



Wealden District Council

Wealden Local Plan Shared Transport Evidence Base

Assessment of New Growth Options 2-5





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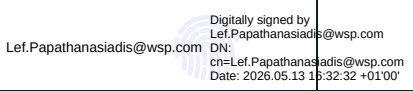
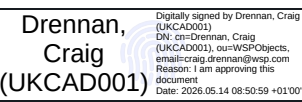
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Executive summary

Purpose of this Transport Note

Wealden District Council (WDC) is preparing a new Local Plan to guide future developments up to 2042. As part of this process, the Council has gathered evidence to inform and shape the draft 'Focused' Local Plan Regulation 18 consultation in early 2026 and will gather further evidence for the Regulation 19 Local Plan for submission to government in December 2026.

The transport impacts of future growth are a key consideration in the production of the Local Plan alongside other planning matters. WDC tested an Initial Growth Option based on sites promoted through a 'Call for Sites' consultation in 2021. The purpose of the assessment was to gain an early understanding of the likely impacts of a growth scenario on the transport network and the potential need for mitigation with further testing of alternative growth options likely to be undertaken going forward. The work was undertaken in collaboration and continued engagement with key transport stakeholders, including East Sussex County Council (ESCC) and National Highways (NH).

The assessment made use of an interim high-level spreadsheet-based modelling tool, as an initial step known as the interim Wealden Local Plan Shared Transport Evidence Base (STEB), and in advance of using the recently developed East Sussex Countywide Transport Model (ESCWTM / "the countywide model"). The countywide model is now being used to assess the transport impacts of the potential growth distribution in Wealden and from other emerging Local Plans in the county and surrounding area.

The countywide modelling process started with updating the baseline information (Option 1) and then considering a series of growth scenarios (2 to 5) as part of Option 2 (Local Plan). Scenario 5 was then used as the basis to consider Option 3 (Modal Shift) and Option 4 (IDP). This report sets out the outcomes of the first stage of using the ESCWTM, considering multiple scenarios for growth across Wealden district. A more detailed assessment will be undertaken to support the final set of allocations within the Regulation 19 Local Plan.

Local Plan Context

Any Local Plan is expected to mitigate the severe impacts of new development on the transport system. However, the wider policy agenda looks beyond this expectation and identifies the need to deliver a decarbonised, sustainable transport system and healthy, inclusive and high-quality places. In 2019, the Council declared a 'climate emergency' and the Local Plan will need to provide the right framework to assist the Council in becoming a net zero carbon district by 2044. The Council set out the following key issues, opportunities and challenges in its Local Plan Direction of Travel Consultation (November 2020) and considered these central to identifying a vision for its local plan. The Council is currently

consulting on an updated 'Focused' Regulation 18 Local Plan (February 2026). The previous Regulation 18 Local Plan (March 2024) provided a draft vision and objectives, preferred spatial strategy and draft policies. Some of the key objectives considered for the draft Local Plan are as follows:

- Tackling Climate Change: to achieve carbon zero outputs and improve air quality;
- Infrastructure Delivery: to support growth and change, meeting the needs of communities;
- Housing: deliver the right type of homes, in the right location and to a high standard;
- Commercial: support local businesses, increase jobs and ensure a thriving, diverse and a locally sustainable economy;
- Tourism: improve the existing offer and increase visitor spend;
- Town Centres: support and regenerate local centres by attracting the right investment and creating vibrant places that cater for community needs;
- Natural Environment: protect and enhance, increasing biodiversity and the quality of green and blue spaces;
- High Quality Landscapes: protect heritage and cultural assets;
- High Quality Places: through design and accounting for local character and distinctiveness; and
- Local Communities: help communities to thrive, living safe, inclusive and healthy lives.

Transport Issues and Challenges

The district faces several transport-related challenges, including high car ownership, heavy reliance on car travel, gaps in sustainable transport provision, and connectivity issues in rural areas. The current transport scheme pipeline, being developed by ESCC, WDC and NH, seeks to address some of these issues through existing strategies. Funding transport schemes is a key constraint and more will need to be done to support delivery, as well as identifying funding for any more substantive measures, such as those set out in the Transport for the South East (TfSE) Draft Strategic Investment Plan (SIP), needed to mitigate the impacts of Local Plan growth.

The plan-making process provides an opportunity to plan for people and places, through a decarbonised and sustainable transport system, rather than relying on planning for unconstrained traffic growth. At this stage, a number of growth distributions have been assessed. Further option testing is needed going forward to appraise the preferred option for growth to support the Regulation 19 Local Plan.

Initial STEB and Transport impacts of Initial Growth Option (1) (2022)

The potential growth distribution was assessed, alongside existing and future baseline scenarios, using the interim STEB spreadsheet-based modelling tool to understand the

current and likely future impact on the highway network in the weekday AM and PM peak hours.

The level of growth assessed at that stage indicated that between 9,000-10,000 additional development related vehicle trips could be generated on the network in the respective weekday AM and PM peak hours. Over 50% of this traffic was thought likely to be generated by potential development in and around the settlements of Hailsham, Uckfield and East Hoathly, with a focus on the key north-south A22 corridor running through the district.

Updated 2026 Modelling work

Recognising that further detailed assessment of potential options is now being undertaken in the countywide model, the 2026 analysis using the updated baseline (Option 1), the local plan growth options (Option 2, Scenarios 2 to 5), Option 3 and Option 4, indicates:

- The network could be at risk of increased congestion and delays on the A22 corridor, the A27 (Strategic Road Network (SRN)), the A2270 into Eastbourne, the A26 towards Lewes and at key junctions across the district in the future;
- The traffic generated by this potential growth distribution would have the greatest impact on the A22, particularly on the section of single carriageway north of Hailsham, and the dual carriageway section to the south of Hailsham; and
- Mitigation is likely to be needed to improve sustainable travel options and also at specific locations along key corridors, particularly on the constrained A22.

The impact of traffic growth to the north of the district and through the Ashdown Forest Special Area of Conservation (SAC) is subject to further, separate assessment within a Habitats Regulation Assessment (HRA).

Cumulative impacts of neighbouring Local Plan growth

The interim STEB spreadsheet-based modelling tool (2022) was also used to gain understanding of the potential cross-boundary impacts arising from the emerging spatial strategies in neighbouring local planning authorities within the county. All Local Planning Authorities (LPAs) within East Sussex are still developing the evidence required to support their Local Plan allocations. The spatial strategies are likely to change going forward and given the current timetable, the earliest opportunity to consider the cumulative impacts in any detail through the ESCWTM will be in early Summer 2026.

Nonetheless, the countywide modelling work (2026) indicates that in Option 2, Scenario 5 there are:

- 1229 additional trips in 2042 and 1057 additional trips in 2050 to/from Eastbourne;
- 911 additional trips in 2042 and 1041 additional trips in 2050 to/from Lewes;
- 91 additional trips in 2042 and 154 additional trips in 2050 to/from West Sussex;

- 527 additional trips in 2042 and 461 additional trips in 2050 to/from Turnbridge Wells; and
- 114 additional trips in 2042 and 16 additional trips in 2050 to/from Rother;

Acknowledging the fluid nature of all Local Plans across the county, and neighbouring counties, further agreement will be required on how cross boundary growth is addressed, within any future countywide modelling assessment, as well as the extent to which any impacts should be specifically mitigated by the new Wealden Local Plan. Likewise, the cross-boundary impacts of growth in Wealden on neighbouring authorities will also need to be considered.

Planning for Sustainable transport and future mobility

The 2026 modelling indicates that if Local Plan developments progress, congestion and delays are expected to increase, particularly during peak periods on key corridors and junctions. The study identifies several high-pressure routes, constrained junctions at major A-roads, and, town centres areas, that would require upgrades to accommodate future traffic demand. This level of growth could result in severe impacts on the district's road network, making mitigation measures likely to be necessary. The preferred approach is to focus on planning for people and places by prioritising sustainable and future mobility options before considering traditional highway capacity interventions. The STEB study (2022) included an initial framework strategy that draws on wider district-level evidence, evaluates early mitigation measures, and considers opportunities for mode shift and reducing car dependency. This framework will be updated as the local plan evolves.

TfSE has published its draft Strategic Investment Plan (SIP) which sets out a 'Sustainable Route to Growth' within its transport and future mobility strategies. The SIP identifies the need for £45bn of capital investment in transport infrastructure across the region and a 9% reduction in forecast car use, by:

- Making active travel the first choice for short journeys;
- Enhanced partnerships and improvements to interurban and rural public transport services;
- Placing zero emission bus rapid transit (BRT) at the centre of the transport system; and
- Planning for and adapting to technology 'place-based bundles', reducing car dependency and ownership.

This plan is currently being updated and will be published later in 2026.

Department for Transport (DfT's) Sustainable Travel Town (STT) research indicates similar levels of reduction in car use could be achieved through investment in 'smart choice' programmes over a sustained period. Wealden, with varied geographies, has the potential to achieve similar levels of car use reduction by enhancing sustainable links on the A22 corridor, between Polegate, Hailsham, Uckfield and neighbouring Eastbourne. The rural areas and smaller towns in the central and northern areas of the district present a number of

challenges, such as access to public transport and the proximity of key services, and a lower reduction in forecast car use is more likely, depending on the measures deployed. The eventual strategy will need to integrate a range of mobility solutions with the principles of placemaking and the transport needs of residents to deliver the desired outcomes, including:

- **Accessibility** development to plan for '20-minute' neighbourhoods with easy access to key services, public transport and active travel networks;
- **Behaviour change** reduces the need to travel, the level of car ownership in accessible town centre locations and supports the switch to electric vehicles;
- **Active travel** moves away from car dominated roads to create safe and connected corridors for pedestrians, cyclists and other micro-mobility options;
- **Bus** develops enhanced partnerships, prioritised zero-emission mass bus rapid transit (BRT) and digital demand responsive transport (DDRT) solutions to serve more remote rural areas;
- **Rail** continued improvement to level of service, the introduction of High-Speed rail and better integration with bus, active and micro-mobility options;
- **Future mobility** explores the concept of Mobility as a Service (Maas), potential for shared mobility hubs and alternatives to traditional car ownership; and
- **Last-Mile delivery** innovative solutions to consolidate deliveries and reduce goods vehicles on network.

A framework package of mitigation measures was identified in the early STEB work (2022), which would need to be delivered at intervals across the Local Plan period with varying levels of complexity based on cost, deliverability and technological advancement. This allowed an early assumption of an average 5% (less accessible locations) to a 10% (more accessible areas and key corridors) reduction in forecast car use to be applied to the initial modelling outputs across the district network to identify potential residual issues requiring further consideration.

Once the Wealden Local Plan has progressed, the CWTM will consider more detailed mode shift analysis of specific measures, journey-purposes and corridors to understand a more precise geographical distribution of modal shift on the network. Careful consideration will need to be given to how these measures can be funded and delivered within the context of a Local Plan Infrastructure Delivery Plan (IDP), whole plan viability assessment and site viability.

Planning for residual traffic impacts

The application of any initial headline mode shift targets could mitigate some of the impacts of potential growth on the network. The key exceptions are the A22, A27 (SRN), A26 and A2270 corridors where sections of road are currently at or approaching capacity. Other junction 'hotspots' across the wider district local road network could also be further impacted

by potential cross-boundary growth from neighbouring districts and would need consideration going forward.

The A22 is currently subject to a programme of works which have been factored into the updated 2026 ESCWTM work. The impacts of wider additional cross-boundary Local Plan growth on the Wealden highway network will also need to be considered within the context of the eventual need for mitigation. Equally, the cross-boundary impacts of the emerging Wealden Local Plan will need to be considered too, particularly in neighbouring Eastbourne.

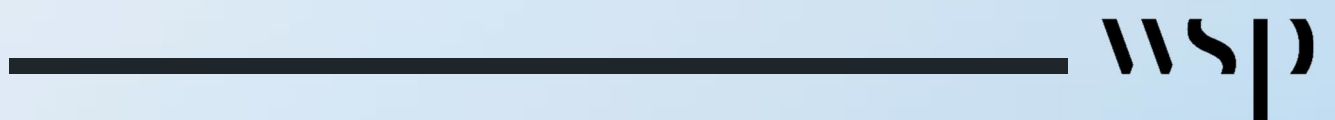
Initial engagement with NH has highlighted that a longer term ‘monitor and manage’ approach could be adopted across the Local Plan period. This would only require the implementation of proposed mitigation if the prevailing future traffic conditions rose to the modelled forecast levels. NH have clarified that, while this is a preferred, pragmatic and proportionate approach, they would still expect to see evidence to maximise and justify any future sustainable mode shift assumptions and any necessary mitigation identified to a basic level of design and feasibility to ensure it is a reasonably deliverable solution if required in the future. This approach could be similarly adopted, in agreement with ESCC, for any mitigation on the local road network.

Summary

The modelling indicates that without mitigation, the proposed Local Plan growth options could have severe impacts on the road network. However, if mitigation measures are implemented at the appropriate stages, then Wealden District Council’s Local Plan growth could be accommodated by the transport network. Achieving this outcome will require coordinated phasing of development continued investment in sustainable travel options, and regular monitoring to maintain network resilience. These findings can be used as a robust basis for shaping future policies and infrastructure planning to support the Council’s growth objectives.

1

Introduction

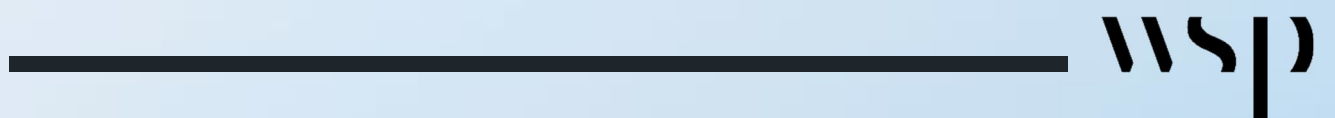


1 Introduction

- 1.1.1. A new Local Plan for Wealden is currently being prepared and will be the key planning document to shape places and deliver housing, economic development and infrastructure across the district up to 2042. WDC are currently consulting (February 2026) on its 'Focused' draft Wealden Local Plan (Regulation 18), and this will inform the Regulation 19 Local Plan before it is submitted to government before the end of 2026.
- 1.1.2. The need for investment in transport infrastructure, both to meet existing demand and to provide alternatives to car travel, including reducing the need to travel and supporting sustainable transport modes, is widely recognised through national and local policy. The likely impacts of further growth will present additional transport challenges across the district and wider region, requiring assessment and appropriate mitigation as evidence to support the acceptability and soundness of the Local Plan. The capacity of the existing transport network and to which it can be enhanced or expanded, will also influence the scale and distribution of growth that can be accommodated within the district. This will be a key factor in determining the extent to which Wealden can meet its development needs, particularly for housing. A SATURN based East Sussex Countywide Transport Model (ESCWTM) (also referred to as the "countywide model") has been used to test initial spatial options in early 2026. This countywide model will be used to refine a Preferred Option and will form a core part of the transport evidence base that underpins the delivery of housing and economic growth as the Local Plan progresses to the Regulation 19 stage.
- 1.1.3. Prior to the use of the ESCWTM, a high-level interim spreadsheet-based modelling tool was developed for each of the five LPAs within East Sussex as an initial step in the STEB process. This 'STEB' model was used to assess the known Local Plan options at both at an individual district level and, in combination, at a countywide level. The assessment aimed to identify potential constraints on the transport network, the likely scale of mitigation required, and any residual impacts that could pose risks to the delivery of Local Plans across East Sussex. This approach was discussed at every stage and agreed by the LPAs, the County Council as Highway Authority and National Highways. The initial STEB report for WDC was published in December 2022.
- 1.1.4. This report builds on the findings of the early STEB analysis undertaken for growth within the emerging Wealden Local Plan. It presents the results from testing the initial growth options identified within the draft Wealden Local Plan (February 2026) Sustainability Appraisal (SA) using the ESCWTM, while also acknowledging the wider spatial context, including the early-stage Local Plan work progressing in adjoining authorities.
- 1.1.5. This phase of work provides an overview of the existing transport and movement challenges across the district as well as the approach taken to the modelling work. The outcomes will support the consideration of the potential Local Plan growth options and will inform more detailed testing of transport impacts and further mitigation planning in subsequent phases using the ESCWTM.

2

General Approach



2 General Approach

2.1 Approach

- 2.1.1. The impacts of new development will extend beyond the local area and across boundaries into neighbouring districts. LPAs and county councils under national planning policy guidance are expected to cooperate with each other and with other stakeholders, on strategic matters, including delivering effective infrastructure to support and mitigate the significant impacts of new development.
- 2.1.2. The current emerging status of all Local Plans within the county provides an opportunity to assess each Local Plan on its respective merits and potential in-combination effects with its neighbouring areas. The outcome of the initial 2022 STEB assessment enabled the LPAs and ESCC to work collaboratively to consider high-level impacts and early scalable mitigation solutions countywide, and the STEB assessments are now being progressed through further work with the ESCWTM.
- 2.1.3. This work is still at an interim stage for all LPAs in East Sussex and will evolve further as local plans progress to Regulation 19 stage and submission to government.

2.2 Planning for People and Places

- 2.2.1. The minimum expectation for any Local Plan is to mitigate the severe impacts of new development on the transport system; however, the wider policy agenda looks beyond this expectation to deliver a decarbonised and sustainable transport system through the plan-making process. In response, the Council has committed to working with stakeholders to deliver a carbon neutral district by 2044 at the latest. Decarbonising the transport impacts of a Local Plan, by reducing the need to travel and prioritising sustainable transport, including more active travel options, are important to delivering this commitment. The Royal Town Planning Institute (RTPI¹) has identified a framework (see Figure 2-1) to guide the role of spatial planning and achieve a decarbonised net-zero transport system.

¹ <https://www.rtpi.org.uk/new-from-the-rtpi/net-zero-transport-the-role-of-spatial-planning-and-place-based-solutions/>

Figure 2-1 - RTPI Sustainable Accessibility and Mobility Framework

Step 1: Negative Carbon Developments All development is located and designed to generate zero emissions from transport, and to potentially facilitate the removal of carbon from the wider transport network.	Step 2: Substitute Trips Can the trip be substituted: - digitally online - by delivery - or can it be made more locally
Step 3: Shift Modes Can the trip be made by: - active travel - public transport - Shared on-demand mobility	Step 4: Switch Fuels Can the trip be made by electric or hydrogen vehicle

- 2.2.2. This approach emphasises the need to move away from the traditional ‘predict & provide’ approach, where historic trends are used to forecast hypothetical futures to justify continual, and unsustainable provision of additional highway capacity, ultimately risking unconstrained levels of car-dependency. Wider industry guidance, the Trip Rate Information Computer System (TRICS²) a database system for analysing multi-modal trip generation for developments, and Chartered Institution of Highways & Transportation (CIHT³) considers this change, where a ‘decide and provide’ approach, to actively choose preferred transport outcomes, is advocated. TfSE⁴ applies this in their strategy and Strategic Infrastructure Plan to deliver sustainable growth and transport solutions up to 2050⁵ in the South East region. The TfSE approach is a relevant blueprint to cascade down and inform a preferred outcome for the emerging Wealden Local Plan.
- 2.2.3. TfSE initially adopted a traditional forecast demand modelling approach to understand how and where the transport network is likely to be constrained. However, rather than immediately applying car-based capacity solutions, the strategy invests in public transport alternatives, integrated land use planning, demand management and embracing emerging technologies to solve problems in the future.
- 2.2.4. The approach follows three stages of evolution of transport planning policy perspectives (see Figure 2-2 and Table 2-1), developed by Professor Peter Jones (UCL), to help guide transport and land use policy. The stages demonstrate how moving away from ‘planning for vehicles’ (predict and provide) to ‘planning for people and places’ (decide and provide) can reduce car use over time and deliver high quality places and environments for people to live.

² [Decide and provide home – TRICS](#)

³ [Better Planning, Better Transport, Better Places | CIHT](#)

⁴ <https://transportforthesoutheast.org.uk/our-vision/>

⁵ <https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/>

Figure 2-2 - Evolution of Transport Planning Policy (source: TfSE Transport Strategy for the South East)

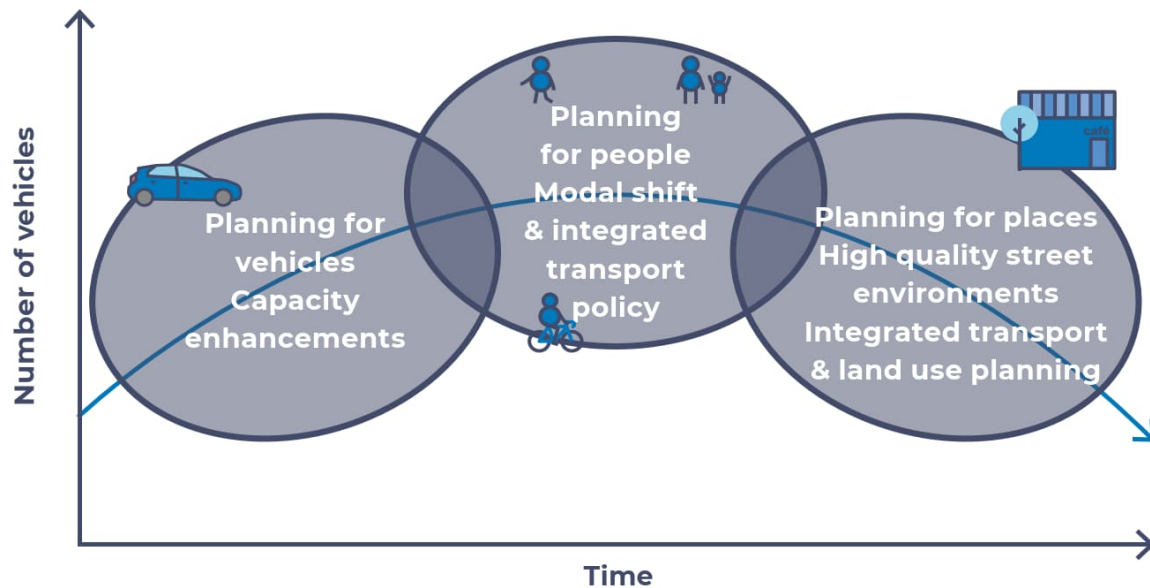


Table 2-1 - Evolution of Transport Planning Policy

Stage 1: Planning for Vehicles	TfSE recognise that the region is still largely in this first stage and in the short term, and potentially longer term, targeted highway-based schemes will still be needed to address congestion hotspots and also provide complementary measures for bus and active modes.
Stage 2: Planning for People	Focuses on the needs of different transport users, including pedestrians, cyclists, public transport passengers, people with reduced mobility, freight operators and car, van and powered two-wheeler drivers. Understanding these needs and encouraging modal shift to more sustainable transport modes could manage future demand and minimise adverse impacts on society and the environment.
Stage 3: Planning for Places	Promotes the integration of transport and land use that both encourage sustainable travel choices and also reduce the need and/or distance to travel.

- 2.2.5. The framework and initiatives for planning for people and places, by delivering well-planned, sustainable places for people to live and work, are already evident at a policy and physical level in the region. However, there is emphasis that more will need to be done, at a faster rate, to put people and places at the heart of the transport system. The emerging Wealden Local Plan presents an opportunity to proactively plan development and transport in response to changing socio-economic, environmental, and technological futures.

2.3 Application of STEB Approach

- 2.3.1. The initial STEB approach (2022) followed the TfSE principles at a local level and provided an early assessment of traffic growth and potential risks to key parts of the transport system to enable sustainable transport and more active travel options to come forward. This approach has been maintained through the use of the ESCWTM. Wider local plan evidence has been used to begin to develop a range of future scenarios with each scenario reflecting different intervention packages and the associated potential for modal shift. A 'decide and provide' approach is now recommended by national policy, and the primary focus will be on sustainable transport opportunities across the network and at key development sites to start 'planning for people and places'. This work will continue in support of the final Regulation 19 Local Plan.

3

Wealden Local Plan Context



3 Wealden Local Plan Context

3.1 Introduction

- 3.1.1. The new Local Plan for Wealden will plan and manage growth and change in the district up to 2042. The public and other stakeholders have already responded through an early Local Plan engagement process as part of the Council's Direction of Travel Consultation ⁶(November 2020 – January 2021). This was followed by a draft Local Plan consultation (Regulation 18) held between March and May 2024.
- 3.1.2. WDC are now consulting on a draft 'Focused' Regulation 18 Local Plan concentrating on the spatial strategy and site allocation policies mainly, following the revised 'standard method' for housing need under paragraph 62 of the National Planning Policy Framework (NPPF) published in December 2024. The ESCWTM considers multiple spatial options to understand the significance of potential impacts between each spatial option. It is likely that the Regulation 19 Local Plan will present a hybrid option, and this will be tested through the ESCWTM following the current 'Focused' Regulation 18 Local Plan consultation.

3.2 New Wealden Local Plan Vision

- 3.2.1. In 2019 WDC declared a 'climate emergency' in the district and, in their Direction of Travel consultation document (November 2020), identified the need for a Local Plan vision with clear objectives to support the delivery of a Climate Emergency Action Plan. Planning policy will be central to the success of this vision, and the emerging Local Plan will need to respond to several key issues, opportunities and challenges, as set out in the Council's early consultation. The Direction of Travel report was accompanied by a Sustainability Appraisal Scoping report. This also identified challenges as well as some key transport themes that the emerging Local Plan will need to consider. The opportunities, challenges and themes are summarised in Table 3-1. (The documents referred to were the most up-to-date at the time this report was prepared in late 2025. Future modelling reports will reflect any updated documents prepared by WDC in support of their local plan.)

Table 3-1 - New Wealden Local Plan key opportunities, challenges and themes

Opportunities, Challenges and Themes	
Tackling Climate Change	To achieve carbon zero outputs and improve air quality
Infrastructure Delivery	To support growth and change, meeting the needs of communities
Housing	Deliver the right type of homes, in the right location and to a high standard

⁶ wealden.gov.uk/UploadedFiles/Wealden-Local-Plan-Direction-of-Travel-1.pdf

Commercial	Support local businesses, increase jobs and ensure a thriving, diverse and a locally sustainable economy
Tourism	Improve the existing offer and increase visitor spend
Town Centres	Support and regenerate local centres by attracting the right investment and create vibrant places that cater for community's needs
Natural Environment	Protect and enhance, increasing biodiversity and the quality of green and blue spaces
High Quality Landscapes	Protect heritage and cultural assets
High Quality Places	Through design and accounting for local character and distinctiveness
Local Communities	Help communities to thrive, living safe, inclusive and healthy lives
Key Challenges	Key Transport Themes⁷
High dependency on the private car for travel in the district	Encourage active and sustainable transport and provision of walking & cycling infrastructure
District suffers with poor public transport, primarily due to its rural nature	Implementing parking standards
Funding the creation of new cycle/walking infrastructure	Ensure the right infrastructure is provided in sustainable locations at the appropriate time
The district experiences high car use with transport infrastructure at capacity during	Favour development in locations where existing sustainable routes are in place

3.3 Widen policy context

- 3.3.1. The development of the Local Plan transport evidence base and the need for mitigation will also need to respond to wider policy objectives and guidance. Table 3-2 to Table 3-4 summarise key national, regional and local transport policy guidance relevant to plan-making.

Table 3-2 - National Policy

National Policy
The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2024)
The NPPF sets out the government's planning policies for England and requires all plans to promote a sustainable pattern of development and be genuinely plan-led. It advises that transport issues should be considered from the earliest stages of plan-making so that potential impacts on transport networks can be addressed so that opportunities for existing or proposed transport infrastructure, including charging technology and usage are realised. Opportunities to promote walking, cycling and public transport should be identified and pursued so that the environmental impacts are identified, assessed and taken into account and so that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. It advises that significant growth should be focused on locations which are or can be made accessible, through limiting the need to travel and offering a genuine choice of transport modes.

⁷ [WLP SA SEA Scoping Report November 2020.pdf](#)

It requires planning policies to be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.

The initial STEB assessment provided an early assessment to understand the scale of likely impacts on the network. The ESCWTM assessment takes the early STEB work a stage further.

National Planning Policy Guidance (NPPG) (Ministry of Housing, Communities and Local Government, as updated)

The PPG provides further plan-making guidance on preparing a transport evidence base, including recommending assessment at initial evidence stage, options testing and as preparation of the final submission.

DfT Circular 01/2022 - The Strategic Road Network and the Delivery of Sustainable Development (2022)

National Highways (NH) has been, and will continue to be, engaged throughout the development of the emerging Local Plan evidence base. Circular 01/2022 was first published in 2013 (02/2013) and sets out how National Highways engages in plan-making and decision-taking to support the delivery of sustainable development. The updated circular requires a vision-led approach to local plans, with a monitor and manage framework to address potential impacts from development.

Bus Back Better: National bus strategy for England (DfT, 2021)

The strategy provides a long-term commitment to funding and delivering more frequent, reliable and easier to use bus services to significantly increase passenger numbers and reduce congestion, carbon and pollution. The vision is for fully integrated and inclusive services, multi-modal ticketing, increased bus priority, reliable real-time information and turn-up-and-go frequencies. Funding is recognised as a key challenge, and the strategy provides support to Local Transport Authorities (LTAs) to access franchising powers. It also places an expectation on LTAs to commit to establishing more flexible, Enhanced Partnerships across their entire areas and publish a Bus Service Improvement Plan (BSIP) to access continued central funding and support. The Local Plan will need to reflect the BSIP and integrate new housing and employment with enhanced public transport services and infrastructure delivery.

Gear Change: A bold vision for cycling and walking (DfT, 2020)

The Government has set out a vision for a step-change in cycling and walking, to double uptake over the next decade, and transform their role in the transport system where "Places will be truly walkable... Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030." Cycling and walking needs to be placed at the heart of the decision-making and Local Plan-making process to deliver healthier, greener and safer environments with convenient access to travel.

Table 3-3 - Regional Policy

Regional Policy
Transport for the South East Transport Strategy (TfSE)
The TfSE transport strategy aims to support their vision for a net-zero carbon South East by 2050. The strategy sets out the different priorities underpinning the strategy for the environment and economy. Key themes of the strategy include promoting active travel and healthier lifestyles reducing the impact of, and the need to travel on an affordable, accessible transport network and a digitally smart transport network. In relation to Wealden, the strategy acknowledges that sustainable initiatives and benefits of new technology should be shared between urban and more rural areas but that roads serving urban areas offer opportunities to look at the balance of road space between cars, public transport and active modes. Wealden is also identified as part of a strategic corridor, with the A22 running through it.
TfSE Strategic Investment Plan (2026)

TfSE consulted on their draft SIP in mid-2022 and published the updated SIP in early 2026. The SIP builds on the transport strategies, discussed above, and a wider evidence base to provide an emerging framework for investment in strategic multi-modal transport infrastructure, services and regulatory interventions up to 2050. The plan is seen as an enabler of future economic growth across different sectors and is intended to present a compelling case for government and private investors that a £45bn capital investment over 27 years (£1.5bn per year) could deliver the following by 2050 across four regional packages:

- 21,000 additional new jobs
- Additional £4bn GVA per annum
- 1.4 mega tonnes reduction in equivalent CO2 emitted
- 500,000 more rail trips each weekday
- 4 million fewer car trips each weekday
- 1.5 million more trips by bus, mass transit and ferry each weekday

Wealden is covered principally by the London to Sussex coast package of interventions with an expected capital investment of £3.6bn needed up to 2050. TfSE recognises that funding the SIP will be the principal financial challenge and, at this stage, schemes have been prioritised into short, medium and longer term delivery timescales with high level advice around the expected next steps to develop the business case and feasibility with key delivery partners.

Table 3-4 - Local Policy

Local Policy
ESCC Local Transport Plan 4 (LTP4) (2026 to 2030)
The fourth East Sussex Local Transport Plan 2024 – 2050 (also known as LTP4) was adopted at Full Council on 8 October 2024. LTP4 sets out how ESCC and partners will plan and provide transport for residents, businesses and visitors in East Sussex now and for future generations; to help connect them with the places they need to go on a daily basis. It sets out how the County Council and partners plan to: enable safer and more accessible journeys; develop healthy places to enable people to live well; decarbonise transport to help achieve net zero targets by 2050 at the latest; maintain and strengthen transport networks so that they are resilient; and support a more equitable, inclusive, and sustainable economy within coastal towns, market towns and villages in more rural areas.
East Sussex Bus Service Improvement Plan (BSIP) (2022)
In line with the expectations of the Bus Back Better: National bus strategy for England, ESCC have prepared a BSIP. A key target of the BSIP is to initially reverse the decline in bus patronage and then grow it significantly in future years. This will be delivered by quality improvements, including bus priority schemes to improve reliability and punctuality, simplified and reduced fares and improved services in rural areas. The plan was submitted to government in 2021 and approved in 2022.
East Sussex's Local Cycling & Walking Infrastructure Plan: Let's get cycling and walking (ESCC, 2021)
The LCWIP sets out a proposed network of cycling and walking routes and measures in specific areas of the County. Importantly this will sit alongside the County Council's wider plans to improve mobility and transport over the next ten years and to deliver healthier, safer and more accessible new housing and employment through Local Plans. The LCWIP places people at its centre and focuses on understanding their needs and the places they want to get to by delivering an ambitious network of additional cycling and walking routes and measures to integrate with existing cycling and walking infrastructure. An updated LCWIP will be published for consultation in Spring 2026.
Wealden District Core Strategy Local Plan (2013 – 2027)
The Core Strategy notes that over half of the district's population live outside towns in rural areas of the district and lack of accessibility to public transport has created a reliance on private vehicles. The main transport objectives include providing sustainable transport alternative to the private vehicle and focussing development in in areas best served by public transport. In particular, the strategy notes required interventions to support development in Polegate, east Willington, Uckfield and Hailsham.

3.4 Area Profile

Local Geography

- 3.4.1. Wealden is in the centre of East Sussex, bordering Eastbourne to the South, Lewes to the Southwest and Rother to the East. The district also borders the counties of West Sussex, Surrey and Kent, which includes Mid Sussex, Tandridge, Sevenoaks and Tunbridge Wells. The South Downs National Park Authority (SDNPA) also covers the Southwest of Wealden district and has planning responsibilities for Alfriston, East Dean and Friston to the west of Eastbourne.
- 3.4.2. Wealden has a population estimate of 160,100 (2021⁸) people which makes up approximately 29% of the population of East Sussex as a whole. The district includes the principal towns of Crowborough, Uckfield, Heathfield, Hailsham and Polegate, where over 50% of the district's population live. The remaining population predominantly reside in rural areas and villages with reduced accessibility to sustainable modes of travel in most cases.

Travel Trends

- 3.4.3. For the purposes of this study, the Census 2011⁹ data has been used in both the STEB modelling and as a guide to typical travel trends in the district, given that the 2021 census reflects changes caused by Covid 19. An assessment of impacts from Covid 19 on the ESCWTM was considered in a report published by ESCC and WSP in 2024. This concluded the following:
- The average private vehicle mode share for journey to work trips across Wealden – including those in to and out of the district – is 74%;
 - Approximately 58% of residents travel out of the district for work with 13% travelling to neighbouring Eastbourne, 9% to London and 27% to the rest of the UK;
 - Travel to and from neighbouring authorities is generally made by car with approximately 85% of journeys to work made by private vehicle;
 - 42% of residents live and work within the district and private vehicle mode share makes up around 69% of all trips with 31% made by sustainable modes;
 - Public transport use within the district is relatively low at approximately 3% of trips; and
 - Car ownership within Wealden (2021) shows that approximately 89% of households in Wealden have access to one or more cars, which is notably higher than the national average of 76%.

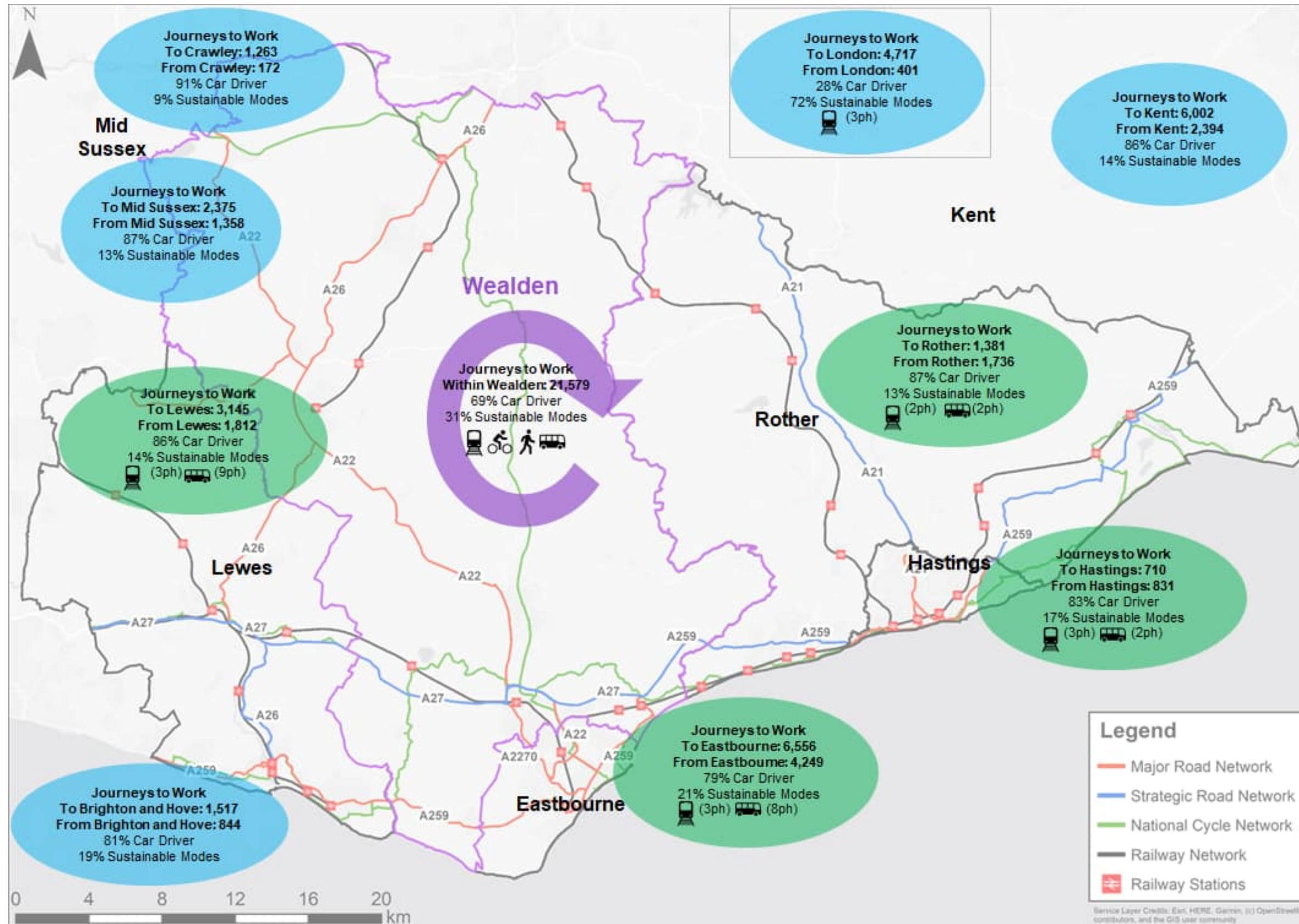
⁸ [East Sussex in Figures – Data Observatory – Welcome to East Sussex in Figures](#)

⁹ [WU03UK \(Location of usual residence and place of work by method of travel to work\) - Nomis - Official Census and Labour Market Statistics](#)



A general overview of transport connectivity for Wealden and the travel to work patterns to/from neighbouring districts in the county was prepared for the original STEB work (2022) and is shown in Figure 3-1 below.

Figure 3-1 - Wealden context and journeys to work patterns with neighbouring areas (Census 2011)



Transport Connectivity

Road

- 3.4.4. The district is connected to the Major Road Network (MRN) via the A22 and A26, and to the Strategic Road Network (SRN) to the south of the district on the A27 and where a small portion of the A259, runs through the southern boundary of the district. The A272 and A2270 also provide key routes through the district. Several key junctions and roads on these corridors are currently at, or reaching capacity, and experience congestion and delay during peak hours. A package of highway improvement schemes on the southern end of the A22 are currently being developed as part of an MRN bid to the DfT. The business case and design work are being prepared by ESCC and will provide clear improvements to the A22 within the lifetime of the emerging Wealden Local Plan. NH are also implementing highway improvements on the A27 as part of their Road Investment Strategy (RIS) programmes.

Bus

- 3.4.5. The level of bus accessibility in the district is generally low and there are only a few services with frequency of more than one per hour linking the principal towns, local centres and the neighbouring cross boundary destinations of Brighton, Eastbourne and Hastings. Rural areas are not well served and there are limited cross boundary services to Lewes, West Sussex and Kent. An overview of the current level of bus service in Wealden, connecting with neighbouring authorities, is summarised in Table 3-5.

Table 3-5 - Bus routes and frequency¹⁰

Route Number	Destinations	Typical Hourly Frequency
1X	Hellingly - Eastbourne	2
28/29	Brighton – Tunbridge Wells	2-4
31/31A	Cuckfield – Uckfield	6 times daily
37	Hailsham – Beachlands	2 times (Saturdays only)
54	Uckfield – Eastbourne	1
143	Lewes - Hailsham	5 services daily (Mon to Fri)
252	Tunbridge Wells – Heathfield	1

Rail

- 3.4.6. Wealden is predominantly rural and whilst a railway line service operates between Uckfield to London Bridge and between Hastings and London Charing Cross (via Wadhurst) along

¹⁰ [East Sussex Bus Map](#)

the eastern side of the district, several of the urban areas within the district are not directly served by rail, including Hailsham and Heathfield.

- 3.4.7. The existing key rail services operating from railway stations within Wealden are shown in Table 3-6 . There are east-west connections via the East Coast way, Hastings and Marshlink lines and rail journey times are generally comparable with peak hour car journey times from Polegate towards Hastings (35mins) and Brighton (45mins). Services and journey times to London and Kent from the south coast are considered slow and constrained by level-crossings on the Marshlink line towards Kent and high demand towards London Victoria. Services from Wadhurst and Crowborough (Jarvis Brook), in the north of the district, provide quicker journey times towards Kent and London.

Table 3-6 - Rail routes, journey times and frequency

Origin	Destination	Key Local Calling Points	Average Journey Time (from Origin)	Typical Hourly Frequency
Polegate	London Victoria	Lewes, Haywards Heath,	1h39 (peak), 1hr30 (off-peak)	2
	Bexhill	Eastbourne, Pevensey & Westham	30 mins	2
	Brighton	Berwick, Lewes, Falmer	41 mins (peak), 50 mins (off-peak)	2
	Hastings	Hampden Park, Eastbourne, Bexhill	32 mins	3
	Eastbourne	Hampden Park	10 mins	3
Uckfield	London Bridge	Buxted, Crowborough, Eridge	1h20	1
Wadhurst	London Charing Cross	Frant, Tunbridge Wells	1h05	2
	Hastings	Stonegate, Battle	40 mins	2

Active Travel

- 3.4.8. Wealden currently benefits from National Cycle Network (NCN) Route 21 running north-south through the middle of the district and makes use of the Cuckoo Trail a mainly off-road cycling route from Polegate to Heathfield and on-road from Heathfield to Groombridge. Route 21 then links into Route 18 to connect Groombridge to Tunbridge Wells Common, southwest of Royal Tunbridge Wells.
- 3.4.9. According to the 2011 Census, less than 2% of commuting trips are made by bicycle both within the district and cross-boundary into neighbouring districts/boroughs which can be partially attributed to the 58% of residents travelling longer distances outside the district for work, which is the highest level across any district in the county. Cycle parking is provided

at all the railway stations in Wealden (Table 3-7) to encourage cycling as the first or last mile mode choice for wider rail trips.

Table 3-7 - Wealden Railway Stations, Cycle Parking Provision

Station	Cycle Parking Spaces
Polegate	48
Uckfield	20
Crowborough	18
Wadhurst	20
Pevensey Bay	5
Pevensey & Westham	12
Berwick	20
Eridge	16
Buxted	10
Frant (at Bells Yew Green)	12

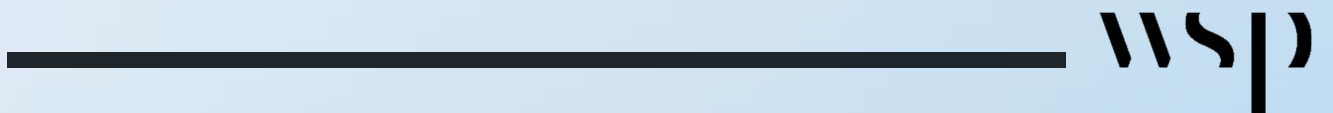
- 3.4.10. The East Sussex Pedal Power Scheme, eligible to anyone living within East Sussex and wishing to commute by bicycle, allows individuals to rent a bike for a chosen length of time with the option to return the bike or buy it outright at the end of the loan period. This scheme aims to make cycling more accessible and targets employees across all Districts within East Sussex. As part of the Government's Emergency Active Travel Fund, East Sussex were awarded funding to install cycle stands across the county's five districts and boroughs to encourage and improve opportunities to cycle. Installation locations in Wealden include car parks and shopping centres in Hailsham, close to the Cuckoo Trail cycle network to integrate with the existing cycle network.
- 3.4.11. The Healthy Wealden website focuses on encouraging walking around the district for commuting and pleasure and directs residents and tourists towards self-led walks, an annual walking festival and guided walks. Wealden Walks are a collection of self-guided walks available throughout the district which have all been recently tested and improved. The initiative aims to help encourage walking within the district and was launched for the Council's millennium commemoration.
- 3.4.12. ESCC have prepared a series of Local Cycling and Walking Infrastructure Plans (LCWIPs), in partnership with the districts and boroughs, to plan improvements to the active travel network across the county and in Wealden. ESCC are currently updating the LCWIPs and information about draft schemes will be available in Spring 2026.

3.5 Issues and Challenges

- 3.5.1. There are varying levels of accessibility across the predominantly rural Wealden district. Railway stations at Polegate, Uckfield, Crowborough (Jarvis Brook) and in rural locations to the north and south of the district offer good access to rail. However, overall public transport provision is generally poor for most of the district. Some of the key challenges Wealden has around transport and connectivity include:
- The lowest levels of existing sustainable travel across East Sussex, with only 31% of internal Wealden trips made by non-private vehicle modes;
 - The high proportion of commuters working outside the district makes sustainable travel initiatives and incentives hard to encourage, unless connectivity is improved cross-boundary;
 - A high proportion (79%) of commuting between Wealden and Eastbourne is by car. More than 86% of trips to Lewes, Hastings, Rother and other counties are made by car. 82% of all commuter trips into the district are all made by car also. In terms of car ownership levels, 87% of households in Wealden have one or more cars. This is significantly higher than the national average (74%) and 50% of the population live in rural or remote areas and, with the exception of Stone Cross, Westham, Pevensey, Wadhurst, Frant (at Bell Yews Green), Eridge and Buxted, many areas do not have direct access to rail connections or a frequent bus service.

4

Model Overview



4 Model Overview

4.1 Introduction

- 4.1.1. WSP has been commissioned by WDC to deliver transport modelling services to support their emerging Local Plan 2025-2042. This work includes assessing the potential transport impacts of proposed developments using the East Sussex Countywide Transport Model (CWTM)¹¹.
- 4.1.2. Following WSP's appointment by ESCC and Balfour Beatty Living Places (BBLP), a detailed review of the 2019 Base East Sussex Countywide Transport Model (CWTM) was undertaken within the boundaries of Wealden District. This was reviewed, calibrated and revalidated to a base year of 2023 to reflect any potential impacts of Covid-19 on traffic behaviour within the CWTM study area. The results are reported in:
- *IM-0053: COUNTYWIDE TRANSPORT MODEL Pre-COVID and Post-COVID traffic flow comparisons* (August 2024)¹²
 - *IM-0053: COUNTYWIDE TRANSPORT MODEL Transport Forecasting Report* (August 2024)¹³
- 4.1.3. The CWTM has multiple potential applications including:
- Ability to develop and assess countywide transport strategies;
 - Ability to assess the combined impact of major highway schemes;
 - Evidence for early appraisal and sifting of strategic major scheme options;
 - Ability to assess the combined impact of Local Plans and land-use policies/strategies on the highway network;
 - Provide a potential platform for a suite of individual strategic town models linked to CWTM;
 - Annual Average Daily Traffic (AADT) and Annual Average Weekly Traffic (AAWT) for environmental assessment i.e., Air Quality and Noise;
 - Scheme economic assessments i.e., assessment of schemes within the CWTM Area of Detailed Modelling (ADM); and
 - Provide a potential basis for producing dynamic corridor micro-simulation models e.g., VISSIM or other appropriate software.

¹¹ [East Sussex Countywide Transport Model – Overview | East Sussex County Council](#)

¹² <https://www.eastsussex.gov.uk/media/jqtmhbcgg/cwtm-covid-adjustment-factor-report-2024.pdf>

¹³ <https://www.eastsussex.gov.uk/media/kwwhwwtx/cwtm-updated-forecasting-report-2024.pdf>

- 4.1.4. The impact of new development on the transport network and the potential measures required to mitigate any severe impacts is assessed using the more detailed SATURN based East Sussex Countywide Transport Model (the “countywide model”).

4.2 Overview

- 4.2.1. During the initial phase, adjustments were made to the CWTM to ensure it accurately represented current highway traffic conditions. In addition, forecast development zones were incorporated as dummy zones within the base year model to streamline the assessment process and facilitate future scenario testing.
- 4.2.2. The 2042 and 2050 highway forecast models were then updated using the latest committed development data. This included residential and employment developments that had either gained planning permission or entered the planning process, as provided by WDC at the outset of the study and confirmed during the development of the modelling scenarios (December 2025).
- 4.2.3. As part of the model refinement process, the forecast zone locations listed in the uncertainty log were reviewed. Any inconsistencies identified between the model and the log were addressed by updating the zone locations within the model accordingly.
- 4.2.4. The ESCC CWTM 2023 base year model served as the foundation for developing forecast models for the years 2042 and 2050. These forecast models will be used to assess the transport implications of future growth across the district and inform the development of the emerging Local Plan to 2042.

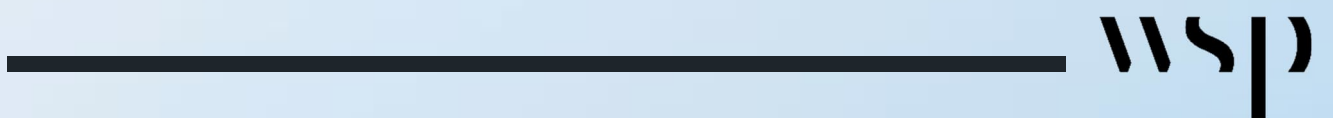
4.3 Report Structure

- 4.3.1. This report provides a detailed overview of the development of four forecast scenarios for the years 2042 and 2050, as outlined below:
- Option 1: National Trip End Model (NTEM) version 8.0 growth datasets accessed via the Trip End Model Presentation Program (TEMPro) version 8.1 software plus Wealden District committed development to 2042 / 2050. Since the modelled forecast years are 2042 and 2050, the committed developments will be aligned to cover these periods;
 - Option 2 (Scenarios 2 to 5): NTEM version 8.0 growth datasets accessed via the TEMPro version 8.1 software plus Wealden District Local Plan four (4) scenarios named Scenario 2 to 5. These are effectively Option 1 (2042/2050) with the addition of the emerging Wealden District Local Plan growth scenarios with site access arrangements but no additional mitigation and will represent a worst-case Local Plan ‘Do Nothing’ tests;
 - Option 3: Based on Option 2 Scenario 5 (maximum tested Local Plan Scenario), emphasising mode shift, a 10% reduction in car trips applied within Wealden District;
 - Option 4: Based on Option 2 Scenario 5 (maximum tested Local Plan Scenario), emphasising highway mitigation outlined in the latest IDP provided by WDC.

- 4.3.2. Details about the Options and Scenarios developed and commentary regarding the impact of the predicted Local Plan Growth Scenarios are presented in the following chapters.
- 4.3.3. Detailed outputs (Actual Flows, Link Volume to Capacity Ratio, Junction Volume to Capacity Ratio, Delays and Comparison Plots) can be found in the Appendices.

5

Model Inputs



5 Model Inputs

5.1 Background Traffic Growth – Option 1 Committed Developments

Introduction

- 5.1.1. This section details the assumptions and inputs into the development of the Option 1 2042 and 2050 forecast year transport models. The forecasting approach applied draws on the guidance from DfT Transport Analysis Guidance (TAG) Unit M4 (Forecasting and Uncertainty).
- 5.1.2. The overall approach to forecasting is to create 2042 and 2050 forecast year transport models which reflect changes in demand growth considering all uncertainties as known at the time of developing the model. It is expected that any development or scheme testing, for the same forecasting year, would as a principle be assessed against this scenario, therefore establishing it as the reference case.

Generalised Costs

- 5.1.3. The basis for route choice in a highway assignment model is the generalised cost which is expressed in units of time and represents the combined monetary and non-monetary cost associated with a journey.
- 5.1.4. The Value of Time (VoT) reflects how much travellers are willing to pay to save time on their journeys, while the Vehicle Operating Costs (VOC) capture the expenses of running a vehicle, such as fuel, maintenance, tyres, and wear and tear. Together, these measures help assess the true cost of travel and provide an economic basis for comparing different transport options, allowing planners to evaluate whether projects or policies deliver meaningful savings in both time and money.
- 5.1.5. The generalised costs i.e., VOT and VOC were updated for all 2023, 2042 and 2050 models, using the DfT TAG Databook (May 2025) as shown in Table 5-1, Table 5-2 and Table 5-3. The VOT is represented as Pence Per Minute (PPM) while the VOC is represented as Pence Per Kilometre (PPK).
- 5.1.6. The values remain consistent across all Forecasting Options.
- 5.1.7. The interpeak (average hour 10:00 -16:00) shows a higher PPM because the traveller mix shifts toward business and discretionary trips, where time is valued more highly compared to the commuting-dominated peak periods.
- 5.1.8. The Car Other (CO) user class includes the following car trip purposes: Education, Shopping, Personal Business, Recreation/Social, Visiting Friends/Family, Holiday/day trip.

Table 5-1 - 2023 Base Value of Time (VOT) and Vehicle Operating Costs (VOC)

UC	Description	AM Peak		Inter Peak		PM Peak	
		PPM	PPK	PPM	PPK	PPM	PPK
1	Car Business (CB)	43.5	17.24	44.58	17.24	44.13	17.24
2	Car Commute (CC)	29.17	8.99	29.65	8.99	29.28	8.99
3	Car Other (CO)	20.13	8.99	21.44	8.99	21.08	8.99
4	LGV	32.35	18.68	32.35	18.68	32.35	18.68
5	HGV	67.58	52.93	67.58	52.93	67.58	52.93

Table 5-2 - 2042 Base Value of Time (VOT) and Vehicle Operating Costs (VOC)

UC	Description	AM Peak		Inter Peak		PM Peak	
		PPM	PPK	PPM	PPK	PPM	PPK
1	Car Business (CB)	55.91	10.3	57.3	10.3	56.72	10.3
2	Car Commute (CC)	37.5	4.81	38.11	4.81	37.63	4.81
3	Car Other (CO)	25.87	4.81	27356	4.81	27.09	4.81
4	LGV	41.58	13.01	41.58	13.01	41.58	13.01
5	HGV	86.86	43.82	86.86	43.82	86.86	43.82

Table 5-3 - 2050 Base Value of Time (VOT) and Vehicle Operating Costs (VOC)

UC	Description	AM Peak		Inter Peak		PM Peak	
		PPM	PPK	PPM	PPK	PPM	PPK
1	Car Business (CB)	62.79	9.6	64.34	9.6	63.69	9.6
2	Car Commute (CC)	42.11	4.3	42.79	4.3	42.25	4.3
3	Car Other (CO)	29.05	4.3	30.95	4.3	30.42	4.3
4	LGV	46.69	12.44	46.69	12.44	46.69	12.44
5	HGV	97.54	43.11	97.54	43.11	97.54	43.11

Car Background Growth

- 5.1.9. Background growth factors for cars were produced using NTEM version 8.0 datasets accessed via TEMPro version 8.1. The use of background growth accounts for housing developments that were considered too small to warrant inclusion and be explicitly modelled within the transport model.

- 5.1.10. Local NTEM version 8.0 datasets accessed via TEMPro version 8.1 software growth factors for the East Sussex area at Local Authority level have been used for all car user classes growth rates. These consider local demographic changes, socio-economic variations, and changes in modes as well as other factors that affect the growth of traffic within the locality.
- 5.1.11. Origin and Destination (OD) growth rates were extracted using the TEMPro version 8.1 software for the relevant authorities within the study area and from regions within the external area for each journey purpose and applied to the 2023 base year matrices.
- 5.1.12. TEMPro was used to forecast and constrain the percentage growth in trip demand within the modelled area between the base year (2023) and the forecast years (2042 and 2050). These growth rates were applied to the base year matrices to generate forecasts for background trip end growth.
- 5.1.13. Distinct growth factors were applied to origin growth and destination growth, followed by a furnessing process to balance the total number of trips between origin and destination totals. Furnessing is a matrix balancing technique used to adjust origin-destination (O-D) trip matrices so that the row and column totals i.e., total trips from each origin zone and to each destination zone, match specified control totals. It ensures consistency between forecasted trip ends and the modelled trip distribution.
- 5.1.14. Table 5-4 to Table 5-15 present the Actual and Adjusted growth factors used to forecast and constrain the 2042 and 2050 demand projections and are overleaf. The NTEM forecasts software of trip ends (origin-destination pairs) accessed through the TEMPro are based on demographic and socio-economic projections such as population, employment, housing, and car ownership. However, the standard NTEM growth factors can overestimate future traffic growth especially in areas where observed growth is flat.
- 5.1.15. The adjusted growth factors are often lower than the unadjusted ones because the adjustment process takes account of local conditions, such as planned developments, land use policies, or capacity limits on the transport network. The standard (unadjusted) growth factors represent broad national or regional forecasts of how much travel might increase over time. When these are adjusted, they are scaled down to better reflect what is expected to happen in the specific study area, ensuring that the growth in trips is realistic and consistent with local plans rather than just the wider average.

Table 5-4 - TEMPRO 2023 to 2042 Car AM peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0676	1.0948	1.1169	1.1347	1.1162	1.1217
Hastings	1.0684	1.0931	1.1064	1.1332	1.1043	1.1204
Lewes	1.0757	1.0904	1.1162	1.1249	1.1092	1.1135

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Rother	1.0798	1.0935	1.1286	1.1321	1.1239	1.1210
Wealden	1.0550	1.0910	1.0928	1.1237	1.0975	1.1148
Brighton & Hove	1.1464	1.0925	1.1632	1.1266	1.1358	1.1177

Table 5-5 - TEMPRO 2023 to 2042 Car Inter peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0710	1.0672	1.1452	1.1446	1.1266	1.1242
Hastings	1.0708	1.0660	1.1355	1.1370	1.1175	1.1153
Lewes	1.0741	1.0707	1.1360	1.1356	1.1167	1.1173
Rother	1.0787	1.0773	1.1481	1.1476	1.1302	1.1295
Wealden	1.0674	1.0610	1.1220	1.1231	1.1107	1.1106
Brighton & Hove	1.1050	1.1125	1.1444	1.1455	1.1253	1.1271

Table 5-6 - TEMPRO 2023 to 2042 Car PM peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0832	1.0556	1.1212	1.1117	1.1087	1.1055
Hastings	1.0814	1.0565	1.1187	1.1044	1.1029	1.0949
Lewes	1.0805	1.0660	1.1183	1.1105	1.1081	1.1044
Rother	1.0844	1.0731	1.1240	1.1217	1.1148	1.1162
Wealden	1.0814	1.0476	1.1115	1.0918	1.1022	1.0955
Brighton & Hove	1.0855	1.1378	1.1216	1.1454	1.1140	1.1198

Table 5-7 - TEMPRO 2023 to 2042 Car AM peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0558	1.0905	1.1042	1.1298	1.1056	1.1161
Hastings	1.0349	1.0597	1.0715	1.0986	1.0700	1.0858
Lewes	1.0384	1.0750	1.0759	1.1074	1.0745	1.0932
Rother	1.0537	1.0413	1.1034	1.0807	1.0934	1.0737
Wealden	1.0320	1.0877	1.0680	1.1187	1.0763	1.1068
Brighton & Hove	1.1436	1.0923	1.1605	1.1261	1.1336	1.1171

Table 5-8 - TEMPRO 2023 to 2042 Car Inter peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0637	1.0586	1.1368	1.1368	1.1186	1.1161
Hastings	1.0379	1.0329	1.1004	1.1018	1.0831	1.0807
Lewes	1.0497	1.0428	1.1051	1.1062	1.0885	1.0888
Rother	1.0377	1.0405	1.1113	1.1090	1.0917	1.0913
Wealden	1.0558	1.0462	1.1048	1.1071	1.0958	1.0955
Brighton & Hove	1.1036	1.1107	1.1429	1.1440	1.1240	1.1257

Table 5-9 - TEMPRO 2023 to 2042 Car PM peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0784	1.0433	1.1153	1.1014	1.1015	1.0962
Hastings	1.0484	1.0233	1.0842	1.0699	1.0689	1.0610
Lewes	1.0638	1.0279	1.0955	1.0753	1.0818	1.0725
Rother	1.0344	1.0485	1.0790	1.0911	1.0736	1.0821
Wealden	1.0770	1.0241	1.1012	1.0703	1.0893	1.0779
Brighton & Hove	1.0851	1.1349	1.1208	1.1430	1.1129	1.1180

Table 5-10 - TEMPRO 2023 to 2050 Car AM peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0785	1.1078	1.1492	1.1678	1.1493	1.1546
Hastings	1.0748	1.1060	1.1302	1.1667	1.1302	1.1524
Lewes	1.0891	1.1037	1.1469	1.1560	1.1395	1.1440
Rother	1.0975	1.1072	1.1663	1.1649	1.1595	1.1538
Wealden	1.0640	1.1041	1.1178	1.1538	1.1233	1.1454
Brighton & Hove	1.1713	1.1063	1.2028	1.1591	1.1737	1.1494

Table 5-11 - TEMPRO 2023 to 2050 Car Inter peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0776	1.0728	1.1869	1.1862	1.1624	1.1594
Hastings	1.0749	1.0689	1.1715	1.1739	1.1488	1.1459
Lewes	1.0813	1.0782	1.1755	1.1749	1.1499	1.1508
Rother	1.0886	1.0882	1.1907	1.1901	1.1675	1.1670
Wealden	1.0733	1.0669	1.1560	1.1576	1.1411	1.1413
Brighton & Hove	1.1176	1.1263	1.1865	1.1874	1.1613	1.1632

Table 5-12 - TEMPRO 2023 to 2050 Car PM peak – Origin and Destination Actual Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.1434	1.1289	1.0872	1.0493	1.1286	1.1225
Hastings	1.1051	1.0768	1.0534	1.0066	1.0840	1.0688
Lewes	1.1232	1.1026	1.0729	1.0378	1.1089	1.0993
Rother	1.1123	1.1248	1.0490	1.0639	1.1065	1.1151
Wealden	1.1268	1.0931	1.0862	1.0302	1.1146	1.1015
Brighton & Hove	1.0943	1.1551	1.1485	1.1758	1.1398	1.1465

Table 5-13 - TEMPRO 2023 to 2050 Car AM peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0669	1.1037	1.1369	1.1631	1.1386	1.1488
Hastings	1.0240	1.0709	1.0763	1.1291	1.0800	1.1127
Lewes	1.0526	1.0881	1.1073	1.1377	1.1051	1.1232
Rother	1.0726	1.0598	1.1414	1.1174	1.1306	1.1102
Wealden	1.0417	1.1008	1.0932	1.1486	1.1024	1.1372
Brighton & Hove	1.1685	1.1061	1.1997	1.1589	1.1714	1.1488

Table 5-14 - TEMPRO 2023 to 2050 Car Inter peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0703	1.0644	1.1782	1.1781	1.1543	1.1513
Hastings	1.0337	1.0253	1.1258	1.1293	1.1040	1.1009
Lewes	1.0574	1.0509	1.1445	1.1452	1.1216	1.1222
Rother	1.0511	1.0546	1.1558	1.1536	1.1313	1.1310
Wealden	1.0621	1.0525	1.1389	1.1416	1.1265	1.1264
Brighton & Hove	1.1163	1.1245	1.1850	1.1860	1.1600	1.1618

Table 5-15 - TEMPRO 2023 to 2050 Car PM peak – Origin and Destination Adjusted Growth Factor

Authority	Car Commute		Car Business		Car Other	
	Origin	Destination	Origin	Destination	Origin	Destination
Eastbourne	1.0872	1.0493	1.1434	1.1289	1.1286	1.1225
Hastings	1.0519	0.9958	1.1026	1.0689	1.0795	1.0615
Lewes	1.0729	1.0378	1.1232	1.1026	1.1089	1.0993
Rother	1.0364	1.0625	1.1022	1.1214	1.0980	1.1099
Wealden	1.0862	1.0302	1.1268	1.0931	1.1146	1.1015
Brighton & Hove	1.0943	1.1551	1.1485	1.1758	1.1398	1.1465

LGV and HGV Background Growth

- 5.1.16. For Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV) a separate growth forecasting process was undertaken. The National Road Traffic Projections (NRTTP) produced by the DfT predict the growth in total vehicle kilometres by vehicle type and road type for England and Wales.
- 5.1.17. For this study, the LGV and HGV growth for East Sussex and Rest of England was calculated for the forecast years using the Road Traffic Forecast (RTF) workbook Core Scenario. According to the DfT's Transport Analysis Guidance (TAG), the NRTTP are used to derive traffic growth factors for LGV and HGV. Table 5-16 shows the final factors applied to the base matrices to forecast the growth in LGV and HGV volumes.

Table 5-16 - Projected Growth of LGVs and HGVs

Mode	Region	2042	2050
LGV	East Sussex	1.236187	1.329089
	Rest of England	1.219854	1.311047
HGV	East Sussex	1.116385	1.157682
	Rest of England	1.089156	1.118124

- 5.1.18. The table shows that LGV traffic is forecast to increase significantly, driven by sustained demand for home deliveries, urban freight, and small business logistics.

Income and Fuel Growth Factors

- 5.1.19. TEMPro is based on certain assumptions such as no change in relative costs for each mode and no effects of income growth (beyond that represented through car ownership). Therefore, it is necessary when using TEMPro for forecasting a highways model to adjust for future changes in fuel pricing and income as these affect highway demand flows.
- 5.1.20. Fuel and income factors were calculated using table M4.2.1 in the TAG Data Book (May 2025 V2.01) produced by the DfT. The values were adjusted to the 2023 base year. Table 5-17 shows the adjustment factors applied to background car growth matrices derived using TEMPro. Factors within the table represent the change in total trips.

Table 5-17 - Income and Fuel adjustment Factors based on 2023 values

Year	Income adjustment factor	Fuel cost adjustment factor	Final Applied factor
2023	1	1	1
2042	1.038273	1.183140	1.228422
2050	1.057900	1.217054	1.287521

Committed Developments (Uncertainty Log)

- 5.1.21. Committed developments in Wealden District and neighbouring authorities¹⁴ were also used to inform Option 1 demand projections for the 2042 & 2050 Forecasting Scenarios. The Uncertainty Log captures known residential and employment development which is proposed to be coming forward across Wealden. This captures details of the site but also projects the year on year build out of the developments and their certainty status so this information was flexibly used for different option scenarios.
- 5.1.22. The version of the Uncertainty Log representing the developments included in the forecast scenarios is shown in Appendix A.
- 5.1.23. Table 5-18 provides a summary overview of the committed housing and employment sites as outlined in the Uncertainty Log (UL) across East Sussex. The committed developments constitute Option 1 of the CWTM and are expected to evolve as additional sites come forward. The developments identified in the table are explicitly modelled; all remaining projections not identified within the UL are accounted for through background growth derived from TEMPro.

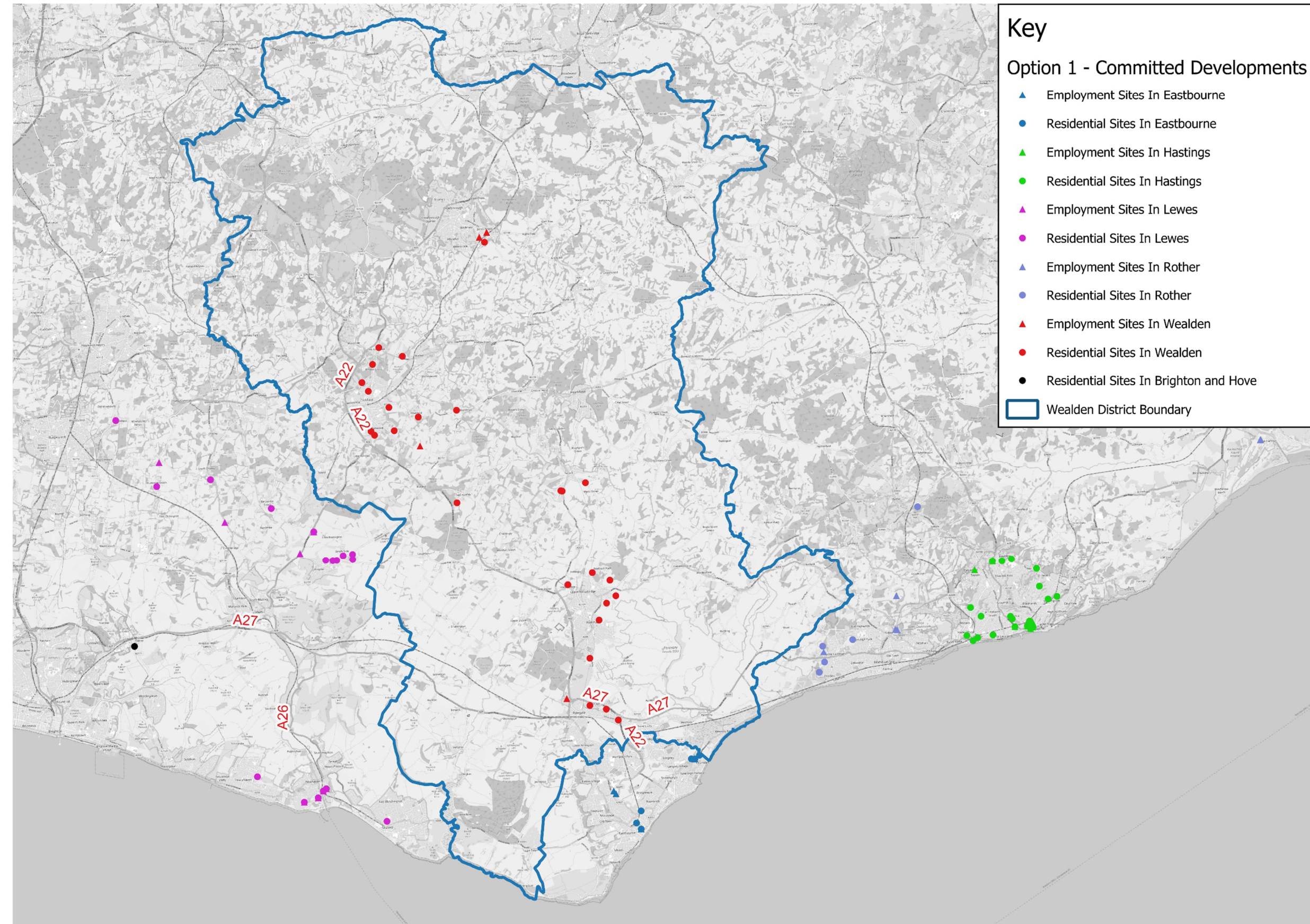
Table 5-18 - Committed Sites overview

Area	2042 employment (sqm)	2050 employment (sqm)	2042 Dwellings	2050 Dwellings
Brighton and Hove	0	0	388	388
Eastbourne	7,575	7,575	634	634
Hastings	34,676	34,676	2,790	2,790
Lewes	21,927	21,927	1,875	1,875
Rother	61,608	61,608	986	986
Wealden	6,169	6,169	1,845	1,845

- 5.1.24. Figure 5-1 illustrates the location of the sites summarised above.

¹⁴ Uncertainty Log provided by Wealden District Council November 2025

Figure 5-1 - Committed Developments



5.2 Local Plan Traffic Growth – Option 2 Local Plan Scenarios

- 5.2.1. This section details the assumptions and inputs into the development of Option 2 (Scenarios 2 to 5), 2042 and 2050 forecast year transport models.
- 5.2.2. Option 2 Scenarios are based on Option 1 with the addition of the Regulation 18 Wealden District Local Plan growth with site access arrangements but no additional mitigation and will represent a worst-case Local Plan 'Do Nothing' test.
- 5.2.3. Appendix B includes a detailed table presenting the name of the sites, land uses and their quanta per forecasting year.
- 5.2.4. Table 5-19 summarises the employment and residential sizes for the Local Plan Option 2 model runs.

Table 5-19 - Local Plan Option 2 Scenarios 2 – 5 assumed growth

Wealden	2042 Employment (sqm)	2042 Dwellings	2050 Employment (sqm)	2050 Dwellings
Scenario 2	144,250	8,013	144,250	8,013
Scenario 3	294,156	12,276	294,156	12,276
Scenario 4	404,656	17,976	404,656	17,976
Scenario 5	458,156	24,976	458,156	24,976

- 5.2.5. Figure 5-2 to Figure 5-5 illustrate the location of the Local Plan Option 2 Scenarios 2 to 5 sites.

Figure 5-2 - Option 2 Scenario 2 Local Plan sites

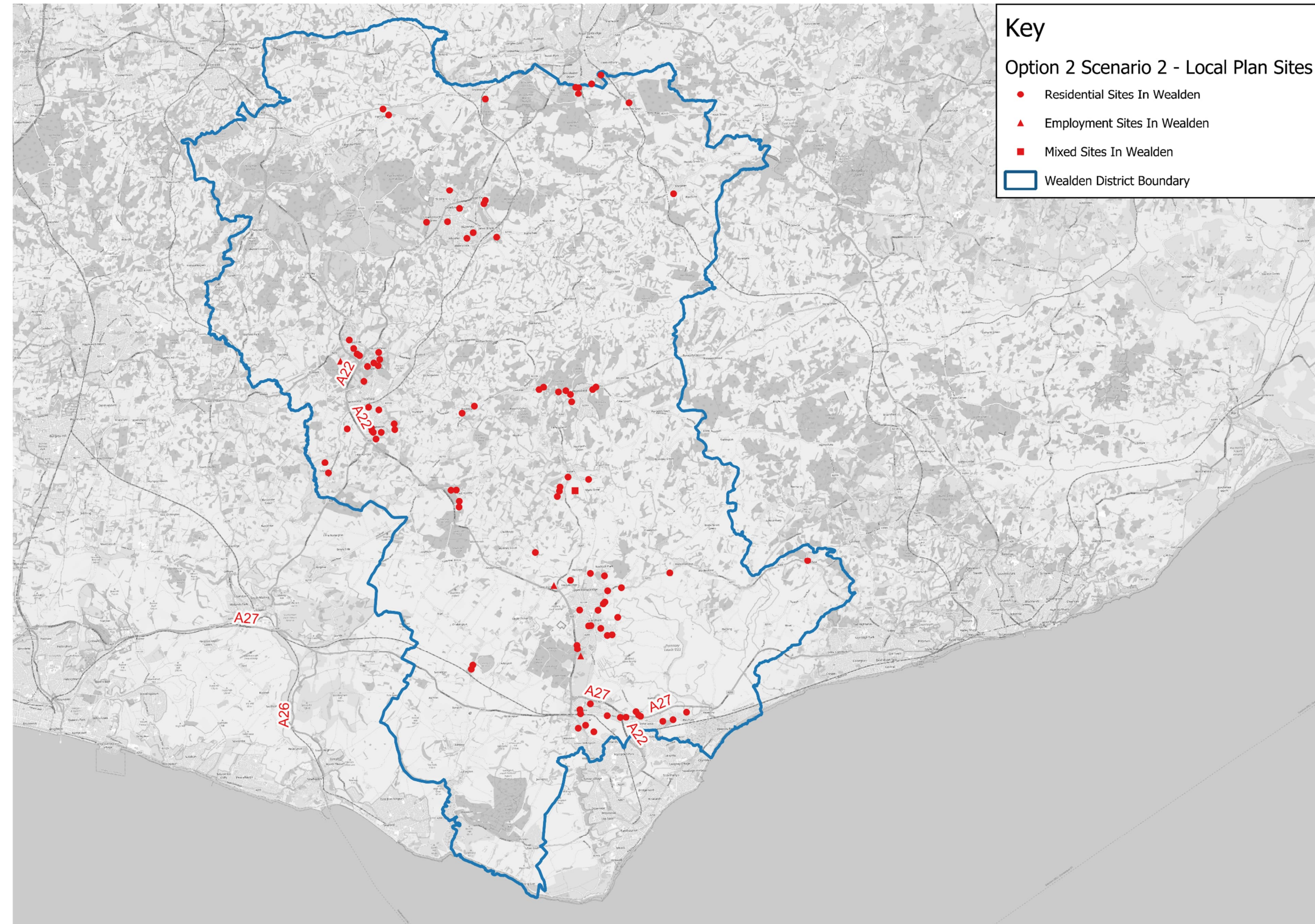


Figure 5-3 - Option 2 Scenario 3 Local Plan sites

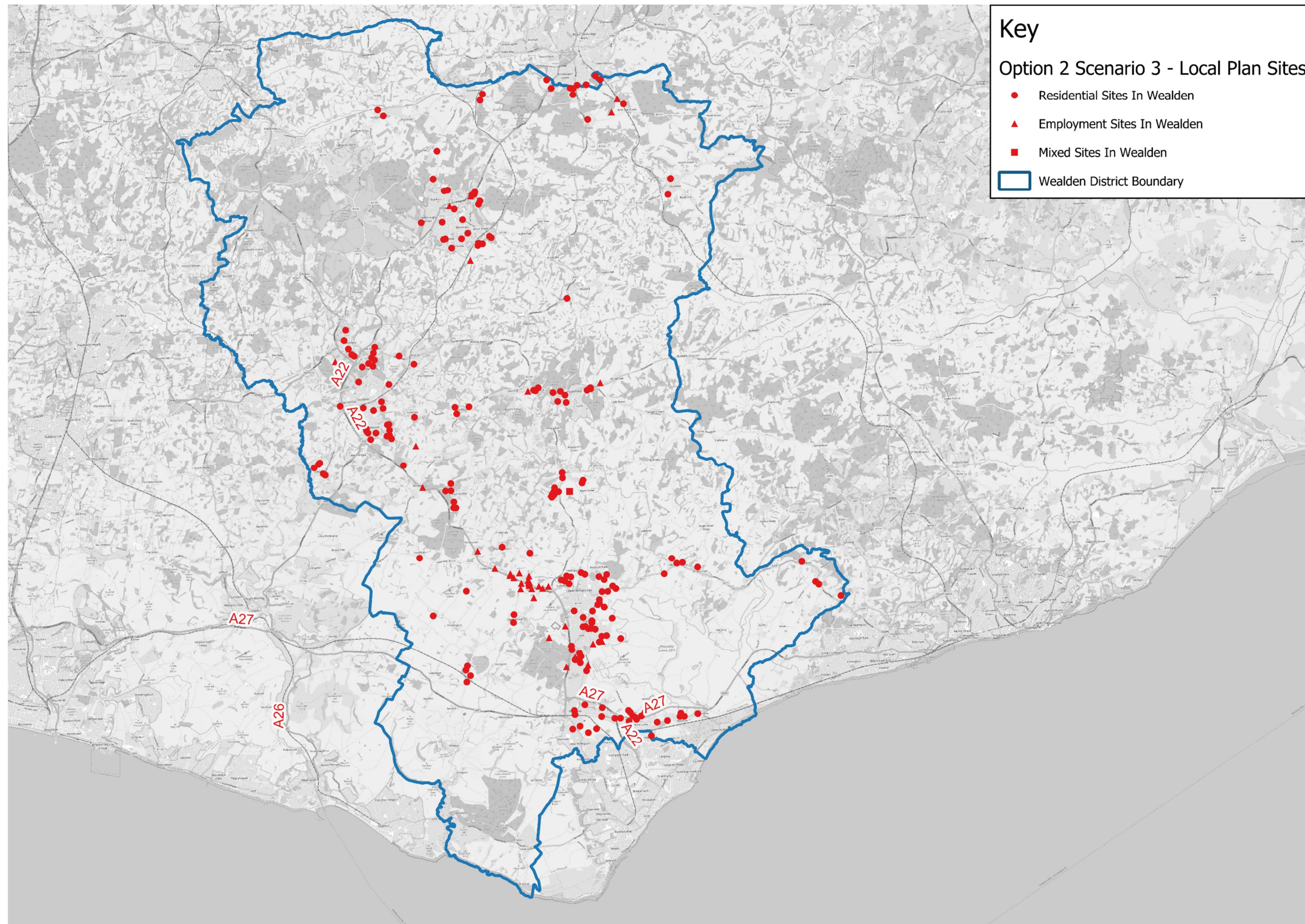


Figure 5-4 - Option 2 Scenario 4 Local Plan sites

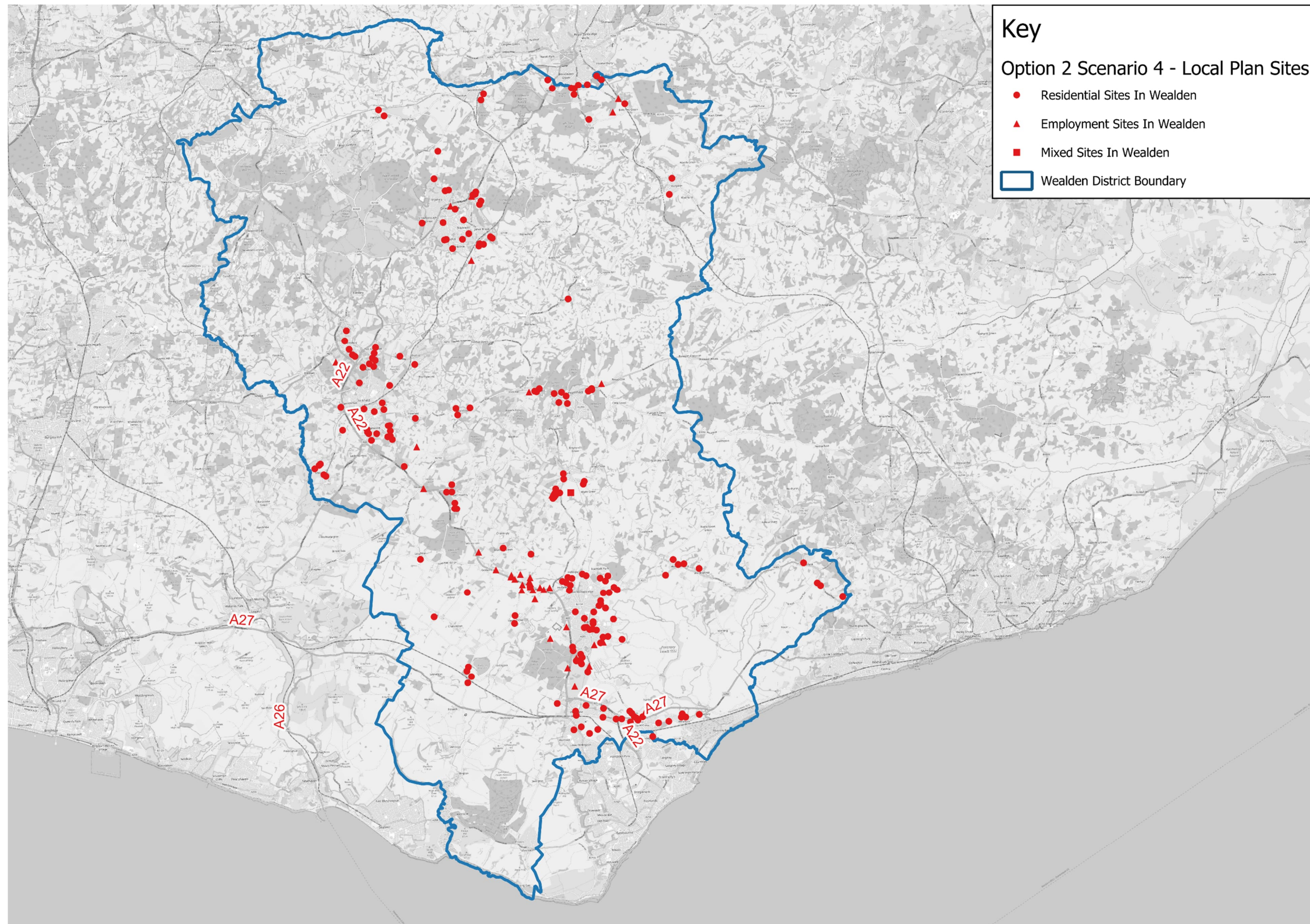
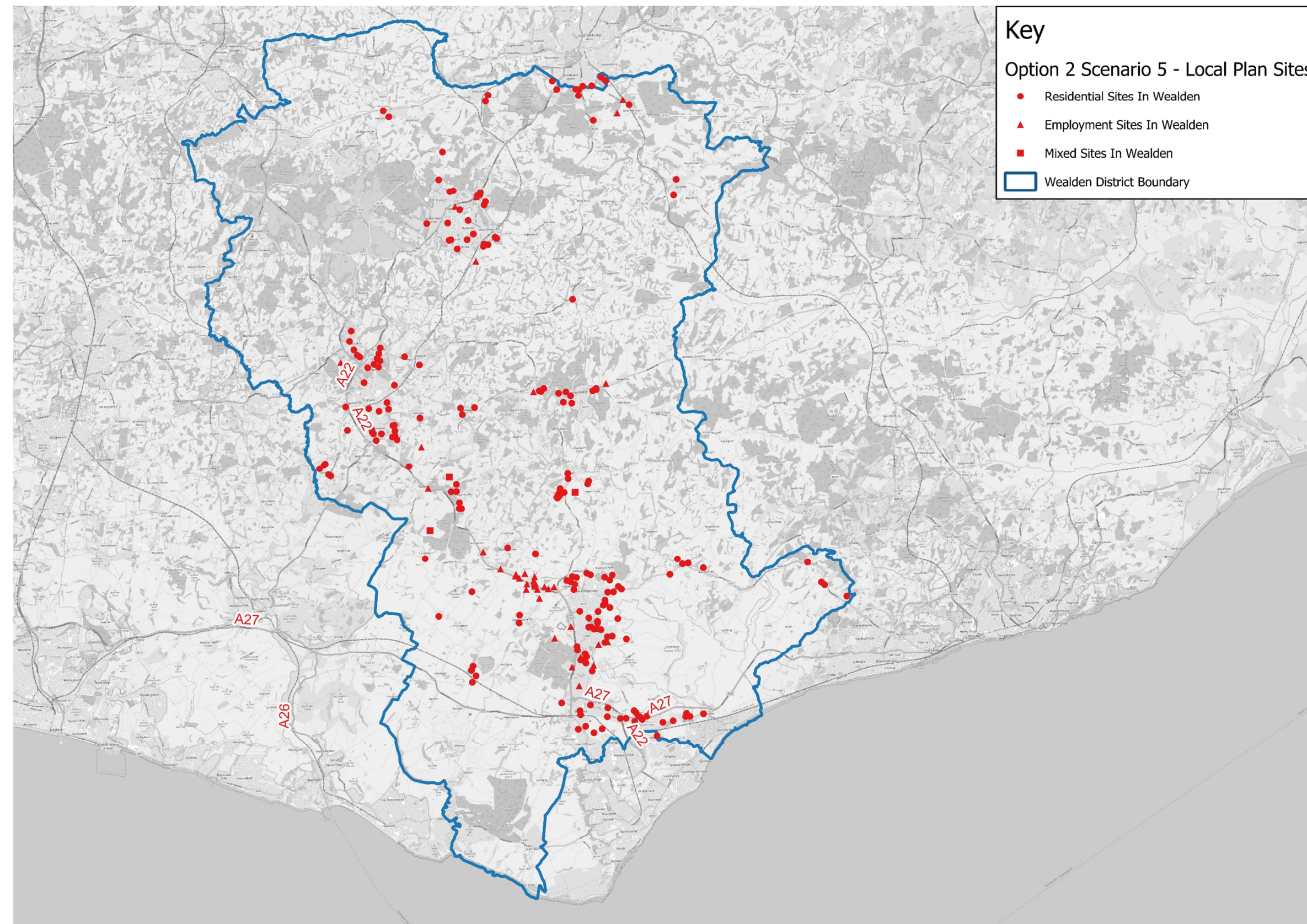


Figure 5-5 - Option 2 Scenario 5 Local Plan sites



5.3 Mode Shift Assessment – Option 3

- 5.3.1. This section details the assumptions and inputs used in the development of the Option 3 transport models of modal shift in both the 2042 and 2050 forecast years.
- 5.3.2. To support the achievement of Net Zero targets and reduce traffic congestion on UK roads, there is a growing need to better understand the interventions required to increase the attractiveness, affordability and availability of low emissions public transport and active travel options.
- 5.3.3. The Climate Change Committee (CCC) has previously analysed the potential reduction in car miles through modal shift, assuming a 9% reduction, relative to baseline growth forecasts by 2035, largely attributed to increased home working and shifts toward sustainable modes—rising to 17% by 2050. However, these assumptions did not explicitly consider how demand for alternative modes might change, nor how pricing effects could influence the extent of modal shift.
- 5.3.4. For Wealden, a 10% reduction was identified and applied across the district as the morphology of the zoning system, making it impossible to differentiate reliably between rural and town-based trips. Future stages of the local plan evidence may allow for more detailed analysis of specific corridors, enabling more robust and geographically targeted assumptions on modal shift.
- 5.3.5. For this forecasting approach, the Option 2 Scenario 5 demand trip matrix is used as a starting point. A 10% reduction in car trips is applied across all three user classes (UC1 to UC3) for zones located within the Wealden District (classified as internal zones), reflecting the anticipated shift towards more sustainable transport modes within Wealden District trips i.e., trips where both the origin and destination lie within the district.
- 5.3.6. Table 5-20 and Table 5-21 present the resulting changes in internal car trips (within Wealden District O-Ds) for the 2042 and 2050 forecast years under Option 3.
- 5.3.7. Table 5-22 and Table 5-23 show how the total number of car trips changes in Option 3 compared with Option 2 Scenario 5, broken down by user type, for the years 2042 and 2050. This highlights the overall effect of the shift from car to other modes of transport, across the entire area captured by the ESCC model for internal (Origin and Destination) trips.

Table 5-20 - 2042 Forecast Year Car Mode Wealden District internal matrix (Option 3)

Year	User Class	Option 2 Scenario 5 Internal	Option 3 Internal	Difference %
2042 AM	1	2,399	2,160	-10.00%
	2	7,900	7,110	-10.00%
	3	10,320	9,288	-10.00%
	Car Total	20,620	18,558	-10.00%

2042 IP	1	1,597	1,437	-10.00%
	2	2,175	1,957	-10.00%
	3	13,191	11,872	-10.00%
	Car Total	16,963	15,267	-10.00%
2042 PM	1	2,176	1,959	-10.00%
	2	7,478	6,730	-10.00%
	3	10,895	9,805	-10.00%
	Car Total	20,549	18,494	-10.00%

Table 5-21 - 2050 Forecast Year Car Mode Wealden District internal matrix (Option 3)

Year	User Class	Option 2 Scenario 5 Internal	Option 3 Internal	Difference %
2050 AM	1	2,638	2,374	-10.00%
	2	8,611	7,750	-10.00%
	3	11,366	10,229	-10.00%
	Car Total	22,615	20,354	-10.00%
2050 IP	1	1,765	1,589	-10.00%
	2	2,359	2,123	-10.00%
	3	14,570	13,113	-10.00%
	Car Total	18,694	16,824	-10.00%
2050 PM	1	2,384	2,145	-10.00%
	2	8,090	7,281	-10.00%
	3	11,944	10,750	-10.00%
	Car Total	22,418	20,176	-10.00%

Table 5-22 - 2042 Forecast Year Car Mode Total Car Matrix (Option 3)

Year	User Class	Option 2 Scenario 5	Option 3	Difference %
2042 AM	1	28,636	28,396	-0.84%
	2	68,355	67,565	-1.16%
	3	73,230	72,198	-1.41%
	Car Total	170,222	168,160	-1.21%

Year	User Class	Option 2 Scenario 5	Option 3	Difference %
2042 IP	1	17,787	17,627	-0.90%
	2	19,861	19,643	-1.10%
	3	96,270	94,950	-1.37%
	Car Total	133,917	132,221	-1.27%
2042 PM	1	25,481	25,263	-0.85%
	2	65,261	64,513	-1.15%
	3	77,772	76,682	-1.40%
	Car Total	168,513	166,458	-1.22%

Table 5-23 - 2050 Forecast Year Car Mode Total Car Matrix (Option 3)

Year	User Class	Option 2 Scenario 5	Option 3	Difference %
2050 AM	1	30,972	30,708	-0.85%
	2	72,959	72,098	-1.18%
	3	79,382	78,245	-1.43%
	Car Total	183,313	181,051	-1.23%
2050 IP	1	19,364	19,187	-0.91%
	2	21,090	20,854	-1.12%
	3	104,499	103,042	-1.39%
	Car Total	144,953	143,084	-1.29%
2050 PM	1	27,237	26,998	-0.88%
	2	68,662	67,853	-1.18%
	3	82,995	81,800	-1.44%
	Car Total	178,893	176,652	-1.25%

5.4 Infrastructure Delivery Plan Assessment – Option 4

- 5.4.1. This section details the assumptions and inputs into the development of the Option 4 (IDP) modelling for both the 2042 and 2050 forecast years.
- 5.4.2. The Option 4 scenario is intended to evaluate the impact of additional road development schemes, while retaining the Option 2 Scenario 5 trip matrix for meaningful comparison. (assignment purposes).

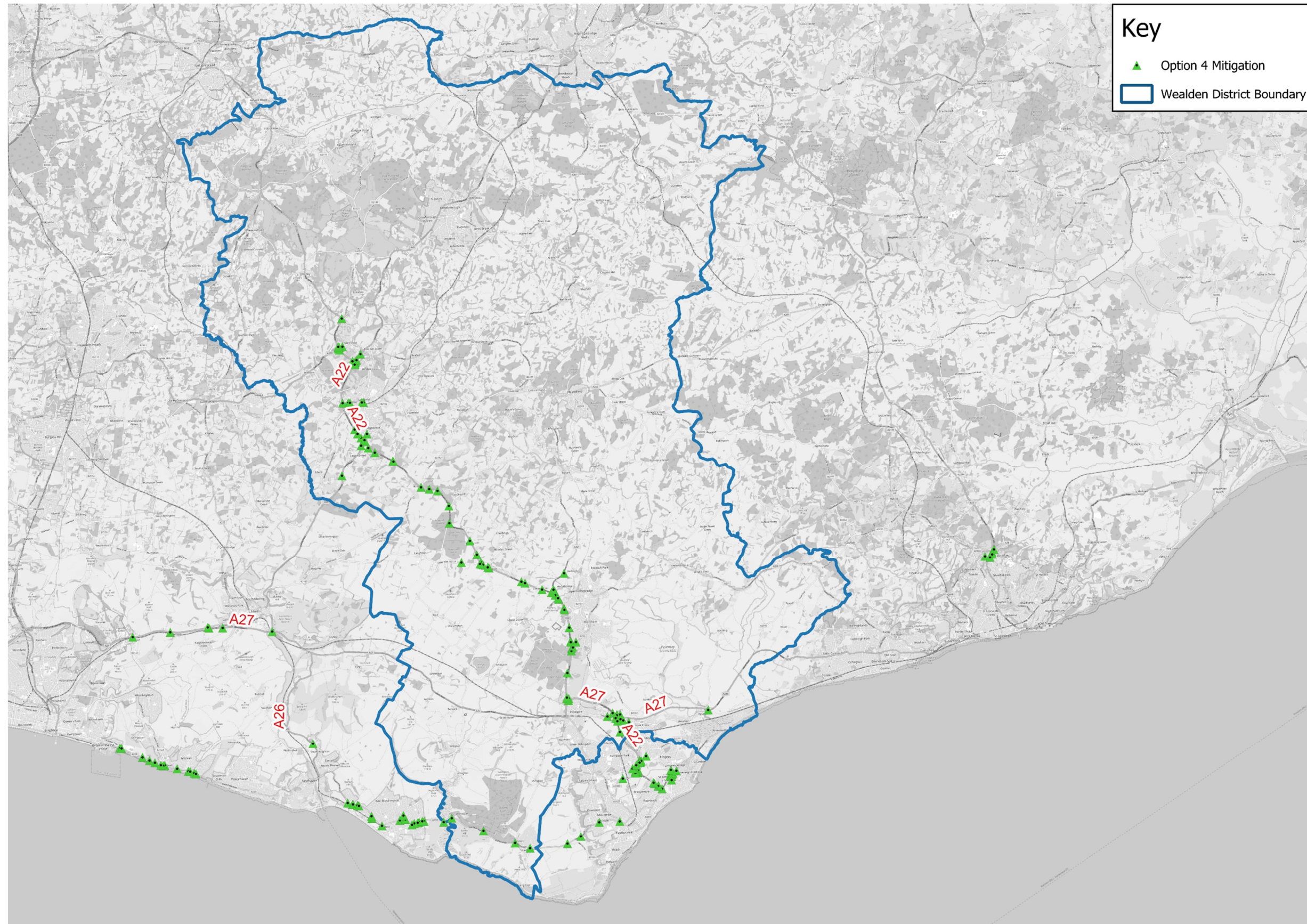
- 5.4.3. At this stage of plan making, there are limits to the schemes that have been or can be identified to mitigate the draft proposed allocations in the emerging local plan. Future stages of plan making will include information from the currently evolving Local Cycling Walking and Infrastructure Plan (LCWIP) as well as any other schemes that may be identified to mitigate impacts of the emerging local plan. Many of the schemes referenced below are outside of the plan area but are well advanced in terms of design and implementation.
- 5.4.4. Table 5-24 below presents the schemes included in Option 4 2042 and 2050 Forecasting Models.

Table 5-24 - Option 4 highway network mitigation

Scheme. No	Scheme	Description
1	A22 Improvements	- A22 Corridor package (Maresfield to Hailsham) - A22 Hailsham and Stone Cross - A22 Hailsham to Uckfield MRN Pipeline
2	A22 and A2290 Corridor junction improvement, Eastbourne	- Shinewater Roundabout - Lottbridge Roundabout - Birch Roundabout - Seaside roundabout
3	A259 Improvements	A259 Coast Road (MRN), Brighton to Eastbourne
4	A2101 Access to Hastings Corridor Package (MRN Pipeline)	Queensway gateway

- 5.4.5. Figure 5-6 illustrates the location of the Option 4 schemes above.

Figure 5-6 - Option 4 Schemes



6

Wealden Local Plan Outputs



6 Wealden Local Plan Outputs

6.1 Introduction

- 6.1.1. The purpose of this report is to investigate, interpret, and assess the impacts of Local Plan growth—comparing Option 2 (Scenarios 2 to 5) against Option 1—on the highway network at a strategic level. It also quantifies the effectiveness of the proposed mitigation measures by comparing Option 3 (Modal Shift) vs Option 2 Scenario 5 (highest growth option), and Option 4 (IDP interventions) vs Option 2 Scenario 5 (highest growth option).
- 6.1.2. Table 6-1 illustrates demand growth from the base year through to 2042 and 2050, as projected by the respective 2042 and 2050 forecasting models.
- 6.1.3. Table 6-2 presents a summary of the matrix changes for the forecast years 2042 and 2050, compared to the 2023 base year, across all three peak periods. These changes reflect the application of growth factors, development-related trip additions, and mode-shift adjustments as outlined in the scenario modelling framework.
- 6.1.4. The implementation of the emerging Local Plan sites in Wealden District is expected to result in increased delays across the network, which is a typical outcome of growth. For most locations, these increases are relatively minor; however, a small number of key areas are forecast to experience more significant impacts.
- 6.1.5. Most delays occur on the minor arms of junctions, where vehicles must wait for gaps in opposing traffic to access to the major arm. Rerouting appears to be contributing to longer delays, although it also results in reduced traffic flows at certain junctions as vehicles divert to alternative routes to avoid congestion. When interpreting these increases, it is important to consider existing levels of delay, as some of the forecast impacts reflect general traffic growth projected for 2042 and 2050 rather than to the effects of Local Plan developments alone. Significant delay increases are expected where road links are already operating over capacity (VC>100%) in the Option 1 (Without Local Plan) scenario.
- 6.1.6. Level crossings are not explicitly represented in the model. In line with TAG Unit M3.1, Section 2.9.5, fixed speeds calibrated to effective cruise speeds—rather than posted speed limits—are applied within urban areas. These cruise speeds have been coded to reflect factors that may impede traffic flow, including elements not directly modelled, such as level crossings and other local conditions that could reduce average traffic speeds.
- 6.1.7. Modelling outputs are provided in Appendix C.

Table 6-1 - Highway Demand Matrix Summary

Year		2023	2042							2050						
Peak	User class	Base	Option 1	Option 2 Scenario 2	Option 2 Scenario 3	Option 2 Scenario 4	Option 2 Scenario 5	Option 3	Option 4	Option 1	Option 2 Scenario 2	Option 2 Scenario 3	Option 2 Scenario 4	Option 2 Scenario 5	Option3	Option4
AM	1	19,998	27,557	28,006	28,285	28,539	28,636	28,396	28,636	29,669	30,134	30,403	30,750	30,972	30,708	30,972
	2	48,810	64,987	66,408	67,260	68,008	68,355	67,565	68,355	68,918	70,354	71,169	72,166	72,959	72,098	72,959
	3	50,782	69,516	71,085	72,052	72,904	73,230	72,198	73,230	74,903	76,516	77,456	78,627	79,382	78,245	79,382
	4	137,707	167,912	168,302	168,589	168,822	168,896	168,896	168,896	180,379	180,776	181,055	181,345	181,515	181,515	181,515
	5	74,616	81,560	81,614	81,663	81,700	81,707	81,707	81,707	83,953	84,007	84,056	84,097	84,114	84,114	84,114
IP	1	12,251	17,087	17,380	17,558	17,718	17,787	17,627	17,787	18,514	18,816	18,989	19,210	19,364	19,187	19,364
	2	14,355	18,940	19,331	19,559	19,758	19,861	19,643	19,861	19,990	20,381	20,598	20,859	21,090	20,854	21,090
	3	66,792	91,880	93,733	94,866	95,871	96,270	94,950	96,270	99,209	101,106	102,202	103,575	104,499	103,042	104,499
	4	109,753	133,783	134,259	134,611	134,897	134,987	134,987	134,987	143,712	144,198	144,540	144,895	145,102	145,102	145,102
	5	69,579	76,025	76,122	76,209	76,275	76,289	76,289	76,289	78,236	78,335	78,421	78,495	78,527	78,527	78,527
PM	1	17,765	24,308	24,798	25,098	25,371	25,481	25,263	25,481	25,810	26,314	26,606	26,986	27,237	26,998	27,237
	2	46,536	61,437	63,060	64,042	64,860	65,261	64,513	65,261	64,077	65,720	66,663	67,748	68,662	67,853	68,662
	3	53,831	73,141	75,092	76,275	77,368	77,772	76,682	77,772	77,407	79,411	80,555	82,061	82,995	81,800	82,995
	4	113,039	137,901	138,277	138,541	138,760	138,835	138,835	138,835	148,145	148,528	148,785	149,063	149,235	149,235	149,235
	5	45,952	50,217	50,264	50,306	50,338	50,344	50,344	50,344	51,684	51,731	51,773	51,808	51,824	51,824	51,824

Table 6-2 - Highway Demand Matrix % changes to Base

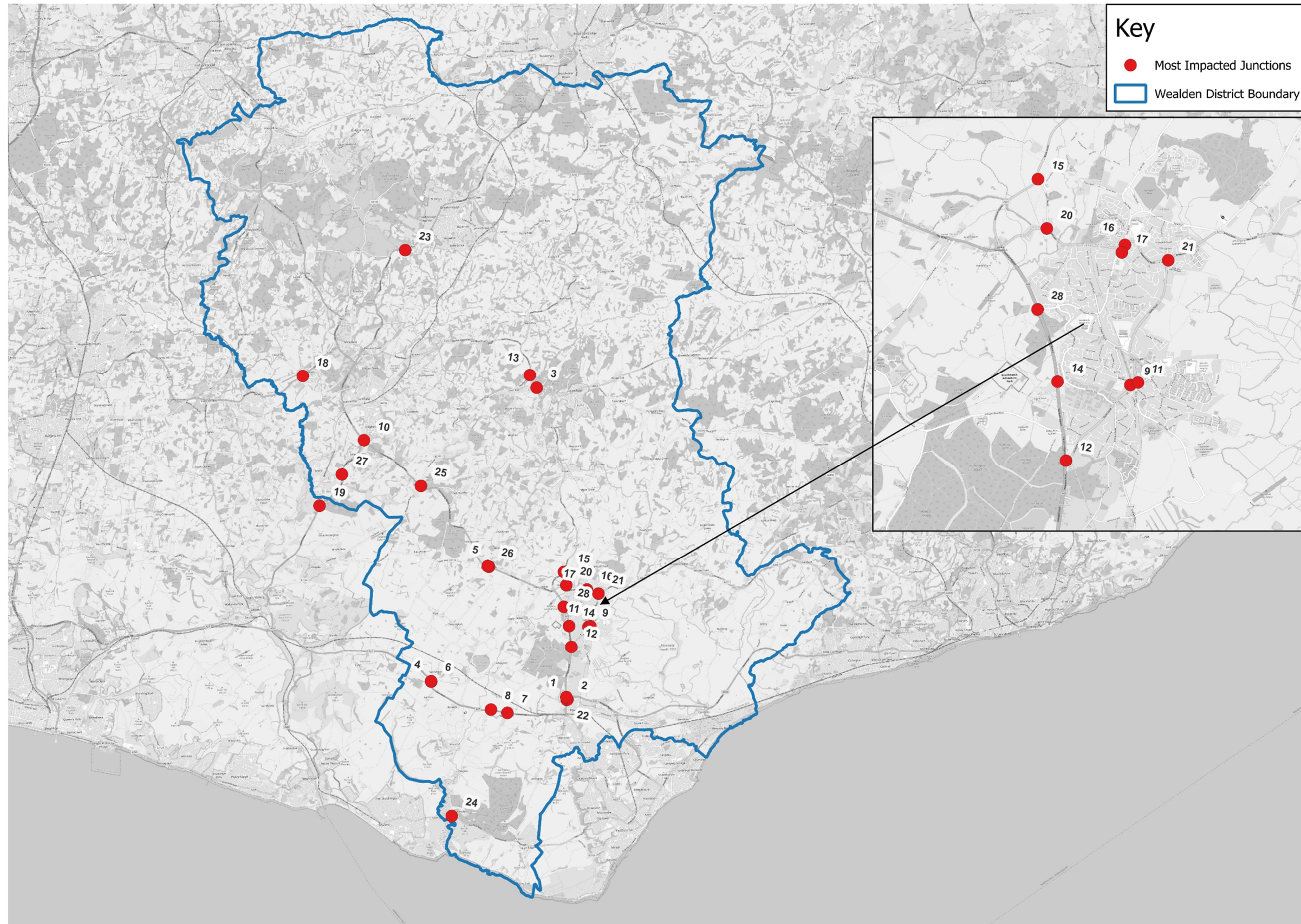
Year		2023	2042							2050						
Peak	User class	Base	Option 1	Option 2 Scenario 2	Option 2 Scenario 3	Option 2 Scenario 4	Option 2 Scenario 5	Option 3	Option 4	Option 1	Option 2 Scenario 2	Option 2 Scenario 3	Option 2 Scenario 4	Option 2 Scenario 5	Option3	Option4
AM	1	19,998	37.8%	40.0%	41.4%	42.7%	43.2%	42.0%	43.2%	48.4%	50.7%	52.0%	53.8%	54.9%	53.6%	54.9%
	2	48,810	33.1%	36.1%	37.8%	39.3%	40.0%	38.4%	40.0%	41.2%	44.1%	45.8%	47.9%	49.5%	47.7%	49.5%
	3	50,782	36.9%	40.0%	41.9%	43.6%	44.2%	42.2%	44.2%	47.5%	50.7%	52.5%	54.8%	56.3%	54.1%	56.3%
	4	137,707	21.9%	22.2%	22.4%	22.6%	22.6%	22.6%	22.6%	31.0%	31.3%	31.5%	31.7%	31.8%	31.8%	31.8%
	5	74,616	9.3%	9.4%	9.4%	9.5%	9.5%	9.5%	9.5%	12.5%	12.6%	12.7%	12.7%	12.7%	12.7%	12.7%
IP	1	12,251	39.5%	41.9%	43.3%	44.6%	45.2%	43.9%	45.2%	51.1%	53.6%	55.0%	56.8%	58.1%	56.6%	58.1%
	2	14,355	31.9%	34.7%	36.3%	37.6%	38.4%	36.8%	38.4%	39.3%	42.0%	43.5%	45.3%	46.9%	45.3%	46.9%
	3	66,792	37.6%	40.3%	42.0%	43.5%	44.1%	42.2%	44.1%	48.5%	51.4%	53.0%	55.1%	56.5%	54.3%	56.5%
	4	109,753	21.9%	22.3%	22.6%	22.9%	23.0%	23.0%	23.0%	30.9%	31.4%	31.7%	32.0%	32.2%	32.2%	32.2%
	5	69,579	9.3%	9.4%	9.5%	9.6%	9.6%	9.6%	9.6%	12.4%	12.6%	12.7%	12.8%	12.9%	12.9%	12.9%
PM	1	17,765	36.8%	39.6%	41.3%	42.8%	43.4%	42.2%	43.4%	45.3%	48.1%	49.8%	51.9%	53.3%	52.0%	53.3%
	2	46,536	32.0%	35.5%	37.6%	39.4%	40.2%	38.6%	40.2%	37.7%	41.2%	43.2%	45.6%	47.5%	45.8%	47.5%
	3	53,831	35.9%	39.5%	41.7%	43.7%	44.5%	42.4%	44.5%	43.8%	47.5%	49.6%	52.4%	54.2%	52.0%	54.2%
	4	113,039	22.0%	22.3%	22.6%	22.8%	22.8%	22.8%	22.8%	31.1%	31.4%	31.6%	31.9%	32.0%	32.0%	32.0%
	5	45,952	9.3%	9.4%	9.5%	9.5%	9.6%	9.6%	9.6%	12.5%	12.6%	12.7%	12.7%	12.8%	12.8%	12.8%

6.2 Comparison of Local Plan Options

Most impacted Junctions and Links

- 6.2.1. The analysis focuses on areas within Wealden District boundary and at locations where the Option 1 model shows the network operating within capacity.
- 6.2.2. Several junctions across the district operate within capacity under Option 1 (Baseline) but fail under one or more of the Option 2 scenarios when assessed using junction Volume/Capacity (V/C) ratios.
- 6.2.3. Reviewing the V/C percentage of a junction is a useful mean to understand how it is performing. The V/C ratio represents the relationship between the traffic volume using the junction and its available capacity.
- 6.2.4. A V/C of 100% indicates that the network/junction is operating at full capacity, while values above 100% signify that it is exceeding capacity.
- 6.2.5. In the context of the Local Plan assessment, V/C plots generally align with delay plots, as increased traffic flow typically leads to increased delays.
- 6.2.6. Links approaching junctions that exceed their capacities generally experience greater delays. However in some cases, delays may reduce due to rerouting. As expected, the most substantial V/C increases are observed on links adjacent to Local Plan sites
- 6.2.7. Figure 6-1 illustrates the location of the junctions identified as the most impacted across all Options and Scenarios.

Figure 6-1 - Most Impacted Junctions



6.2.8. **Table 6-3** presents the names of the most impacted junctions of the network using the junction Volume/Capacity as the primary indicator of operational performance. The ID is a unique identifier for each junction and will be used in the comparison figures presented in subsequent chapters.

Table 6-3 - Most Impacted junctions

ID	Locations
1	Cophall Roundabout (A27 south approach)
2	Cophall Roundabout (B2247 approach)
3	A267 Mayfield Rd/B2192 High Street
4	A27 Lewes Road/Common Lane (at junction)
5	A22 Golden Cross/Chalvington Road
6	A27 Lewes Road/Common Lane (at left exit)
7	A27 Lewes Road/The Street
8	A27 Lewes Road/Milton Street
9	A295 South Road/Western Road
10	A22/A26 Little Horsted Roundabout
11	A295 South Road/George Street
12	A22 Eagles Roundabout
13	A267 Hartfield Road/Mayfield Flat
14	A22 Diplocks Roundabout
15	A267 Hailsham Bypass/B2104 North Street
16	A271 Hawkswood Road/Park Road
17	A271 Upper Horsebridge Road/Hawks Road
18	A272 Goldbridge Road/Shortbridge Road
19	A26 Uckfield Road/Isfield Road
20	A271 Lower Horsebridge Road/B2104 North Street
21	A271 Hawkswood Road/A295 Battle Road
22	A22/A27 Cophall Roundabout
23	A26 Uckfield Road/Chillies Lane
24	A259 East Dean Road/Litlington Road
25	A22 Eastbourne Road/B2192 Lewes Road
26	A22 Golden Cross/Burgh Hill Road
27	A26 Lewes Road /Horsted Lane/Bradford Lane
28	A22 Hailsham Bypass/Hempstead Lane

Option 2 Scenario 2 vs Option 1

6.2.9. Table 6-4 to Table 6-6 present the impact of the Local Plan developments of Option 2 Scenario 2 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-4 - Option 2 Scenario 2 vs Option 1 AM junction Volume Capacity Ratio

ID	Locations	AM Option 2 Scenario 2 2042	AM Option 2 Scenario 2 2050	AM Option 1 2042	AM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	86.4	85.8	87.2	88.0
2	Cop Hall Roundabout (B2247 approach)	93.8	96.7	90.2	92.9
3	A267 Mayfield Rd/B2192 High Street	98.9	99.7	97.7	98.4
4	A27 Lewes Road/Common Lane (at junction)	94.4	97.1	88.2	91.5
5	A22 Golden Cross/Chalvington Road	124.7	125.5	83.6	86.7
6	A27 Lewes Road/Common Lane (at left exit)	96.3	98.8	90.6	93.7
7	A27 Lewes Road/The Street	87.4	90.1	85.4	87.9
8	A27 Lewes Road/Milton Street	87.8	89.6	85.7	87.2
9	A295 South Road/Western Road	94.8	100.5	96.0	99.4
10	Little Horsted Roundabout	89.1	95.2	85.1	94.2
11	A295 South Road/George Street	68.1	71.8	69.2	70.7
12	Eagles Roundabout	97.6	99.9	97.6	99.8
13	A267 Hartfield Road/Mayfield Flat	83.5	97.1	71.8	76.6
14	Diplocks Roundabout	83.2	87.8	92.8	96.4
15	A267 Hailsham Bypass/B2104 North Street	73.8	82.0	84.6	87.0
16	A271 Hawkswood Road/Park Road	107.9	106.9	91.5	99.6
17	A271 Upper Horsebridge Road/Hawks Road	93.1	99.4	94.2	99.0
18	A272 Goldbridge Road/Shortbridge Road	101.7	106.7	58.4	86.7
19	A26 Uckfield Road/Isfield Road	51.2	57.6	47.7	47.8
20	A271 Lower Horsebridge Road/B2104 North Street	41.1	49.3	44.0	45.7
21	A271 Hawkswood Road/A295 Battle Road	98.7	103.4	85.9	95.9
22	Cop Hall Roundabout	53.2	52.7	54.0	54.5
23	A26 Uckfield Road/Chillies Lane	96.4	103.1	93.5	97.6
24	A259 East Dean Road/Litlington Road	60.3	80.5	55.5	60.1
25	A22 Eastbourne Road/B2192 Lewes Road	75.7	82.7	78.7	84.5
26	A22 Golden Cross/Burgh Hill Road	92.9	98.0	94.1	90.3

ID	Locations	AM Option 2 Scenario 2 2042	AM Option 2 Scenario 2 2050	AM Option 1 2042	AM Option 1 2050
27	A26 Lewes Road /Horsted Lane/Bradford Lane	55.8	58.8	43.8	57.7
28	A22 Hailsham Bypass/Hempstead Lane	54.5	60.5	54.6	57.6

6.2.10. The analysis shows that, in the AM peak, most of the worst-affected turns are predicted to occur at the following junctions:

- A22 Golden Cross / Chalvington Road
- A295 South Road / Western Road
- A271 Hawkswood Road / Park Road
- A272 Goldbridge Road / Shortbridge Road
- A271 Hawkswood Road / A295 Battle Road
- A26 Uckfield Road / Chillies Lane

6.2.11. All of these junctions show V/C ratios exceeding 100% in the 'with Local Plan' Option for the 2050 forecast year, indicating they operate over capacity due to the additional Local Plan development traffic. The remaining junctions were already at or approaching 85% V/C in Option 1.

Table 6-5 - Option 2 Scenario 2 vs Option 1 IP junction Volume Capacity Ratio

ID	Locations	IP Option 2 Scenario 2 2042	IP Option 2 Scenario 2 2050	IP Option 1 2042	IP Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	91.4	91.4	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	74.4	82.0	66.3	80.7
3	A267 Mayfield Rd/B2192 High Street	95.6	96.0	93.1	95.2
4	A27 Lewes Road/Common Lane (at junction)	79.4	76.1	69.1	69.5
5	A22 Golden Cross/Chalvington Road	104.6	105.8	60.4	63.5
6	A27 Lewes Road/Common Lane (at left exit)	78.6	80.6	77.5	78.4
7	A27 Lewes Road/The Street	79.1	80.7	75.3	77.2
8	A27 Lewes Road/Milton Street	78.8	80.5	74.8	76.7
9	A295 South Road/Western Road	84.4	88.4	79.5	86.2
10	Little Horsted Roundabout	48.2	48.1	76.5	81.4
11	A295 South Road/George Street	68.0	72.8	64.7	69.5
12	Eagles Roundabout	85.5	88.4	81.3	84.2
13	A267 Hartfield Road/Mayfield Flat	67.6	68.4	64.0	66.7
14	Diplocks Roundabout	72.8	76.9	78.7	83.7

ID	Locations	IP Option 2 Scenario 2 2042	IP Option 2 Scenario 2 2050	IP Option 1 2042	IP Option 1 2050
15	A267 Hailsham Bypass/B2104 North Street	72.4	73.2	79.9	81.9
16	A271 Hawkswood Road/Park Road	72.0	80.5	62.6	69.5
17	A271 Upper Horsebridge Road/Hawks Road	81.4	90.4	70.6	79.0
18	A272 Goldbridge Road/Shortbridge Road	56.5	68.7	35.4	34.6
19	A26 Uckfield Road/Isfield Road	49.7	56.3	34.3	40.0
20	A271 Lower Horsebridge Road/B2104 North Street	39.5	52.7	27.6	42.3
21	A271 Hawkswood Road/A295 Battle Road	62.5	75.0	50.1	57.7
22	Cop Hall Roundabout	47.7	48.8	47.4	48.6
23	A26 Uckfield Road/Chillies Lane	50.6	53.8	49.4	51.8
24	A259 East Dean Road/Litlington Road	46.8	52.9	44.2	47.2
25	A22 Eastbourne Road/B2192 Lewes Road	68.8	68.1	68.3	70.9
26	A22 Golden Cross/Burgh Hill Road	58.2	61.6	59.5	63.0
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	34.2	34.3	37.3	38.4
28	A22 Hailsham Bypass/Hempstead Lane	42.0	46.6	41.0	43.5

6.2.12. The Inter Peak V/C results indicate that all the junctions are expected to operate within capacity following the introduction of the Local Plan development traffic with the exception of the A27 Golden Cross/Chalvington Road, which also fails in the AM peak.

Table 6-6 - Option 2 Scenario 2 vs Option 1 PM junction Volume Capacity Ratio

ID	Locations	PM Option 2 Scenario 2 2042	PM Option 2 Scenario 2 2050	PM Option 1 2042	PM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	91.4	91.4	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	54.1	55.4	57.1	57.7
3	A267 Mayfield Rd/B2192 High Street	88.2	92.6	91.2	90.7
4	A27 Lewes Road/Common Lane (at junction)	82.2	81.4	76.2	76.3
5	A22 Golden Cross/Chalvington Road	106.1	106.5	73.3	75.3
6	A27 Lewes Road/Common Lane (at left exit)	87.9	90.6	90.5	91.2
7	A27 Lewes Road/The Street	89.1	93.1	85.6	87.4
8	A27 Lewes Road/Milton Street	93.3	94.0	88.3	91.5
9	A295 South Road/Western Road	97.4	100.9	95.2	97.0
10	Little Horsted Roundabout	60.1	68.6	96.2	96.1
11	A295 South Road/George Street	83.6	90.9	73.7	80.3
12	Eagles Roundabout	96.5	97.3	93.6	95.5

ID	Locations	PM Option 2 Scenario 2 2042	PM Option 2 Scenario 2 2050	PM Option 1 2042	PM Option 1 2050
13	A267 Hartfield Road/Mayfield Flat	101.2	101.1	84.1	89.5
14	Diplocks Roundabout	78.5	78.6	90.1	90.7
15	A267 Hailsham Bypass/B2104 North Street	79.7	80.0	86.1	86.1
16	A271 Hawkswood Road/Park Road	73.5	79.7	64.3	69.2
17	A271 Upper Horsebridge Road/Hawks Road	89.7	98.0	75.7	84.6
18	A272 Goldbridge Road/Shortbridge Road	96.1	97.4	55.3	69.0
19	A26 Uckfield Road/Isfield Road	97.6	101.2	62.8	74.0
20	A271 Lower Horsebridge Road/B2104 North Street	95.2	101.1	82.9	91.5
21	A271 Hawkswood Road/A295 Battle Road	75.5	81.9	65.1	70.5
22	Cop Hall Roundabout	51.4	51.8	52.7	52.6
23	A26 Uckfield Road/Chillies Lane	67.4	66.1	66.4	68.3
24	A259 East Dean Road/Litlington Road	57.0	71.2	53.3	56.5
25	A22 Eastbourne Road/B2192 Lewes Road	80.8	81.1	87.6	93.1
26	A22 Golden Cross/Burgh Hill Road	73.5	92.3	80.1	94.5
27	A26 Lewes Road /Horsted Lane/Bradford Lane	54.8	72.6	38.8	38.8
28	A22 Hailsham Bypass/Hempstead Lane	54.5	55.0	52.4	52.7

6.2.13. The analysis shows that, in the PM peak, most of the worst-affected turns are predicted at the following junctions:

- A22 Golden Cross / Chalvington Road
- A295 South Road / Western Road
- A267 Hartfield Road / Mayfield Flat
- A26 Uckfield Road / Isfield Road
- A271 Lower Horsebridge Road / B2104 North Street

6.2.14. All of these junctions show V/C ratios exceeding 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they operate over capacity due to the Local Plan development traffic. The remaining junctions were already at or approaching 85% V/C under Option 1.

6.2.15. Figure 6-2 illustrates the links most impacted within Wealden District between Option 2 Scenario 2 and Option 1.

6.2.16. Links where delays decreased by 90 seconds or more are highlighted green.

6.2.17. Links where delays increased by 90 seconds or more are highlighted red.

- 6.2.18. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.19. Table 6-7 presents the impact of local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-2 - Option 2 Scenario 2 vs Option 1 most impacted links

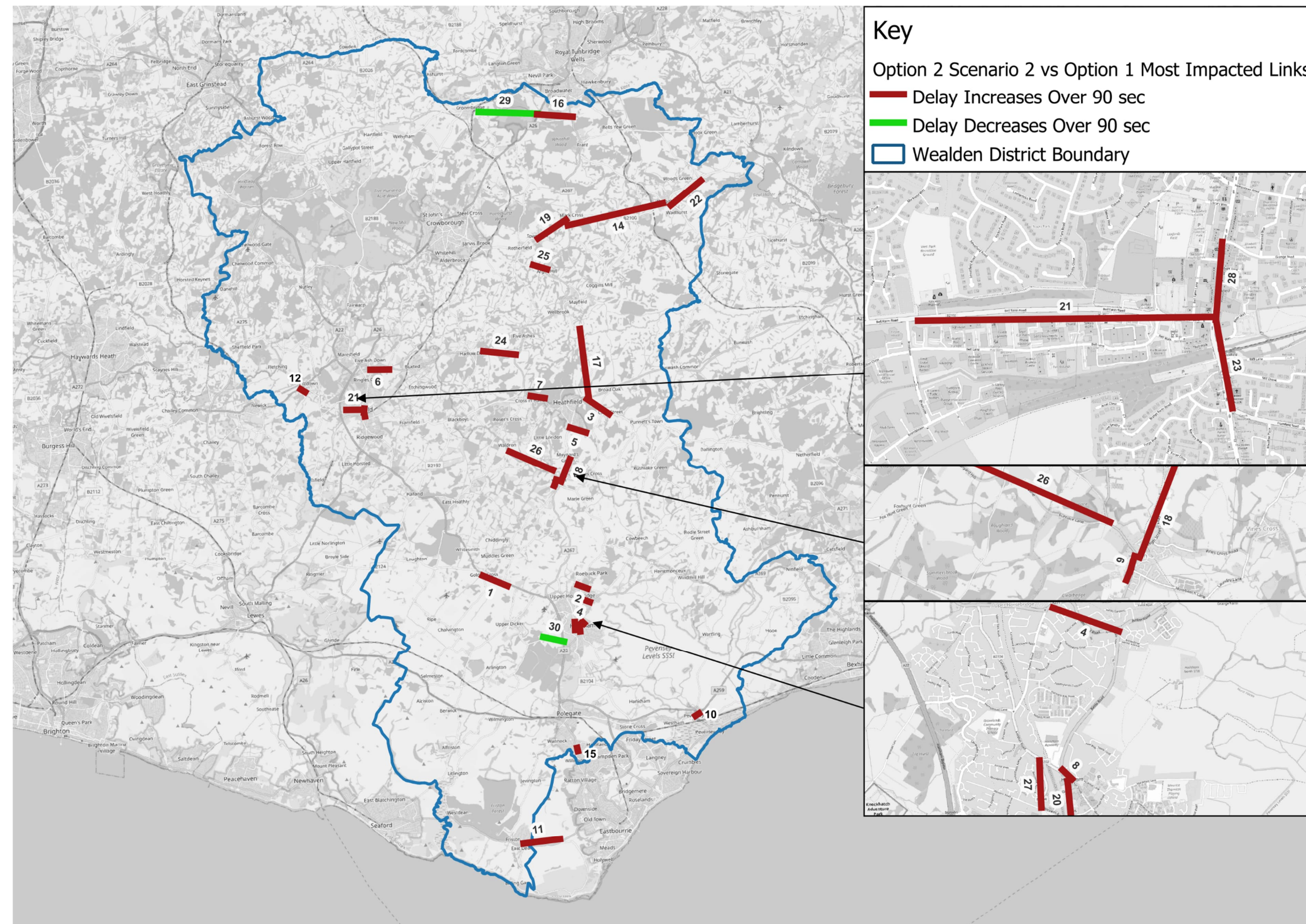


Table 6-7 - Option 2 Scenario 2 vs Option 1 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 2 Scenario 2 diff to Option 1	IP 2042 Option 2 Scenario 2 diff to Option 1	PM 2042 Option 2 Scenario 2 diff to Option 1	AM 2050 Option 2 Scenario 2 diff to Option 1	IP 2050 Option 2 Scenario 2 diff to Option 1	PM 2050 Option 2 Scenario 2 diff to Option 1
1	A22 Golden Cross/Chalvington Road	A22 Golden Cross WB	476	146	177	485	164	182
2	Park Road/Station Road/New Road	New Road WB	251	14	4	161	27	4
3	A265 Burwash Road/B2096 Battle Road	B2096 Battle Road NB	207	1	4	46	1	2
4	A271 Hawkswood Road/Park Road	A271 Hawkswood Road WB	195	6	6	130	8	7
5	B2203 Theobalds Green/Sandy Cross Lane	Sandy Cross Lane WB	150	1	0	27	2	-1
6	A272 Buxted Road/A272 Budletts Lane/Coopers Green Road	A272 Buxton Road WB	130	86	77	182	44	86
7	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	119	78	156	77	66	135
8	A295 North Street/High Street	A295 North Street SB	118	2	5	70	1	4
9	A267 Little London Road/A267 Horam Road/B2203 High Street	A267 Horam Street NB	112	3	176	249	4	186
10	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road WB	110	26	49	71	26	66
11	A259 Eastbourne Road/B2103 Warren Hill	A259 Eastbourne Road EB	99	3	13	19	9	22
12	A272 Goldbridge Road/Shortbridge Road	Shortbridge Road NB	94	2	5	174	4	5
13	A267 Horam Road/Horebeech Lane	A267 Horam Road NB	93	3	0	14	4	1
14	A267 Turnbridge Wells Road/B2100 Turnbridge Wells Road	B2100 Turnbridge Wells Road WB	93	2	6	28	3	2
15	A2270 Eastbourne Road/Huggetts Lane	A2270 Eastbourne Road SB	74	1	1	100	1	1
16	A267 Frant Road/Bunny Lane	Bunny Lane EB	69	6	19	73	11	235
17	A265 Burwash Road/Newick Lane	Newick Lane SB	58	13	109	29	28	113
18	A267 Little London Road/A267 Horam Road/B2203 High Street	B2203 High Street SB	58	3	91	54	3	68
19	A267 Mayfield Road/Catt's Hill	Catt's Hill EB	57	1	152	28	1	196
20	A295 North Street/High Street	A295 North Street NB	52	8	122	61	13	163
21	B2102 Bell Lane/B2102 High Street	B2102 Bell Lane EB	49	15	160	66	22	211
22	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	34	1	90	104	2	154
23	B2102 Framfield Road/B2102 High Street/New Town	B2102 High Street SB	9	19	192	8	29	152
24	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	2	5	183	2	6	222
25	A267 Argos Hill/B2101 Bicycle Arms Road	B2101 Bicycle Arms Road EB	23	4	160	11	8	202

ID	Junction	Arm	AM 2042 Option 2 Scenario 2 diff to Option 1	IP 2042 Option 2 Scenario 2 diff to Option 1	PM 2042 Option 2 Scenario 2 diff to Option 1	AM 2050 Option 2 Scenario 2 diff to Option 1	IP 2050 Option 2 Scenario 2 diff to Option 1	PM 2050 Option 2 Scenario 2 diff to Option 1
26	A267 Little London Road/Furnace Lane	Furnace Lane EB	7	3	113	8	4	93
27	B2202 London Road/B2104 Summerheath Road	B2104 Summerheath Road NB	4	6	100	-20	11	102
28	B2102 Bell Lane/B2102 High Street	High Street SB	7	5	54	7	5	99
29	A26 Eridge Road/Broadwater Forest Lane	Broadwater Forest Lane EB	-45	-1	48	-21	-2	-139
30	A22 Hailsham Bypass/Arlington Road West	Arlington Road West EB	-7	-3	-87	-8	-3	-114

- 6.2.20. In the AM peak hour, delay impacts are worse at the westbound approach from the A22 Golden Cross at the A22 Golden Cross/Chalvington Road. This stretch of road is forecast to experience a delay increase of 485 seconds by 2050. The northbound approach at the A267 Little London Road / A267 Horam Road / B2203 High Street junction is also expected to see increased delays, with a forecast rise of 249 seconds in 2050.
- 6.2.21. At the eastbound approach of the A26 Eridge Road/Broadwater Forest Lane junction, delays are forecast to decrease by 139 seconds in the PM peak in 2050. Similarly, at the eastbound approach of the A22 Hailsham Bypass / Arlington Road West junction, a reduction in delays of 114 seconds is forecast for the 2050 PM peak.

Option 2 Scenario 3 vs Option 1

- 6.2.22. Table 6-8 to Table 6-10 present the impact of the Local Plan developments of Option 2 Scenario 3 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-8 - Option 2 Scenario 3 vs Option 1 AM junction Volume Capacity Ratio

ID	Locations	AM Option 2 Scenario 3 2042	AM Option 2 Scenario 3 2050	AM Option 1 2042	AM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	87.6	89.1	87.2	88.0
2	Cop Hall Roundabout (B2247 approach)	95.8	100.0	90.2	92.9
3	A267 Mayfield Rd/B2192 High Street	99.6	100.2	97.7	98.4
4	A27 Lewes Road/Common Lane (at junction)	95.8	97.8	88.2	91.5
5	A22 Golden Cross/Chalvington Road	126.7	128.2	83.6	86.7
6	A27 Lewes Road/Common Lane (at left exit)	97.6	99.5	90.6	93.7
7	A27 Lewes Road/The Street	88.8	90.3	85.4	87.9
8	A27 Lewes Road/Milton Street	88.0	89.9	85.7	87.2
9	A295 South Road/Western Road	100.8	104.1	96.0	99.4
10	Little Horsted Roundabout	93.0	97.9	85.1	94.2
11	A295 South Road/George Street	77.8	96.1	69.2	70.7
12	Eagles Roundabout	101.4	104.2	97.6	99.8
13	A267 Hartfield Road/Mayfield Flat	93.1	101.0	71.8	76.6
14	Diplocks Roundabout	91.1	93.5	92.8	96.4
15	A267 Hailsham Bypass/B2104 North Street	96.8	95.3	84.6	87.0
16	A271 Hawkswood Road/Park Road	107.2	110.0	91.5	99.6
17	A271 Upper Horsebridge Road/Hawks Road	100.9	102.2	94.2	99.0
18	A272 Goldbridge Road/Shortbridge Road	100.8	104.5	58.4	86.7
19	A26 Uckfield Road/Isfield Road	57.9	61.3	47.7	47.8

ID	Locations	AM Option 2 Scenario 3 2042	AM Option 2 Scenario 3 2050	AM Option 1 2042	AM Option 1 2050
20	A271 Lower Horsebridge Road/B2104 North Street	82.9	90.1	44.0	45.7
21	A271 Hawkswood Road/A295 Battle Road	102.0	103.4	85.9	95.9
22	Cop Hall Roundabout	54.2	54.3	54.0	54.5
23	A26 Uckfield Road/Chillies Lane	101.1	105.2	93.5	97.6
24	A259 East Dean Road/Litlington Road	76.9	90.7	55.5	60.1
25	A22 Eastbourne Road/B2192 Lewes Road	83.5	87.5	78.7	84.5
26	A22 Golden Cross/Burgh Hill Road	101.0	104.3	94.1	90.3
27	A26 Lewes Road /Horsted Lane/Bradforads Lane	59.3	55.1	43.8	57.7
28	A22 Hailsham Bypass/Hempstead Lane	62.0	67.6	54.6	57.6

6.2.23. The analysis shows that, in the AM peak, most of the worst-affected turns are forecast at the following junctions:

- Cophall Roundabout (B2247 approach)
- A267 Mayfield / B2192 High Street
- A22 Golden Cross / Chalvington Road
- A295 South Road / Western Road
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A272 Goldbridge Road / Shortbridge Road
- A271 Hawkswood Road / A295 Battle Road
- A26 Uckfield Road / Chillies Lane
- A22 Golden Cross / Burgh Hill Road.

6.2.24. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they are operating over capacity as a result of Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C in Option 1.

Table 6-9 - Option 2 Scenario 3 vs Option 1 IP junction Volume Capacity Ratio

ID	Locations	IP Option 2 Scenario 3 2042	IP Option 2 Scenario 3 2050	IP Option 1 2042	IP Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	91.4	91.4	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	79.3	85.0	66.3	80.7
3	A267 Mayfield Rd/B2192 High Street	99.7	94.1	93.1	95.2
4	A27 Lewes Road/Common Lane (at junction)	77.6	74.4	69.1	69.5
5	A22 Golden Cross/Chalvington Road	105.9	106.2	60.4	63.5
6	A27 Lewes Road/Common Lane (at left exit)	80.6	82.5	77.5	78.4
7	A27 Lewes Road/The Street	81.1	83.5	75.3	77.2
8	A27 Lewes Road/Milton Street	81.0	82.3	74.8	76.7
9	A295 South Road/Western Road	89.9	93.3	79.5	86.2
10	Little Horsted Roundabout	50.3	50.4	76.5	81.4
11	A295 South Road/George Street	73.4	79.0	64.7	69.5
12	Eagles Roundabout	88.6	91.2	81.3	84.2
13	A267 Hartfield Road/Mayfield Flat	75.0	76.9	64.0	66.7
14	Diplocks Roundabout	76.4	78.9	78.7	83.7
15	A267 Hailsham Bypass/B2104 North Street	75.8	76.6	79.9	81.9
16	A271 Hawkswood Road/Park Road	82.0	91.2	62.6	69.5
17	A271 Upper Horsebridge Road/Hawks Road	92.8	98.8	70.6	79.0
18	A272 Goldbridge Road/Shortbridge Road	48.9	64.3	35.4	34.6
19	A26 Uckfield Road/Isfield Road	46.0	55.2	34.3	40.0
20	A271 Lower Horsebridge Road/B2104 North Street	67.6	78.0	27.6	42.3
21	A271 Hawkswood Road/A295 Battle Road	77.1	89.6	50.1	57.7
22	Cop Hall Roundabout	49.7	49.9	47.4	48.6
23	A26 Uckfield Road/Chillies Lane	53.0	55.7	49.4	51.8
24	A259 East Dean Road/Litlington Road	48.4	58.9	44.2	47.2
25	A22 Eastbourne Road/B2192 Lewes Road	69.6	73.0	68.3	70.9
26	A22 Golden Cross/Burgh Hill Road	60.4	63.6	59.5	63.0
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	31.5	31.1	37.3	38.4
28	A22 Hailsham Bypass/Hempstead Lane	48.4	50.4	41.0	43.5

6.2.25. The Inter Peak V/C results indicate that all the junctions are expected to operate within capacity following the introduction of the emerging Local Plan development traffic with the exception of A27 Golden Cross/Chalvington Road, which also fails in the AM peak.

Table 6-10 - Option 2 Scenario 3 vs Option 1 PM junction Volume Capacity Ratio

ID	Locations	PM Option 2 Scenario 3 2042	PM Option 2 Scenario 3 2050	PM Option 1 2042	PM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	91.4	91.4	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	54.3	55.4	57.1	57.7
3	A267 Mayfield Rd/B2192 High Street	93.3	96.3	91.2	90.7
4	A27 Lewes Road/Common Lane (at junction)	84.5	79.5	76.2	76.3
5	A22 Golden Cross/Chalvington Road	107.8	109.9	73.3	75.3
6	A27 Lewes Road/Common Lane (at left exit)	91.0	94.7	90.5	91.2
7	A27 Lewes Road/The Street	100.3	101.3	85.6	87.4
8	A27 Lewes Road/Milton Street	95.0	98.2	88.3	91.5
9	A295 South Road/Western Road	101.1	104.5	95.2	97.0
10	Little Horsted Roundabout	50.6	52.1	96.2	96.1
11	A295 South Road/George Street	100.3	105.3	73.7	80.3
12	Eagles Roundabout	95.0	97.6	93.6	95.5
13	A267 Hartfield Road/Mayfield Flat	101.1	109.3	84.1	89.5
14	Diplocks Roundabout	80.4	82.1	90.1	90.7
15	A267 Hailsham Bypass/B2104 North Street	53.3	60.3	86.1	86.1
16	A271 Hawkswood Road/Park Road	107.7	109.1	64.3	69.2
17	A271 Upper Horsebridge Road/Hawks Road	101.8	101.8	75.7	84.6
18	A272 Goldbridge Road/Shortbridge Road	95.3	98.2	55.3	69.0
19	A26 Uckfield Road/Isfield Road	95.9	101.0	62.8	74.0
20	A271 Lower Horsebridge Road/B2104 North Street	109.1	112.0	82.9	91.5
21	A271 Hawkswood Road/A295 Battle Road	84.5	86.7	65.1	70.5
22	Cop Hall Roundabout	52.7	53.2	52.7	52.6
23	A26 Uckfield Road/Chillies Lane	69.2	66.1	66.4	68.3
24	A259 East Dean Road/Litlington Road	67.2	88.7	53.3	56.5
25	A22 Eastbourne Road/B2192 Lewes Road	85.9	87.4	87.6	93.1
26	A22 Golden Cross/Burgh Hill Road	96.8	101.7	80.1	94.5
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	46.2	54.7	38.8	38.8
28	A22 Hailsham Bypass/Hempstead Lane	57.0	58.2	52.4	52.7

6.2.26. The analysis shows that, in the PM peak, most of the worst-affected turns are forecast at the following junctions:

- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / The Street
- A295 South Road / Western Road
- A295 South Road / George Street
- A267 Hartfield Road / Mayfield Flat
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A26 Uckfield Road / Isfield Road
- A271 Lower Horsebridge Road / B2104 North Street
- A22 Golden Cross / Burgh Hill Road.

- 6.2.27. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they operate over capacity due to the Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C under Option 1.
- 6.2.28. Figure 6-3 illustrates the links most impacted within Wealden District between Option 2 Scenario 3 and Option 1.
- 6.2.29. Links where delays decreased by 90 seconds or more are highlighted green.
- 6.2.30. Links where delays increased by 90 seconds or more are highlighted red.
- 6.2.31. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.32. Table 6-11 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-3 - Option 2 Scenario 3 vs Option 1 most impacted links



Table 6-11 - Option 2 Scenario 3 vs Option 1 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 2 Scenario 3 diff to Option 1	IP 2042 Option 2 Scenario 3 diff to Option 1	PM 2042 Option 2 Scenario 3 diff to Option 1	AM 2050 Option 2 Scenario 3 diff to Option 1	IP 2050 Option 2 Scenario 3 diff to Option 1	PM 2050 Option 2 Scenario 3 diff to Option 1
1	A22 Golden Cross/Chalvington Road	A22 Golden Cross WB	513	168	209	534	171	249
2	A267 Little London Road/A267 Horam Road/B2203 High Street	A267 Horam Street NB	381	5	152	457	6	209
3	Park Road/Station Road/New Road	New Road WB	287	38	16	233	72	8
4	A295 North Street/High Street	A295 North Street NB	244	28	106	353	49	94
5	A265 Burwash Road/B2096 Battle Road	B2096 Battle Road NB	239	2	6	61	3	6
6	A272 Buxted Road/A272 Budletts Lane/Coopers Green Road	A272 Buxton Road WB	198	106	124	226	108	130
7	A2270 Eastbourne Road/Huggetts Lane	Huggetts Lane WB	196	1	3	191	2	6
8	B2203 Theobalds Green/Sandy Cross Lane	Sandy Cross Lane WB	185	2	0	48	2	0
9	A271 Hawkswood road/Park Road	A271 Hawkswood Road WB	182	14	23	185	23	51
10	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2104 Hailsham Road SB	181	40	95	192	49	73
11	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	160	98	192	115	149	61
12	A259 Eastbourne Road/B2103 Warren Hill	A259 Eastbourne Road EB	155	6	26	21	15	46
13	A267 Frant Road/Bunny Lane	Bunny Lane EB	155	16	81	122	22	278
14	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road WB	148	53	122	116	54	144
15	A295 South Road/Station Road	Station Road NB	142	53	58	182	131	46
16	A295 North Street/High Street	A295 North Street SB	134	4	10	70	4	10
17	Golden Jubilee Roundabout	A27 WB	122	54	101	106	61	133
18	A267 Mayfield Road/B2099 Wadhurst Road	A267 Mayfield Road NB	106	8	6	113	9	7
19	B2102 Bell Lane/B2102 High Street	B2102 Hight Street NB	101	42	59	68	51	74
20	B2104 Lion Hill/Adur Drive	Adur Drive EB	99	23	14	63	18	17
21	A267 Little London Road/A267 Horam Road/B2203 High Street	B2203 High Street SB	99	4	75	111	20	67
22	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2247 Dittons Road EB	96	13	34	64	20	13
23	A271 Boreham Hill/Wartling Road	Wartling Road NB	95	15	57	83	20	106
24	B2102 Framfield Road/B2102 High Street/New Town	B2102 Framfield Road WB	95	8	7	137	8	7
25	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	94	2	181	123	4	213

ID	Junction	Arm	AM 2042 Option 2 Scenario 3 diff to Option 1	IP 2042 Option 2 Scenario 3 diff to Option 1	PM 2042 Option 2 Scenario 3 diff to Option 1	AM 2050 Option 2 Scenario 3 diff to Option 1	IP 2050 Option 2 Scenario 3 diff to Option 1	PM 2050 Option 2 Scenario 3 diff to Option 1
26	A295 North Street/A295 Battle Road/B2202 London Road	A295 Battle Road SB	92	88	44	103	107	78
27	A2270 Eastbourne Road/Huggetts Lane	A2270 Eastbourne Road SB	92	1	1	98	2	2
28	A259 Eastbourne Road Cuckmere River Bridge	A259 Eastbourne Road WB	86	22	67	113	46	93
29	B2100 Crowborough Hill/B2157 Green Lane	B2100 Crowborough WB	86	2	6	126	3	7
30	A26 Eridge Road/Broadwater Down	A26 Eridge Road NB	79	-5	21	58	-4	120
31	A272 Goldbridge Road/Shortbridge Road	Shortbridge Road NB	74	2	6	131	3	6
32	Fermor Road/Alice Bright Lane/Hurtis Hill	Fermor Road WB	73	1	2	122	1	2
33	A265 Burwash Road/Newick Lane	Newick Lane SB	70	24	147	38	102	248
34	A2270 Eastbourne Road/The Triangle (South)	The Triangle (South) EB	69	71	69	-7	111	87
35	A267 Mayfield Road/Catt's Hill	Catt's Hill EB	65	3	223	74	3	145
36	A2270 Eastbourne Road/The Triangle (North)	The Triangle (North) EB	58	69	79	-18	110	75
37	A295 North Street/A295 Battle Road/B2202 London Road	B2202 London Road EB	53	2	6	102	3	7
38	Eagles Roundabout	A295 South Road WB	52	2	4	96	3	6
39	Pevensey Roundabout	A259 Wallsend Road NB	51	4	67	90	11	61
40	Boship Roundabout	A22 The Dicker EB	40	109	74	45	115	54
41	A2270 Eastbourne Road/Gorringe Valley Road	Gorringe Valley Road EB	36	109	74	0	117	69
42	A267 Horam Road/Horebeech Lane	A267 Horam Road SB	16	101	-5	5	108	-4
43	A2270 Eastbourne Road/High Street/Wannock Road	Wannock Road NB	31	42	91	35	51	100
44	B2202 London Road/B2104 Summerheath Road	B2104 Summerheath Road NB	22	27	281	70	54	235
45	A271 Upper Horsebridge Road/Hawks Road	A271 Upper Horsebridge Road WB	45	27	93	46	49	86
46	B2102 Framfield Road/B2102 High Street/New Town	B2102 High Street SB	10	22	187	10	37	146
47	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road NB	21	22	92	30	41	72
48	B2102 Bell Lane/B2102 High Street	B2102 Bell Lane EB	43	19	205	54	24	267
49	Park Road/Station Road/New Road	Station Road EB	28	11	114	14	12	97
50	A267 Argos Hill/B2101 Bicycle Arms Road	B2101 Bicycle Arms Road EB	31	9	231	22	13	123
51	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	3	8	277	5	6	133

ID	Junction	Arm	AM 2042 Option 2 Scenario 3 diff to Option 1	IP 2042 Option 2 Scenario 3 diff to Option 1	PM 2042 Option 2 Scenario 3 diff to Option 1	AM 2050 Option 2 Scenario 3 diff to Option 1	IP 2050 Option 2 Scenario 3 diff to Option 1	PM 2050 Option 2 Scenario 3 diff to Option 1
52	A271 Lower Horsebridge/B2104 North Street	B2104 North Street SB	16	9	229	25	12	271
53	Boship Roundabout	A267 Hailsham Bypass SB	6	8	212	43	10	250
54	A271 Hawkswood road/Park Road	Park Road SB	-1	3	146	4	1	163
55	A267 Little London Road/Furnace Lane	Furnace Lane EB	14	5	122	17	9	54
56	B2102 Bell Lane/B2102 High Street	High Street SB	8	7	110	8	6	141
57	Boship Roundabout	A22 Hailsham Bypass NB	23	8	107	14	37	85
58	A26 Eridge Road/Broadwater Forest Lane	Broadwater Forest Lane EB	-90	3	104	-56	4	-143
59	A269 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road SB	1	3	98	-3	5	112
60	A22 Golden Cross/Burgh Hill Road	Burgh Hill Road SB	39	3	74	126	14	84
61	A295 North Street/George Street	George Street WB	7	6	73	33	8	108
62	A26 Eridge Road/Sham Farm Road	Station Road NB	42	3	37	103	4	5
63	A265 Burwash Road/B2096 Battle Road	A265 Burwash Road WB	23	2	2	97	2	2
64	A26 Uckfield Road/Chillies Lane	Chillies Lane NB	47	3	10	96	4	-1
65	A267 Heathfield Road/B2239 Mayfield Flat	A267 Heathfield Road SB	17	8	44	44	8	245
66	A22 Hailsham Bypass/Arlington Road West	Arlington Road West EB	-8	0	-84	-9	-1	-109

- 6.2.33. In the AM peak hour, the worst delay impacts are forecast at the westbound approach from the A22 Golden Cross at the A22 Golden Cross/Chalvington Road, where delays are predicted to increase by 534 seconds in 2050. The northbound approach to the A267 Little London Road/A267 Horam Road/B2203 High Street junction is also expected to experience a significant delay increase of 457 seconds in the forecast year 2050.
- 6.2.34. At the eastbound approach of the A26 Eridge Road/Broadwater Forest Lane junction, delays are forecast to decrease by 143 seconds in the 2050 PM peak. Similarly, at the eastbound approach of the A22 Hailsham Bypass/Arlington Road West junction, delays are expected to reduce by 109 seconds in the 2050 PM peak.

Option 2 Scenario 4 vs Option 1

- 6.2.35. Table 6-12 to Table 6-14 present the impact of the Local Plan developments of Option 2 Scenario 4 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-12 - Option 2 Scenario 4 vs Option 1 AM junction Volume Capacity Ratio

ID	Locations	AM Option 2 Scenario 4 2042	AM Option 2 Scenario 4 2050	AM Option 1 2042	AM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	94.2	92.7	87.2	88.0
2	Cop Hall Roundabout (B2247 approach)	103.2	106.0	90.2	92.9
3	A267 Mayfield Rd/B2192 High Street	99.6	99.1	97.7	98.4
4	A27 Lewes Road/Common Lane (at junction)	97.4	98.9	88.2	91.5
5	A22 Golden Cross/Chalvington Road	129.1	133.6	83.6	86.7
6	A27 Lewes Road/Common Lane (at left exit)	99.1	100.8	90.6	93.7
7	A27 Lewes Road/The Street	90.3	92.4	85.4	87.9
8	A27 Lewes Road/Milton Street	89.4	93.7	85.7	87.2
9	A295 South Road/Western Road	101.3	107.5	96.0	99.4
10	Little Horsted Roundabout	97.1	98.6	85.1	94.2
11	A295 South Road/George Street	88.9	101.6	69.2	70.7
12	Eagles Roundabout	102.2	104.6	97.6	99.8
13	A267 Hartfield Road/Mayfield Flat	98.1	101.1	71.8	76.6
14	Diplocks Roundabout	92.4	95.8	92.8	96.4
15	A267 Hailsham Bypass/B2104 North Street	100.0	95.4	84.6	87.0
16	A271 Hawkswood Road/Park Road	111.0	114.7	91.5	99.6
17	A271 Upper Horsebridge Road/Hawks Road	99.5	100.1	94.2	99.0
18	A272 Goldbridge Road/Shortbridge Road	104.6	111.7	58.4	86.7
19	A26 Uckfield Road/Isfield Road	58.6	55.7	47.7	47.8

ID	Locations	AM Option 2 Scenario 4 2042	AM Option 2 Scenario 4 2050	AM Option 1 2042	AM Option 1 2050
20	A271 Lower Horsebridge Road/B2104 North Street	77.1	94.8	44.0	45.7
21	A271 Hawkswood Road/A295 Battle Road	104.7	106.8	85.9	95.9
22	Cop Hall Roundabout	99.3	120.6	54.0	54.5
23	A26 Uckfield Road/Chillies Lane	103.2	109.5	93.5	97.6
24	A259 East Dean Road/Litlington Road	91.1	101.6	55.5	60.1
25	A22 Eastbourne Road/B2192 Lewes Road	86.4	87.7	78.7	84.5
26	A22 Golden Cross/Burgh Hill Road	101.7	106.8	94.1	90.3
27	A26 Lewes Road /Horsted Lane/Bradford Lane	58.7	54.4	43.8	57.7
28	A22 Hailsham Bypass/Hempstead Lane	63.3	70.9	54.6	57.6

6.2.36. The analysis shows that, in the AM peak, most of the worst-affected turns are forecast at the following junctions:

- Cophall Roundabout (B2247 approach)
- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / Common Lane (left-turn exit)
- A295 South Road / Western Road
- A295 South Road / George Street
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A267 Hailsham Bypass / B2104 North Street
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A272 Goldbridge Road / Shortbridge Road
- A271 Hawkswood Road / A295 Battle Road
- A26 Uckfield Road / Chillies Lane
- A259 East Dean Road / Litlington Road
- A22 Golden Cross / Burgh Hill Road.

6.2.37. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they are operating over capacity due to the Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C under Option 1.

Table 6-13 - Option 2 Scenario 4 vs Option 1 IP junction Volume Capacity Ratio

ID	Locations	IP Option 2 Scenario 4 2042	IP Option 2 Scenario 4 2050	IP Option 1 2042	IP Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	90.9	90.7	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	96.2	100.0	66.3	80.7
3	A267 Mayfield Rd/B2192 High Street	96.8	90.6	93.1	95.2
4	A27 Lewes Road/Common Lane (at junction)	74.6	77.1	69.1	69.5
5	A22 Golden Cross/Chalvington Road	105.3	106.4	60.4	63.5
6	A27 Lewes Road/Common Lane (at left exit)	82.2	83.9	77.5	78.4
7	A27 Lewes Road/The Street	83.1	87.0	75.3	77.2
8	A27 Lewes Road/Milton Street	83.1	86.0	74.8	76.7
9	A295 South Road/Western Road	90.0	94.6	79.5	86.2
10	Little Horsted Roundabout	47.9	48.9	76.5	81.4
11	A295 South Road/George Street	73.3	83.0	64.7	69.5
12	Eagles Roundabout	90.7	91.8	81.3	84.2
13	A267 Hartfield Road/Mayfield Flat	68.5	82.3	64.0	66.7
14	Diplocks Roundabout	77.7	80.4	78.7	83.7
15	A267 Hailsham Bypass/B2104 North Street	77.4	77.5	79.9	81.9
16	A271 Hawkswood Road/Park Road	85.6	98.6	62.6	69.5
17	A271 Upper Horsebridge Road/Hawks Road	95.9	100.9	70.6	79.0
18	A272 Goldbridge Road/Shortbridge Road	63.4	75.5	35.4	34.6
19	A26 Uckfield Road/Isfield Road	57.3	65.9	34.3	40.0
20	A271 Lower Horsebridge Road/B2104 North Street	74.4	90.4	27.6	42.3
21	A271 Hawkswood Road/A295 Battle Road	81.5	95.0	50.1	57.7
22	Cop Hall Roundabout	51.0	49.9	47.4	48.6
23	A26 Uckfield Road/Chillies Lane	53.9	56.6	49.4	51.8
24	A259 East Dean Road/Litlington Road	52.2	76.7	44.2	47.2
25	A22 Eastbourne Road/B2192 Lewes Road	67.2	71.7	68.3	70.9
26	A22 Golden Cross/Burgh Hill Road	60.6	69.0	59.5	63.0
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	34.7	33.2	37.3	38.4
28	A22 Hailsham Bypass/Hempstead Lane	50.2	50.5	41.0	43.5

6.2.38. The Inter Peak V/C results indicate that all the junctions are expected to operate within capacity following the introduction of the Local Plan development traffic except for the A22

Golden Cross/Chalvington Road and the A271 Upper Horsebridge Road/Hawks Road, both of which also fail in the Inter peak.

Table 6-14 - Option 2 Scenario 4 vs Option 1 PM junction Volume Capacity Ratio

ID	Locations	PM Option 2 Scenario 4 2042	PM Option 2 Scenario 4 2050	PM Option 1 2042	PM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	90.5	92.7	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	74.3	76.2	57.1	57.7
3	A267 Mayfield Rd/B2192 High Street	93.8	95.6	91.2	90.7
4	A27 Lewes Road/Common Lane (at junction)	80.9	79.9	76.2	76.3
5	A22 Golden Cross/Chalvington Road	108.8	108.1	73.3	75.3
6	A27 Lewes Road/Common Lane (at left exit)	94.9	96.7	90.5	91.2
7	A27 Lewes Road/The Street	101.1	103.7	85.6	87.4
8	A27 Lewes Road/Milton Street	98.5	100.9	88.3	91.5
9	A295 South Road/Western Road	104.0	104.0	95.2	97.0
10	Little Horsted Roundabout	70.1	75.0	96.2	96.1
11	A295 South Road/George Street	105.8	113.8	73.7	80.3
12	Eagles Roundabout	99.0	100.3	93.6	95.5
13	A267 Hartfield Road/Mayfield Flat	101.6	112.2	84.1	89.5
14	Diplocks Roundabout	79.6	81.5	90.1	90.7
15	A267 Hailsham Bypass/B2104 North Street	56.7	60.4	86.1	86.1
16	A271 Hawkswood Road/Park Road	109.4	114.9	64.3	69.2
17	A271 Upper Horsebridge Road/Hawks Road	101.8	101.8	75.7	84.6
18	A272 Goldbridge Road/Shortbridge Road	98.2	105.6	55.3	69.0
19	A26 Uckfield Road/Isfield Road	101.6	103.2	62.8	74.0
20	A271 Lower Horsebridge Road/B2104 North Street	112.2	118.3	82.9	91.5
21	A271 Hawkswood Road/A295 Battle Road	85.4	92.6	65.1	70.5
22	Cop Hall Roundabout	52.2	63.8	52.7	52.6
23	A26 Uckfield Road/Chillies Lane	67.7	67.6	66.4	68.3
24	A259 East Dean Road/Litlington Road	91.9	105.8	53.3	56.5
25	A22 Eastbourne Road/B2192 Lewes Road	85.4	87.2	87.6	93.1
26	A22 Golden Cross/Burgh Hill Road	102.2	102.6	80.1	94.5
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	77.0	97.9	38.8	38.8
28	A22 Hailsham Bypass/Hempstead Lane	57.2	58.4	52.4	52.7

6.2.39. The analysis shows that, in the PM peak, most of the worst-affected turns are forecast at the following junctions:

- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / The Street
- A27 Lewes Road / Milton Street
- A295 South Road / Western Road
- A295 South Road / George Street
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A272 Goldbridge Road / Shortbridge Road
- A26 Uckfield Road / Isfield Road
- A271 Lower Horsebridge Road / B2104 North Street
- A259 East Dean Road / Litlington Road
- A22 Golden Cross / Burgh Hill Road.

6.2.40. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they are operating over capacity due to the Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C in Option 1.

6.2.41. Table 6-15 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

- 6.2.42. Figure 6-4 illustrates the links most impacted within Wealden District between Option 2 Scenario 4 and Option 1.
- 6.2.43. Links where delays decreased by 90 seconds or more are highlighted green.
- 6.2.44. Links where delays increased by 90 seconds or more are highlighted red.
- 6.2.45. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.46. Table 6-15 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-4 - Option 2 Scenario 4 vs Option 1 most impacted links

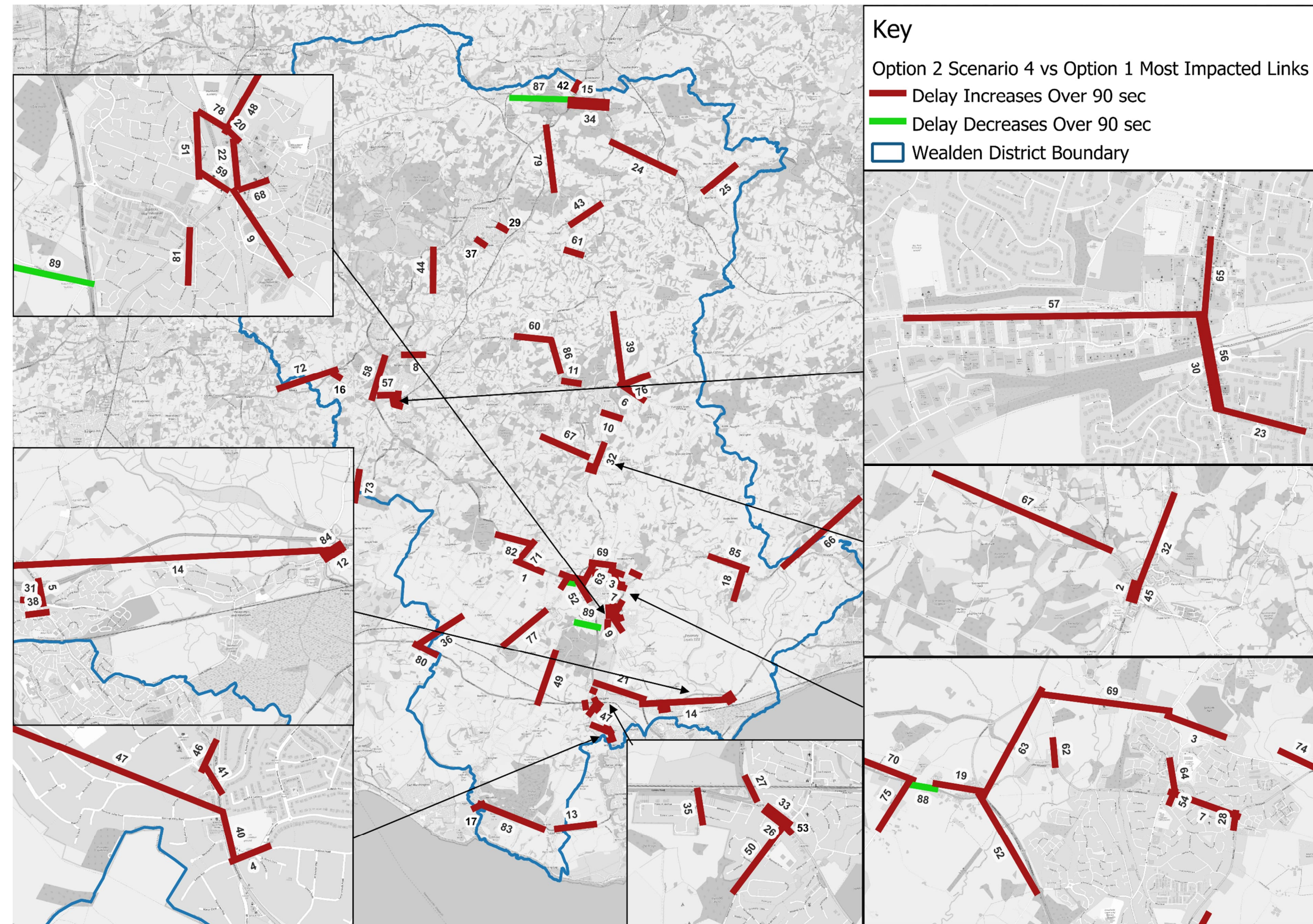


Table 6-15 - Option 2 Scenario 4 vs Option 1 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 2 Scenario 4 diff to Option 1	IP 2042 Option 2 Scenario 4 diff to Option 1	PM 2042 Option 2 Scenario 4 diff to Option 1	AM 2050 Option 2 Scenario 4 diff to Option 1	IP 2050 Option 2 Scenario 4 diff to Option 1	PM 2050 Option 2 Scenario 4 diff to Option 1
1	A22 Golden Cross/Chalvington Road	A22 Golden Cross WB	557	156	229	634	174	218
2	A267 Little London Road/A267 Horam Road/B2203 High Street	A267 Horam Street NB	384	5	191	508	18	213
3	Park Road/Station Road/New Road	New Road WB	310	52	15	260	113	73
4	A2270 Eastbourne Road/Huggetts Lane	Huggetts Lane WB	309	2	6	338	3	79
5	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2104 Hailsham Road SB	269	68	140	267	107	133
6	A265 Burwash Road/B2096 Battle Road	B2096 Battle Road NB	266	2	7	59	4	7
7	A271 Hawkswood road/Park Road	A271 Hawkswood Road WB	252	18	77	272	55	160
8	A272 Buxted Road/A272 Budletts Lane/Coopers Green Road	A272 Buxton Road WB	226	132	163	299	139	171
9	A295 South Road/Station Road	Station Road NB	209	83	98	209	158	97
10	B2203 Theobalds Green/Sandy Cross Lane	Sandy Cross Lane WB	204	3	0	53	2	0
11	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	169	82	206	114	206	49
12	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road WB	168	78	167	150	111	227
13	A259 Eastbourne Road/B2103 Warren Hill	A259 Eastbourne Road EB	165	13	33	32	45	104
14	Golden Jubilee Roundabout	A27 WB	153	77	171	139	121	239
15	A267 Frant Road/Bunny Lane	Bunny Lane EB	148	14	179	129	23	323
16	A272 Goldbridge Road/Shortbridge Road	Shortbridge Road NB	147	3	7	272	5	15
17	A259 Eastbourne Road Cuckmere River Bridge	A259 Eastbourne Road WB	146	31	113	168	85	84
18	A271 Boreham Hill/Wartling Road	Wartling Road NB	136	21	84	104	30	170
19	Boship Roundabout	A22 The Dicker EB	134	173	66	172	210	13
20	A295 North Street/High Street	A295 North Street SB	134	4	9	70	3	2
21	Golden Jubilee Roundabout	A27 Polegate Bypass EB	131	43	119	136	73	129
22	A295 North Street/High Street	A295 North Street NB	128	54	103	181	83	112
23	B2102 Framfield Road/B2102 High Street/New Town	B2102 Framfield Road WB	123	7	9	185	8	8
24	A267 Mayfield Road/B2099 Wadhurst Road	A267 Mayfield Road NB	123	8	7	127	9	10
25	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	120	2	212	128	5	241

ID	Junction	Arm	AM 2042 Option 2 Scenario 4 diff to Option 1	IP 2042 Option 2 Scenario 4 diff to Option 1	PM 2042 Option 2 Scenario 4 diff to Option 1	AM 2050 Option 2 Scenario 4 diff to Option 1	IP 2050 Option 2 Scenario 4 diff to Option 1	PM 2050 Option 2 Scenario 4 diff to Option 1
26	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A2270 Eastbourne Road NB	110	0	14	122	0	62
27	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A27 Eastbourne Road SB	108	16	19	130	23	33
28	A271 Hawkswood road/A271 Amberstone/A295 Battle Road	A295 Battle Road NB	107	11	9	132	22	15
29	B2100 Crowborough Hill/B2157 Green Lane	B2100 Crowborough WB	104	2	5	156	3	6
30	B2102 Bell Lane/B2102 High Street	B2102 Hight Street NB	101	53	80	68	67	98
31	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2247 Dittons Road EB	98	29	31	49	36	17
32	A267 Little London Road/A267 Horam Road/B2203 High Street	B2203 High Street SB	98	5	80	107	113	67
33	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road SB	97	31	102	103	58	100
34	A26 Eridge Road/Bunny Lane	Bunny Lane WB	97	4	33	82	6	8
35	A27 Lewes Road/Gainsborough Lane	Gainsborough Lane NB	94	21	10	183	47	19
36	Ripe Lane/Burgh Lane	Ripe Lane SB	93	-1	7	178	-1	17
37	Fermor Road/Alice Bright Lane/Hurtis Hill	Fermor Road WB	91	1	2	157	1	2
38	B2104 Lion Hill/Adur Drive	Adur Drive EB	90	34	14	46	21	3
39	A265 Burwash Road/Newick Lane	Newick Lane SB	87	45	168	48	76	291
40	A2270 Eastbourne Road/Huggetts Lane	A2270 Eastbourne Road SB	87	2	1	95	3	2
41	A2270 Eastbourne Road/The Triangle (South)	The Triangle (South) EB	86	120	80	55	177	152
42	A26 Eridge Road/Broadwater Down	A26 Eridge Road NB	81	-5	55	55	-4	143
43	A267 Mayfield Road/Catt's Hill	Catt's Hill EB	81	2	293	91	3	202
44	A26 Uckfield Road/Chillies Lane	Chillies Lane NB	80	3	6	165	5	2
45	A267 Horam Road/Horebeech Lane	A267 Horam Road SB	49	136	-5	39	122	-4
46	A2270 Eastbourne Road/The Triangle (North)	The Triangle (North) EB	63	116	81	43	156	141
47	A2270 Eastbourne Road/Gorringe Valley Road	Gorringe Valley Road EB	76	114	79	54	121	132
48	A295 North Street/A295 Battle Road/B2202 London Road	A295 Battle Road SB	75	108	99	66	156	141
49	A27 Lewes Road/Thornwell Road/The Street	Thornwell Road SB	40	67	115	154	93	134
50	A2270 Eastbourne Road/High Street/Wannock Road	Wannock Road NB	61	64	154	93	100	203
51	B2202 London Road/B2104 Summerheath Road	B2104 Summerheath Road NB	76	63	270	214	118	332

ID	Junction	Arm	AM 2042 Option 2 Scenario 4 diff to Option 1	IP 2042 Option 2 Scenario 4 diff to Option 1	PM 2042 Option 2 Scenario 4 diff to Option 1	AM 2050 Option 2 Scenario 4 diff to Option 1	IP 2050 Option 2 Scenario 4 diff to Option 1	PM 2050 Option 2 Scenario 4 diff to Option 1
52	Boship Roundabout	A22 Hailsham Bypass NB	74	58	145	76	92	196
53	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road NB	14	55	153	75	125	133
54	A271 Upper Horsebridge Road/Hawks Road	A271 Upper Horsebridge Road WB	25	38	94	9	75	86
55	Cophall Roundabout	B2247 Hailsham Road NB	75	35	3	106	35	3
56	B2102 Framfield Road/B2102 High Street/New Town	B2102 High Street SB	10	33	188	10	73	148
57	B2102 Bell Lane/B2102 High Street	B2102 Bell Lane EB	73	26	273	58	33	359
58	Black Down Roundabout	A22 Uckfield Bypass NB	57	18	33	94	19	32
59	A295 South Road/B2104 Western Road	B2104 Western Road SB	27	17	89	138	20	76
60	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	4	8	351	8	5	200
61	A267 Argos Hill/B2101 Bicycle Arms Road	B2101 Bicycle Arms Road EB	36	11	306	55	24	177
62	A271 Lower Horsebridge/B2104 North Street	B2104 North Street SB	12	12	287	41	26	388
63	Boship Roundabout	A267 Hailsham Bypass SB	28	10	273	49	30	356
64	A271 Hawkswood road/Park Road	Park Road SB	0	5	169	4	9	266
65	B2102 Bell Lane/B2102 High Street	High Street SB	11	9	168	10	11	219
66	A269 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road SB	12	4	160	20	7	150
67	A267 Little London Road/Furnace Lane	Furnace Lane EB	17	8	133	24	32	39
68	A295 North Street/George Street	George Street WB	17	6	119	49	12	270
69	Park Road/Station Road/New Road	Station Road EB	30	10	119	26	14	117
70	A22 The Dicker/Coldharbour Road	A22 The Dicker EB	-11	-17	103	-12	-18	180
71	A22 Golden Cross/Burgh Hill Road	Burgh Hill Road SB	53	17	98	159	23	94
72	A272 Goldbridge Road/Shortbridge Road	A272 Goldbridge Road EB	17	12	78	25	20	189
73	A26 Rose Hill/Isfield Road	Isfield Road SB	1	4	77	-1	5	103
74	A271 Amberstone/New Road/Featherbed Lane	New Road SB	31	2	76	53	3	165
75	A22 The Dicker/Coldharbour Road	Coldharbour Road NB	25	0	45	230	9	214
76	A265 Burwash Road/B2096 Battle Road	A265 Burwash Road WB	25	2	2	201	1	3
77	Wick Street/Lower Wick Street	Wick Street SB	52	8	6	174	10	7

ID	Junction	Arm	AM 2042 Option 2 Scenario 4 diff to Option 1	IP 2042 Option 2 Scenario 4 diff to Option 1	PM 2042 Option 2 Scenario 4 diff to Option 1	AM 2050 Option 2 Scenario 4 diff to Option 1	IP 2050 Option 2 Scenario 4 diff to Option 1	PM 2050 Option 2 Scenario 4 diff to Option 1
78	A295 North Street/A295 Battle Road/B2202 London Road	B2202 London Road EB	68	3	6	137	3	5
79	A26 Eridge Road/Sham Farm Road	Station Road NB	55	4	17	136	4	9
80	A27 Lewes Road/Ripe Lane	A27 Lewes Road WB	73	3	2	122	2	2
81	A295 South Road/B2104 Ersham Road/Diplocks Way	B2104 Ersham Road NB	59	5	14	120	12	20
82	A22 Whitesmith/Whitesmith Lane/Broomham Lane	Whitesmith Lane WB	34	-1	11	118	-2	4
83	A259 East Dean Road/Litlington Road	A259 East Dean Road WB	47	10	46	110	21	189
84	Pevensey Roundabout	A259 Wallsend Road NB	62	14	72	109	44	63
85	A271 Boreham Hill/Wartling Road	A271 Boreham Hill EB	35	3	41	106	5	68
86	A267 Heathfield Road/B2239 Mayfield Flat	A267 Heathfield Road SB	29	8	52	46	9	298
87	A26 Eridge Road/Broadwater Forest Lane	Broadwater Forest Lane EB	-93	3	40	-57	4	-166
88	A22 The Dicker/Coldharbour Road	A22 The Dicker WB	-91	-8	-16	-80	-14	-15
89	A22 Hailsham Bypass/Arlington Road West	Arlington Road West EB	-6	2	-84	-7	-1	-111

- 6.2.47. In the AM peak hour, the worst delay impacts are forecast at the westbound approach of the A22 Golden Cross at the A22 Golden Cross/Chalvington Road, where delays are predicted to increase by 634 seconds in 2050. The northbound approach to A267 Little London Road/A267 Horam Road/B2203 High Street junction is also expected to experience a significant delay increase of 508 seconds in the 2050 forecast year.
- 6.2.48. At the eastbound approach of the A26 Eridge Road/Broadwater Forest Lane junction, delays are forecast to decrease by 166 seconds in the 2050 PM peak. Similarly, at the eastbound approach of the A22 Hailsham Bypass/Arlington Road West junction delays are expected to reduce by 111 seconds in the 2050 PM peak.

Option 2 Scenario 5 vs Option 1

- 6.2.49. Table 6-16 to Table 6-18 present the impact of the Local Plan developments of Option 2 Scenario 5 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-16 - Option 2 Scenario 5 vs Option 1 AM junction Volume Capacity Ratio

ID	Locations	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050	AM Option 1 2042	AM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	94.1	91.5	87.2	88.0
2	Cop Hall Roundabout (B2247 approach)	103.5	108.7	90.2	92.9
3	A267 Mayfield Rd/B2192 High Street	99.5	98.9	97.7	98.4
4	A27 Lewes Road/Common Lane (at junction)	98.2	106.2	88.2	91.5
5	A22 Golden Cross/Chalvington Road	129.1	133.9	83.6	86.7
6	A27 Lewes Road/Common Lane (at left exit)	99.9	101.7	90.6	93.7
7	A27 Lewes Road/The Street	90.9	101.5	85.4	87.9
8	A27 Lewes Road/Milton Street	90.2	94.9	85.7	87.2
9	A295 South Road/Western Road	101.0	109.7	96.0	99.4
10	Little Horsted Roundabout	100.4	101.1	85.1	94.2
11	A295 South Road/George Street	90.0	103.9	69.2	70.7
12	Eagles Roundabout	102.6	104.5	97.6	99.8
13	A267 Hartfield Road/Mayfield Flat	96.1	101.1	71.8	76.6
14	Diplocks Roundabout	92.4	94.9	92.8	96.4
15	A267 Hailsham Bypass/B2104 North Street	98.3	90.9	84.6	87.0
16	A271 Hawkswood Road/Park Road	110.0	112.3	91.5	99.6
17	A271 Upper Horsebridge Road/Hawks Road	100.9	103.0	94.2	99.0
18	A272 Goldbridge Road/Shortbridge Road	107.2	117.1	58.4	86.7
19	A26 Uckfield Road/Isfield Road	59.3	57.6	47.7	47.8

ID	Locations	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050	AM Option 1 2042	AM Option 1 2050
20	A271 Lower Horsebridge Road/B2104 North Street	76.9	94.8	44.0	45.7
21	A271 Hawkswood Road/A295 Battle Road	102.1	104.0	85.9	95.9
22	Cop Hall Roundabout	98.7	120.4	54.0	54.5
23	A26 Uckfield Road/Chillies Lane	102.4	110.4	93.5	97.6
24	A259 East Dean Road/Litlington Road	92.2	101.4	55.5	60.1
25	A22 Eastbourne Road/B2192 Lewes Road	99.6	111.5	78.7	84.5
26	A22 Golden Cross/Burgh Hill Road	102.4	111.4	94.1	90.3
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	53.2	69.6	43.8	57.7
28	A22 Hailsham Bypass/Hempstead Lane	64.2	72.8	54.6	57.6

6.2.50. The analysis shows that, in the AM peak, most of the worst-affected turns are forecast at the following junctions:

- Cophall Roundabout (B2247 approach)
- A27 Lewes Road / Common Lane (at the junction)
- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / Common Lane (left-turn exit)
- A27 Lewes Road / The Street
- A295 South Road / Western Road
- A22/A26 Little Horsted Roundabout
- A295 South Road / George Street
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A272 Goldbridge Road / Shortbridge Road
- A271 Hawkswood Road / A295 Battle Road
- A26 Uckfield Road / Chillies Lane
- A259 East Dean Road / Litlington Road
- A22 Eastbourne Road / B2192 Lewes Road
- A22 Golden Cross / Burgh Hill Road

6.2.51. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they are operating over capacity due to the Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C under Option 1.

Table 6-17 - Option 2 Scenario 5 vs Option 1 IP junction Volume Capacity Ratio

ID	Locations	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050	IP Option 1 2042	IP Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	90.9	90.7	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	96.4	98.0	66.3	80.7
3	A267 Mayfield Rd/B2192 High Street	95.9	92.7	93.1	95.2
4	A27 Lewes Road/Common Lane (at junction)	76.1	79.0	69.1	69.5
5	A22 Golden Cross/Chalvington Road	106.6	109.2	60.4	63.5
6	A27 Lewes Road/Common Lane (at left exit)	83.2	83.1	77.5	78.4
7	A27 Lewes Road/The Street	83.6	88.5	75.3	77.2
8	A27 Lewes Road/Milton Street	83.6	88.3	74.8	76.7
9	A295 South Road/Western Road	88.4	96.4	79.5	86.2
10	Little Horsted Roundabout	49.4	53.5	76.5	81.4
11	A295 South Road/George Street	74.5	84.5	64.7	69.5
12	Eagles Roundabout	89.9	88.6	81.3	84.2
13	A267 Hartfield Road/Mayfield Flat	75.6	91.0	64.0	66.7
14	Diplocks Roundabout	77.6	78.5	78.7	83.7
15	A267 Hailsham Bypass/B2104 North Street	78.6	80.6	79.9	81.9
16	A271 Hawkswood Road/Park Road	86.7	98.9	62.6	69.5
17	A271 Upper Horsebridge Road/Hawks Road	95.8	100.7	70.6	79.0
18	A272 Goldbridge Road/Shortbridge Road	70.3	80.5	35.4	34.6
19	A26 Uckfield Road/Isfield Road	57.9	78.3	34.3	40.0
20	A271 Lower Horsebridge Road/B2104 North Street	72.2	93.8	27.6	42.3
21	A271 Hawkswood Road/A295 Battle Road	83.0	94.6	50.1	57.7
22	Cop Hall Roundabout	50.8	49.2	47.4	48.6
23	A26 Uckfield Road/Chillies Lane	54.1	58.0	49.4	51.8
24	A259 East Dean Road/Litlington Road	55.1	85.8	44.2	47.2
25	A22 Eastbourne Road/B2192 Lewes Road	82.6	93.8	68.3	70.9
26	A22 Golden Cross/Burgh Hill Road	62.4	79.6	59.5	63.0
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	33.7	32.3	37.3	38.4

ID	Locations	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050	IP Option 1 2042	IP Option 1 2050
28	A22 Hailsham Bypass/Hempstead Lane	50.5	50.2	41.0	43.5

6.2.52. The Inter Peak V/C results indicate that all the junctions are expected to operate within capacity following the introduction of the Local Plan development traffic, with the exception of A22 Golden Cross/Chalvington Road and the A271 Upper Horsebridge Road/Hawks Road junctions, both of which fail in the AM peak.

Table 6-18 - Option 2 Scenario 5 vs Option 1 PM junction Volume Capacity Ratio

ID	Locations	PM Option 2 Scenario 5 2042	PM Option 2 Scenario 5 2050	PM Option 1 2042	PM Option 1 2050
1	Cop Hall Roundabout (A27 south approach)	90.5	92.0	91.4	91.4
2	Cop Hall Roundabout (B2247 approach)	69.4	74.8	57.1	57.7
3	A267 Mayfield Rd/B2192 High Street	95.6	95.3	91.2	90.7
4	A27 Lewes Road/Common Lane (at junction)	82.5	83.2	76.2	76.3
5	A22 Golden Cross/Chalvington Road	109.2	107.4	73.3	75.3
6	A27 Lewes Road/Common Lane (at left exit)	92.1	97.5	90.5	91.2
7	A27 Lewes Road/The Street	102.0	104.9	85.6	87.4
8	A27 Lewes Road/Milton Street	97.6	100.8	88.3	91.5
9	A295 South Road/Western Road	104.2	104.4	95.2	97.0
10	Little Horsted Roundabout	74.1	72.9	96.2	96.1
11	A295 South Road/George Street	106.2	114.3	73.7	80.3
12	Eagles Roundabout	98.8	100.4	93.6	95.5
13	A267 Hartfield Road/Mayfield Flat	109.9	115.5	84.1	89.5
14	Diplocks Roundabout	79.2	81.8	90.1	90.7
15	A267 Hailsham Bypass/B2104 North Street	56.9	68.5	86.1	86.1
16	A271 Hawkswood Road/Park Road	109.7	115.1	64.3	69.2
17	A271 Upper Horsebridge Road/Hawks Road	101.8	101.8	75.7	84.6
18	A272 Goldbridge Road/Shortbridge Road	101.6	106.8	55.3	69.0
19	A26 Uckfield Road/Isfield Road	102.8	112.9	62.8	74.0
20	A271 Lower Horsebridge Road/B2104 North Street	112.6	118.2	82.9	91.5
21	A271 Hawkswood Road/A295 Battle Road	88.8	93.9	65.1	70.5
22	Cop Hall Roundabout	51.9	63.3	52.7	52.6
23	A26 Uckfield Road/Chillies Lane	66.2	67.7	66.4	68.3
24	A259 East Dean Road/Litlington Road	96.0	110.0	53.3	56.5

ID	Locations	PM Option 2 Scenario 5 2042	PM Option 2 Scenario 5 2050	PM Option 1 2042	PM Option 1 2050
25	A22 Eastbourne Road/B2192 Lewes Road	97.1	104.2	87.6	93.1
26	A22 Golden Cross/Burgh Hill Road	101.8	103.8	80.1	94.5
27	A26 Lewes Road /Horsted Lane/Bradfords Lane	93.6	109.4	38.8	38.8
28	A22 Hailsham Bypass/Hempstead Lane	57.1	58.6	52.4	52.7

6.2.53. The analysis shows that, in the PM peak, most of the worst-affected turns are forecast at the following junctions:

- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / The Street
- A27 Lewes Road / Milton Street
- A295 South Road / Western Road
- A295 South Road / George Street
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A271 Hawkswood Road / Park Road
- A271 Upper Horsebridge Road / Hawks Road
- A272 Goldbridge Road / Shortbridge Road
- A26 Uckfield Road / Isfield Road
- A271 Lower Horsebridge Road / B2104 North Street
- A259 East Dean Road / Litlington Road
- A22 Eastbourne Road / B2192 Lewes Road
- A22 Golden Cross / Burgh Hill Road
- A26 Lewes Road / Horsted Lane / Bradfords Lane.

6.2.54. All of these junctions show V/C ratios above 100% in the 'with Local Plan' option for the 2050 forecast year, indicating that they operate over capacity due to the Local Plan development traffic. The remaining junctions were already operating above or approaching 85% V/C under Option 1.

6.2.55. Figure 6-5 illustrates the links most impacted within Wealden District between Option 2 Scenario 5 and Option 1.

6.2.56. Links where delays decreased by 90 seconds or more are highlighted green.

6.2.57. Links where delays increased by 90 seconds or more are highlighted red.

- 6.2.58. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.59. Table 6-19 presents the impact of the local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-5 - Option 2 Scenario 5 vs Option 1 most impacted links

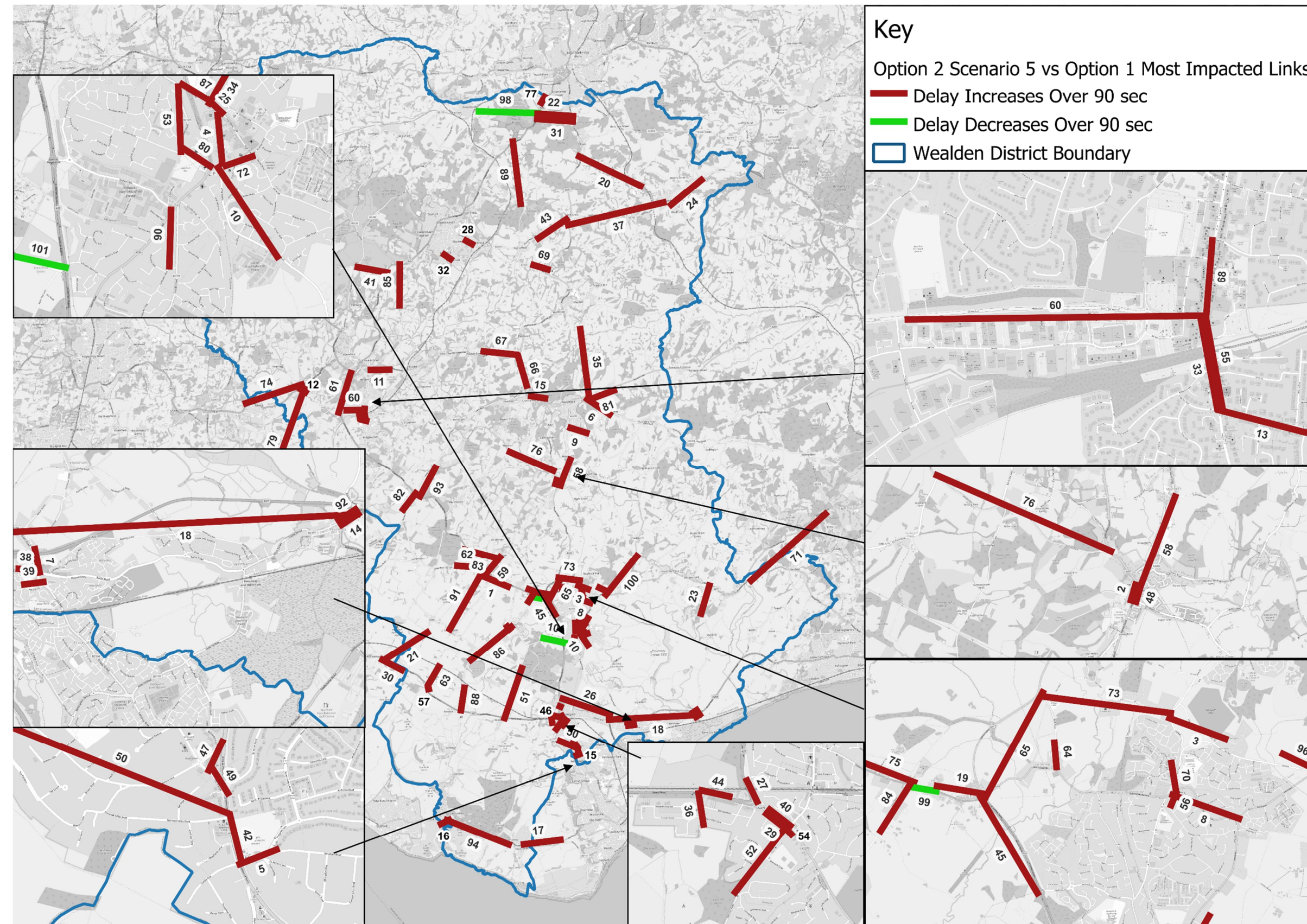


Table 6-19 - Option 2 Scenario 5 vs Option 1 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 2 Scenario 5 diff to Option 1	IP 2042 Option 2 Scenario 5 diff to Option 1	PM 2042 Option 2 Scenario 5 diff to Option 1	AM 2050 Option 2 Scenario 5 diff to Option 1	IP 2050 Option 2 Scenario 5 diff to Option 1	PM 2050 Option 2 Scenario 5 diff to Option 1
1	A22 Golden Cross/Chalvington Road	A22 Golden Cross WB	556	181	235	638	227	203
2	A267 Little London Road/A267 Horam Road/B2203 High Street	A267 Horam Street NB	374	8	242	519	118	261
3	Park Road/Station Road/New Road	New Road WB	329	56	10	284	117	81
4	A295 North Street/High Street	A295 North Street NB	312	58	266	493	77	319
5	A2270 Eastbourne Road/Huggetts Lane	Huggetts Lane WB	311	2	6	-9	3	92
6	A265 Burwash Road/B2096 Battle Road	B2096 Battle Road NB	294	2	7	104	6	9
7	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2104 Hailsham Road SB	269	71	135	289	105	137
8	A271 Hawkswood road/Park Road	A271 Hawkswood Road WB	232	19	66	188	59	156
9	B2203 Theobalds Green/Sandy Cross Lane	Sandy Cross Lane WB	226	3	0	75	1	1
10	A295 South Road/Station Road	Station Road NB	223	111	98	245	177	104
11	A272 Buxted Road/A272 Budletts Lane/Coopers Green Road	A272 Buxton Road WB	212	130	170	336	150	213
12	A272 Goldbridge Road/Shortbridge Road	Shortbridge Road NB	195	4	8	381	9	33
13	B2102 Framfield Road/B2102 High Street/New Town	B2102 Framfield Road WB	181	8	9	286	10	12
14	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road WB	173	85	181	179	124	247
15	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	172	128	133	78	275	107
16	A259 Eastbourne Road Cuckmere River Bridge	A259 Eastbourne Road WB	168	37	136	220	107	65
17	A259 Eastbourne Road/B2103 Warren Hill	A259 Eastbourne Road EB	166	13	32	48	49	123
18	Golden Jubilee Roundabout	A27 WB	163	79	188	161	126	262
19	Boship Roundabout	A22 The Dicker EB	156	181	63	220	226	10
20	A267 Mayfield Road/B2099 Wadhurst Road	A267 Mayfield Road NB	154	9	5	164	10	11
21	Ripe Lane/Burgh Lane	Ripe Lane SB	149	-1	11	355	0	16
22	A267 Frant Road/Bunny Lane	Bunny Lane EB	147	15	239	146	25	347
23	A271 Boreham Hill/Wartling Road	Wartling Road NB	138	21	101	137	47	195
24	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	137	2	237	270	4	275
25	A295 North Street/High Street	A295 North Street SB	134	4	9	70	3	3

ID	Junction	Arm	AM 2042 Option 2 Scenario 5 diff to Option 1	IP 2042 Option 2 Scenario 5 diff to Option 1	PM 2042 Option 2 Scenario 5 diff to Option 1	AM 2050 Option 2 Scenario 5 diff to Option 1	IP 2050 Option 2 Scenario 5 diff to Option 1	PM 2050 Option 2 Scenario 5 diff to Option 1
26	Golden Jubilee Roundabout	A27 Polegate Bypass EB	131	46	121	127	72	132
27	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A27 Eastbourne Road SB	119	18	27	193	34	55
28	B2100 Crowborough Hill/B2157 Green Lane	B2100 Crowborough WB	118	2	4	179	3	9
29	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A2270 Eastbourne Road NB	115	0	21	137	0	68
30	A27 Lewes Road/Ripe Lane	A27 Lewes Road WB	112	3	2	156	3	2
31	A26 Eridge Road/Bunny Lane	Bunny Lane WB	105	4	30	42	6	-3
32	Fermor Road/Alice Bright Lane/Hurtis Hill	Fermor Road WB	103	1	2	182	1	2
33	B2102 Bell Lane/B2102 High Street	B2102 Hight Street NB	101	59	87	68	85	109
34	A295 North Street/A295 Battle Road/B2202 London Road	A295 Battle Road SB	100	109	99	94	168	164
35	A265 Burwash Road/Newick Lane	Newick Lane SB	97	68	299	75	120	392
36	A27 Lewes Road/Gainsborough Lane	Gainsborough Lane NB	97	22	10	189	49	20
37	A267 Turnbridge Wells Road/B2100 Turnbridge Wells Road	B2100 Turnbridge Wells Road WB	94	4	5	112	5	-4
38	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2247 Dittons Road EB	93	20	30	77	39	16
39	B2104 Lion Hill/Adur Drive	Adur Drive EB	92	23	14	76	26	3
40	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road SB	91	33	99	83	58	89
41	B2026 Withyham/New Road	New Road WB	91	2	11	58	4	39
42	A2270 Eastbourne Road/Huggetts Lane	A2270 Eastbourne Road SB	87	2	1	140	3	2
43	A267 Mayfield Road/Catt's Hill	Catt's Hill EB	84	3	215	106	6	256
44	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A27 Lewes Road EB	82	1	63	80	1	103
45	Boship Roundabout	A22 Hailsham Bypass NB	80	66	147	113	98	219
46	Cophall Roundabout	B2247 Hailsham Road NB	78	36	1	146	32	2
47	A2270 Eastbourne Road/The Triangle (North)	The Triangle (North) EB	78	114	86	14	166	143
48	A267 Horam Road/Horebeech Lane	A267 Horam Road SB	73	137	-5	102	122	-4
49	A2270 Eastbourne Road/The Triangle (South)	The Triangle (South) EB	61	120	89	107	167	186
50	A2270 Eastbourne Road/Gorringe Valley Road	Gorringe Valley Road EB	70	112	94	132	133	152
51	A27 Lewes Road/Thornwell Road/The Street	Thornwell Road SB	46	75	112	262	106	144

ID	Junction	Arm	AM 2042 Option 2 Scenario 5 diff to Option 1	IP 2042 Option 2 Scenario 5 diff to Option 1	PM 2042 Option 2 Scenario 5 diff to Option 1	AM 2050 Option 2 Scenario 5 diff to Option 1	IP 2050 Option 2 Scenario 5 diff to Option 1	PM 2050 Option 2 Scenario 5 diff to Option 1
52	A2270 Eastbourne Road/High Street/Wannock Road	Wannock Road NB	65	63	161	107	106	228
53	B2202 London Road/B2104 Summerheath Road	B2104 Summerheath Road NB	59	61	279	185	128	306
54	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road NB	15	58	159	96	138	147
55	B2102 Framfield Road/B2102 High Street/New Town	B2102 High Street SB	11	41	188	13	113	149
56	A271 Upper Horsebridge Road/Hawks Road	A271 Upper Horsebridge Road WB	47	38	94	62	72	86
57	A27 Lewes Road/Common Lane	Common Lane WB	58	37	31	211	33	43
58	A267 Little London Road/A267 Horam Road/B2203 High Street	B2203 High Street SB	74	33	103	28	158	88
59	A22 Golden Cross/Burgh Hill Road	Burgh Hill Road SB	77	26	83	257	48	118
60	B2102 Bell Lane/B2102 High Street	B2102 Bell Lane EB	58	26	320	58	38	389
61	Black Down Roundabout	A22 Uckfield Bypass NB	67	24	34	113	25	37
62	A22 Golden Cross/B2124 Lewes Road	B2124 Lewes Road EB	6	21	-15	94	18	-9
63	A27 Lewes Road/The Street	The Street SB	38	20	78	182	30	73
64	A271 Lower Horsebridge/B2104 North Street	B2104 North Street SB	12	12	296	40	34	383
65	Boship Roundabout	A267 Hailsham Bypass SB	31	9	284	82	32	365
66	A267 Heathfield Road/B2239 Mayfield Flat	A267 Heathfield Road SB	23	10	263	47	17	359
67	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	5	8	226	15	7	280
68	B2102 Bell Lane/B2102 High Street	High Street SB	11	10	221	12	15	346
69	A267 Argos Hill/B2101 Bicycle Arms Road	B2101 Bicycle Arms Road EB	36	14	208	85	24	242
70	A271 Hawkswood road/Park Road	Park Road SB	1	4	176	11	10	269
71	A269 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road SB	16	5	176	29	9	167
72	A295 North Street/George Street	George Street WB	19	7	128	55	14	280
73	Park Road/Station Road/New Road	Station Road EB	34	11	124	17	18	116
74	A272 Goldbridge Road/Shortbridge Road	A272 Goldbridge Road EB	21	17	120	38	26	209
75	A22 The Dicker/Coldharbour Road	A22 The Dicker EB	-11	-17	113	-12	-18	209
76	A267 Little London Road/Furnace Lane	Furnace Lane EB	18	11	111	22	88	98
77	A26 Eridge Road/Broadwater Down	A26 Eridge Road NB	77	-5	105	54	-4	160

ID	Junction	Arm	AM 2042 Option 2 Scenario 5 diff to Option 1	IP 2042 Option 2 Scenario 5 diff to Option 1	PM 2042 Option 2 Scenario 5 diff to Option 1	AM 2050 Option 2 Scenario 5 diff to Option 1	IP 2050 Option 2 Scenario 5 diff to Option 1	PM 2050 Option 2 Scenario 5 diff to Option 1
78	A26 Rose Hill/Isfield Road	Isfield Road SB	3	4	100	3	11	283
79	Shortbridge Road/Sharpsbridge Lane	Sharpsbridge Lane NB	50	13	100	30	46	109
80	A295 South Road/B2104 Western Road	B2104 Western Road SB	30	15	94	178	33	82
81	A265 Burwash Road/B2096 Battle Road	A265 Burwash Road WB	34	2	2	278	2	5
82	Halland Roundabout	B2192 Lewes Road NB	51	5	10	251	14	18
83	A22 Whitesmith/Whitesmith Lane/Broomham Lane	Whitesmith Lane WB	53	1	-2	211	10	-10
84	A22 The Dicker/Coldharbour Road	Coldharbour Road NB	23	1	51	206	24	252
85	A26 Uckfield Road/Chillies Lane	Chillies Lane NB	56	4	6	178	7	0
86	Wick Street/Lower Wick Street	Wick Street SB	57	8	6	168	12	8
87	A295 North Street/A295 Battle Road/B2202 London Road	B2202 London Road EB	76	3	6	167	3	5
88	Drusillas Roundabout	Station Road SB	19	5	20	158	7	36
89	A26 Eridge Road/Sham Farm Road	Station Road NB	60	3	8	156	4	9
90	A295 South Road/B2104 Ersham Road/Diplocks Way	B2104 Ersham Road NB	59	6	15	144	13	21
91	Chalvington Road/Deanland Road	Chalvington Road SB	49	0	-3	143	2	1
92	Pevensey Roundabout	A259 Wallsend Road NB	68	10	77	113	61	63
93	Halland Roundabout	B2192 Heathfield Road SB	9	9	39	17	40	129
94	A259 East Dean Road/Litlington Road	A259 East Dean Road WB	50	11	63	107	32	266
95	A26 Lewes Road/Horsted Lane/Bradford's Lane	Horsted Lane EB	0	3	42	2	3	232
96	A271 Amberstone/New Road/Featherbed Lane	New Road SB	29	2	80	62	2	161
97	Coldharbour Road/Michelham Priory Road	Michelham Priory Road NB	-2	1	22	11	4	119
98	A26 Eridge Road/Broadwater Forest Lane	Broadwater Forest Lane EB	-95	2	-103	-58	5	-162
99	A22 The Dicker/Coldharbour Road	A22 The Dicker WB	-92	-7	-16	-81	-14	-15
100	A271 Amberstone/New Road/Featherbed Lane	Featherbed Lane SB	-11	7	59	-16	14	91
101	A22 Hailsham Bypass/Arlington Road West	Arlington Road West EB	-6	2	-85	-6	-1	-111

- 6.2.60. In the AM peak hour, the worst delay impacts are forecast at the westbound approach from the A22 Golden Cross at the A22 Golden Cross/Chalvington Road which is forecast a delay increase of 638 seconds in 2050. The northbound approach to A267 Little London Road/A267 Horam Road/B2203 High Street junction is also expected to experience a substantial delay increase of 519 seconds in the 2050 forecast year.
- 6.2.61. At the eastbound approach of the A26 Eridge Road / Broadwater Forest Lane junction, delays are forecast to decrease by 162 seconds in the 2050 PM peak. Similarly, at the eastbound approach of the A22 Hailsham Bypass / Arlington Road West junction, delays are expected to reduce by 111 seconds in the 2050 PM peak.

Option 3 vs Option 2 Scenario 5

- 6.2.62. Table 6-20 to Table 6-22 present the impact of the Local Plan developments of Option 3 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-20 - Option 3 vs Option 2 Scenario 5 AM junction Volume Capacity Ratio

ID	Locations	AM Option 3 2042	AM Option 3 2050	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	93.1	91.9	94.1	91.5
2	Cop Hall Roundabout (B2247 approach)	102.6	106.7	103.5	108.7
3	A267 Mayfield Rd/B2192 High Street	99.0	99.1	99.5	98.9
4	A27 Lewes Road/Common Lane (at junction)	97.9	106.7	98.2	106.2
5	A22 Golden Cross/Chalvington Road	128.5	132.4	129.1	133.9
6	A27 Lewes Road/Common Lane (at left exit)	99.7	102.3	99.9	101.7
7	A27 Lewes Road/The Street	90.1	100.4	90.9	101.5
8	A27 Lewes Road/Milton Street	89.2	93.0	90.2	94.9
9	A295 South Road/Western Road	100.8	104.6	101.0	109.7
10	Little Horsted Roundabout	99.5	100.4	100.4	101.1
11	A295 South Road/George Street	72.1	94.9	90.0	103.9
12	Eagles Roundabout	100.8	103.6	102.6	104.5
13	A267 Hartfield Road/Mayfield Flat	89.9	96.4	96.1	101.1
14	Diplocks Roundabout	91.4	94.3	92.4	94.9
15	A267 Hailsham Bypass/B2104 North Street	98.1	95.9	98.3	90.9
16	A271 Hawkswood Road/Park Road	105.6	109.8	110.0	112.3
17	A271 Upper Horsebridge Road/Hawks Road	100.1	100.3	100.9	103.0
18	A272 Goldbridge Road/Shortbridge Road	106.6	116.0	107.2	117.1
19	A26 Uckfield Road/Isfield Road	57.6	57.8	59.3	57.6

ID	Locations	AM Option 3 2042	AM Option 3 2050	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050
20	A271 Lower Horsebridge Road/B2104 North Street	66.5	85.4	76.9	94.8
21	A271 Hawkswood Road/A295 Battle Road	102.9	105.6	102.1	104.0
22	Cop Hall Roundabout	93.7	119.3	98.7	120.4
23	A26 Uckfield Road/Chillies Lane	95.0	105.9	102.4	110.4
24	A259 East Dean Road/Litlington Road	86.6	97.7	92.2	101.4
25	A22 Eastbourne Road/B2192 Lewes Road	95.8	108.9	99.6	111.5
26	A22 Golden Cross/Burgh Hill Road	100.2	107.8	102.4	111.4
27	A26 Lewes Road /Horsted Lane/Bradforads Lane	46.1	54.4	53.2	69.6
28	A22 Hailsham Bypass/Hempstead Lane	58.5	68.3	64.2	72.8

6.2.63. The analysis shows that, in the AM peak, the junctions that were previously failing under Option 2 Scenario 5 and now operate within capacity are the:

- A295 South Road / George Street
- A267 Hartfield Road / Mayfield Flat
- A259 East Dean Road / Litlington.

Table 6-21 - Option 3 vs Option 2 Scenario 5 IP junction Volume Capacity Ratio

ID	Locations	IP Option 3 2042	IP Option 3 2050	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	90.9	90.8	90.9	90.7
2	Cop Hall Roundabout (B2247 approach)	95.2	97.1	96.4	98.0
3	A267 Mayfield Rd/B2192 High Street	98.2	93.8	95.9	92.7
4	A27 Lewes Road/Common Lane (at junction)	75.4	78.1	76.1	79.0
5	A22 Golden Cross/Chalvington Road	106.6	108.4	106.6	109.2
6	A27 Lewes Road/Common Lane (at left exit)	82.6	82.3	83.2	83.1
7	A27 Lewes Road/The Street	82.3	87.3	83.6	88.5
8	A27 Lewes Road/Milton Street	82.4	86.7	83.6	88.3
9	A295 South Road/Western Road	83.1	88.3	88.4	96.4
10	Little Horsted Roundabout	49.3	52.2	49.4	53.5
11	A295 South Road/George Street	68.7	75.9	74.5	84.5
12	Eagles Roundabout	90.5	90.9	89.9	88.6
13	A267 Hartfield Road/Mayfield Flat	74.2	87.9	75.6	91.0
14	Diplocks Roundabout	76.6	79.2	77.6	78.5

ID	Locations	IP Option 3 2042	IP Option 3 2050	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050
15	A267 Hailsham Bypass/B2104 North Street	74.7	82.5	78.6	80.6
16	A271 Hawkswood Road/Park Road	79.5	91.9	86.7	98.9
17	A271 Upper Horsebridge Road/Hawks Road	89.0	98.3	95.8	100.7
18	A272 Goldbridge Road/Shortbridge Road	67.0	83.2	70.3	80.5
19	A26 Uckfield Road/Isfield Road	56.1	71.5	57.9	78.3
20	A271 Lower Horsebridge Road/B2104 North Street	60.1	79.0	72.2	93.8
21	A271 Hawkswood Road/A295 Battle Road	70.3	88.1	83.0	94.6
22	Cop Hall Roundabout	51.1	49.6	50.8	49.2
23	A26 Uckfield Road/Chillies Lane	52.5	55.6	54.1	58.0
24	A259 East Dean Road/Litlington Road	49.8	79.8	55.1	85.8
25	A22 Eastbourne Road/B2192 Lewes Road	75.8	88.9	82.6	93.8
26	A22 Golden Cross/Burgh Hill Road	61.3	76.8	62.4	79.6
27	A26 Lewes Road /Horsted Lane/Bradford Lane	35.0	33.1	33.7	32.3
28	A22 Hailsham Bypass/Hempstead Lane	49.4	49.8	50.5	50.2

6.2.64. The analysis shows that, in the Inter-Peak period, the junction that was previously failing under Option 2 Scenario 5 and now operates within capacity is the A271 Upper Horsebridge Road / Hawks Road.

Table 6-22 - Option 3 vs Option 2 Scenario 5 PM junction Volume Capacity Ratio

ID	Locations	PM Option 3 2042	PM Option 3 2050	PM Option 2 Scenario 5 2042	PM Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	90.5	92.7	90.5	92.0
2	Cop Hall Roundabout (B2247 approach)	70.7	73.6	69.4	74.8
3	A267 Mayfield Rd/B2192 High Street	94.2	94.0	95.6	95.3
4	A27 Lewes Road/Common Lane (at junction)	82.6	81.7	82.5	83.2
5	A22 Golden Cross/Chalvington Road	109.1	109.0	109.2	107.4
6	A27 Lewes Road/Common Lane (at left exit)	91.3	97.0	92.1	97.5
7	A27 Lewes Road/The Street	101.2	103.7	102.0	104.9
8	A27 Lewes Road/Milton Street	96.3	100.3	97.6	100.8
9	A295 South Road/Western Road	101.3	101.5	104.2	104.4
10	Little Horsted Roundabout	70.3	71.5	74.1	72.9
11	A295 South Road/George Street	95.1	107.3	106.2	114.3
12	Eagles Roundabout	97.9	100.2	98.8	100.4

ID	Locations	PM Option 3 2042	PM Option 3 2050	PM Option 2 Scenario 5 2042	PM Option 2 Scenario 5 2050
13	A267 Hartfield Road/Mayfield Flat	108.4	114.4	109.9	115.5
14	Diplocks Roundabout	78.3	80.1	79.2	81.8
15	A267 Hailsham Bypass/B2104 North Street	57.4	61.7	56.9	68.5
16	A271 Hawkswood Road/Park Road	102.0	109.5	109.7	115.1
17	A271 Upper Horsebridge Road/Hawks Road	101.8	101.8	101.8	101.8
18	A272 Goldbridge Road/Shortbridge Road	100.3	106.3	101.6	106.8
19	A26 Uckfield Road/Isfield Road	101.7	110.7	102.8	112.9
20	A271 Lower Horsebridge Road/B2104 North Street	107.2	112.2	112.6	118.2
21	A271 Hawkswood Road/A295 Battle Road	86.8	92.8	88.8	93.9
22	Cop Hall Roundabout	52.1	62.9	51.9	63.3
23	A26 Uckfield Road/Chillies Lane	67.6	66.1	66.2	67.7
24	A259 East Dean Road/Litlington Road	90.9	107.1	96.0	110.0
25	A22 Eastbourne Road/B2192 Lewes Road	95.3	103.2	97.1	104.2
26	A22 Golden Cross/Burgh Hill Road	94.8	103.8	101.8	103.8
27	A26 Lewes Road /Horsted Lane/Bradforads Lane	80.7	107.0	93.6	109.4
28	A22 Hailsham Bypass/Hempstead Lane	55.7	57.2	57.1	58.6

- 6.2.65. The analysis shows in the PM peak the junctions that previously were failing at the Option 2 Scenario 5 continue to fail in the Option 3.
- 6.2.66. Figure 6-6 illustrates the links most impacted within Wealden District between Option 3 and Option 2 Scenario 5.
- 6.2.67. Links where delays decreased by 90 seconds or more are highlighted green.
- 6.2.68. Links where delays increased by 90 seconds or more are highlighted red.
- 6.2.69. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.70. Table 6-23 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-6 - Option 3 vs Option 2 Scenario 5 most impacted links

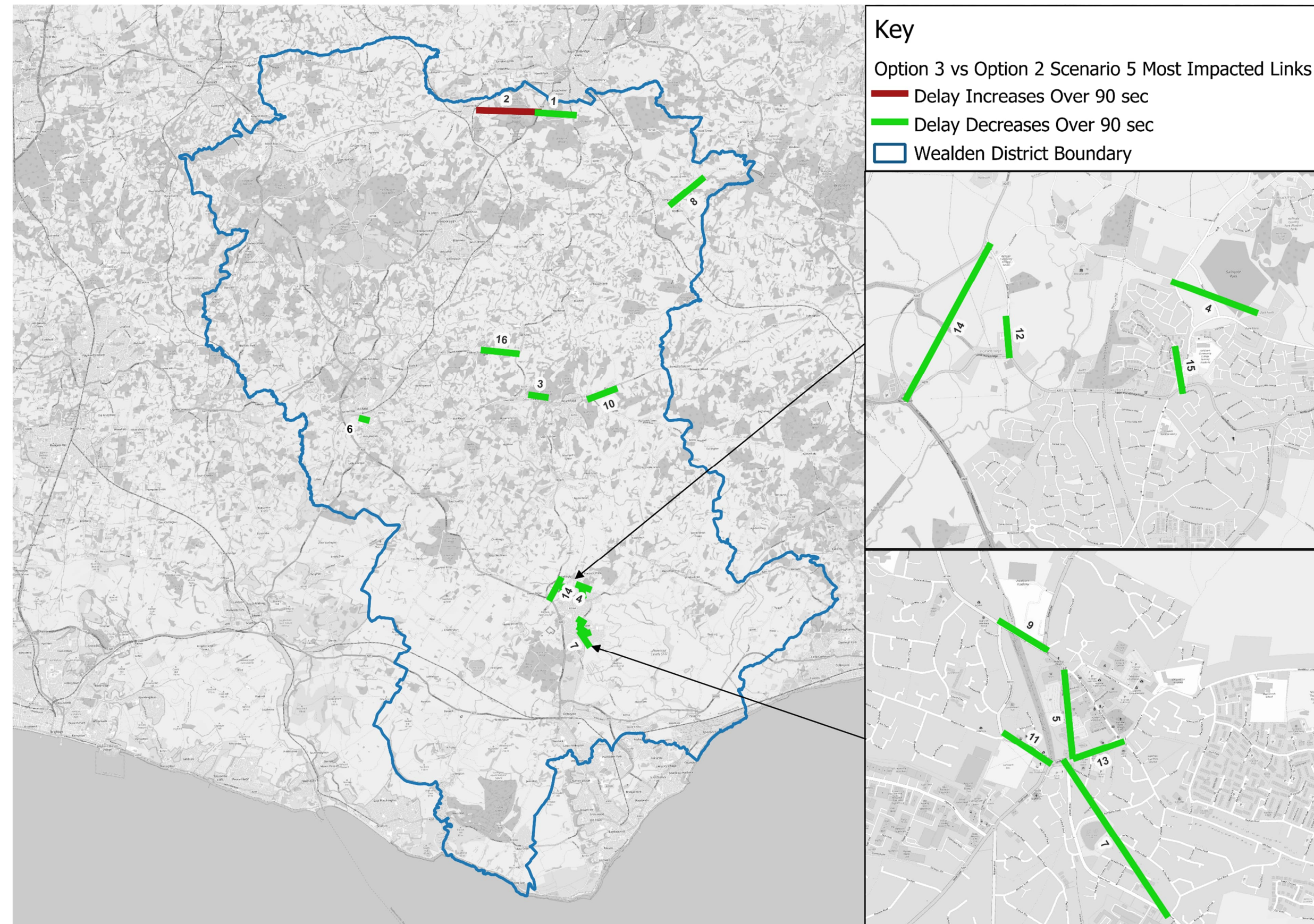


Table 6-23 - Option 3 vs Option 2 Scenario 5 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 3 diff to Option 2 Scenario 5	IP 2042 Option 3 diff to Option 2 Scenario 5	PM 2042 Option 3 diff to Option 2 Scenario 5	AM 2050 Option 3 diff to Option 2 Scenario 5	IP 2050 Option 3 diff to Option 2 Scenario 5	PM 2050 Option 3 diff to Option 2 Scenario 5
1	A267 Frant Road/Bunny Lane	Bunny Lane EB	-4	2	-178	-24	0	-13
2	A26 Eridge Road/Broadwater Forest Lane	Broadwater Forest Lane EB	0	1	179	0	-2	-20
3	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	-30	-105	13	-4	-75	24
4	Park Road/Station Road/New Road	New Road WB	-88	-24	3	-93	-49	-71
5	A295 North Street/High Street	A295 North Street NB	-228	-35	-178	-152	-27	-228
6	B2102 Framfield Road/B2102 High Street/New Town	B2102 Framfield Road WB	-102	-2	-2	-66	-1	-5
7	A295 South Road/Station Road	Station Road NB	-90	-75	-26	-60	-44	-25
8	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	-76	-1	-60	-158	-1	-31
9	A295 North Street/A295 Battle Road/B2202 London Road	B2202 London Road EB	-59	-1	-2	-97	-1	-2
10	A265 Burwash Road/B2096 Battle Road	A265 Burwash Road WB	-22	-1	-1	-118	-2	-3
11	A295 South Road/B2104 Western Road	B2104 Western Road SB	-15	-7	-53	-93	-28	-52
12	A271 Lower Horsebridge/B2104 North Street	B2104 North Street SB	-6	-5	-106	-22	-21	-113
13	A295 North Street/George Street	George Street WB	-15	-4	-97	-27	-9	-106
14	Boship Roundabout	A267 Hailsham Bypass SB	-11	-4	-107	-25	-21	-114
15	A271 Hawkswood road/Park Road	Park Road SB	-2	-1	-88	-10	-8	-99
16	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	-2	-1	-71	-9	-2	-99

- 6.2.71. At the eastbound approach of the A26 Eridge Road / Broadwater Forest Lane junction, delays are forecast to increase by 179 seconds in the 2042 PM peak.
- 6.2.72. At the northbound approach of the A295 North Street / High Street junction, delays are forecast to decrease by 228 seconds in the 2050 PM peak. At the southbound approach of the B2099 Durgates / B2100 Sparrows Green Road junction, delays are forecast to decrease by 158 seconds in the 2050 AM peak.

Option 4 vs Option 2 Scenario 5

- 6.2.73. Table 6-24 to Table 6-26 present the impact of the Local Plan developments of Option 4 to junction Volume/Capacity in the AM peak, Inter peak and PM peak respectively.

Table 6-24 - Option 4 vs Option 2 Scenario 5 AM junction Volume Capacity Ratio

ID	Locations	AM Option 4 2042	AM Option 4 2050	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	100.8	100.8	94.1	91.5
2	Cop Hall Roundabout (B2247 approach)	128.8	132.6	103.5	108.7
3	A267 Mayfield Rd/B2192 High Street	99.4	99.4	99.5	98.9
4	A27 Lewes Road/Common Lane (at junction)	93.8	96.1	98.2	106.2
5	A22 Golden Cross/Chalvington Road	93.5	96.0	129.1	133.9
6	A27 Lewes Road/Common Lane (at left exit)	95.9	98.2	99.9	101.7
7	A27 Lewes Road/The Street	93.5	94.9	90.9	101.5
8	A27 Lewes Road/Milton Street	94.2	94.9	90.2	94.9
9	A295 South Road/Western Road	104.3	108.0	101.0	109.7
10	Little Horsted Roundabout	94.6	96.6	100.4	101.1
11	A295 South Road/George Street	87.3	106.4	90.0	103.9
12	Eagles Roundabout	86.2	89.0	102.6	104.5
13	A267 Hartfield Road/Mayfield Flat	96.1	99.4	96.1	101.1
14	Diplocks Roundabout	97.2	100.2	92.4	94.9
15	A267 Hailsham Bypass/B2104 North Street	101.7	100.8	98.3	90.9
16	A271 Hawkswood Road/Park Road	109.5	126.9	110.0	112.3
17	A271 Upper Horsebridge Road/Hawks Road	89.6	76.5	100.9	103.0
18	A272 Goldbridge Road/Shortbridge Road	104.1	112.1	107.2	117.1
19	A26 Uckfield Road/Isfield Road	58.5	68.3	59.3	57.6
20	A271 Lower Horsebridge Road/B2104 North Street	26.9	23.2	76.9	94.8
21	A271 Hawkswood Road/A295 Battle Road	89.4	87.3	102.1	104.0
22	Cop Hall Roundabout	103.3	152.8	98.7	120.4

ID	Locations	AM Option 4 2042	AM Option 4 2050	AM Option 2 Scenario 5 2042	AM Option 2 Scenario 5 2050
23	A26 Uckfield Road/Chillies Lane	101.4	107.6	102.4	110.4
24	A259 East Dean Road/Litlington Road	41.6	57.6	92.2	101.4
25	A22 Eastbourne Road/B2192 Lewes Road	102.3	106.9	99.6	111.5
26	A22 Golden Cross/Burgh Hill Road	103.3	109.5	102.4	111.4
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	67.1	67.8	53.2	69.6
28	A22 Hailsham Bypass/Hempstead Lane	92.3	93.3	64.2	72.8

6.2.74. The analysis shows in the AM peak, the most-affected turns are forecast at Cophall Roundabout (A27 south approach), Diplocks Roundabout, and the A267 Hailsham Bypass / B2104 North Street junction. At several other locations, although the junctions operated over capacity in Option 2 Scenario 5, their performance improves under this scenario, with V/C values falling below 100%. These locations include:

- A27 Lewes Road / Common Lane (at the junction)
- A27 Lewes Road / Common Lane (left-turn exit)
- A27 Lewes Road / The Street
- A22/A26 Little Horsted Roundabout
- A22 Eagles Roundabout
- A267 Hartfield Road / Mayfield Flat
- A271 Upper Horsebridge Road / Hawks Road
- A271 Hawkswood Road / A295 Battle Road
- A259 East Dean Road / Litlington Road

Table 6-25 - Option 4 vs Option 2 Scenario 5 IP junction Volume Capacity Ratio

ID	Locations	IP Option 4 2042	IP Option 4 2050	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	93.5	96.3	90.9	90.7
2	Cop Hall Roundabout (B2247 approach)	103.7	105.7	96.4	98.0
3	A267 Mayfield Rd/B2192 High Street	100.6	95.1	95.9	92.7
4	A27 Lewes Road/Common Lane (at junction)	77.4	75.9	76.1	79.0
5	A22 Golden Cross/Chalvington Road	74.0	73.9	106.6	109.2
6	A27 Lewes Road/Common Lane (at left exit)	81.5	82.6	83.2	83.1
7	A27 Lewes Road/The Street	89.1	86.7	83.6	88.5
8	A27 Lewes Road/Milton Street	89.1	86.9	83.6	88.3

ID	Locations	IP Option 4 2042	IP Option 4 2050	IP Option 2 Scenario 5 2042	IP Option 2 Scenario 5 2050
9	A295 South Road/Western Road	94.1	98.3	88.4	96.4
10	Little Horsted Roundabout	47.6	49.1	49.4	53.5
11	A295 South Road/George Street	76.2	84.1	74.5	84.5
12	Eagles Roundabout	76.4	78.8	89.9	88.6
13	A267 Hartfield Road/Mayfield Flat	78.9	90.7	75.6	91.0
14	Diplocks Roundabout	88.2	93.9	77.6	78.5
15	A267 Hailsham Bypass/B2104 North Street	97.0	100.5	78.6	80.6
16	A271 Hawkswood Road/Park Road	78.1	90.2	86.7	98.9
17	A271 Upper Horsebridge Road/Hawks Road	90.8	96.3	95.8	100.7
18	A272 Goldbridge Road/Shortbridge Road	65.1	79.8	70.3	80.5
19	A26 Uckfield Road/Isfield Road	59.5	81.0	57.9	78.3
20	A271 Lower Horsebridge Road/B2104 North Street	25.2	26.9	72.2	93.8
21	A271 Hawkswood Road/A295 Battle Road	74.0	89.7	83.0	94.6
22	Cop Hall Roundabout	54.4	74.5	50.8	49.2
23	A26 Uckfield Road/Chillies Lane	53.6	57.1	54.1	58.0
24	A259 East Dean Road/Litlington Road	34.8	40.5	55.1	85.8
25	A22 Eastbourne Road/B2192 Lewes Road	74.7	85.7	82.6	93.8
26	A22 Golden Cross/Burgh Hill Road	72.1	80.1	62.4	79.6
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	34.7	33.9	33.7	32.3
28	A22 Hailsham Bypass/Hempstead Lane	88.6	94.6	50.5	50.2

6.2.75. The analysis shows that, in the Inter-Peak period, the most-affected turns are forecast at:

- Cophall Roundabout (B2247 approach)
- A267 Mayfield Road / B2192 High Street junction
- A267 Hailsham Bypass / B2104 North Street junction

6.2.76. At several locations, although the junctions operated over capacity in Option 2 Scenario 5, their performance improves under this scenario, with V/C values falling below 100%. These locations are:

- A22 Golden Cross / Chalvington Road
- A271 Upper Horsebridge Road / Hawks Road.

Table 6-26 - Option 4 vs Option 2 Scenario 5 PM junction Volume Capacity Ratio

ID	Locations	PM Option 4 2042	PM Option 4 2050	PM Option 2 Scenario 5 2042	PM Option 2 Scenario 5 2050
1	Cop Hall Roundabout (A27 south approach)	100.8	100.8	90.5	92.0
2	Cop Hall Roundabout (B2247 approach)	125.3	127.9	69.4	74.8
3	A267 Mayfield Rd/B2192 High Street	92.0	95.0	95.6	95.3
4	A27 Lewes Road/Common Lane (at junction)	75.9	79.4	82.5	83.2
5	A22 Golden Cross/Chalvington Road	84.3	87.0	109.2	107.4
6	A27 Lewes Road/Common Lane (at left exit)	87.7	87.1	92.1	97.5
7	A27 Lewes Road/The Street	95.1	95.4	102.0	104.9
8	A27 Lewes Road/Milton Street	103.1	105.0	97.6	100.8
9	A295 South Road/Western Road	103.5	107.0	104.2	104.4
10	Little Horsted Roundabout	65.3	62.8	74.1	72.9
11	A295 South Road/George Street	103.6	117.1	106.2	114.3
12	Eagles Roundabout	81.5	80.4	98.8	100.4
13	A267 Hartfield Road/Mayfield Flat	101.5	117.3	109.9	115.5
14	Diplocks Roundabout	96.4	98.6	79.2	81.8
15	A267 Hailsham Bypass/B2104 North Street	101.5	102.7	56.9	68.5
16	A271 Hawkswood Road/Park Road	97.9	102.4	109.7	115.1
17	A271 Upper Horsebridge Road/Hawks Road	97.3	100.3	101.8	101.8
18	A272 Goldbridge Road/Shortbridge Road	96.6	105.8	101.6	106.8
19	A26 Uckfield Road/Isfield Road	101.3	112.0	102.8	112.9
20	A271 Lower Horsebridge Road/B2104 North Street	48.6	58.8	112.6	118.2
21	A271 Hawkswood Road/A295 Battle Road	88.5	99.3	88.8	93.9
22	Cop Hall Roundabout	63.3	78.2	51.9	63.3
23	A26 Uckfield Road/Chillies Lane	64.9	67.0	66.2	67.7
24	A259 East Dean Road/Litlington Road	56.7	84.0	96.0	110.0
25	A22 Eastbourne Road/B2192 Lewes Road	95.7	102.7	97.1	104.2
26	A22 Golden Cross/Burgh Hill Road	94.3	101.5	101.8	103.8
27	A26 Lewes Road /Horsted Lane/Bradford's Lane	71.3	108.7	93.6	109.4
28	A22 Hailsham Bypass/Hempstead Lane	101.4	101.6	57.1	58.6

6.2.77. The analysis shows that, in the PM peak, the most-affected turns are forecast at the following junctions:

- Cophall Roundabout (A27 south approach)

- Cophall Roundabout (B2247 approach)
- A267 Hailsham Bypass / B2104 North Street
- A22 Hailsham Bypass / Hempstead Lane

6.2.78. At several locations, although the junctions operated over capacity in Option 2 Scenario 5, their performance improves under this scenario (Option 4 Scenario 5), with V/C -values falling below 100%. These locations include:

- A22 Golden Cross / Chalvington Road
- A27 Lewes Road / The Street
- A22 Eagles Roundabout
- A271 Lower Horsebridge Road / B2104 North Street
- A259 East Dean Road / Litlington Road.

6.2.79. Table 6-27 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

- 6.2.80. Figure 6-7 illustrates the links most impacted within Wealden District between Option 4 and Option 2 Scenario 5.
- 6.2.81. Links where delays decreased by 90 seconds or more are highlighted green.
- 6.2.82. Links where delays increased by 90 seconds or more are highlighted red.
- 6.2.83. Links where delays increased or decreased by 90 seconds or more across different peaks and years are highlighted blue.
- 6.2.84. Table 6-27 presents the impact of the Local development to these links for the AM peak, Inter peak and PM peak.

Figure 6-7 - Option 4 vs Option 2 Scenario 5 most impacted links

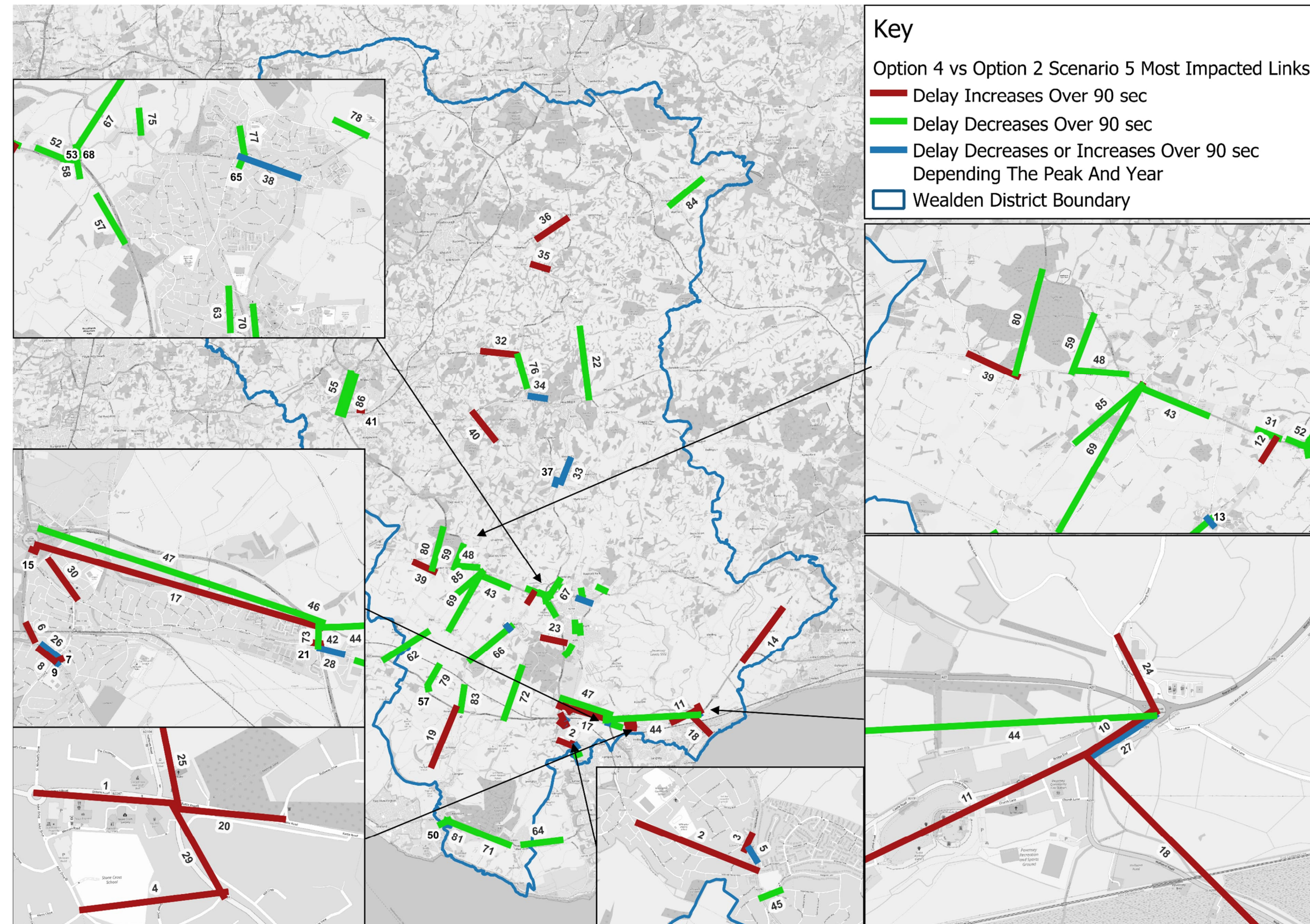


Table 6-27 - Option 4 vs Option 2 Scenario 5 most impacted links (differences in seconds)

ID	Junction	Arm	AM 2042 Option 4 diff to Option 2 Scenario 5	IP 2042 Option 4 diff to Option 2 Scenario 5	PM 2042 Option 4 diff to Option 2 Scenario 5	AM 2050 Option 4 diff to Option 2 Scenario 5	IP 2050 Option 4 diff to Option 2 Scenario 5	PM 2050 Option 4 diff to Option 2 Scenario 5
1	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2247 Dittons Road EB	190	307	203	251	395	297
2	A2270 Eastbourne Road/Gorringe Valley Road	Gorringe Valley Road EB	188	108	4	208	107	-65
3	A2270 Eastbourne Road/The Triangle (North)	The Triangle (North) EB	185	79	-9	204	68	-69
4	B2104 Lion Hill/Adur Drive	Adur Drive EB	181	317	228	245	425	351
5	A2270 Eastbourne Road/The Triangle (South)	The Triangle (South) EB	179	73	-10	200	85	-92
6	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A27 Eastbourne Road SB	156	104	67	61	93	42
7	A2270 Eastbourne Road/High Street/Wannock Road	High Street SB	145	1	77	138	3	98
8	A27 Lewes Road/A27 Eastbourne Road/A2270 Eastbourne Road	A2270 Eastbourne Road NB	143	80	214	103	95	175
9	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road NB	109	11	-105	92	-3	-109
10	Pevensey Roundabout	A259 Wallsend Road NB	106	35	11	19	85	9
11	A259 Wallsend Road/B2191 High Street	B2191 High Street EB	105	-4	33	119	-7	78
12	A22 The Dicker/Coldharbour Road	Coldharbour Road NB	94	125	367	49	230	332
13	Coldharbour Road/Michelham Priory Road	Michelham Priory Road NB	87	1	-20	119	0	-113
14	A259 Barnhorn Road/B2095 Top Road	B2095 Top Road SB	83	17	61	147	19	101
15	Cophall Roundabout	B2247 Hailsham Road NB	73	63	163	-15	85	111
16	A22 Golden Cross/Chalvington Road	Chalvington Road NB	71	20	59	90	25	61
17	Cophall Roundabout	A27 Polegate Bypass WB	61	16	59	105	21	92
18	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road NB	61	2	85	91	4	155
19	Drusillas Roundabout	Alfriston Roundabout NB	44	14	13	131	11	12
20	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	Rattle Road WB	43	6	94	84	22	189
21	A22 Golden Jubilee Way/B2247 Dittons Road	B2247 Dittons Road EB	42	27	143	80	32	168
22	A265 Burwash Road/Newick Lane	Newick Lane SB	38	-43	-106	-2	-24	9
23	A22 Hailsham Bypass/Arlington Road West	Arlington Road West EB	28	28	395	107	66	439
24	Pevensey Roundabout	Wartling Road SB	28	3	67	135	6	113
25	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2104 Hailsham Road SB	3	141	-75	3	187	-50

ID	Junction	Arm	AM 2042 Option 4 diff to Option 2 Scenario 5	IP 2042 Option 4 diff to Option 2 Scenario 5	PM 2042 Option 4 diff to Option 2 Scenario 5	AM 2050 Option 4 diff to Option 2 Scenario 5	IP 2050 Option 4 diff to Option 2 Scenario 5	PM 2050 Option 4 diff to Option 2 Scenario 5
26	A2270 Eastbourne Road/High Street/Wannock Road	A2270 Eastbourne Road SB	-98	128	11	-108	149	12
27	A259 Wallsend Road/B2191 High Street	A259 Wallsend Road WB	-66	119	-63	-104	131	-87
28	A22 Golden Jubilee Way/B2247 Dittons Road	B2247 Dittons Road WB	-34	71	207	-120	92	247
29	B2247 Dittons Road/Rattle Road/B2104 Hailsham Road/B2104 Lion Hill	B2104 Lion Hill NB	-29	30	172	-29	16	187
30	B2247 Hailsham Road/B2247 Station Road/High Street	B2247 Hailsham Road EB	9	20	92	-4	48	124
31	A22 The Dicker/Coldharbour Road	A22 The Dicker EB	8	13	-46	13	19	-140
32	A272 Summer Hill/A267 Mayfield Road	A272 Summer Hill EB	0	2	138	-4	3	-72
33	A267 Little London Road/A267 Horam Road/B2203 High Street	B2203 High Street SB	-38	-28	134	-24	-104	173
34	A267 Cross in Hand Road/A265 Little London Road	A267 Cross in Hand Road EB	-13	-105	128	-17	-110	75
35	A267 Argos Hill/B2101 Bicycle Arms Road	B2101 Bicycle Arms Road EB	-4	-4	126	-48	-3	6
36	A267 Mayfield Road/Catt's Hill	Catt's Hill EB	5	0	112	-23	0	8
37	A267 Little London Road/A267 Horam Road/B2203 High Street	A267 Horam Street NB	-65	-2	59	-88	-104	97
38	A271 Hawkswood road/Park Road	A271 Hawkswood Road WB	-8	-8	-51	305	-37	-126
39	B2124 Laughton Road/Shortgate Lane	B2124 Laughton Road WB	10	3	2	122	4	28
40	B2192 Lewes Road/Possingworth Lane	Possingworth Lane NB	1	-1	-4	101	0	-8
41	B2102 Bell Lane/B2102 High Street	B2102 Bell Lane EB	-31	-7	-15	-26	-8	92
42	Golden Jubilee Roundabout	A27 WB	-685	-266	-429	-777	-350	-544
43	A22 Golden Cross/Chalvington Road	A22 Golden Cross WB	-580	-179	-234	-668	-226	-202
44	Golden Jubilee Roundabout	A27 WB	-493	-218	-359	-550	-288	-464
45	A2270 Eastbourne Road/Huggetts Lane	Huggetts Lane WB	-390	-1	-2	-380	-2	-47
46	Golden Jubilee Roundabout	A27 Polegate Bypass EB	-312	-80	-342	-349	-121	-391
47	Golden Jubilee Roundabout	A27 Polegate Bypass EB	-308	-84	-339	-344	-125	-389
48	A22 Holmes Hill/B2124 Lewes Road	B2124 Lewes Road EB	-270	-201	-324	-395	-223	-326
49	A22 Golden Cross/B2124 Lewes Road	B2124 Lewes Road EB	-260	-192	-315	-386	-214	-319
50	A259 Eastbourne Road Cuckmere River Bridge	A259 Eastbourne Road WB	-205	-70	-188	-269	-158	-137
51	Black Down Roundabout	A22 Uckfield Bypass NB	-194	-70	-94	-263	-76	-105

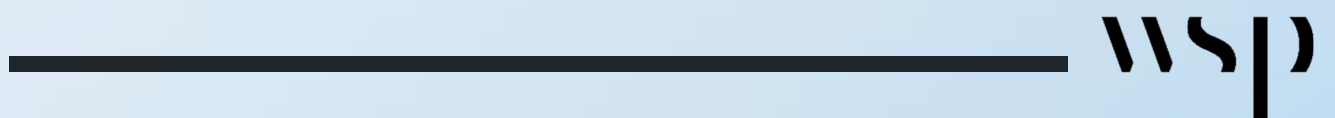
ID	Junction	Arm	AM 2042 Option 4 diff to Option 2 Scenario 5	IP 2042 Option 4 diff to Option 2 Scenario 5	PM 2042 Option 4 diff to Option 2 Scenario 5	AM 2050 Option 4 diff to Option 2 Scenario 5	IP 2050 Option 4 diff to Option 2 Scenario 5	PM 2050 Option 4 diff to Option 2 Scenario 5
52	Boship Roundabout	A22 The Dicker EB	-193	-217	-361	-293	-296	-344
53	Boship Roundabout	A22 The Dicker EB	-189	-216	-362	-291	-296	-345
54	Black Down Roundabout	A22 Uckfield Bypass NB	-185	-61	-84	-254	-67	-95
55	Black Down Roundabout	A22 Uckfield Bypass NB	-146	-34	-49	-212	-38	-57
56	A22 Golden Jubilee Way/B2247 Dittons Road	B2247 Dittons Road WB	-139	-29	-21	-243	-55	-24
57	Boship Roundabout	A22 Hailsham Bypass NB	-134	-79	-202	-211	-112	-307
58	Boship Roundabout	A22 Hailsham Bypass NB	-127	-71	-194	-204	-105	-300
59	A22 Whitesmith/Whitesmith Lane/Broomham Lane	Broomham Lane EB	-103	-42	-142	-204	-60	-165
60	Eagles Roundabout	Station Road SB	-96	-18	-25	-130	-20	-34
61	Eagles Roundabout	A295 South Road WB	-81	-3	-10	-115	-5	-19
62	Ripe Lane/Burgh Lane	Ripe Lane SB	-72	1	-10	-152	-1	0
63	B2202 London Road/B2104 Summerheath Road	B2104 Summerheath Road NB	-63	-10	-185	-181	-44	-272
64	A259 Eastbourne Road/B2103 Warren Hill	A259 Eastbourne Road EB	-62	-21	-57	-20	-22	-148
65	A271 Upper Horsebridge Road/Hawks Road	A271 Upper Horsebridge Road WB	-59	-18	-53	-113	-40	-30
66	Wick Street/Lower Wick Street	Wick Street SB	-59	-7	-2	-168	-11	-3
67	Boship Roundabout	A267 Hailsham Bypass SB	-52	-31	-330	-105	-57	-427
68	Boship Roundabout	A267 Hailsham Bypass SB	-51	-31	-332	-105	-58	-429
69	Chalvington Road/Deanland Road	Chalvington Road SB	-49	-1	1	-142	-1	-2
70	A295 North Street/High Street	A295 North Street NB	-46	-18	-165	-343	-18	-236
71	A259 East Dean Road/Litlington Road	A259 East Dean Road WB	-41	-10	-49	-94	-27	-245
72	A27 Lewes Road/Thornwell Road/The Street	Thornwell Road SB	-8	-70	-134	-122	-97	-140
73	Golden Jubilee Roundabout	A22 Golden Jubilee Way NB	-30	-43	-205	-94	-76	-221
74	Golden Jubilee Roundabout	A22 Golden Jubilee Way NB	-20	-34	-195	-84	-67	-211
75	A271 Lower Horsebridge/B2104 North Street	B2104 North Street SB	-18	-14	-314	-47	-39	-411
76	A267 Heathfield Road/B2239 Mayfield Flat	A267 Heathfield Road SB	0	1	-210	-13	1	32
77	A271 Hawkswood road/Park Road	Park Road SB	3	2	-174	-2	-9	-260

ID	Junction	Arm	AM 2042 Option 4 diff to Option 2 Scenario 5	IP 2042 Option 4 diff to Option 2 Scenario 5	PM 2042 Option 4 diff to Option 2 Scenario 5	AM 2050 Option 4 diff to Option 2 Scenario 5	IP 2050 Option 4 diff to Option 2 Scenario 5	PM 2050 Option 4 diff to Option 2 Scenario 5
78	A271 Amberstone/New Road/Featherbed Lane	New Road SB	-8	0	-75	-28	1	-155
79	A27 Lewes Road/The Street	The Street SB	-13	-15	-53	-148	-33	-22
80	A22 Whitesmith/Park Lane	Park Lane EB	-7	0	-42	-108	1	-40
81	A259 East Dean Road/Litlington Road	A259 East Dean Road WB	-37	-6	-39	-87	-21	-219
82	A27 Lewes Road/Common Lane	Common Lane WB	-28	-5	-13	-180	-6	-26
83	Drusillas Roundabout	Station Road SB	-11	-1	-13	-143	-3	-26
84	B2099 Durgates/B2100 Sparrows Green Road	B2100 Sparrows Green Road SB	-6	0	-20	-108	0	3
85	Chalvington Road/Deanland Road	Deanland Road EB	-31	0	-1	-107	-1	-1
86	Copwood Roundabout	A22 Uckfield Bypass SB	-3	-8	-38	-4	-9	-115

- 6.2.85. In the AM peak hour, the worst delay impacts are forecast at the eastbound approach of the B2247 Dittons Road / Rattle Road / B2104 Hailsham Road / B2104 Lion Hill junction, where delays are predicted to increase by 395 seconds in 2050.
- 6.2.86. In the Inter-Peak hour, the worst delay impacts are forecast at the eastbound approach of the B2104 Lion Hill / Adur Drive junction, where delays are predicted to increase by 425 seconds in 2050.
- 6.2.87. In the PM peak hour, the worst delay impacts are forecast at the eastbound approach of the A22 Hailsham Bypass / Arlington Road West junction, where delays are predicted to increase by 439 seconds in 2050.
- 6.2.88. At the westbound approach of the Golden Jubilee Roundabout, delays are forecast to decrease by 777 seconds in the 2050 AM peak.
- 6.2.89. At the westbound approach of the A22 Golden Cross / Chalvington Road junction, delays are forecast to decrease by 668 seconds in the 2050 Inter-Peak period. At the westbound approach of the Golden Jubilee Roundabout, delays are forecast to decrease by 464 seconds in the 2050 PM peak.

7

Potential cross-boundary flow impacts



7 Potential cross-boundary flow impacts

7.1 Flow Impacts in neighbouring authorities

7.1.1. As previously stated, the East Sussex LPAs are all preparing new local plans. There evidence will be included within the ESCWTM as the plans progress. To inform the emerging WDC Local Plan, the key cross-boundary impacts of the WDC New Growth options have been assessed at a high-level to provide an indication of where emerging Wealden Local Plan traffic may have the greatest impact on neighbouring authorities. The impacts cannot be robustly quantified in detail due to limitations in network representation and the absence of model calibration and validation beyond the ESCWTM study area. Consequently, this section presents a high-level comparative assessment consistent with the strategic nature of the analysis. Work is currently underway to provide more detailed modelling of potential impacts within Kent, particularly in relation to Tunbridge Wells. Over the next few months, modelling work will be completed for other local planning authorities within East Sussex, which will enable a more detailed understanding of cumulative effects. The two-way total peak hour flows (AM peak plus Inter peak plus PM peak) on key cross-boundary routes are summarised in Table 7-1 to compared against Option 1 traffic.

Table 7-1 - Wealden District Council Local Plan 2042 Traffic

Border	Corridor	2042 Option 1	2042 Option 2 Scenario 2	2042 Option 2 Scenario 3	2042 Option 2 Scenario 4	2042 Option 2 Scenario 5
Eastbourne	A2270	7485	7894	7951	7970	7992
	A22	9388	9596	9814	10065	10110
Lewes	A26	3690	3773	3647	3902	3980
	A272	3596	3747	3707	3834	3876
	A27	6186	6362	6393	6464	6526
West Sussex	A22	3831	3835	3860	3891	3922
Tunbridge Wells	A26	5350	5292	5582	5578	5597
	A267	4461	4705	4813	4794	4740
Rother	A259	4428	4443	4471	4468	4469
	A269	5574	5577	5625	5649	5647

Table 7-2 - Wealden District Council Local Plan 2050 Traffic

Border	Corridor	2050 Option 1	2050 Option 2 Scenario 2	2050 Option 2 Scenario 3	2050 Option 2 Scenario 4	2050 Option 2 Scenario 5
Eastbourne	A2270	7887	8218	8265	8258	8210
	A22	9497	9712	9855	10158	10232
Lewes	A26	3821	3932	3774	3976	4195
	A272	3666	3857	3793	3890	3990
	A27	6276	6450	6471	6551	6620
West Sussex	A22	4001	4029	4055	4086	4155
Turnbridge Wells	A26	5554	5492	5743	5739	5717
	A267	4673	4827	4879	4916	4971
Rother	A259	4414	4432	4466	4477	4483
	A269	6055	6063	6081	6048	6002

Table 7-3 - Wealden District Council Local Plan 2042 Traffic %

Border	Corridor	2042 Option 1	2042 Option 2 Scenario 2	2042 Option 2 Scenario 3	2042 Option 2 Scenario 4	2042 Option 2 Scenario 5
Eastbourne	A2270	7485	5.5%	6.2%	6.5%	6.8%
	A22	9388	2.2%	4.5%	7.2%	7.7%
Lewes	A26	3690	2.3%	-1.2%	5.8%	7.9%
	A272	3596	4.2%	3.1%	6.6%	7.8%
	A27	6186	2.9%	3.4%	4.5%	5.5%
West Sussex	A22	3831	0.1%	0.7%	1.6%	2.4%
Turnbridge Wells	A26	5350	-1.1%	4.3%	4.3%	4.6%
	A267	4461	5.5%	7.9%	7.5%	6.3%

Border	Corridor	2042 Option 1	2042 Option 2 Scenario 2	2042 Option 2 Scenario 3	2042 Option 2 Scenario 4	2042 Option 2 Scenario 5
Rother	A259	4428	0.3%	1.0%	0.9%	0.9%
	A269	5574	0.1%	0.9%	1.3%	1.3%

Table 7-4 - Wealden District Council Local Plan 2050 Traffic %

Border	Corridor	2050 Option 1	2050 Option 2 Scenario 2	2050 Option 2 Scenario 3	2050 Option 2 Scenario 4	2050 Option 2 Scenario 5
Eastbourne	A2270	7887	4.2%	4.8%	4.7%	4.1%
	A22	9497	2.3%	3.8%	7.0%	7.7%
Lewes	A26	3821	2.9%	-1.2%	4.1%	9.8%
	A272	3666	5.2%	3.4%	6.1%	8.8%
	A27	6276	2.8%	3.1%	4.4%	5.5%
West Sussex	A22	4001	0.7%	1.3%	2.1%	3.8%
Turnbridge Wells	A26	5554	-1.1%	3.4%	3.3%	2.9%
	A267	4673	3.3%	4.4%	5.2%	6.4%
Rother	A259	4414	0.4%	1.2%	1.4%	1.6%
	A269	6055	0.1%	0.4%	-0.1%	-0.9%

- 7.1.2. In Option 2 Scenario 5, there are 1229 additional trips in 2042 and 1057 additional trips in 2050 to/from Eastbourne.
- 7.1.3. There are 911 additional trips in 2042 and 1041 additional trips in 2050 to/from Lewes.
- 7.1.4. To/from West Sussex, there are 91 additional trips in 2042 and 154 additional trips in 2050.
- 7.1.5. To/from Turnbridge Wells, there are 527 additional trips in 2042 and 461 additional trips in 2050.
- 7.1.6. Finally, to/from Rother, there are 114 additional trips in 2042 and 16 additional trips in 2050.

8

Key Junction Flow Impacts



8 Key Junction Flow Impacts

- 8.1.1. A list of key junctions was identified through the original STEB work as well as the professional knowledge of WDC and ESCC officers, and WSP. The list was refined through the use of existing Google© traffic data, findings from previous studies, and input from key stakeholders. The junctions are illustrated in Figure 8-1 to help understand specific impacts at critical nodes on the network, including junctions on the SRN and locations in the south of Wealden that may be at risk in the future.
- 8.1.2. The total vehicle flows (all junction arms) at key junctions for each growth option, compared against Reference Case flows, are summarised in Table 8-1 to Table 8-8.

Table 8-1 - AM 2042 Traffic

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2 Scenario 2	AM 2042 Option 2 Scenario 3	AM 2042 Option 2 Scenario 4	AM 2042 Option 2 Scenario 5
Huggetts Lane A2270	W1	3511	3681	3747	3761	3764
A27 A2270	W3	1248	1258	1258	1256	1256
Cophall Roundabout	W4	5145	5186	5283	5703	5696
Golden Jubilee Roundabout	W5	4308	4352	4477	4683	4691
B2247 A22 Roundabout	W6	4451	4522	4674	4818	4824
A2270 Wannock Road	W8	3006	3048	3078	3145	3135
Little Horsted Roundabout	W9	3076	2949	2977	3056	3110
Eastbourne Rd Lewes Rd New Town	W10	1013	1254	1351	1393	1506
B2102 Framfield	W11	1609	1897	1979	1997	2005
High Street B2102 Bell Lane	W12	1783	2046	2069	2115	2113
High Street Church Street	W13	1676	1802	1826	1870	1889
Black Down Roundabout	W14	2694	2370	2411	2409	2429
Budletts Roundabout	W15	2314	2580	2601	2662	2667
A26 Five Ash Down	W16	1459	1536	1583	1596	1594

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2 Scenario 2	AM 2042 Option 2 Scenario 3	AM 2042 Option 2 Scenario 4	AM 2042 Option 2 Scenario 5
Batts Bridge Roundabout	W17	2392	2436	2392	2501	2553
Lampool Roundabout	W18	1836	1821	1817	1863	1874
A22 A275	W19	1728	1721	1726	1749	1757
A22 Priory Road Roundabout	W20	1433	1415	1421	1426	1422
A22 B2110 Roundabout	W21	1787	1780	1787	1797	1795
A26 London Road	W22	2023	2027	2047	2049	2049
Halland Roundabout	W23	2317	2351	2444	2524	2854
Shaw Roundabout	W24	1961	1920	2055	2113	2226
B2124 A22	W25	2318	1843	1906	1901	1975
Boship Roundabout	W26	4112	4062	4234	4283	4288
A295 A271 Roundabout	W27	1930	2103	2180	2227	2206
A295 Station Road	W28	1485	1451	1495	1494	1495
A295 Ersham Road Roundabout	W29	1695	1657	1721	1731	1732
A22 Diplocks Way Roundabout	W30	3960	3721	3893	3965	3963
Eagles Roundabout	W31	4279	4364	4507	4543	4541
A267 A265	W32	2087	2079	2092	2094	2081
Ridgewood Farm Roundabout	W33	2284	1993	1938	2034	2048
Copwood Roundabout	W34	2600	2431	2431	2501	2483
South Rd Diplocks Way	W35	1502	1687	1857	1865	1871

Table 8-2 - PM 2042 Traffic

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2 Scenario 2	PM 2042 Option 2 Scenario 3	PM 2042 Option 2 Scenario 4	PM 2042 Option 2 Scenario 5
Huggetts Lane A2270	W1	3015	3241	3308	3369	3389
A27 A2270	W3	1222	1259	1289	1288	1288
Cophall Roundabout	W4	5322	5302	5341	5781	5782
Golden Jubilee Roundabout	W5	4470	4546	4618	4707	4717
B2247 A22 Roundabout	W6	4664	4793	4895	4981	4986
A2270 Wannock Road	W8	2883	2978	3019	3090	3093
Little Horsted Roundabout	W9	2854	2772	2662	2970	3003
Eastbourne Rd Lewes Rd New Town	W10	869	1125	1121	1168	1176
B2102 Framfield	W11	1812	2042	2102	2137	2136
High Street B2102 Bell Lane	W12	1988	2067	2026	2059	2084
High Street Church Street	W13	1722	1768	1771	1770	1790
Black Down Roundabout	W14	2898	2564	2693	2741	2768
Budletts Roundabout	W15	2254	2523	2654	2696	2722
A26 Five Ash Down	W16	1362	1410	1502	1481	1486
Batts Bridge Roundabout	W17	2541	2518	2558	2592	2634
Lampool Roundabout	W18	1858	1862	1890	1937	1973
A22 A275	W19	1714	1735	1743	1760	1783
A22 Priory Road Roundabout	W20	1104	1101	1111	1123	1144
A22 B2110 Roundabout	W21	1471	1478	1493	1505	1526
A26 London Road	W22	2054	2065	2141	2115	2113

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2 Scenario 2	PM 2042 Option 2 Scenario 3	PM 2042 Option 2 Scenario 4	PM 2042 Option 2 Scenario 5
Halland Roundabout	W23	2266	2371	2398	2495	2629
Shaw Roundabout	W24	1982	2040	2053	2106	1976
B2124 A22	W25	2159	2087	2148	2157	2123
Boship Roundabout	W26	4270	4269	4187	4243	4242
A295 A271 Roundabout	W27	1743	1942	2030	2023	2037
A295 Station Road	W28	1501	1495	1503	1506	1507
A295 Ersham Road Roundabout	W29	1714	1689	1676	1688	1687
A22 Diplocks Way Roundabout	W30	4110	3909	3977	4003	3994
Eagles Roundabout	W31	4314	4292	4382	4427	4418
A267 A265	W32	2053	2015	2046	2039	2054
Ridgewood Farm Roundabout	W33	2253	1945	1728	2001	2001
Copwood Roundabout	W34	2710	2487	2591	2650	2683
South Rd Diplocks Way	W35	1770	1889	1932	1948	1945

Table 8-3 - AM 2050 Traffic

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2 Scenario 2	AM 2050 Option 2 Scenario 3	AM 2050 Option 2 Scenario 4	AM 2050 Option 2 Scenario 5
Huggetts Lane A2270	W1	3697	3879	3925	3974	3859
A27 A2270	W3	1259	1262	1262	1261	1262
Cophall Roundabout	W4	5254	5263	5353	5869	5863
Golden Jubilee Roundabout	W5	4414	4445	4581	4796	4824
B2247 A22 Roundabout	W6	4546	4636	4758	4891	4938

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2 Scenario 2	AM 2050 Option 2 Scenario 3	AM 2050 Option 2 Scenario 4	AM 2050 Option 2 Scenario 5
A2270 Wannock Road	W8	3088	3113	3140	3215	3134
Little Horsted Roundabout	W9	3225	3062	3020	3082	3254
Eastbourne Rd Lewes Rd New Town	W10	1104	1359	1436	1513	1734
B2102 Framfield	W11	1702	1932	2020	2015	2027
High Street B2102 Bell Lane	W12	1882	2102	2107	2130	2145
High Street Church Street	W13	1751	1874	1880	1932	1927
Black Down Roundabout	W14	2781	2426	2442	2475	2498
Budletts Roundabout	W15	2445	2681	2722	2713	2732
A26 Five Ash Down	W16	1539	1592	1647	1648	1636
Batts Bridge Roundabout	W17	2465	2523	2483	2595	2665
Lampool Roundabout	W18	1954	1924	1918	1947	1961
A22 A275	W19	1788	1774	1781	1795	1817
A22 Priory Road Roundabout	W20	1488	1469	1478	1476	1481
A22 B2110 Roundabout	W21	1862	1857	1867	1872	1879
A26 London Road	W22	2061	2060	2080	2076	2071
Halland Roundabout	W23	2495	2491	2562	2645	3125
Shaw Roundabout	W24	2095	2079	2161	2190	2139
B2124 A22	W25	2404	1958	2004	1976	2081
Boship Roundabout	W26	4185	4157	4260	4351	4379
A295 A271 Roundabout	W27	2034	2191	2267	2317	2299
A295 Station Road	W28	1474	1482	1507	1517	1516

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2 Scenario 2	AM 2050 Option 2 Scenario 3	AM 2050 Option 2 Scenario 4	AM 2050 Option 2 Scenario 5
A295 Ersham Road Roundabout	W29	1716	1713	1702	1704	1713
A22 Diplocks Way Roundabout	W30	4060	3830	3971	4083	4084
Eagles Roundabout	W31	4412	4439	4550	4563	4533
A267 A265	W32	2095	2072	2100	2114	2152
Ridgewood Farm Roundabout	W33	2330	2042	1955	2074	2108
Copwood Roundabout	W34	2667	2479	2458	2522	2542
South Rd Diplocks Way	W35	1521	1765	1923	1946	1928

Table 8-4 - PM 2050 Traffic

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2 Scenario 2	PM 2050 Option 2 Scenario 3	PM 2050 Option 2 Scenario 4	PM 2050 Option 2 Scenario 5
Huggetts Lane A2270	W1	3166	3405	3466	3509	3548
A27 A2270	W3	1236	1266	1289	1290	1291
Cophall Roundabout	W4	5354	5360	5395	5950	5970
Golden Jubilee Roundabout	W5	4525	4604	4680	4808	4833
B2247 A22 Roundabout	W6	4768	4870	4965	5047	5050
A2270 Wannock Road	W8	2969	3067	3100	3180	3194
Little Horsted Roundabout	W9	2966	2930	2760	3051	3134
Eastbourne Rd Lewes Rd New Town	W10	910	1158	1136	1181	1257
B2102 Framfield	W11	1857	2068	2124	2151	2155
High Street B2102 Bell Lane	W12	2045	2031	2055	2107	2167
High Street Church Street	W13	1770	1753	1803	1827	1867

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2 Scenario 2	PM 2050 Option 2 Scenario 3	PM 2050 Option 2 Scenario 4	PM 2050 Option 2 Scenario 5
Black Down Roundabout	W14	2957	2694	2760	2813	2889
Budletts Roundabout	W15	2367	2638	2713	2784	2806
A26 Five Ash Down	W16	1413	1431	1515	1514	1523
Batts Bridge Roundabout	W17	2576	2587	2599	2662	2740
Lampool Roundabout	W18	1933	1950	1973	2006	2045
A22 A275	W19	1749	1766	1788	1809	1834
A22 Priory Road Roundabout	W20	1136	1140	1157	1175	1211
A22 B2110 Roundabout	W21	1520	1538	1553	1578	1621
A26 London Road	W22	2131	2095	2122	2130	2130
Halland Roundabout	W23	2362	2450	2457	2546	2665
Shaw Roundabout	W24	2036	2086	2085	2120	1639
B2124 A22	W25	2184	2164	2165	2168	2179
Boship Roundabout	W26	4342	4265	4218	4393	4427
A295 A271 Roundabout	W27	1821	2028	2062	2058	2052
A295 Station Road	W28	1524	1500	1509	1513	1513
A295 Ersham Road Roundabout	W29	1735	1690	1664	1688	1693
A22 Diplocks Way Roundabout	W30	4176	3978	4070	4072	4084
Eagles Roundabout	W31	4387	4378	4471	4512	4520
A267 A265	W32	2052	2039	2092	2081	2087
Ridgewood Farm Roundabout	W33	2285	2014	1728	2047	2049

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2 Scenario 2	PM 2050 Option 2 Scenario 3	PM 2050 Option 2 Scenario 4	PM 2050 Option 2 Scenario 5
Copwood Roundabout	W34	2778	2595	2653	2714	2787
South Rd Diplocks Way	W35	1785	1914	1935	1943	1940

Table 8-5 - AM 2042 Traffic %

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2 Scenario 2	AM 2042 Option 2 Scenario 3	AM 2042 Option 2 Scenario 4	AM 2042 Option 2 Scenario 5
Huggetts Lane A2270	W1	3511	4.8%	6.7%	7.1%	7.2%
A27 A2270	W3	1248	0.8%	0.8%	0.7%	0.7%
Cophall Roundabout	W4	5145	0.8%	2.7%	10.8%	10.7%
Golden Jubilee Roundabout	W5	4308	1.0%	3.9%	8.7%	8.9%
B2247 A22 Roundabout	W6	4451	1.6%	5.0%	8.2%	8.4%
A2270 Wannock Road	W8	3006	1.4%	2.4%	4.6%	4.3%
Little Horsted Roundabout	W9	3076	-4.1%	-3.2%	-0.7%	1.1%
Eastbourne Rd Lewes Rd New Town	W10	1013	23.8%	33.3%	37.5%	48.6%
B2102 Framfield	W11	1609	17.9%	23.0%	24.1%	24.6%
High Street B2102 Bell Lane	W12	1783	14.8%	16.0%	18.6%	18.5%
High Street Church Street	W13	1676	7.6%	9.0%	11.6%	12.8%
Black Down Roundabout	W14	2694	-12.0%	-10.5%	-10.6%	-9.8%
Budletts Roundabout	W15	2314	11.5%	12.4%	15.0%	15.2%
A26 Five Ash Down	W16	1459	5.3%	8.5%	9.4%	9.3%
Batts Bridge Roundabout	W17	2392	1.8%	0.0%	4.5%	6.7%
Lampool Roundabout	W18	1836	-0.8%	-1.0%	1.4%	2.1%
A22 A275	W19	1728	-0.4%	-0.1%	1.2%	1.7%

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2 Scenario 2	AM 2042 Option 2 Scenario 3	AM 2042 Option 2 Scenario 4	AM 2042 Option 2 Scenario 5
A22 Priory Road Roundabout	W20	1433	-1.3%	-0.9%	-0.5%	-0.8%
A22 B2110 Roundabout	W21	1787	-0.4%	0.0%	0.6%	0.5%
A26 London Road	W22	2023	0.2%	1.2%	1.2%	1.3%
Halland Roundabout	W23	2317	1.5%	5.5%	8.9%	23.2%
Shaw Roundabout	W24	1961	-2.1%	4.8%	7.7%	13.5%
B2124 A22	W25	2318	-20.5%	-17.7%	-18.0%	-14.8%
Boship Roundabout	W26	4112	-1.2%	3.0%	4.2%	4.3%
A295 A271 Roundabout	W27	1930	9.0%	13.0%	15.4%	14.3%
A295 Station Road	W28	1485	-2.3%	0.7%	0.6%	0.7%
A295 Ersham Road Roundabout	W29	1695	-2.2%	1.5%	2.1%	2.1%
A22 Diplocks Way Roundabout	W30	3960	-6.0%	-1.7%	0.1%	0.1%
Eagles Roundabout	W31	4279	2.0%	5.3%	6.2%	6.1%
A267 A265	W32	2087	-0.4%	0.3%	0.3%	-0.3%
Ridgewood Farm Roundabout	W33	2284	-12.8%	-15.2%	-10.9%	-10.3%
Copwood Roundabout	W34	2600	-6.5%	-6.5%	-3.8%	-4.5%
South Rd Diplocks Way	W35	1502	12.3%	23.7%	24.2%	24.6%

Table 8-6 - PM 2042 Traffic %

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2 Scenario 2	PM 2042 Option 2 Scenario 3	PM 2042 Option 2 Scenario 4	PM 2042 Option 2 Scenario 5
Huggetts Lane A2270	W1	3015	7.5%	9.7%	11.7%	12.4%
A27 A2270	W3	1222	3.0%	5.5%	5.4%	5.4%
Cophall Roundabout	W4	5322	-0.4%	0.4%	8.6%	8.7%
Golden Jubilee Roundabout	W5	4470	1.7%	3.3%	5.3%	5.5%

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2 Scenario 2	PM 2042 Option 2 Scenario 3	PM 2042 Option 2 Scenario 4	PM 2042 Option 2 Scenario 5
B2247 A22 Roundabout	W6	4664	2.8%	4.9%	6.8%	6.9%
A2270 Wannock Road	W8	2883	3.3%	4.7%	7.2%	7.3%
Little Horsted Roundabout	W9	2854	-2.9%	-6.7%	4.0%	5.2%
Eastbourne Rd Lewes Rd New Town	W10	869	29.4%	28.9%	34.4%	35.2%
B2102 Framfield	W11	1812	12.7%	16.0%	17.9%	17.9%
High Street B2102 Bell Lane	W12	1988	4.0%	1.9%	3.6%	4.8%
High Street Church Street	W13	1722	2.6%	2.8%	2.8%	3.9%
Black Down Roundabout	W14	2898	-11.5%	-7.1%	-5.4%	-4.5%
Budletts Roundabout	W15	2254	11.9%	17.8%	19.6%	20.8%
A26 Five Ash Down	W16	1362	3.5%	10.2%	8.7%	9.1%
Batts Bridge Roundabout	W17	2541	-0.9%	0.7%	2.0%	3.6%
Lampool Roundabout	W18	1858	0.2%	1.7%	4.2%	6.2%
A22 A275	W19	1714	1.2%	1.7%	2.7%	4.0%
A22 Priory Road Roundabout	W20	1104	-0.3%	0.7%	1.7%	3.6%
A22 B2110 Roundabout	W21	1471	0.5%	1.5%	2.3%	3.7%
A26 London Road	W22	2054	0.6%	4.2%	3.0%	2.9%
Halland Roundabout	W23	2266	4.6%	5.8%	10.1%	16.0%
Shaw Roundabout	W24	1982	2.9%	3.5%	6.2%	-0.3%
B2124 A22	W25	2159	-3.3%	-0.5%	-0.1%	-1.7%
Boship Roundabout	W26	4270	0.0%	-1.9%	-0.6%	-0.6%
A295 A271 Roundabout	W27	1743	11.4%	16.4%	16.0%	16.8%
A295 Station Road	W28	1501	-0.4%	0.1%	0.4%	0.4%

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2 Scenario 2	PM 2042 Option 2 Scenario 3	PM 2042 Option 2 Scenario 4	PM 2042 Option 2 Scenario 5
A295 Ersham Road Roundabout	W29	1714	-1.5%	-2.2%	-1.6%	-1.6%
A22 Diplocks Way Roundabout	W30	4110	-4.9%	-3.2%	-2.6%	-2.8%
Eagles Roundabout	W31	4314	-0.5%	1.6%	2.6%	2.4%
A267 A265	W32	2053	-1.9%	-0.4%	-0.7%	0.0%
Ridgewood Farm Roundabout	W33	2253	-13.7%	-23.3%	-11.2%	-11.2%
Copwood Roundabout	W34	2710	-8.2%	-4.4%	-2.2%	-1.0%
South Rd Diplocks Way	W35	1770	6.7%	9.2%	10.1%	9.9%

Table 8-7 - AM 2050 Traffic %

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2 Scenario 2	AM 2050 Option 2 Scenario 3	AM 2050 Option 2 Scenario 4	AM 2050 Option 2 Scenario 5
Huggetts Lane A2270	W1	3697	4.9%	6.2%	7.5%	4.4%
A27 A2270	W3	1259	0.2%	0.2%	0.1%	0.3%
Cophall Roundabout	W4	5254	0.2%	1.9%	11.7%	11.6%
Golden Jubilee Roundabout	W5	4414	0.7%	3.8%	8.6%	9.3%
B2247 A22 Roundabout	W6	4546	2.0%	4.7%	7.6%	8.6%
A2270 Wannock Road	W8	3088	0.8%	1.7%	4.1%	1.5%
Little Horsted Roundabout	W9	3225	-5.0%	-6.4%	-4.4%	0.9%
Eastbourne Rd Lewes Rd New Town	W10	1104	23.1%	30.1%	37.0%	57.0%
B2102 Framfield	W11	1702	13.5%	18.6%	18.3%	19.1%
High Street B2102 Bell Lane	W12	1882	11.7%	12.0%	13.1%	14.0%
High Street Church Street	W13	1751	7.0%	7.4%	10.3%	10.1%
Black Down Roundabout	W14	2781	-12.8%	-12.2%	-11.0%	-10.2%
Budletts Roundabout	W15	2445	9.7%	11.3%	11.0%	11.7%

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2 Scenario 2	AM 2050 Option 2 Scenario 3	AM 2050 Option 2 Scenario 4	AM 2050 Option 2 Scenario 5
A26 Five Ash Down	W16	1539	3.4%	7.0%	7.1%	6.3%
Batts Bridge Roundabout	W17	2465	2.3%	0.7%	5.3%	8.1%
Lampool Roundabout	W18	1954	-1.5%	-1.8%	-0.4%	0.4%
A22 A275	W19	1788	-0.7%	-0.4%	0.4%	1.6%
A22 Priory Road Roundabout	W20	1488	-1.3%	-0.7%	-0.8%	-0.5%
A22 B2110 Roundabout	W21	1862	-0.3%	0.3%	0.5%	0.9%
A26 London Road	W22	2061	-0.1%	0.9%	0.7%	0.5%
Halland Roundabout	W23	2495	-0.2%	2.7%	6.0%	25.2%
Shaw Roundabout	W24	2095	-0.7%	3.2%	4.5%	2.1%
B2124 A22	W25	2404	-18.5%	-16.6%	-17.8%	-13.4%
Boship Roundabout	W26	4185	-0.7%	1.8%	4.0%	4.6%
A295 A271 Roundabout	W27	2034	7.7%	11.5%	14.0%	13.1%
A295 Station Road	W28	1474	0.5%	2.3%	2.9%	2.9%
A295 Ersham Road Roundabout	W29	1716	-0.2%	-0.8%	-0.7%	-0.2%
A22 Diplocks Way Roundabout	W30	4060	-5.7%	-2.2%	0.6%	0.6%
Eagles Roundabout	W31	4412	0.6%	3.1%	3.4%	2.7%
A267 A265	W32	2095	-1.1%	0.2%	0.9%	2.7%
Ridgewood Farm Roundabout	W33	2330	-12.3%	-16.1%	-11.0%	-9.5%
Copwood Roundabout	W34	2667	-7.1%	-7.8%	-5.5%	-4.7%
South Rd Diplocks Way	W35	1521	16.0%	26.5%	27.9%	26.8%

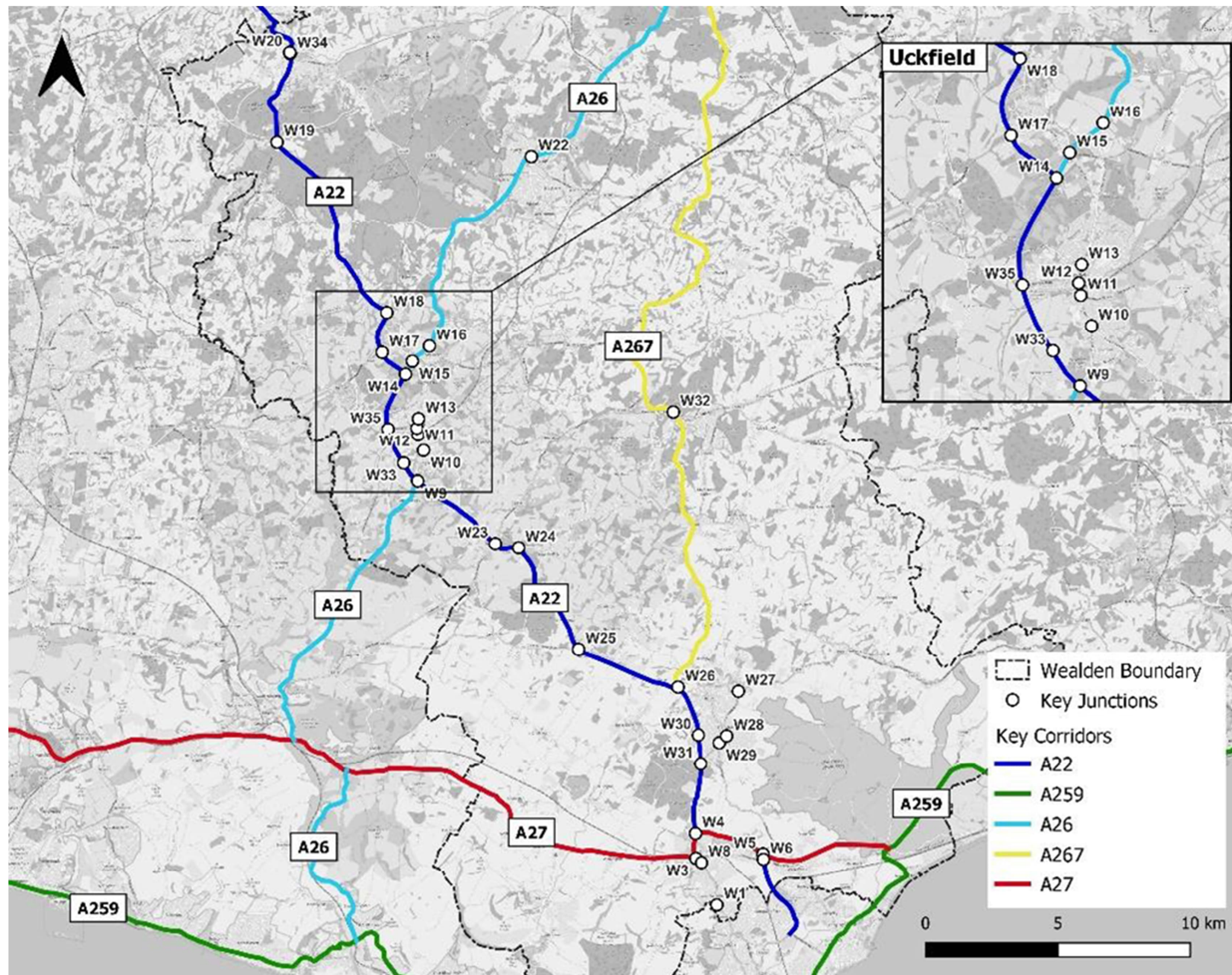
Table 8-8 - PM 2050 Traffic %

Junction	Ref	PM 2050 Option 1 Total Traffic	PM 2050 Option 2 Scenario 2	PM 2050 Option 2 Scenario 3	PM 2050 Option 2 Scenario 4	PM 2050 Option 2 Scenario 5
Huggetts Lane A2270	W1	3166	7.5%	9.5%	10.8%	12.0%
A27 A2270	W3	1236	2.4%	4.3%	4.4%	4.5%
Cophall Roundabout	W4	5354	0.1%	0.8%	11.1%	11.5%
Golden Jubilee Roundabout	W5	4525	1.7%	3.4%	6.3%	6.8%
B2247 A22 Roundabout	W6	4768	2.2%	4.2%	5.9%	5.9%
A2270 Wannock Road	W8	2969	3.3%	4.4%	7.1%	7.6%
Little Horsted Roundabout	W9	2966	-1.2%	-7.0%	2.9%	5.7%
Eastbourne Rd Lewes Rd New Town	W10	910	27.2%	24.8%	29.8%	38.1%
B2102 Framfield	W11	1857	11.4%	14.4%	15.9%	16.1%
High Street B2102 Bell Lane	W12	2045	-0.7%	0.5%	3.0%	6.0%
High Street Church Street	W13	1770	-1.0%	1.9%	3.2%	5.5%
Black Down Roundabout	W14	2957	-8.9%	-6.7%	-4.9%	-2.3%
Budletts Roundabout	W15	2367	11.5%	14.6%	17.6%	18.5%
A26 Five Ash Down	W16	1413	1.2%	7.2%	7.1%	7.7%
Batts Bridge Roundabout	W17	2576	0.4%	0.9%	3.3%	6.4%
Lampool Roundabout	W18	1933	0.8%	2.1%	3.7%	5.8%
A22 A275	W19	1749	1.0%	2.3%	3.4%	4.9%
A22 Priory Road Roundabout	W20	1136	0.3%	1.8%	3.4%	6.5%
A22 B2110 Roundabout	W21	1520	1.2%	2.2%	3.8%	6.6%
A26 London Road	W22	2131	-1.7%	-0.4%	0.0%	0.0%
Halland Roundabout	W23	2362	3.7%	4.0%	7.8%	12.9%

Junction	Ref	PM 2050 Option 1 Total Traffic	PM 2050 Option 2 Scenario 2	PM 2050 Option 2 Scenario 3	PM 2050 Option 2 Scenario 4	PM 2050 Option 2 Scenario 5
Shaw Roundabout	W24	2036	2.4%	2.4%	4.1%	-19.5%
B2124 A22	W25	2184	-0.9%	-0.9%	-0.7%	-0.2%
Boship Roundabout	W26	4342	-1.8%	-2.9%	1.2%	2.0%
A295 A271 Roundabout	W27	1821	11.4%	13.3%	13.0%	12.7%
A295 Station Road	W28	1524	-1.6%	-1.0%	-0.8%	-0.7%
A295 Ersham Road Roundabout	W29	1735	-2.6%	-4.1%	-2.7%	-2.4%
A22 Diplocks Way Roundabout	W30	4176	-4.8%	-2.5%	-2.5%	-2.2%
Eagles Roundabout	W31	4387	-0.2%	1.9%	2.8%	3.0%
A267 A265	W32	2052	-0.7%	1.9%	1.4%	1.7%
Ridgewood Farm Roundabout	W33	2285	-11.9%	-24.4%	-10.4%	-10.3%
Copwood Roundabout	W34	2778	-6.6%	-4.5%	-2.3%	0.3%
South Rd Diplocks Way	W35	1785	7.2%	8.4%	8.9%	8.7%

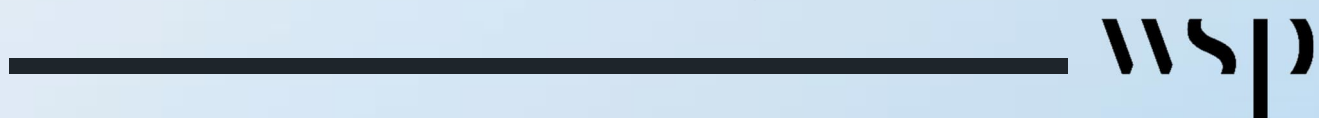
- 8.1.3. Overall traffic at the key junctions listed above either increases or remains at similar levels between the Option 2 Scenarios and the Option 1 baseline model. This outcome is expected, reflecting the additional Local Plan growth and its distribution.
- 8.1.4. There are five locations along the A22 around Uckfield where traffic decreases compared with Option 1. These include the Little Horsted Roundabout (W9), Black Down Roundabout (W14), B2124 / A22 junction (W25), Ridgewood Farm Roundabout (W33), and the Copwood Roundabout (W34).
- 8.1.5. This outcome is not a paradox. The A22 corridor is already congested in Option 1, with most junctions either failing or operating significantly above 85% of their capacity. When the additional Local Plan growth is introduced in the Option 2 scenarios, junction performance deteriorates further, resulting in increased delays. As a consequence, traffic reroutes to alternative corridors to avoid these congested locations.

Figure 8-1 - Map of key junctions



9

Assessment Summary



9 Assessment Summary

- 9.1.1. The transport modelling study for WDC assessed the impact of planned growth on the highway network for forecast years 2042 and 2050. Using the East Sussex Countywide Transport Model (CWTM), four scenarios were tested:
- Option 1: National Trip End Model (NTEM) version 8.0 growth datasets accessed via the Trip End Model Presentation Program (TEMPro) version 8.1 software plus Wealden District committed development to 2042 / 2050. Since the modelled forecast years are 2042 and 2050, the committed developments will be aligned to cover these periods;
 - Option 2 (Scenarios 2 to 5): NTEM version 8.0 growth datasets accessed via the TEMPro version 8.1 software plus four emerging Wealden District Local Plan growth scenarios (Scenario 2 to 5). These are effectively Option 1 (2042/2050) with the addition of the emerging Wealden District Local Plan growth different 'Scenarios of growth' with site access arrangements, but no additional mitigation and forming a worst-case Local Plan 'Do Nothing' tests;
 - Option 3: Based on Option 2 Scenario 5 (the maximum tested Local Plan Scenario), applying a 10% reduction in car trips applied within Wealden District to represent enhanced mode shift;
 - Option 4: Based on Option 2 Scenario 5 (the maximum tested Local Plan Scenario), incorporating highway mitigation measures outlined in the latest Infrastructure Delivery Plan (IDP) provided by WDC.
- 9.1.2. If developments progress without mitigation measures, congestion and delays are expected to increase, particularly during peak periods on key corridors and junctions. The study identifies several high-pressure routes, constrained junctions on major A-roads, and town centres areas, that would require upgrades to accommodate future traffic demand.
- 9.1.3. Compared to current conditions, future projections show increased delays and lower speeds, most notably in high-growth areas. Some of these delays are predicted to happen even without Local Plan growth due to wider background traffic. The modelling has been undertaken using early-stage information in relation to mitigation and there will be opportunities to consider other options for mitigation as the emerging local plan progresses.
- 9.1.4. WDC will need to consider which mitigation measures are appropriate and which are deliverable, taking account of feasibility, funding, dependencies and timing.
- 9.1.5. Notwithstanding the above, the modelling indicates that if mitigation is implemented at appropriate times, the draft sites within the draft 'Focused' Regulation 18 Wealden Local Plan could be accommodated by the transport network.
- 9.1.6. Achieving this outcome will require coordinated development phasing, ongoing investment in sustainable travel options, and regular monitoring to maintain system resilience. These results provide a robust evidence base for decisions on future policies and infrastructure

and will inform the Council's planning for growth. Key considerations as identified in the previous STEB work include:

- **Early Infrastructure Delivery:** Engage partners to align road and sustainable transport upgrades with development timelines;
- **Promote Sustainable Travel:** Invest in public transport, active travel and behaviour-change initiatives to support Net Zero ambitions and reduce congestion;
- **Continuous Monitoring:** Update the transport model regularly to reflect new data, committed development changes, and evolving policy; and
- **Policy Integration:** Align Local Plan transport policies with regional strategies to support resilience sustainability and long-term growth.