Lindfield Traffic Study

Consultation Report

December 2017

Report prepared by:

Roger Harper
Creative Roads Ltd

www.creative-roads.co.uk

CONTENTS

Appendices:

Report Reference	Issue	Description	Originator
UKD-161	05	For Consultation	R Harper 22nd Dec 2017

Summary

The "Lindfield and Lindfield Rural Neighbourhood Plan: Submission Plan Dec 2014" sets out a Vision on transport as follows: "*Both settlements are better connected to each other and to the wider area by dedicated cycle routes and improved local bus services." and an objective "to encourage greater use of public transport, cycling and walking*". There are advantages and disadvantages for all traffic calming measures and defining a vision helps to guide scheme development and foster success (LTN 1/08, DfT, 2008) and this vision has been used as the basis to develop scheme proposals.

In support of the Neighbourhood Plan vision and objective the Parish Council have set out 9 sites for investigation of traffic improvements in their brief. The background of the reason for these sites is set out in the Parish Council Brief. These sites are listed as follows:

1. Luxford Road-Brushes Lane corridor- Consider traffic calming options that could include speed humps, chicanes or road closure.
2. Hickmans Lane/Sunte Avenue and Hickmans Lane/Finches Park Road - Consider traffic calming options to improve road safety.
3. Lewes Road/High Street junction – Consider options for junction improvements;
4. Lewes Road Pedestrian Crossing Facility – outline draft options for potential locations;
5. Scamps Hill - Prepare options for speed reduction measures;
6. High Beech Lane/Portsmouth Lane - Consider traffic calming options to improve road safety.
7. West View - Consider traffic management options to improve road safety.
8. High Street (from The Welkin footpath to All Saints Church) - Consider options for improved pedestrian facilities.
9. Denmans Lane – assess impact of re-opening road.

As part of this study traffic flows, speeds and accidents have been reviewed in the Parish. There have been 64 collisions involving personal injury recorded for the 11 years up to the end of 2015 in the study area, resulting in 15 serious and 60 slight casualties. Over a third of the collisions in the Parish of Lindfield (between 2005-15) involve cycling and walking. This represents a barrier to these activities. Measures that are introduced to help reduce such recurrence will support the Parish Council Neighbourhood Plan objective.

Traffic calming techniques aimed at reducing accident problems can have a dramatic impact on the visual appearance of historic areas due to the signing on approach to some of the above features. A key consideration for the Lindfield will be whether the physical measures preserve or enhance the character or appearance of the historic area. Proposed measures incorporate carriageway narrowing to reduce pedestrian crossing time and slow traffic. In addition raised table junctions are proposed with shallow gradients to avoid being classified a road hump which would require extensive signing.

The initial interim report was released for public comment and 13 written replies were received. No significant issues have been identified which indicate major changes are required to the initial concept apart from work on the High Street/ Lewes Road junction. An outline of the measures and initial cost estimates are summarised in Table 1.

Table 1: Summary of suggested measures and outline of estimated costs

Street	**Suggested Solution**	**Outline Cost £**
1. Luxford Road, Newton Rd, Dukes Rd, Brushes Lane.	Raised table at junctions of: • Newton Road / Dukes Road. • Brushes Lane/ Brushes Lane. • Luxford Road/ Harvest Close. Additional no entry plug to restrict northbound movement considered in conjunction with above measures.	90,000
2(a) Hickmans Lane.	9 no. Road narrowing and pedestrian crossing point & Visual resurfacing narrow section by High Street	130,000
2(b) Sunte Avenue	3 no. Road narrowing and pedestrian crossing point	25,000
3. Lewes Road/ High Street junction (only).	Provision of Traffic Signals based on a phasing option 2. Option of footway widening of Lewes Road can be considered if funds allow.	250,000
4/5. Lewes Road / Scamps Hill (excludes jtn above).	Remove existing centreline; Provide additional parking bays by Lindfield Common; Provide road narrowing and pedestrian crossing point near Eastern Road.	30,000
6 (a) High Beech Lane.	Vehicle Activated Sign	15,000
6 (b) Portsmouth Lane	2 no. Road narrowing and pedestrian crossing point	20,000
7. West View.	Provide buildout (also consider build-out in Backwoods Lane)	15,000
8. High Street (excludes jtn with Lewes Road).	Remove existing centreline; Provide additional parking bays north of Brushes Lane; Provide buildout & pedestrian crossing point near the footpath to the car park off Compton Road; Road narrowing and pedestrian crossing point: • near Alma Road; • north of Hickmans Lane Junction; • in front of 'The Bent Arms' public house; • south of All Saints Church near 'The Welkin' footpath	70,000
9. Denmans Lane	The current view is that the re-opening to motorised traffic would require significant improvements and cost to make it safe. This would be at the expense of cycling and walking traffic that currently benefit from the closure. This would be contrary to the Parish Council transport objectives in the Neighbourhood Plan. No further action remains the preferred solution.	

1.0 Introduction

1.1 This report has been prepared on behalf of Lindfield Parish Council to propose and justify future traffic management, pedestrian safety, and traffic calming measures throughout the area of the Parish of Lindfield. The Location of the sites originally selected is shown on the plan attached in Appendix 1. The aim of this report is to act as a catalyst for discussion prior to finalising options for Lindfield.

2.0 Background

2.1 *The village of Lindfield is located on high ground to the south of the River Ouse and is characterised by the High Street lined with Lime trees, a feature which gives the village and the surrounding parish its name. Many of the buildings along the High Street are of wooden framed construction and date from the medieval period. The village contains shops, businesses, pubs, churches and community groups catering for a wide range of needs. Within the village are the pond with a range of wildlife and the village common on which various activities and events take place. The countryside around Lindfield is part of the High Weald Area of Outstanding Natural Beauty, with the Ashdown Forest approximately some 5 miles north east of the village* [Taken from Neighbourhood Plan 2013]

2.2 Modern travel patterns and transport place huge pressures on the historic form and qualities of the rural landscape (IHT, 2013) and none more than the Village of Lindfield. Lindfield Parish Council has a desire to develop solutions to the current traffic problems facing the Village.

2.3 The Lindfield and Lindfield Rural Neighbourhood Plan: Submission Plan Dec 2014 sets out a Vision on transport as follows: "*Both settlements are better connected to each other and to the wider area by dedicated cycle routes and improved local bus services*." and an objective "*to encourage greater use of public transport, cycling and walking*". Infrastructure projects and investment are identified in the Plan as follows:

- "*Proposal 2: The Parish Councils will support proposals that satisfactorily address pedestrian, cyclist and traffic safety issues at the junction of Lewes Road & High Street, Lindfield. They will also support proposals to establish a dedicated safe cycle route from Scaynes Hill through to the Lewes Road in Lindfield;*
- *Proposal 3 Infrastructure Investment (iv) Traffic calming works (to be agreed with the local highways authority). (v) Cycle path between Lindfield and Scaynes Hill, in pursuit of Proposal 2*".

2.4 The Department for Transport have recently published a walking and cycling strategy in which the objective is to double cycling trips and reverse the decline in walking activity (DfT, 2016). The Neighbourhood Plan vision supports this strategy and objective and therefore walking and cycling is a key part of this study.

2.5 In support of the Neighbourhood Plan vision and objective the Parish Council have set out 9 sites for investigation of traffic improvements in their brief. The background of the reason for these sites is set out in the Parish Council Brief. These sites are listed as follows:

1. Luxford Road-Brushes Lane corridor- Consider traffic calming options that could include speed humps, chicanes or road closure.
2. Hickmans Lane/Sunte Avenue and Hickmans Lane/Finches Park Road - Consider traffic calming options to improve road safety.
3. Lewes Road/High Street junction – Consider options for junction improvements;
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7. West View - Consider traffic management options to improve road safety.
8. High Street (from The Welkin footpath to All Saints Church) - Consider options for improved pedestrian facilities.
9. Denmans Lane – assess impact of re-opening road.

2.6 Many of these locations fall within the Lindfield Conservation Area and therefore it will be essential to (1) preserve and enhance the attractive historic environment and (2) keep visual intrusion to a minimum and minimise signage. These criteria will need to be considered for any options proposed.

2.7 It was initially proposed to break down this study into 3 phases:

- (1) Traffic Surveys and site assessment;
- (2) A discussion report on issues and options based on initial findings;
- (3) Final report and detailed preliminary design drawings based on feedback from initial findings.

This interim report relates to the first and second phases.

2.8 Sussex Police hold records of traffic collisions involving personal injury. 11 years of collision data (2005-2015) within the Parish of Lindfield is copied in Appendix 3. An analysis of this data is discussed in Section 4. Although accident history is a significant indicator to justify measures traffic flow, mixture and speed are also indicators that measures can help improve conditions, particularly for vulnerable road users (pedestrians, cyclists, horseriders, motorcyclists). Results from both historical traffic Speed and flow data is discussed in Section 5.

3.0 Discussion on Current Traffic Calming Guidance

3.1 Guidance on the facilities that help public transport, cycling and walking are taken from the following sources:

- Local Transport Note 1/97 Keeping Buses Moving, DfT, 1997
- Local Transport Note 1/07 Traffic Calming, DfT, 2007
- Local Transport Note 1/08 Traffic Management and Streetscape, DfT, 2008
- Local Transport Note 2/08 Cycle Infrastructure Design, DfT, 2008
- Guidelines for Providing for Journeys on Foot, CIHT, 2000
- Manual for Streets, DfT, 2007.

Links to these documents can be found under references.

3.2 Traffic calming was introduced in the UK following successful schemes in mainland Europe that had improved safety in urban areas. While road safety in the UK was, and remains, very good compared to Europe, the UK has high accident rates for vulnerable road users in towns and cities. Traffic calming reduces speeds and hence improves safety, especially for vulnerable road users. (LTN 1/07, DfT, 2007). There are advantages and disadvantages for all traffic calming measures and defining a vision helps to guide scheme development and foster success (LTN 1/08, DfT, 2008).

3.3 A vision for the proposed traffic measures is based on The Lindfield and Lindfield Rural Neighbourhood Plan: Submission Plan Dec 2014. The vision on transport has been summarised as follows: ***"to encourage greater use of public transport, cycling and walking"***. Specific measures that can help encourage usage in these areas are described in this section.

Photo 1: Hickmans Lane – Local Bus Service

3.4 Encouraging Public Transport

3.4.1 The passenger's access to the bus network is normally at a bus stop which is a formally agreed bus stopping place, normally designated by a bus stop pole and/or shelter. It is important that bus stops are located conveniently for the main shopping and business areas. This makes services more convenient for passengers, particularly elderly and disabled people. It is preferable that passengers do not have to cross major traffic flows to reach their destination and bus stops should be located close to pedestrian crossing facilities.

3.4.2 One of the simplest ways of giving buses priority is to protect the road space by the bus stop so that it is kept clear for buses to use. This is vital in busy areas where there is often strong competition for access to the kerb from vehicles wishing to park or to load or unload. Keeping the bus stop clear allows the bus to pull in close to the kerb which is particularly important for low-floor buses if the benefits of step free access are to be realised. It enables all passengers, especially those who are elderly or disabled, to board and alight without walking into the road; it also minimises the obstruction to the flow of other traffic.

3.4.3 For these reasons, it is frequently worthwhile to introduce traffic management measures to assist the movement of buses. These can take the form of measures designed to facilitate the movement of traffic generally along bus routes, and to protect access to bus stops. Indiscriminate parking can seriously reduce the capacity of the street network, and effective control of on-street parking and loading and unloading is essential to keep traffic, especially buses, moving. Introduction of bus stop clearways are the best way of keeping bus stop areas clear.

3.4.4 Walking is also an essential part of public transport travel. Good quality and direct walking routes can improve access to public transport, assist interchange and encourage modal shift. Bus stops are usually accessed on foot. Promoting public transport involves providing good pedestrian links to bus stop facilities. The two additional areas that have been included in this study to encourage public transport are:

- Provision of footway on the approach to each bus stop;
- Pedestrian crossing facilities in close proximity to bus stop (closely aligned with measures to encourage walking).

3.5 Encouraging Walking

3.5.1 Walking is important for internal trips in villages and small towns, normally because people live close to basic amenities. It is an important mode for the vast majority of people but it is more important for certain groups, particularly children, older people, those without access to a car and those who are not the main driver within a household. The government want to create a nation where cycling and walking are the norm for all people whatever their background or characteristics. Their ambition for England is: "*We want to make cycling and walking the natural choice for shorter journeys or as part of a longer journey*".

3.5.2 Specific measures that can encourage walking can be: wider pavements; pedestrian–friendly crossings; traffic calming measures; encouraging use of public rights of way.

3.5.3 The severity of a pedestrian injury sustained in a road traffic accident is closely linked to the speed of the approaching vehicle. The extent of the benefits that can be achieved through reduced speeds has been clearly demonstrated. An approach to reducing speeds is through traffic calming measures.

3.5.4 Some traffic calming measures can be introduced through 20mph zones. 20mph zones have been successful in substantially reducing pedestrian and cyclist casualty rates amongst both adults and children. In 20mph zones, average speeds are kept below 20mph by self–enforcing physical measures, such as traffic calming, or the layout of the streets.

3.5.5 The use of 20mph limits (not zones) without self–enforcing measures is increasingly common. 20mph limits are likely to be useful where average speeds are already below 30mph. However, the use of signs alone, without enforcement or physical measures, has only a slight impact on actual speeds. *At present an option for a 20mph zone or 20mph limit has not been suggested. This is mainly due to the visual impact of additional signing.*

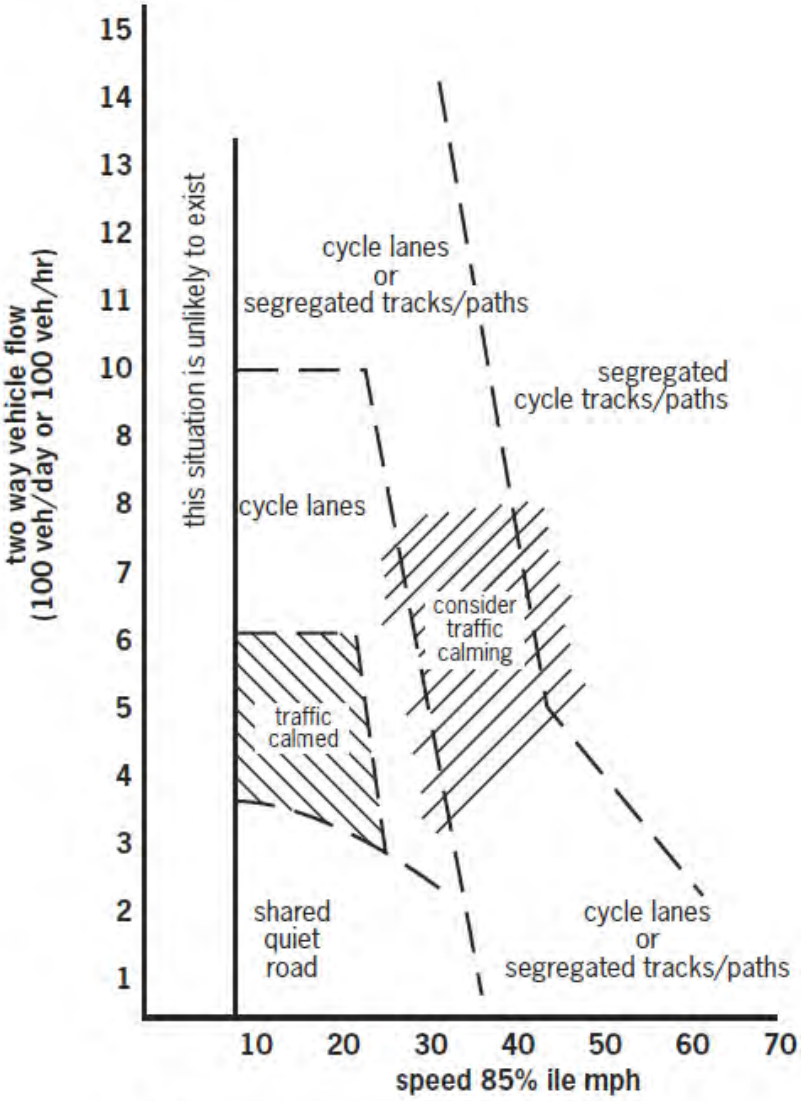
3.6 Encouraging Cycling

3.6.1 There are many ways of providing infrastructure measures to encourage cycle use. These are outlined as follows:

- traffic management measures such as vehicle restricted areas or 20 mph zones;
- redistribution of carriageway space by, for example providing cycle (or bus) lanes, or by simply widening the nearside lane where possible;
- initiatives that encourage the use of public transport, such as 'Bike and Ride';
- cycle parking;
- 'self calming' roads where geometric design and the use of physical features such as buildouts, planters or seating encourages lower speeds; and
- Quiet Lanes, or area speed limits such as the blanket 40 mph limit on rural roads in the New Forest.

3.6.2 'Guidelines for Cycle Audit and Cycle Review' IHT 1998 publish a diagram indicating the type of possible measures that could help cyclists based on traffic conditions [copied in Figure 1]. It is reproduced in a different format in Local Transport Note 2/08 "Cycle Infrastructure Design" guidance [Table 1.3]. This provides an approximate indication of conditions that would be considered as suitable as a 'shared quiet road'. Further measures could be justified should the number of motor vehicles in a typical 24hour weekday exceed 3000 vehicles and the 85th percentile speeds exceed 35mph. Part of the assessment has used this as an indicator for treatment.

Figure 1: Diagram reproduced from 'Guidelines for Cycle Audit and Cycle Review' IHT 1996 [Also published in London Cycle Design Guidelines 1997 (2005)/ republished in a slightly different format in latest guidance (2015)]



Notes

1. Each route will need to be judged in the light of its specific situation
2. Cycle lanes or tracks will not normally be required in traffic calmed areas
3. Routes where vehicle speeds are low, caused by congestion, will of course benefit from cycle lanes or tracks

Source

J.Lee/LCN 1997 - Development from CROW & Sustrans diagrams to more relatively slow alternatives in a large urban area

3.7 Suggested type of traffic calming measures adopted

3.7.1 The range of traffic calming measures available to Highway Authorities are broadly summarised as follows:

- Speed Limits (20mph speed limits discussed in 3.5);
- Gateways;
- Road humps;
- Narrowings and Chicanes;
- Vehicle activated signs;
- Shared space.

This section briefly outlines background to the suggested type of traffic calming measures adopted.

3.7.2 Traffic calming techniques aimed at reducing accident problems can have a dramatic impact on the visual appearance of historic areas due to the signing on approach to some of the above features. A key consideration for the Lindfield will be whether the physical measures preserve or enhance the character or appearance of the historic area.

3.7.3 Road humps will require warning signs on the approach and road markings. An example is shown in Photo 2. The provision of a road hump also requires a speed reducing feature at the start of the hump and be constructed in series. This still could be an option but at present has been excluded from the proposals to minimise impact with signing and on public transport vehicles.

Photo 2: Example of Table Junction Road Hump (Burgess Hill)

3.7.4 The profile of the approach ramp to a road hump, however, can been constructed to a shallow gradient (75mm over a distance of 3.0 metres will create a 2.5% gradient, which is no different than a typical cross fall on a footway). This avoids the feature being considered a road hump. The profile and any drainage can be finalised as part of detailed design. An example of a shallow approach gradient is shown in photo 3. At this stage where table junctions have been suggested it is intended to construct the approach ramp on a shallow gradient to avoid being considered a road hump.

Photo 3: Example of Pedestrian Crossing incorporating a raised table with shallow approach ramps A270 Old Shoreham Road, Hove

3.7.5 DfT Manual for Streets advises that street dimensions can have a significant influence on speeds. Features that can be effective in reducing vehicle speeds are reduced carriageway width. The effect on speed through the reduction in carriageway widths is highlighted in Figure 7.16 page 89 of Manual for Streets (DfT, 2007). Reduced carriageway widths can also reduce average pedestrian crossing times and reduce the difficulty in crossing the road. A typical example of a feature incorporating a road narrowing and pedestrian crossing point is shown in Figure 1 and in photo 4 recently constructed in Ringmer. The dimensions can be varied depending on the location. Road markings could be removed but this will depend on location and final design.

Figure 2: Example of road narrowing and pedestrian crossing point (based on 6.25m carriageway width).

Photo 4: Example of road narrowing and pedestrian crossing point (Ringmer)

3.8 Shared space

3.8.1 An option for traffic calming is to develop a shared space scheme at some locations. These have been defined as "*A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs*."

3.8.2 Sharing may be facilitated by, for example:

- introducing physical and psychological features that encourage lower vehicle speeds;
- removing any implied priority of vehicles over pedestrians in the carriageway;
- reducing demarcation between pedestrians and vehicular traffic; and
- introducing features not necessarily limited to the sides of the street, such as seating, public art and cafes, which encourage pedestrians to use the space.

3.8.3 Sharing should encourage lower speeds by making the street look and feel different. Examples of how this can be achieved is given DfT Guidance Local Transport Note 1/11:

- change in surfacing – block paving has been found to reduce traffic speeds by between 2.5 and 4.5 mph, compared with speeds on asphalt surfaces;
- the presence of street trees, street art, cycle parking, or other items of street furniture in unconventional positions such as the middle of the street (some may need a degree of protection depending on vehicle tracked paths);
- a reduction in the use of signs and other traffic management measures;
- introducing visual narrowing;
- reducing forward visibility; and
- using tighter geometry.

3.8.4 Some examples of how this can be applied to villages is outlined in "Traffic in Villages" Produced by the Dorset AONB Partnership in conjunction with Hamilton-Baillie Associates 2011 (see references). A scheme developed by Hamilton-Baillie Associates for Rogate in West Sussex (not yet built) has been prepared incorporating informal roundabouts. The disadvantage of this type of scheme is the high costs due to accommodating a greater extent of resurfacing. Care needs to be taken over selection of materials as they are not always easy to maintain to a high standard.

4.0 Collision Data

4.1 There have been 64 collisions involving personal injury recorded for the 11 years up to the end of 2015 in the study area, resulting in 15 serious and 60 slight casualties. A breakdown of the information was provided by Sussex Safer Roads Partnership is attached in Appendix 3. Data is recorded by Sussex Police. The rate of collisions per year is summarised in Figure 3.

Figure 3: No of Collisions involving personal injury (2005-2015) in Parish of Lindfield broken down per year

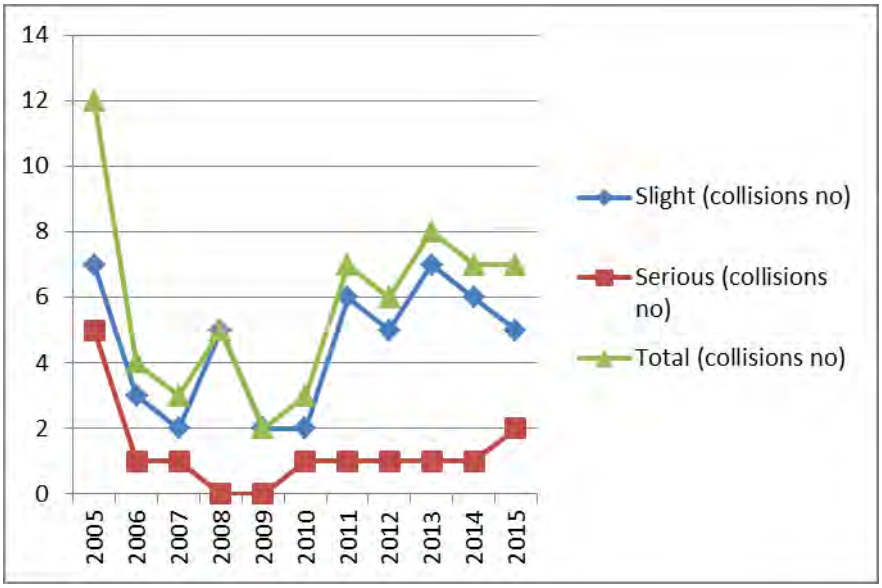
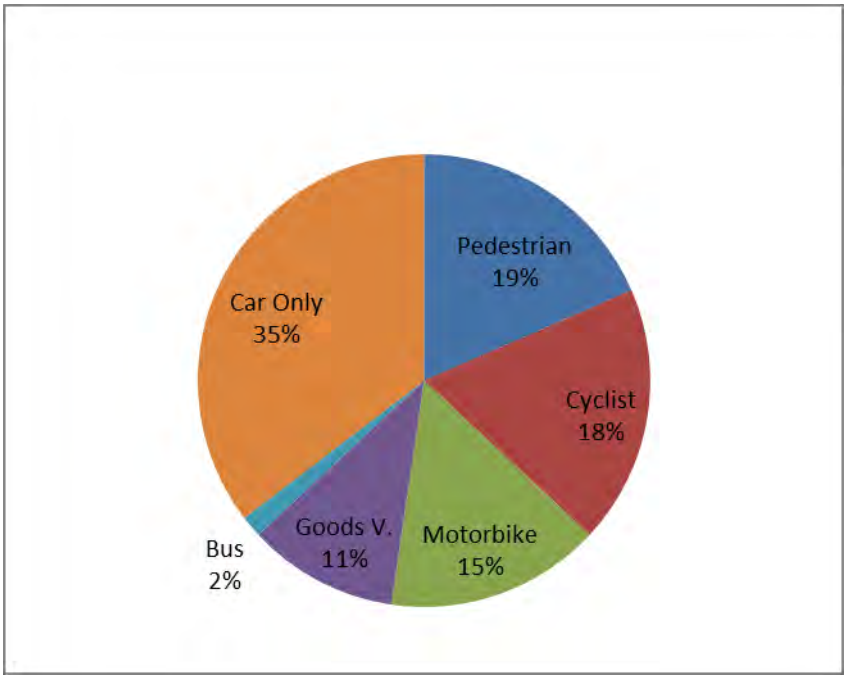


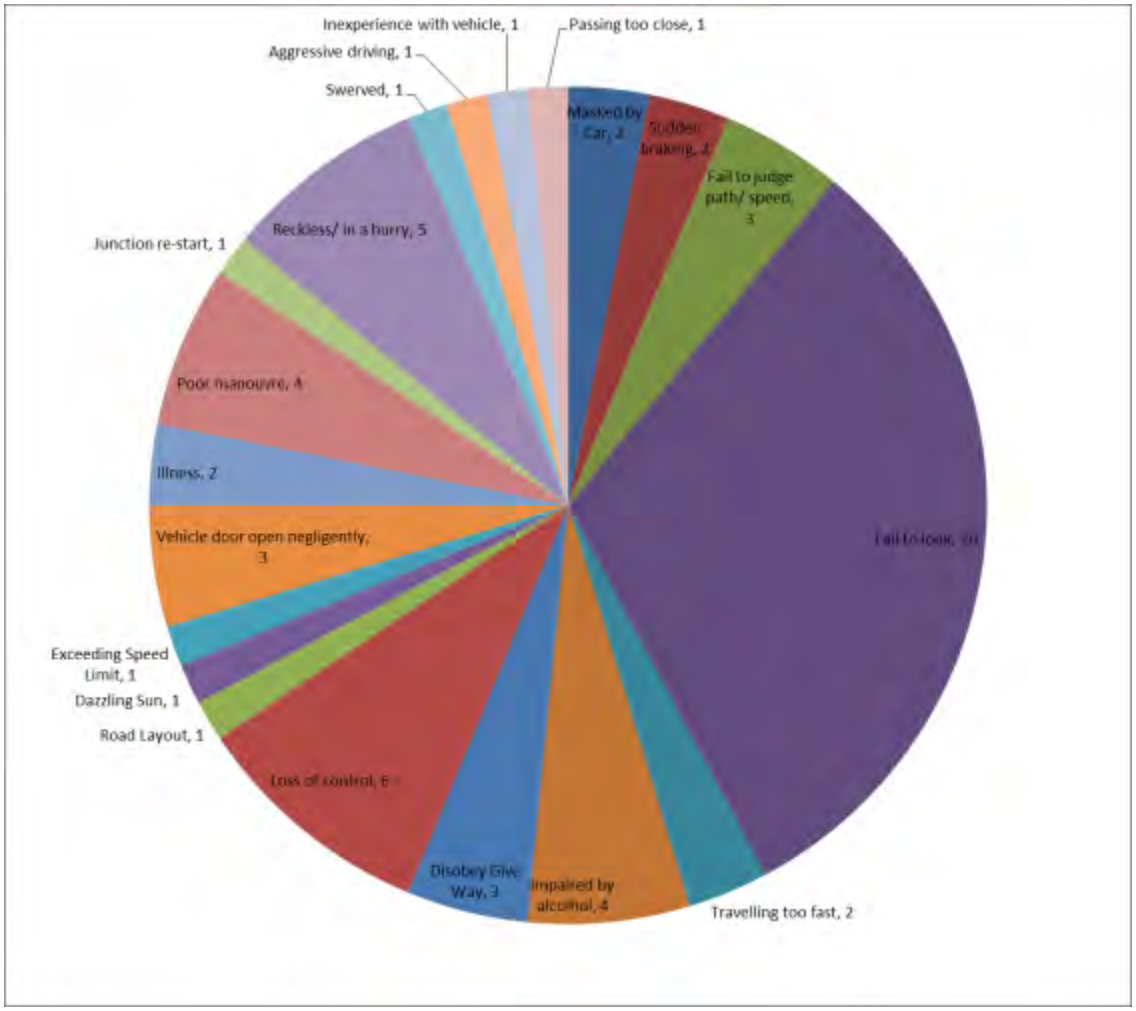
Figure 4: Collisions (2005-2015) in Parish of Lindfield broken down by type of user



4.2 Figure 4 provides a summary breakdown in the type of user involved in collisions in Lindfield. It illustrates over 50% involve vulnerable road users (Pedestrians, Cyclists and Motorcyclists). 11 of the 15 seriously injured occurred from this group of users, which indicates they are at greater risk of serious injury.

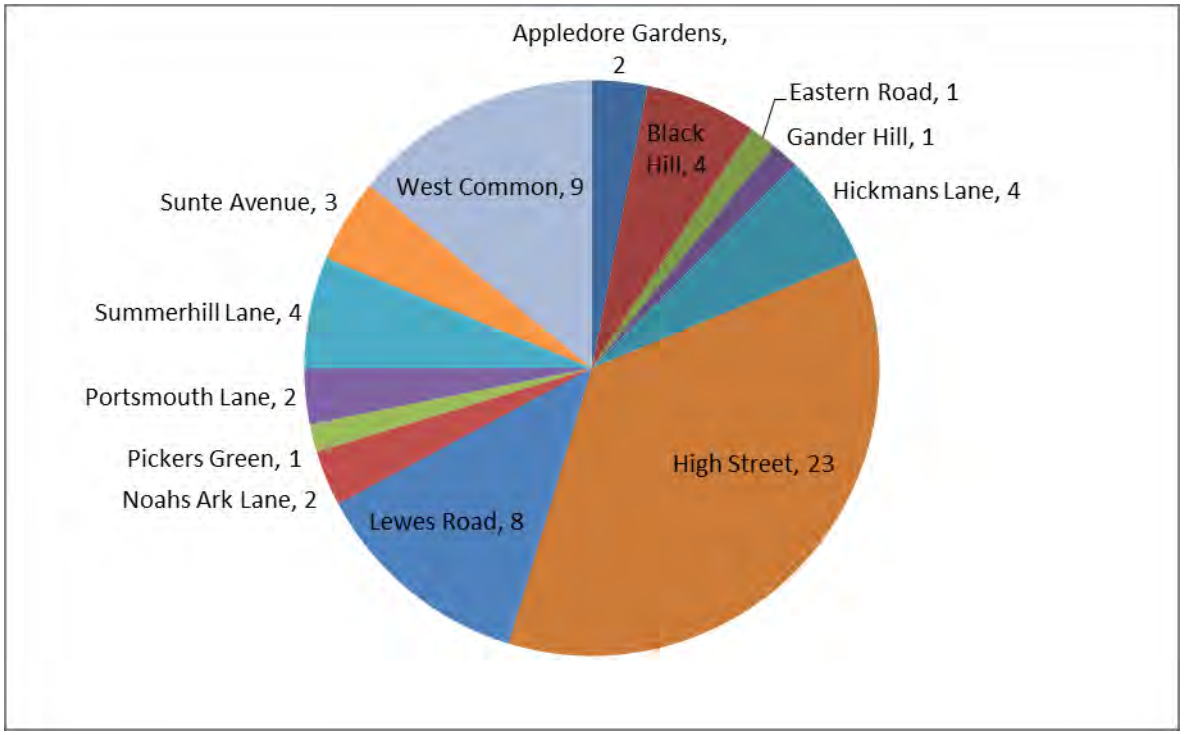
4.3 Figure 5 provides a summary breakdown in the probable primary cause of collisions. It illustrates the multi-factored nature of collisions. From the causation factors, if you consider: 'Reckless in a hurry', 'Aggressive driving', 'Exceeding Speed Limit', 'sudden braking', 'travelling too fast', 'Loss of control' as speed related, this would account for around a quarter of the collisions (17). If these are considered to be "Speed related" this only accounts for a quarter of the incidents with vulnerable road users (9).

Figure 5: Collisions (2005-2015) in Parish of Lindfield broken down by possible primary cause



4.4 Figure 6 provides a summary breakdown in the location of collisions in Lindfield. Approximately two thirds of the collisions occur on the main distributor road network (High Street, Black Hill, West Common B2028 and Lewes Road B2111), including the majority of the seriously injured. 68% of the collisions in the High Street involved a pedestrian, cyclist or motor cyclist.

Figure 6: Collisions (2005-2015) in Parish of Lindfield broken down by Location



4.5 The location of potentially speed related collisions (see section 4.3) are ranked as follows:

- High Street – 6 no.
- Lewes Road – 4 no.
- Black Hill – 2 no.
- West Common – 2 no.
- Appledore Gardens – 1 no.
- Hickmans Lane – 1 no.
- Sunte Ave – 1 no.

4.6 Table 2 summarises the collisions for each of the 9 sites outlined in the brief (section 2.5) and outlines any identified issues.

Table 2: Summary of identified issues from Collisions (2005-2015) in Parish of Lindfield to primary study locations

Street	Recorded Collisions	Identified Issues
1. Luxford Road, Newton Rd, Dukes Rd, Brushes Lane.	No collisions recorded	None identified
2(a) Hickmans Lane.	4 (1 Serious)	3 of the collisions occurred near The Welkin Junction 1 of which was a cyclist (serious). 3 of the collisions occurred in the dark, 2 of which were at The Welkin junction. Lighting at this junction may be an issue.
2(b) Sunte Avenue	4 (1 Serious)	2 of the collisions occurred near Hickmans Lane Junction, 1 of which was a pedestrian.
3. Lewes Road/ High Street junction (only).	4 (2 serious)	All 4 collisions relate to pedestrians, cyclists, or motorcyclists. However, there have been no recorded collisions at the junction since 2007.
4. Lewes Road (excludes jtn above).	8 (4 Serious)	8 of the collisions relate to pedestrians, cyclists, or motorcyclists – 3 of which were serious. 4 of the collisions are potentially speed related (see section 4.5). Suggests need for the continuation in the presence of mobile speed camera enforcement.
5. Scamps Hill.	[Considered part of Lewes Rd in the study area]	
6(a) High Beech Lane.	No collisions recorded	None identified
6(b) Portsmouth Lane	2 (no serious)	Both collisions occurred near Sunte Ave Junction.
7. West View.	No collisions recorded	None identified
8. High Street (excludes jtn with Lewes Road).	19 (3 Serious)	Over 50% of the collisions in the High Street involved walking and cycling. A third potentially speed related (see section 4.5). Review pedestrian infrastructure and consider measures to slow vehicle traffic for cyclists.
9. Denmans Lane	No collisions recorded	None identified

4.7 Over a third of the collisions in the Parish of Lindfield (between 2005-15) involve cycling and walking. This represents a barrier to these activities. Measures that are introduced to help reduce such recurrence will support the Parish Council Neighbourhood Plan objective (set out in Section 2.3).

4.8 Motorbikes occur in 15% of all collisions (10 no.) six of which were serious. From a peak in 2005 numbers have dropped. All the collisions occurred on the main ('B-road') distributor road network. Half the collisions occurred in the wet and two of the incidents in Lewes Road were in the dark.

4.9 Pedal Cyclists occur in 18% of all collisions (12 no.) four of which were serious. Half of the incidents occurred in the High Street. In 2015 there were 3 cyclists injured which indicates a potential developing issue.

4.10 Pedestrians occur in 18% of all collisions (12 no.) two of which were serious. Over half (7no.) of the incidents occurred in the High Street. In 2015 there were 3 cyclists injured which indicates a potential developing issue.

5.0 Traffic Data

5.1 Traffic data has been made available through a variety of sources primarily through WSCC. Additional speed and flow data was recorded in Newtown Road and the High Street which reflects gaps in WSCC records. Data is set out in Appendix 3 and summarised in Table 3.

Table 3: Summary of traffic flow and speed data

Street	Traffic Flow	Recorded Speeds
1. Luxford Road, ***Newton Rd***, Dukes Rd, Brushes Lane. [Feb 2016]	Combined 24 hour Traffic Flow 1768 – Peak hour flow 268.	85th percentile speeds – 24mph Average speeds – 19mph
2(a) Hickmans Lane: -By Finches Lane [June 2012]	Combined 24 hour Traffic Flow 4377 – Peak hour flow 432	85th percentile speeds – 34.3mph Average speeds – 28.6mph
-By Rosemary House [June 2012]	Combined 24 hour Traffic Flow 3904 – Peak hour flow 397	85th percentile speeds – 32.8mph Average speeds – 26.7mph
2(b) Sunte Avenue -By No 75 [May 2014]	Combined 24 hour Traffic Flow 4636 – Peak hour flow 539.	85th percentile speeds – 29.8mph Average speeds – 24mph
-By No 16 [May 2014]	Combined 24 hour Traffic Flow 4681 – Peak hour flow 529.	85th percentile speeds – 31.8mph Average speeds – 26.2mph
3. Lewes Road/ High Street junction (only).	Turning count recorded separately	
4. Lewes Road (excludes jtn above). [June 2013]	Combined 24 hour Traffic Flow 5300 – Peak hour flow 609	85th percentile speeds – 34mph Average speeds – 28.4mph
5. Scamps Hill.	Outside of study area	N/A
6(a) High Beech Lane.	Combined 24 hour Traffic Flow 6089 – Peak hour flow 681.	85th percentile speeds – 36.9mph Average speeds – 32.1mph
6(b) Portsmouth Lane	Combined 24 hour Traffic Flow 6751 – Peak hour flow 700.	85th percentile speeds – 34.8mph Average speeds – 29.7mph
7. West View.	A short cul-de-sac – none recorded	N/A
8. High Street (excludes jtn with Lewes Road). [March 2016]	Combined 24 hour Traffic Flow 7600 – Peak hour flow 639.	85th percentile speeds – 28.0mph Average speeds – 22.8mph
9. Denmans Lane	Currently divided into two cul-de-sac's – none recorded	N/A

6.0 High Street junction with Lewes Road

6.1 This 'T-junction' lies at the heart of the village with the High Street (B2028) running north-south and Lewes Road (B2111) to the east. It operates as a priority junction with a right turn lane into Lewes Road. There is a pedestrian refuge island to the north of the junction. Lewes Road is very narrow and there is sub-standard visibility to the south as you leave this junction. There is no footway on the east side of the road to the south of Lewes Road (there is a marginal strip but is too narrow to act as a footway). This is a busy interchange with shops fronting this junction. This issues at the junction are shown in outline in Figure 7.

Photo 5: High Street/ Lewes Rd junction –view looking north

Photo 6: High Street/ Lewes Rd junction –north arm - view looking south

Figure 7: High Street/ Lewes Road Junction - outline of issues
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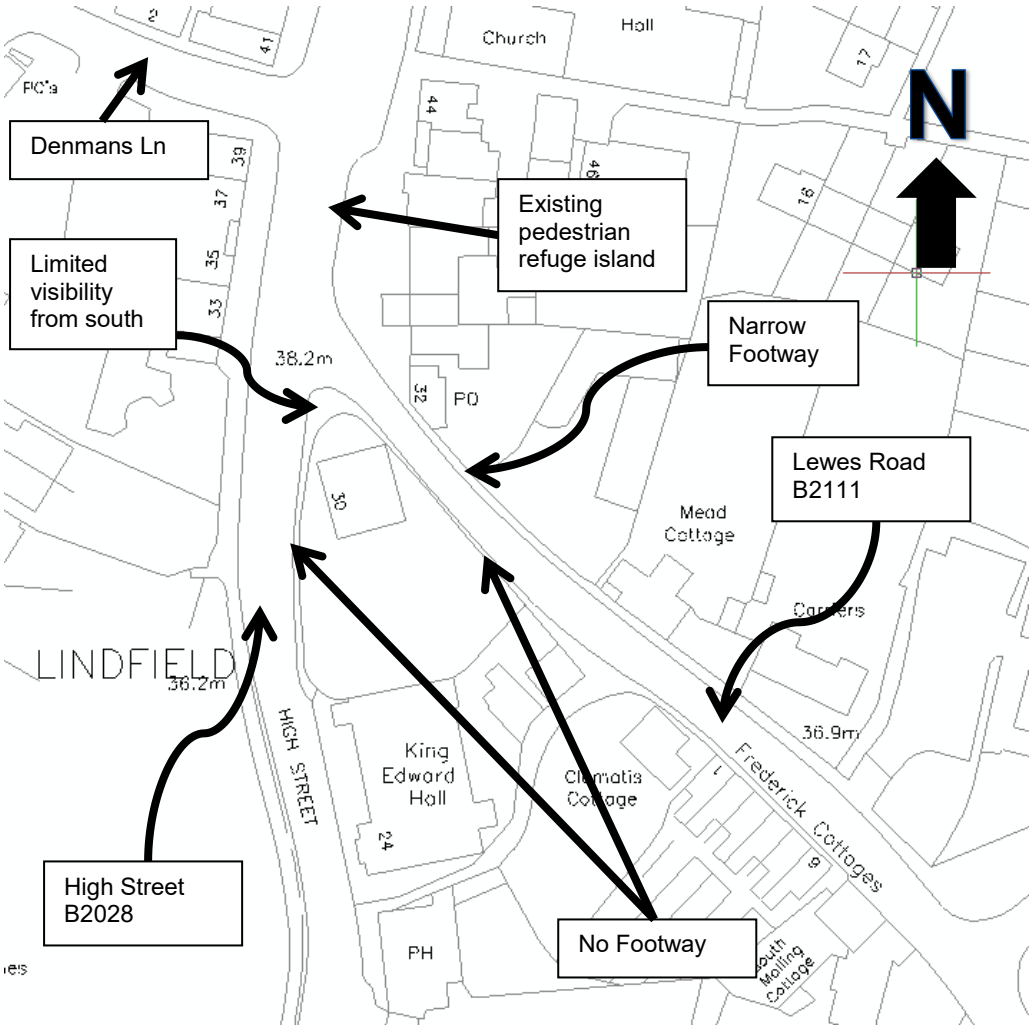
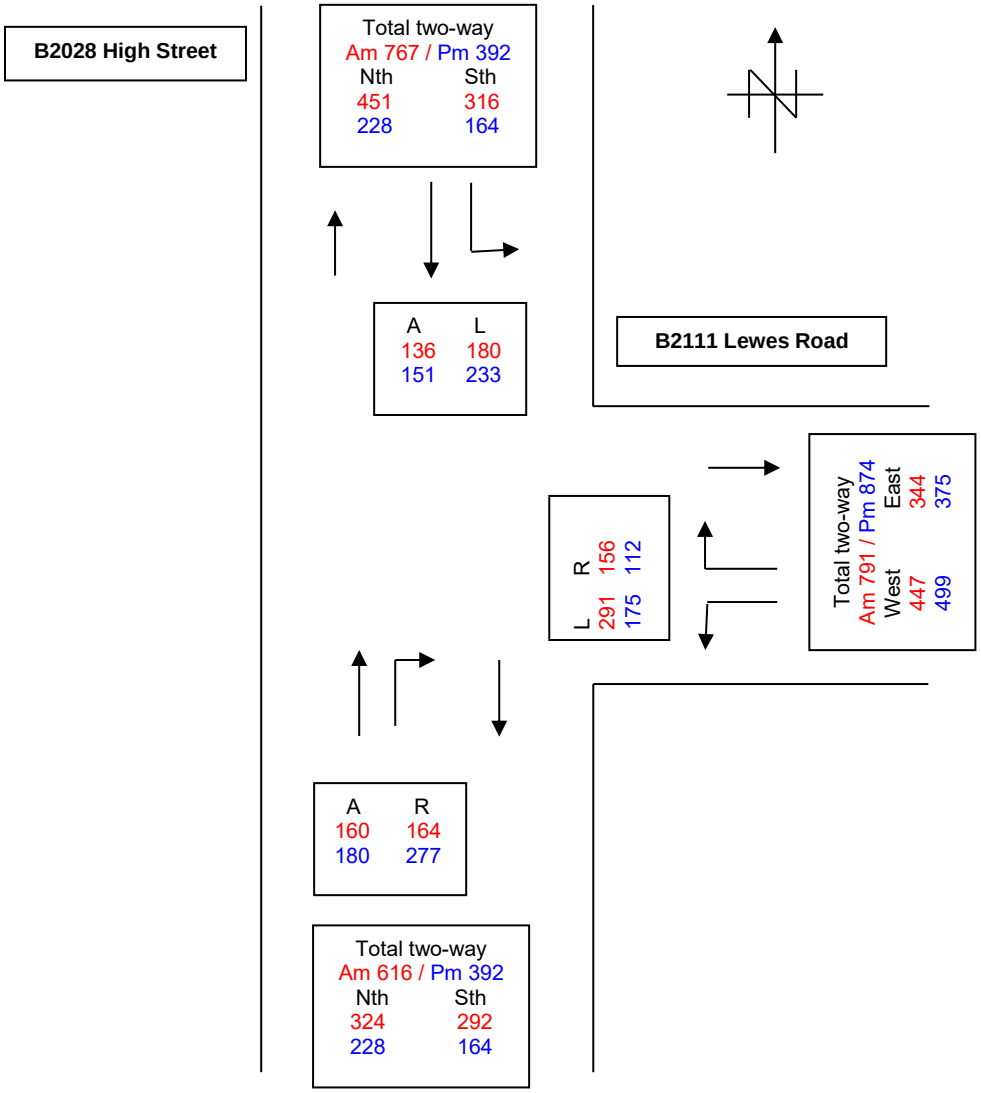


Photo 7: High Street/ Lewes Rd junction –east arm - view looking west

6.2 From 2005 to 2015 there have been 4 collisions all involving pedestrians, cyclists, or motorcyclists. However, there have been no recorded collisions at the junction since 2007. The existing movement through this junction was counted in 2007 by WSCC. It was counted again in 2012 as part of development proposals north of Haywards Heath. This data is copied in Appendix 4. This junction has been counted again in peak periods to assess any significant changes in movement. This is summarised in Figure 8. Differences in movement are shown in the table set out in Appendix 4 and indicate a slight reduction rather than an increase. A reason for this is likely to be due to opening of the Haywards Heath Relief Road.

Figure 8: Diagram summarising peak hour traffic counts B2028/ B2111 Junction [8-9am (in red) & 5-6pm (in blue) March 2016.]



6.3 In terms of traffic modelling of this junction from existing flows this has been assessed on a number of occasions by consultants working on housing developments in or near Lindfield. The modelling work has used PICADY [acronym for Priority Intersection Capacity And DelaY] and is based on three decades of research and development by TRL (www.trl.co.uk). It remains the best software for predicting capacities, queues, delays (both queuing and geometric) at non-signalised major/minor priority junctions. The results are presented as a ratio of flow to capacity (RFC); and queues (measured in 'vehicles'). A junction with an RFC of '1.00' means that it is operating at its maximum theoretical capacity. Therefore RFC values, ideally, should not exceed 0.85 as this allows spare capacity for further traffic growth or fluctuations in daily traffic flows.

6.3 The Transport Statement from a recent development bordering Lindfield (Wates Development/ i-Transport December 2012) on 'Land to the east of Haywards Heath' has calculated the 'RFC' for Lewes Road at '1.00' for the am peak flow and '1.00' for the southern arm of the High Street. [Mid Sussex District Council Planning Application reference: 12/04316/FUL] This indicates this junction is already operating at capacity. With further housing development on land surrounding Lindfield (both in construction and planned) the current queuing will deteriorate.

6.4 The developers suggested mitigation proposals put forward by the developer are shown in Appendix 4. This proposal does not improve on current 'RFC' levels.

6.5 The challenge of any improvement is to ensure that it is sympathetic to the heritage environment. Options that would involve alterations to any buildings or private property have not been considered.

6.6 In trying to develop options 4 traffic management objectives have been defined as follows:

(i) Seek option(s) to improve vehicle capacity through the junction;
(ii) Seek option(s) to improve pedestrian and cycle movements through prohibiting certain traffic movements.
(iii) Accept increase capacity cannot be accommodated but seek option(s) to improve pedestrian and cycle movements through the junction;
(iv) No further change at the junction but seek significant walking and cycling route improvements as an alternative diversion route to Lewes Road.

The options for each objective are discussed in this section.

6.7 Objective 1

6.7.1 A scheme was put forward by WSCC Highways in 2008 and tied in with the Barncroft Road housing development. This incorporated a mini-roundabout and zebra crossing and is shown in Appendix 5. This option was turned down by Mid Sussex District Council following consultation with WSCC Highways.

6.7.2 This specific option would have provided improved capacity through the junction. Although the provision of a formal crossing may have offered some improvements to pedestrians, this option would not have resolved the issue of the narrow footway along Lewes Road, nor assisted west or eastbound cycle movements. There was also a view that this option failed to be sympathetic to the heritage environment.

6.7.3 Following a number of initiatives in managing traffic in villages in England, there have been changes to the way in which we view highway space. A number of concept schemes have been proposed along the lines of a shared space approach in villages to change the perception drivers have when travelling through villages. This is discussed in section 3. There is possible scope to review the original roundabout option and create an informal roundabout instead. This would be created through surface material changes rather than through signing. An example is a scheme in Oxford and is shown in Photo 9.

6.7.4 The carriageway through Lewes Road could also be altered to change driver perspective to encourage slower speeds and give more space for pedestrians by extending the overrun areas at the existing junction and continue as a narrowing effect along Lewes Road. This will not segregate traffic but may encourage vehicles to keep away from the footway.

6.7.5 A signalling option is unlikely to achieve improved capacity due to the lengthy distance between primary signal heads and long inter-green times. Such an option is considered under objective 3.

Photo 9: Frideswide Square, Oxford –example of Informal Roundabout [Photo taken from http://www.theurbanists.net/frideswidesquare/]

6.8 Objective 2

6.8.1 An option to achieve pedestrian improvements would be to introduce a one way for Lewes Road. There are a number of different variations of this option. These relate to direction, accommodating the widening of northern footway in Lewes Road *or* potential exemptions for cyclists and/ or buses instead. These option(s) would be of benefit to walking and cycling along Lewes Road.

6.8.2 The critical issue would be with managing the displaced traffic and identifying suitable alternative route(s). This would also aggravate issues of traffic seeking an alternative route to avoid current queuing issues through this junction. Resolving these issues would not be easy.

6.8.3 The suggested option to achieve such an objective could be to construct a roundabout at the junction of Lewes Road and Gravelye Lane and prohibit north-westbound access for motorised vehicles. This would halve traffic flow on Lewes Road. It would also have the effect of creating a one way at the High Street junction and easing the pressure on the narrow section of Lewes Road but also resolve through traffic using the Newton Road route. This is illustrated in Figure 9. The effect would be to create a safer environment for pedestrians and cyclists through significant reduction in traffic flows in Lewes Road and Newton Road route. The diversion route would be via the A272 and B2112.

Figure 9: Location of possible option of traffic restriction to achieve improvements at High Street/ Lewes Road junction

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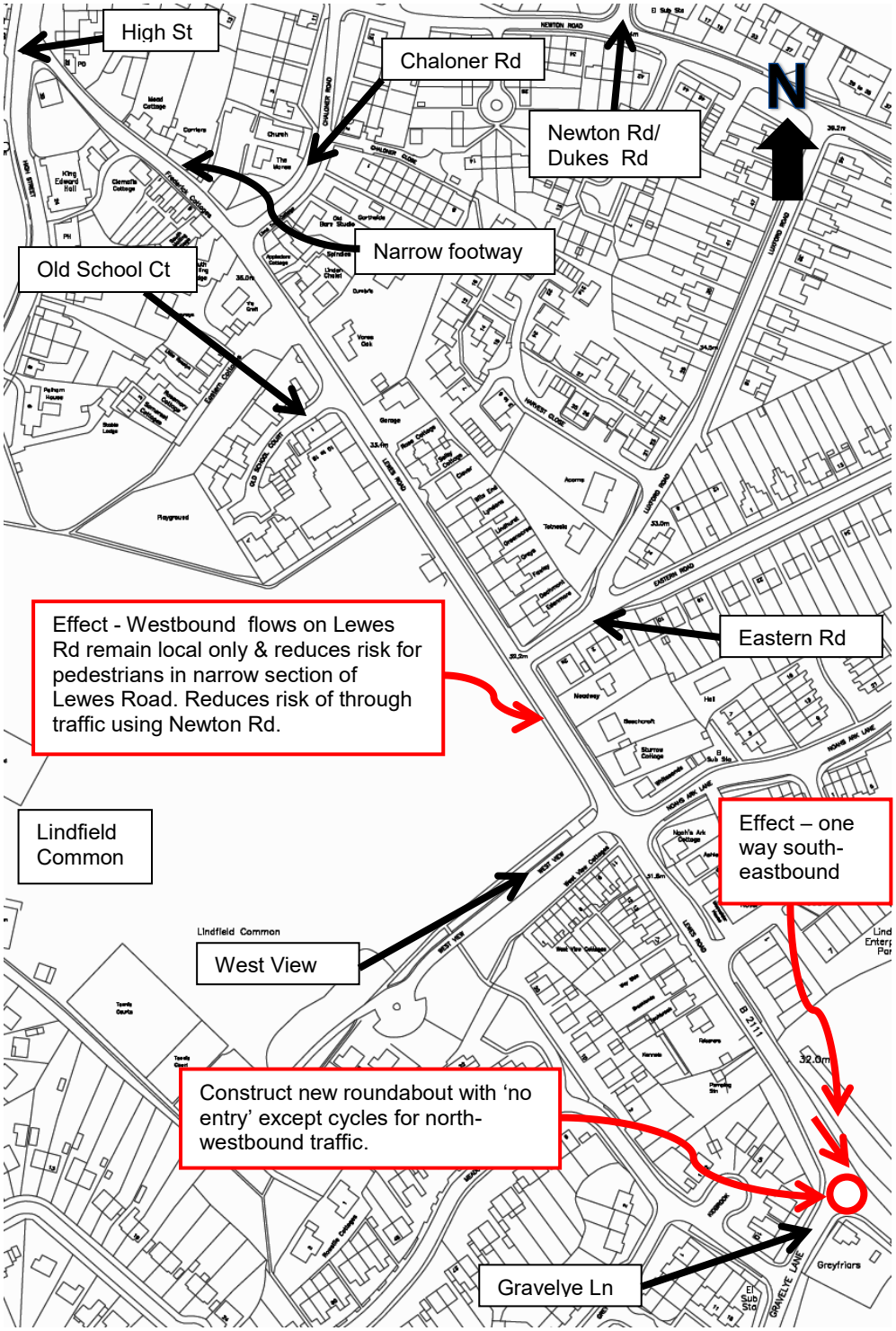


6.9 Objective 3

6.9.1 The suggested proposals set out in Appendix 6 by Developers in Dec 2012 are considered to fit in this objective. The improvements this proposal offers purely relate to the southern arm of the junction and do not address the issues in Lewes Road.

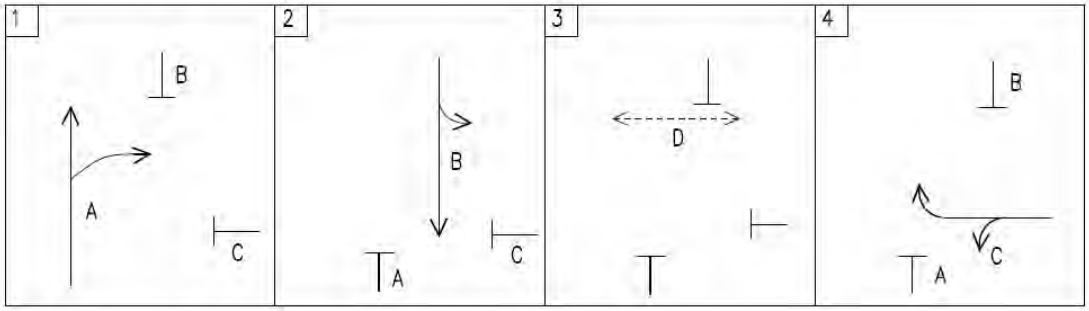
6.9.2 The objective of improving walking and cycling through the junction could be achieved by installing traffic signals. There is potential to signalise the junction incorporating a pedestrian phase to replace the existing island. The signalling would be extended beyond the narrow section of carriageway to accommodate a widened footway along Lewes Road (see photo 7). Three staging options of a traffic signal option are summarised in Figure 10 and outlined below:-

- Option 1 comprises of 4 stages with a separate stage for each approach to the junction and include a separate pedestrian phase for the northern arm close to the existing refuge island crossing point;
- Option 2 is 4 stages, including a pedestrian phase as in option 1. However stage 1 would partially run north and southbound traffic at the same time to improve capacity.
- Option 3 is 3 stages. Pedestrian movement across the northern arm would be split into 2 phases by constructing a new staggered central island and run in sequence with main stages to traffic.

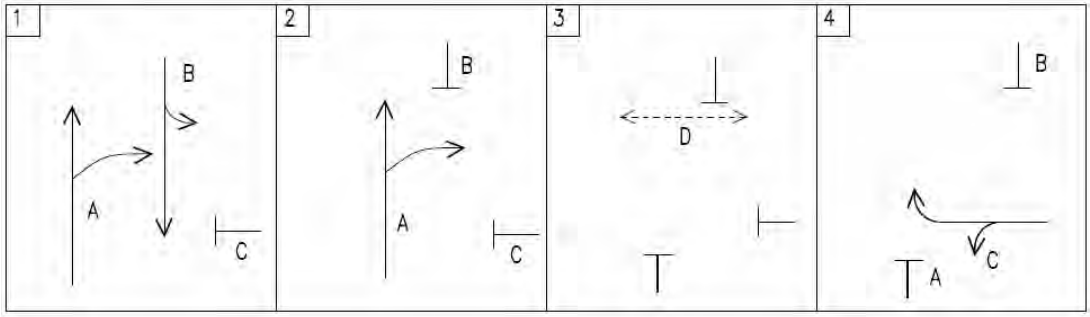
6.9.3 The timings for each stage at a junction are dependent on the distance between the stop lines. By setting the stop line into Lewes Road will help to keep single file traffic along part of the narrow section of the footway. This would provide more space for pedestrians and possible footway widening. However this will mean lengthy cycle times which could not only be a disadvantage for creating significant vehicle queues for traffic (and buses) in the High Street but also pedestrians waiting for a green stage to cross the road. This delay is not always a help for pedestrian movement, nor cyclists waiting to manoeuvre through the junction. Nevertheless all 3 signal staging options have been modelled using LINSIG (specialist traffic signal software) and results summarised in Table 4. Copies of the results are enclosed in Appendix 7.

Figure 10: Diagram summarising suggested traffic signal stage options
[Key: Movement A: High Street North & Eastbound
Movement B: High Street South & Eastbound
Movement C: Lewes Road North & Southbound
Movement D: Pedestrian Crossing North side of junction]

OPTION 1



OPTION 2



OPTION 3

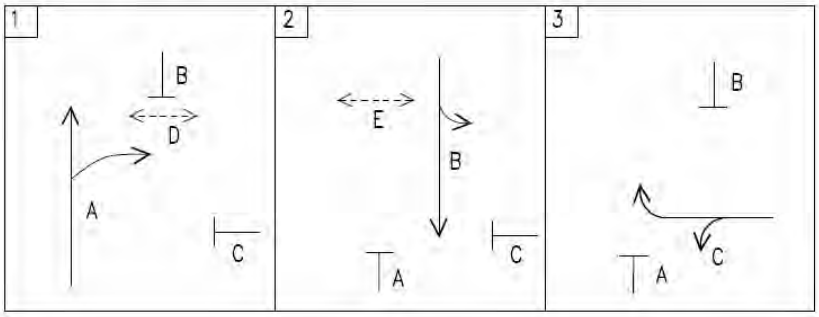


Table 4: Summary of degree of saturation from traffic signal modelling results

		Option 1	Option 2	Option 3
AM	High St (Nthbnd)	104.3%	99.3%	82.4%
	High St (Sthbnd)	107.8%	73.5%	85.1%
	Lewes Rd	104%	100.1%	84.5%
	Total Delay (pcu)	59.01	30.85	16.96
PM	High St (Nthbnd)	102.7%	98.5%	83.0%
	High St (Sthbnd)	102.6%	72.2%	81.3%
	Lewes Rd	105.5%	99.3%	84.4%
	Total Delay (pcu)	52.67	28.52	16.68

6.9.3 The advantages and disadvantages for each of the signal phasing options following the signal modelling are summarised in Table 5. The signalling phasing option which is likely to offer the best solution to achieve objective 3 is option 2. Although Lewes Road and the northbound approach are at capacity, this is no different from the existing situation which already has an 'RFC' of over '1.0' (see section 6.3).

Table 5: Summary of advantages/ disadvantages for traffic signal phasing options

Option	**Advantages**	**Disadvantages**
Option 1	This offers some improvement for pedestrians and cyclists, although lengthy cycle times will impact on pedestrians and cyclists as much as motorised traffic.	This option would cause congestion on all approaches to the junction. This is likely to encourage rat-running through adjacent routes to avoid signals.
Option 2	This offers a balance between improvements for pedestrians and cyclists and motorised traffic. This broadly achieves objective 3.	Northbound flows and flows from Lewes Road will be congested. [However given Lewes Road and the right turn into Lewes Road from the High Street is already saturated this could be considered a reasonable compromise.]
Option 3	Offers a degree of capacity for traffic growth and improves capacity issues from Lewes Road.	The provision of a staggered signal pedestrian crossing will be seen as a disadvantage as pedestrians will be slow to cross due to the 2 stage movement.

6.9.4 A signal option would also impact on signing. However traffic signals can be introduced sensitively through post colour, location and numbers if this is the agreed way forward for this junction.

6.10 Objective 4

6.10.1 An alternative approach is for no further action at the junction but seek an alternative diversion route for walking and cycling to avoid the sub-standard section of Lewes Road. The junction has a reasonable road safety record over the past 8 years and given the difficulties in revising the street scene at this location, no further action at this junction is an option. Nevertheless there are real concerns about walking or cycling along Lewes Road due to the restricted road space which remain unanswered. Rather than try to seek improvements through the section of Lewes Road significant improvements for walking and cycling around this section could be an alternative approach.

6.10.2 An option could be developed to pursue improvements to the footpath network through Lindfield Common and the footpath linking Newton Road and the High Street. It is acknowledged that any works on Lindfield Common will be controversial but as the objective is to promote walking and cycling may be acceptable to the wider community given the wider constraints.

6.11 Emerging solutions

6.11.1 To find a solution for this junction will involve a compromise but must best support the overall vision of "to encourage greater use of public transport, cycling and walking". Following discussion with representatives of the Parish Council the second traffic signal option offers the closest acceptable solution to this vision. It will provide a pedestrian phase across the High Street and manage traffic movement through the narrow section of Lewes Road to give pedestrians space from live traffic. The use of traffic signals supports safer movement for both bus travel and cyclists through the junction. Southbound queues are acceptable. The improvements will be at the cost of no change in queues in Lewes Road and northbound queues.

6.11.2 The estimated cost of such a proposal is likely to be in the region of £250,000.

7.0 High Street

7.1 This is a north-south distributor B-road linking Lindfield with Haywards Heath to the south and Lingfield in Surrey to the north. It extends from the mini-roundabout at its junction with Backwoods Lane to the south, northwards to a point just north of its junction with a minor side road known as Spring Lane. The southern section of the High Street fronts part of Lindfield Common and the village pond. The core middle section of the High Street is a mixed priority route with shops, public buildings, residential properties and acts as a bus route. The buildings fall within a conservation area the majority of which have historical interest. The northern section runs alongside the historical All Saints Church.

Photo 10: High Street/ Lewes Rd junction –pedestrian refuge island - view looking north

Photo 11: High Street north of Denmans Lane – view looking north

Figure 11: High Street - outline of issues and options

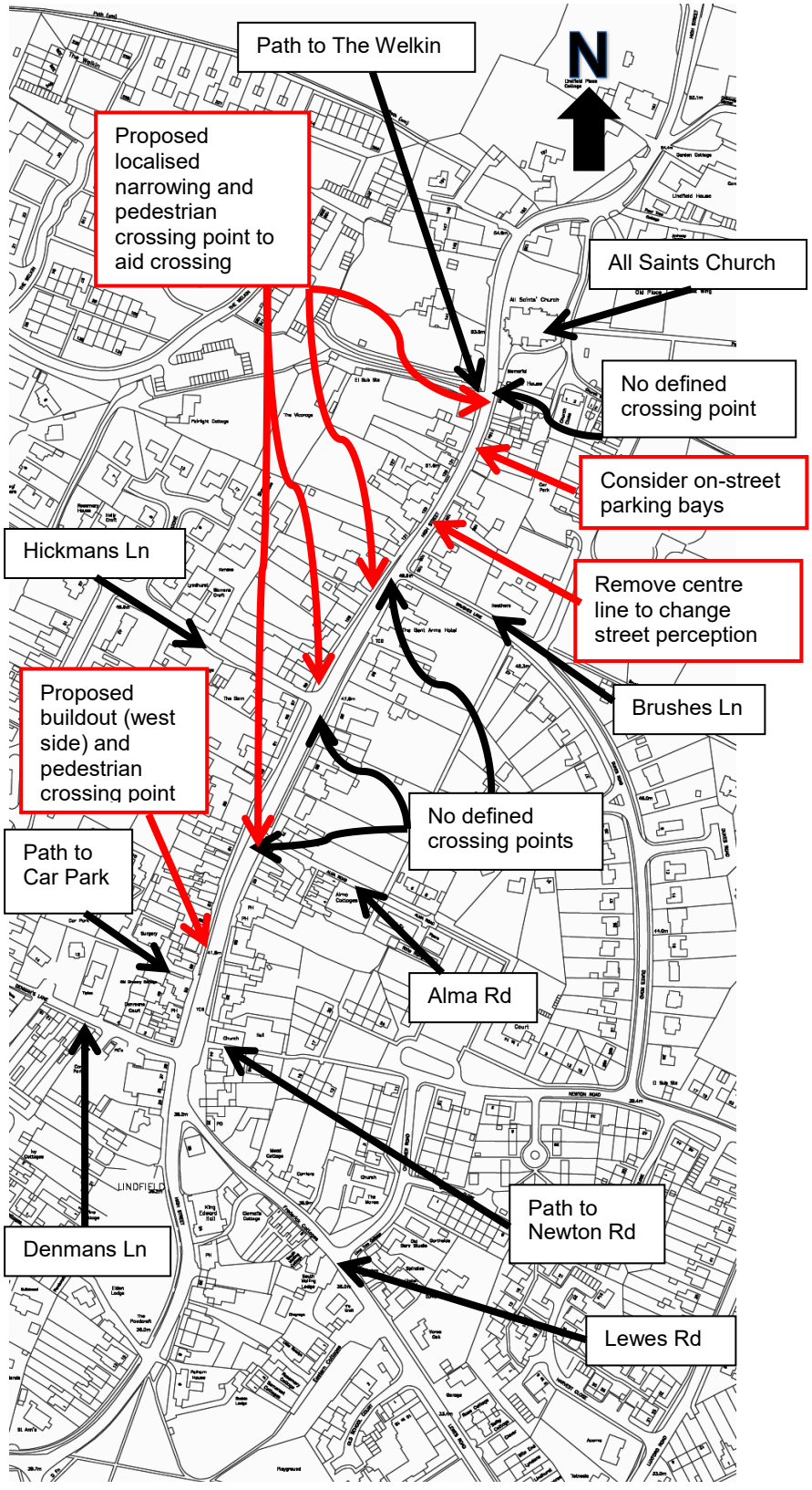


Photo 12: High Street north of 'All Saints Church' – view looking south

7.2 There were 19 (3 Serious) collisions recorded in the High Street from 2005-2015. Over 50% of the collisions in the High Street involved walking and cycling. A third potentially speed related (see section 4.5). In terms of location along the High Street there is no specific concentration. If the vision for transport for Lindfield is to be taken seriously then infrastructure improvements for walking and cycling along the High Street should be seen as a priority.

7.3 This road is on a bus route with 2 stops one northbound and one southbound. The main pedestrian crossing point to access the stops is the refuge island south of Denmans Lane. This remains the only pedestrian crossing feature north of Lewes Road.

7.4 The volume and speed of traffic is sufficiently high to make it uncomfortable for cycling and consideration should be given to slow traffic.

7.5 The key approaches common to treating mixed priority areas are summarised as follows (DfT, 2008):

- Use of informal crossings to respond to pedestrian desire lines, and to improve the availability of crossing points.
- Reduction in vehicle speed through the careful use of vertical or horizontal deflections and constrained carriageway widths.
- Rationalisation and improvement of the parking and loading arrangements.

7.6 An option considered for the High Street could be to provide a number of formal pedestrian zebra crossings with the combined effect slowing traffic. This would achieve an objective to encourage walking but also slow traffic movement in the village. The dilemma with this option is difficulty in locating the crossings due to the existing access-ways, visual intrusion from the signing and the potential loss of on-street parking. Therefore this option has not been pursued.

7.7 An option that is currently being put forward involve developing pedestrian crossing points by localised narrowing of the carriageway to between 4.8 and 5.0 metres and/or providing a footway buildout between the parking bays. The suggested locations for crossing points are:

- near the footpath to the car park off Compton Road;
- near Alma Road;
- north of Hickmans Lane Junction;
- in front of 'The Bent Arms' public house;
- south of All Saints Church near 'The Welkin' footpath

7.8 In combination with this it is suggested the centre line be removed on the section south of All Saints Church to north of Denmans Lane. The removal of centrelines to encourage slower speeds has been used successfully by other Local Authorities and is adopted in infrastructure design guidance for cyclists.

7.9 The presence of on street parking helps to reduce vehicle speeds. North of Brushes Lane a section of on-street parking could be introduced on the east side of the road to replace the existing prohibition of waiting (see photo 13). In conjunction with removal of the centreline, this would help to change the driver perception of the street reduce speed by introducing a chicane effect with the on-street parking further south along the High Street.

Photo 13: High Street north of Brushes Lane – view looking south

7.10 An outline of the issues and solutions are summarised in Figure 11. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1mph from 28.0 mph to 27.0mph and reduce the number of collisions by around a third from a rate of 1.9 per annum to 1.2 per annum. The estimated cost of the options suggested is likely to be in the region of £70,000.

8.0 Lewes Road/ Scamps Hill

8.1 This is an east-west distributor B-road linking Lindfield with Scaynes Hill, approximately 600metres long. The road links to the High Street to the west and continues on as Scamps Hill to the east just past its junction with Gravelye Lane. The main frontage is residential properties on both sides of the road apart from Lindfield Common on the south side for part of this route. At the western end, the road narrows up to its junction with the High Street. This makes two way movement for large vehicles difficult on this section. There is footway on both sides of the road apart from at each end of the road where there is a narrow section of footway on the north side near the High Street and on the south side near Scamps Hill. A mobile speed camera operates on this section of road.

8.2 The collision history indicates a poor record for vulnerable road users. 8 of the collisions relate to pedestrians, cyclists, or motorcyclists – 3 of which were serious. 4 of the collisions are potentially speed related (see section 4.5). This suggests the need for the continuation in the presence of mobile speed camera enforcement.

8.3 The volume and speed of traffic (see table 2) is sufficiently high to make it uncomfortable for cycling and indications are that an alternative route is sought for vulnerable cyclists. Although traffic calming measures can be considered, the type of measures will be limited as the characteristic of this route is to accommodate through traffic.

8.4 A pedestrian crossing point, with build-out has been provided at the western end of the frontage with Lindfield Common. A formal pedestrian crossing has been approved in principle but identifying a suitable location has proved challenging as the provision of markings will prevent on-street parking which would impact on the adjacent property. If a formal crossing is to be provided then an ideal location is to upgrade the existing crossing point at the northern end of Lindfield Common (see photo 15). However this is unlikely to be supported by the residents of properties fronting the crossing.

8.5 The alternative is to provide a localised narrowing with pedestrian crossing point close to the junction of Eastern Road. This will help to reduce vehicle speeds and minimise impact on parking. It will compliment the existing pedestrian crossing point. The style of the crossing points do not reflect the character of Lindfield and it is suggested the existing crossing is reconstructed to a higher standard.

Figure 12: Lewes Road - outline of issues and options

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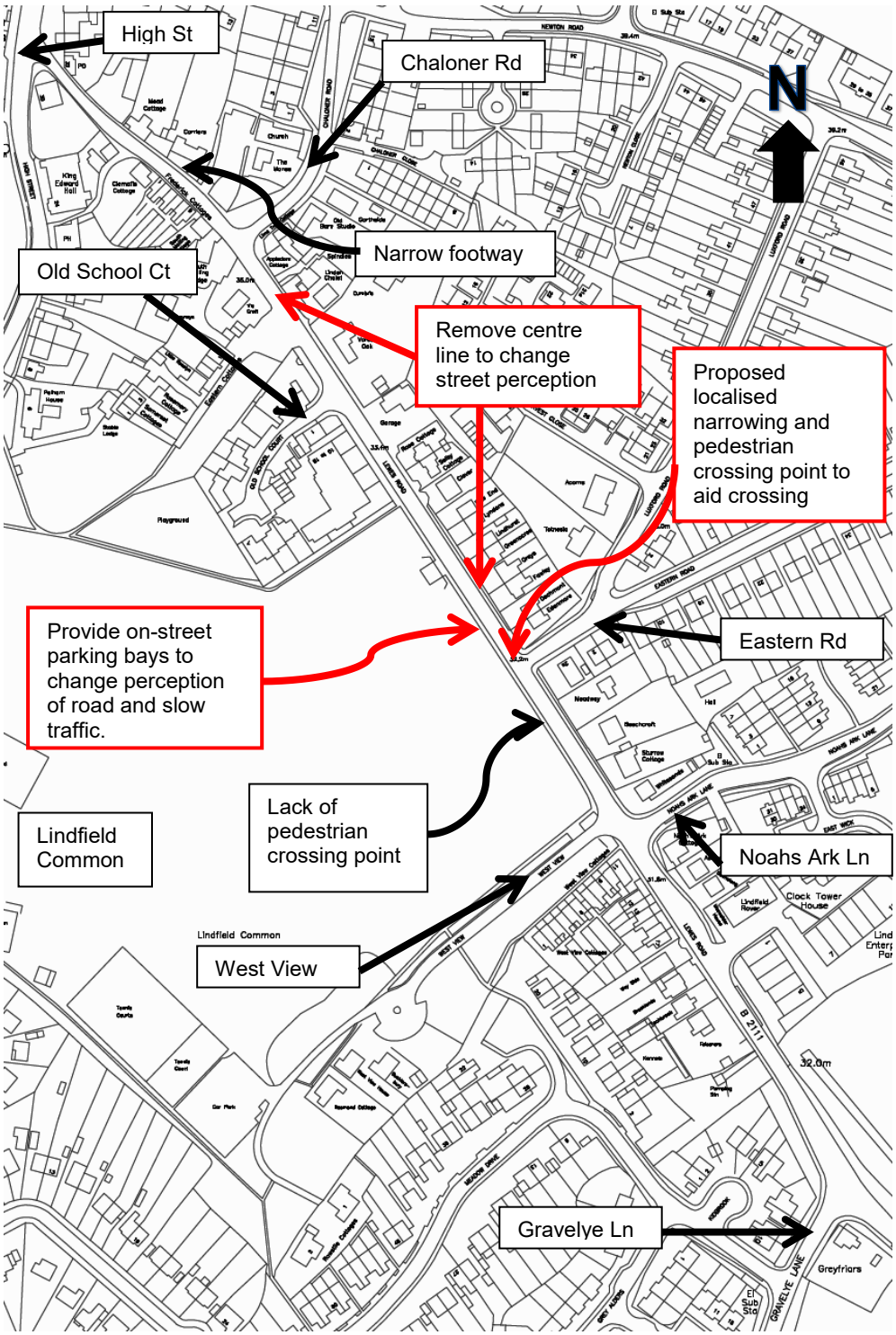

Photo 14: Lewes Road fronting Lindfield Common: view looking west

Photo 15: Lewes Road by western edge of Lindfield Common by pedestrian crossing point: view looking west

8.6 Lewes Road gives the appearance of a through route, rather than a residential road. Therefore a similar approach to the High Street is suggested to remove centre line road marking from north of the Enterprise Park to just south of the High Street. In addition to this the provision of formal on-street parking bays in front of Lindfield Common can be considered, to change the road width and character of the street.

8.7 An outline of the issues and solutions are summarised in Figure 12. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1-2mph from 34.0 mph to 32.0mph and reduce the number of collisions by around a third from a rate of 0.8 per annum to 0.6 per annum. The estimated cost of the options suggested is likely to be in the region of £30,000.

Photo 16: Lewes Road western section: view looking west

Photo 17: Lewes Road western section by Frederick Cottages: view looking west

9.0 Luxford Road, Newton Rd, Dukes Rd, Brushes Lane.

9.1 Luxford Road is a residential road running south-west to north-east, approximately 240 metres long. The road links to Eastern Road to the south and Newton Road to the north. Harvest Road, a cul-de-sac feeds onto this road. There is a noticeable level of on street parking which is staggered on both sides of road and tends to keep speeds down. Some on street parking on the east side of road is partially on the footway to maintain two way movement. A grass verge with a footway runs on west side of road. No footway at southern end of Luxford Road on east side of road.

Photo 18: Luxford Road north of Harvest Road: view looking north

9.2 Newton Road is a residential road running west to east, approximately 400 metres long. The road links to Eastern Road to the east and Chaloner Road to the west. A number of minor cul-de-sacs feed onto Newton Road. Newton Road and Dukes Road also feed into Newton Road. The gap between Dukes Road and Luxford Road covers a short length of approximately 100metres. A fairly new housing development [Bancroft Drive] is also now accessed off Newton Road to the north. There is a noticeable level of on street parking generally on the north side of road. A grass verge with a footway runs on majority of both sides of road. The junction of Newton Road and Dukes Road is currently covered by no waiting at any time parking restrictions. Newton Road provides pedestrian access to the west through Chaloner Road for this area to the High Street.

Photo 19: Newton Road west of Luxford Road: view looking west

Photo 20: Newton Road junction with Dukes Road: view looking west

9.3 Dukes Road is a residential road running south-west to north-east, approximately 280 metres long. The road links to Newton Road to the south and Brushes Lane to the north. There is a noticeable level of on street parking generally on the west side of road. A grass verge with a footway runs on majority of both sides of road. Two minor cul-de-sacs feed onto Dukes Road. No waiting at any time parking restrictions start at the northern end which links into Brushes Lane and at a junction with a side road called 'The Wilderness'.

Photo 21: Dukes Road: view looking north-west

Photo 22: Dukes Road/ Brushes Lane junction with 'The Wilderness' (and access to public car park): view looking north-west

9.4 Brushes Lane is an access road running from east to west from the High Street to the west to Dukes Road to the east. This road is approximately 90 metres long and is covered by no waiting at any time parking restrictions for its entire length. A footway is provided on both sides of the road. The Lane links to a pedestrian path to the east. The side road called the Wilderness at the eastern end of the road provides access to residential properties, but also a public car park. This car park serves users of the High Street Shops, patrons to public houses and Church.

Photo 23: Brushes Lane: view towards High Street

9.5 This route does not form part of the local bus network and therefore measures to encourage public transport use generally do not apply. The recorded volume and speed of traffic (see table 2) indicates that specific measures for cyclists are not necessary. This route however is sensitive to use as an alternative route to the B2111 and B2028 and these roads are important as an alternative route for cyclists. Current conditions indicate that access restrictions (such as road closures) do not appear appropriate. However the emerging solution for the High Street/ Lewes Road junction may create an increase in the risk of through traffic and this discussed further in section 9.7.

Figure 13: Luxford Road, Newton Rd, Dukes Rd, Brushes Lane - outline of issues and options

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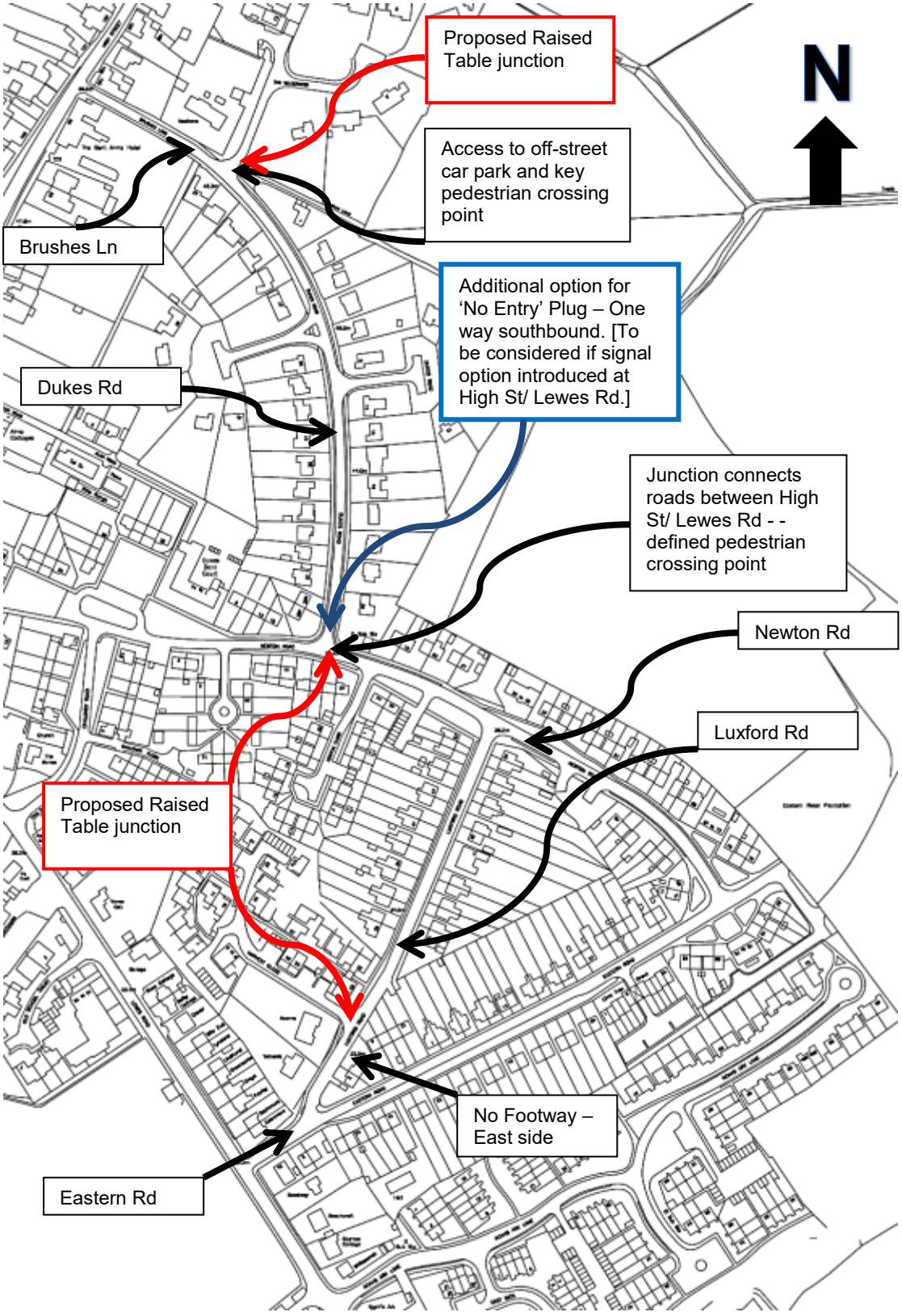

9.6 There are a number of identified points that would help pedestrians cross the road and encourage walking. The possible measures could involve a raised table (Manual for Streets, 2007), incorporating pedestrian crossing points and the approach constructed to a shallow gradient. These could be used to maintain lower traffic speeds to benefit cycling. The specific junctions are as follows:

- Raised table at junction of Newton Road / Dukes Road. This junction provides a through route between High Street and B2111. It currently has no defined pedestrian crossing point.
- Raised table at junction of Brushes Lane/ Brushes Lane. This location supports access to a local path and footway on north-east side of the road.
- Two raised tables near junction of Luxford Road/ Harvest Close. There is no footway on the east side, south of this junction and therefore this will support pedestrians crossing to access the opposite side of the road.

9.7 The emerging solution for the High Street/ Lewes Road junction is the provision of traffic signals. The traffic modelling for the preferred solution indicates no change to the queues to Lewes Road but there is a risk of increase in through traffic using the Newton Road route. There is an option to provide a 'No Entry' plug at the junction of Dukes Road and Newton Road which prohibits northbound movement but allows southbound movement. This avoids the need to provide a turning head as existing turning head in Newton Road can be utilised. The effect would be to prevent northbound through traffic. The risk of southbound traffic movement trying to avoid the proposed signals is not as great, as the signal modelling indicates acceptable levels of queues. This feature can be considered as part of a second phase.

9.8 An outline of the issues and solutions are summarised in Figure 13. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1mph from 24.0 mph to 23.0mph. The estimated cost of the options suggested is likely to be in the region of £90,000.

10.0 Hickmans Lane

10.1 Hickmans Lane is primarily a residential road just over a kilometre long, which runs in a loop from the west side of the High Street to West Common/ Black Hill (B2028) to the south. It provides access to a number of through roads and culs-de-sacs. A number of residential properties have direct frontage onto Hickmans Lane but the majority have indirect frontage off the roads that feed into Hickmans Lane. Hickmans Lane is also on a local bus route [Nos 28, 29 and no 524] between Sunte Avenue and the High Street. The junction with West Common is managed through traffic signals. The road is covered by a "6'6'" width restriction, with an exception for access and buses.

10.2 The road has been broken down into 4 sections:
(i) East of Comptons Road to the High Street;
(ii) Compton Road to Finches Park Road
(iii) Finches Park Road to Sunte Avenue
(iv) Sunte Avenue south to West Common.

10.3 Section (i)
The main observation is the narrow section of road west of the High Street to the east of Shenstone cul-de-sac. There is no footway on either side of the road apart from a short length on the south side opposite the property known as 'Warren Croft'. The road widens out to the east of Shenstone as you travel west from approximately 4.1metres to 6.1metres. 4.1 metres is strictly sub-standard to accommodate 2 way traffic and pedestrian movement. Footways are provided on both sides of the road at its junction with Shenstone. No waiting parking restrictions have been implemented on both sides of the road on the approach to the High Street.

Photo 24: Hickmans Lane: view looking west of High Street

Photo 25: Hickmans Lane junction with Shenstone: view looking west

Photo 26: Hickmans Lane junction with Hickmans Close: view looking west

10.4 Section (ii)

The frontage on the southern side of this section is Lindfield Recreation Ground with four access roads off the north side: (a) Hickmans Close, (b) the Welkin, (c) Finches Lane/Gardens and (d) Finches Park Road. There are only a couple of properties at the eastern end directly fronting this section. A footway runs along the south side of the road. There are a number of paths that feed into this section of road without any defined crossing points. The collisions at the junction with 'The Welkin' are predominantly in the dark (see table 1). Street lighting has recently been upgraded along Hickmans Lane which may help to reduce risk of reoccurrence here.

Photo 27: Hickmans Lane junction with 'The Welkin': view looking west

Photo 28: Hickmans Lane: view looking west of Finches Lane/Gardens

10.5 Section (iii)
The frontage on the western side is screened by hedging and trees with properties on the east side. Part of these properties are set back by a service road. The footway continues to run on the west side of the road and is protected by a verge. There is an obvious crossing point from By Sunte which is currently undefined (see photo 9).

Photo 29: Hickmans Lane south of Pickers Green: view looking south towards existing bus stops

10.6 Section (iv)
This section has residential properties and footway on both sides of the road. It supports access to Denmans Lane and Oakfield Close. No waiting parking restrictions have been implemented on both sides of the road on the approach to the traffic signals with West Common. There is some on street parking. The only pedestrian crossing point is at the junction with B2028 West Common.

10.7 This road is on a bus route with 4 stops two eastbound and two westbound. The main issue for these stops is a lack of pedestrian crossing points. The provision of pedestrian crossing points will help to improve public transport provision.

10.8 The volume and speed of traffic is sufficiently high to make it uncomfortable for cycling and indications are that this route would benefit from some form of intervention measures. Some traffic calming measures can have a negative impact of bus movement and therefore care needs to be taken in developing the measures. For this reason the use of road humps on this route has been avoided.

10.9 An option could be to expand access restrictions that limit through traffic. There is already an existing width restriction traffic order and therefore changes could reinforce this road as inappropriate for through movement. The section that could benefit from restrictions is from the High Street junction to the east of Shenstone. A bus and cycle access only east of Shenstone to the High Street addresses many of the issues in Hickmans Lane and supports the overall transport vision. The disadvantage with this option is that it will impact on motorised vehicle access for residents and be difficult to enforce. Such restrictions can be controversial and therefore this option has not been pursued.

Figure 14: Hickmans Lane - outline of issues and options
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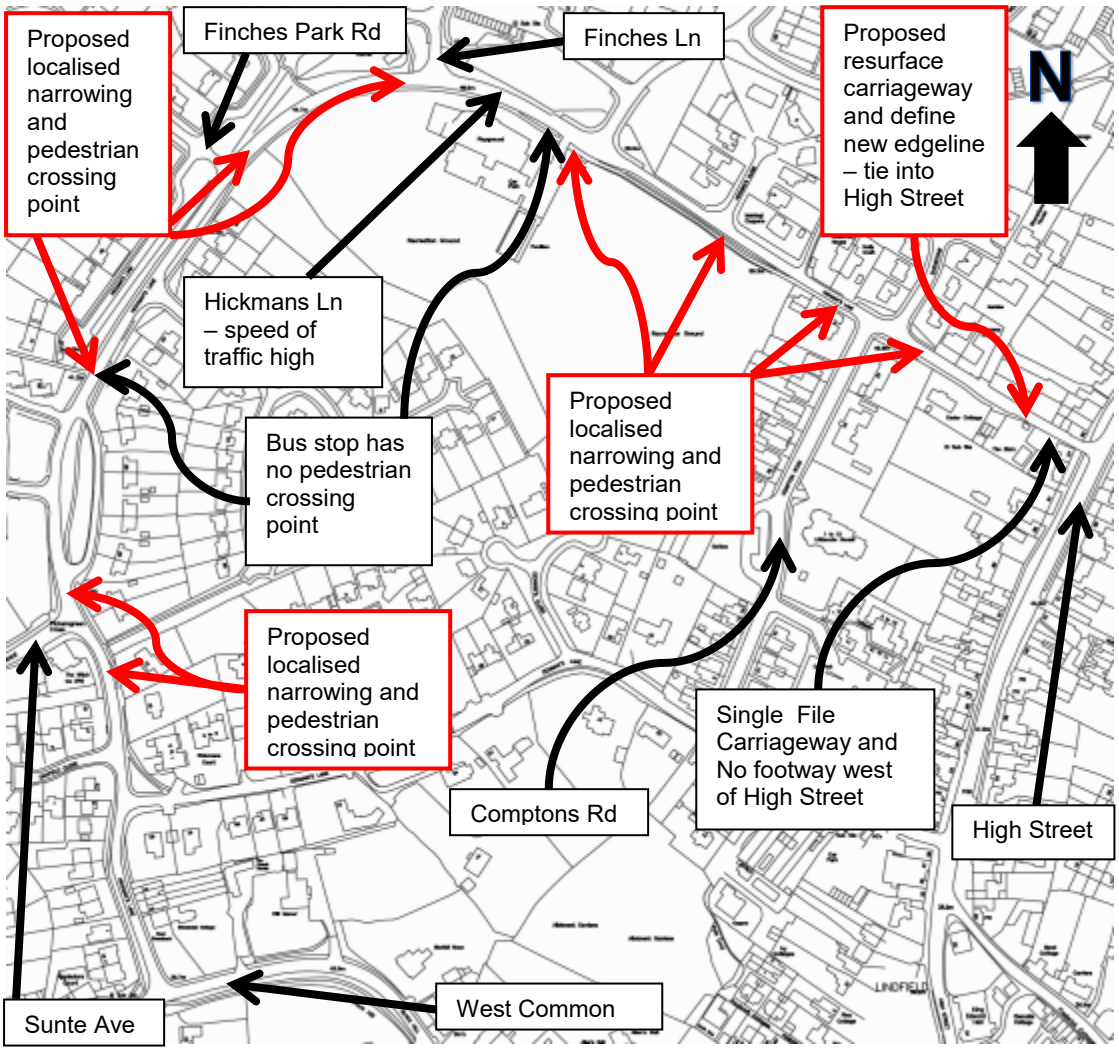


10.10 The options that are currently being put forward involve developing pedestrian crossing points by localised narrowing of the carriageway to between 4.8 and 5.0 metres. This could be narrowed to single lane and create a give way priority but this would involve extensive signing and create a visual disadvantage. The advantage is that this shortens the time pedestrians are in the carriageway space and evidence suggests will help to slow traffic. This is being suggested at following locations:

- north and south of Sunte Avenue
- near the bus stop south of Pickers Green;
- just west of Finches Lane;
- north of Finches Park Road;
- west of 'The Welkin';
- opposite Hickmans Close
- east and west of Shenstone.

10.11 The narrow carriageway and lack of footway from the High Street junction to the east of Shenstone is a barrier to walking. As this forms part of a bus route vehicle access remains important. A complete segregation of vehicles and pedestrians (ie footway) is not feasible with the current space available and the carriageway is required to 'share space' with pedestrians. The change from conventional street to a shared space can be indicated by a change in surface material (DfT, 2011). It is suggested that the carriageway is re-surfaced to single file and an edgeline on north-side re-marked to provide more space for pedestrians. This does not have to be with a whiteline but could be created as a different material. This could be carried on into the High Street to create a slowing feature.

Photo 30: Sunte Avenue: view looking east towards Hickmans Lane junction

10.12 An outline of the issues and solutions are summarised in Figure 14. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1-2mph from 34.3-32.8 mph to 33.2-30.8mph. The estimated cost of the options suggested is likely to be in the region of £130,000.

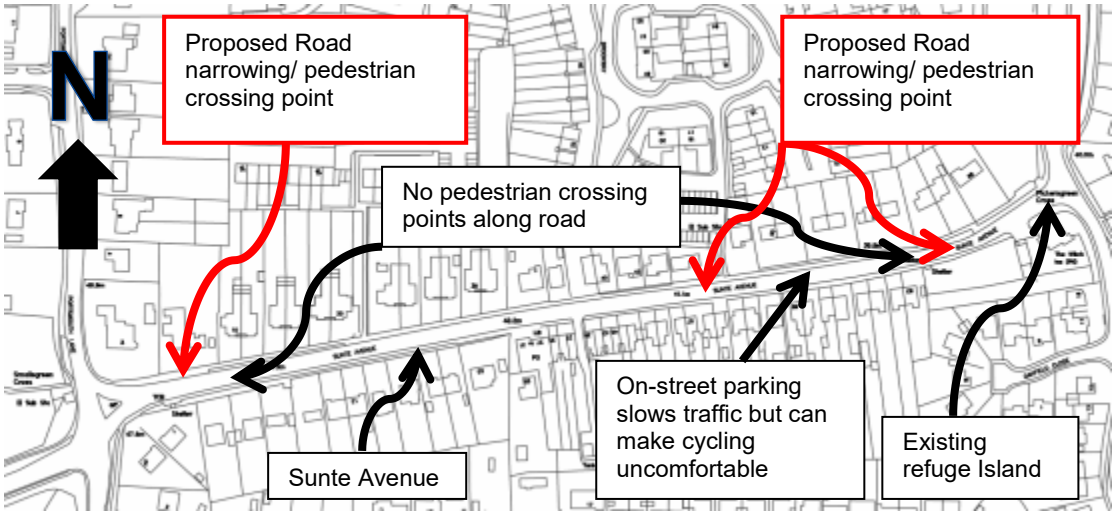
11.0 Sunte Avenue

11.1 Sunte Avenue is a residential road running from east to west from the Portsmouth Lane to the west to Hickmans Lane to the east. This road is over 400 metres long and is covered by a "6'6'" width restriction, with an exception for access and buses. A footway is provided on both sides of the road. There is a noticeable level of on street parking on the south side of the road. This also forms part of a bus route. There are no defined pedestrian crossing points.

11.2 This road is on a bus route with 3 stops one eastbound and two westbound. The main issue for these stops is on street parking potentially interfering with access for buses to pull into the stop and a lack of pedestrian crossing points.

11.3 The level of on-street parking helps to keep vehicle speeds lower than other roads but volume of traffic (see table 2) is sufficiently high to make it uncomfortable for cycling and indications are that this route would benefit from some form of intervention measures. The on-street parking, number of vehicle accesses and need to maintain access for buses sets difficult conditions for traffic calming measures.

Figure 15: Sunte Avenue - outline of issues and options



11.4 The options that are currently being put forward involve developing pedestrian crossing points by localised narrowing of the carriageway to between 4.8 and 5.0 metres. With higher levels of on-street parking and the number of vehicle accessways seeking agreement to the positons may be difficult. Nevertheless the current suggested locations are:

- near bus stop west of Hickmans Lane
- near the bus stop east of Portsmouth Lane;
- near the pedestrian pathway from Fieldway and /or Brookway;

11.5 An outline of the issues and solutions are summarised in Figure 15. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1mph from 29.8 – 31.8mph to 28.8 - 30.8mph. The estimated cost of the options suggested is likely to be in the region of £25,000.

Photo 31: Sunte Avenue: view looking east

Photo 32: Sunte Avenue by eastbound bus stop: view looking west

Photo 33: Sunte Avenue: view looking west towards junction with Portsmouth Lane

12.0 High Beech Lane/ Portsmouth Lane

12.1 High Beech Lane is a north-south access road that is an alternative route from Lindfield to Ardingly. It is a 30mph limit south of Sandridge Lane. There is a footway on the west side of the road south of Haywards Heath Golf Club access. There are two culs-de-sacs that feed onto High Beech Lane; Roundwood Lane and Brook Lane. There are a limited number of residential properties which directly front this road on the west side south of Roundwood Lane. The road then feeds into Portsmouth Lane south of Brook Lane.

Photo 34: High Beech Lane speed limit terminal signs: view looking south

Photo 35: High Beech Lane speed limit terminal signs: view looking north

12.2 Portsmouth Lane is a north-south access road that runs from Summerhill Lane to the south and to High Beech Lane to the north by Brook Lane. The junction with Sommerhill Lane is a roundabout with Sunte Avenue. There are two roads that feed onto the road: By Sunte and Birchen Lane. There is a footway on the west side of the road with a short section of footway on the east side south of By Sunte. There are residential properties directly fronting the road on both sides of the road.

Photo 36: Portsmouth Lane: view looking north

Photo 37: Portsmouth Lane junction with Sunte Ave: view looking north

Photo 38: Portsmouth Lane junction with Sunte Ave: view looking south

12.3 This route does not form part of the local bus network and therefore measures to encourage public transport use generally do not apply. The volume and speed of traffic is sufficiently high (see table 2) to make it uncomfortable for cycling and indications are that this route would benefit from some form of intervention measures. The area of concern is speed of traffic.

12.4 Although traffic calming measures can be considered, the type of measures will be limited as the characteristic of this route is to accommodate through traffic. The initial suggestion is the provision of vehicle activated sign(s). These can help to reduce average speeds of around 3mph.

12.5 In terms of pedestrian facilities the obvious issue is a lack of footway on the east side of the road. The available carriageway width is such that it could not easily be constructed. This makes pedestrian crossing features important to reach the opposite side of the road. Two areas for a pedestrian crossing point have been highlighted:

- south of the junction by 'By Sunte' and
- north of the min-roundabout with Sunte Avenue.

12.6 An outline of the issues and solutions are summarised in Figure 16. The impact of the measures will help to reduce 85th percentile vehicle speeds by around 1mph from 36.9 mph to 35.9mph in high Beech Lane and from 34.8mph to 33.8mph in Portsmouth Lane. The estimated cost of the options suggested is likely to be in the region of £35,000.

Figure 16: High Beech Lane/ Portsmouth Lane – outline of issues and options

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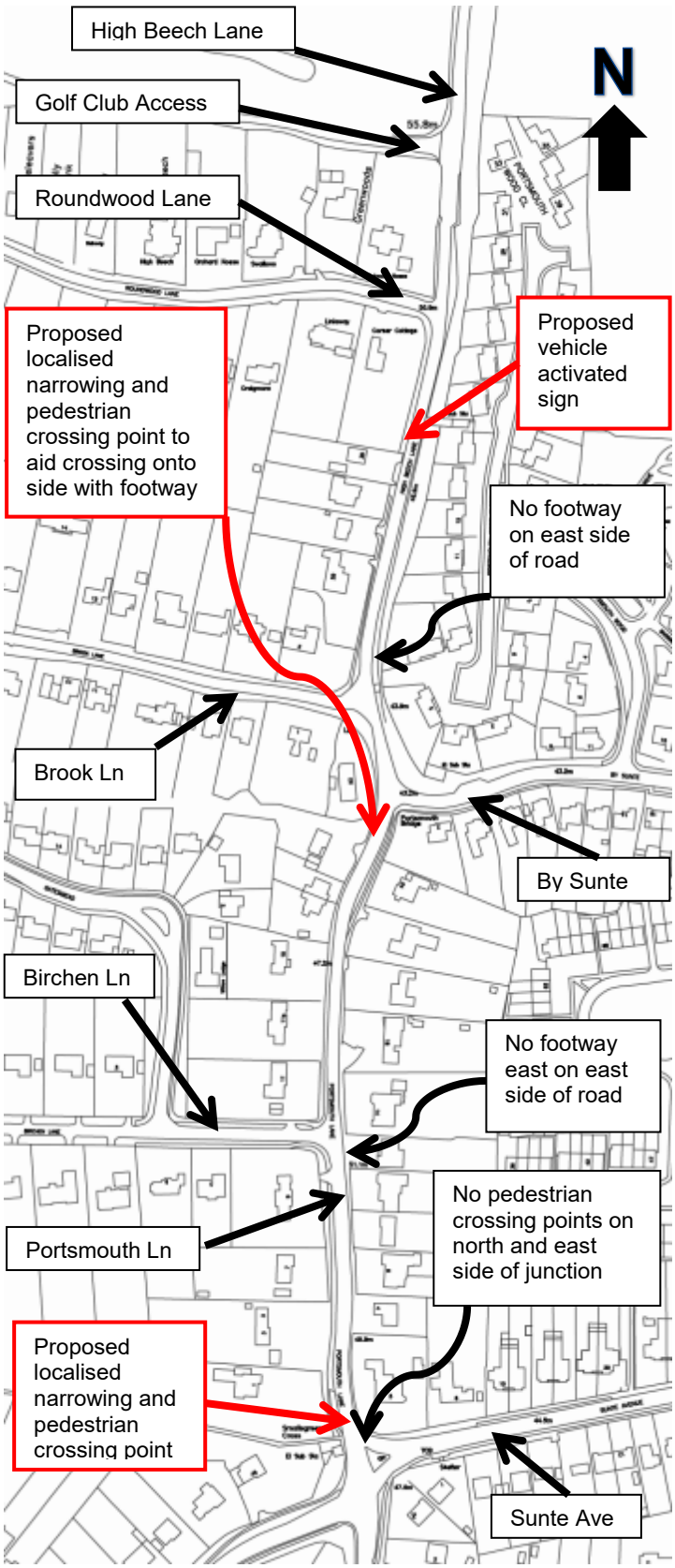

13.0 Denmans Lane

13.1 This road has been closed to through traffic for a number of years as part of a former road safety initiative. The western section of the road is 180 metres (see photo 39) and the eastern section is 300 metres (see photo 40). This is a residential road which has no footway with on average 5.0-5.5 metre carriageway width. Some of the access roads near the closure have poor visibility. This is commonly used as a pedestrian and cycle route to access the main shopping area as traffic flows are low.

Photo 39: Denmans Lane (western section): view looking east

Photo 40: Denmans Lane (eastern section): view looking west

13.2 The present closure is an urban road safety management technique which offers significant benefit to both pedestrians and cyclists. This is highlighted by the fact there have been no recorded collisions involving injury in the past 11 years. If the consensus from residents to re-open Denmans Lane to motorised traffic is supported, it would require improvements and these can be put into two categories:

- Re-open as a one way in combination with a new footway.
- Re-open as 2 way for traffic without a footway;

13.3 To re-open the road with a 1.5metre footway on one side only [*which side will depend on further discussion*], will leave between 3.0 and 3.5 metre available carriageway width. This only allows for single file traffic which could only accommodate one way traffic [*direction would be subject to further discussion*]. This would have the following implications:

- Two-way movement for cyclists would be lost;
- This would create problems for a number of vehicle accesses on the opposing side of the footway as the available turning circle would be restricted. To manage this speed is likely to need to be reduced through some form of traffic calming.
- Visual intrusion of one way signs.

The estimated cost of such an option will be in the order of £300,000.

13.4 To safely re-open the road and retain two way movement could only be achieved through traffic calming measures that would impose target average speeds of around 15-20mph. This is due to the poor highway infrastructure and visibility at the vehicle accesses. This would involve the provision of a minimum of at least 8 road humps – a feature every 60 metres. The estimated cost of such an option will be in the order of £100,000. The provision of such features would not be of any benefit to ease traffic flow from adjacent roads and despite the introduction of measures will increase the risk of collisions for residents emerging from existing accesses. Any increase in traffic would reduce the attraction of the route for pedestrians and cyclists and potentially increase collision risk for such users.

13.5 Denmans Lane has a poor highway infrastructure and the current road closure helps to provide a safer environment for residents manoeuvring in/out existing accesses. The current road closure also provides a reasonable route for cycling and walking into the centre of the Village. The re-opening of the closure as a through route even with significant improvements would undermine safety for walking and cycling and the current transport vision for Lindfield's NP. Without any significant benefit it is recommended the current arrangement remains unchanged.

14.0 West View

14.1 This is a short cul-de-sac with housing on east side and Lindfield Common on the west side. The main issue appears to be with on-street parking. There is a footpath link from the Common to roads to the east. This provides pedestrian access to housing to the east. The crossing point is not well defined and obstructed by parked cars (see photo 24). It is suggested a footway build out is provided between the parked cars to aid pedestrians crossing the road here.

14.2 If you follow the path along the periphery of Lindfield Common a similar issue arises at Backwoods Lane. It is suggested that this is also included as part of this work.

14.3 An outline of the issues and solutions are summarised in Figure 17. The estimated cost of the options suggested is likely to be in the region of £15,000.

Figure 17: West View - outline of issues and options

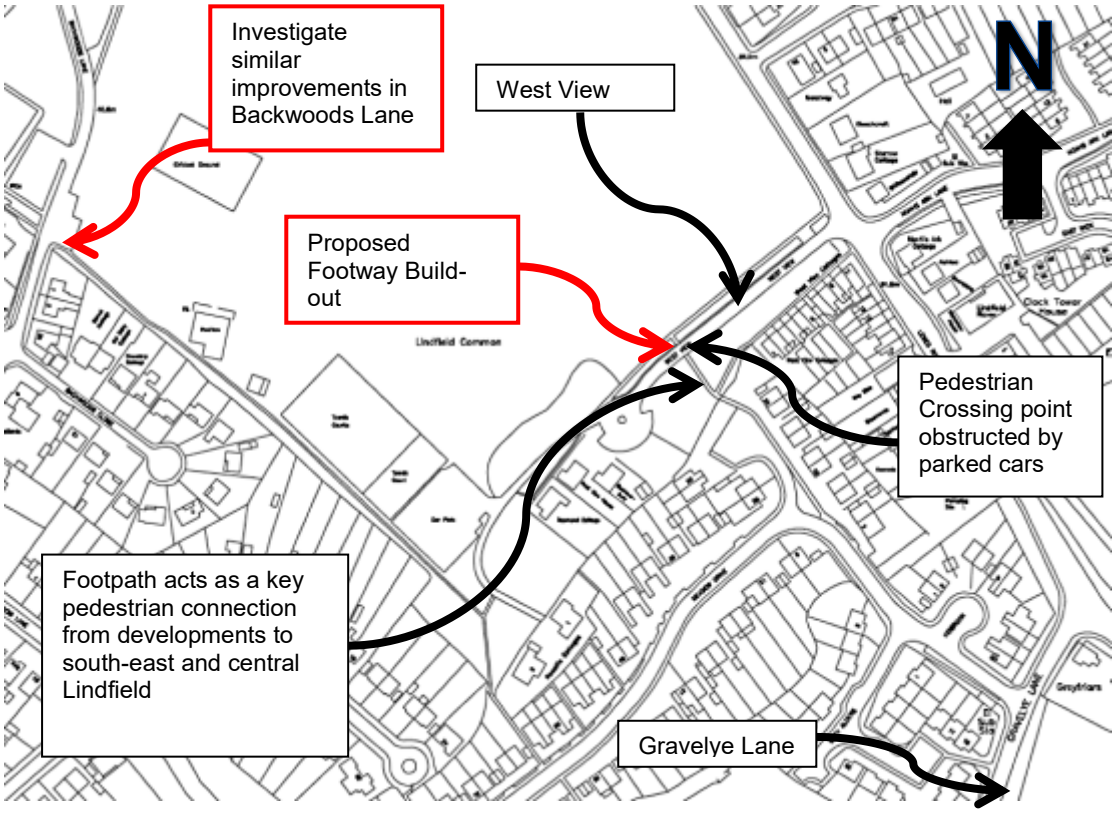

Photo 41: West View: view looking east

15.0 Consultation

15.1 Consultation remains an important process of traffic management and calming measures and gaining widespread community support (DfT 2007 & 2013). The initial interim report was released for public comment and 13 written replies were received. The comments are copied in Appendix 8. Responses to the comments received against the street have been summarised in Table 6. No significant issues have been identified that indicate major changes are required at this stage.

Table 6: Outline summary of comments and response from public consultation.

Street	Comment against street	Response
General	1. Would like to see 20mph speed limit introduced in village. 2. Study omits main cycle/walking routes. 3. Can cycling be permitted on paths on the 'Common'. 4. Concerned about impact of localised narrowing's on cyclists. 5. Concerned about lack of modelling on impact of measures, cost and lack of wider consultation	1. 20mph speed limit remains an option for the future. 2. Although outside brief – routes covered in sites investigated; 3. Cycling on 'Common' paths outside brief; 4. Cycle paths not considered necessary/ appropriate at locations identified but can be reviewed at detailed design. 5. Traffic modelling has been included for signal option and indication of impact of measures now included. Further consultation now being undertaken.
1. Luxford Rd, Newton Rd, Dukes Rd, Brushes Lane.	One comment received in support of road humps to deter through traffic.	
2(a) Hickmans Lane.	1. Concerned about impact of on-street parking at junction of Hickmans Lane/ Sunte Ave, particularly parking on footways. 2. Would like to see one-way priority at narrow section at junction of High Street. 3. Concerned measures do not go far enough and would like VAS and additional parking restrictions.	1. Issue acknowledged and whilst a build-out is being promoted to deter this practice it maybe necessary to promote parking restrictions at a later date. 2. A formal one way will require extensive signing which would be visually intrusive and currently not supported. 3. Current view is that pedestrian crossing features would have greater impact. Parking restrictions can still be considered if support.
2(b) Sunte Avenue	1. Hedges encroach onto footway and obstruct pedestrian movement. 2. On-street parking near Witch Inn considered dangerous.	1. Issue to be referred to WSCC Highways. 2. On-street parking can restrict and help to slow traffic. Build-out proposed here. Suggest monitor after build-out constructed.
3. Lewes Road/ High Street junction (only).	1. Concerned about aesthetics and visual impact if traffic signals are introduced. 2. Concerned about diverting traffic onto residential roads. 3. The right turn lane is sub-standard and obstructs northbound traffic. Would like to see kerbline realigned on the south-east corner to improve visibility.	1. The impact of signalling equipment can be minimised but cannot be completely resolved and is likely to be a disadvantage. 2. There is no intention to divert traffic from the High Street but manage traffic to improve conditions for walking and cycling in accordance with objectives set out in Neighbourhood Plan. 3. The options for this junction discussed in Section 6.0.
4. Lewes Road (excludes jtn above).	Would like to see formal signal crossing near West View. Another raised this for further north.	Challenge in gaining support from nearby residents. An informal crossing is to be included in design close to this location.
5. Scamps Hill.	No comments received	
6(a) High Beech Lane.	Would like to see a footway provided between Sandridge Lane and Haywards Heath Golf Club House access.	Although the issue/ request is acknowledged this is currently outside brief.
6(b) Portsmouth Ln	No comments received	
7. West View.	No comments received	
8. High Street (excludes jtn with Lewes Road).	1. Concerned about increase in traffic and HGV's. Suggest banning HGV's from village. 2. Would like to see one way for High Street. 3. Enforcement of parking restrictions an issue. 4. Can footway be extended north of Spring Lane. 5. A formal signal crossing requested near Denmans Lane & Pondcroft Road.	1. A lorry ban in the village is a wider strategic issue and outside scope of brief. 2. A 'one way for High St would create problems for neighbouring roads. 3. Parking enforcement to be discussed with enforcement agencies 4. Although footway extension is acknowledged this is currently outside brief. 5. Signal crossing near Denmans Lane under consideration/ Crossing near Pondcroft Rd outside project brief.
9. Denmans Lane	Consider the re-opening of Denmans Lane not fully investigated in study.	Noted. Section on Denmans Lane revised.

16.0 Next Steps

16.1 A brief summary and outline cost of the suggested measures have been summarised in Table 7.

16.2 As part of the next step it is recommended that the measures outlined in table 7 are subject to consultation with West Sussex County Council as Highway Authority, following the outcome of wider consultation with residents.

Table 7: Summary of suggested measures and outline of estimated costs

Street	Suggested Solution	Outline Cost £
1. Luxford Road, Newton Rd, Dukes Rd, Brushes Lane.	Raised table at junctions of: • Newton Road / Dukes Road. • Brushes Lane/ Brushes Lane. • Luxford Road/ Harvest Close. Additional no entry plug to restrict northbound movement considered in conjunction with above measures	90,000
2(a) Hickmans Lane.	9 no. Road narrowing and pedestrian crossing point & Resurfacing narrow section by High Street	130,000
2(b) Sunte Avenue	3 no. Road narrowing and pedestrian crossing point	25,000
3. Lewes Road/ High Street junction (only).	Provision of Traffic Signals based on a phasing option 2. Option of footway widening of Lewes Road can be considered if funds allow.	250,000
4/5. Lewes Road / Scamps Hill (excludes jtn above).	Remove existing centreline; Provide additional parking bays by Lindfield Common; Provide road narrowing and pedestrian crossing point near Eastern Road.	30,000
6 (a) High Beech Lane.	Vehicle Activated Sign	15,000
6 (b) Portsmouth Lane	2 no. Road narrowing and pedestrian crossing point	20,000
7. West View.	Provide buildout (also consider build-out in Backwoods Lane)	15,000
8. High Street (excludes jtn with Lewes Road).	Remove existing centreline; Provide additional parking bays north of Brushes Lane; Provide buildout & pedestrian crossing point near the footpath to the car park off Compton Road; Road narrowing and pedestrian crossing point: • near Alma Road; • north of Hickmans Lane Junction; • in front of 'The Bent Arms' public house; • south of All Saints Church near 'The Welkin' footpath	70,000

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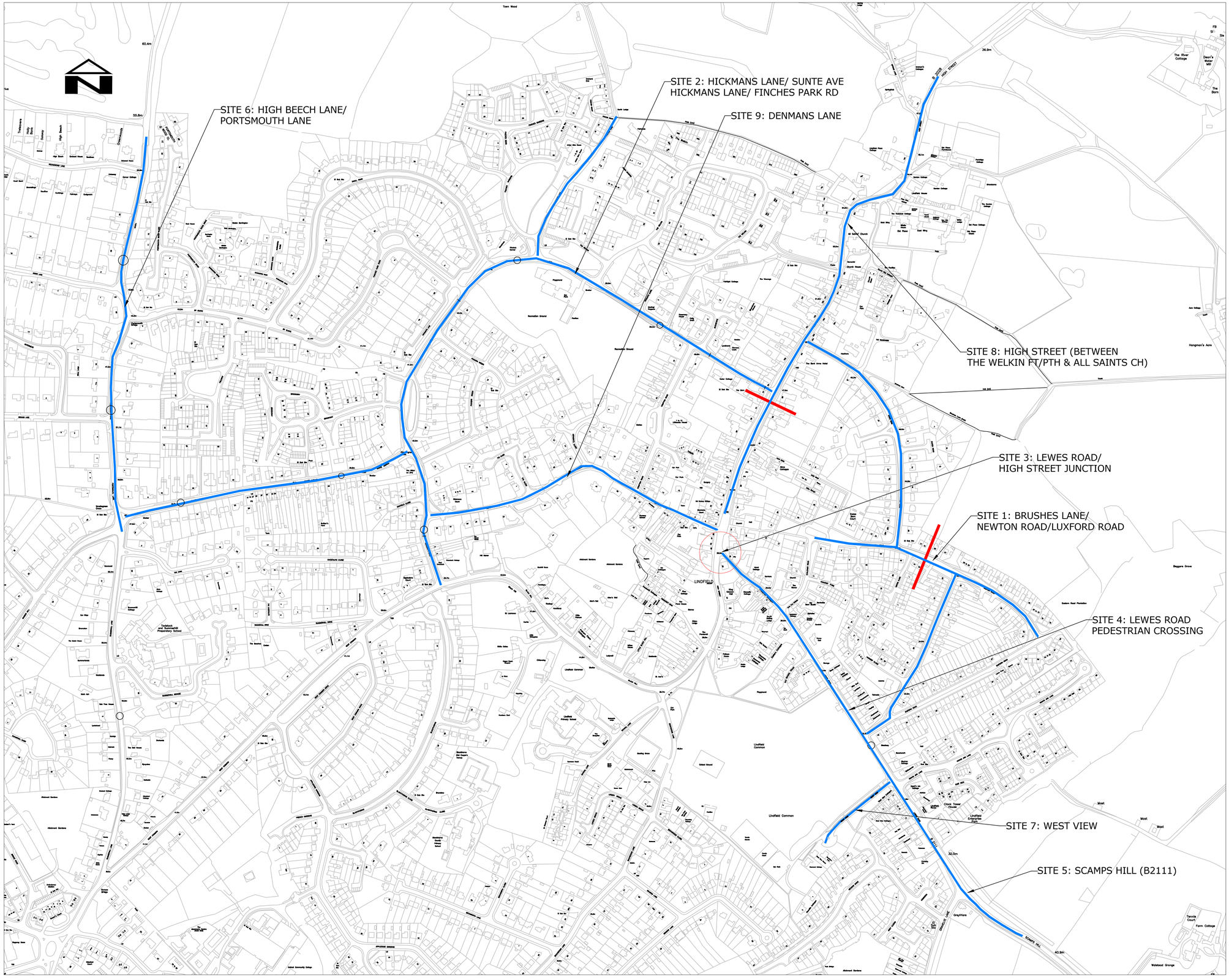
Appendix 1:
Site Location Plan



Key

Site to be Investigated

2016 Traffic Survey Point

Creative Roads
www.creative-roads.co.uk
+44 (0) 7903 696337

Client:
LINDFIELD PARISH COUNCIL

Rev	Description	Date
-	Initial Issue	21/09/2016

LINDFIELD
TRAFFIC STUDY

LOCATION PLAN

Originator: RH

Drawing No: UKD-161-01

Drawing size A1 - Scale: NTS

Appendix 2:
Crash Data

LINDFIELD PARISH - ACCIDENT DATA 2005 - 2015 (SUSSEX POLICE)

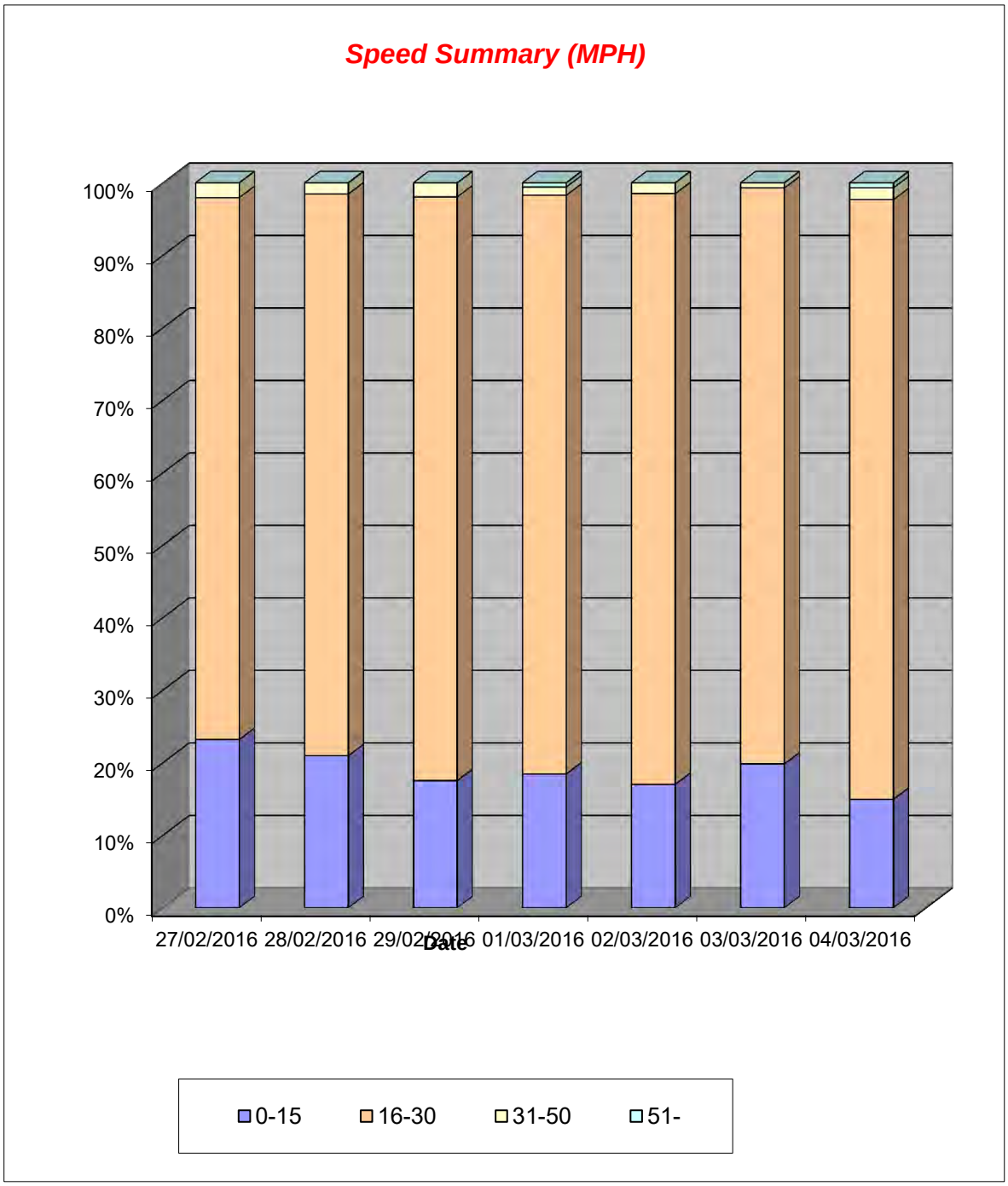
Ref No	Street	Nr (Junction)	Day	Date	Time	Severity (Serious/ Slight)	Cas (Ser)	Cas (Sl)	Child Inj (Age)	Wet/ Dry	Light/ Dark (d/l)	Single Car Involved	More than one car involved	Pedestrian	Cyclist	Motorbike	Goods V.	Bus	Car Only	Comments
r0500394	High Street	Pondcroft Rd	Saturday	22 January 2005	10:30:00	SER	1		8	D	L	1		1						
r0502024	High Street	Hickmans Lane	Thursday	24 February 2005	11:30:00	sl		2		W	L		1						1	Snowing-3 cars involved
r0504000	West Common	Appledore Gardens	Tuesday	24 May 2005	14:43:00	sl		1	16	D	L	1				1				
r0504149	Lewes Road	Eastern Road	Tuesday	31 May 2005	00:18:00	SER	1			D	D	1		1						
r0506558	High Street	Lewes Road	Thursday	11 August 2005	12:22:00	SER	1			D	D	1			1					
r0506862	West Common	Appledore Gardens	Monday	22 August 2005	14:53:00	sl		1	16	W	L					1				
r0506963	Summerhill Lane	West Common	Thursday	25 August 2005	01:27:00	sl		1		W	D	1							1	
r0508525	Sunte Avenue	Hickmans Lane	Wednesday	12 October 2005	18:15:00	sl		1	19	W	D		1						1	2 cars involved
r0509559	High Street	Lewes Road	Saturday	12 November 2005	12:05:00	sl		1	2	D	L	1		1						
r0509715	High Street	Lewes Road	Wednesday	16 November 2005	12:30:00	SER	1		16	W	L	1				1				
r0510706	West Common	west common drive	Tuesday	13 December 2005	17:00:00	sl		2	7	D	D		1						1	3 cars involved
r0508079	Lewes Road	Old School Court	Friday	30 September 2005	22:38:00	SER	1			W	D	1				1				
r0602754	Noahs Ark Lane	End of Cul-de-sac	Saturday	01 April 2006	12:00:00	sl		1		D	L		1						1	2 cars involved
r0603162	Black Hill	East of Hickmans Lane	Tuesday	18 April 2006	23:41:00	SER	1		17	D	D	1				1				
r0602974	High Street	Sth Alma Road	Saturday	08 April 2006	15:30:00	sl		1		D	L	1		1						
r0609253	Summerhill Lane	West Common	Wednesday	01 November 2006	11:55:00	sl		1		D	L		1						1	2 cars involved
r0701080	Sunte Avenue	Hickmans Lane	Saturday	03 February 2007	10:30:00	sl		1		D	L	1		1						
r0702912	High Street	Lewes Road	Tuesday	03 April 2007	14:30:00	sl		1	8	D	L	1		1						
R070111	Lewes Road	Eastern Road	Friday	30 November 2007	16:20:00	SER	1			W	D	1				1				
r0800186	Portsmouth Lane	Sunte Avenue	Wednesday	09 January 2008	09:27:00	sl		1		W	L	1					1			2 GV involved
r0801218	High Street	Hickmans Lane	Wednesday	13 February 2008	12:11:00	sl		1		D	L	1		1						
r0801324	High Street	Alma Road	Saturday	16 February 2008	16:15:00	sl		1	17	D	L	1			1					
r0805343	Noahs Ark Lane	East of Lewes Road	Saturday	12 July 2008	11:30:00	sl		1		D	L		1	1						3 cars involved
r0806616	High Street	Alma Road	Thursday	21 August 2008	09:00:00	sl		1	19	D	L		1			1				2 cars involved
r0905771	Black Hill	High Street	Friday	07 August 2009	19:56:00	sl		1		D	L	1							1	
r0909356	High Street	Lewes Road	Thursday	10 December 2009	10:35:00	sl		3		W	L	1						1		Bus
r1001615	Sunte Avenue	Gander Hill	Friday	05 March 2010	14:20:00	sl		2	19,19	D	L		1				1			2 cars involved
r1007464	Summerhill Lane	Gander Hill	Friday	05 November 2010	07:06:00	sl		1		D	L	1			1					
r1006697	Black Hill	Lewes Road	Thursday	07 October 2010	14:18:00	SER	1			D	L	1			1					
r1100601	High Street	Denmans Lane	Wednesday	26 January 2011	14:00:00	sl		1	45	D	L	1		1						
r1101759	Gander Hill	Sunte Avenue	Friday	18 March 2011	15:13:00	sl		1		W	L	1			1					
r1102880	Appledore Gardens	Driveway to Oathall College	Monday	09 May 2011	15:15:00	sl		1		D	L		1						1	2 cars involved
r1103454	Black Hill	Hickmans Lane Hill Manor	Sunday	05 June 2011	17:49:00	SER	1	1		W	L	1				1				
r1105826	West Common	Hickmans Lane	Monday	19 September 2011	08:30:00	sl		1		D	L		1						1	2 cars involved
r1106239	Pickers Green	Hickmans Lane	Wednesday	21 September 2011	09:30:00	sl		1		D	L	1		1						
r1107954	Portsmouth Lane	Sunte Avenue	Wednesday	14 December 2011	17:00:00	sl		1		W	D		1						1	2 cars involved
r1200279	Hickmans Lane	The Welkin at the Junction	Monday	16 January 2012	10:04:00	sl		1		D	L		1						1	2 cars involved
r1201094	Appledore Gardens	Pelham Road	Wednesday	29 February 2012	10:43:00	sl		1	14	D	L	1			1					
r1201616	Lewes Road	Challoners Flower Shop	Wednesday	28 March 2012	15:30:00	sl		1	14	D	L	1			1					
r1203539	High Street	High Street	Thursday	12 July 2012	07:42:00	sl		1		W	L	1			1					
r1203981	Lewes Road	Noahs ark lane	Saturday	04 August 2012	13:44:00	SER	2	1		D	L		1						1	2 cars involved
r1204104	High Street	Francis Road	Sunday	05 August 2012	14:01:00	sl		1		D	D	1							1	
r1302416	Lewes Road	Gravelye Lane	Wednesday	15 May 2013	11:31:00	sl		1		D	L		1						1	2 cars involved
r1303537	Lewes Road	Eastern Road	Wednesday	10 July 2013	10:44:00	sl		2		D	L		1				1			3 cars involved
r1303549	High Street	Francis Road	Wednesday	03 July 2013	11:00:00	sl		1		D	L	1					1			
r1303913	Eastern Road	Luxford Road	Sunday	28 July 2013	17:07:00	sl		1		D	L	1							1	
r1305307	West Common	Appledore Gardens	Tuesday	08 October 2013	17:06:00	sl		1		D	L		1						1	2 cars involved
r1306269	West Common	west common drive	Monday	18 November 2013	22:20:00	sl		1		D	D		1						1	2 cars involved
r1305586	Sunte Avenue	Portsmouth Lane	Friday	18 October 2013	17:40:00	SER	1			D	L		1						1	2 cars involved
r1301753	West Common	Appledore Gardens	Saturday	06 April 2013	16:42:00	sl		2		D	L		1						1	2 cars involved
r1400429	High Street	Denmans Lane	Wednesday	22 January 2014	20:00:00	sl		2	19	D	D	1					1			
r1400587	High Street	Brushes Lane	Thursday	30 January 2014	17:17:00	sl		1		W	D	1					1			
r1401364	Hickmans Lane	The Welkin	Wednesday	12 March 2014	08:55:00	sl		1		D	D		1						1	2 cars involved
r1400562	Hickmans Lane	Finches Park Rd	Wednesday	29 January 2014	22:00:00	sl		1		W	D		1						1	2 cars involved
r1405398	High Street	Brushes Lane	Friday	19 September 2014	16:50:00	sl		1		D	L	1		1						Wheelchair
r1405956	High Street	Francis Road	Sunday	12 October 2014	10:08:00	SER	1			D	L	1				1				
r1406656	High Street	Dukes Road	Tuesday	11 November 2014	15:53:00	sl		1		W	L	1			1					
r1500390	High Street	Lewes Road	Monday	19 January 2015	07:59:00	SER	1			W	L	1			1					
r1500448	High Street	Lewes Road	Thursday	22 January 2015	11:00:00	sl		1		D	L	1			1					
r1500315	Lewes Road	West View	Friday	16 January 2015	16:28:00	sl		1		W	D		1						1	4 cars involved
r1501296	Summerhill Lane	summerhill grange	Wednesday	04 March 2015	18:00:00	sl		1		D	L	1							1	
r1501962	High Street	Brushes Lane	Thursday	09 April 2015	18:00:00	sl		1	16	D	L	1				1				
r1503558	Hickmans Lane	The Welkin	Sunday	14 June 2015	23:30:00	SER	1			D	D	1			1					
r1505223	West Common	Appledore Gardens	Thursday	10 September 2015	14:50:00	sl		1		D	L	1		1			1			GV involved

Appendix 3:
Traffic Data

Lindfield ATC 2, Newtown Road

Channel 1 - Northbound **Speed Summary** **Week 1**

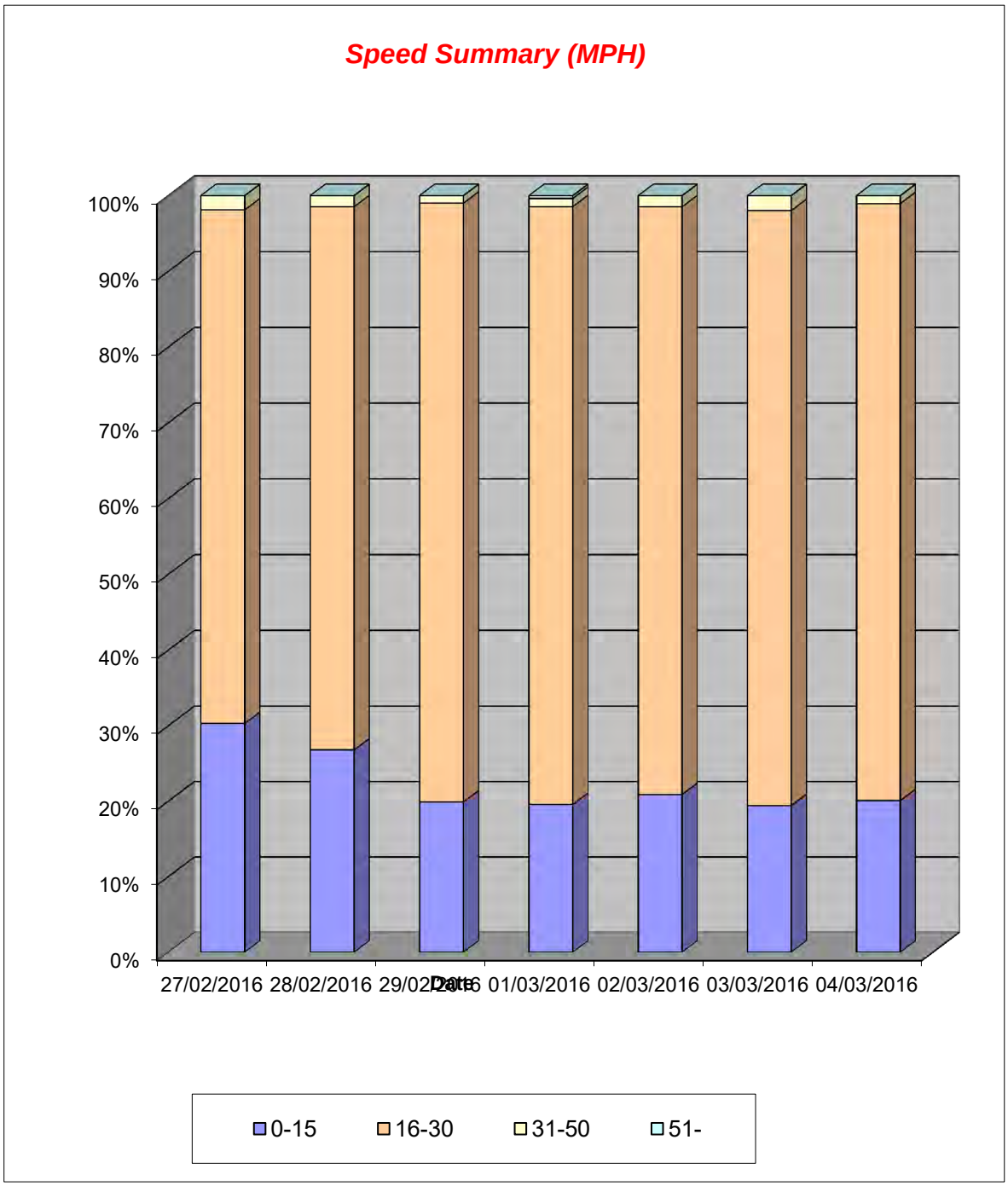
Speed (MPH)	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
0-15	126	96	118	129	115	142	110
16-30	406	355	542	558	551	569	608
31-50	11	7	13	8	10	5	12
51-	0	0	0	4	0	0	5
TOTAL	**543**	**458**	**673**	**699**	**676**	**716**	**735**



Lindfield ATC 2, Newtown Road

Channel 2 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
0-15	211	148	203	217	215	218	214
16-30	472	396	806	875	798	881	839
31-50	13	8	10	12	15	22	11
51-	0	0	0	4	0	0	0
TOTAL	**696**	**552**	**1019**	**1108**	**1028**	**1121**	**1064**



Lindfield ATC 2, Newtown Road

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
1	-	20.6	17.0	22.3	20.8	28.0	19.2
2	-	22.0	-	-	-	-	-
3	-	31.0	-	27.0	22.0	-	26.0
4	-	26.0	-	18.0	-	22.0	-
5	-	19.0	-	-	-	20.0	16.0
6	-	-	22.0	17.7	16.0	-	-
7	16.4	20.5	20.2	18.3	19.2	16.3	16.5
8	18.3	18.9	20.8	20.8	18.9	17.4	18.6
9	18.4	18.0	19.9	18.8	19.8	17.0	20.2
10	18.6	19.1	21.2	19.3	20.7	19.0	20.4
11	17.5	20.0	19.8	19.6	20.7	20.0	22.6
12	19.6	20.0	19.5	19.5	18.9	18.7	21.0
13	17.8	20.0	20.0	19.7	19.9	21.1	20.6
14	18.8	19.3	19.7	20.1	19.8	19.5	20.3
15	18.4	18.9	20.3	20.4	19.6	19.2	19.4
16	20.1	18.9	20.4	19.0	19.1	19.7	19.5
17	19.7	17.8	18.5	20.3	19.4	20.3	21.6
18	18.7	19.7	18.7	22.0	19.4	20.4	20.9
19	20.3	18.3	19.5	19.8	19.4	20.0	18.0
20	19.2	18.1	20.2	19.8	21.0	19.3	21.0
21	21.1	21.1	19.2	19.0	20.4	18.8	17.9
22	20.6	18.0	21.6	17.9	19.0	19.9	19.7
23	19.1	22.8	21.3	21.4	21.2	19.7	18.3
24	19.6	20.0	21.3	23.3	21.0	18.2	21.1
10-12	18.5	20.0	19.7	19.6	19.6	19.4	21.9
14-16	19.3	18.9	20.3	19.5	19.3	19.5	19.5
0-24	19.0	19.3	19.8	19.9	19.7	19.5	20.3
						7 Day Ave	19.7

Channel 1 - Northbound **85th Percentile**

Hr Ending	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
1	-	25.8	22.0	24.9	26.6	-	26.4
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	20.8	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	19.8	18.1	-	-
7	19.4	20.9	22.8	18.7	22.0	18.1	19.5
8	20.2	24.1	25.1	28.0	22.0	20.0	22.6
9	23.1	20.5	24.0	23.0	24.3	21.0	24.0
10	23.0	22.5	25.0	24.0	25.4	24.3	25.0
11	21.0	25.8	24.5	25.0	25.7	23.0	25.2
12	24.0	24.2	23.9	24.0	24.0	24.6	25.6
13	23.0	24.0	24.0	23.0	24.0	24.2	25.0
14	22.0	24.5	23.4	24.0	24.0	24.0	23.2
15	22.9	23.0	24.9	24.0	23.0	23.7	23.0
16	26.0	23.0	25.0	23.0	23.0	24.0	25.0
17	24.2	22.0	23.0	26.0	23.7	24.7	25.7
18	22.9	23.7	22.2	26.5	23.8	25.4	25.0
19	23.1	22.4	23.0	25.9	26.0	24.0	23.0
20	22.0	21.0	26.7	25.0	27.0	23.0	28.3
21	27.1	26.9	26.2	22.0	26.1	23.3	21.0
22	30.8	21.3	28.3	23.1	22.0	24.5	23.0
23	22.6	26.4	25.9	24.0	26.0	23.0	21.8
24	23.0	21.8	26.6	27.2	26.2	19.8	26.0
10-12	21.0	25.8	24.5	25.0	25.7	23.0	25.2
14-16	25.0	23.0	25.0	23.5	23.0	24.0	25.0
0-24	23.0	24.0	25.0	24.0	24.0	24.0	25.0
						7 Day Ave	24.0

Lindfield ATC 2, Newtown Road

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
1	-	15.0	-	28.0	20.0	22.0	21.5
2	-	11.0	-	25.0	17.0	-	19.0
3	-	-	14.0	-	-	-	14.0
4	-	-	-	-	14.0	-	26.0
5	-	-	19.7	20.3	16.0	17.0	15.0
6	16.5	19.0	19.8	18.0	18.8	18.7	19.5
7	20.5	18.3	18.6	19.2	19.6	19.1	18.8
8	16.9	18.5	19.0	18.2	19.1	19.4	19.0
9	18.1	19.1	20.2	20.3	20.3	19.6	19.9
10	19.6	19.6	18.8	18.9	19.6	19.6	19.2
11	18.8	17.7	19.2	19.2	20.3	18.1	19.8
12	17.8	18.2	19.3	18.1	18.5	19.0	19.4
13	18.2	18.9	18.8	18.3	18.8	19.7	18.5
14	18.9	19.4	19.1	19.3	18.5	19.0	19.6
15	19.1	17.9	19.0	19.5	18.1	19.6	18.2
16	18.7	19.2	20.3	19.1	18.3	18.8	19.0
17	18.2	19.0	19.0	19.5	19.9	19.2	19.2
18	18.0	19.1	18.7	18.7	19.3	20.2	18.8
19	19.0	18.4	18.0	19.4	17.6	19.6	19.0
20	18.5	18.6	20.9	18.4	20.2	18.0	18.6
21	19.9	20.0	17.9	20.0	20.2	18.2	19.3
22	21.6	21.0	16.4	20.0	19.0	21.3	24.6
23	16.5	18.5	21.4	19.6	20.1	20.8	20.1
24	22.4	13.7	21.5	17.3	17.7	23.3	15.7
10-12	18.3	18.0	19.2	18.6	19.3	18.6	19.6
14-16	18.9	18.5	19.7	19.3	18.2	19.2	18.6
0-24	18.6	18.7	19.3	19.2	19.3	19.3	19.2

7 Day Ave	19.2

Channel 2 - Southbound **85th Percentile**

Hr Ending	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday	04-03-16 Friday
1	-	16.4	-	-	-	-	27.5
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	24.4	22.8	-	19.1	17.1
6	17.6	-	23.9	25.3	24.0	22.8	24.3
7	21.6	22.1	21.0	24.7	24.2	25.1	23.0
8	20.0	21.3	24.0	24.0	24.0	23.0	24.0
9	23.0	23.0	24.0	24.0	24.0	24.0	24.0
10	25.7	23.9	23.0	23.0	23.0	24.8	22.4
11	24.0	24.0	24.0	23.3	25.6	23.0	24.0
12	23.0	23.0	24.0	23.4	22.0	23.9	25.0
13	22.7	24.0	24.0	22.3	24.5	24.0	23.0
14	24.0	23.6	24.7	22.3	22.0	24.4	24.6
15	23.0	23.0	23.9	23.3	22.0	24.0	23.4
16	23.0	23.0	25.0	23.0	22.0	24.0	23.2
17	22.0	21.0	23.4	23.0	25.0	24.0	25.0
18	21.0	22.0	22.0	23.0	23.3	24.0	22.0
19	23.0	22.9	23.0	23.0	23.0	24.0	25.0
20	24.5	23.3	27.6	22.7	25.0	24.0	23.8
21	22.6	24.5	23.0	25.5	24.0	21.0	25.0
22	31.2	26.0	19.4	23.8	23.0	29.8	28.4
23	18.3	19.6	26.0	25.0	22.1	24.6	24.0
24	25.3	14.7	26.2	19.0	21.4	26.8	20.0
10-12	24.0	24.0	24.0	23.3	25.6	23.0	24.0
14-16	23.0	23.0	25.0	23.0	22.0	24.0	23.8
0-24	24.0	23.0	24.0	24.0	24.0	24.0	24.0

7 Day Ave	24.0

LINDFIELD, HICKMANS LANE W. OF FINCHES LANE - Eastbound & Westbound
Speed Statisics Report (Mon To Fri) From Mon 18 Jun 2012 To Thu 28 Jun 2012
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph --> By 10 Mph	By 15 Mph
12H,7-19	3723	28.5	6.1	19.1	22.6	24.8	28.5	32	34.1	37.1	29.9	5.9	0.9	0.5
16H,6-22	4232	28.6	6.1	19.2	22.7	24.9	28.6	32.2	34.3	37.4	30.7	6.4	1	0.5
18H,6-24	4337	28.6	6.1	19.1	22.7	24.9	28.6	32.2	34.3	37.5	30.7	6.4	1	0.5
24H,0-24	4377	28.6	6.1	19.2	22.7	25	28.6	32.2	34.3	37.5	30.9	6.6	1	0.5
Peak Flow AM/PM	Peaks													
Am	8:00	3:00									3:00	3:00	3:00	7:00
Peak	432	34.2									64.3	49	20	1.5
Pm	17:00	23:00	19:00	23:00	23:00	20:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00
Peak	383	30.4	7.2	20.9	23.4	26	29.4	33.4	35.3	39.4	39.6	12.5	5.3	2.5
Time	Detail													
0:00	9	28.7	5.9								30.1	10.5	2	0
1:00	4	28	6.6								38.5	0	0	0
2:00	2	29.4	7.2								45.5	4.4	0	0
3:00	1	34.2									64.3	49	20	0
4:00	5	29.3	4.3								37.3	11.5	3.7	0
5:00	18	32.4	6.2	18	26.1	28	32.3	36.2	38.3	40.3	61.3	27.9	4.1	0
6:00	62	30.6	6.1	21	24.2	26.6	30.1	34.3	36.2	40.2	44.7	15.9	3.5	0.6
7:00	214	30	7.5	19.7	23.6	26.3	29.6	33.5	35.2	39.2	39.7	10.6	1.9	1.5
8:00	432	28.4	5.7	19	22.5	24.7	28.4	32	34	36	29.9	4.9	0.6	0.3
9:00	316	28.6	6.3	19	22.7	25.1	28.5	31.9	34	36.5	29.2	5.4	1	0.6
10:00	269	28.4	5.9	18.8	22.5	24.8	28.4	31.6	33.8	36.4	27.9	5.4	0.9	0.6
11:00	290	28.1	5.4	18.7	22.4	24.5	28.2	31.3	33.7	36.2	26.4	5.2	0.7	0.2
12:00	292	28.1	6	18.6	22.3	24.3	28.1	31.4	33.7	36	26.9	5	0.6	0.4
13:00	252	28.5	5.6	18.6	22.4	24.7	28.5	32.2	34.3	37.7	30.7	7	1.3	0.4
14:00	291	28.4	5.3	19.2	22.6	24.7	28.3	31.8	33.9	36.4	28.8	5.4	0.7	0.3
15:00	325	28.2	5.3	19	22.5	24.6	28.2	31.4	33.8	36.6	26.7	5.6	0.8	0.2
16:00	356	28.3	5.4	18.9	22.5	24.5	28.3	31.9	33.9	36	29.6	4.8	0.6	0.4
17:00	383	28.8	5.8	20.3	22.9	25	28.6	32.3	34.3	37.6	31.4	6.9	1.1	0.5
18:00	302	28.9	6.2	18.5	22.7	25.3	28.9	32.7	34.5	37.7	34.5	7	1.1	0.4
19:00	213	29.3	7.2	18.5	22.8	25.6	29.1	33.1	35	38.8	36.3	9.5	1.6	0.8
20:00	141	29.3	5.6	19.5	23.3	26	29.2	33	34.9	38.4	36	8.9	1.1	0.1
21:00	93	28.6	5.4	19.8	22.7	24.7	28.4	32.2	34.2	37	31.1	6.6	0.7	0
22:00	71	28.1	5.5	18.1	21.9	24.1	28.1	31.4	33.9	37.1	27.5	6.9	0.7	0.3
23:00	35	30.4	5.5	20.9	23.4	25.9	29.4	33.4	35.3	39.4	39.6	12.5	5.3	2.5

LINDFIELD, HICKMANS LANE W. OF ROSEMARY HOUSE - Eastbound & Westbound
Speed Statisics Report (Mon To Fri) From Mon 18 Jun 2012 To Thu 28 Jun 2012
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	3336	26.4	6.4	16.7	20.7	22.4	26.3	30	32.2	35.8	18.5	4.2	0.7	0.3
16H,6-22	3782	26.6	6.4	16.8	21	22.6	26.6	30.3	32.6	36	20	4.8	0.9	0.4
18H,6-24	3872	26.7	6.4	16.9	21	22.6	26.6	30.3	32.7	36	20.1	4.8	0.9	0.4
24H,0-24	3904	26.7	6.4	16.9	21	22.7	26.6	30.3	32.8	36.1	20.4	5	1	0.4
Peak Flow AM/PM	Peaks													
Am	8:00	2:00									2:00	3:00	3:00	3:00
Peak	397	34.2									92.9	32.9	19.1	6
Pm	17:00	23:00	14:00	19:00	20:00	20:00	20:00	20:00	23:00	20:00	20:00	23:00	23:00	23:00
Peak	345	28.9	6.5	18.8	22.5	24.6	28.4	32.3	34.7	38.8	30.9	11.4	2.3	1
Time	Detail													
0:00	6	28.3	4.1								25.4	4.6	0	0
1:00	3	30.4	3.6								48.3	13.6	6.4	0
2:00	1	34.2									92.9	21	6.7	0
3:00	2	33.8									60	32.9	19.1	6
4:00	5	29.7	5.7								46.8	18.5	0	0
5:00	15	32.6	5.7	20.4	26.2	27.7	31.6	37	38.9	40.8	56.3	32.3	7.4	0
6:00	57	30.1	6.7	18.2	22.9	25.5	29.5	34.3	36.9	41.2	40.8	17.7	5.8	1.1
7:00	194	28.6	6.1	17.9	22.4	24.6	28.6	32.6	34.8	38.6	32.9	9.2	1.3	0.4
8:00	397	27.9	6.9	17.6	22	23.9	27.8	30.9	33.6	36.9	24.7	5.8	1.5	0.9
9:00	280	26.2	5.7	16.8	21	22.4	26.1	29.8	31.7	35.4	17	3.4	0.8	0.1
10:00	246	25.6	5.6	16.6	20.2	22	25.4	29.3	30.9	34.8	14.5	2.3	0.3	0
11:00	258	25.1	5.7	16.1	18.9	21.4	24.9	29	30.6	34.9	13.1	2.9	0.2	0.1
12:00	266	25.2	5.5	16.2	19.5	21.7	25	28.9	30.5	34.5	12.2	2.2	0.3	0.1
13:00	225	25.7	5.8	16.3	19.5	21.8	25.4	29.5	31.2	35.2	15.7	3.1	0.6	0.3
14:00	251	25.6	6.5	16.2	19.7	21.9	25.3	29.2	30.9	35.1	14.7	3	0.5	0.4
15:00	291	25.7	6.3	16.5	19.5	21.7	25.5	29.3	30.8	35.2	14.2	3.4	1	0.5
16:00	321	25.9	5.7	16.5	19.9	22	25.8	29.7	31.6	35.3	16.6	3.2	0.7	0.3
17:00	345	27	6	16.9	21.1	22.9	27	30.5	33.1	36.4	21.9	5.4	0.9	0.4
18:00	264	27.5	5.7	17.7	21.7	23.6	27.6	30.9	33.6	37.1	24.5	6.3	0.6	0.2
19:00	186	28.4	5.5	18.8	22.4	24.5	28.3	32	34.2	37.6	29.8	6.9	1.3	0.3
20:00	121	28.6	6.1	18.3	22.5	24.6	28.4	32.3	34.6	38.8	30.9	9.3	2	0.6
21:00	82	27.7	6.4	17.5	21.7	23.4	27.4	30.9	33.8	38.2	25.3	8	2.1	0.8
22:00	61	27.8	5.4	18.5	22	23.7	27.5	30.9	33.5	36.7	24.8	6.4	0.6	0.2
23:00	29	28.9	5.6	17.8	22.2	24.4	28.3	32	34.7	38.7	30.6	11.4	2.3	1

LINDFIELD, HICKMANS LANE S. OF DENMANS LANE - Northbound & Southbound
Speed Statisics Report (Mon To Fri) From Mon 22 Jan 2007 To Thu 01 Feb 2007
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	2641	19.7	5.5			16.5	19.7	23.2	24.7	26.9	0.6	0.3	0.2	0.2
16H,6-22	2939	20	5.5			16.7	19.9	23.4	24.9	27.7	0.8	0.3	0.3	0.2
18H,6-24	3004	20	5.6			16.8	20	23.5	24.9	27.9	0.8	0.3	0.3	0.2
24H,0-24	3025	20	5.6			16.8	20	23.5	24.9	27.9	0.8	0.3	0.3	0.2
Peak Flow AM/PM	Peaks													
Am	8:00	0:00									2:00	1:00	6:00	6:00
Peak	327	24.6									14.3	6.9	1.4	1.3
Pm	15:00	22:00	20:00			22:00	23:00	23:00	23:00	20:00	22:00	22:00	22:00	22:00
Peak	275	23.1	7.7			19.8	23.1	25.7	27.7	30	3.4	1	1	1
Time	Detail													
0:00	3	24.6	3.2								0	0	0	0
1:00	3	23.7	5.2								10.7	6.9	0	0
2:00	1	23.5									14.3	0	0	0
3:00	1	24.2									0	0	0	0
4:00	4	22.6	6.7								5.1	0	0	0
5:00	10	21.3	5.8								3.2	0	0	0
6:00	36	23.9	5.5		17.3	19.9	23.7	27.4	29.2	30.7	6.1	1.4	1.4	1.3
7:00	154	20.3	5.2			16.6	20.3	24	25.5	28.9	0.7	0.1	0.1	0.1
8:00	327	19	4.4			16.1	18.9	22.1	23.9	25.6	0.4	0.3	0.3	0.3
9:00	227	18.7	4.7				18.5	22	23.9	25.8	0.6	0.4	0.3	0.3
10:00	174	18.9	4.6				18.9	22.3	24	25.7	0.3	0.2	0	0
11:00	188	19.7	6			16.5	19.4	22.8	24.4	25.9	0.9	0.6	0.6	0.4
12:00	205	19.7	4.8			16.5	19.6	23.1	24.7	27.4	0.7	0.3	0.2	0.1
13:00	174	20.3	4.7			17.1	20.4	23.7	25	27.8	0.3	0.2	0.2	0.2
14:00	200	19.4	4.7			16.3	19.5	23	24.4	25.9	0.4	0.3	0.2	0.1
15:00	275	18.9	4.6			16.1	18.9	22	23.9	25.7	0.5	0.2	0.2	0.2
16:00	257	19.9	4.8			16.7	19.9	23.3	24.8	27.4	0.8	0.3	0.3	0.2
17:00	256	21	4.4		16.6	18	21.3	24.1	25.2	27.8	0.7	0.3	0.3	0.1
18:00	205	21	4.7		16.2	17.7	21.3	24.3	25.5	28.8	0.8	0.2	0.1	0.1
19:00	136	21.5	4.8		16.5	18	21.7	24.7	25.9	29.4	1.3	0.3	0.1	0.1
20:00	74	22.7	7.7		17	19	22.6	25.3	27.1	30	2.2	0.8	0.8	0.8
21:00	51	22.7	4.7		17.5	19.8	22.8	25.2	26.6	30	2.9	0.2	0	0
22:00	38	23.1	4.5		17.6	19.8	22.8	25.2	26.4	30	3.4	1	1	1
23:00	27	23	4.7		17.6	19.8	23.1	25.7	27.7	29.8	1.5	0	0	0

LINDFIELD,D175, SUNTE AVENUE BY NO.75 ON L/C No 11 - Eastbound & Westbound
Speed Statisics Report (Mon To Fri) From Tue 06 May 2014 To Thu 15 May 2014
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	3961	23.7	6.4		17	20.2	24.1	27.9	29.7	32.8	7.3	0.8	0.3	0.2
16H,6-22	4488	23.8	6.4		17.1	20.5	24.2	28.1	29.7	32.9	7.6	0.9	0.3	0.2
18H,6-24	4577	23.9	6.4		17.2	20.5	24.3	28.1	29.8	33	7.8	0.9	0.3	0.2
24H,0-24	4636	24	6.4		17.2	20.6	24.3	28.2	29.8	33.2	8.1	1	0.3	0.2
Peak Flow AM/PM	Peaks													
Am	8:00	3:00	1:00								2:00	3:00	3:00	11:00
Peak	539	31.1	7.8								56.4	16.6	4	0.4
Pm	17:00	23:00	12:00			23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	12:00
Peak	448	26.5	6.7			22.4	27.3	30.3	32.2	35	20.9	3.2	0.6	0.4
Time	Detail													
0:00	9	29	3.7								30.3	0	0	0
1:00	5	25.4	7.8								22.2	5.4	0	0
2:00	4	29.9	3.9								56.4	5	0	0
3:00	5	31.1	5.1								42.6	16.6	4	0
4:00	7	29.3	5.4								30.6	9.4	1.3	0
5:00	28	28.8	4.5	20.6	23.4	26.1	28.6	31.4	33.5	35.6	28.7	4.8	0.3	0
6:00	110	27.6	5.5	16.1	22.2	24.4	28	30.8	33	35.5	23.2	3.5	0.4	0
7:00	292	25.7	6.2		18.9	22	26.5	29.8	31.3	34.7	16	1.4	0.2	0.1
8:00	539	22.7	5.8		16.4	18.9	23.1	26.5	28.7	30.8	4.2	0.5	0.2	0.1
9:00	314	24.4	5.7		18.4	21.4	24.6	28.3	30	33.3	8.9	0.9	0.4	0.2
10:00	253	24.8	5.3		19.3	21.7	24.9	28.5	30	33.1	8.4	0.7	0.2	0.1
11:00	246	24.6	5.7		18.3	21.3	24.7	28.5	30	33.7	9.2	1.7	0.4	0.4
12:00	269	23.6	6.7		16.8	19.7	23.9	27.8	29.6	32.8	7.4	1.3	0.5	0.4
13:00	250	23.1	5.6		16.5	19.6	23.5	27	28.9	30.8	4.3	0.4	0.3	0.2
14:00	280	23	5.9			18.9	23.4	27.2	29.1	31	5	0.5	0.3	0.3
15:00	343	23.4	6.3		16.9	19.9	23.7	27.3	29.1	30.8	5	0.6	0.3	0.2
16:00	378	24.1	5.9		17.2	21.1	24.5	28.3	29.9	32.9	7.9	0.8	0.2	0.2
17:00	448	23.6	6.5		16.2	19.7	24.1	28	29.7	32.7	7.2	0.9	0.4	0.3
18:00	348	23.1	6.1		16	18.9	23.5	27.5	29.3	32.1	6.4	0.8	0.3	0.3
19:00	208	23.7	5.7		16.8	21	24.3	27.8	29.4	31.2	5.5	0.6	0.4	0.4
20:00	124	23.3	6		16.5	19.7	23.8	27.5	29.3	31.7	6.2	0.7	0	0
21:00	84	25	5.7		19.4	21.8	25	28.8	30.4	33.7	11.5	0.7	0	0
22:00	59	26.1	5.7	16	20.2	22.4	26.4	29.8	31.3	34.9	16.7	2.8	0	0
23:00	30	26.5	6.3		18.8	22.4	27.3	30.3	32.2	35	20.9	3.2	0.6	0

LINDFIELD, SUNTE AVENUE BY NO.16 - Eastbound & Westbound
Speed Statisics Report (Mon To Fri) From Tue 06 May 2014 To Thu 15 May 2014
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	3997	25.7	6.3		19.7	22.1	26	29.5	30.9	34.9	14.6	2.4	0.5	0.3
16H,6-22	4531	26	6.3		20.1	22.3	26.3	29.8	31.5	35.2	16.3	2.8	0.6	0.3
18H,6-24	4622	26.1	6.3		20.2	22.3	26.4	29.9	31.6	35.3	16.7	3	0.6	0.3
24H,0-24	4681	26.2	6.4		20.3	22.4	26.5	29.9	31.8	35.4	17.2	3.3	0.7	0.3
Peak Flow AM/PM	Peaks													
Am	8:00	3:00	1:00								2:00	3:00	4:00	1:00
Peak	529	34.1	8.1								83.8	39.4	9.1	3.5
Pm	17:00	22:00	23:00		22:00	22:00	22:00	22:00	22:00	22:00	23:00	22:00	22:00	23:00
Peak	456	29.9	6.6		24.1	26.5	29.5	33.6	35.5	39.5	39.2	13.2	2.4	1.1
Time	Detail													
0:00	8	31.7	4.6								55.3	21.6	0	0
1:00	5	28.5	8.1								38.5	5.8	5.6	3.5
2:00	4	33.1	4								83.8	18.3	0	0
3:00	5	34.1	4.4								72.3	39.4	7.9	0
4:00	7	32.2	6.5								51.4	24.5	9.1	0
5:00	29	31.9	6.5	21.2	26.4	28	31.9	35.4	37.7	39.4	57.8	22.2	4.8	0
6:00	109	30.6	5.8	21.1	25.2	27	30.3	34.3	35.9	39.9	44.9	14.8	2.7	0.6
7:00	294	27.9	5.7	17.1	22.1	24.6	28.3	31.6	33.7	35.8	27.9	4.1	0.4	0.1
8:00	529	24.4	6.1		18.3	21.1	24.3	28.1	29.8	33.3	8.2	1.5	0.7	0.5
9:00	315	25.2	5.9		19	21.7	25.6	29.1	30.5	34.3	11.7	1.7	0.4	0
10:00	261	25.8	5.7		20.5	22.3	26	29.5	30.9	34.8	14.1	2.4	0.4	0
11:00	250	26.2	5.6	16.6	20.4	22.5	26.6	29.8	31.2	35.1	15.7	2.8	0.4	0.2
12:00	278	25.6	5.6		19.7	22	25.8	29.3	30.8	34.6	13.5	2	0.5	0.3
13:00	254	26.2	5.9	16.1	20.7	22.6	26.6	29.9	31.5	35.1	16.7	2.6	0.7	0.1
14:00	282	25.8	6.2	16.3	20.4	22.2	25.7	29.3	30.8	34.8	13.5	2.6	0.7	0.7
15:00	344	24.7	5.7		18.7	21.4	24.8	28.6	30.2	34	10.3	1.6	0.4	0.1
16:00	381	25.5	6.2		19.4	21.9	25.7	29.3	30.7	34.7	13	2.3	0.5	0.4
17:00	456	25.7	6.3		19.4	22	26.1	29.6	31	34.9	15	2.2	0.5	0.2
18:00	353	26.7	6.5		20.7	22.8	27.1	30.4	32.5	35.5	20.3	3.5	0.6	0.4
19:00	211	27.3	5.4	16.8	21.9	24	27.8	30.6	32.7	35.3	21.7	2.4	0.4	0.2
20:00	127	28.2	5.7	17.5	22.5	24.8	28.3	31.4	33.8	36.7	27.3	6	1.1	0.4
21:00	86	28.6	5.5	17.9	23.1	26	28.8	32	34	35.4	30.9	4.9	0.6	0
22:00	58	29.9	5.8	20.8	24.1	26.5	29.5	33.6	35.5	39.5	38.7	13.2	2.4	0.5
23:00	33	29.3	6.6		22.1	26.4	29.5	33.3	35.1	38.8	39.2	11.2	2.4	1.1

B2111 Lewes Road Permenant ATC (SSRP - Mobile Camera Site)

09/05/2013- 19/06/2013

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <16MPH	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 71-<76	Bin 14 =>76
0:00	18.6	40.2	34.7	7.9	0.1	0.3	1.7	3.8	5.1	4.6	2	0.5	0.1	0.1	0.2	0	0	0
1:00	7		35.7	8	0	0.1	0.5	1.5	1.5	1.7	1	0.5	0.1	0.1	0	0	0	0
2:00	4.1		34.8	10.6	0.3	0.3	0.3	0.5	0.8	0.8	0.6	0.5	0	0	0	0	0	0
3:00	2.7		35.9	10.1	0	0.2	0.3	0.4	0.5	0.5	0.4	0.2	0.1	0.1	0	0	0	0
4:00	5.4		35.8	8.6	0.1	0.1	0.4	1.2	1.1	1.1	0.5	0.6	0.2	0	0	0	0	0
5:00	16.3	41.3	34.5	8	0	0.1	2.5	3	3.7	3.9	1.8	0.7	0.4	0	0.1	0	0	0
6:00	52.5	39.9	33.1	7	0.6	1.1	5	14.3	15.9	9.5	4.3	1.3	0.3	0.3	0	0	0	0
7:00	224	35.5	30	5.6	2.8	8.6	37.7	79.7	67.1	22.8	4.2	0.9	0.2	0	0	0	0	0
8:00	409.6	32	27.4	4.7	7.9	21.9	111.1	194.6	63.4	8.9	1.4	0.2	0	0	0	0	0	0.1
9:00	294	33.3	27.9	5.1	4.2	17.7	75.9	124.5	57.9	11.5	2	0.2	0	0	0	0	0	0.1
10:00	275.5	33.3	27.9	5.1	4.4	17.5	66.9	119.6	55.6	9.8	1.6	0.1	0	0	0	0	0	0.1
11:00	288.8	33.2	27.9	5	4.4	16.7	76.4	122.6	56.1	10.6	1.6	0.3	0	0	0	0	0	0.1
12:00	303.3	33.4	28.1	5.2	5.6	17.8	71.5	132.6	61	12.3	1.9	0.3	0	0	0	0	0	0.2
13:00	302.9	34.3	28.8	5.2	4.1	13	63.4	128.8	73.1	17.2	2.8	0.3	0	0	0	0	0	0.1
14:00	337.3	33.3	27.9	5	6.5	21.2	81.1	146.5	67.2	12.4	2.1	0.3	0	0	0	0	0	0
15:00	420.5	32.5	27.3	5.1	12.9	31.5	107.7	184.5	70	12	1.7	0.2	0	0	0	0	0	0.1
16:00	515.2	32.8	27.7	4.8	9	32.3	126.4	233.5	99	13.6	1.1	0.3	0	0	0	0	0	0.1
17:00	608.6	32.6	27.5	4.8	14.4	39.5	151.6	276.9	109.7	14.4	1.7	0.2	0.1	0	0	0	0	0
18:00	453.4	34.2	28.6	5.1	6.1	23.7	94.4	191.5	109.5	24.6	3.3	0.2	0.1	0	0	0	0	0
19:00	310.6	35.1	29.6	5.6	3.8	13.3	53.8	119.8	88.4	25.1	5.1	0.8	0.2	0.1	0	0	0	0.1
20:00	179.3	36	30.5	5.8	1.3	6.5	27.8	63.8	52.7	20.5	5.4	1	0.3	0.1	0	0	0	0
21:00	122.4	35.8	30.6	6.1	0.6	4.5	19.6	44	35.3	12.9	3.7	1.3	0.3	0.1	0.1	0.1	0	0
22:00	93.6	37	31	6.3	0.5	2.8	14	33.6	25.9	11.9	3.2	1	0.4	0.2	0	0	0	0
23:00	55.2	38.9	32.5	6.7	0.1	1.1	7	15.4	17.7	8.8	3	1.5	0.4	0.2	0	0	0	0
Total																		
12H(7-19)	4433	33.4	28	5.1	82.3	261.3	1064.2	1935.2	889.4	170	25.4	3.4	0.5	0	0	0.1	0	1
16H(6-22)	5097.7	33.8	28.3	5.2	88.6	286.8	1170.3	2177.1	1081.6	238	44	7.9	1.6	0.5	0.1	0.2	0	1.2
18H(6-24)	5246.5	33.9	28.4	5.3	89.3	290.6	1191.3	2226	1125.2	258.6	50.2	10.4	2.4	0.9	0.1	0.2	0	1.2
24H(0-24)	5300.5	34	28.4	5.4	89.9	291.7	1196.9	2236.4	1138	271.1	56.5	13.5	3.5	1.2	0.4	0.3	0.1	1.2
AM Peak	8:00	5:00	3:00	2:00	8:00	8:00	8:00	8:00	7:00	7:00	6:00	6:00	5:00	6:00	0:00	8:00	0:00	10:00
	409.6	41.3	35.9	10.6	7.9	21.9	111.1	194.6	67.1	22.8	4.3	1.3	0.4	0.3	0.2	0	0	0.1
PM Peak	17:00	23:00	23:00	23:00	17:00	17:00	17:00	17:00	17:00	19:00	20:00	23:00	22:00	22:00	21:00	21:00	23:00	12:00
	608.6	38.9	32.5	6.7	14.4	39.5	151.6	276.9	109.7	25.1	5.4	1.5	0.4	0.2	0.1	0.1	0	0.2

LINDFIELD, C310, HIGH BEECH LANE, JUST N. OF BROOK - Northbound & Southbound
Speed Statisics Report (Mon To Fri) From Tue 06 May 2014 To Thu 15 May 2014
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	5182	32	5.7	23.8	27	28.4	31.8	34.9	36.4	40	56.7	15.5	2.3	0.8
16H,6-22	5890	32.1	5.7	23.8	27	28.5	31.9	35	36.8	40.2	57.6	16.7	2.6	0.8
18H,6-24	6006	32.1	5.7	23.9	27	28.5	32	35.1	36.8	40.2	57.7	16.9	2.7	0.8
24H,0-24	6089	32.1	5.7	23.9	27	28.5	32	35.1	36.9	40.3	58.1	17.3	2.9	0.9
Peak Flow AM/PM	Peaks													
Am	8:00	1:00	1:00								1:00	1:00	2:00	0:00
Peak	681	36.9	7.8								86	63.6	29.6	6.7
Pm	17:00	23:00	20:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	22:00
Peak	588	33.7	6.3	26	27.7	29.5	33.1	36.6	39.2	42.8	67.3	27.9	8.7	2
Time	Detail													
0:00	12	36.6	6.3	26.2	28.6	31	35.3	40	42.8	44.9	79.3	49.6	24.4	6.7
1:00	6	36.9	7.8								86	63.6	24.7	1.6
2:00	6	36.7	6.1								73.7	62.1	29.6	1.6
3:00	5	36.1	6.5								74.5	50.2	24.1	4.3
4:00	18	34.7	4.8	26.3	29.2	31.4	34.3	37.8	39.4	41.4	81.7	37.3	8	0
5:00	36	35.9	5.3	26.6	29.8	31.9	35.6	39.4	40.6	44.6	82.7	47.7	14.5	2.5
6:00	143	34.4	5.6	25.3	28.3	30.6	34.3	38.3	40	43.8	73.9	37.6	9.2	1.7
7:00	510	32.6	5.5	25.4	27.5	29	32.4	35.3	37.3	40.3	62.4	18.8	2.8	1
8:00	681	31.5	6.1	22.6	26.4	27.8	31.3	34.6	35.9	39.7	52.3	13.6	1.9	1.1
9:00	385	31.8	5.7	23.5	26.8	28.2	31.7	34.8	36.1	40	55.6	14.9	2.3	0.7
10:00	328	31.8	5.1	24	27	28.4	31.7	34.7	35.9	39.8	55.8	13.8	2.3	0.8
11:00	318	31.6	5.1	23.6	26.8	28.2	31.6	34.6	35.7	39.4	55.6	12.6	1.5	0.4
12:00	325	31.8	5.1	24.3	27.1	28.4	31.7	34.7	35.9	39.7	55.7	13.6	1.9	0.4
13:00	331	31.8	6.2	23.5	26.8	28.2	31.5	34.7	36	39.9	53.9	14.7	2.4	1
14:00	336	31.5	4.7	23.4	26.8	28.1	31.4	34.6	35.8	39.6	53.2	13.4	1.7	0.4
15:00	408	31.7	4.8	23.2	26.8	28.2	31.8	34.8	36.1	39.8	56.5	15.1	1.9	0.4
16:00	542	32.2	5.7	24.3	27.1	28.5	31.9	35	36.6	40.1	57.2	16.3	2.5	1.1
17:00	588	32.1	5.4	23.9	27	28.5	32	35.1	36.9	40.1	57.7	17.3	2.1	0.8
18:00	428	32.7	5.8	25.5	27.5	29.1	32.5	35.4	37.6	40.6	62.8	19.7	3.6	0.9
19:00	286	32.7	5.2	23.8	27.2	29	32.7	35.8	38.1	40.7	63.7	22.9	3.7	0.5
20:00	165	32.8	6.3	23.3	27	28.8	32.6	35.8	38.3	40.9	62.8	23.3	4.6	1.3
21:00	115	32.1	5.4	22.7	26.6	28.2	31.9	35.3	37.4	40.5	57.5	19.3	3.8	1
22:00	77	33	5.1	26	27.5	29	32.5	35.7	38.3	42	62	22.9	6.2	2
23:00	39	33.7	5.1	26	27.7	29.5	33.1	36.6	39.2	42.8	67.3	27.9	8.7	1.3

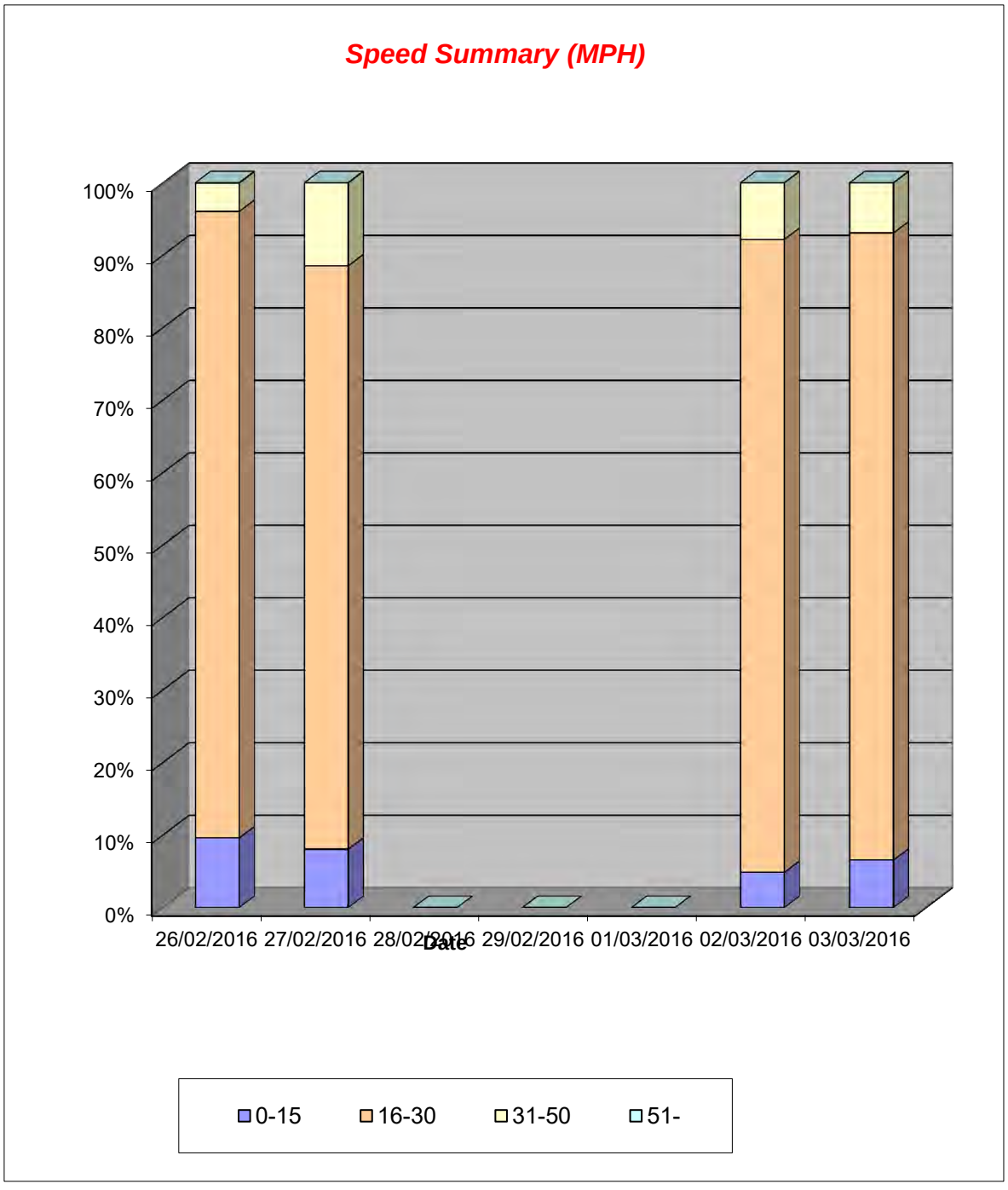
LINDFIELD, C310, PORTSMOUTH LANE, BY NO.14 - Northbound & Southbound
Speed Statisics Report (Mon To Fri) From Tue 06 May 2014 To Thu 15 May 2014
Local Events Removed, Global Events - Level 1 Removed

Time Begin Range	Total Vol. Totals	Mean Ave.	Std. Dev.	5th % ile	15th % ile	25th % ile	50th % ile	75th % ile	85th % ile	95th % ile	<-- % By 0 Mph	Above ACPO	30 Mph By 10 Mph	--> By 15 Mph
12H,7-19	5730	29.4	6	21.1	24.3	26.5	29.3	32.7	34.5	37.6	34.1	6.6	1.2	0.7
16H,6-22	6515	29.6	6	21.2	24.5	26.6	29.4	32.9	34.7	38.1	35.5	7.4	1.4	0.7
18H,6-24	6662	29.6	6	21.2	24.5	26.6	29.4	32.9	34.7	38.2	35.7	7.5	1.4	0.7
24H,0-24	6751	29.7	6	21.2	24.5	26.6	29.4	33	34.8	38.4	36.1	7.9	1.5	0.7
Peak Flow AM/PM	Peaks													
Am	8:00	3:00	1:00								3:00	3:00	3:00	3:00
Peak	700	35.4	10								75	41.1	23.9	7.5
Pm	17:00	23:00	17:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00
Peak	616	31.8	6.1	22.1	26.3	27.7	31.2	34.9	37	41.4	52.4	18.1	6.1	1.5
Time	Detail													
0:00	14	33.4	5.7	21.7	26.3	28	32.5	37.4	39.3	41.5	61.3	34.9	8.9	0.7
1:00	7	32.5	10								70.1	40.8	11.2	1.5
2:00	6	34.2	4.7								73.8	33.5	6.1	0
3:00	5	35.4	5.8								75	41.1	23.9	7.5
4:00	17	33.4	6.2	21.7	26.3	28.6	33	36.5	39.1	42.4	67.6	29.4	10	1.1
5:00	40	33.7	5.5	23.4	27.2	29	33.5	37.9	39.7	42.4	64.8	36.4	8	0.7
6:00	148	32.7	5.6	23	26.9	28.7	32.6	36.2	38.7	41.4	62	25.6	5.4	0.7
7:00	526	30.1	6.1	21.3	25.7	27	29.8	33.3	35	38.5	39.4	8.6	1.4	0.7
8:00	700	28.6	6.1	18.5	22.9	25.5	28.6	31.9	34	36.3	29.6	5.2	1.1	0.8
9:00	442	29	6	20.4	23.4	25.9	28.8	32.2	34.2	37.3	30.9	6.3	1.2	0.7
10:00	392	29.3	6.8	20.6	23.8	26.2	29	32.3	34.3	37.7	32	6.5	2.1	1.3
11:00	383	29.1	5.6	21.1	23.9	26.3	29	32.2	34.2	36.9	30.9	5.8	1	0.6
12:00	380	29.4	4.9	21.4	24.5	26.6	29.3	32.6	34.4	36.7	34.2	5.7	0.7	0.2
13:00	386	29.4	5.5	21.2	24.7	26.6	29.2	32.4	34.3	37	32.8	5.9	1.1	0.6
14:00	406	29.1	5.1	21	23.9	26.3	29.1	32.3	34.2	36.5	32.2	5.4	0.8	0.3
15:00	449	29.6	5.5	21.8	24.7	26.6	29.2	32.6	34.4	37.3	33.5	6.4	1	0.5
16:00	580	29.5	5.8	21.1	24.8	26.7	29.4	32.7	34.4	37	34.9	5.8	1.3	0.6
17:00	616	29.9	6.1	21.2	24.8	26.8	29.6	33.1	34.8	38.3	37.6	7.8	1.6	1
18:00	471	30.2	5.8	21.7	26.1	27.2	29.9	33.4	35	38.6	40.2	8.9	1.3	0.5
19:00	325	30.2	5.1	21.7	25.4	27	30	33.6	35.1	38.6	41.9	9	1.3	0.4
20:00	185	30.7	5.8	21.8	25.9	27.2	30.4	34.1	35.7	39.8	45.2	12.8	2.6	1
21:00	128	29.9	5.2	21.5	24.5	26.6	29.6	33.3	35	38.7	38.1	9.6	1.4	0.2
22:00	98	30.3	5.2	21.5	25.3	26.9	29.9	33.7	35.5	39.6	41.1	12.1	2.6	0.4
23:00	49	31.8	6	22.1	26.3	27.7	31.2	34.9	37	41.4	52.4	18.1	6.1	1.5

Lindfield ATC 1, High Street (Week 1)

Channel 1 - Northbound **Speed Summary** **Week 1**

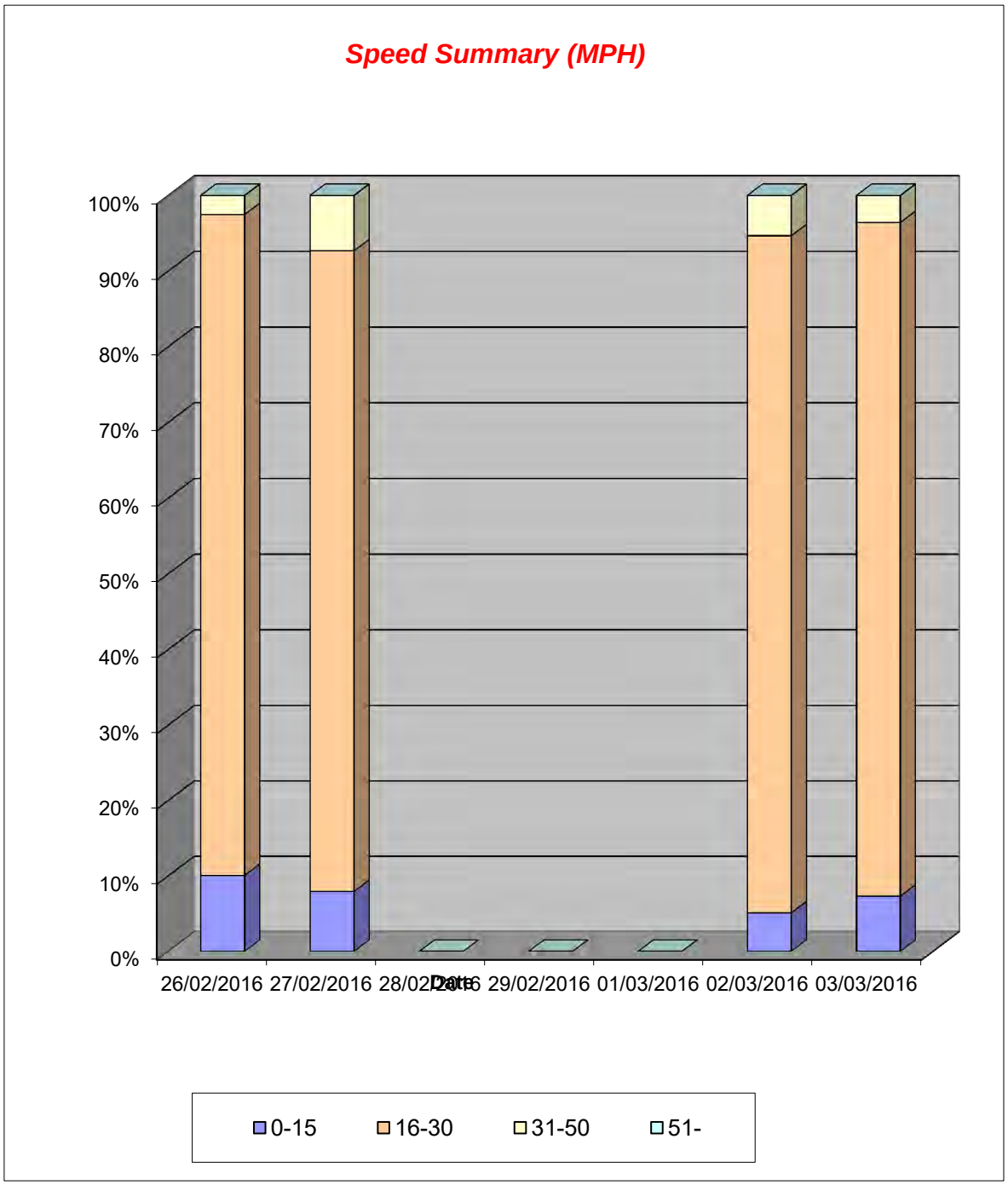
Speed (MPH)	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
0-15	246	76	0	0	0	43	243
16-30	2212	759	0	0	0	772	3204
31-50	100	108	0	0	0	69	256
51-	1	0	0	0	0	0	0
TOTAL	**2559**	**943**	**0**	**0**	**0**	**884**	**3703**



Lindfield ATC 1, High Street (Week 1)

Channel 2 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
0-15	291	73	0	0	0	56	299
16-30	2523	778	0	0	0	979	3633
31-50	72	67	0	0	0	58	145
51-	0	0	0	0	0	0	0
TOTAL	**2886**	**918**	**0**	**0**	**0**	**1093**	**4077**



Lindfield ATC 1, High Street (Week 1)

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
1	-	25.1	-	-	-	-	27.2
2	-	31.5	-	-	-	-	29.3
3	-	30.8	-	-	-	-	32.0
4	-	30.7	-	-	-	-	34.5
5	-	29.1	-	-	-	-	30.8
6	-	28.8	-	-	-	-	30.0
7	-	27.3	-	-	-	-	26.7
8	-	26.9	-	-	-	-	25.6
9	-	25.3	-	-	-	-	23.4
10	-	22.6	-	-	-	-	23.9
11	-	22.1	-	-	-	-	21.5
12	22.0	23.8	-	-	-	-	21.3
13	20.1	14.0	-	-	-	-	20.8
14	20.8	13.5	-	-	-	-	22.1
15	21.1	8.9	-	-	-	-	21.5
16	20.8	-	-	-	-	-	21.7
17	23.0	-	-	-	-	-	23.1
18	22.3	14.0	-	-	-	23.2	23.4
19	21.6	-	-	-	-	22.6	22.7
20	23.5	-	-	-	-	23.6	23.4
21	23.4	-	-	-	-	23.9	24.5
22	24.5	-	-	-	-	24.8	24.4
23	23.2	-	-	-	-	23.8	23.3
24	26.1	-	-	-	-	26.7	27.0
10-12	22.0	22.2	-	-	-	-	21.4
14-16	20.9	8.9	-	-	-	-	21.6
0-24	21.9	23.6	-	-	-	23.5	23.0
						7 Day Ave	22.8

Channel 1 - Northbound **85th Percentile**

Hr Ending	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
1	-	32.0	-	-	-	-	33.3
2	-	42.4	-	-	-	-	31.7
3	-	35.3	-	-	-	-	34.8
4	-	32.0	-	-	-	-	35.6
5	-	36.1	-	-	-	-	37.6
6	-	34.0	-	-	-	-	37.1
7	-	33.0	-	-	-	-	34.0
8	-	32.0	-	-	-	-	30.0
9	-	30.2	-	-	-	-	28.0
10	-	27.0	-	-	-	-	28.0
11	-	26.5	-	-	-	-	26.0
12	27.0	28.0	-	-	-	-	26.0
13	26.0	15.8	-	-	-	-	25.0
14	25.0	14.6	-	-	-	-	27.0
15	26.0	9.9	-	-	-	-	26.0
16	26.0	-	-	-	-	-	26.0
17	28.0	-	-	-	-	-	28.0
18	27.0	14.7	-	-	-	28.0	28.0
19	26.0	-	-	-	-	27.0	28.0
20	28.0	-	-	-	-	28.0	28.0
21	28.0	-	-	-	-	30.0	29.0
22	30.1	-	-	-	-	30.4	30.0
23	27.7	-	-	-	-	27.0	29.0
24	33.0	-	-	-	-	31.8	35.0
10-12	27.0	26.5	-	-	-	-	26.0
14-16	26.0	9.9	-	-	-	-	26.0
0-24	27.0	29.0	-	-	-	28.0	28.0
						7 Day Ave	28.0

Lindfield ATC 1, High Street (Week 1)

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
1	-	27.4	-	-	-	-	28.8
2	-	27.1	-	-	-	-	22.5
3	-	29.8	-	-	-	-	28.0
4	-	31.4	-	-	-	-	-
5	-	30.6	-	-	-	-	31.0
6	-	27.4	-	-	-	-	28.3
7	-	28.2	-	-	-	-	28.2
8	-	26.2	-	-	-	-	24.8
9	-	24.7	-	-	-	-	21.9
10	-	21.5	-	-	-	-	22.9
11	-	21.9	-	-	-	-	21.5
12	20.9	16.8	-	-	-	-	22.0
13	20.8	20.0	-	-	-	-	20.7
14	21.4	-	-	-	-	-	21.0
15	19.8	-	-	-	-	-	22.5
16	20.5	-	-	-	-	-	21.7
17	22.3	-	-	-	-	-	22.8
18	22.1	-	-	-	-	21.9	22.5
19	21.8	-	-	-	-	22.5	22.9
20	23.8	-	-	-	-	22.6	23.6
21	24.3	-	-	-	-	25.9	24.2
22	24.8	-	-	-	-	26.0	23.7
23	25.3	-	-	-	-	25.9	25.7
24	25.9	-	-	-	-	29.1	28.0

10-12	20.9	21.2	-	-	-	-	21.8
14-16	20.2	-	-	-	-	-	22.0
0-24	21.8	23.0	-	-	-	23.1	22.6

7 Day Ave	22.4

Channel 2 - Southbound **85th Percentile**

Hr Ending	26-02-16 Friday	27-02-16 Saturday	28-02-16 Sunday	29-02-16 Monday	01-03-16 Tuesday	02-03-16 Wednesday	03-03-16 Thursday
1	-	33.0	-	-	-	-	32.5
2	-	31.4	-	-	-	-	25.7
3	-	33.0	-	-	-	-	-
4	-	34.0	-	-	-	-	-
5	-	37.1	-	-	-	-	-
6	-	33.0	-	-	-	-	35.5
7	-	34.0	-	-	-	-	35.0
8	-	30.5	-	-	-	-	29.0
9	-	30.0	-	-	-	-	26.8
10	-	26.0	-	-	-	-	27.0
11	-	25.0	-	-	-	-	27.0
12	26.0	24.0	-	-	-	-	25.0
13	25.0	-	-	-	-	-	25.0
14	26.0	-	-	-	-	-	26.0
15	25.0	-	-	-	-	-	27.6
16	25.0	-	-	-	-	-	26.0
17	26.0	-	-	-	-	-	28.0
18	25.0	-	-	-	-	26.0	26.0
19	25.0	-	-	-	-	26.0	28.0
20	28.4	-	-	-	-	28.0	28.0
21	30.0	-	-	-	-	30.0	29.0
22	30.0	-	-	-	-	32.0	29.0
23	30.0	-	-	-	-	30.1	31.0
24	33.4	-	-	-	-	31.9	33.0

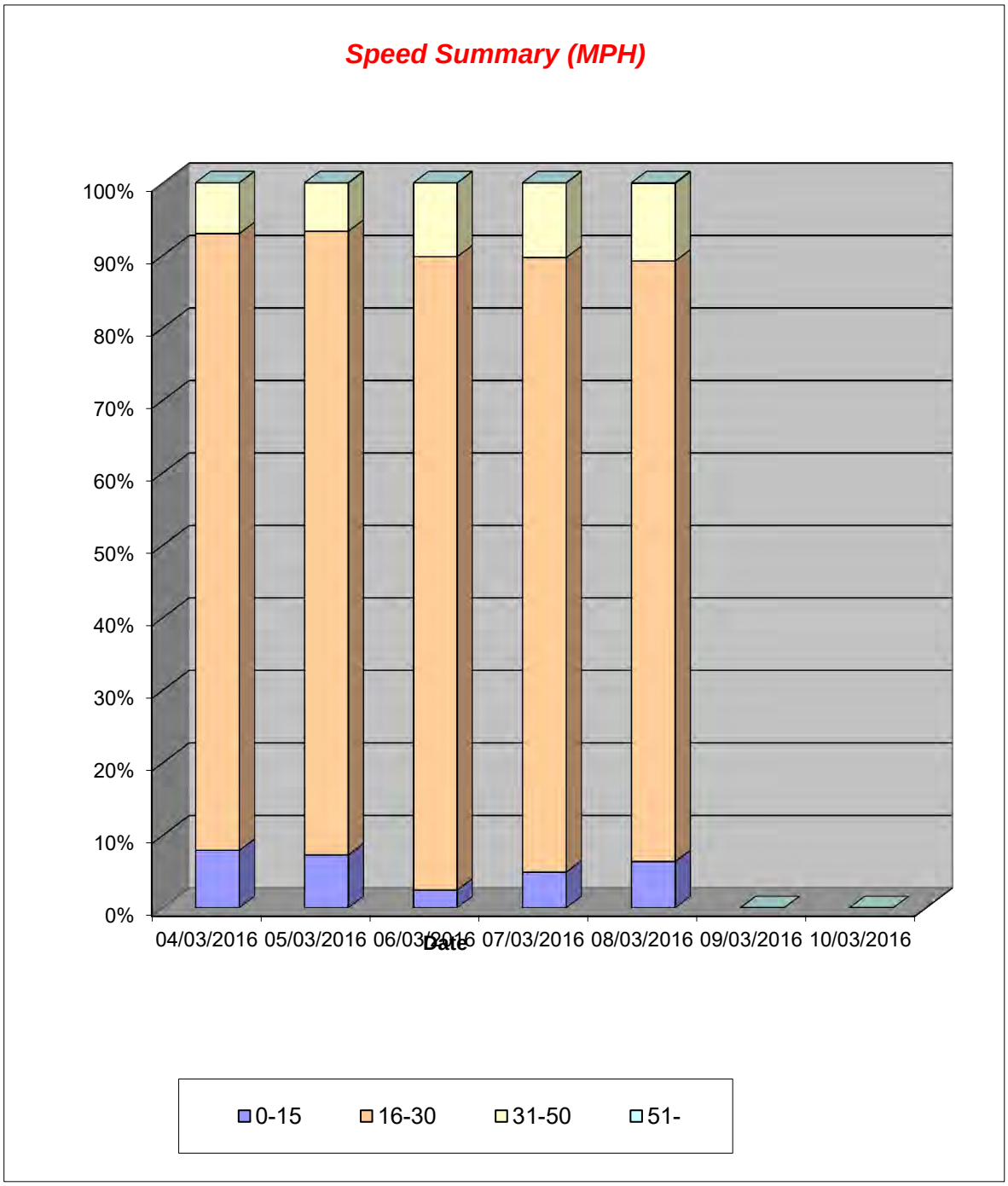
10-12	26.0	25.0	-	-	-	-	27.0
14-16	25.0	-	-	-	-	-	27.0
0-24	26.0	28.0	-	-	-	29.0	28.0

7 Day Ave	28.0

Lindfield ATC 1, High Street (Week 2)

Channel 1 - Northbound **Speed Summary** **Week 2**

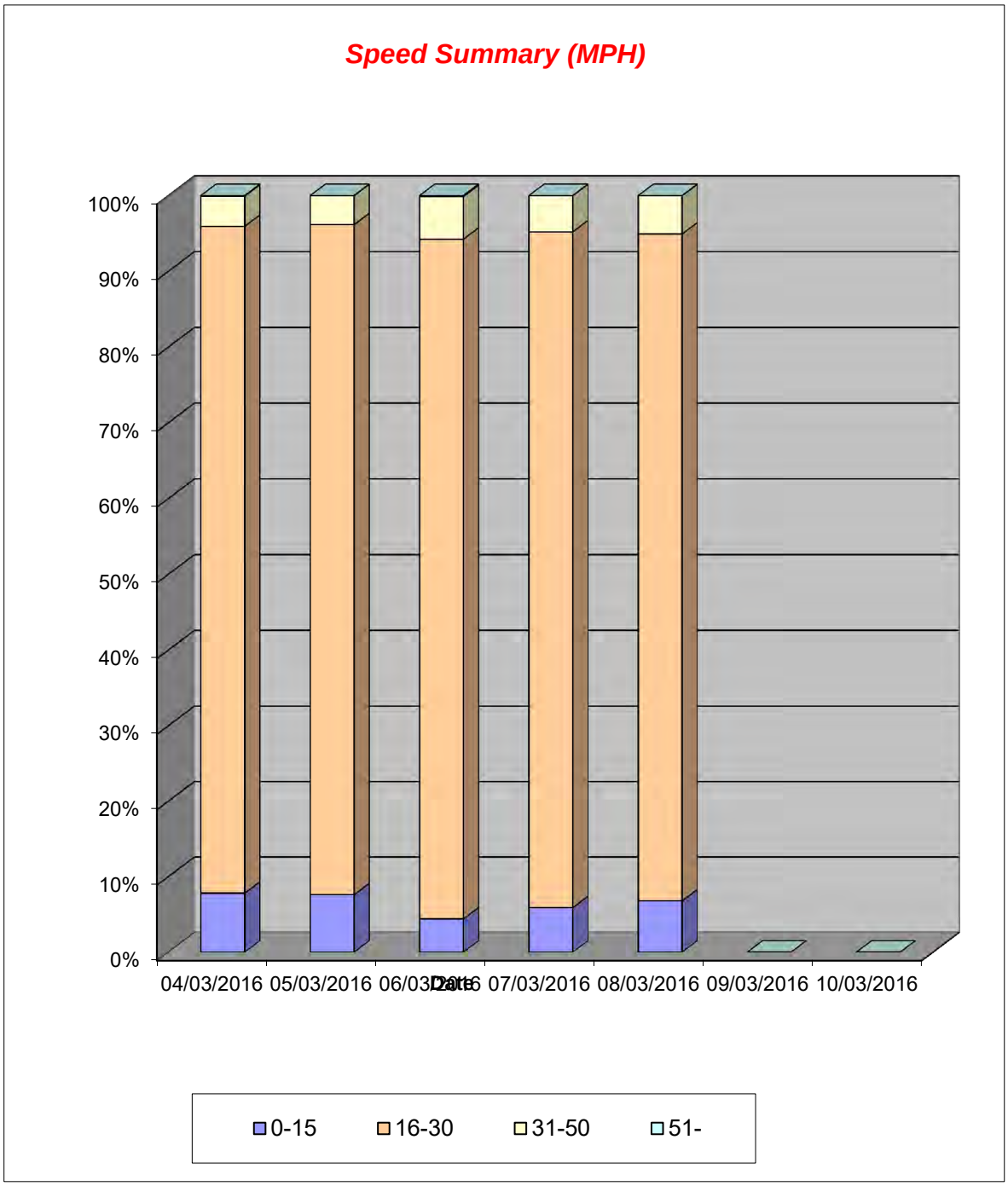
Speed (MPH)	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
0-15	305	250	67	167	91	0	0
16-30	3279	2950	2385	2879	1183	0	0
31-50	270	228	278	349	153	0	0
51-	0	1	0	1	1	0	0
TOTAL	**3854**	**3429**	**2730**	**3396**	**1428**	**0**	**0**



Lindfield ATC 1, High Street (Week 2)

Channel 2 - Southbound **Speed Summary** **Week 2**

Speed (MPH)	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
0-15	328	261	124	222	97	0	0
16-30	3691	3036	2524	3355	1256	0	0
31-50	167	131	158	179	72	0	0
51-	2	0	3	0	0	0	0
TOTAL	**4188**	**3428**	**2809**	**3756**	**1425**	**0**	**0**



Lindfield ATC 1, High Street (Week 2)

Channel 1 - Northbound **Average Speed** **Week 2**

Hr Ending	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
1	28.4	25.4	28.3	34.0	28.6	-	-
2	27.7	26.9	27.4	-	23.0	-	-
3	33.5	30.3	24.4	23.5	37.0	-	-
4	28.5	31.0	27.7	29.5	25.3	-	-
5	29.6	28.2	28.2	29.7	31.1	-	-
6	28.3	31.5	29.5	31.2	30.4	-	-
7	27.6	28.2	29.0	28.7	27.2	-	-
8	26.3	26.7	27.8	26.1	26.9	-	-
9	23.1	24.4	26.7	23.8	22.1	-	-
10	21.5	22.5	25.2	24.5	22.5	-	-
11	21.3	21.2	24.6	22.8	21.3	-	-
12	21.1	20.2	23.0	23.0	21.2	-	-
13	22.4	20.0	22.1	21.6	-	-	-
14	21.6	21.7	23.6	22.5	-	-	-
15	22.2	21.1	21.6	22.8	-	-	-
16	20.5	22.0	23.3	21.0	-	-	-
17	20.9	22.0	23.7	23.2	-	-	-
18	21.8	22.7	23.9	22.8	-	-	-
19	22.0	22.3	23.6	22.8	-	-	-
20	20.5	22.6	24.4	24.2	-	-	-
21	23.7	23.1	24.9	26.3	-	-	-
22	24.0	23.8	27.2	27.5	-	-	-
23	24.2	25.2	27.2	26.6	-	-	-
24	24.2	25.6	27.9	27.4	-	-	-
10-12	21.2	20.7	23.7	22.9	21.2	-	-
14-16	21.3	21.5	22.4	21.8	-	-	-
0-24	22.4	22.2	23.9	23.7	23.4	-	-

7 Day Ave	23.0

Channel 1 - Northbound **85th Percentile**

Hr Ending	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
1	33.5	31.0	34.0	37.6	35.0	-	-
2	32.1	31.0	34.6	-	-	-	-
3	35.3	35.8	29.1	27.9	-	-	-
4	31.7	35.7	38.0	30.6	29.7	-	-
5	35.9	36.0	36.0	37.0	39.2	-	-
6	36.2	39.2	35.2	36.7	38.0	-	-
7	34.9	35.4	34.7	35.9	33.1	-	-
8	31.0	32.0	32.9	31.0	32.0	-	-
9	28.0	31.0	32.8	29.0	27.0	-	-
10	27.0	27.9	30.0	29.0	27.0	-	-
11	26.0	26.0	30.0	28.0	27.0	-	-
12	26.0	25.0	28.0	28.0	26.0	-	-
13	27.0	25.0	27.0	26.0	-	-	-
14	26.0	27.0	28.0	28.0	-	-	-
15	27.0	25.5	26.0	28.0	-	-	-
16	26.0	26.0	29.0	26.0	-	-	-
17	26.0	27.0	29.0	28.0	-	-	-
18	27.0	27.0	29.0	28.0	-	-	-
19	28.0	27.0	29.0	28.0	-	-	-
20	25.0	27.0	29.0	29.0	-	-	-
21	30.1	29.0	30.0	30.3	-	-	-
22	28.0	30.7	33.0	32.0	-	-	-
23	31.0	31.2	35.2	33.0	-	-	-
24	30.0	32.0	30.3	35.0	-	-	-
10-12	26.0	26.0	30.0	28.0	27.0	-	-
14-16	27.0	26.0	28.0	27.0	-	-	-
0-24	28.0	28.0	29.0	29.0	29.0	-	-

7 Day Ave	28.0

Lindfield ATC 1, High Street (Week 2)

Channel 2 - Southbound **Average Speed** **Week 2**

Hr Ending	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
1	31.0	26.9	26.8	33.3	28.8	-	-
2	25.0	24.1	26.9	-	30.8	-	-
3	25.7	33.3	26.4	22.0	-	-	-
4	27.7	-	23.0	29.7	22.5	-	-
5	28.4	28.2	30.4	31.7	24.6	-	-
6	30.8	27.3	26.2	29.9	29.4	-	-
7	29.8	25.5	27.4	29.6	28.4	-	-
8	25.4	26.1	25.1	24.5	24.9	-	-
9	21.7	23.9	26.4	22.7	21.3	-	-
10	22.2	22.1	24.0	22.6	21.5	-	-
11	23.1	20.8	23.9	22.0	21.6	-	-
12	22.1	21.6	22.9	23.4	21.9	-	-
13	21.8	21.5	22.5	21.3	-	-	-
14	22.3	22.0	22.4	22.6	-	-	-
15	21.6	21.2	21.2	22.2	-	-	-
16	21.5	21.5	22.7	22.3	-	-	-
17	21.8	21.7	23.0	23.3	-	-	-
18	22.3	22.7	23.8	23.1	-	-	-
19	22.6	22.6	23.9	23.2	-	-	-
20	21.3	22.4	24.1	24.2	-	-	-
21	24.1	24.0	24.9	24.7	-	-	-
22	23.6	23.2	27.2	25.5	-	-	-
23	24.6	25.9	26.8	24.9	-	-	-
24	24.6	25.3	30.0	27.9	-	-	-
10-12	22.6	21.2	23.3	22.7	21.8	-	-
14-16	21.5	21.3	21.9	22.2	-	-	-
0-24	22.5	22.3	23.5	23.2	22.6	-	-

7 Day Ave	22.8

Channel 2 - Southbound **85th Percentile**

Hr Ending	04-03-16 Friday	05-03-16 Saturday	06-03-16 Sunday	07-03-16 Monday	08-03-16 Tuesday	09-03-16 Wednesday	10-03-16 Thursday
1	36.2	31.2	30.7	39.2	33.0	-	-
2	-	28.4	33.6	-	36.0	-	-
3	31.7	36.1	31.8	25.5	-	-	-
4	30.0	-	32.6	32.4	29.2	-	-
5	32.8	34.4	37.6	36.3	30.6	-	-
6	37.6	36.5	29.8	34.0	33.6	-	-
7	34.0	29.1	32.0	34.0	33.0	-	-
8	30.0	32.0	30.0	29.0	29.0	-	-
9	26.0	30.0	31.0	27.0	25.0	-	-
10	27.0	26.0	29.0	28.0	25.0	-	-
11	27.0	25.0	29.0	28.0	26.0	-	-
12	27.0	25.0	27.0	28.0	25.0	-	-
13	26.0	25.0	27.0	26.0	-	-	-
14	27.0	26.7	27.0	28.0	-	-	-
15	26.0	25.4	25.0	27.0	-	-	-
16	25.0	25.0	26.0	27.9	-	-	-
17	27.0	26.0	28.0	28.0	-	-	-
18	26.9	27.0	28.0	27.0	-	-	-
19	28.0	27.2	29.0	28.0	-	-	-
20	26.0	28.4	29.0	29.0	-	-	-
21	29.0	29.0	30.0	29.0	-	-	-
22	29.0	28.0	34.0	30.0	-	-	-
23	30.0	32.0	32.0	30.0	-	-	-
24	32.0	30.0	37.8	33.0	-	-	-
10-12	27.0	25.0	29.0	28.0	26.0	-	-
14-16	25.2	25.0	25.0	27.0	-	-	-
0-24	28.0	27.0	29.0	28.0	28.0	-	-

7 Day Ave	28.0

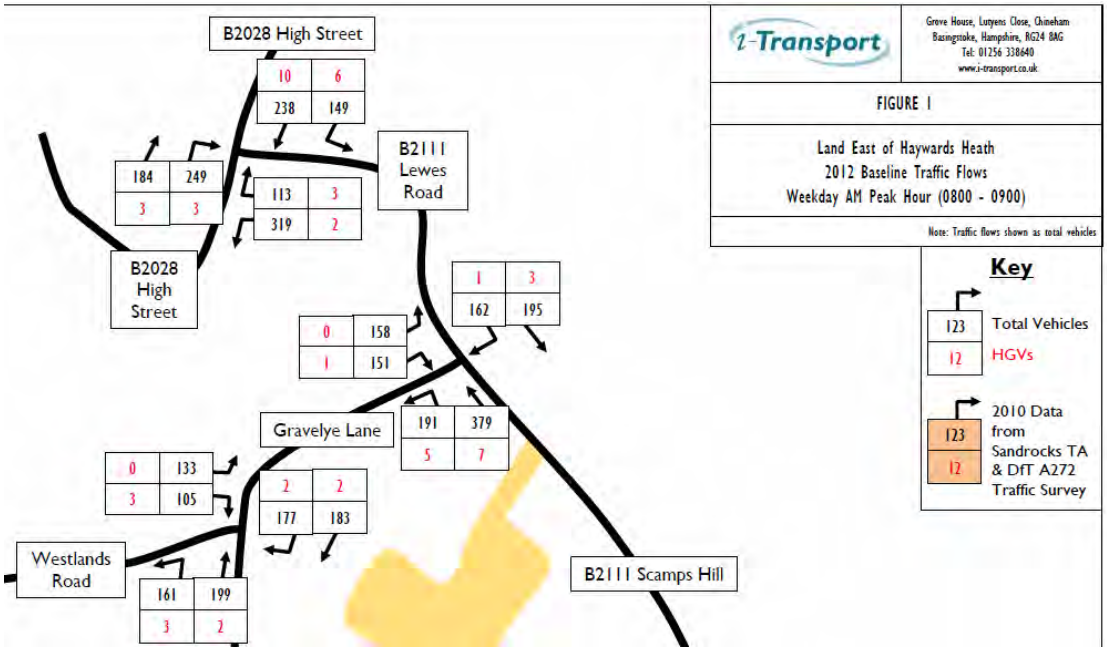
Appendix 4:
High Street/Lewes Road junction –
Traffic counts

Table A4.1: Summary of differences between traffic counts

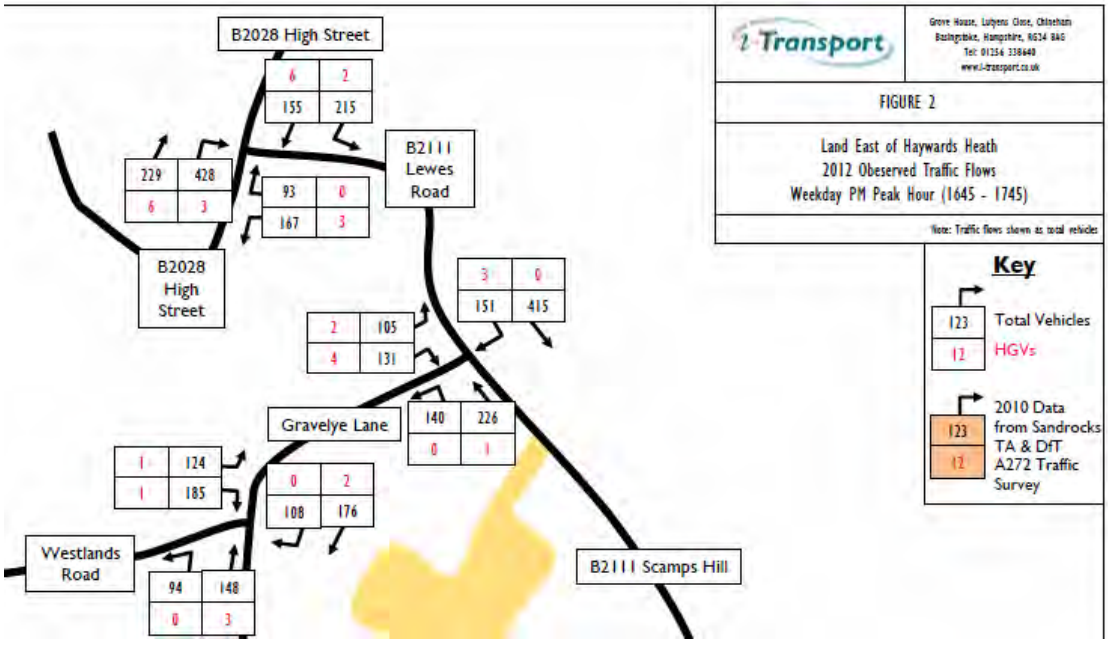
ARM	B2028 STH		B2028 NTH		B2111 LEWES RD	
DIRECTION	Ahead	Right	Left	Ahead	Left	Right
AM-PEAK:						
2016 SURVEY	160	164	180	136	291	156
2007 SURVEY TUES 20 MAR 07	186	214	191	239	368	168
DIFFERENCE	*-26*	*-50*	*-11*	*-103*	*-77*	*-12*
2012 HH DEV [i-TRANSPORT]	184	249	149	238	319	113
DIFFERENCE	*-24*	*-85*	*31*	*-102*	*-28*	*43*
PM-PEAK:						
2016 SURVEY	180	277	233	151	175	112
2007 SURVEY TUES 20 MAR 07	190	364	319	160	178	120
DIFFERENCE	*-10*	*-87*	*-86*	*-9*	*-3*	*-8*
2012 HH DEV [i-TRANSPORT]	229	428	215	155	167	93
DIFFERENCE	*-49*	*-151*	*18*	*-4*	*8*	*19*

Extract from Transport Statement for recent development of Land East of Haywards Heath Dec 2012 showing traffic counts at High Street/ Lewes Rd Junction:

AM Count Data:



PM Count Data:



SCHEME:
SITE: LINDFIELD
SURVEY TYPE: PARTIAL CLASSIFIED VEHICLE COUNT
DATE: TUESDAY 1/3/2016
DURATION: 08-00 - 09-00
WEATHER: DRY AM
INCIDENTS: NONE

	ARM	B2028 STH		B2028 NTH		B2111 LEWES RD	
	DIRECTION	A	R	L	A	L	R
08:00 - 08:05	CAR	10	10	21	13	20	10
	VAN /GOODS	1	4	1	2	1	1
	ARTICULATED LORRY						
	BUS/ COACH		1	1			
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	11	15	23	15	21	11
08:05 - 08:10	CAR	11	8	7	8	19	13
	VAN /GOODS	1	2	1	2		1
	ARTICULATED LORRY				1	1	
	BUS/ COACH				2		
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	12	10	8	13	20	14
08:10 - 08:15	CAR	18	16	18	8	23	8
	VAN /GOODS	1	1	1	1	2	2
	ARTICULATED LORRY						
	BUS/ COACH	1					
	PEDAL CYCLIST/ MOTOR CYCLE	1					
	TOTAL	21	17	19	9	25	10
08:15 - 08:20	CAR	15	14	14	6	25	11
	VAN /GOODS	1	1	1	1	1	1
	ARTICULATED LORRY				1		1
	BUS/ COACH	1					
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	17	15	15	8	26	13
08:20 - 08:25	CAR	12	11	12	19	24	17
	VAN /GOODS		1	1	1		
	ARTICULATED LORRY	1					
	BUS/ COACH	1					
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	14	12	13	20	24	17
08:25 - 08:30	CAR	15	9	15	7	18	7
	VAN /GOODS	1		1	1		1
	ARTICULATED LORRY						
	BUS/ COACH	2					
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	18	9	16	8	18	8
08:30 - 08:35	CAR	8	17	18	9	33	11
	VAN /GOODS	1	2	2	1	4	1
	ARTICULATED LORRY		1				
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	9	20	20	10	37	12
08:35 - 08:40	CAR	14	9	10	7	30	11
	VAN /GOODS	1	1	1	1	1	1
	ARTICULATED LORRY					2	
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	15	10	11	8	33	12
08:40-08:45	CAR	10	13	19	9	24	8
	VAN /GOODS	1	1	1	1	1	2
	ARTICULATED LORRY					2	
	BUS/ COACH	1					
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	12	14	20	10	27	10
08:45 - 08:50	CAR	9	15	6	8	19	15
	VAN /GOODS	1	1	1	1		4
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	10	16	7	9	19	19
08:50-08:55	CAR	9	10	4	4	30	15
	VAN /GOODS	1	1	1	1	1	1
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	10	11	5	5	31	16
08:55 - 09:00	CAR	10	13	22	19	9	11
	VAN /GOODS	1	2	1	1	1	3
	ARTICULATED LORRY						
	BUS/ COACH				1		
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	11	15	23	21	10	14
08:00 - 09:00 (Total)	CAR	141	145	166	117	274	137
	VAN /GOODS	11	17	13	14	12	18
	ARTICULATED LORRY	1	1	0	2	5	1
	BUS/ COACH	6	1	1	3	0	0
	PEDAL CYCLIST/ MOTOR CYCLE	1	0	0	0	0	0
	TOTAL	160	164	180	136	291	156

TOTAL OUT	324	316	447
TOTAL IN	292	451	344
TOTAL - TWO-WAY	616	767	791

SCHEME:
SITE: LINDFIELD
SURVEY TYPE: PARTIAL CLASSIFIED VEHICLE COUNT
DATE: THURSDAY 3/3/2016
DURATION: 17-00 - 18-00
WEATHER: DRY PM
INCIDENTS: NONE

	ARM	B2028 STH		B2028 NTH		B2111 LEWES RD	
	DIRECTION	A	R	L	A	L	R
17:00 - 17:05	CAR	9	16	15	11	10	12
	VAN /GOODS	1	1	1	1		
	ARTICULATED LORRY						
	BUS/ COACH	1			1		
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	11	17	16	13	10	12
17:05 - 17:10	CAR	15	13	18	9	14	6
	VAN /GOODS	2	1	1	1	1	2
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	17	14	19	10	15	8
17:10 - 17:15	CAR	21	25	18	16	9	8
	VAN /GOODS	1	1	1	1	1	2
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	22	26	19	17	10	10
17:15 - 17:20	CAR	14	22	16	14	17	9
	VAN /GOODS	1	1	1	1	1	
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	15	23	17	15	18	9
17:20 - 17:25	CAR	16	18	21	13	17	8
	VAN /GOODS	1	1	1	1	1	
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	17	19	22	14	18	8
17:25 - 17:30	CAR	21	22	13	10	13	9
	VAN /GOODS	1	1	1	1	3	
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	22	23	14	11	16	9
17:30 - 17:35	CAR	15	24	17	11	14	10
	VAN /GOODS	1	1	1	1		2
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	16	25	18	12	14	12
17:35 - 17:40	CAR	10	30	28	19	15	11
	VAN /GOODS	1	1	1	1		
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	11	31	29	20	15	11
17:40-17:45	CAR	6	22	15	7	15	12
	VAN /GOODS	1	1	1	1		3
	ARTICULATED LORRY						
	BUS/ COACH				1		
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	7	23	16	9	15	15
17:45 - 17:50	CAR	15	20	25	10	13	2
	VAN /GOODS	1	1	1	1	1	
	ARTICULATED LORRY						
	BUS/ COACH	1			1		
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	17	21	26	12	14	2
17:50-17:55	CAR	10	22	20	6	18	12
	VAN /GOODS	1	1	1	1	1	
	ARTICULATED LORRY						
	BUS/ COACH		1				
	PEDAL CYCLIST/ MOTOR CYCLE	1					
	TOTAL	12	24	21	7	19	12
17:55 - 18:00	CAR	12	30	15	10	11	4
	VAN /GOODS	1	1	1	1		
	ARTICULATED LORRY						
	BUS/ COACH						
	PEDAL CYCLIST/ MOTOR CYCLE						
	TOTAL	13	31	16	11	11	4
17:00 - 18:00 (Total)	CAR	164	264	221	136	166	103
	VAN /GOODS	13	12	12	12	9	9
	ARTICULATED LORRY	0	0	0	0	0	0
	BUS/ COACH	2	1	0	3	0	0
	PEDAL CYCLIST/ MOTOR CYCLE	1	0	0	0	0	0
	TOTAL	180	277	233	151	175	112

TOTAL OUT	457	384	287
TOTAL IN	263	355	510
TOTAL - TWO-WAY	720	739	797

06062B

site : HIGHSTREET

place : LINDFIELD - B2111/B2028 SITE "B"

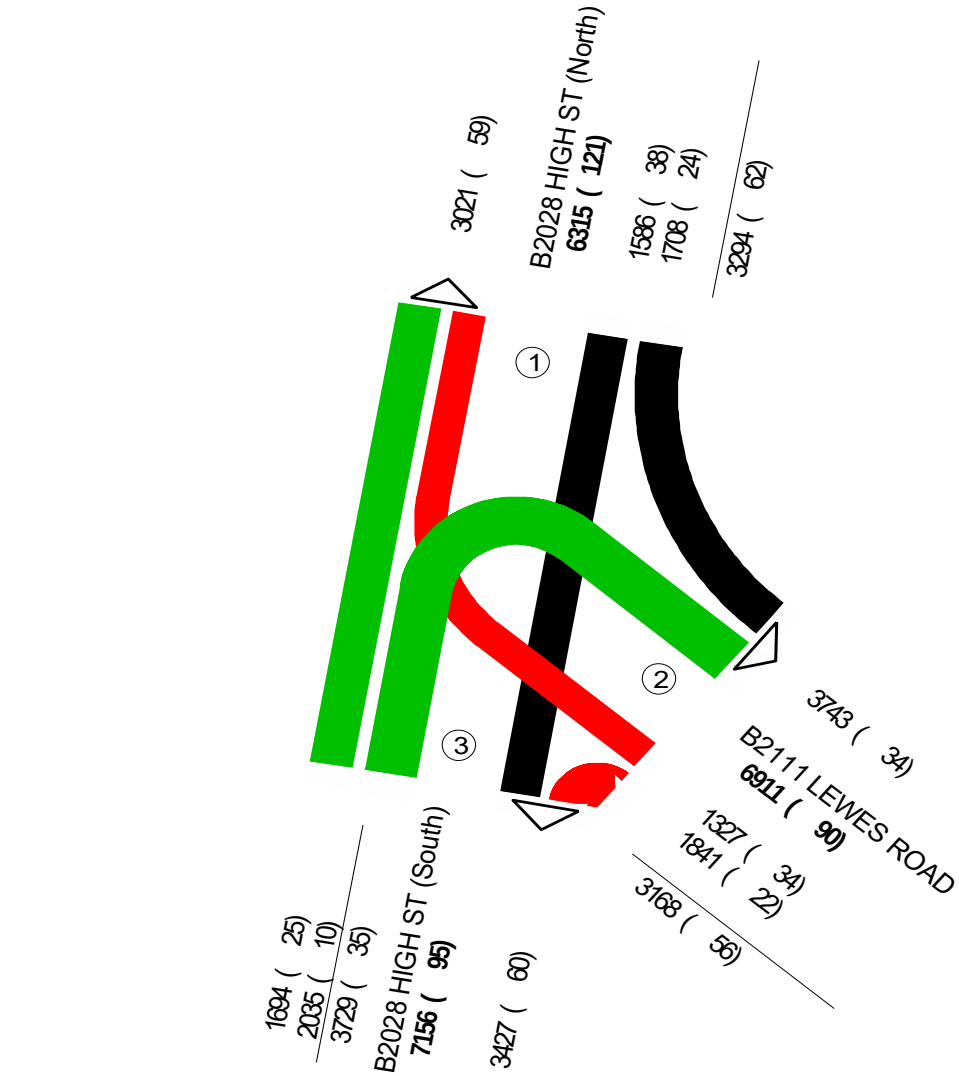
date : Tuesday, 20/03/2007

Summe:

1 B2028 HIGH ST (North)
2 B2111 LEWES ROAD
3 B2028 HIGH ST (South)

Turning Count Survey
Rat Running

N



Veh (HGV)

Veh=CAR + MGV + HGV + BUS + MCL + PCL

HGV=HGV

0 1250 2500 Veh

Schuh & Co. GmbH
Goethestrasse 17, D-82110 Germering

West Sussex County Council
Chichester PO19 1RQ, England

Appendix 5:
Plan of proposed improvements for High Street/Lewes Road junction Project Centre 2008

NOTE

1. THE WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL HIGHWAY ALLIANCE CONTRACT.

2. IF NOT SPECIFIED IN ABOVE WORKS AND TREATMENT TO BE CARRIED OUT / SUPPLIED IN ACCORDANCE WITH 'SPECIFICATION FOR HIGHWAY WORKS' PRODUCED BY THE HIGHWAY AGENCY PUBLISHED BY HMSO.

3. SIGNING TO BE PLACED IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002

4. PLEASE REFER TO SIGN SCHEDULES FOR SIGNFACE DETAILS

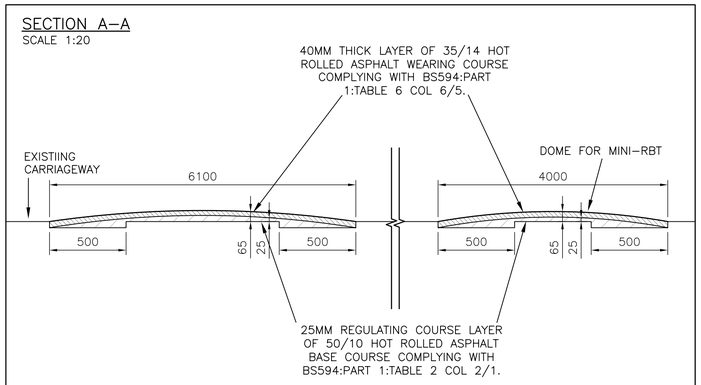
5. LIMITS OF ANY FOLIAGE / HEDGES TO BE CUT BACK TO BE AGREED WITH CLIENT ENGINEER BEFORE START OF WORKS.

6. PROJECT CENTRE AS DESIGNER IS AWARE OF HIS DUTIES AS REQUIRED UNDER REGULATION OF 'THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2007' AND AS PART OF THE DESIGN HAS SOUGHT TO AVOID FORESEEABLE RISKS TO HEALTH & SAFETY. AN ASSESSMENT FOR REDUCING RISKS OF HAZARDS ASSOCIATED WITH IMPLEMENTATION OF THESE MEASURES IS DOCUMENTED SEPERATELY.

7. NO WORK SHALL BE CARRIED OUT BY A CONTRACTOR UNLESS THE CLIENT IS AWARE OF THEIR DUTIES UNDER 'THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2007'. THE CONTRACTOR SHALL PLAN, MANAGE AND MONITOR IMPLEMENTATION OF THIS WORK IN A WAY WHICH ENSURES THAT, SO FAR AS REASONABLY PRACTICABLE, IT IS CARRIED OUT WITHOUT RISKS TO HEALTH AND SAFETY. AS THIS INVOLVES WORK ON THE HIGHWAY IN THE VICINITY OF LIVE TRAFFIC, THIS MUST INVOLVE A TRAFFIC MANAGEMENT PLAN. THIS SHOULD BE AGREED WITH THE CLIENT AND TRAFFIC AUTHORITY BEFORE STARTING THE WORK.

8. PROVIDE TEMPORARY "NEW ROUNDABOUT AHEAD" SIGN ON APPROACH TO JUNCTION TO SIGN No.7014 SIZE AND LOCATION TO BE AGREED ON SITE.

SECTION A–A
SCALE 1:20

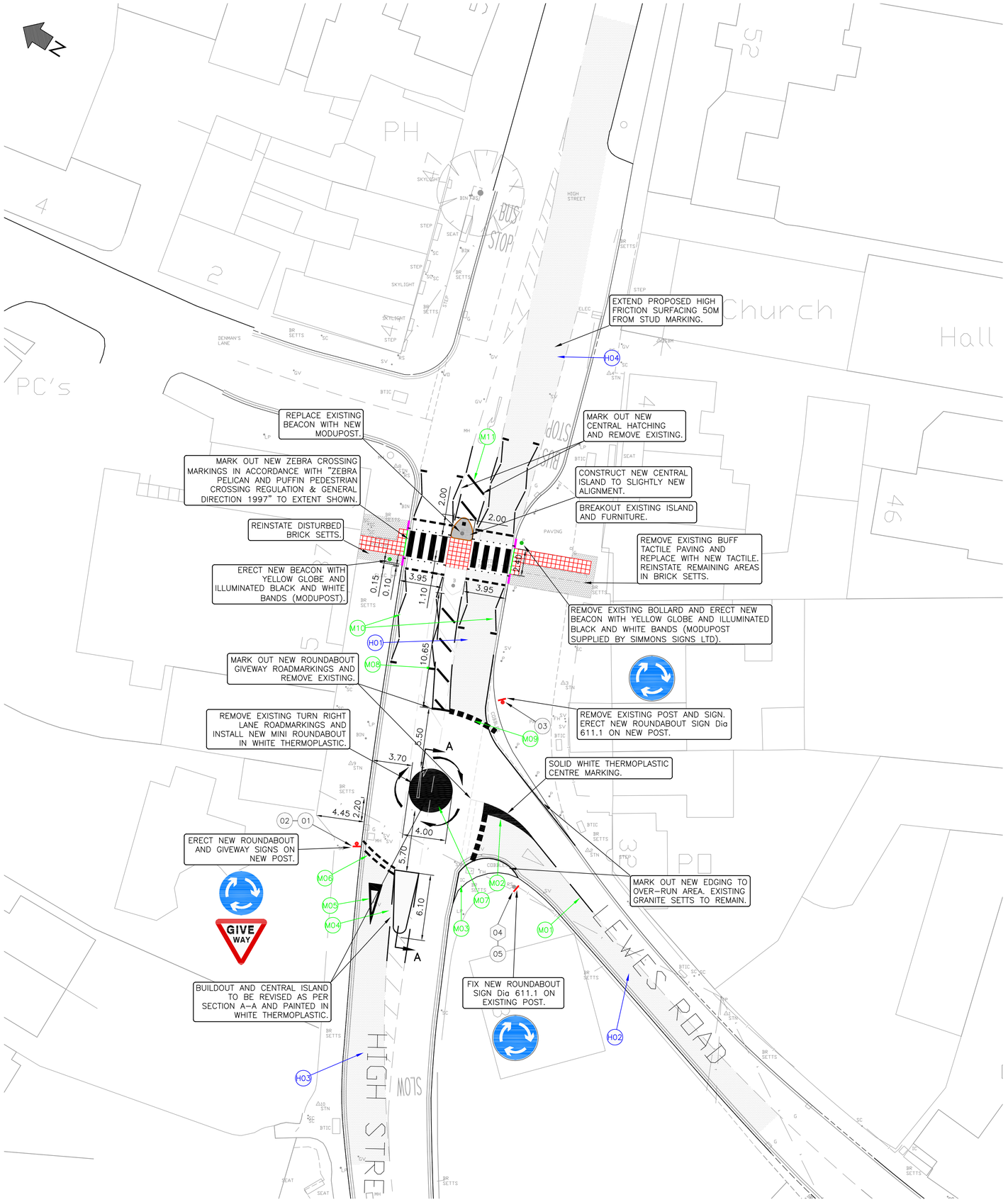


NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.

2. WHERE SURFACE PREPARATION AND MILLING OF EXISTING ROAD SURFACE REVEALS DEFECTIVE AREAS, CLIENT SHALL BE INFORMED.

3. A CATIONIC BITUMEN EMULSION TACK COAT COMPLYING WITH BS434: PART 1 SHALL BE APPLIED TO THE PREPARED SURFACING BEFORE CONSTRUCTION OF RAISED AREA.



LEGEND

- PROPOSED KERB LINE
- PROPOSED DROPPED KERB
- PROPOSED DROPPER KERB
- RED TACTILE PAVING FOR CONTROLLED CROSSINGS
- PROPOSED DBM SURFACE
- PROPOSED (BLACK) HIGH FRICTION SURFACING
- PROPOSED IGP
- EXISTING BEACON
- PROPOSED BEACON
- PROPOSED SIGN AND POST
- PROPOSED SIGN ON EXISTING POST
- EXISTING SIGN ON NEW POST
- EXISTING SIGN AND POST
- 01 EXISTING SIGN REFERENCE No.
- 02 PROPOSED SIGN REFERENCE No.
- M04 PROPOSED ROADMARKINGS
- H05 PROPOSED HIGH FRICTION SURFACING REFERENCE No.

Rev.	Date	Description	Chkd.	App.
D	12/05/08	CONSTRUCTION ISSUE	R.H	R.H
C	3/10/07	MINOR AMENDMENTS	R.H	R.H
B	14/05/07	MINOR AMENDMENTS	Y.V	R.H
A	18/04/07	MINOR SIGNING AMENDMENTS	Y.V	R.H
–	01/08/06	ORIGINAL ISSUE	R.H	C.V

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

Project Centre
FS 77166
38 Foundry Street
Brighton
BN1 4AT
Tel: 01273-627-183
Fax: 01273-627-199
Email: info@projectcentre.co.uk

WORKING ON BEHALF OF WSCC

West Sussex County Council

Project
SPEED MANAGEMENT MEASURES
B2111 SCAMPS/BEDALES HILL (LINDFIELD)
DETAILED DESIGN

Drawing Title
PROPOSED MINI ROUNDABOUT
AT JUNCTION OF B2112 HIGH ST/LEWES ROAD

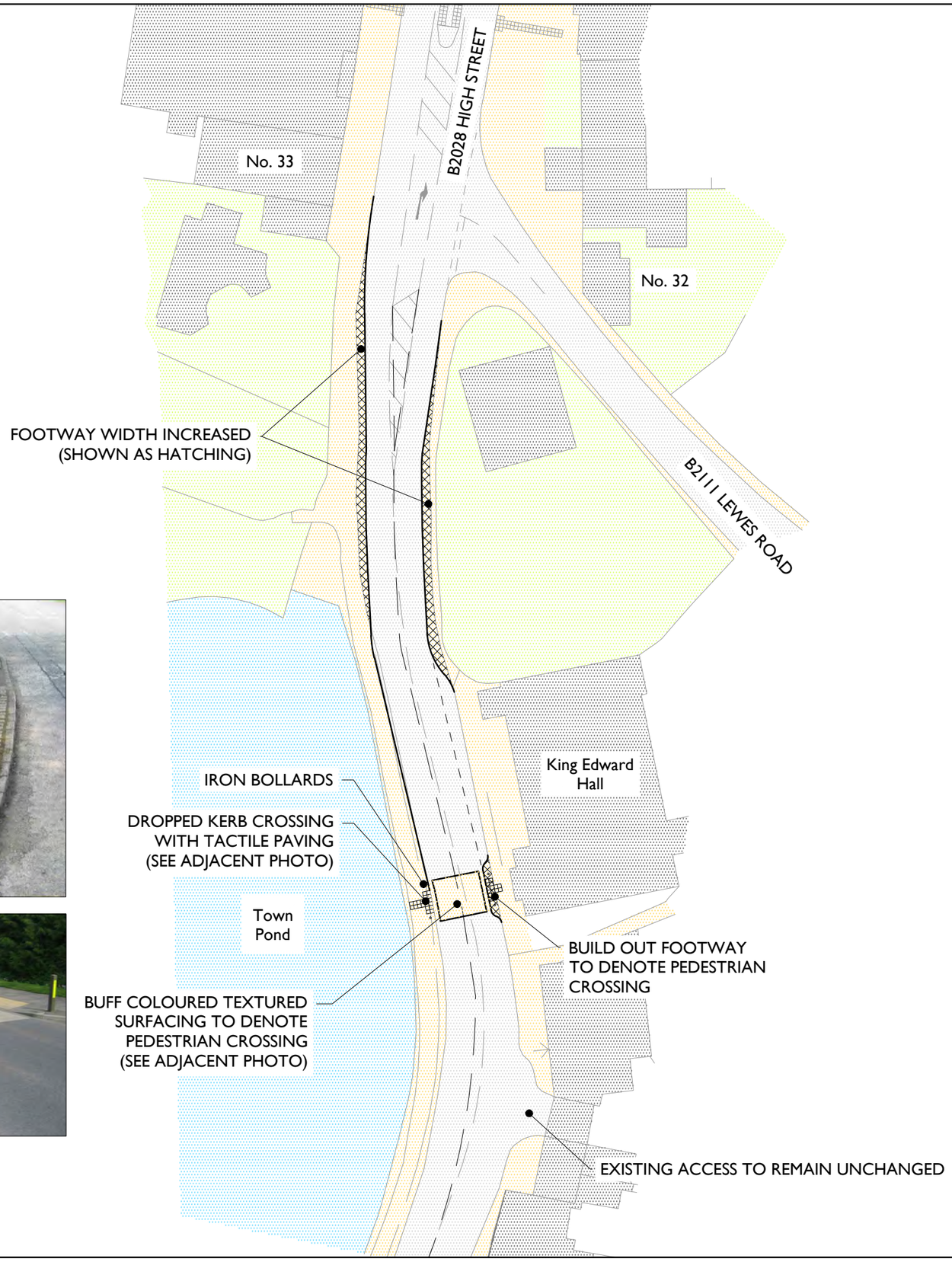
Drawing Status
CONSTRUCTION ISSUE

Drawn	Designed	Scale	Size
A.S	C.V/Y.V	1:200	A1

Drawing No. 3421040311–14 | Rev D

PLOT DATE: 12/05/2008 @07:48 CAD REFERENCE: G:/CAD/PCL/342/104/0311/3421040311–14.dwg

Appendix 6:
Plan of proposals for High Street/Lewes Road junction
i-Transport 2012



REV	DATE	BY	DESCRIPTION	CHK	APD
				DW	

STATUS: DRAFT

i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

TITLE:
PROPOSED IMPROVEMENTS TO B2028 HIGH STREET / B2111 LEWES ROAD JUNCTION

PROJECT:
LINDFIELD, HAYWARDS HEATH

CLIENT:
WATES DEVELOPMENTS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	JCB	JCB
FILE REF:	DRAWN:	DATE:
ITB3139-GA-019	TK	NOV 2012

DRAWING No: ITB3139-GA-019

PROJECT No: ITB3139 REV:

Appendix 7:
High Street/ Lewes Road Junction - Proposed Traffic Signal Input data and results for 3 options

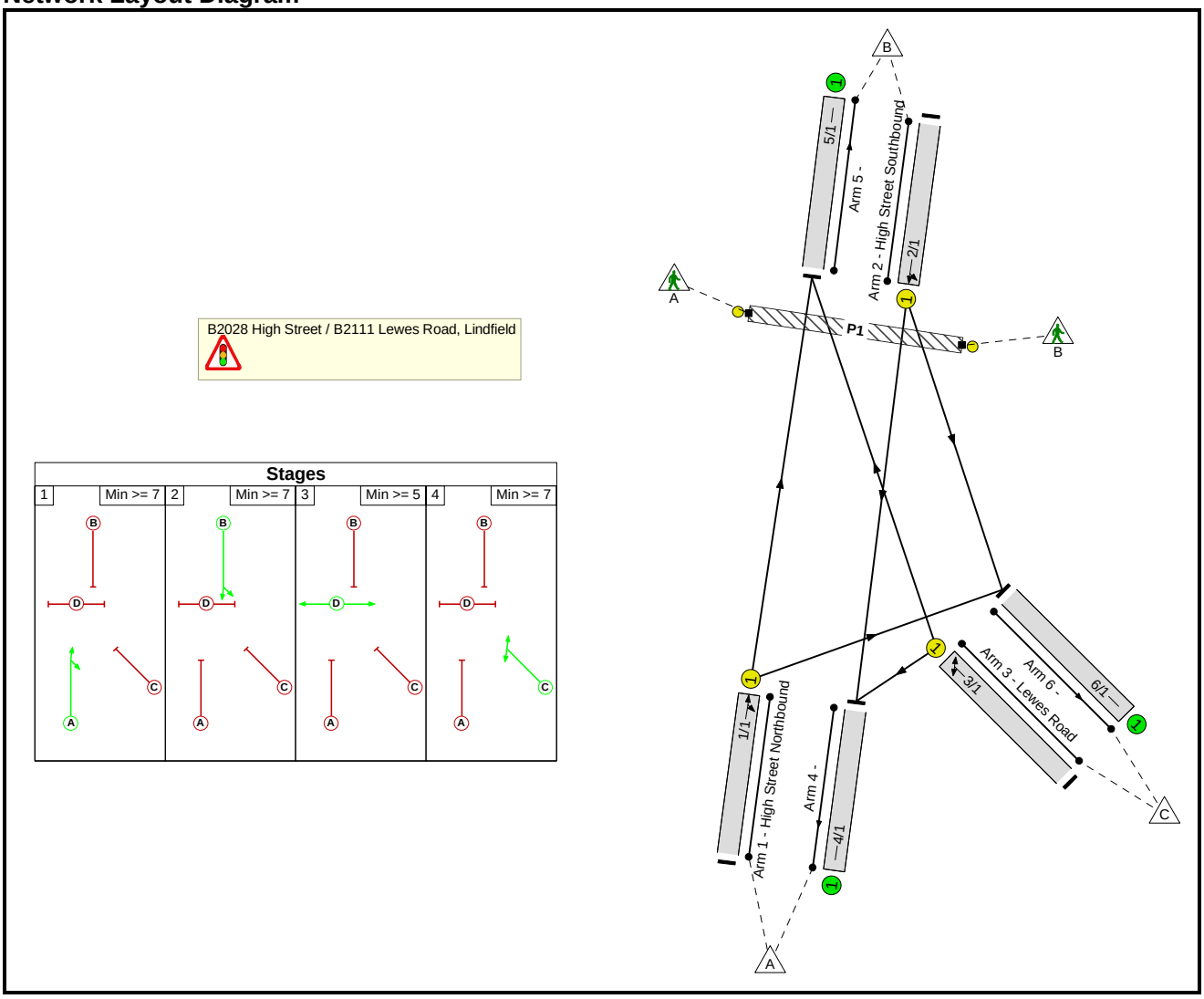
Full Input Data and Results

User and Project Details

Project:	**Proposed Traffic Signals**
Title:	**Model of Option 1**
Location:	B2028 High Street / B 2111 Lewes Road, Lindfield, West Sussex
File name:	High Street - Lewes Road, Lindfield Model - Option 1.lsg3x
Author:	Dave Richards
Company:	telent Technology Services Ltd
Address:	Point 3, Haywood Road, Warwick, CV34 5AH
Notes:	This model is based on the traffic signals operating the following four stages: 1) High Street Northbound 2) High Street Southbound 3) Pedestrians crossing High Street 4) Lewes Road The traffic count data used was collected on Tuesday 1st March 2016 and the pedestrian count data was collected on Thursday 28th June 2007. It should be noted that the pedestrian count data is significantly out of date, however the Client has confirm that the data is still valid and acceptable for modelling purposes. The junction has been modelled in both the AM Peak (using data from 09:00 – 10:00) and the PM Peak (using data from 17:00 – 18:00). **Key Results for the AM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **-19.8%** Total overall delay at the junction in Passenger Car Units (pcu) per hour: **59.01** Degree of Saturation on High Street Northbound: **104.3%** Degree of Saturation on High Street Southbound: **107.8%** Degree of Saturation on Lewes Road: **104.0%** Mean Maximum Queue Length in pcu on High Street Northbound: **21.9** Mean Maximum Queue Length in pcu on High Street Southbound: **25.3** Mean Maximum Queue Length in pcu on Lewes Road: **27.7** **Key Results for the PM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **-17.2%** Total overall delay at the junction in pcu per hour: **52.67** Degree of Saturation on High Street Northbound: **102.7%** Degree of Saturation on High Street Southbound: **102.6%** Degree of Saturation on Lewes Road: **105.5%** Mean Maximum Queue Length in pcu on High Street Northbound: **26.0** Mean Maximum Queue Length in pcu on High Street Southbound: **22.6** Mean Maximum Queue Length in pcu on Lewes Road: **20.7**

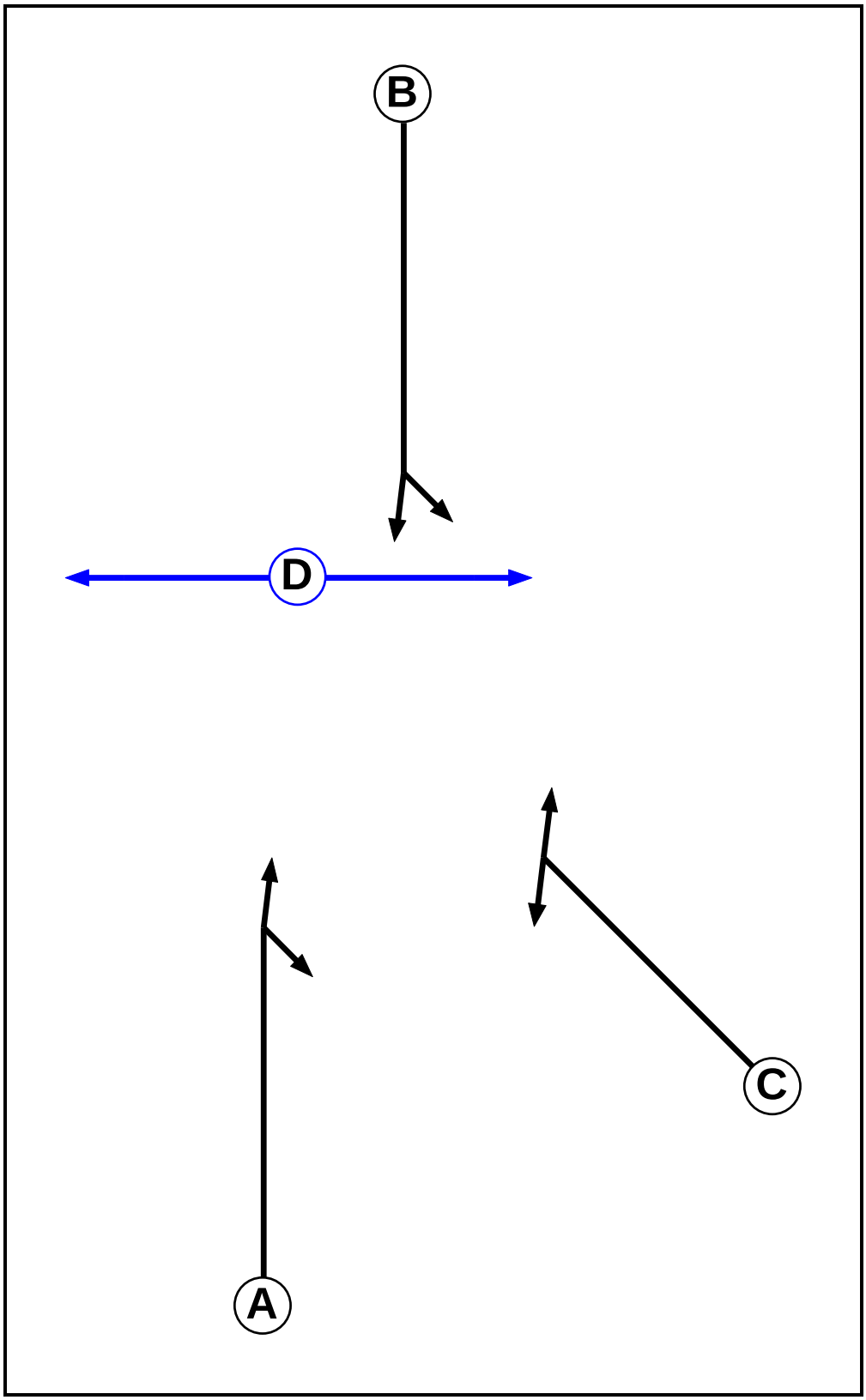
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5

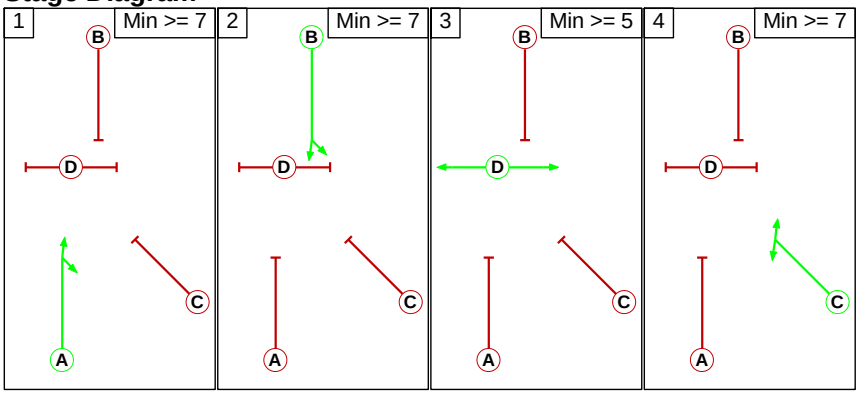
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		7	7	9
	B	7		7	5
	C	9	9		12
	D	11	11	11	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B
3	D
4	C

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		7	9	7
	2	7		5	7
	3	11	11		11
	4	9	9	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield												
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 (High Street Northbound)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
2/1 (High Street Southbound)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	9.00
3/1 (Lewes Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	4.00
											Arm 5 Right	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM PEAK'	08:00	09:00	01:00	
2: 'PM PEAK'	17:00	18:00	01:00	

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	167	166	333
	B	142	0	181	323
	C	298	157	0	455
	Tot.	440	324	347	1111

Traffic Lane Flows

Lane	Scenario 1: AM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	333
2/1	323
3/1	455
4/1	440
5/1	324
6/1	347

Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	50.2 %	1915	1915
				Arm 6 Right	Inf	49.8 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	44.0 %	1797	1797
				Arm 6 Left	9.00	56.0 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	65.5 %	1515	1515
				Arm 5 Right	15.00	34.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	278	459
	B	154	0	233	387
	C	175	112	0	287
	Tot.	329	293	511	1133

Traffic Lane Flows

Lane	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	459
2/1	387
3/1	287
4/1	329
5/1	293
6/1	511

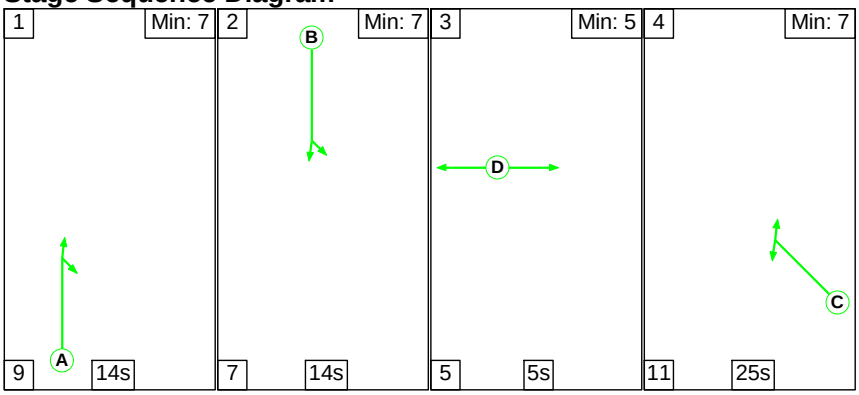
Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	39.4 %	1915	1915
				Arm 6 Right	Inf	60.6 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	39.8 %	1786	1786
				Arm 6 Left	9.00	60.2 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	61.0 %	1530	1530
				Arm 5 Right	15.00	39.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

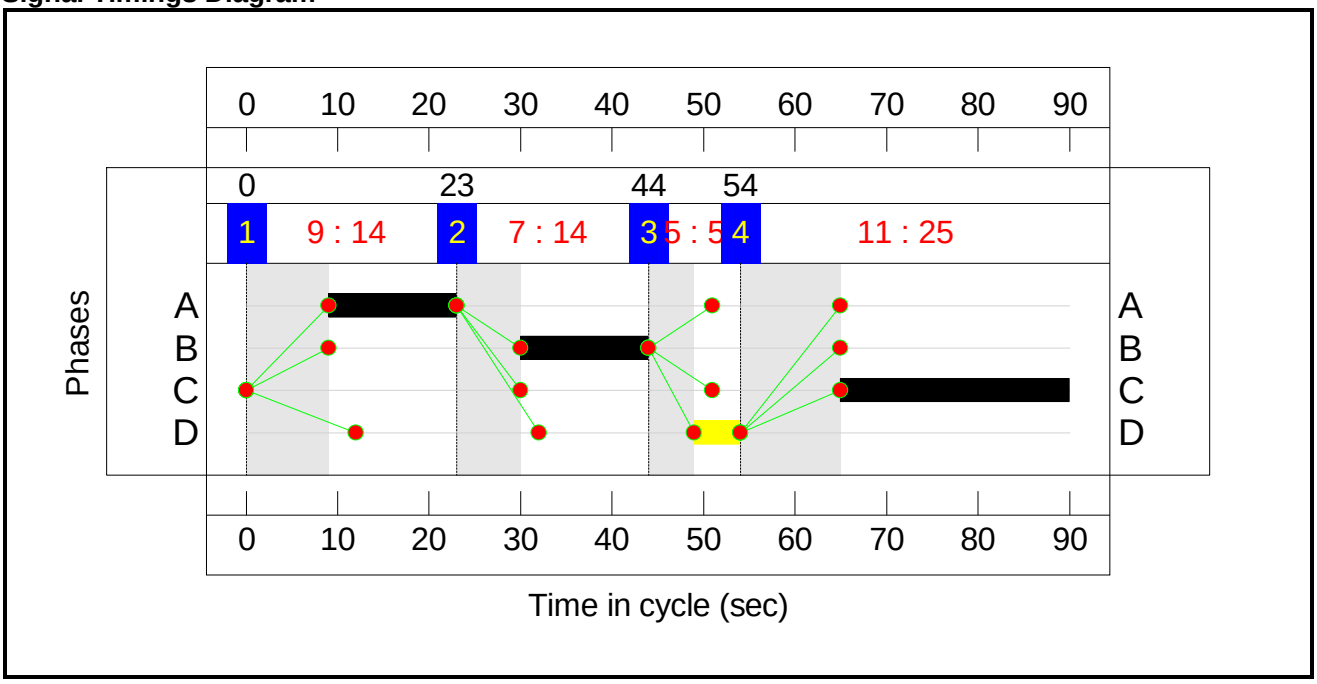


Stage Timings

Stage	1	2	3	4
Duration	14	14	5	25
Change Point	0	23	44	54

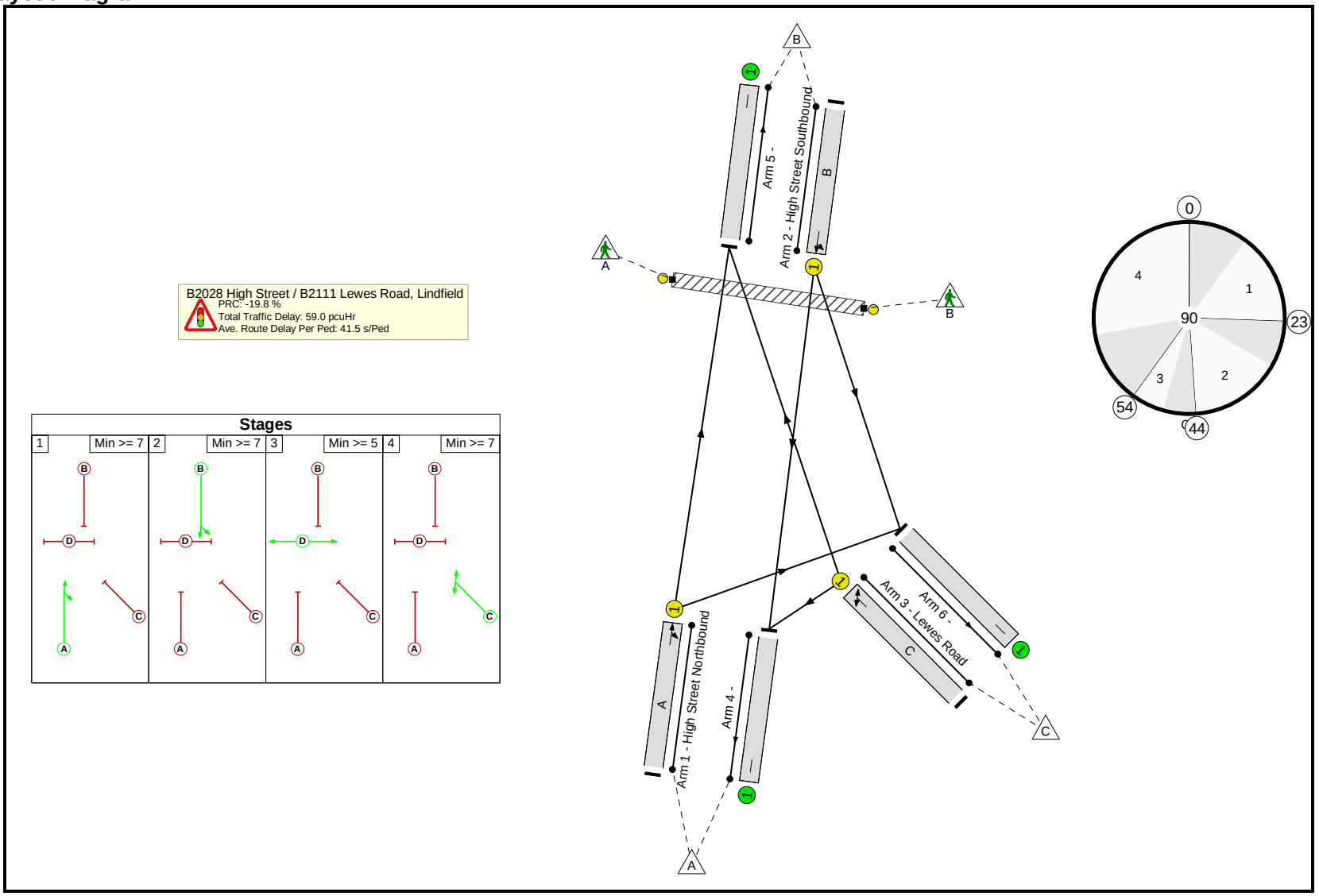
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.8%**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.8%**
1/1	High Street Northbound Ahead Right	U	N/A	N/A	A		1	14	-	333	1915	319	104.3%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	14	-	323	1797	299	107.8%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	25	-	455	1515	438	104.0%
4/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street	-	N/A	-	D		1	5	-	95	-	4000	2.1%

Full Input Data And Results

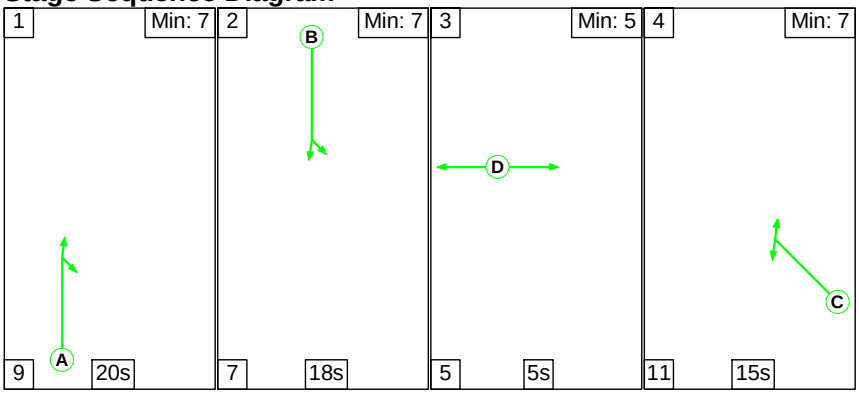
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.3**	**45.7**	**0.0**	**59.0**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**0**	**0**	**0**	**13.3**	**45.7**	**0.0**	**59.0**	**-**	**-**	**-**	**-**
1/1	333	319	-	-	-	4.1	13.2	-	17.3	187.1	8.7	13.2	21.9
2/1	323	300	-	-	-	4.3	16.6	-	20.9	232.9	8.7	16.6	25.3
3/1	455	438	-	-	-	5.0	15.8	-	20.8	164.6	11.9	15.8	27.7
4/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	95	95	-	-	-	-	-	-	1.1	41.5	-	-	2.3

C1 PRC for Signalled Lanes (%): -19.8 Total Delay for Signalled Lanes (pcuHr): 59.01 Cycle Time (s): 90
PRC Over All Lanes (%): -19.8 Total Delay Over All Lanes(pcuHr): 59.01

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

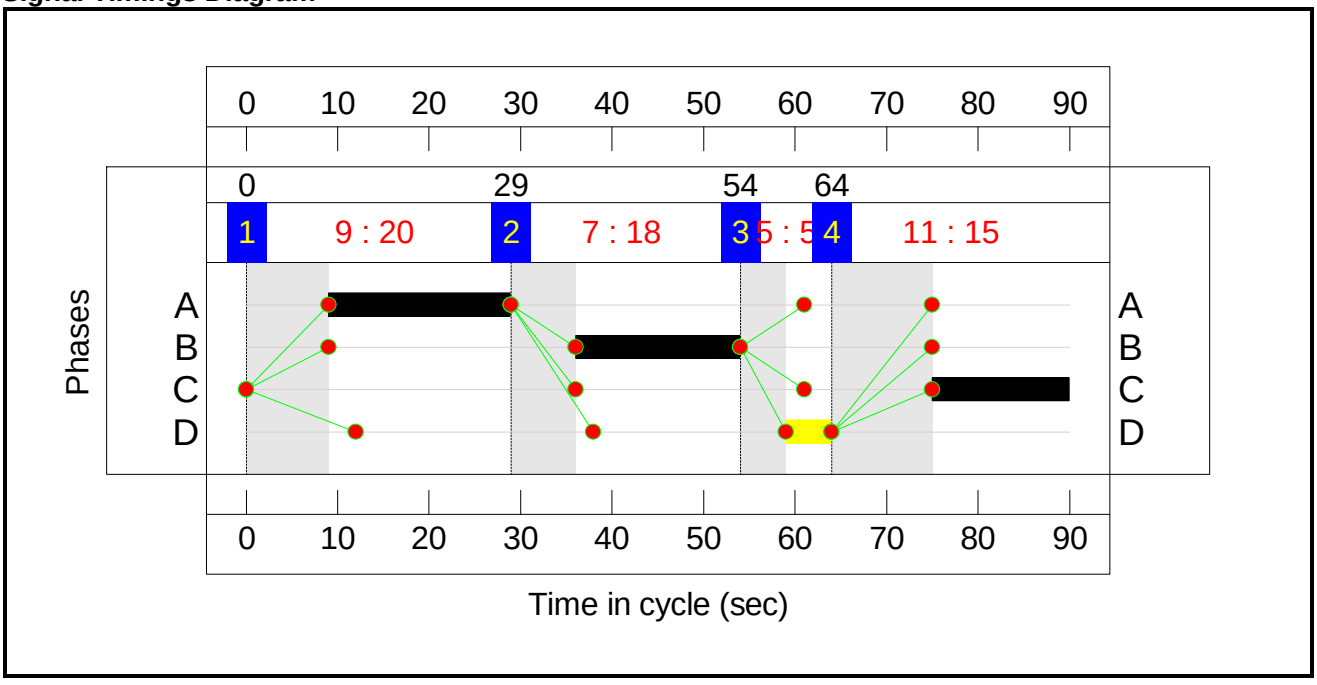
Stage Sequence Diagram



Stage Timings

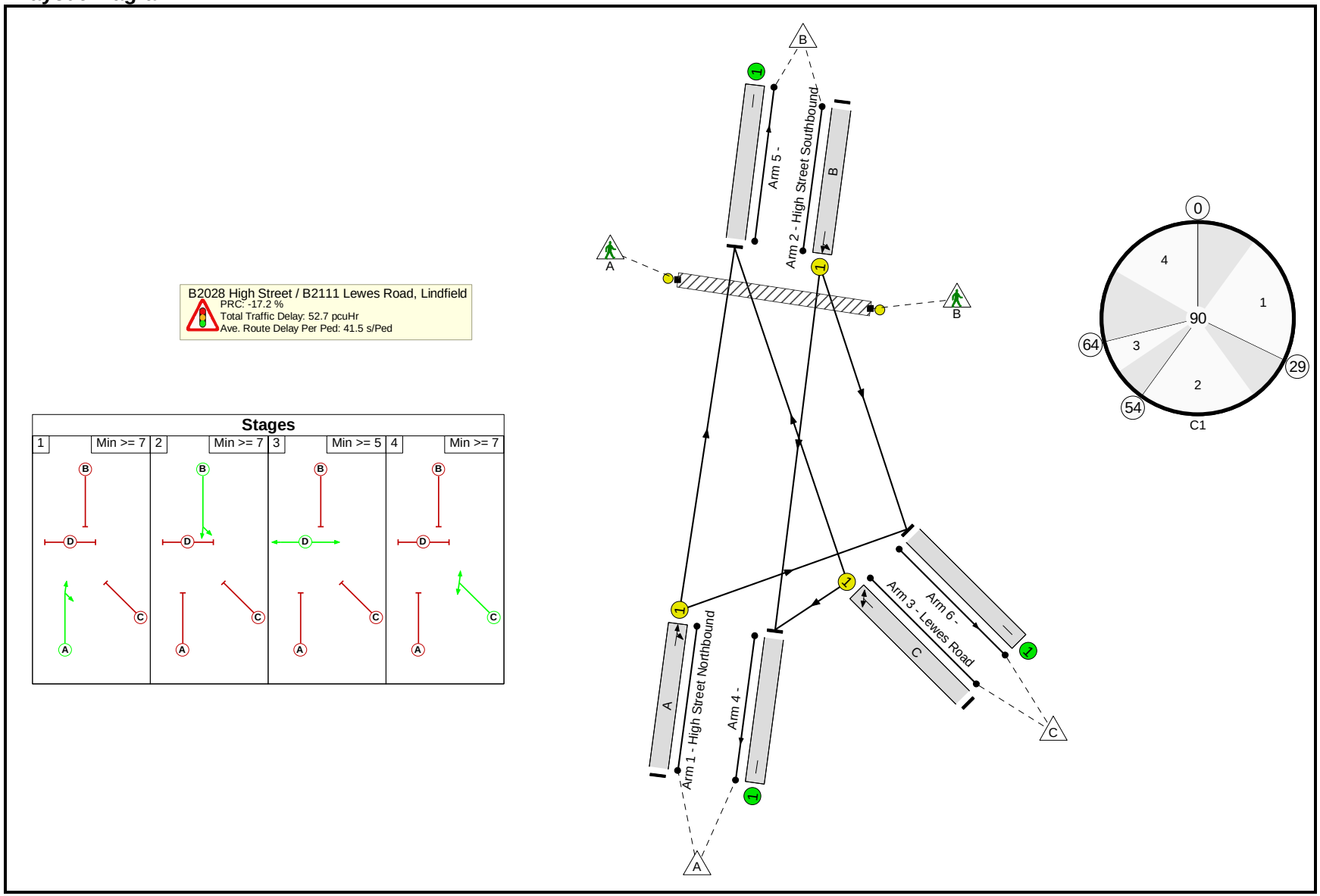
Stage	1	2	3	4
Duration	20	18	5	15
Change Point	0	29	54	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.5%**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.5%**
1/1	High Street Northbound Ahead Right	U	N/A	N/A	A		1	20	-	459	1915	447	102.7%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	18	-	387	1786	377	102.6%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	15	-	287	1530	272	105.5%
4/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street	-	N/A	-	D		1	5	-	110	-	4000	2.8%

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	**-**	**-**	**0**	**0**	**0**	**12.8**	**39.8**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**0**	**0**	**0**	**12.8**	**39.8**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
1/1	459	447	-	-	-	4.9	14.2	-	19.1	149.9	11.8	14.2	26.0
2/1	387	377	-	-	-	4.2	12.6	-	16.8	156.5	9.9	12.6	22.6
3/1	287	272	-	-	-	3.7	13.0	-	16.7	209.9	7.7	13.0	20.7
4/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	110	110	-	-	-	-	-	-	1.3	41.5	-	-	2.6

C1 PRC for Signalled Lanes (%): -17.2 Total Delay for Signalled Lanes (pcuHr): 52.67 Cycle Time (s): 90
PRC Over All Lanes (%): -17.2 Total Delay Over All Lanes(pcuHr): 52.67

Full Input Data And Results

Ped Flows, Desired

FG1: 'AM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	53	0	53
	Tot.	53	42	95

FG2: 'PM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	55	55
	B	55	0	55
	Tot.	55	55	110

Ped Flows, Actual

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	53	0	53
	Tot.	53	42	95

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	55	55
	B	55	0	55
	Tot.	55	55	110

Ped Flows, Difference

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')
B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Ped Route Flows

Route Num	Org Zone	Dest Zone	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	B	42	55
2	B	A	53	55

Ped Link Flows

Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield		
P1	53 (Left) 42 (Right)	55 (Left) 55 (Right)

Ped Route Journey Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	50.53	50.54
2	B	6/1	A	3/1	50.54	50.54

Ped Route Delay Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	41.53	41.54
2	B	6/1	A	3/1	41.54	41.54

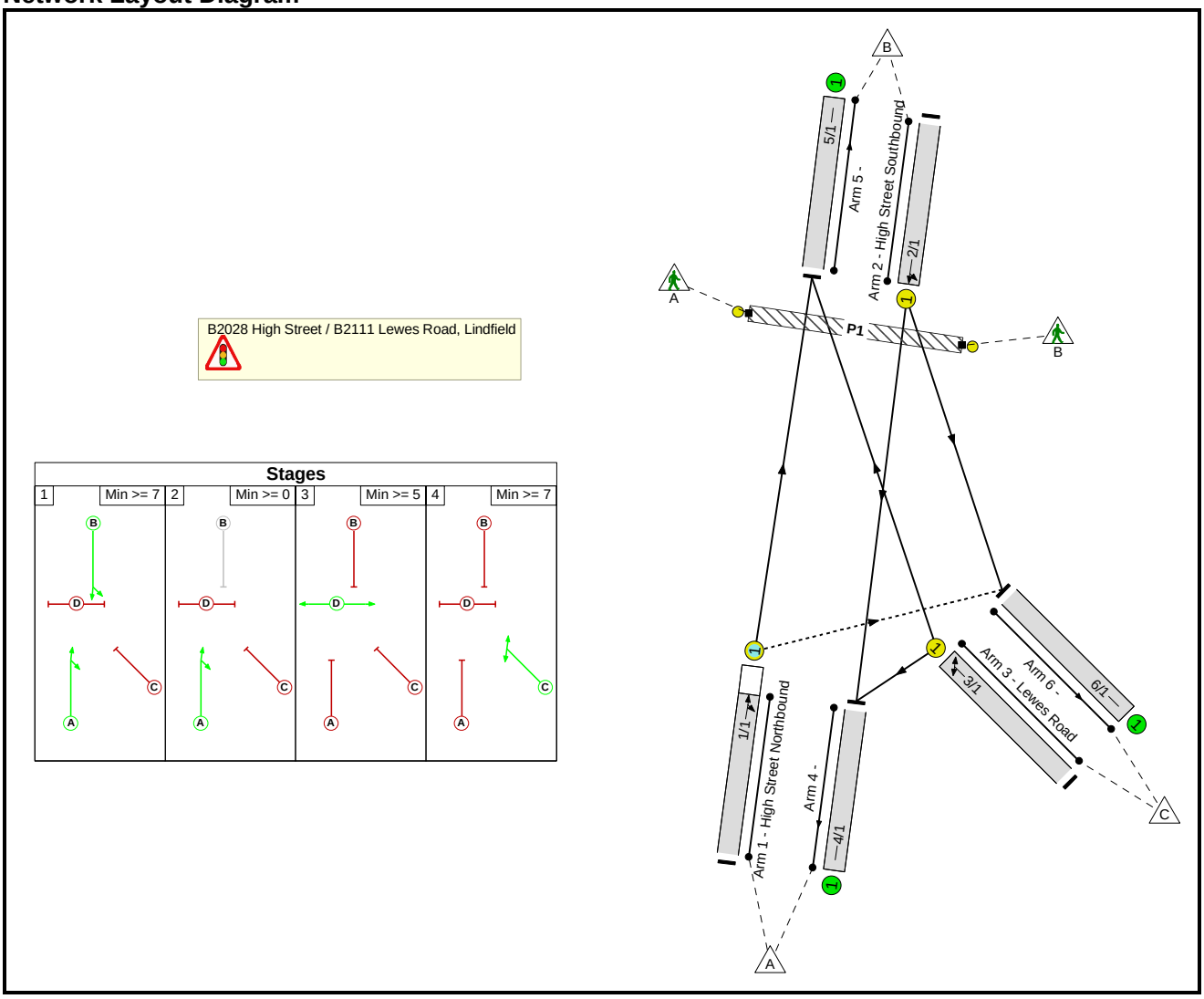
Full Input Data and Results

User and Project Details

Project:	**Proposed Traffic Signals**
Title:	**Model of Option 2**
Location:	B2028 High Street / B 2111 Lewes Road, Lindfield, West Sussex
File name:	High Street - Lewes Road, Lindfield Model - Option 2.lsg3x
Author:	Dave Richards
Company:	telent Technology Services Ltd
Address:	Point 3, Haywood Road, Warwick, CV34 5AH
Notes:	This model is based on the traffic signals operating the following four stages: 1) High Street in both directions 2) High Street Northbound 3) Pedestrians crossing High Street 4) Lewes Road The traffic count data used was collected on Tuesday 1st March 2016 and the pedestrian count data was collected on Thursday 28th June 2007. It should be noted that the pedestrian count data is significantly out of date, however the Client has confirm that the data is still valid and acceptable for modelling purposes. The junction has been modelled in both the AM Peak (using data from 09:00 – 10:00) and the PM Peak (using data from 17:00 – 18:00). **Key Results for the AM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **-11.2%** Total overall delay at the junction in Passenger Car Units (pcu) per hour: **30.85** Degree of Saturation on High Street Northbound: **99.3%** Degree of Saturation on High Street Southbound: **73.5%** Degree of Saturation on Lewes Road: **100.1%** Mean Maximum Queue Length in pcu on High Street Northbound: **16.8** Mean Maximum Queue Length in pcu on High Street Southbound: **8.7** Mean Maximum Queue Length in pcu on Lewes Road: **22.2** **Key Results for the PM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **-10.3%** Total overall delay at the junction in pcu per hour: **28.52** Degree of Saturation on High Street Northbound: **98.5%** Degree of Saturation on High Street Southbound: **72.2%** Degree of Saturation on Lewes Road: **99.3%** Mean Maximum Queue Length in pcu on High Street Northbound: **20.4** Mean Maximum Queue Length in pcu on High Street Southbound: **9.9** Mean Maximum Queue Length in pcu on Lewes Road: **15.1**

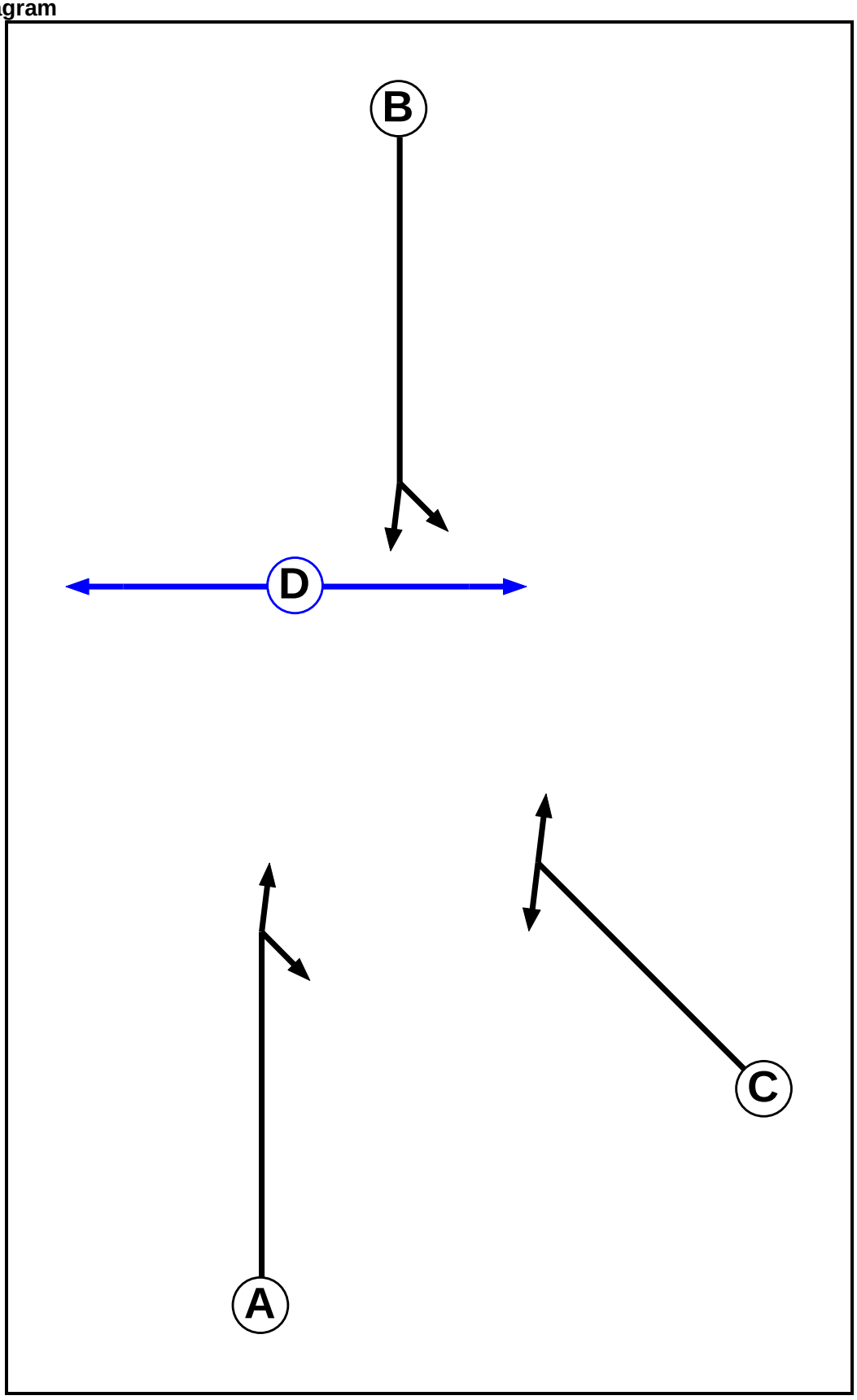
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5

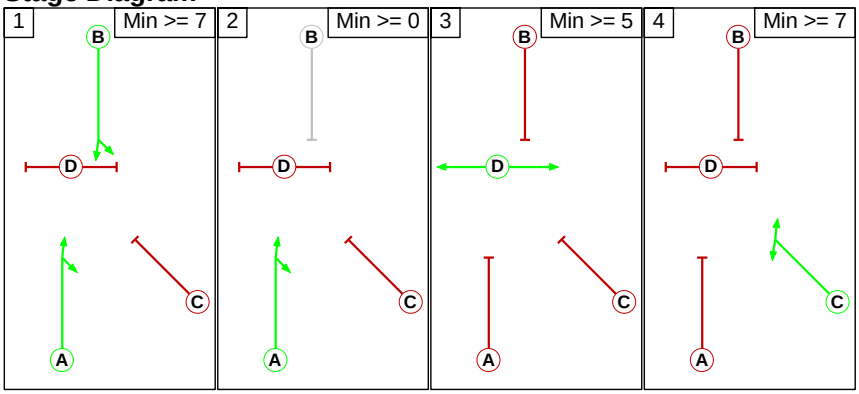
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	7	9
	B	-		7	5
	C	9	9		12
	D	11	11	11	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A
3	D
4	C

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		0	9	7
	2	2		9	7
	3	11	11		11
	4	9	9	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (High Street Northbound)	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield												
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 (High Street Northbound)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
2/1 (High Street Southbound)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	9.00
3/1 (Lewes Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	4.00
											Arm 5 Right	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM PEAK'	08:00	09:00	01:00	
2: 'PM PEAK'	17:00	18:00	01:00	

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	167	166	333
	B	142	0	181	323
	C	298	157	0	455
	Tot.	440	324	347	1111

Traffic Lane Flows

Lane	Scenario 1: AM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	333
2/1	323
3/1	455
4/1	440
5/1	324
6/1	347

Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	50.2 %	1915	1915
				Arm 6 Right	Inf	49.8 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	44.0 %	1797	1797
				Arm 6 Left	9.00	56.0 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	65.5 %	1515	1515
				Arm 5 Right	15.00	34.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	278	459
	B	154	0	233	387
	C	175	112	0	287
	Tot.	329	293	511	1133

Traffic Lane Flows

Lane	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	459
2/1	387
3/1	287
4/1	329
5/1	293
6/1	511

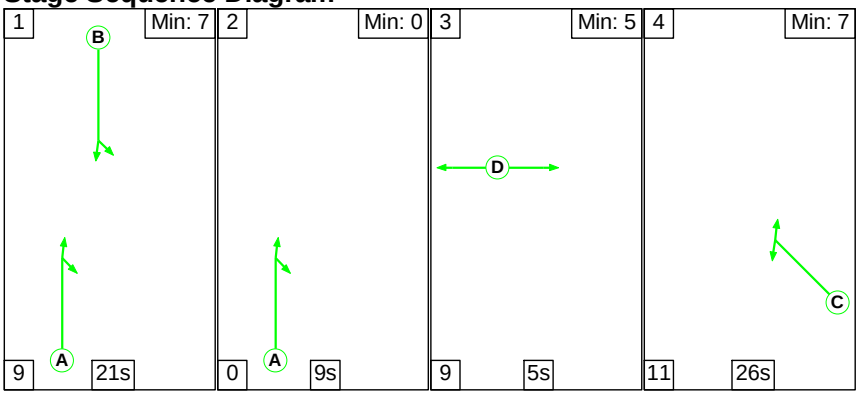
Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	39.4 %	1915	1915
				Arm 6 Right	Inf	60.6 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	39.8 %	1786	1786
				Arm 6 Left	9.00	60.2 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	61.0 %	1530	1530
				Arm 5 Right	15.00	39.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

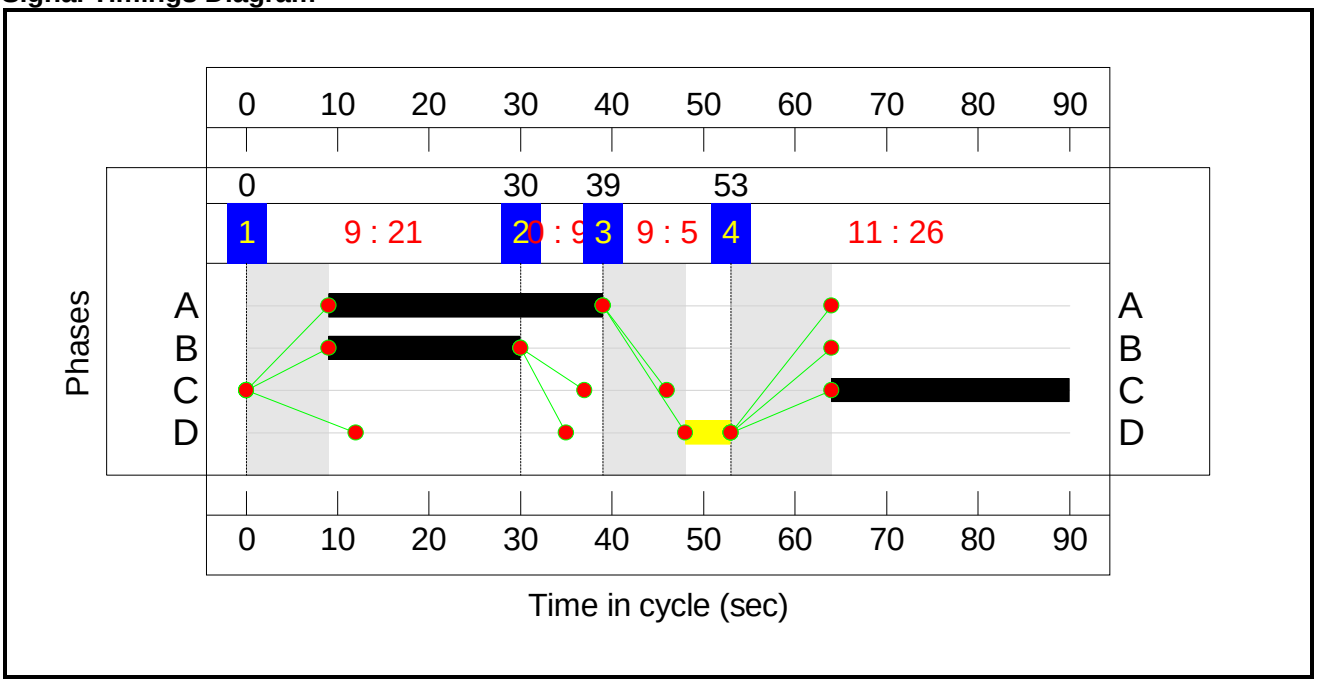


Stage Timings

Stage	1	2	3	4
Duration	21	9	5	26
Change Point	0	30	39	53

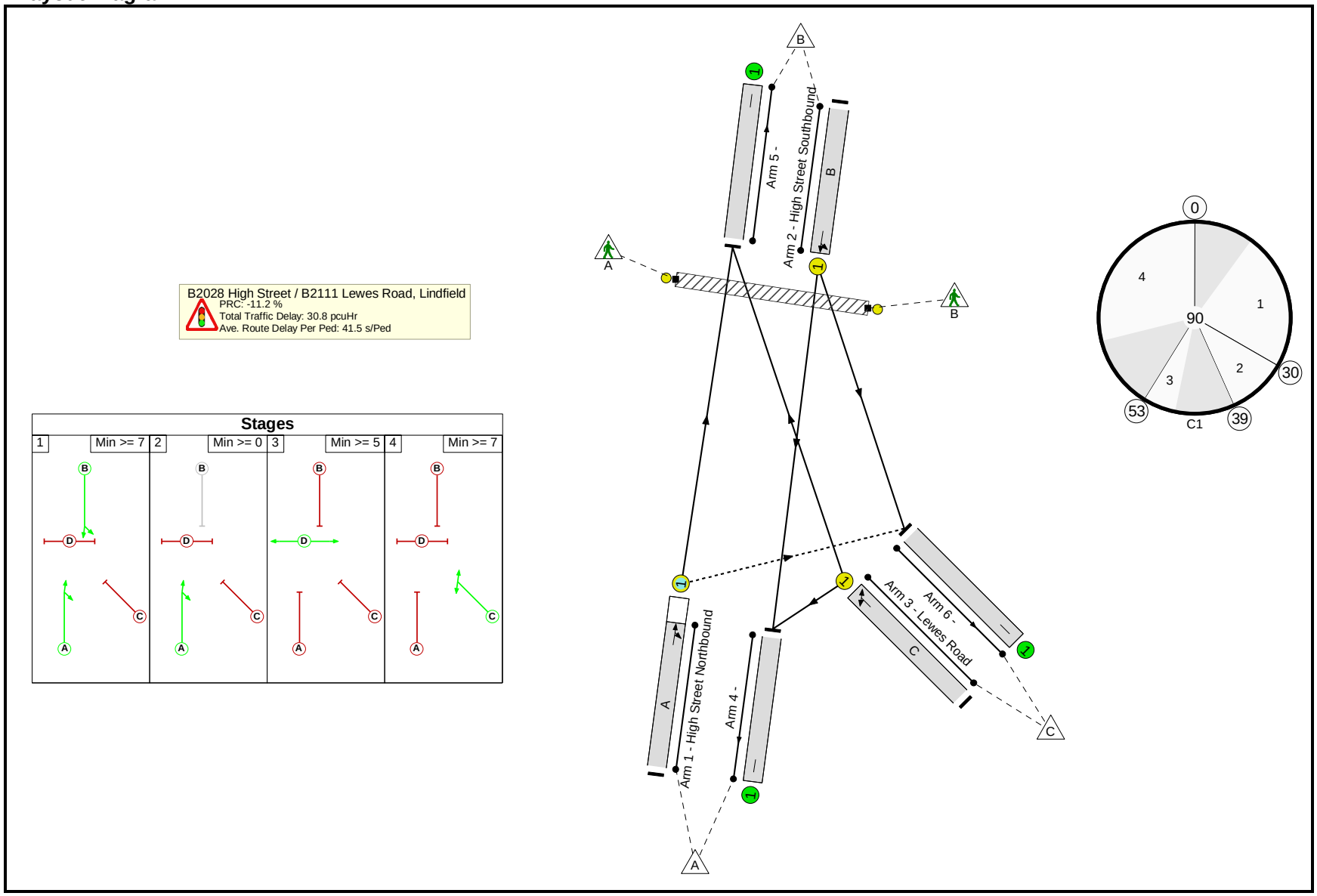
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.1%**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.1%**
1/1	High Street Northbound Ahead Right	O	N/A	N/A	A		1	30	-	333	1915	335	99.3%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	21	-	323	1797	439	73.5%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	26	-	455	1515	455	100.1%
4/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street	-	N/A	-	D		1	5	-	95	-	4000	2.1%

Full Input Data And Results

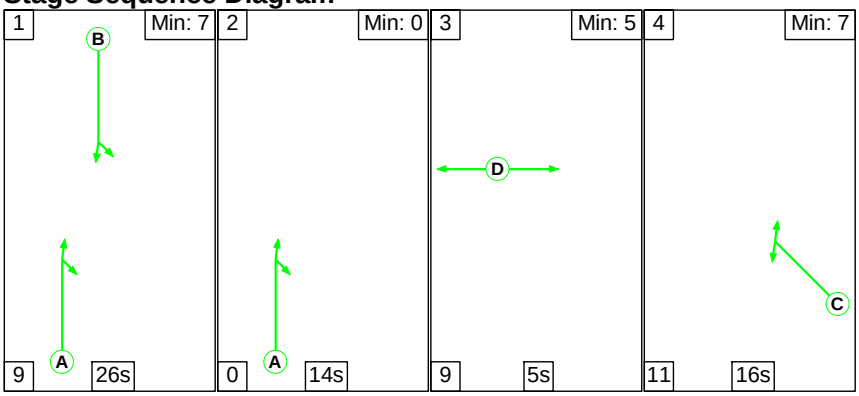
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**54**	**74**	**38**	**9.9**	**20.7**	**0.2**	**30.8**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**54**	**74**	**38**	**9.9**	**20.7**	**0.2**	**30.8**	**-**	**-**	**-**	**-**
1/1	333	333	54	74	38	3.1	8.6	0.2	11.9	128.5	8.2	8.6	16.8
2/1	323	323	-	-	-	2.8	1.4	-	4.2	46.4	7.4	1.4	8.7
3/1	455	454	-	-	-	4.0	10.8	-	14.8	117.1	11.4	10.8	22.2
4/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	95	95	-	-	-	-	-	-	1.1	41.5	-	-	2.3

C1 PRC for Signalled Lanes (%): -11.2 Total Delay for Signalled Lanes (pcuHr): 30.85 Cycle Time (s): 90
PRC Over All Lanes (%): -11.2 Total Delay Over All Lanes(pcuHr): 30.85

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

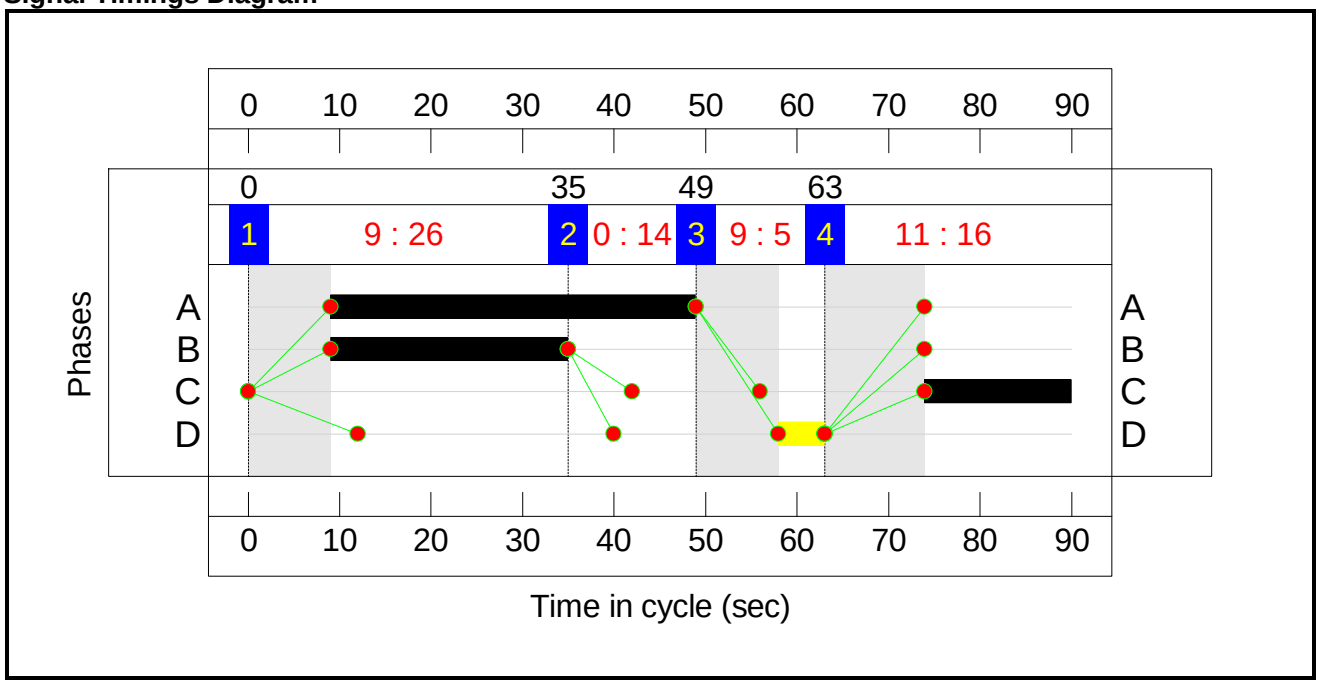
Stage Sequence Diagram



Stage Timings

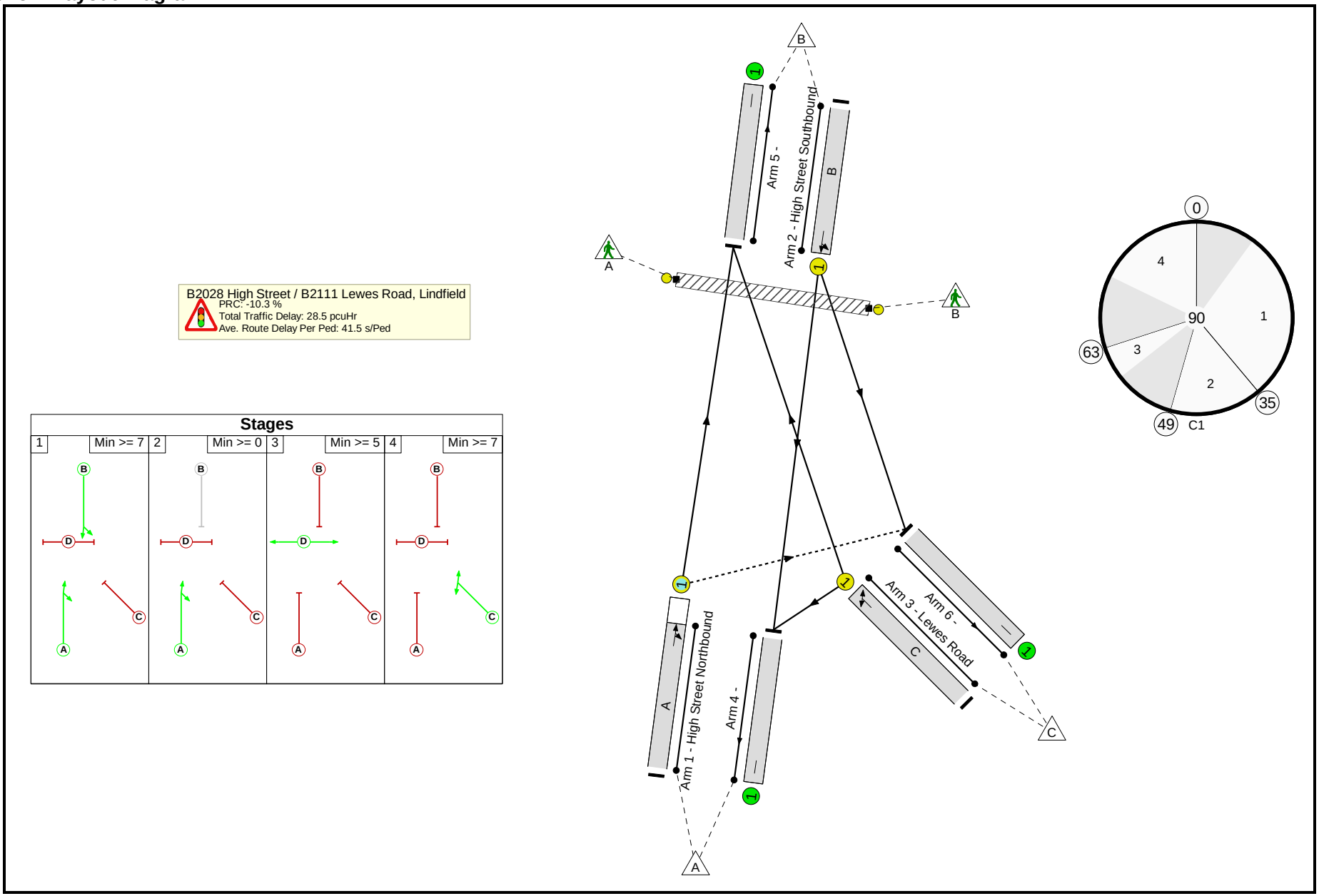
Stage	1	2	3	4
Duration	26	14	5	16
Change Point	0	35	49	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network 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	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
B2028 High Street / B2111 Lewes Road, Lindfield	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/1	High Street Northbound Ahead Right	O	N/A	N/A	A		1	40	-	459	1915	466	98.5%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	26	-	387	1786	536	72.2%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	16	-	287	1530	289	99.3%
4/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street	-	N/A	-	D		1	5	-	110	-	4000	2.8%

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	**-**	**-**	**79**	**155**	**44**	**9.8**	**18.4**	**0.4**	**28.5**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**79**	**155**	**44**	**9.8**	**18.4**	**0.4**	**28.5**	**-**	**-**	**-**	**-**
1/1	459	459	79	155	44	3.8	9.1	0.4	13.3	104.5	11.3	9.1	20.4
2/1	387	387	-	-	-	3.0	1.3	-	4.3	40.0	8.6	1.3	9.9
3/1	287	287	-	-	-	2.9	8.0	-	10.9	136.6	7.1	8.0	15.1
4/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	110	110	-	-	-	-	-	-	1.3	41.5	-	-	2.6

C1 PRC for Signalled Lanes (%): -10.3 Total Delay for Signalled Lanes (pcuHr): 28.52 Cycle Time (s): 90
PRC Over All Lanes (%): -10.3 Total Delay Over All Lanes(pcuHr): 28.52

Full Input Data And Results

Ped Flows, Desired

FG1: 'AM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	53	0	53
	Tot.	53	42	95

FG2: 'PM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	55	55
	B	55	0	55
	Tot.	55	55	110

Ped Flows, Actual

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	53	0	53
	Tot.	53	42	95

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	55	55
	B	55	0	55
	Tot.	55	55	110

Ped Flows, Difference

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')
B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Ped Route Flows

Route Num	Org Zone	Dest Zone	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	B	42	55
2	B	A	53	55

Ped Link Flows

Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield		
P1	53 (Left) 42 (Right)	55 (Left) 55 (Right)

Ped Route Journey Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	50.53	50.54
2	B	6/1	A	3/1	50.54	50.54

Ped Route Delay Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	41.53	41.54
2	B	6/1	A	3/1	41.54	41.54

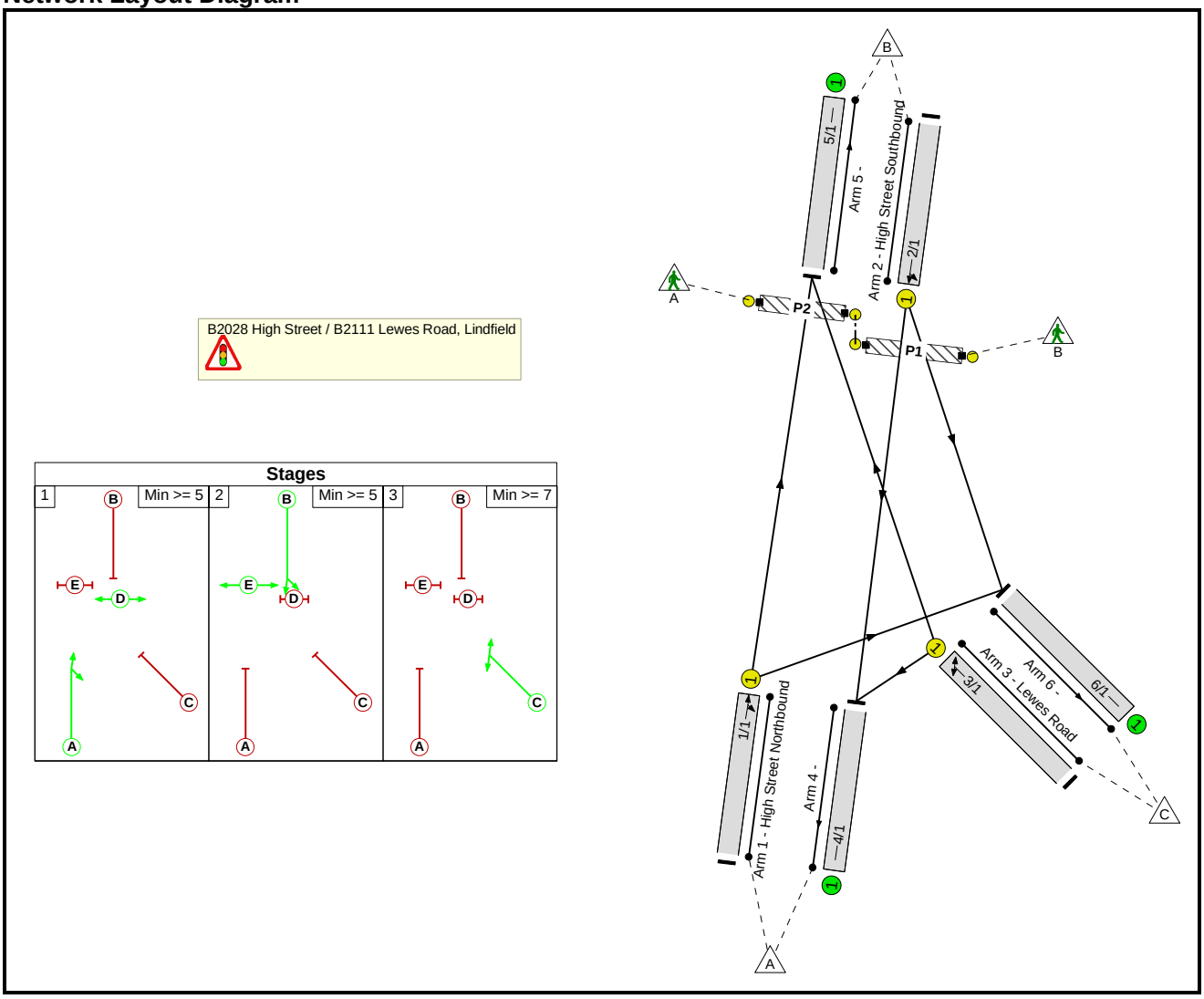
Full Input Data and Results

User and Project Details

Project:	**Proposed Traffic Signals**
Title:	**Model of Option 3**
Location:	B2028 High Street / B 2111 Lewes Road, Lindfield, West Sussex
File name:	High Street - Lewes Road, Lindfield Model - Option 3.lsg3x
Author:	Dave Richards
Company:	telent Technology Services Ltd
Address:	Point 3, Haywood Road, Warwick, CV34 5AH
Notes:	This model is based on the traffic signals operating the following three stages: 1) High Street Northbound and Pedestrians across High Street S/B 2) High Street Southbound and Pedestrians across High Street N/B 3) Lewes Road The traffic count data used was collected on Tuesday 1st March 2016 and the pedestrian count data was collected on Thursday 28th June 2007. It should be noted that the pedestrian count data is significantly out of date, however the Client has confirm that the data is still valid and acceptable for modelling purposes. The junction has been modelled in both the AM Peak (using data from 09:00 – 10:00) and the PM Peak (using data from 17:00 – 18:00). **Key Results for the AM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **5.7%** Total overall delay at the junction in Passenger Car Units (pcu) per hour: **16.96** Degree of Saturation on High Street Northbound: **82.4%** Degree of Saturation on High Street Southbound: **85.1%** Degree of Saturation on Lewes Road: **84.5%** Mean Maximum Queue Length in pcu on High Street Northbound: **10.1** Mean Maximum Queue Length in pcu on High Street Southbound: **10.3** Mean Maximum Queue Length in pcu on Lewes Road: **12.9** **Key Results for the PM Peak** Overall Practical Reserve Capacity (PRC) at the junction: **6.6%** Total overall delay at the junction in pcu per hour: **16.68** Degree of Saturation on High Street Northbound: **83.0%** Degree of Saturation on High Street Southbound: **81.3%** Degree of Saturation on Lewes Road: **84.4%** Mean Maximum Queue Length in pcu on High Street Northbound: **13.0** Mean Maximum Queue Length in pcu on High Street Southbound: **11.1** Mean Maximum Queue Length in pcu on Lewes Road: **9.3**

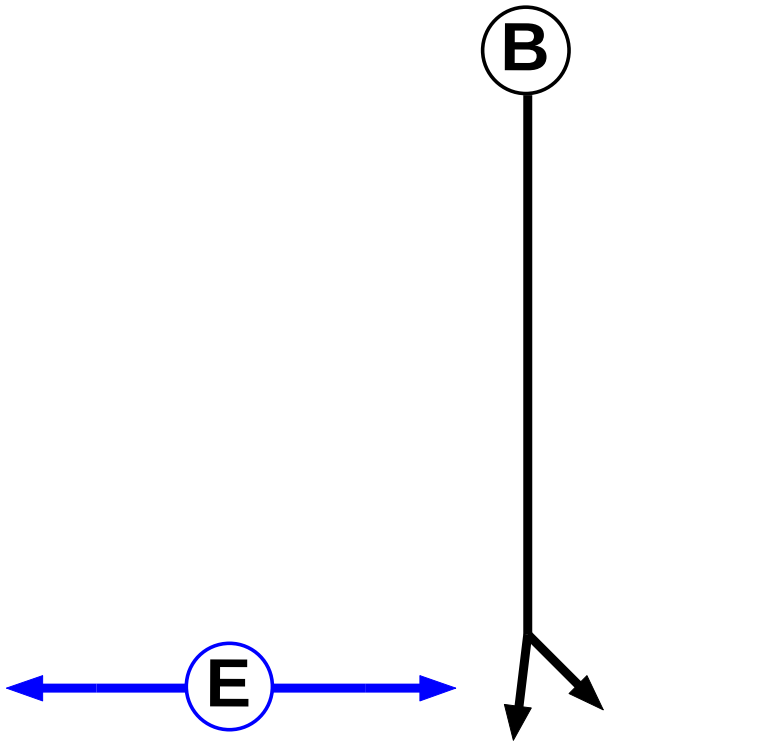
Full Input Data And Results

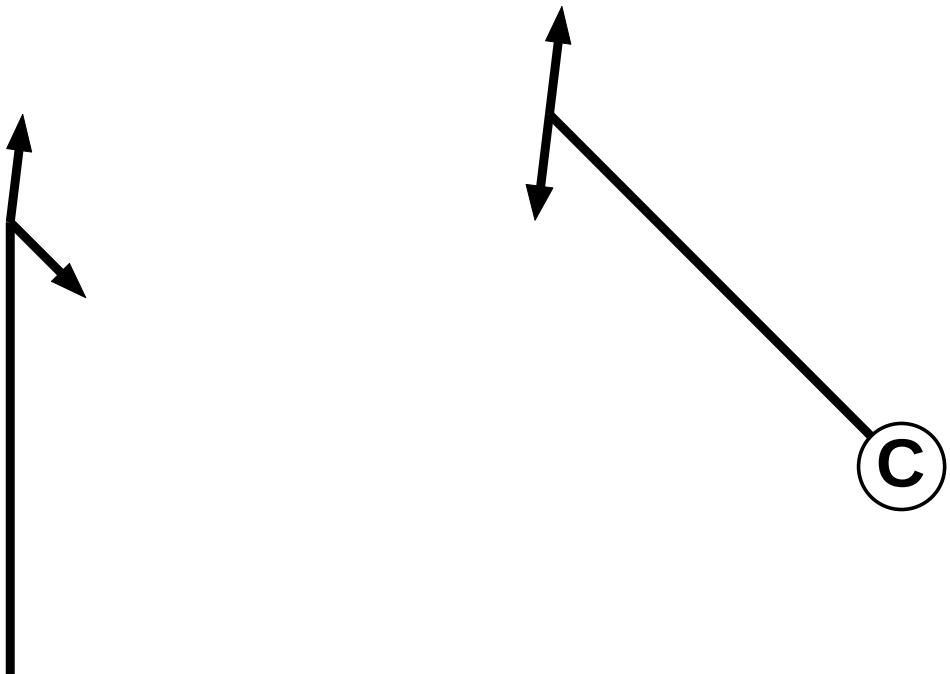
Network Layout Diagram



Full Input Data And Results

Phase Diagram


B
E
D


C

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5

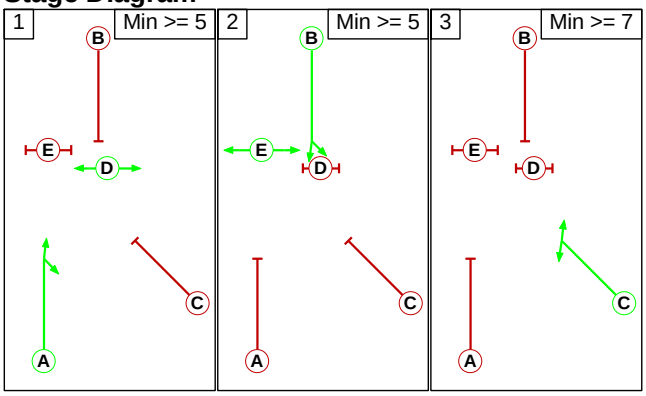
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		7	7	-	9
	B	7		7	5	-
	C	9	9		12	12
	D	-	7	7		-
	E	7	-	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	B E
3	C

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	7
	2	7		7
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B2028 High Street / B2111 Lewes Road, Lindfield												
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 (High Street Northbound)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
2/1 (High Street Southbound)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	9.00
3/1 (Lewes Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	4.00
											Arm 5 Right	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM PEAK'	08:00	09:00	01:00	
2: 'PM PEAK'	17:00	18:00	01:00	

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	167	166	333
	B	142	0	181	323
	C	298	157	0	455
	Tot.	440	324	347	1111

Traffic Lane Flows

Lane	Scenario 1: AM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	333
2/1	323
3/1	455
4/1	440
5/1	324
6/1	347

Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	50.2 %	1915	1915
				Arm 6 Right	Inf	49.8 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	44.0 %	1797	1797
				Arm 6 Left	9.00	56.0 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	65.5 %	1515	1515
				Arm 5 Right	15.00	34.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	278	459
	B	154	0	233	387
	C	175	112	0	287
	Tot.	329	293	511	1133

Traffic Lane Flows

Lane	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield	
1/1	459
2/1	387
3/1	287
4/1	329
5/1	293
6/1	511

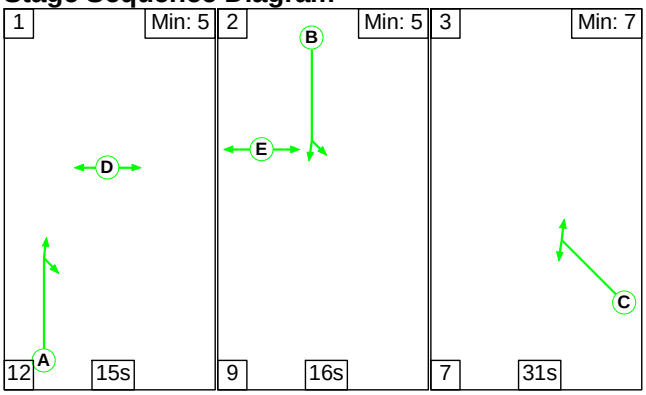
Full Input Data And Results

Lane Saturation Flows

Junction: B2028 High Street / B2111 Lewes Road, Lindfield								
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 (High Street Northbound)	3.00	0.00	Y	Arm 5 Ahead	Inf	39.4 %	1915	1915
				Arm 6 Right	Inf	60.6 %		
2/1 (High Street Southbound)	3.50	0.00	Y	Arm 4 Ahead	Inf	39.8 %	1786	1786
				Arm 6 Left	9.00	60.2 %		
3/1 (Lewes Road)	3.25	0.00	Y	Arm 4 Left	4.00	61.0 %	1530	1530
				Arm 5 Right	15.00	39.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

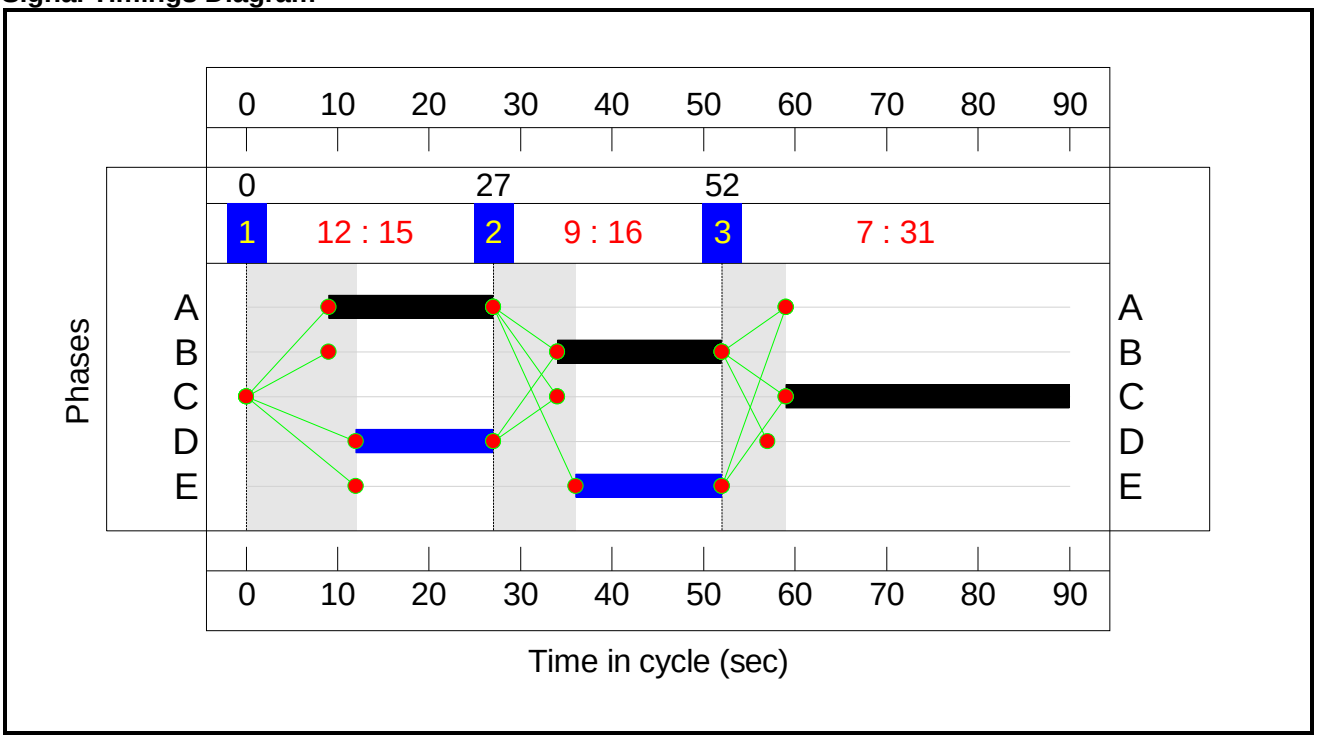


Stage Timings

Stage	1	2	3
Duration	15	16	31
Change Point	0	27	52

Full Input Data And Results

Signal Timings Diagram

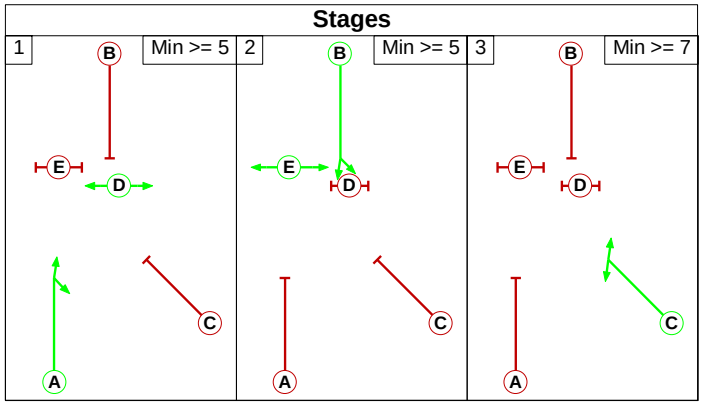


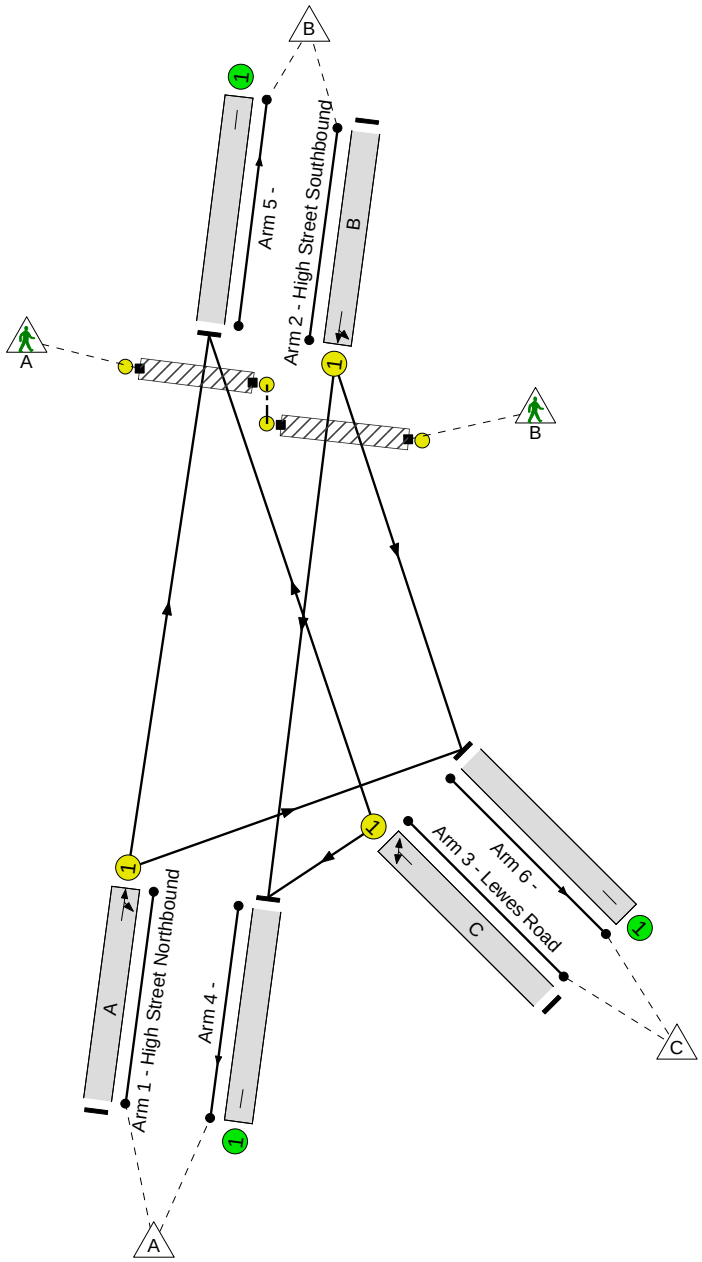
Full Input Data And Results

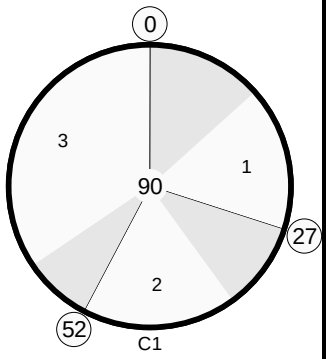
Network Layout Diagram

Full Input Data And Results

B2028 High Street / B2111 Lewes Road, Lindfield
PRC: 5.7 %
Total Traffic Delay: 17.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped







Full Input Data And Results

Network 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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
1/1	High Street Northbound Ahead Right	U	N/A	N/A	A		1	18	-	333	1915	404	82.4%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	18	-	323	1797	379	85.1%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	31	-	455	1515	539	84.5%
4/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street SB	-	N/A	-	D		1	15	-	0	-	12000	0.0%
Ped Link: P2	Peds crossing High Street NB Exit	-	N/A	-	E		1	16	-	0	-	12800	0.0%

Full Input Data And Results

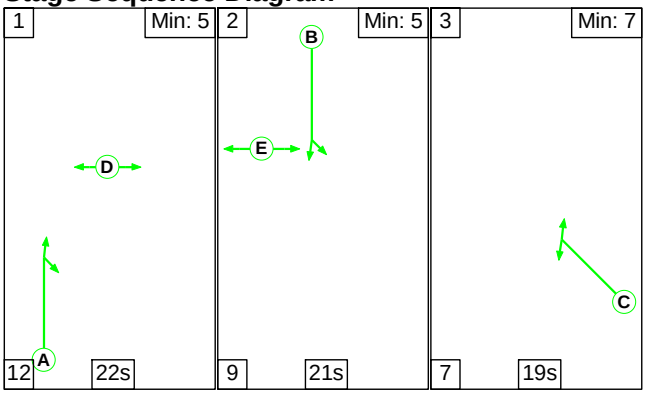
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.6**	**7.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**0**	**0**	**0**	**9.6**	**7.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/1	333	333	-	-	-	3.1	2.2	-	5.3	57.7	7.9	2.2	10.1
2/1	323	323	-	-	-	3.1	2.6	-	5.7	63.4	7.7	2.6	10.3
3/1	455	455	-	-	-	3.4	2.6	-	5.9	47.0	10.4	2.6	12.9
4/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 16.96 Cycle Time (s): 90
PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 16.96

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

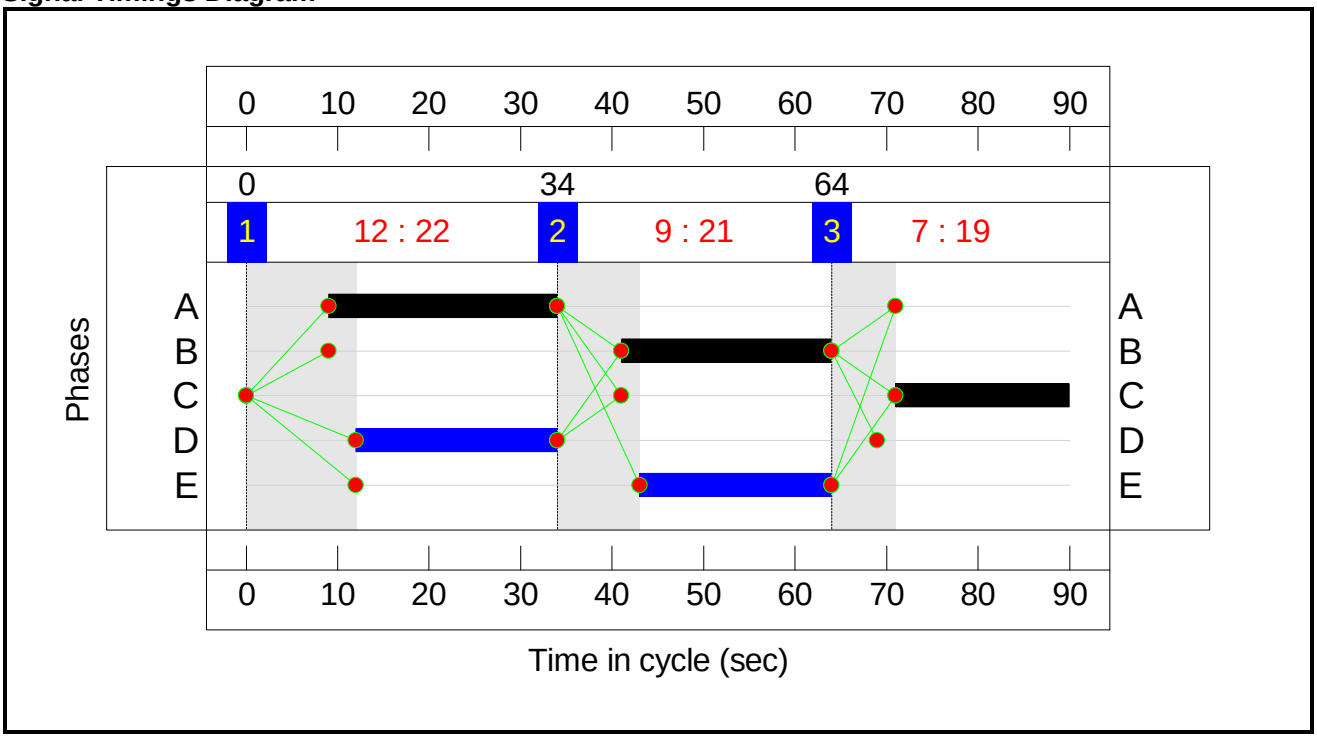
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	21	19
Change Point	0	34	64

Signal Timings Diagram

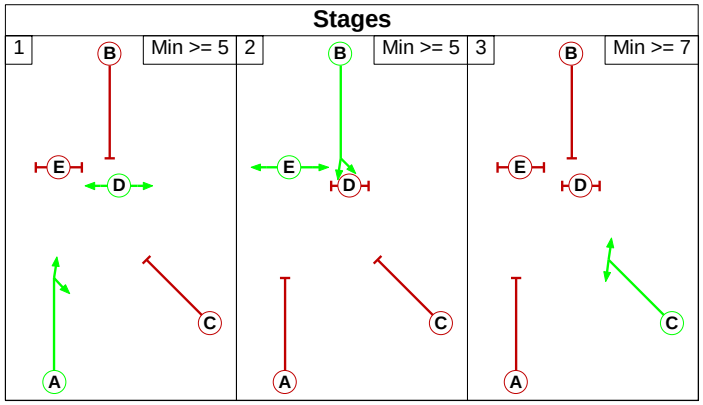


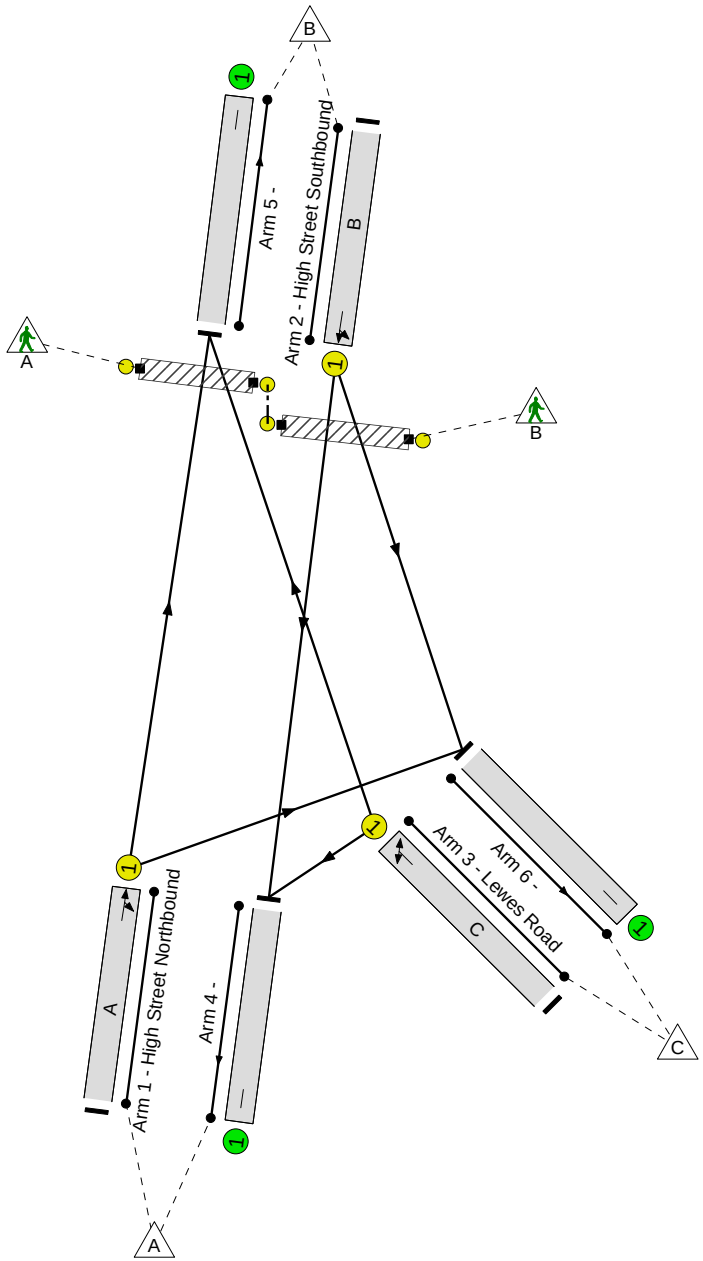
Full Input Data And Results

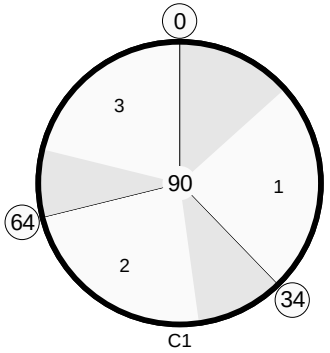
Network Layout Diagram

Full Input Data And Results

B2028 High Street / B2111 Lewes Road, Lindfield
PRC: 6.6 %
Total Traffic Delay: 16.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped







Full Input Data And Results

Network 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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
1/1	High Street Northbound Ahead Right	U	N/A	N/A	A		1	25	-	459	1915	553	83.0%
2/1	High Street Southbound Ahead Left	U	N/A	N/A	B		1	23	-	387	1786	476	81.3%
3/1	Lewes Road Left Right	U	N/A	N/A	C		1	19	-	287	1530	340	84.4%
4/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
Ped Link: P1	Peds crossing High Street SB	-	N/A	-	D		1	22	-	0	-	17600	0.0%
Ped Link: P2	Peds crossing High Street NB Exit	-	N/A	-	E		1	21	-	0	-	16800	0.0%

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	**-**	**-**	**0**	**0**	**0**	**9.8**	**6.9**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
B2028 High Street / B2111 Lewes Road, Lindfield	**-**	**-**	**0**	**0**	**0**	**9.8**	**6.9**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/1	459	459	-	-	-	3.8	2.3	-	6.1	48.1	10.7	2.3	13.0
2/1	387	387	-	-	-	3.3	2.1	-	5.4	50.2	9.0	2.1	11.1
3/1	287	287	-	-	-	2.7	2.5	-	5.1	64.6	6.9	2.5	9.3
4/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 16.68 Cycle Time (s): 90
PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 16.68

Full Input Data And Results

Ped Flows, Desired

FG1: 'AM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	42	42
	B	53	0	53
	Tot.	53	42	95

FG2: 'PM PEAK'

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	55	55
	B	55	0	55
	Tot.	55	55	110

Ped Flows, Actual

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Ped Flows, Difference

Scenario 1: 'AM Peak' (FG1: 'AM PEAK', Plan 1: 'Network Control Plan 1')

B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	-42	-42
	B	-53	0	-53
	Tot.	-53	-42	-95

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM PEAK', Plan 1: 'Network Control Plan 1')
B2028 High Street / B2111 Lewes Road, Lindfield

		Destination		
		A	B	Tot.
Origin	A	0	-55	-55
	B	-55	0	-55
	Tot.	-55	-55	-110

Ped Route Flows

Route Num	Org Zone	Dest Zone	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	B	0	0
2	B	A	0	0

Ped Link Flows

Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
Junction: B2028 High Street / B2111 Lewes Road, Lindfield		
P1	0 (Left) 0 (Right)	0 (Left) 0 (Right)
P2	0 (Left) 0 (Right)	0 (Left) 0 (Right)

Ped Route Journey Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	-	-
2	B	6/1	A	3/1	-	-

Ped Route Delay Times

Route Num	Org Zone	Org Lane	Dest Zone	Dest Lane	Scenario 1: AM Peak	Scenario 2: PM Peak
1	A	4/1	B	5/1	-	-
2	B	6/1	A	3/1	-	-

Appendix 8:
Consultation comments and response

Ref	Comment	Response
1	We have lived in the village for 22 years and have certainly noticed a great increase in traffic through the village. Undoubtedly some of this is related to increased building of houses and the expansion of Lindfield Primary. However, we feel that the village is also being used as a perceived short cut by non-residents and specifically, large numbers of lorries. We understand that some efforts have been made towards dealing with these unsuitable vehicles using Lindfield High Street but feel that this should be of the highest priority now. There have been many occasions when long tail backs have been caused by lorries and large vehicles blocking the road in an effort to travel through the village. We are not sure that placing traffic lights at the junction with the Lewes road will do anything other than cause more and longer queues, together with unacceptable levels of pollution for the houses along the Lewes road, when vehicles are waiting for the lights to change. We understand your concerns about the safely of pedestrians but know of no accidents to people walking around the corner by the barber shop, so far. In fact vehicles are largely aware and slow down. Lorries may be the exception and banning them from the village would provide a solution. Traffic lights introduced in the Haywards Heath and Lindfield area in past years have failed, in many people's opinion, to increase flow of trafffic, particularly at peak times and in fact contributed to larger queues.	The High Street/ Lewes Road Junction is a critical junction to accommodate traffic growth generated from new housing in the Mid Sussex DC area. The options for this junction are discussed in section 6. There are a variety of options each with advantages and disadvantages. It is recommended that further consultation is undertaken on the preferred solution(s).
	The suggestion for a one way system in the High Street would be interesting to examine but obviously needs to be carefully thought through as it may impact very badly on some residents of Lindfield.	An option is being put forward for restrictive access into Lewes Road at Gravelye Lane which will have the same effect as a one way. This is discussed in more detail in section 6.
	Finally, is it possible to enforce the restricted parking, i.e. single yellow line on the section of road outside and along from the Red Lion pub? Double yellow lines may be the only option perhaps. There has been a significant increase in people parking in these areas and thus contributing to the chaotic traffic hold ups in the High Street. We would be most appreciative if you could keep us informed about any proposals for traffic management in Lindfield and would like your assurance that nothing will be decided without the agreement of Lindfield residents.	Although on street parking can restrict free flow traffic it also slows traffic. The on street parking in the High Street has been assessed and the proposed changes are outlined in section 7.0.

Ref	Comment	Response
2	Regarding the possible use of traffic lights to control traffic between the high street and Lewis Road. There appears to be no discussion around the aesthetics of adding light polluting traffic lights to the hight street which would change the iconic views of the village from both directions. How does the addition of traffic lights fit into the conservation requirements already in place?	The High Street/ Lewes Road Junction is a critical junction to accommodate traffic growth generated from new housing in the Mid Sussex DC area. This has been identified by the MSDC traffic modelling work. The options for this junction are discussed in section 6. There are a variety of options each with advantages and disadvantages. It is recommended that further consultation is undertaken on the preferred solution(s).
	I was only thinking about how horrid a set of ugly traffic lights would be right in the heart of the village and hadn't even thought about the added pollution as traffic queues in some cases unnecessarily at a red light. It is interesting to know that the Parish Council has reviewed this and a trial might not be required as i assume the requirement for some sort of traffic control is only in the morning and afternoon peak, so traffic lights would for the majority of the time be unnecessary.	Traffic signals are only one option discussed. However traffic signals can be introduced sensitively through post colour, location and numbers if this is the agreed way forward for this junction. Part time signals would be inapproporiate here, as a key component is the provision of a pedestrian crossing phase which would be required to operate all the time.
	On the other matter, i must say that to even consider diverting through traffic from the High street, a wide straight road, via residential roads in the conservation area is quite frankly bizarre. I appreciate the problems caused by heavy vehicles and an ever increasing level of traffic travelling through the village but to think sending them up to Hickmans Lane via Denmans Lane and Compton Road is an alternative makes no sense. These are narrow family roads with sheltered housing for the elderly, they are not suitable for larger vehicles or high traffic flows.	There is no intention to divert traffic from the High Street via Hickmans Lane, Compton Road or Denmans Lane, but seek to manage traffic to improve conditions for walking and cycling in accordance with the objectives set out in the neighbourhood plan.
	There would be many pinch points and I feel that if all traffic were to turn right into Denmans Lane the situation at the Lewes Road Junction would be exacerbated. In addition if all northerly traffic had to turn left at the narrow Hickmans Land junction with the High Street then the larger vehicles would be required to swing out into the southerly flow before heading north, a recipe for long queues and disaster. Also the increased volume of traffic heading out of Hickmans Lane would preclude traffic from entering this road from the High street therefore traffic for Hickmans Lane would have to travel all the way down the High street before turning right to go up Denmans Lane into Compton Road eventually turning left into Hickmans lane!	See above

Ref	Comment	Response
2 cont	How local traffic would access doctors surgery car park is an issue as is the traffic coming down Denmans lane from local residents as well as those exiting the car parks behind the Co-op as they would be fighting against the steady flow currently travelling northwards up the High Street. There appears, with this plan, to be a conflict of traffic flow at almost every junction.	See previous comment
3	Firstly, there is mention of seeking the Preservation Society's views. It is of course appropriate for this to be done but I hope the views of the Society will not be given undue weight. The Society does sterling work looking after the interests of the village but does represent a very specific cross section of the village's population which as a generalisation would not fall within the category of vulnerable road users. The Society's views may therefore be contrary in some respects to the views of those the report is looking to protect. Secondly, the report appears to ignore a substantial problem in the areas covered by the report of illegal parking, an issue which some of the proposed solutions may exacerbate rather than address. As examples, at the junction of Hickman's Lane and Sunte Avenue, parking outside the Witch and around the junction makes the junction extremely dangerous for all road users as visibility for drivers is dramatically reduced. In addition, there is an increasing tendency for drivers to park on pavements where there is limited or restricted parking. At school time for example, parents with pushchairs and those on mobility vehicles are forced to walk in the road or cross in inappropriate places because the footpaths are blocked by illegally parked vehicles.	There are strong opinions within the village and every effort is being made to agree to measures that have the widest possible support. Although on street parking can restrict free flow traffic it can also slow traffic. However I agree there is evidence that some parking is obstructive to pedestrians. A build-out is proposed close to the junction of Sunte Avenue/ Hickmans Lane. Suggest monitoring situation after build-out constructed and restrictions considered if situation remains hazardous.

Ref	Comment	Response
4	Comprehensive and interesting but with a rather heavy emphasis on pedestrians and cyclists and a lot of money to cope with road users apparent disregard of the Highway Code. As an OAP with a bicycle of near similar vintage I have never experienced any real problems of safety cycling Lindfield's roads nor crossing them! If anything the greatest hazard to pedestrians comes from cyclists not displaying lights and using bells! Points of Fact: (1) Bus route 524, please who operates this, from where to where? (2) Sunte Avenue has four bus stops, two at each end on each side of the road, although the village- bound stop near The Witch has long since corroded away without replacement. Other Options not noted: (1) Lewes Road Corner: Re-design the junction and re-align kerbs in the High Street between bus lay-by and corner, around Pear Tree House and outside the Co-Op with a Stop Line some 4feet into the High Street than presently, improving visibility for traffic passing the Pond. The existing turn-right lane is inadequate and badly used preventing non-turning traffic from proceeding up the High Street. It has been repeatedly reported that this junction although 'below standard' is safe due to is inherent awkwardness and need for greater caution. (2) Hickmans Lane/High Street Junction: Suitability of the 'variable single traffic lane' control used at Chailey Common cattle-grids and elsewhere with priority given to traffic exiting Hickmans Lane. The south-side kerb line would probably need similar treatment to that outside Doodie Stark to accommodate waiting traffic.	The emphasis on pedestrians and cyclists has been followed in line with the approved Neighbourhood Plan. (1) Bus route 524 is a School bus. (2) Noted. (1) Agree the junction of the High Street/ Lewes Road junction is 'below standard'. The options are discussed in section 6.0. (2) The narrow highway on Hickmans Lane at the junction with the High Street already acts as an informal give/ take arrangement. The difficulty in installing a formal arrangement is the visual impact of signing and lack of space as a holding area for vehicles. Current option being put forward is to create a visual narrowing through surfacing and retain the informal give/take arrangement.

Ref	Comment	Response
5	As a Lindfield resident who walks extensively in the village and neighbouring countryside, please could you include two projects in your traffic management plans to make walking safer, and encourage more walking. These projects appear not to be included in the "primary study locations" of your Interim report.	
	Create a pedestrian pavement footway alongside The Clock House property on the B2028 north of the High Street, between the 30mph sign entering the village and Spring Lane. I find it quite - dangerous to walk on this steep, narrow, twisting section of road to access the country footpaths north of the village.	Although the issue/ request is acknowledged this is currently outside brief.
	Create traffic calming measures on Black Hill, similar to those that you are proposing further along the same road on the High Street.	Although the issue/ request is acknowledged this is currently outside brief.
	Concerning your High Beech Lane/Portsmouth Lane project, I would suggest to include adding a pedestrian pavement footway alongside High Beech Lane, between Sandridge Lane and the Haywards Heath Golf Club access. This will aid safer access from the village to the footpath going westwards from the end of Sandridge Lane.	Although the issue/ request is acknowledged this is currently outside brief.
6	I am a long-time (30 years+) resident of Sunte Avenue, a motorist as well as being a regular and experienced cyclist and member of Cycling UK (CTC) and Sustrans. I can be seen walking my dog around the village daily and lately have been given charge of a double pushchair containing precious twin grandchildren. I use my bike wherever possible for local shopping, to Haywards Heath Station and further afield around Sussex and beyond. I read the consultant's report with interest. Traffic volumes around the village increase year by year and this is a subject that I guess most people (including myself) would have fairly strong views. This is particularly true with villages like ours that sit on through routes (north - south and east - west). I would suggest that a large proportion of the motor traffic using the village streets (particularly during peak times of early morning and early evening) are not Lindfield residents nor are they travelling to or from a location in Lindfield or even Haywards Heath. They are using our streets as the quickest route to get somewhere else - particularly the M23 junction at Maidenbower. Regarding Sunte Avenue this was brought home to me most graphically recently when the bridge under the railway between College Road and Balcombe Road was closed for a period and the volume of traffic using our road dropped sharply. This large volume of through traffic will only increase while drivers view the streets of Lindfield as the fastest route from A to B. Whilst I am generally in agreement with the need for traffic calming throughout Lindfield and supportive of the measures proposed I would request you consider the following comments:	There will be an increase in traffic growth generated from new housing in the Mid Sussex DC area and it is becoming increasingly important to investigate measures to help manage this increase.

Ref	Comment	Response
6 ctd	1. The Survey makes it clear that speed is a significant factor in accidents and in the severity of injuries. It correctly states that "20mph zones have been successful in substantially reducing pedestrian and cyclist casualty rates amongst both adults and children". However it rejects the option of a 20mph limit or zone for the Village "mainly due to the impact of additional signing". Is this not placing a higher value on aesthetics than on human life and safety? The dangers from speeding motor traffic is a major factor in preventing wider adoption of cycling and walking by residents - particularly children. Parents are often too fearful to let their offspring walk or cycle to school which itself generates additional traffic and congestion. Further 20mph limits have been shown to reduce exhaust emissions and noise pollution. They contribute to a safer and more pleasant environment generally and make an area more attractive to potential residents (higher house prices?). 20mph limits have been successfully adopted in villages like ours such as Bramber, Ditchling and Hurstpierpoint (no doubt all in conservation areas) as well as in larger towns and cities such as Horsham, Chichester and Brighton. I would strongly recommend they are adopted in Lindfield (at least for those parts outside the conservation area) supported by other traffic calming measures.	Area-wide 20mph limits and zones can be beneficial for cyclists but ideally they require implementation with changes to the street environment to encourage motorists to slow down rather than imposing with signs alone. WSCC Highways are currently adopting a strict policy for 20mph speed limits and will only adopt if average speeds are 24mph. If speeds are higher a new speed limit will need to be introduced in combination with traffic calming features. At this stage the intention is to focus on traffic calming features but there is nothing to prevent consideration of a 20mph speed limit in parallel with the current work.
	2. The Survey omits to discuss the main flows of cycling and walking traffic around Lindfield particularly the main routes taken to and from schools and the village centre. I consider this important because the greatest risks occur where these routes intersect with the main motor traffic routes. At those points additional measures should be considered. A properly "joined up" approach should be applied to cycle routes to ensure that they go to a specific destination (e.g to a school, village centre or a station) and don't just end upon a busy road. Also that they align with cycle plans for adjoining areas (e.g. Haywards Heath and the proposed cycle path to Scaynes Hill). I consider this is particularly important since Government policy is to try to encourage people to adopt a more healthy lifestyle, particularly youngsters. I would be happy to see cycling officially permitted (rather than tolerated) on some or all of the footpaths on the Common as well as the Scrase Valley footpath (perhaps with some widening). In my experience the vast majority of cyclists (and indeed pedestrians) will act with due care and consideration and shared usage of footpaths should not result in additional risk of injury to either party. Note that as far as I am aware all of the paths maintained by Sustrans are shared use.	There is justification in this comment but although this is not included in the original brief some of the key crossing points in Lindfield have been covered within the routes investigated. The issue of permitting cycling on the 'Common' paths is outside the scope of the study.

Ref	Comment	Response
6 ctd	3. The Survey frequently advocates the use of "localised narrowing of the carriageway" (pinch points) as a means of slowing traffic. Whilst I agree with the objective I must point out the potential danger of pinch points where they are made to apply to cyclists since this can result in close and dangerous overtaking by motorists. I would strongly recommend that where these are installed there is a separate kerbside "escape route" for cyclists.	I agree that road narrowings can create problems for cyclists but will depend on traffic volume and speed. Road narrowings mainly cause problems if they are provided with a refuge island which is not the intention in this case. The carriagway road width are to be currently to be retained between 5.0-6.0 metres with the objective of slowing traffic at critical pedestrian crossing points. The road narrowings should be acceptable over short lengths at the locations suggested, but this can be reconsidered at detailed design stage.
	4. Some roads in the village are difficult to cross for those with restricted mobility because of traffic volumes and speeds especially during peak periods. Although I myself am still reasonably agile, this problem has been brought home to me when trying to cross with a pram. I would certainly imagine that some elderly residents have found similar problems. I would personally welcome the introduction of signal-controlled pedestrian crossings at key crossing points. Suggested locations: Lewes Road near junction with West View; High Street near Denmans Lane and by Pondcroft Road. The latter may mean that the lollypop man is no longer required (not that I want to see him out of work - he does a super job - but he's only there for a limited time).	The provision of signal controlled pedestrian crossing points as a safety feature is acknowledged however there a number of factors which need to be considered as set out in DfT guidance LTN 1/95 and 2/95. A challenge is that any formal crossing will prohibit waiting and loading in the vicinity of the crossing and the impact on adjacent properties needs to be taken into account. All 3 locations are valid suggestions but a signal crossing near Pondcroft Road and West View will almost certainly attract criticism from frontagers. The suggestion of a signal crossing near Denmans Lane is being tied in with the traffic signal option for High Street/ Lewes Road junction.
	5. It would appear that some of the footways in the Village have been narrowed by hedges that have been allowed to grow out too far from properties. This results in pedestrians being forced to walk near the edge of the pavement and coming close to traffic particularly wide commercial vehicles with large wing mirrors. Two points in question near us: outside numbers 60-62 Sunte Avenue and along some of the Witch Inn's frontage with Hickmans Lane. I would suggest that the Parish Council might wish to carry out its own assessment and take any necessary action.	Agree with this point. Responsibility for preventing encroachment onto footway and carriageways rests with WSCC Highways and the frontager who owns the hedge. This will be reported to WSCC Highways.

Ref	Comment	Response
7	A residents group are very concerned about the fact that the Denmans Lane issue doesn't seem to have been addressed or dealt with. The residents group is keen to see the re-opening of Denmans Lane. They would like to see a one way circular system westbound to Denmans Lane to Hickmans Lane, and then creating a one way eastbound along Hickmans Lane. The group consider the whole of Lindfield a rat run, and want to see similar measures implemented in the village of Ditchling. Their approach is to make driving though the Village such a trial, people just won't bother, and will find an alternative. The group considered traffic lights at the Lewes Road/High Street junction a good idea, but thought that if it did lead to large queues waiting to turn out, it may just encourage more rat running up Eastern Road/Newton Road/Dukes Road. Anecdotally they thought that a lot of people who use this Newton Road route, then turn left at the High Street for a right turn into Hickmans Lane. He thought that his Denmans Lane solution would mean that people wouldn't find the need to do this.	The suggestion of re-opening of Denmans Lane has now been revised and discussed in more detail in section 13.0. The current view is that the re-opening to motorised traffic would require significant improvements and cost to make it safe for use by motorised vehicles. This would be at the expense of cycling and walking traffic who currently benefit from the closure. This would be contrary to the Parish Council transport objectives in the Neighbourhood Plan. Although the measures introduced in the village of Ditchling have helped to manage traffic flows, the volume of traffic remains high. Although the type of features used in Ditchling are an option, the visual impact of signing will be an issue and currently is not being pursued. There is agreement that the impact on Eastern Road/Newton Road/Dukes Road route will need to be addressed if traffic signals are introduced at the junction of the High Street/ Lewes Road. This is discussed in section 6.0.
8	I'm a resident on Luxford Road and would like to know if there's any chance that something could be done to deter drivers from using Luxford Road and Dukes road as a rat run for cutting out the Lewes Road/B2028 T junction.	This route is discussed in Section 9.0 of the study report. Traffic calming measures are proposed.
9	I would like to draw your attention to an area of Lindfield which I think is an accident waiting to happen. Coming from Hickmans Lane and turning left into Sunte Avenue at the junction by the Witch Inn, it is necessary to drive on the right side of the road to avoid parked cars outside the Witch and the new houses. Because this is on a bend, there is also a blind spot as oncoming traffic approaches from the Haywards Heath end. This is especially bad at night when the pub is busy. I think we need double yellow lines on the side of the pub to beyond the bend.	Although on street parking can restrict free flow traffic it can also slow traffic. However I agree there is evidence that some parking is obstructive to pedestrians. A build-out is proposed close to this junction. Suggest monitoring situation after build-out constructed and restrictions considered if situation remains hazardous.

Ref	Comment	Response
10	We have significant concerns at the speed levels being encountered in Hickmans Lane, particularly where the road bends round from the entrance of Finches Park and The Welkin to The Witch Pub. This has particular impact on the junction with Pickers Green and Finches Park Road. This section of road is partially outlined as an area of higher speed traffic in the draft study. In this section, visibility from the Pickers Green junction (traffic coming away from the High Street) is significantly impaired by a large oak tree on the roadside. The need for improved traffic calming measures has in our view also been increased as a result of the following: Increased vehicle use of Hickmans Lane as a means of avoiding congestion in Lindfield High Street; Increased roadside parking by the Sunte Avenue junction, both in Hickmans Lane and Sunte Avenue, due to (a) customers going to The Witch PH; (b) the fairly new residential properties adjacent to The Witch, and (c) we believe commuters going to the the station. Vehicles are often parked on the roadside in Hickmans Lane from the Sunte Avenue junction to the Brookway entrance, making turning left from Sunte Avenue into Hickmans Lane difficult as drivers cannot see far up the road if they have to pull out to pass the parked cars.	The proposals for Hickmans Lane include carriageway narrowings in combination with pedestrian crossing points at key locations. The narrowing of carriageway will slow vehicle speeds. In addition to a review of speed data, the study also included a review of 10 years of collision data. In 10 years there was only one recorded collision in Hickmans Lane which was potentially speed related.
	As a result of the above, the Sunte avenue/ Hickmans Lane junction has become far more congested. There is also no prior warning to slow traffic travelling the bend on Hickmans Lane towards the Denmans Lane junction to warn them of the traffic lights and also the parked cars, which inevitably make the road between Denmans Lane and the West Common traffic lights a single lane. Frequently, vehicles mount the pavement here, often at speed, where there are often pedestrians, including school children. The proposals for Hickmans Lane and Sunte Avenue put forward by the study are, our view, not far reaching enough and not fully reflective of recent developments where increased parking has resulted from the Witch becoming busier. Would some form of parking restriction around the junction be considered? There are no recommendations in the Study which seek to reduce speed levels, in particularl in the sweep of road down past the Hickmans Lane Common towards the Finches Park Road and Pickers Green junctions. Vehicle activated signage may be one option? These need not be overly intrusive and are currently used in Warninglid and Cuckfield.	Parking restrictions at the junction of Hickmans Lane/ Sunte Avenue can be included if there is support for this option. The proposed measures for Hickmans Lane will influence vehicle speeds. DfT Manual for Streets advises that street dimensions can have a significant influence on speeds. Features that can be effective in reducing vehicle speeds are reduced carriageway width. The effect on speed through the reduction in carriageway widths is highlighted in Figure 7.16 page 89 of Manual for Streets (DfT, 2007). Reduced carriageway widths can also reduce average pedestrian crossing times and reduce the difficulty in crossing the road. Although VAS could be provided, they can be visually intrusive and will not directly assist pedestrian movement, which was also an objective of the proposals.

Ref	Comment	Response
11	Having read your report,most of which is rather obvious,It remains to be seen if it is adopted.I can see a number of dubious comments.For your information one comment should be thought through a little more,I.e.Lewes road from the High Street to Gravelye Lane is not a Bus route and might account for the lack of any bus stops.I am a local resident and have thought about these problems for many years,frankly whilst your thoughts are there the problem cannot be resolved without a massive variation to the existing roads layout which obviously could not be done as being unacceptable to the community.Wihout appearing rude,you are "tinkering " with a problem that can only get worse as the amount of cars continue to increase at the rate you are familiar with.	Comments noted. Although there maybe options that involve greater complexity and cost - some small changes can equally have a big influence on pedestrian and cycle use, which are the key objectives of the proposals.
12	Comments/ analysis of the interim Lindfield traffic study report of September 2016 and the two page summary supplied by the traffic consultant at the P & T Committee meeting on 27/06/2017. 1. Public consultation /awareness of Traffic Study (a) The first point to note is that there were only 7 written comments on the Interim Study plus a meeting with a residents group.This is a poor response and arises because of the lack of any plan to involve the people of the parish from the very outset in what has been going on in relation to the Traffic Study. I certainly was unaware that the public had been invited to comment on the Interim Report and I would be surprised if most people in Lindfield know anything about the report For example ,in relation to the Lewes Road /High Street junction which will directly affect homes in the Lewes Road(Pear Tree Cottage,Clematis Cottage,34 High Street,Masters Undertakers, Meade Cottage, Carriers cottage, and Frederick Cottages) and those in the High Street on the west and east side from the Pondcroft junction northwards and up to Alma Road, I doubt hardly anyone is aware of the study or the possible solutions at the Lewes Road/High Street junction.	Further public consultation has now been planned by the Parish Council.

Ref	Comment	Response
12cont	(b) Public involvement in the Study should have been considered at the very outset, in much the same way that there was a clear plan for public involvement from the start when the major traffic management plan was being conceived during the mid 1990's.Between 20 to 30 members of the public turned up to every P&T Committee meeting on which the plan was discussed and they were invited to come to the table to see the latest plan and changes since the last meeting;they were actively encouraged to speak at the start of these meetings on the plan and again at the end of the meeting after Councillors had debated the latest changes They followed the plan from the very start including changes at various stages.And there were two full blown public meetings in King Edward Hall to alert the village to what was happening at the start of the process and to consult the village on the final possible solutionsin contrast, little effort has been made to alert the village to what was planned and how matters have be developing and in consequence few if any people have even turned up to P&T.If the P&T of 27 June is typical, the public were kept in the dark and not even given a copy of the two page summary before the start of the P&T meeting so that they could comment at 'Question time' at the start of the meeting and since they cannot comment at the end of the meeting after Councillors have debated the matter,the public have no incentive to even attend P&Ts and become involved in this Traffic Study.	Further public consultation has now been planned by the Parish Council.
	2. The objectives set for the study (a)The first paragraph of the two page summary of 27 June spells out the aims of the study as does paragraph 2.3 of the Interim Report of September 2016. Paragraph 2.5 of the Interim Report sets out 9 sites for consideration in the context of paragraph 2.3. The problem with this brief, based on the Neighbourhood Plan, is that there never was or is any chance of bringing the two communities(Lindfield and Scaynes Hill) closer together (better connected and improved in terms of dedicated cycle routes and improved bus services).This aim in the Neighbourhood Plan was simply 'whistling in the wind' and is and was no basis for a traffic study.Similarly, the 9 chosen sites for consideration have conflicting aims such as improving the Lewes Road /High Street junction(ie. throughput of traffic and reduction in queuing) and at the same time improving road and pedestrian safety; it must have been obvious from the outset that there would have to be compromises between the two aims at this junction.Similarly, the other 8 sites all aim to improve pedestrian or road safety without any analysis of how many people cross these roads or need crossing points before letting the traffic consultant loose to look at a myriad of possibilities on each site.	The objective of the study were based around the Neighbourhood Plan which has already been subject to wider scrutiny and approved by the Parish Council.

Ref	Comment	Response
12cont	(b)It is not surprising that by not giving proper thought to what the Parish Council wanted ,or what might happen with the traffic study,we now have a range of solutions to solve what may not be problems. For example, we don't have any data on where people(and how many people) cross the High Street or Luxford Road,Newton Road, Dukes Road,Lewes Road or Hickmans Lane and yet we have a range of solutions on each road with out any knowledge or assessment of numbers crossing these roads and where they cross.This results in proposals to install raised road tables and pedestrian build out points in many places etc with no idea of numerical demand for such crossing facilities and whether the cost is justified by the known or assessed demand.Similarly, at the Lewes Road/ High Street junction we have no idea of what the improved throughput of traffic will be and queuing wiU be in Lewes Road and in the High Street, compared with the throughput and queuing data under the present situation, if an informal style roundabout (seemingly favoured in paragraph 6.11.1.of the September Interim Report) was to be installed . And we have no idea of the modelled data for throughput and queuing data for the now seemingly favoured traffic signal solution set out in point 3 of Table 1 of the summary of 27 June 2017. It is self evident that we need to know what improvements in traffic throughput at this junction will be for any solution compared with the present set up:we need data in the form of modelled outputs/ professional assessment in numerical terms and possible air quality worsening from any increase queuing.And,in relation to the informal roundabout, we need to have a view from the consultant on the increased road safety issues from the less than ideal vision of cars exiting right at Lewes Road in relation to cars coming north from the pond.And, we need an assessment of pedestrian safety at the pedestrian crossing refuge in the High Street to the Co op store if the rate of throughput of traffic turning right out of Lewes Road improves from an informal roundabout including whether a traffic light/Pelican crossing or a zebra crossing should be considered based on the increased rate of traffic turning right out of the Lewes Road that might result from the installation of a an informal round about.	The key observations on where pedestrians are crossing have been identified in the study. The proposed solutions follow curent practice and what is likely to be both acceptable and affordable. Traffic modelling of the High Street/ Lewes Road junction has been included.

Ref	Comment	Response
12cont	3. Detail in Interim report and the summary of 27/06/17 (a)There is much I could comment on in respect of the detail of each site solution but there is little point in doing so until clear data is provided to support each proposal rather than solutions in word form only to what are not necessarily problems.For example,we are even treated to a possible 'No right Turn' sign into the Luxford/Eastem Road junction with Lewes Road - why?; how will residents of Eastern/Luxford,Newton and Dukes Roads feel about having to make a diversion to get to their homes? ; who will police a 'No Right Turn' as the police simply do not have the manpower to enforce it; how much traffic rat runs on this route in the morning peak and where will it go if it cannot turn right?.This is another example of a solution to what might not be a problem ,or a solvable problem, and on which there is no data to support this solution.Similarty, a pedestrian buildout is proposed near to the junction of Eastern Road and Lewes Road with no data to support the numbers of people likely to cross at this point or whether a Pelican crossing might be an appropriate solution for everyone if it were to be located at the existing build out used by the lollipop lady in the mornings only to see mothers and children crossing to get to Lindfield Junior School(maybe the numbers crossing at this point would justify a Pelican Crossing which every one needing to cross the Lewes Road could use safely).There is also a proposal for parking bays on the Common side of Lewes Road, why?;where is the evidence that such bays will ever be used(except when the Fair or Circus are on the Common) given that parking along the Lewes Road at present is on the Northern side all along by Lindfield Motors, on the Northern side outside the houses up to the Eastern Road junction and on the Southern side outside the West View type houses in the Lewes Road opposite St Peter and St James' Hospice shop.The point is that people will only park outside homes and not on the Common side of the Lewes Road where they would have to cross back over the Lewes Road to get to the houses ; so where is the data and the logic for this proposal to mark out bays on the Common side of Lewes Road?	Comments are noted. On the views of a formal crossing on Lewes Road, whilst they are welcomed, this is unlikely to get support from frontagers. A formal crossing requires white zig-zag markings on the approach to the crossing. The impact of this suggestion is that residents would be unable to park in front of their houses. Therefore the current proposal is to have an informal pedestrian crossing which minimises the impact on parking.

Ref	Comment	Response
12cont	3. Detail in Interim report and the summary of 27/06/17 There is much I could comment on in respect of the detail of each site solution but there is little point in doing so until clear data is provided to support each proposal rather than solutions in word form only to what are not necessarily problems.For example,we are even treated to a possible 'No right Turn' sign into the Luxford/Eastem Road junction with Lewes Road - why?; how will residents of Eastern/Luxford,Newton and Dukes Roads feel about having to make a diversion to get to their homes? ; who will police a 'No Right Turn' as the police simply do not have the manpower to enforce it; how much traffic rat runs on this route in the morning peak and where will it go if it cannot turn right?.This is another example of a solution to what might not be a problem ,or a solvable problem, and on which there is no data to support this solution.Similarty, a pedestrian buildout is proposed near to the junction of Eastern Road and Lewes Road with no data to support the numbers of people likely to cross at this point or whether a Pelican crossing might be an appropriate solution for everyone if it were to be located at the existing build out used by the lollipop lady in the mornings only to see mothers and children crossing to get to Lindfield Junior School(maybe the numbers crossing at this point would justify a Pelican Crossing which every one needing to cross the Lewes Road could use safely).There is also a proposal for parking bays on the Common side of Lewes Road, why?;where is the evidence that such bays will ever be used(except when the Fair or Circus are on the Common) given that parking along the Lewes Road at present is on the Northern side all along by Lindfield Motors, on the Northern side outside the houses up to the Eastern Road junction and on the Southern side outside the West View type houses in the Lewes Road opposite St Peter and St James' Hospice shop.The point is that people will only park outside homes and not on the Common side of the Lewes Road where they would have to cross back over the Lewes Road to get to the houses ; so where is the data and the logic for this proposal to mark out bays on the Common side of Lewes Road?	I agree the suggestion of a 'No Right Turn' at the junction of Dukes and Newton Road would require further analysis. At this stage this is not a supported option. The benefit of providing defined on-street parking in Lewes Road is that whilst use at some times will be low, it alleviates issues of on-street parking in West View but also offers a 'park & stride' site for parents dropping of and collecting children at the local Primary Schools, which would ease school parking congestion in Backwoods Lane.

Ref	Comment	Response
12cont	4. Costs (a)The estimated costs of the proposals is huge.The Lewes Road/ High Street junction ranges from £150k for an informal roundabout to £250k for a traffic light solution.A further £395k is estimated in total for 8 projects.But there is no budget for any of this work- even for a single project- and little chance of getting S 106 contributions.As things stand the Parish Council is raising expectations that cannot be fulfilled.And these costs assume that WSCC agree with the estimates (they may price it higher)and more importantly would allow any of the solutions to be implemented on their Highways.The Parish Council simply cannot even form a view, on any of the proposals until the traffic consultant is asked to provide numerical data and modelling to support the proposals.We cannot spend public money without the best possible information and data to support each proposal and the current traffic reports are wholly deficient on the data evidence to support the proposals. (b)The traffic consultancy is budgeted to cost the Parish Council about £20k which is a large sum of public money for which we must get value for money by having supporting numerical/modelled data for any proposals before the Parish Council can form any view/take decisions on the proposals.	Funding is likely to be forthcoming for the Parish of Lindfield through Development Contributions made by Section 106 Town and Country Planning Act 1990. These funds will be limited and therefore any proposals will need to be prioritised. Part of the objective of the consultation is to identify the priority sites for treatment. Collision, traffic flows and speed data were analysed as part of the study in accordance with pre-monitoring of schemes set out in Section 2.9.1 of DfT Guidance Local Transport Note 1/07 Traffic Calming.
	5. CONCLUSION The Parish Council must get a grip of this traffic project and:- (a) Specify that every proposal must be backed up by the sort of data and modelling and evidence for need set out above. (b)Plan for involvement of the public in the project given that much of the opportunity for involving the public at the start of the project has been lost. (c) Decide how and when to involve WSCC in the project given that they are the Highways Authority.	The current planned consultation exercise will help inform on going discussions with WSCC Highways about the next stage.

Ref	Comment	Response
13	Having read the full report and the supplementary report by the traffic consultant, I cannot see how the Parish Council, let alone WSCC and the public, can form any meaningful view on the traffic study.The study fails to provide any data or modelling of such data to support any of the possible options contained in the study.The only aim of the study appears to put pedestrian safety and cycling facilities as being its main focus but the suggested possible options are meaningless without data and analysis/modelling to support every option. When the large traffic management study took place in 1997/8, its main aim was to calm traffic such that a 30 mph speed limit could be established from the High Street and all along West Common and later on Oathall Road.The study and its implementation involved new mini roundabouts at junctions with Backwoods Lane and Appledore Gardens and new traffic lights at junctions with Hickmans Lane and Summerhill Avenue. The widening of the junction of Lewes Road and High Street with granite set overruns was carried out to enable the stop line at Lewes Road/High Street to be moved forward towards the High Street by just over a metre to improve visibility of cars in the Lewes Road having a better chance to see traffic approaching from the Pond area towards that junction. (The visibility is still not great but is better than it was when the stop line was further back into the Lewes Road). All of the data and the analysis/modelling supported the solutions in order for the Parish Council and WSCC to take an informed decision on the options/solutions before the work was approved; and post monitoring after implementation confirmed the aim of the project was achieved.	Comments on the High Street/ Lewes Road junction are noted. The proposals have been developed in accordance with the agreed objectives. Although the study carried out in 1997/8 and subsequent scheme acheived its aims, conditions have changed and there is a desire to improve conditions for pedestrians and cyclists. The analysis of the collision data recorded 19 (3 Serious) collisions in the High Street from 2005-2015. Over 50% of the collisions in the High Street involved walking and cycling. A third potentially speed related. There is an opportunity to introduce measures to help mitigate against such collisions.

Ref	Comment	Response
13cont	The problem with the current traffic study commissioned by the Parish Council is that the aims of the study are imprecise and the data to support a range of different solutions is missing and thus analysis/modelling of such data has not and cannot take place to allow proper decisions to be taken on the options.For example, at the Lewes Road/ High Street junction there are 3 possible solutions do nothing, a mini roundabout(similar to one in Oxford) or traffic lights.Each of these options should have data on forecast accident improvement/worsening, and analysis/modelling of throughput/rate of flow of traffic onto the High Street and the queuing lengths(i.e how far back along the Lewes Road is the traffic queuing) and queuing waiting times per vehicle in Lewes Road for each option, especially during the rush hour and including forecast reduction/ increase in air quality for pedestrians due to a reduction/increase in queuing for each of the options. Data on the numbers of pedestrians crossing(especially at rush hour) by the Co-Op and how any increase in the rate of flow of traffic approaching this crossing point will affect people crossing by the Co-Op.Also the forecast improved pedestrian safety on the pavement in the Lewes Road should also be provided for each of the options. As to the proposed increase in the pedestrian crossing points in the High Street by build outs , there needs to be data on the number of pedestrians likely to use each new crossing point, their possible safety deficiences where cars are likely to be parked on both sides of a build out(as currently happens with the pedestrian build out on the Lewes Road).And, where is the data and analysis of the proposal for a no right sign turn into Luxford Road from the Lewes Road and the increased queuing in the Lewes Road resulting from such a proposal ?.And ,where is the data and analysis to support table humps in Luxford Road and Newton Road to allegedly slow traffic using that 'rat run' during rush hours when there is already car parking on both sides of Luxford which slows traffic anyway.A similar lack of data and analysis applies to the propsed changes in Hickmans Lane and other areas set out in the traffic study. The point is that without data and analysis/modelling of that data it is simply impossible to make an informed and proper value judgement on each of the options in the Traffic Study.As things stand, those options are simply just ideas on which the Parish Council,WSCC and the public can only take a view based on a gut reaction, rather than on a proper modelled data based analysis. Without data and proper analysis/modelling of that data everyone risks wasting money on an inappropriate solution and, even worse, a solution that makes things worse in terms of impact on pedestrains (worsening air quality and pedestrian safety) and traffic safety. The only data in the traffic study relates to past accidents;numbers of vehicles moving in different directions at the Lewes Road/High Street junction;and speed levels on some roads(but not Luxford Road where a speed table is being suggested).	The objectives of the study fall in line with the objectives of the Neighbourhood Plan, which has been the subject of wider scrutiny. The table junctions in Luxford Road were proposed to assist pedestrians crossing the road. Other options to help pedestrians at this location were complicated by existing vehicle driveways and this offered the best solution to minimise impact on parking. Collision, traffic flows and speed data were analysed as part of the study in accordance with pre-monitoring of schemes set out in Section 2.9.1 of DfT Guidance Local Transport Note 1/07 Traffic Calming.