

Steyning Grammar School, Shooting Field, Steyning

Transport Assessment

Draft Report

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1 INTRODUCTION

- 1.1.1 DHA has been commissioned by BAM Construction Ltd to prepare a Transport Assessment (TA) in support of the proposed redevelopment and consolidation of Steyning Grammar School, off Shooting Field, in Steyning, West Sussex.
- 1.1.2 This TA has been produced in accordance with the Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/2022. Following this introduction, the report is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 describes the proposed development;
 - Section 4 assesses transport planning policy compliance;
 - Section 5 outlines the trip attraction methodology;
 - Section 6 assesses the impact of the development on the surrounding highway network; and
 - Section 7 provides a summary and conclusion.
- 1.1.3 The proposed development has been the subject of detailed pre-application engagement with West Sussex County Council (WSCC) Highways, including by way of a site meeting held on 2nd December 2025. The associated Scoping Note and written pre-application response from the Local Highway Authority are included at **Appendix A**.

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With reference to the DfT Circular 01/2022, the vision of the development is to redevelop and consolidate an existing school site to provide a new, integrated and sustainable facility which suitably caters for the needs of existing and future pupils and staff, whilst positively promoting and supporting existing infrastructure.
- 1.2.2 To achieve this vision, a number of measures have been incorporated into the proposals, including:-
- Electric Vehicle (EV) charging infrastructure, including 18 'active' and 35 'passive' EV bays;
 - Provision of a new coach drop-off and pick-up area;
 - Improved pedestrian permeability through the site;
 - A significant increase in secure on-site cycle parking for staff, pupils and visitors; and
 - An updated School Travel Plan to monitor and manage the implementation, promotion and uptake of sustainable transport measures.

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

- 2.1.1 The site is located to the east of Horsham Road and to the west of Shooting Field, in Steyning. The site can be seen in a local context in Figure 2-1 below.



FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 2.1.2 The school grounds currently comprise of buildings to the south of the site (including Steyning Leisure Centre), with staff and visitor parking to the east, a coach pick-up/drop-off area to the west, leisure centre parking to the north-west, and a 2G pitch, school playing fields and woodland to the north.
- 2.1.3 The site is served from three separate vehicle accesses; one located on Shooting Field (shared with Steyning Church of England Primary School) and two on Horsham Road (shared with Steyning Leisure Centre).
- 2.1.4 The school has three existing parking areas. One of the car parks is utilised by staff, provides 113 spaces (including three disabled bays) and is accessed from Shooting Field. The second is utilised by sixth form pupils, has no marked bays but has capacity for approximately 15 vehicles, and is located to the south of the coach pick-up and drop-off facility off Horsham Road. The third is utilised by PE staff, has no marked bays but has capacity for approximately 10 vehicles, and is located to the rear of the leisure centre, also off Horsham Road.
- 2.1.5 The coach pick-up and drop-off facility is accessed off Horsham Road and can currently accommodate 10 coaches.
- 2.1.6 The Leisure Centre has a car park to the north of the school building which is also utilised by parents during the school drop-off and collection periods.

- 2.1.7 The school is currently provided with a covered cycle shelter which can accommodate 16 bicycles and is located to the east of the site, accessible from Shooting Field.
- 2.1.8 The primary access to the school for pedestrians and cyclists is from Shooting Field to the south-east.
- 2.1.9 There is no formal provision for parental pick-up and drop-off on the site, with parents and carers utilising local roads to the east of the school for this purpose, as well as the Leisure Centre car park referenced above. A site visit was undertaken on Wednesday 12th November 2025 to observe these arrangements, where it was noted that they generally operated safely and efficiently, aided by the presence of school staff who manage the coach pick-up and drop-off area.
- 2.1.10 The school has an existing capacity of 2,310 pupils between the ages of 11 and 18, supported by approximately 291 staff (part-time and full-time); 238 of which are based at the Shooting Field site or spend part of their time there.
- 2.1.11 The school is currently split between four different sites, which are shown in Figure 2-2 and listed below:-
- Site 1: Rock Road Campus, Storrington (Lower School – 321 pupils);
 - Site 2: Shooting Field Campus, Steyning (proposed consolidated site location – 1,620 pupils);
 - Site 3: Tower Campus, Upper Beeding (Lower School – 438 pupils); and
 - Site 4: Church Street Boarding School (boarding house only).



FIGURE 2-2: EXISTING STEYNING GRAMMAR SCHOOL SITES (COURTESY OF GOOGLE MAPS)

2.1.12 The timings of the school day are summarised in Table 2-1.

	START TIME	END TIME
Shooting Field	08:50	15:15

TABLE 2-1: TIMINGS OF THE SCHOOL DAY

2.1.13 It is noted that the school currently operates after school clubs, which are attended by approximately 12 per cent of pupils.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 Horsham Road takes a general north/south alignment past the site frontage, has a carriageway width of approximately 6.0m, is subject to a 30mph speed limit and is provided with street lighting.
- 2.2.2 To the north, Horsham Road connects with the A283 Steyning By-Pass at a priority junction with a ghost right-turn lane. To the south, it meets High Street, which runs through the centre of Steyning.
- 2.2.3 The A283 routes in a north-westerly direction connecting with the A24 at Washington, before continuing north-west towards Storrington and Pulborough. To the south, the A283 connects with the A27 and also provides a route towards Shoreham-by-Sea.
- 2.2.4 Shooting Field is a residential road that has a carriageway width of approximately 5.5m and is subject to a 30mph speed limit and street lighting.
- 2.2.5 To the south, Shooting Field provides access towards Steyning town centre via Church Lane and Church Street. To the north-east, access to the A283 Steyning By-Pass can be achieved via Middle Mead, Farnefold Road, Henderson Walk and Cannon Way.

- 2.2.6 It is therefore evident that the site enjoys ready access to the primary and strategic route networks and thus to a range of local and regional destinations.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 Horsham Road is currently provided with a footway on the eastern side of the carriageway; however, it is acknowledged that this footway is of a restricted width and therefore the promoted pedestrian route to the site is via the Shooting Field access.
- 2.3.2 Shooting Field is provided with footways on both sides of the carriageway, which measure approximately 1.8m width.
- 2.3.3 There are also a number of Public Rights of Way (PRoW) in the site vicinity, as shown in Figure 2-3 below.

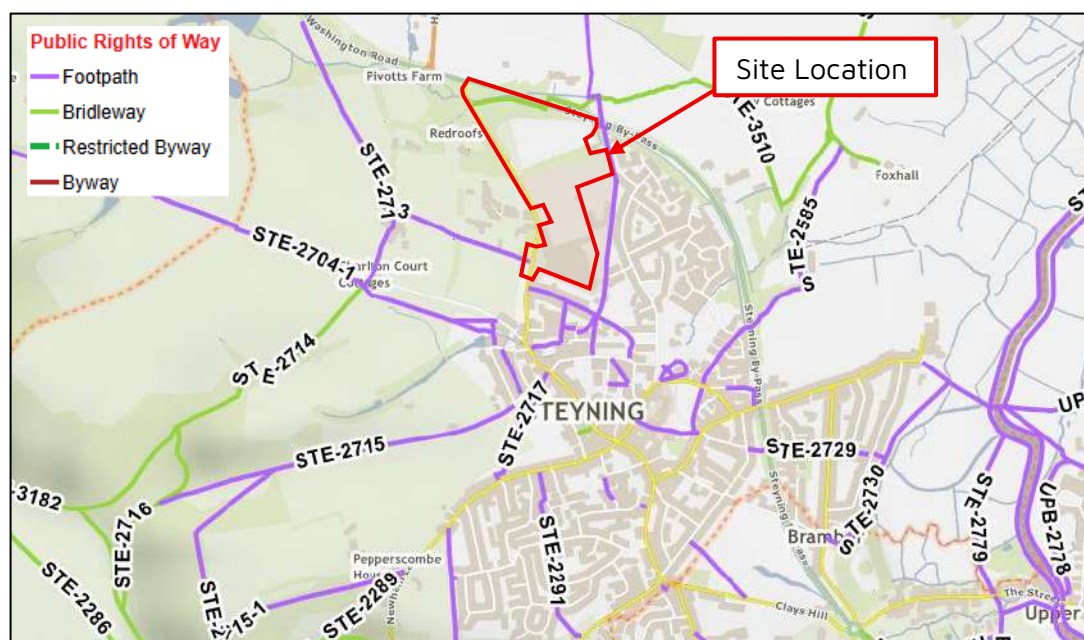


FIGURE 2-3: LOCAL PROW NETWORK (COURTESY OF WSCC)

- 2.3.4 PRoW STE-2600 is located to the east of the site and routes from the centre of Steyning towards Ashurst to the north. During a site visit completed on Wednesday 12th November 2025, it was observed that the majority of pupils accessing the site on foot used Shooting Field or PRoW STE-2600, which runs along the eastern boundary of the site.
- 2.3.5 As highlighted in Figure 2-3 below, National Cycle Route 223 is situated to the east of the site and takes a general north/south alignment, routing south towards Bramber and Upper Beeding and north towards Henfield and Partridge Green.

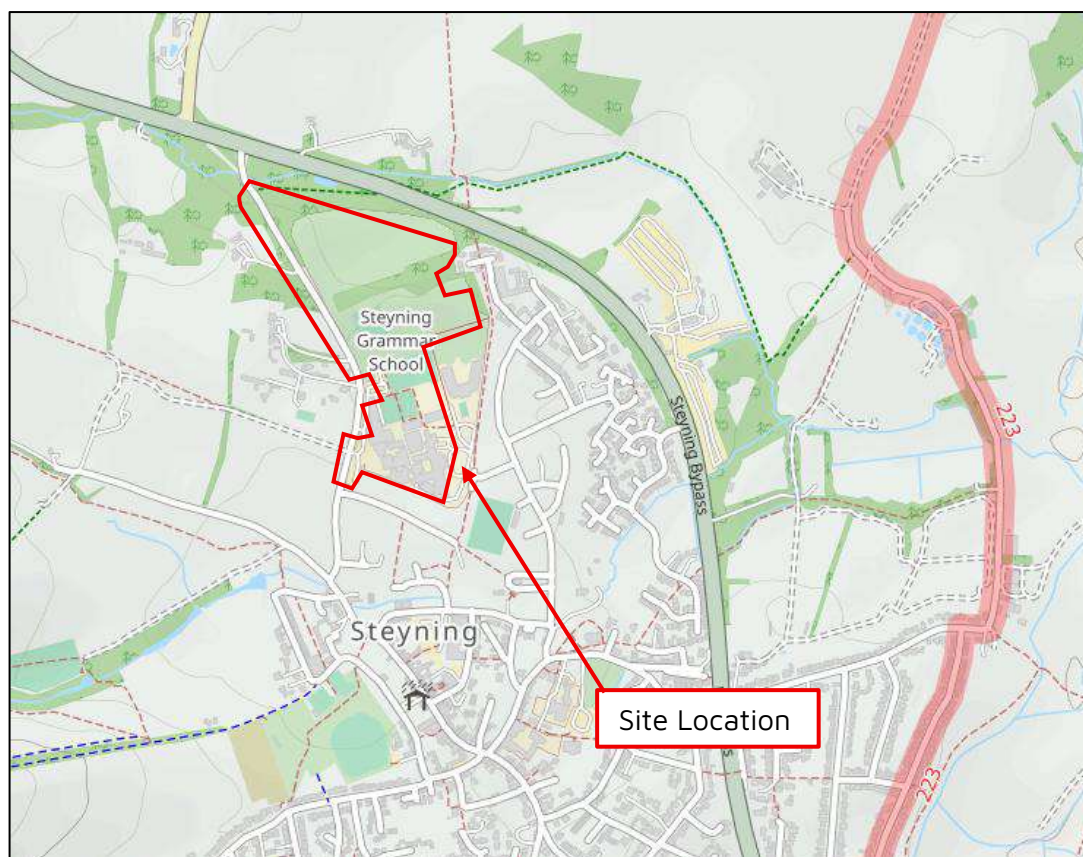


FIGURE 2-4: LOCAL CYCLE NETWORK (COURTESY OF OPENSTREETMAP)

- 2.3.6 In addition, many of the local residential roads within Steyning are considered suitable for on-carriageway cycling by many groups due to their predominantly low-speed and lightly-trafficked nature.
- 2.3.7 It is understood that a new cycle path is currently being implemented by WSCC between Saltings Way in Upper Beeding and Kings Barn Lane in Steyning, which when complete will provide a safer and more direct non-motorised user route between the two settlements.
- 2.3.8 A number of additional improvements are proposed to the local cycle network around Steyning as part of the Local Walking and Cycling Plan for Steyning, Bramber and Upper Beeding, which is referenced further below.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 The closest public bus stops to the site are situated on Horsham Road at the site frontage. A summary of the bus routes that operate from these stops is provided in Table 2-2 below.

ROUTE NUMBER	ROUTE	WEEKDAY FREQUENCY
100	Horsham to Burgess Hill	Hourly (between 06:00-18:00)
743	East Worthing to Steyning Grammar School	School Service

TABLE 2-2: LOCAL BUS ROUTES AND FREQUENCIES (HORSHAM ROAD)

- 2.4.2 There is also a pair of bus stops on Shooting Field, approximately 160m from the site access. A summary of the services that call at these stops can be seen in Table 2-3 below.

ROUTE NUMBER	ROUTE	WEEKDAY FREQUENCY
2	Shoreham (High St) W/B - Rottingdean	Hourly (between 06:00-23:00)
2B	Steyning (Shooting Field) - Hove Park Tavern (A270)	2 a day (07:35 and 08:26)
60	Shooting Field - Old Steine	One a day

TABLE 2-3: LOCAL BUS ROUTES AND FREQUENCIES (SHOOTING FIELD)

- 2.4.3 As outlined above, there is also an on-site coach drop-off and pick-up area that serves the school buses providing transport to and from numerous local settlements.
- 2.4.4 Shoreham-by-Sea Railway Station is located approximately 9.5km to the south of the site, accessible in a 15-minute car journey or a 28-minute bus journey. The above-referenced Route 2 bus service also provides access to this railway station. This station provides access to train services to London Victoria, Southampton Central, Littlehampton, Brighton, Chichester and Portsmouth and Southsea. Most services operate at a frequency of one to two trains per hour in each direction on weekdays, while the Brighton service operates at four trains per hour in each direction. The station is provided with step-free access to both platforms and 80 cycle parking spaces.

2.5 HIGHWAY SAFETY

- 2.5.1 Personal Injury Collision (PIC) data has been sourced from WSCC for the area surrounding the proposal site for the latest available five-year period for which statistics are available to 31st October 2025. The PIC plot can be seen below, and the plot and report are also included at **Appendix B** for reference.



FIGURE 2-5: PIC DATA PLOT (COURTESY OF WSCC)

- 2.5.2 A total of seven incidents occurred during the five-year study period; one of which was classified as 'serious' and six as 'slight' in severity. Table 2-4 below summarises these incidents.

LOCATION	SEVERITY			LIGHT CONDITION		WEATHER CONDITION		ROAD SURFACE CONDITION		
	Sli	Ser	Fat	Lig	Dar	Fin	Oth	Dry	Wet	Icy
Church Lane/ Tanyard Lane	0	1	0	1	0	1	0	1	0	0
Shooting Field/Middle Mead	1	0	0	1	0	0	1	0	1	0
Steyning By-Pass/ Canons Way	1	0	0	0	1	0	1	0	1	0
Farnefold Road/ South Ash	1	0	0	0	1	1	0	1	0	0
Middle Mead	1	0	0	1	0	1	0	1	0	0
Steyning By-Pass/ Horsham Road	2	0	0	2	0	2	0	2	0	0
Total	6	1	0	5	2	5	2	5	2	0

TABLE 2-4: PIC DATA SUMMARY

- 2.5.3 The 'serious' incident took place at the Church Lane/Tanyard Lane junction at 14:15 on 7th March 2021. This incident involved a car and a cyclist and occurred when the car cut across the path of the cyclist when turning into Church Lane from Tanyard Lane. This incident took place in fine and dry weather conditions.
- 2.5.4 One 'slight' incident took place at the Shooting Field/Middle Mead junction at 09:15 on 7th August 2021. This incident involved a bus/coach and a car and occurred when the car pulled out of the junction into the path of the oncoming bus/coach. This incident took place in light and wet conditions.
- 2.5.5 Another 'slight' incident took place at the Steyning By-Pass/Canons Way junction at 19:10 on 25th December 2021. This incident involved two cars and occurred when one of the cars pulled out of the junction into the path of the other. This incident took place in dark and wet conditions.
- 2.5.6 A further 'slight' incident took place at the Farnefold Road/South Ash junction at 08:45 on 10th November 2022. This incident involved two cars; the first of which cut the corner of the junction and collided with the front of the second. This incident took place in dark, dry and fine conditions.

- 2.5.7 Another 'slight' incident took place on Middle Mead at 15:48 on 12th May 2023. A pedestrian followed a football into the road and was struck by a passing car. This incident took place in light, dry and fine conditions.
- 2.5.8 Two 'slight' incidents took place at the Steyning By-Pass/Horsham Road junction. One of the incidents took place at 14:15 on 29th May 2023 and involved two cars and occurred when one pulled out of the junction and collided with the second. This incident took place in light, dry and fine conditions. The second incident involved a rear-end shunt collision between two cars and took place at 15:10 on 23rd August 2024. This incident took place in light, dry and fine conditions.
- 2.5.9 The above assessment indicates that there were no distinct clusters of incidents and that the dominant causation factor was human error as opposed to any inherent fault with the highway layout or condition. It is also noted that the majority of incidents occurred at times of day and months of the year when school-related traffic would not have been present, indicating they are unlikely to be associated with the school. It is therefore not considered that the proposed development would materially exacerbate the existing highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

- 3.1.1 The proposed development comprises of the demolition of the majority of the existing school buildings and the development of new buildings, with associated hard and soft landscaping and parking.
- 3.1.2 The proposals will see existing pupils from the Rock Road Campus (Site 1) and the Tower Campus (Site 3) move to the proposal site. The proposals will accommodate the school capacity of 2,400 pupils, with staff numbers reducing to 235.
- 3.1.3 The proposed site layout plan can be seen below and is included at **Appendix C**. Buildings EFIA and EFAH will be retained.

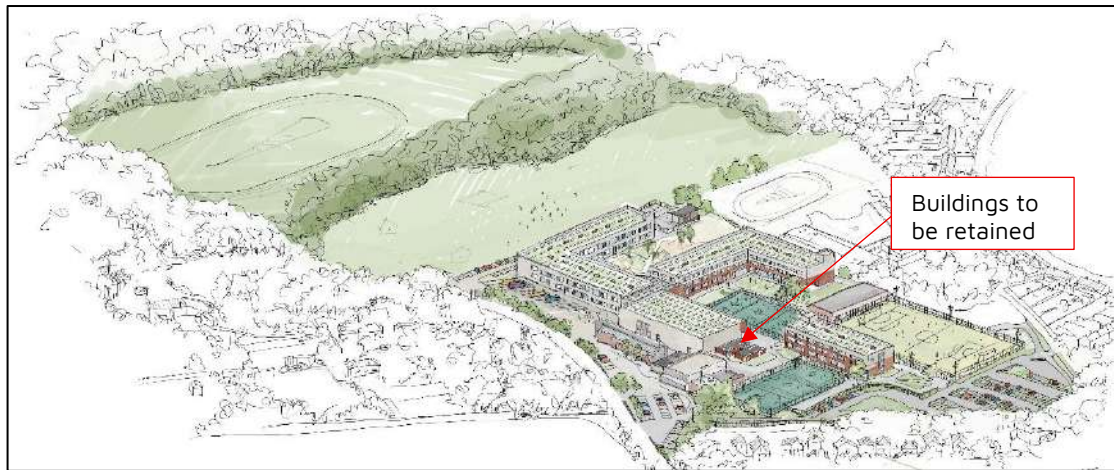


FIGURE 3-1: VISUAL OF THE PROPOSED SITE LAYOUT (COURTESY OF KSS ARCHITECTS)

3.2 ACCESS

- 3.2.1 It is proposed that vehicular access to the site will continue to be achieved from both Shooting Field and Horsham Road. The existing entrance at the western end of Shooting Field will be retained as an 'exit only', while the access immediately to the south—formerly serving the caretaker's house—will be retained as an 'entry only'. This access will serve a new staff, sixth form, and community use car park to the south of the main school building, as can be seen in Figure 3-2.



FIGURE 3-2: SHOOTING FIELD ACCESS ARRANGEMENTS

- 3.2.2 Primary access to the staff car park will be via the new Horsham Road entrance. Both the Shooting Field and Horsham Road accesses will be gated, with the Horsham Road gate being opened in advance of staff arrivals each morning and the Horsham Road vehicle gate remaining closed.
- 3.2.3 The wide vehicle crossover which currently serves the coach pick-up and drop-off facility on Horsham Road will be reduced in size to serve a new Leisure Centre car park, with the existing access further to the north on Horsham Road retained to also serve this car park. A Stage 1 design of this arrangement is included at **Appendix D**.
- 3.2.4 The provision of a dedicated access to a new coach pick-up and drop-off facility will provide clearer separation between this area and the Leisure Centre car park; thereby facilitating its management by the school during pupil arrival and departure periods.
- 3.2.5 A new vehicular access will be provided further to the north on Horsham Road to serve the new coach pick-up and drop-off facility and also a visitor car park. A Stage 1 drawing of the proposed access arrangement is included in **Appendix E**. This access will measure 9.0m in width and be provided with 2.4 x 43m visibility splays in each direction, in line with Manual for Streets (MfS) guidance for a 30mph design speed, which is the posted speed on Horsham Road.
- 3.2.6 As referenced above, a full vehicular link will be provided between Horsham Road and Shooting Field, albeit this will have a gated access to restrict its use to staff, emergency and delivery vehicles.
- 3.2.7 Primary pedestrian and cycle access will continue to be provided from Shooting Field to the south-east of the site. A pedestrian gate will be positioned to the west of the vehicular entrance on Shooting Field, providing access to the internal

footway network that leads to the main school entrance. Safe pupil movement will be supported by zebra crossings on both the entry and exit arms of the access road. A second set of double pedestrian gates, located to the north of the car park, will serve as the principal pedestrian route into the school grounds.

- 3.2.8 It is acknowledged that there is a desire from Steyning Parish Council to provide a pedestrian route along the southern boundary of the site to provide access from Shooting Field to the Leisure Centre and Horsham Road. The provision of an unrestricted, publicly accessible route would raise safeguarding concerns during the school day; however the proposals do include a pedestrian route from Shooting Field to the leisure centre, which can be utilised by members of the public during non-school hours.
- 3.2.9 The pedestrian route from Shooting Field to the Leisure Centre will follow the internal access route previously described, continuing to the edge of the school car park where an additional zebra crossing links to a footpath that routes around the southern boundary of the site to the Leisure Centre car park. A further zebra crossing is provided at the end of the new access roads that enables pedestrians to cross and proceed north to the main Leisure Centre entrance. This arrangement can be seen in Figure 3-3.



FIGURE 3-3: LEISURE CENTRE ACCESS ROUTE

3.3 ROAD SAFETY AUDIT

- 3.3.1 A Stage 1 Road Safety Audit (RSA) is currently being undertaken, and the results of this audit will be submitted as an addendum to this Transport Assessment.

3.4 PARKING AND PICK-UP / DROP-OFF ARRANGEMENTS

- 3.4.1 The proposals include an increased provision of 173 car parking spaces for the school, including nine accessible bays. These spaces will be for the use of staff, sixth form pupils and visitors during school hours and for community use during evenings and weekends. Eighteen of the parking spaces will be provided with 'active' Electric Vehicle (EV) charging points and 35 will be provided with 'passive' provision to enable their future conversion as demand increases.
- 3.4.2 The Leisure Centre will be provided with a new car park in the location of the existing coach drop-off and pick-up area and this car park will contain 52 spaces, four of which will be accessible bays.
- 3.4.3 A further six minibus spaces are proposed to the south of the Leisure Centre car park.
- 3.4.4 The proposals include a pupil cycle store which will incorporate 120 spaces, and a staff cycle store which will provide 10 spaces, representing a significant increase relative to the existing level of provision on the site. Both cycle stores will be located to the east of the site and just the north of the vehicular access on Shooting Field. The cycle stores will be sheltered, secure and covered by CCTV.
- 3.4.5 A further eight Sheffield stands will be located to the west of the school building at the frontage of the main reception area, which can be utilised by visitors.
- 3.4.6 The proposals also include a new coach drop-off and pick-up area for 10 coaches, which will provide a direct replacement of the existing facility. This area is actively managed by the school, with a member of staff positioned at the access from Horsham Road to manage the arrival and departure of coaches and a number of further staff controlling pupil access to and from these vehicles.
- 3.4.7 The coach bays will be located to the north of the new Horsham Road access and arranged at a 45-degree angle to the footway. This layout enables coaches to enter the bays in a forward gear without the need for complex manoeuvring, before reversing out with the assistance of a banksman and exiting the site in a forward gear. The forward-facing arrangement also ensures that pupils alight and board directly to and from the adjacent footway.
- 3.4.8 The proposed access and coach parking arrangements have been designed to ensure there is sufficient space for coaches to pass on the access road, avoiding any potential conflicts. The school has advised that a banksman will manage coach vehicle movements on site, directing coaches to fill the bays sequentially from the southernmost bay. Coaches will only depart once the banksman has confirmed that no other vehicles are attempting to enter the site.
- 3.4.9 During the course of pre-application engagement with Steyning Parish Council, concerns were raised regarding the existing requirement for pupils utilising the Route 100 bus service to board and alight at the northbound bus stop on Horsham Road. This has a restricted area of hardstanding and requires users to cross the road to and from the school access. At the time of writing, engagement is ongoing with the service operator, Compass Bus, with a view to the service potentially utilising the on-site coach drop-off and pick-up area at the beginning and end of the school day in future.

3.5 DELIVERIES AND SERVICING

- 3.5.1 Refuse and delivery vehicles will continue to access the site via Shooting Field, with the exception of deliveries associated with Design and Technology, which will use the coach pick-up and drop-off facility off Horsham Road.
- 3.5.2 Swept path analysis has been undertaken to ensure that the necessary vehicle types can safely enter, circulate and egress the site in a forward gear. A copy of the accompanying drawings is included at **Appendix F**.

3.6 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.6.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway.
- 3.6.2 Construction traffic routing plans will be produced to demonstrate the intended local access regime, however it has been confirmed that construction vehicles will access the site via the A283 Steyning By-Pass and Horsham Road. Daily movements of goods vehicles will be timed to avoid peak traffic times at the school (08:00-09:00 and 15:00-16:00). Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project.
- 3.6.3 The proposed development will be delivered in phases to ensure the school can remain operational throughout construction. The new buildings to the north of the site will be constructed first, allowing pupils to continue using the existing facilities to the south. Once the northern buildings are complete and occupied, the southern buildings will be demolished to enable delivery of the remaining elements of the scheme, including the new buildings, MUGA, parking areas and all-weather pitch.
- 3.6.4 A Construction Environmental Management Plan (CEMP) has been prepared and will be submitted as part of the planning application. The CEMP will confirm that adequate measures are in place to alleviate any temporary effects from construction activities and processes.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

- 4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted at paragraph 110 that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 115 of the NPPF advises that in assessing sites, it should be ensured that:-
- (a) "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - (b) Safe and suitable access to the site can be achieved for all users;*
 - (c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - (d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 4.1.3 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios."*
- 4.1.4 Paragraph 117 then goes on to note that applications for development should:-
- (a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to highway quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - (c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

(d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.1.5 Paragraph 118 further states that:-

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

4.2 PLANNING PRACTICE GUIDANCE (PPG)

4.2.1 The PPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'. This provides general guidance on the process of producing these documents.

4.2.2 In regard to the purpose of a Transport Assessment or Statement it is noted that:-

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development".

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

"...act in a manner which conforms to the principles of sustainable development. In this context, the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050. And its role as a statutory consultee in the planning system."

4.3.2 The Circular further advises at Paragraph 12 that:-

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable

infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning growth in all local authority areas."

"Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth."

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

4.4 HORSHAM DISTRICT PLANNING FRAMEWORK (2015)

4.4.1 The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham district outside the South Downs National Park (SDNP). It sets out the planning strategy for the period up to 2031.

4.4.2 Policy 40 references sustainable transport:-

"There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- 2. Maintains and improves the existing transport system (road, rail, cycle).*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
- 5. Is located in areas where there are, or will be a choice in the modes of transport available. ex*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*

7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.

8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.

9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."

4.4.3 Policy 41 sets out the Council's policy on parking:-

"1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact."

4.5 HORSHAM DISTRICT SUBMISSION LOCAL PLAN 2023-2040

4.5.1 The new Horsham District Local Plan was formally submitted to the Planning Inspectorate for Examination on Friday 26th July 2024.

4.5.2 Strategy Policy 24 references Sustainable Transport, and notes the following:-

"1. Development will be supported provided the following is demonstrated:

a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;

b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day to-day work, shopping and leisure needs;

c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;

d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;

e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;

f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.

2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority."

4.6 WEST SUSSEX TRANSPORT PLAN (2022-2036)

4.6.1 The West Sussex Transport Plan (WSTP) sets out how the County Council will address key challenges, by improving, maintaining and managing the transport network in the period 2022 to 2036.

4.6.2 The vision for the Plan is as follows:-

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide. The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion

on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour. Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need. Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

4.6.3 Section 6.7 of the Plan notes the following:-

"The strategy is to improve and develop a coherent network of active travel facilities that connects places of importance such as transport hubs, shops, schools and community facilities. LCWIPs that have been developed by partners provide a strong basis for the selection of priority routes. However, there is a need to work with partners to identify priority routes and scheme objectives before undertaking feasibility and design work prior to their implementation. In selecting priority routes, consideration must be given to the role of the route (i.e. strategic or local), the thematic and area transport strategies in this Plan and other factors that will affect the deliverability of schemes. Where necessary, this will involve working with strategic partners such as National Highways and neighbouring local transport authorities on schemes that cross boundaries."

4.7 STEYNING NEIGHBOURHOOD DEVELOPMENT PLAN (2019-2031)

4.7.1 Neighbourhood plans were introduced into the planning process by the Localism Act 2011. They aim to allow local communities to take responsibility for guiding development in their area. The Steyning Neighbourhood Development Plan 2019-2031 (the 'Plan') was formally adopted in September 2022.

4.7.2 By 2031, Steyning will:-

"...be better connected. It will have a network of well-maintained and safe roads and supported by bridleways, cycle routes and footpaths suitable for all nonmotorized users. The Parish will also benefit from improved transport links and more frequent and better-connected bus services will provide greater opportunities for contact with neighbouring towns and villages, both coastal and inland, and reduce reliance on cars."

4.8 A LOCAL WALKING AND CYCLING PLAN FOR STEYNING, BRAMBER AND UPPER BEEDING (2025)

4.8.1 The final version of this Plan was published in December 2025 and sets out a vision and a series of proposals for encouraging walking and cycling in Steyning, Bramber, and Upper Beeding.

4.8.2 A total of 27 suggested improvements were outlined within the six main clusters which are as follows:-

1. Connecting our communities – Making it safer to cross the A283
2. Making it safe to walk and cycle to school
3. Making key routes more walking & cycling friendly
4. Re-imagining Steyning High Street
5. Improving safe access to the countryside
6. Simple fixes

4.8.3 Within Section 2 of the Plan, the following table is included which sets out suggestions with respect to the redevelopment of Steyning Grammar School:-

2. Making it Safe to Walk & Cycle to School				
Location	Current Problems/Hazards	Suggested measures	Parish	Notes
2.1 Steyning Grammar School Re-development 	- The Grammar School is a major focal point for traffic congestion, with many cars & buses arriving/departing in a short space of time. - Current arrangements do not feel safe and discourage walking & cycling. - The forthcoming school redevelopment is a big opportunity to get this right, so walking & cycling are positively encouraged. 85% gave school safety a priority score of 4 or 5 (out of 5).	As part of school redevelopment plans: - Create new car drop-off point on Horsham Road. - Keep Shooting Field largely car free for walkers/cyclists. - Create a new public access cycling and walking path from Horsham Road along the southern boundary of school site to the Football Club. This would create a quick and safe route connecting the schools and the Leisure Centre, avoiding the Horsham Rd. - Include plenty of secure cycle racks. - Improve pedestrian safety on Horsham Road - calm traffic, solve flooding, widen pavement (see Part 3 below).	Steyning	Build these measures into Steyning Grammar School Travel Plan. Ensure measures are integrated in the school redevelopment plan from the outset.
2.2 Shooting Field area around the Schools 	- Heavy congestion at school drop off/pick up times. - Illegal parking. - Badly rutted road. - Feels awkward and unsafe for cyclists, especially younger children. - Crossing Tanyard Lane by the Health Centre is difficult due to badly parked cars. 26 people raised this as a current danger spot.	In the immediate term: - Prioritise upgrading the Kings Barn Lane route from the White Bridge to Steyning Schools (covered in Section 3 below). - Consider creating a 'School Street' Zone on Shooting Field, restricting car access during drop off and pick up times. - Repair road surface of Shooting Field. - Consider cycle lanes on Shooting Field. - Restrict on-site car drop-offs further. - Promote 'park and walk' from Newmans Gardens Car Park by the Health Centre.	Steyning	Build into Steyning Grammar and Steyning Primary School Travel Plans, and ensure the two Plans dovetail together. Need to build on lessons learned from previous efforts to improve school safety around Shooting Field.

FIGURE 4-1: EXTRACT FROM LOCAL WALKING AND CYCLING PLAN (COURTESY OF A LOCAL WALKING AND CYCLING PLAN FOR STEYNING, BRAMBER AND UPPER BEEDING)

4.8.4 The suggested measures have been the subject of pre-application engagement with Steyning Parish Council and have been incorporated within the proposals where possible.

4.9 WEST SUSSEX VEHICLE PARKING STANDARDS (2020)

- 4.9.1 The WSCC Parking Standards (2020) set out the recommended parking provision for all land uses. The standards for 'non-residential institutions', including education uses, can be seen in Figure 4-2.

Use Class	Vehicular	Cycle
F.1 Non-residential institutions (education, art gallery, museum, public library, public exhibition hall, places of worship, law courts)	Site-specific assessment based on travel plan and needs	Site-specific assessment based on travel plan and needs

FIGURE 4-2: WEST SUSSEX COUNTY COUNCIL PARKING STANDARDS – NON-RESIDENTIAL INSTITUTIONS

- 4.9.2 As has been noted, Approved Document S of The Building Regulations outlines the infrastructure required for the charging of EVs. Requirements S4 and S5 most closely relate to the development proposals:-

"Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces—

- (a) one of those parking spaces must have access to one electric vehicle charge point; and*
- (b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces."*

4.10 POLICY COMPLIANCE

- 4.10.1 The proposed development is seen to comply with all levels of transport planning policy. With regard to sustainable transport, the site is afforded a good level of pedestrian, cycle and public transport accessibility, which is reflected in the strong uptake of these modes by pupils, as illustrated in the following section of this TA.
- 4.10.2 With regard to the aspirations of the Local Walking and Cycling Plan, the proposals include the provision of improved coach pick-up and drop-off facilities off Horsham Road, significantly increased secure cycle parking and an emphasis on pedestrian and cycle access from Shooting Field.
- 4.10.3 A total of 173 on-site car parking spaces are proposed, of which nine will be provided as accessible bays and 18 with 'active' EV charging provision. This represents a significant increase on the existing level of provision. The baseline survey data in Section 5 of this TA (below) indicates that 206 of the 235 staff are expected to drive to the site; however not all of them are anticipated to be on-site at any one time, due to the part-time nature of certain roles, the expectation of a limited number of day-to-day absences and the adoption of an updated School Travel Plan which will continue to promote and incentivise the use of non-car and sustainable travel modes (e.g. car sharing, which will be facilitated by the consolidation of all staff on the Grammar School site).

- 4.10.4 A total of 138 on-site cycle parking spaces are proposed (120 for pupils, ten for staff and eight for visitors), which represents a significant increase relative to the existing level of provision and will facilitate the increased uptake of cycling going forward, in association with the local infrastructure enhancements identified in the Local Walking and Cycling Plan.
- 4.10.5 The proposed site access arrangements ensure safe and suitable access to the development for all applicable transport modes, in compliance with local and national guidance.
- 4.10.6 The development's compliance with the key applicable NPPF policies is further outlined in Table 4-1 below.

NATIONAL PLANNING POLICY FRAMEWORK: KEY POLICY COMPLIANCE	
Paragraph	Compliance
110	
<i>"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes..."</i>	The site has been demonstrated to be sustainably located, within a reasonable walking distance of the surrounding residential area of Steyning, and the school is also afforded a very good level of public transport accessibility.
115	
<i>"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location."</i>	In accordance with the vision for the site, the proposals will deliver a new and sustainable school facility. The site will connect with the good level of pedestrian infrastructure within the site vicinity.
<i>"Safe and suitable access to the site can be achieved for all users."</i>	The proposed vehicular accesses have been demonstrated to be safe and suitable for future users. The new and amended accesses have been designed in accordance with the applicable standards and with reference to an independent Stage 1 Road Safety Audit.
<i>"The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code."</i>	The site is deemed to have been designed in accordance with the applicable local, national and Department for Education (DfE) design guidance.
<i>"Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."</i>	It is demonstrated within the following section of this TA that the development will have a negligible impact on the operation of the transport network in relation to capacity and congestion. Analysis of the most recent five-years' worth of Personal Injury Collision data within the site vicinity further demonstrates that the site would not materially exacerbate the local highway safety record.
116	
<i>"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be"</i>	As demonstrated in the following sections, it is not considered that the proposed development would have a 'severe' residual impact on the operation of the local highway network.

<i>severe, taking into account all reasonable future scenarios."</i>	
117	
<i>"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;"</i>	The development includes enhancements to the existing pedestrian and cycle access arrangements for the school and a new link for local residents to access the Leisure Centre from Shooting Fields outside the operating hours of the school.
<i>"address the needs of people with disabilities and reduced mobility in relation to all modes of transport;"</i>	The development includes a policy compliant level of disabled parking and the pedestrian routes around the school site are provided to a sufficient width and with dropped kerbs to ensure the site is accessible by all.
<i>"create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;"</i>	The development will reduce the level of vehicles utilising Shooting Field in order to create a more pedestrian friendly environment; and this is seen as a benefit as this is the primary pedestrian access point into the school site.
<i>"allow for the efficient delivery of goods, and access by service and emergency vehicles; and"</i>	The site will be provided with dedicated servicing and delivery areas, with sufficient space for turning and unloading, as evidenced by the swept path drawings appended to this report.
<i>"be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."</i>	EV charging will be provided in line with Part S of the Building Regulations.
118	
<i>"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."</i>	A vision-led TA has been prepared and the latest School Travel Plan will be submitted alongside the planning application.

TABLE 4-1: NPPF KEY POLICY COMPLIANCE

5 TRIP ATTRACTION

5.1 OVERVIEW

- 5.1.1 This section outlines the existing staff and pupil mode shares at the school and forecasts the likely trip attraction of the site once its future capacity has been reached.
- 5.1.2 The school currently has a Travel Plan, which is updated regularly and contains pupil mode share data from the 2024/25 academic year. The Travel Plan does not include staff travel data and therefore staff travel surveys were completed in November 2025 to inform this assessment.

5.2 EXISTING SCHOOL TRIP ATTRACTION

- 5.2.1 As has been noted, staff travel surveys were conducted by the school in November 2025, from which their existing mode share has been established and is summarised in Table 5-1. The mode split has been applied both to the existing number of staff that are based primarily at the Shooting Field site and the total number of staff across all sites.

MODE	PERCENTAGE	STAFF AT SHOOTING FIELD	TOTAL STAFF
Walk	6%	13	16
Cycle	2%	4	5
Rail	0%	0	0
Car	88%	209	256
Car Share	4%	9	11
Bus	1%	2	3
Other	0%	0	0
Total	100%	238	291

TABLE 5-1: EXISTING STAFF MODE SHARE

- 5.2.2 Pupil mode share data has been taken from the School Travel Plan and is summarised in Table 5-2 below.

MODE	PERCENTAGE	PUPILS AT SHOOTING FIELD	TOTAL PUPILS
Walk	31%	501	716
Cycle	1%	23	23
Scoot	0%	0	0
Bus (Public)	6%	102	139
Bus (School)	47%	749	1,086
Park and Stride	0%	0	0
Train	0%	4	0
Car share	1%	20	23
Car	14%	220	323
Motorbike	0%	0	0
Total	100%	1,620	2,310

TABLE 5-2: EXISTING PUPIL MODE SHARE

- 5.2.3 The above figures do not account for the fact that not all pupils and staff will arrive and depart the site within the school and highway network peak hours, along with other considerations. Therefore, a number of assumptions have been applied based on experience of similar schools and information from the school, as outlined in Table 5-3.

FACTOR	Assumption applied
Pupil Absences	It is assumed that at any one time, five per cent of pupils will be absent through illness or otherwise.
Sibling Effect	It is commonplace within schools for siblings to be accepted when another sibling is already enrolled. Therefore, it is likely that a number of pupils who are driven to the site would be transported with a sibling. Based on other school projects, it is assumed that approximately 25 percent of pupils who travel to school by car travel with a sibling. A reduction of 12.5 percent in the pupil vehicular trip attraction has therefore been applied on this basis.
Pupil Departures	The school runs a number of after school clubs and it has been advised that approximately 12 per cent of pupils attend these; therefore they will depart outside of the School PM peak hour.
Arrival and Departure Times of Staff	As with pupils, not all staff will arrive and depart during the AM and School PM peak hours. Based on the travel surveys, it is noted that 59 percent arrive in the highway network AM peak hour and 31 per cent depart in the school PM peak hour and 31 percent in the PM peak hour.

TABLE 5-3: TRIP ATTRACTION ASSESSMENT ASSUMPTIONS

- 5.2.4 Based on the above assumptions, the existing staff and pupil vehicle movements during the AM peak hour, school PM peak hour and network PM peak hour have been calculated and are shown in Table 5-4.

Time	Arrivals	Departures	Total
Staff			
School AM Peak (0800-0900)	123	0	123
School PM Peak (1500-1600)	0	65	65
PM Peak (17:00-18:00)	0	65	65
Pupils			
School AM Peak (0800-0900)	183	183	365
School PM Peak (1500-1600)	161	161	322
PM Peak (17:00-18:00)	22	22	44
Total			
School AM Peak (0800-0900)	306	183	489
School PM Peak (1500-1600)	161	226	386
PM Peak (17:00-18:00)	22	87	109

TABLE 5-4: EXISTING SITE VEHICULAR TRIP ATTRACTION – STAFF AND PUPILS

5.3 PROPOSED DEVELOPMENT VEHICLE TRIP ATTRACTION

- 5.3.1 The staff mode share set out in Table 5-1 has been applied to the future staff number at the site and the forecast mode share is summarised in Table 5-5.

MODE	PERCENTAGE	NUMBER OF STAFF
Walk	6%	13
Cycle	2%	4
Rail	0%	0
Car	88%	206
Car Share	4%	9
Bus	1%	2
Other	0%	0
Total	100%	235

TABLE 5-5: FORECAST STAFF TRIP ATTRACTION (235 STAFF MEMBERS)

- 5.3.2 The pupil mode share set out in Table 5-2 has been applied to the future pupil capacity of the site and the forecast mode share is summarised in Table 5-6 below.

MODE	PERCENTAGE	NUMBER OF PUPILS
Walk	31%	743
Cycle	1%	31
Scoot	0%	0
Bus (Public)	6%	149
Bus (School)	47%	1,116
Park and Stride	0%	0
Train	0%	4
Car share	1%	28
Car	14%	329
Motorbike	0%	0
Total	100%	2,400

TABLE 5-6: FORECAST PUPIL TRIP ATTRACTION (2,400 PUPILS)

- 5.3.3 Following the application of the assumptions in Table 5-3, the staff and pupil vehicular trip attraction forecasts for the AM peak hour, school PM peak hour and network PM peak hour are summarised in Table 5-7.

Time	Arrivals	Departures	Total
Staff			
School AM Peak (0800-0900)	122	0	122
School PM Peak (1500-1600)	0	64	64
PM Peak (17:00-18:00)	0	64	64
Pupils			
School AM Peak (0800-0900)	273	273	547
School PM Peak (1500-1600)	241	241	481
PM Peak (17:00-18:00)	33	33	66
Total			
School AM Peak (0800-0900)	395	273	669
School PM Peak (1500-1600)	241	305	545
PM Peak (17:00-18:00)	33	97	129

TABLE 5-7: FORECAST VEHICULAR TRIP ATTRACTION – STAFF AND PUPILS

5.4 RESIDUAL TRAFFIC IMPACT

- 5.4.1 The residual increase in vehicle movements associated with the redevelopment of the site has been calculated by subtracting the existing vehicle movements set out

in Table 5-4 from the forecast trip attraction set out in Table 5-7. The results are summarised in Table 5-8 below.

Time	Arrivals	Departures	Total
School AM Peak (0800-0900)	89	91	180
School PM Peak (1500-1600)	80	79	159
PM Peak (17:00-18:00)	11	10	21

TABLE 5-8: RESIDUAL TRAFFIC IMPACT

- 5.4.2 Since the proposals will consolidate the existing Grammar School sites, the increase in pupil numbers will largely result from the relocation of pupils from the satellite sites rather than from new admissions. These pupils are therefore already travelling on the local highway network during both the network and school peak periods.

6 TRANSPORT IMPACTS

6.1 OVERVIEW

- 6.1.1 This section of the TA provides an assessment of the principal highways impacts that could arise from the proposed development, including on the A283 Steyning By-Pass / Horsham Road junction to the north of the site, which has been the subject of a full capacity assessment at the request of the Local Highway Authority.

6.2 TRIP DISTRIBUTION

- 6.2.1 The pupil postcode data map included below in Figure 6-1 was provided by the school and has been utilised to distribute the vehicle trips associated with pupils on to the local highway network. A staff postcode map could not be provided; however, it was advised that staff predominantly live in the main villages and towns to the north and south of Steyning, such as Storrington, Ashington, Pulborough, Worthing, Lancing and Shoreham-by-Sea; similar to the pupil distribution. It was therefore considered appropriate to use the pupil postcode map to distribute both staff and pupil trips
- 6.2.2 On this basis and as agreed with WSCC Highways at the pre-application stage, it is assumed that 70 percent of the additional pupil trips will travel through the A283 Steyning By-Pass / Horsham Road junction and given that access to the staff car park will in future be via Horsham Road only, it is assumed that 100 percent of trips associated with the staff will travel through this junction.
- 6.2.3 The percentage distribution of vehicle trips is shown graphically in **Figure 1** and the distributions of trips for the School AM and PM peaks is shown in **Figure 2** and **Figure 3**.

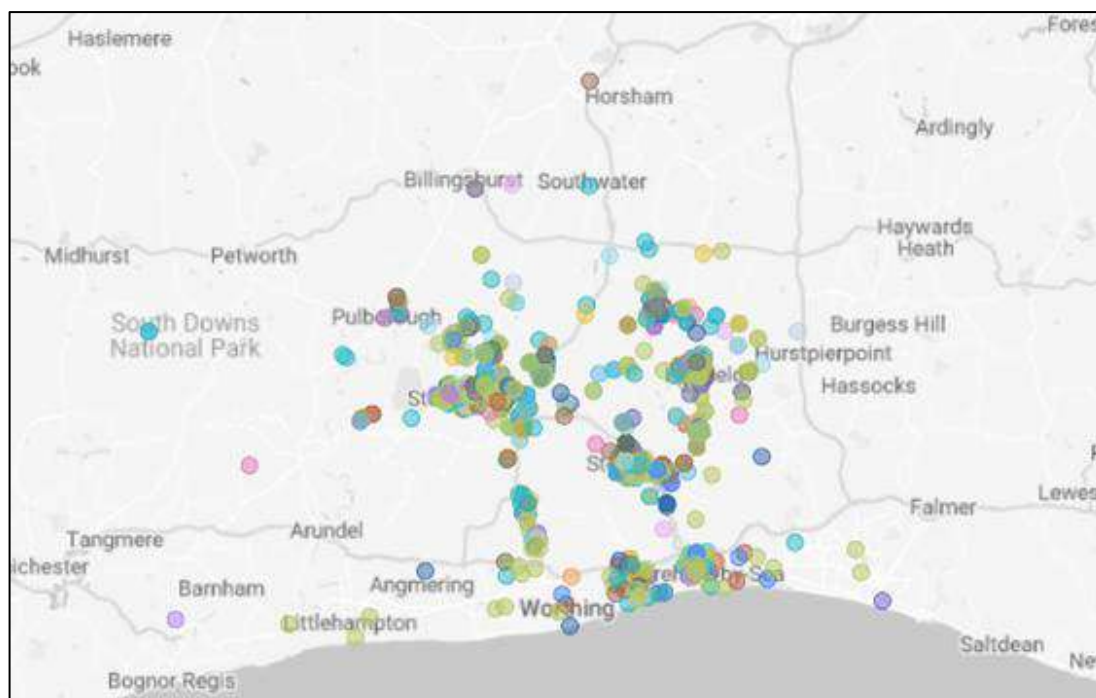


FIGURE 6-1: EXISTING PUPIL POSTCODE DATA

6.3 BASELINE SURVEY DATA

- 6.3.1 To inform the capacity assessment of the A283 Steyning By-Pass / Horsham Road junction, Manual Classified Count (MCC) and queue length data was collected on Thursday 8th January 2026 by K&M Traffic Surveys. The school peak hours of 0800-0900 and 1500-1600 have been utilised for the assessment presented in this section. The full MCC data is included at **Appendix G**.
- 6.3.2 The MCC data has been converted to Passenger Car Units (PCUs) using the following standard factors:-

CAR	HGV	BUS	MGV	MOTORCYCLE	BICYCLE
1.0	2.3	2.0	1.5	0.4	0.2

TABLE 6-1: PCU CONVERSION FACTORS

6.4 TRAFFIC GROWTH

- 6.4.1 The DfT's TEMPro v8.1 has been utilised to growth the surveyed baseline traffic flows to a 2030 future year and no 'alternative planning assumptions' have been applied. The future year of 2030 is when the new school is likely to be fully occupied and was agreed with WSCC Highways at the pre-application stage.
- 6.4.2 The resulting growth factors for the Middle-layer Super Output Area (MSOA) in which the junction is located (Horsham 014) are summarised in Table 6-2 below.

ROAD TYPE	AM	PM
HORSHAM 014 MSOA		
A-Road	1.0446	1.048
Minor	1.0444	1.0478

TABLE 6-2: TEMPRO GROWTH FACTORS 2026-2030

6.4.3 The 2030 future year flows are shown graphically in **Figure 4** and **Figure 5**.

6.5 COMMITTED DEVELOPMENTS

6.5.1 As agreed with WSCC Highways at the pre-application stage, the nearby Glebe Farm development has been considered as a committed development. The permitted application was for the development of 265 residential dwellings (Planning Application Reference: DC/21/2233). The committed development traffic flows are shown graphically in **Figure 6** and **Figure 7**.

6.6 MODELLING SCENARIOS

6.6.1 As has been noted, the junction capacity assessment considers a future year of 2030 when the redeveloped school is set to be fully operational. The assessment scenarios can be seen in **Figure 8** and **Figure 9**.

6.7 JUNCTION CAPACITY ASSESSMENT

6.7.1 A capacity assessment has been undertaken for the subject junction using industry-standard Junctions 11 (ARCADY) software.

A283 Steyning By-Pass / Horsham Road priority junction

6.7.2 A summary of the capacity assessment results for the A283 Steyning By-Pass / Horsham Road priority junction is provided in Table 6-3 below, with the full ARCADY output report included at **Appendix H**.

6.7.3 ARCADY provides two measures of junction capacity and operation; namely the Ratio of Flow to Capacity (RFC) and Queue Length (Q). The RFC provides the primary measure of junction performance and is reported for each entry arm. An RFC of 0.85 or lower indicates that the specific arm of the junction is operating within capacity; an RFC of between 0.85 and 1.0 indicates that the arm is operating over its practical capacity and an RFC of 1.0 indicates that traffic demand exceeds theoretical capacity.

SCENARIO	LINK	AM		PM	
		RFC	Q	RFC	Q
2030 Future Year	Horsham Road	0.64	2	0.46	1
	Steyning By-Pass	0.76	3	0.42	1
	Junction Delay (s)	9.73		4.67	

TABLE 6-3: SUMMARY OF A283 STEYNING BY-PASS / HORSHAM ROAD JUNCTION – ARCADY RESULTS

- 6.7.4 It is noted that the junction would operate well within capacity in both the school AM and PM peak hours with the proposed development in place.

6.8 PICK-UP/DROP-OFF AND PARKING FACILITIES

- 6.8.1 As has been noted, the proposals include the implementation of a new coach drop-off and pick-up area which will provide the existing provisional.
- 6.8.2 The reconfigured drop-off and pick-up area will also provide a material betterment to the existing situation, providing a safer and more efficient arrangement that has its own dedicated access, separate from the Leisure Centre.
- 6.8.3 The proposals also include an uplift in on-site vehicle parking numbers and a new access off Horsham Road, which will reduce the level of vehicle movements on Shooting Field, which is the primary pedestrian access to the Grammar and Primary schools.

6.9 SCHOOL TRAVEL PLAN

- 6.9.1 A Travel Plan is a long-term management strategy to support sustainable and active travel at both new and existing developments. This is articulated in a document that is regularly reviewed. It involves the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use.
- 6.9.2 The school has an existing Travel Plan which will be updated in support of this planning application and confirms their commitment to minimise vehicular trips and maximise the use of sustainable modes of travel where possible.

7 SUMMARY AND CONCLUSION

- 7.1.1 This Transport Assessment (TA) has been produced on behalf of BAM Construction Ltd in support of the proposed redevelopment of Steyning Grammar School, off Shooting Field, in Steyning, West Sussex.
- 7.1.2 The proposed development comprises of the demolition of the majority of the existing school buildings and the development of new buildings, with associated hard and soft landscaping and parking.
- 7.1.3 The proposals will see existing pupils from the Rock Road Campus (Site 1) and the Tower Campus (Site 3) move to the proposal site. The proposals will accommodate the school capacity of 2,400 pupils, with staff numbers reducing to 235.
- 7.1.4 It is proposed that access to the site will continue to be achieved from both Shooting Field and Horsham Road. The existing entrance at the western end of Shooting Field will be retained as an 'exit only', while the access immediately to the south—formerly serving the caretaker's house—will be retained as an 'entry only'. These access routes will serve a new staff, sixth form, and community use car park to the south of the main school building. It is however intended that primary access to this car park will be achieved from Horsham Road.
- 7.1.5 The wide vehicle crossover which currently serves the coach pick-up and drop-off facility on Horsham Road will be reduced in size to serve a new Leisure Centre car park, with the existing access further to the north on Horsham Road retained to also serve this car park
- 7.1.6 The proposed development is seen to accord with all levels of transport planning policy. It is situated within a sustainable location and continuous footway provision is in place within the wider area, as well as an increasing level of cycle infrastructure.
- 7.1.7 An analysis of Personal Injury Collision data has identified that there are no existing highway safety issues on the nearby highway network that would be materially exacerbated by the proposed development.
- 7.1.8 The proposals include an increased provision of 173 car parking spaces for the school, including nine accessible bays. These spaces will be for the use of staff, sixth form pupils and visitors during school hours and for community use during evenings and weekends. Eighteen of the parking spaces will be provided with 'active' Electric Vehicle (EV) charging points and 35 will be provided with 'passive' provision to enable their future conversion as demand increases.
- 7.1.9 Steyning Leisure Centre will be provided with a new car park in the location of the existing coach drop-off and pick-up area and this will contain 52 car parking spaces, four of which will be accessible bays.
- 7.1.10 A further six minibus spaces are proposed to the south of the new Leisure Centre car park.
- 7.1.11 The proposals include a pupil cycle store which will incorporate 120 spaces, and a staff cycle store which will provide 10 spaces, representing a significant increase relative to the existing level of provision on the site. Both cycle stores will be

located to the east of the site and just the north of the vehicular access on Shooting Field. The cycle stores will be sheltered, secure and covered by CCTV.

- 7.1.12 A further eight Sheffield stands will be located to the west of the school building at the frontage of the main reception area, which can be utilised by visitors.
- 7.1.13 The proposals also include a new coach drop-off and pick-up area for 10 coaches, which will provide a direct replacement of the existing facility. This area is actively managed by the school, with a member of staff positioned at the access from Horsham Road to manage the arrival and departure of coaches and a number of further staff controlling pupil access to and from the vehicles.
- 7.1.14 A trip attraction assessment has been conducted utilising travel survey data on the existing school. On this basis and having applied a robust assumption as to staff arrival and departure times, the school is expected to attract a total increase of approximately 180 vehicle movements in the school AM peak (0800-0900), 159 movements in the school PM peak hour (1500-1600) and 21 movements in the network PM peak hour (17:00-18:00).
- 7.1.15 A capacity assessment has been undertaken of the A283 Steyning By-Pass / Horsham Road junction, which demonstrates that it would operate within capacity following the redevelopment of the school.
- 7.1.16 As outlined above and in accordance with the National Planning Policy Framework, the proposed development would not have a 'severe' residual impact on the local highway and transport network. Given this, there should be no sound transport-based objections to the planning application.

APPENDIX

A



**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: DHA FAO: Adam Huckstepp
FROM:	WSCC - Highways Authority
DATE:	5 December 2025
LOCATION:	STEYNING GRAMMAR UPPER SCHOOL, SHOOTING FIELD, STEYNING, WEST SUSSEX, BN44 3RX
SUBJECT:	Internal Reference: PRE-99-25 Demolition and redevelopment of Steyning Grammar School.
DATE OF SITE VISIT:	2 nd December 2025
RECOMMENDATION:	Advice

Comments are made in respects of,

- Transport Scoping Note, reference PL/AH/Ahun/35849

Unless otherwise stated, comments are made against the numbered points in the Scoping Note. Reference is also made to the site meeting held on the 2nd December 2025.

2.1.14 – Regarding the collision data assessment area, it's recommended that this is extended to incorporate the A283/Horsham Road and A283/Cannons Way junctions. It's acknowledged that the school will generate traffic at well defined peak times, as such it should be apparent from a review of the accident data as to whether there is any correlation between the school peak traffic and road collisions.

3.1.4 – As discussed, it would be useful for some justification to be provided concerning the provision of 52 car parking for the leisure centre. It's appreciated that this may be the maximum achievable within the available space but it would be beneficial to detail how this number relates to existing provision.

Indicative details will also need to be provided as part of the planning application in terms of how the existing wide vehicular crossover serving the coach parking/leisure centre car park will be reduced and reformed. Visibility splays should be demonstrated at the proposed reformed vehicular access with it noted from visiting the site that the horizontal and vertical alignment of Horsham Road to the south acts to restrict visibility for exiting vehicles. The proposals could result in

an increased number of vehicles seeking to exit onto Horsham Road, hence the reformed access should be sited in such way to maximise visibility.

3.1.6 – The proposed/improved access intended to serve the coach pick up and drop off facility is noted as are the details in appendix B. The principle of the access (which is the location of an existing field gate) is accepted. The presence of the double white lining system on Horsham Road implies restricted forward visibility albeit in the vicinity of the access there doesn't appear to be an issue for vehicles turning right from Horsham Road into the access. This should still be acknowledged and considered as part of the access design.

With regards to the details in appendix B, the desire to keep the geometry restricted is appreciated. However, all of the swept paths indicate quite significant over-running of opposing traffic lanes as a coach enters or exits. The left-in and right-out movements in particular would see a coach occupying pretty much the whole access and access road within the site with no scope for an opposing vehicle to wait clear.

Based on the intended use of the access as set out, the number of vehicle movements (and therefore any conflict) may not in practice be that significant. Even so, there would be merit to the use of a larger kerb radii or increased width to ease the over-running issue.

A Stage One Road Safety Audit in accordance with current WSCC Policy will be required in support of any planning application.

3.1.8 – As part of any planning application, an assessment should be undertaken of existing walking/cycling routes to identify any potential proportionate and tactical improvements that could be undertaken. This could include the provision of dropped crossing points or minor footway widening. In addition, improved facilities could be provided for those using public bus services. This could include the widening and the provision of a dropped kerb crossing point to the bus stop directly opposite the school. Covered waiting facilities could also be considered albeit WSCC does not adopt or maintain bus shelters; the Parish Council would likely be the end adopting authority and as such an agreement would be required with them.

3.1.9 – The quantum of parking was discussed at the site meeting. As discussed, the TA should set out the justification for the increase in parking spaces in light of the number of staff decreasing. The rural location is very much noted as a limiting factor for staff travel options with it accepted that there may be limited choice but to drive.

3.1.11 – Notwithstanding the comment against 3.1.9 above, parking demands for educational uses will be considered very much on a case by case basis as per the WSCC Parking Standards. WSCC will of course be open to further justification regarding this.

4.1.1 – The list of planning policies is noted and agreed.

5.1.2 – The modal shares in table 2 are noted. The high proportions of bus (public and school) and walking trips are noted as a positive. The TA should provide information reflective of the school's current operation to allow a comparison to the proposed situation.

Overall, it's accepted that the consolidation of sites to a single campus will likely increase activity in the very immediate location of the single campus. However overall, movements are already on the network and are travelling elsewhere. Likewise, the cross-visitation trips between the existing sites will be eliminated as part of these proposal.

6.1.3 – Of the five bullet pointed matters, the above comments within this response should address the points identified. The only item that isn't covered is the travel plan. An updated school travel plan will be required. This can either form part of the planning application or be covered by planning condition.

Additional Matters

The proposals should have due regard to the proposed development at Glebe Farm (DC/21/2233/OUT).

As discussed at the site meeting, WSCC can review the need for off-site junction capacity assessments subject to the provision of trip distribution information. WSCC appreciate that the school is already generating a large number of movements and fundamentally that this position will not change.

Following the site meeting, I have been made aware of active travel improvements relating to the existing Grammar and Primary School's being investigated by the WSCC Local Improvements team. This work is on-going and there is no identified scheme at present.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to

the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Gledhill
Planning Services

APPENDIX B



Horsham Road – Steyning – DHA

Collision report 01/11/2020 – 31/10/2025

Date produced
09/12/2025

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

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



**ROAD SAFETY
TEAM**

Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: [Road Safety Data Portal | Sussex Police](#)

email: RoadSafetyData@sussex.police.uk



Colour-Coding by Severity	
Total Collisions (7)	
▲ Fatal	(0)
■ Serious	(1)
● Slight	(6)

Her Majesty's Office (c) Crown Copyright

Horsham Road Steyning
Collision Dates 01/11/2020 - 31/10/2025
DHA Transport

SCALE	1 : 6000
DATE	02/12/2025
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 7

Run on: 02/12/2025 15:12:25

Collisions between dates: 01/11/2020 and 31/10/2025
Selection: ; Refined using Collisions within selected Polygons -sussex all consultant requests 2025
(Horsham Road Steyning (DHA))

Notes:

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.		Veh No / Type	Manoeuvre	Direction	Casualty Info
	POLICE OFFICERS ACCOUNT OF COLLISION								

Selected Polygon:Horsham Road Steyning (DHA)

211026589	07/03/2021	1415 hrs	Sun	Daylight					
Serious	Fine without high winds		Road Dry			Veh 1 Car	Turning right	W - S	
U	30 mph		E517823	N111421					
CHURCH LANE AT JUNCTION WITH TANYARD LANE						Veh 2 Pedal cycle	Stopping	S - N	Casualty: Dri Serious 11
PEDAL CYCLIST (V2) WAS TRAVELLING NORTHBOUND ALONG CHURCH LANE, STEYNING. CHURCH LANE IS ON A GRADUAL HILL, AND V2 WAS DESCENDING DOWN THE HILL AT A SPEED WHICH THEY CANNOT RECALL. V1 HAS BEEN TRAVELLING EAST ON TANYARD LANE BEFORE CUTTING THE JUNCTI									

211075204	07/08/2021	0915 hrs	Sat	Daylight					
Slight	Raining without high winds		Road Wet/Damp			Veh 1 Bus/coach	Overtaking on nearside	SE - NW	
U	30 mph		E517723	N111799					
SHOOTING FIELD AT JUNCTION WITH MIDDLE MEAD						Veh 2 Car	Turning left	NE - SE	Casualty: Dri Slight 54
V2 HAD BEEN HEADING WEST AND CAME TO THE JUNCTION THEN V2 PULLED OUT OF THE JUNCTION TO HEAD SOUTH. V1 WAS HEADING NORTH AND WAS IN THE WRONG LANE AS THEY WERE OVERTAKING A PARKED VEHICLE PARKED DIRECTLY OPPOSITE THE JUNCTION THAT V2 WAS EXITING. V2									

211126306	25/12/2021	1910 hrs	Sat	Dark: street lights lit					
Slight	Raining without high winds		Road Wet/Damp			Veh 1 Car	Turning right	SW - SE	Casualty: Dri Slight 84
A283	60 mph		E518089	N111846					
STEYNING BYPASS (A283) NEAR JUNCTION WITH CANONS WAY						Veh 2 Car	Going ahead	NW - SE	
V2 TRAVELLING WEST ON A283 STEYNING PASSING CANON WAY, V1 STATIONARY IN JUNCTION TO PULL OUT. AS V2 PASSED THE JUNCTION WHERE V1 WAS WAITING TO EXIT, V1 PULLED OUT INTO THE N/S/F WING OF V2									

221243071	10/11/2022	0845 hrs	Thu	Darkness: street lighting u/k					
Slight	Fine without high winds		Road Dry			Veh 1 Car	Turning right	E - N	
U	30 mph		E517950	N111878					
FARNEFOLD ROAD AT JUNCTION WITH SOUTH ASH, STEYNING, WEST SUSSEX						Veh 2 Car	Waiting to turn right	N - W	Casualty: Dri Slight 42
V2 WAS STATIONARY AT THE JUNCTION OF FARNEFOLD ROAD AND SOUTH ASH IN STEYNING, WAITING TO TURN RIGHT. V1 WAS TRAVELLING IN THE OPPOSITE DIRECTION AND HAS CUT THE JUNCTION CORNER, COLLIDING WITH THE OFFSIDE FRONT CORNER OF V2, PUSHING V2 BACKWARDS AND									

INTERMEDIATE COLLISION REPORT

Run on: 02/12/2025 15:12:25

Collisions between dates: 01/11/2020 and 31/10/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 (Horsham Road Steyning (DHA))

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather		Rd cond					
	Road No.	Speed		Grid Ref.		Veh No / Type	Manoeuvre	Direction	Casualty Info
	Location Description								
	POLICE OFFICERS ACCOUNT OF COLLISION								

231306754	12/05/2023	1548 hrs	Fri	Daylight						
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	E - W	Casualty: Ped	Slight 11
U	30 mph		E517751	N111815						
MIDDLE MEAD - 32 METRES FROM JUNCTION WITH SHOOTING FIELD, STEYNING, WEST SUSSEX										
FOOTBALL HAS ROLLED ACROSS ROAD, PEDESTRIAN HAS GONE AFTER IT AND BEEN HIT BY VEH 1.										

231312595	29/05/2023	1415 hrs	Mon	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Turning right	W - S	
A283	60 mph		E517166	N112400					
STEYNING BYPASS (A283) AT JUNCTION WITH HORSHAM ROAD, STEYNING, WEST SUSSEX					Veh 2	Car	Going ahead	E - W	Casualty: Dri Slight 38
V2 TRAVELLING WEST ON NATIONAL SPEED LIMIT STRETCH OF SINGLE CARRIAGEWAY ROAD BORDERED BY TREES AND SHRUBS. V1 WAITING AT JUNCTION TO TURN EAST ONTO MAIN ROAD. V1 HAS FAILED TO OBSERVE ONCOMING V2 AND ENTERED MAIN ROAD INTO PATH OF ONCOMING V2. V2 H									

241483109	23/08/2024	1510 hrs	Fri	Daylight							
Slight	Fine without high winds		Road Dry		Veh 1	Car	Turning right	W - S			
A283	60 mph		E517165	N112400							
ENTRANCE TO WISTON ESTATE, STEYNING BYPASS (A283) AT JUNCTION WITH HORSHAM ROAD, STEYNING, WEST SUSSEX					Veh 2	Car	Going ahead	W - E	Casualty: FSP	Slight 92	
					Casualty: Dri Slight 76						
VEHICLE 1 WAS TRAVELLING EASTBOUND ON A283 FROM WASHINGTON TOWARDS THE ENTRANCE TO THE RED WISTON ESTATE FOR A FESTIVAL. VEHICLE 2 WAS FOLLOWING BEHIND GRAVELLING THE SAME DIRECTION. VEHICLE 1 HAS SUDDENLY NOTICED THE TURNING TO ENTER WISTON ESTATE AS T											

Collisions between dates 01/11/2020 and 31/10/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all
consultant requests 2025 ("Horsham Road Steyning (DHA)")

Selected Polygon:Horsham Road Steyning (DHA)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/03/2021	1415	Fine without high winds	211026589	1	Give way or Uncontrolled	T & Stag Jct
Location: CHURCH LANE AT JUNCTION WITH TANYARD LANE						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Jct Approach
Pedal Cycle (Including pedal assisted electric bicycles)	Stopping	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Collisions between dates 01/11/2020 and 31/10/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Horsham Road Steyning (DHA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/08/2021	0915	Raining without high winds	211075204	1	Give way or Uncontrolled	T & Stag Jct
Location: SHOOTING FIELD AT JUNCTION WITH MIDDLE MEAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Bus or coach (17+ seats)	Overtaking nearside	Offside	Jct Approach
Car	Turning left	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/12/2021	1910	Raining without high winds	211126306	1	Give way or Uncontrolled	T & Stag Jct
Location: STEYNING BYPASS (A283) NEAR JUNCTION WITH CANONS WAY						

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/11/2020 and 31/10/2025** (60) months
Selection: **Notes:**
; Refined using Collisions within selected Polygons -sussex all
consultant requests 2025 ("Horsham Road Steyning (DHA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/11/2022	0845	Fine without high winds	221243071	1	Give way or Uncontrolled	T & Stag Jct
Location: FARNEFOLD ROAD AT JUNCTION WITH SOUTH ASH, STEYNING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Car	Waiting to turn right	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/05/2023	1548	Fine without high winds	231306754	1	Not applicable	Not within 20M
Location: MIDDLE MEAD - 32 METRES FROM JUNCTION WITH SHOOTING FIELD, STEYNING, WEST SUSSEX						

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Slight

Collisions between dates 01/11/2020 and 31/10/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all consultant requests 2025 ("Horsham Road Steyning (DHA)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/05/2023	1415	Fine without high winds	231312595	1	Give way or Uncontrolled	T & Stag Jct

Location: STEYNING BYPASS (A283) AT JUNCTION WITH HORSHAM ROAD, STEYNING, WEST SUSSEX

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/08/2024	1510	Fine without high winds	241483109	2	Give way or Uncontrolled	Pri Drive

Location: ENTRANCE TO WISTON ESTATE, STEYNING BYPASS (A283) AT JUNCTION WITH HORSHAM ROAD, STEYNING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Back	Leaving main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Collisions between dates 01/11/2020 and 31/10/2025 (60) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex all
consultant requests 2025 ("Horsham Road Steyning (DHA)")

Number of records in selection: 7

APPENDIX

C





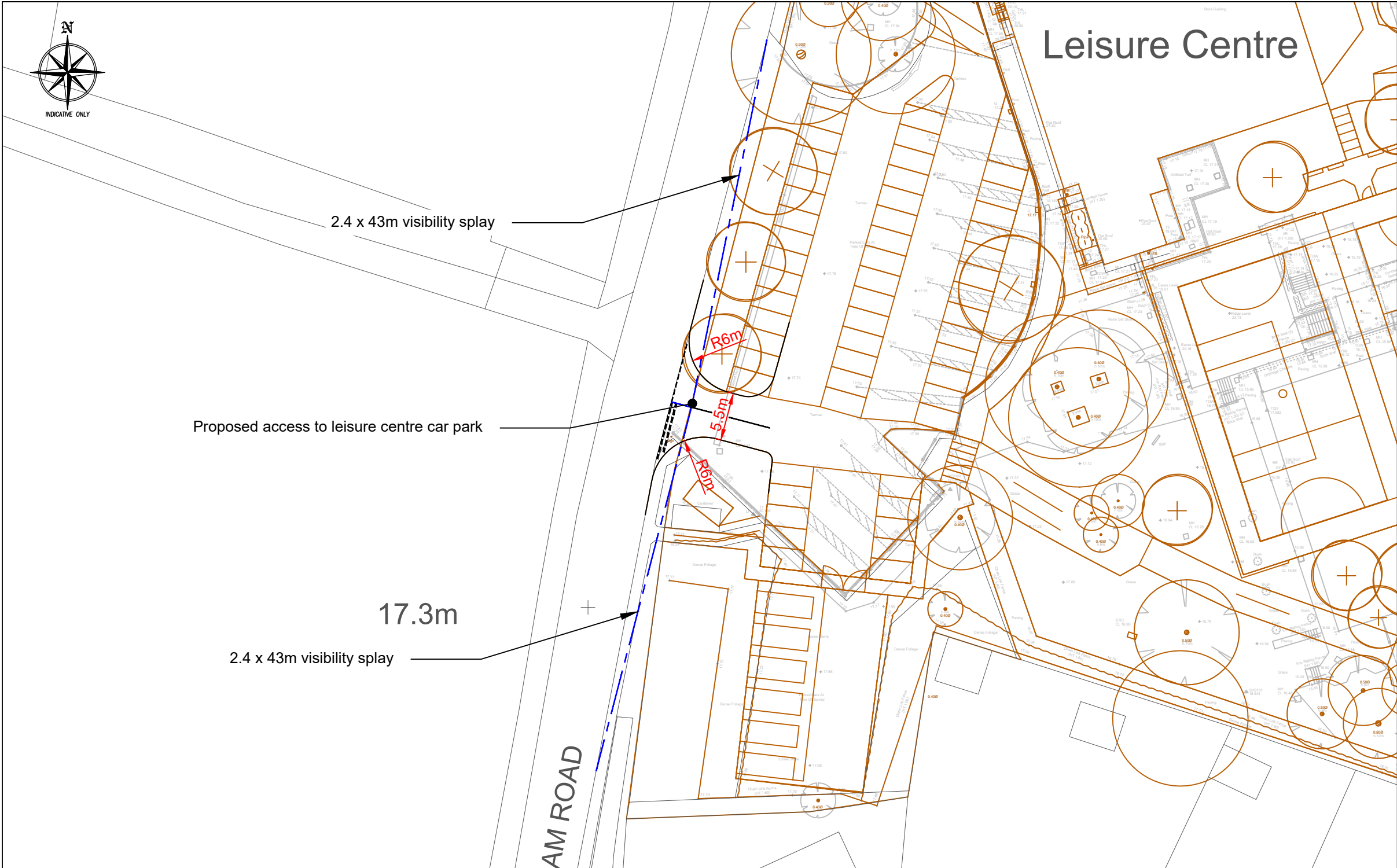
For sports pitch arrangement, refer to SRP1121-WWA-XX-XX-D-L-2021 & 2022 General Arrangement Summer/ Winter Sports Provision plans.
For detailed soft landscaping plan, refer to SRP1121-WWA-ZZ-ZZ-D-L-1501 to 1505.

P13 S5 AH 19/02/26 P12 S5 AH 15/02/26 P11 S5 BB 10/02/26 P10 S5 LD 02/02/26 P09 S5 TJ 28/01/26 P08 S5 BB 15/01/26 Rev Status Appr Date School site boundary omitted to avoid confusion of red line boundary Acoustic fencing added 4no trees omitted following updated BNG results Accessible bay location amended. Southern car play layout revised following client comments. Amendments made following TA touch point Gate amended to double leaf gate. BNG enhancements added to playing field Revision Notes Note: All Dimensions must be checked on site and not scaled from this drawing. All cross references are to the latest revision of the relevant drawing or specification being referenced				Scale/North Point 0 25 50 75 100 m N Status/Suitability S5 Scale 1:1000 @A1 Drawing size ISO A1 Drawn AH Checked LD Date 18/09/2025			Client DFE Contractor BAM Construction Ltd Job Title Steyning Grammar School Purpose of Issue STAGE 3		© Copyright WWA LANDSCAPE tel: 01376 573050 web: wwa.co.uk Drawing Title Whole Site Plan Drg SRP1121-WWA-00-EX-D-L-1970 Rev P13
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APPENDIX

D





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Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

Metres (1:500)

P3	19.02.26	JM	Updated Layout	JM	JM
P2	30.01.26	HL	Updated Drawing	JM	JM
P1	18.12.25	HL	First Issue	JM	JM

REV	DATE	BY	DESCRIPTION	CHK	APD

client

BAM CONSTRUCTION LTD

project

STEYNING GRAMMAR SCHOOL

title

SOUTHERN ACCESS ARRANGEMENT

project		drwg		rev
35849		H-02		P3
Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	19.02.2026
status				P
FOR INFORMATION				

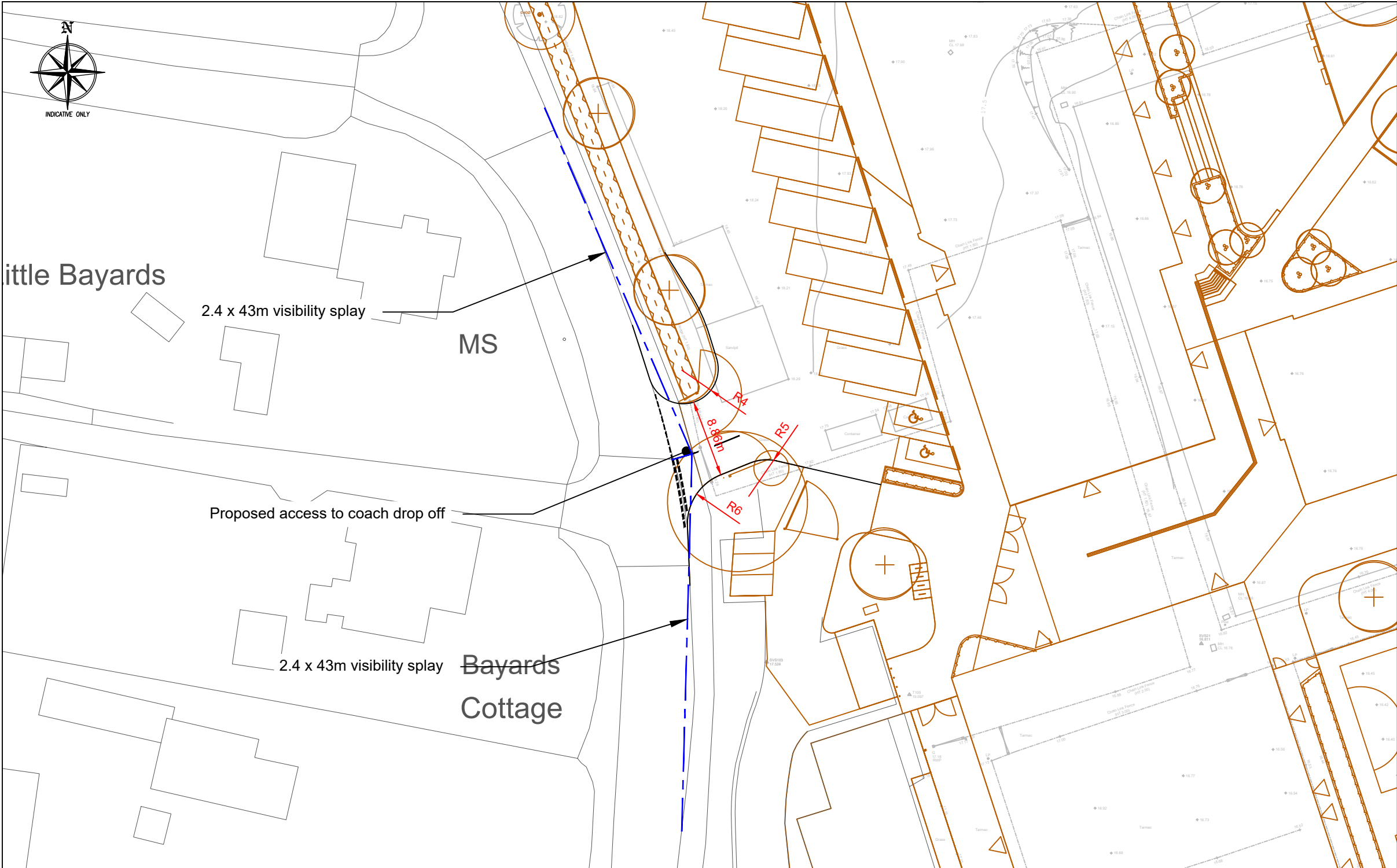
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Maidstone, Kent. ME14 3EN
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CAD Reference:

A3

APPENDIX E





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Single Deck Bus	9.795m
Overall Length	2.500m
Overall Width	3.070m
Min Body Ground Clearance	0.308m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m

5 0 5 10 15 20 25

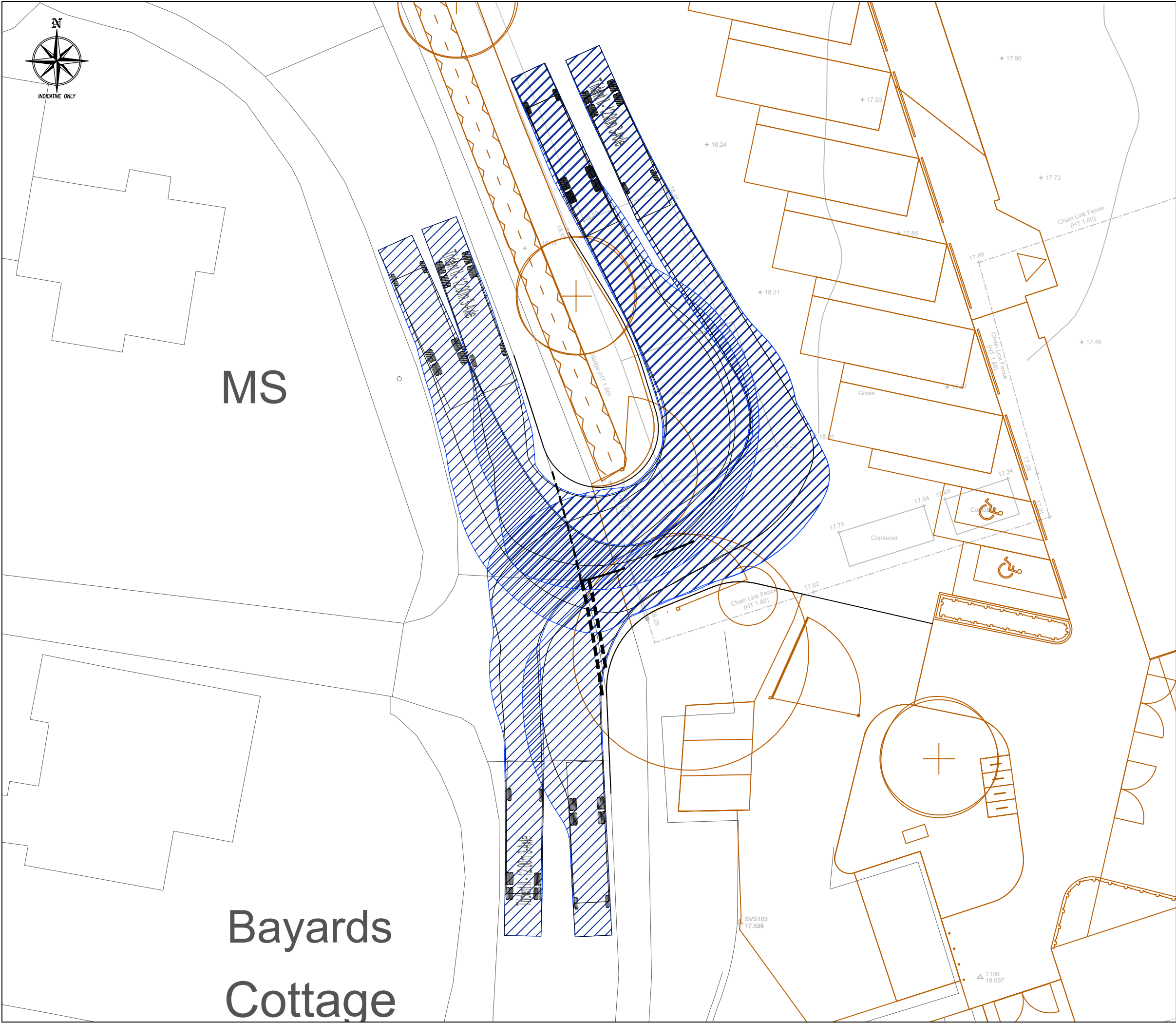
Metres (1:500)

P4	19.02.26	JM	Updated Layout	JM	JM
P3	30.01.26	HL	Updated Drawing	JM	JM
P2	18.12.25	HL	Updated Drawing	JM	JM
P1	25.11.25	JM	First Issue	CS	CS

REV	DATE	BY	DESCRIPTION	CHK	APD
client					
BAM CONSTRUCTION LTD					
project					
STEYNING GRAMMAR SCHOOL					
title					
NORTHERN ACCESS ARRANGEMENT					
project		drwg		rev	
35849		H-01		P4	
Drawn	Checked	Approved	scale @ A3	date	
HL	JM	JM	1:500	19.02.2026	
status				FOR INFORMATION	
				P	
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 f: 01622 776227 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk					
CAD Reference:					A3

APPENDIX F



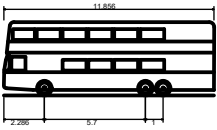


MS

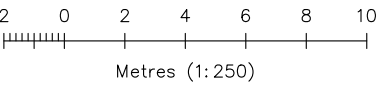
Bayards
Cottage

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Trident II - 12.00m 3-Axle
Overall Length 11.856m
Overall Width 2.496m
Overall Body Height 4.140m
Min Body Ground Clearance 0.311m
Track Width 2.363m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



P3	19.02.26	JM	Updated Layout	JM	JM
P2	30.01.26	HL	Updated Layout	JM	JM
P1	18.12.25	HL	First Issue	JM	JM

REV	DATE	BY	DESCRIPTION	CHK	APD
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client
BAM CONSTRUCTION LTD

project
STEYNING GRAMMAR SCHOOL

title
VEHICLE SWEPT PATH ANALYSIS 12M COACH

project	drwg	rev
35849	T-01	P3

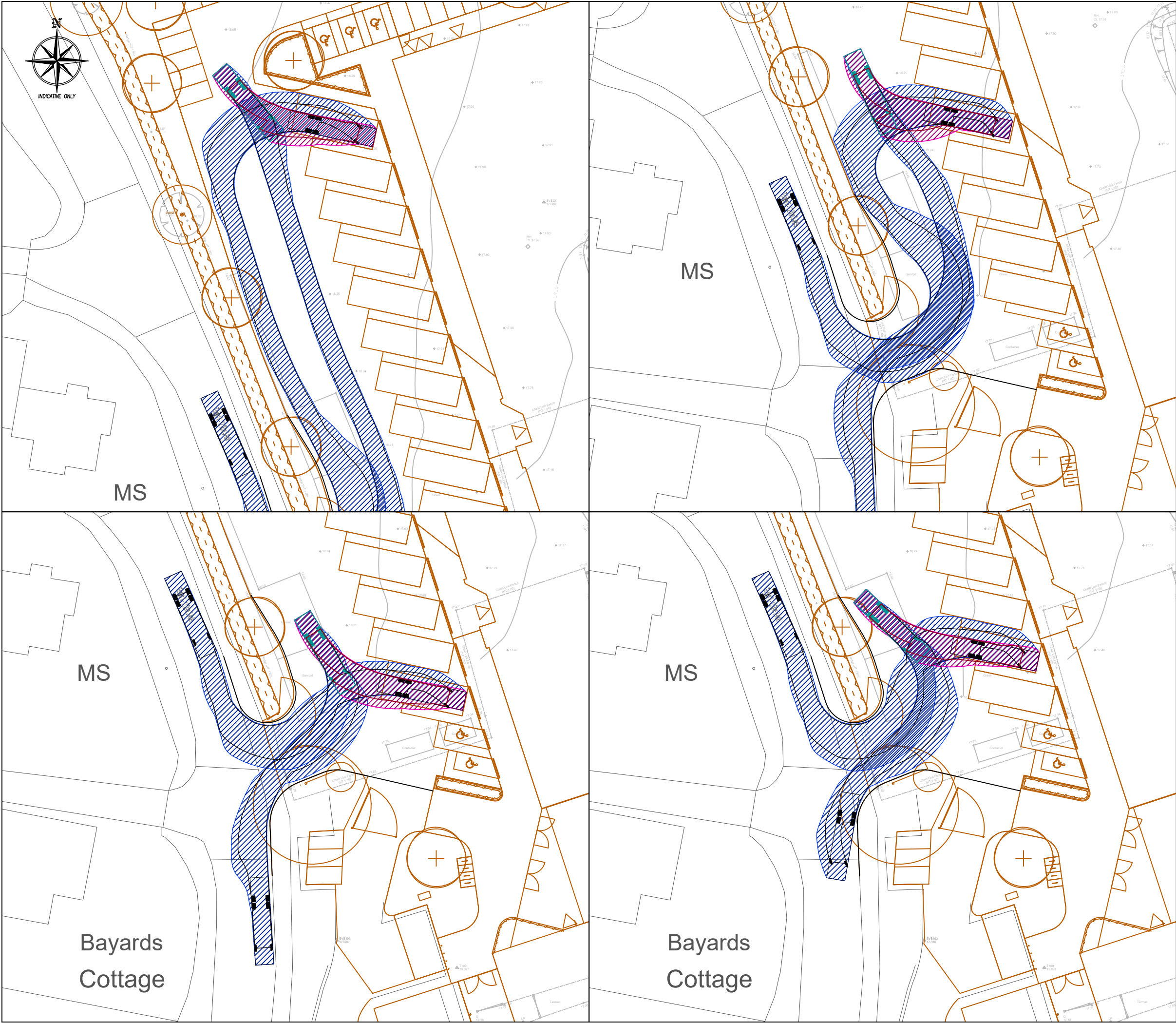
Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:250	19.02.2026

status
FOR INFORMATION
P



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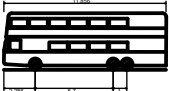
CAD Reference:	A3
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Trident II - 12.00m 3-Axle	11.856m
Overall Length	2.496m
Overall Width	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.360m
Lock to lock time	4.60s
Kerb to Kerb Turning Radius	9.500m

5

0

5

10

15

20

25

Metres (1:500)

P2	19.02.26	JM	Updated Layout	JM	JM
P1	30.01.26	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client

BAM CONSTRUCTION LTD

project

STEYNING GRAMMAR SCHOOL

title

VEHICLE SWEEP PATH ANALYSIS
12M COACH PARKING

project

35849

drwg

T-02

rev

P2

Drawn

HL

Checked

JM

Approved

JM

scale @ A3

1:500

date

19.02.2026

status

FOR INFORMATION

P

dha

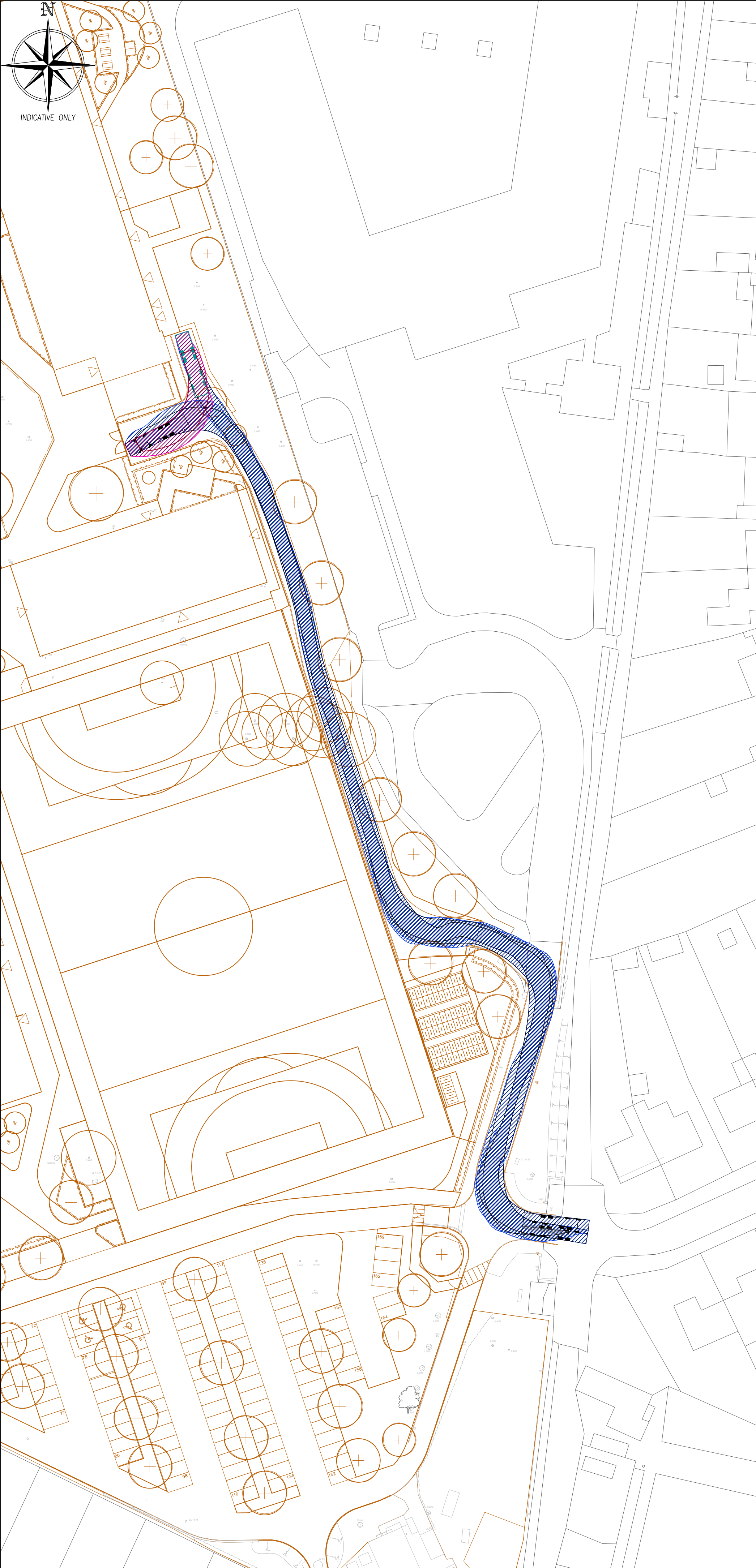
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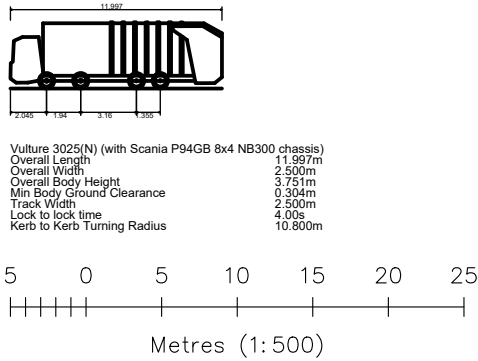
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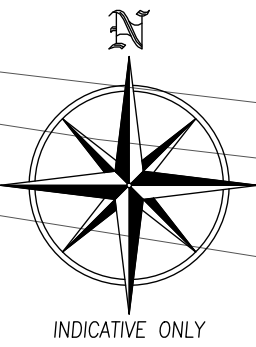


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P2	Updated Layout First issue		19.02.26	JM
P1			30.01.26	JM
REV	AMENDMENTS		DATE	CHK
Client				
BAM CONSTRUCTION LTD				
Project				
STEYNING GRAMMAR SCHOOL				
Title				
VEHICLE SWEPT PATH ANALYSIS 12M REFUSE VEHICLE				
Drwg	Rev	Scale	Date	
35849 - T-03	P2	1:500	19.02.2026	
				
Eclipse House, Eclipse Park. Sittingbourne Road Maidstone, Kent. ME14 3EN				
t: 01622 776226		f: 01622 776227		
e: info@dhaplanning.co.uk		w: www.dhaplanning.co.uk		
CAD Reference:				A2

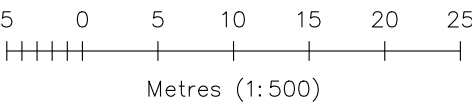


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12832 Fire Appliance
Overall Length 8.80m
Overall Width 2.40m
Overall Body Height 2.50m
Min. Road Clearance 2.10m
Min. Turn Radius 9.00m
Lock to Lock Time 5.00s
Lock to Full Turning Radius 9.00m



P2	UPDATED LAYOUT	19.02.26	JM
P1	FIRST ISSUE	30.01.26	JM
REV	AMENDMENTS	DATE	CHK

Client
BAM CONSTRUCTION LTD

Project
STEYNING GRAMMAR SCHOOL

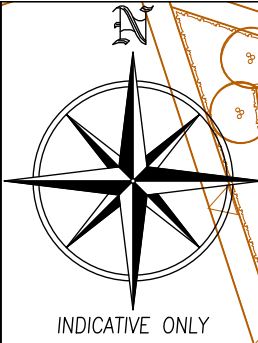
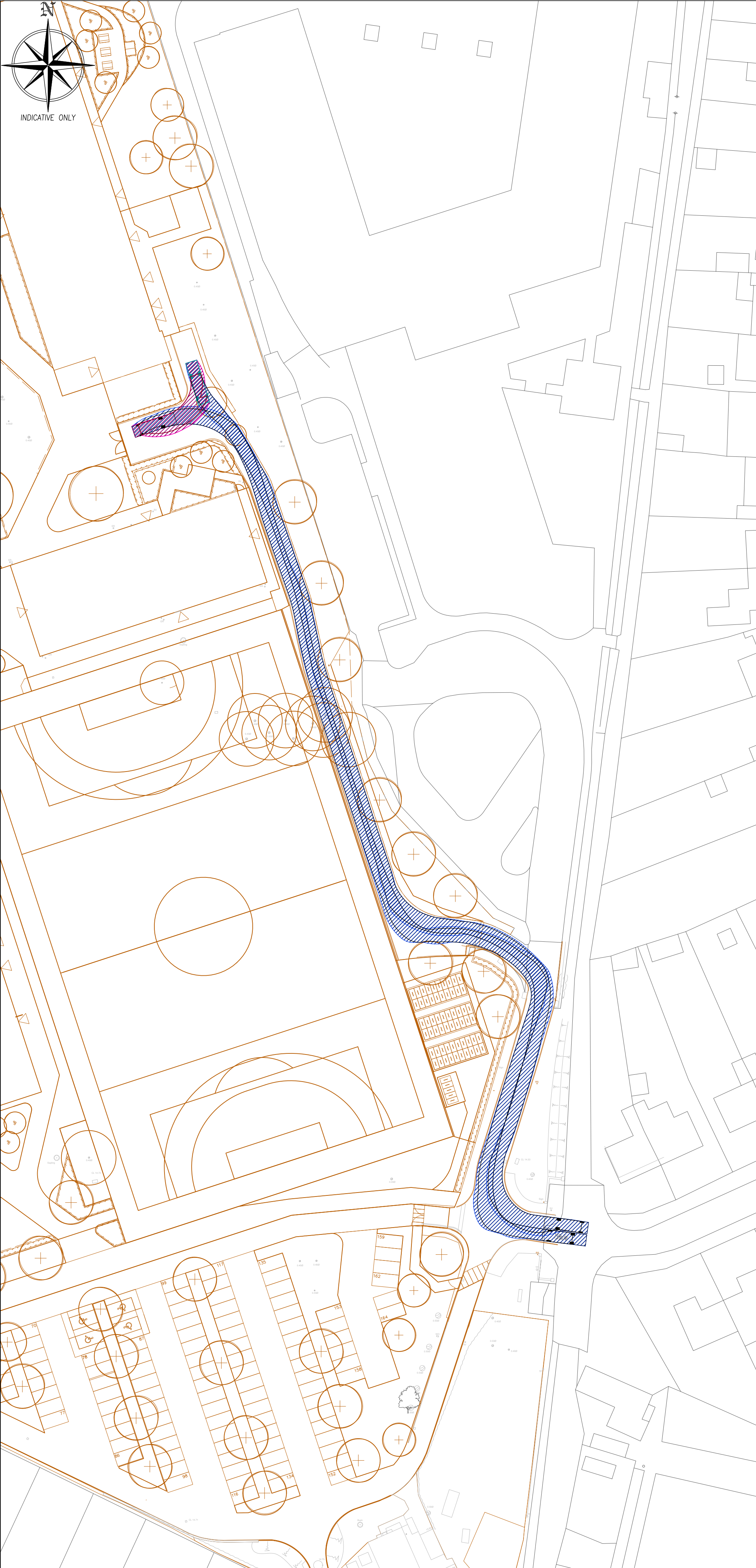
Title
**VEHICLE SWEEP PATH ANALYSIS
FIRE TENDER**

Drwg	Rev	Scale	Date
35849 - T-04	P2	1:500	19.02.2026



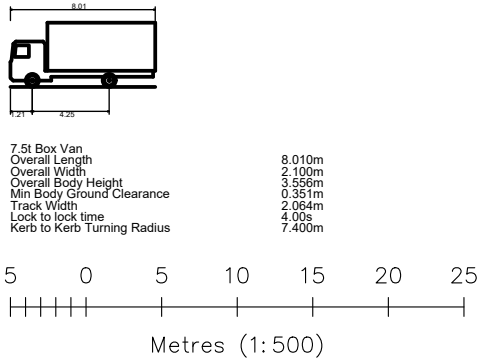
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P2 Updated Layout		19.02.26 JM	
P1 First issue		30.01.26 JM	
REV	AMENDMENTS	DATE	CHK
Client			
BAM CONSTRUCTION LTD			
Project			
STEYNING GRAMMAR SCHOOL			
Title			
VEHICLE SWEEP PATH ANALYSIS 7.5T BOX VAN			
Drwg	Rev	Scale	Date
35849 - T-05	P2	1:500	19.02.2026
			
Eclipse House, Eclipse Park. Sittingbourne Road Maidstone, Kent. ME14 3EN			
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CAD Reference:			A2



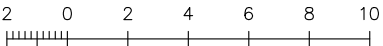
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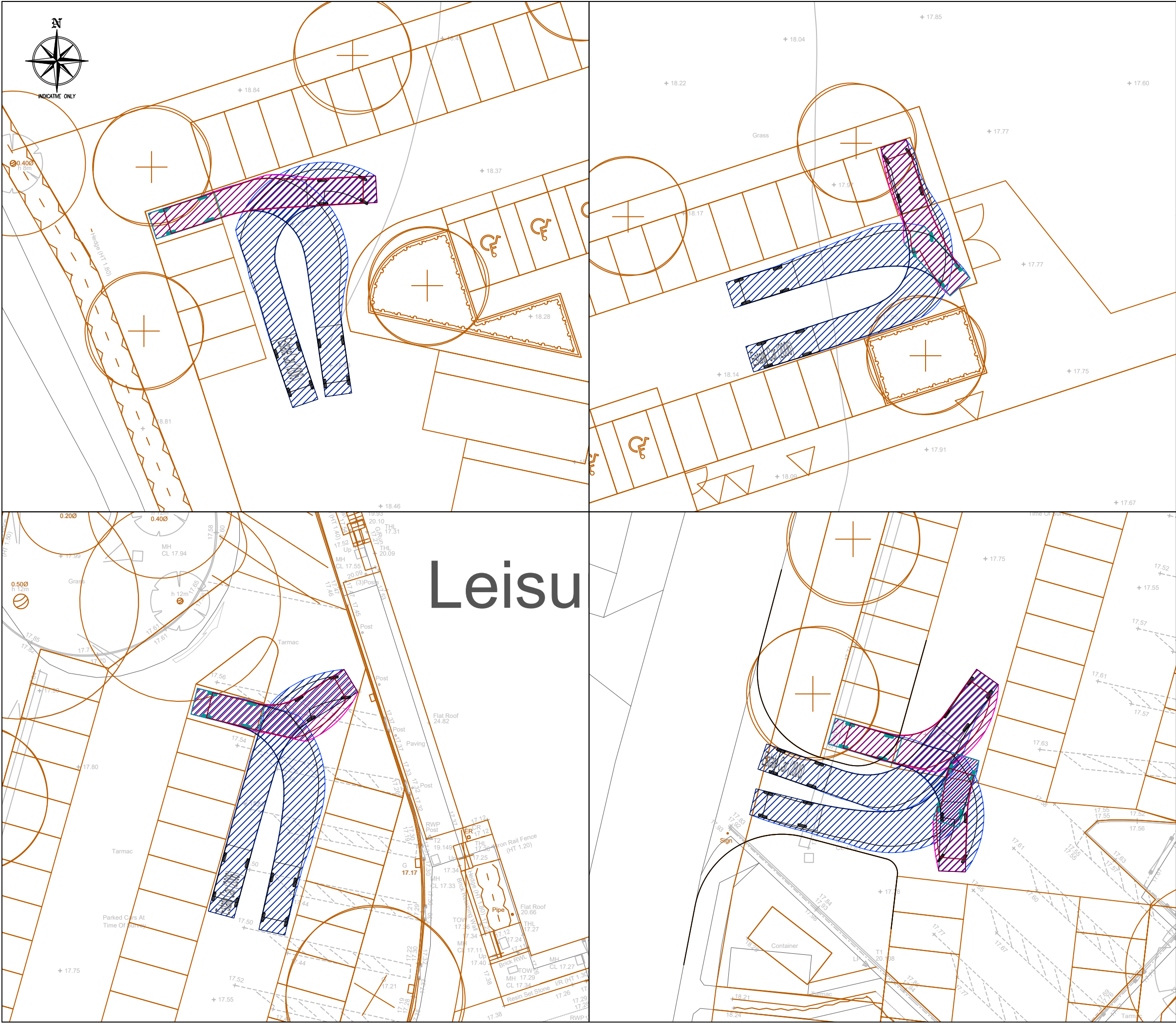


Mini Bus	6.330m
Overall Length	2.162m
Overall Width	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.162m
Lock to lock time	4.00s
Keep to Keep Turning Radius	6.450m



Metres (1: 250)

P2	19.02.26	JM	Updated Layout	JM	JM
P1	30.01.26	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD
client					
BAM CONSTRUCTION LTD					
project					
STEYNING GRAMMAR SCHOOL					
title					
VEHICLE SWEEP PATH ANALYSIS MINIBUS					
project		dwg		rev	
35849		T-06		P2	
Drawn	Checked	Approved	scale @ A3	date	
HL	JM	JM	1:250	19.02.2026	
status				FOR INFORMATION	
				P	
					
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CAD Reference:					A3



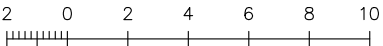
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Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.750m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Metres (1: 250)

P2	19.02.26	JM	Updated Layout	JM	JM
P1	30.01.26	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client

BAM CONSTRUCTION LTD

project

STEYNING GRAMMAR SCHOOL

title

VEHICLE SWEPT PATH ANALYSIS
ESTATE CAR 1 OF 2

project	35849	drwg	T-07	rev	P2
Drawn	HL	Checked	JM	Approved	JM
scale @ A3				date	19.02.2026

status				FOR INFORMATION	
				P	



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CAD Reference:

A3

APPENDIX

G



K&M TRAFFIC SURVEYS

DATE : THURSDAY 8TH JANUARY 2026

LOCATION : STEYNING, WEST SUSSEX

A283 STEYNING BY-PASS / HORSHAM ROAD (SOUTH) PRIORITY JUNCTION

	HORSHAM ROAD (SOUTH) OUT LEFT TO A283 STEYNING BY-PASS WEST							HORSHAM ROAD (SOUTH) OUT RIGHT TO A283 STEYNING BY-PASS EAST							HORSHAM ROAD (SOUTH) RIGHT TURN IN FROM A283 STEYNING BY-PASS WEST							HORSHAM ROAD (SOUTH) LEFT TURN IN FROM A283 STEYNING BY-PASS EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	11					11		1					1		10					10		1				1		
0715-0730	26				1	27		2					2		18	1	2			21		2				2		
0730-0745	35	1	2			38		1					1		15		1			16		4				4		
0745-0800	42	2	1			45		0					0		24					24		2				2		
0800-0815	43			1		44		0					0		44		3			47		7				7		
0815-0830	48	2	1			51		0		1			1		59	1	4	1		65		11		1		12		
0830-0845	66		4			70		3		1			4		61		5			66		31		2	1	34		
0845-0900	53		2			55		8		2			10		42		1			43		19		3		22		
0900-0915	28		1			29		3					3		34	1				35		4				4		
0915-0930	25			1		26		2					2		30					30		3				3		
0930-0945	25					25		2					2		31	1				32		9				9		
0945-1000	27	1				28		0					0		27		1			28		4				4		
0700-1000	429	6	11	2	1	449		22	0	4	0	0	26		395	4	17	1	0	417		97	0	6	1	0	104	
0700-0800	114	3	3	0	1	121		4	0	0	0	0	4		67	1	3	0	0	71		9	0	0	0	0	9	
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0845-0945	131	0	3	1	0	135		15	0	2	0	0	17		137	2	1	0	0	140		35	0	3	0	0	38	
0900-1000	105	1	1	1	0	108		7	0	0	0	0	7		122	2	1	0	0	125		20	0	0	0	0	20	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 8TH JANUARY 2026

LOCATION : STEYNING, WEST SUSSEX

A283 STEYNING BY-PASS / HORSHAM ROAD (SOUTH) PRIORITY JUNCTION

	HORSHAM ROAD (SOUTH) OUT LEFT TO A283 STEYNING BY-PASS WEST							HORSHAM ROAD (SOUTH) OUT RIGHT TO A283 STEYNING BY-PASS EAST							HORSHAM ROAD (SOUTH) RIGHT TURN IN FROM A283 STEYNING BY-PASS WEST							HORSHAM ROAD (SOUTH) LEFT TURN IN FROM A283 STEYNING BY-PASS EAST					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1500-1515	36					36		4	1				5		43		1			44		18					18
1515-1530	51		3			54		5		2			7		44	1	5	1		51		12		2			14
1530-1545	36		2			38		7					7		40		2			42		14					14
1545-1600	19		2			21		0					0		37		2			39		6					6
1600-1615	32					32		2					2		33		1			34		10	1				11
1615-1630	34		2			36		1					1		28					28		9		2			11
1630-1645	31		1			32		1					1		33					33		8					8
1645-1700	24		1			25		4					4		44					44		7					7
1700-1715	28					28		2					2		50	1				51		7					7
1715-1730	38		3			41		1					1		45					45		5					5
1730-1745	33					33		2					2		38	1				39		6					6
1745-1800	20		1			21		0					0		40					40		8					8
1500-1800	382	0	15	0	0	397		29	1	2	0	0	32		475	3	11	1	0	490		110	1	4	0	0	115
1500-1600	142	0	7	0	0	149		16	1	2	0	0	19		164	1	10	1	0	176		50	0	2	0	0	52
1515-1615	138	0	7	0	0	145		14	0	2	0	0	16		154	1	10	1	0	166		42	1	2	0	0	45
1530-1630	121	0	6	0	0	127		10	0	0	0	0	10		138	0	5	0	0	143		39	1	2	0	0	42
1545-1645	116	0	5	0	0	121		4	0	0	0	0	4		131	0	3	0	0	134		33	1	2	0	0	36
1600-1700	121	0	4	0	0	125		8	0	0	0	0	8		138	0	1	0	0	139		34	1	2	0	0	37
1615-1715	117	0	4	0	0	121		8	0	0	0	0	8		155	1	0	0	0	156		31	0	2	0	0	33
1630-1730	121	0	5	0	0	126		8	0	0	0	0	8		172	1	0	0	0	173		27	0	0	0	0	27
1645-1745	123	0	4	0	0	127		9	0	0	0	0	9		177	2	0	0	0	179		25	0	0	0	0	25
1700-1800	119	0	4	0	0	123		5	0	0	0	0	5		173	2	0	0	0	175		26	0	0	0	0	26

K&M TRAFFIC SURVEYS

DATE : THURSDAY 8TH JANUARY 2026

LOCATION : STEYNING, WEST SUSSEX

A283 STEYNING BY-PASS / HORSHAM ROAD (SOUTH) PRIORITY JUNCTION

	A283 STETNING BY-PASS WEST STRAIGHT AHEAD TO A283 STEYNING BY-PASS EAST						A283 STETNING BY-PASS EAST STRAIGHT AHEAD TO A283 STEYNING BY-PASS WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	52	4				56	101	3				104
0715-0730	103	2				105	125	2				127
0730-0745	127	7	1			135	156	5	1	1		163
0745-0800	130	7				137	180	3				183
0800-0815	113	13		1		127	150	4				154
0815-0830	113	3				116	139	4	1			144
0830-0845	100	6		1		107	148	11				159
0845-0900	105	5				110	147	8	1			156
0900-0915	82	4				86	90	3	1	1		95
0915-0930	90	7				97	86	9	2			97
0930-0945	56	8				64	80	7		1		88
0945-1000	62	4				66	71	10				81
0700-1000	1133	70	1	2	0	1206	1473	69	6	3	0	1551
0700-0800	412	20	1	0	0	433	562	13	1	1	0	577
0715-0815	473	29	1	1	0	504	611	14	1	1	0	627
0730-0830	483	30	1	1	0	515	625	16	2	1	0	644
0745-0845	456	29	0	2	0	487	617	22	1	0	0	640
0800-0900	431	27	0	2	0	460	584	27	2	0	0	613
0815-0915	400	18	0	1	0	419	524	26	3	1	0	554
0830-0930	377	22	0	1	0	400	471	31	4	1	0	507
0845-0945	333	24	0	0	0	357	403	27	4	2	0	436
0900-1000	290	23	0	0	0	313	327	29	3	2	0	361

K&M TRAFFIC SURVEYS

DATE : THURSDAY 8TH JANUARY 2026

LOCATION : STEYNING, WEST SUSSEX

A283 STEYNING BY-PASS / HORSHAM ROAD (SOUTH) PRIORITY JUNCTION

	A283 STETNING BY-PASS WEST STRAIGHT AHEAD TO A283 STEYNING BY-PASS EAST							A283 STETNING BY-PASS EAST STRAIGHT AHEAD TO A283 STEYNING BY-PASS WEST					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1500-1515	100	8				108		77	6				83
1515-1530	66	2				68		106	6				112
1530-1545	73	4				77		93	4				97
1545-1600	77	1	1			79		110	5	1			116
1600-1615	91	2				93		107	3	1			111
1615-1630	83	2	1			86		90	7	2	1		100
1630-1645	86	1				87		84	1				85
1645-1700	107	3	1		1	112		137	3				140
1700-1715	98	1				99		104	1				105
1715-1730	121	2		1		124		138	2				140
1730-1745	118	1				119		107	1				108
1745-1800	72					72		95					95
1500-1800	1092	27	3	1	1	1124		1248	39	4	1	0	1292
1500-1600	316	15	1	0	0	332		386	21	1	0	0	408
1515-1615	307	9	1	0	0	317		416	18	2	0	0	436
1530-1630	324	9	2	0	0	335		400	19	4	1	0	424
1545-1645	337	6	2	0	0	345		391	16	4	1	0	412
1600-1700	367	8	2	0	1	378		418	14	3	1	0	436
1615-1715	374	7	2	0	1	384		415	12	2	1	0	430
1630-1730	412	7	1	1	1	422		463	7	0	0	0	470
1645-1745	444	7	1	1	1	454		486	7	0	0	0	493
1700-1800	409	4	0	1	0	414		444	4	0	0	0	448

K&M TRAFFIC SURVEYS

DATE : THURSDAY 8TH JANUARY 2026

LOCATION : STEYNING, WEST SUSSEX

QUEUES - TOTAL VEHICLES

	A283 / HORSHAM RD (SOUTH)	
	OUT FROM HORSHAM RD	RIGHT TURN IN
0705	0	0
0710	0	0
0715	0	0
0720	0	0
0725	0	0
0730	0	0
0735	3	0
0740	3	0
0745	3	0
0750	0	0
0755	3	0
0800	0	0
0805	0	0
0810	3	0
0815	0	0
0820	2	0
0825	0	0
0830	6	4
0835	4	5
0840	6	5
0845	2	2
0850	5	2
0855	4	4
0900	1	0
0905	0	0
0910	3	0
0915	0	0
0920	0	0
0925	0	0
0930	0	0
0935	0	0
0940	0	0
0945	0	0
0950	0	0
0955	0	0
1000	0	0

	A283 / HORSHAM RD (SOUTH)	
	OUT FROM HORSHAM RD	RIGHT TURN IN
1505	2	4
1510	0	0
1515	0	0
1520	5	0
1525	4	2
1530	3	2
1535	0	0
1540	0	0
1545	0	0
1550	0	0
1555	0	0
1600	0	0
1605	2	0
1610	2	4
1615	0	0
1620	2	3
1625	3	0
1630	4	0
1635	0	2
1640	4	2
1645	3	4
1650	0	2
1655	3	3
1700	0	0
1705	1	5
1710	0	0
1715	4	0
1720	0	0
1725	0	0
1730	0	0
1735	0	0
1740	2	0
1745	0	2
1750	0	0
1755	0	0
1800	0	0

APPENDIX

H



Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.0.0.2177											
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Horsham Road Junction (1).j11
 Path: C:\Users\AdamH.DHA\Downloads
 Report generation date: 30/01/2026 11:37:32

»2026 | Base | AM
 »2026 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2030 + DEV | Base | AM
 »2030 + Dev | Base | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2026 - Base											
Stream B-C	D1	0.9	12.89	0.45	B	3.72	D2	0.4	8.68	0.27	A	2.78
Stream B-A		0.1	22.76	0.11	C			0.1	14.67	0.08	B	
Stream C-B		0.9	12.63	0.45	B			0.5	8.96	0.32	A	
	2030 - Base											
Stream B-C	D3	1.1	14.65	0.49	B	4.11	D4	0.5	9.16	0.29	A	2.83
Stream B-A		0.2	27.53	0.14	D			0.1	16.19	0.10	C	
Stream C-B		1.0	14.20	0.49	B			0.6	9.47	0.34	A	
	2030 + Dev - Base											
Stream B-C							D6	0.9	12.81	0.46	B	4.67
Stream B-A								0.4	21.73	0.29	C	
Stream C-B								0.7	10.63	0.41	B	
	2030 + DEV - Base											
Stream B-C	D5	1.9	23.06	0.64	C	9.73						
Stream B-A		0.8	60.73	0.42	F							
Stream C-B		3.3	30.82	0.76	D							

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	14/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\AdamH
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	14:45	16:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Base	PM	ONE HOUR	14:45	16:15	15	✓
D5	2030 + DEV	Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Dev	Base	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	A283 (East)		Major
B	Horsham Road		Minor
C	A283 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.80		✓	3.70	200.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	8.70	7.00	5.30	✓	3.00	40	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.088	0.223	0.141	0.319
B-C	785	0.111	0.280	-	-
C-B	802	0.287	0.287	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	730	100.000
B		ONE HOUR	✓	248	100.000
C		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	80	650
	B	19	0	229
	C	494	235	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.45	12.89	0.9	B	210	315
B-A	0.11	22.76	0.1	C	17	26
C-A					453	680
C-B	0.45	12.63	0.9	B	216	323
A-B					73	110
A-C					596	895

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	634	0.272	171	0.0	0.4	8.523	A
B-A	14	4	0.00	303	0.047	14	0.0	0.1	13.714	B
C-A	372	93	0.00			372				
C-B	177	44	0.00	645	0.274	175	0.0	0.4	8.403	A
A-B	60	15	0.00			60				
A-C	489	122	0.00			489				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	603	0.341	205	0.4	0.6	9.935	A
B-A	17	4	0.00	258	0.066	17	0.1	0.1	16.435	C
C-A	444	111	0.00			444				
C-B	211	53	0.00	614	0.344	211	0.4	0.6	9.793	A
A-B	72	18	0.00			72				
A-C	584	146	0.00			584				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	559	0.451	251	0.6	0.9	12.780	B
B-A	21	5	0.00	195	0.107	21	0.1	0.1	22.642	C
C-A	544	136	0.00			544				
C-B	259	65	0.00	572	0.452	257	0.6	0.9	12.533	B
A-B	88	22	0.00			88				
A-C	716	179	0.00			716				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	559	0.451	252	0.9	0.9	12.889	B
B-A	21	5	0.00	195	0.107	21	0.1	0.1	22.756	C
C-A	544	136	0.00			544				
C-B	259	65	0.00	572	0.452	259	0.9	0.9	12.632	B
A-B	88	22	0.00			88				
A-C	716	179	0.00			716				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	603	0.341	207	0.9	0.6	10.035	B
B-A	17	4	0.00	257	0.066	17	0.1	0.1	16.513	C
C-A	444	111	0.00			444				
C-B	211	53	0.00	614	0.344	213	0.9	0.6	9.886	A
A-B	72	18	0.00			72				
A-C	584	146	0.00			584				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	634	0.272	173	0.6	0.4	8.612	A
B-A	14	4	0.00	302	0.047	14	0.1	0.1	13.778	B
C-A	372	93	0.00			372				
C-B	177	44	0.00	645	0.274	178	0.6	0.4	8.485	A
A-B	60	15	0.00			60				
A-C	489	122	0.00			489				

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	490	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	54	436
	B	22	0	156
	C	353	187	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	8.68	0.4	A	143	215
B-A	0.08	14.67	0.1	B	20	30
C-A					324	486
C-B	0.32	8.96	0.5	A	172	257
A-B					50	74
A-C					400	600

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	678	0.173	117	0.0	0.2	7.039	A
B-A	17	4	0.00	369	0.045	16	0.0	0.1	11.221	B
C-A	266	66	0.00			266				
C-B	141	35	0.00	697	0.202	140	0.0	0.3	7.093	A
A-B	41	10	0.00			41				
A-C	328	82	0.00			328				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	657	0.213	140	0.2	0.3	7.652	A
B-A	20	5	0.00	338	0.059	20	0.1	0.1	12.454	B
C-A	317	79	0.00			317				
C-B	168	42	0.00	676	0.249	168	0.3	0.4	7.784	A
A-B	49	12	0.00			49				
A-C	392	98	0.00			392				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	628	0.274	171	0.3	0.4	8.662	A
B-A	24	6	0.00	294	0.082	24	0.1	0.1	14.653	B
C-A	389	97	0.00			389				
C-B	206	51	0.00	648	0.318	205	0.4	0.5	8.937	A
A-B	59	15	0.00			59				
A-C	480	120	0.00			480				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	628	0.274	172	0.4	0.4	8.680	A
B-A	24	6	0.00	294	0.082	24	0.1	0.1	14.675	B
C-A	389	97	0.00			389				
C-B	206	51	0.00	648	0.318	206	0.5	0.5	8.960	A
A-B	59	15	0.00			59				
A-C	480	120	0.00			480				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	657	0.213	141	0.4	0.3	7.673	A
B-A	20	5	0.00	337	0.059	20	0.1	0.1	12.479	B
C-A	317	79	0.00			317				
C-B	168	42	0.00	676	0.249	169	0.5	0.4	7.811	A
A-B	49	12	0.00			49				
A-C	392	98	0.00			392				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	678	0.173	118	0.3	0.2	7.073	A
B-A	17	4	0.00	369	0.045	17	0.1	0.1	11.251	B
C-A	266	66	0.00			266				
C-B	141	35	0.00	697	0.202	141	0.4	0.3	7.131	A
A-B	41	10	0.00			41				
A-C	328	82	0.00			328				

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	805	100.000
B		ONE HOUR	✓	260	100.000
C		ONE HOUR	✓	776	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	86	719
	B	21	0	239
	C	531	245	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.49	14.65	1.1	B	219	329
B-A	0.14	27.53	0.2	D	19	29
C-A					487	731
C-B	0.49	14.20	1.0	B	225	337
A-B					79	118
A-C					660	990

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	180	45	0.00	617	0.291	178	0.0	0.4	8.981	A
B-A	16	4	0.00	284	0.056	16	0.0	0.1	14.722	B
C-A	400	100	0.00			400				
C-B	184	46	0.00	629	0.293	183	0.0	0.5	8.843	A
A-B	65	16	0.00			65				
A-C	541	135	0.00			541				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	54	0.00	583	0.368	214	0.4	0.6	10.708	B
B-A	19	5	0.00	236	0.080	19	0.1	0.1	18.242	C
C-A	477	119	0.00			477				
C-B	220	55	0.00	595	0.370	220	0.5	0.6	10.524	B
A-B	77	19	0.00			77				
A-C	646	162	0.00			646				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	263	66	0.00	534	0.493	262	0.6	1.0	14.467	B
B-A	23	6	0.00	168	0.138	23	0.1	0.2	27.300	D
C-A	585	146	0.00			585				
C-B	270	67	0.00	548	0.492	268	0.6	1.0	14.048	B
A-B	95	24	0.00			95				
A-C	792	198	0.00			792				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	263	66	0.00	533	0.493	263	1.0	1.1	14.648	B
B-A	23	6	0.00	167	0.139	23	0.2	0.2	27.527	D
C-A	585	146	0.00			585				
C-B	270	67	0.00	548	0.492	270	1.0	1.0	14.198	B
A-B	95	24	0.00			95				
A-C	792	198	0.00			792				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	54	0.00	583	0.369	216	1.1	0.7	10.857	B
B-A	19	5	0.00	235	0.080	19	0.2	0.1	18.382	C
C-A	477	119	0.00			477				
C-B	220	55	0.00	595	0.370	222	1.0	0.7	10.653	B
A-B	77	19	0.00			77				
A-C	646	162	0.00			646				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	180	45	0.00	617	0.292	181	0.7	0.5	9.090	A
B-A	16	4	0.00	283	0.056	16	0.1	0.1	14.810	B
C-A	400	100	0.00			400				
C-B	184	46	0.00	629	0.293	185	0.7	0.5	8.944	A
A-B	65	16	0.00			65				
A-C	541	135	0.00			541				

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	534	100.000
B		ONE HOUR	✓	188	100.000
C		ONE HOUR	✓	604	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	58	476
	B	25	0	163
	C	408	196	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	9.16	0.5	A	150	224
B-A	0.10	16.19	0.1	C	23	34
C-A					374	562
C-B	0.34	9.47	0.6	A	180	270
A-B					53	80
A-C					437	655

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	668	0.184	122	0.0	0.2	7.241	A
B-A	19	5	0.00	354	0.053	19	0.0	0.1	11.784	B
C-A	307	77	0.00			307				
C-B	148	37	0.00	687	0.215	146	0.0	0.3	7.305	A
A-B	44	11	0.00			44				
A-C	358	90	0.00			358				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	37	0.00	645	0.227	146	0.2	0.3	7.942	A
B-A	22	6	0.00	320	0.070	22	0.1	0.1	13.310	B
C-A	367	92	0.00			367				
C-B	176	44	0.00	665	0.265	176	0.3	0.4	8.091	A
A-B	52	13	0.00			52				
A-C	428	107	0.00			428				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	0.00	612	0.293	179	0.3	0.5	9.134	A
B-A	28	7	0.00	272	0.101	27	0.1	0.1	16.155	C
C-A	449	112	0.00			449				
C-B	216	54	0.00	634	0.340	215	0.4	0.6	9.440	A
A-B	64	16	0.00			64				
A-C	524	131	0.00			524				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	45	0.00	612	0.293	179	0.5	0.5	9.158	A
B-A	28	7	0.00	272	0.101	28	0.1	0.1	16.190	C
C-A	449	112	0.00			449				
C-B	216	54	0.00	634	0.340	216	0.6	0.6	9.470	A
A-B	64	16	0.00			64				
A-C	524	131	0.00			524				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	37	0.00	644	0.227	147	0.5	0.3	7.970	A
B-A	22	6	0.00	320	0.070	23	0.1	0.1	13.346	B
C-A	367	92	0.00			367				
C-B	176	44	0.00	665	0.265	177	0.6	0.4	8.125	A
A-B	52	13	0.00			52				
A-C	428	107	0.00			428				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	667	0.184	123	0.3	0.3	7.278	A
B-A	19	5	0.00	354	0.053	19	0.1	0.1	11.826	B
C-A	307	77	0.00			307				
C-B	148	37	0.00	687	0.215	148	0.4	0.3	7.348	A
A-B	44	11	0.00			44				
A-C	358	90	0.00			358				

2030 + DEV | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 + DEV	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	870	100.000
B		ONE HOUR	✓	323	100.000
C		ONE HOUR	✓	896	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	151	719
	B	43	0	280
	C	531	365	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.64	23.06	1.9	C	257	385
B-A	0.42	60.73	0.8	F	39	59
C-A					487	731
C-B	0.76	30.82	3.3	D	335	502
A-B					139	208
A-C					660	990

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	598	0.353	208	0.0	0.6	10.108	B
B-A	32	8	0.00	252	0.129	32	0.0	0.2	17.937	C
C-A	400	100	0.00			400				
C-B	275	69	0.00	615	0.447	271	0.0	0.9	11.421	B
A-B	114	28	0.00			114				
A-C	541	135	0.00			541				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	557	0.452	251	0.6	0.9	12.888	B
B-A	39	10	0.00	195	0.198	38	0.2	0.3	25.158	D
C-A	477	119	0.00			477				
C-B	328	82	0.00	578	0.567	326	0.9	1.4	15.565	C
A-B	136	34	0.00			136				
A-C	646	162	0.00			646				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	483	0.638	305	0.9	1.8	21.714	C
B-A	47	12	0.00	115	0.413	46	0.3	0.7	56.046	F
C-A	585	146	0.00			585				
C-B	402	100	0.00	528	0.761	395	1.4	3.1	28.399	D
A-B	166	42	0.00			166				
A-C	792	198	0.00			792				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	479	0.644	308	1.8	1.9	23.057	C
B-A	47	12	0.00	112	0.423	47	0.7	0.8	60.733	F
C-A	585	146	0.00			585				
C-B	402	100	0.00	528	0.761	401	3.1	3.3	30.817	D
A-B	166	42	0.00			166				
A-C	792	198	0.00			792				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	554	0.454	256	1.9	0.9	13.439	B
B-A	39	10	0.00	192	0.201	41	0.8	0.3	26.454	D
C-A	477	119	0.00			477				
C-B	328	82	0.00	578	0.567	335	3.3	1.5	16.737	C
A-B	136	34	0.00			136				
A-C	646	162	0.00			646				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	53	0.00	597	0.353	212	0.9	0.6	10.326	B
B-A	32	8	0.00	250	0.130	33	0.3	0.2	18.280	C
C-A	400	100	0.00			400				
C-B	275	69	0.00	615	0.447	277	1.5	0.9	11.810	B
A-B	114	28	0.00			114				
A-C	541	135	0.00			541				

2030 + Dev | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 + Dev	Base	PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	553	100.000
B		ONE HOUR	✓	308	100.000
C		ONE HOUR	✓	640	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	77	476
	B	67	0	241
	C	408	232	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.46	12.81	0.9	B	221	332
B-A	0.29	21.73	0.4	C	61	92
C-A					374	562
C-B	0.41	10.63	0.7	B	213	319
A-B					71	106
A-C					437	655

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	645	0.281	180	0.0	0.4	8.473	A
B-A	50	13	0.00	347	0.145	50	0.0	0.2	13.292	B
C-A	307	77	0.00			307				
C-B	175	44	0.00	683	0.256	173	0.0	0.4	7.744	A
A-B	58	14	0.00			58				
A-C	358	90	0.00			358				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	217	54	0.00	617	0.351	216	0.4	0.6	9.855	A
B-A	60	15	0.00	309	0.195	60	0.2	0.3	15.856	C
C-A	367	92	0.00			367				
C-B	209	52	0.00	660	0.316	208	0.4	0.5	8.753	A
A-B	69	17	0.00			69				
A-C	428	107	0.00			428				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265	66	0.00	575	0.462	264	0.6	0.9	12.683	B
B-A	74	18	0.00	256	0.288	73	0.3	0.4	21.535	C
C-A	449	112	0.00			449				
C-B	255	64	0.00	628	0.407	254	0.5	0.7	10.576	B
A-B	85	21	0.00			85				
A-C	524	131	0.00			524				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265	66	0.00	574	0.462	265	0.9	0.9	12.809	B
B-A	74	18	0.00	256	0.288	74	0.4	0.4	21.731	C
C-A	449	112	0.00			449				
C-B	255	64	0.00	628	0.407	255	0.7	0.7	10.628	B
A-B	85	21	0.00			85				
A-C	524	131	0.00			524				

15:45 - 16:00

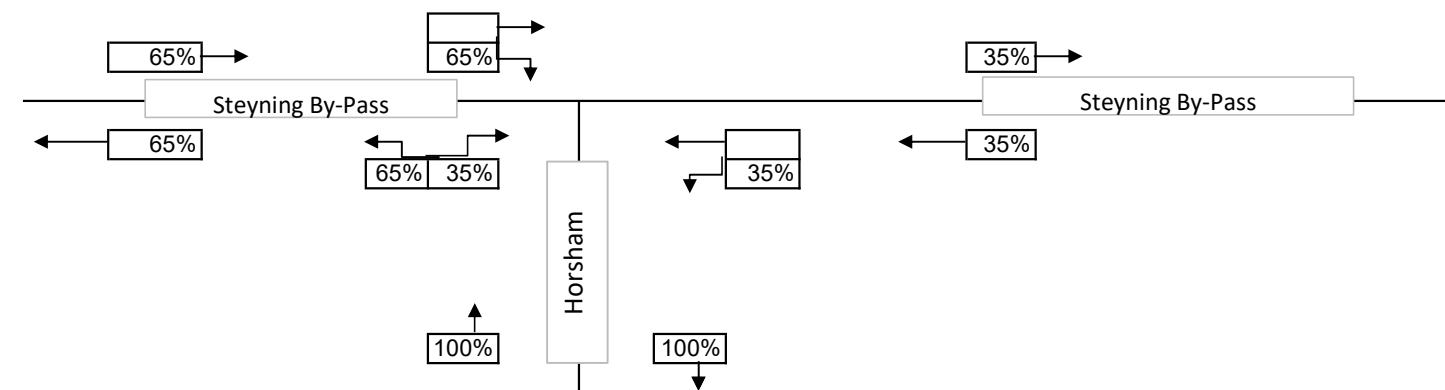
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	217	54	0.00	617	0.351	218	0.9	0.6	9.968	A
B-A	60	15	0.00	309	0.195	61	0.4	0.3	16.013	C
C-A	367	92	0.00			367				
C-B	209	52	0.00	660	0.316	209	0.7	0.5	8.808	A
A-B	69	17	0.00			69				
A-C	428	107	0.00			428				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	0.00	645	0.281	182	0.6	0.4	8.570	A
B-A	50	13	0.00	346	0.146	51	0.3	0.2	13.416	B
C-A	307	77	0.00			307				
C-B	175	44	0.00	683	0.256	175	0.5	0.4	7.804	A
A-B	58	14	0.00			58				
A-C	358	90	0.00			358				

FIGURES



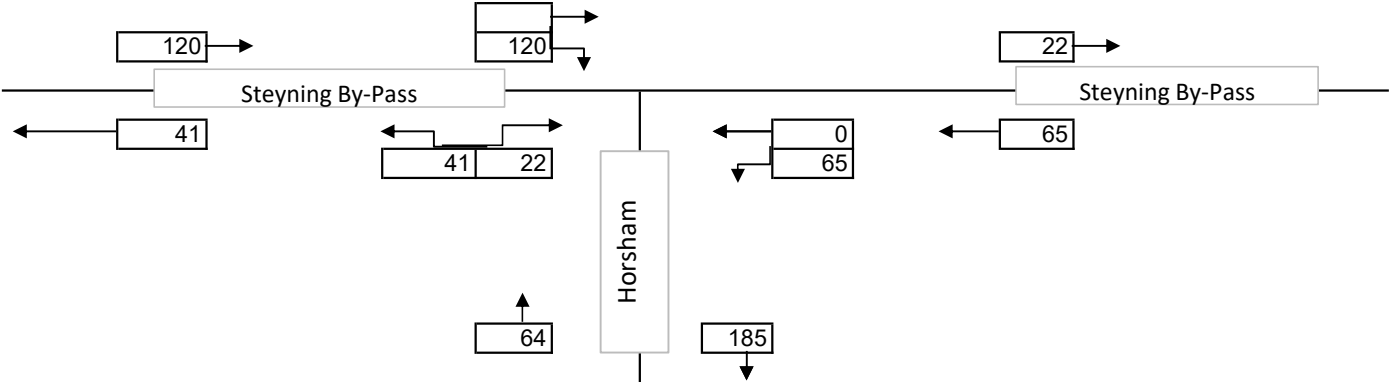


Steyning By-Pass and Horsham Road

FIG

1

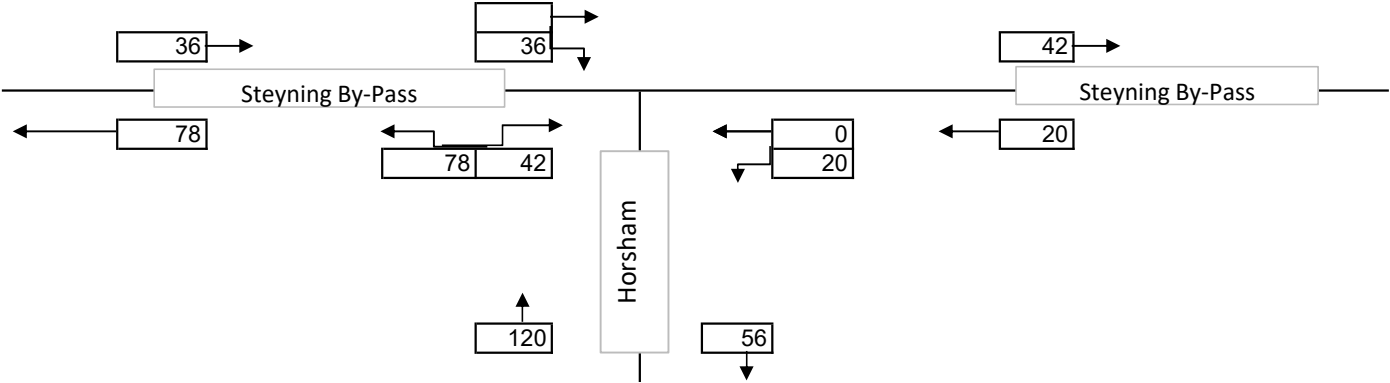
	IN	OUT
AM	185	64



Steyning By-Pass and Horsham Road

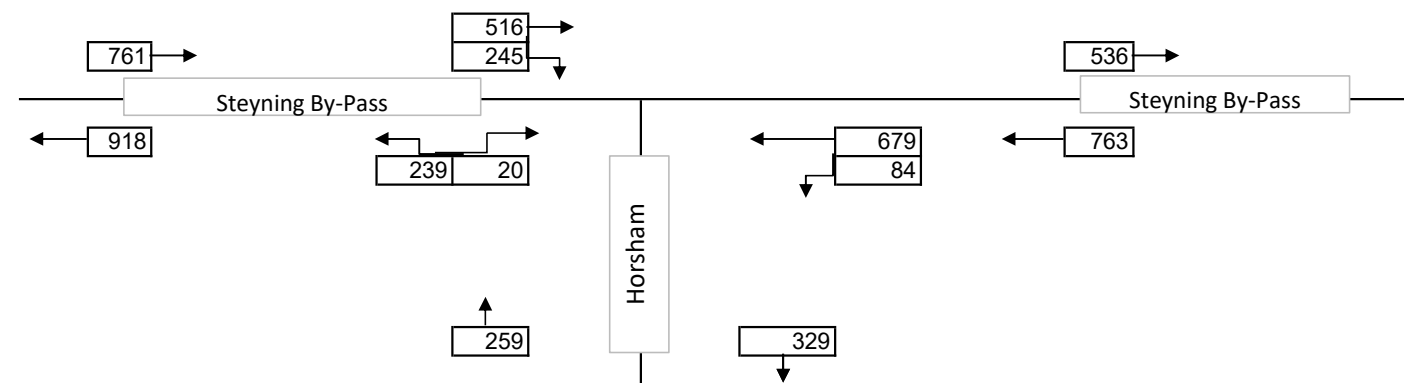
FIG

	IN	OUT
AM	56	120



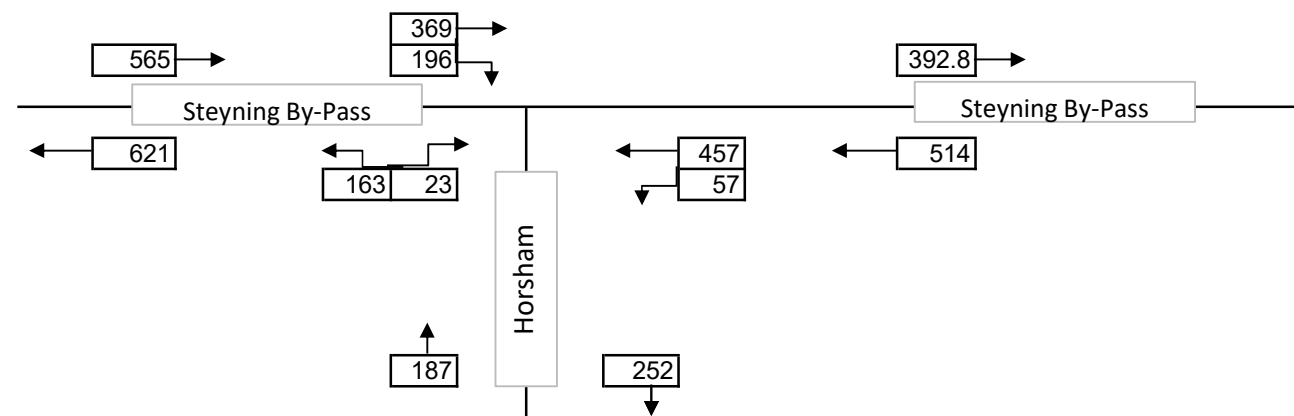
Steyning By-Pass and Horsham Road

FIG



Steyning By-Pass and Horsham Road

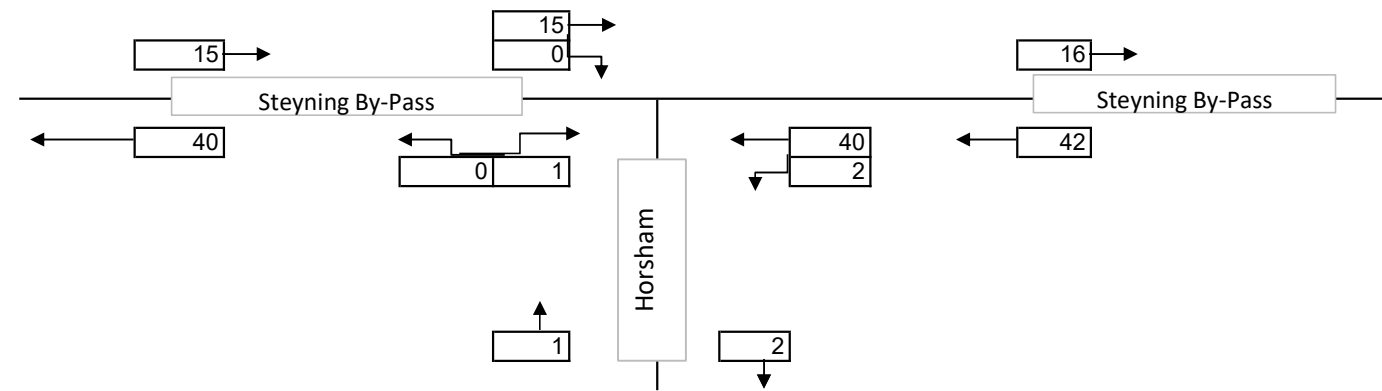
FIG



Steyning By-Pass and Horsham Road

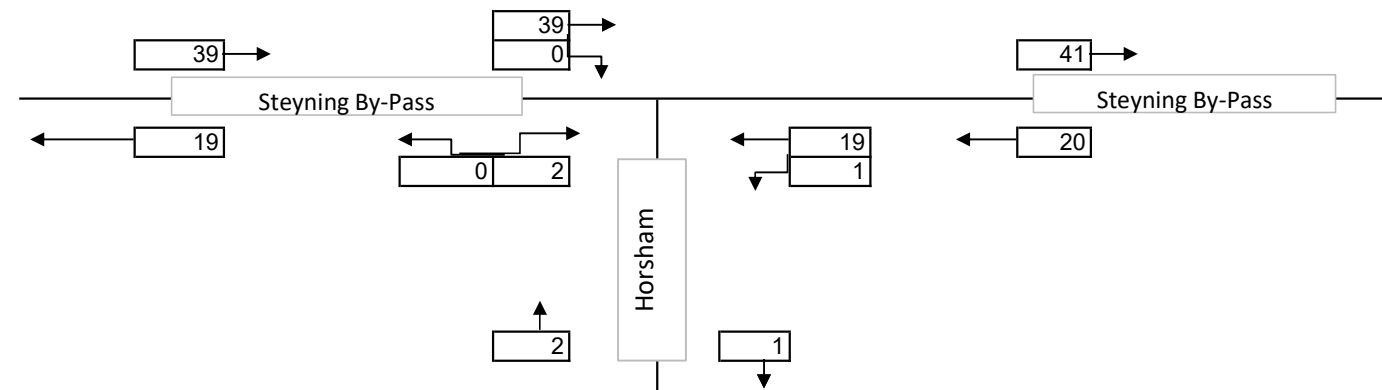
FIG

5



Steyning By-Pass and Horsham Road

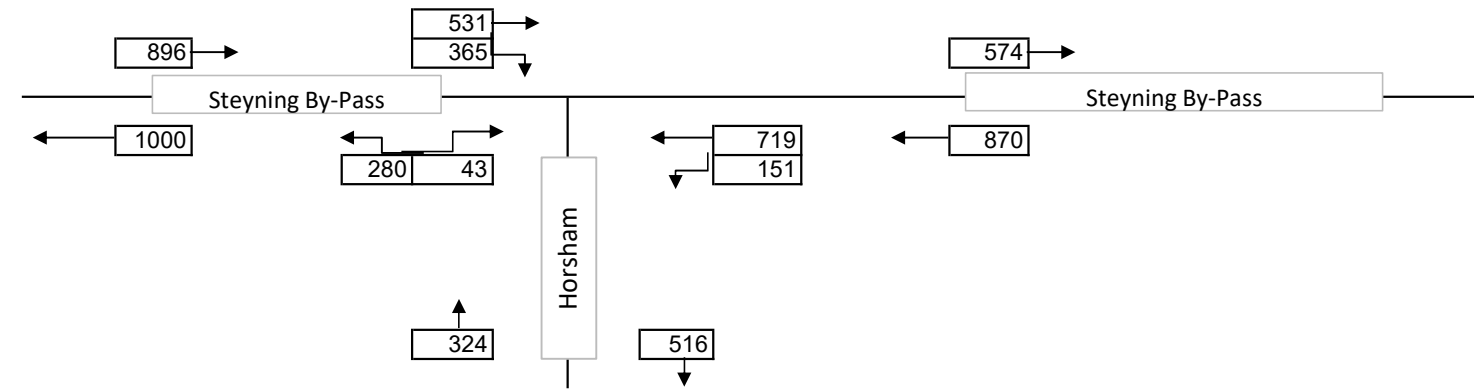
FIG



Steyning By-Pass and Horsham Road

FIG

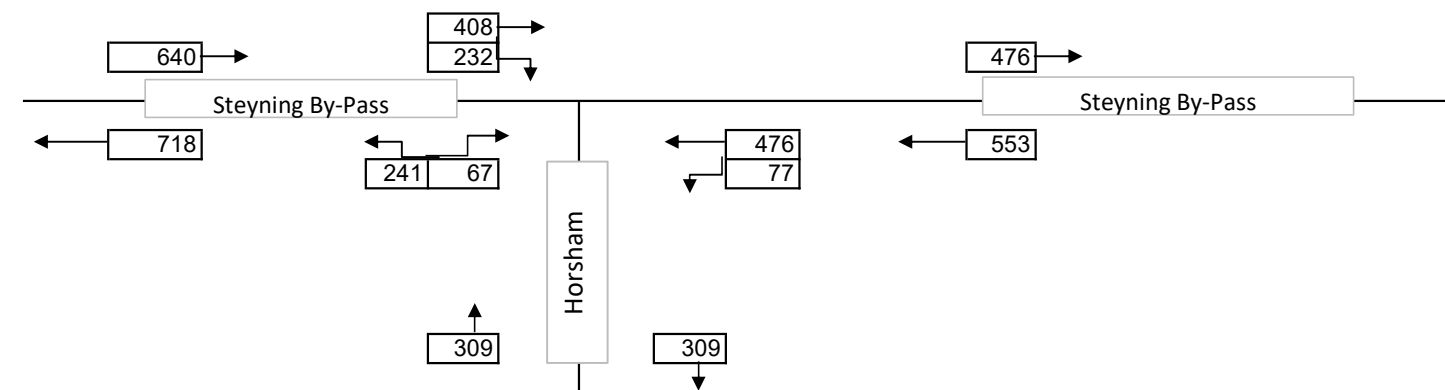
7



Steyning By-Pass and Horsham Road

FIG

8



Steyning By-Pass and Horsham Road

FIG