

Traffic and Transport Assessment:
Hurstpierpoint, Sayers Common, Albourne and Twineham

Prepared for
Hurstpierpoint & Sayers Common Parish Council
Albourne Parish Council
Twineham Parish Council
Hurstpierpoint Society
WILD (Watchdog for Intrusive Local Development)



WILD



Twineham Parish Council

Original Report - June 2026

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Report Status and Authorship

This report is based on traffic survey data collected by Obtrada Ltd during May 2026. The analysis, interpretation and conclusions presented in this report are those of the commissioning parish councils and community groups.

The traffic survey generated a substantial volume of data. For clarity, this report includes only the principal findings and summary information relevant to the assessment. The complete data set and supporting information are available on request from the Parish Clerk, Hurstpierpoint & Sayers Common Parish Council.

This document was updated on 15th August 2026 to reflect changes arising from additional information submitted for the Mid Sussex District Plan 2021-2039 by consultees and the Main Modifications required by the Planning Inspector.

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Appendix 1 Document key and key data over 7 days

Appendix 2 Highway Report – The Hurstpierpoint Society, February 2024

1. Executive Summary

- 1.1. The study was commissioned in response to the concerns raised at the Examination Hearings of the Mid Sussex District Plan 2021 – 2039 Review regarding existing traffic conditions and the potential impact of significant additional development.
- 1.2. The Inspector's comments indicated a requirement for the District Council and the local Highway Authority (WSCC) to make a broader assessment of traffic impacts beyond a junction capacity analysis, which is insufficient and out of date.
- 1.3. In the absence of any further information or study from the District Council or WSCC, local parish councils and community groups in Twineham, Albourne, Sayers Common and Hurstpierpoint, commissioned Obtrada Ltd to undertake an independent traffic survey across key routes and to record data over a seven day period in 9 locations:

1. Bolney Chapel Road, Twineham
2. Hickstead Lane, Twineham
3. Twineham Lane, Twineham
4. Henfield Road, Albourne
5. B2118, Sayers Common (North)
6. Reeds Lane, Sayers Common
7. B2118, Sayers Common (Coombe Farm).
8. High Street, Hurstpierpoint
9. Hassocks Road, Hurstpierpoint

1.4. Conclusions included:

- 1.4.1. Speeding occurs across the network and is most pronounced where road geometry permits higher speeds, with 81% of traffic speeding at Coombe Farm in Sayers Common.
- 1.4.2. Local roads already experience substantial traffic volumes. Approximately 6,700 vehicles/day (weekday average) and nearly 46,000 vehicles travel through Hurstpierpoint High Street over 7 days, with mean speeds below 18mph continuously from 8am to 7pm, rather than only at peak times. These low speeds reflect the effect of congestion, rather than an adherence to speed limits.
- 1.4.3. Over 58,000 vehicles/week travel on the B2118, near the A23 junction.

- 1.4.4. Significant volumes of heavy vehicles over 3.5 tonnes, including buses, use the Hurstpierpoint High Street. These already cause congestion and any material increase in frequency of buses along the High Street will compound this.
- 1.4.5. The existing evidence base demonstrates the need for wider network assessment beyond junction capacity modelling to include queue length surveys.

1.5. The following recommendations are made:

- 1.5.1. Comprehensive modelling of cumulative development impacts should be undertaken before any additional site allocations are considered or confirmed, or planning applications determined.
- 1.5.2. Assessment should extend beyond development access junctions to include affected rural lanes and village centres.
- 1.5.3. Queue length surveys should be carried out at known problematic areas. These should include, but not limited to, the Hurstpierpoint High Street and the A23 - B2118 and A23 - B2117 junctions.
- 1.5.4. Environmental and quality-of-life impacts should be quantified through additional monitoring and community surveys.
- 1.5.5. Mitigation measures should be identified, costed and demonstrated to be deliverable before further site allocations proceed.
- 1.5.6. Mitigation measures should include speed and weight restrictions, as appropriate, in areas close to the proposed sites, to help vulnerable road users and make active travel choices more attractive.
- 1.5.7. Site allocations currently under consideration should be supported by robust evidence demonstrating that the local highway network can accommodate additional traffic safely, efficiently and without unacceptable impacts on residents' quality of life.

2. Introduction

- 2.1. The proposed site allocations in and around Sayers Common, Albourne and Hurstpierpoint within the Mid Sussex District Plan 2021 – 2039 Review have raised concerns regarding existing traffic conditions and the potential impact of significant additional development.
- 2.2. A major concern was the lack of an up-to-date comprehensive assessment of current traffic movements in these areas and the likely impact of the proposed allocations DPSC3-7, also known as 'Sayers Village'.
- 2.3. In response, local parish councils and community groups commissioned Obtrada Ltd to undertake an independent traffic survey in May 2026 across key routes within Hurstpierpoint, Sayers Common, Albourne and Twineham.
- 2.4. Following the Hearings, additional allocations were reviewed in the [MS-TP4: Housing – Post Hearings Update](#). At the time of the traffic data collection in May 2026, these sites had not been confirmed as main modifications. These would add to the impacts already identified.
- 2.5. This report summarises the findings of that survey, identifies emerging issues, and considers the implications for future development and mitigation measures.

3. Background and Methodology

- 3.1. During the District Plan Review Examination hearings, representations were made regarding the traffic data sets which had been used to support the initial planning; the problems experienced by local residents even at current levels; and the impact of additional movements generated by approximately 2,400 additional houses in Albourne and Sayers Common, as well as at DPSC1 (Land West of Burgess Hill, North of Hurstpierpoint). The Schedule of Main Modifications (Document DP2a published 27th July 2026) includes additional sites in the area, and changes to numbers in previously considered sites. These will contribute to a higher housing target in the District Plan giving a total of 5,936 (including all of the 750 homes in MM60) across the area of Hurstpierpoint, Sayers Common and Albourne, and has increased those concerns.
- 3.2. Up to the time of the Examination in February/March 2026, work on traffic movements consisted of a series of studies focussed on A23 junctions close to the development sites.
- 3.3. During the Hearing a report was requested from MSDC MS-13: [Impact on Hurstpierpoint High Street](#), in response to the Traffic Survey Report submitted by Hurstpierpoint Society as part of their Regulation 19 submission (Appendix 2). The data in this was shown to be out of date and focussing on junctions, not traffic movement in the High Street.
- 3.4. In his post hearing letter, the inspector made specific reference to car parking at Burgess Hill in relation to DPSC1, and asked, with regard to DPSC3, for a more holistic approach....(covering) “the treatment of impacts within and outside the site, and mitigation measures, including how impacts on the lanes and Hurstpierpoint High Street are to be addressed. As regards the High Street, this will need to go beyond.... junction capacity.” In the hearing session, Planning Inspector, Jonathan Bore also asked for the work to take account of the impact of traffic on the quality of life of residents.
- 3.5. The Inspector's comments indicate a requirement for a broader assessment of traffic impacts beyond junction capacity analysis, which are insufficient and out of date. Local parish councils (Albourne, Hurstpierpoint and Sayers Common and Twineham) and community groups (the Hurstpierpoint Society and WILD) worked together to commission and fund a data collection exercise on local roads. Nine traffic loops were placed at the following locations:

1	Bolney Chapel Road, Twineham	6	Reeds Lane, Sayers Common
2	Hickstead Lane, Twineham	7	B2118 Sayers Common (Coombe Farm)
3	Twineham Lane, Twineham	8	High Street, Hurstpierpoint
4	Henfield Road, Albourne	9	Hassocks Road, Hurstpierpoint
5	B2118 Sayers Common (North)		

- 3.6. The study took place between 14th and 20th May 2026 to provide a full week of data, avoiding school and bank holidays. The data set includes traffic volumes by day and hour, identification of peak flow times, and speed.
- 3.7. It also measured the categorisation of vehicles into light, medium and heavy, as well as cycles and motor bikes (Appendix 1).

4. Limitations

The general limitations of the assessment are that:

- 4.1. No cycle routes or footpaths are considered but the traffic composition over 7 days (Appendix 1) records the split of the traffic.
- 4.2. The traffic data used in this report classifies vehicles into broad functional categories. It does not differentiate between cars and small vans, or between buses and other medium-sized goods vehicles. References to these vehicle groups are therefore based on the available classification data rather than individual vehicle identification.
- 4.3. Obtrada Ltd did not record queuing information but the Hurstpierpoint Society Report (Appendix 2) has limited information recorded in Hurstpierpoint High Street.
- 4.4. The District Plan Evidence Base includes a merge diverge report T11 [Merge Diverge Assessment Report \(12 MB, PDF\)](#) highlighting potential problems with junctions A23 - B2118 (p101) and A23 - B2117 (p110). It was beyond the scope of this report to look at queue lengths here however, a queue length survey would provide information on how quickly traffic accumulates in these local locations.
- 4.5. A number of data sources have been used in compiling this report. Whilst every effort has been made to ensure the reliability of the information used, this report also relies upon information supplied by third parties; it is not possible to guarantee the accuracy of the information that has been provided by others.
- 4.6. This report does not consider strategic road Network Resilience. The local road network does not operate independently of the A23. When incidents occur on the strategic road network, traffic diverts onto the B2116, B2118 and associated rural lanes.
- 4.7. This report is based on information available at the time of preparation. There is potential for further information to become available, which may create a need to modify the conclusions and recommendations in this report.

5. Planning Policy Context

- 5.1. National guidelines to identify traffic movement problems and proposed mitigations are in the **National Planning Policy Framework**, (NPPF) (September 2023) *, as set out below.

*(This is the version used in the Mid Sussex District Plan 2021 – 2039)

- 5.2. With regards to sustainable travel NPPF states:

104 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

105 The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

5.3. With regards to considering Development proposals:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6. Highway Analysis of current traffic levels in Twineham, Albourne, Sayers Common and Hurstpierpoint.

NB A key to abbreviations used is shown in Appendix 1 with further tables showing traffic composition and average movements by hours. It should be noted that vehicle totals include pedal cycles unless otherwise stated.

6.1. Twineham

6.1L1 Location 1 - Bolney Chapel Road



Peak periods weekdays

AM PEAK	Time	Cd	Total
	0800	N	35
	0800	S	35
Southbound	0800	S	35
	0800	N	35

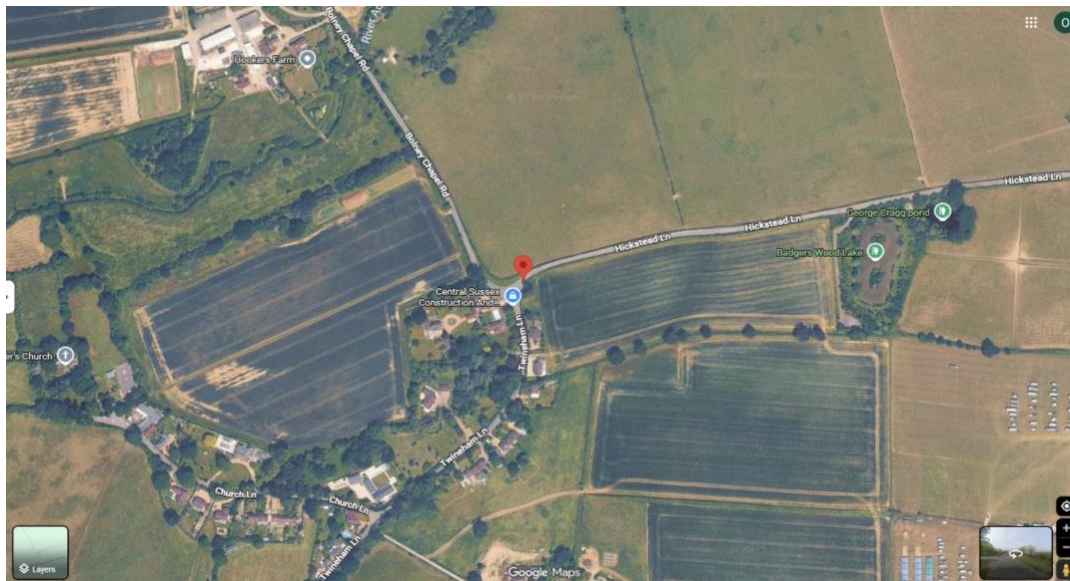
PM PEAK	Time	Cd	Total
	1600	N	43
	1600	S	26
Southbound	1500	S	31
	1500	N	34

DIRECTION	Time	Cd	Total
Peak Hour For Day	1600	N	43
	0800	S	35

6.1.1. Bolney Chapel Road is a narrow rural lane running from the Hickstead Lane roundabout to the junction with the A272 at the northern end. The current level and weight of traffic - 4,810 vehicles in the 7 day period, of which 14% were in the medium and heavy categories (Appendix 1) - is therefore significant. Traffic volumes averaged approximately 50 vehicles per hour during daytime periods, with identifiable morning and afternoon peak periods.

6.1.2. The proximity of the loop to the Hickstead Lane roundabout means that speed was not an issue.

6.1L2 Location 2 - Hickstead Lane



Peak periods weekdays

AM PEAK			
	Time	Cd	Total
Eastbound	0800	E	86
	0800	W	77
Westbound	0800	W	77
	0800	E	86

PM PEAK			
	Time	Cd	Total
Eastbound	1700	E	55
	1700	W	75
Westbound	1600	W	95
	1600	E	48

DIRECTION			
	Time	Cd	Total
Peak Hour For Day	0800	E	86
	1600	W	95

6.1.3. This narrow lane takes traffic to and from the busy roundabout which serves the A23 slip roads, north and south, and the A2300 at the eastern end of Twineham Lane to the south and Bolney Chapel Road to the north, which together form a road broadly parallel to the A23. It is, therefore, one of the main access roads to an alternative route for traffic which seeks to avoid the A23 between Hickstead and points south. The data indicates a clear morning peak at 8.00am, and a more extended afternoon peak between 4.00pm and 5.00pm. Between these times, hourly volumes exceed 80. Traffic volumes crossing this loop were higher than the other loops in Twineham at 9,442.

6.1.4. The percentage of heavier vehicles was slightly lower than the north/south routes of Twineham Lane and Bolney Chapel Road. (Appendix 1)

6.1.5. There was no evidence of speeding.

6.1.6. Taken together with data from the other loops placed nearby (loops 1 and 3), there is some evidence that the route from Hickstead Lane south along Twineham Lane is used more than the route north to the A272.

6.1L3 Location 3 - Twineham Lane



Peak periods weekdays

AM PEAK	Time	Cd	Total
Northbound	0800	N	55
	0800	S	46
Southbound	0800	S	46
	0800	N	55

PM PEAK	Time	Cd	Total
Northbound	1300	N	39
	1300	S	34
Southbound	1600	S	55
	1600	N	31

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	N	55
	1600	S	55

6.1.7. Twineham Lane is identical in character to Hickstead Lane and Bolney Chapel Road, with a narrow carriageway, pinch points and some blind corners. The vehicle total was greater than Bolney Chapel Road, but lower than Hickstead Lane, at 7,249. There was a clear AM spike at 0800 of 100 vehicles in the hour, but no clear evidence of a peak in the afternoon. Overall, traffic volumes averaged approximately 70 vehicles an hour during the day.

6.1.8. The proportion of heavier traffic matched that on Bolney Chapel Road.

6.1.9. There was no evidence of speeding, due to the location of the loop near the junction.

6.2. Albourne

6.2 L4 Location 4 - Henfield Road



Peak periods weekdays

AM PEAK			
	Time	Cd	Total
Eastbound	0800	E	154
	0800	W	212
Westbound	0800	W	212
	0800	E	154

PM PEAK			
	Time	Cd	Total
Eastbound	1500	E	155
	1500	W	148
Westbound	1500	W	148
	1500	E	155

DIRECTION			
	Time	Cd	Total
Peak Hour For Day	1500	E	155
	0800	W	212

6.2.1. The location of the loop on the B2116 in Albourne village is between the traffic lights at the B2118 junction and the turning for the primary school. Of the 19,535 vehicles crossing the loop over the 7 day period, 9,989 - 51% - were over the 30 mph speed limit. There was only a marginal difference between east and westbound speeds, with the 85th percentile being 36.2mph eastbound and 35.7mph westbound, indicating that traffic turning onto the B2116 from the B2118 is accelerating quickly through the village, and vehicles travelling east are slow to recognise the proximity of the school and the lower speed limit.

6.2.2. Traffic volumes reach 200 vehicles per hour by 7.00am and continue at a range 175-200 vehicles until 6.00pm. There are clear spikes at 8.00am and 3.00pm which suggest a rush hour effect, compounded by the school run. Flows were broadly equal in each direction.

6.2.3. 14% of vehicles were classed as medium or heavy. (Appendix 1)

6.3. Sayers Common

6.3 L5 Location 5 - B2118 Sayers Common (North)



Peak periods weekdays

AM PEAK	Time	Cd	Total
Northbound	0800	N	482
	0800	S	368
Southbound	0800	S	368
	0800	N	482

PM PEAK	Time	Cd	Total
Northbound	1600	N	348
	1600	S	434
Southbound	1600	S	434
	1600	N	348

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	N	482
	1600	S	434

6.3.1. This loop recorded more traffic movements than any other in the study (58,370 over 7 days). Almost all of this traffic will have been travelling to join the A23 northbound, or have left the A23 southbound: the route across the A23 to Mill Lane is used sparingly. The location of the loop, within 20 yards of the roundabout at the entrance to the slip road, means that traffic speed was not an issue. Average speeds were at or below 30mph both northbound and southbound, with the northbound 85th percentile being 30.1mph and the southbound being 26.6mph. 8.9% of vehicles — 5,173 over the seven days — were recorded over the limit. Of these, 662 (1.1% of all traffic) were travelling at 35mph or more, including 561 in the 35 to 40mph band

6.3.2. Flows were broadly equal in each direction with traffic movements exceeding 500 vehicles per hour by 7.00am and continuing at that level, or above until 6.00pm. The 'rush hour' spikes exceeded 700 vehicles at 8.00am and were just below that level from 4pm to 6pm, exceeding the totals at the next three busiest locations (Sayers Common, Coombe Farm and Hurstpierpoint) by some 200 vehicles. This can be accounted for by its location; it controls access to the first northbound slip road to the A23 after Pyecombe, travelling north, as well as taking traffic from the southbound slip road. Therefore, it receives traffic to and from Hurstpierpoint, local traffic in Albourne and Sayers Common, and traffic travelling west to east, and east to west, using Reeds Lane and the route through Albourne village.

6.3.3. 13% of vehicles were classed as medium or heavy.

6.3 L6 Location 6 Sayers Common - Reeds Lane



Peak periods weekdays

AM PEAK			
	Time	Cd	Total
Eastbound	0800	E	124
	0800	W	182
Westbound	0800	W	182
	0800	E	124

PM PEAK			
	Time	Cd	Total
Eastbound	1700	E	176
	1700	W	110
Westbound	1600	W	114
	1600	E	114

DIRECTION			
	Time	Cd	Total
Peak Hour For Day	1700	E	176
	0800	W	182

6.3.4. Traffic volumes on this narrow rural lane - 17,831 vehicles over 7 days - demonstrates its use as a through route both westbound and eastbound, the numbers in each direction once again being broadly equal. There are clear rush hour peaks at 8.00am and 5.00pm with volumes approaching 250 in those hours. During the day, volumes do not fall below 150 vehicles per hour. It is not possible to determine the impact on the location of Avtrade, the largest local employer.

6.3.5. The proportion of heavier vehicles - over 16% if the medium and heavy categories are combined - is very high for a road of this quality.

6.3.6. Due to the location of the speed loop, close to the point where the limit changes from 30mph to 60mph, the speeds only reflect this location rather than further along Reeds Lane. The mean is 33mph to 34mph, and the 85th percentile is around 39mph in a 30mph speed limit, with 13,223 vehicles travelling over the limit. However, 158 were travelling between 50 and 60mph, and 11 were travelling between 60 and 75mph. Most of the speeding traffic will have been accelerating or braking, depending on their direction of travel.

6.3 L7 Location 7- B2118 Sayers Common (Coombe Farm).



Peak periods weekdays

AM PEAK			
	Time	Cd	Total
Northbound	0800	N	406
	0800	S	274
Southbound	0800	S	274
	0800	N	406

PM PEAK			
	Time	Cd	Total
Northbound	1500	N	248
	1500	S	244
Southbound	1600	S	347
	1600	N	228

DIRECTION			
	Time	Cd	Total
Peak Hour For Day	0800	N	406
	1600	S	347

6.3.7. This loop was located not far from the access roads proposed for DPSC3 and DPSC5 on the B2118. The total number of vehicles during the week was 42,285. The difference between the two B2118 loops, at 16,085, appears to be accounted for by the number of vehicles using Reeds Lane (17,831) because the north and southbound flows at Coombe Farm are roughly equal.

6.3.8. The most significant data collected by this loop concerns traffic speed. Average speed on this wide, straight road was 33.9mph northbound and 36.7mph southbound in a 30mph limit, with the 85th percentile of 40.2mph northbound and 42.5mph southbound. 34,148 (81%) were recorded as over the limit with 21,195 vehicles - fully half of all traffic - at 35mph or more. Based on the traffic composition in Appendix 1, most of these were likely to be cars and small vans.

6.3.9. There was no clear rush hour effect. Traffic movements exceeded 400 cars per hour from 8.00am to 7.00pm.

6.4. Hurstpierpoint

NB The loops were situated at each end of the central section of the High Street near the mini roundabout at the crossroads (Location 8) and near the start of Hassocks Road (Location 9) to measure the volume of traffic travelling through the High Street, along the B2116. These two loops are considered together for this reason.

6.4 L8 Location 8 High Street



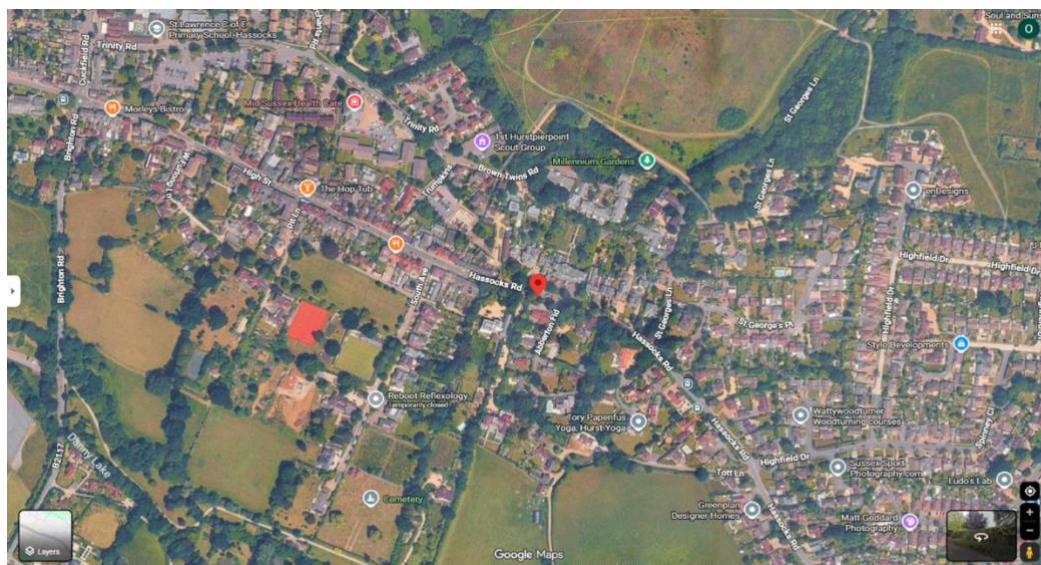
Peak periods weekdays

AM PEAK	Time	Cd	Total
Eastbound	0800	E	275
	0800	W	283
Westbound	0800	W	283
	0800	E	275

PM PEAK	Time	Cd	Total
Eastbound	1600	E	289
	1600	W	254
Westbound	1700	W	258
	1700	E	277

DIRECTION	Time	Cd	Total
Peak Hour For Day	1600	E	289
	0800	W	283

6.4 L9 Location 9 Hassocks Road



Peak periods weekdays

AM PEAK	Time	Cd	Total
Eastbound	0800	E	286
	0800	W	285
Westbound	0800	W	285
	0800	E	286

PM PEAK	Time	Cd	Total
Eastbound	1600	E	272
	1600	W	246
Westbound	1700	W	259
	1700	E	266

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	E	286
	0800	W	285

- 6.4.1. The survey recorded a daily average during weekdays of 6,763 vehicles at Location 8 and 6,714 vehicles at Location 9 through the High Street. Over 7 days, including weekend traffic, the daily average was 6,536 vehicles at Location 8 and 6,385 vehicles at Location 9, indicating a slight decrease in traffic at weekends. The near identical flow at the two loops, and the close balance between the two directions of travel at each, are consistent with the central section of the High Street operating as a through route rather than a destination. The counters record volumes rather than individual journeys, so the small net difference between the two locations (49 vehicles on weekdays, 151 across the full seven days) represents the balance of traffic joining and leaving between the two points, not the total turning off. For the avoidance of doubt, 'through traffic' here means the traffic travelling the length of the central section of the High Street, and does not imply any specific onward destination, such as Hassocks.
- 6.4.2. At Location 8 it is not known how much of this traffic uses either the Cuckfield Road, Albourne Road or Brighton Road, to give a better indication of the additional pressure from new housing developments either within, or outside, Hurstpierpoint.
- 6.4.3. At Location 9 there is less problem in knowing the traffic routes further on as much of the through traffic will either use the Stonepound Crossroads or College Lane, both of which would be affected by future developments.
- 6.4.4. Peak periods over 7 days:

Location 8

AM PEAK		Time	Cd	Total
Eastbound	1100	E	247	
	1100	W	226	
Westbound	0800	W	248	
	0800	E	239	

PM PEAK		Time	Cd	Total
Eastbound	1600	E	265	
	1600	W	239	
Westbound	1200	W	244	
	1200	E	248	

DIRECTION		Time	Cd	Total
Peak Hour For Day	1600	E	265	
	0800	W	248	

Location 9

AM PEAK		Time	Cd	Total
Eastbound	1100	E	241	
	1100	W	222	
Westbound	0800	W	247	
	0800	E	241	

PM PEAK		Time	Cd	Total
Eastbound	1700	E	253	
	1700	W	243	
Westbound	1700	W	243	
	1700	E	253	

DIRECTION		Time	Cd	Total
Peak Hour For Day	1700	E	253	
	0800	W	247	

- 6.4.5. It is interesting to note that the peak hours change over the 7 day period compared to the weekday peaks. At Location 8 the Eastbound AM peak is at 1100 (compared to 0800 weekday) and the Westbound PM peak at 1200 (compared to 1700 weekday). At Location 9 the Eastbound AM peak is at 1100 (compared to 0800 weekday) with no difference in the PM peak. This reflects increased visitor activity and shopping trips later in the day at weekends rather than commuter travel.
- 6.4.6. In Location 8, the average speed across the full seven days is just 17.9 mph eastbound and 18.6 mph westbound, well below the 20mph limit, reflecting the suppressing effect of traffic volume and the single lane pinch points. However,

the 85th percentile speed is 22.4mph eastbound and 23.2 mph westbound, above the posted speed limit in both directions. It should be noted that over the 7 day period, 2,830 vehicles were travelling between 25mph and 35mph, which confirms the road is perfectly capable of moving freely at times, when the volume of traffic and the effect of the single lane pinch points as cars wait to pass through is diminished.

- 6.4.7. Across the full survey period, 16,507 (36%) of all traffic was recorded above the limit, mostly in the quieter hours. Most are in the 20-30 mph band - not wildly speeding but routinely treating a 20 mph road as a 25-30 mph road.
- 6.4.8. In Location 9, the average speed across the full seven days is 21.9 mph eastbound and 23.7 mph westbound, and the 85th percentile speed is 27.4mph eastbound and 28.2 mph westbound. The speed limit increases from 20mph to 30mph to the west of the loop location and higher average speeds might be expected, but only 3,073 (6.9%) vehicles were over the limit, showing the effect of congestion around this area.
- 6.4.9. The survey recorded an average of 513 Heavy vehicles per day on the High Street in classes 3 and above, which for the purposes of this report are taken to be vehicles of 3.5 tonnes and above. These are the two axle rigid lorries, skip lorries and buses that cause the pavement damage, danger to pedestrians and obstruction problems. The existing 7.5 tonne restriction (except for access) does not apply to most of them, since the majority fall between 3.5 and 7.5 tonnes. The survey classes vehicles by axle configuration, rather than by weight, and therefore cannot identify how many individual vehicles exceed 7.5 tonnes.
- 6.4.10. However, the real issue in this category occurs with buses due to their length and width. A single deck bus is roughly 10.5 m long and 2.55m wide, several times the length of a car. At the priority pinch points, it cannot pass an oncoming bus or lorry, and even some larger cars. The traffic mitigation strategy proposed in MSDC Evidence documents, particularly [Document S7 Sayers Common Holistic Movement Strategy](#), includes improvements to bus services by providing a more frequent service, which substitutes the highest impact vehicle type into the most constrained part of the traffic network in Hurstpierpoint.
- 6.4.11. The current 273 Metrobus route provides an hourly service through the High Street from Brighton to Crawley and returning, therefore 2 buses in opposite directions, often crossing in the High Street every hour with the current timetable. This can cause significant disruption because of the narrow carriage way and the traffic priority system, leading to significant tailbacks and, on occasion minor collisions, as evidenced in Appendix 2, pages 7 and 12. If the 273 service is 'enhanced' with additional services introduced as part of the sustainable travel solution in document S7, further disruption would occur; only one extra bus per hour in each direction would be four buses in every hour, potentially meeting in the High Street; two extra buses would be 6 buses every hour (approximately). These would be in addition to other bus services using the High Street such as the Compass bus service 33/33A, which also provides

an hourly service during the day. This gives traffic flow little, or no time to recover from the potential disruption each transit would cause.

- 6.4.12. The enhanced 273 bus service addresses the sustainable transport issues highlighted in the previous DPSC sites in 'Sayers Village' and does not necessarily address the main modification sites (sites MM), currently under review. These offer no solution to an increase in vehicle movements, only 'Financial contributions towards the provision of sustainable transport' with no details.
- 6.4.13. There is no information on the queuing times in the High Street, which was highlighted as a problem in the Regulation 19 MSDC District Plan Review Highway Report, prepared by Hurstpierpoint Society, (Appendix 2), and this is still a high priority.

7. Trip Generation and Highway Impact Assessment

Trip rates

7.1. Four planning applications have already been submitted for sites in Sayers Common/Albourne – DPSC 4,5,6 and 7. These are all outline but include transport assessments for each individual site. However, all four sites will rely on the infrastructure to be provided by site DPSC3 as part of the Master Planning exercise for Sayers Common.

7.2. The TRICS trip rates and generation figures for these four sites show a slight variance reflecting the mix of houses in each planning application already submitted:

AM Peak out - 0.353 to 0.397

PM Peak in – 0.303 to 0.486

7.3. There are a total of 541 dwellings in the 4 planning applications, generating a total AM Peak Hour out of 200 trips and a total PM Peak hour in of 205 trips.

7.4. Assuming these rates are closely replicated for the large site DPSC3, which is estimated to provide 2,000 homes in the MS-TP4: Housing Post Hearing Update (see para 2.2), there may be a further 800 trips during the AM and PM peaks. This ignores the additional sites proposed in the Schedule of Main Modifications (Document 2a) published in July 2026, as no relevant TRICS data was available at the time of the Traffic and Movement survey and analysis in May/June 2026.

7.5. When this is considered in the context of document, MS-13 Impact on Hurstpierpoint High Street, para 8, it calculates that 10% of the movements from DPSC3 will route via Hurstpierpoint, “equating to 5 arrivals and 22 departures in the AM peak”. Applying the TRICS figures above, then there will be roughly 80 departures from site DPSC3 routing through Hurstpierpoint, not 22. To get 22 departures from a 10% routing assumption you would need a total departure rate of about 0.11 per dwelling, which is roughly a quarter of the rate in the promoters’ own transport assessments. So, either the 10% figure is wrong, or the 22 departures is wrong, and either way is inconsistent with the transport assessments already submitted alongside the existing planning applications for sites DPSC4 – 7.

7.6. Although this is for one site, the largest in Sayers Common, what will be the impact on Hurstpierpoint when looking at all the proposed sites in the area?

7.7. NPPF paras 110 and 111 emphasise the need to look at local road networks and the cumulative effects, but these sites in Sayers Common are currently being assessed individually. Taking sites DPSC3 - 7 together may add 1,000 additional trips during the AM and PM peaks, which will increase if any of the sites in the main modifications are allowed.

7.8. Whilst it is not possible to state the routes that might be taken by this traffic from the reports submitted for each of the four planning applications, the projected increase

in trips has the potential to significantly increase traffic volumes on sections of the local highway network, particularly along the B2118 and B2116 corridors. Hurstpierpoint High Street has several single track sections and is already at capacity in the AM/PM peak times. The projected increases should not be considered in isolation but in combination with existing background traffic levels already recorded in the survey.

- 7.9. These five sites are intending to introduce sustainable traffic plans based around a travel hub in site DPSC3, but the Chartered Institute of Highways and Transportation (CIHT) produced a report in November 2022 stating:

The NPPF paints an attractive picture of the planning system in England, one that champions sustainable outcomes and puts people and their priorities first.

Is it working?

Unfortunately, this is not what we are currently seeing in practice.

Where attempts at sustainable development have been made, there has been poor delivery. This has resulted in a large body of evidence of unsatisfactory development, ultimately painting a picture of a broken planning system.

Therefore, bar a handful of developments, the NPPF has failed in its duty to achieve sustainable development and produce new homes where residents can easily use sustainable transport as a natural first choice.

Several policy initiatives by Government and publications by CIHT and other institutions have attempted to address the problem of poor integration of planning and transport. Despite this, there is a disconnect between the aspiration of Government policy and guidance and the practice of professionals, and there has certainly been no “silver bullet” solution that has consistently worked.

- 7.10. CIHT make a further comment on ensuring delivery of sustainable transport systems:

Adequate funding of our transport systems is critical, especially in pursuit of achieving our climate commitments as well as the growth and levelling up agendas of government. However, the delivery of sustainable transport in developments is currently undermined by the inadequacy of funding, resulting in poor delivery.

While a small percentage (6%) of those surveyed indicated that, in some cases, there is enough funding to deliver sustainable transport in developments – such as s106 funding – this funding is often absorbed by developers for other uses and sustainable transport provision becomes unviable.

- 7.11. While the initial funding for sustainable transport may be there, adequate funding must be in place in the future to ensure its continuation.
- 7.12. Even if a sustainable transport hub is in place in Sayers Common, this only addresses the additional vehicle movements from this area, not from the additional proposed MM sites.

8. Conclusions

- 8.1. Local roads already experience substantial traffic volumes, particularly during peak periods. The volumes and mix of traffic raise issues which are reflected in the concerns of local people.
- 8.2. Speeding is widespread in many areas of the local road network and is most pronounced where road geometry permits higher speeds.
- 8.3. Morning peaks generally occur between 0800 and 0900 and afternoon peaks between 1500-1700. However, in Sayers Common (Location 7 - B2118) and in Hurstpierpoint (Locations 8 and 9), the 'peak' is more of a plateau between 0800 and 1800 (Appendix 1).
- 8.4. In Hurstpierpoint High Street where there is a flat all day plateau, the slowest speeds are around 11am to midday (17.0 mph average). This produces significant traffic congestion as traffic volumes exceed the capacity of the road, leading to dangerous driving, near misses and accidents. (Appendix 2)
- 8.5. Significant volumes of heavy traffic (3.5 tonnes and above), including buses, use Hurstpierpoint High Street. The 7.5 tonne weight restriction, except for access, does not capture all the vehicles causing the damage. These already cause congestion and any material increase in the frequency of buses along the High Street will compound this.
- 8.6. The existing evidence base demonstrates the need for wider network assessment beyond junction capacity modelling.
- 8.7. Taken as a whole, the evidence indicates that the current evidence base is insufficient to demonstrate that the cumulative transport impacts of the proposed developments have been fully understood. Until a comprehensive network-wide assessment has been completed, together with robust mitigation measures that are shown to be effective and deliverable, it cannot be concluded that the local highway network is capable of accommodating the scale of development proposed.

9. Recommendations

- 9.1. Comprehensive modelling of cumulative development impacts should be undertaken before any additional site allocations are considered or confirmed, or planning applications determined.
- 9.2. Assessment should extend beyond development access junctions to include affected rural lanes and village centres. These should include, but not be restricted to, Trusler's Hill Lane; Wineham Lane; and Cuckfield Road between Hurstpierpoint and Goddard's Green.
- 9.3. Queue length surveys should be carried out at known problematic areas. These should include, but not limited to, the Hurstpierpoint High Street, the A23 - B2118 interchange at the northern end of Sayers Common, and the A23 - B2117 interchange where traffic from both Sayers Common and Hurstpierpoint join the A23.
- 9.4. Environmental and quality-of-life impacts should be quantified through additional monitoring and community surveys. This should include the following:
 - Congestion
 - Parking in residential roads
 - Noise
 - Pollution
 - Vibration
- 9.5. Mitigation measures should be identified, costed and demonstrated to be deliverable before further site allocations proceed. These should include speed and weight restrictions, as appropriate, in areas close to the proposed sites, to help vulnerable road users and make active travel choices more attractive.
- 9.6. Site allocations currently under consideration should be supported by robust evidence demonstrating that the local highway network can accommodate additional traffic safely, efficiently and without unacceptable impacts on residents' quality of life.

Traffic and Transport Assessment:
Hurstpierpoint, Sayers Common, Albourne and Twineham

Appendix 1

Document Key and key data over 7 days

KEY

ClS – Vehicle Class



Light

Class 1	SV	2 axles	Short Vehicle Car or Light Van
Class 2	SVT	3,4 or 5 axle	Short Vehicle Towing Trailer, Caravan, Boat etc



Medium

Class 3	TB2	2 axle	Two axle truck or bus
Class 4	TB3	3 axle	Three axle truck or bus
Class 5	T4	>3 axle	Four axle truck



Heavy

Class 6	ART3	3 axle	Three axle articulated vehicle or rigid vehicle and trailer
Class 7	ART4	4 axle	Four axle articulated vehicle or rigid vehicle and trailer
Class 8	ART5	5 axle	Five axle articulated vehicle or rigid vehicle and trailer
Class 9	RT6	>6 axle	Six (or more) axle articulated vehicle or rigid vehicle and trailer
Class 10	BD	>6 axle	B - Double or Heavy truck and trailer
Class 11	DRT	>6 axle	Double road train or heavy truck and two trailers
Class 12	TRT	>6 axle	Triple road train or heavy truck and three (or more) trailers



Light

Class 14	M/C	2 axle	Motorcycle
Class 15	Cycle	2 axle	Bicycle

Time	Each survey day is broken down by hours, showing an hour for each direction of travel. The time displayed represents the hour timeframe. For example, 0300 represents all vehicle movements from 0300 until 03:59:59
Cd	Compass direction
Total	Total number of vehicle records collected for this direction and timeframe
Vbin	These are the speed bins used to categorise the speed of vehicles for each of the time frames
Mean	This displays the average speeds of all vehicle data collected for that direction and time frame. This will be blank if no data collected.
Vpp85	This refers to the speed percentile point. Followed by the '85' this indicates the values being shown are the 85 th percentile for the speeds by timeframe and direction. 85 th percentile is the speed at or below which 85% of vehicles are travelling and is a standard measure used by traffic engineers. It is unable to be calculated for timeframes and directions where there are less than 10 vehicle movements. Instead this will be blank.

Key data over 7 days

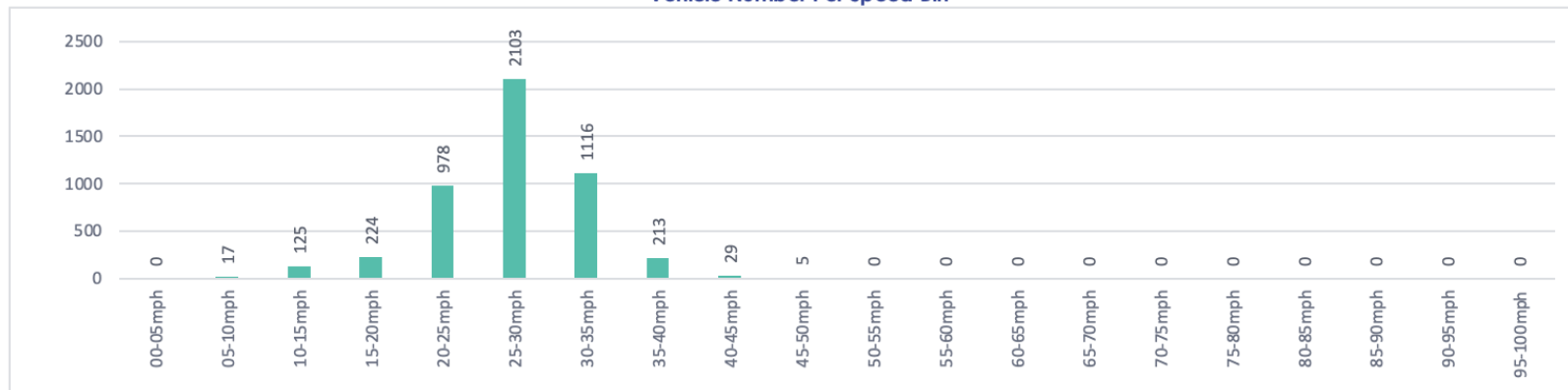
Twineham Location 1

Location 1 - Bolney Chapel Rd, Twineham

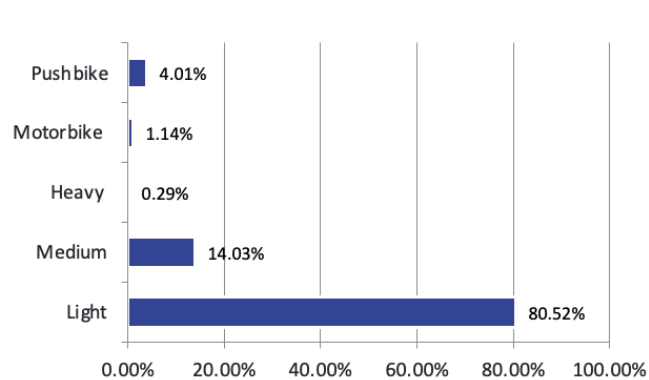
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile		
Northbound	2,639	26.9	31.8	Posted Speed Limit:	40
Southbound	2,171	27.6	32.5		
Combined	4,810	27.3	32.2	Total Vehicles over Limit:	34

Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Northbound	44.20%	7.28%	0.15%	0.75%	2.49%	54.86%
Southbound	36.32%	6.76%	0.15%	0.40%	1.52%	45.14%
Combined	80.52%	14.03%	0.29%	1.14%	4.01%	100.00%

Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Northbound	0900	N	31	
	0900	S	20	
Southbound	0800	S	29	
	0800	N	28	

PM PEAK	Time	Cd	Total
Northbound	1600	N	36
	1600	S	22
Southbound	1500	S	27
	1500	N	33

DIRECTION	Time	Cd	Total
Peak Hour For Day	1600	N	36
	0800	S	29

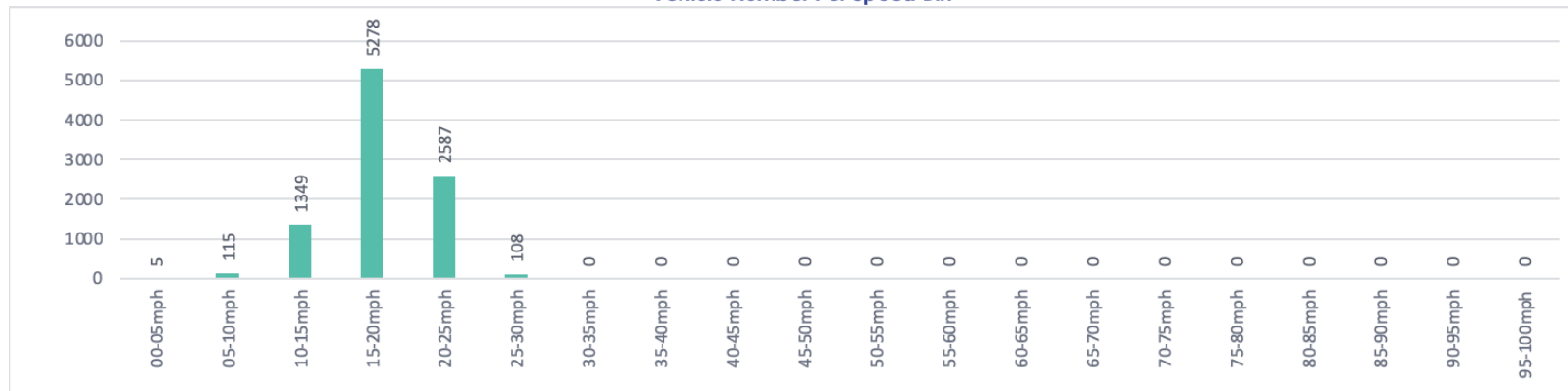
Twineham Location 2

Location 2 - Hickshead Ln, Twineham

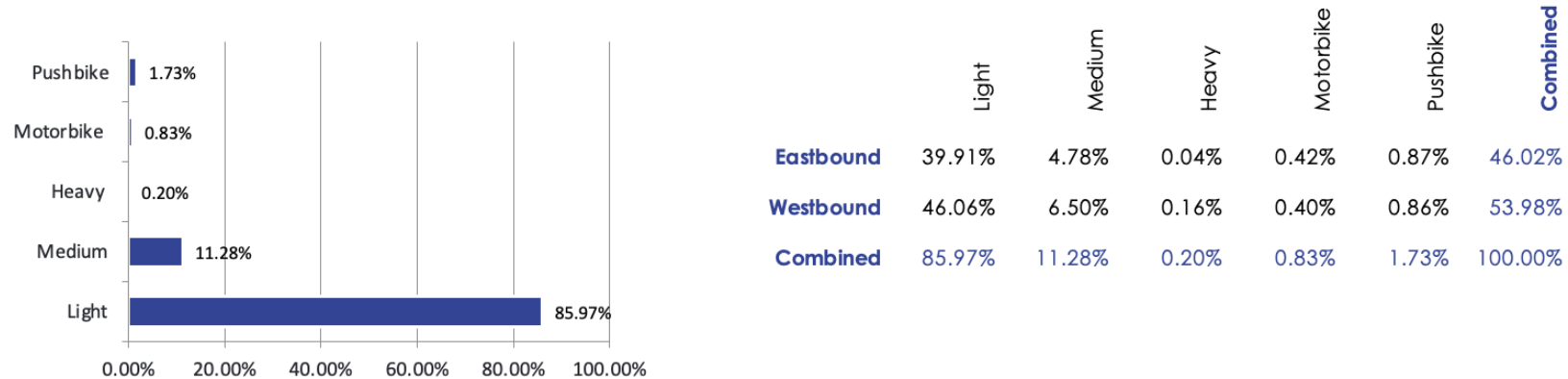
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile		
Eastbound	4,345	18.1	21.6	Posted Speed Limit:	40
Westbound	5,097	18.2	20.9		
Combined	9,442	18.2	21.3	Total Vehicles over Limit:	0

Vehicle Number Per Speed Bin

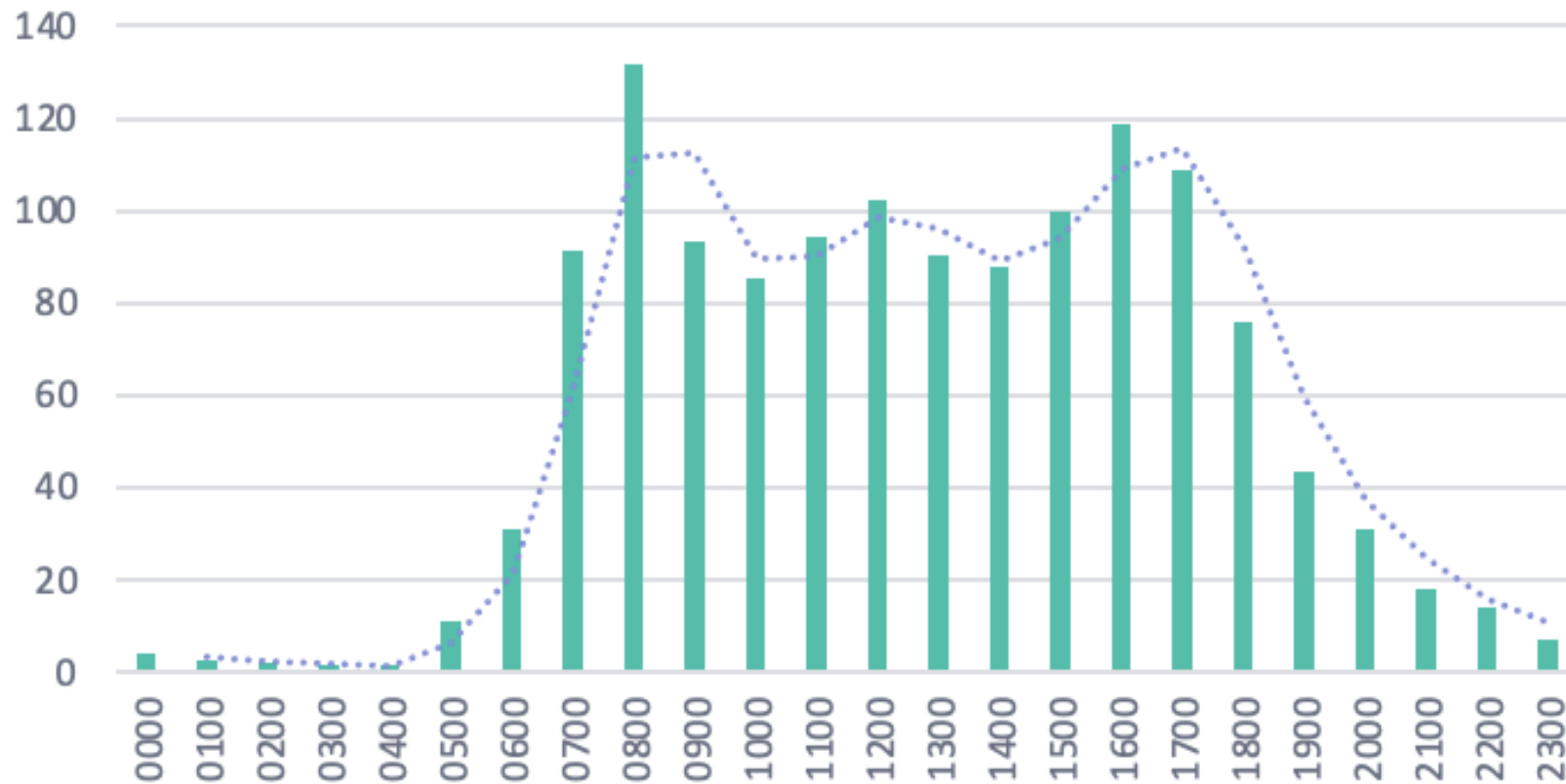


Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Eastbound	39.91%	4.78%	0.04%	0.42%	0.87%	46.02%
Westbound	46.06%	6.50%	0.16%	0.40%	0.86%	53.98%
Combined	85.97%	11.28%	0.20%	0.83%	1.73%	100.00%

Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Eastbound	0800	E	70	
	0800	W	62	
Westbound	0800	W	62	
	0800	E	70	

PM PEAK		Time	Cd	Total
Eastbound	1300	E	46	
	1300	W	44	
Westbound	1600	W	78	
	1600	E	41	

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	E	70
	1600	W	78

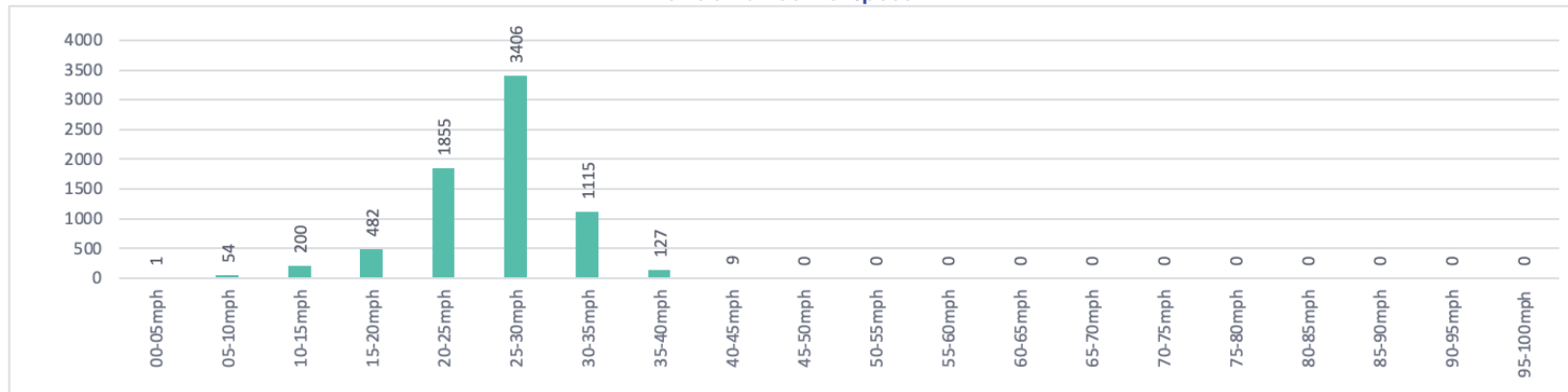
Twineham Location 3

Location 3 - Twineham Ln, Twineham

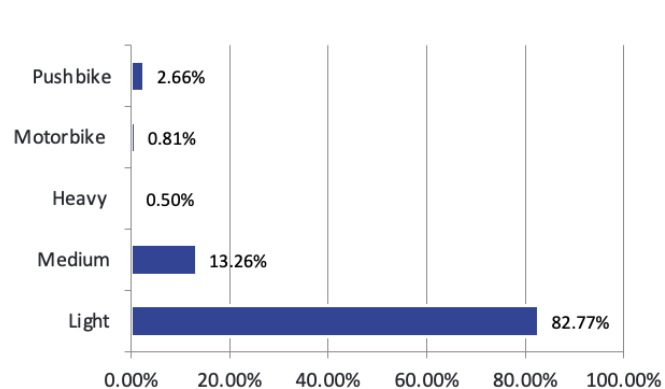
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Northbound	3,528	26.1	30.8		40
Southbound	3,721	25.7	30.1		
Combined	7,249	25.9	30.5	Total Vehicles over Limit:	9

Vehicle Number Per Speed Bin

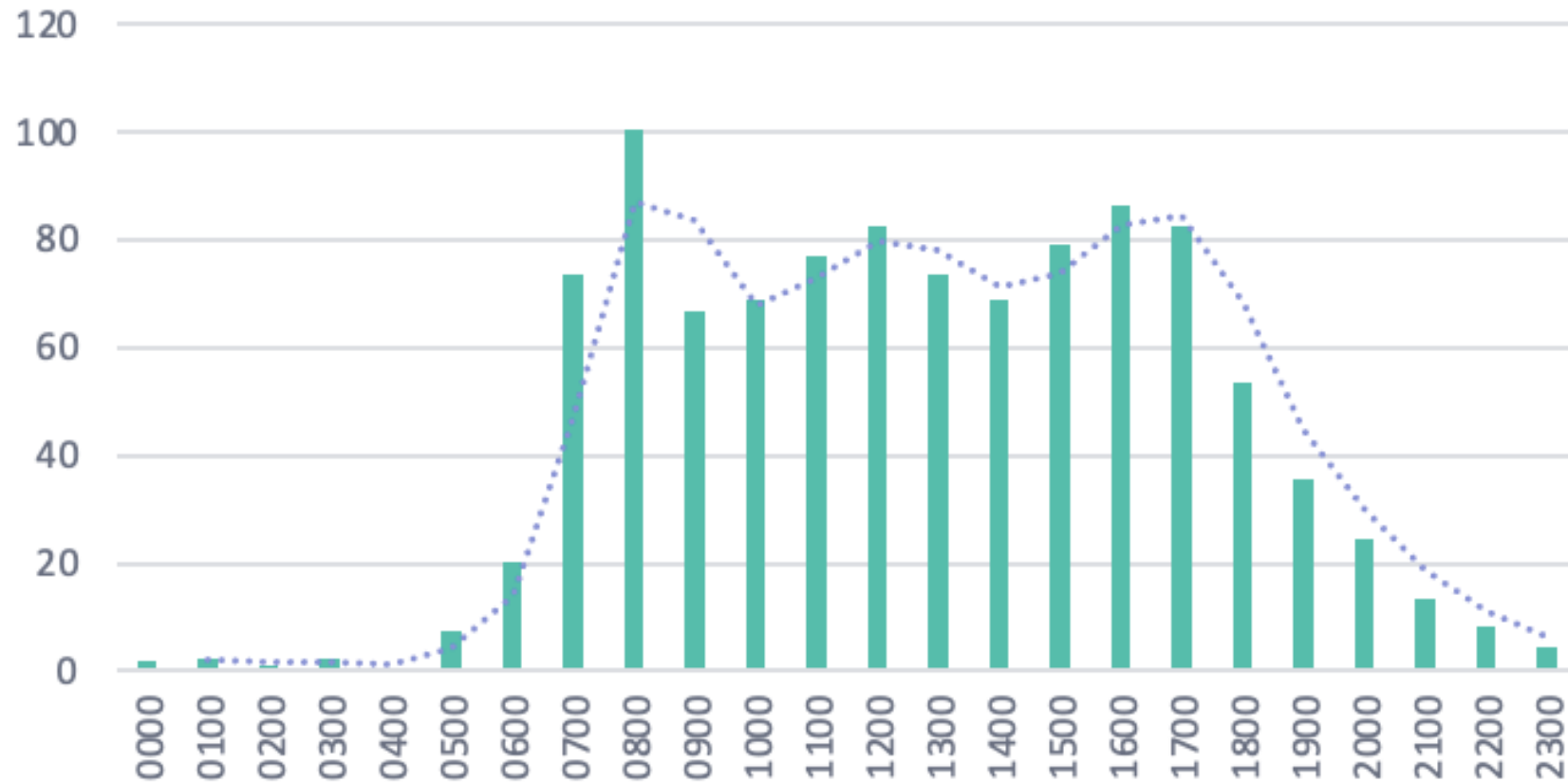


Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Northbound	40.09%	6.17%	0.30%	0.47%	1.64%	48.67%
Southbound	42.68%	7.09%	0.19%	0.34%	1.02%	51.33%
Combined	82.77%	13.26%	0.50%	0.81%	2.66%	100.00%

Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Northbound	0800	N	55	
	0800	S	46	
Southbound	0800	S	46	
	0800	N	55	

PM PEAK	Time	Cd	Total
Northbound	1300	N	39
	1300	S	34
Southbound	1600	S	55
	1600	N	31

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	N	55
	1600	S	55

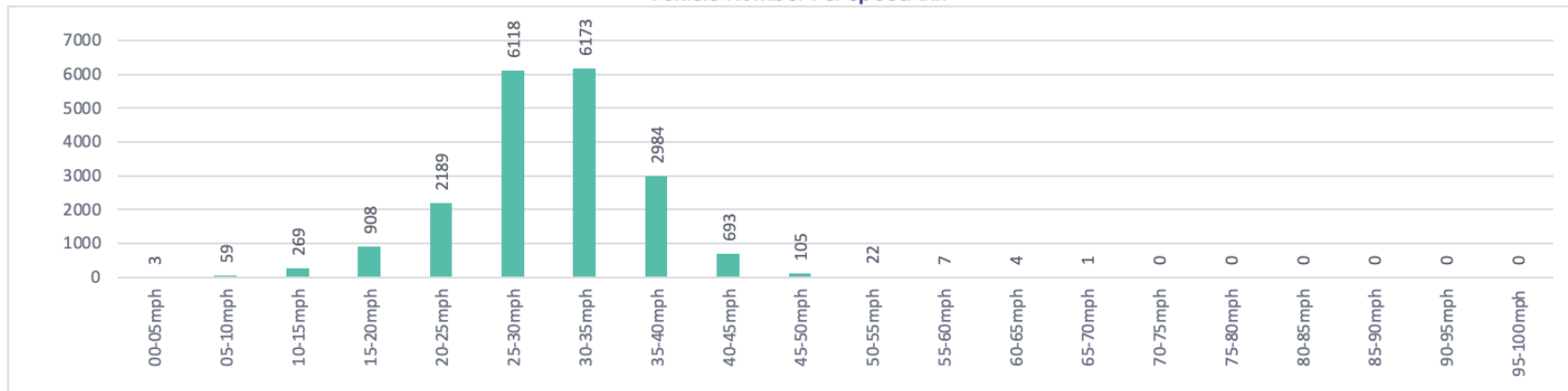
Albourne Location 4

Location 4 - Henfield Rd, Albourne

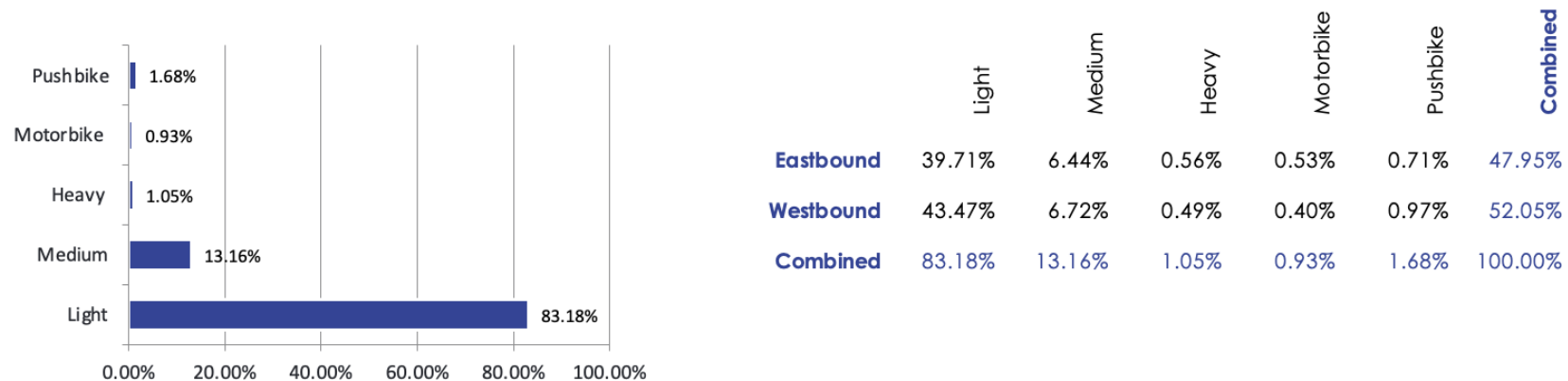
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Eastbound	9,368	29.9	36.2		30
Westbound	10,167	30.0	35.7		
Combined	19,535	30.0	36.0	Total Vehicles over Limit:	9,989

Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK			
	Time	Cd	Total
Eastbound	0800	E	123
	0800	W	167
Westbound	0800	W	167
	0800	E	123

PM PEAK			
	Time	Cd	Total
Eastbound	1500	E	129
	1500	W	125
Westbound	1500	W	125
	1500	E	129

DIRECTION			
	Time	Cd	Total
Peak Hour For Day	1500	E	129
	0800	W	167

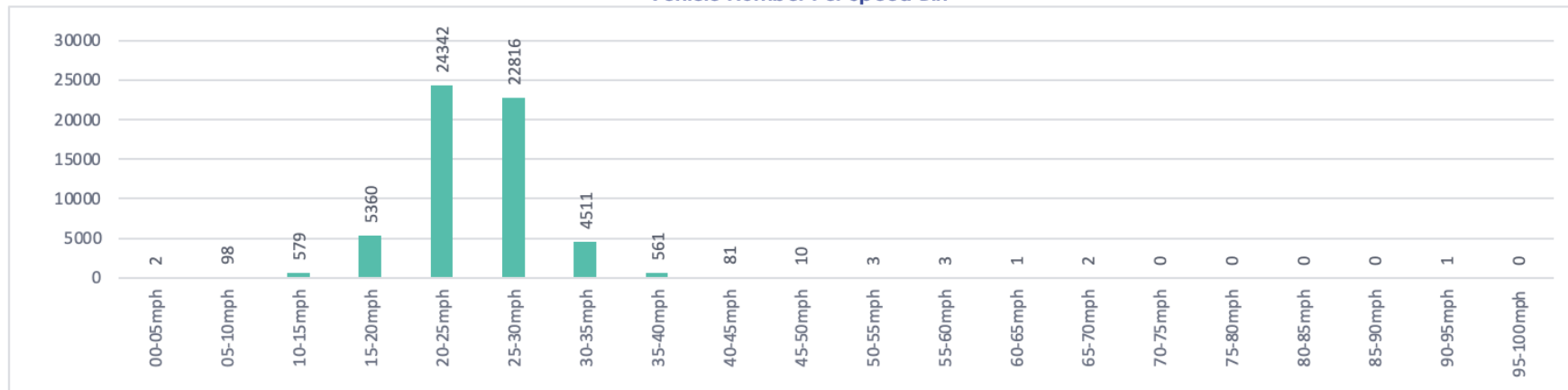
Sayers Common Location 5

Location 5 - B2118, Sayers Common

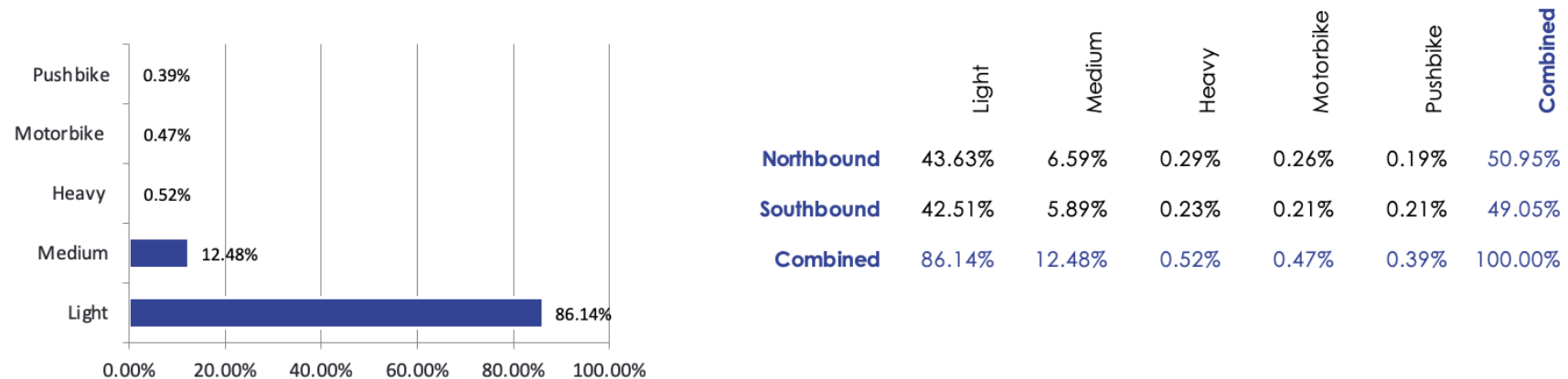
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Northbound	29,739	26.1	30.1		30
Southbound	28,631	23.4	26.6		
Combined	58,370	24.8	28.4	Total Vehicles over Limit:	5,173

Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Northbound	0800	N	406	
	0800	S	315	
Southbound	0800	S	315	
	0800	N	406	

PM PEAK		Time	Cd	Total
Northbound	1700	N	312	
	1700	S	364	
Southbound	1600	S	374	
	1600	N	308	

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	N	406
	1600	S	374

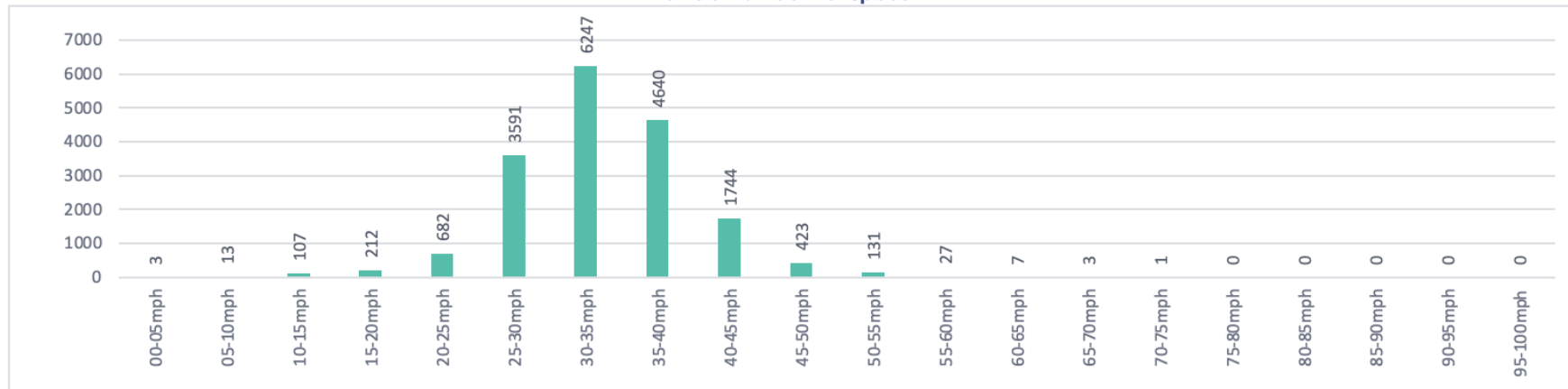
Sayers Common Location 6

Location 6 - Reeds Ln, Sayers Common

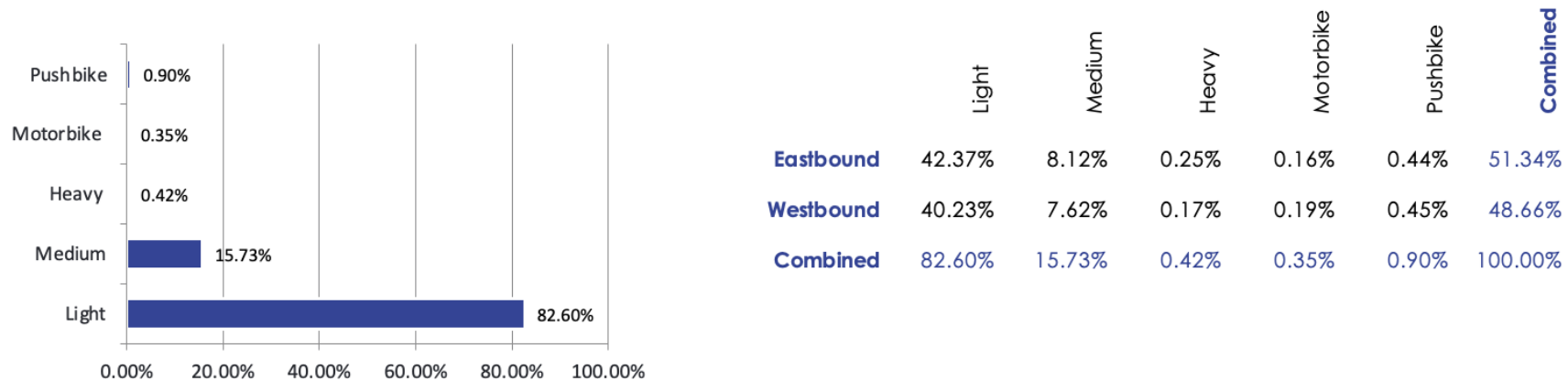
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Eastbound	9,155	33.1	39.1		30
Westbound	8,676	34.1	39.8		
Combined	17,831	33.6	39.5	Total Vehicles over Limit:	13,223

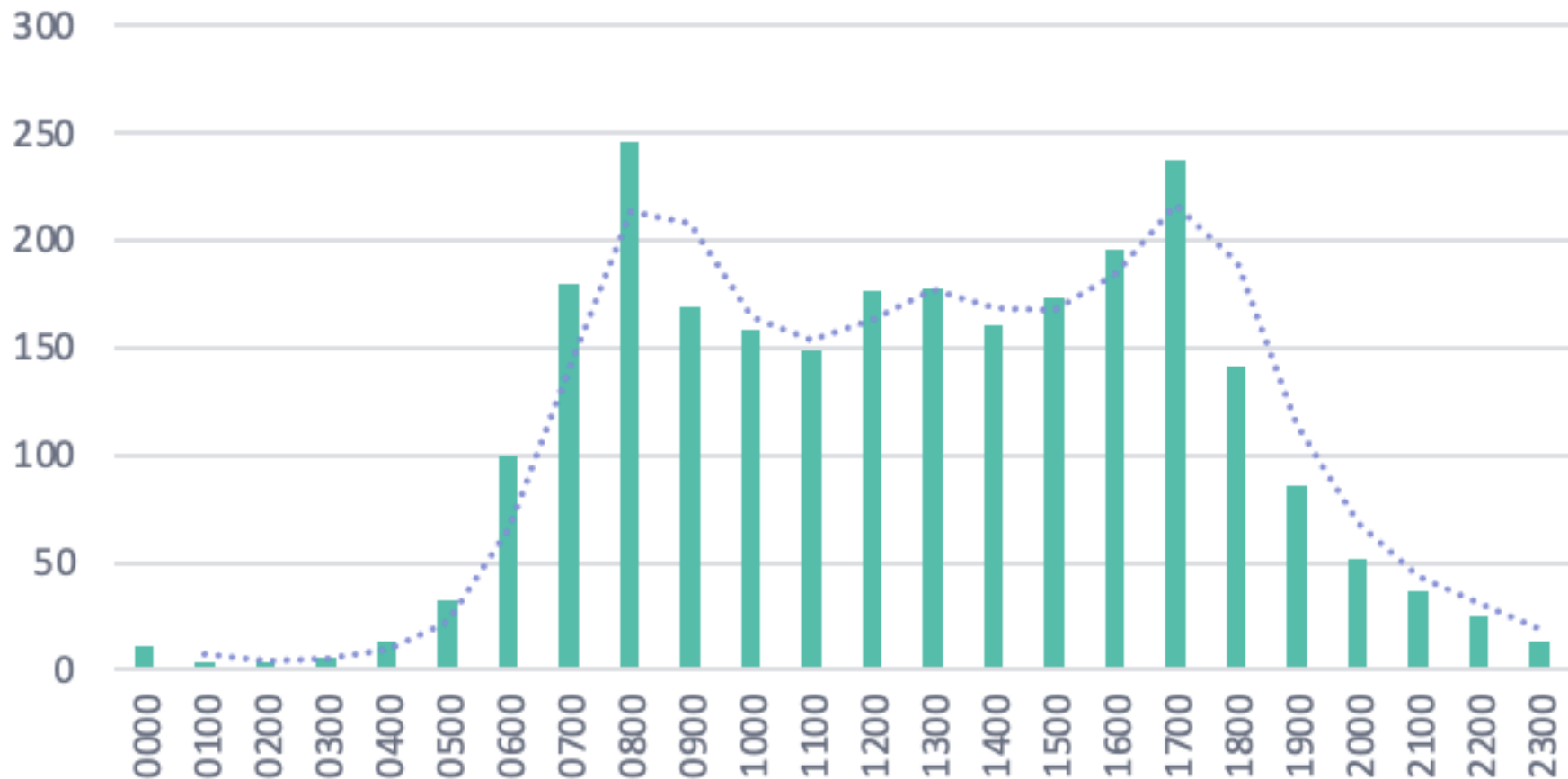
Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
	Eastbound	0800	E	104
		0800	W	142
	Westbound	0800	W	142
		0800	E	104

PM PEAK	Time	Cd	Total
Eastbound	1700	E	146
	1700	W	92
Westbound	1600	W	96
	1600	E	100

DIRECTION	Time	Cd	Total
Peak Hour For Day	1700	E	146
	0800	W	142

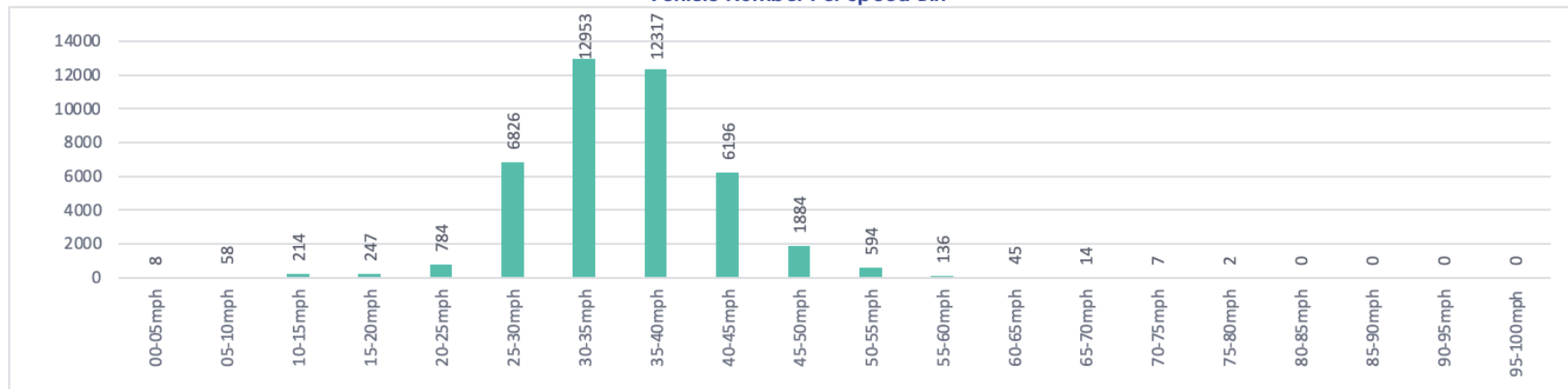
Sayers Common Location 7

Location 7 - B2118, Sayers Common

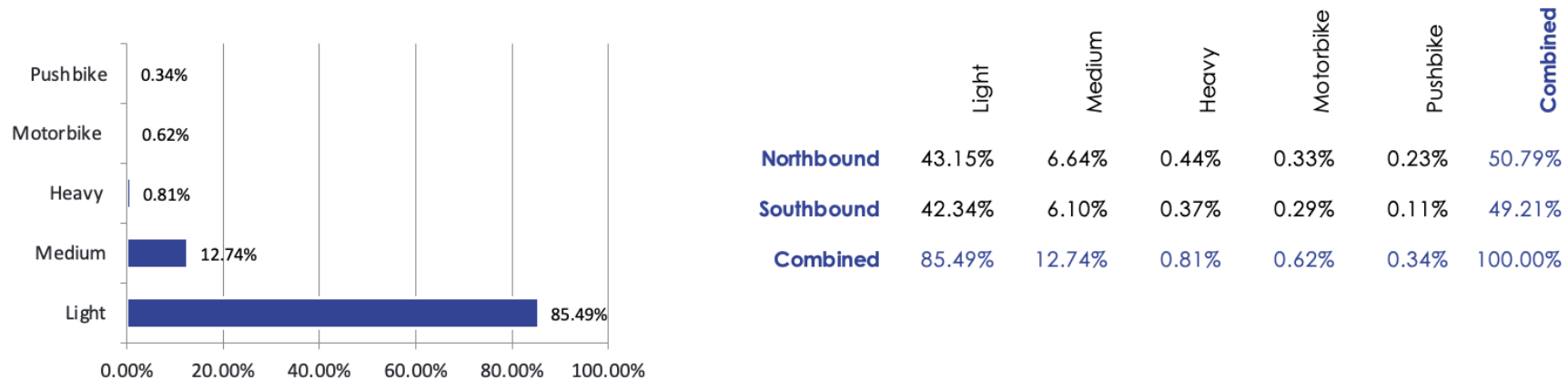
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Northbound	21,476	33.9	40.2		30
Southbound	20,809	36.7	42.5		
Combined	42,285	35.3	41.4	Total Vehicles over Limit:	34,148

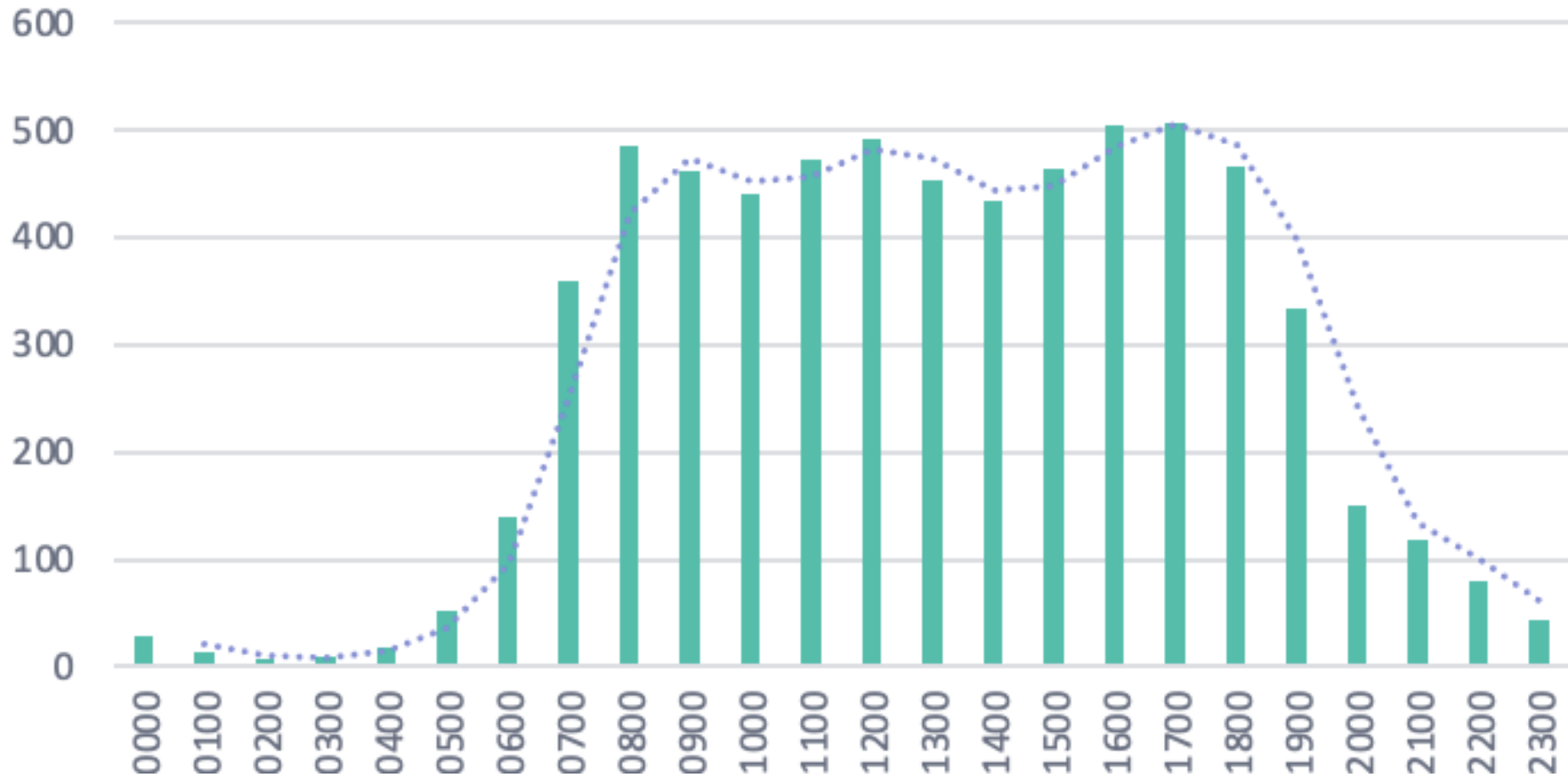
Vehicle Number Per Speed Bin



Traffic Composition Over 7 Days



Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Northbound	0800	N	329	
	0800	S	243	
Southbound	0800	S	243	
	0800	N	329	

PM PEAK		Time	Cd	Total
Northbound	1500	N	222	
	1500	S	221	
Southbound	1600	S	290	
	1600	N	207	

DIRECTION	Time	Cd	Total
Peak Hour For Day	0800	N	329
	1600	S	290

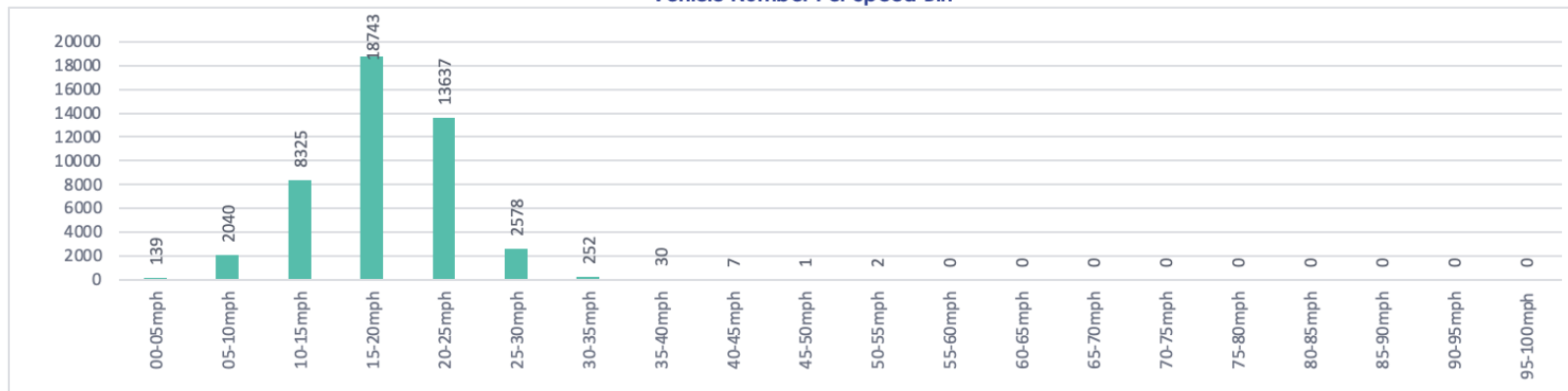
Hurstpierpoint Location 8

Location 8 - High Street, Hurstpierpoint

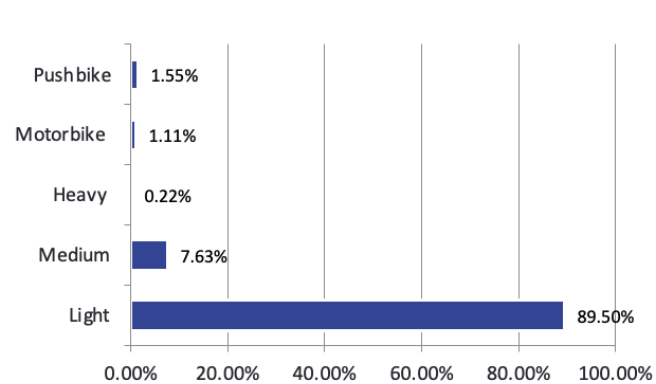
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile		
Eastbound	23,381	17.9	22.4	Posted Speed Limit:	20
Westbound	22,373	18.6	23.2		
Combined	45,754	18.3	22.8	Total Vehicles over Limit:	16,507

Vehicle Number Per Speed Bin

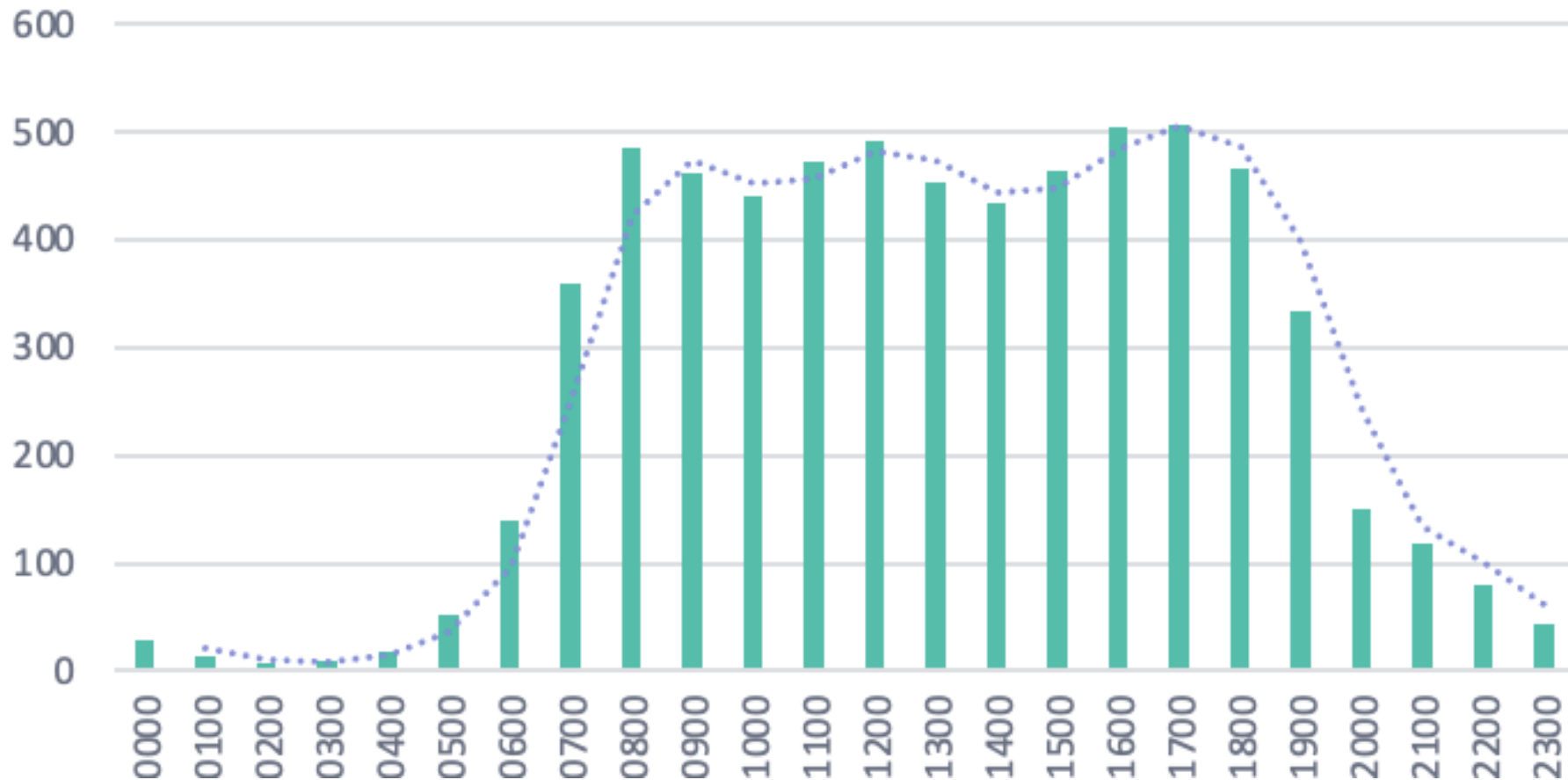


Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Eastbound	46.09%	3.63%	0.11%	0.52%	0.75%	51.10%
Westbound	43.41%	4.00%	0.10%	0.59%	0.80%	48.90%
Combined	89.50%	7.63%	0.22%	1.11%	1.55%	100.00%

Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
	Eastbound	1100	E	247
		1100	W	226
	Westbound	0800	W	248
		0800	E	239

PM PEAK		Time	Cd	Total
Eastbound	1600	E	265	
	1600	W	239	
Westbound	1200	W	244	
	1200	E	248	

DIRECTION	Time	Cd	Total
Peak Hour For Day	1600	E	265
	0800	W	248

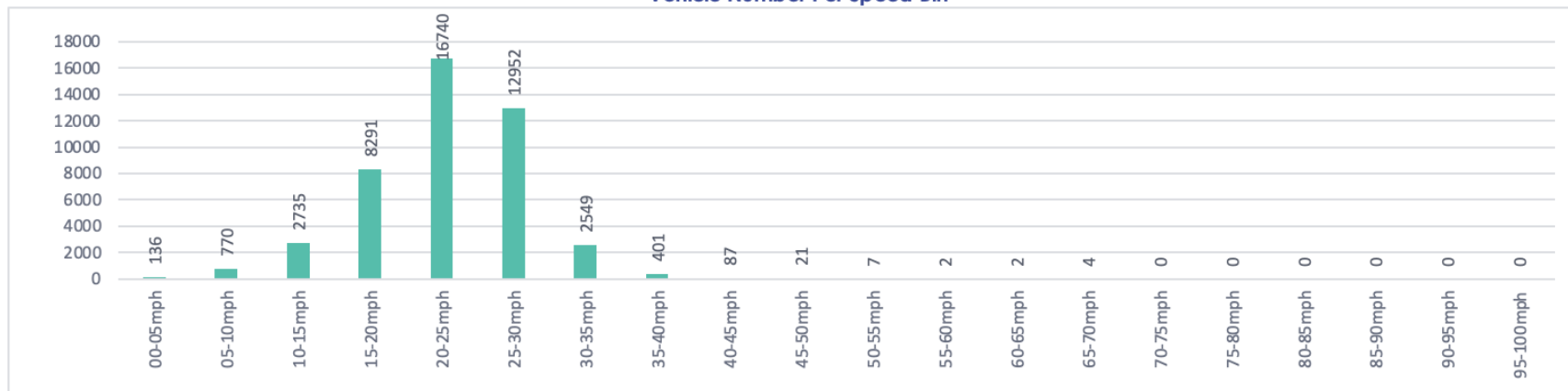
Hurstpierpoint Location 9

Location 9 - Hassocks Rd, Hurstpierpoint

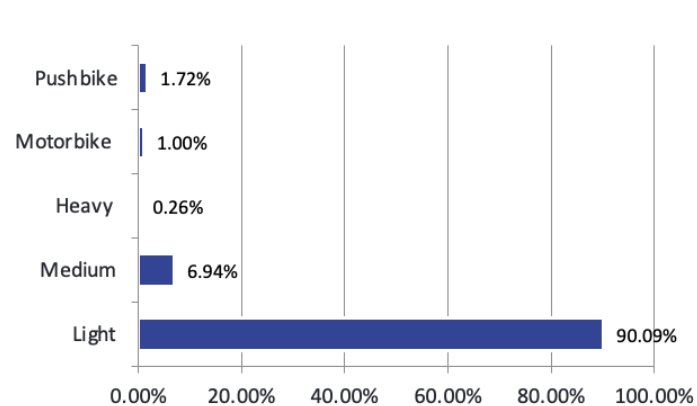
Totals Over 7 Days

	Total Vehicles	Average Speed MPH	85th Percentile	Posted Speed Limit:	
Eastbound	22,766	21.9	27.4		30
Westbound	21,931	23.7	28.2		
Combined	44,697	22.8	27.8	Total Vehicles over Limit:	3,073

Vehicle Number Per Speed Bin

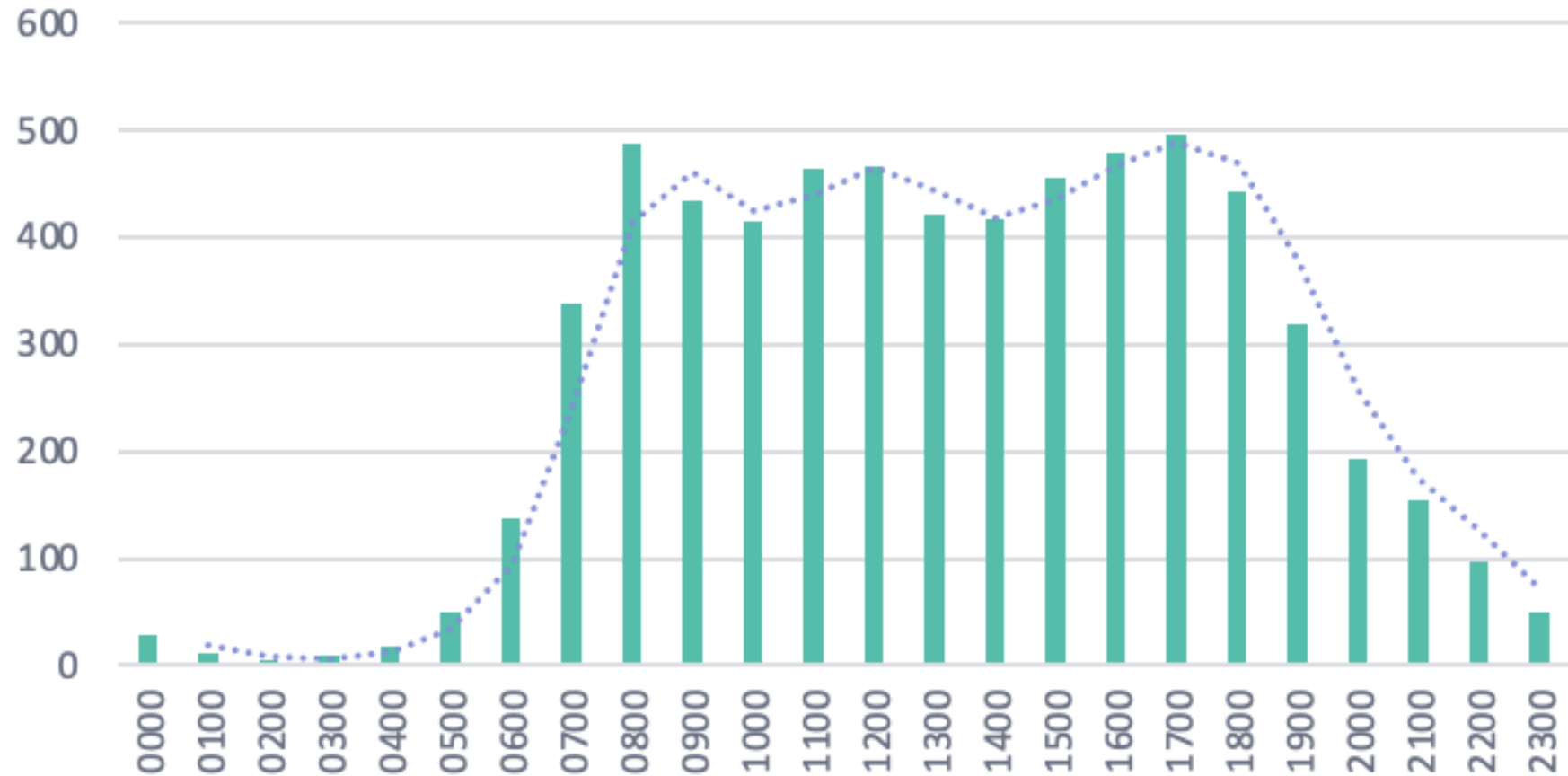


Traffic Composition Over 7 Days



	Light	Medium	Heavy	Motorbike	Pushbike	Combined
Eastbound	46.10%	3.43%	0.12%	0.51%	0.78%	50.93%
Westbound	43.99%	3.51%	0.14%	0.48%	0.94%	49.07%
Combined	90.09%	6.94%	0.26%	1.00%	1.72%	100.00%

Total Average 7-Day Movements By Hour



Peak periods 7 day average

AM PEAK		Time	Cd	Total
Eastbound		1100	E	241
		1100	W	222
Westbound		0800	W	247
		0800	E	241

PM PEAK		Time	Cd	Total
Eastbound		1700	E	253
		1700	W	243
Westbound		1700	W	243
		1700	E	253

DIRECTION		Time	Cd	Total
Peak Hour For Day		1700	E	253
		0800	W	247

Vehicle Traffic and Movement Survey by

Obtrada
Unit 3,
The Carpenter's Workshop,
Parham Sawyard,
Parham Park,
Pulborough RH20

Full Dataset information available on
request.

Globals

Report Id	CustomList-164
Descriptor	OB Directions Combined
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-05-22T16:34:29
Legal	Copyright (c) 1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Location 9
Site Attribute	H9 - H
File Name	C:\Users\orrus\Desktop\Hurstpierpoint\Location 9 0 2026-05-21 1334.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Location 9 - Hassocks Rd, Hurstpierpoint
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-05-12T16:29:13
Start Time	2026-05-12T16:29:13
Finish Time	2026-05-21T13:33:31
Operator	OR
Configuration	80 00 0f a8 a8 00 00 00 00 00



Traffic and Transport Assessment:
Hurstpierpoint, Sayers Common, Albourne and Twineham

Appendix 2

HIGHWAY REPORT
The Hurstpierpoint Society
February 2024

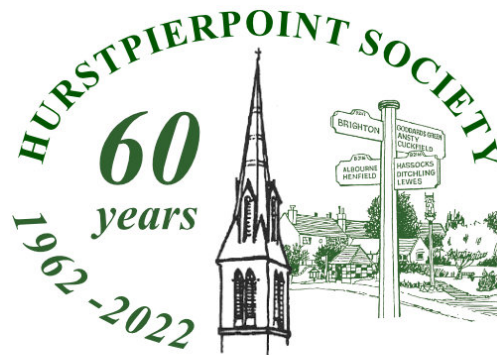
HIGHWAY REPORT

The Hurstpierpoint Society

February 2024

Regulation 19 MSDC District Plan Review

Justification Demonstrating Unsound Strategic Assessment of Hurstpierpoint to Implement Safe Traffic Management for Proposed Objectives in the South of Mid Sussex



REGISTERED CHARITY NO.263520
hurstpierpointsociety.org.uk

1. Introduction

- 1.1. Over recent years, development has increased around Hurstpierpoint. This, and its repercussions, especially in terms of the changes in education facilities, has seen a significant increase in traffic in the village, particularly in the High Street (B2116), which is a main east/west transport corridor. This is further exacerbated by illegal parking, and the lack of enforcement.
- 1.2. St Lawrence CEP School has increased in capacity by 1/3, and changes at Hurstpierpoint College has also seen a substantial increase in Day pupils.
- 1.3. The recent West Sussex Transport Plan 2022 to 2036 highlights a number of areas with traffic issues. While highlighting the need to improve access to the rail network at Burgess Hill stations, access to, and at, Hassocks via the B2116 through Hurstpierpoint is omitted, despite air pollution being highlighted for improvement at Stonepound, Hassocks.
- 1.4. However, the High Street in Hurstpierpoint (B2116) is not included for scrutiny of the existing situation, let alone any comment on the further proposals by MSDC. This is surprising as anecdotally, everyone in Hurstpierpoint is concerned about the traffic in the High Street. This is a route that dates back to medieval times with the oldest and earliest building, Upper Trumpkins, dated 1450, being on the northern side of the High Street. On the southern side of the High Street is the New Inn, originally built in about 1500 as a grand timber frame Wealden hall. Also on the south side is Mansion house built about 1575.
- 1.5. Further development in the 1800s followed the lines set by these very old, historic buildings and have governed the width of the road, originally intended for horse and carriage transport, not cars, vans and lorries. The High Street is one of three Conservation Areas, recognising the importance of the historic buildings here.
- 1.6. Over the last 60 years, Hurstpierpoint has seen a time of housing development in and around the village and the volume of traffic has been steadily increasing, especially with the reliance on motorised travel for both people and goods. The medieval High Street was not designed for this volume of traffic and consequently more accidents, near misses and general traffic frustration is happening.
- 1.7. It can only be assumed that the reason for not recognising this as an issue in the WSCC Transport Plan is because of the low number of fatalities and many people not reporting Incidents. It does not recognise the very real trepidation felt in taking lives in hands with many cars mounting pavements many times on a daily basis. For clarity it would be essential to at least visit this High Street to witness personally what happens now.
- 1.8. It is due to this lack of strategic technical examination that Hurstpierpoint Society feel compelled to highlight the Plan's unsound testing of its viability to the safety, fabric and wellbeing of the community. To this end The Society has recently undertaken its own traffic survey in the High Street to record traffic movements.

2. Methodology

2.1. A fixed camera was placed on the exterior of a house at the eastern end of the High Street on a randomly selected day. We deliberately chose a day that was not a weekend, Monday or Friday for fear that these may yield atypical outputs. The camera had a vantage point of the pinch point at the eastern end opposite 123 High Street.

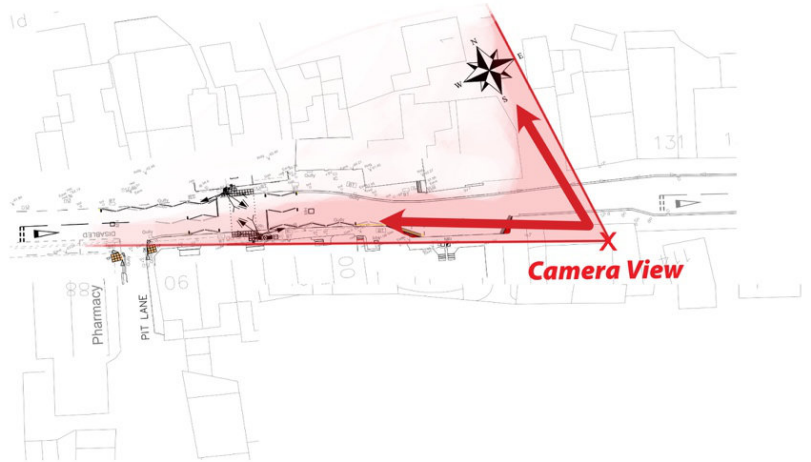
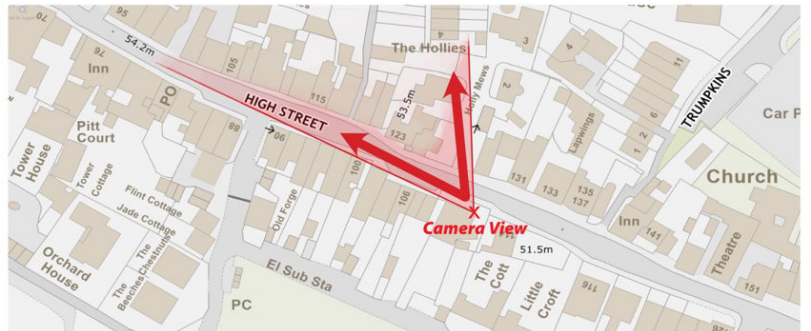
2.2. The camera was set to continuously record from 7:36 to 16:56 on 31st January 2024. The recording was then sent to RCE systems s.r.o. the operator of “DatafromSky” a unique and cost effective (less than Euro 5 per hour of video) video-analytics platform for the fully automated extraction of accurate traffic data using AI and machine learning methods.

2.3. Link to DatafromSky web page:
<https://datafromsky.com/>
for information.

2.4. The video was run through their platform to produce a log file of all activity recorded by the camera. The log file was then examined by us in the DatafromSky software viewer. All pedestrian and bicycle activity were excluded as was activity in parking bays and driveways and the results exported to an Excel spreadsheet for statistical analysis. Below (page 3) is a screen shot of the level of data produced by the platform.

2.5. The “Mean” and “Standard Deviation” times for which vehicles were required to stop was calculated.

2.6. The mean total stationary time was = 23.61s and the Standard Deviation was 31.39s. Outliers were then calculated by adding twice the Standard Deviation to the Mean to give a value of 86.39s. All total stationary times above this figure were excluded from the analysis.





2.7. Limitations

2.8. A single location camera does not include issues at any other location along the B2116 between London Road, Albourne (B2118) and London Road Hassocks (A273) Stonepound Crossroads. Nor can it capture stretches that allow parking as shown on the schematics of the High Street on pages 4 & 5 (Map1 Map2 Map3), that reduce speeds of traffic flow but limits use to single file flow, and many incidents daily (most of which go unreported).

2.9. Although the High Street dimensions remain as they were when built as Turnpikes in the 19th Century, this survey does not record the size (width, length and weight) of 21st Century transport. Neither does it record traffic ignoring the weight restriction for through traffic using the B2116, the most southerly east-west route across Mid Sussex, which is otherwise an unenforced restriction.



- 2.10. It has only been possible to record data in daylight using this methodology. It does not record that Hassocks Station car park is usually at capacity by 7.30am.
- 2.11. A single camera cannot record data regarding village traffic ingress and egress to or from other locations or destinations.
- 2.12. This data does not demonstrate the accumulative effect of development over the past decade or so. Despite the laudable aim of creating a safer High Street, the recent remodelling of the High Street is less safe and more congested. This effects the fabric of the Conservation Areas, the wellbeing of the community, and the vitality and viability of the High Street trade. No examination of this, in the context of a 'Strategic Development Plan', has been undertaken. We include throughout this report, brief photographic snapshots of traffic in Hurstpierpoint.

3. Village Wide - Points of Single File and Stationary Traffic Flow

3.1. Hurstpierpoint's High Street is unique in Mid Sussex, as the roads north/south and east/west remain as they were first formed as Turnpikes and drove-ways in the 19th century; not designed for modern traffic, either in size, quantity or speeds.

3.2. It should be noted that the average modern car is 1.8m wide. SUVs are 2m wide, often wider than parking spaces allocated. Delivery vans can be between 2 and 3m, and lorries and buses far in excess of these.

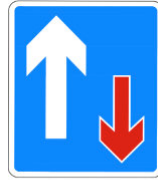
3.3. Parking on pavements, and the dangers this poses, is very common in the High Street.

3.4. To clear gridlock, drivers have no choice but to mount the pavement, avoiding collision but putting pedestrians at risk.

3.5. The historic buildings in the High Street often require maintenance, and scaffolding, that has to extend into the road to do this, is a very common occurrence. Clearly this reduces the width of the highway further, and removes the option of traffic using the pavement to clear a logjam.



Give way to oncoming vehicles



Priority over oncoming vehicles

Transit through the village is wholly dependent on drivers seeing, understanding and obeying driving instructions (above)

Key

- Permanently used permitted parking reducing flow to single file flow
- - - Often used permitted parking points reducing flow to single file flow
- - - Often single file flow points dependant on *right-of-way* and driver behaviour
- Permanent single file flow dependant on *right-of-way* and driver behaviour
- Bus stop often reduces flow to east-west flow only
- Permanently used permitted parking that should not effect flow single file
- - - Large vehicle always reducing flow to single file flow

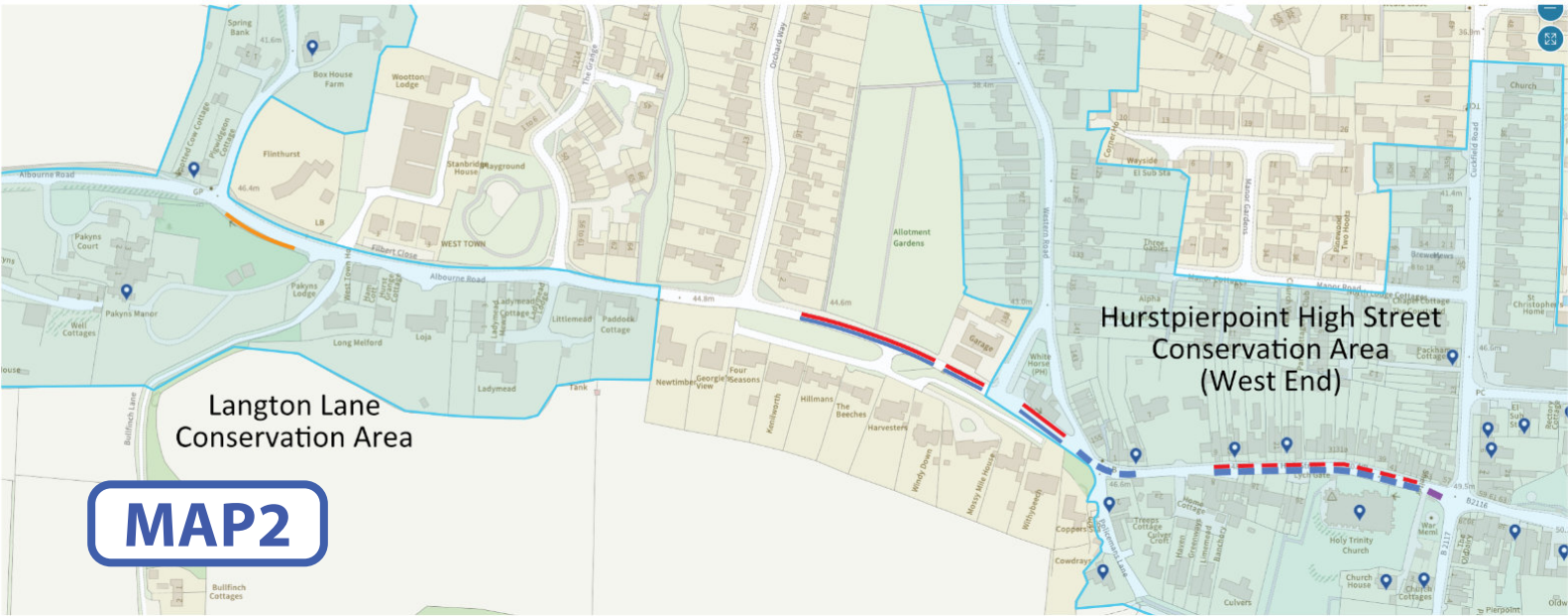
 Listed Building

 Conservation Areas



3.6. While the design of the system now in place may be compliant with *'The Manual for Streets'*, when gridlock happens (multiple times every day), caused by drivers either not seeing, misunderstanding/ignoring the signage, there is a clear and present danger to:

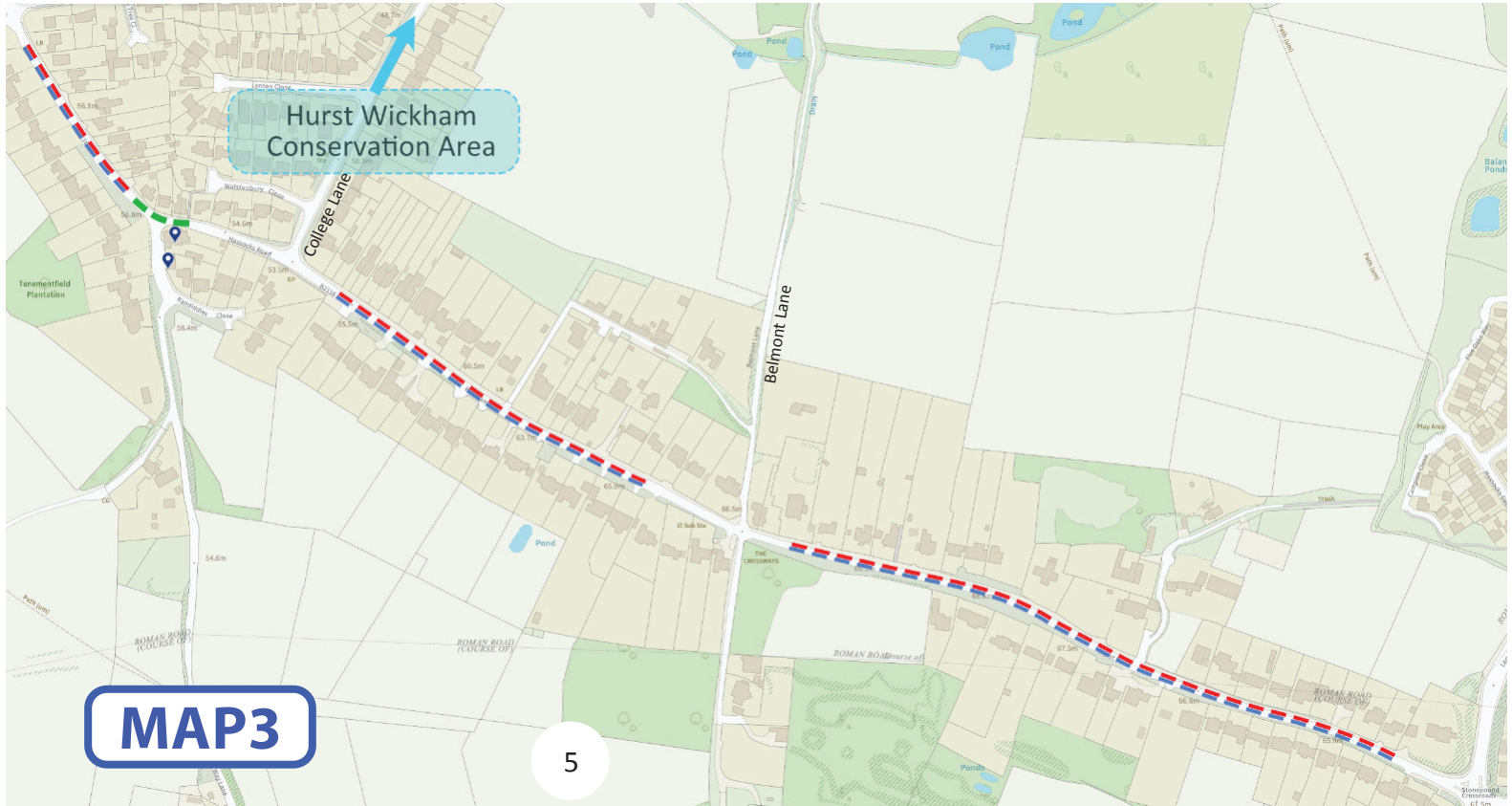
- Emergency Vehicles
- Disabled; especially partially sighted or blind
- Children
- Cyclists
- All pedestrians
- Other drivers



3.7. Issues on the B2116, between the junctions with the B2118 to the west, and Stonepound (A273) are not solely related to the highway between the two pinch-points on the High Street (Map1).

3.8. Not only are there congestion points as shown on Maps 2 & 3 (right), all North-South routes: Cuckfield Road, Brighton Road and College Lane are permanently restricted to single file traffic because of parked cars.

3.9. Peak hour traffic at Stonepound Crossroads usually tails back to Belmont Lane. This is regularly compounded by builders parked vehicles.



4. Road Traffic Incidents

- 4.1. The *Crashmap* below shows reported casualty incidents between 2019-2022 (which includes the periods of Covid lockdown).
- 4.2. Most incidents do not get reported as there is no need to report a collision to the police

where no one was injured, and details exchanged with the other driver or property owner, and those involved do not consider a driving offence took place.

In all other cases, collisions should be reported, but this doesn't always happen.



4. Road Traffic Incidents (cont'd)

Regular Daily Chaos



We are encouraged to travel by bus when it can take over 20 minutes to get through the village. Ask a bus driver about driving through Hurst.



Disabled man with walking stick and a friend take cover in a shop doorway to prevent being hit on the head by the wing mirror of a large lorry negotiating the High Street pavement.



Jaguar (silver) negotiates pavement while mini (red) mounts the pedestrian drop-kerb while traffic either side, along with disabled pedestrian (who sits on wall with phone-camera), wait for a resolution



A pedestrian attempts to help resolve a 15 minute impasse. Loss of paintwork and abusive language in this incident, as all these, and many others, go unreported. Daily events effecting the vitality of Hurst.

Historic Granite Kerb Damage

On a regular basis, the historic granite kerbstones are damaged by heavy vehicles mounting them. These are very much a part of the fabric and heritage landscape of the High Street Conservation Area.

The damage poses an immediate threat to the safety of pedestrians, especially those who are blind or have diminished vision, as well as a danger to disabled pedestrian stick users and buggy users, and those with young children and/or prams.



5. Results

Statistical Analysis of Stationary Traffic on Hurstpierpoint High Street On 31st January 2024 by The Hurstpierpoint Society

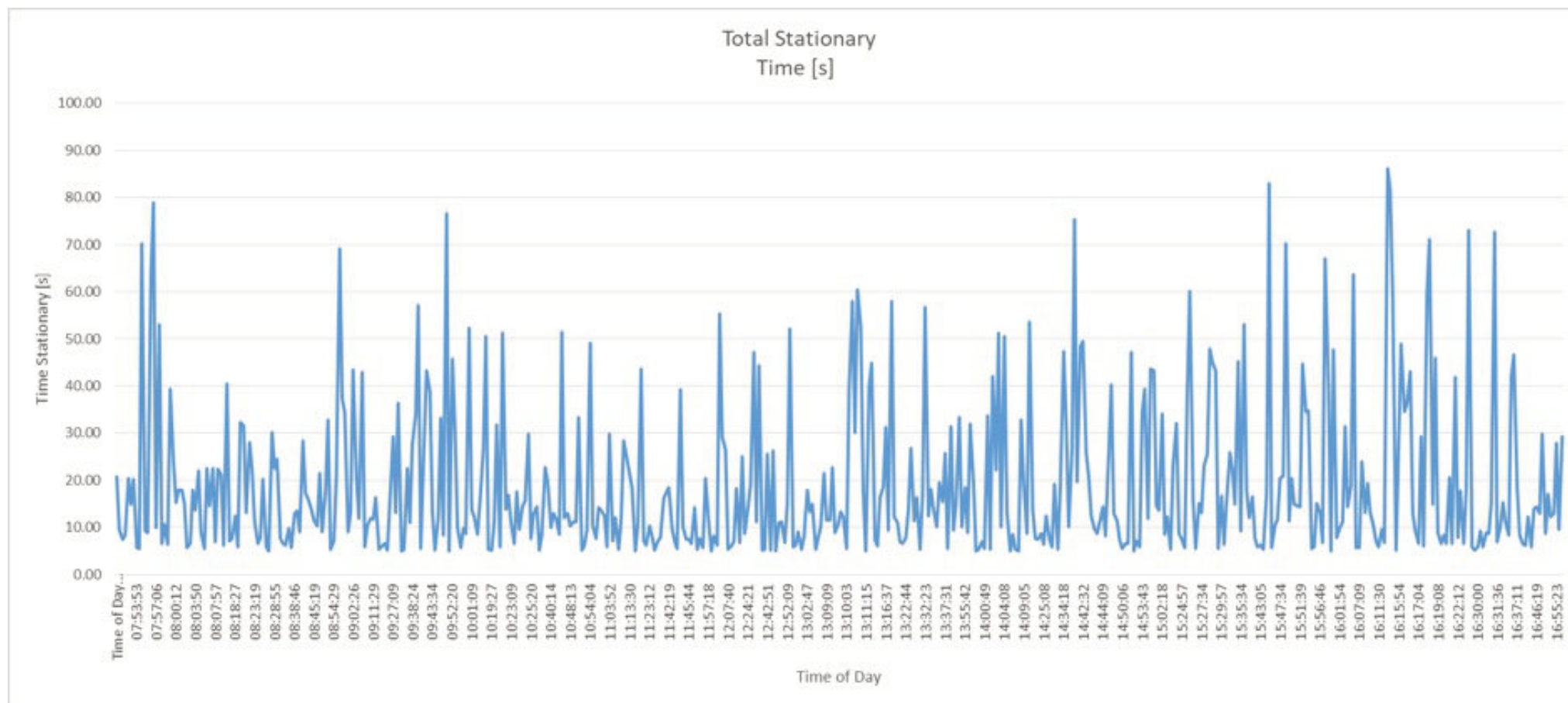


Figure 1 – Distribution of vehicle Total Stationary times throughout the day (excluding Outliers)

5.1. Data - See accompanying file :

Hurst Traffic 31st Jan 2024 Full Data Analysis Final.xlsx

Sheet1 : Hurst Traffic Full Traffic Regi

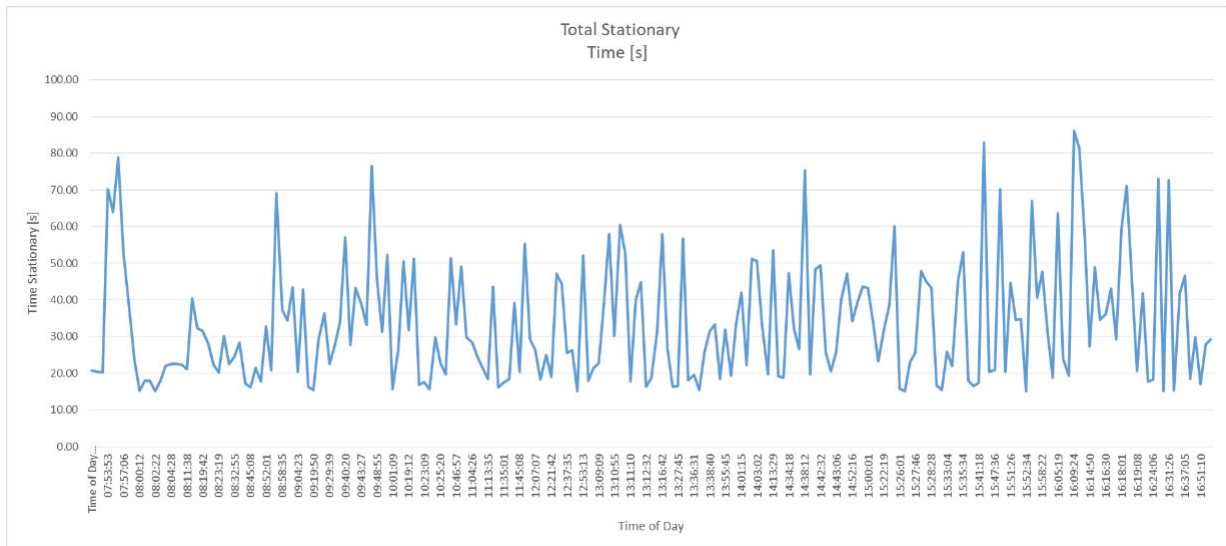
Sheet2 : Distribution of Stationary Time

Sheet3 : Overall Statistics

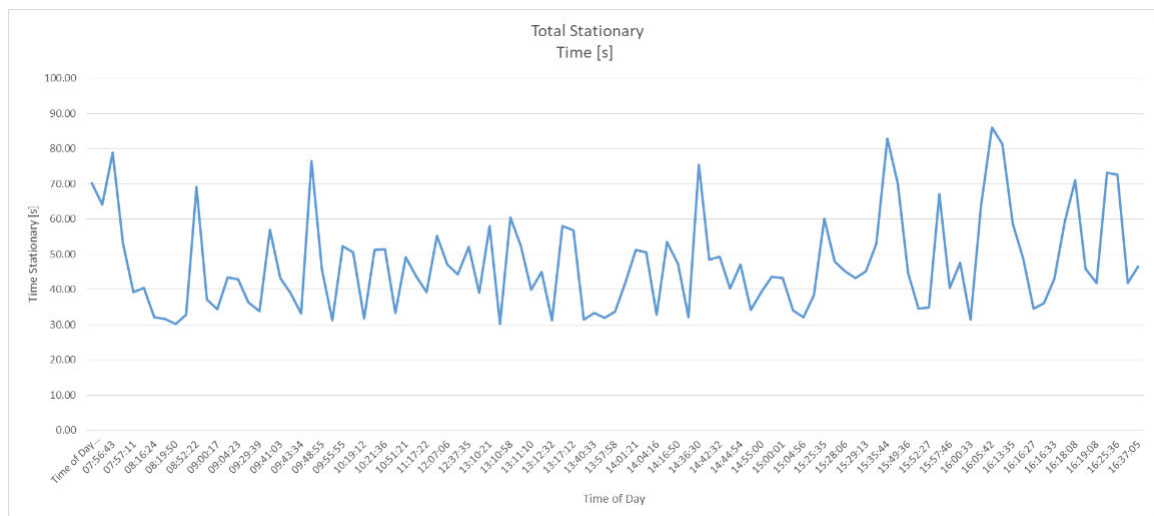
5.2. The software identified nearly 5500 objects of which just under 4190 were vehicles. The mean average speed was calculated to be 11.24 miles/h.

5.3. Excluding the outliers, 515 vehicles were forced to be stationary in that part of the High Street during the day.

5.4. Of that 515, 214 were stationary for more than 15s. Distribution shown below:



5.5. and a further 102 for more than 30s. Distribution shown below:



6. Conclusions and Recommendations

- 6.1. Given the limited duration of the survey, definitive conclusions are difficult to draw. However, it is clear that a large volume of vehicles passed through the historic village (over 4000) during the 9½ hours timeframe.
- 6.2. Even on the single random day on which the survey was conducted, the traffic could not be described as '*free flowing*' for a significant number of them. Although the outliers were excluded for statistical purposes, some stationary times were over 2.5 minutes.
- 6.3. It is highly likely that the developments set out in the District Plan will greatly add to the volume of traffic through the village and, if that is the case, it is also likely that the stationary times will increase in both frequency and duration.
- 6.4. Accordingly, it is our conclusion that, without further proper strategic technical examination and investigation of traffic movements through the village, the District Plan is "unsound".
- 6.5. MSDC, together with the Highways Authority (WSCC) MUST conduct detailed Strategic Analysis that is urgently required for the village as it is now, and provide a funded solution. Collectively MSDC and WSCC have the responsibility to mend the camel's back that is broken.
- 6.6. This certainly can no longer wait for, or be left to, applicants' planning applications. The impact of the number of houses proposed will be far greater than would be expected for a planning application.
- 6.7. The scale of developments proposed in Hurstpierpoint & Sayers Common Parish, will have impacts on the local infrastructure, some distance away from the planning sites.
- 6.8. Otherwise, an effective, safe, sustainable, strategic transport management scheme cannot be achieved. There currently is no explanation or indication provided of HOW effective, safe, strategic transport management can be achieved in South Mid Sussex.

7. Survey Video

7.1 Full video can be viewed here: [Hurst Traffic Video 31st Jan 2024.mp4](#)

7.2 Short Edited highlights can be viewed here: [Traffic Survey Video Highlights.mp4](#)

7.3 Screenshots From Traffic Survey Video Edited Highlights



8. Time Will Tell - The Former Turnpike

