension located to the north of Burgess Hill which has been allocated within the adopted Mid Sussex District Plan to accommodate approximately 3,500 homes and other ancillary land uses including two primary schools and a secondary school. The Transport Strategy for the site includes the provision of a new road to connect A273 Jane Murray Way and the A2300 in the west to the B2036 Cuckfield Road, A273 Isaac's Lane and Maple Drive to the east. This road, known as Northern Arc avenue, forms the primary access road through the development.
- 1.3 An outline planning application was submitted to Mid Sussex District Council by AECOM in December 2018 for 3,040 homes (Planning Reference: DM/18/5114) and was granted permission in October 2019. Following this, permission was also granted for:
 - Outline and reserved matters applications for 460 homes on the Freeks Farm site (Planning Reference: DM/18/0509 and DM/19/3845) in July 2019 and December 2019, respectively.
 - Detailed planning application for Eastern Bridge and Link Road (Planning Reference: DM/19/3313) in January 2020.
 - Detailed planning application for the first phase of the Western Bridge and Link Road between the A273 Jane Murray Way and A2300 (Planning Reference: DM/20/0254) in July 2020.
 - Reserved matters application for 247 homes on land to the east of A273 Isaac's Lane and Lowlands Farm (Planning Reference: DM/21/3870) in May 2022.
- 1.4 A reserved matters application was submitted in August 2022 for the secondary school in the northeast of the Northern Arc Allocation with a decision pending. A detailed planning application for Phase 2 of the Western Bridge and Link Road between the A2300 and River Adur is due to be submitted soon.
- 1.5 AECOM has been commissioned by Homes England to produce a Transport Assessment (TA) to accompany a detailed planning application for the Central Section of the Northern Arc avenue between the Western Bridge over the River Adur to the west and A273 Isaac's Lane to the east.
- 1.6 This planning application therefore seeks to obtain consent for the Central Section of Northern Arc avenue to both facilitate access to the Northern Arc site and ultimately serve the wider Masterplan site. The indicative area under consideration within this planning application is shown in Figure 1.1. Note this area remains subject to change.

Figure 1.1 – Indicative Location of Central Section

- 1.7 This Transport Assessment Scoping Note (TASN) has been prepared to establish the design parameters for the Central Section of the Northern Arc avenue and the scope of the TA required to accompany the planning application for agreement with the local highway authority, West Sussex County Council (WSCC). The TASN follows a discussion with WSCC held on 27th September 2022 to agree the scope and approach of the TA.

Report Structure

- 1.8 Following this introduction, this scoping report has been structured as follows:

- Chapter Two: Site Location and Existing Conditions
- Chapter Three: Development Proposals and Design Principles
- Chapter Four: Trip Generation
- Chapter Five: Approach to Assessment
- Chapter Six: Transport Assessment Scope and Structure

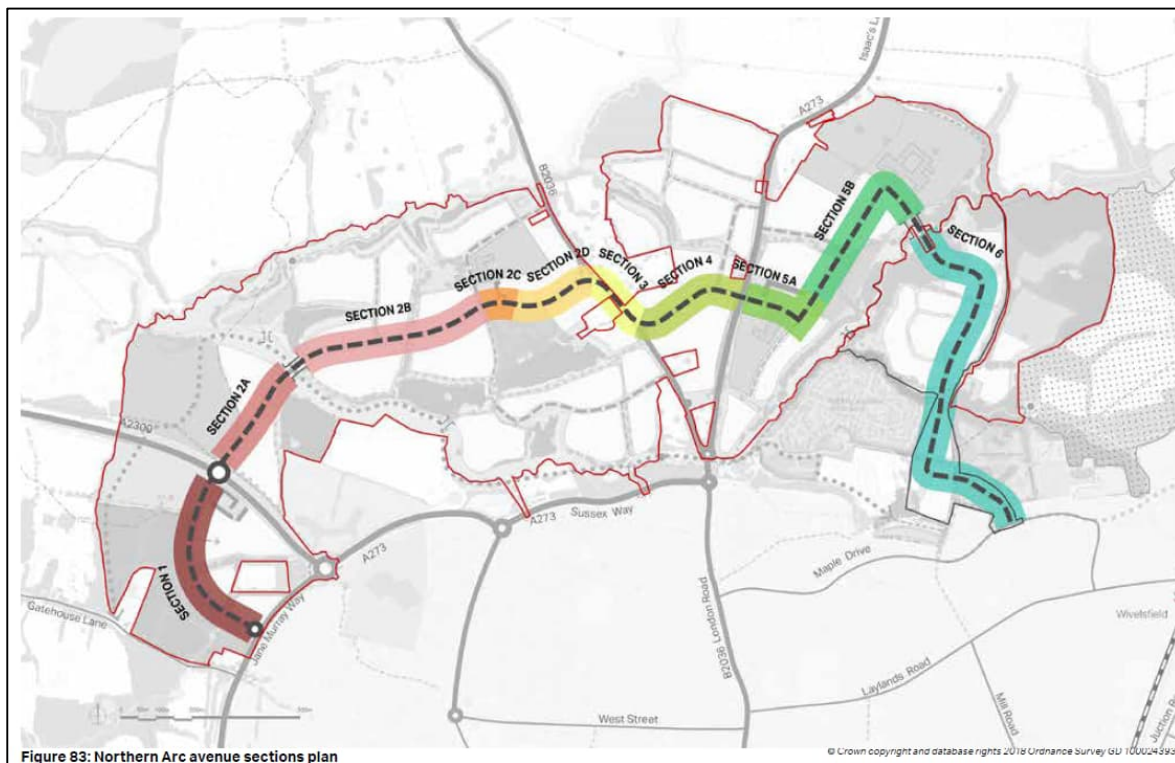
2. Site Location and Existing Conditions

Site Location

2.1 As previously noted, the Central Section under consideration within this planning application comprises the section of the Northern Arc avenue between the Western Bridge over the River Adur and A273 Isaac's Lane. This concerns Sections 2B, 2C, 2D, 3 and 4 on the Northern Arc avenue section plan included within the Northern Arc Design Guide (reproduced in Figure 2.1):

- Section 2B: Western Bridge to the Central Neighbourhood Centre
- Section 2C: Central Neighbourhood Centre
- Section 2D: Central Neighbourhood Centre to B2036 Cuckfield Road
- Section 3: B2036
- Section 4: B2036 Cuckfield Road to A273 Isaac's Lane

Figure 2.1 – Northern Arc Avenue Section Plan



Source: Figure 83, Northern Arc Design Guide

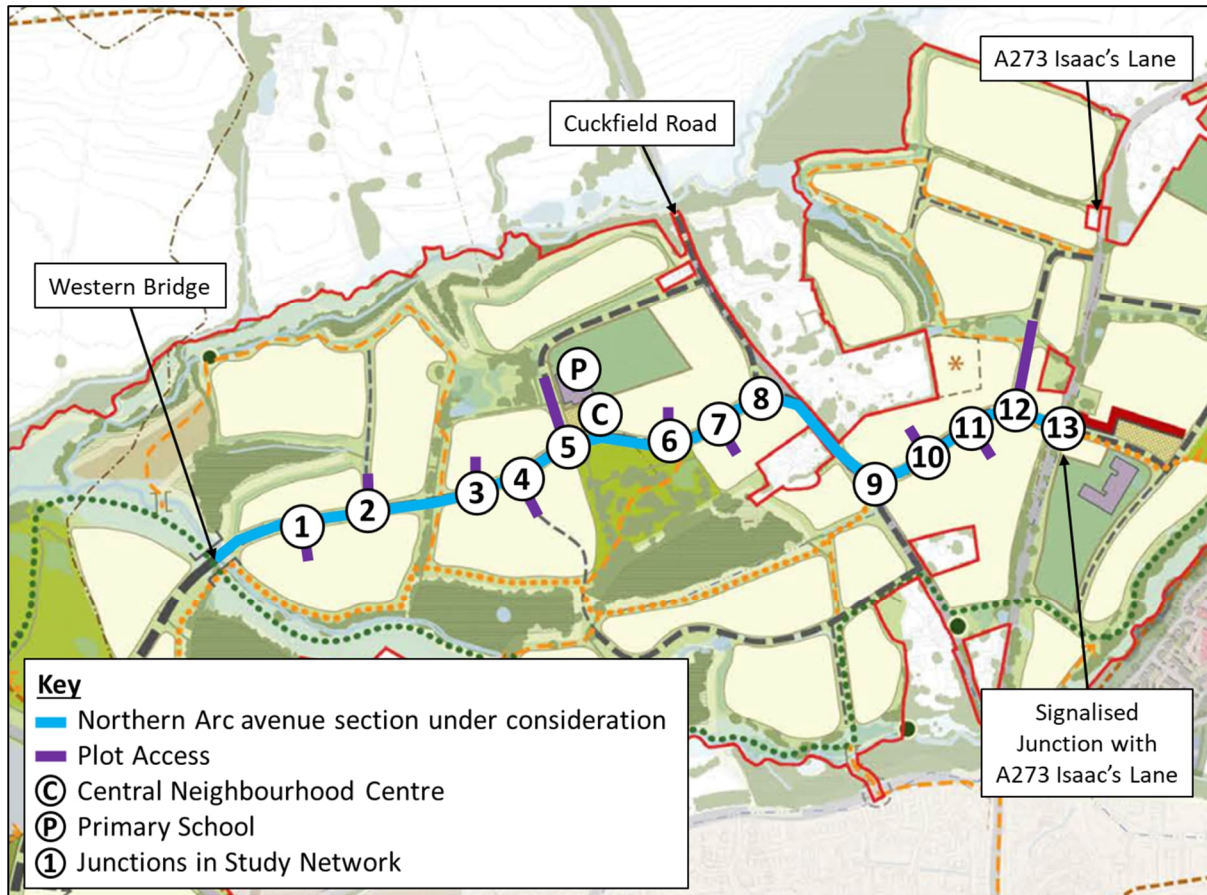
Existing Conditions

- 2.2 The site under consideration consists of arable farmland and is bound by the River Adur to the west and A273 Isaac's Lane to the east which serves as a road connection between Burgess Hill and Haywards Heath.
- 2.3 The TA will include a detailed review of the existing characteristics of the site, with a focus on the location of the access junctions on A273 Isaac's Lane and B2036 Cuckfield Road, as well as individual plot access junctions, which will be subject to a traffic modelling assessment (see Chapter 6).

Masterplan Integration

- 2.4 A plan showing the context of the Central Section within the Northern Arc Masterplan is provided in Figure 2.2. Both a primary school and Central Neighbourhood Centre would be located in the centre of the Central Section. The road would traverse residential areas between these land uses.

Figure 2.2 – Adaption from Masterplan



Source: Extracted from Northern Arc Design Guide (August 2019)

3. Development Proposals and Design Principles

Introduction

- 3.1 As previously identified, AECOM prepared a Design Guide to accompany the outline planning application in December 2018 with a revision issued in August 2019 which identifies design principles and parameters that the site will be designed in accordance with. In addition to this, the design will also take cognisance of design guidance identified by West Sussex County Council¹ including the '*Section 278 / Section 38 Guidance and Technical Notes*', '*Developers Guidance Note*' and '*Signal Design Standards*'.
- 3.2 This Chapter considers the key access and movement principles and design parameters which will inform the design of the Central Section.

Key Northern Arc Avenue Design Principles

- 3.3 As previously identified in Figure 2.1, the Central Section comprises Sections 2B, 2C, 2D, 3 and 4 of the Northern Arc avenue. Section 7.5 of the Design Guide specifies that the avenue will be designed to:
- Ensure that it strikes the optimum balance between its place-making role at the heart of the community and its role as a supporting through route.
 - Building typology and architectural style of the buildings should be reflective of the Character Areas.
 - Defined by strong building lines, while large set-backs and black frontages must be avoided.
 - The quality of public realm must be of a high standard and consistent throughout the whole avenue.
 - No residential parking access should be provided.

Road Hierarchy

- 3.4 Section 7.2 of the Design Guide identifies that the Central Section will be designed as a 'primary road' in accordance with the identified Street Hierarchy. The design will take cognisance of this and recognises that it will serve both a key function as a distinct place in the context of the adjacent Central Neighbourhood Centre and primary school as well as a throughfare for movement.

Phasing

- 3.5 It is proposed that the road will open in three phases. At present the phasing assumes full opening in 2025. The TA will consider the phasing of the scheme, taking into account how the scheme will operate in the opening year as well as when the wider Masterplan site is developed out.
- 3.6 Development in this part of the site is not anticipated to come forward until later in the build-out programme. The road will therefore open initially in isolation with development parcels, including the primary school and Local Centre being delivered later.

Walking and Cycling Provision

Section 2B: Western Bridge to the Central Neighbourhood Centre

- 3.7 The cross-section for Section 2B included within the Design Guide (see Figure 3.1) identifies that active travel provision within this extent will be designed to incorporate:
- A 2m wide footpath on the south side
 - A 3m wide shared footpath and cycleway on the north side

¹ <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/road-agreements/>

- 3.8 All intersections with tertiary roads along the avenue should be priority junctions with priority given to cyclists and pedestrians on the avenue. Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire lines.

Figure 3.1 – Section 2B Cross-Section

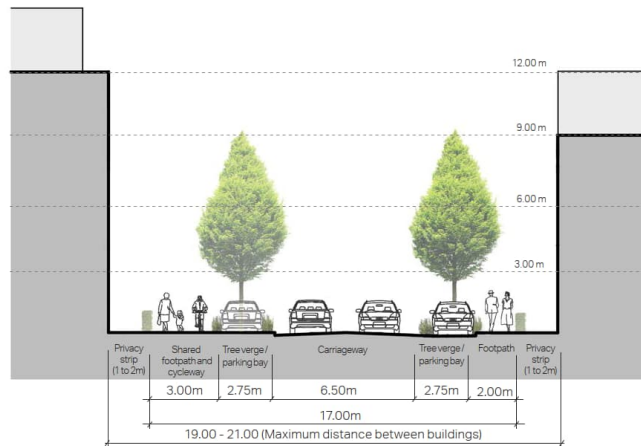


Figure 110: The Northern Arc Avenue, Section 2B, cross-section

Source: Northern Arc Design Guide (August 2019)

Section 2C: Central Neighbourhood Centre

- 3.9 The cross-section for Section 2C (see Figure 3.2) identifies that the following active travel provision will be incorporated within the design:

- A 2m wide footpath on the south side
- A 3m wide shared footpath and cycleway on the north side
- A public square should be provided adjacent to the northern footway

- 3.10 Safe and convenient pedestrian and cyclist crossings will be provided to facilitate access to the Central Neighbourhood Centre square and the proposed primary school.

Figure 3.2 – Section 2C Cross-Section



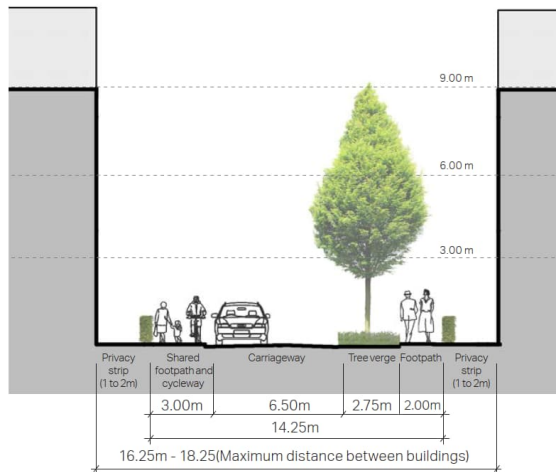
Figure 115: Central Neighbourhood Centre and Northern Arc Avenue Section 2C, illustrative cross-section

Source: Northern Arc Design Guide (August 2019)

Section 2D: Central Neighbourhood Centre to B2036 Cuckfield Road

- 3.11 The cross-section for Section 2D (see Figure 3.3) identifies the following active travel provision will be incorporated within the design:

- A 2m wide footpath on the south side
- A 3m wide shared footpath and cycleway on the north side

Figure 3.3 – Section 2D Cross-Section**Figure 116: The Northern Arc Avenue, Section 2D, cross-section**

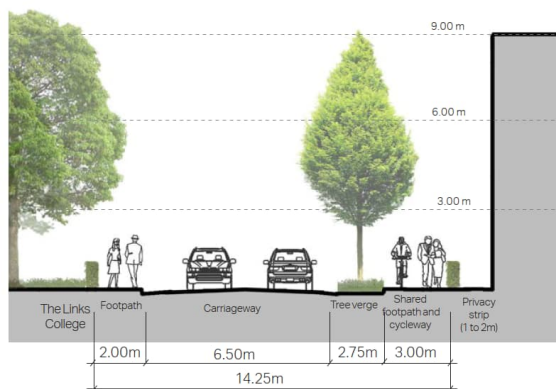
Source: Northern Arc Design Guide (August 2019)

Section 3: B2036

3.12 The cross-section for Section 3 (see Figure 3.4) identifies the following active travel provision will be incorporated within the design:

- A 2m wide footpath on the west side
- A 3m wide shared footpath and cycleway on the east side

3.13 Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire routes.

Figure 3.4 – Section 3 Cross-Section**Figure 118: The Northern Arc Avenue, Section 3, cross-section**

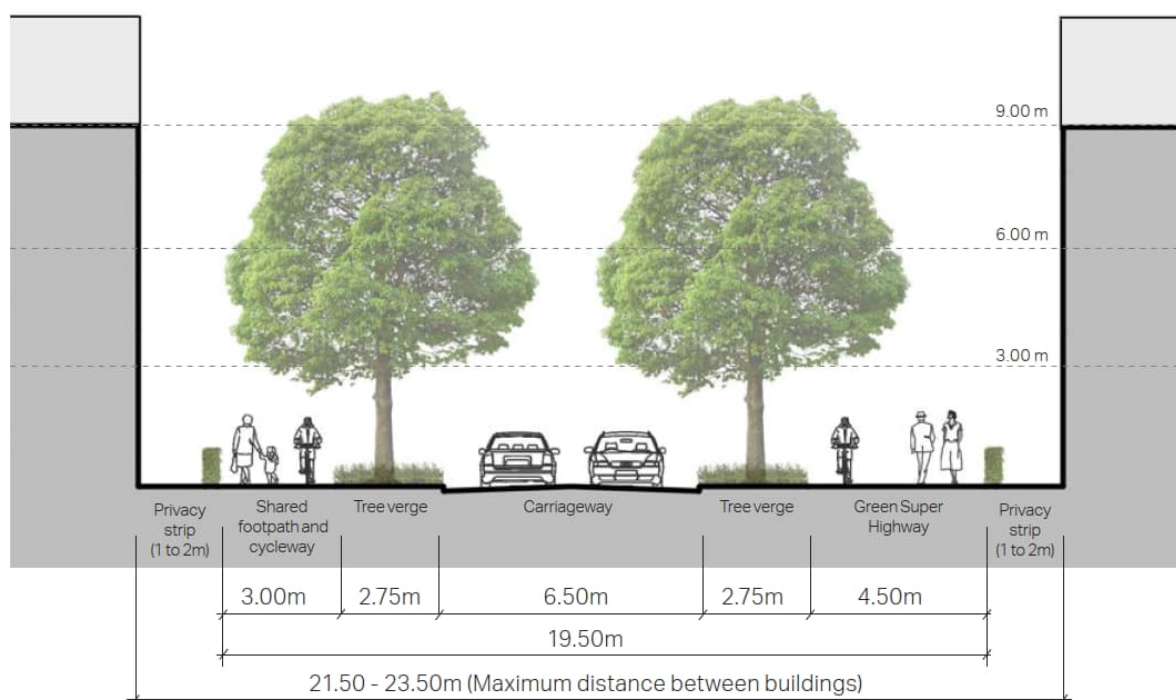
Source: Northern Arc Design Guide (August 2019)

Section 4: B2036 Cuckfield Road to A273 Isaac's Lane

3.14 The cross-section for Section 4 (see Figure 3.5) identifies the following active travel provision will be incorporated within the design:

- A 4.5m wide Green Super Highway on the south side
- A 3m wide shared footpath and cycleway on the north side

3.15 Pedestrian and cycle crossing points should be provided across the avenue along the key pedestrian desire routes.

Figure 3.5 – Section 4 Cross-Section**Figure 124: The Northern Arc Avenue, Section 4, cross-section**

Source: Northern Arc Design Guide (August 2019)

Bus Provision

- 3.16 As per Section 7.4 of the Design Guide, the Central Section would constitute a key public transport corridor providing a through route between the A273 Jane Murray Way in the west and Maple Drive in the east. A comprehensive public transport strategy is included within the outline planning application and has subsequently been agreed with West Sussex County Council. This will be included within the TA.
- 3.17 From a design perspective, a continuous carriageway of at least 6.5m will be provided to allow buses to pass each other. The TA will include swept path analysis to demonstrate that the scheme can accommodate bus movements.
- 3.18 Regular bus stops will be provided on the corridor which would be appropriately located to ensure that key destinations including the Local Centres and schools as well as surrounding residences would be located within a 400m walking distance.
- 3.19 The design will take cognisance of bus design guidance including the document prepared by Stagecoach 'Bus Services & New Residential Development' to ensure that the scheme is bus friendly. It is anticipated that bus stops would be provided on-line, rather than in inset laybys to promote better priority for buses and to slow vehicle speeds.

Vehicular Provision and Carriageway Design

B2036 Cuckfield Road / Northern Arc Avenue Junctions

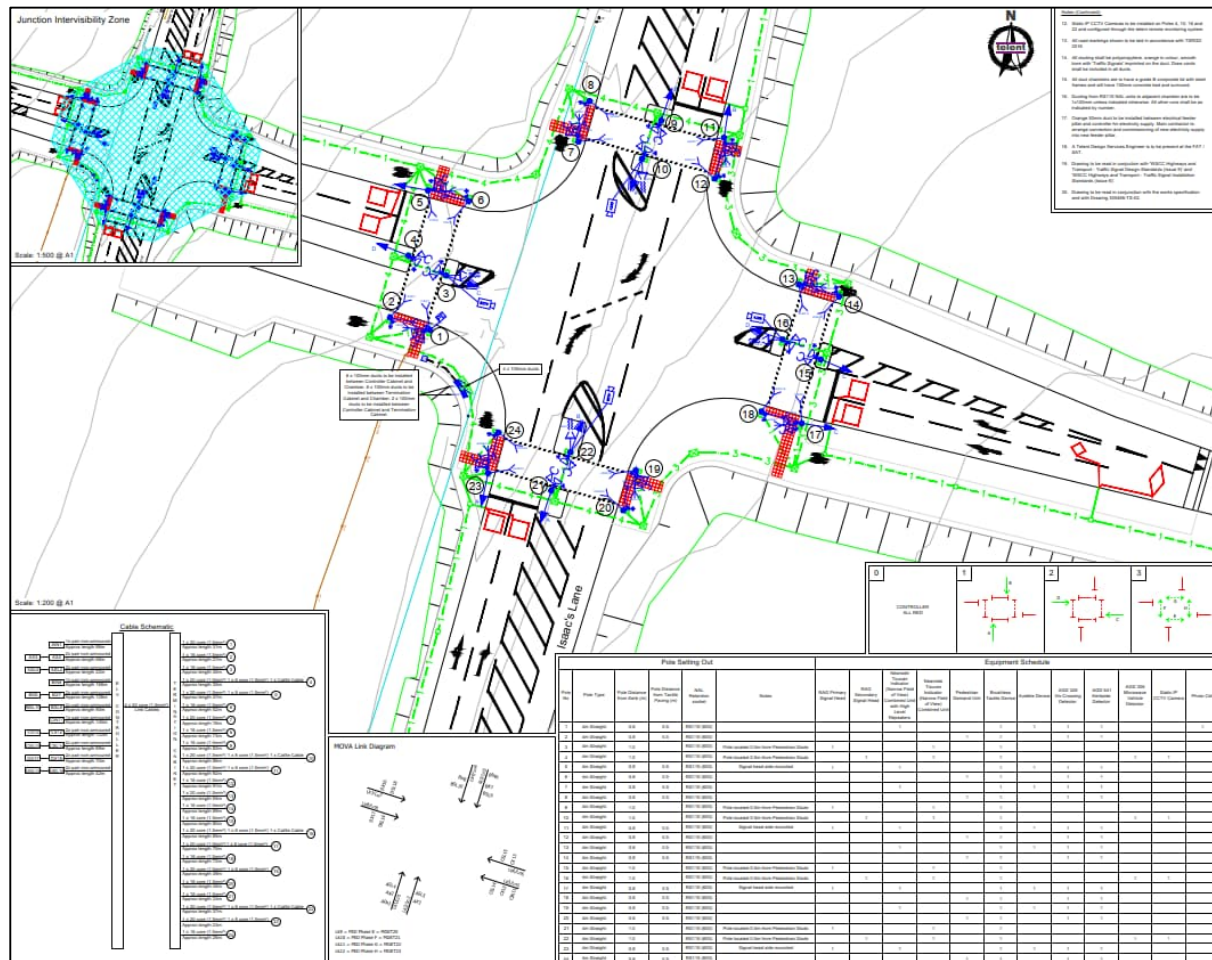
- 3.20 The TA for the outline planning application of the Northern Arc includes a concept design for the two B2036 Cuckfield Road/Northern Arc avenue junctions. The concept designs are shown in Figure 3.6 for the western junction and Figure 3.7 for the eastern junction. The design of these junctions will be further refined as part of this planning application.

[illegible][illegible]

A273 Isaac's Lane Junction

- 3.21 The detailed planning application of the Eastern Bridge and Link Road included a detailed design for the A273 Isaac's Lane/ Northern Arc avenue junction. The detailed design is shown in Figure 3.8. The design of this junction will be further refined as part of this planning application.

Figure 3.8 – A273 Isaac’s Lane / Northern Arc Avenue Junction Detailed Design (SISK)



Plot Accesses

- 3.22 Whilst the planning application does not seek approval of the development plots themselves, the location and type of plot access will be considered along the Central Section. In accordance with the Design Code, all the intersections with plot accesses along the avenue should be priority junctions with priority given to cyclists and pedestrians on the avenue.

Section 2B: Western Bridge to the Central Neighbourhood Centre

- 3.23 The carriageway width through Section 2B will be designed to ensure a single carriageway with a width of 6.5m. A 2.75m wide tree verge will be included on both sides of the avenue which will accommodate on-street parking bays.

Section 2C: Central Neighbourhood Centre

- 3.24 In accordance with the Design Guide, Section 2C will also be designed to incorporate a single carriageway of 6.5m in width. The carriageway material at this section of the avenue should respond to the character of the Central Neighbourhood Centre in order to create a high-quality complete space.

Section 2D: Central Neighbourhood Centre to B2036 Cuckfield Road

- 3.25 The carriageway width through Section 2D will be designed to ensure a single carriageway with a width of 6.5m. A 2.75m tree verge will be included on the west side to achieve a sense of enclosure and urban character.

Section 3: B2036

- 3.26 The carriageway will follow the alignment of the B2036 with a width of 6.5m where the visibility and large vehicle tracking permits. The B2036 will connect to the avenue with T-junctions which will be closely spaced. These junctions require careful design approach to achieve a strong sense of enclosure and overcome the wide carriageway created due to the geometry of the junctions and the bend. A 2.75m tree verge will be included on the south side and small woodland introduced on the island of land created in between the Northern Arc avenue, B2036 and access road of the Links College in order to reduce the impact of the complexity of the roads and the junction and to enhance the sense of enclosure.

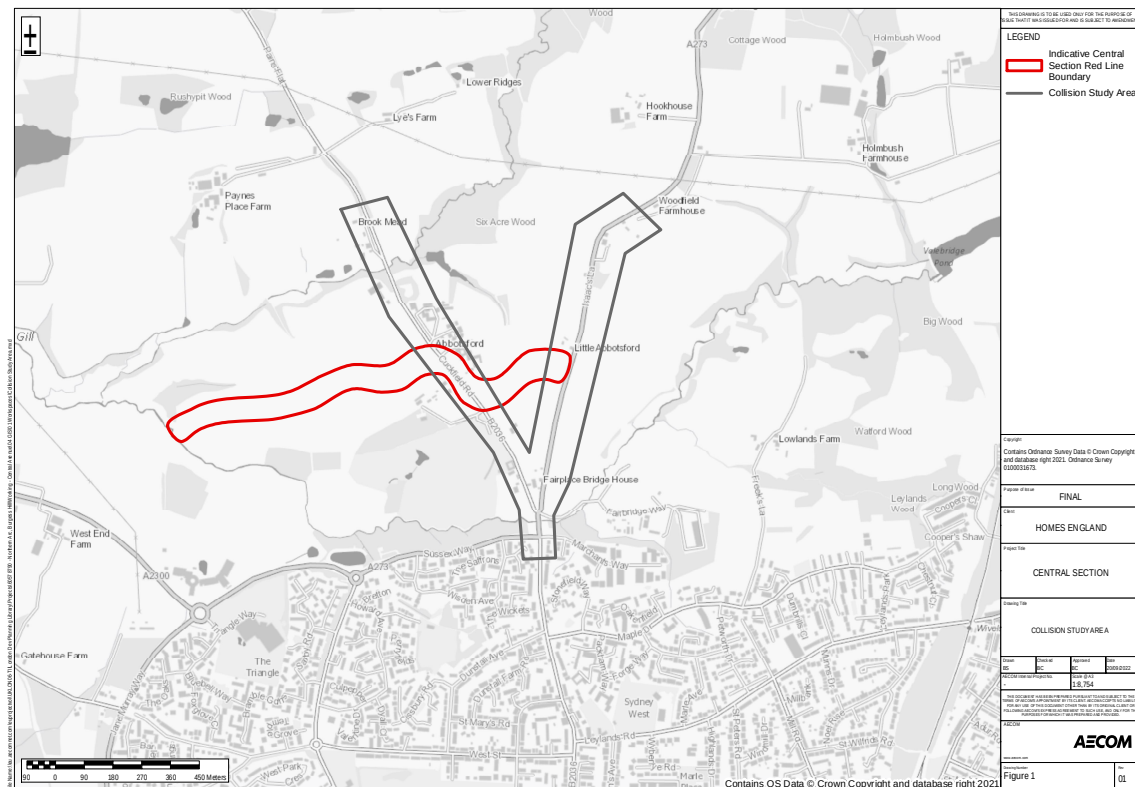
Section 4: B2036 Cuckfield Road to A273 Isaac's Lane

- 3.27 The carriageway width through Section 4 will be designed to ensure a single carriageway with a width of 6.5m. The carriageway will be lined by 2.75m wide tree verges on both sides to create a clear identity and a strong sense of enclosure.

Safety

- 3.28 Personal Injury Collision (PIC) data will be obtained from Sussex Safer Roads for the most recent five-year period. The proposed study area is shown in Figure 3.9.

Figure 3.9 – Person Injury Collision Proposed Study Area



Speed Limits

- 3.29 As part of wider proposals, there are proposed to be a number of changes to speed limits on the existing road network. The A273 Isaac's Road, between Fairplace Bridge House and Paddock Cottage, is proposed to change from the national speed limit to 30mph, the 40mph section on B2036 Cuckfield Road (north and south of the Northern Arc avenue) is proposed to also change to 30mph and the A2300, between the A273 roundabout and proposed Northern Arc roundabout, is proposed to change from national speed limit to 40mph.
- 3.30 The Central Section is proposed to have an indicative speed limit of 20mph between the A273 Isaac's Lane, along the B2036 Cuckfield Road, and the Central Neighbourhood Centre, increasing to 30mph to the A2300.

3.31 A Technical Note setting out the existing speed limits and proposed speed limits, supplemented with the rationale, design approach and data, will be prepared and issued to WSCC prior to the planning submissions to enable discussions with other authorities. Speed survey data will be gathered on the B2036 Cuckfield Road to inform this assessment.

3.32 The existing and proposed speed limits are shown in Figure 3.10.

Figure 3.10 – Existing and Proposed Speed Limits

Existing

Proposed



Parking

3.33 Further detail on the nature of vehicular provision will be provided within the TA. This will include a review of on-street parking quantum as well as the nature and location of access junctions located on the Central Section serving future residential premises, the Central Neighbourhood Centre and primary school.

Vehicle Types

3.34 The TA will also contain swept path analysis of the proposed carriageway to determine its suitability to accommodate current and proposed vehicle types including refuse vehicles, rigid deliveries and construction vehicles. The Central Section also needs to accommodate buses and potentially articulated vehicles delivering to the Local Centre.

3.35 Traffic data will need to be reviewed in consultation with WSCC regarding existing vehicle types on the B2036 Cuckfield Road as it is understood that a number of properties use vehicles for agricultural purposes.

4. Trip Generation

Introduction

- 4.1 The TA is required to demonstrate that the design of the Central Section will be future proofed to accommodate future demand in the future design year. This chapter considers the proposed methodology that will be adopted to derive the likely traffic flows.

Vehicular Trip Generation

Proposed Approach

- 4.2 The TA prepared by AECOM to accompany the outline planning application for the Northern Arc (ref: DM/18/5114) identifies predicted traffic flows on the Central Section. This involved use of the Burgess Hill Transport Model (BHTM) which is a strategic SATURN model that covers an area including Burgess Hill and Haywards Heath as well as a large stretch of the A23. The model was calibrated and validated using 2015 baseline traffic data by its custodians, WSP.
- 4.3 The main benefit of the BHTM is in its ability to dynamically assign vehicle flows which can allow for traffic re-routing resulting from congestion / future changes in highway infrastructure and can therefore be a useful tool where changes to the future year highway network are proposed. Traffic flows obtained from the BHTM will therefore form the basis of the capacity assessment in the TA.
- 4.4 It is proposed that the TA will consider the following future traffic scenarios derived from the BHTM to inform likely traffic flows on the Central Section:
- 2033 Do Nothing
 - 2033 Do Something
- 4.5 This will consider the following time periods:
- Weekday morning peak hour (0800-0900)
 - Weekday evening peak hour (1700-1800)
 - Daily flows
- 4.6 The proposed design flows will consider how internalisation was applied and ensure that all internal trips are assessed on the internal site junctions.

Future Year Assessment

- 4.7 The 2033 Do Nothing and Do Something scenarios included within the Transport Assessment for the Northern Arc development site (ref: DM/18/5114) will be used as the basis to represent the 2033 future year for consistency. It is envisaged that 2033 will form the completion of the Northern Arc Allocation Site and will therefore give the most onerous impact on junctions included within the application boundary as the road itself will not generate trips until the development comes forward.
- 4.8 A summary of the modelling scenarios is provided in Table 4.1.

Table 4.1 – BHTM 2033 Modelling Scenarios

Scenario Name	Infrastructure	Traffic Flows
Scenario 1 – 2033 Do Nothing	• Localised Committed Infrastructure Schemes • Highway connection from Freeks Farm site to Maple Drive • A2300 Dualling Scheme • Eastern Bridge and Link Road connection Freeks Farm site to Isaac's Lane including the signalised junction on Isaac's Lane	• TEMPRO background traffic growth to 2033 • Committed Development Zones and Demand • Traffic flows from 460 dwellings at Freeks Farm site

Scenario Name	Infrastructure	Traffic Flows
Scenario 2 – 2033 Do Something	- Localised Committed Infrastructure Schemes - Highway connection from Freeks Farm site to Maple Drive - A2300 Dualling Scheme - Completion of Northern Arc avenue and associated intermediate junctions	- TEMPRO background traffic growth to 2033 - Committed Development Zones and Demand - Traffic flows from 460 dwellings at Freeks Farm site - Traffic flows from complete development at Northern Arc site including 3,040 dwellings plus other accompanying land uses (see Table 4.2)

4.9 A breakdown of the land uses and completed development consent considered within the 2033 scenarios for the Northern Arc development site is identified in Table 4.2.

Table 4.2 – Northern Arc Completed Development Quantum

Land Use	Completed Development Quantum
Residential	3,500 dwellings (including Freeks Farm site)
Education	Primary School – 2no. 2-form entry Secondary School – 1no. 6-form entry
Employment	24,000sqm
Healthcare	GP – 838sqm Dental – 229sqm
Centre for Community Sports	9.8ha
Community Centres	1,500sqm
Retail	Convenience Retail – 1,300sqm Other Retail – 2,230sqm
Community Garden Hub	150sqm

Multi-Modal Trip Generation

4.10 The wider multi-modal demand for the road, encompassing pedestrians, cyclists and bus movements will be calculated to understand the use of each section of the route.

5. Approach to Assessment

Introduction

- 5.1 This chapter identifies the proposed approach to the assessment of the scheme that will be included within the TA. This incorporates a capacity assessment of the highway and a sustainable transport audit.

Proposed Design

- 5.2 The design of the proposed junctions will be described alongside justification based on the traffic modelling, Design Guide and Road Safety Audit findings.
- 5.3 Separate to the Transport Assessment the proposed road scheme design will be supported by a Design Audit prepared by the highways design team.

Proposed Construction Assessment Approach

- 5.4 As it is unlikely that a contractor for the construction phase will have been appointed, a high-level appraisal will be undertaken within the TA. This will set out:
- Proposed location of construction compound
 - Anticipated number of staff and construction vehicles, including vehicle types
 - Vehicle routing to site
 - Proposed Construction Phasing plan, with anticipated access routes for each phase
 - Provisional construction programme

Proposed Operational Highway Assessment Approach

Scenario Testing and Traffic Flows

- 5.5 As previously described in Chapter 4, for the purposes of the traffic modelling assessment within the TA, it is proposed that turning movements from the future year assessment scenarios in 2033 will be taken from the TA of the outline planning application.
- 5.6 For clarity, this will consider:
- 2033 Do Nothing
 - 2033 Do Something

Study Network

- 5.7 It is proposed that the traffic modelling study will encompass the following junctions:
1. Plot 2.4b Access
 2. Plot 2.4a/4.1 Access
 3. Plot 2.8a Access
 4. Plot 2.8b Access
 5. Central Neighbourhood Centre Access
 6. Plot 2.5 Access
 7. Plot 2.6a Access
 8. Northern Arc avenue / B2036 Cuckfield Road (northern)
 9. Northern Arc avenue / B2036 Cuckfield Road (southern)

10. Plot 2.7a Access
11. Plot 3.1 Access
12. Local Access
13. Northern Arc avenue / A273 Isaac's Lane

5.8 A map showing the location of these junctions is identified in Figure 2.2.

Assessment Periods

5.9 The traffic modelling assessment will consider:

- Weekday AM peak hour (0800-0900)
- Weekday PM peak hour (1700-1800)

Modelling Approach

5.10 It is proposed that junction capacity assessments will be undertaken at the 13 junctions identified in Figure 2.2. No further off-site junctions will be modelled.

5.11 Where junction capacity assessments are undertaken, the industry standard software Junctions 10 (encompassing PICADY for priority junctions and ARCADY for roundabout junctions) and Linsig (version 3) for signalised junctions will be used. This will seek to demonstrate that the junctions will be designed appropriately to accommodate future year peak hour traffic flows.

Stage 1 Road Safety Audit

5.12 A Stage 1 Road Safety Audit will be prepared and accompany the planning application along with a Design Organisation Response.

6. Transport Assessment Scope and Structure

Introduction

6.1 This section provides a summary of the proposed structure and scope of the Transport Assessment.

Structure and Scope

6.2 The Transport Assessment will be prepared in accordance with National Planning Policy Guidance. The structure of the TA will be as follows:

- **Introduction:** This chapter will provide background to the development proposals along with details of the scoping process.
- **Planning Policy Review:** This chapter will undertake a review of transport policies and strategies relevant to the proposed infrastructure including those produced at a national, regional and local level.
- **Existing Conditions:** This section will seek to establish the baseline characteristics of the surrounding transport network including A273 Isaac's Lane and B2036 Cuckfield Road in proximity to the location where the Central Section forms junctions with the external road network.
- **Wider Planning Context:** This chapter will provide an overview of the wider planning context adjacent to the site including consideration of the Northern Arc Allocation and committed development and their current status.
- **Development Proposals:** This chapter will provide details of the nature of the proposed infrastructure, taking account of the revised Design Guide previously prepared by AECOM in August 2019. This will detail:
 - Key design rationale
 - Road phasing
 - Active Travel provision including a consideration of proposed footway widths, cycleway widths and crossing facilities
 - Bus provision including the nature and location of bus stop facilities
 - Vehicular provision considering carriageway widths, on-street parking provision as well as the nature and location of access junctions formed off the Link Road. A swept path analysis of the road network will be undertaken to demonstrate its suitability to accommodate HGVs.
 - Construction phase appraisal
- **Trip Generation:** This chapter will consider the likely traffic flows that are anticipated to travel on the Central Section taking cognisance of outputs from the BHTM strategic model. This will consider generated traffic flows in the 2033 future year scenario.

Consideration will also be given to the likely wider multi-modal demand that is also projected to use the infrastructure, in accordance with the projected trip generation identified in the Transport Assessments of committed developments in the vicinity.
- **Impact Assessment:** This chapter will undertake a traffic modelling assessment of junctions in the future assessment year of 2033. As well as the internal access junctions, this will include an assessment of the three junctions formed with the external road network on A273 Isaac's Lane and B2036 Cuckfield Road.
- **Stage 1 Road Safety Audit:** A Stage 1 Road Safety Audit will be prepared and accompany the planning application along with a Design Organisation response.

[aecom.com](https://www.aecom.com)

Appendix C – PIC Data

A273 – North Burgess Hill – Aecom

Collision report 01/09/2019 – 31/08/2024

Date produced
25 October 2024

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

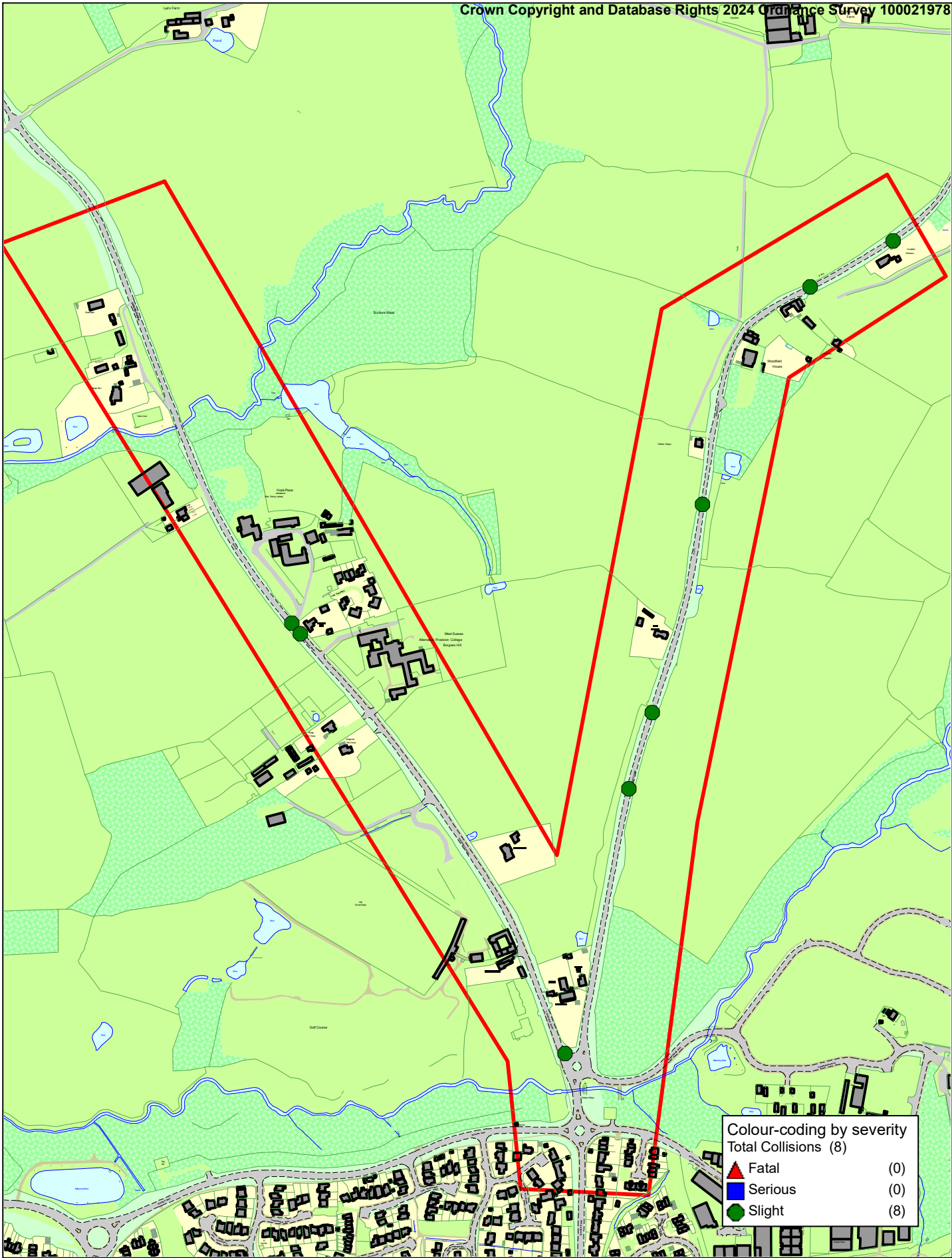
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Colour-coding by severity	
Total Collisions (8)	
▲ Fatal	(0)
■ Serious	(0)
● Slight	(8)

Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads
PARTNERSHIP

A273 B2036 north Burgess Hill
Collision Dates 01/09/2019 - 31/08/2024
Aecom

SCALE	1 : 6000
DATE	25/10/2024
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A273 North
Burgess Hill (Aecom)")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

Selected Polygon:A273 North Burgess Hill (Aecom)

20974282	Thursday	CUCKFIELD ROAD (B2036) NEAR	Veh 1	M/C < 125 cc	Going ahead	NWto	SE	Dri	M	17	Slight
	20/08/2020	JUNCTION WITH ISAAC'S LANE									
	1728hrs	(A273)									
R1: B 2036											
R2: A 273	Daylight:	street lights present									
E 530,702	Dry										
N 120,406	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
V1 WAS TRAVELLING NORTH WEST TO SOUTH EAST ALONG CUCKFIELD ROAD, BURGESS HILL. AS V1 HAS SLOWED DOWN TO APPROACH THE ROUNDABOUT JUNCTION WITH ISAACS LANE THE ACCELERATOR HAS FAULTED AND THE VEHICLE HASNT SLOWED. THE RIDER HAS THEN PRESSED THE BRAKES WHICH HAS CAUSED V1 TO SLIGHTLY FLIP. THE DRIVER HAS FALLEN OFF OF V1 AND THE BIKE HAS FALLEN ON TOP OF HIM SLIGHTLY. NO OTHER VEHICLES WERE INVOLVED AND THE V1 REMAINED ON THE ROAD AT ALL TIMES. THE DRIVER COMPLAINED OF PAIN TO HIS WRIST BUT WAS BLE TO MOVE IT, HE STATED HE INITIALLY HAD BACK PAINS BUT THESE HAD GONE BY THE TIME OFFICERS ARRIVED. AN AMBULANCE HAD BEEN CALLED BUT HAD NOT ATTENDED WHILST OFFICERS WERE ON SCENE. FAMILY MEMBERS WERE ON SCENE.			

20975887	Wednesday	ISAACS LANE (A273) - 122 METRES	Veh 1	Car	Going ahead	S	to N	Dri	M	23	Slight
	26/08/2020	FROM JUNCTION WITH									
	0656hrs	UNCLASSIFIED ROAD									
R1: A 273	Daylight:	street lights present									
E 530,866	Dry										
N 121,063	Fine without high winds										
	50 mph										

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
VEHICLE HAS APPROACHED THE FIRST BEND ON ISAACS LANE TRAVELLING FROM BURGESS HILL TOWARDS HAYWARDS HEATH AND LOST CONTROL AT THE BEND.			

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A273 North
Burgess Hill (Aecom)")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

201003476

Wednesday

CUCKFIELD ROAD (B2036) AT JUNCTION WITH THE SQUIRES

Veh 1

Car

Turning right

NE to NW Dri

F

20

Slight

02/12/2020

1400hrs

Daylight:street lights present

Veh 2

Car

Going ahead

NWto SE FSP

F

65

Slight

R1: B 2036

R2: U

E 530,375

Dry

N 120,921

Fine without high winds

40 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
V1 WAS AT THE JUNCTION OF THE SQUIRES, BURGESS HILL TURNING RIGHT NORTHBOUND ONTO CUCKFIELD ROAD. V1 HAD LOOKED BOTH WAYS AND SAW THAT ITS WAS CLEAR. ON V1 PULLING OUT V2 WHO WAS DRIVING SOUTHBOUND ON CUCKFIELD ROAD COULD NOT GET OUT OF THE WAY AND H IT V1. THE DRIVER OF V1 HAS BAD WHIPLASH AND BRUISING ALONG THE CHEST. THE PASSENGER OF V2 WHO WAS SITTING IN THE FRONT HAS BRUISING TO HER CHEST.			

221163326

Tuesday

ISAACS LANE (A273) - 177 METRES SOUTH FROM JUNCTION WITH UNNAMED ROAD, BURGESS HILL,

Veh 1

Goods < 3.5t

Going ahead

S to N Dri

M

33

Slight

05/04/2022

0934hrs

Daylight:street lights present

E 530,995

Dry

N 121,323

Fine without high winds

60 mph

Causation Factor:		Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
VEHICLE 1 TRAVELLING NORTH ON ISACS LANE BURGESS HILL. LIKELY TO BE TRAVELLING TOO QUICKLY, LOST CONTROL AND CRASHED.			

221177789

Monday

ISAACS LANE (A273), BURGESS HILL, WEST SUSSEX

Veh 1

M/C < 125 cc

O/take m/veh o/side

N to S Dri

M

21

Slight

16/05/2022

0850hrs

Daylight:street lights present

Veh 2

Goods Unknown

Going ahead

N to S

E 530,778

Wet/Damp

N 120,723

Fine without high winds

60 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
PLEASE NOTE - V1 SHOULD BE V2 AND VICE VERSA V1 (MOTORBIKE) WAS PASSING V2 (NO VRM) WHILE GOING THROUGH TEMPORARY TRAFFIC LIGHTS FILTERING TRAFFIC ONTO THE OPPOSITE CARRIAGEWAY. V1 WAS FORCED TO BRAKE AND DRIVE/ FELL OFF, CAUSING MINOR INJURIES AND DAMAGE TO V1. V2 DID NOT STOP TO EXCHANGE DETAILS. DRIVER OF V1 WAS TREATED BY SECAMB AT THE SCENE - POLICE ALSO ATTENDED. NO CCTV OR DASHCAM FOOTAGE, NO INDEPENDENT WITNESSES.			

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A273 North
Burgess Hill (Aecom)")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

231306543	Sunday	ISAACS LANE (A273), BURGESS HILL, WEST SUSSEX	Veh 1	Car	Going ahead	S	to	N		
	07/05/2023		Veh 2	Car	Going ahead	N	to	S	RSP	M 4 Slight
R1: A 273	1216hrs		Veh 2	Car	Going ahead	N	to	S	Dri	F 32 Slight
	Daylight:street lights present		Veh 2	Car	Going ahead	N	to	S	FSP	M 32 Slight
E 530,806	Dry									
N 120,814	Fine without high winds									
	60 mph									

Causation Factor:		Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Possible
V1 HAS BEEN TRAVELLING NORTH ON ISSACS LANE AND THE DRIVER APPEARS TO HAVE BEEN DISTRACTED IN THE VEHICLE BY HER CHILDREN (PASSENGERS) AND HAS CROSSED THE CENTRAL LINES OF THE ROAD CAUSING A HEAD ON TYPE COLLISION WITH V2. V2 HAS BEEN TRAVELLING SOUTH ON ISSACS LANE AND HAS BEEN PRESENTED WITH V1 ONCOMING, CLOSING THE SPACE ON THEIR SIDE OF THE ROAD. THE TWO VEHICLES HAVE IMPACTED OFFSIDE TO OFFSIDE WITH INTRUSION TO THE OFFSIDE WINGS ALLOWING CONNECTION AXLE TO AXLE / WHEEL ON WHEEL. THIS HAS CAUSED V2 TO ROTATE IN THE CARRIAGEWAY AFTER THE IMPACT COMING TO REST FACING NORTH ON THE SOUTHBOUND SIDE OF THE CARRIAGEWAY. V1 IS LARGER AND HEAVIER, AND THUS HAS CONTINUED A SHORT DISTANCE COMING TO A STOP ON THE NORTH NEAR SIDE OF ISSACS LANE, ON A GRASS BANK. BOTH VEHICLES HAVE LOST / OR HAS SIGNIFICANT DAMAGE TO THE OFFSIDE WHEEL AND AXEL.			

241439952	Tuesday	CUCKFIELD ROAD (B2036) NEAR JUNCTION WITH THE SQUIRES, BURGESS HILL, WEST SUSSEX	Veh 1	Car	Going ahead	SE	to	NW	Dri	F 56 Slight
	07/05/2024		Veh 2	Car	Stopping	SE	to	NW		
R1: B 2036	1225hrs									
R2: U	Daylight:street lights present									
E 530,385	Dry									
N 120,908	Fine without high winds									
	40 mph									

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
DRIVER OF V1 HAS BEEN TRAVELLING NORTH ALONG THE CUCKFIELD ROAD, HAVING BEEN DISTRACTED BY 2 CHILDREN, 1 ON EITHER SIDE OF THE ROAD SHOUTING ACROSS AT EACH OTHER AND NOT SEEN THE VEHICLE (V2) SLOWING IN FRONT OF HER TO TURN RIGHT IN TO THE SCHOOL CAR PARK. SHE HAS BRAKED HARD BUT NOT STOPPED IN TIME BEFORE COLLIDING WITH THE REAR OF V2 CAUSING DAMAGE TO BOTH AND SLIGHT INJURY TO ONE.			

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A273 North
Burgess Hill (Aecom)")

Police Ref.	Day Date	Location Description	Vehicles				Casualties		
			Veh No /	Type /	Manv /	Dir /	Class	Sex /	Age / Sev
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

241478305	Saturday	ISAACS LANE (A273) - 167 METRES	Veh 1	Car	Going ahead	NE to SW Dri	M	19	Slight
	10/08/2024	FROM JUNCTION WITH	Veh 1	Car	Going ahead	NE to SW FSP	F	18	Slight
R1: A 273	2215hrs	UNCLASSIFIED ROAD, BURGESS	Veh 2	Car	Parked	0 to 0			
	Darkness: no street lighting		Veh 3	Car	Parked	0 to 0			
E 531,094	Dry		Veh 4	Car	Parked	0 to 0			
N 121,378	Fine without high winds								
	50 mph								

Causation Factor:		Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Possible
4th:	Nervous/Uncertain/Panic	Vehicle 1	Possible
5th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
V1 WAS TRAVELLING AROUND A TIGHT BEND AND LOST CONTROL OF THE VEHICLE AND HIT VEHICLES V2, V3 AND V4 WHICH WERE PARKED OUTSIDE THEIR HOME ADDRESS. V1 HAS GONE THROUGH THE BUSHES AND NARROWLY MISSED THE TREES BEFORE HITTING THE OTHER VEHICLES.			

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A273 North Burgess Hill (Aecom)")

Selected Polygon:A273 North Burgess Hill (Aecom)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/08/2020	1728	Fine without high winds	20974282	1	Give way or Uncontrolled	Roundabout
Location: CUCKFIELD ROAD (B2036) NEAR JUNCTION WITH ISAAC'S LANE (A273)						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/08/2020	0656	Fine without high winds	20975887	1	Not applicable	Not within 20M
Location: ISAACS LANE (A273) - 122 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A273 North Burgess Hill (Aecom)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2020	1400	Fine without high winds	201003476	2	Give way or Uncontrolled	Other junction
Location: CUCKFIELD ROAD (B2036) AT JUNCTION WITH THE SQUIRES						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/04/2022	0934	Fine without high winds	221163326	1	Not applicable	Not within 20M
Location: ISAACS LANE (A273) - 177 METRES SOUTH FROM JUNCTION WITH UNNAMED ROAD, BURGESS HILL, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A273 North Burgess Hill (Aecom)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/05/2022	0850	Fine without high winds	221177789	1	Not applicable	Not within 20M

Location: ISAACS LANE (A273), BURGESS HILL, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Overtaking moving vehicle	Did not impact	Not at, or within 20M of Jct
Goods vehicle - unknown weight	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A273 North Burgess Hill (Aecom)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/05/2023	1216	Fine without high winds	231306543	3	Not applicable	Not within 20M

Location: ISAACS LANE (A273), BURGESS HILL, WEST SUSSEX

Vehicles:

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

Casualties:

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

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/05/2024	1225	Fine without high winds	241439952	1	Give way or Uncontrolled	T & Stag Jct

Location: CUCKFIELD ROAD (B2036) NEAR JUNCTION WITH THE SQUIRES, BURGESS HILL, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A273 North Burgess Hill (Aecom)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/08/2024	2215	Fine without high winds	241478305	2	Not applicable	Not within 20M
Location:	ISAACS LANE (A273) - 167 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD, BURGESS HILL, WEST SUSSEX					

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Number of records in selection: 8