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Land West of Turners Hill Road, Crawley Down: National Highways Response Note

Ref: LJ/ITB9155-076A
Date: 24 March 2025

SECTION 1 Introduction

1.1 Context

1.1.1 This note responds to comments received by National Highways (NH) in respect of Wates Developments' outline planning application for up to 350 homes and a 65-bed care home on land west of Turners Hill Road, Crawley Down. The site is being bought forward as two separate planning applications:

1. Land to the south of Huntsland for up to 200 dwellings (DM/25/0014 & DM/25/0015); and
2. Land to the north of Huntsland for up to 150 dwellings, a 65-bed care home and community facility (DM/25/0016 & NH/25/09993 NH/25/09993 DM/25/0017).

1.1.2 NH's comments are issued in their notes reference NH/25/09990, NH/25/09993 NH/25/09995 and NH/25/09997 dated 4 March 2024. One note is submitted in respect of each of the four planning applications referenced above. However, they are identical in content because only one traffic study has been presented, which considers the cumulative traffic impact of all development across the two sites. The notes recommend that planning permission is not granted for a specified period.

1.1.3 The comments raised relate solely to Junction 10 of the M23, this being an intersection with the only trunk road in the study area.

1.1.4 Section 2 responds to the comments received by National Highways, with sub-headings based on each paragraph where an action point is identified.

SECTION 2 Response to Comments

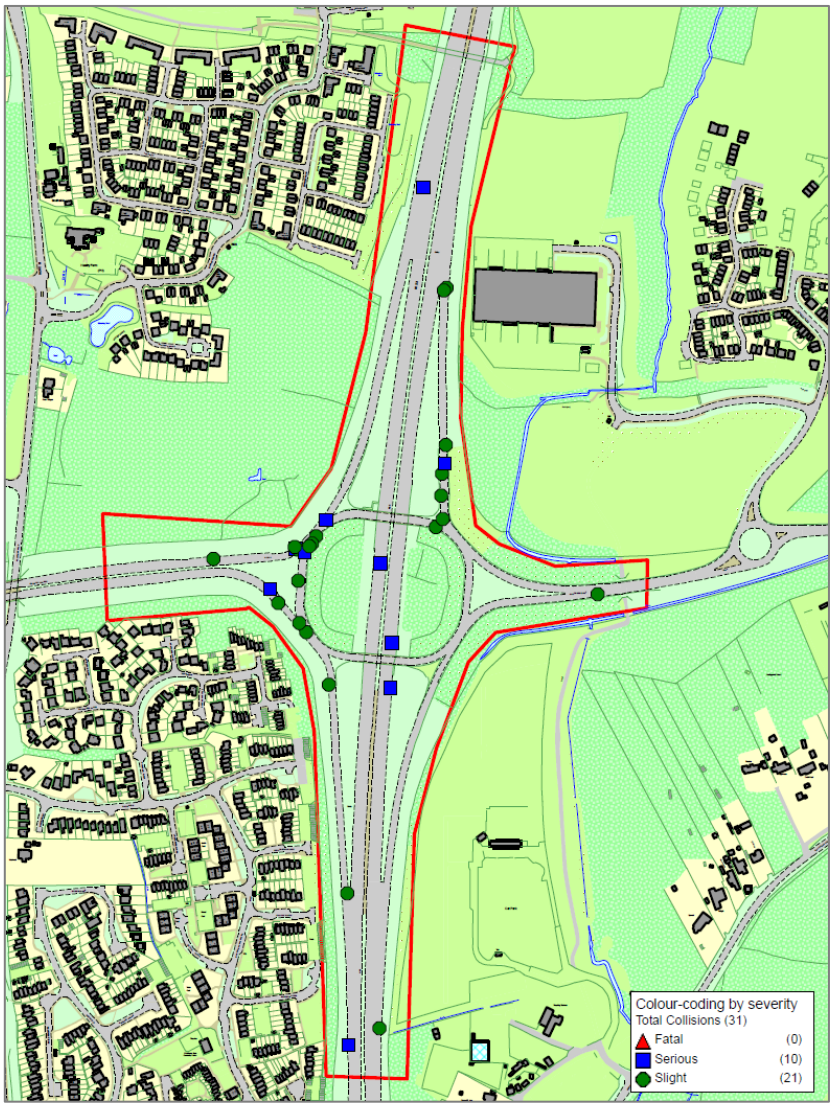
2.1 Existing Traffic Data

2.1.1 NH request the raw traffic survey data for the surveys at the M23 Junction 10. This is provided at **Appendix A** and includes queue length surveys at the junction and a summary of the analysis.

2.2 Collision Analysis

2.2.1 NH requested Personal Injury Accident (PIA) data for the study area. This has been obtained from the Sussex Safer Roads Partnerships for the latest available five-year period between 1 January 2020 and 31 December 2024. In total, there have been 31 accidents within the study area as shown in **Image 2.1** and attached at **Appendix B**. Of these accidents, 21 were recorded as slight and 10 serious and are summarised below.

Image 2.1: PIA – M23 J10



A264 Copthorne Way

2.2.2 One slight accident occurred on Copthorne Way and was the result of a driver colliding with the side of another when overtaking, on the approach to the roundabout during the evening peak.

A2011 Crawley Avenue

2.2.3 One slight accident occurred on the approach to the roundabout, four (three slight, one serious) at the entry and two at the exit:

- Single vehicle collision involving a motorcyclist exiting the roundabout, resulting in serious injury.
- Four rear end shunts, with one occurring when the traffic lights were out of order and one resulting in serious injuries.

- Two side on collisions when vehicles were changing lane or travelling in the wrong lane causing slight injuries, one of which occurred when the traffic lights were out of order with both resulting in slight injuries.

M23 Carriageway

2.2.4 Six accidents occurred on the through lanes of the M23 carriageway, five of which were serious and one slight:

- A serious accident occurred when a car suddenly pulled in front of another.
- A motorcycle collided with the rear of a lorry and came off the bike, causing serious injury.
- A rear end shunt occurred which resulted in a car flipping on its roof and causing a serious injury.
- A serious collision occurred when a vehicle entered the carriageway from the slip road into the path of an oncoming car.
- One serious collision with a large deer.
- One side on collision on the slip road as a vehicle travelled across the chevrons resulting in a slight injury.

M23 Northbound Off-slip

2.2.5 Two accidents occurred on the northbound off-slip, both caused by rear end shunts in queueing traffic resulting in slight injuries.

M23 Southbound Off-slip

2.2.6 Six accidents occurred on the southbound off-slip, four of which were slight, and one serious:

- Five of these accidents were rear end shunts, with three occurring during peak times in queuing traffic and one resulting in serious injuries.
- One slight collision occurred when a car collided with a stationary, broken-down vehicle.

M23 J10 Circulatory Roundabout Lanes

2.2.7 Nine accidents occurred on the circulatory lanes of the junction interchange. Two of which resulted in serious injuries and seven slight:

- Three collisions occurred when vehicles cut across other vehicles that were attempting to exit, one of which caused serious injuries.

- A single vehicle collision resulted in slight injuries when a car lost control and collided with the crash barrier on the roundabout.
- Five collisions occurred when vehicles overshot the give way line and collided with the central barrier and / or traffic lights. One of these accidents resulted in a serious injury.

2.2.8 The number of accidents in this location is not unusual for a motorway junction although there are a couple of areas with concentrations of accidents – specifically the M23 southbound off-slip and the eastbound A2011 approach.

2.2.9 It is important to note that the traffic impact of development on the junction will be modest – the maximum impact being on the eastern (A264 approach) with an additional 52 vehicles during the morning peak. This equates to just one vehicle per minute, which will not be noticeable in the context of existing traffic flows of circa 1,060 in the morning and evening peak hours. On the exit slips of the M23, the maximum increase in vehicle movements is even lower – an additional 20 movements (one vehicle every three minutes) on the southbound M23 off-slip, during the evening peak.

2.2.10 Improvements to this junction are conditioned to planning permission 13/04127/OUTES (*ref: condition 32 and 33)* at Land West of Copthorne (the St Modwen development). A variation to this planning condition was approved on 14 October 2022 which sets out a trigger point of no more than 375 dwellings being occupied until the completion of the improvement scheme. It is understood that 257 dwellings are currently occupied and therefore the trigger point has not yet been reached. However, the scheme is required by condition to bring forward the mitigation scheme when the trigger is reached and for this reason, it is allowed for as a mitigation scheme within the MSTS.

2.2.11 The improvement scheme will add capacity (an additional lane) to all of the approaches and therefore reduce the potential for accidents associated with congestion on the approaches when typically, the rear end shunts occurred as a result of queuing traffic.

2.2.12 The proposal will not materially impact on the operation or safety at the junction. Furthermore, improvements associated with the St Modwen development have the potential to deliver benefits in road safety terms.

2.3 Trip Rates and Generation

2.3.1 Trip rates were presented in report ITB9155-030B and were agreed during scoping discussions with WSCC and have been used consistently through the application process. The trip rates were obtained from TRICS[1] and are summarised below for ease of reference, together with the traffic generation of 350 homes, which is the cumulative number of homes proposed by the planning applications under consideration. The TRICS outputs are included as **Appendix C.**

Table 2.1: Trip Rates and Trip Generation (350 homes)

	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Trip Rate (per dwelling)	0.133	0.390	0.523	0.356	0.161	0.517
Trip Generation (350 homes)	47	137	183	125	56	181

Source: TRICS

2.3.2 The Transport Assessment and junction modelling also included an assessment based around 'Decide and Provide' principles, which is based on a 10% reduction on the agreed trip rates and is consistent with the approach taken in the Mid Sussex Transport Study (MSTS). This reflects a range of measures to encourage the uptake of active travel and public transport to reduce dependency on private car trips at the site (*ref: Transport Assessments, Section 6)*. This approach to traffic modelling, together with the sustainable transport strategy has again been agreed in principle with WSCC.

2.3.3 On this basis, the 'Decide and Provide trip rates are presented below.

Table 2.2: 'Decide and Provide' Trip Rates and Trip Generation (350 homes)

	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Trip Generation (350 homes)	47	137	183	125	56	181
D + P (10% reduction)	42	123	165	113	50	163

Source: Consultants Calculations

2.3.4 The junction modelling within the Transport Assessment has presented both the traditional approach, as well as the 'decide and provide' approach.

[1] Private houses in England excluding Greater London, suburban and edge of town sites, weekday surveys. Surveys affected by Covid-19 excluded.

2.3.5 A meeting with both WSCC and MSDC was held on 17 March 2025 where it was noted that the proposal now includes a 65 bed C2 care home. The traffic implications of this has now been included within a Transport Assessment Addendum (*ref: ITB9155-072B*) which sets out an addition of less than 10 movements to Wychwood Place during any hour.

2.3.6 Few of the additional trips will travel through the junction, noting that care homes often have very local catchments. However, even if 40% of traffic routed through Junction 10 of the M23 (in line with residential trip assignment) this would only equate to four additional movements on the network, which would not be noticeable or material.

2.3.7 It is worth noting that the *Traffic impact Note: 400 homes, ITB9155-051B, dated 19 December 2024* assessed an additional 50 homes which concluded that the junction would continue to operate within capacity. This therefore implies that the few additional movements from the care home would not cause any impact with the operation of the junction as it has previously been modelled on an additional 50 homes.

Trip Distribution

2.3.8 NH request traffic distribution and assignment calculations be presented.

2.3.9 The traffic distribution of the site has been identified using 2011[2] Census journey to work data for the Mid Sussex 005 mid-level super output area. This approach is consistent with the approach agreed with WSCC for the 45-home planning application immediately east of the site, submitted in 2015 (ref: DM/15/3614). The key destinations (by car) are presented in Scoping Note ITB9155-044A and summarised for ease of reference below.

Table 2.3: Traffic Distribution

Destination	Proportion by Car
Crawley	31%
East Grinstead	12%
Reigate and Banstead	9%
Tandridge	9%
Crawley Down	7%
South London	5%
Haywards Heath	4%
Central London	3%

[2] Datasets from the 2021 Census do not provide meaningful journey to work data because the census was undertaken during the 2021 Covid-19 lockdown and relates to journey habits from that time, so the 2011 census data continues to be used for the purpose of trip distribution.

Destination	Proportion by Car
Dorking	3%
Horsham	3%
Wealden	3%
Other	11%
Total	100%

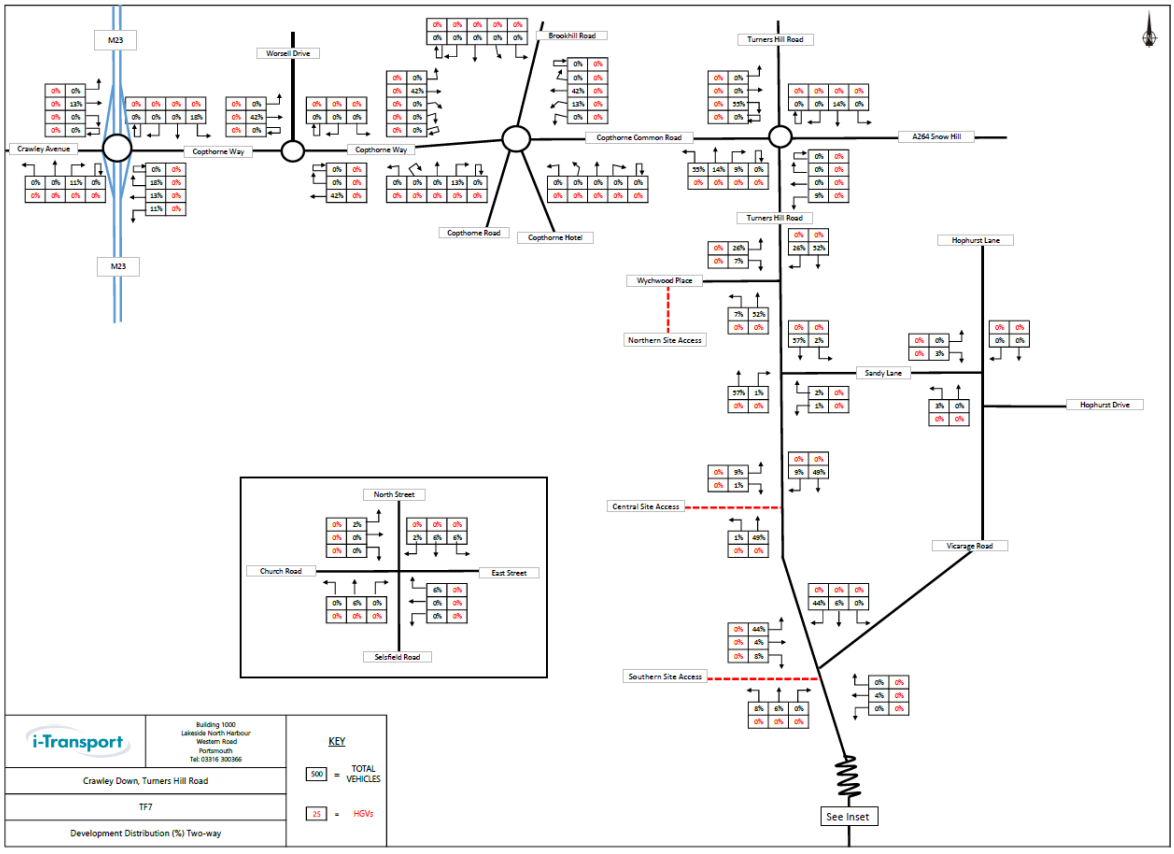
Source: 2011 Census Data

Destinations that accounted for fewer than 2% of trips have been grouped into the 'Other' category and include Brighton, Dartford, Reading, Sevenoaks and Tunbridge Wells, as we all destinations a significant distance away referred to collectively e.g. 'the North'.

Trip Assignment

2.3.10 Google Maps has been used to identify the most likely routes to the destinations set out above during the morning peak period, with a journey departure time of 08:00 used. The resulting traffic assignment from the site is presented below. In summary, around 42% of development traffic is expected to approach the Junction 10 roundabout, of which 18% will use the M23 to the north and 11% the M23 to the south.

Image 2.1: Traffic Assignment (Percentage)



2.3.11 Development traffic distribution through the network is shown in Figure TF7, whilst development traffic assignment is shown in Figure TF8 (morning peak) and TF9 (evening peak). Traffic Flow Diagrams are included in **Appendix D**.

2.4 Committed Development

2.4.1 NH requests that committed development assumptions are set out. Following pre-application discussions with WSCC, it was agreed that the following committed developments would be included within the junction modelling:

- North East Sector / Forge Wood (CR/1999/0039) – 434 dwellings at phase 4B outstanding.
- Imberhorne Farm (DM/23/2699) – 550 dwellings.
- Land south of Crawley Down Road (DM/23/0810) – 200 homes.

2.4.2 No additional committed developments that could affect junction 10 of the M23 or indeed the wider traffic study area considered in the Transport Assessment were requested by WSCC.

2.4.3 NH request that a further two committed developments are to be considered for inclusion within the traffic analysis.

- Land at Hill Place Farm, Turners Hill Road, East Grinstead (*DM/15/0429*) – 200 dwellings.
- Heathy Wood (*DM/13/04127/OUTES*) – 257 dwellings occupied, 243 outstanding.

2.4.4 Hill Place Farm was substantially completed at the time of the traffic surveys (November 2023). Furthermore, the transport evidence base within the planning application did not consider the impact of development there on junction 10 of the M23. The development will not have a noticeable impact, beyond background growth, on the operation of the junction.

2.4.5 Heathy Wood is also known as the St Modwens development. It was agreed with WSCC during pre-application discussions that the St Modwens, should be omitted from committed development on the basis that it is an allocated site and is therefore accounted for by background traffic growth factors.

2.4.6 No additional committed development therefore needs to be accounted for in the study. This is confirmed by WSCC, who as local highway authority are consulted on all schemes that may materially affect the operation of the highway network and therefore know which schemes need to be considered cumulatively alongside this proposal.

2.4.7 WSCC's response to these planning applications is included at **Appendix E**. They raise no comments in respect of the traffic analysis provided. At the meeting with WSCC and MSDC, on 17 March 2025, it was agreed that no further traffic analysis needs to be undertaken to address the comments in their note. The committed development considered in the Transport Assessment is thus acceptable. A note of the meeting, issued to the case officer is included as **Appendix F.**

2.5 Background Traffic Growth

2.5.1 National Highways request that justification is provided for the assumptions that have been applied to the growth factors

2.5.2 The growth factors equate to around 3% to 4% traffic growth up to 2031 (*ref: Traffic impact Note: 400 homes, ITB9155-051B, dated 19 December 2024, paragraph 3.2.1).* The growth factors have been agreed with WSCC and are robust for the reasons outlined below.

2.5.3 Traffic surveys have been extracted from WebTris for the M23 J10 southbound off-slip and northbound on-slip. Using the typical peak hour traffic flows (Tuesday to Thursday), for November between 2022 and 2024, the surveys show no noticeable change in traffic flows have occurred in the past three years. A summary table of the extracted traffic flows are presented below.

Table 2.4: M23 J10 Traffic Flows

Year	AM Peak (0700-0800)	PM Peak (1700-1800)	Daily Average
M23 J10 Southbound Off-slip			
2022	1,125	1,134	15,442
2024	1,127	1,025	15,266
M23 J10 Northbound On-slip			
2022	1,092	943	13,989
2024	1,102	945	14,267
Combined On / Off Slips			
2022	2,217	2,077	29,431
2024	2,229	1,969	29,533
% Change	**0.5%**	**-5.2%**	**0.3%**

Source: WebTris

2.5.4 This is reflected in DfT traffic counters on the M23, A264 and A2011 in the vicinity of the junction. There has been no traffic growth over the past 25 years. This includes after the introduction of the SMART motorway, which added a running lane to the M23 north of junction 10, in 2020. The data is included in full in **Appendix C** and summarised below:

Image 2.2: Annual Average Daily Traffic Flow (vehicles) on roads approaching junction 10 of the M23:

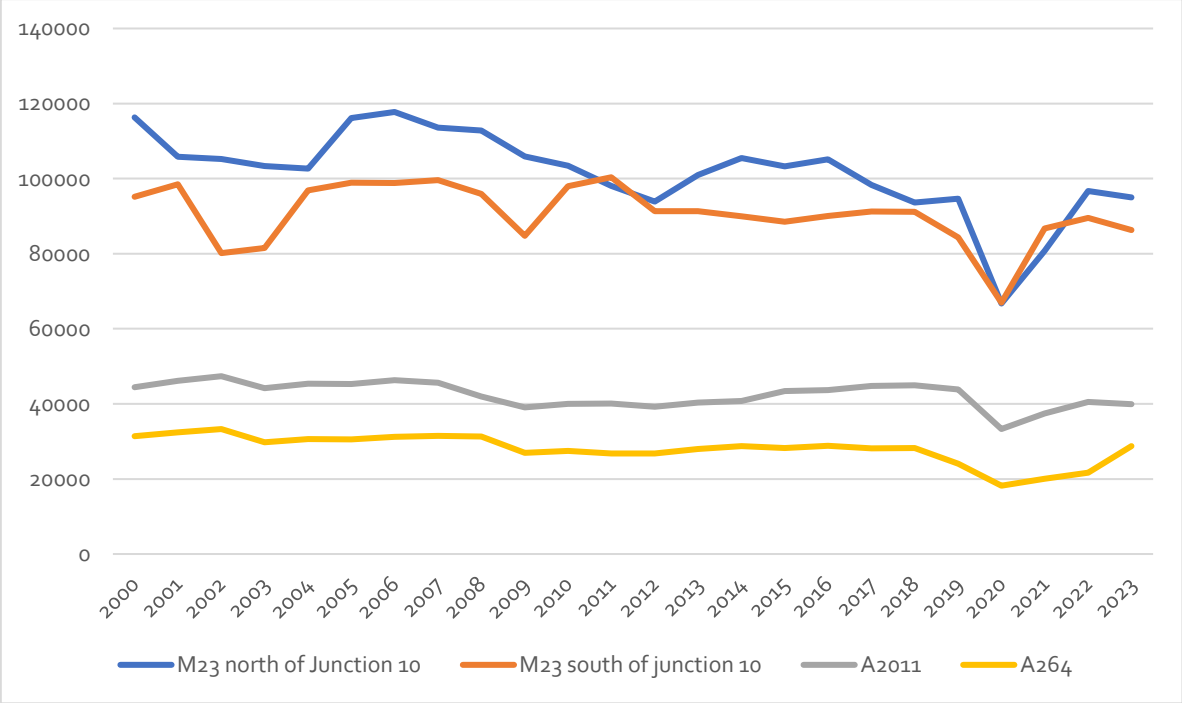


Table 2.5: % Changes in Traffic Flow

Year	M23 north of Jucntion 10	M23 south of Jucntion 10	A2011	A264
2000 (AADT)	116,360	95,143	44,416	31,357
2023 (AADT	94,985	86,274	39,925	28,746
% change	-0.2%	-0.1%	-0.1%	-0.1%

Source: DfT/Consultant

2.5.5 There is annual variation but, far from showing a long term growth in traffic, vehicle flows on the M23 have reduced over time whilst traffic flow on the A264 and A2011 are broadly similar. This is despite the data being collected over a whole day and not just during the peak hour when the network is operating closer to capacity. The data is consistent with the more detailed and recent Webtris data above, which considers the peak hour only.

2.5.6 The Mid Sussex Transport Study (MSTS), which identifies the traffic implications of District Plan development and forms part of the District Plan evidence base, supports this approach. Paragraph 2.2.7 of the MSTS Scenario 5 report[3] states:

[3] Transport Study Scenario 5 Report FINAL (Reg19). Scenario 6 was published in August 2024 and provides a test of development impact, and the potential mitigations proposed. This Scenario provides additional information and does not supersede the study set out in the Scenario 5 report.

"It should be noted that for Mid Sussex itself, TEMPro growth rates are restricted to a factor of 1. Therefore, no TEMPro growth is applied within the Mid Sussex area. All background growth within the Mid Sussex area is driven by the committed reference case development."

2.5.7 The MSTS applies no growth within the Mid Sussex area, with all background increases in traffic flow driven by committed development allowed for in the reference case scenario.

2.5.8 Strictly speaking, the M23 junction 10 roundabout is located within Crawley although it is immediately west of the border with Mid Sussex. There is no reason why a different level of growth would be expected at Junction 10, particularly in the context of historical trends in traffic flow, presented above.

2.5.9 Notwithstanding this, a sensitivity test has been undertaken with revised growth rates, for information purposes only.

2.5.10 'High' growth factors have been obtained for the period from 2023 to 2031 (for West Sussex), with no adjustments for housing numbers. The resulting growth factors are:

- AM Peak = 1.108
- PM Peak = 1.107

2.5.11 This is a very robust assessment – well beyond what has been agreed with WSCC. Historical data does not give any indication that such growth in traffic might be expected. Indeed, enabling such a level of traffic growth runs contrary to the vision-led principles now enshrined in the new NPPF (paragraph 116) and indeed NH's Circular 01/22 (*ref: Transport Assessment paragraph 2.1.10*). It is neither appropriate in policy terms nor necessary for junctions to be designed in such a way as to accommodate this level of growth.

2.6 Junction Assessment

2.6.1 NH requested modelling files be provided. These will be separately issued for both the modelling on which the Transport Assessment is based and the updated modelling presented in this report.

2.6.2 NH request that the existing layout of the M23 J10 junction is calibrated and validated against the observed queue data.

2.6.3 As set out previously, the junction will be improved in association with the St Modwens scheme. A revised junction layout has therefore been assessed for future year assessment. Timings in that model are optimised for Practical Reserve Capacity and the model has been set up in line with the previously agreed model for the St Modwens scheme. Validation of the existing junction model is not a pre-requisite for an accurate model of a mitigation scheme. They are essentially two different junctions, and the queue length data is therefore not meaningful in assessing the traffic impact of the improved junction.

2.6.4 Table 3.1 of the Traffic Impact Note: 400 homes compares the operation of the existing junction with that of the junction in future with and without development. It concludes that the junction will operate within capacity and that development will not have a material impact on the operation of the improved junction (let alone a 'severe' one).

2.6.5 The sensitivity test previously referenced, which allows for robust traffic growth of around 10% is summarised below. The modelling is based on the committed, improved layout of the junction. The model assumes all junction intergreens are five seconds. This is in line with previously agreed modelling of the committed improvement associated with the St Modwens / Heathy Wood scheme (*ref: Transport Assessment 24205/TA/01, under planning application DM/13/04127/OUTES)*. The modelling outputs are presented in **Appendix G**.

Table 2.6: M23 J10 Updated Linsig Model

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay (s)	Deg Sat %	Queue	Delay (s)
2031 with Committed Development (improved)						
A264 Copthorne Way Left	65.0%	7	4.3	57.7%	6	3.1
A264 Copthorne Way Ahead	57.1%	6	2.3	46.9%	5	1.7
M23 NB Off-Slip Left Ahead	77.1%	7	5.9	46.7%	4	3.0
M23 NB Off-Slip Ahead	77.1%	7	3.8	46.7%	4	1.7
A2011 Crawley Avenue Left	64.9%	7	4.1	66.3%	7	4.0
A2011 Crawley Avenue Ahead	55.2%	6	2.2	77.3%	11	4.2
M23 SB Off-Slip Left Ahead	85.3%	11	7.7	85.9%	10	8.0
M23 SB Off-Slip Ahead	81.5%	10	4.8	85.9%	10	5.3
2031 with Committed Development and Development 350 Homes PP						
A264 Copthorne Way Left	67.8%	7	4.6	58.8%	6	3.2
A264 Copthorne Way Ahead	59.7%	7	2.5	47.8%	5	1.7
M23 NB Off-Slip Left Ahead	83.0%	8	6.8	47.5%	4	3.1
M23 NB Off-Slip Ahead	83.0%	8	4.5	47.5%	4	1.8
A2011 Crawley Avenue Left	63.8%	6	3.9	67.4%	7	4.1
A2011 Crawley Avenue Ahead	53.5%	6	2.1	77.3%	11	4.2
M23 SB Off-Slip Left Ahead	85.4%	11	7.7	87.4%	10	8.5
M23 SB Off-Slip Ahead	81.5%	10	4.8	87.4%	10	5.8
2031 with Committed Development and Development 350 Homes VL						
A264 Copthorne Way Left	67.5%	7	4.6	58.6%	6	3.2
A264 Copthorne Way Ahead	59.5%	7	2.5	47.8%	5	1.7
M23 NB Off-Slip Left Ahead	83.0%	8	6.8	47.5%	4	3.1

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay (s)	Deg Sat %	Queue	Delay (s)
M23 NB Off-Slip Ahead	83.0%	8	4.5	47.5%	4	1.8
A2011 Crawley Avenue Left	63.8%	6	3.9	67.4%	7	4.1
A2011 Crawley Avenue Ahead	53.3%	6	2.1	77.3%	11	4.2
M23 SB Off-Slip Left Ahead	85.4%	11	7.7	87.2%	10	8.4
M23 SB Off-Slip Ahead	81.5%	10	4.8	87.2%	10	5.7

Source: Linsig

The sensitivity testing reflects earlier modelling results: the junction will operate within capacity and the development of 350 homes and a 65-bed care home at Turners Hill Road will not have a material, let alone 'severe' impact on the operation for the junction. This is based on a very robust (and based on recent experience and the direction of transport planning policy, unforeseeable) level of traffic growth.

SECTION 3 Summary

3.1.1 This note responds to NH's Planning Responses in relation to the proposed development of 350 homes and 65-bed care home on land west of Turners Hill Road, Crawley Down, which seeks further information. The issues identified by NH have been addressed within this note.

3.1.2 The note demonstrates that:

1 The study area does not exhibit an unusual level of road traffic accidents, and the proposal will not materially impact on traffic flow or exacerbate safety issues. Committed junction improvements have the potential to bring about benefits to road safety.

2 Trip rates and the traffic distribution have been previously agreed with WSCC.

3 The proposal takes account of all committed development that will materially impact on the operation of the junction.

4 Traffic growth has been agreed with WSCC. A level of growth above what has historically occurred on the network is allowed for or indeed what is allowed for in Mid Sussex by strategic transport modelling that underpins the District Plan. Designing for traffic growth runs contrary to the principles of vision-led transport planning, enshrined in the NPPF and NH Circular 01/22.

5 Notwithstanding this, a sensitivity test is presented in this report showing the operation of the improved junction (conditioned to the St Modwens development). This assumes the same intergreens as the modelling produced in respect of that scheme.

3.1.3 The note fully responds to all comments raised by NH and demonstrates that the proposal will not result in a 'severe' impact on the operation of junction 10 of the M23.

APPENDIX A. M23 JUNCTION 10 TRAFFIC SURVEY DATA

CHARGE SURVEYS

Site 8: M23 Junction 10

Location: Copthorne, Crawley RH10 3ZG

Date: Tuesday 14th November 2023

Time: 07:00-10:00, 16:00-19:00

M23 Junction 10 (07:00-10:00) AM Peaks

MOVEMENT 75 — FROM A264 COPTHORNE WAY — LEFT TURN TO M23 J10 SOUTHBOUND ON-SLIP

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	45	25	0	1	0	71	72.30
0715-0730	0	0	57	31	1	3	0	92	96.40
0730-0745	0	0	92	26	9	8	0	135	149.90
0745-0800	0	0	110	26	4	3	0	143	148.90
0800-0815	0	0	100	16	7	3	1	127	135.40
0815-0830	0	0	81	8	3	2	0	94	98.10
0830-0845	0	0	101	22	9	4	0	136	145.70
0845-0900	0	0	90	18	6	5	0	119	128.50
0900-0915	0	0	70	29	9	2	1	111	119.10
0915-0930	0	0	78	35	5	3	0	121	127.40
0930-0945	0	0	59	24	6	4	0	93	101.20
0945-1000	0	0	38	27	10	2	0	77	84.60
0700-1000	**0**	**0**	**921**	**287**	**69**	**40**	**2**	**1319**	**1407.50**
HOURLY TOTALS									
0700-0800	0	0	304	108	14	15	0	441	467.50
0715-0815	0	0	359	99	21	17	1	497	530.60
0730-0830	0	0	383	76	23	16	1	499	532.30
0745-0845	0	0	392	72	23	12	1	500	528.10
0800-0900	0	0	372	64	25	14	1	476	507.70
0815-0915	0	0	342	77	27	13	1	460	491.40
0830-0930	0	0	339	104	29	14	1	487	520.70
0845-0945	0	0	297	106	26	14	1	444	476.20
0900-1000	0	0	245	115	30	11	1	402	432.30

MOVEMENT 76 — FROM A264 COPTHORNE WAY — STRAIGHT AHEAD TO A2011 CRAWLEY AVENUE

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	32	7	1	1	0	41	42.80
0715-0730	0	3	34	16	0	1	0	54	53.50
0730-0745	0	1	43	4	1	1	0	50	51.20
0745-0800	0	1	52	6	0	0	0	59	58.40
0800-0815	0	1	58	8	1	1	0	69	70.20
0815-0830	0	1	26	7	1	0	1	36	36.90
0830-0845	0	0	26	6	0	0	1	33	34.00
0845-0900	0	0	61	8	0	1	3	73	77.30
0900-0915	0	1	86	8	0	0	2	97	98.40
0915-0930	0	0	77	6	0	0	1	84	85.00
0930-0945	0	0	74	10	2	1	0	87	89.30
0945-1000	0	0	66	11	6	2	0	85	90.60
0700-1000	**0**	**8**	**635**	**97**	**12**	**8**	**8**	**768**	**787.60**
HOURLY TOTALS									
0700-0800	0	5	161	33	2	3	0	204	205.90
0715-0815	0	6	187	34	2	3	0	232	233.30
0730-0830	0	4	179	25	3	2	1	214	216.70
0745-0845	0	3	162	27	2	1	2	197	199.50
0800-0900	0	2	171	29	2	2	5	211	218.40
0815-0915	0	2	199	29	1	1	7	239	246.60
0830-0930	0	1	250	28	0	1	7	287	294.70
0845-0945	0	1	298	32	2	2	6	341	350.00
0900-1000	0	1	303	35	8	3	3	353	363.30

MOVEMENT 77 — FROM A264 COPTHORNE WAY — RIGHT TURN TO M23 J10 NORTHBOUND ON-SLIP

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	2	69	23	5	0	1	100	102.30
0715-0730	0	0	54	13	3	5	0	75	83.00
0730-0745	0	1	82	22	5	2	2	114	120.50
0745-0800	0	1	56	11	1	5	1	75	82.40
0800-0815	0	3	54	6	4	6	2	75	85.00
0815-0830	0	0	40	12	2	3	0	57	61.90
0830-0845	0	0	53	12	8	5	1	79	90.50
0845-0900	0	0	59	12	2	5	1	79	87.50
0900-0915	0	0	64	14	5	3	2	88	96.40
0915-0930	0	0	46	15	1	1	1	64	66.80
0930-0945	0	0	45	4	2	3	1	55	60.90
0945-1000	0	0	66	14	3	2	2	87	93.10
0700-1000	**0**	**7**	**688**	**158**	**41**	**40**	**14**	**948**	**1030.30**
HOURLY TOTALS									
0700-0800	0	4	261	69	14	12	4	364	388.20
0715-0815	0	5	246	52	13	18	5	339	370.90
0730-0830	0	5	232	51	12	16	5	321	349.80
0745-0845	0	4	203	41	15	19	4	286	319.80
0800-0900	0	3	206	42	16	19	4	290	324.90
0815-0915	0	0	216	50	17	16	4	303	336.30
0830-0930	0	0	222	53	16	14	5	310	341.20
0845-0945	0	0	214	45	10	12	5	286	311.60
0900-1000	0	0	221	47	11	9	6	294	317.20

MOVEMENT 78 — FROM A264 COPTHORNE WAY — U-TURN BACK TO A264 COPTHORNE WAY

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	1	0	0	0	1	1.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
HOURLY TOTALS									
0700-0800	0	0	0	1	0	0	0	1	1.00
0715-0815	0	0	0	1	0	0	0	1	1.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

M23 Junction 10 (16:00-19:00) PM Peaks

MOVEMENT 75 — FROM A264 COPTHORNE WAY — LEFT TURN TO M23 J10 SOUTHBOUND ON-SLIP

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	90	32	2	0	1	125	127.00
1615-1630	0	1	128	25	1	1	2	158	161.20
1630-1645	0	0	104	32	1	0	1	138	139.50
1645-1700	0	0	112	32	0	0	0	144	144.00
1700-1715	0	0	130	27	1	0	1	159	160.50
1715-1730	0	1	139	22	3	1	0	166	168.20
1730-1745	0	0	119	14	0	0	0	133	133.00
1745-1800	0	0	113	16	0	0	0	129	129.00
1800-1815	0	0	124	12	1	0	0	137	137.50
1815-1830	0	1	97	20	0	0	0	118	117.40
1830-1845	0	0	66	20	1	0	0	87	87.50
1845-1900	0	0	52	22	0	0	0	74	74.00
1600-1900	**0**	**3**	**1274**	**274**	**10**	**2**	**5**	**1568**	**1578.80**
HOURLY TOTALS									
1600-1700	0	1	434	121	4	1	4	565	571.70
1615-1715	0	1	474	116	3	1	4	599	605.20
1630-1730	0	1	485	113	5	1	2	607	612.20
1645-1745	0	1	500	95	4	1	1	602	605.70
1700-1800	0	1	501	79	4	1	1	587	590.70
1715-1815	0	1	495	64	4	1	0	565	567.70
1730-1830	0	1	453	62	1	0	0	517	516.90
1745-1845	0	1	400	68	2	0	0	471	471.40
1800-1900	0	1	339	74	2	0	0	416	416.40

MOVEMENT 76 — FROM A264 COPTHORNE WAY — STRAIGHT AHEAD TO A2011 CRAWLEY AVENUE

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	1	54	19	0	1	1	76	77.70
1615-1630	0	0	57	11	1	0	0	69	69.50
1630-1645	0	3	54	12	3	0	0	72	71.70
1645-1700	0	0	74	14	1	0	0	89	89.50
1700-1715	0	0	47	13	1	0	0	61	61.50
1715-1730	0	2	48	10	0	0	0	60	58.80
1730-1745	0	1	60	21	0	0	0	82	81.40
1745-1800	0	2	74	13	2	0	0	91	90.80
1800-1815	0	1	46	8	1	0	0	56	55.90
1815-1830	0	1	58	11	3	0	0	73	73.90
1830-1845	0	3	54	11	0	0	0	68	66.20
1845-1900	0	0	43	7	1	1	0	52	53.80
1600-1900	**0**	**14**	**669**	**150**	**13**	**2**	**1**	**849**	**850.70**
HOURLY TOTALS									
1600-1700	0	4	239	56	5	1	1	306	308.40
1615-1715	0	3	232	50	6	0	0	291	292.20
1630-1730	0	5	223	49	5	0	0	282	281.50
1645-1745	0	3	229	58	2	0	0	292	291.20
1700-1800	0	5	229	57	3	0	0	294	292.50
1715-1815	0	6	228	52	3	0	0	289	286.90
1730-1830	0	5	238	53	6	0	0	302	302.00
1745-1845	0	7	232	43	6	0	0	288	286.80
1800-1900	0	5	201	37	5	1	0	249	249.80

MOVEMENT 77 — FROM A264 COPTHORNE WAY — RIGHT TURN TO M23 J10 NORTHBOUND ON-SLIP

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	50	19	1	1	0	71	72.80
1615-1630	0	0	51	10	1	0	0	62	62.50
1630-1645	0	0	43	14	0	3	2	62	67.90
1645-1700	0	0	51	11	0	0	2	64	66.00
1700-1715	0	0	54	9	0	1	1	65	67.30
1715-1730	0	0	47	13	2	1	1	64	67.30
1730-1745	0	0	57	8	0	1	1	67	69.30
1745-1800	0	0	46	1	0	1	1	49	51.30
1800-1815	0	0	56	7	1	0	2	66	68.50
1815-1830	0	0	36	9	0	0	1	46	47.00
1830-1845	0	0	32	8	1	0	1	42	43.50
1845-1900	0	0	31	12	0	0	2	45	47.00
1600-1900	**0**	**0**	**554**	**121**	**6**	**8**	**14**	**703**	**730.40**
HOURLY TOTALS									
1600-1700	0	0	195	54	2	4	4	259	269.20
1615-1715	0	0	199	44	1	4	5	253	263.70
1630-1730	0	0	195	47	2	5	6	255	268.50
1645-1745	0	0	209	41	2	3	5	260	269.90
1700-1800	0	0	204	31	2	4	4	245	255.20
1715-1815	0	0	206	29	3	3	5	246	256.40
1730-1830	0	0	195	25	1	2	5	228	236.10
1745-1845	0	0	170	25	2	1	5	203	210.30
1800-1900	0	0	155	36	2	0	6	199	206.00

MOVEMENT 78 — FROM A264 COPTHORNE WAY — U-TURN BACK TO A264 COPTHORNE WAY

	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
HOURLY TOTALS									
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site 8: M23 Junction 10

Location: Copthorne, Crawley RH10 3ZG

Date: Tuesday 14th November 2023

Time: 07:00-10:00, 16:00-19:00

M23 Junction 10 (07:00-10:00) AM Peaks

	MOVEMENT 79: FROM M23 J10 NORTHBOUND OFF-SLIP, LEFT TURN TO A2011 CRAWLEY AVENUE									MOVEMENT 80: FROM M23 J10 NORTHBOUND OFF-SLIP, STRAIGHT AHEAD TO M23 J10 NORTHBOUND ON-SLIP									MOVEMENT 81: FROM M23 J10 NORTHBOUND OFF-SLIP, RIGHT TURN TO A264 COPTHORNE WAY									MOVEMENT 82: FROM M23 J10 NORTHBOUND OFF-SLIP, U-TURN BACK TO M23 J10 SOUTHBOUND ON-SLIP								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	52	12	6	3	0	73	79.90	0	0	0	0	0	0	0	0	0.00	0	0	69	39	4	1	1	114	118.30	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	100	14	4	1	2	121	126.30	0	0	0	0	0	0	0	0	0.00	0	0	100	33	2	2	0	137	140.60	0	0	0	0	0	0	0	0	0.00
0730-0745	0	1	103	17	1	0	0	122	121.90	0	0	0	0	0	0	0	0	0.00	0	0	66	14	4	2	0	86	90.60	0	0	0	0	0	1	0	1	2.30
0745-0800	0	0	109	15	2	1	0	127	129.30	0	0	0	0	0	0	0	0	0.00	0	0	88	25	2	0	0	115	116.00	0	0	0	1	0	0	0	1	1.00
0800-0815	0	1	116	9	4	1	0	131	133.70	0	0	0	0	0	0	0	0	0.00	0	1	69	23	4	2	0	99	103.00	0	0	0	0	1	0	0	1	1.50
0815-0830	0	0	123	10	4	0	0	137	139.00	0	0	0	0	0	0	0	0	0.00	0	1	85	14	5	2	0	107	111.50	0	0	0	0	0	0	0	0	0.00
0830-0845	0	1	124	13	1	2	0	141	143.50	0	0	0	0	0	0	0	0	0.00	0	0	98	23	4	1	0	126	129.30	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	92	13	2	1	0	108	110.30	0	0	0	0	0	0	0	0	0.00	0	1	70	19	5	3	0	98	103.80	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	122	20	2	1	0	145	147.30	0	0	0	0	0	0	0	0	0.00	0	0	82	19	2	3	0	106	110.90	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	82	15	3	2	0	102	106.10	0	0	0	0	0	0	0	0	0.00	0	0	63	31	2	2	0	98	101.60	0	0	0	0	2	2	0	4	7.60
0930-0945	0	0	43	17	5	0	0	65	67.50	0	0	0	0	0	0	0	0	0.00	0	0	69	28	4	3	1	105	111.90	0	0	1	2	0	0	0	3	3.00
0945-1000	0	0	41	12	5	2	0	60	65.10	0	0	0	0	0	0	0	0	0.00	0	0	69	17	3	1	0	90	92.80	0	0	0	2	0	0	2	4	6.00
0700-1000	**0**	**3**	**1107**	**167**	**39**	**14**	**2**	**1332**	**1369.90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**3**	**928**	**285**	**41**	**22**	**2**	**1281**	**1330.30**	**0**	**0**	**1**	**5**	**3**	**3**	**2**	**14**	**21.40**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	1	364	58	13	5	2	443	457.40	0	0	0	0	0	0	0	0	0.00	0	0	323	111	12	5	1	452	465.50	0	0	0	1	0	1	0	2	3.30
0715-0815	0	2	428	55	11	3	2	501	511.20	0	0	0	0	0	0	0	0	0.00	0	1	323	95	12	6	0	437	450.20	0	0	0	1	1	1	0	3	4.80
0730-0830	0	2	451	51	11	2	0	517	523.90	0	0	0	0	0	0	0	0	0.00	0	2	308	76	15	6	0	407	421.10	0	0	0	1	1	1	0	3	4.80
0745-0845	0	2	472	47	11	4	0	536	545.50	0	0	0	0	0	0	0	0	0.00	0	2	340	85	15	5	0	447	459.80	0	0	0	1	1	0	0	2	2.50
0800-0900	0	2	455	45	11	4	0	517	526.50	0	0	0	0	0	0	0	0	0.00	0	3	322	79	18	8	0	430	447.60	0	0	0	0	1	0	0	1	1.50
0815-0915	0	1	461	56	9	4	0	531	540.10	0	0	0	0	0	0	0	0	0.00	0	2	335	75	16	9	0	437	455.50	0	0	0	0	0	0	0	0	0.00
0830-0930	0	1	420	61	8	6	0	496	507.20	0	0	0	0	0	0	0	0	0.00	0	1	313	92	13	9	0	428	445.60	0	0	0	0	2	2	0	4	7.60
0845-0945	0	0	339	65	12	4	0	420	431.20	0	0	0	0	0	0	0	0	0.00	0	1	284	97	13	11	1	407	428.20	0	0	1	2	2	2	0	7	10.60
0900-1000	0	0	288	64	15	5	0	372	386.00	0	0	0	0	0	0	0	0	0.00	0	0	283	95	11	9	1	399	417.20	0	0	1	4	2	2	2	11	16.60

M23 Junction 10 (16:00-19:00) PM Peaks

	MOVEMENT 79: FROM M23 J10 NORTHBOUND OFF-SLIP, LEFT TURN TO A2011 CRAWLEY AVENUE									MOVEMENT 80: FROM M23 J10 NORTHBOUND OFF-SLIP, STRAIGHT AHEAD TO M23 J10 NORTHBOUND ON-SLIP									MOVEMENT 81: FROM M23 J10 NORTHBOUND OFF-SLIP, RIGHT TURN TO A264 COPTHORNE WAY									MOVEMENT 82: FROM M23 J10 NORTHBOUND OFF-SLIP, U-TURN BACK TO M23 J10 SOUTHBOUND ON-SLIP								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	37	19	4	2	0	62	66.60	0	0	0	0	0	0	0	0	0.00	0	0	82	24	1	1	0	108	109.80	0	0	1	0	0	0	0	1	1.00
1615-1630	0	0	45	21	1	6	0	73	81.30	0	0	0	0	0	0	0	0	0.00	0	0	101	27	0	2	0	130	132.60	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	38	23	4	5	0	70	78.50	0	0	0	0	0	0	0	0	0.00	0	0	92	24	2	1	0	119	121.30	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	39	17	8	0	0	64	68.00	0	0	0	0	0	0	0	0	0.00	0	0	92	26	0	2	0	120	122.60	0	0	0	2	0	0	0	2	2.00
1700-1715	0	1	39	15	6	1	0	62	65.70	0	0	0	0	0	0	0	0	0.00	0	0	90	24	3	0	0	117	118.50	0	0	1	2	1	0	0	4	4.50
1715-1730	0	0	44	11	7	1	0	63	67.80	0	0	0	0	0	0	0	0	0.00	0	0	98	21	0	1	0	120	121.30	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	41	18	3	0	0	62	63.50	0	0	0	0	0	0	0	0	0.00	0	0	99	17	2	0	0	118	119.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	1	41	11	11	0	0	64	68.90	0	0	0	0	0	0	0	0	0.00	0	0	104	22	1	1	0	128	129.80	0	0	1	0	0	0	0	1	1.00
1800-1815	0	0	48	12	6	1	0	67	71.30	0	0	0	0	0	0	0	0	0.00	0	0	79	15	2	0	0	96	97.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	40	10	6	0	0	56	59.00	0	0	0	0	0	0	0	0	0.00	0	0	94	20	0	0	0	114	114.00	0	0	0	1	0	0	0	1	1.00
1830-1845	0	0	31	9	7	0	0	47	50.50	0	0	0	0	0	0	0	0	0.00	0	0	95	10	2	1	0	108	110.30	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	21	8	4	0	0	33	35.00	0	0	0	0	0	0	0	0	0.00	0	0	74	11	0	1	1	87	89.30	0	0	1	0	0	0	0	1	1.00
1600-1900	**0**	**2**	**464**	**174**	**67**	**16**	**0**	**723**	**776.10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**1100**	**241**	**13**	**10**	**1**	**1365**	**1385.50**	**0**	**0**	**4**	**5**	**1**	**0**	**0**	**10**	**10.50**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	0	159	80	17	13	0	269	294.40	0	0	0	0	0	0	0	0	0.00	0	0	367	101	3	6	0	477	486.30	0	0	1	2	0	0	0	3	3.00
1615-1715	0	1	161	76	19	12	0	269	293.50	0	0	0	0	0	0	0	0	0.00	0	0	375	101	5	5	0	486	495.00	0	0	1	4	1	0	0	6	6.50
1630-1730	0	1	160	66	25	7	0	259	280.00	0	0	0	0	0	0	0	0	0.00	0	0	372	95	5	4	0	476	483.70	0	0	1	4	1	0	0	6	6.50
1645-1745	0	1	163	61	24	2	0	251	265.00	0	0	0	0	0	0	0	0	0.00	0	0	379	88	5	3	0	475	481.40	0	0	1	4	1	0	0	6	6.50
1700-1800	0	2	165	55	27	2	0	251	265.90	0	0	0	0	0	0	0	0	0.00	0	0	391	84	6	2	0	483	488.60	0	0	2	2	1	0	0	5	5.50
1715-1815	0	1	174	52	27	2	0	256	271.50	0	0	0	0	0	0	0	0	0.00	0	0	380	75	5	2	0	462	467.10	0	0	1	0	0	0	0	1	1.00
1730-1830	0	1	170	51	26	1	0	249	262.70	0	0	0	0	0	0	0	0	0.00	0	0	376	74	5	1	0	456	459.80	0	0	1	1	0	0	0	2	2.00
1745-1845	0	1	160	42	30	1	0	234	249.70	0	0	0	0	0	0	0	0	0.00	0	0	372	67	5	2	0	446	451.10	0	0	1	1	0	0	0	2	2.00
1800-1900	0	0	140	39	23	1	0	203	215.80	0	0	0	0	0	0	0	0	0.00	0	0	342	56	4	2	1	405	410.60	0	0	1	1	0	0	0	2	2.00

CHARGE SURVEYS

Site 8: M23 Junction 10

Location: Copthorne, Crawley RH10 3ZG

Date: Tuesday 14th November 2023

Time: 07:00-10:00, 16:00-19:00

M23 Junction 10 (07:00-10:00) AM Peaks

	MOVEMENT 83 FROM A2011 CRAWLEY AVENUE LEFT TURN TO M23 J10 NORTHBOUND ON-SLIP									MOVEMENT 84 FROM A2011 CRAWLEY AVENUE STRAIGHT AHEAD TO A264 COPTHORNE WAY									MOVEMENT 85 FROM A2011 CRAWLEY AVENUE RIGHT TURN TO M23 J10 SOUTHBOUND ON-SLIP									MOVEMENT 86 FROM A2011 CRAWLEY AVENUE U-TURN BACK TO A2011 CRAWLEY AVENUE								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	109	56	10	6	2	183	197.80	0	2	38	19	0	0	0	59	57.80	0	0	21	8	2	1	0	32	34.30	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	104	61	13	9	1	188	207.20	0	0	50	17	1	1	0	69	70.80	0	0	25	16	5	4	0	50	57.70	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	93	41	20	4	0	158	173.20	0	0	46	11	1	3	4	65	73.40	0	0	25	23	8	4	0	60	69.20	0	0	0	0	0	0	0	0	0.00
0745-0800	0	2	83	37	6	3	0	131	136.70	0	0	37	18	1	0	2	58	60.50	0	0	37	24	5	4	0	70	77.70	0	0	0	0	0	0	0	0	0.00
0800-0815	0	1	77	34	10	9	0	131	147.10	0	0	27	24	0	0	1	52	53.00	0	0	38	26	7	5	1	77	88.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	72	30	10	3	1	116	125.90	0	0	19	14	2	2	0	37	40.60	0	0	44	53	9	2	1	109	117.10	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	65	34	10	3	0	112	120.90	0	1	31	10	1	0	1	44	44.90	0	0	31	27	9	5	1	73	85.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	82	39	4	6	1	132	142.80	0	1	33	17	3	1	0	55	57.20	0	0	41	21	5	4	0	71	78.70	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	80	25	4	6	0	115	124.80	0	2	30	11	3	1	0	47	48.60	0	0	32	30	4	3	0	69	74.90	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	78	30	5	7	0	120	131.60	0	0	30	6	4	1	1	42	46.30	0	0	24	24	5	2	0	55	60.10	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	59	27	0	2	0	88	90.60	0	0	40	13	4	1	2	60	65.30	0	0	29	18	2	1	0	50	52.30	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	64	39	9	7	1	120	134.60	0	0	46	11	4	2	1	64	69.60	0	0	24	16	4	0	0	44	46.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**3**	**966**	**453**	**101**	**65**	**6**	**1594**	**1733.20**	**0**	**6**	**427**	**171**	**24**	**12**	**12**	**652**	**688.00**	**0**	**0**	**371**	**286**	**65**	**35**	**3**	**760**	**841.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	2	389	195	49	22	3	660	714.90	0	2	171	65	3	4	6	251	262.50	0	0	108	71	20	13	0	212	238.90	0	0	0	0	0	0	0	0	0.00
0715-0815	0	3	357	173	49	25	1	608	664.20	0	0	160	70	3	4	7	244	257.70	0	0	125	89	25	17	1	257	292.60	0	0	0	0	0	0	0	0	0.00
0730-0830	0	3	325	142	46	19	1	536	582.90	0	0	129	67	4	5	7	212	227.50	0	0	144	126	29	15	2	316	352.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	3	297	135	36	18	1	490	530.60	0	1	114	66	4	2	4	191	199.00	0	0	150	130	30	16	3	329	367.80	0	0	0	0	0	0	0	0	0.00
0800-0900	0	1	296	137	34	21	2	491	536.70	0	2	110	65	6	3	2	188	195.70	0	0	154	127	30	16	3	330	368.80	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	299	128	28	18	2	475	514.40	0	4	113	52	9	4	1	183	191.30	0	0	148	131	27	14	2	322	355.70	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	305	128	23	22	1	479	520.10	0	4	124	44	11	3	2	188	197.00	0	0	128	102	23	14	1	268	298.70	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	299	121	13	21	1	455	489.80	0	3	133	47	14	4	3	204	217.40	0	0	126	93	16	10	0	245	266.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	281	121	18	22	1	443	481.60	0	2	146	41	15	5	4	213	229.80	0	0	109	88	15	6	0	218	233.30	0	0	0	0	0	0	0	0	0.00

M23 Junction 10 (16:00-19:00) PM Peaks

	MOVEMENT 83 FROM A2011 CRAWLEY AVENUE LEFT TURN TO M23 J10 NORTHBOUND ON-SLIP									MOVEMENT 84 FROM A2011 CRAWLEY AVENUE STRAIGHT AHEAD TO A264 COPTHORNE WAY									MOVEMENT 85 FROM A2011 CRAWLEY AVENUE RIGHT TURN TO M23 J10 SOUTHBOUND ON-SLIP									MOVEMENT 86 FROM A2011 CRAWLEY AVENUE U-TURN BACK TO A2011 CRAWLEY AVENUE								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	154	33	3	2	0	192	196.10	0	0	61	14	2	1	0	78	80.30	0	0	112	17	2	1	0	132	134.30	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	180	31	2	2	0	215	218.60	0	1	37	13	0	1	0	52	52.70	0	1	141	17	1	3	0	163	166.80	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	135	27	3	1	0	166	168.80	0	1	46	5	0	1	0	53	53.70	0	1	141	19	2	1	1	165	167.70	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	157	25	2	3	0	188	192.30	0	0	37	2	1	0	0	40	40.50	0	0	122	12	3	1	0	138	140.80	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	159	19	1	1	1	181	183.80	0	2	31	2	1	0	0	36	35.30	0	1	150	17	1	0	0	169	168.90	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	170	16	1	0	0	187	187.50	0	1	29	8	0	0	0	38	37.40	0	0	148	14	1	1	0	164	165.80	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	161	14	0	1	1	177	179.30	0	0	29	2	0	0	0	31	31.00	0	0	149	4	2	1	0	156	158.30	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	166	20	1	4	0	191	196.70	0	2	36	1	0	1	0	40	40.10	0	0	143	12	2	0	0	157	158.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	155	18	3	1	0	177	179.80	0	0	39	6	0	0	0	45	45.00	0	0	153	10	1	0	0	164	164.50	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	125	23	0	3	0	151	154.90	0	3	46	6	0	0	0	55	53.20	0	0	138	13	2	0	0	153	154.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	105	16	1	3	0	125	129.40	0	1	53	4	0	0	0	58	57.40	0	0	97	10	2	0	0	109	110.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	110	11	3	7	0	131	141.60	0	1	55	8	0	0	0	64	63.40	0	1	62	2	1	1	0	67	68.20	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**1**	**1777**	**253**	**20**	**28**	**2**	**2081**	**2128.80**	**0**	**12**	**499**	**71**	**4**	**4**	**0**	**590**	**590.00**	**0**	**4**	**1556**	**147**	**20**	**9**	**1**	**1737**	**1757.30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	1	626	116	10	8	0	761	775.80	0	2	181	34	3	3	0	223	227.20	0	2	516	65	8	6	1	598	609.60	0	0	0	0	0	0	0	0	0.00
1615-1715	0	1	631	102	8	7	1	750	763.50	0	4	151	22	2	2	0	181	182.20	0	3	554	65	7	5	1	635	644.20	0	0	0	0	0	0	0	0	0.00
1630-1730	0	1	621	87	7	5	1	722	732.40	0	4	143	17	2	1	0	167	166.90	0	2	561	62	7	3	1	636	643.20	0	0	0	0	0	0	0	0	0.00
1645-1745	0	1	647	74	4	5	2	733	742.90	0	3	126	14	2	0	0	145	144.20	0	1	569	47	7	3	0	627	633.80	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	656	69	3	6	2	736	747.30	0	5	125	13	1	1	0	145	143.80	0	1	590	47	6	2	0	646	651.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	652	68	5	6	1	732	743.30	0	3	133	17	0	1	0	154	153.50	0	0	593	40	6	2	0	641	646.60	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	607	75	4	9	1	696	710.70	0	5	150	15	0	1	0	171	169.30	0	0	583	39	7	1	0	630	634.80	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	551	77	5	11	0	644	660.80	0	6	174	17	0	1	0	198	195.70	0	0	531	45	7	0	0	583	586.50	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	495	68	7	14	0	584	605.70	0	5	193	24	0	0	0	222	219.00	0	1	450	35	6	1	0	493	496.70	0	0	0	0	0	0	0	0	0.00

Site 8: M23 Junction 10

Location: Copthorne, Crawley RH10 3ZG

Date: Tuesday 14th November 2023

Time: 07:00-10:00, 16:00-19:00

M23 Junction 10 (07:00-10:00) AM Peaks

	MOVEMENT 87: FROM M23 J10 SOUTHBOUND OFF-SLIP, LEFT TURN TO A264 COPTHORNE WAY									MOVEMENT 88: FROM M23 J10 SOUTHBOUND OFF-SLIP, STRAIGHT AHEAD TO M23 J10 SOUTHBOUND ON-SLIP									MOVEMENT 89: FROM M23 J10 SOUTHBOUND OFF-SLIP, RIGHT TURN TO A2011 CRAWLEY AVENUE									MOVEMENT 90: FROM M23 J10 SOUTHBOUND OFF-SLIP, U-TURN BACK TO M23 J10 NORTHBOUND ON-SLIP								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	60	27	2	2	1	92	96.60	0	0	0	0	0	0	0	0	0.00	0	1	147	42	12	7	0	209	223.50	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	56	17	3	0	1	77	79.50	0	0	0	0	0	0	0	0	0.00	0	0	144	42	6	8	1	201	215.40	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	76	24	3	4	1	108	115.70	0	0	0	0	0	0	0	0	0.00	0	0	172	48	4	12	0	236	253.60	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	83	19	6	5	3	116	128.50	0	0	0	0	0	0	0	0	0.00	0	1	177	45	5	4	0	232	239.10	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	60	18	2	1	1	82	85.30	0	0	0	0	0	0	0	0	0.00	0	1	182	55	10	3	0	251	259.30	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	57	23	4	3	2	89	96.90	0	0	0	0	0	0	0	0	0.00	0	0	208	52	4	2	0	266	270.60	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	78	25	4	5	1	113	122.50	0	0	0	0	0	0	0	0	0.00	0	0	170	26	4	9	1	210	224.70	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	59	13	3	4	1	80	87.70	0	0	0	0	0	0	0	0	0.00	0	0	202	29	3	7	0	241	251.60	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	63	29	2	3	1	98	103.90	0	0	0	0	0	0	0	0	0.00	0	0	116	26	7	10	0	159	175.50	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	59	14	2	2	1	78	82.60	0	0	0	0	0	0	0	0	0.00	0	0	135	24	10	8	1	178	194.40	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	57	11	1	2	2	73	78.10	0	0	0	0	0	0	0	0	0.00	0	0	98	25	3	4	0	130	136.70	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	49	19	1	2	1	72	76.10	0	0	0	0	0	0	0	0	0.00	0	0	95	17	5	10	0	127	142.50	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**757**	**239**	**33**	**33**	**16**	**1078**	**1153.40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**3**	**1846**	**431**	**73**	**84**	**3**	**2440**	**2586.90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
HOURLY TOTALS																																				
0700-0800	0	0	275	87	14	11	6	393	420.30	0	0	0	0	0	0	0	0	0.00	0	2	640	177	27	31	1	878	931.60	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	275	78	14	10	6	383	409.00	0	0	0	0	0	0	0	0	0.00	0	2	675	190	25	27	1	920	967.40	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	276	84	15	13	7	395	426.40	0	0	0	0	0	0	0	0	0.00	0	2	739	200	23	21	0	985	1022.60	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	278	85	16	14	7	400	433.20	0	0	0	0	0	0	0	0	0.00	0	2	737	178	23	18	1	959	993.70	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	254	79	13	13	5	364	392.40	0	0	0	0	0	0	0	0	0.00	0	1	762	162	21	21	1	968	1006.20	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	257	90	13	15	5	380	411.00	0	0	0	0	0	0	0	0	0.00	0	0	696	133	18	28	1	876	922.40	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	259	81	11	14	4	369	396.70	0	0	0	0	0	0	0	0	0.00	0	0	623	105	24	34	2	788	846.20	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	238	67	8	11	5	329	352.30	0	0	0	0	0	0	0	0	0.00	0	0	551	104	23	29	1	708	758.20	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	228	73	6	9	5	321	340.70	0	0	0	0	0	0	0	0	0.00	0	0	444	92	25	32	1	594	649.10	0	0	0	0	0	0	0	0	0.00

M23 Junction 10 (16:00-19:00) PM Peaks

	MOVEMENT 87: FROM M23 J10 SOUTHBOUND OFF-SLIP, LEFT TURN TO A264 COPTHORNE WAY									MOVEMENT 88: FROM M23 J10 SOUTHBOUND OFF-SLIP, STRAIGHT AHEAD TO M23 J10 SOUTHBOUND ON-SLIP									MOVEMENT 89: FROM M23 J10 SOUTHBOUND OFF-SLIP, RIGHT TURN TO A2011 CRAWLEY AVENUE									MOVEMENT 90: FROM M23 J10 SOUTHBOUND OFF-SLIP, U-TURN BACK TO M23 J10 NORTHBOUND ON-SLIP								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	2	75	31	2	2	1	113	116.40	0	0	0	0	0	0	0	0	0.00	0	0	106	37	5	3	0	151	157.40	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	79	21	4	0	2	106	110.00	0	0	0	0	0	0	0	0	0.00	0	1	108	38	2	3	0	152	156.30	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	82	26	2	5	2	117	126.50	0	0	0	0	0	0	0	0	0.00	0	1	90	45	4	3	0	143	148.30	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	94	19	1	4	2	120	127.70	0	0	0	0	0	0	0	0	0.00	0	0	104	27	1	3	0	135	139.40	0	0	0	0	0	0	0	0	0.00
1700-1715	0	1	98	22	2	1	0	124	125.70	0	0	0	0	0	0	0	0	0.00	0	0	113	30	3	1	0	147	149.80	0	0	0	0	0	0	0	0	0.00
1715-1730	0	1	128	17	2	2	1	151	155.00	0	0	0	0	0	0	0	0	0.00	0	0	127	24	4	0	2	157	161.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	1	100	17	1	0	2	121	122.90	0	0	0	0	0	0	0	0	0.00	0	1	112	25	2	1	1	142	144.70	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	93	14	0	0	2	109	111.00	0	0	0	0	0	0	0	0	0.00	0	2	117	27	3	1	0	150	151.60	0	0	0	0	0	0	0	0	0.00
1800-1815	0	1	100	13	1	0	1	116	116.90	0	0	0	0	0	0	0	0	0.00	0	2	129	29	1	2	0	163	164.90	0	0	0	0	0	0	0	0	0.00
1815-1830	0	2	91	8	0	1	1	103	104.10	0	0	0	0	0	0	0	0	0.00	0	0	120	28	2	2	0	152	155.60	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	75	7	0	0	1	83	84.00	0	0	0	0	0	0	0	0	0.00	0	1	97	15	4	3	0	120	125.30	0	0	0	0	0	0	0	0	0.00
1845-1900	0	1	55	9	0	0	2	67	68.40	0	0	0	0	0	0	0	0	0.00	0	0	111	20	2	1	0	134	136.30	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**9**	**1070**	**204**	**15**	**15**	**17**	**1330**	**1368.60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**8**	**1334**	**345**	**33**	**23**	**3**	**1746**	**1790.60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
HOURLY TOTALS																																				
1600-1700	0	2	330	97	9	11	7	456	480.60	0	0	0	0	0	0	0	0	0.00	0	2	408	147	12	12	0	581	601.40	0	0	0	0	0	0	0	0	0.00
1615-1715	0	1	353	88	9	10	6	467	489.90	0	0	0	0	0	0	0	0	0.00	0	2	415	140	10	10	0	577	593.80	0	0	0	0	0	0	0	0	0.00
1630-1730	0	2	402	84	7	12	5	512	534.90	0	0	0	0	0	0	0	0	0.00	0	1	434	126	12	7	2	582	598.50	0	0	0	0	0	0	0	0	0.00
1645-1745	0	3	420	75	6	7	5	516	531.30	0	0	0	0	0	0	0	0	0.00	0	1	456	106	10	5	3	581	594.90	0	0	0	0	0	0	0	0	0.00
1700-1800	0	3	419	70	5	3	5	505	514.60	0	0	0	0	0	0	0	0	0.00	0	3	469	106	12	3	3	596	607.10	0	0	0	0	0	0	0	0	0.00
1715-1815	0	3	421	61	4	2	6	497	505.80	0	0	0	0	0	0	0	0	0.00	0	5	485	105	10	4	3	612	622.20	0	0	0	0	0	0	0	0	0.00
1730-1830	0	4	384	52	2	1	6	449	454.90	0	0	0	0	0	0	0	0	0.00	0	5	478	109	8	6	1	607	616.80	0	0	0	0	0	0	0	0	0.00
1745-1845	0	3	359	42	1	1	5	411	416.00	0	0	0	0	0	0	0	0	0.00	0	5	463	99	10	8	0	585	597.40	0	0	0	0	0	0	0	0	0.00
1800-1900	0	4	321	37	1	1	5	369	373.40	0	0	0	0	0	0	0	0	0.00	0	3	457	92	9	8	0	569	582.10	0	0	0	0	0	0	0	0	0.00

APPENDIX B. ACCIDENT DATA

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Selected Polygon:M23 Crawley (iTransport)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/02/2020	1700	Fine without high winds	20925840	1	Not applicable	Not within 20M

Location: COPTHORNE WAY (A264) - 153 METRES FROM JUNCTION WITH A264

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking moving vehicle O/S	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/02/2020	0640	Fine without high winds	20932293	1	Not applicable	Not within 20M

Location: M23

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/06/2020	1100	Fine without high winds	20959319	1	Not applicable	Not within 20M

Location: M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/10/2020	1514	Raining without high winds	20994063	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011)

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/01/2021	1016	Fine without high winds	211012965	1	Not applicable	Not within 20M

Location: M23 - 43 METRES FROM JUNCTION WITH A264

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/03/2021	1745	Fine without high winds	211025505	1	Give way or Uncontrolled	Roundabout

Location: A264 - 21 METRES FROM JUNCTION WITH M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Leaving roundabout
Car	Going ahead other	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/05/2021	0054	Fine without high winds	211046257	1	Automatic traffic signal	Roundabout

Location: A264 NEAR JUNCTION WITH M23

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/05/2021	0032	Fine without high winds	211048006	1	Automatic traffic signal	Roundabout

Location: A264 NEAR JUNCTION WITH M23

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/06/2021	1600	Fine without high winds	211059742	2	Not applicable	Not within 20M

Location: M23

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/08/2021	0432	Fine without high winds	211074756	3	Not applicable	Not within 20M

Location: JUNCTION 10, M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

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

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/11/2021	2119	Fine without high winds	211108015	1	Not applicable	Not within 20M

Location: M23 - 45 METRES FROM JUNCTION WITH A264

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/12/2021	1938	Raining without high winds	211126209	1	Automatic traffic signal	Roundabout

Location: A264 NEAR JUNCTION WITH M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/12/2021	1840	Fine without high winds	211126672	5	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Changing lane to left	Back	Not at, or within 20M of Jct

Casualties:

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

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/04/2022	1550	Fine without high winds	221168189	1	Give way or Uncontrolled	Roundabout

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Did not impact	Mid Junction - on roundabout or main road
Car	Going ahead other	Back	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/07/2022	0306	Fine without high winds	221202130	4	Automatic traffic signal	Roundabout

Location: A2011 WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Mid Junction - on roundabout or main road

Casualties:

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

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2022	1214	Fine without high winds	221204110	1	Give way or Uncontrolled	Roundabout

Location: CRAWLEY AVENUE (A2011), CRAWLEY, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/11/2022	1435	Fine without high winds	221246369	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Changing lane to right	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2022	2258	Other	221250447	1	Not applicable	Not within 20M

Location: M23, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/01/2023	1808	Fine without high winds	231259739	1	Not applicable	Not within 20M

Location: M23 - 97 METRES FROM JUNCTION WITH A264, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/01/2023	2315	Fine without high winds	231272088	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/02/2023	0230	Fine without high winds	231280513	5	Not applicable	Not within 20M

Location: M23, CRAWLEY, WEST SUSSEX

Vehicles:

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

Casualties:

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

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/11/2023	0328	Raining without high winds	231370790	1	Automatic traffic signal	Roundabout

Location: A2011 - 24 METRES FROM JUNCTION WITH M23, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/03/2024	0740	Fog or mist	241417902	2	Not applicable	Not within 20M

Location: M23 - 66 METRES FROM JUNCTION WITH A264, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/06/2024	2126	Fine without high winds	241453420	1	Automatic traffic signal	Roundabout

Location: J10 ROUNDABOUT , M23 NEAR JUNCTION WITH A264, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/06/2024	1035	Fine without high winds	241462031	1	Not applicable	Not within 20M

Location: JUNCTION 10, M23, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2024	1218	Fine without high winds	241475654	1	Give way or Uncontrolled	Roundabout

Location: RA, A264, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Nearside	Mid Junction - on roundabout or main road
Car	Turning right	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/08/2024	1915	Fine without high winds	241475351	3	Give way or Uncontrolled	Roundabout

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Leaving roundabout
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

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

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/08/2024	1355	Fine without high winds	241484306	2	Not applicable	Not within 20M

Location: JUNCTION 10, M23, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/10/2024	0530	Fine without high winds	241499760	1	Automatic traffic signal	Roundabout

Location: J SLIP JUNCTION 10, M23 NEAR JUNCTION WITH A264, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Back	Entering roundabout
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/10/2024	1255	Raining without high winds	241503698	2	Not applicable	Not within 20M

Location: JUNCTION 10 SOUTHBOUND OFF SLIP, M23 - 76 METRES FROM JUNCTION WITH A264, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious

Accidents between dates **01/01/2020** **and** **31/12/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("M23 Crawley (iTransport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/11/2024	2320	Fine without high winds	241514583	1	Not applicable	Not within 20M

Location: LANE 2, OFF SLIP ROAD, JUNCTION 10, SOUTHBOUND, M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: **31**

APPENDIX C. TRICS OUTPUTS

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-4334 DWELLS	
Actual Trip Rate Calculation Parameter Range	10-918 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 16/06/21
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	13
	Tuesday	8
	Wednesday	16
	Thursday	13
	Friday	8
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	18
	Edge of Town	40
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	6
	5,001 to 10,000	16
	10,001 to 15,000	18
	15,001 to 20,000	7
	20,001 to 25,000	5
	25,001 to 50,000	5
Population <5 Mile ranges selected	5,001 to 25,000	6
	25,001 to 50,000	7
	50,001 to 75,000	8
	75,001 to 100,000	12
	100,001 to 125,000	1
	125,001 to 250,000	16
	250,001 to 500,000	8
Car Ownership <5 Mile ranges selected	0.6 to 1.0	15
	1.1 to 1.5	41
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	57
	2 Poor	1

Calculation Reference: AUDIT-236601-211123-1140

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	5 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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

Selected survey days:

Monday	13 days
Tuesday	8 days
Wednesday	16 days
Thursday	13 days
Friday	8 days

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

Selected survey types:

Manual count	55 days
Directional ATC Count	3 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	18
Edge of Town	40

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

Selected Location Sub Categories:

Residential Zone	55
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	58 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	16 days
10,001 to 15,000	18 days
15,001 to 20,000	7 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	7 days
50,001 to 75,000	8 days
75,001 to 100,000	12 days
100,001 to 125,000	1 days
125,001 to 250,000	16 days
250,001 to 500,000	8 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	41 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	18 days
No	40 days

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

PTAL Rating:

No PTAL Present	57 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

9 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

10 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

11 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

12 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

13 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

14 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

15 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

17 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

18 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

19 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

20 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

24 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

25 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

26 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

27 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

28 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

29 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

30 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

31 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: FRIDAY *20/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

32 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

33 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

34 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

35 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

36 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

37 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

38 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

39 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

40 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

41 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

42 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

43 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

44 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

45 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

46 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

47 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

48 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

49 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

50 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

51 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

52 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

53 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

54 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

55 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

56 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

57 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

58 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid
HF-03-A-04	Covid
NF-03-A-22	Covid
WO-03-A-07	Covid
WS-03-A-12	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	58	111	0.080	58	111	0.312	58	111	0.392
08:00 - 09:00	58	111	0.133	58	111	0.390	58	111	0.523
09:00 - 10:00	58	111	0.145	58	111	0.171	58	111	0.316
10:00 - 11:00	58	111	0.125	58	111	0.156	58	111	0.281
11:00 - 12:00	58	111	0.130	58	111	0.145	58	111	0.275
12:00 - 13:00	58	111	0.157	58	111	0.148	58	111	0.305
13:00 - 14:00	58	111	0.159	58	111	0.154	58	111	0.313
14:00 - 15:00	58	111	0.161	58	111	0.192	58	111	0.353
15:00 - 16:00	58	111	0.270	58	111	0.180	58	111	0.450
16:00 - 17:00	58	111	0.287	58	111	0.167	58	111	0.454
17:00 - 18:00	58	111	0.356	58	111	0.161	58	111	0.517
18:00 - 19:00	58	111	0.303	58	111	0.172	58	111	0.475
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.399			2.421			4.820

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

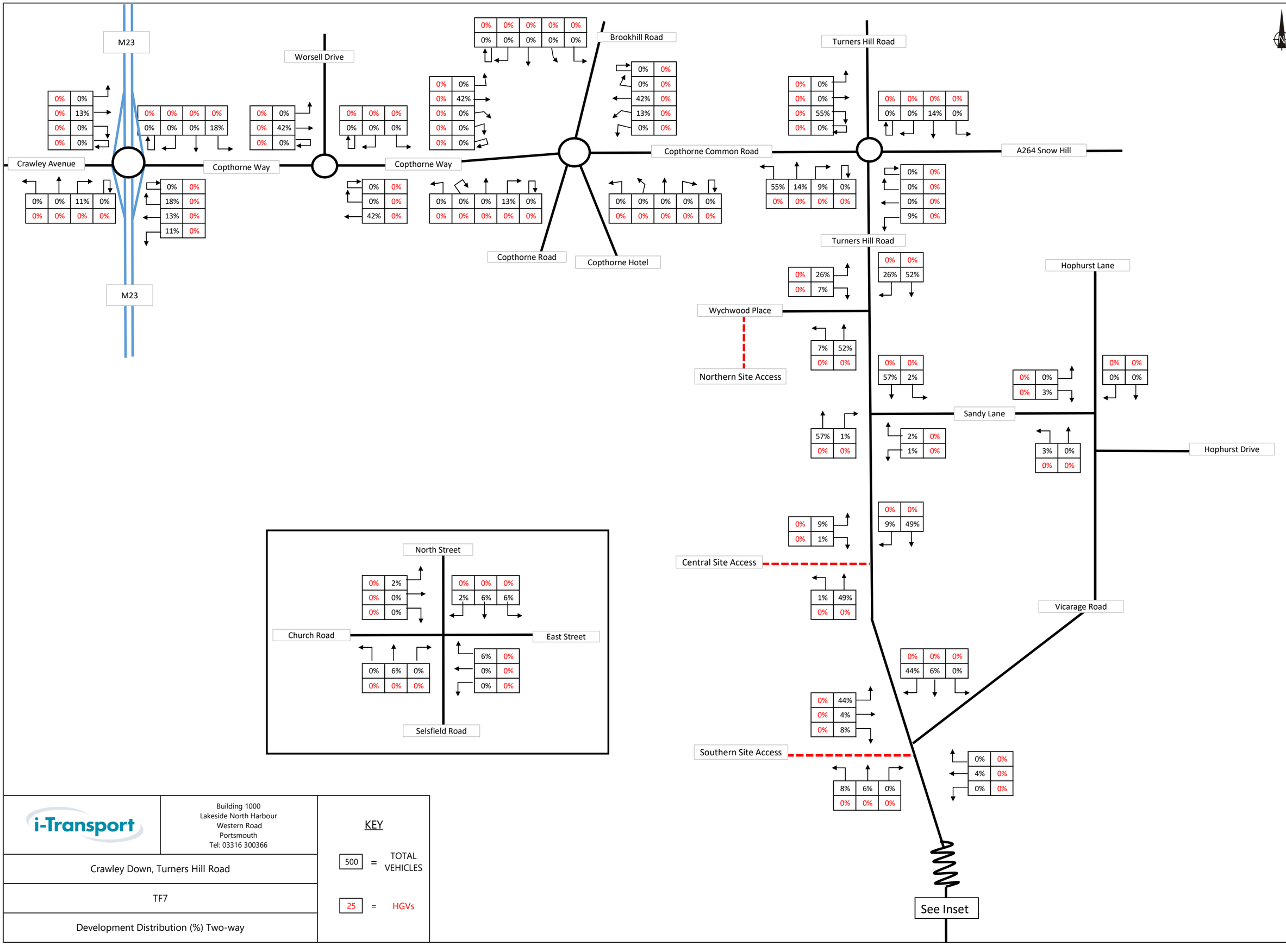
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

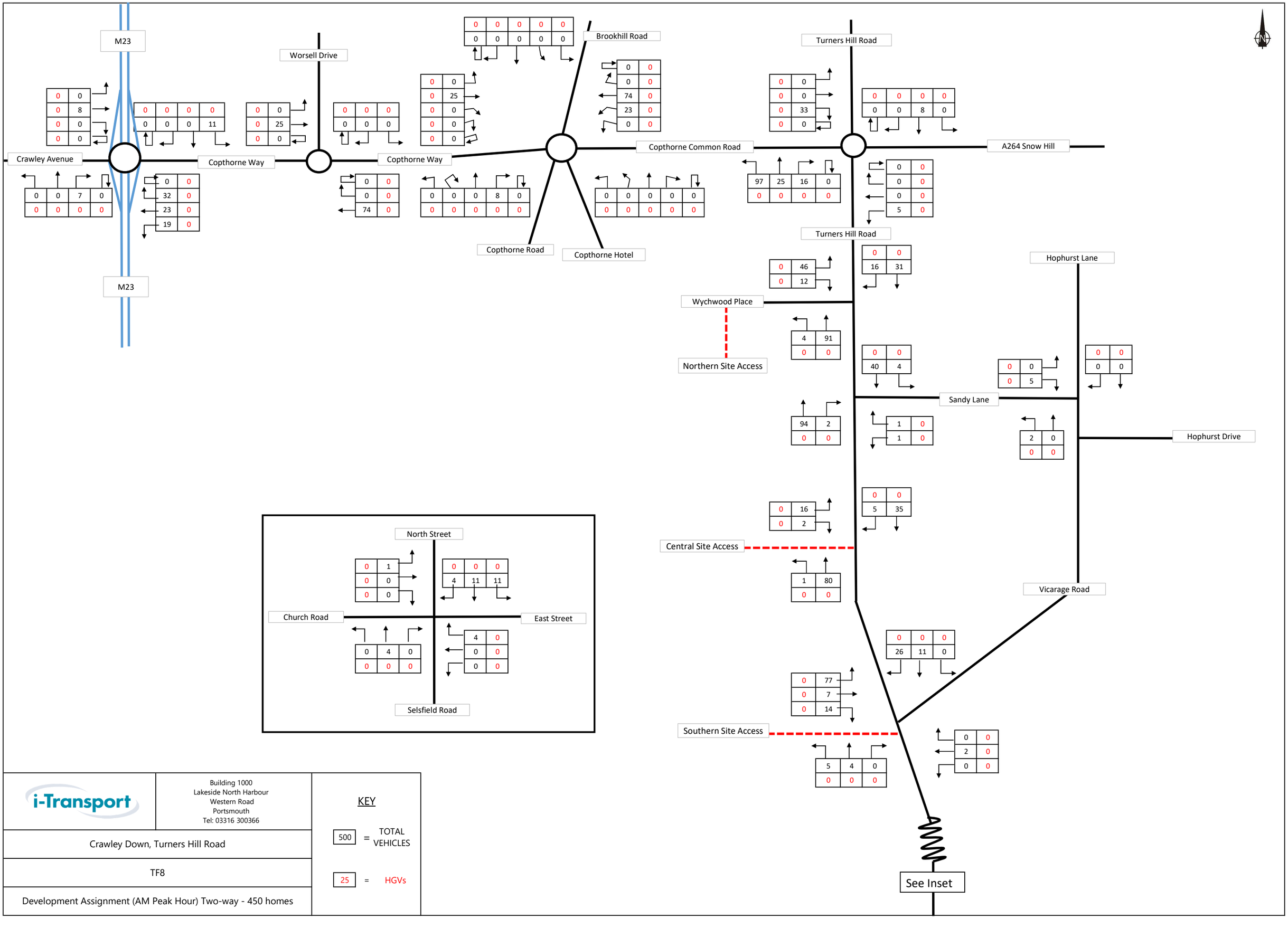
Trip rate parameter range selected:	10 - 918 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	5

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

APPENDIX D. TRAFFIC FLOW DIAGRAMS



i-Transport	Building 1000 Lakeside North Harbour Western Road Portsmouth Tel: 03316 300366	KEY
Crawley Down, Turners Hill Road		500 = TOTAL VEHICLES
TF7		25 = HGVs
Development Distribution (%) Two-way		

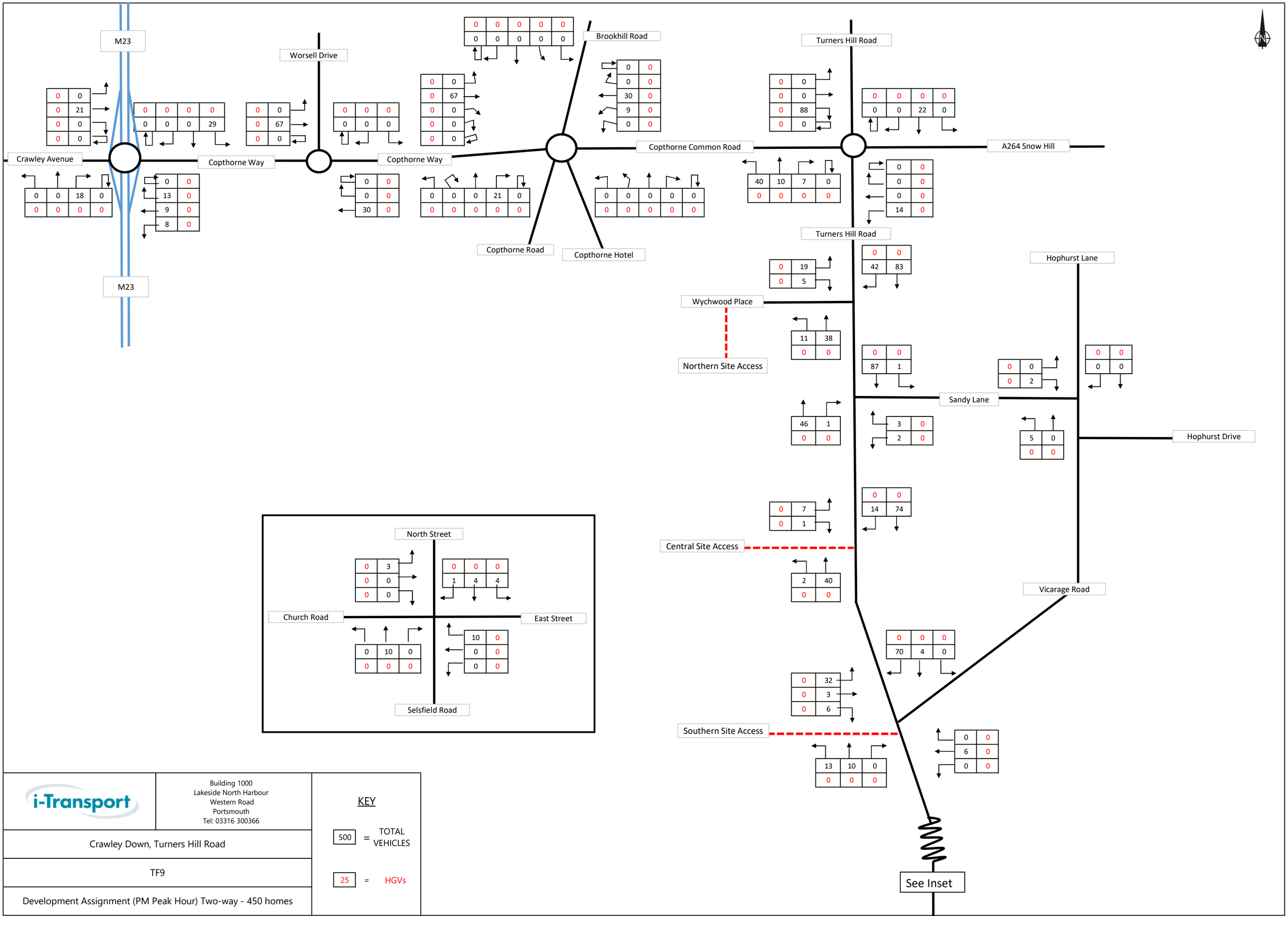


i-Transport	Building 1000 Lakeside North Harbour Western Road Portsmouth Tel: 03316 300366
Crawley Down, Turners Hill Road	
TF8	
Development Assignment (AM Peak Hour) Two-way - 450 homes	

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport	Building 1000 Lakeside North Harbour Western Road Portsmouth Tel: 03316 300366
Crawley Down, Turners Hill Road	
TF9	
Development Assignment (PM Peak Hour) Two-way - 450 homes	

KEY

500 = TOTAL VEHICLES

25 = HGVs

APPENDIX E. WSCC RESPONSE

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	25 February 2025
LOCATION:	Land West Of Turners Hill Road And North Of Huntsland Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/25/0017 Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 150 dwellings, a 65 bed care home, and community facility, and associated infrastructure including new access points off of Wychwood with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.
DATE OF SITE VISIT:	13th February 2025
RECOMMENDATION:	Advice

1. Comments are made in respects of,

- Transport Assessment, reference MS/LJ/MS/ITB9155-052D, dated 15th January 2025
- Travel Plan, reference MS/SG/ITB9155-055C
- Illustrative Master Plan, drawing number SK001-01 revision V14
- Access and Movement Parameter Plan, drawing number 009-04 revision B

2. It's recognised that duplicate applications have been submitted for both the northern and southern parcels. For the purposes of the duplicate applications, identical comments are issued by WSCC Highways for the respective duplicate southern and northern planning applications.

3. Given the northern and southern parcels form a single allocation within the Mid Sussex Local Plan, certain aspects of the proposals have been considered cumulatively. As appropriate, site wide comments covering both the northern and southern planning applications are made against respective elements. These comments remain the same for all planning applications.

<u>Access</u>

4. Vehicular access to the northern parcels comprising fields 1 and 2 (as shown on the Master Plan) is via an extension of Wychwood Place, a 30mph speed limit residential road. Wychwood Place joins the wider highway network via a simple priority junction onto the B2028. Although not relevant to planning,

Wychwood Place does not form part of the adopted highway network and is maintained privately.

5. Through pre-application discussions, WSCC Highways has questioned the suitability of Wychwood Place and the junction with the B2028 to accommodate the additional number of dwellings proposed. WSCC raised the point that Wychwood Place was designed originally to serve 23 dwellings; the number now proposed significant exceeds this.

6. Whilst Stage One Road Safety Audits have been carried out for the tie in works between the proposed and existing development access roads and to review the potential increased use of Wychwood Place, no technical appraisal has been submitted with the current planning application to demonstrate the suitability of the existing carriageway geometry to accommodate the increased number of dwellings. It is recommended that a technical appraisal is undertaken of the existing Wychwood Place to demonstrate that this is suitable for the proposed increased level of activity. From visiting the site and from 3rd party representations, it's apparent that there are existing issues with the verge being over-run on the existing 90 degree bend adjacent to no. 13 Wychwood Place. On-street parking was also observed adjacent to this bend that would need to be factored into any assessment.

7. With regards to the RSA for the intensification of Wychwood Place, this raises a number of problems. The responses from the Applicant for A.2.1 and A.2.4 should be updated to provide a more definite steer to addressing the problem raised; it's unclear for example if a footway or street lighting can be provided as suggested by the RSA team.

8. WSCC also acknowledge the RSA team comment concerning the grass verge alongside the eastern side of the carriageway through the initial section of Wychwood Place with the approved plans showing this as a footway. It's not clear why a grass verge has been included. It's recognised that this is potentially an issue beyond the control of the current application to resolve.

9. The Applicant will also need to submit editable versions of the RSA Responses to enable WSCC to add comments as Overseeing Organisation as well as Agreed Actions. It's recommended that the RSA Responses are agreed between the Applicant and WSCC before being submitted to the Planning Authority.

<u>Active Travel (including bus and travel plan)</u>

10. The linear nature of the site is acknowledged as influencing distances and journey times to nearby destinations. It's important to note that comments here relate to active travel (walking, cycling, and access to bus services) for the both the northern and southern parcels of development.

11. The TA also refers to bus frequency enhancements covering Saturday and Sunday evenings having been agreed for the 272 with Metrobus. WSCC endorse any service enhancement albeit this has been privately negotiated for an existing commercial service. Any s106 obligation would therefore be upon the Applicant to enhance the service frequency as set out in the TA rather than make any contribution towards WSCC. It's accepted that the

s106 may still include a capped figure to provide certainty of costs to the Applicant.

12. The complication with this obligation is that the service enhancement has been agreed on the basis of the whole draft allocation that has now been split between two planning applications. The Applicant would need to clearly set out how the enhancement will be secured in light of this. The suggested 50/50 contribution split between the two planning applications raises potential issues of long-term viability or service continuity should both applications not come forward in a timely way.

13. In terms of wider connectivity to Crawley Down, an assessment of walking/cycling routes was undertaken as part of pre application discussion (referred to within 4.6.1 of the TA). The details of this assessment haven't been submitted with the TA. Nevertheless, the assessment identified opportunities for various improvements and these are listed in 4.6.4 of the TA. Further details of the improvements are shown on drawing ITB9155-GA-056 revision A (Off Site Pedestrian/Cyclist Improvements). These improvements relate to both the planning applications covering the northern and southern parcels. The improvements will need to be appropriately allocated to one or other parcel in terms of relevance and need.

14. In terms of the detailed schemes presented on ITB9155-GA-056 revision A, the following comments would be offered,

15. The crossing point on Vicarage Road is such that pedestrians crossing from north to south wouldn't be able to see vehicles turning into the junction. There is also no footway on the southern side of Vicarage Road for a crossing point to land into. Whilst desirable to keep a crossing on the shortest possible desire line, this may not be possible in this instance.

16. The pedestrian crossing point on Grange Road is placed at the widest point at the junction. This will result in pedestrian crossing a significant expanse of carriageway. It may be necessary to inset the crossing away from the junction.

17. No improvements have been identified to footways along the B2028. There is the expectation for increased pedestrian activity along the existing footway on the eastern side of the carriageway. This is narrow in places due to the grass verge encroaching. Whilst highway maintenance is the responsibility of WSCC, the current application has the potential to increase activity and as such there would be merit to the Applicant committing to a simple scheme of verge clearance/footway widening.

18. The improvement to the northbound bus stop south of Grange Road doesn't appear to account for the existing vehicular crossovers. The existing vehicular accesses should be plotted onto the drawing.

19. It should be noted that WSCC do not adopt or maintain bus shelters. An agreement would need to be reached with a 3rd party to take on responsibility for these. The design of the shelters would also need to be agreed with the adopting 3rd party.

20. As a general point, the absence of any consideration for potential cycling improvements towards the village centre other than along Worth Way is notable. This matter was raised as part of pre-application discussions. WSCC acknowledge that significant improvements in accordance with the principles in LTN 1/20 will not be achievable within the extents of the existing highway but some consideration needs to be provided. As highlighted by WSCC through pre application discussions, the presence of a 30mph speed limit does not mean that all routes are appropriate for cycling by default.

21. The Applicant should acknowledge that any physical improvement schemes will need to be delivered as schemes of works rather than contributions to WSCC. Exceptions to this include those works to the Worth Way and the bus service enhancement.

22. With regards to Worth Way, the Applicant should note that this does not form part of the adopted highway network nor is a right of way (it is not a bridleway as indicated within the TA); WSCC are though the landowner. In light of this any works or contributions to Worth Way, would need to be agreed with WSCC as landowner. These are not matters that would be agreed with WSCC Highways.

23. As required by the National Planning Policy Framework, a travel plan has also been submitted. This has been reviewed and the following comments would be offered.

- 4.2.1 – A degree of caution should be used with the 2021 Census given this was undertaken when the COVID Pandemic was very much influencing travel habits.

- 4.2.3 – For reasons stated above and in connection with the 'vision led' approach, using the 2021 Census as a baseline to inform future targets is not appropriate; this approach very much reflects the 'predict and provide' approach that 'vision led' planning is seeking to move away from. Any targets should not be based upon existing travel characteristics.

- 7.3.2 – The car club will need to be secured via a separate s106 obligation. A suitable trigger point will need to be agreed for this. This will need to include details of the car club location/s.

- 10.2.1 – WSCC cannot accept monitoring simply by way of travel questionnaires. From experience, response rates even with incentives are generally poor and do not provide an accurate representation of travel. Given also the target is to reduce vehicular trip generation, travel questionnaires may not provide a means of recording the relevant information.

- 10.2.4 – Given the comment above, the inclusion of reference to having to redo surveys further raises the expectation that these are unlikely to generate the required response rates. An alternate means of monitoring must be included.

Vehicle Trip Generation and Highway Capacity

24. The TA provides the conclusions of the highway capacity assessment with it noted that this is based on 350 dwellings (i.e. the total number of units within the northern and southern planning applications). It's further recognised that the scheme is not anticipated to result in any severe or unacceptable impacts upon the operation of those junctions within the study area. The approach to highway modelling was agreed with WSCC Highways through pre-application discussions. For transparency, the background work should be presented with the TA for the public file.

25. The TA also includes 'vision led' scenario. This approach is required within the National Planning Policy Framework and encourages developers to introduce measures and proactively try to influence how residents choose to travel. The purpose of the 'vision led' approach is not to look at existing travel trends (e.g. by using Census data) and simply seek to replicate these for the proposed development.

26. It's accepted that different areas will require different 'vision led' approaches, and in turn have different outcomes. The key aspects of the approach nevertheless include the setting of clear transport interventions, targets, monitoring to ensure targets are met, and a scheme of proportionate remedial actions to be implemented should targets be missed.

27. For the purposes of the current application, a 10% trip reduction is being applied by way of the travel plan. Whilst a 10% target is not unacceptable, the concern is that this is being based upon baseline travel characteristics (4.2.3 of the Travel Plan) with these taken from Census 2021 data. Using existing data in this way is not appropriate for the 'vision led' approach. As already noted, it is widely acknowledged that the Census 2021 travel outputs will have been heavily influenced by the COVID pandemic and travel restrictions in place at that time. The Applicant will need to revisit their suggested 'vision led' approach. It's further recommended that this approach is embedded within the travel plan with this document setting out the monitoring and remedial actions.

Layout

28. Matters relating to the on-site layout of roads and footways are not being approved at this stage. It would though be expected for general design principles to be established and secured either within the Design and Access Statement or on the Access and Movement Parameter Plan. The DAS itself includes very high-level design principles for on-site roads and footways but doesn't include any level of detail concerning hierarchies or parameters that can then follow into the detail design. It's suggested that the DAS is updated to include more detailed design parameters.

29. With regards to the Access and Movement Parameter Plan, a key aspect missing is the north-south foot/cycle route that links to right of way 33W and thereafter southwards to Worth Way via the southern parcels that are the subject of a separate planning application. The indicative alignment of this route should be included on this plan.

30. The Parameter Plan also includes a pedestrian/cyclist access at the north side of the development. This would provide access into a potential adjoining draft housing land allocation (DP10 Hurst Farm) within the Mid Sussex Local Plan. This connection is identified as a policy requirement and connectivity between the developments would need to be considered in detail as the schemes progress.

31. The exact details of other pedestrian/cyclist connections to external routes would be expected as part of any subsequent reserved matters application.

Other Matters

32. A scheme of traffic management works is shown drawings ITB9155-GA-066a, 67A, and 68A for the B2028. The scheme presented includes 30mph roundels on the carriageway along with 'islands' of coloured surfacing. It's understood that the details reflect a scheme implemented on the B2133 through Loxwood. For the purposes of the proposed scheme, WSCC understands that there are aspirations within the Crawley Down Parish Council Neighbourhood Plan concerning traffic calming on the B2028.

33. WSCC would request details of what the scheme seeks to achieve. Unlike the B2133 in Loxwood, the B2028 also includes street lighting. The Applicant should note that roundels or any other 30mph speed limit repeater signage wouldn't be permitted based on the Traffic Signs Regulations and General Directions.

Conclusions

34. There are a number of matters contained within the response above that the Applicant would need to address in respects of this application. WSCC Highways will provide further formal recommendations once this additional information has been provided.

Ian Gledhill
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	25 February 2025
LOCATION:	Land West Of Turners Hill Road And South Of Huntsland Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/25/0014 Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex.
DATE OF SITE VISIT:	13th February 2025
RECOMMENDATION:	Advice

1. Comments are made in respects of,

    - Transport Assessment, reference MS/LJ/MS/ITB9155-052D, dated 15th January 2025
    - Travel Plan, reference MS/SG/ITB9155-055C
    - Proposed Southern Site Access Priority Junction, drawing ITB9155-GA-029 revision I
    - Proposed Central Site Access Priority Junction, drawing ITB9155-GA-038 revision G
    - Illustrative Master Plan, drawing number SK001-01 revision V14
    - Access and Movement Parameter Plan, drawing, number 008-04 revision C

2. It's recognised that duplicate applications have been submitted for both the northern and southern parcels. For the purposes of the duplicate applications, identical comments are issued by WSCC Highways for the respective duplicate southern and northern planning applications.

3. Given the northern and southern parcels form a single allocation within the Mid Sussex Local Plan, certain aspects of the proposals have been considered cumulatively. As appropriate, site wide comments covering both the northern and southern planning applications are made against respective elements. These comments remain the same for all planning applications.

Access

4. There are two land parcels forming part of the current planning application (comprising fields 3, 4, 5, 6 and 7 as shown on the Illustrative Masterplan) providing a total of 200 dwellings. Separate vehicular accesses are proposed for those parcels within field 5 and fields 3, 4, 6 and 7.

5. With regards to the parcel formed by fields 3, 4, 6 and 7, these will provide up to 150 dwellings. Access is proposed via a simple 6-metre-wide priority junction onto the B2028 Turners Hill Road, which in this location is subject to a 30mph speed limit. It's noted that there is an existing field gate access in the same position as the proposed access. The proposed access forms a very slightly staggered crossroad arrangement with Vicarage Road opposite. Details of the proposed access are shown on drawing ITB9155-GA-029 revision I.

6. For the purposes of the access design further information would be requested to address the following,

7. It's accepted that the visibility splays/stopping sight distances shown at the proposed junction are based on recorded 85th percentile speeds. The raw speed survey data should though be provided as part of the current planning application. This data should include information concerning the location of the speed survey and weather conditions at the time of the survey.

8. A Stage One Road Safety Audit needs also to be provided for the proposed simple priority junction with signalised crossing arrangement. Whilst Stage One RSA's are provided, none cover the situation as presented. The inclusion of the signalled controlled crossing is not considered as a minor update as referenced in 5.2.5 of the submitted TA.

9. Detailed comments were also made by the WSCC Traffic Signals team concerning the proposed signalised crossing as part of the pre-application discussions. Some of these points may well have been addressed through the revised scheme, however no commentary has been provided covering these matters. These comments are repeated below. The Applicant would be requested to provide responses,

    - A crossing should be located a minimum of 20m from a conflict point with a side road; at this location, the point at which vehicles exiting Vicarage Road and turning left, conflict with Turner Hills Road, appears to be less than this. Could it be clarified please?
    - There is a comment on the drawing stating the width behind a signal pole of 0.79m. This distance is substandard; the absolute minimum required is 1.2m, however our preferred minimum is 1.5m to enable wheelchairs/pushchairs to safely pass.
    - Looking at this location on Google Street View, there are a number of established trees which have the potential to impact approaching driver & waiting pedestrian visibility. A green man is only an invitation to begin crossing, and pedestrians should be able to see the approaches clearly; anyone crossing from West to East may have challenges observing southbound traffic flow.

- Every signalised crossing requires street lighting, and there does not appear to be suitable locations to install lighting columns. This would need to be checked with the authorities PFI provider, to ensure the proposed crossing can be suitably lit.
- At this stage, it is important to identify the proposed location for the signals controller and location for a maintenance bay. Normally this is something that would be defined during the detailed design stage, however given the site constraints, it is important to clearly establish these as early as possible, to ensure the proposals are suitable.

10. The design also includes a length of shared use foot/cycle way along the development access road. This stops abruptly at the junction with the B2028. Through pre-application discussions, WSCC Highways has highlighted concerns with this arrangement given the lack of onward connectivity; ending the route at the very busy B2028 would not be appropriate. Continuity for the route for cyclists across the B2028 and then into Crawley Down village to a reasonable point must form part of the design.

11. Field 5 provides access for 50 dwellings. Again, a simple 5.5-metre-wide priority junction is proposed onto the B2028 Turners Hill Road. Details are shown on drawing number ITB9155-GA-038 revision G. There are a number of points concerning the access.

12. It's accepted that the visibility splays/stopping sight distances shown at the proposed junction are based on recorded 85th percentile speeds. The raw speed survey data should though be provided as part of the current planning application.

13. The design also includes a length of shared use foot/cycle way along the development access road. This stops abruptly at the junction with the B2028 with the drawing implying that cyclist rejoin the carriageway. Through pre-application discussions, WSCC Highways has highlighted concerns with this arrangement given the lack of onward connectivity; ending the route at the very busy B2028 would not be appropriate. Continuity for the route for cyclists across the B2028 and then into Crawley Down village to a reasonable point must form part of the design.

14. The submitted Stage One RSA is relevant for the design shown on the latest drawing revision. An editable version of the RSA response should be provided to WSCC to enable comments to be added to the Overseeing Organisation and Agreed Actions sections. It's suggested that the RSA Response is agreed between the Applicant and WSCC, and the agreed version then submitted for the planning file.

15. In commenting on the vehicular access proposals, WSCC acknowledge the detailed pre-application comments previously made. It's apparent that there are issues to be resolved.

<u>Active Travel (including bus and travel plan)</u>

16. The linear nature of the site is acknowledged as influencing distances and journey times to nearby destinations. It's important to note that comments

here relate to active travel (walking, cycling, and access to bus services) for the both the northern and southern parcels of development.

17. The TA also refers to bus frequency enhancements covering Saturday and Sunday evenings having been agreed for the 272 with Metrobus. WSCC endorse any service enhancement albeit this has been privately negotiated for an existing commercial service. Any s106 obligation would therefore be upon the Applicant to enhance the service frequency as set out in the TA rather than make any contribution towards WSCC. It's accepted that the s106 may still include a capped figure to provide certainty of costs to the Applicant.

18. The complication with this obligation is that the service enhancement has been agreed on the basis of the whole draft allocation that has now been split between two planning applications. The Applicant would need to clearly set out how the enhancement will be secured in light of this. The suggested 50/50 contribution split between the two planning applications raises potential issues of long-term viability or service continuity should both applications not come forward in a timely way.

19. In terms of wider connectivity to Crawley Down, an assessment of walking/cycling routes was undertaken as part of pre application discussion (referred to within 4.6.1 of the TA). The details of this assessment haven't been submitted with the TA. Nevertheless, the assessment identified opportunities for various improvements and these are listed in 4.6.4 of the TA. Further details of the improvements are shown on drawing ITB9155-GA-056 revision A (Off Site Pedestrian/Cyclist Improvements). These improvements relate to both the planning applications covering the northern and southern parcels. The improvements will need to be appropriately allocated to one or other parcel in terms of relevance and need.

20. In terms of the detailed schemes presented on ITB9155-GA-056 revision A, the following comments would be offered,

21. The proposed crossing point on Vicarage Road is such that pedestrians crossing from the north to south wouldn't be able to see vehicles turning into the junction. There is also no footway on the southern side of Vicarage Road for a crossing point to land into. Whilst desirable to keep a crossing on the shortest possible desire line, this may not be possible in this instance.

22. The pedestrian crossing point on Grange Road is placed at the widest point at the junction. This will result in pedestrians crossing a significant expanse of carriageway. It may be necessary to inset the crossing away from the junction.

23. No improvements have been identified to footways along the B2028. There is the expectation for increased pedestrian activity along the existing footway on the eastern side of the carriageway. This is narrow in places due to the grass verge encroaching. Whilst highway maintenance is the responsibility of WSCC, the current application has the potential to increase activity and as such there would be merit to the Applicant committing to a simple scheme of verge clearance/footway widening.

24. The improvement to the northbound bus stop south of Grange Road doesn't appear to account for the existing vehicular crossovers. The existing vehicular accesses should be plotted onto the drawing.

25. It should be noted that WSCC do not adopt or maintain bus shelters. An agreement would need to be reached with a 3rd party to take on responsibility for these. The design of the shelters would also need to be agreed with the adopting 3rd party.

26. As a general point, the absence of any consideration for potential cycling improvements towards the village centre other than along Worth Way is notable. This matter was raised as part of pre-application discussions. WSCC acknowledge that significant improvements in accordance with the principles in LTN 1/20 will not be achievable within the extents of the existing highway but some consideration needs to be provided. As highlighted by WSCC through pre application discussions, the presence of a 30mph speed limit does not mean that all routes are appropriate for cycling by default.

27. The Applicant should acknowledge that any physical improvement schemes will need to be delivered as schemes of works rather than contributions to WSCC. Exceptions to this include those works to the Worth Way and the bus service enhancement.

28. With regards to Worth Way, the Applicant should note that this does not form part of the adopted highway network nor is a public right of way (it is not a bridleway as indicated within the TA); WSCC are though the landowner. In light of this any works or contributions to Worth Way, would need to be agreed with WSCC as landowner. These are not matters that would be agreed with WSCC Highways.

29. As required by the National Planning Policy Framework, a travel plan has also been submitted. This has been reviewed and the following comments would be offered.

    - 4.2.1 – A degree of caution should be used with the 2021 Census given this was undertaken when the COVID Pandemic was very much influencing travel habits.

    - 4.2.3 – For reasons stated above and in connection with the 'vision led' approach, using the 2021 Census as a baseline to inform future targets is not appropriate; this approach very much reflects the 'predict and provide' approach that 'vision led' planning is seeking to move away from. Any targets should not be based upon existing travel characteristics.

    - 7.3.2 – The car club will need to be secured via a separate s106 obligation. A suitable trigger point will need to be agreed for this. This will need to include details of the car club location/s.

    - 10.2.1 – WSCC cannot accept monitoring simply by way of travel questionnaires. From experience, response rates even with incentives are generally poor and do not provide an accurate representation of travel.

Given also the target is to reduce vehicular trip generation, travel questionnaires may not provide a means of recording the relevant information.

- 10.2.4 – Given the comment above, the inclusion of reference to having to redo surveys further raises the expectation that these are unlikely to generate the required response rates. An alternate means of monitoring must be included.

Vehicle Trip Generation and Highway Capacity

30. The TA provides the conclusions of the highway capacity assessment with it noted that this is based on 350 dwellings (i.e. the total number of units within the northern and southern planning applications). It's further recognised that the scheme is not anticipated to result in any severe or unacceptable impacts upon the operation of those junctions within the study area. The approach to highway modelling was agreed with WSCC Highways through pre-application discussions. For transparency, the background work should be presented with the TA for the public file.

31. The TA also includes 'vision led' scenario. This approach is required within the National Planning Policy Framework and encourages developers to introduce measures and proactively try to influence how residents choose to travel. The purpose of the 'vision led' approach is not to look at existing travel trends (e.g. by using Census data) and simply seek to replicate these for the proposed development.

32. It's accepted that different areas will require different 'vision led' approaches, and in turn have different outcomes. The key aspects of the approach nevertheless include the setting of clear transport interventions, targets, monitoring to ensure targets are met, and a scheme of proportionate remedial actions to be implemented should targets be missed.

33. For the purposes of the current application, a 10% trip reduction is being applied by way of the travel plan. Whilst a 10% target is not unacceptable, the concern is that this is being based upon baseline travel characteristics with these taken from Census 2021 data (4.2.3 of the Travel Plan). Using existing data in this way is not appropriate for the 'vision led' approach. As already noted, it is widely acknowledged that the Census 2021 travel outputs will have been heavily influenced by the COVID pandemic and travel restrictions in place at that time. The Applicant will need to revisit their suggested 'vision led' approach. It's further recommended that this approach is embedded within the travel plan with this document setting out the monitoring and remedial actions.

Layout

34. Matters relating to the on-site layout of roads and footways are not being approved at this stage. It would though be expected for general design principles to be established and secured either within the Design and Access Statement or on the Access and Movement Parameter Plan. The DAS itself includes very high-level design principles for on-site roads and footways but doesn't include any level of detail concerning hierarchies or parameters that

can then follow into the detail design. It's suggested that the DAS is updated to include more detailed design parameters.

35. With regards to the Access and Movement Parameter Plan, a key aspect missing is the north-south foot/cycle route that links to right of way 33W and Worth Way. This link will also connect into the northern parcels that are subject to a separate planning application. The indicative alignment of this route should be included on the Parameter Plan.

36. Details of other external pedestrian/cyclist connections would be expected as part of any subsequent reserved matters application.

Other Matters

37. A scheme of traffic management works is shown drawings ITB9155-GA-066a, 67A, and 68A for the B2028. The scheme presented includes 30mph roundels on the carriageway along with 'islands' of coloured surfacing. It's understood that the details reflect a scheme implemented on the B2133 through Loxwood. For the purposes of the proposed scheme, WSCC understands that there are aspirations within the Crawley Down Parish Council Neighbourhood Plan concerning traffic calming on the B2028.

38. WSCC would request details of what the scheme seeks to achieve. Unlike the B2133 in Loxwood, the B2028 also includes street lighting. The Applicant should note that roundels or any other 30mph speed limit repeater signage wouldn't be permitted based on the Traffic Signs Regulations and General Directions.

Conclusions

39. There are a number of matters contained within the response above that the Applicant would need to address in respects of this application. WSCC Highways will provide further formal recommendations once this additional information has been provided.

Ian Gledhill
West Sussex County Council – Planning Services

APPENDIX F. MEETING MINUTES – 17 MARCH 2025

Mark Stead

From: Mark Stead
Sent: 18 March 2025 17:36
To: Steven.King@midsussex.gov.uk; Ian Gledhill
Cc: 'Judith Ashton <Judith@judithashton.co.uk> (Judith@judithashton.co.uk)'; Lucy Jardine
Subject: Land north and south of Huntsland, west of Turners Hill Road, Crawley Down

Steve, Ian

Good to see you both yesterday. Please see below a summary of our discussion, which I trust you find representative.

Introduction

- Pre-application evidence now received by MSDC / WSCC. This addresses many of the comments raised in WSCC's notes.
- I-Transport to produce Transport Assessment Addendum notes for each application site, responding to the note.

WSCC Comments

- Access - north
    - WP shared surface section.
        - Substantially dealt with by pre-application evidence.
        - Establish traffic implications of C2 care home. Form / use of care home to be discussed and agreed with MSDC. Traffic study to consider worst case.
        - Demonstrate access remains adequate technically with care home.
        - Set out why access can't be taken from somewhere else.
    - RSA recommendation of new footways on WP.
        - MSDC agree that the footway should have been provided as part of the reserved matters application for Wychwood Place. SK researching why not there.
        - MS outlines justification for not including footway, as set out scoping – vehicle flows under 100 vph as per MfS guidance; there is a verge to walk in (with dropped kerbs); and new residents have an alternative route.
        - Whilst not unacceptable as built, IG's preference is for a footway to be provided on Wychwood Place from the Turners Hill Road junction until the footway restarts at the second phase of housing.
        - SK to report back this week on what enforcement action can be taken.
- Access – south
    - MS to provide all speed surveys and Designer's Reponses (Word files) to IG.
    - IG will be main point of contact on addressing Safety Audit comments.
    - RSA has been undertaken on southern access.
    - iT to present updated southern access with Toucan crossing, reflecting WSCC and safety audit recommendations.
    - TA Addendum to respond on WSCC signals team comments:
        - Over 1.2m can be delivered behind footway.
        - Potential controller box location to be shown.
        - Lighting levels are similar to the signal-controlled crossing south of Huntsland – there's a clear precedent that existing lighting is acceptable.

        - There is visiblity between crossing pedestrians and oncoming vehicles, provided trees continue to be cut back for vehicle passage.
    - Footbridge crossing agreed to be unnecessary having regard to paragraph 58 of NPPF. Addendum to confirm.
    - Provide justification for existing footway widths on bridge.
- Access – central
    - Cycling improvements can be achieved at central access – introduction of Toucan crossing.
    - iT to share with auditor – seek confirmation that it's acceptable in road safety terms and seek letter of response.
- Active travel
    - S106 splits between the application sites – work is in hand. Response note to table proposal.
    - Comments on off-site highways works.
        - Vicarage Road crossing set back from Turners Hill Road junction.
        - Grange Road crossing set back from junction (confirm whether it can go any further).
        - Bus stop repositioned northward away from access using land at hardstanding to the north.
        - Commit to scheme of vegetation clearance and maintenance on Turners Hill Road.
    - Crossings of Turners Hill Road address comment about improving connection to the village. Explain limitations of enhancement on Vicarage Road or Sandy Lane
    - Update Travel Plan with appropriate, proportionate vision led targets; alternative source for observed mode share; and commitment to monitor with traffic surveys.
- Vehicle trip generation / highway capacity
    - No further work sought.
- Layout
    - DAS includes street typologies (access and movement chapter) and street design (character areas). TA has street hierarchy. Addendum to cross reference
    - Access and Movement Parameter Plan – updated with unbroken links. Addendum to append.
- Other
    - It is agreed that the traffic calming proposal is not necessary to make development acceptable in planning terms.

AOB

- Timescales going forward (May committee).
- May 29th committee – reports completed two weeks in advance.
- Ian on leave from 9th to 22nd April.
- Target for submission of completed notes: end of this week.

Regards

Mark

Mark Stead
Associate Partner
for i-Transport LLP

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Solent Office: Building 1000, Lakeside North Harbour, Western Road, Portsmouth, PO6 3EZ
T: 03316 300366 **M:** 07841 446726

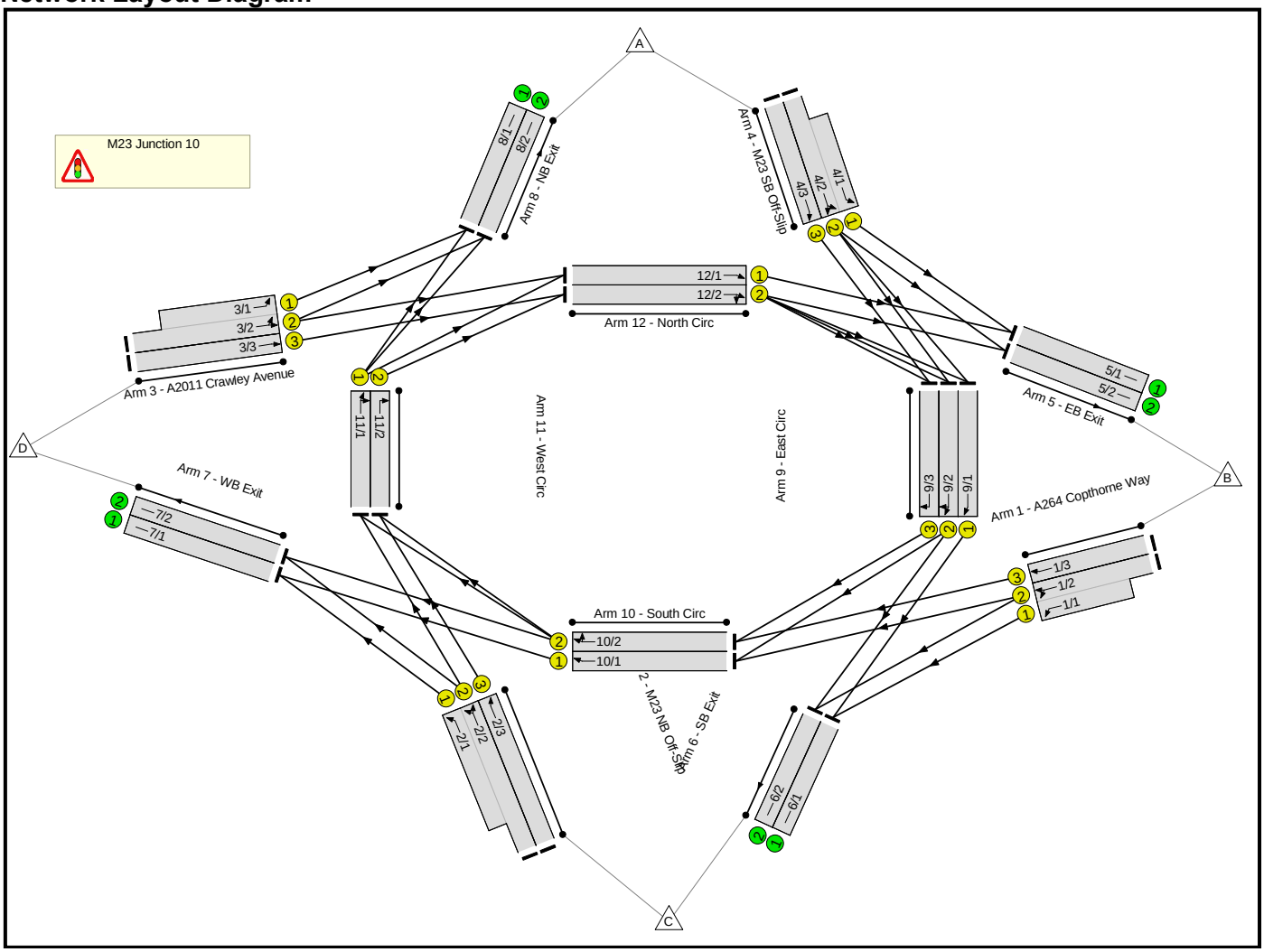
APPENDIX G. JUNCTION MODELLING – SENSITIVITY TEST

Full Input Data And Results

User and Project Details

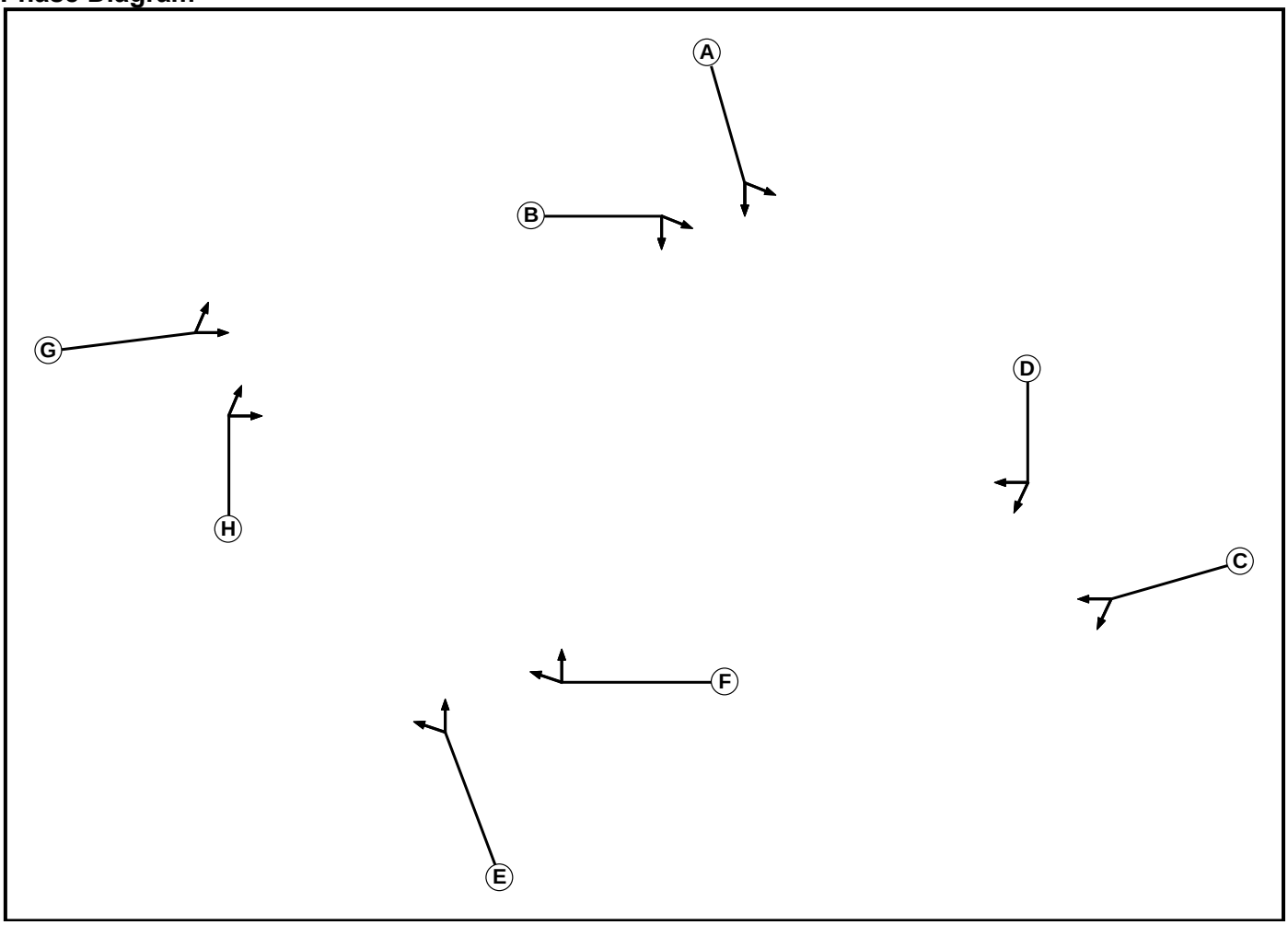
Project:	**Turners Hill, Crawley Down**
Title:	**M23 Junction 10**
Location:	
Client:	Wates
Design Layout Ref:	PBA Drawing24205/014/015
Date Started:	12.02.2024
Model Assumptions:	Committed Scheme
Additional detail:	
File name:	M23 Junction 10 - Committed Scheme 2031 - 5s IG West Sussex Growth.lsg3x
Author:	Jon Wilkinson
Company:	i-Transport
Address:	Manchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

Phase Intergreens Matrix

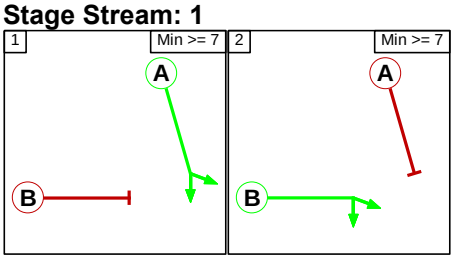
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		5	-	-	-	-
	D	-	-	5		-	-	-	-
	E	-	-	-	-		5	-	-
	F	-	-	-	-	5		-	-
	G	-	-	-	-	-	-		5
	H	-	-	-	-	-	-	5	

Phases in Stage

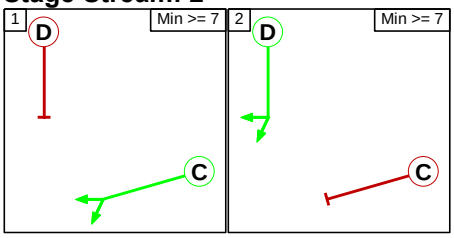
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

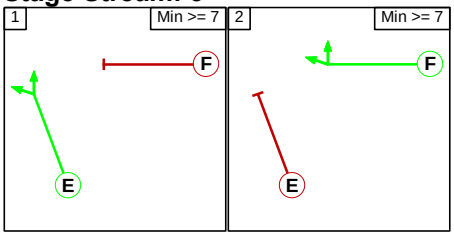
Stage Stream: 1



Stage Stream: 2

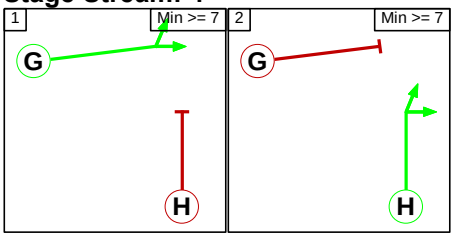


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Stage Stream: 4

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M23 Junction 10
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: M23 Junction 10												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A264 Copthorne Way)	U	C	2	3	10.0	User	1900	-	-	-	-	-
1/2 (A264 Copthorne Way)	U	C	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A264 Copthorne Way)	U	C	2	3	60.0	User	1900	-	-	-	-	-
2/1 (M23 NB Off-Slip)	U	E	2	3	15.0	User	1900	-	-	-	-	-
2/2 (M23 NB Off-Slip)	U	E	2	3	60.0	User	1900	-	-	-	-	-
2/3 (M23 NB Off-Slip)	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A2011 Crawley Avenue)	U	G	2	3	10.0	User	1900	-	-	-	-	-
3/2 (A2011 Crawley Avenue)	U	G	2	3	60.0	User	1900	-	-	-	-	-
3/3 (A2011 Crawley Avenue)	U	G	2	3	60.0	User	1900	-	-	-	-	-
4/1 (M23 SB Off-Slip)	U	A	2	3	10.0	User	1900	-	-	-	-	-
4/2 (M23 SB Off-Slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/3 (M23 SB Off-Slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
5/1 (EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

7/2 (WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (East Circ)	U	D	2	3	12.2	User	1900	-	-	-	-	-
9/2 (East Circ)	U	D	2	3	12.2	User	1900	-	-	-	-	-
9/3 (East Circ)	U	D	2	3	13.9	User	1900	-	-	-	-	-
10/1 (South Circ)	U	F	2	3	20.9	User	1900	-	-	-	-	-
10/2 (South Circ)	U	F	2	3	21.7	User	1900	-	-	-	-	-
11/1 (West Circ)	U	H	2	3	13.0	User	1900	-	-	-	-	-
11/2 (West Circ)	U	H	2	3	13.9	User	1900	-	-	-	-	-
12/1 (North Circ)	U	B	2	3	21.7	User	1900	-	-	-	-	-
12/2 (North Circ)	U	B	2	3	22.6	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Committed Development AM'	07:15	08:15	01:00	
2: '2031 Base + Committed Development PM'	16:45	17:45	01:00	
3: '2031 Base + Committed + Development (350 Dwellings) PP AM'	07:15	08:15	01:00	
4: '2031 Base + Committed + Development (350 Dwellings) PP PM'	16:45	17:45	01:00	
5: '2031 Base + Committed + Development (350 Dwellings) VL AM'	07:15	08:15	01:00	
6: '2031 Base + Committed + Development (350 Dwellings) VL PM'	16:45	17:45	01:00	

Scenario 1: '2031 Base + Committed Development AM' (FG1: '2031 Base + Committed Development AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	469	0	1083	1552
	B	441	0	632	282	1355
	C	0	517	6	576	1099
	D	777	295	343	0	1415
	Tot.	1218	1281	981	1941	5421

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Base + Committed Development AM
Junction: M23 Junction 10	
1/1 (short)	451
1/2 (with short)	903(In) 452(Out)
1/3	452
2/1 (short)	366
2/2 (with short)	733(In) 367(Out)
2/3	366
3/1 (short)	472
3/2 (with short)	943(In) 471(Out)
3/3	472
4/1 (short)	469
4/2 (with short)	1010(In) 541(Out)
4/3	542
5/1	792
5/2	489
6/1	625
6/2	356
7/1	1178
7/2	763
8/1	693
8/2	525
9/1	174
9/2	716
9/3	542
10/1	812
10/2	994
11/1	598
11/2	366
12/1	323
12/2	838

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 2: '2031 Base + Committed Development PM' (FG2: '2031 Base + Committed Development PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	624	0	681	1305
	B	308	0	694	337	1339
	C	0	565	8	316	889
	D	833	173	710	0	1716
	Tot.	1141	1362	1412	1334	5249

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Base + Committed Development PM
Junction: M23 Junction 10	
1/1 (short)	446
1/2 (with short)	893(In) 447(Out)
1/3	446
2/1 (short)	296
2/2 (with short)	593(In) 297(Out)
2/3	296
3/1 (short)	503
3/2 (with short)	1006(In) 503(Out)
3/3	710
4/1 (short)	435
4/2 (with short)	870(In) 435(Out)
4/3	435
5/1	885
5/2	477
6/1	805
6/2	607
7/1	741
7/2	593
8/1	657
8/2	484
9/1	359
9/2	605
9/3	435
10/1	445
10/2	881
11/1	585
11/2	296
12/1	450
12/2	1006

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 3: '2031 Base + Committed + Development (350 Dwellings) PP AM' (FG3: '2031 Base + Committed + Development (350 Dwellings) PP AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	477	0	1083	1560
	B	466	1	647	300	1414
	C	0	522	6	576	1104
	D	777	301	343	0	1421
	Tot.	1243	1301	996	1959	5499

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Base + Committed + Development (350 Dwellings) PP AM
Junction: M23 Junction 10	
1/1 (short)	471
1/2 (with short)	941(In) 470(Out)
1/3	473
2/1 (short)	368
2/2 (with short)	736(In) 368(Out)
2/3	368
3/1 (short)	474
3/2 (with short)	947(In) 473(Out)
3/3	474
4/1 (short)	477
4/2 (with short)	1018(In) 541(Out)
4/3	542
5/1	808
5/2	493
6/1	645
6/2	351
7/1	1203
7/2	756
8/1	707
8/2	536
9/1	174
9/2	716
9/3	542
10/1	835
10/2	1015
11/1	627
11/2	368
12/1	331
12/2	842

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 4: '2031 Base + Committed + Development (350 Dwellings) PP PM' (FG4: '2031 Base + Committed + Development (350 Dwellings) PP PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	647	0	681	1328
	B	318	0	700	345	1363
	C	0	579	8	316	903
	D	833	189	710	0	1732
	Tot.	1151	1415	1418	1342	5326

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base + Committed + Development (350 Dwellings) PP PM
Junction: M23 Junction 10	
1/1 (short)	454
1/2 (with short)	909(In) 455(Out)
1/3	454
2/1 (short)	301
2/2 (with short)	602(In) 301(Out)
2/3	301
3/1 (short)	511
3/2 (with short)	1022(In) 511(Out)
3/3	710
4/1 (short)	443
4/2 (with short)	885(In) 442(Out)
4/3	443
5/1	918
5/2	497
6/1	813
6/2	605
7/1	748
7/2	594
8/1	670
8/2	481
9/1	359
9/2	597
9/3	443
10/1	447
10/2	897
11/1	604
11/2	301
12/1	475
12/2	1011

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 5: '2031 Base + Committed + Development (350 Dwellings) VL AM' (FG5: '2031 Base + Committed + Development (350 Dwellings) VL AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	477	0	1083	1560
	B	464	1	645	298	1408
	C	0	522	6	576	1104
	D	777	300	343	0	1420
	Tot.	1241	1300	994	1957	5492

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Committed + Development (350 Dwellings) VL AM
Junction: M23 Junction 10	
1/1 (short)	469
1/2 (with short)	937(In) 468(Out)
1/3	471
2/1 (short)	368
2/2 (with short)	736(In) 368(Out)
2/3	368
3/1 (short)	473
3/2 (with short)	947(In) 474(Out)
3/3	473
4/1 (short)	477
4/2 (with short)	1018(In) 541(Out)
4/3	542
5/1	808
5/2	492
6/1	643
6/2	351
7/1	1201
7/2	756
8/1	705
8/2	536
9/1	174
9/2	716
9/3	542
10/1	833
10/2	1013
11/1	625
11/2	368
12/1	331
12/2	841

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 6: '2031 Base + Committed + Development (350 Dwellings) VL PM' (FG6: '2031 Base + Committed + Development (350 Dwellings) VL PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	645	0	681	1326
	B	317	0	700	344	1361
	C	0	578	8	316	902
	D	833	188	710	0	1731
	Tot.	1150	1411	1418	1341	5320

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Committed + Development (350 Dwellings) VL PM
Junction: M23 Junction 10	
1/1 (short)	454
1/2 (with short)	907(In) 453(Out)
1/3	454
2/1 (short)	301
2/2 (with short)	601(In) 300(Out)
2/3	301
3/1 (short)	510
3/2 (with short)	1021(In) 511(Out)
3/3	710
4/1 (short)	442
4/2 (with short)	884(In) 442(Out)
4/3	442
5/1	915
5/2	496
6/1	813
6/2	605
7/1	747
7/2	594
8/1	669
8/2	481
9/1	359
9/2	598
9/3	442
10/1	446
10/2	896
11/1	602
11/2	301
12/1	473
12/2	1011

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

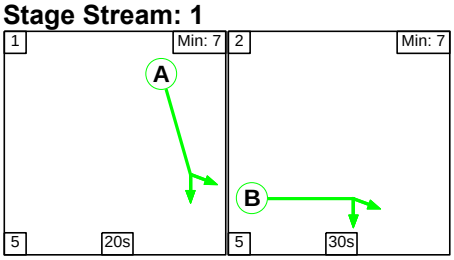
Junction: M23 Junction 10								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

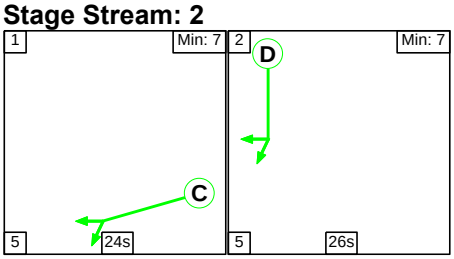
Scenario 1: '2031 Base + Committed Development AM' (FG1: '2031 Base + Committed Development AM', Plan 1: 'Existing')

Stage Sequence Diagram

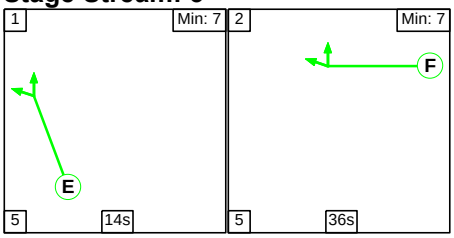
Stage Stream: 1



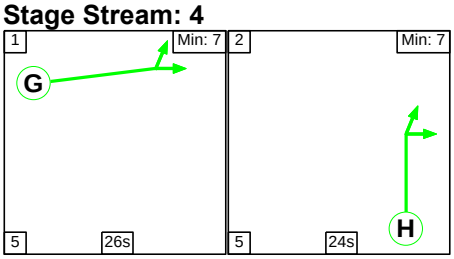
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	53	22

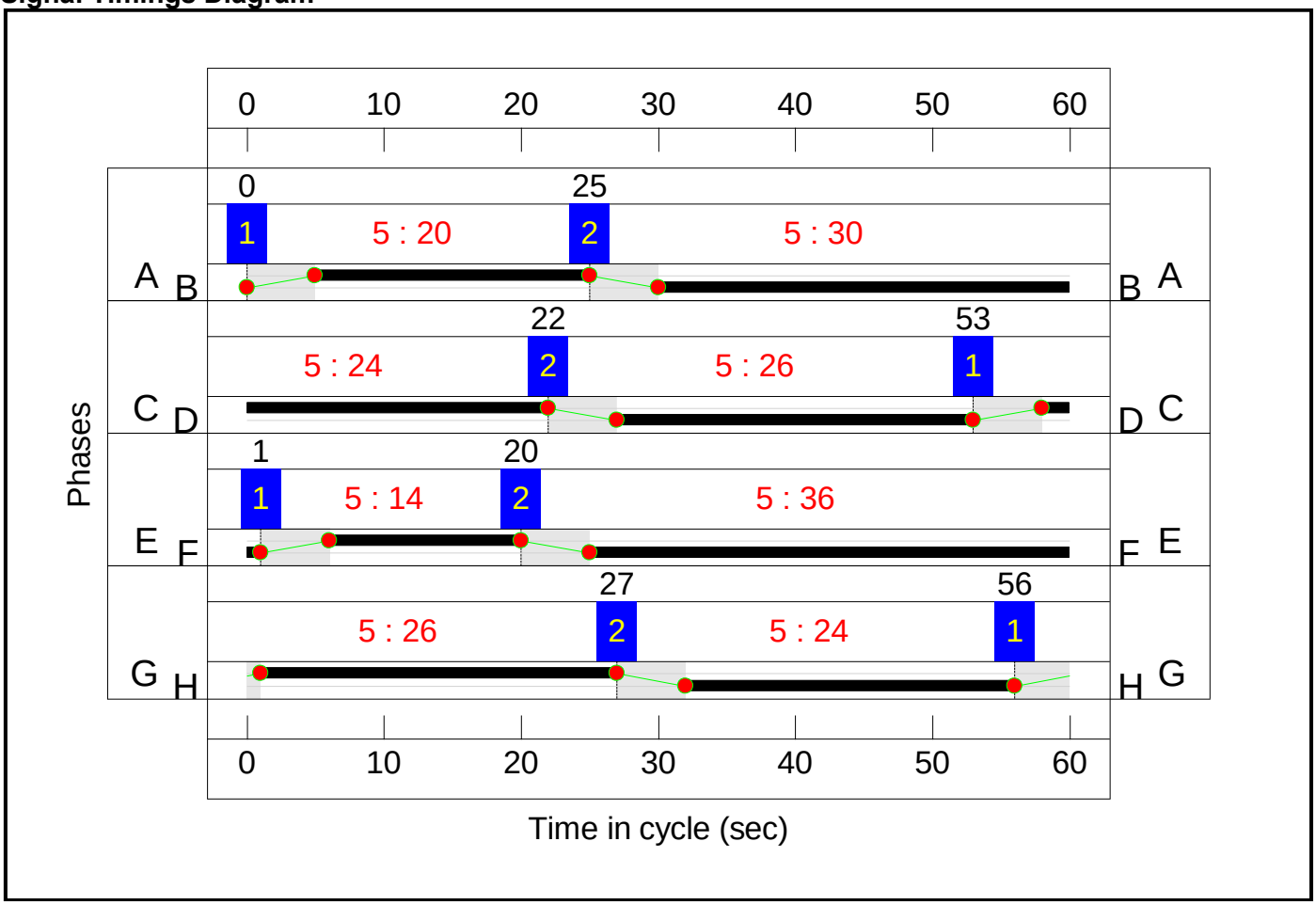
Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	1	20

Stage Stream: 4

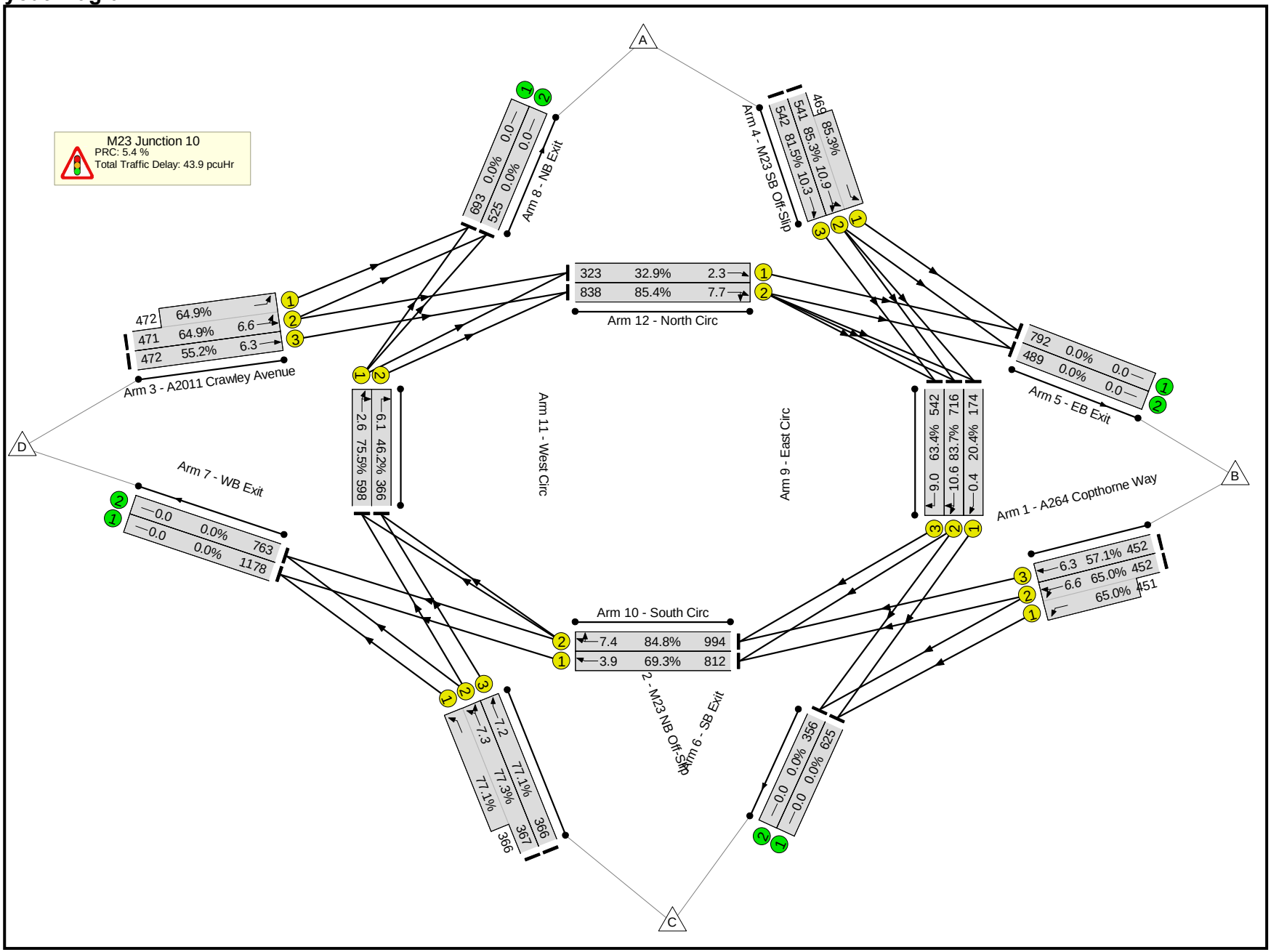
Stage	1	2
Duration	26	24
Change Point	56	27

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	903	1900:1900	695+694	65.0 : 65.0%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	452	1900	792	57.1%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	14	-	733	1900:1900	475+475	77.3 : 77.1%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	14	-	366	1900	475	77.1%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	26	-	943	1900:1900	725+727	64.9 : 64.9%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	26	-	472	1900	855	55.2%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1010	1900:1900	634+550	85.3 : 85.3%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%
9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	36	-	812	1900	1172	69.3%
10/2	South Circ Ahead Right	U	3	N/A	F		1	36	-	994	1900	1172	84.8%
11/1	West Circ Ahead Right	U	4	N/A	H		1	24	-	598	1900	792	75.5%
11/2	West Circ Right	U	4	N/A	H		1	24	-	366	1900	792	46.2%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	323	1900	982	32.9%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	838	1900	982	85.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**32.5**	**11.4**	**0.0**	**43.9**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**32.5**	**11.4**	**0.0**	**43.9**	**-**	**-**	**-**	**-**
1/2+1/1	903	903	-	-	-	3.4	0.9	-	4.3	17.1	5.7	0.9	6.6
1/3	452	452	-	-	-	1.7	0.7	-	2.3	18.7	5.7	0.7	6.3
2/2+2/1	733	733	-	-	-	4.3	1.7	-	5.9	29.1	5.6	1.7	7.3
2/3	366	366	-	-	-	2.1	1.6	-	3.8	36.9	5.6	1.6	7.2
3/2+3/1	943	943	-	-	-	3.2	0.9	-	4.1	15.6	5.6	0.9	6.6
3/3	472	472	-	-	-	1.6	0.6	-	2.2	16.8	5.6	0.6	6.3
4/2+4/1	1010	1010	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.2	0.0	-	0.2	4.5	0.4	0.0	0.4
9/2	716	716	-	-	-	2.0	0.0	-	2.0	10.0	10.6	0.0	10.6
9/3	542	542	-	-	-	1.6	0.0	-	1.6	10.8	9.0	0.0	9.0
10/1	812	812	-	-	-	0.5	0.0	-	0.5	2.1	3.9	0.0	3.9
10/2	994	994	-	-	-	1.1	0.0	-	1.1	4.0	7.4	0.0	7.4
11/1	598	598	-	-	-	0.4	0.0	-	0.4	2.5	2.6	0.0	2.6
11/2	366	366	-	-	-	1.3	0.0	-	1.3	12.9	6.1	0.0	6.1

Full Input Data And Results

12/1	323	323	-	-	-	0.3	0.0	-	0.3	3.3	2.3	0.0	2.3
12/2	838	838	-	-	-	1.4	0.0	-	1.4	5.8	7.7	0.0	7.7

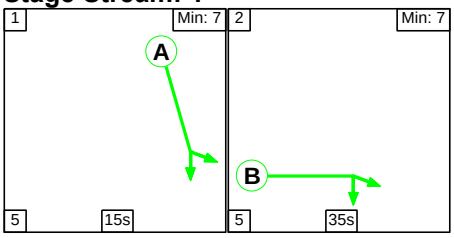
C1	Stream: 1 PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	14.13	Cycle Time (s):	60		
C1	Stream: 2 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s):	60		
C1	Stream: 3 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	11.25	Cycle Time (s):	60		
C1	Stream: 4 PRC for Signalled Lanes (%):	19.1	Total Delay for Signalled Lanes (pcuHr):	8.01	Cycle Time (s):	60		
	PRC Over All Lanes (%):	5.4	Total Delay Over All Lanes(pcuHr):	43.87				

Full Input Data And Results

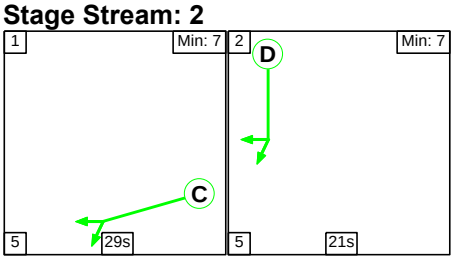
Scenario 2: '2031 Base + Committed Development PM' (FG2: '2031 Base + Committed Development PM', Plan 1: 'Existing')

Stage Sequence Diagram

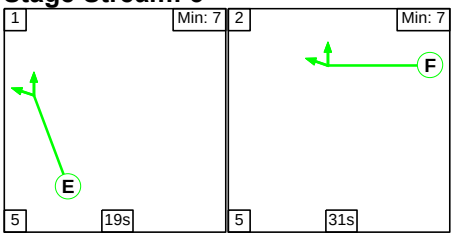
Stage Stream: 1



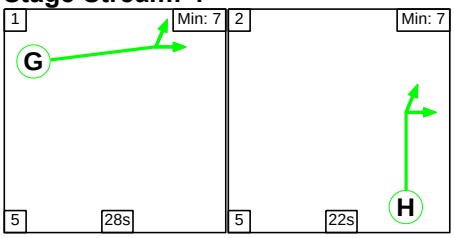
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

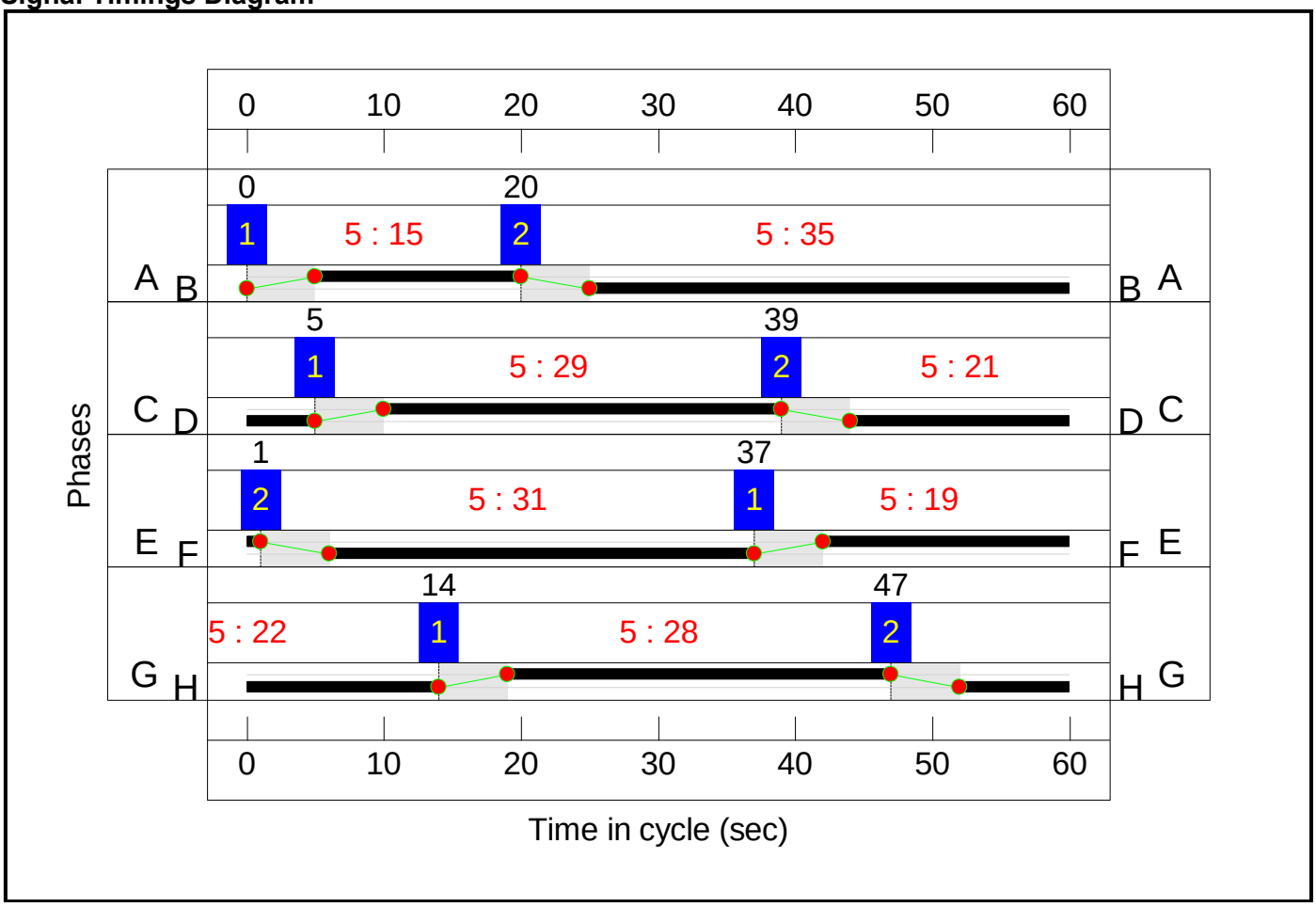
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4

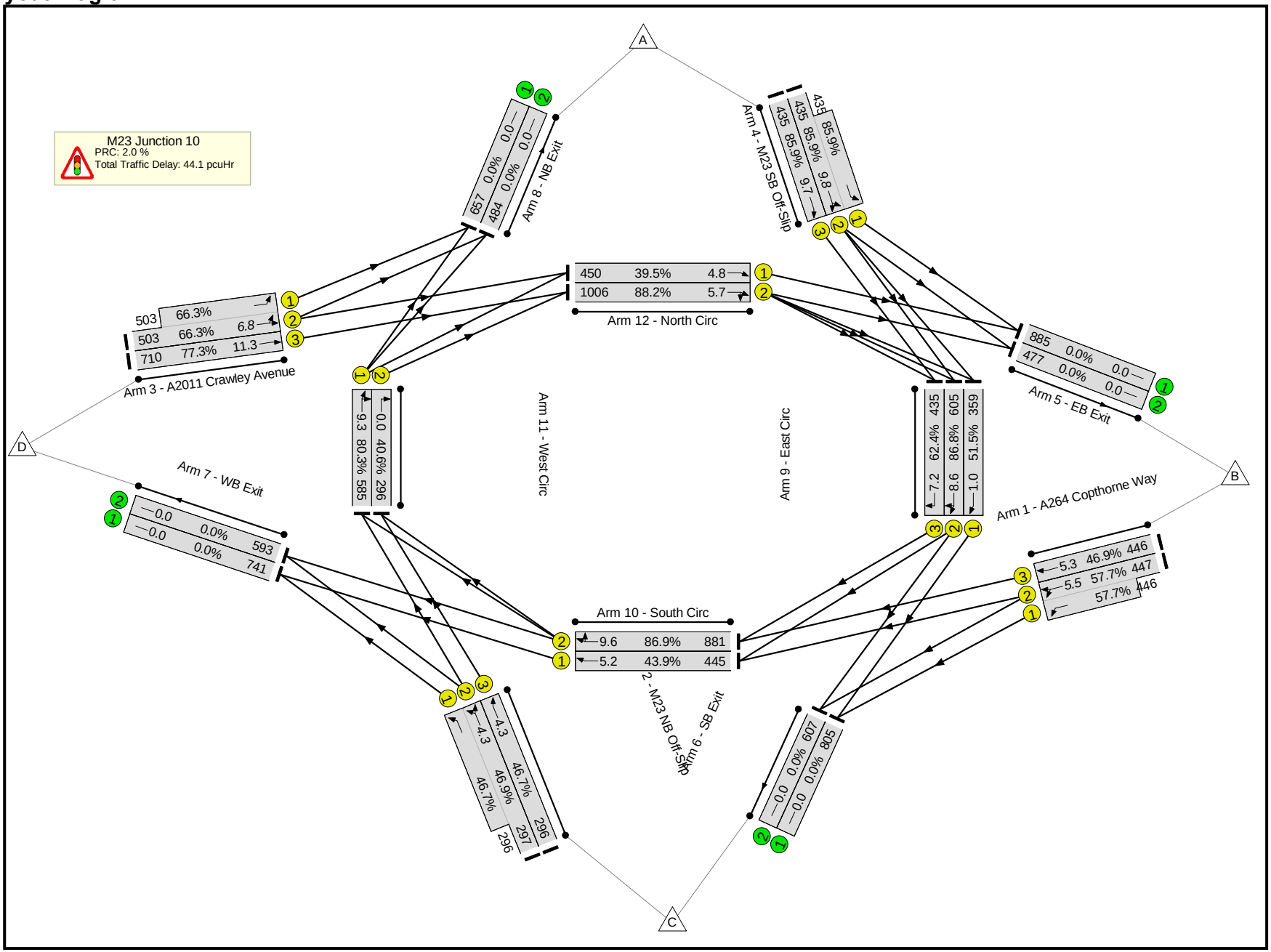
Stage	1	2
Duration	28	22
Change Point	14	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	893	1900:1900	774+773	57.7 : 57.7%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	446	1900	950	46.9%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	593	1900:1900	633+633	46.9 : 46.7%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	296	1900	633	46.7%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1006	1900:1900	758+758	66.3 : 66.3%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	870	1900:1900	507+507	85.9 : 85.9%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	435	1900	507	85.9%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	605	1900	697	86.8%
9/3	East Circ Right	U	2	N/A	D		1	21	-	435	1900	697	62.4%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	31	-	445	1900	1013	43.9%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	881	1900	1013	86.9%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	585	1900	728	80.3%
11/2	West Circ Right	U	4	N/A	H		1	22	-	296	1900	728	40.6%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	450	1900	1140	39.5%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1006	1900	1140	88.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**33.7**	**10.4**	**0.0**	**44.1**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**33.7**	**10.4**	**0.0**	**44.1**	**-**	**-**	**-**	**-**
1/2+1/1	893	893	-	-	-	2.4	0.7	-	3.1	12.6	4.8	0.7	5.5
1/3	446	446	-	-	-	1.2	0.4	-	1.7	13.4	4.8	0.4	5.3
2/2+2/1	593	593	-	-	-	2.6	0.4	-	3.0	18.5	3.9	0.4	4.3
2/3	296	296	-	-	-	1.3	0.4	-	1.7	21.1	3.9	0.4	4.3
3/2+3/1	1006	1006	-	-	-	3.0	1.0	-	4.0	14.4	5.9	1.0	6.8
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	870	870	-	-	-	5.1	2.9	-	8.0	33.0	6.9	2.9	9.8
4/3	435	435	-	-	-	2.5	2.8	-	5.3	44.2	6.9	2.8	9.7
5/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	605	605	-	-	-	2.5	0.0	-	2.5	14.6	8.6	0.0	8.6
9/3	435	435	-	-	-	3.4	0.0	-	3.4	27.9	7.2	0.0	7.2
10/1	445	445	-	-	-	0.7	0.0	-	0.7	6.0	5.2	0.0	5.2
10/2	881	881	-	-	-	2.0	0.0	-	2.0	8.0	9.6	0.0	9.6
11/1	585	585	-	-	-	2.1	0.0	-	2.1	12.9	9.3	0.0	9.3
11/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	450	450	-	-	-	0.6	0.0	-	0.6	4.5	4.8	0.0	4.8
12/2	1006	1006	-	-	-	1.4	0.0	-	1.4	5.0	5.7	0.0	5.7

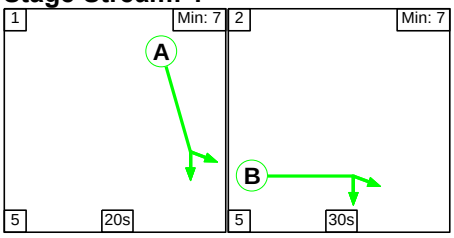
C1	Stream: 1 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	15.28	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	11.02	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	7.48	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	10.32	Cycle Time (s):	60
	PRC Over All Lanes (%):	2.0	Total Delay Over All Lanes(pcuHr):	44.09		

Full Input Data And Results

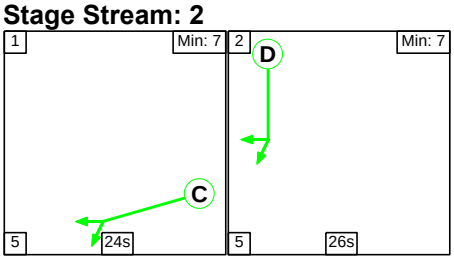
Scenario 3: '2031 Base + Committed + Development (350 Dwellings) PP AM' (FG3: '2031 Base + Committed + Development (350 Dwellings) PP AM', Plan 1: 'Existing')

Stage Sequence Diagram

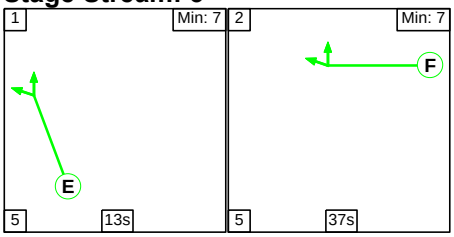
Stage Stream: 1



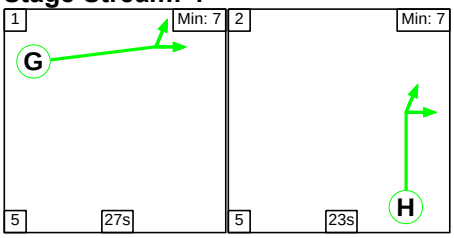
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	36	5

Stage Stream: 3

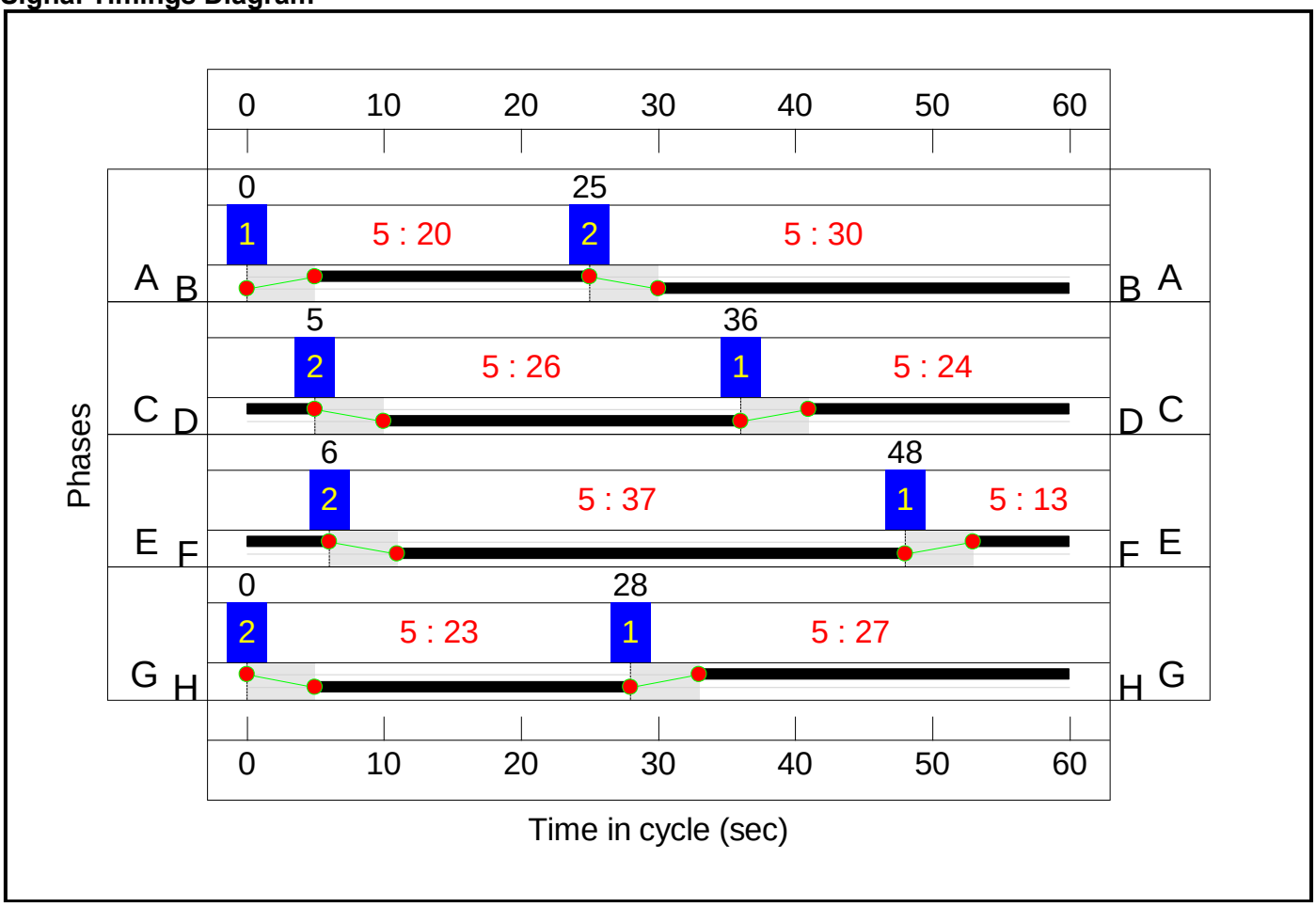
Stage	1	2
Duration	13	37
Change Point	48	6

Full Input Data And Results

Stage Stream: 4

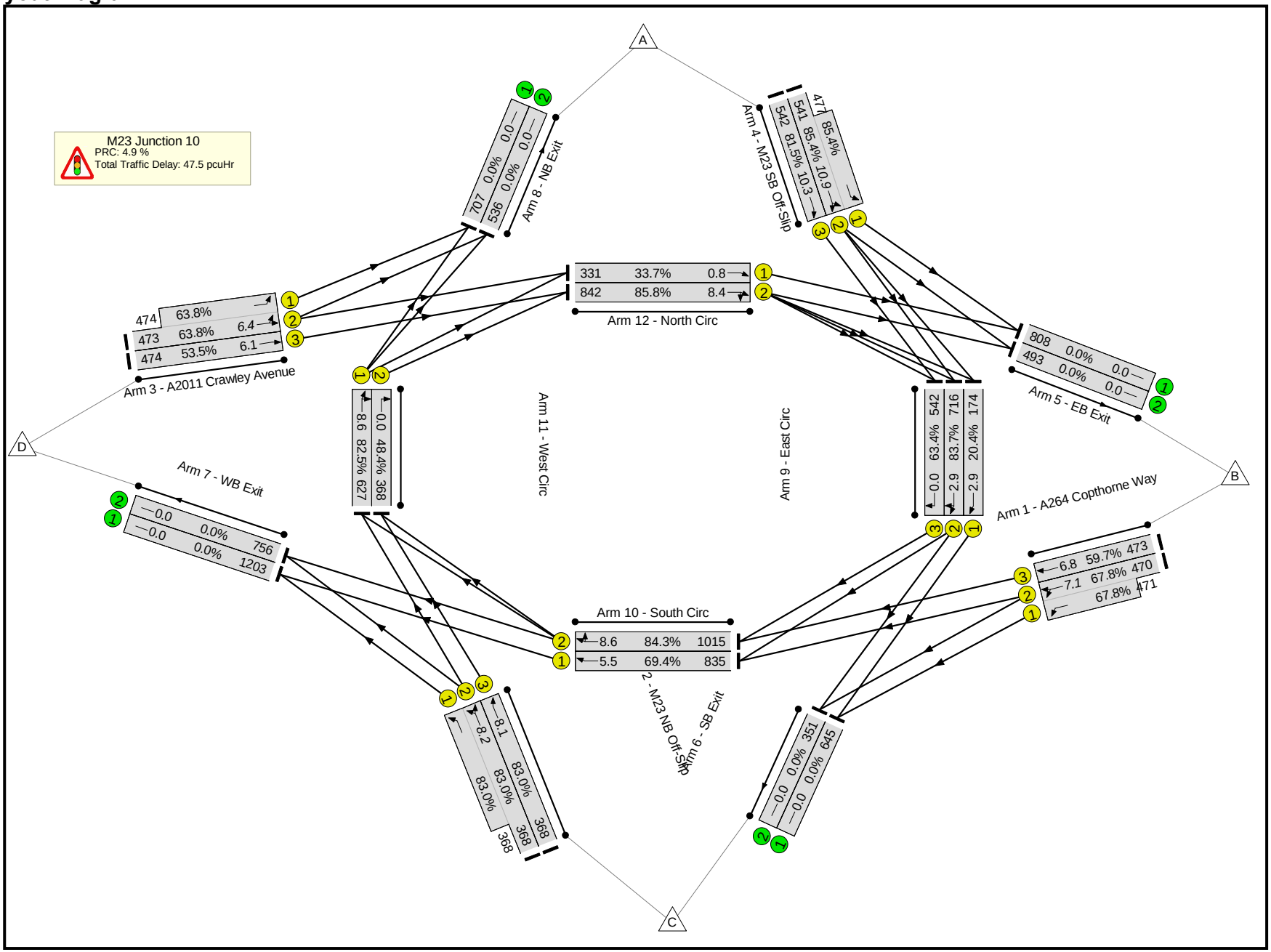
Stage	1	2
Duration	27	23
Change Point	28	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	941	1900:1900	694+695	67.8 : 67.8%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	473	1900	792	59.7%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	736	1900:1900	443+443	83.0 : 83.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	368	1900	443	83.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	947	1900:1900	741+743	63.8 : 63.8%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	474	1900	887	53.5%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1018	1900:1900	634+559	85.4 : 85.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%
9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	37	-	835	1900	1203	69.4%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1015	1900	1203	84.3%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	627	1900	760	82.5%
11/2	West Circ Right	U	4	N/A	H		1	23	-	368	1900	760	48.4%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	331	1900	982	33.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	842	1900	982	85.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.6**	**12.9**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.6**	**12.9**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
1/2+1/1	941	941	-	-	-	3.5	1.0	-	4.6	17.6	6.0	1.0	7.1
1/3	473	473	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.8
2/2+2/1	736	736	-	-	-	4.5	2.4	-	6.8	33.5	5.8	2.4	8.2
2/3	368	368	-	-	-	2.2	2.3	-	4.5	44.4	5.8	2.3	8.1
3/2+3/1	947	947	-	-	-	3.0	0.9	-	3.9	14.7	5.5	0.9	6.4
3/3	474	474	-	-	-	1.5	0.6	-	2.1	15.7	5.5	0.6	6.1
4/2+4/1	1018	1018	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.6	0.0	-	0.6	13.1	2.9	0.0	2.9
9/2	716	716	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9
9/3	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	835	835	-	-	-	1.1	0.0	-	1.1	4.8	5.5	0.0	5.5
10/2	1015	1015	-	-	-	2.0	0.0	-	2.0	7.1	8.6	0.0	8.6
11/1	627	627	-	-	-	3.9	0.0	-	3.9	22.1	8.6	0.0	8.6
11/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	331	331	-	-	-	0.3	0.0	-	0.3	3.1	0.8	0.0	0.8
12/2	842	842	-	-	-	2.0	0.0	-	2.0	8.5	8.4	0.0	8.4

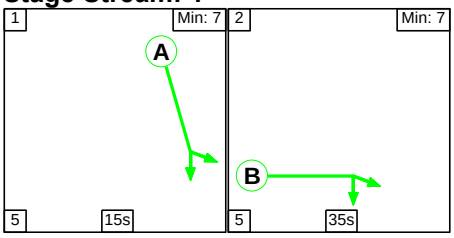
C1	Stream: 1 PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	8.39	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	6.7	Total Delay for Signalled Lanes (pcuHr):	14.49	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	9.79	Cycle Time (s):	60
	PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	47.48		

Full Input Data And Results

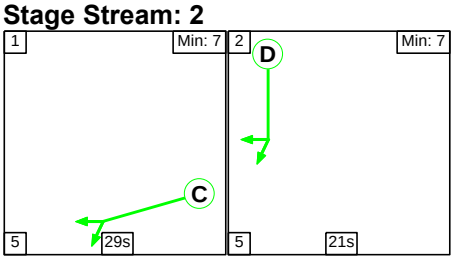
Scenario 4: '2031 Base + Committed + Development (350 Dwellings) PP PM' (FG4: '2031 Base + Committed + Development (350 Dwellings) PP PM', Plan 1: 'Existing')

Stage Sequence Diagram

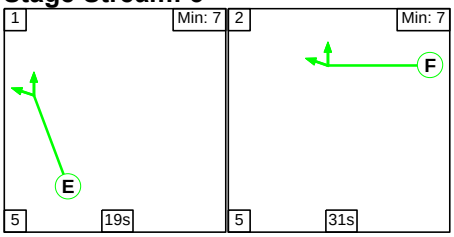
Stage Stream: 1



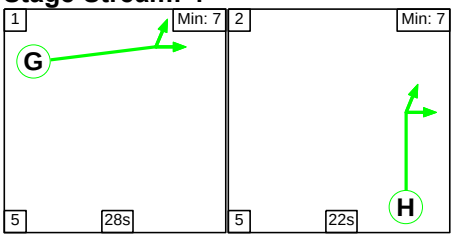
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

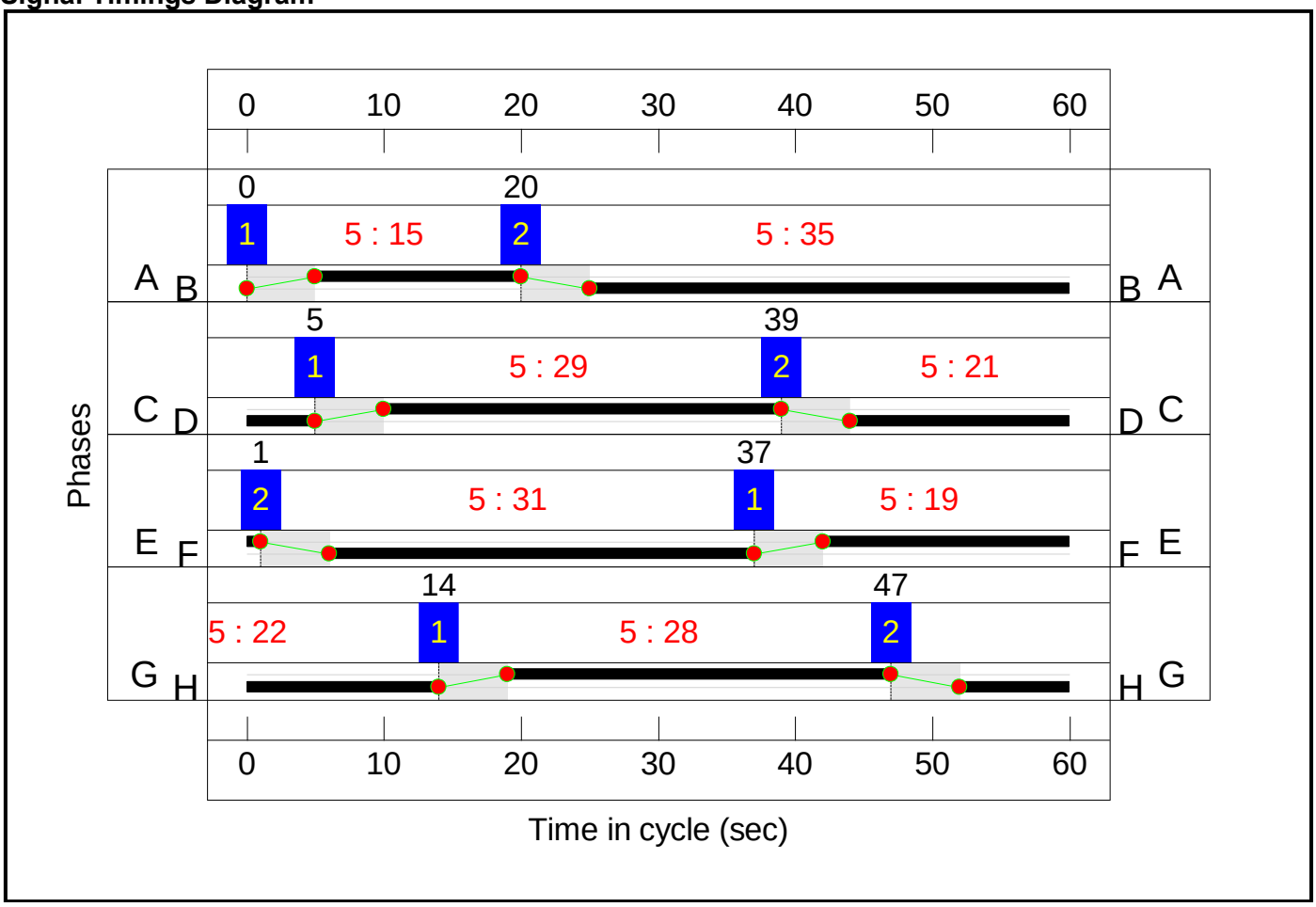
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4

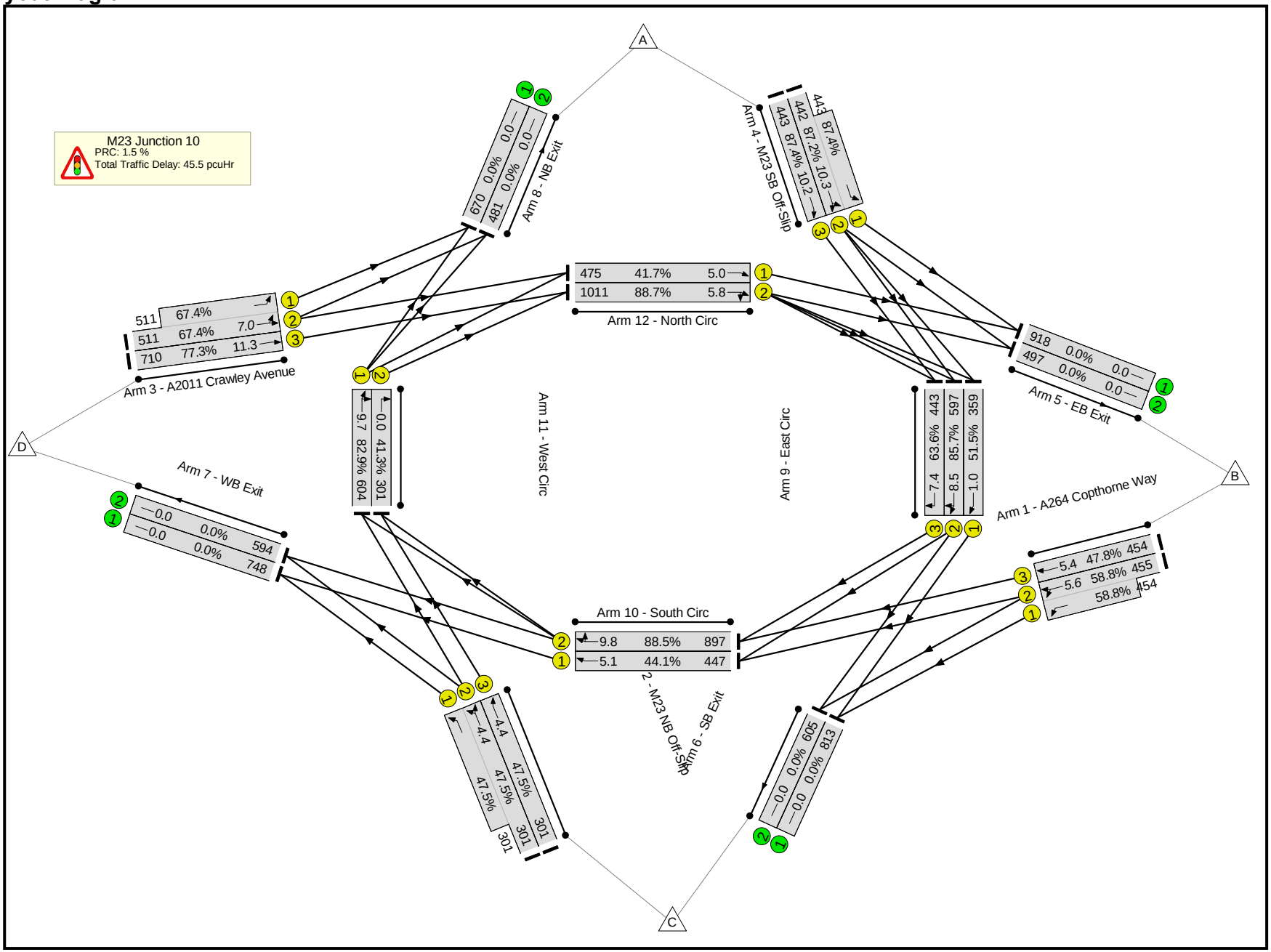
Stage	1	2
Duration	28	22
Change Point	14	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	909	1900:1900	774+773	58.8 : 58.8%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	454	1900	950	47.8%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	602	1900:1900	633+633	47.5 : 47.5%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	301	1900	633	47.5%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1022	1900:1900	758+758	67.4 : 67.4%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	885	1900:1900	507+507	87.2 : 87.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	443	1900	507	87.4%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	597	1900	697	85.7%
9/3	East Circ Right	U	2	N/A	D		1	21	-	443	1900	697	63.6%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	31	-	447	1900	1013	44.1%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	897	1900	1013	88.5%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	604	1900	728	82.9%
11/2	West Circ Right	U	4	N/A	H		1	22	-	301	1900	728	41.3%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	475	1900	1140	41.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1011	1900	1140	88.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.3**	**11.2**	**0.0**	**45.5**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.3**	**11.2**	**0.0**	**45.5**	**-**	**-**	**-**	**-**
1/2+1/1	909	909	-	-	-	2.5	0.7	-	3.2	12.7	4.9	0.7	5.6
1/3	454	454	-	-	-	1.2	0.5	-	1.7	13.5	4.9	0.5	5.4
2/2+2/1	602	602	-	-	-	2.7	0.5	-	3.1	18.6	3.9	0.5	4.4
2/3	301	301	-	-	-	1.3	0.5	-	1.8	21.3	3.9	0.5	4.4
3/2+3/1	1022	1022	-	-	-	3.1	1.0	-	4.1	14.6	6.0	1.0	7.0
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	885	885	-	-	-	5.2	3.3	-	8.5	34.4	7.0	3.3	10.3
4/3	443	443	-	-	-	2.6	3.2	-	5.8	46.8	7.0	3.2	10.2
5/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	597	597	-	-	-	2.4	0.0	-	2.4	14.3	8.5	0.0	8.5
9/3	443	443	-	-	-	3.4	0.0	-	3.4	27.9	7.4	0.0	7.4
10/1	447	447	-	-	-	0.8	0.0	-	0.8	6.1	5.1	0.0	5.1
10/2	897	897	-	-	-	2.0	0.0	-	2.0	8.0	9.8	0.0	9.8
11/1	604	604	-	-	-	2.2	0.0	-	2.2	13.1	9.7	0.0	9.7
11/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	475	475	-	-	-	0.6	0.0	-	0.6	4.3	5.0	0.0	5.0
12/2	1011	1011	-	-	-	1.4	0.0	-	1.4	5.1	5.8	0.0	5.8

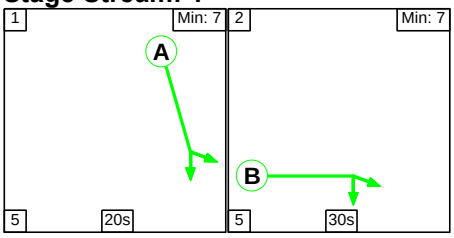
C1	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	16.20	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	11.12	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	7.64	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	10.53	Cycle Time (s):	60
	PRC Over All Lanes (%):	1.5	Total Delay Over All Lanes(pcuHr):	45.49		

Full Input Data And Results

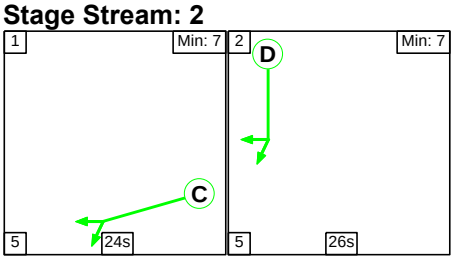
Scenario 5: '2031 Base + Committed + Development (350 Dwellings) VL AM' (FG5: '2031 Base + Committed + Development (350 Dwellings) VL AM', Plan 1: 'Existing')

Stage Sequence Diagram

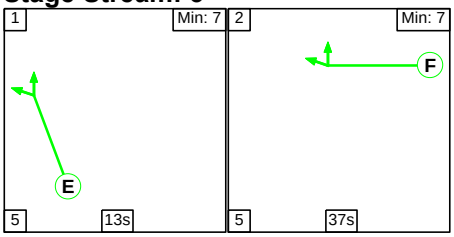
Stage Stream: 1



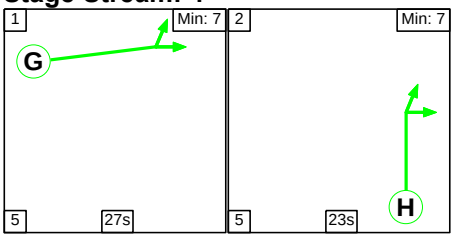
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	36	5

Stage Stream: 3

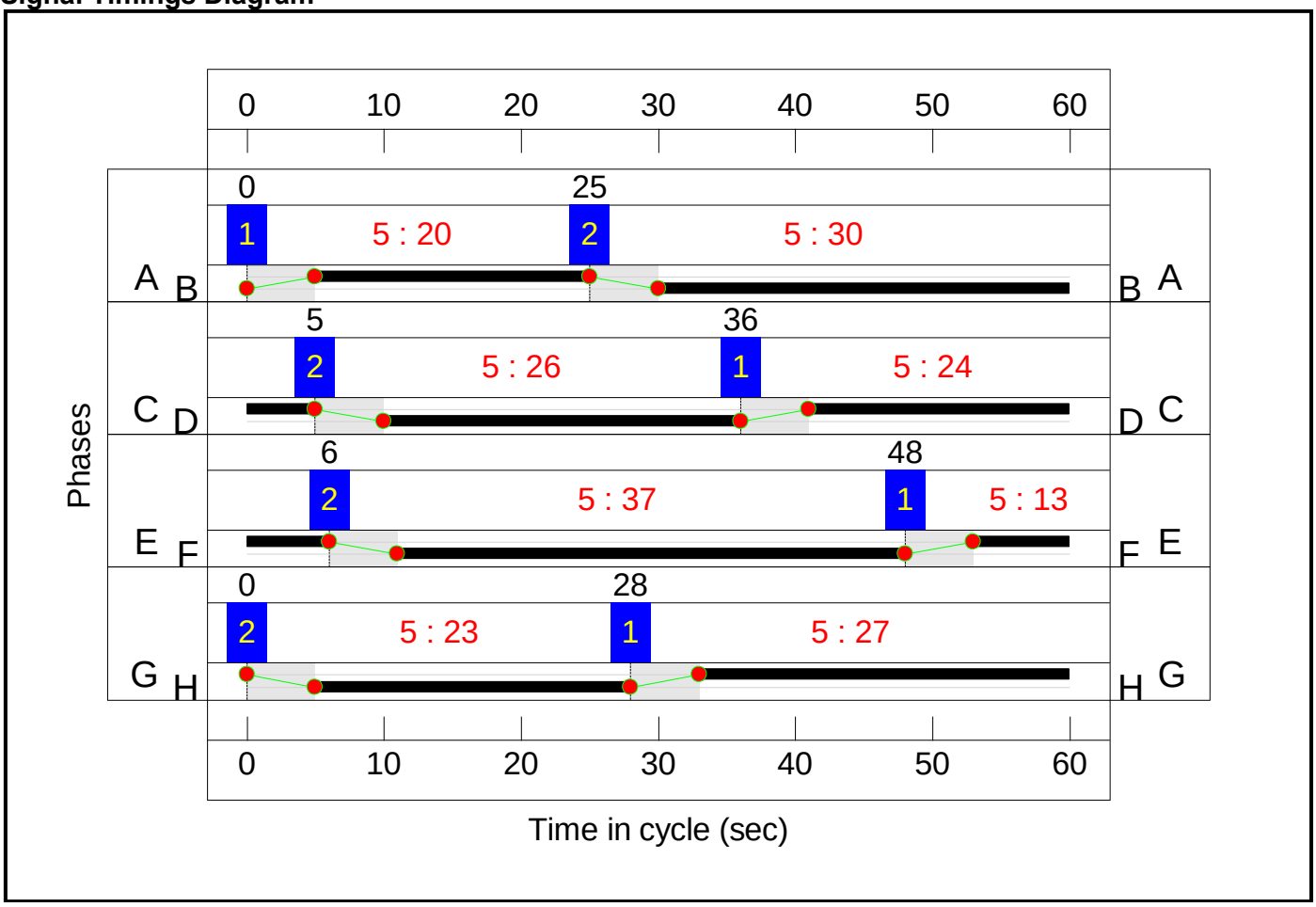
Stage	1	2
Duration	13	37
Change Point	48	6

Full Input Data And Results

Stage Stream: 4

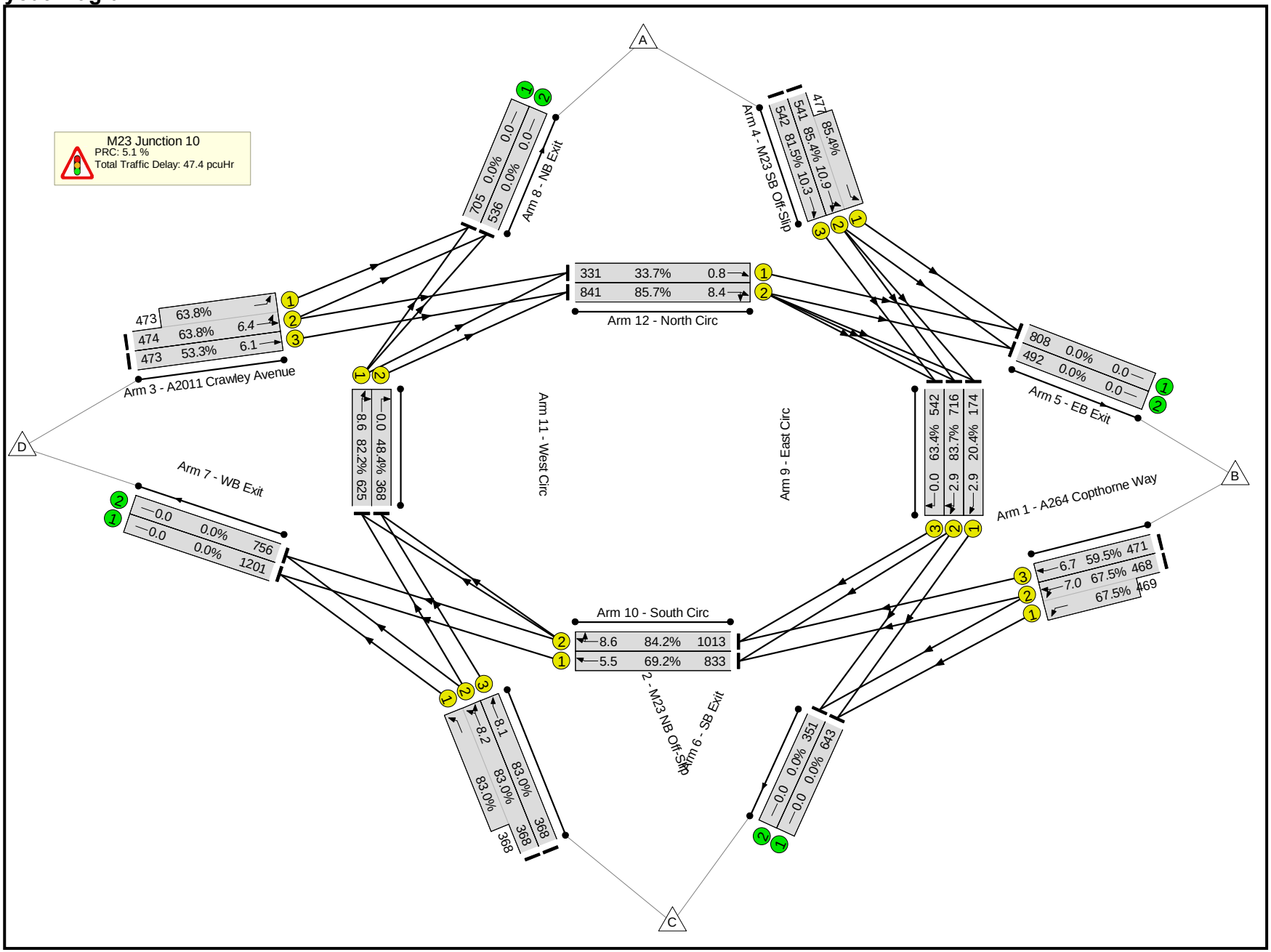
Stage	1	2
Duration	27	23
Change Point	28	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	937	1900:1900	694+695	67.5 : 67.5%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	471	1900	792	59.5%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	736	1900:1900	443+443	83.0 : 83.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	368	1900	443	83.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	947	1900:1900	743+741	63.8 : 63.8%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	473	1900	887	53.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1018	1900:1900	634+559	85.4 : 85.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1201	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%
9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	37	-	833	1900	1203	69.2%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1013	1900	1203	84.2%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	625	1900	760	82.2%
11/2	West Circ Right	U	4	N/A	H		1	23	-	368	1900	760	48.4%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	331	1900	982	33.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	841	1900	982	85.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.5**	**12.8**	**0.0**	**47.4**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.5**	**12.8**	**0.0**	**47.4**	**-**	**-**	**-**	**-**
1/2+1/1	937	937	-	-	-	3.5	1.0	-	4.6	17.5	6.0	1.0	7.0
1/3	471	471	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.7
2/2+2/1	736	736	-	-	-	4.5	2.4	-	6.8	33.5	5.8	2.4	8.2
2/3	368	368	-	-	-	2.2	2.3	-	4.5	44.4	5.8	2.3	8.1
3/2+3/1	947	947	-	-	-	3.0	0.9	-	3.9	14.7	5.5	0.9	6.4
3/3	473	473	-	-	-	1.5	0.6	-	2.1	15.7	5.5	0.6	6.1
4/2+4/1	1018	1018	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1201	1201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.6	0.0	-	0.6	13.1	2.9	0.0	2.9
9/2	716	716	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9
9/3	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	833	833	-	-	-	1.1	0.0	-	1.1	4.8	5.5	0.0	5.5
10/2	1013	1013	-	-	-	2.0	0.0	-	2.0	7.1	8.6	0.0	8.6
11/1	625	625	-	-	-	3.8	0.0	-	3.8	22.1	8.6	0.0	8.6
11/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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12/1	331	331	-	-	-	0.3	0.0	-	0.3	3.1	0.8	0.0	0.8
12/2	841	841	-	-	-	2.0	0.0	-	2.0	8.5	8.4	0.0	8.4

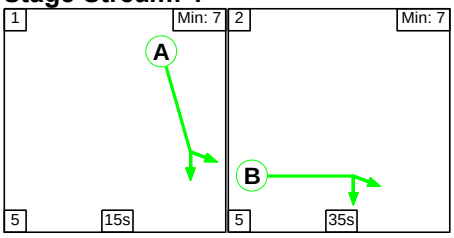
C1	Stream: 1 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s):	60		
C1	Stream: 2 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	8.34	Cycle Time (s):	60		
C1	Stream: 3 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	14.48	Cycle Time (s):	60		
C1	Stream: 4 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	9.76	Cycle Time (s):	60		
	PRC Over All Lanes (%):	5.1	Total Delay Over All Lanes(pcuHr):	47.39				

Full Input Data And Results

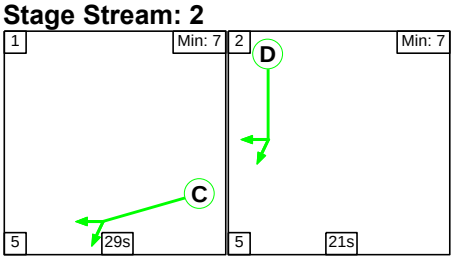
Scenario 6: '2031 Base + Committed + Development (350 Dwellings) VL PM' (FG6: '2031 Base + Committed + Development (350 Dwellings) VL PM', Plan 1: 'Existing')

Stage Sequence Diagram

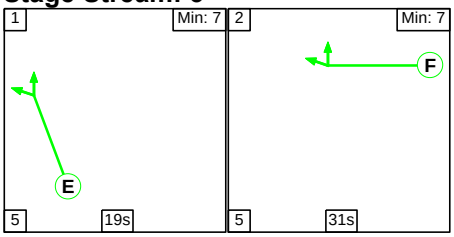
Stage Stream: 1



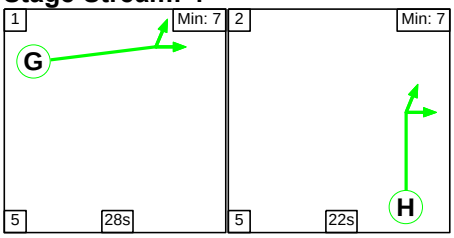
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

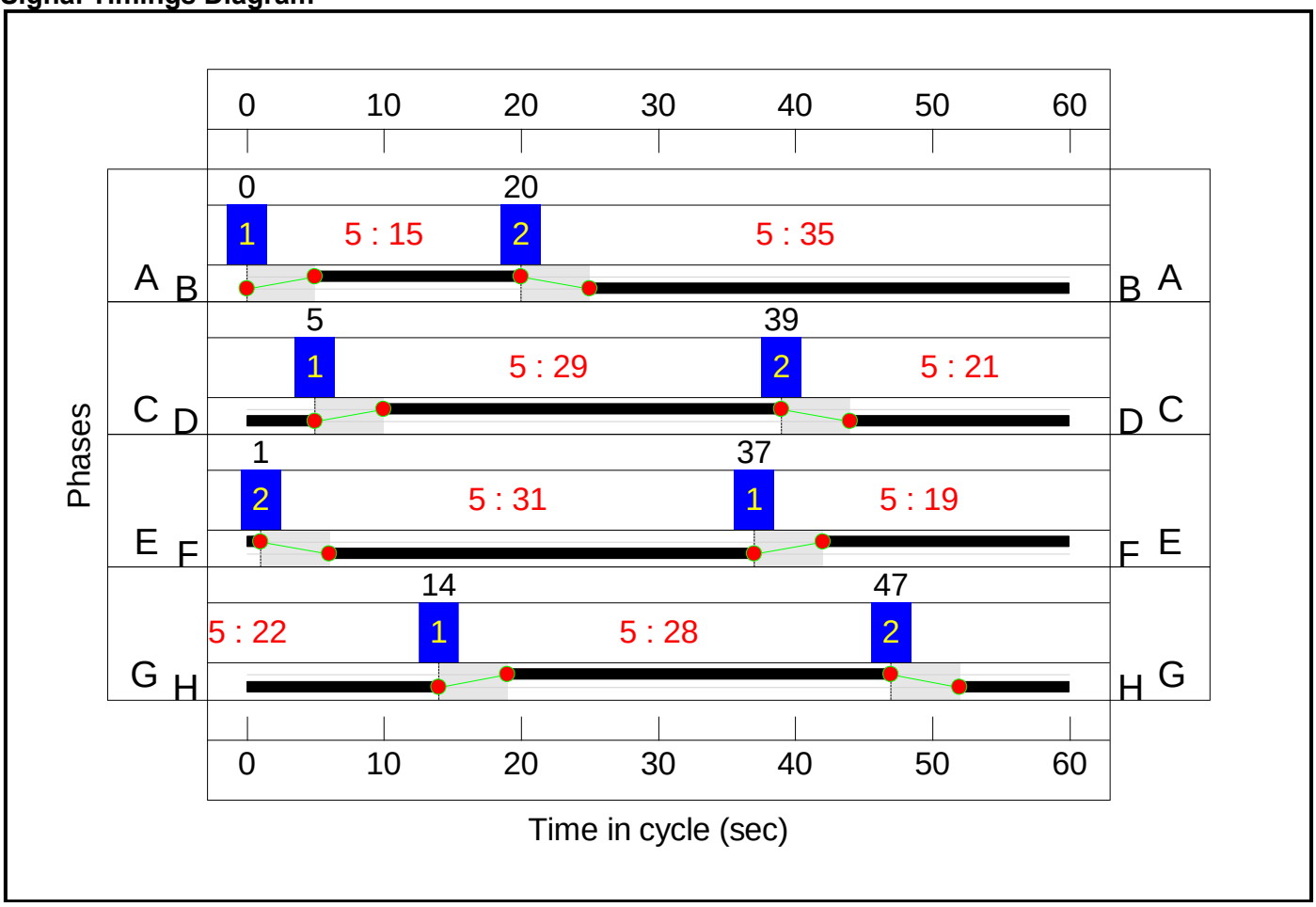
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4

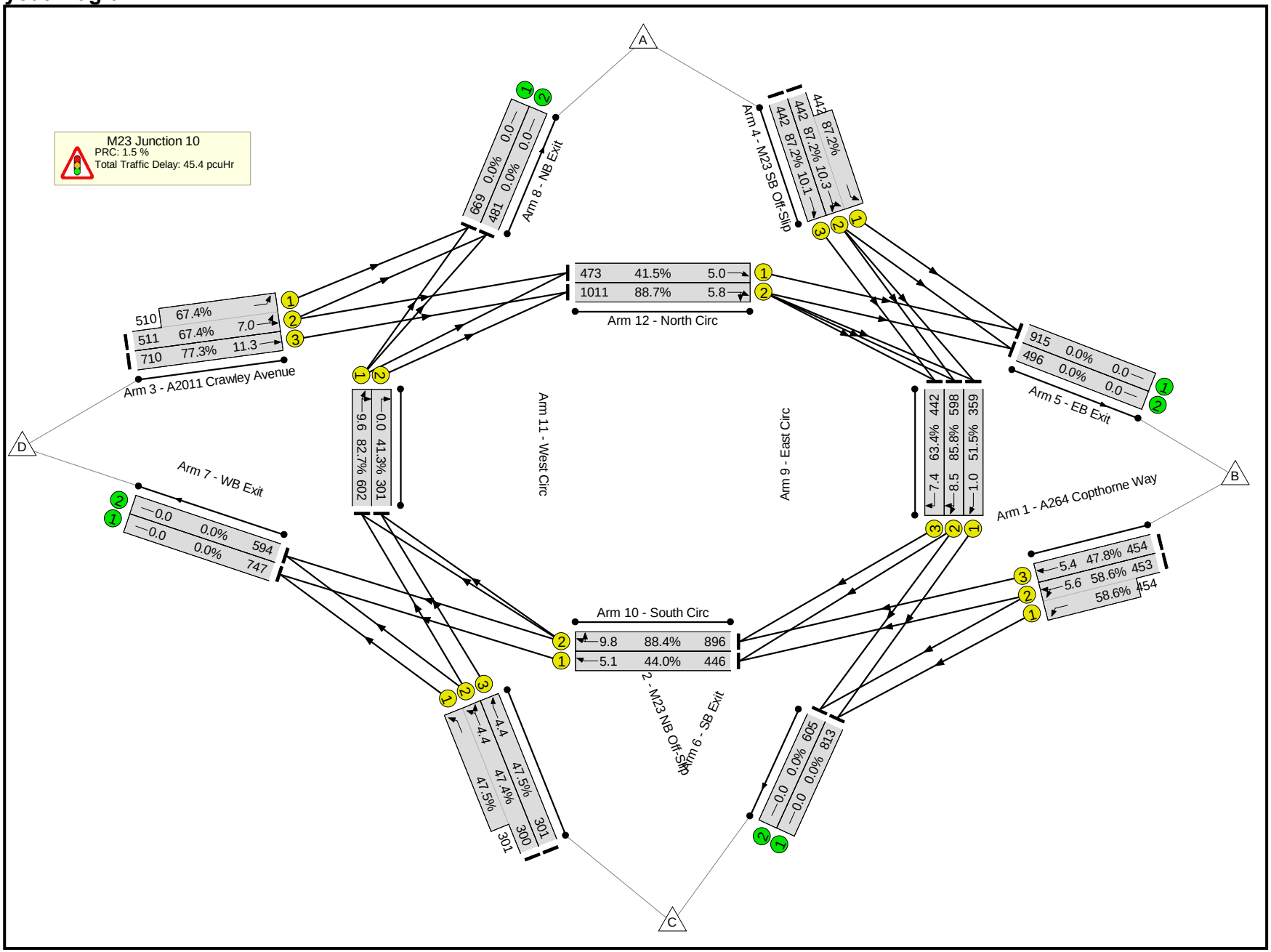
Stage	1	2
Duration	28	22
Change Point	14	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
M23 Junction 10	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	907	1900:1900	773+774	58.6 : 58.6%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	454	1900	950	47.8%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	601	1900:1900	633+633	47.4 : 47.5%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	301	1900	633	47.5%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1021	1900:1900	758+757	67.4 : 67.4%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	884	1900:1900	507+507	87.2 : 87.2%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	442	1900	507	87.2%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	598	1900	697	85.8%
9/3	East Circ Right	U	2	N/A	D		1	21	-	442	1900	697	63.4%

Full Input Data And Results

10/1	South Circ Ahead	U	3	N/A	F		1	31	-	446	1900	1013	44.0%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	896	1900	1013	88.4%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	602	1900	728	82.7%
11/2	West Circ Right	U	4	N/A	H		1	22	-	301	1900	728	41.3%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	473	1900	1140	41.5%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1011	1900	1140	88.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.2**	**11.1**	**0.0**	**45.4**	**-**	**-**	**-**	**-**
M23 Junction 10	**-**	**-**	**0**	**0**	**0**	**34.2**	**11.1**	**0.0**	**45.4**	**-**	**-**	**-**	**-**
1/2+1/1	907	907	-	-	-	2.5	0.7	-	3.2	12.7	4.9	0.7	5.6
1/3	454	454	-	-	-	1.2	0.5	-	1.7	13.5	4.9	0.5	5.4
2/2+2/1	601	601	-	-	-	2.6	0.5	-	3.1	18.5	3.9	0.5	4.4
2/3	301	301	-	-	-	1.3	0.5	-	1.8	21.3	3.9	0.5	4.4
3/2+3/1	1021	1021	-	-	-	3.1	1.0	-	4.1	14.6	6.0	1.0	7.0
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	884	884	-	-	-	5.2	3.3	-	8.4	34.3	7.0	3.3	10.3
4/3	442	442	-	-	-	2.6	3.1	-	5.7	46.4	7.0	3.1	10.1
5/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	598	598	-	-	-	2.4	0.0	-	2.4	14.3	8.5	0.0	8.5
9/3	442	442	-	-	-	3.4	0.0	-	3.4	28.0	7.4	0.0	7.4
10/1	446	446	-	-	-	0.8	0.0	-	0.8	6.1	5.1	0.0	5.1
10/2	896	896	-	-	-	2.0	0.0	-	2.0	8.0	9.8	0.0	9.8
11/1	602	602	-	-	-	2.2	0.0	-	2.2	13.1	9.6	0.0	9.6
11/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	473	473	-	-	-	0.6	0.0	-	0.6	4.3	5.0	0.0	5.0
12/2	1011	1011	-	-	-	1.4	0.0	-	1.4	5.1	5.8	0.0	5.8

C1	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	16.11	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	11.11	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	7.63	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	10.52	Cycle Time (s):	60
	PRC Over All Lanes (%):	1.5	Total Delay Over All Lanes(pcuHr):	45.36		