

Horsham Local Plan Scenario Test Modelling

This report provides an exposition of how the 2040 Scenario Options have been developed and summarises the model outputs



Revision Record

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1 Introduction

1.1 Project Background

Stantec has been commissioned by Horsham District Council (HDC) to provide an updated Addendum to support the transport evidence which will be presented as part of the Local Plan Examination later in 2026. It builds on previous modelling work, including the 2023 Transport Study Review, and seeks to ensure that outputs are robust and suitable for scrutiny.

Given the age of the existing model, targeted updates are required to reflect current travel conditions, planning assumptions, and committed infrastructure. The approach focuses on maximising the use of existing data and models, supplemented by updates to improve accuracy and reliability.

The study is being undertaken in four stages:

- Stage 1 – Reviewing the base model using recent traffic data
- Stage 2 – Developing an updated Reference Case model
- Stage 3 – Testing Local Plan scenarios with revised development assumptions.

1.2 Purpose of Report

The purpose of this report is to document stage 3 above setting out the methodology used to assess various 2040 Local Plan scenarios and the resulting outputs. These will be used to allow HDC to define a preferred scenario.

1.3 Report Structure

This report is structured as follows:

- Chapter 2 sets out the scenarios to be assessed
- Chapter 3 presents the model outputs and analysis, including a summary of model run scenarios, matrix comparisons, flow difference assessments, and junction capacity performance



2 Scenarios

2.1 Overview

The scenarios will be tested using the updated 2040 Reference Case SATURN model as described in the Horsham Reference Case Modelling Update Report, Stantec, May 2026. The Local Plan development will be added to the Reference Case and compared back to the Reference Case to understand the level of impact of the developments for each of the scenarios modelled.

2.2 Options

HDC provided four scenario options to be assessed with full details of the developments included for each scenario shown in Appendix A. Table 2-1 shows which strategic sites are included within each of the scenarios and Table 2-2 provides the overall dwelling numbers and employment floorspace included within each scenario which derives from allocated sites (note these do not include developments which already have planning permission). The dwelling and employment numbers for the non-strategic sites are consistent across each option as shown.

Table 2-1 – Strategic Sites by Scenario

Strategic Site	Scenario A	Scenario B	Scenario C	Scenario D
Land West of Ifield	Yes	Yes	Yes	Yes
Land West of Southwater	Yes	Yes	Yes	Yes
Land at Adversane	Yes	No	Yes	Yes
Land at Buck Barn	No	Yes	Yes	No
Land West of Billingshurst	No	No	No	Yes
Land East of Billingshurst	Yes	Yes	Yes	Yes
North Horsham densification	Yes	Yes	Yes	Yes

Table 2-2 – Development Quanta by Scenario

Development Type	Scenario A	Scenario B	Scenario C	Scenario D
Strategic Sites				
Dwellings	5,355	5,355	6,855	6,355
B1 Employment (M ²)	25,360	31,160	34,160	25,360
B8 Employment (M ²)	43,740	53,340	64,740	43,740
Non-Strategic Sites				
Dwellings	2,678	2,678	2,678	2,678
B1 Employment (M ²)	2,000	2,000	2,000	2,000
B8 Employment (M ²)	17,000	17,000	17,000	17,000
TOTAL				
Dwellings	8,033	8,033	9,533	9,033
B1 Employment (M ²)	27,360	33,160	36,160	27,360
B8 Employment (M ²)	60,740	70,340	81,740	60,740

As shown in the table Scenario C has the largest amount of both housing and employment allocations as this scenario includes both Adversane and Buck Barn. Scenario D includes West of Billingshurst, alongside one of Adversane or Buck Barn, hence why it has a higher number of dwellings than scenarios A and B. Adversane and Buck Barn have the same number of dwellings, with Buck Barn having a higher level of employment allocation, hence why employment numbers are higher in Scenario B.

3 Trip Rates

As with the Reference Case developments, trip rates for Local Plan sites utilises TRICS. Trip rates are used to derive the number of trips each development included within the scenario modelling will produce. These are represented by trips to and from developments and are included within the model trip matrices at a zonal level. Trips rates are derived for different land use types, and these are shown in Tables 3-1. These are derived from TRICS, which is an industry standard tool used for such purposes. The derivation of the trip rates is detailed further in Reference Case report.

Table 3-1: Trips Rates

Land Use	AM Peak (0800-0900)			PM Peak (0800-0900)		
	In	Out	Total	In	Out	Total
Residential (Trips per Household)	0.172	0.405	0.577	0.355	0.155	0.51
Business (B1) (Trips per 100sqm)	1.534	0.159	1.693	0.168	1.296	1.464
Storage or Distribution (B8) (Trips per 100sqm)	0.074	0.059	0.133	0.044	0.092	0.136

As each of the strategic sites are expected to have an element of employment, as well as housing and ancillary land uses (education, local shops, etc), it is felt that applying the 12% internalisation rate to all Local Plan strategic sites is appropriate.

Due to the limited data available of internalisation rates for large mixed land use “garden village” type sites within the TRICS database, the recently approved North Horsham ‘Mowbray’ development has been used to inform a level of internalisation. The study concluded an internalisation car trip reduction rate of 12%. The manual calculation of internalisation is deemed acceptable and the rate of internalisation of 12% is deemed to be a conservative (i.e. worst-case) estimate.

Trip distribution has been applied utilising existing zones with a similar land use, close to the Local Plan development sites. The zones used for this process are tabulated in Appendix B.

At this stage, no changes were made to the highway network, apart from any essential infrastructure associated with developments e.g. a new access road into the site. The essential infrastructure has been agreed with HDC and WSCC.

4 Model Outputs and Analysis

4.1 Introduction

This section sets out the results of the modelling exercise, providing outputs for each scenario and comparing the outputs against the Reference Case, thus informing the impact of the Local Plan developments on the highway network.

The outputs provide a summary of the Local Plan scenarios without sustainable mitigation in place. This is deemed appropriate at this stage and provides a like for like comparison of each of the four scenarios.

4.2 Modelled Outputs

A set of data and key performance indicators (KPIs) have been produced from the highway model, which enable easy and direct comparisons for each option. They will also outline which junctions require mitigation as a result of the additional traffic the Local Plan development sites produce.

The highway modelling outputs include:

- Matrix size differences
- Plots showing flow changes within the network, comparing the scenarios with the Reference Case.
- Plots and tables showing junctions which are shown to be over capacity and where the newly generated traffic from the Local Plan sites is shown to have a detrimental impact.

The junction capacity analysis has formed the main basis for identification of the impact of the Local Plan and to inform potential mitigation requirements at this stage of the study.

4.3 Matrix Totals

Table 4-1 compares the matrix sizes for the Reference Case and the four Scenarios, showing the absolute numbers and the increase compared to the Reference Case matrices.

Table 4-1 - Matrix Totals

	Reference Case	Scenario A		Scenario B		Scenario C		Scenario D	
	Trips	Trips	Increase	Trips	Increase	Trips	Increase	Trips	Increase
AM	114121	117860	3739	117958	3838	118617	4496	118164	4043
PM	115046	118992	3946	119047	4001	119824	4778	119381	4334

The data in the table shows that Scenario C has the largest increase in trips in both the AM and PM peaks which aligns with the level of development being included in that scenario. The next largest increase is in Scenario D and finally Scenarios A and B have a similar increase to each other.

4.4 Flow Differences Plots

Flow difference plots for each of the scenarios compared to the Reference Case for both the AM and PM peaks have been produced and these are shown in Figure 4-1 to Figure 4-8 show. The red bands show where flows increase, yellow bands where the flows show little change and green bands where the flows decrease. The thickness of the bands represents the scale of the change.



Figure 4-1 - Scenario A minus Reference Case Actual Flow AM

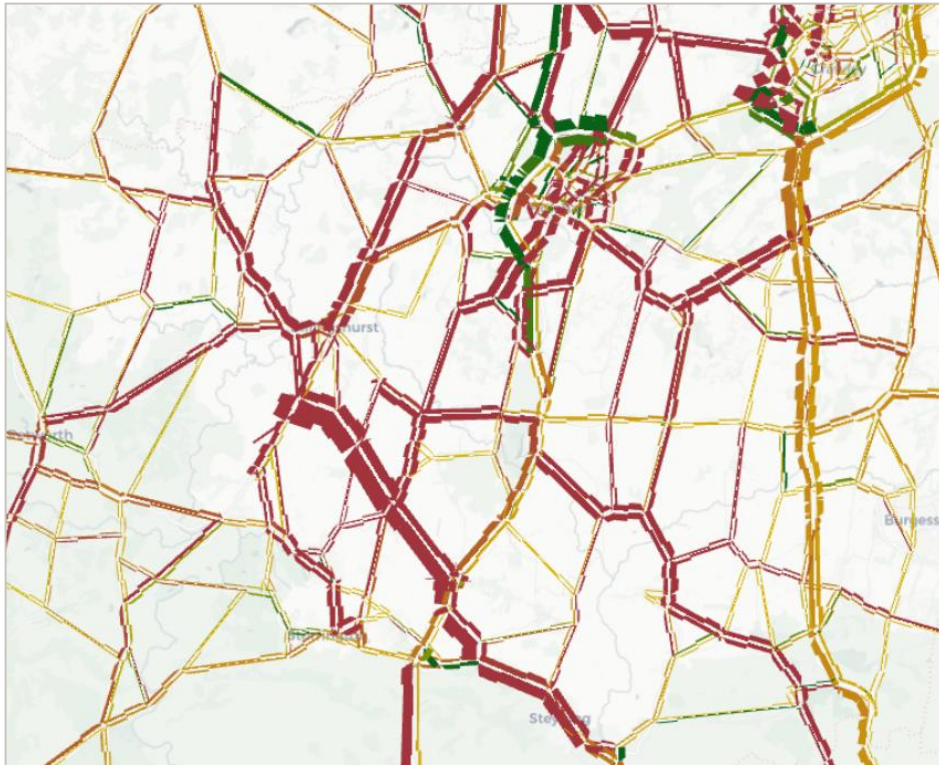


Figure 4-2 - Scenario A minus Reference Case Actual Flow PM

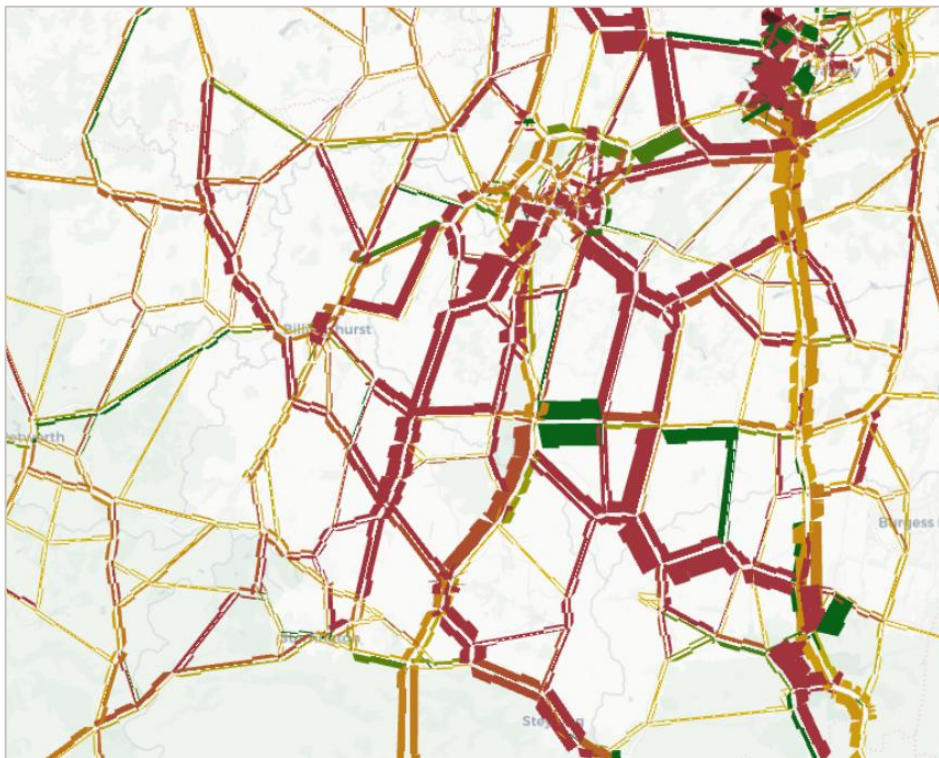


Figure 4-3 - Scenario B minus Reference Case Actual Flow AM

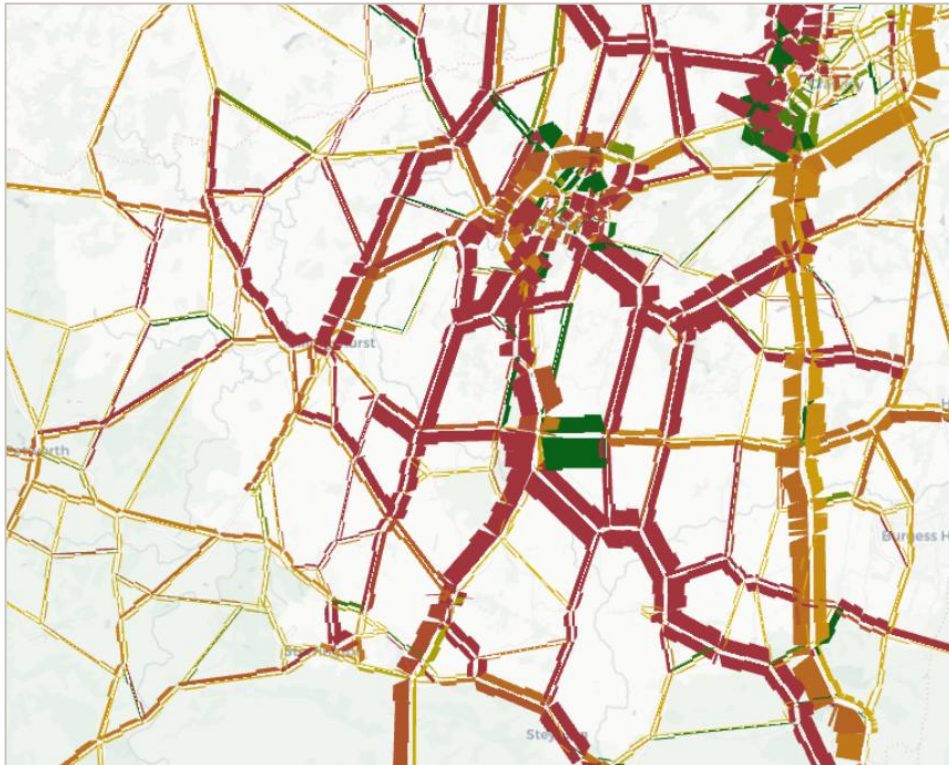


Figure 4-4 - Scenario B minus Reference Case Actual Flow PM

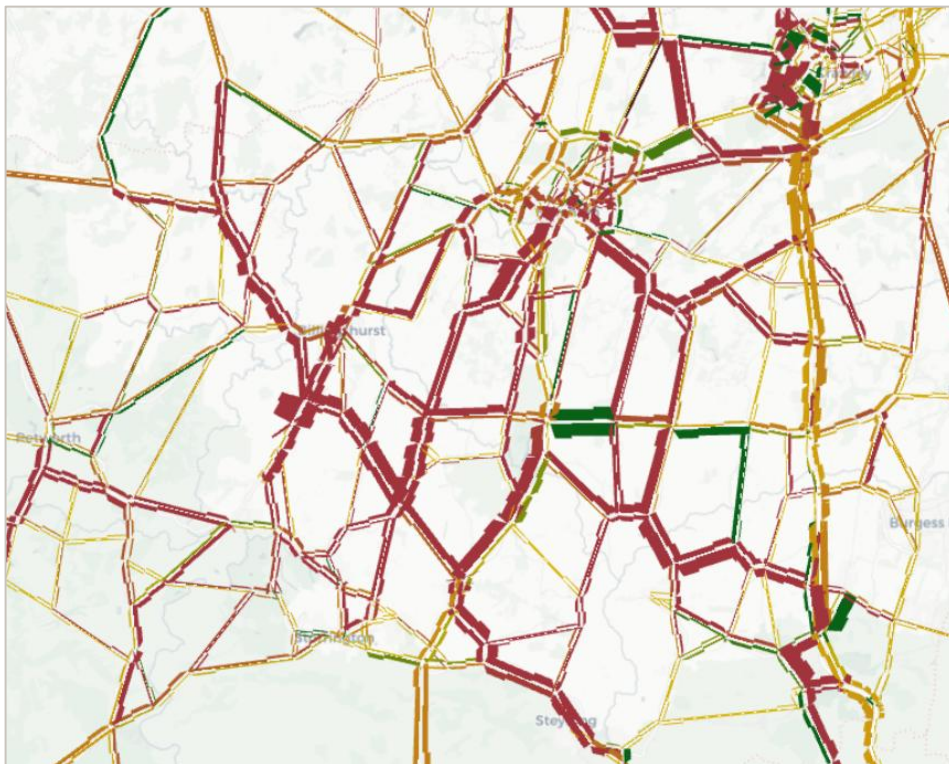


Figure 4-5 - Scenario C minus Reference Case Actual Flow AM

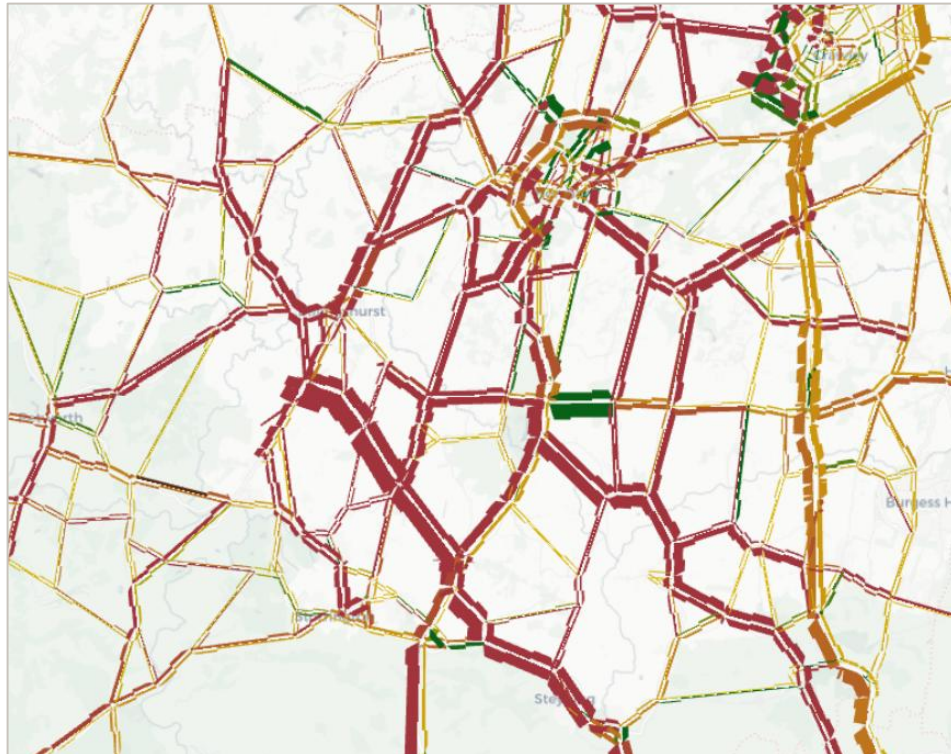


Figure 4-6 - Scenario C minus Reference Case Actual Flow PM



Figure 4-7 - Scenario D minus Reference Case Actual Flow AM

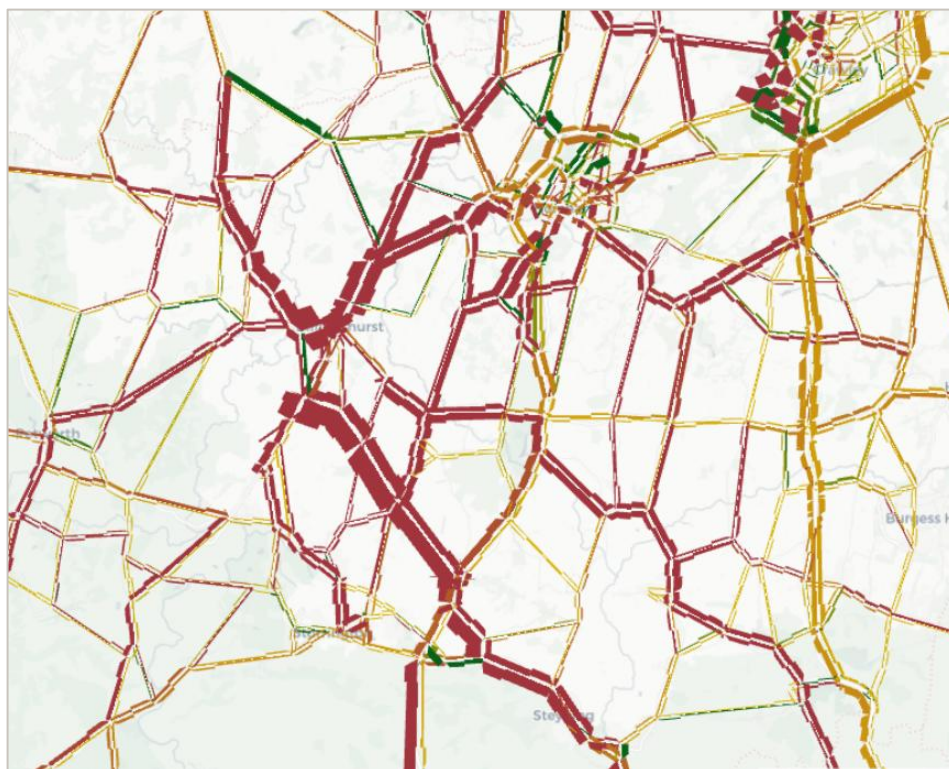


Figure 4-8 - Scenario D minus Reference Case Actual Flow PM

Summary of Outputs

Scenario A

Scenario A results in a relatively localised increase in network demand, primarily affecting the A29, A283, B2133, A281 and A23 corridors. While the main impacts are concentrated within the Horsham area, some effects extend beyond the district boundary along the A23 corridor. Significant reductions are observed on the A24 and A264 northbound through Broadbridge Heath as shown in Figure 4-1 and Figure 4-2

Scenario B

Scenario B places greater pressure on the A24 corridor, particularly around Buck Barn, Washington Roundabout, and Steyning Road as shown in Figure 4- 3 and Figure 4-4. However, there are significant reductions on the A272 Cowfold Rd on the east of Buck Barn.

Scenario C

Scenario C combines the impacts of both Scenario A and Scenario B and therefore results in the highest overall level of network stress. Increases in delay, V/C ratios, and throughput are observed across both the A29/A283 and A24 corridors, as well as within Horsham town centre as visible in Figure 4-5 and Figure 4-6. The cumulative effect of both developments leads to more widespread and pronounced impacts, making this the worst-performing scenario in terms of network operation.

Scenario D

Scenario D introduces additional demand in the western part of the district, with notable impacts around Billingshurst, particularly at Newbridge Road/Lordings Road illustrated in Figure 4-7 and Figure 4-8. While the A29/A283 corridor and Horsham area continue to experience increased pressure, the impacts are more spatially distributed compared to Scenario C. Overall, Scenario D results in moderate to high impacts, but these are more localised than the combined effects observed in Scenario C.

4.5 Junction Capacity Assessment

The outputs of the modelling exercise have been reviewed to determine which junctions are shown to be over capacity and where a Local Plan scenario has a significant impact on the capacity at the junction.

The measure used to assess this is the volume to capacity ratio or V/C. This effectively indicates how arms on junctions are performing based on the flows predicted in the model and the modelled capacity of each arm at a junction. When a junction goes over capacity, there will be increases in delays experienced by travellers as flows increase. Therefore, if Local Plan development increases the flows, this will exacerbate any existing issues or lead to new issues of excessive delays at a junction. Only junctions that are over capacity within the scenario test and have an increase in V/C of 1.5% or greater are included. Where this figure is exceeded, it is considered that there would be a need for mitigation. The focus of this should be sustainable transport measures, prior to identifying the need for physical highway mitigation. The outputs provide a high-level picture of the extent of mitigation required for each scenario.

Table 4-2 and Table 4-3 show the summary of junctions where at least one turn had a volume over capacity ratio exceeding 100 across all Local Plan scenarios. The full list of all the junctions has been summarised in Appendix C.

Table 4-2: Summary of Overcapacity Junctions Differences AM

AM				
Volume Capacity Ratio	+1.5% - 5%	+5% - 8%	+8% - 10%	> 10% Change
Local Plan Scenario A	10	4	4	9
Local Plan Scenario B	10	3	2	11
Local Plan Scenario C	11	3	3	12
Local Plan Scenario D	11	2	2	12

Table 4-3: Summary of Overcapacity Junctions Differences PM

PM				
Volume Capacity Ratio	+1.5% - 5%	+5% - 8%	+8% - 10%	> 10% Change
Local Plan Scenario A	15	3	1	5
Local Plan Scenario B	12	5	2	5
Local Plan Scenario C	14	3	2	7
Local Plan Scenario D	18	3	1	5



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Most changes across all Local Plan scenarios are relatively modest, falling within the +1.5% to +5% range. The AM peak shows a wider spread of impacts and generally greater increases in V/C ratio than the PM peak, indicating more pronounced congestion effects.

Overall, Scenario C records the greatest impact, with the highest number of junctions experiencing increases greater than 10% in both the AM and PM peaks (12 and 7 junctions respectively). In contrast, Scenario A records the lowest overall impact, with the fewest junctions experiencing increases greater than 10% across both peak periods (9 in the AM peak and 5 in the PM peak).

Figure 4-9 to Figure 4-12 shows junctions where at least one turn had a volume over capacity ratio (V/C) exceeding 100 in the Reference Case and increasing by 1.5% or more in the scenario. The size of the point represents the scale of the increase.

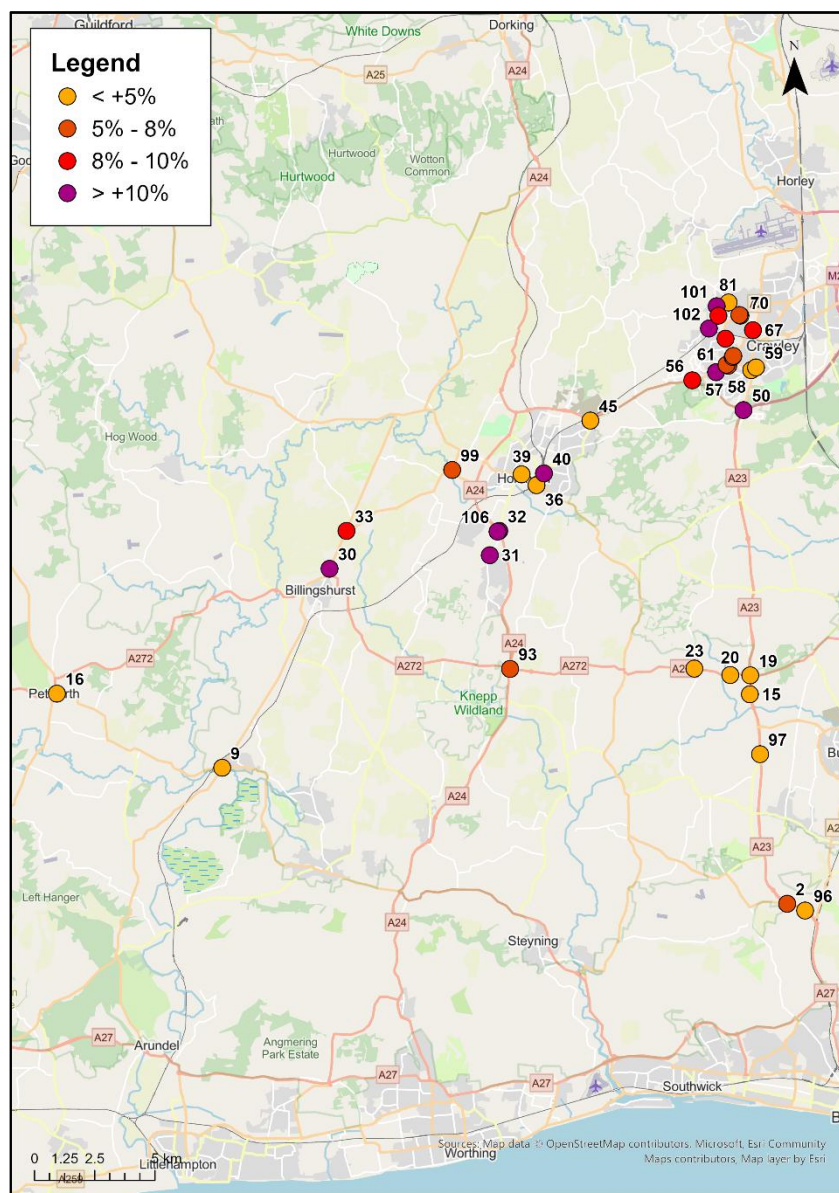


Figure 4-9 - Scenario A compared to the Reference Case Junction V/C

Horsham Reference Case Modelling Update Summary

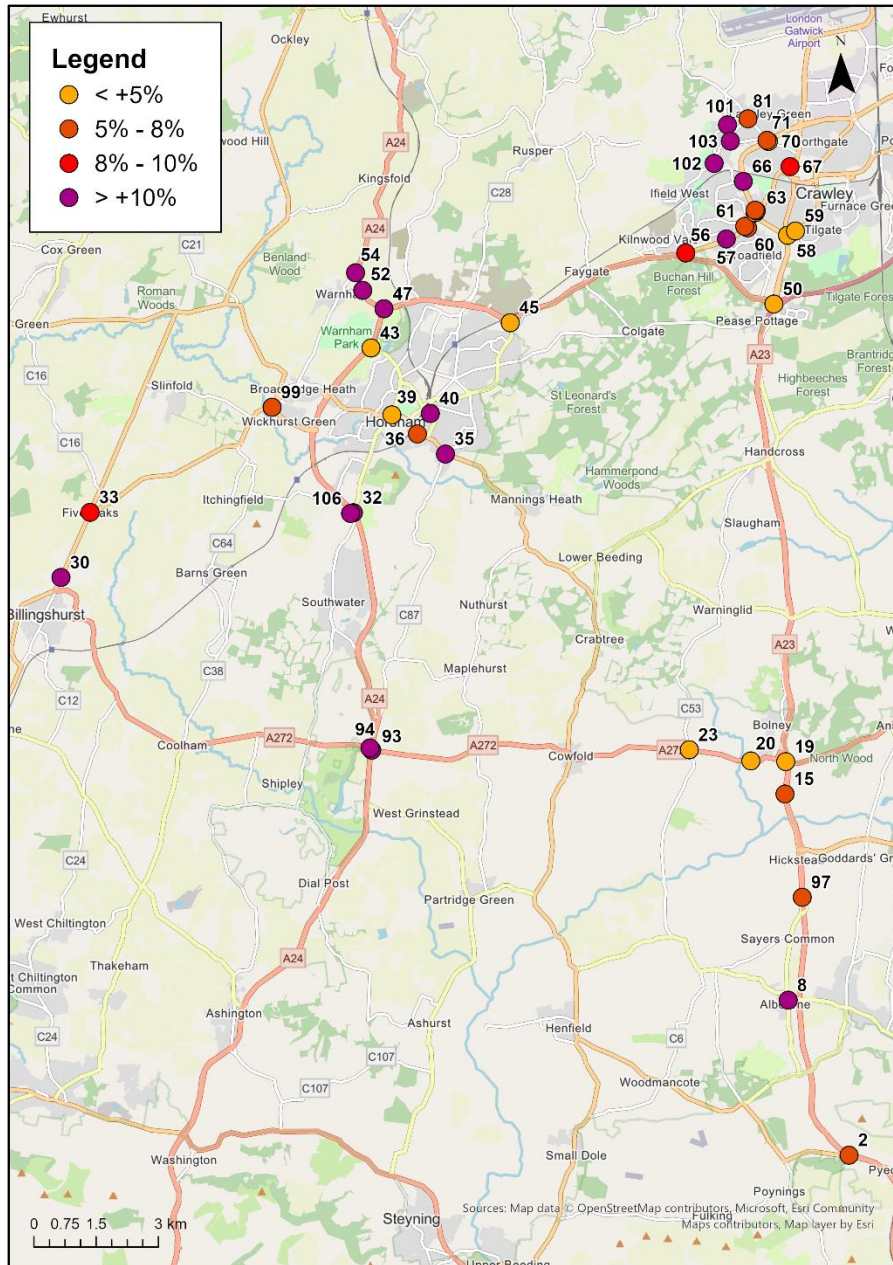


Figure 4-10 - Scenario B compared to the Reference Case Junction V/C



Horsham Reference Case Modelling Update Summary

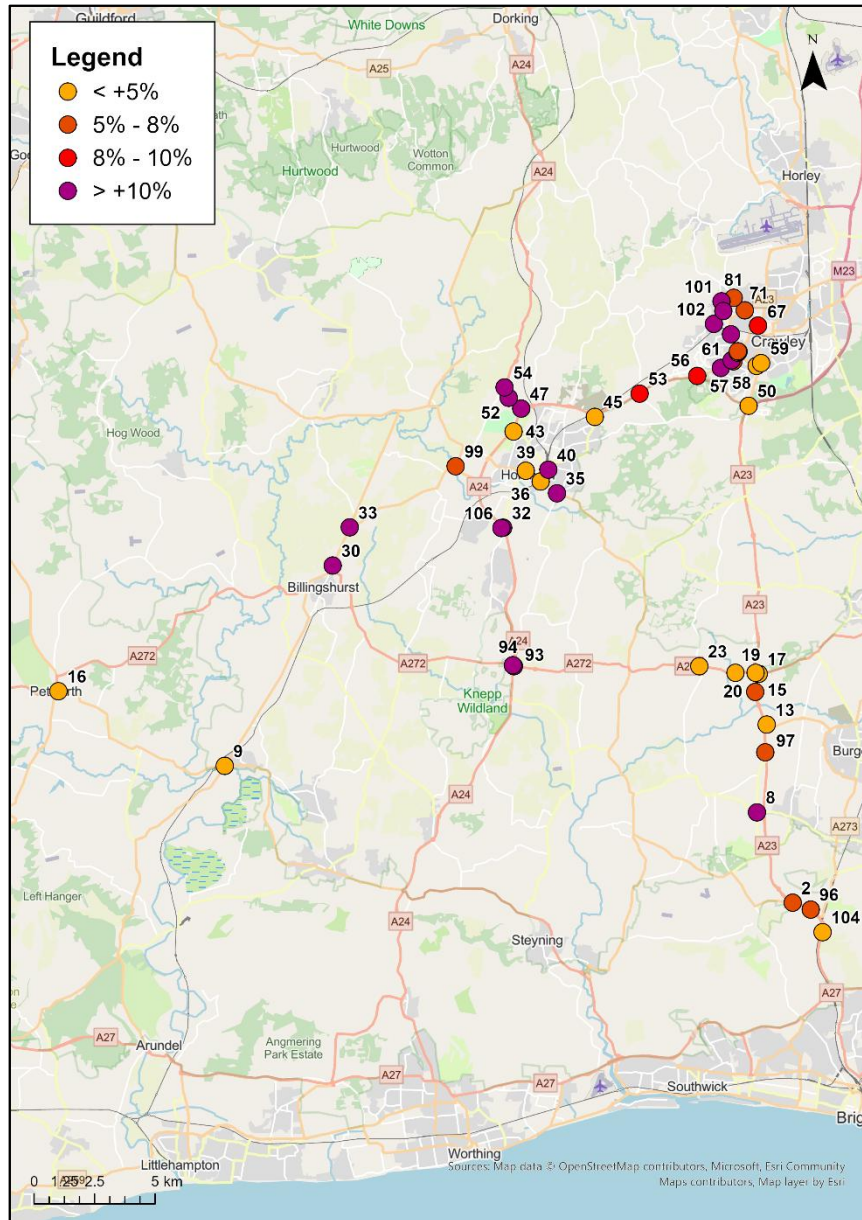


Figure 4-11 - Scenario C compared to the Reference Case Junction V/C



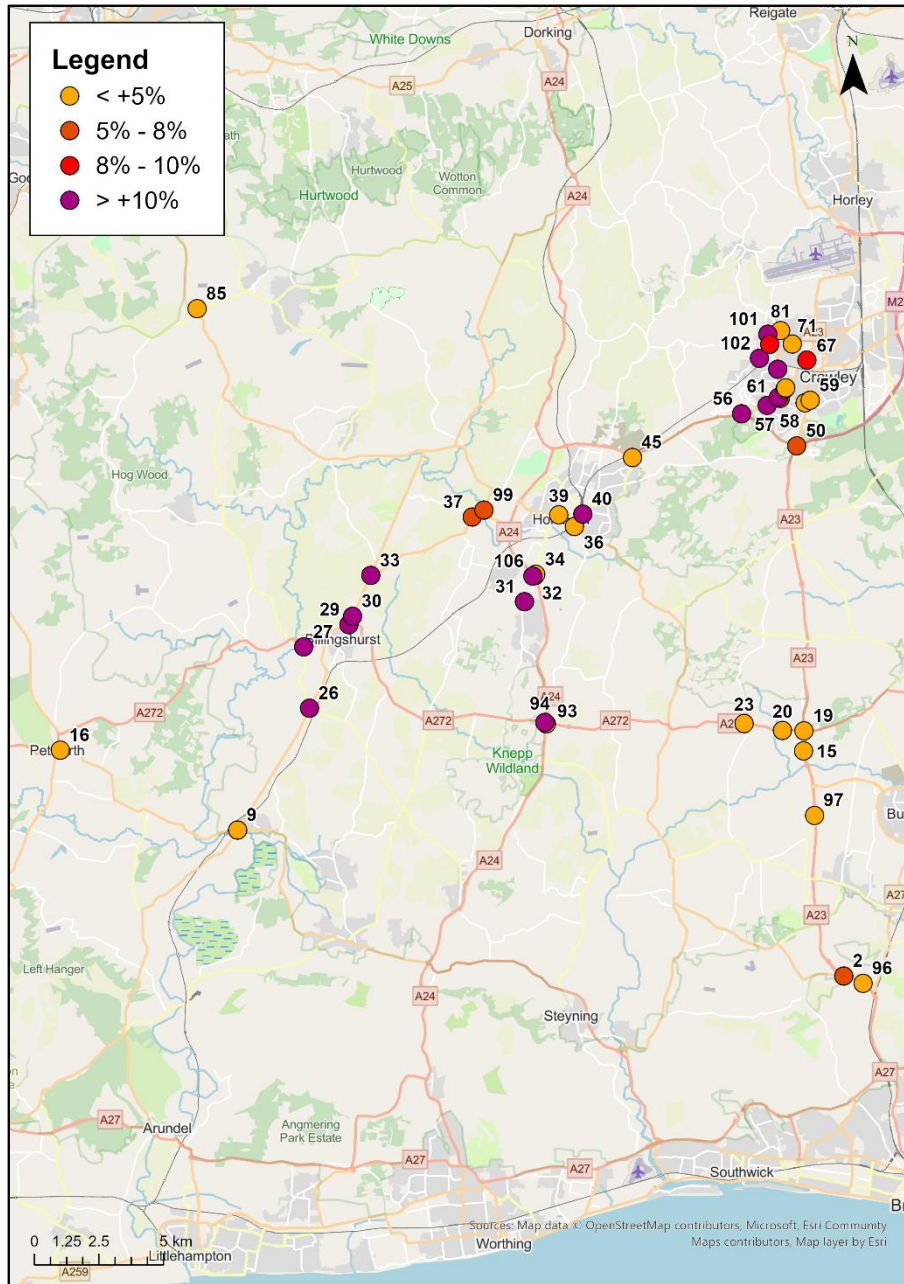


Figure 4-12 - Scenario D compared to the Reference Case Junction V/C

Summary of Outputs

Scenario A

Scenario A results in increases in junction throughput and delay are evident at key junctions serving the routes along A24, A272, and A23, with corresponding increases in V/C ratios at locations already



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operating under pressure in the Reference Case. The overall impact is moderate and geographically contained, with limited wider network effects.

Scenario B

Scenario B outputs show notable increases in delay and V/C ratios at junctions along the A24, A29, A272 and A264, alongside higher throughput, indicating increased demand along this strategic north-south route. Compared to Scenario A, the impacts are more corridor-focused but remain relatively concentrated along the A24 and within Horsham.

Scenario C

Scenario C sees increases in delay, V/C ratios, and throughput are observed across both the A29/A283, A272, A264 and A24 corridors, as well as within Horsham town centre. The cumulative effect of both developments leads to more widespread and pronounced impacts, making this the worst-performing scenario in terms of network operation.

Scenario D

Scenario D sees increases in delay, V/C ratios, and throughput are observed at various sections across the Horsham area. Some key sections which show significant increases are Newbridge Rd/Lordings Rd, Stane St/ New Rd, Lordings Rd/Adversane Ln, A272/A24, Robin Hood Rbt and other sections on A23.



5 Summary

Across the Local Plan scenarios, the modelling indicates a clear variation in the scale and distribution of transport impacts across the district. Across all scenarios, most overcapacity junctions experience relatively modest increases in V/C ratio (+1.5% to +5%), with impacts generally more pronounced during the PM peak. Scenario C records the greatest deterioration overall, with the highest number of junctions experiencing increases greater than 10%, particularly in the PM peak. Scenario A generally shows the lowest level of severe V/C impacts.

The majority of affected junctions experience increases in delay of 15–60 seconds across both peak periods as summarised in Table 5-1 and Table 5-2.

Table 5-1: Delays at overcapacity junctions AM

AM			
Delays (seconds)	<-15 seconds	+15-60 seconds	> + 60 seconds
Local Plan Scenario A	1	13	13
Local Plan Scenario B	1	15	16
Local Plan Scenario C	1	13	17
Local Plan Scenario D	0	12	15

Table 5-2: Delays at overcapacity junctions PM

PM			
Delays (seconds)	<-15 seconds	+15-60 seconds	> + 60 seconds
Local Plan Scenario A	1	24	4
Local Plan Scenario B	2	27	8
Local Plan Scenario C	2	31	8
Local Plan Scenario D	2	24	7

Delay impacts are generally higher in the AM peak, where Scenarios B and C record the greatest number of junctions with increased delays and the highest number of junctions experiencing delays exceeding 60 seconds. In the PM peak, Scenario A records the greatest number of junctions with delays exceeding 60 seconds, although the overall number of affected junctions is lower – full list is summarised in Appendix D.

Changes in throughput summarised in Appendix E are generally limited, with most junctions experiencing either a reduction or a modest increase of 5–10%. Scenarios B and D record the highest number of junctions with reduced throughput, while Scenario C records the highest number of junctions achieving throughput increases greater than 10% in both the AM and PM peaks. Overall, throughput impacts fall in line with the delays and vehicle – capacity ratios impacts.

Overall, Scenario C represents the worst-performing scenario overall, as it combines the Adversane and Buck Barn developments. This results in the most widespread increases in demand, leading to higher junction V/C ratios, increased delays, and greater pressure on key corridors including the

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A29/A283, A24/A272, and within Horsham town centre. The cumulative nature of development in this scenario amplifies existing constraints and leads to more extensive network stress.

In contrast, Scenario A performs best overall, as its impacts are more localised and primarily concentrated around the A29/A283 corridor and Horsham. While it does increase pressure at certain junctions, particularly those already operating close to capacity, the effects are more contained and less widespread across the network. Scenario B and Scenario D fall between these two extremes, with more corridor-specific or geographically focused impacts, but neither reaching the combined level of stress observed in Scenario C.



Appendices

Appendix A - Scenario Options

Site / settlement	Scenario A			Scenario B			Scenario C			Scenario D		
	Housing (Dwellings)	B1 (Floorspace in M ²)	B2 & B8 (Floorspace in M ²)	Housing (Dwellings)	B1 (Floorspace in M ²)	B2 & B8 (Floorspace in M ²)	Housing (Dwellings)	B1 (Floorspace in M ²)	B2 & B8 (Floorspace in M ²)	Housing (Dwellings)	B1 (Floorspace in M ²)	B2 & B8 (Floorspace in M ²)
Strategic Sites												
Land West of Ifield	1,600	2,700	6,300	1,600	2,700	6,300	1,600	2,700	6,300	1,600	2,700	6,300
Land West of Southwater	950	8,000	16,000	950	8,000	16,000	950	8,000	16,000	950	8,000	16,000
Land at Adversane	1,500	3,000	11,400				1,500	3,000	11,400	1,500	3,000	11,400
Land at Buck Barn				1,500	8,800	21,000	1,500	8,800	21,000			
Land West of Billingshurst										1,000		
Land East of Billingshurst	805	660	1,540	805	660	1,540	805	660	1,540	805	660	1,540
North Horsham densification	500	11,000	8,500	500	11,000	8,500	500	11,000	8,500	500	11,000	8,500
Sub-Total	5,355	25,360	43,740	5,355	31,160	53,340	6,855	34,160	64,740	6,355	25,360	43,740
Non-Strategic Sites												
Ashington	525			525			525			525		
Barns Green	105			105			105			105		
Billingshurst	100			100			100			100		
Broadbridge Heath												
Cowfold	100			100			100			100		
Henfield	315			315			315			315		
Horsham - Forest ward	100			100			100			100		
Kilnwood Vale West (Colgate parish)	350			350			350			350		
Lower Beeding	56			56			56			56		
North Horsham parish	304			304			304			304		
Nuthurst	9			9			9			9		
Partridge Green	80	1,000	8,000	80	1,000	8,000	80	1,000	8,000	80	1,000	8,000
Pulborough	73	1,000	6,000	73	1,000	6,000	73	1,000	6,000	73	1,000	6,000
Rudgwick and Bucks Green	75			75			75			75		
Rusper												
Slinfold	38			38			38			38		
Small Dole	10			10			10			10		
Southwater village	100			100			100			100		
Southwater (land to north)			3,000			3,000			3,000			3,000
Steyning												
Storrington & Sullington	225			225			225			225		
Thakeham												
Upper Beeding	19			19			19			19		
Warnham	79			79			79			79		
West Chiltington	15			15			15			15		
Sub-Total	2,678	2,000	17,000	2,678	2,000	17,000	2,678	2,000	17,000	2,678	2,000	17,000
TOTAL	8,033	27,360	60,740	8,033	33,160	70,340	9,533	36,160	81,740	9,033	27,360	60,740

Appendix B Trip Distribution Zones

Site/Settlement	Distribution Zone
Land West of Ifield	238
Land West of Southwater	93
Land at Adversane	78
Land at Buck Barn	49
Land West of Billingshurst	104
Land East of Billingshurst (N & S of railway)	33
North Horsham densification	113

Appendix C Summary of Junction Vehicle Capacity Ratios for Local Plan Scenarios

Label	Node	Description	AM								
			Absolute Values (%)					Comparison To Reference Case (%)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
1	2672	A23 Dale Hill WB Diverge	98.74	100.04	100.09	100.1	100.06	1.3	1.35	1.36	1.32
2	2684	A281/A23 Dale NB Junction	95.9	101.13	101.67	101.83	101.4	5.23	5.77	5.93	5.5
3	2710	A283 approach at Washington Roundabout	80.54	82.8	84.42	85.04	83.68	2.26	3.88	4.5	3.14
4	2712	A24 approach at Washington Roundabout	128.43	129.29	128.49	128.57	128.91	0.86	0.06	0.14	0.48
5	2722	A24 SB London Road approach at Washington Roundabout	83.25	84.86	86.08	85.87	85.28	1.61	2.83	2.62	2.03
6	2762	A283 High Street/Old Mill Road	109.39	109.8	109.68	109.98	110.04	0.41	0.29	0.59	0.65
7	2766	A283 Amberley Road Roundabout Storrington	100.54	100.59	100.6	100.59	100.58	0.05	0.06	0.05	0.04
8	2932	Albourne Rd/London Rd	82.95	96.82	100.14	100.21	97.75	13.87	17.19	17.26	14.8
9	3048	Pulborough - A283/A29 Junction	101.67	103.6	103.01	104.01	103.64	1.93	1.34	2.34	1.97
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	50.12	50.18	50.68	50.57	50.12	0.06	0.56	0.45	0
11	3214	Hickstead Dumbbell Roundabouts EB	58.72	58.98	59.06	59.02	58.96	0.26	0.34	0.3	0.24
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	102.09	102.08	102.04	102.26	102.11	-0.01	-0.05	0.17	0.02
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	79.21	79.41	80.94	80.58	79.23	0.2	1.73	1.37	0.02
14	3242	A23 Southbound Diverge to Hickstead Roundabout	66.77	67.48	69.35	69.34	67.45	0.71	2.58	2.57	0.68
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	136.71	141.18	139.42	140.05	140.16	4.47	2.71	3.34	3.45
16	3312	New St/East St/Angel St	42.82	43.96	43.98	44.03	44.67	1.14	1.16	1.21	1.85
17	3338	Bolney Road Approach to Cowfold Roundabout	78.76	78.92	79.31	78.93	78.88	0.16	0.55	0.17	0.12
18	3340	Cowfold Road Approach to Cowfold Roundabout	100	100	100	100	100	0	0	0	0
19	3348	Brighton Road exit at Longbridge Roundabout	106.56	108.19	108.62	108.63	108.29	1.63	2.06	2.07	1.73
20	3350	M23 southbound slip at M23 junction 11 roundabouts	132.02	135.9	136.46	136.57	136.02	3.88	4.44	4.55	4
21	3352	A272 westbound signals at the A24/A272 junction	102.24	102.51	101.87	102.23	103.54	0.27	-0.37	-0.01	1.3
22	3378	A272/A281 roundabout north of Cowfold	101.31	101.84	102.01	102.27	102.01	0.53	0.7	0.96	0.7
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	100.82	103.99	104.97	104.66	104.27	3.17	4.15	3.84	3.45
24	3384	A24 Northbound signalised junction with A272	108.53	109.18	109.6	109.93	109.81	0.65	1.07	1.4	1.28
25	3386	A24 southbound signals before A24/A272 junction	105.78	105.82	105.99	106	105.92	0.04	0.21	0.22	0.14
26	3438	Lordings Rd/A29	58.47	78.88	60.66	80.82	101.6	20.41	2.19	22.35	43.13
27	3624	Newbridge Rd/Lordings Rd Junction	53.95	60.49	57.55	60.61	104.42	6.54	3.6	6.66	50.47
28	3662	A23 at Pangdean Farm	103.07	104.05	104.12	104.07	104.08	0.98	1.05	1	1.01
29	3706	Hilland Roundabout	73.89	80.27	80.82	81.65	82.9	6.38	6.93	7.76	9.01
30	3720	A29/ New Road	85.03	100.84	101.17	102.13	102.64	15.81	16.14	17.1	17.61
31	3758	Southwater Street/Worthing Rd	81.64	100.49	98.38	98.92	100.55	18.85	16.74	17.28	18.91
32	3814	A24 NB Approach - Hop Oast Roundabout	90.54	100.52	100.98	100.91	100.47	9.98	10.44	10.37	9.93
33	3816	Five Oaks Roundabout	101.65	103.81	103.77	103.67	103.45	2.16	2.12	2.02	1.8
34	3824	B2237 exit at Hop Oast Roundabout	60.99	64.97	66.39	66.06	64.26	3.98	5.4	5.07	3.27
35	3908	Brighton Rd/Kerves Ln	83.2	98.79	101.3	101.16	98.79	15.59	18.1	17.96	15.59
36	3934	A281/New Street Junction Horsham Town Centre	57.67	61.2	63.62	62.17	61.15	3.53	5.95	4.5	3.48
37	3954	Five Oaks Rd/Lyon Rd	92.36	91.26	93.6	92.65	90.98	-1.1	1.24	0.29	-1.38
38	3960	A281/B2237 junction Horsham Centre	103.04	103.73	103.52	103.41	103.23	0.69	0.48	0.37	0.19
39	3970	A281/Springfield Road Junction	101.66	102	102.04	102.03	101.95	0.34	0.38	0.37	0.29
40	3978	New St/Brighton Rd	39.96	42.05	43.26	42.91	42.13	2.09	3.3	2.95	2.17
41	4022	A24 NB Diverge/Farthings Hill Interchange	100.04	100.13	100.26	100.27	100.13	0.09	0.22	0.23	0.09
42	4086	B2237/Wimblehurst Road	107.17	107.21	107.56	107.31	107.18	0.04	0.39	0.14	0.01
43	4140	Robin Hood Rbt	73.08	76.68	76.13	75.38	76.53	3.6	3.05	2.3	3.45
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	100.55	100.56	100.65	100.57	100.56	0.01	0.1	0.02	0.01
45	4192	A264 WB Approach to Moorhead Roundabout	100.01	100.08	100.8	100.82	100.31	0.07	0.79	0.81	0.3
46	4202	A281/New Street Junction Horsham Town Centre	106.6	107.61	107.79	107.43	107.23	1.01	1.19	0.83	0.63
47	4220	Great Daux Roundabout A264 Westbound Approach	75.56	78.09	90.65	91.1	77.98	2.53	15.09	15.54	2.42
48	4234	Great Daux Roundabout/A264 Exit	69.15	75.25	83.82	82.7	73.75	6.1	14.67	13.55	4.6
49	4246	Pease Pottage Interchange WB Diverge	74.56	81.07	89.85	89.91	81.42	6.51	15.29	15.35	6.86

Label	Node	Description	AM								
			Absolute Values (%)					Comparison To Reference Case (%)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
50	4260	M23 NB Diverge/Pease Pottage Rbt	97.8	100.74	100.68	100.45	100.45	2.94	2.88	2.65	2.65
51	4272	Langhurst Wood Rd/A264	84.76	86.34	91.32	91.92	86.41	1.58	6.56	7.16	1.65
52	4302	A24/Bell Rd	92.78	94.06	101.99	101.98	93.74	1.28	9.21	9.2	0.96
53	4310	Faygate Roundabout/A264 WB Approach	92.29	95.92	97.61	98.68	96.54	3.63	5.32	6.39	4.25
54	4324	Knob Hill/Dorking Rd	77.24	78.64	97.54	97.63	78.56	1.4	20.3	20.39	1.32
55	4332	A264 EB Approach Bewbush Manor Roundabout	100.72	100.37	100.33	100.33	100.35	-0.35	-0.39	-0.39	-0.37
56	4344	A264/Langhurst Wood Road junction	97.89	106.57	107.1	107.64	108.08	8.68	9.21	9.75	10.19
57	4364	Breezehurst Approach to Breezehurst Roundabout	56.87	104.03	106.29	107	106.03	47.16	49.42	50.13	49.16
58	4380	Brighton Rd/Southgate Ave	64.12	63.63	63.03	63.22	63.62	-0.49	-1.09	-0.9	-0.5
59	4382	Southgate Ave/Ashdown Dr	98.86	98.8	98.54	98.75	98.72	-0.06	-0.32	-0.11	-0.14
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	54.09	55.29	55.32	55.08	55.07	1.2	1.23	0.99	0.98
61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	101.22	106.7	108.43	109.98	108.69	5.48	7.21	8.76	7.47
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	73.28	72.29	71.54	69.73	70.18	-0.99	-1.74	-3.55	-3.1
63	4430	Horsham Rd WB Approach - Cheals Roundabout	64.85	66.61	67.47	67.17	65.42	1.76	2.62	2.32	0.57
64	4436	Crawley Ave SB Approach to Cheals Roundabout	80.19	84.44	86.79	86.06	81.5	4.25	6.6	5.87	1.31
65	4482	Gossops Dr/Crawley Avenue Junction	90.95	78.22	77.52	79.23	77.06	-12.73	-13.43	-11.72	-13.89
66	4500	A283 /A29 South Roundabout Pulborough	104.28	112.97	114.46	115.24	114.65	8.69	10.18	10.96	10.37
67	4574	Peglar Way/High St	59.81	67.09	66.99	66.38	63.18	7.28	7.18	6.57	3.37
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	102.74	103.14	102.92	102.96	103.04	0.4	0.18	0.22	0.3
69	4620	A2300 northbound slip to A23	100.43	99.91	100.34	99.81	100.17	-0.52	-0.09	-0.62	-0.26
70	4652	Ifield Ave WB Approach - Ifield Roundabout	38.68	39.82	39.77	39.62	39.79	1.14	1.09	0.94	1.11
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	95.82	101.01	101.6	101.45	100.38	5.19	5.78	5.63	4.56
72	4660	Crawley Ave SB Approach - Ifield Roundabout	38.32	40.82	40.74	40.54	40.74	2.5	2.42	2.22	2.42
73	4664	A24 Northbound signalised junction with A272	101.14	101.73	101.73	101.73	101.73	0.59	0.59	0.59	0.59
74	4668	Ifield Ave SB Approach - Ifield Roundabout	75.87	81.48	81.89	82.01	81.16	5.61	6.02	6.14	5.29
75	4674	A283 High Street/Old Mill Road	105.84	105.74	105.74	105.75	105.74	-0.1	-0.1	-0.09	-0.1
76	4682	A272/A281 roundabout north of Cowfold	100.04	100.23	100.22	100.18	100.21	0.19	0.18	0.14	0.17
77	4686	Ifield Ave/Stagelands	100.18	100.1	100.26	100.13	100.21	-0.08	0.08	-0.05	0.03
78	4696	Crawley Ave WB Approach - Tushmore Gyratory	73.92	76.38	76.32	76.12	76.52	2.46	2.4	2.2	2.6
79	4700	A272 Wineham Lane Junction	102.69	101.55	101.44	101.42	101.99	-1.14	-1.25	-1.27	-0.7
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	100.7	99.85	97.79	97.75	100.4	-0.85	-2.91	-2.95	-0.3
81	4726	Ifield Ave/Warren Dr	85.28	80.31	78	78.23	81.79	-4.97	-7.28	-7.05	-3.49
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	47.6	46.85	46.93	46.94	46.88	-0.75	-0.67	-0.66	-0.72
83	4784	London Rd/Manor Royal	31.53	31.91	31.99	31.99	32.07	0.38	0.46	0.46	0.54
84	4806	A24 Southbound Exit at Findon/A280 roundabout	102.09	102.14	102.2	102.23	102.17	0.05	0.11	0.14	0.08
85	4834	Bar Lane/A24 junction	106.63	106.95	106.81	107.01	106.85	0.32	0.18	0.38	0.22
86	4858	Crawley Interchange M23 SB Diverge	88.38	88.15	88.24	87.65	87.6	-0.23	-0.14	-0.73	-0.78
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	86.79	87.13	87.06	87.15	87.11	0.34	0.27	0.36	0.32
88	4874	Balcombe Rd/Steers Ln	29.21	29.28	30.89	31.13	29.24	0.07	1.68	1.92	0.03
89	4894	Steers Ln/Radford Rd	100.8	100.74	100.63	100.73	100.8	-0.06	-0.17	-0.07	0
90	6039	Worth Rd/Haslett Avenue	52.83	55.3	55.62	54.91	54.39	2.47	2.79	2.08	1.56
91	6513	A272 signals over the A24/A272 junction	100.58	101.17	101.68	101.74	100.99	0.59	1.1	1.16	0.41
92	6516	A272 SB Merge with Worthing Road - Buck Barn	92.81	94.69	97.89	96.75	94.08	1.88	5.08	3.94	1.27
93	6517	A272 westbound signals at the A24/A272 junction	65.86	71.25	87.16	81.08	70.31	5.39	21.3	15.22	4.45
94	6521	A24 eastbound approach to A24/A272 junction	34.86	97.03	100.1	100.52	99.72	62.17	65.24	65.66	64.86
95	7320	B2195 Exit at Moorhead Roundabout	105.21	105.08	105.1	105.12	105.16	-0.13	-0.11	-0.09	-0.05
96	7330	S Downs Way A23 NB Merge	98.78	100.36	100.27	100.87	100.53	1.58	1.49	2.09	1.75
97	7337	M23 Northbound slip road merge at J10	124.15	127.93	128	128.45	128.22	3.78	3.85	4.3	4.07
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	57.31	57.49	58.14	58.11	57.49	0.18	0.83	0.8	0.18

Label	Node	Description	AM								
			Absolute Values (%)					Comparison To Reference Case (%)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
99	8217	Five Oaks Rd/A264 WB Approach	81.55	87.04	87.59	88.12	87.47	5.49	6.04	6.57	5.92
100	8223	A283 /A29 South Roundabout Pulborough	88.63	95.08	89.92	96.23	96.45	6.45	1.29	7.6	7.82
101	8239	Rusper Rd/Ifield Grn Junction	71.7	101.33	102.14	102.89	102.28	29.63	30.44	31.19	30.58
102	8241	Tangmere Rd/Rusper Rd	72.16	104.58	105.68	105.63	104.82	32.42	33.52	33.47	32.66
103	8243	A24 approach at Washington Roundabout	102.93	111.72	113.6	114.42	112.73	8.79	10.67	11.49	9.8
104	8267	M23 Junction 9 southbound on slip entry to mainline	107.8	108.63	109.21	109.3	108.7	0.83	1.41	1.5	0.9
105	8274	Park Rd/North St/East St	100.27	100.39	100.34	100.84	100.4	0.12	0.07	0.57	0.13
106	8287	Hop Oast Roundabout - Worthing Road approach	108.08	111.76	112.51	112.39	111.7	3.68	4.43	4.31	3.62
107	9002	A2011/Crawley Ave Signal	100.18	99.56	99.54	99.36	99.46	-0.62	-0.64	-0.82	-0.72

Legend for V/C Differences

< 1.5 %

1.5% - 10%

> 10%

Label	Node	Description	PM								
			Absolute Values (%)					Comparison To Reference Case (%)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
1	2672	A23 Dale Hill WB Diverge	69.71	73.41	75.25	75.69	73.27	3.7	5.54	5.98	3.56
2	2684	A281/A23 Dale NB Junction	65.76	69.06	70.92	71.37	68.93	3.3	5.16	5.61	3.17
3	2710	A283 approach at Washington Roundabout	104.79	104.48	105.42	104.67	104.68	-0.31	0.63	-0.12	-0.11
4	2712	A24 approach at Washington Roundabout	88.72	97.62	96.86	97.82	97.3	8.9	8.14	9.1	8.58
5	2722	A24 SB London Road approach at Washington Roundabout	104.64	104.39	105.17	104.58	104.4	-0.25	0.53	-0.06	-0.24
6	2762	A283 High Street/Old Mill Road	100.88	101.43	101.14	101.29	101.2	0.55	0.26	0.41	0.32
7	2766	A283 Amberley Road Roundabout Storrington	101.44	101.43	101.39	101.42	101.44	-0.01	-0.05	-0.02	0
8	2932	Albourne Rd/London Rd	33.25	26.01	25.73	25.82	26.05	-7.24	-7.52	-7.43	-7.2
9	3048	Pulborough - A283/A29 Junction	100.11	100.25	100.04	100.29	100.3	0.14	-0.07	0.18	0.19
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	101.37	101.39	101.39	101.39	101.39	0.02	0.02	0.02	0.02
11	3214	Hickstead Dumbbell Roundabouts EB	100.84	100.84	100.84	100.84	100.84	0	0	0	0
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	110.05	109.89	109.9	109.88	109.97	-0.16	-0.15	-0.17	-0.08
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	106.51	107.82	107.9	108.4	107.99	1.31	1.39	1.89	1.48
14	3242	A23 Southbound Diverge to Hickstead Roundabout	101.96	101.7	101.8	101.8	101.88	-0.26	-0.16	-0.16	-0.08
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	66.32	70.71	72.85	73.65	70.53	4.39	6.53	7.33	4.21
16	3312	New St/East St/Angel St	97	100.63	99.37	100.93	100.71	3.63	2.37	3.93	3.71
17	3338	Bolney Road Approach to Cowfold Roundabout	102.67	103.96	103.82	104.28	103.83	1.29	1.15	1.61	1.16
18	3340	Cowfold Road Approach to Cowfold Roundabout	100	100	100	100	100	0	0	0	0
19	3348	Brighton Road exit at Longbridge Roundabout	105.68	107.39	106.21	106.91	107.51	1.71	0.53	1.23	1.83
20	3350	M23 southbound slip at M23 junction 11 roundabouts	58.45	59.19	60.42	59.51	58.82	0.74	1.97	1.06	0.37
21	3352	A272 westbound signals at the A24/A272 junction	86.97	90.8	89.04	91.89	90.89	3.83	2.07	4.92	3.92
22	3378	A272/A281 roundabout north of Cowfold	87.09	89.94	89.29	90	89.72	2.85	2.2	2.91	2.63
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	60.34	62.3	61.94	61.76	61.89	1.96	1.6	1.42	1.55
24	3384	A24 Northbound signalised junction with A272	108.57	109.7	109.9	109.47	109.47	1.13	1.33	0.9	0.9
25	3386	A24 southbound signals before A24/A272 junction	105.21	105.24	104.84	105.02	105.24	0.03	-0.37	-0.19	0.03
26	3438	Lordings Rd/A29	76.81	96.56	84.01	97.75	102.66	19.75	7.2	20.94	25.85
27	3624	Newbridge Rd/Lordings Rd Junction	55.26	61.74	56.84	62.09	66.55	6.48	1.58	6.83	11.29
28	3662	A23 at Pangdean Farm	67.05	68.8	69.74	69.75	68.71	1.75	2.69	2.7	1.66
29	3706	Hilland Roundabout	87.31	99.7	97.64	99.89	102.36	12.39	10.33	12.58	15.05
30	3720	A29/ New Road	88.52	98.79	97.03	99.17	100.93	10.27	8.51	10.65	12.41
31	3758	Southwater Street/Worthing Rd	62.03	90.93	93.32	92.94	89.82	28.9	31.29	30.91	27.79
32	3814	A24 NB Approach - Hop Oast Roundabout	74	88.12	93.5	91.54	87.76	14.12	19.5	17.54	13.76
33	3816	Five Oaks Roundabout	80.48	90.36	89.92	92.5	95.74	9.88	9.44	12.02	15.26
34	3824	B2237 exit at Hop Oast Roundabout	105.17	106.03	106.32	106.33	107.21	0.86	1.15	1.16	2.04
35	3908	Brighton Rd/Kerves Ln	61.71	68.3	69.98	69.61	68.12	6.59	8.27	7.9	6.41
36	3934	A281/New Street Junction Horsham Town Centre	101.95	103.68	106.94	106.81	103.46	1.73	4.99	4.86	1.51
37	3954	Five Oaks Rd/Lyon Rd	100.25	100.82	100.97	101.67	105.67	0.57	0.72	1.42	5.42
38	3960	A281/B2237 junction Horsham Centre	101.36	101.63	101.85	101.93	101.81	0.27	0.49	0.57	0.45
39	3970	A281/Springfield Road Junction	98.05	100.43	101.74	101.96	100.42	2.38	3.69	3.91	2.37
40	3978	New St/Brighton Rd	87.8	100.86	104.19	103.78	100.7	13.06	16.39	15.98	12.9
41	4022	A24 NB Diverge/Farthings Hill Interchange	99.89	98.71	100.12	100.11	98.71	-1.18	0.23	0.22	-1.18
42	4086	B2237/Wimblehurst Road	102.5	102.94	103.67	103.86	102.84	0.44	1.17	1.36	0.34
43	4140	Robin Hood Rbt	100.38	101.31	102.44	102.64	101.29	0.93	2.06	2.26	0.91
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	100.34	100.45	100.42	100.42	100.45	0.11	0.08	0.08	0.11
45	4192	A264 WB Approach to Moorhead Roundabout	99.41	101.12	103.14	102.89	102.03	1.71	3.73	3.48	2.62
46	4202	A281/New Street Junction Horsham Town Centre	57.25	61.29	68.14	66.03	59.56	4.04	10.89	8.78	2.31

Label	Node	Description	PM								
			Absolute Values (%)					Comparison To Reference Case (%)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
47	4220	Great Daux Roundabout A264 Westbound Approach	89.49	95.84	101.37	102.16	96.07	6.35	11.88	12.67	6.58
48	4234	Great Daux Roundabout/A264 Exit	100.91	101.39	99.31	98.91	101.37	0.48	-1.6	-2	0.46
49	4246	Pease Pottage Interchange WB Diverge	102.13	103.12	103.36	103.22	102.78	0.99	1.23	1.09	0.65
50	4260	M23 NB Diverge/Pease Pottage Rbt	86.07	97.14	87.52	84.23	92.56	11.07	1.45	-1.84	6.49
51	4272	Langhurst Wood Rd/A264	103.88	104.02	103.92	103.78	103.98	0.14	0.04	-0.1	0.1
52	4302	A24/Bell Rd	57.54	57.76	73.51	72.51	57.3	0.22	15.97	14.97	-0.24
53	4310	Faygate Roundabout/A264 WB Approach	91.61	94.01	98.4	100.93	95.42	2.4	6.79	9.32	3.81
54	4324	Knob Hill/Dorking Rd	86.75	88.25	104.84	105.02	89.07	1.5	18.09	18.27	2.32
55	4332	A264 EB Approach Bewbush Manor Roundabout	101.57	101.95	102.37	101.03	100.28	0.38	0.8	-0.54	-1.29
56	4344	A264/Langhurst Wood Road junction	92.78	91.75	90.65	92.41	92.59	-1.03	-2.13	-0.37	-0.19
57	4364	Breezehurst Approach to Breezehurst Roundabout	52.13	50.52	50.47	50.79	50.56	-1.61	-1.66	-1.34	-1.57
58	4380	Brighton Rd/Southgate Ave	119.87	123.5	124.34	122.88	123.33	3.63	4.47	3.01	3.46
59	4382	Southgate Ave/Ashdown Dr	105.47	108.14	108.21	107.99	107.58	2.67	2.74	2.52	2.11
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	94.76	101.45	101.17	100.97	101.3	6.69	6.41	6.21	6.54
61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	60.23	63.87	67.01	72.29	71.83	3.64	6.78	12.06	11.6
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	105.42	107.61	107.62	107.69	107.26	2.19	2.2	2.27	1.84
63	4430	Horsham Rd WB Approach - Cheals Roundabout	133.36	139.22	139.19	138.42	137.97	5.86	5.83	5.06	4.61
64	4436	Crawley Ave SB Approach to Cheals Roundabout	97.01	98.94	100.1	100.27	98.97	1.93	3.09	3.26	1.96
65	4482	Gossops Dr/Crawley Avenue Junction	105.41	104.75	103.71	102.59	104.2	-0.66	-1.7	-2.82	-1.21
66	4500	A283 /A29 South Roundabout Pulborough	100.94	101.34	102.37	103.46	101.86	0.4	1.43	2.52	0.92
67	4574	Peglar Way/High St	93.62	103.28	103.28	103.14	102.82	9.66	9.66	9.52	9.2
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	101.47	101.75	101.74	101.73	101.7	0.28	0.27	0.26	0.23
69	4620	A2300 northbound slip to A23	102.63	103.19	103.8	103.78	103.17	0.56	1.17	1.15	0.54
70	4652	Ifield Ave WB Approach - Ifield Roundabout	106.6	108.39	108.23	107.68	107.93	1.79	1.63	1.08	1.33
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	30.97	29.81	29.87	29.83	30.24	-1.16	-1.1	-1.14	-0.73
72	4660	Crawley Ave SB Approach - Ifield Roundabout	108.17	109.42	109.23	108.44	108.84	1.25	1.06	0.27	0.67
73	4664	A24 Northbound signalised junction with A272	50.38	49.53	47.59	47.96	49.94	-0.85	-2.79	-2.42	-0.44
74	4668	Ifield Ave SB Approach - Ifield Roundabout	102.19	102.23	102.22	102.22	102.22	0.04	0.03	0.03	0.03
75	4674	A283 High Street/Old Mill Road	108.62	108.29	108.07	107.94	108.93	-0.33	-0.55	-0.68	0.31
76	4682	A272/A281 roundabout north of Cowfold	90.82	95.62	95.75	95.28	95.22	4.8	4.93	4.46	4.4
77	4686	Ifield Ave/Stagelands	101.12	102.23	101.58	101.4	101.51	1.11	0.46	0.28	0.39
78	4696	Crawley Ave WB Approach - Tushmore Gyratory	108	108.05	108.03	108.01	108	0.05	0.03	0.01	0
79	4700	A272 Wineham Lane Junction	59.96	59.82	59.86	60.11	60.12	-0.14	-0.1	0.15	0.16
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	74.13	79.51	78.77	79.3	78.09	5.38	4.64	5.17	3.96
81	4726	Ifield Ave/Warren Dr	97.32	101.39	102.69	102.84	102.03	4.07	5.37	5.52	4.71
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	101.16	101.06	100.99	101.01	100.89	-0.1	-0.17	-0.15	-0.27
83	4784	London Rd/Manor Royal	104.85	104.87	104.62	104.85	104.71	0.02	-0.23	0	-0.14
84	4806	A24 Southbound Exit at Findon/A280 roundabout	67.19	68.08	67.97	68.2	68.02	0.89	0.78	1.01	0.83
85	4834	Bar Lane/A24 junction	103.1	104.52	104.23	104.35	104.74	1.42	1.13	1.25	1.64
86	4858	Crawley Interchange M23 SB Diverge	100.76	100.96	101.02	101.02	100.97	0.2	0.26	0.26	0.21
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	99.95	100	100.19	100.14	100.17	0.05	0.24	0.19	0.22
88	4874	Balcombe Rd/Steers Ln	101.9	101.84	101.72	101.84	101.71	-0.06	-0.18	-0.06	-0.19
89	4894	Steers Ln/Radford Rd	101.17	101.4	101.48	101.5	101.56	0.23	0.31	0.33	0.39
90	6039	Worth Rd/Haslett Avenue	101.93	101.85	101.5	101.42	101.79	-0.08	-0.43	-0.51	-0.14
91	6513	A272 signals over the A24/A272 junction	43.89	45.56	45.93	45.92	45.36	1.67	2.04	2.03	1.47
92	6516	A272 SB Merge with Worthing Road - Buck Barn	100	100	100	100	100	0	0	0	0

Label	Node	Description	PM								
			Absolute Values (%)				Comparison To Reference Case (%)				
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
93	6517	A272 westbound signals at the A24/A272 junction	114.56	117.31	116.68	118.25	117.7	2.75	2.12	3.69	3.14
94	6521	A24 eastbound approach to A24/A272 junction	100.08	101.22	101.34	101.05	102.06	1.14	1.26	0.97	1.98
95	7320	B2195 Exit at Moorhead Roundabout	105.24	105.34	105.27	105.4	105.24	0.1	0.03	0.16	0
96	7330	S Downs Way A23 NB Merge	69.39	73.05	74.9	75.34	72.92	3.66	5.51	5.95	3.53
97	7337	M23 Northbound slip road merge at J10	56.37	59.61	61.67	62.22	59.49	3.24	5.3	5.85	3.12
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	102.06	102.06	102.53	102.06	102.07	0	0.47	0	0.01
99	8217	Five Oaks Rd/A264 WB Approach	99.23	100.91	102.67	103.25	101.52	1.68	3.44	4.02	2.29
100	8223	A283 /A29 South Roundabout Pulborough	101.51	102.14	101.91	101.9	102	0.63	0.4	0.39	0.49
101	8239	Rusper Rd/Ifield Grn Junction	32.37	40.16	41.3	40.81	39.15	7.79	8.93	8.44	6.78
102	8241	Tangmere Rd/Rusper Rd	31.63	36.89	37.77	37.56	36.38	5.26	6.14	5.93	4.75
103	8243	A24 approach at Washington Roundabout	101.88	101.5	101.49	101.87	101.19	-0.38	-0.39	-0.01	-0.69
104	8267	M23 Junction 9 southbound on slip entry to mainline	110.78	111.7	111.88	111.84	111.69	0.92	1.1	1.06	0.91
105	8274	Park Rd/North St/East St	53.74	53.01	52.03	54.09	54.09	-0.73	-1.71	0.35	0.35
106	8287	Hop Oast Roundabout - Worthing Road approach	86.54	103.87	104.18	104.19	103.73	17.33	17.64	17.65	17.19
107	9002	A2011/Crawley Ave Signal	110.3	110.3	110.23	110.2	110.29	0	-0.07	-0.1	-0.01

Legend for V/C Differences

< 1.5 %

1.5% - 10%

> 10%

Appendix D Summary of Junction Delays for Local Plan Scenarios

Label	Node	Description	AM								
			Absolute Values (seconds)					Comparison To Reference Case (Difference Seconds)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
1	2672	A23 Dale Hill WB Diverge	9.05	10.02	11.02	11.05	10.33	0.97	1.97	2	1.28
2	2684	A281/A23 Dale NB Junction	217.21	283.06	292.86	295.64	287.89	65.85	75.65	78.43	70.68
3	2710	A283 approach at Washington Roundabout	15.34	16.69	18.18	18.51	17.35	1.35	2.84	3.17	2.01
4	2712	A24 approach at Washington Roundabout	543.88	558.66	543.85	545.25	551.67	14.78	-0.03	1.37	7.79
5	2722	A24 SB London Road approach at Washington Roundabout	7.87	8.28	8.58	8.52	8.38	0.41	0.71	0.65	0.51
6	2762	A283 High Street/Old Mill Road	217.89	225.34	223.23	228.53	229.68	7.45	5.34	10.64	11.79
7	2766	A283 Amberley Road Roundabout Storrington	70.88	71.83	72.02	71.83	71.63	0.95	1.14	0.95	0.75
8	2932	Albourne Rd/London Rd	29.25	29.16	32.59	34.54	29.16	-0.09	3.34	5.29	-0.09
9	3048	Pulborough - A283/A29 Junction	53.52	88.19	77.69	95.53	88.86	34.67	24.17	42.01	35.34
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	0	0	0	0	0	0	0	0	0
11	3214	Hickstead Dumbbell Roundabouts EB	3	3	3	3	3	0	0	0	0
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	41.32	41.37	40.69	44.59	41.9	0.05	-0.63	3.27	0.58
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	15.73	15.76	16.23	16.07	15.68	0.03	0.5	0.34	-0.05
14	3242	A23 Southbound Diverge to Hickstead Roundabout	6.04	6.24	6.46	6.45	6.25	0.2	0.42	0.41	0.21
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	890.2	987.19	957.75	969.41	969.49	96.99	67.55	79.21	79.29
16	3312	New St/East St/Angel St	8.83	8.97	8.98	8.94	9.1	0.14	0.15	0.11	0.27
17	3338	Bolney Road Approach to Cowfold Roundabout	9.51	9.5	9.58	9.49	9.49	-0.01	0.07	-0.02	-0.02
18	3340	Cowfold Road Approach to Cowfold Roundabout	13.03	13.03	13.03	13.03	13.03	0	0	0	0
19	3348	Brighton Road exit at Longbridge Roundabout	128.97	158.18	165.96	166.19	160.03	29.21	36.99	37.22	31.06
20	3350	M23 southbound slip at M23 junction 11 roundabouts	678.21	751.56	762.01	765.08	755.46	73.35	83.8	86.87	77.25
21	3352	A272 westbound signals at the A24/A272 junction	106.8	111.12	100.44	106.5	129.19	4.32	-6.36	-0.3	22.39
22	3378	A272/A281 roundabout north of Cowfold	46.72	58.07	66.62	71.28	60.34	11.35	19.9	24.56	13.62
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	96.73	156.93	173.5	199.84	219.04	60.2	76.77	103.11	122.31
24	3384	A24 Northbound signalised junction with A272	176.99	188.72	196.36	202.27	200.09	11.73	19.37	25.28	23.1
25	3386	A24 southbound signals before A24/A272 junction	130.51	131.31	134.26	134.55	133.12	0.8	3.75	4.04	2.61
26	3438	Lordings Rd/A29	13.24	28.99	15.47	32.04	118.19	15.75	2.23	18.8	104.95
27	3624	Newbridge Rd/Lordings Rd Junction	8.88	10.11	9.47	10.37	166.27	1.23	0.59	1.49	157.39
28	3662	A23 at Pangdean Farm	77.14	99.3	101.12	99.55	99.31	22.16	23.98	22.41	22.17
29	3706	Hilland Roundabout	14.66	15.69	15.82	15.87	15.95	1.03	1.16	1.21	1.29
30	3720	A29/ New Road	56.45	74	72.21	75.64	74.35	17.55	15.76	19.19	17.9
31	3758	Southwater Street/Worthing Rd	35.25	56.67	56.28	56.43	55.44	21.42	21.03	21.18	20.19
32	3814	A24 NB Approach - Hop Oast Roundabout	13.82	39.36	47.83	46.55	38.38	25.54	34.01	32.73	24.56
33	3816	Five Oaks Roundabout	64.68	104.82	104.27	102.32	98.28	40.14	39.59	37.64	33.6
34	3824	B2237 exit at Hop Oast Roundabout	7.68	8.32	8.67	8.63	8.18	0.64	0.99	0.95	0.5
35	3908	Brighton Rd/Kerves Ln	28.51	66.51	94.64	92.11	66.49	38	66.13	63.6	37.98
36	3934	A281/New Street Junction Horsham Town Centre	19.46	21.86	22.22	21.54	21.77	2.4	2.76	2.08	2.31
37	3954	Five Oaks Rd/Lyon Rd	19.43	23.01	24.59	24.34	22.96	3.58	5.16	4.91	3.53
38	3960	A281/B2237 junction Horsham Centre	85.25	97.71	93.72	91.66	88.73	12.46	8.47	6.41	3.48
39	3970	A281/Springfield Road Junction	62.31	68.52	69.22	69.12	67.52	6.21	6.91	6.81	5.21
40	3978	New St/Brighton Rd	9.08	11.22	14.03	14.03	11.09	2.14	4.95	4.95	2.01
41	4022	A24 NB Diverge/Farthings Hill Interchange	18.26	19.85	22.17	22.33	19.85	1.59	3.91	4.07	1.59
42	4086	B2237/Wimblehurst Road	150.99	151.86	158.04	153.53	151.3	0.87	7.05	2.54	0.31
43	4140	Robin Hood Rbt	19.73	20.06	21.01	21.14	20.04	0.33	1.28	1.41	0.31
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	25.84	36.67	38.48	26.63	26.53	10.83	12.64	0.79	0.69
45	4192	A264 WB Approach to Moorhead Roundabout	19.22	19.07	27.15	27.5	19.11	-0.15	7.93	8.28	-0.11
46	4202	A281/New Street Junction Horsham Town Centre	118.77	136.89	140.31	133.67	130.19	18.12	21.54	14.9	11.42

Label	Node	Description	AM								
			Absolute Values (seconds)					Comparison To Reference Case (Difference Seconds)			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
47	4220	Great Daux Roundabout A264 Westbound Approach	4.82	5.02	8.17	8.33	5.01	0.2	3.35	3.51	0.19
48	4234	Great Daux Roundabout/A264 Exit	0	0	0	0	0	0	0	0	0
49	4246	Pease Pottage Interchange WB Diverge	14.81	15.42	16.32	16.32	15.45	0.61	1.51	1.51	0.64
50	4260	M23 NB Diverge/Pease Pottage Rbt	16.89	28.84	27.69	23.54	23.56	11.95	10.8	6.65	6.67
51	4272	Langhurst Wood Rd/A264	13.92	14.14	14.87	14.96	14.15	0.22	0.95	1.04	0.23
52	4302	A24/Bell Rd	51.65	64.78	212.24	200.73	63.11	13.13	160.59	149.08	11.46
53	4310	Faygate Roundabout/A264 WB Approach	12.17	16.52	21.07	23.41	18.25	4.35	8.9	11.24	6.08
54	4324	Knob Hill/Dorking Rd	17	20.26	128.13	126.5	19.93	3.26	111.13	109.5	2.93
55	4332	A264 EB Approach Bewbush Manor Roundabout	34.64	28.23	27.53	27.59	27.87	-6.41	-7.11	-7.05	-6.77
56	4344	A264/Langhurst Wood Road junction	79.09	207.23	234.91	249.38	236.66	128.14	155.82	170.29	157.57
57	4364	Breezehurst Approach to Breezehurst Roundabout	7.52	117.19	158.4	171.95	153.75	109.67	150.88	164.43	146.23
58	4380	Brighton Rd/Southgate Ave	8.67	8.57	8.47	8.52	8.57	-0.1	-0.2	-0.15	-0.1
59	4382	Southgate Ave/Ashdown Dr	29.37	29.2	29.01	29.04	29.24	-0.17	-0.36	-0.33	-0.13
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	5.87	5.96	5.93	5.81	5.83	0.09	0.06	-0.06	-0.04
61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	87.48	209.62	238.32	266.11	246.1	122.14	150.84	178.63	158.62
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	7.03	6.66	6.58	6.31	6.35	-0.37	-0.45	-0.72	-0.68
63	4430	Horsham Rd WB Approach - Cheals Roundabout	6.5	6.26	6.39	6.26	6.16	-0.24	-0.11	-0.24	-0.34
64	4436	Crawley Ave SB Approach to Cheals Roundabout	14.02	15.55	16.71	16.3	14.37	1.53	2.69	2.28	0.35
65	4482	Gossops Dr/Crawley Avenue Junction	25.32	18	18.82	19.23	17.87	-7.32	-6.5	-6.09	-7.45
66	4500	A283 /A29 South Roundabout Pulborough	116.51	272.89	299.75	313.79	303.21	156.38	183.24	197.28	186.7
67	4574	Peglar Way/High St	21.54	22.09	22.08	22.04	21.79	0.55	0.54	0.5	0.25
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	81.25	88.45	84.54	85.21	86.77	7.2	3.29	3.96	5.52
69	4620	A2300 northbound slip to A23	39.31	31.5	37.59	31.49	34.57	-7.81	-1.72	-7.82	-4.74
70	4652	Ifield Ave WB Approach - Ifield Roundabout	5.05	5.13	5.13	5.1	5.11	0.08	0.08	0.05	0.06
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	38.04	56.24	66.25	63.25	45.55	18.2	28.21	25.21	7.51
72	4660	Crawley Ave SB Approach - Ifield Roundabout	3.59	3.64	3.63	3.63	3.63	0.05	0.04	0.04	0.04
73	4664	A24 Northbound signalised junction with A272	20.47	31.2	31.13	31.19	31.12	10.73	10.66	10.72	10.65
74	4668	Ifield Ave SB Approach - Ifield Roundabout	10.46	9.84	9.6	9.61	10.02	-0.62	-0.86	-0.85	-0.44
75	4674	A283 High Street/Old Mill Road	125.06	123.39	123.35	123.43	123.34	-1.67	-1.71	-1.63	-1.72
76	4682	A272/A281 roundabout north of Cowfold	24.1	27.47	27.31	26.5	27.05	3.37	3.21	2.4	2.95
77	4686	Ifield Ave/Stagelands	71.91	71.63	74.55	72.4	73.44	-0.28	2.64	0.49	1.53
78	4696	Crawley Ave WB Approach - Tushmore Gyratory	20.28	20.55	20.55	20.53	20.57	0.27	0.27	0.25	0.29
79	4700	A272 Wineham Lane Junction	84.04	63.34	61.31	61.01	71.26	-20.7	-22.73	-23.03	-12.78
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	38.67	25.99	25.78	25.78	33.14	-12.68	-12.89	-12.89	-5.53
81	4726	Ifield Ave/Warren Dr	15.43	15.4	15.28	15.3	15.41	-0.03	-0.15	-0.13	-0.02
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	0	0	0	0	0	0	0	0	0
83	4784	London Rd/Manor Royal	43.26	43.29	43.29	43.29	43.3	0.03	0.03	0.03	0.04
84	4806	A24 Southbound Exit at Findon/A280 roundabout	52.19	53.03	54.14	54.64	53.5	0.84	1.95	2.45	1.31
85	4834	Bar Lane/A24 junction	150.73	156.92	154.44	158.09	155.18	6.19	3.71	7.36	4.45
86	4858	Crawley Interchange M23 SB Diverge	2.75	2.76	2.75	2.76	2.77	0.01	0	0.01	0.02
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	3.45	3.78	3.67	3.69	3.77	0.33	0.22	0.24	0.32
88	4874	Balcombe Rd/Steers Ln	24.03	24.03	24.03	24.03	24.03	0	0	0	0
89	4894	Steers Ln/Radford Rd	45.47	44.49	42.4	44.31	45.45	-0.98	-3.07	-1.16	-0.02
90	6039	Worth Rd/Haslett Avenue	35.56	35.56	35.56	35.56	35.56	0	0	0	0
91	6513	A272 signals over the A24/A272 junction	10.39	21.13	30.25	31.28	17.85	10.74	19.86	20.89	7.46
92	6516	A272 SB Merge with Worthing Road - Buck Barn	27.4	30.74	44.84	40.49	29.55	3.34	17.44	13.09	2.15

Label	Node	Description	AM								
			Absolute Values (seconds)				Comparison To Reference Case (Difference Seconds)				
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
93	6517	A272 westbound signals at the A24/A272 junction	5.08	5.35	5.39	5.45	5.36	0.27	0.31	0.37	0.28
94	6521	A24 eastbound approach to A24/A272 junction	3.56	3.59	3.57	9.32	3.58	0.03	0.01	5.76	0.02
95	7320	B2195 Exit at Moorhead Roundabout	126.79	124.46	124.86	125.1	125.79	-2.33	-1.93	-1.69	-1
96	7330	S Downs Way A23 NB Merge	17.92	145.76	157.69	168.32	154.2	127.84	139.77	150.4	136.28
97	7337	M23 Northbound slip road merge at J10	492.28	564.84	566.58	574.72	569.92	72.56	74.3	82.44	77.64
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	7.14	7.16	7.28	7.27	7.16	0.02	0.14	0.13	0.02
99	8217	Five Oaks Rd/A264 WB Approach	7.79	8.94	8.74	8.94	9.33	1.15	0.95	1.15	1.54
100	8223	A283 /A29 South Roundabout Pulborough	22.66	23.43	23.38	23.78	23.63	0.77	0.72	1.12	0.97
101	8239	Rusper Rd/Ifield Grn Junction	5.06	45.45	60.02	73.48	62.8	40.39	54.96	68.42	57.74
102	8241	Tangmere Rd/Rusper Rd	10.83	123.59	143.82	142.8	127.69	112.76	132.99	131.97	116.86
103	8243	A24 approach at Washington Roundabout	72.33	236.06	270.15	284.81	254.43	163.73	197.82	212.48	182.1
104	8267	M23 Junction 9 southbound on slip entry to mainline	198.08	213.12	223.49	224.98	214.45	15.04	25.41	26.9	16.37
105	8274	Park Rd/North St/East St	36.12	38.34	37.37	46.41	38.46	2.22	1.25	10.29	2.34
106	8287	Hop Oast Roundabout - Worthing Road approach	197.75	277.91	295.57	293.83	276.82	80.16	97.82	96.08	79.07
107	9002	A2011/Crawley Ave Signal	39.34	39.77	39.78	39.65	39.65	0.43	0.44	0.31	0.31

Legend for Delay Differences (seconds)

< -15 seconds

+15 - 60 seconds

> +60 seconds

Label	Node	Description	PM									
			Absolute Values (seconds)					Comparison To Reference Case (Difference Seconds)				
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	
1	2672	A23 Dale Hill WB Diverge	4.13	4.63	4.9	4.96	4.61	0.5	0.77	0.83	0.48	
2	2684	A281/A23 Dale NB Junction	35.22	44.59	51.52	53.42	44.18	9.37	16.3	18.2	8.96	
3	2710	A283 approach at Washington Roundabout	143.09	136.81	155.39	140.41	140.22	-6.28	12.3	-2.68	-2.87	
4	2712	A24 approach at Washington Roundabout	8.24	19.86	18.09	19.99	18.93	11.62	9.85	11.75	10.69	
5	2722	A24 SB London Road approach at Washington Roundabout	110.98	106.69	120.35	110.13	107	-4.29	9.37	-0.85	-3.98	
6	2762	A283 High Street/Old Mill Road	41.24	44.49	44.57	44.41	44.36	3.25	3.33	3.17	3.12	
7	2766	A283 Amberley Road Roundabout Storrington	77.89	77.75	76.91	77.39	77.77	-0.14	-0.98	-0.5	-0.12	
8	2932	Albourne Rd/London Rd	29.26	29.03	29.02	29.02	29.02	-0.23	-0.24	-0.24	-0.24	
9	3048	Pulborough - A283/A29 Junction	48.32	51.91	47.37	52.44	53.02	3.59	-0.95	4.12	4.7	
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	24.65	24.97	24.97	24.98	24.98	0.32	0.32	0.33	0.33	
11	3214	Hickstead Dumbbell Roundabouts EB	15.16	15.16	15.19	15.18	15.16	0	0.03	0.02	0	
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	184.83	181.91	182.15	181.77	183.43	-2.92	-2.68	-3.06	-1.4	
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	183.25	206.89	207.79	216.87	209.56	23.64	24.54	33.62	26.31	
14	3242	A23 Southbound Diverge to Hickstead Roundabout	35.28	30.68	32.33	32.34	33.9	-4.6	-2.95	-2.94	-1.38	
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	6.24	6.72	6.88	6.98	6.7	0.48	0.64	0.74	0.46	
16	3312	New St/East St/Angel St	26.5	41.14	30.56	46.46	42.49	14.64	4.06	19.96	15.99	
17	3338	Bolney Road Approach to Cowfold Roundabout	77.83	101.84	98.6	107.63	99.48	24.01	20.77	29.8	21.65	
18	3340	Cowfold Road Approach to Cowfold Roundabout	13.03	13.03	13.03	13.03	13.03	0	0	0	0	
19	3348	Brighton Road exit at Longbridge Roundabout	126.84	157.52	136.25	148.85	159.73	30.68	9.41	22.01	32.89	
20	3350	M23 southbound slip at M23 junction 11 roundabouts	17.66	17.94	16.84	16.75	17.42	0.28	-0.82	-0.91	-0.24	
21	3352	A272 westbound signals at the A24/A272 junction	27.96	30.17	29.29	31.2	30.35	2.21	1.33	3.24	2.39	
22	3378	A272/A281 roundabout north of Cowfold	12.57	13.75	13.52	13.53	13.67	1.18	0.95	0.96	1.1	
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	20.71	21.36	22.12	21.91	21.28	0.65	1.41	1.2	0.57	
24	3384	A24 Northbound signalised junction with A272	191.74	212.19	215.77	207.95	208.03	20.45	24.03	16.21	16.29	
25	3386	A24 southbound signals before A24/A272 junction	120.36	120.74	113.58	116.84	120.85	0.38	-6.78	-3.52	0.49	
26	3438	Lordings Rd/A29	23.47	54.29	30.21	59.15	113.1	30.82	6.74	35.68	89.63	
27	3624	Newbridge Rd/Lordings Rd Junction	10.41	11.21	10.36	11.29	14.34	0.8	-0.05	0.88	3.93	
28	3662	A23 at Pangdean Farm	4.09	4.2	4.24	4.25	4.19	0.11	0.15	0.16	0.1	
29	3706	Hilland Roundabout	15.34	22.75	18.64	23.51	67.88	7.41	3.3	8.17	52.54	
30	3720	A29/ New Road	80.29	284.69	183.15	298.69	302.71	204.4	102.86	218.4	222.42	
31	3758	Southwater Street/Worthing Rd	57.14	100.98	105.28	104.86	99.29	43.84	48.14	47.72	42.15	
32	3814	A24 NB Approach - Hop Oast Roundabout	8.5	12.66	16.38	14.7	12.5	4.16	7.88	6.2	4	
33	3816	Five Oaks Roundabout	21.28	27.09	23.29	26.2	34.94	5.81	2.01	4.92	13.66	
34	3824	B2237 exit at Hop Oast Roundabout	183.2	232.55	231.31	231.87	254.38	49.35	48.11	48.67	71.18	
35	3908	Brighton Rd/Kerves Ln	12.38	15.67	18	18.54	15.33	3.29	5.62	6.16	2.95	
36	3934	A281/New Street Junction Horsham Town Centre	107.7	142.98	205.44	203.27	138.39	35.28	97.74	95.57	30.69	
37	3954	Five Oaks Rd/Lyon Rd	67.08	81.64	83.6	97.93	173.28	14.56	16.52	30.85	106.2	
38	3960	A281/B2237 junction Horsham Centre	52.93	54.11	54.02	55.63	61.05	1.18	1.09	2.7	8.12	
39	3970	A281/Springfield Road Junction	32.4	40.19	63.77	67.73	40.09	7.79	31.37	35.33	7.69	
40	3978	New St/Brighton Rd	6.84	31.02	91.5	84.17	27.75	24.18	84.66	77.33	20.91	
41	4022	A24 NB Diverge/Farthings Hill Interchange	17.49	17.34	19.68	19.42	17.34	-0.15	2.19	1.93	-0.15	
42	4086	B2237/Wimblehurst Road	66.99	74.84	88.02	91.44	73.19	7.85	21.03	24.45	6.2	
43	4140	Robin Hood Rbt	29.69	46.54	66.74	70.31	46.16	16.85	37.05	40.62	16.47	
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	26.27	27.51	30.48	29	27.42	1.24	4.21	2.73	1.15	

Label	Node	Description	PM									
			Absolute Values (seconds)					Comparison To Reference Case (Difference Seconds)				
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	
45	4192	A264 WB Approach to Moorhead Roundabout	20.43	32.67	69.03	64.57	48.96	12.24	48.6	44.14	28.53	
46	4202	A281/New Street Junction Horsham Town Centre	3.55	3.94	4.35	4.2	3.85	0.39	0.8	0.65	0.3	
47	4220	Great Daux Roundabout A264 Westbound Approach	6.09	10.9	44.77	59.43	11.56	4.81	38.68	53.34	5.47	
48	4234	Great Daux Roundabout/A264 Exit	16.87	25.21	0.01	0	25.06	8.34	-16.86	-16.87	8.19	
49	4246	Pease Pottage Interchange WB Diverge	56.3	74.14	78.42	75.93	68.12	17.84	22.12	19.63	11.82	
50	4260	M23 NB Diverge/Pease Pottage Rbt	14.79	15.1	15.27	15.18	14.89	0.31	0.48	0.39	0.1	
51	4272	Langhurst Wood Rd/A264	86.3	88.82	86.94	84.44	88.03	2.52	0.64	-1.86	1.73	
52	4302	A24/Bell Rd	12.02	11.25	19.31	19.15	11.71	-0.77	7.29	7.13	-0.31	
53	4310	Faygate Roundabout/A264 WB Approach	11.85	13.34	24.13	43.02	15.47	1.49	12.28	31.17	3.62	
54	4324	Knob Hill/Dorking Rd	24.96	25.99	127.93	129.77	26.81	1.03	102.97	104.81	1.85	
55	4332	A264 EB Approach Bewbush Manor Roundabout	49.92	56.73	64.27	40.25	26.7	6.81	14.35	-9.67	-23.22	
56	4344	A264/Langhurst Wood Road junction	39.12	37.5	34.4	39.46	39.06	-1.62	-4.72	0.34	-0.06	
57	4364	Breezehurst Approach to Breezehurst Roundabout	5.62	5.44	5.43	5.47	5.44	-0.18	-0.19	-0.15	-0.18	
58	4380	Brighton Rd/Southgate Ave	429.88	493.55	507.65	482.34	490.66	63.67	77.77	52.46	60.78	
59	4382	Southgate Ave/Ashdown Dr	124.76	171.68	172.84	168.77	162.69	46.92	48.08	44.01	37.93	
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	48.14	96.34	89.95	85.5	92.25	48.2	41.81	37.36	44.11	
61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	9.07	9.03	9.51	10.64	10.52	-0.04	0.44	1.57	1.45	
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	149.27	196.34	195.58	194.54	187.32	47.07	46.31	45.27	38.05	
63	4430	Horsham Rd WB Approach - Cheals Roundabout	688.77	796.89	798.19	784.01	773.75	108.12	109.42	95.24	84.98	
64	4436	Crawley Ave SB Approach to Cheals Roundabout	37.85	42.58	45.77	48.6	42.44	4.73	7.92	10.75	4.59	
65	4482	Gossops Dr/Crawley Avenue Junction	121.07	105.4	86.3	66.18	95.11	-15.67	-34.77	-54.89	-25.96	
66	4500	A283 /A29 South Roundabout Pulborough	59.74	66.98	85.48	105.11	76.27	7.24	25.74	45.37	16.53	
67	4574	Peglar Way/High St	27.69	87.1	87.17	84.57	78.85	59.41	59.48	56.88	51.16	
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	57.75	62.59	62.57	62.26	61.7	4.84	4.82	4.51	3.95	
69	4620	A2300 northbound slip to A23	79.86	89.91	100.89	100.49	89.51	10.05	21.03	20.63	9.65	
70	4652	Ifield Ave WB Approach - Ifield Roundabout	223.26	256.2	252.49	242.81	247.63	32.94	29.23	19.55	24.37	
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	9.75	9.22	9.22	9.21	9.41	-0.53	-0.53	-0.54	-0.34	
72	4660	Crawley Ave SB Approach - Ifield Roundabout	172.78	194.59	191.48	177	184.28	21.81	18.7	4.22	11.5	
73	4664	A24 Northbound signalised junction with A272	0	0	0	0	0	0	0	0	0	
74	4668	Ifield Ave SB Approach - Ifield Roundabout	66.48	66.49	66.5	66.48	66.47	0.01	0.02	0	-0.01	
75	4674	A283 High Street/Old Mill Road	175.16	169.16	165.23	162.88	180.74	-6	-9.93	-12.28	5.58	
76	4682	A272/A281 roundabout north of Cowfold	25.03	31.21	31.52	30.63	30.45	6.18	6.49	5.6	5.42	
77	4686	Ifield Ave/Stagelands	83.92	105.1	92.57	89.28	93.55	21.18	8.65	5.36	9.63	
78	4696	Crawley Ave WB Approach - Tushmore Gyrotory	166.31	167.24	166.86	166.45	166.2	0.93	0.55	0.14	-0.11	
79	4700	A272 Wineham Lane Junction	25.5	25.46	25.47	25.51	25.52	-0.04	-0.03	0.01	0.02	
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	23.65	24.1	24.04	24.08	23.98	0.45	0.39	0.43	0.33	
81	4726	Ifield Ave/Warren Dr	13.8	52.43	76.75	78.28	62.78	38.63	62.95	64.48	48.98	
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	20.8	19.03	17.79	18.21	16.06	-1.77	-3.01	-2.59	-4.74	
83	4784	London Rd/Manor Royal	132.84	133.09	128.59	132.84	130.28	0.25	-4.25	0	-2.56	
84	4806	A24 Southbound Exit at Findon/A280 roundabout	15.82	15.92	15.89	15.93	15.91	0.1	0.07	0.11	0.09	
85	4834	Bar Lane/A24 junction	75.25	100.99	95.79	97.97	104.9	25.74	20.54	22.72	29.65	
86	4858	Crawley Interchange M23 SB Diverge	13.77	17.28	18.45	18.3	17.37	3.51	4.68	4.53	3.6	
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	3	3	6.34	5.45	6.15	0	3.34	2.45	3.15	
88	4874	Balcombe Rd/Steers Ln	61.82	60.82	58.59	60.86	58.43	-1	-3.23	-0.96	-3.39	
89	4894	Steers Ln/Radford Rd	49.64	53.79	55.19	55.55	56.55	4.15	5.55	5.91	6.91	
90	6039	Worth Rd/Haslett Avenue	74.81	73.3	66.98	65.6	72.2	-1.51	-7.83	-9.21	-2.61	

Label	Node	Description	PM										
			Absolute Values (seconds)					Comparison To Reference Case (Difference Seconds)					
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D		
91	6513	A272 signals over the A24/A272 junction	0	0	0	0	0	0	0	0	0	0	0
92	6516	A272 SB Merge with Worthing Road - Buck Barn	73.2	76.56	77.35	77.31	76.16	3.36	4.15	4.11	2.96		
93	6517	A272 westbound signals at the A24/A272 junction	262.03	311.57	300.23	328.52	318.59	49.54	38.2	66.49	56.56		
94	6521	A24 eastbound approach to A24/A272 junction	3.55	21.95	24.05	18.94	37.11	18.4	20.5	15.39	33.56		
95	7320	B2195 Exit at Moorhead Roundabout	128.88	130.58	129.3	131.61	128.8	1.7	0.42	2.73	-0.08		
96	7330	S Downs Way A23 NB Merge	6.43	7.16	7.61	7.73	7.13	0.73	1.18	1.3	0.7		
97	7337	M23 Northbound slip road merge at J10	17.35	19.51	21.21	21.57	19.4	2.16	3.86	4.22	2.05		
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	284.73	299.15	308.23	299.82	299.95	14.42	23.5	15.09	15.22		
99	8217	Five Oaks Rd/A264 WB Approach	16.78	33.83	65.66	76.12	44.77	17.05	48.88	59.34	27.99		
100	8223	A283 /A29 South Roundabout Pulborough	46.84	58.26	54.02	53.91	55.63	11.42	7.18	7.07	8.79		
101	8239	Rusper Rd/Ifield Grn Junction	5.01	4.97	5.01	5.06	5.04	-0.04	0	0.05	0.03		
102	8241	Tangmere Rd/Rusper Rd	5.21	7.68	7.86	7.73	7.56	2.47	2.65	2.52	2.35		
103	8243	A24 approach at Washington Roundabout	65.86	75.23	75.15	81.97	67.75	9.37	9.29	16.11	1.89		
104	8267	M23 Junction 9 southbound on slip entry to mainline	251.78	268.28	271.53	270.8	268.1	16.5	19.75	19.02	16.32		
105	8274	Park Rd/North St/East St	11.88	11.63	11.3	12.01	12	-0.25	-0.58	0.13	0.12		
106	8287	Hop Oast Roundabout - Worthing Road approach	40.94	132.89	139.04	139.01	130.23	91.95	98.1	98.07	89.29		
107	9002	A2011/Crawley Ave Signal	210.43	210.46	209.06	208.51	210.16	0.03	-1.37	-1.92	-0.27		

Legend for Delay Differences (seconds)

< -15 seconds

+15 - 60 seconds

> +60 seconds

Appendix E Summary Junction Throughput for Local Plan Scenarios

Label	Node	Description	AM												
			Absolute Values (pcus)					Comparison To Reference Case (Difference)				Comparison To Reference Case %			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
1	2672	A23 Dale Hill WB Diverge	8275	8383	8386	8385	8384	108.11	110.83	110.82	109.25	1%	1%	1%	1%
2	2684	A281/A23 Dale NB Junction	8105	8207	8184	8183	8204	102.56	79.24	77.72	99.14	1%	1%	1%	1%
3	2710	A283 approach at Washington Roundabout	5151	5197	5239	5248	5217	46.12	87.8	96.28	65.47	1%	2%	2%	1%
4	2712	A24 approach at Washington Roundabout	5339	5378	5366	5366	5369	38.87	27.61	27.24	30.09	1%	1%	1%	1%
5	2722	A24 SB London Road approach at Washington Roundabout	5256	5317	5371	5362	5335	60.62	114.66	105.94	78.84	1%	2%	2%	1%
6	2762	A283 High Street/Old Mill Road	3275	3299	3299	3302	3304	24.29	23.73	27.33	28.91	1%	1%	1%	1%
7	2766	A283 Amberley Road Roundabout Storrington	2724	2730	2728	2733	2733	6.08	4.69	9.06	9.66	0%	0%	0%	0%
8	2932	Albourne Rd/London Rd	1600	1785	1706	1702	1792	184.85	106.07	101.67	191.66	12%	7%	6%	12%
9	3048	Pulborough - A283/A29 Junction	4074	4301	4157	4335	4332	227.22	82.64	260.86	257.44	6%	2%	6%	6%
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	3846	3851	3890	3881	3847	4.77	43.67	34.5	0.37	0%	1%	1%	0%
11	3214	Hickstead Dumbbell Roundabouts EB	3623	3636	3663	3661	3636	13.3	39.68	37.7	12.76	0%	1%	1%	0%
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	2980	2991	3015	3016	2991	10.95	34.77	35.46	10.54	0%	1%	1%	0%
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	6214	6237	6292	6281	6231	22.34	77.31	66.95	16.6	0%	1%	1%	0%
14	3242	A23 Southbound Diverge to Hickstead Roundabout	7529	7638	7756	7748	7643	109.5	227.04	219.39	114.72	1%	3%	3%	2%
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	8421	8421	8420	8420	8421	0.29	-1.23	-0.85	-0.47	0%	0%	0%	0%
16	3312	New St/East St/Angel St	1200	1161	1162	1129	1163	-38.64	-37.3	-70.9	-36.97	-3%	-3%	-6%	-3%
17	3338	Bolney Road Approach to Cowfold Roundabout	3291	3319	3326	3324	3316	27.48	35.24	33.09	24.51	1%	1%	1%	1%
18	3340	Cowfold Road Approach to Cowfold Roundabout	1560	1560	1560	1560	1560	0	0	0	0	0%	0%	0%	0%
19	3348	Brighton Road exit at Longbridge Roundabout	3301	3317	3319	3319	3320	15.8	17.91	17.96	19.39	0%	1%	1%	1%
20	3350	M23 southbound slip at M23 junction 11 roundabouts	4242	4271	4267	4277	4277	29.31	25.22	34.72	35.04	1%	1%	1%	1%
21	3352	A272 westbound signals at the A24/A272 junction	4953	5078	5064	5087	5101	124.22	110.98	133.6	147.62	3%	2%	3%	3%
22	3378	A272/A281 roundabout north of Cowfold	5295	5438	5400	5445	5459	143.62	105.63	149.74	164.67	3%	2%	3%	3%
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	3894	3833	3826	3842	3846	-60.47	-68.35	-51.74	-47.86	-2%	-2%	-1%	-1%
24	3384	A24 Northbound signalised junction with A272	7262	7511	7489	7547	7516	249.14	227.08	285.15	254.41	3%	3%	4%	4%
25	3386	A24 southbound signals before A24/A272 junction	7412	7678	7704	7720	7680	266.67	292.18	308.8	268.06	4%	4%	4%	4%
26	3438	Lordings Rd/A29	3692	4305	3881	4404	4319	612.85	188.92	711.79	626.41	17%	5%	19%	17%
27	3624	Newbridge Rd/Lordings Rd Junction	3474	3934	3791	3970	4094	459.18	316.7	495.5	619.39	13%	9%	14%	18%

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28	3662	A23 at Pangdean Farm	2895	3007	3040	3029	2997	111.18	144.99	133.18	101.53	4%	5%	5%	4%
29	3706	Hilland Roundabout	5253	5690	5672	5779	5803	437.25	419.39	525.94	550.52	8%	8%	10%	10%
30	3720	A29/ New Road	4961	5433	5415	5520	5521	472.82	454.79	559.31	560.08	10%	9%	11%	11%
31	3758	Southwater Street/Worthing Rd	1628	2170	2172	2176	2157	542.02	544.31	548.11	529.39	33%	33%	34%	33%
32	3814	A24 NB Approach - Hop Oast Roundabout	5593	5906	5922	5918	5911	312.6	328.74	324.77	317.35	6%	6%	6%	6%
33	3816	Five Oaks Roundabout	5162	5440	5408	5493	5470	277.78	246.09	331.56	308.62	5%	5%	6%	6%
34	3824	B2237 exit at Hop Oast Roundabout	4565	4676	4721	4714	4655	111.05	156.33	149.59	90.51	2%	3%	3%	2%
35	3908	Brighton Rd/Kerves Ln	3986	4364	4435	4427	4364	377.19	448.32	440.64	377.35	9%	11%	11%	9%
36	3934	A281/New Street Junction Horsham Town Centre	3674	3807	3782	3774	3809	132.84	108.51	99.89	135.64	4%	3%	3%	4%
37	3954	Five Oaks Rd/Lyon Rd	4303	4448	4519	4513	4448	144.62	216.44	210.48	145.42	3%	5%	5%	3%
38	3960	A281/B2237 junction Horsham Centre	6051	6323	6393	6374	6287	271.81	341.97	323.21	235.98	4%	6%	5%	4%
39	3970	A281/Springfield Road Junction	5926	6114	6180	6185	6082	187.97	254.34	259.18	156.09	3%	4%	4%	3%
40	3978	New St/Brighton Rd	1231	1369	1462	1439	1356	137.93	230.73	207.56	124.55	11%	19%	17%	10%
41	4022	A24 NB Diverge/Farthings Hill Interchange	3965	3955	4029	4030	3954	-9.76	64.35	65.82	-11	0%	2%	2%	0%
42	4086	B2237/Wimblehurst Road	5121	5230	5286	5262	5206	109.12	164.93	141.24	84.88	2%	3%	3%	2%
43	4140	Robin Hood Rbt	5101	5293	5563	5574	5286	192.6	462.6	473.62	184.92	4%	9%	9%	4%
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	6613	6747	6750	6730	6714	133.9	136.87	116.57	101.01	2%	2%	2%	2%
45	4192	A264 WB Approach to Moorhead Roundabout	5188	5192	5229	5230	5203	3.64	40.58	41.66	14.44	0%	1%	1%	0%
46	4202	A281/New Street Junction Horsham Town Centre	10158	10340	10373	10355	10314	181.39	215.37	196.59	156.09	2%	2%	2%	2%
47	4220	Great Daux Roundabout A264 Westbound Approach	5248	5372	5859	5883	5368	124.42	611.3	635.4	120.2	2%	12%	12%	2%
48	4234	Great Daux Roundabout/A264 Exit	4166	4427	5069	5016	4363	260.42	902.78	849.72	196.81	6%	22%	20%	5%
49	4246	Pease Pottage Interchange WB Diverge	5364	5624	5914	5954	5670	259.81	550.12	589.88	306.42	5%	10%	11%	6%
50	4260	M23 NB Diverge/Pease Pottage Rbt	7547	7658	7656	7647	7647	110.75	108.36	99.68	99.74	1%	1%	1%	1%
51	4272	Langhurst Wood Rd/A264	3876	3986	4177	4209	3985	110.06	301.04	332.76	109.18	3%	8%	9%	3%
52	4302	A24/Bell Rd	5039	5152	6171	6150	5131	113.23	1132.26	1111.34	92.02	2%	22%	22%	2%
53	4310	Faygate Roundabout/A264 WB Approach	5927	6063	6112	6147	6082	135.96	185.44	219.98	155.45	2%	3%	4%	3%
54	4324	Knob Hill/Dorking Rd	4613	4711	5440	5428	4698	98.42	827.16	815.42	85.14	2%	18%	18%	2%
55	4332	A264 EB Approach Bewbush Manor Roundabout	4888	5050	5042	4921	4928	162.12	154.11	32.68	40.08	3%	3%	1%	1%
56	4344	A264/Langhurst Wood Road junction	5307	5455	5515	5526	5478	148.13	207.38	218.29	171.12	3%	4%	4%	3%
57	4364	Breezehurst Approach to Breezehurst Roundabout	3352	4486	4520	4529	4516	1133.71	1168.35	1176.98	1163.83	34%	35%	35%	35%
58	4380	Brighton Rd/Southgate Ave	3762	3748	3728	3737	3748	-14.48	-34.51	-25.54	-14.68	0%	-1%	-1%	0%
59	4382	Southgate Ave/Ashdown Dr	2414	2366	2341	2357	2374	-48.18	-72.74	-56.57	-40.22	-2%	-3%	-2%	-2%
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	4088	4170	4135	4062	4087	82.83	47.1	-25.98	-0.08	2%	1%	-1%	0%

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61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	5640	6117	6081	6092	6140	476.74	441.19	451.49	499.78	8%	8%	8%	9%
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	4776	4745	4715	4644	4663	-31.16	-61.26	-131.9	-113.18	-1%	-1%	-3%	-2%
63	4430	Horsham Rd WB Approach - Cheals Roundabout	5428	5609	5661	5593	5466	181.3	233.31	165.28	38.52	3%	4%	3%	1%
64	4436	Crawley Ave SB Approach to Cheals Roundabout	5008	5135	5202	5179	5046	126.94	193.86	171.12	38.04	3%	4%	3%	1%
65	4482	Gossops Dr/Crawley Avenue Junction	3930	3857	3884	3884	3798	-73.38	-46.58	-45.92	-132.46	-2%	-1%	-1%	-3%
66	4500	A283 /A29 South Roundabout Pulborough	8823	8467	8410	8383	8504	-355.82	-412.31	-439.66	-319.01	-4%	-5%	-5%	-4%
67	4574	Peglar Way/High St	1401	1572	1569	1555	1480	170.64	168.12	153.8	78.88	12%	12%	11%	6%
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	4820	4914	4902	4891	4888	93.41	81.62	70.82	67.29	2%	2%	1%	1%
69	4620	A2300 northbound slip to A23	2955	3045	3018	3011	3029	90.23	63.82	56.66	74.02	3%	2%	2%	3%
70	4652	Ifield Ave WB Approach - Ifield Roundabout	3228	3256	3259	3230	3230	28.64	31.21	2.37	2.25	1%	1%	0%	0%
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	5454	5222	5173	5154	5261	-231.76	-280.59	-299.62	-192.84	-4%	-5%	-5%	-4%
72	4660	Crawley Ave SB Approach - Ifield Roundabout	3123	3271	3266	3255	3265	148.92	143.27	132.23	141.93	5%	5%	4%	5%
73	4664	A24 Northbound signalised junction with A272	5454	5180	5108	5095	5245	-273.3	-345.46	-358.66	-208.89	-5%	-6%	-7%	-4%
74	4668	Ifield Ave SB Approach - Ifield Roundabout	4204	4196	4189	4190	4203	-7.56	-15.32	-13.96	-1.08	0%	0%	0%	0%
75	4674	A283 High Street/Old Mill Road	4266	4849	4924	4925	4803	582.61	657.48	659.1	536.98	14%	15%	15%	13%
76	4682	A272/A281 roundabout north of Cowfold	3715	3757	3754	3756	3748	42.77	39.55	41.15	33.05	1%	1%	1%	1%
77	4686	Ifield Ave/Stagelands	4617	4639	4599	4604	4645	22.27	-17.92	-13.56	27.97	0%	0%	0%	1%
78	4696	Crawley Ave WB Approach - Tushmore Gyatory	2352	2446	2445	2437	2452	94.08	93.26	85.18	100.11	4%	4%	4%	4%
79	4700	A272 Wineham Lane Junction	4990	5097	5088	5109	5090	106.41	97.31	118.95	99.21	2%	2%	2%	2%
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	6405	6543	6494	6517	6531	137.78	89.19	112.28	125.5	2%	1%	2%	2%
81	4726	Ifield Ave/Warren Dr	2039	2065	2014	2017	2057	25.92	-25.62	-21.97	17.92	1%	-1%	-1%	1%
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	2982	2987	2993	2977	2974	5.44	11.07	-4.23	-7.73	0%	0%	0%	0%
83	4784	London Rd/Manor Royal	961	931	924	935	970	-30.86	-37.32	-26.48	8.31	-3%	-4%	-3%	1%
84	4806	A24 Southbound Exit at Findon/A280 roundabout	6696	6662	6693	6686	6662	-33.66	-3.29	-9.66	-34.15	-1%	0%	0%	-1%
85	4834	Bar Lane/A24 junction	4897	4965	4954	4987	4968	67.81	56.59	90.45	71.41	1%	1%	2%	1%
86	4858	Crawley Interchange M23 SB Diverge	10169	10180	10169	10184	10194	11.01	-0.37	14.5	24.49	0%	0%	0%	0%
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	10878	11075	11017	11034	11072	197.41	139.61	156.32	194.4	2%	1%	1%	2%
88	4874	Balcombe Rd/Steers Ln	873	922	929	919	907	48.36	55.93	45.42	33.58	6%	6%	5%	4%
89	4894	Steers Ln/Radford Rd	1522	1541	1555	1559	1543	18.61	32.71	37.27	21.23	1%	2%	2%	1%
90	6039	Worth Rd/Haslett Avenue	2285	2374	2345	2341	2356	88.52	60.1	55.36	71.08	4%	3%	2%	3%

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91	6513	A272 signals over the A24/A272 junction	7737	8079	8075	8147	8077	341.54	337.79	409.97	340.08	4%	4%	5%	4%
92	6516	A272 SB Merge with Worthing Road - Buck Barn	3404	3425	3460	3447	3418	20.78	56	43.46	13.96	1%	2%	1%	0%
93	6517	A272 westbound signals at the A24/A272 junction	4333	4545	4536	4585	4554	212.15	202.95	251.8	220.5	5%	5%	6%	5%
94	6521	A24 eastbound approach to A24/A272 junction	2526	2632	2573	2636	2620	105.74	46.99	109.76	93.2	4%	2%	4%	4%
95	7320	B2195 Exit at Moorhead Roundabout	1953	1930	1927	1944	1947	-22.86	-26.51	-9.33	-6.72	-1%	-1%	0%	0%
96	7330	S Downs Way A23 NB Merge	8275	8383	8386	8387	8385	108.82	111.28	112.26	110.24	1%	1%	1%	1%
97	7337	M23 Northbound slip road merge at J10	8539	8554	8552	8555	8557	15.04	13.48	16.41	17.65	0%	0%	0%	0%
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	2158	2163	2187	2186	2162	5.22	29.4	28.4	4.68	0%	1%	1%	0%
99	8217	Five Oaks Rd/A264 WB Approach	4702	4804	4776	4794	4879	102.37	74.49	92.38	176.82	2%	2%	2%	4%
100	8223	A283 /A29 South Roundabout Pulborough	3938	4163	4027	4201	4204	225.09	88.84	263.5	265.97	6%	2%	7%	7%
101	8239	Rusper Rd/Ifield Grn Junction	1866	2697	2714	2720	2718	830.48	848.44	854.21	851.95	45%	45%	46%	46%
102	8241	Tangmere Rd/Rusper Rd	1792	2673	2684	2680	2659	880.6	891.6	888.51	866.59	49%	50%	50%	48%
103	8243	A24 approach at Washington Roundabout	2745	2887	2920	2927	2900	141.42	174.55	181.53	154.74	5%	6%	7%	6%
104	8267	M23 Junction 9 southbound on slip entry to mainline	9055	9125	9174	9181	9131	69.64	118.46	125.56	75.46	1%	1%	1%	1%
105	8274	Park Rd/North St/East St	2232	2252	2251	2260	2263	19.75	19.25	27.8	30.94	1%	1%	1%	1%
106	8287	Hop Oast Roundabout - Worthing Road approach	2515	2852	2869	2872	2841	337.16	353.58	357.06	325.46	13%	14%	14%	13%
107	9002	A2011/Crawley Ave Signal	9262	9241	9258	9229	9216	-20.98	-3.27	-32.47	-45.45	0%	0%	0%	0%

Legend for Junction Throughput Differences (%)
< 0%
+5% - 10%
> +10%

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1	2672	A23 Dale Hill WB Diverge	8275	8383	8386	8385	8384	108	110.83	110.82	109.25	1%	1%	1%	1%
2	2684	A281/A23 Dale NB Junction	8105	8207	8184	8183	8204	102.56	79.24	77.72	99.14	1%	1%	1%	1%
3	2710	A283 approach at Washington Roundabout	5151	5197	5239	5248	5217	46.12	87.8	96.28	65.47	1%	2%	2%	1%
4	2712	A24 approach at Washington Roundabout	5339	5378	5366	5366	5369	38.87	27.61	27.24	30.09	1%	1%	1%	1%
5	2722	A24 SB London Road approach at Washington Roundabout	5256	5317	5371	5362	5335	60.62	114.66	105.94	78.84	1%	2%	2%	1%
6	2762	A283 High Street/Old Mill Road	3275	3299	3299	3302	3304	24.29	23.73	27.33	28.91	1%	1%	1%	1%
7	2766	A283 Amberley Road Roundabout Storrington	2724	2730	2728	2733	2733	6.08	4.69	9.06	9.66	0%	0%	0%	0%
8	2932	Albourne Rd/London Rd	1600	1785	1706	1702	1792	184.85	106.07	101.67	191.66	12%	7%	6%	12%
9	3048	Pulborough - A283/A29 Junction	4074	4301	4157	4335	4332	227.22	82.64	260.86	257.44	6%	2%	6%	6%
10	3206	Hickstead Dumbbell Roundabouts southbound exit to A23 SB	3846	3851	3890	3881	3847	4.77	43.67	34.5	0.37	0%	1%	1%	0%
11	3214	Hickstead Dumbbell Roundabouts EB	3623	3636	3663	3661	3636	13.3	39.68	37.7	12.76	0%	1%	1%	0%
12	3216	Hickstead Ln approach to Hickstead Dumbbell Roundabout	2980	2991	3015	3016	2991	10.95	34.77	35.46	10.54	0%	1%	1%	0%
13	3220	A2300 approach to Hickstead Dumbbell Roundabout	6214	6237	6292	6281	6231	22.34	77.31	66.95	16.6	0%	1%	1%	0%
14	3242	A23 Southbound Diverge to Hickstead Roundabout	7529	7638	7756	7748	7643	109.5	227.04	219.39	114.72	1%	3%	3%	2%
15	3296	Slip road to A24 southbound from A27 (A24/A27 junction)	8421	8421	8420	8420	8421	0.29	-1.23	-0.85	-0.47	0%	0%	0%	0%
16	3312	New St/East St/Angel St	1200	1161	1162	1129	1163	-38.64	-37.3	-70.9	-36.97	-3%	-3%	-6%	-3%
17	3338	Bolney Road Approach to Cowfold Roundabout	3291	3319	3326	3324	3316	27.48	35.24	33.09	24.51	1%	1%	1%	1%
18	3340	Cowfold Road Approach to Cowfold Roundabout	1560	1560	1560	1560	1560	0	0	0	0	0%	0%	0%	0%
19	3348	Brighton Road exit at Longbridge Roundabout	3301	3317	3319	3319	3320	15.8	17.91	17.96	19.39	0%	1%	1%	1%
20	3350	M23 southbound slip at M23 junction 11 roundabouts	4242	4271	4267	4277	4277	29.31	25.22	34.72	35.04	1%	1%	1%	1%
21	3352	A272 westbound signals at the A24/A272 junction	4953	5078	5064	5087	5101	124.22	110.98	133.6	147.62	3%	2%	3%	3%
22	3378	A272/A281 roundabout north of Cowfold	5295	5438	5400	5445	5459	143.62	105.63	149.74	164.67	3%	2%	3%	3%
23	3382	A272 junction at turn to approach A23 slip road northbound at Bolney	3894	3833	3826	3842	3846	-60.47	-68.35	-51.74	-47.86	-2%	-2%	-1%	-1%
24	3384	A24 Northbound signalised junction with A272	7262	7511	7489	7547	7516	249.14	227.08	285.15	254.41	3%	3%	4%	4%
25	3386	A24 southbound signals before A24/A272 junction	7412	7678	7704	7720	7680	266.67	292.18	308.8	268.06	4%	4%	4%	4%
26	3438	Lordings Rd/A29	3692	4305	3881	4404	4319	612.85	188.92	711.79	626.41	17%	5%	19%	17%
27	3624	Newbridge Rd/Lordings Rd Junction	3474	3934	3791	3970	4094	459.18	316.7	495.5	619.39	13%	9%	14%	18%
28	3662	A23 at Pangdean Farm	2895	3007	3040	3029	2997	111.18	144.99	133.18	101.53	4%	5%	5%	4%

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29	3706	Hilland Roundabout	5253	5690	5672	5779	5803	437.25	419.39	525.94	550.52	8%	8%	10%	10%
30	3720	A29/ New Road	4961	5433	5415	5520	5521	472.82	454.79	559.31	560.08	10%	9%	11%	11%
31	3758	Southwater Street/Worthing Rd	1628	2170	2172	2176	2157	542.02	544.31	548.11	529.39	33%	33%	34%	33%
32	3814	A24 NB Approach - Hop Oast Roundabout	5593	5906	5922	5918	5911	312.6	328.74	324.77	317.35	6%	6%	6%	6%
33	3816	Five Oaks Roundabout	5162	5440	5408	5493	5470	277.78	246.09	331.56	308.62	5%	5%	6%	6%
34	3824	B2237 exit at Hop Oast Roundabout	4565	4676	4721	4714	4655	111.05	156.33	149.59	90.51	2%	3%	3%	2%
35	3908	Brighton Rd/Kerves Ln	3986	4364	4435	4427	4364	377.19	448.32	440.64	377.35	9%	11%	11%	9%
36	3934	A281/New Street Junction Horsham Town Centre	3674	3807	3782	3774	3809	132.84	108.51	99.89	135.64	4%	3%	3%	4%
37	3954	Five Oaks Rd/Lyon Rd	4303	4448	4519	4513	4448	144.62	216.44	210.48	145.42	3%	5%	5%	3%
38	3960	A281/B2237 junction Horsham Centre	6051	6323	6393	6374	6287	271.81	341.97	323.21	235.98	4%	6%	5%	4%
39	3970	A281/Springfield Road Junction	5926	6114	6180	6185	6082	187.97	254.34	259.18	156.09	3%	4%	4%	3%
40	3978	New St/Brighton Rd	1231	1369	1462	1439	1356	137.93	230.73	207.56	124.55	11%	19%	17%	10%
41	4022	A24 NB Diverge/Farthings Hill Interchange	3965	3955	4029	4030	3954	-9.76	64.35	65.82	-11	0%	2%	2%	0%
42	4086	B2237/Wimblehurst Road	5121	5230	5286	5262	5206	109.12	164.93	141.24	84.88	2%	3%	3%	2%
43	4140	Robin Hood Rbt	5101	5293	5563	5574	5286	192.6	462.6	473.62	184.92	4%	9%	9%	4%
44	4184	Crawley Rd NB Approach to Moorhead Roundabout	6613	6747	6750	6730	6714	133.9	136.87	116.57	101.01	2%	2%	2%	2%
45	4192	A264 WB Approach to Moorhead Roundabout	5188	5192	5229	5230	5203	3.64	40.58	41.66	14.44	0%	1%	1%	0%
46	4202	A281/New Street Junction Horsham Town Centre	10158	10340	10373	10355	10314	181.39	215.37	196.59	156.09	2%	2%	2%	2%
47	4220	Great Daux Roundabout A264 Westbound Approach	5248	5372	5859	5883	5368	124.42	611.3	635.4	120.2	2%	12%	12%	2%
48	4234	Great Daux Roundabout/A264 Exit	4166	4427	5069	5016	4363	260.42	902.78	849.72	196.81	6%	22%	20%	5%
49	4246	Pease Pottage Interchange WB Diverge	5364	5624	5914	5954	5670	259.81	550.12	589.88	306.42	5%	10%	11%	6%
50	4260	M23 NB Diverge/Pease Pottage Rbt	7547	7658	7656	7647	7647	110.75	108.36	99.68	99.74	1%	1%	1%	1%
51	4272	Langhurst Wood Rd/A264	3876	3986	4177	4209	3985	110.06	301.04	332.76	109.18	3%	8%	9%	3%
52	4302	A24/Bell Rd	5039	5152	6171	6150	5131	113.23	1132.26	1111.34	92.02	2%	22%	22%	2%
53	4310	Faygate Roundabout/A264 WB Approach	5927	6063	6112	6147	6082	135.96	185.44	219.98	155.45	2%	3%	4%	3%
54	4324	Knob Hill/Dorking Rd	4613	4711	5440	5428	4698	98.42	827.16	815.42	85.14	2%	18%	18%	2%
55	4332	A264 EB Approach Bewbush Manor Roundabout	4888	5050	5042	4921	4928	162	154.11	32.68	40.08	3%	3%	1%	1%
56	4344	A264/Langhurst Wood Road junction	5307	5455	5515	5526	5478	148.13	207.38	218.29	171.12	3%	4%	4%	3%
57	4364	Breezehurst Approach to Breezehurst Roundabout	3352	4486	4520	4529	4516	1133.71	1168.35	1176.98	1163.83	34%	35%	35%	35%
58	4380	Brighton Rd/Southgate Ave	3762	3748	3728	3737	3748	-14.48	-34.51	-25.54	-14.68	0%	-1%	-1%	0%
59	4382	Southgate Ave/Ashdown Dr	2414	2366	2341	2357	2374	-48.18	-72.74	-56.57	-40.22	-2%	-3%	-2%	-2%
60	4386	Broadfield Roundabout Broadfield Dr WB Approach	4088	4170	4135	4062	4087	82.83	47.1	-25.98	-0.08	2%	1%	-1%	0%
61	4392	Broadfield Roundabout Bewbush Dr Northbound Approach	5640	6117	6081	6092	6140	476.74	441.19	451.49	499.78	8%	8%	8%	9%
62	4420	A23 Crawley Ave NB Approach - Cheals Roundabout	4776	4745	4715	4644	4663	-31.16	-61.26	-131.9	-113.18	-1%	-1%	-3%	-2%
63	4430	Horsham Rd WB Approach - Cheals Roundabout	5428	5609	5661	5593	5466	181.3	233.31	165.28	38.52	3%	4%	3%	1%
64	4436	Crawley Ave SB Approach to Cheals Roundabout	5008	5135	5202	5179	5046	126.94	193.86	171.12	38.04	3%	4%	3%	1%
65	4482	Gossops Dr/Crawley Avenue Junction	3930	3857	3884	3884	3798	-73.38	-46.58	-45.92	-132.46	-2%	-1%	-1%	-3%

Lab el	Node	Description	PM												
			Absolute Values (pcus)					Comparison To Reference Case (Difference)				Comparison To Reference Case %			
			Reference Case	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D	LP Scenario A	LP Scenario B	LP Scenario C	LP Scenario D
66	4500	A283 /A29 South Roundabout Pulborough	8823	8467	8410	8383	8504	-355.82	-412.31	-439.66	-319.01	-4%	-5%	-5%	-4%
67	4574	Peglar Way/High St	1401	1572	1569	1555	1480	170.64	168.12	153.8	78.88	12%	12%	11%	6%
68	4614	Bewbush Manor Roundabout Sullivan Drive exit	4820	4914	4902	4891	4888	93.41	81.62	70.82	67.29	2%	2%	1%	1%
69	4620	A2300 northbound slip to A23	2955	3045	3018	3011	3029	90.23	63.82	56.66	74.02	3%	2%	2%	3%
70	4652	Ifield Ave WB Approach - Ifield Roundabout	3228	3256	3259	3230	3230	28.64	31.21	2.37	2.25	1%	1%	0%	0%
71	4658	Crawley Avenue EB Approach to Ifield Roundabout	5454	5222	5173	5154	5261	-231.76	-280.59	-299.62	-192.84	-4%	-5%	-5%	-4%
72	4660	Crawley Ave SB Approach - Ifield Roundabout	3123	3271	3266	3255	3265	148.92	143.27	132.23	141.93	5%	5%	4%	5%
73	4664	A24 Northbound signalised junction with A272	5454	5180	5108	5095	5245	-273.3	-345.46	-358.66	-208.89	-5%	-6%	-7%	-4%
74	4668	Ifield Ave SB Approach - Ifield Roundabout	4204	4196	4189	4190	4203	-7.56	-15.32	-13.96	-1.08	0%	0%	0%	0%
75	4674	A283 High Street/Old Mill Road	4266	4849	4924	4925	4803	582.61	657.48	659.1	536.98	14%	15%	15%	13%
76	4682	A272/A281 roundabout north of Cowfold	3715	3757	3754	3756	3748	42.77	39.55	41.15	33.05	1%	1%	1%	1%
77	4686	Ifield Ave/Stagelands	4617	4639	4599	4604	4645	22.27	-17.92	-13.56	27.97	0%	0%	0%	1%
78	4696	Crawley Ave WB Approach - Tushmore Gyrotory	2352	2446	2445	2437	2452	94.08	93.26	85.18	100.11	4%	4%	4%	4%
79	4700	A272 Wineham Lane Junction	4990	5097	5088	5109	5090	106.41	97.31	118.95	99.21	2%	2%	2%	2%
80	4708	A264 Eastbound exit at Bewbush Manor Roundabout	6405	6543	6494	6517	6531	137.78	89.19	112.28	125.5	2%	1%	2%	2%
81	4726	Ifield Ave/Warren Dr	2039	2065	2014	2017	2057	25.92	-25.62	-21.97	17.92	1%	-1%	-1%	1%
82	4778	Hazlewick Roundabout/Gatwick Rd/Hazlewick Ave Merge	2982	2987	2993	2977	2974	5.44	11.07	-4.23	-7.73	0%	0%	0%	0%
83	4784	London Rd/Manor Royal	961	931	924	935	970	-30.86	-37.32	-26.48	8.31	-3%	-4%	-3%	1%
84	4806	A24 Southbound Exit at Findon/A280 roundabout	6696	6662	6693	6686	6662	-33.66	-3.29	-9.66	-34.15	-1%	0%	0%	-1%
85	4834	Bar Lane/A24 junction	4897	4965	4954	4987	4968	67.81	56.59	90.45	71.41	1%	1%	2%	1%
86	4858	Crawley Interchange M23 SB Diverge	10169	10180	10169	10184	10194	11.01	-0.37	14.5	24.49	0%	0%	0%	0%
87	4866	Crawley Ave NB Merge with M23 Crawley Interchange	10878	11075	11017	11034	11072	197.41	139.61	156.32	194.4	2%	1%	1%	2%
88	4874	Balcombe Rd/Steers Ln	873	922	929	919	907	48.36	55.93	45.42	33.58	6%	6%	5%	4%
89	4894	Steers Ln/Radford Rd	1522	1541	1555	1559	1543	18.61	32.71	37.27	21.23	1%	2%	2%	1%
90	6039	Worth Rd/Haslett Avenue	2285	2374	2345	2341	2356	88.52	60.1	55.36	71.08	4%	3%	2%	3%
91	6513	A272 signals over the A24/A272 junction	7737	8079	8075	8147	8077	341.54	337.79	409.97	340.08	4%	4%	5%	4%
92	6516	A272 SB Merge with Worthing Road - Buck Barn	3404	3425	3460	3447	3418	20.78	56	43.46	13.96	1%	2%	1%	0%
93	6517	A272 westbound signals at the A24/A272 junction	4333	4545	4536	4585	4554	212.15	202.95	251.8	220.5	5%	5%	6%	5%
94	6521	A24 eastbound approach to A24/A272 junction	2526	2632	2573	2636	2620	105.74	46.99	109.76	93.2	4%	2%	4%	4%
95	7320	B2195 Exit at Moorhead Roundabout	1953	1930	1927	1944	1947	-22.86	-26.51	-9.33	-6.72	-1%	-1%	0%	0%
96	7330	S Downs Way A23 NB Merge	8275	8383	8386	8387	8385	108.82	111.28	112.26	110.24	1%	1%	1%	1%
97	7337	M23 Northbound slip road merge at J10	8539	8554	8552	8555	8557	15.04	13.48	16.41	17.65	0%	0%	0%	0%
98	8134	Hickstead Dumbbell Roundabout A2300 NB Approach	2158	2163	2187	2186	2162	5.22	29.4	28.4	4.68	0%	1%	1%	0%
99	8217	Five Oaks Rd/A264 WB Approach	4702	4804	4776	4794	4879	102.37	74.49	92.38	176.82	2%	2%	2%	4%
100	8223	A283 /A29 South Roundabout Pulborough	3938	4163	4027	4201	4204	225.09	88.84	263.5	265.97	6%	2%	7%	7%
101	8239	Rusper Rd/Ifield Grn Junction	1866	2697	2714	2720	2718	830.48	848.44	854.21	851.95	45%	45%	46%	46%

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102	8241	Tangmere Rd/Rusper Rd	1792	2673	2684	2680	2659	880.6	891.6	888.51	866.59	49%	50%	50%	48%
103	8243	A24 approach at Washington Roundabout	2745	2887	2920	2927	2900	141.42	174.55	181.53	154.74	5%	6%	7%	6%
104	8267	M23 Junction 9 southbound on slip entry to mainline	9055	9125	9174	9181	9131	69.64	118.46	125.56	75.46	1%	1%	1%	1%
105	8274	Park Rd/North St/East St	2232	2252	2251	2260	2263	19.75	19.25	27.8	30.94	1%	1%	1%	1%
106	8287	Hop Oast Roundabout - Worthing Road approach	2515	2852	2869	2872	2841	337.16	353.58	357.06	325.46	13%	14%	14%	13%
107	9002	A2011/Crawley Ave Signal	9262	9241	9258	9229	9216	-20.98	-3.27	-32.47	-45.45	0%	0%	0%	0%

Legend for Junction Throughput Differences (%)
< 0%
+5% - 10%
> +10%

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Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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