Rother District Council

Rother District Local Plan Shared Transport Evidence Base Regulation 19

Assessment of New Growth Options

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Executive Summary

Purpose of this Transport Note

Rother District Council (RDC) is preparing a new Local Plan as a framework for future development up to 2042. The Council recently undertook a consultation on an updated Regulation 18 plan in early 2026. RDC are now preparing a Regulation 19 plan for publication in September 2026 and submission to government by the end of 2026.

The likely transport impacts of future growth will be one of the key considerations of the acceptability of the Local Plan and the Council have undertaken an assessment of the likely impacts on the transport network and potential need for mitigation. This work builds on the Shared Transport Evidence Base prepared for earlier iterations of the local plan. The 2026 assessment makes use of the East Sussex Countywide Transport Model (ESCWTM / countywide model). A first stage report was prepared in early Summer 2026 and considered two density options for potential local plan sites. It also provided an early indication about the impact of modal shift and potential mitigation.

An update to this report has now been prepared in advance of the Regulation 19 consultation on the draft Rother Local Plan. This report considers one updated set of potential site allocations, with a more detailed look at modal shift and potential mitigation, aligning with the most recently available Infrastructure Delivery Plans across East Sussex

This work is being undertaken in collaboration and continued engagement with key transport stakeholders, including East Sussex County Council (ESCC) and National Highways (NH).

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. The Council has pledged to become carbon neutral by 2030 and has set out the following Strategic Spatial Objectives:

- Mitigate and adapt to climate change, including by delivering net zero carbon ambitions, reducing flood risk from all sources and promoting the multifunctional benefits of green blue infrastructure through effective and supportive planning policies
- Respond to the housing crisis and help facilitate the delivery of housing to meet the needs of different groups in the community, ensuring a variety of high-quality sustainable, zero carbon ready dwellings that meet the needs and address the income levels of Rother's wider population for their lifetime
- Maximise opportunities for nature conservation, recovery and biodiversity net gain and preserve the historic landscape character of the High Weald National Landscape and protected habitat areas of Rother and ensure sensitive development that allows communities to thrive.
- Promote high quality, inclusive design and protect and enhance the significance of Rother's built and natural heritage, including its setting, while providing opportunities for recreation and tourism.
- Deliver sustainable growth and regeneration in Bexhill and its edges, along with Hastings Fringes, with supporting infrastructure, contributing to the needs of the wider housing and economic market area.
- Create economic prosperity, both in rural and urban locations, meeting the employment needs of the wider population and local businesses, improving the quality and variety of jobs, and being flexible to the changing needs of the economy.
- Focus growth in sustainable locations across the district, or places that can be made sustainable, through the timely delivery of strategic and other supporting infrastructure and community facilities.
- Enhance the sustainability and connectivity of local communities through sustainable transport measures, including to support active travel, and improved internet network coverage.
- Support and achieve safe, healthy, vibrant and mixed communities where the physical and mental health and well-being of residents is a high priority. Create high standards of inclusivity and accessibility to shared facilities for all the district's residents.

- Balance strategic planning with the opportunities for local delivery through neighbourhood planning.
- Deliver sustainable development by making the optimal use of land, including by prioritising the use of brownfield land and ensuring all new development is designed and built to appropriate densities, having regard to local context and character

The high level of car ownership and car travel, coupled with an ageing population, gaps in sustainable transport infrastructure and poor connectivity with rural areas, are key challenges within the district and wider functional geography. The current transport scheme pipeline, being developed by ESCC and RDC seeks to address some of these issues through existing strategies, but funding is a key constraint and more will need to be done to support their delivery, as well as, 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. National Highways have recently updated their investment plan, and it is noted that if additional schemes are necessary to support local plan growth, these will need to be led and funded by others.

The plan-making process provides an opportunity to plan for people and places, through a decarbonised and sustainable transport system, rather than rely on planning for unconstrained traffic growth. This initial stage of work using the ESCWTM considered the preferred allocations and an additional density test, a high-level look at modal shift and potential mitigation. More detailed work on modal shift and potential mitigation is considered in this updated report.

Transport Impacts of Initial Growth Distribution

The potential growth distribution has been assessed, alongside existing and future baseline scenarios, using the ESCWTM to understand the current and likely future impact on the highway network in the weekday AM, interim, and PM peak hours.

The analysis indicates:

- The traffic generated by this potential growth distribution would have the greatest impact on the A259 and A21.

- A number of local junctions located on the A259 and A21 routes and on other routes, including the A269, A2690 and A269, could be constrained by future traffic growth and lead to additional congestion ‘hotspots’ on the network
- While it is likely that the network as a whole will be able to accommodate the level of future development growth tested, mitigation is likely to be needed to improve sustainable travel options and also at specific locations along key corridors, particularly on the constrained A259 in and around Bexhill
- Without mitigation, the level of impact of the potential growth distribution tested is likely to be high on the links approaching 100% without Local Plan Growth, particularly on the A259. Elsewhere, although some impacts are less severe, this may need further consideration at a junction capacity level, as there could be strains on capacity on the network leading to additional congestion and delay.

Cumulative Impacts of Neighbouring Local Plan Growth

Background growth across the wider county is incorporated within the model. The model is currently being updated to reflect committed growth across the county to 2026, alongside the potential cumulative impacts arising from all proposed Regulation 19 site allocations expected to come forward through Local Plans this year.

Given the evolving nature and fluidity of all Local Plans across the county, further agreement will be required regarding the treatment of cross-boundary growth within any future county-wide modelling assessment. This includes establishing the extent to which impacts should be mitigated through the emerging Rother Local Plan.

In parallel, the cross-boundary effects of growth originating in Rother on neighbouring authorities must also be considered within the same context to ensure a consistent and coordinated approach.

Planning for Sustainable Transport and Future Mobility

The modelling indicates that the potential growth distribution tested, alongside cross-boundary growth, could result in significant impacts on the district road network, which is likely to require mitigation. The preferred approach is to plan for people and places, considering how sustainable transport and future mobility options can support growth before to defaulting to traditional highway capacity interventions. An initial framework strategy has therefore been developed as part of this study. This draws on wider evidence within the district context, explores early mitigation options, and considers the potential for mode shift and reductions in car dependency.

Transport for the South East (TfSE) has published its' draft Strategic Investment Plan (SIP) which promotes a 'Sustainable Route to Growth' in their transport and future mobility strategies. This includes an ambition for £45bn of capital investment in transport infrastructure across the region and a 9% reduction in forecast car use, supported by the following key priorities:

- 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
- Planning for and adapting to technology 'place-based bundles', reducing car dependency and ownership

Elsewhere, the Department for Transport (DfT) Sustainable Travel Town (STT) research indicates that comparable reduction in car use can be achieved through investment in ‘smart choice’ programmes over a sustained period. Within Rother, its varied geography presents differing opportunities for achieving these outcomes. There is strong potential for meaningful reductions in car use within Bexhill and along key coastal corridors towards Hastings and Eastbourne. However, the rural areas and smaller towns in the central and northern areas of the district present greater challenges where lower levels of reduction in car use are more likely, depending on the scale and type of interventions implemented. The eventual strategy will therefore 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 ‘15-minute’ neighbourhoods with easy access to key services, public transport and active travel networks
- Behaviour change -reduce the need to travel and level of car ownership in accessible town centre locations and support the switch to electric vehicles
- Active travel -move away from car dominated roads to create safe and connected corridors for pedestrians, cyclists and other micro-mobility options
- Bus -develop 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, introduction of High-Speed rail and better integration with bus, active and micro-mobility options
- Future mobility -explore the concept of Mobility as a Service (MaaS), potential for shared mobility hubs and alternatives to traditional car ownership
- Last-Mile delivery-innovative solutions to consolidate deliveries and reduce goods vehicles on network

Previous work through the STEB identified a framework package of mitigation measures, 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 has allowed an early assumption for an average 10% 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. A more detailed consideration of modal shift has taken place in July 2026.

This further modelling included an 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 measures to improve modal shift can be funded and delivered within the context of a Local Plan Infrastructure Delivery Plan (IDP) and viability.

Planning for Residual Traffic Impacts

The application of these initial headline mode shift targets could mitigate some of the impacts of potential growth on the network. The key exceptions are the A259 and A21 Strategic Road Network (SRN) 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 original STEB report (2022) considered potential mitigation measures for junction ‘hotspots’. Following the updated transport modelling set out in the Regulation 18 transport modelling report (May 2026) and this updated report (August 2026), a further piece of work is recommended to identify where interventions might be required over and above those already set out in the draft Infrastructure Delivery Plan.: This work could take place as part of modelling of cumulative effects of the Regulation 19 local plan sites across East Sussex, before the end of 2026.

The impacts of wider additional cross-boundary Local Plan growth on the Rother network will also need to be considered within the context of the eventual need for mitigation. Equally, the cross-boundary impacts of the Rother Local Plan will need to be considered too, particularly in neighbouring Wealden and Hastings.

Initial engagement with NH has highlighted that a longer term ‘monitor and manage’ approach could be adopted across the Local Plan period. This would require the implementation of proposed mitigation if the prevailing future traffic conditions actually rose to the modelled forecast levels. NH previously clarified that, while this is a preferred, pragmatic and proportionate approach, they would still expect to see any necessary mitigation identified with a basic level of design and feasibility as part of the Local Plan evidence to ensure there is a reasonable and 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 and Next Steps

It should be noted that the transport modelling was undertaken in advance of the final preparation of the Regulation 19 Rother Local Plan. Some of the sites were modelled at a higher density than in the final plan for Rother, and the modelling work as a whole represents a worst case scenario.

The transport model is strategic in nature and can only consider certain aspects of the transport network. It assumes that planned growth will come forward as predicted, and can only take account of certain mitigation measures. It should be assumed that if development sites come forward, additional mitigation measures will be sought, either through proposals within the Infrastructure Development Plan, or site specific measures brough forward with planning applications.

An initial assessment has been undertaken of a potential growth distribution for Rother with the key objectives to understand the likely high-level transport impacts, early mitigation solutions and any residual risks to the district transport network, following on from work undertaken using the STEB in 2022.

The assessment indicates that the implementation of the emerging Local Plan sites in Rother 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.

The analysis shows that, in the AM peak, most of the worst-affected turns are predicted to occur at junctions on the A259 and A21, amongst others.

The highest delay increases are predicted to occur on junctions and approaches to the A259, A2036, A21 and B2182.

Additional detail is set out in Section 8 of this report.

An initial framework of sustainable, and progressively innovative, transport solutions will be considered as a priority to explore the potential for modal shift and reduce forecast levels of car use. An average 10% reduction in peak hour car trips has been tested as a reasonable ambition for the district over the plan period and identifies some residual impacts on the A259 corridor in particular, which will need further detailed consideration prior to the publication of the Regulation 19 Plan, as well as a review of potential mitigation measures.

Further consideration will also need to be given to the cross-boundary impacts of Local Plan growth in neighbouring districts on the Rother network and, equally, the corresponding impacts of the Rother Local Plan growth on their networks.

1 Introduction

1.1.1. Rother District Council (RDC) is preparing a new Local Plan as a framework for future development up to 2042. The latest stage of the local plan took the form of a Regulation 18 consultation in early 2026. RDC intends to publish a Regulation 19 Local Plan in September 2026, with submission to government planned 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 private car travel - is well established in national and local policy. This includes reducing the need to travel and promoting sustainable transport modes. Further growth is expected to create additional transport challenges and appropriate mitigation measures should be identified to demonstrate the acceptability and soundness of the Local Plan. At the same time, the capacity of the existing transport network and its potential for expansion will influence the quantum and location of additional growth that can be accommodated in the district. This will be a key factor in determining the extent to which Rother can meet its objectively assessed development needs, particularly housing.

1.1.3. A SATURN based East Sussex Countywide Transport Model (ESCWTM), referred to as the "countywide model," was developed to test the emerging spatial strategies within Rother and the neighbouring Local Planning Authorities (LPAs) in the county. The countywide model is being used to refine and assess preferred site allocations and to provide a consistent, evidence-based foundation for planning transport infrastructure to support housing and economic growth in the district.

1.1.4. From late 2021, prior to using the countywide model, there was an immediate need to understand the potential impacts of Local Plan options on the transport system and establish an early indication of the possible scale and type of mitigation needed. To address this, a high-level spreadsheet-based modelling tool was developed for each of the five East Sussex districts as an initial stage in the STEB process. The STEB 'spreadsheet model' has been used to assess the known Local Plan options both at the district level and cumulatively across the county. It has helped identify potential constraints on the transport network, estimate the scale and type of mitigation required, and highlight residual impacts that could pose risks to the delivery of each Local Plan.

1.1.5. This report builds on that earlier work, using the ESCWTM to provide an overview of the existing transport and movement challenges across the district. It outlines the assessment approach used and provides initial mitigation strategies. These findings will support the development of Local Plan options and inform more detailed transport modelling and mitigation strategies in subsequent stages.

2 General Approach

2.1 Shared Transport Evidence Base

2.1.1. The impacts of new development will extend beyond the local area and across boundaries into neighbouring districts. This includes 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. Additional pieces of work will be undertaken to assess the impacts of cumulative growth, as all local plans in East Sussex progress to Regulation 19 later in 2026.

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 and identifies the need to deliver a decarbonised, sustainable transport system and healthy, inclusive and high-quality places through the plan-making process. In September 2019, the Council declared a climate emergency and pledged to become carbon neutral by 2030. The Royal Town Planning Institute (RTPI) has identified a framework as detailed below to guide the role of spatial planning and achieve a decarbonised net-zero transport system under the RTPI Sustainable Accessibility and Mobility Framework set out in Steps below.

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 trips 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

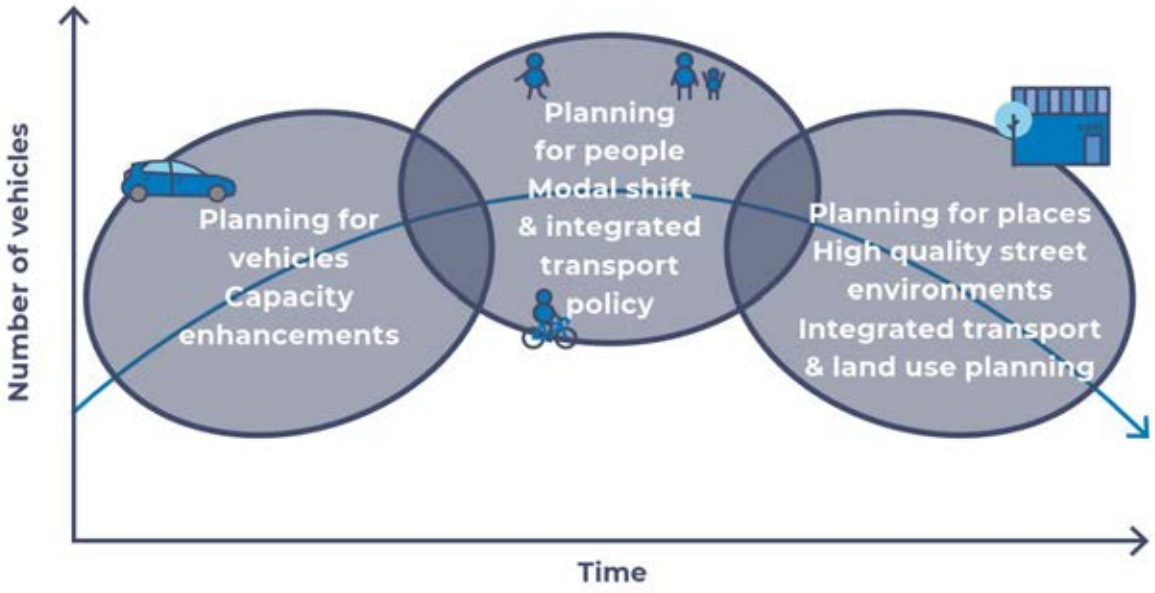
Can the trip be made by electric or hydrogen vehicle.

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 (TRICS and CIHT) is also pushing for a change, where a 'decide and provide' approach to actively choose preferred transport outcomes, is advocated. Transport for the South East (TfSE) applies this in their strategy to deliver sustainable growth and transport solutions up to 2050 in the South East region. This TfSE approach provides a relevant blueprint to cascade down to the county and district level to start planning a preferred outcome for the new Rother Local Plan.

2.2.3. TfSE has 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 advocates investment 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 in transport planning policy perspectives (see Figure 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.

Figure 2-1 - Evolution of Transport Planning policy (source: TfSE Transport Strategy for the South East)



Stage 1:

Planning for Vehicles TfSE recognise that the region is still largely in this first stage and, in the short term at least, 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 reduce the need and/or distance for travel.

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, and at a faster rate, to put people and places at the heart of the transport system. The new Rother 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 Initial 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 updated through the use of the ESCWTM and the move to taking a vision and validate approach as set out in DfT Circular 01/2022 and included within updates to the NPPF. This ‘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’. 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. This work will continue in support of the submission Regulation 19 Local Plan.

2.3.2. The approach recognises that an element of ‘planning for vehicles’ is still likely to be needed, in the short term at least, to address residual impacts on the highway network and to enable sustainable transport and more active travel options to come forward. Key challenges and opportunities for all transport users will be identified to inform further detailed testing of mitigation in the countywide model.

3 Rother Context

3.1 New Rother Local Plan 2025-2042

3.1.1. The new Rother Local Plan will plan and manage growth, regeneration and development in the district up to 2042. A draft Rother Local Plan published in April 2024 contained proposed policies and policy approaches covering a wide range of topic areas. These included housing, economy, the environment, landscape, heritage, design and infrastructure. The document also included a proposed Development Strategy, which set out the amount of new housing and other development expected to be delivered in the district and the main locations for this type of development.

3.1.2. A new draft Local Plan was prepared for consultation in early 2026. This draft plan contained proposed site allocation policies and some area specific policies. This Transport Note considers the site allocation proposals set out in that document.

3.1.3. A full Regulation 19 Local Plan will be prepared for September 2026, updating the draft 2024 local plan, and combining it with the site allocations and area policies from the 2026 draft plan.

3.2 Vision and Objectives

3.2.1. In 2019 RDC declared a ‘Climate Emergency’ in the district and pledged to become carbon neutral by 2030. The Council’s Local Plan Early Engagement Document (2021) and adopted Environment Strategy (2020) set out a vision, key priorities and transport themes that the new Local Plan will need to respond to and support the delivery of a Climate Emergency Action Plan (see Table 3-1).

Table 3-1 – Vision, Priorities and Key Transport Themes

Key Challenge	Related Transport Theme / Opportunity
Tackling Climate Change	Achieve carbon zero outcomes and improve air quality.
Infrastructure Delivery	Ensure the right infrastructure is provided in sustainable locations at the appropriate time.

Key Challenge	Related Transport Theme / Opportunity
Housing	Deliver the right type of homes, in the right location and to a high standard.
Commercial	Support local businesses, increase jobs, and maintain a thriving, diverse and sustainable local economy.
Tourism	Improve the existing tourism offer and increase visitor spend.
Town Centres	Support and regenerate local centres through appropriate investment and creation of vibrant places that meet community needs.
Natural Environment	Protect and enhance the natural environment, increasing biodiversity and improving green and blue spaces.
High Quality Landscapes	Protect heritage and cultural assets.
High Quality Places	Promote high-quality design that reflects local character and distinctiveness.
Local Communities	Support communities to thrive and enable safe, inclusive and healthy lifestyles.
High dependency on the private car for travel within the district	Encourage active and sustainable travel and the provision of walking and cycling infrastructure.
Poor public transport provision due to the district's rural nature	Improve sustainable transport options and public transport accessibility.
Implementing parking standards	Support appropriate parking provision that aligns with sustainable transport objectives.
Funding the creation of new walking and cycling infrastructure	Secure investment to deliver active travel improvements.
Transport infrastructure operating at or near capacity due to high car use	Favour development in locations where sustainable transport routes already exist.

Environment Strategy 2020-2030 Vision

3.2.2. “The air will be cleaner as the need to travel will be reduced and those of us that do travel will travel by bike, public transport, electric vehicle, or on foot. The natural and built environment will be enhanced and protected for current and future communities. The Council will be a carbon neutral organisation; the district will be tackling and adapting to climate change. More energy will come from renewable or low-carbon sources… The district will be resilient to the impacts of climate change… Everyone will play their role in reducing their impact on the environment.”

Local Plan 2025-2042

- Mitigate and adapt to climate change, including by delivering net zero carbon ambitions, reducing flood risk from all sources and promoting the multifunctional benefits of green blue infrastructure through effective and supportive planning policies
- Respond to the housing crisis and help facilitate the delivery of housing to meet the needs of different groups in the community, ensuring a variety of high-quality sustainable, zero carbon ready dwellings that meet the needs and address the income levels of Rother’s wider population for their lifetime.
- Maximise opportunities for nature conservation, recovery and biodiversity net gain and preserve the historic landscape character of the High Weald National Landscape and protected habitat areas of Rother and ensure sensitive development that allows communities to thrive.
- Promote high quality, inclusive design and protect and enhance the significance of Rother’s built and natural heritage, including its setting, while providing opportunities for recreation and tourism.
- Deliver sustainable growth and regeneration in Bexhill and its edges, along with Hastings Fringes, with supporting infrastructure, contributing to the needs of the wider housing and economic market area.
- Create economic prosperity, both in rural and urban locations, meeting the employment needs of the wider population and local businesses, improving the quality and variety of jobs, and being flexible to the changing needs of the economy.

- Focus growth in sustainable locations across the district, or places that can be made sustainable, through the timely delivery of strategic and other supporting infrastructure and community facilities.
- Enhance the sustainability and connectivity of local communities through sustainable transport measures, including to support active travel, and improved internet network coverage.
- Support and achieve safe, healthy, vibrant and mixed communities where the physical and mental health and well-being of residents is a high priority. Create high standards of inclusivity and accessibility to shared facilities for all the district's residents.
- Balance strategic planning with the opportunities for local delivery through neighbourhood planning.
- Deliver sustainable development by making the optimal use of land, including by prioritising the use of brownfield land and ensuring all new development is designed and built to appropriate densities, having regard to local context and character

3.3 Wider 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. Paragraphs below summarise key national, regional and local transport policy guidance relevant to plan making.

National Policy

The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2024)

3.3.2. Although the NPPF has been updated in August 2026, the Rother Local Plan will be assessed against the 2024 NPPF, under the legacy planning system. The NPPF (2024) 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.

3.3.3. 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.

3.3.4. 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)

3.3.5. 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)

3.3.6. 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.

Better Connected (DfT, 2026)

3.3.7. Sets out a strategy for domestic transport. The document has a vision, three principles and eight priorities. The vision is:

Transport will work well for people. It will be safe, reliable, affordable and accessible so they can get on in life and make journeys they need to easily.

3.3.8. The three principles are:

Place Use transport to create better connected places

People Put people at the heart of everything we do

Partnership Work in partnership with local leaders and experts

3.3.9. The eight priorities are:

- Simplify payments and information
- Provide safe and accessible journeys
- Make travel accessible and affordable
- Create healthier communities
- Align Transport and development
- Champion data and technology
- Empower local leaders
- Optimise decision making and appraisal

3.3.10. The key priorities for the transport evidence to support the local plan are ‘Align Transport and development’ and ‘Optimise decision making and appraisal’. The transport modelling provides a basis to aid decision making through a consistent approach to appraisal of potential impacts on the transport network, and providing evidence to support requirements within the local plan, and associated documents such as the Infrastructure Delivery Plan.

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

3.3.11. 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 turnup-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)

3.3.12. 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.”

3.3.13. 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.

Regional Policy

Transport for the South East Transport Strategy (TfSE)

3.3.14. 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.

3.3.15. In relation to Rother, 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.

TfSE Strategic Investment Plan (2026)

3.3.16. 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

3.3.17. Rother 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.

3.3.18. Projects in Rother include:

- High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade
- Hastings/Bexhill Mass Rapid Transit

Local Policy

ESCC Local Transport Plan 4 (LTP4) (2026 to 2030)

3.3.19. 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)

3.3.20. 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.

3.3.21. 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.

3.3.22. The County Council secured capital funding towards the delivery of various bus priority measures to support the journey time reliability of buses on the road network. A further phase of bus priority measures is currently being assessed & identified for development and construction by 2029/30. These schemes, that support the delivery of Bus Service Improvement Plan 2 (BSIP2), will be funded using bus service consolidating capital grant received from Government via the Sussex & Brighton Strategic Authority (SBSA).

East Sussex's Local Cycling & Walking Infrastructure Plan: Let's get cycling and walking (ESCC, 2021)

3.3.23. 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 is set to be published for consultation in Autumn 2026.

Rother Corporate Plan 2020-2027 (RDC, 2021)

3.3.24. The Corporate Plan provides the strategic direction for the Council.

3.3.25. The Plan sets out what RDC aim to achieve by 2028, reflecting their ongoing commitment to fostering a vibrant and resilient district, and outlining three supporting themes against which medium term priorities and progress can be identified:

- A Thriving Local Economy
- Live Well Locally
- Green to the Core

3.3.26. These themes are underpinned by our Fit for the Future programme, to ensure that RDC can deliver their priorities through effective and efficient services.

Rother Environment Strategy 2020-2030 (RDC, 2020) and Climate Strategy (2023)

3.3.27. RDC declared a Climate Emergency in 2019 with the target of being carbon, and other noxious gas, neutral by 2030. The Strategy sets out the Council's vision to reduce the impact on the environment and meeting this target through priorities around technology, energy, transport, construction and environmental impact. These have informed three policy themes to deliver Clean Growth, Healthy Places and Sustainable Services. The Climate Strategy was adopted in 2023 and builds on the work of the Environment Strategy and sets out how the Council will use its powers and influence to make the district climate-resilient, and reduce emissions to net zero, by 2030. The vision, priorities and themes set out in this document will inform the key recommendations and potential measures put forward in the STEB process.

Rother Local Plan

3.3.28. The adopted Local Plan for Rother district covers the period 2011 to 2028. The Development Plan also consists of some saved policies from the Rother District Local Plan 2006, the Waste and Minerals Local Plan and Made Neighbourhood Plans, setting the planning policies under which development management decisions are taken.

The main Local Plan documents are:

- Adopted Core Strategy (Sep 2014)
- Adopted Development and Site Allocations Local Plan (Dec 2019)

The new Local Plan will replace both of these documents.

3.4 Area Profile

Local Geography

Rother (E07000064) - ONS

Rother District Council State of the District 2024 – Rother District Council

Rother is a largely rural district in the east of the county and borders the borough of Hastings to the south, the district of Wealden to the west and the county of Kent to the north. Rother has a population of 96,133 (ONS Mid-Year Estimates 2024)) and the main towns are Bexhill, Rye and Battle, accounting for approximately 60% of the population. On average, Rother has an older estimated population age profile, with 32% over 65 years compared to 26% in the county, 20% in the south east and 19% nationally.

3.4.1. The average private vehicle mode share for all journey to work trips to and from Rother was 69% (Census 2011) and dropped to 50% in 2021, although this data was affected by the Covid pandemic. There are strong employment links with neighbouring Hastings, Wealden, Eastbourne and Kent, accounting for 40% of all journeys to work. Over 80% of these journeys are made by car, indicating a relatively high dependency on car travel for daily commuting.

3.4.2. There is a higher proportion (>20%) of journeys made by sustainable modes (public transport, cycling and walking) from Rother to Hastings, Eastbourne, Lewes and Brighton, than other districts, reflecting the cross-boundary rail links to these locations. Generally, the proportion of travel made by sustainable modes within Rother district is around 30% and lower than the neighbouring districts, where 38% of journeys are made by sustainable modes in Eastbourne, Hastings and Lewes. Most notably, public transport (bus and rail) use for internal journeys within Rother is only 3% and lower than the corresponding journeys made within Eastbourne (9%), Lewes (8%), Hastings (10%) and across the county (12%). Only Wealden has a lower level of travel by sustainable modes (23%) than Rother in the county.

Transport Connectivity

Road

3.4.3. The A27/A259 corridor forms part of the Strategic Road Network (SRN) and is the main east-west road link along the coast connecting the district to the ports of Folkestone and Dover to the east and Newhaven to the west. The A21 also forms part of the SRN and provides the main north-south road link from Hastings to Tunbridge Wells and London. There are no sections of the Major Road Network (MRN) in the district. Several key junctions and roads on these corridors within Rother are either reaching, or at capacity, with congestion and delay during peak hours.

Bus

3.4.4. Stagecoach is the main bus operator in the district and an overview of key services connecting with neighbouring authorities, is summarised in Table 3-2. There are regular services between the coastal towns of Eastbourne, Bexhill, Hastings, Rye and Dover. Battle and the north of the district, with the exception of locations immediately located along the A21 and A28, are not well served by bus or rail and connectivity in many rural areas is limited. The level of service reduces further during the evenings and Sundays in most rural areas.

3.4.5. A number of other limited services operate infrequently to educational and community-based destinations in rural areas. There is also a volunteer-run charity service operating four community bus routes (11-14) in areas of Bexhill, outside of the town centre. These each operate a loop with 3-4 services per day Monday-Saturday in different areas of the town not served by commercial operators. Buses which run exclusively to colleges or on school days are not included below.

3.4.6. The source of the information presented in Table 3-2 is sourced from here: Rother District bus service changes

Table 3-2 – Key Bus Routes and Frequency

Route Number	Destinations	Typical Frequency
29	Hastings – Northiam – Tenterden	Every 30 minutes during peak periods with reduced service at other times of day.
53	Eastbourne - Bexhill	Every 60 to 80 minutes during Monday–Saturday daytime, with reduced service on Sundays.
94/94a	Bexhill – Conquest Hospital	Monday to Saturday around every 2 hours.
96	Little Common – Ridgewood Gardens	Once per day on weekdays.
97	Bexhill - Sidley	Every two hours, Monday to Friday
98/98A	–Hastings - Sidley	Every 30 minutes Monday to Saturday. Every hour on Sundays.
99/99E	Eastbourne - Hastings	Up to every 20 minutes. Reduced frequency on Sundays.
100	Conquest Hospital – Rye	Every 60 minutes. Reduced frequency on Sundays.
101	Conquest Hospital – Rye	Every 60 minutes. Reduced frequency on Sundays

Route Number	Destinations	Typical Frequency
225	Crowborough – Battle	Tuesday, Thursday and Saturday. Once daily round-trip service.
231	Heathfield – Etchingham	Monday to Saturday. Once every one to two hours.
312	Tenterden – Rye	Every 70 to 150 mins, Monday to Saturday.
313	Rye Harbour - Northiam	Every one to three hours, Monday to Saturday.
326	Rye local service	7 services a day, Monday to Friday only.
329	Hastings- Tenterden	Every two hours, Monday to Saturday.
347	Pett – Hastings	Every 100 to over 200 minutes with reduced frequency on Saturday.
349	Hastings – Hawkhurst	Every two hours, Monday to Sunday.
1066	Hastings – Tunbridge Wells	Every 1.5 to 2 hours with reduced service on Sundays.

Rail

3.4.7. The key direct rail services operating from key railway stations within Rother are shown in Table 2-3. Crowhurst, Battle, Robertsbridge, Etchingham and Stonegate stations are also situated on the main Hastings line to London (Waterloo, London Bridge, Charing Cross and Cannon Street), via Tonbridge. The East Coastway rail link between Brighton and Ashford, incorporating the Marshlink Line between Hastings and Ashford, links Bexhill with London Victoria, via Eastbourne, Lewes and Gatwick, and HS1 services to St Pancras. Railway stations on the Marshlink line within Rother are: Three Oaks, Doleham, Winchelsea and Rye. Rail travel time to London is approximately 2 hours from Bexhill, via the direct services, and 1hr 40mins via a change to HS1 at Ashford to St Pancras.

3.4.8. The rail journey times on east-west connections via the East Coastway, Hastings and Marshlink lines are generally comparable to peak hour car journey times, for example:

- Bexhill towards Brighton (around 1 hour), Eastbourne (25 mins) and Hastings (10 mins)
- Battle towards Tonbridge (45 to 50 mins)

3.4.9. The Hastings line is electrified but has a limited power supply. There are regular 12 car services, however, the line is at its effective capacity, and it is challenging to add more 12 car trains without significant investment in the power supply. Services and journey times to London and Kent along the south coast are considered slow and constrained by sections of singletrack and level-crossings on the Marshlink line through Rye towards Kent. The Marshlink line is only partially electrified and higher polluting diesel trains are required for a number of services.

Table 3-3 – Key Direct Rail Routes, Journey Times and Frequency

Origin Destination	Average Journey Time	Typical Frequency
BexhillOre	14mins	3
Brighton	Around 1 hr	Every half hour
Ashford International	55mins	1
Hastings	9mins	4
Eastbourne	21mins	4

Origin Destination	Average Journey Time	Typical Frequency
Gatwick	1hr and 27mins	1
London Victoria	2hrs	1
Battle to London Charing Cross	1hr and 29mins	2
Tonbridge	45mins	2
Hastings	17mins	2
Rye to Eastbourne	56mins	1
Hastings	21mins	1
Ashford International	22mins	1

Active Travel

3.4.10. Rother, and Bexhill in particular, has an older average population compared to other areas of the county, and accessibility to support this demographic is essential. The LCWIP (2020) identified the need for improvements to pedestrian infrastructure, e.g. enforcement to limit parking on existing footways, resurfacing of footways, increased footway widths, increasing pedestrian crossing points and expansion of dropped kerb provision. This would help Rother in the regeneration of towns like Bexhill and the enhancement of the public realm. The LCWIP also focuses on the need to improve local access in smaller and more rural settlements, including Battle and Rye.

3.4.11. Rother includes National Cycle Network (NCN) Route 2 running east-west along the coast connecting Bexhill and Rye to Eastbourne in the west and Folkestone in the east. Within Rother, the route is mainly on-road and is only traffic-free at the border with Hastings.

3.4.12. Outside of the NCN, there are a small number of cycle trails connecting Rye to Camber, Winchelsea Railway Station and Rye Harbour. Between Bexhill and Hastings there are intermittent sections of cycle trails or roads considered ‘cycle friendly’, which include traffic free sections along the promenades in both towns. There is also a greenway which runs parallel to the Combe Valley Way (Bexhill Hastings Link Rd) as well as along the North East Bexhill Gateway and North Bexhill Access Roads. Further to the north, existing cycle infrastructure and routes are relatively limited, in part due to the challenging topography of the district. The LCWIP places an emphasis on supporting access to local services and supporting wider projects that aid regeneration, growth in housing and employment and supporting the visitor economy.

3.4.13. Cycle parking is provided at key locations in the district including a cycle hub at Bexhill Railway Station (78 spaces), Etchingham (40 spaces), Battle (30 spaces) and Robertsbridge (20 spaces).

3.4.14. The East Sussex Pedal Power Scheme, eligible to anyone living within East Sussex, is operated by Active Cycling Projects Ltd on behalf of ESCC. There is a rental site in Bexhill, and the scheme allows individuals to rent a bicycle or e-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 employers and employees across all districts in East Sussex.

Electric Vehicle Infrastructure

3.4.15. RDC have rolled out off street EV charging in car parks and supported the installation of chargers in key locations such as Etchingham station. ESCC is working to procure additional on street charging across the county.

3.5 Issues and Challenges

With varying levels of public transport, active and sustainable travel accessibility across the district, some of the key transport challenges in and around the district include:

- The Council has committed to being carbon neutral by 2030. In 2022, 39% of carbon emissions in Rother come from road transport
- A high proportion (80%) of commuting with neighbouring Hastings, Wealden, Eastbourne and Kent is by car leading to congestion on the network

- Improvements to the bus infrastructure, journey time reliability and service frequencies to employment locations, rural areas and key services are needed to make bus a more attractive mode choice in the district
- The need for investment and improvements to existing rail services and journey times
- Limited cycling infrastructure
- The topography and rural nature of much of the district makes accessibility and the uptake of active modes more challenging
- Lack of readily accessible EV charging infrastructure to meet existing and anticipated demand.

4 Model Overview

4.1 Introduction

4.1.1. WSP has been commissioned by Rother District Council (RDC) to provide transport modelling services in support of the emerging Local Plan covering the period 2025 to 2042. This work includes assessing the potential transport impacts of proposed developments using the East Sussex Countywide Transport Model (CWTM). Details regarding to the CWTM can be found here: **East Sussex Countywide Transport Model – Overview**

4.1.2. Following WSP's appointment by ESCC and Balfour Beatty Living Places (BBLP), a comprehensive review of the 2019 base-year East Sussex Countywide Transport Model (CWTM) was undertaken within the Rother District area. The model was subsequently updated, calibrated, and revalidated to a 2023 base year to reflect changes in travel behaviour, including the long-term impacts of the Covid-19 pandemic across the wider CWTM study area. The findings of this work are documented in the following reports:

- IM-0053: COUNTYWIDE TRANSPORT MODEL Pre-COVID and Post-COVID traffic flow comparisons (August 2024). Detailed report of the covid adjustment work can be found here: **IM-0053: County Wide Transport Model Pre-COVID and post-COVID traffic flow**
- IM-0053: COUNTYWIDE TRANSPORT MODEL Transport Forecasting Report (August 2024). Detailed report of the Forecasting model can be found here: **IM-0053: Countywide Transport Model Transport Forecasting Report**

4.1.3. The CWTM has a wide range of 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.

4.1.4. The impact of proposed development on the transport network together with the identification of any mitigation measures required to address potential severe impact are 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 prevailing highway traffic conditions. In addition, forecast development zones were incorporated into the base year model as ‘dummy zones’ to facilitate the development of future scenarios and streamline the assessment process.

4.2.2. The 2042 and 2050 forecast highway models were subsequently updated using the latest committed development data. This included residential and employment developments that had either secured planning permission or were progressing through the planning process, as provided by RDC at the outset of the study and confirmed during the development of the modelling scenarios.

4.2.3. As part of the model refinement process and quality assurance process, the forecast zone locations identified within the uncertainty log were reviewed against the model coding. Any discrepancies identified between the log and the model were resolved by updating the zone locations coding within the model, ensuring consistency between the uncertainty log and the forecast modelling framework.

4.2.4. The East Sussex Countywide Transport Model (CWTM), revalidated to a 2023 base year, provided the foundation for the development of the forecast highway models for the years 2042 and 2050. These forecast models have been used to assess the transport implications of future growth across Rother district and to 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 combined with committed development within Rother District to 2042 / 2050. Since the modelled forecast years are 2042 and 2050, the committed developments will be aligned to cover these periods;
- Option 2: NTEM version 8.0 growth datasets accessed via the TEMPro version 8.1 software plus Rother District Local Plan. This is effectively Option 1 (2042/2050) with the addition of the emerging Rother District Local Plan growth scenario with site access arrangements but no additional mitigation and will represent a worst-case Local Plan 'Do Nothing' tests;
- Option 2a: NTEM version 8.0 growth datasets accessed via the TEMPro version 8.1 software plus Rother District Local Plan with amended site densities.;
- Option 3: Based on Option 2, mode shift, applied within Rother District;
- Option 4: Based on Option 2, mitigation outlined in the latest IDP provided by RDC.

4.3.2. Further details of the modelling assumptions, forecast scenarios, and assessment methodology are presented in the subsequent chapters. The report also provides commentary on the transport impacts associated with the forecast Local Plan growth scenarios and identifies the key constraints and opportunities arising from the analysis.

4.3.3. Detailed model outputs including Actual Flows, Junction Volume to Capacity Ratio (V/C, Delays and Comparison Network Plots are presented in the Appendices.

5 Model Inputs

5.1 Background Traffic Growth – Option 1 Committed Developments

Introduction

5.1.1. This section sets out the key assumptions and inputs into the development of the Option 1 2042 and 2050 forecast year transport models. The forecasting approach has been undertaken in accordance with the Department for Transport's Transport Analysis Guidance (TAG), specifically Unit M4 (Forecasting and Uncertainty).

5.1.2. The overall forecasting approach involves the development of 2042 and 2050 forecast year transport models that reflect anticipated changes in travel demand, taking account of known uncertainties at the time of developing the model. These forecasts establish a consistent reference against which future development scenarios and scheme interventions, for the same forecast years, are assessed.

Generalised Costs

5.1.3. Route choice within the highway assignment model is based on generalised cost, expressed in units of time. This represents the combined monetary and non-monetary cost associated with undertaking a journey and is not locally specific to Rother.

5.1.4. Generalised cost comprises two key components: Value of Time (VoT) and Vehicle Operating Costs (VOC). VoT reflects how much travellers are willing to pay to save time on their journeys, while the Vehicle Operating Costs (VOC) represents the expenses of running a vehicle, such as fuel, maintenance, tyres, and wear and tear. Together, these components 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 have been updated for all 2023 base year and the 2042 and 2050 forecast models in accordance with the Department for Transport (DfT) TAG Databook (May 2025) as shown in Table 5-1, Table 5-2 and Table 5-3.

5.1.6. The VOT is represented as Pence Per Minute (PPM) while the VOC is represented as Pence Per Kilometre (PPK).

5.1.7. The values are applied consistently across all forecast scenarios to ensure comparability between options

5.1.8. The Inter-Peak period (average hour between 10:00 and 16:00) exhibits higher VoT values than the peak periods, reflecting a greater proportion of business and discretionary trips. These trip purposes generally place a higher value on travel time than the predominantly commuting-based journeys that characterise the AM and PM peak periods.

5.1.9. The Car Other (CO) user class includes all non-commuting car trip purposes and includes a variety of trip purposes, such as education, shopping, personal business, leisure and recreational activities, visiting friends and relatives, and holiday or day-trip travel

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

UC	Description	AM Peak PPM	AM Peak PPK	Inter Peak PPM	Inter Peak PPK	PM Peak PPM	PM Peak 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 PPM	AM Peak PPK	Inter Peak PPM	Inter Peak PPK	PM Peak PPM	PM Peak 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 PPM	AM Peak PPK	Inter Peak PPM	Inter Peak PPK	PM Peak PPM	PM Peak 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

UC	Description	AM Peak PPM	AM Peak PPK	Inter Peak PPM	Inter Peak PPK	PM Peak PPM	PM Peak PPK
5	HGV	97.54	43.11	97.54	43.11	97.54	43.11

Car Background Growth

5.1.10. Background growth factors for cars were derived from National Trip End Model (NTEM) Version 8.0 datasets using the Trip End Model Presentation Program (TEMPro) Version 8.1. The application of background growth factors ensures that the cumulative effects of smaller-scale developments, which are not considered significant enough to be represented explicitly within the transport model, are captured within the forecast demand.

5.1.11. 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 including population growth, employment trends, car ownership levels and changes in travel behaviour that influence future travel demand within the study area. 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.

5.1.16. The standard (unadjusted) growth factors represent broad national or regional forecasts of future travel demand; the adjustment process refines these forecasts to better reflect anticipated conditions within the study area. This approach helps ensure that the forecast growth in trips is realistic, evidence-based and consistent with local planning assumptions.

5.1.17. In summary, as the CWTM only accounts for larger proposed allocations, or clusters of smaller allocations, the model also applies a level of background growth to account for other expected changes on the networks. The level of growth is taken from a national dataset and amended to account for local circumstances. The tables below set out the growth factors across each of the time periods in the model (2023 to 2042 and 2023 to 2050), and each of the peak (AM, Inter and PM). The first tables show the unadjusted national growth factor, and the locally adjusted growth factor.

5.1.18. The adjusted growth factors applied within Rother are generally lower than the corresponding national TEMPro forecasts because the forecasting process accounts for local demographic and economic conditions and avoids double-counting growth already represented through explicitly modelled development allocations. As a result, the adjusted forecasts provide a more realistic representation of background traffic growth within Rother than would be obtained by applying the unadjusted national forecasts alone.

5.1.19. This process of identifying likely local levels of background growth is important as it allows for a more accurate comparison with growth anticipated through the local plan.

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1169	1.1347	1.0676	1.0948	1.1162	1.1217
Hastings	1.1064	1.1332	1.0684	1.0931	1.1043	1.1204
Lewes	1.0887	1.0957	1.0492	1.0620	1.0817	1.0848
Rother	1.0467	1.0799	1.0030	1.0455	1.0476	1.0644
Wealden	1.0928	1.1237	1.0550	1.0910	1.0975	1.1148

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1452	1.1446	1.0710	1.0672	1.1266	1.1242
Hastings	1.1355	1.1370	1.0708	1.0660	1.1175	1.1153
Lewes	1.1074	1.1069	1.0467	1.0435	1.0884	1.0890
Rother	1.0767	1.0784	1.0189	1.0126	1.0627	1.0617
Wealden	1.1220	1.1231	1.0674	1.0610	1.1107	1.1106

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1212	1.1117	1.0832	1.0556	1.1087	1.1055
Hastings	1.1187	1.1044	1.0814	1.0565	1.1029	1.0949
Lewes	1.0892	1.0832	1.0525	1.0398	1.0800	1.0768
Rother	1.0645	1.0456	1.0348	0.9953	1.0516	1.0451
Wealden	1.1115	1.0918	1.0814	1.0476	1.1022	1.0955

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1053	1.1298	1.0571	1.0906	1.1067	1.1164
Hastings	1.0715	1.0986	1.0349	1.0597	1.0700	1.0858
Lewes	1.0286	1.0679	0.9933	1.0378	1.0294	1.0535
Rother	1.0207	1.0696	0.9792	1.0372	1.0247	1.0520
Wealden	1.0055	1.1103	0.9745	1.0850	1.0240	1.0906

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1374	1.1375	1.0644	1.0595	1.1193	1.1168
Hastings	1.1004	1.1018	1.0379	1.0329	1.0831	1.0807
Lewes	1.0608	1.0623	1.0098	1.0014	1.0458	1.0459
Rother	1.0571	1.0597	1.0043	0.9952	1.0447	1.0435
Wealden	1.0635	1.0691	1.0297	1.0113	1.0612	1.0602

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1158	1.1026	1.0786	1.0448	1.1020	1.0971
Hastings	1.0842	1.0699	1.0484	1.0233	1.0689	1.0610
Lewes	1.0546	1.0298	1.0264	0.9829	1.0398	1.0288
Rother	1.0511	1.0231	1.0256	0.9708	1.0357	1.0248
Wealden	1.0794	1.0175	1.0712	0.9650	1.0598	1.0358

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1492	1.1678	1.0785	1.1078	1.1493	1.1546
Hastings	1.1302	1.1667	1.0748	1.1060	1.1302	1.1524
Lewes	1.1197	1.1260	1.0630	1.0748	1.1119	1.1142
Rother	1.0844	1.1111	1.0223	1.0584	1.0835	1.0963
Wealden	1.1178	1.1538	1.0640	1.1041	1.1233	1.1454

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1869	1.1862	1.0776	1.0728	1.1624	1.1594
Hastings	1.1715	1.1739	1.0749	1.0689	1.1488	1.1459
Lewes	1.1463	1.1455	1.0539	1.0514	1.1211	1.1221
Rother	1.1188	1.1202	1.0297	1.0246	1.0996	1.0987
Wealden	1.1560	1.1576	1.0733	1.0669	1.1411	1.1413

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1496	1.1391	1.0921	1.0613	1.1357	1.1317
Hastings	1.1453	1.1254	1.0894	1.0576	1.1268	1.1157
Lewes	1.1170	1.1105	1.0611	1.0494	1.1067	1.1031
Rother	1.0938	1.0787	1.0443	1.0114	1.0813	1.0764
Wealden	1.1371	1.1141	1.0905	1.0531	1.1274	1.1187

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1380	1.1631	1.0683	1.1037	1.1398	1.1490
Hastings	1.0763	1.1291	1.0240	1.0710	1.0800	1.1127
Lewes	1.0517	1.1023	1.0009	1.0556	1.0540	1.0854
Rother	1.0156	1.1004	0.9610	1.0537	1.0258	1.0774
Wealden	1.0169	1.1383	0.9725	1.0975	1.0386	1.1174

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1790	1.1788	1.0710	1.0652	1.1550	1.1519
Hastings	1.1258	1.1293	1.0337	1.0253	1.1040	1.1009
Lewes	1.0964	1.0985	1.0176	1.0079	1.0767	1.0769
Rother	1.0728	1.0784	1.0016	0.9868	1.0596	1.0581
Wealden	1.0883	1.0950	1.0311	1.0106	1.0840	1.0831

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

Authority	Car Commute Origin	Car Commute Destination	Car Business Origin	Car Business Destination	Car Other Origin	Car Other Destination
Eastbourne	1.1437	1.1298	1.0874	1.0506	1.1291	1.1233
Hastings	1.1051	1.0768	1.0534	1.0066	1.0840	1.0688
Lewes	1.0833	1.0513	1.0395	0.9858	1.0659	1.0515
Rother	1.0699	1.0215	1.0360	0.9476	1.0492	1.0281
Wealden	1.1002	1.0287	1.0792	0.9593	1.0788	1.0502

LGV and HGV Background Growth

5.1.20. A separate growth forecasting approach was applied for Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV). The DfT National Road Traffic Projections (NRTP) provide forecasts of growth in total vehicle kilometres by vehicle type and road classification across England and Wales and form the basis for forecasting future freight traffic demand.

5.1.21. For this study, the LGV and HGV growth factors for East Sussex and Rest of England were derived for the 2042 and 2050 forecast years using the Core Scenario within the DfT Road Traffic Forecast (RTF) workbook. In accordance with the Department for Transport's Transport Analysis Guidance (TAG), the NRTP forecasts were used to derive the growth factors applied to the LGV and HGV demand matrices. Table 5-16 shows the final growth factors applied to the 2023 base year matrices to forecast future LGV and HGV traffic demand.

Table 5-16 - Projected Growth of LGVs and HGVs

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

5.1.22. 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

5.1.23. 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.

5.1.24. 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)

5.1.25. Committed developments in Rother District and neighbouring authorities (Uncertainty Log provided by Rother District Council November 2025) were also used to inform Option 1 demand projections for the 2042 & 2050 forecast year scenarios. The Uncertainty Log records known residential and employment development expected to come forward across the district and surrounding areas. In addition to site-specific information, the UL includes assumptions relating to annual build-out rates and development certainty, enabling the data to be applied flexibly across the different forecasting scenarios.

5.1.26. The version of the Uncertainty Log used to inform the forecast scenarios is shown in Appendix A.

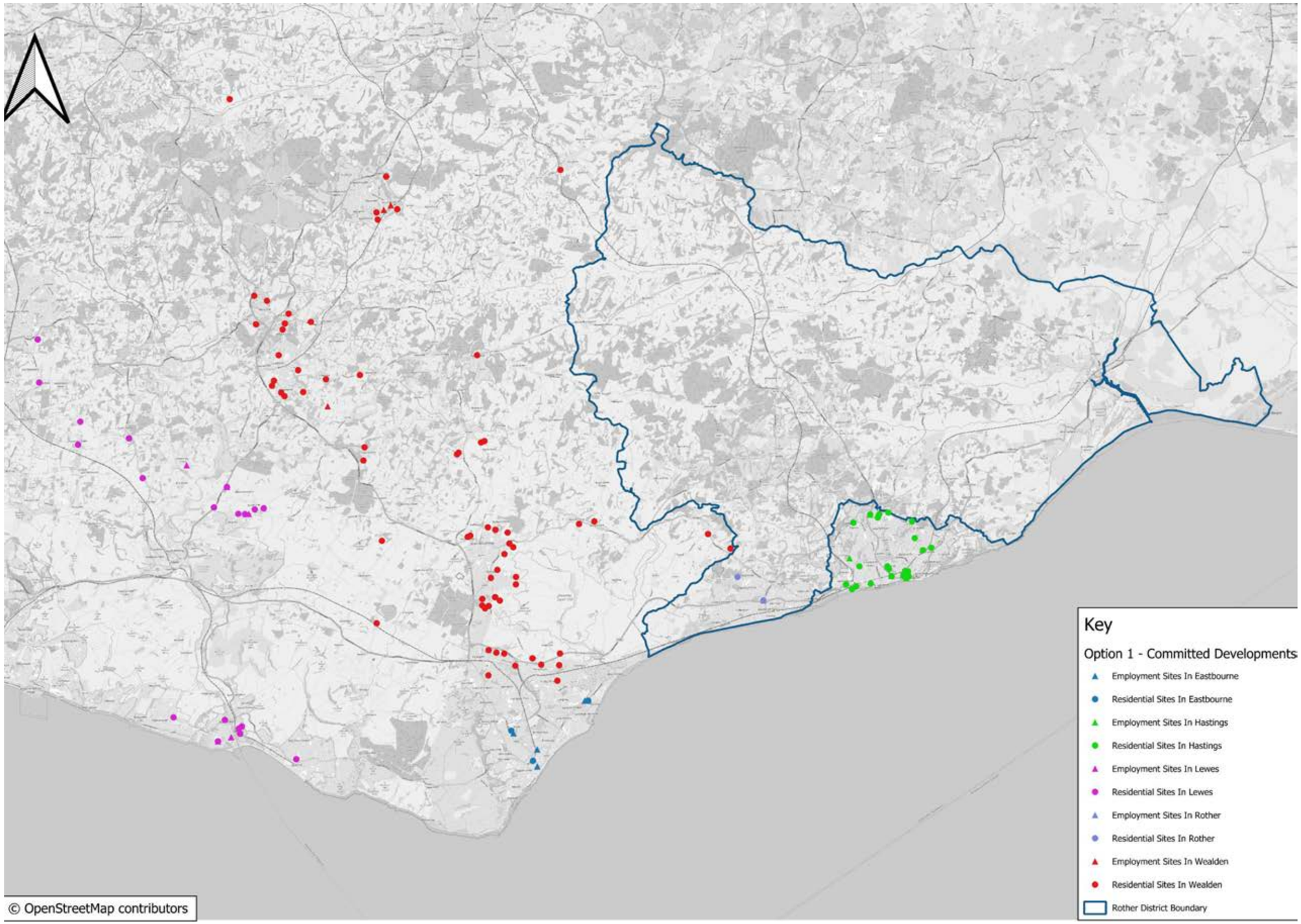
5.1.27. Table 5-18 is a summary overview of the committed housing and employment development sites as outlined in the Uncertainty Log (UL) across East Sussex. The committed developments constitute Option 1 forecast scenario and represent sites that are expected to come forward during the forecast period. The developments identified in Table 5-18 are explicitly modelled. Future growth not associated with developments included in the Uncertainty Log is accounted for through the application of background growth factors derived from TEMPro.

Table 5-18 - Committed Sites Overview

Area	2042 Employment (sqm)	2050 Employment (sqm)	2042 Dwellings	2050 Dwellings
Eastbourne	7,575	7,575	558	558
Hastings	34,676	34,676	2,852	2,852
Lewes	17,767	17,767	3,248	3,248
Rother	6,500	6,500	3,859	3,859
Wealden	3,539	3,539	7,635	7,635

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

Figure 5-1 - Committed Developments – Uncertainty Log



5.2 Local Plan Traffic Growth – Option 2 and 2a Local Plan Scenario

5.2.1. This section describes the assumptions and inputs into the development of Option 2, 2042 and 2050 forecast year transport models.

5.2.2. Option 2 and 2a Scenarios are based on Option 1 Scenario with the addition of the Regulation 19 Rother District Local Plan growth including site access arrangements but excluding any additional mitigation measures. These scenarios therefore represent the Local Plan 'Do Nothing' tests under different development density assumptions. Appendix B provides a detailed schedule of development sites, including site names, land uses and development quantum for each forecast year.

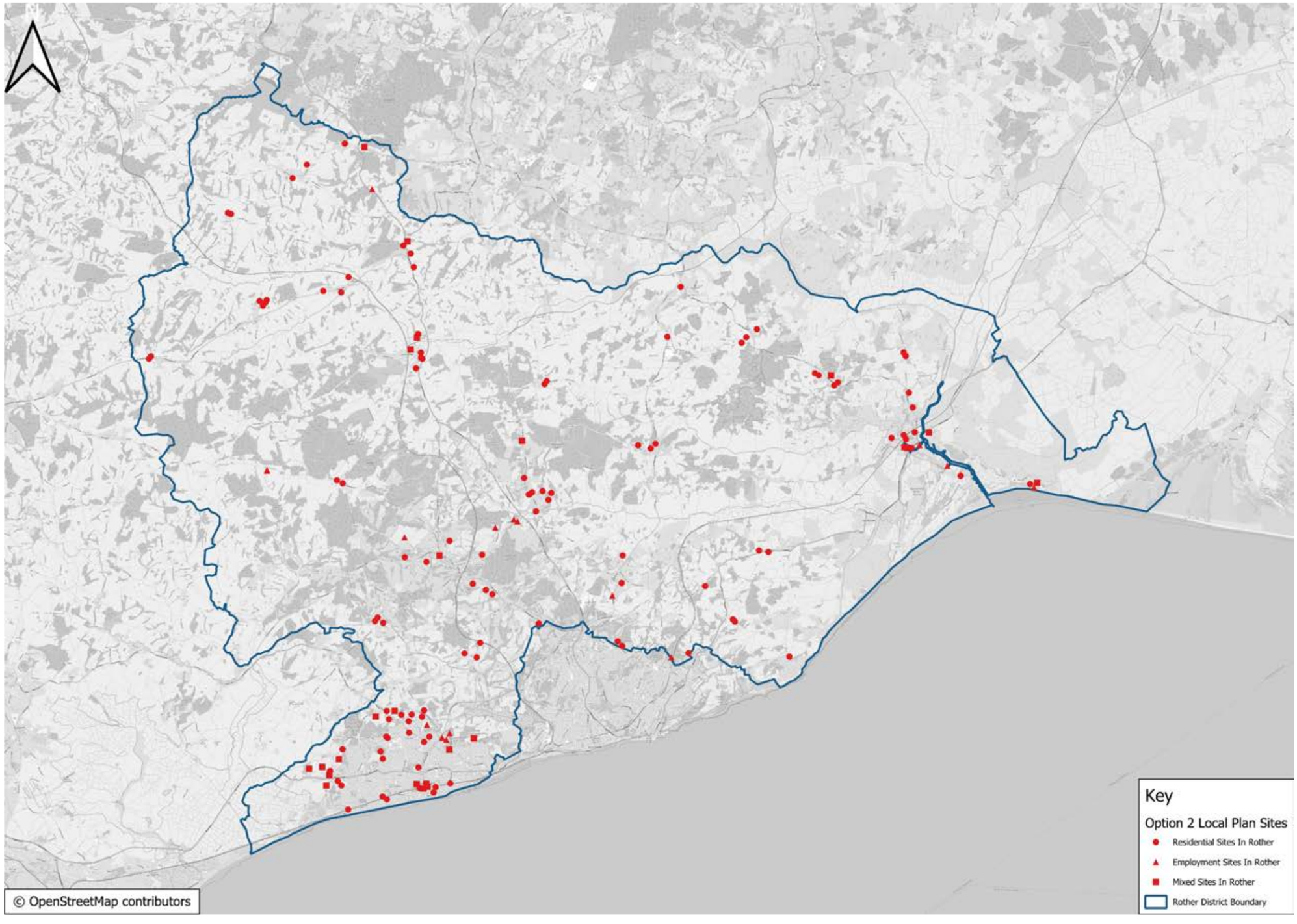
5.2.3. Table 5-19 summarises the residential and employment development quantum included within the Option 2 model scenarios.

Table 5-19 - Local Plan Option 2 and 2a Assumed Growth

Rother	2042 Employment (sqm)	2042 Dwellings	2050 Employment (sqm)	2050 Dwellings
Option 2	120,217	7,847	120,217	7,847
Option 2a	120,217	9,488	120,217	9,488

5.2.4. Figure 5-2 illustrates the location of the Local Plan Option 2 & 2a sites.

Figure 5-2 - Option 2 Local Plan Sites



5.3 Mode Shift Assessment – Option 3

5.3.1. This section outlines the assumptions and inputs used to develop the Option 3 modal shift scenarios for the 2042 and 2050 forecast years.

5.3.2. To support the achievement of Net Zero targets and reduce traffic congestion on the UK's road network, there is an increasing need to understand the interventions required to enhance the attractiveness, affordability and availability of low emissions public transport and active travel options.

5.3.3. The Climate Change Committee (CCC) has previously assessed the potential for reducing in car mileage through modal shift, assuming a 9% reduction, relative to baseline growth forecasts by 2035, primarily driven by increased home working and shift towards more sustainable modes. This reduction was assumed to increase to17% by 2050. However, these assumptions did not explicitly consider how changes in demand for alternative modes might change, or the influence of pricing on the extent of modal shift.

5.3.4. LTP4 aims for high levels of modal shift across the county by 2050. The modal shift assessment in the previous modelling report (June 2026) assumed a 10% across the whole district as a starting point for assessment. For the assessment in this updated report, a package of bus and active travel schemes were selected for the analysis, using the Option 2 demand trip matrices as the starting point. It was agreed that the modal shift methodology and associated reduction factors should be evidence-based. Accordingly, a review of relevant studies and projects in areas with characteristics similar to East Sussex was undertaken.

5.3.5. The review indicated that interventions could achieve a modal shift from car travel of between 4% to 8% in more urban areas such as Eastbourne and Hastings, and between 1% to 5% in more rural districts including Lewes, Rother and Wealden. For bus interventions, the corresponding modal shift ranges were found to be between 2% to 5% in urban areas and between 0.5% to 3% in the more rural districts.

5.3.6. For the Rother District, this modal shift assessment assumes a 5% reduction in car trips resulting from active travel schemes, and a 3% reduction resulting from bus schemes. These reductions were applied to all three user classes trips (UC1 to UC3) within model zones directly affected by the schemes, as defined by the scheme catchment area.

5.3.7. The area of impact was defined as a 2-km buffer around each scheme corridor, with modal shift applied only to trips shorter than 5 km, reflecting those trips most likely to benefit from active travel and bus improvements. These assumptions were informed by the evidence review described above.

5.3.8. Where a model zone falls within the catchment areas of both bus and active travel schemes, only the higher car trip reduction percentage was applied to avoid double counting. As impacts are defined at the scheme level rather than across entire districts, the resulting effects are concentrated within the areas directly served by the proposed interventions.

5.3.9. Table 5-20 and Table 5-21 present the resulting changes in internal car trips across the Rother District in the 2042 and 2050 forecast years under Option 3.

5.3.10. Table 5-22 and Table 5-23 show the change of total car trips under Option 3 relative to Option 2, disaggregated by user class for the 2042 and 2050 forecast years. These results demonstrate the overall impact of the shift from private car use to alternative modes across the wider study area represented within the ESCC transport model

Table 5-20 - 2042 Forecast Year Car Mode – Rother District – Option 3

Year	User Class	Option 2 Internal	Option 3 Internal	Difference %
2042 AM	1 (Car business)	2,014	1,984	-1.52%
2042 AM	2 (Car commute)	6,806	6,724	-1.21%
2042 AM	3 (Car other)	8,941	8,737	-2.28%
2042 AM	Car Total	17,762	17,445	-1.78%
2042 IP	1 (Car business)	1630.04	1609.54	-1.26%
2042 IP	2 (Car commute)	1,975	1950.55	-1.26%
2042 IP	3 (Car other)	11,458	11,198	-2.27%
2042 IP	Car Total	15,063	14,758	-2.03%

Year	User Class	Option 2 Internal	Option 3 Internal	Difference %
2042 PM	1 (Car business)	2,250	2,222	-1.28%
2042 PM	2 (Car commute)	6,460	6,379	-1.25%
2042 PM	3 (Car other)	8,818	8,612	-2.34%
2042 PM	Car Total	17,529	17,213	-1.80%

Table 5-21 - 2050 Forecast Year Car Mode – Rother District – Option 3

Year	User Class	Option 2 Internal	Option 3 Internal	Difference %
2050 AM	1 (Car business)	2,096	2,064	-1.53%
2050 AM	2 (Car commute)	7,014	6,929	-1.21%
2050 AM	3 (Car other)	9,367	9,152	-2.29%
2050 AM	Car Total	18,476	18,145	-1.80%
2050 IP	1 (Car business)	1725.07	1703.42	-1.26%
2050 IP	2 (Car commute)	2,056	2030.15	-1.25%
2050 IP	3 (Car other)	12,104	11,831	-2.26%
2050 IP	Car Total	15,885	15,564	-2.02%
2050 PM	1 (Car business)	2,379	2,350	-1.26%
2050 PM	2 (Car commute)	6,777	6,694	-1.23%
2050 PM	3 (Car other)	9,277	9,062	-2.32%
2050 PM	Car Total	18,434	18,105	-1.78%

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

Year	User Class	Option 2 Total	Option 3 Total	Difference %
2042 AM	1 (Car business)	27,828	27,529	-1.07%
2042 AM	2 (Car commute)	65,909	65,138	-1.17%
2042 AM	3 (Car other)	70,731	69,331	-1.98%
2042 AM	Car Total	164,467	161,998	-1.50%
2042 IP	1 (Car business)	17,274	17,074	-1.16%
2042 IP	2 (Car commute)	19,217	18,989	-1.19%
2042 IP	3 (Car other)	93,403	91,607	-1.92%
2042 IP	Car Total	129,894	127,669	-1.71%
2042 PM	1 (Car business)	24,646	24,371	-1.11%
2042 PM	2 (Car commute)	62,614	61,875	-1.18%
2042 PM	3 (Car other)	74,775	73,377	-1.87%
2042 PM	Car Total	162,035	159,623	-1.49%

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

Year	User Class	Option 2 Total – REG19	Option 3 Total – Reg19	Difference %
2050 AM	1 (Car business)	29,917	29,599	-1.06%
2050 AM	2 (Car commute)	69,789	68,978	-1.16%
2050 AM	3 (Car other)	76,051	74,555	-1.97%
2050 AM	Car Total	175,756	173,132	-1.49%

Year	User Class	Option 2 Total – REG19	Option 3 Total – Reg19	Difference %
2050 IP	1 (Car business)	18,685	18,470	-1.15%
2050 IP	2 (Car commute)	20,253	20,015	-1.18%
2050 IP	3 (Car other)	100,641	98,723	-1.91%
2050 IP	Car Total	139,579	137,208	-1.70%
2050 PM	1 (Car business)	26,405	26,113	-1.11%
2050 PM	2 (Car commute)	66,043	65,268	-1.17%
2050 PM	3 (Car other)	80,047	78,562	-1.86%
2050 PM	Car Total	172,495	169,943	-1.48%

5.4 Infrastructure Delivery Plan Assessment – Option 4

5.4.1. This section outlines the assumptions and inputs used in the development of the Option 4 Infrastructure Delivery Plan (IDP) modelling scenarios for the 2042 and 2050 forecast years.

5.4.2. The Option 4 scenario was developed to assess the impact of additional highway infrastructure schemes on the transport network. To enable direct and meaningful comparison between scenarios, the Option 2 demand trip matrices were retained as the basis for model assignment.

5.4.3. Only some of the measures identified in the IDP can be modelled at this time. Many mitigation measures identified in the IDP have not been modelled but will still mitigate impacts on the network. Future stages of plan making will be informed by the evolving Local Cycling and Walking Infrastructure Plan (LCWIP), alongside any additional transport interventions identified to mitigate the impacts of planned development. Several of the schemes included within the assessment are located outside the Local Plan area; however, these schemes have been included as they are at an advanced stage of design development and/or implementation and are therefore considered likely to influence future network performance.

5.4.4. Table 5-24 presents the highway infrastructure schemes included within Option 4 modelling scenarios for the 2042 and 2050 forecast years.

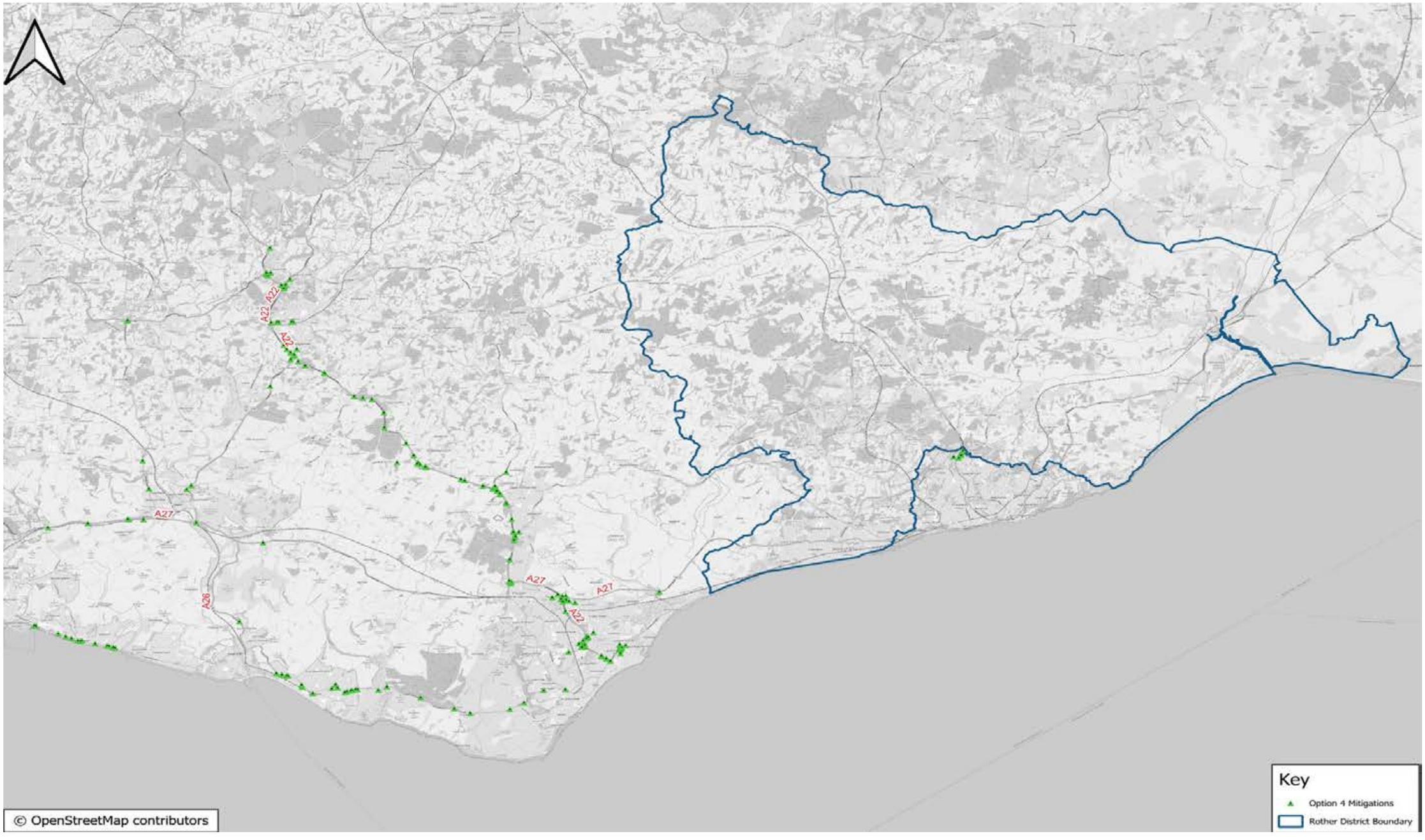
Table 5-24 - Option 4 Highway Network Mitigation

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

Scheme. No	Scheme	Description
5	Lewes DRAFT Infrastructure Delivery Plan 2023 November 2023 - ESCC Update June 2024	• A27: New roundabout to replace Lacy's Hill right priority junction. • A275 Nevil Rd/A2029 Offham Rd • A272 Haywards Heath Rd/A275 East Grinstead Rd • A272 Haywards Heath Rd/A275 • B2116 Ditching Rd /A275 The Street • A26/B2192 Earwig Corner • A26/Church Lane
6	Eastbourne Local Plan Draft Infrastructure Delivery Plan	A259 / A2270 Upperton Road junction

5.4.5. Figure 5-3 illustrates the location of the Option 4 schemes above.

Figure 5-3 - Option 4 Schemes



6 Rother Local Plan Outputs

6.1.1. The purpose of this report is to investigate, interpret, and assess the strategic highway impacts of Local Plan growth by comparing the Option 2 scenarios against the corresponding Option 1 scenarios. The report also evaluates the effectiveness of the proposed mitigation measures through comparisons of Option 3 (Modal Shift) with Option 2, Option 4 (Infrastructure Delivery Plan (IDP) interventions) with Option 2.

6.1.2. Table 6-1 illustrates forecast demand growth from the 2023 base year to 2042 and 2050, as projected by the corresponding forecast models.

6.1.3. Table 6-2 summarises the matrix changes between the 2023 base year and the 2042 and 2050 forecast years across all three peak periods. These changes reflect the application of background growth factors, development-generated trips and mode shift assumptions in accordance with the scenario modelling framework.

6.1.4. The inclusion of the emerging Local Plan development sites within Rother District is forecast to increase delays across parts of the highway network, reflecting the additional travel demand associated with planned growth. For most locations, the forecast increases in delay are relatively modest; however, a limited number of locations are expected to experience more notable impacts. It must be remembered that the model assumes that all development in the Local Plan is built out and the model does not (and can not) account for all scheme specific transport mitigations that come forward in the future through the planning application process.

6.1.5. The greatest increases in delay are generally observed on the minor approaches to priority junctions, where vehicles must wait for suitable gaps in traffic on the major road. Route reassignment within the model also contributes to changes in delay patterns, with some drivers diverting to alternative routes to avoid congestion. Consequently, whilst delays may increase at certain locations, traffic flows may reduce at others. When interpreting the results, it is important to consider existing levels of congestion, as some forecast delay increases are attributable to general traffic growth between the base and forecast years rather than solely to Local Plan-related development. The most significant increases in delay are typically observed where links are already forecast to operate above practical capacity (Volume-to-Capacity ratio greater than 100%) in the Option 1 (Without Local Plan) scenario.

6.1.6. Level crossings are not explicitly represented within the highway assignment model. In accordance with TAG Unit M3.1, Section 2.9.5, fixed link speeds representing calibrated effective cruise speeds, rather than posted speed limits, have been applied within urban areas. These calibrated speeds account for factors that may constrain traffic movement, including conditions not explicitly modelled, such as level crossings, local access activity and other features that can reduce average traffic speeds.

6.1.7. Detailed modelling outputs are presented in Appendix C.

Table 6-1 – Highway Demand Matrix Summary

Year Peak	Year User class	2023 Base	2042 Option 1	2042 Option 2	2042 Option 2a	2042 Option 3	2042 Option 4	2050 Option 1	2050 Option 2	2050 Option 2a	2050 Option 3	2050 Option 4
AM	1 (Car business)	19,998	27,382	27,828	27,897	27,529	27,828	29,471	29,917	29,986	29,599	29,917
AM	2 (Car commute)	48,810	64,489	65,909	66,149	65,138	65,909	68,369	69,789	70,028	68,978	69,789
AM	3 (Car other)	50,782	68,890	70,731	71,078	69,331	70,731	74,211	76,051	76,398	74,555	76,051
AM	4 (LGV)	137,707	167,912	168,636	168,690	168,636	168,636	180,380	181,105	181,159	181,105	181,105
AM	5 (HGV)	74,616	81,561	81,678	81,685	81,678	81,678	83,953	84,070	84,078	84,070	84,070
IP	1 (Car business)	12,251	16,959	17,274	17,317	17,074	17,274	18,370	18,685	18,728	18,470	18,685
IP	2 (Car commute)	14,355	18,793	19,217	19,278	18,989	19,217	19,829	20,253	20,315	20,015	20,253
IP	3 (Car other)	66,792	91,044	93,403	93,786	91,607	93,403	98,281	100,641	101,024	98,723	100,641
IP	4 (LGV)	109,753	133,783	134,450	134,516	134,450	134,450	143,713	144,381	144,446	144,381	144,381
IP	5 (HGV)	69,579	76,025	76,159	76,174	76,159	76,159	78,237	78,370	78,385	78,370	78,370
PM	1 (Car business)	17,765	24,143	24,646	24,725	24,371	24,646	25,902	26,405	26,484	26,113	26,405
PM	2 (Car commute)	46,536	60,949	62,614	62,894	61,875	62,614	64,378	66,043	66,323	65,268	66,043
PM	3 (Car other)	53,831	72,488	74,775	75,197	73,377	74,775	77,761	80,047	80,469	78,562	80,047
PM	4 (LGV)	113,039	137,901	138,513	138,570	138,513	138,513	148,145	148,756	148,814	148,756	148,756
PM	5 (HGV)	45,952	50,217	50,271	50,278	50,271	50,271	51,684	51,738	51,745	51,738	51,738

Table 6-2 – Highway Demand Matrix Percentage Changes to Base

Year Peak	Year User class	2023 Base	2042 Option 1	2042 Option 2	2042 Option 2a	2042 Option 3	2042 Option 4	2050 Option 1	2050 Option 2	2050 Option 2a	2050 Option 3	2050 Option 4
AM	1 (Car business)	19,998	36.90%	37.70%	37.70%	37.66%	39.2%	47.40%	48.20%	48.20%	48.01%	35.6%
AM	2 (Car commute)	48,810	32.10%	33.10%	33.10%	33.45%	35.0%	40.10%	41.10%	41.10%	41.32%	31.8%
AM	3 (Car other)	50,782	35.70%	36.70%	36.70%	36.53%	39.3%	46.10%	47.20%	47.20%	46.81%	35.7%
AM	4 (LGV)	137,707	21.90%	22.10%	22.10%	22.46%	22.5%	31.00%	31.10%	31.10%	31.51%	25.7%
AM	5 (HGV)	74,616	9.30%	9.30%	9.30%	9.46%	9.5%	12.50%	12.50%	12.50%	12.67%	11.6%
IP	1 (Car business)	12,251	38.40%	39.30%	39.30%	39.37%	41.0%	49.90%	50.80%	50.80%	50.77%	37.2%
IP	2 (Car commute)	14,355	30.90%	31.70%	31.70%	32.28%	33.9%	38.10%	39.00%	39.00%	39.43%	30.7%
IP	3 (Car other)	66,792	36.30%	37.20%	37.20%	37.15%	39.8%	47.10%	48.00%	48.00%	47.81%	36.2%
IP	4 (LGV)	109,753	21.90%	22.10%	22.10%	22.50%	22.5%	30.90%	31.10%	31.10%	31.55%	25.8%
IP	5 (HGV)	69,579	9.30%	9.30%	9.30%	9.46%	9.5%	12.40%	12.50%	12.50%	12.63%	11.5%
PM	1 (Car business)	17,765	35.90%	36.90%	36.90%	37.19%	38.7%	45.80%	46.80%	46.80%	46.99%	35.1%
PM	2 (Car commute)	46,536	31.00%	32.00%	32.00%	32.96%	34.5%	38.30%	39.40%	39.40%	40.25%	31.2%
PM	3 (Car other)	53,831	34.70%	35.80%	35.80%	36.31%	38.9%	44.50%	45.60%	45.60%	45.94%	35.1%
PM	4 (LGV)	13,039	22.00%	22.10%	22.10%	22.54%	22.5%	31.10%	31.20%	31.20%	31.60%	25.8%
PM	5 (HGV)	45,952	9.30%	9.30%	9.30%	9.40%	9.4%	12.50%	12.50%	12.50%	12.59%	11.5%

6.2 Option 1 – Baseline Growth Scenario

6.2.1. It is important to understand the underlying performance of the highway network prior the addition of the Local Plan growth.

6.2.2. Existing congestion hotspots, along with junctions operating close or above capacity under the Baseline Growth Scenario (Option 1) are expected to influence the distribution of additional Local Plan traffic across the network. This may result in increased delays and, in some cases, traffic reassigning to less suitable local routes.

6.2.3. Table 6-3 and Figure 6-1 identify the junctions forecast to operate above capacity (Volume-to-Capacity ratio greater than 100%) under the Option 1 scenario.

6.2.4. The ID referenced in the table is a unique identifier for each junction and does not indicate the relative magnitude or severity of forecast impacts.

Table 6-3 – Junctions Forecast to Operate Above Capacity Under the Option 1 Scenario

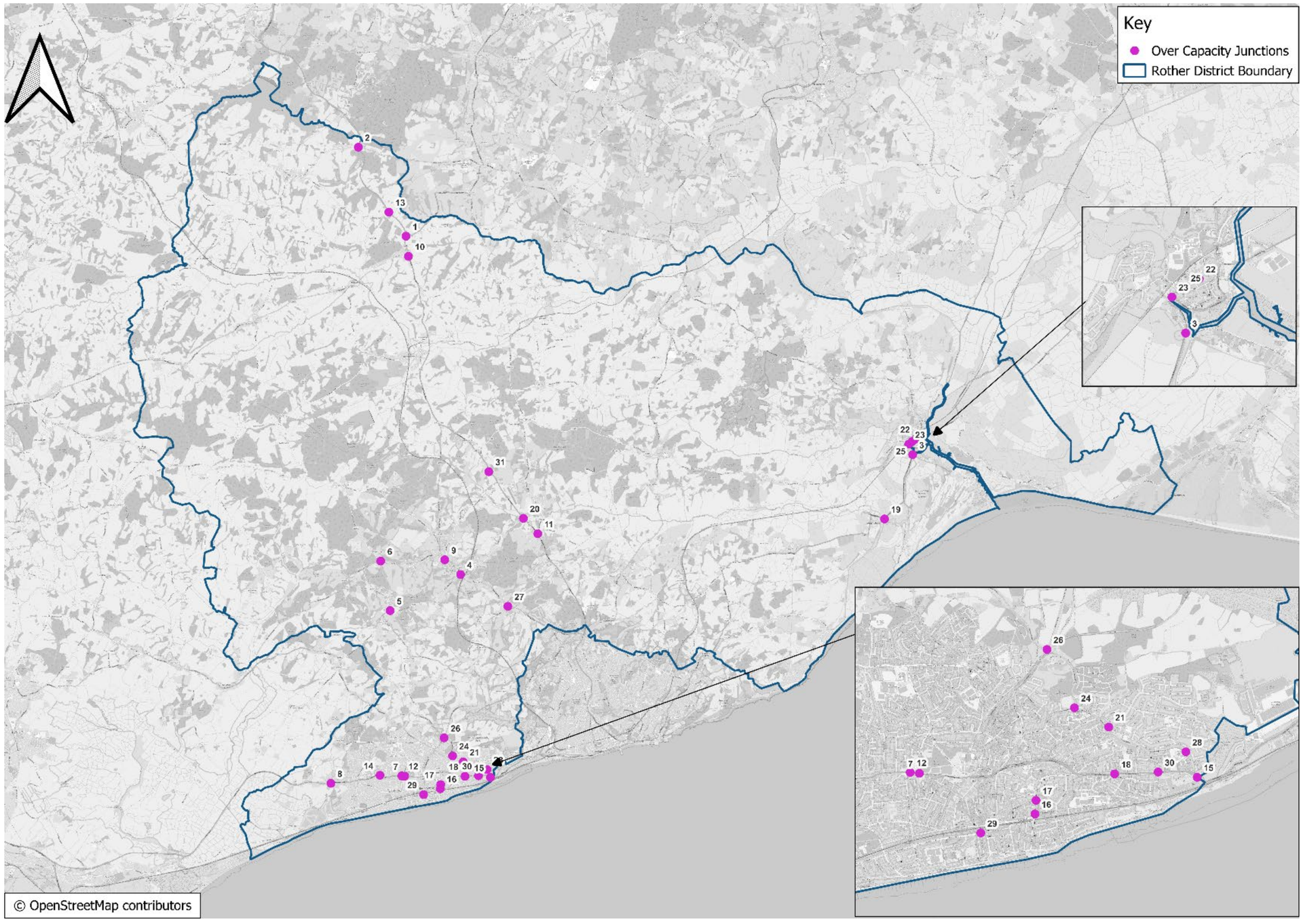
ID	Junction	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
1	A21 London Road/A229 Merriments Lane	**126**	**86**	**100**	**126**	**92**	**101**
2	A21 London Road/A268 Hawkhurst Road/B2087 High Street	**118**	**104**	**112**	**119**	**105**	**114**
3	A259 Winchelsea Road/Harbour Road	**115**	**72**	**103**	**136**	**89**	**121**
4	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	**114**	**72**	**98**	**117**	**80**	**99**
5	B2095 Powdermill Lane/B2204 Catsfield Road	**107**	**96**	**106**	**108**	**100**	**112**

ID	Junction	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
6	A271 Kitchenham Road/B2096 Kane Hythe Road	**106**	**58**	**108**	**107**	**78**	**110**
7	A259 Little Common Road/West Down Road (east)	**104**	**86**	**87**	**104**	**88**	**89**
8	A259 Barnhorn Road/Broaklands Road	**104**	**101**	**102**	**105**	**101**	**103**
9	B2182 Holliers Hill/Church Vale Road	**103**	**98**	**101**	**103**	**101**	**102**
10	A21 London Road/A265 Station Road	**103**	**83**	**105**	**103**	**90**	**109**
11	A21 New Road/B2244 Tollgate Road	**103**	**77**	**106**	**106**	**100**	**106**
12	A259 Little Common Road/West Down Road (west)	**103**	**86**	**87**	**104**	**88**	**89**
13	A21/B2099 Pashley Road	**102**	**71**	**114**	**107**	**86**	**119**
14	A259 Little Common Road/Broadoak Lane	**102**	**42**	**75**	**104**	**45**	**88**
15	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	**102**	**95**	**112**	**106**	**100**	**117**
16	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	**102**	**100**	**100**	**103**	**101**	**101**

ID	Junction	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
17	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	**101**	**101**	**101**	**102**	**101**	**102**
18	A259 De La Warr Road/College Road	**101**	**89**	**62**	**101**	**91**	**65**
19	A259 Royal Military Road/A259 Tanyard Lane/Sea Road	**101**	**69**	**65**	**101**	**75**	**73**
20	A21 New Road/Marley Lane	**100**	**62**	**113**	**103**	**70**	**119**
21	A2036 Wrestwood Road/Pebsham Lane	**99**	**62**	**73**	**102**	**69**	**84**
22	A259 South Undercliff/Shipyard Lane	**98**	**76**	**87**	**104**	**83**	**90**
23	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	**98**	**78**	**104**	**99**	**86**	**108**
24	A2036 Wrestwood Road/A2691 Mount View Street	**98**	**76**	**85**	**100**	**82**	**89**
25	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	**97**	**74**	**69**	**102**	**78**	**69**
26	A2690/A2691 roundabout	**95**	**81**	**101**	**98**	**83**	**104**
27	A2100 Hastings Road/Telham Lane	**88**	**53**	**115**	**102**	**58**	**121**
28	A20326 Hastings Road/Glyne Drive	**88**	**28**	**35**	**100**	**29**	**38**

ID	Junction	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
29	Wickham Avenue/Park Road/Cornwall Road	**63**	**116**	**190**	**69**	**122**	**209**
30	A259 De La Warr Road/Brett Drive	**71**	**90**	**99**	**73**	**93**	**100**
31	A21 Woodmans Green Road/Whatlington Road	**58**	**34**	**104**	**80**	**38**	**109**

Figure 6-1 - Option 1 Junctions Over Capacity



6.2.5. Table 6-4 and Figure 6-2 identify highway network links where forecast delays exceed 90 seconds under the Option 1 Baseline Growth Scenario.

6.2.6. The ID assigned to each link is a unique reference identifier and does not indicate the relative magnitude, severity, or ranking of forecast impacts.

Table 6-4 – Option 1 Links with Delays over 90 Seconds

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
1	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (northbound)	**462**	**195**	**223**	**481**	**212**	**266**
2	A2690 Combe Valley Way/A269 Queensway/B2092 Queensway	A2690 Combe Valley Way (eastbound)	**451**	**328**	**683**	**588**	**389**	**771**
3	A28 Westfield Lane/A2100 Maplehurst Road	A28 Westfield Lane (westbound)	**414**	**188**	**341**	**482**	**305**	**354**
4	A259 Winchelsea Road/Harbour Road	Harbour Road	**404**	**34**	**149**	**788**	**61**	**491**
5	A21 London Road/A268 Hawkhurst Road/B2087 High Street	B2087 High Street	**374**	**211**	**415**	**413**	**227**	**450**
6	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)	**293**	**21**	**38**	**353**	**23**	**40**

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
7	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (eastbound)	**246**	**65**	**172**	**270**	**84**	**189**
8	B2093 The Ridge/Chowns Hill	Chowns Hill	**242**	**196**	**202**	**256**	**206**	**203**
9	A21 London Road/A229 Merriments Lane	A229 Merriments Lane	**234**	**70**	**123**	**615**	**85**	**129**
10	A259 Little Common Road/West Down Road (east)	West Down Road	**222**	**72**	**83**	**217**	**76**	**91**
11	A259 Little Common Road/West Down Road (west)	West Down Road	**204**	**79**	**90**	**220**	**82**	**96**
12	A271 Kitchenham Road/B2096 Kane Hythe Road	B2096 Kane Hythe Road	**196**	**21**	**232**	**205**	**31**	**282**
13	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)	**188**	**129**	**151**	**206**	**132**	**171**
14	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)	**170**	**58**	**180**	**177**	**79**	**291**

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
15	A21/B2099 Pashley Road	B2099 Pashley Road	**163**	**47**	**362**	**244**	**68**	**371**
16	A259 Little Common Road/Broadoak Lane	Broadoak Lane	**161**	**25**	**80**	**197**	**26**	**117**
17	B2182 Holliers Hill/Mount Street	Church Vale Road	**153**	**85**	**120**	**151**	**116**	**138**
18	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road	**128**	**27**	**195**	**181**	**76**	**214**
19	A21 London Road/A265 Station Road	A265 Station Road	**119**	**49**	**121**	**132**	**60**	**144**
20	A259 Royal Military Road/A259 Tanyard Lane/Sea Road	Sea Road	**108**	**26**	**24**	**126**	**32**	**30**
21	Little Common roundabout	A259 Barnhorn Road (eastbound)	**103**	**65**	**113**	**115**	**70**	**112**
22	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**100**	**81**	**128**	**100**	**83**	**132**

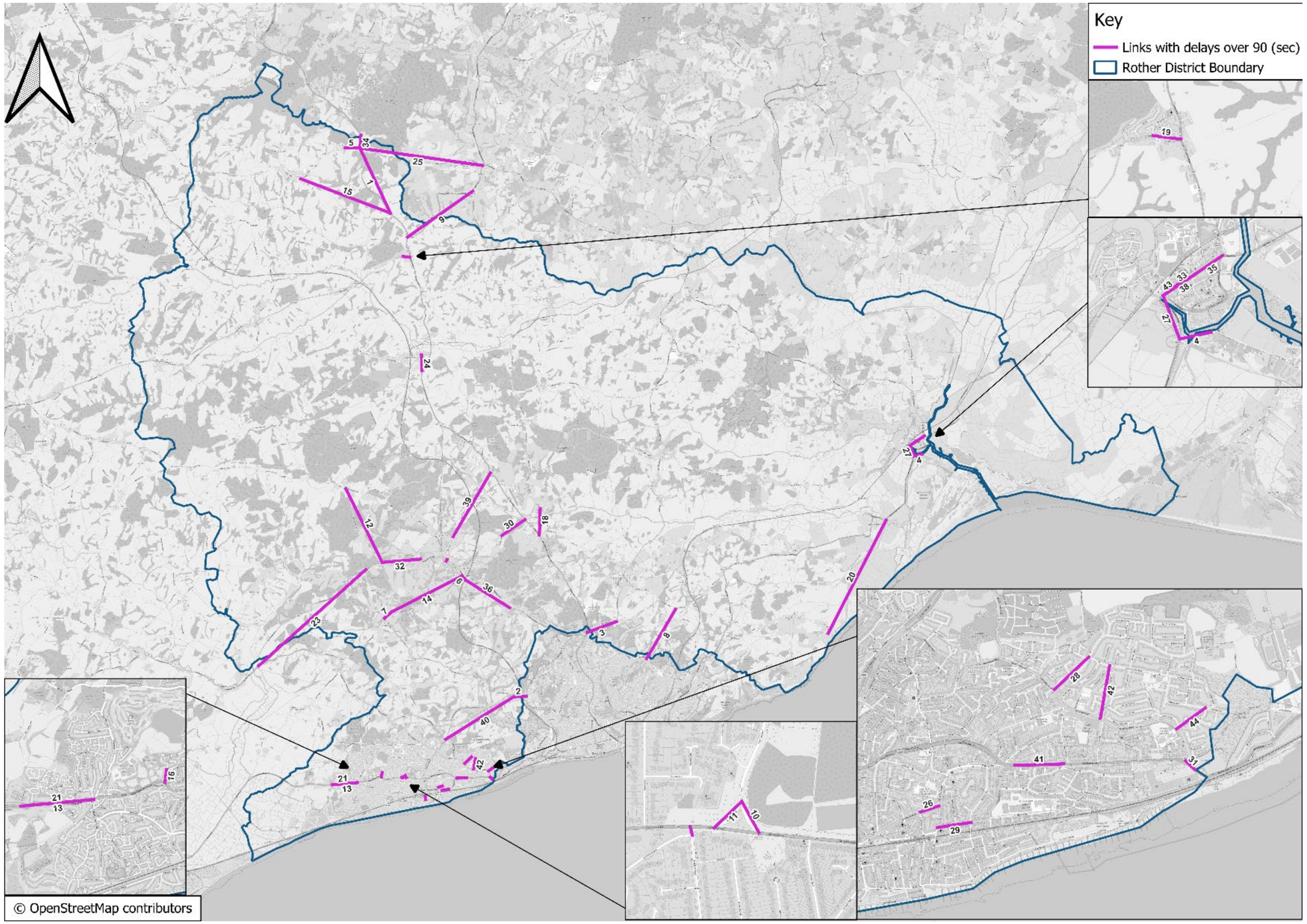
ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
23	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road	**99**	**16**	**89**	**122**	**21**	**168**
24	A21 Robertsbridge Bypass/George Hill	George Hill	**99**	**75**	**103**	**98**	**82**	**107**
25	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A268 Hawkhurst Road	**97**	**62**	**63**	**100**	**65**	**68**
26	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	A269 Buckhurst Road	**94**	**89**	**97**	**113**	**96**	**111**
27	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Winchelsea Road	**91**	**25**	**23**	**95**	**28**	**24**
28	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane	**90**	**22**	**37**	**115**	**27**	**51**
29	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	A269 Magdalen Road	**87**	**64**	**66**	**125**	**74**	**72**
30	A21 New Road/Marley Lane	Marley Lane	**86**	**25**	**330**	**150**	**30**	**445**

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
31	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)	**83**	**25**	**277**	**167**	**56**	**361**
32	A271 Kitchenham Road/B2096 Kane Hythe Road	A271 Kitchenham Road (westbound)	**82**	**20**	**88**	**83**	**28**	**130**
33	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (eastbound)	**80**	**16**	**14**	**159**	**19**	**14**
34	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (southbound)	**80**	**43**	**182**	**146**	**48**	**207**
35	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (westbound)	**74**	**24**	**34**	**149**	**30**	**40**

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
36	A2100 Hastings Road/Telham Lane	A2100 Hastings Road (eastbound)	**55**	**28**	**386**	**138**	**34**	**495**
37	Wickham Avenue/Park Road/Cornwall Road	Park Road	**14**	**326**	**1669**	**15**	**438**	**2016**
38	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Strand Quay (northbound)	**39**	**38**	**176**	**44**	**48**	**247**
39	A21 Woodmans Green Road/Whatlington Road	Whatlington Road	**22**	**15**	**183**	**33**	**17**	**274**
40	A2690/A2691 roundabout	A2690 Combe Valley Way (southbound)	**21**	**14**	**52**	**26**	**15**	**106**
41	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)	**49**	**15**	**5**	**113**	**18**	**5**
42	A2036 Hastings Road/Third Avenue	Third Avenue	**49**	**10**	**14**	**110**	**11**	**15**

ID	Junction	Arm	AM Option 1 2042	IP Option 1 2042	PM Option 1 2042	AM Option 1 2050	IP Option 1 2050	PM Option 1 2050
43	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	A268 Wish Street (eastbound)	**48**	**12**	**10**	**103**	**13**	**11**
44	A20326 Hastings Road/Glyne Drive	Glyne Drive	**44**	**11**	**14**	**98**	**12**	**15**

Figure 6-2 – Option 1 Links with Delays over 90 Seconds



6.3 Comparison of Local Plan Option

Option 2 and 2a vs Option 1

Most Impacted Junctions and Links

6.3.1. The analysis focuses on areas within Rother District boundary and on parts of the highway network that are forecast to operate within capacity under the Option 1 Baseline Growth Scenario.

6.3.2. A number of junctions across the district are forecast to operate within capacity under Option 1 (Baseline) but exceed capacity under one or more of the Option 2 scenarios when assessed using the Volume-to-Capacity (V/C) ratio.

6.3.3. The V/C ratio provides a useful measure of junction performance, representing the relationship between the traffic demand at a junction and its available operational capacity.

6.3.4. A V/C of 100% indicates that a junction is operating at its theoretical capacity, whilst values greater than 100% indicate that demand exceeds available capacity and operational conditions are likely to deteriorate.

6.3.5. Within the Local Plan assessment, patterns observed in the V/C results generally correspond with delay outputs, as higher traffic volumes often lead to increased queuing and delay.

6.3.6. 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.

6.3.7. Table 6-5 identifies the junctions most affected by Local Plan growth, using the change in junction V/C ratio as the primary indicator of operational impact. The ID assigned to each junction is a unique reference identifier used throughout the report and subsequent comparison figures and should not be interpreted as a ranking of impact severity.

6.3.8. Figure 6-3 illustrates the location of the junctions identified as the most impacted across Options 2 and 2a.

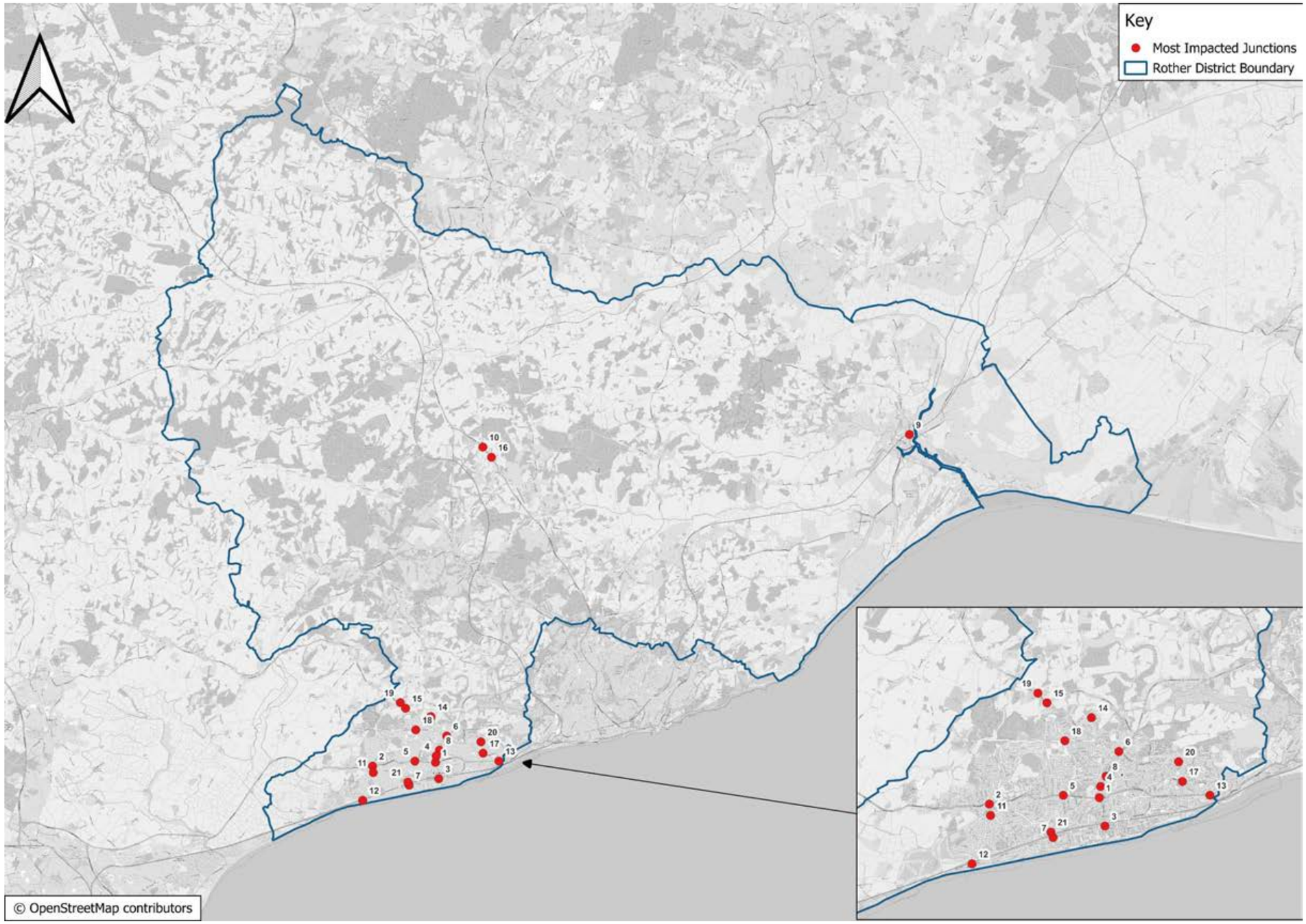
Table 6-5 – Most Impacted Junctions, Option 2 and 2a

ID	Locations	Arm
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
11	B2182 Cooden Sea Road/Birkdale	Birkdale
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)

ID	Locations	Arm
17	A2036 Hastings Road/Third Avenue	Third Avenue
18	Turkey Road/Gunters Lane	Gunters Lane
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
21	Westcourt Drive/Terminus Avenue	Terminus Avenue

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Figure 6-3 – Most Impacted Junctions, Option 2 and 2a



6.3.9. Table 6-6 to Table 6-8 present the impacts of the Option 2 and Option 2a Local Plan development scenarios on junction Volume-to-Capacity (V/C) ratios during the AM Peak, Inter-Peak and PM Peak periods, respectively.

Table 6-6 – Option 2 and Option 2a vs Option 1 AM Peak Junction Volume-to-Capacity Ratios

ID	Locations	Arm	AM Option 2a 2042	AM Option 2a 2050	AM Option 2 2042	AM Option 2 2050	AM Option 1 2042	AM Option 1 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)	**101**	**101**	**100**	**100**	**99**	**99**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**112**	**112**	**107**	**107**	**97**	**99**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**101**	**101**	**99**	**99**	**80**	**90**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**104**	**104**	**103**	**103**	**79**	**81**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**93**	**93**	**90**	**90**	**78**	**78**

ID	Locations	Arm	AM Option 2a 2042	AM Option 2a 2050	AM Option 2 2042	AM Option 2 2050	AM Option 1 2042	AM Option 1 2050
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**103**	**103**	**101**	**101**	**76**	**82**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**101**	**101**	**100**	**100**	**76**	**86**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**108**	**108**	**107**	**107**	**88**	**97**
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**103**	**103**	**103**	**103**	**73**	**79**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**106**	**106**	**106**	**106**	**87**	**98**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**94**	**94**	**88**	**88**	**44**	**47**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk	**104**	**104**	**97**	**97**	**42**	**52**

ID	Locations	Arm	AM Option 2a 2042	AM Option 2a 2050	AM Option 2 2042	AM Option 2 2050	AM Option 1 2042	AM Option 1 2050
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**104**	**104**	**103**	**103**	**83**	**96**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)	**101**	**101**	**98**	**98**	**67**	**75**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**101**	**101**	**96**	**96**	**60**	**68**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**105**	**105**	**106**	**106**	**59**	**88**
17	A2036 Hastings Road/Third Avenue	Third Avenue	**231**	**231**	**239**	**239**	**68**	**89**
18	Turkey Road/Gunters Lane	Gunters Lane	**103**	**103**	**103**	**103**	**65**	**76**
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent	**125**	**125**	**91**	**91**	**56**	**64**

ID	Locations	Arm	AM Option 2a 2042	AM Option 2a 2050	AM Option 2 2042	AM Option 2 2050	AM Option 1 2042	AM Option 1 2050
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**146**	**146**	**134**	**134**	**9**	**13**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**39**	**39**	**40**	**40**	**33**	**36**

6.3.10. The assessment indicates that, during the AM Peak period, the most affected junction movements are forecast to occur at the following locations:

- A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way
- A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road
- Wickham Avenue/Sackville Road
- A2690 Combe Valley Way/A269 London Road
- A259 Little Common Road/B2098 Sutherland Avenue
- A269 Ninfield Road/Elva Way
- B2182 Cooden Drive/Westcourt Drive
- A269 London Road/Woodsgate Park
- A268 Land Gate/A268 Rye Hill/A268 Fish Market Road
- A21 Woodmans Green Road/B2089 Park Lane (north)
- B2182 Cooden Sea Road/Birkdale
- B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk
- Glyne Gap roundabout
- A2691 Haven Brook Avenue/Watermill Lane
- A2691 Haven Brook Avenue/A269 Ninfield Road
- A21 Woodmans Green Road/B2089 Park Lane (south)
- A2036 Hastings Road/Third Avenue
- Turkey Road/Gunters Lane
- A269 Ninfield Road/Thorne Crescent
- Pebsham Lane/Seabourne Road
- Westcourt Drive/Terminus Avenue

6.3.11. These junctions are forecast either to exceed a Volume-to-Capacity (V/C) ratio of 100% under one or more of the Local Plan scenarios or to experience significant increases in V/C ratios to above 90%, indicating that they are operating close to, or above, practical capacity as a result of the additional development traffic. The remaining junctions identified in the assessment were already forecast to operate at, or approach, a V/C ratio of 85% under the Option 1 Baseline Growth Scenario.

Table 6-7 - Option 2 and Option 2a vs Option 1 Inter-Peak Junction Volume-to-Capacity Ratios

ID	Locations	Arm	IP Option 2a 2042	IP Option 2a 2050	IP Option 2 2042	IP Option 2 2050	IP Option 1 2042	IP Option 1 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)	**99**	**103**	**95**	**100**	**93**	**92**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**101**	**101**	**100**	**100**	**88**	**90**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**89**	**94**	**84**	**87**	**90**	**89**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**88**	**101**	**79**	**93**	**77**	**75**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**98**	**101**	**92**	**96**	**83**	**84**

ID	Locations	Arm	IP Option 2a 2042	IP Option 2a 2050	IP Option 2 2042	IP Option 2 2050	IP Option 1 2042	IP Option 1 2050
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**69**	**75**	**64**	**71**	**56**	**59**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**86**	**95**	**78**	**87**	**58**	**67**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**56**	**68**	**53**	**63**	**46**	**52**
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Rye Hill	**64**	**66**	**64**	**66**	**57**	**60**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**62**	**66**	**67**	**74**	**42**	**49**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**98**	**101**	**86**	**97**	**55**	**60**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**79**	**84**	**65**	**74**	**22**	**23**

ID	Locations	Arm	IP Option 2a 2042	IP Option 2a 2050	IP Option 2 2042	IP Option 2 2050	IP Option 1 2042	IP Option 1 2050
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**68**	**75**	**66**	**73**	**60**	**62**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (westbound)	**91**	**93**	**80**	**86**	**47**	**50**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A2691 Haven Brook Avenue (westbound)	**63**	**66**	**57**	**63**	**35**	**38**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	A21 Woodmans Green Road (northbound)	**41**	**41**	**42**	**43**	**38**	**41**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**33**	**37**	**33**	**36**	**28**	**31**
18	Turkey Road/Gunters Lane	Gunters Lane	**74**	**79**	**68**	**76**	**48**	**51**
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**66**	**68**	**55**	**65**	**34**	**39**

ID	Locations	Arm	IP Option 2a 2042	IP Option 2a 2050	IP Option 2 2042	IP Option 2 2050	IP Option 1 2042	IP Option 1 2050
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**16**	**14**	**16**	**15**	**12**	**14**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**35**	**32**	**33**	**35**	**26**	**31**

6.3.12. The assessment indicates that, during the inter-peak period, the most significantly affected turning movements are forecast to occur at the following junctions:

- A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way
- A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road
- A2690 Combe Valley Way/A269 London Road
- A259 Little Common Road/B2098 Sutherland Avenue
- B2182 Cooden Sea Road/Birkdale

6.3.13. At each of these junctions, one or more turning movements are forecast to experience a Volume-to-Capacity (V/C) ratio in excess of 100% under the Local Plan scenario, or a substantial increase above 90% compared with the committed development scenario. This indicates that these junctions are expected to operate at, or beyond, practical capacity as a result of additional traffic associated with Local Plan growth. The assessed junctions are also forecast to experience high levels of demand, with many already operating at or approaching a V/C ratio of 85% under Option 1 (Committed Development). Consequently, the additional traffic generated by the Local Plan allocations is expected to place further pressure on the highway network and exacerbate existing capacity constraints at a number of key locations.

Table 6-8 - Option 2 and Option 2a vs Option 1 PM Peak Junction Volume-to-Capacity Ratios

ID	Locations	Arm	PM Option 2a 2042	PM Option 2a 2050	PM Option 2 2042	PM Option 2 2050	PM Option 1 2042	PM Option 1 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A259 Belle Hill (westbound)	**109**	**114**	**103**	**110**	**97**	**99**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**107**	**106**	**107**	**107**	**99**	**98**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**105**	**110**	**101**	**106**	**75**	**81**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**75**	**82**	**80**	**80**	**70**	**75**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**103**	**107**	**102**	**102**	**89**	**88**

ID	Locations	Arm	PM Option 2a 2042	PM Option 2a 2050	PM Option 2 2042	PM Option 2 2050	PM Option 1 2042	PM Option 1 2050
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**85**	**88**	**82**	**85**	**63**	**66**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**108**	**115**	**103**	**109**	**75**	**81**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**62**	**94**	**65**	**72**	**51**	**56**
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**59**	**65**	**59**	**65**	**52**	**52**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**105**	**111**	**103**	**110**	**71**	**82**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**102**	**109**	**101**	**102**	**80**	**84**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**104**	**108**	**104**	**104**	**55**	**56**

ID	Locations	Arm	PM Option 2a 2042	PM Option 2a 2050	PM Option 2 2042	PM Option 2 2050	PM Option 1 2042	PM Option 1 2050
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**82**	**88**	**82**	**88**	**71**	**77**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (westbound)	**99**	**100**	**94**	**95**	**77**	**84**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**103**	**103**	**102**	**102**	**72**	**79**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**104**	**110**	**102**	**108**	**69**	**79**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**43**	**45**	**43**	**46**	**40**	**43**
18	Turkey Road/Gunters Lane	Gunters Lane	**93**	**102**	**85**	**94**	**63**	**71**
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**101**	**101**	**99**	**99**	**66**	**71**

ID	Locations	Arm	PM Option 2a 2042	PM Option 2a 2050	PM Option 2 2042	PM Option 2 2050	PM Option 1 2042	PM Option 1 2050
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**17**	**17**	**17**	**17**	**15**	**16**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**65**	**100**	**23**	**72**	**26**	**27**

6.3.14. The assessment indicates that, during the PM peak period, the most significantly affected turning movements are forecast to occur at the following junctions:

- A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way
- A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road
- Wickham Avenue/Sackville Road
- A259 Little Common Road/B2098 Sutherland Avenue
- B2182 Cooden Drive/Westcourt Drive
- A21 Woodmans Green Road/B2089 Park Lane (north)
- B2182 Cooden Sea Road/Birkdale
- B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk
- A2691 Haven Brook Avenue/Watermill Lane
- A2691 Haven Brook Avenue/A269 Ninfield Road
- A21 Woodmans Green Road/B2089 Park Lane (south)
- Turkey Road/Gunters Lane
- A269 Ninfield Road/Thorne Crescent
- Westcourt Drive/Terminus Avenue.

6.3.15. At each of these junctions, one or more turning movements are forecast to experience a Volume-to-Capacity (V/C) ratio exceeding 100% under the Local Plan scenario, or a substantial increase above 90% compared with the committed development scenario. This indicates that these locations are expected to operate at, or beyond, practical capacity during the PM peak period as a result of additional traffic associated with Local Plan growth. The assessment also indicates that many of the remaining junctions were already operating at, or approaching, a V/C ratio of 85% under Option 1 (Committed Development). The additional traffic generated by Local Plan allocations is therefore expected to place further pressure on the network, exacerbating existing congestion and capacity constraints at a number of key junctions across the study area

6.3.16. Table 6-9 and Table 6-10 present the links forecast to experience the greatest impacts on the highway network under Option 2 and Option 2a, respectively. Link delays (measured in seconds) have been used as the primary indicator of operational performance and network impact. The ID is a unique identifier for each link and will be used in the comparison figures presented in subsequent chapters and should not be interpreted as a measure of the scale or severity of the impact on a particular link.

6.3.17. Figure 6-4 and Figure 6-5 illustrate the locations of the links identified as being most affected under Option 2 and Option 2a, respectively.

6.3.18. Table 6-11 and Table 6-12 present the impacts of Local Plan development under Option 2 and Option 2a, respectively, on the links identified in Table 6-9 and Table 6-10.

Table 6-9 – Most Impacted Links Option 2

ID	Junction	Arm
1	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane
2	A2036 Hastings Road/Third Avenue	Third Avenue
3	A20326 Hastings Road/Glyne Drive	Glyne Drive
4	A259 Winchelsea Road/Harbour Road	Harbour Road
5	A21 London Road/A265 Station Road	A265 Station Road
6	A2690/A2691 roundabout	A2690 Combe Valley Way (southbound)
7	A259 Little Common Road/Broadoak Lane	Broadoak Lane
8	A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway	A2690 Combe Valley Way (eastbound)
9	B2092 Queensway/Crowhurst Road	Crowhurst Road
10	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)
11	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)
12	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)

ID	Junction	Arm
13	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)
14	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)
15	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)
16	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (eastbound)
17	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (westbound)
18	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)
19	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street
20	A21 London Road/A268 Hawkhurst Road/B2087 High Street	B2087 High Street
21	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road
22	A271 Kitchenham Road/B2096 Kane Hythe Road	A271 Kitchenham Road (westbound)
23	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	A268 Wish Street (eastbound)
24	A21 New Road/Marley Lane	Marley Lane
25	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (eastbound)
26	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	A269 Magdalen Road
27	A271 Kitchenham Road/B2096 Kane Hythe Road	B2096 Kane Hythe Road
28	A21/B2099 Pashley Road	B2099 Pashley Road
29	Turkey Road/Gunters Lane	Gunters Lane

ID	Junction	Arm
30	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)
31	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (southbound)
32	A259 Little Common Road/West Down Road (west)	West Down Road
33	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	A269 Buckhurst Road
34	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road
35	Wickham Avenue/Sackville Road	Sackville Road (southbound)
36	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive
37	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
38	Sluice Lane (east of Pevensey roundabout)	Sluice Lane (westbound)
39	A259 Little Common Road/West Down Road (east)	West Down Road
40	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)
41	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk
42	B2182 Cooden Sea Road/Birkdale	Birkdale
43	Wickham Avenue/Park Road/Cornwall Road	Park Road
44	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Strand Quay (northbound)
45	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)
46	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue
47	A21 London Road/A229 Merriments Lane	A229 Merriments Lane
48	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)

ID	Junction	Arm
49	A259 Winchelsea Road/Harbour Road	A259 Winchelsea Road (southbound)
50	A2100 Hastings Road/Telham Lane	A2100 Hastings Road (eastbound)
51	A21 Woodmans Green Road/Whatlington Road	Whatlington Road
52	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)
53	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
54	Pebsham Lane/Seabourne Road	Seabourne Road
55	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)
56	A2036 Wrestwood Road/A2691 Mount View Street	A2036 Wrestwood Road (eastbound)

Table 6-10 - Most Impacted Links Option 2a

ID	Junction	Arm
1	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane
2	A2036 Hastings Road/Third Avenue	Third Avenue
3	A20326 Hastings Road/Glyne Drive	Glyne Drive
4	A259 Winchelsea Road/Harbour Road	Harbour Road
5	A21 London Road/A229 Merriments Lane	A229 Merriments Lane
6	A2690/A2691 roundabout	A2690 Combe Valley Way (southbound)
7	A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway	A2690 Combe Valley Way (eastbound)
8	A259 Little Common Road/Broadoak Lane	Broadoak Lane
9	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)
10	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)

ID	Junction	Arm
11	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)
12	B2092 Queensway/Crowhurst Road	Crowhurst Road
13	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)
14	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)
15	A21/B2099 Pashley Road	B2099 Pashley Road
16	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road
17	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (eastbound)
18	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)
19	A271 Kitchenham Road/B2096 Kane Hythe Road	A271 Kitchenham Road (westbound)
20	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (eastbound)
21	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street
22	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (westbound)
23	A21 London Road/A268 Hawkhurst Road/B2087 High Street	B2087 High Street
24	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	A269 Buckhurst Road
25	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	A269 Magdalen Road
26	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	A268 Wish Street (eastbound)
27	A21 London Road/A265 Station Road	A265 Station Road

ID	Junction	Arm
28	A271 Kitchenham Road/B2096 Kane Hythe Road	B2096 Kane Hythe Road
29	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)
30	A259 Little Common Road/West Down Road (west)	West Down Road
31	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)
32	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (northbound)
33	Turkey Road/Gunters Lane	Gunters Lane
34	A21 New Road/Marley Lane	Marley Lane
35	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (southbound)
36	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)
37	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk
38	Wickham Avenue/Sackville Road	Sackville Road (southbound)
39	A259 Little Common Road/West Down Road (east)	West Down Road
40	A2036 Wrestwood Road/A2691 Mount View Street	A2036 Wrestwood Road (eastbound)
41	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive
42	Sluice Lane (east of Pevensey roundabout)	Sluice Lane (westbound)
43	B2182 Cooden Sea Road/Birkdale	Birkdale
44	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road
45	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue
46	A259 Royal Military Road/A259 Tanyard Lane/Sea Road	Sea Road
47	A269 Ninfield Road/Thorne Crescent	Thorne Crescent
48	Wickham Avenue/Park Road/Cornwall Road	Park Road

ID	Junction	Arm
49	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)
50	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Strand Quay (northbound)
51	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)
52	B2093 The Ridge/Chowns Hill	Chowns Hill
53	A2100 Hastings Road/Telham Lane	A2100 Hastings Road (eastbound)
54	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
55	A21 Woodmans Green Road/Whatlington Road	Whatlington Road
56	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)
57	A269 High Street/B2204 Catsfield Road	B2204 Catsfield Road
58	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)
59	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)
60	A259 Winchelsea Road/Harbour Road	A259 Winchelsea Road (southbound)
61	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	B2182 Sea Road
62	Pebsham Lane/Seabourne Road	Seabourne Road
63	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
64	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)
65	Glyne Gap roundabout	A2036 Hastings Road (southbound)

ID	Junction	Arm
66	B2182 Cooden Sea Road/Withyham Road	Withyham Road

Figure 6-4 - Most Impacted Links Option 2

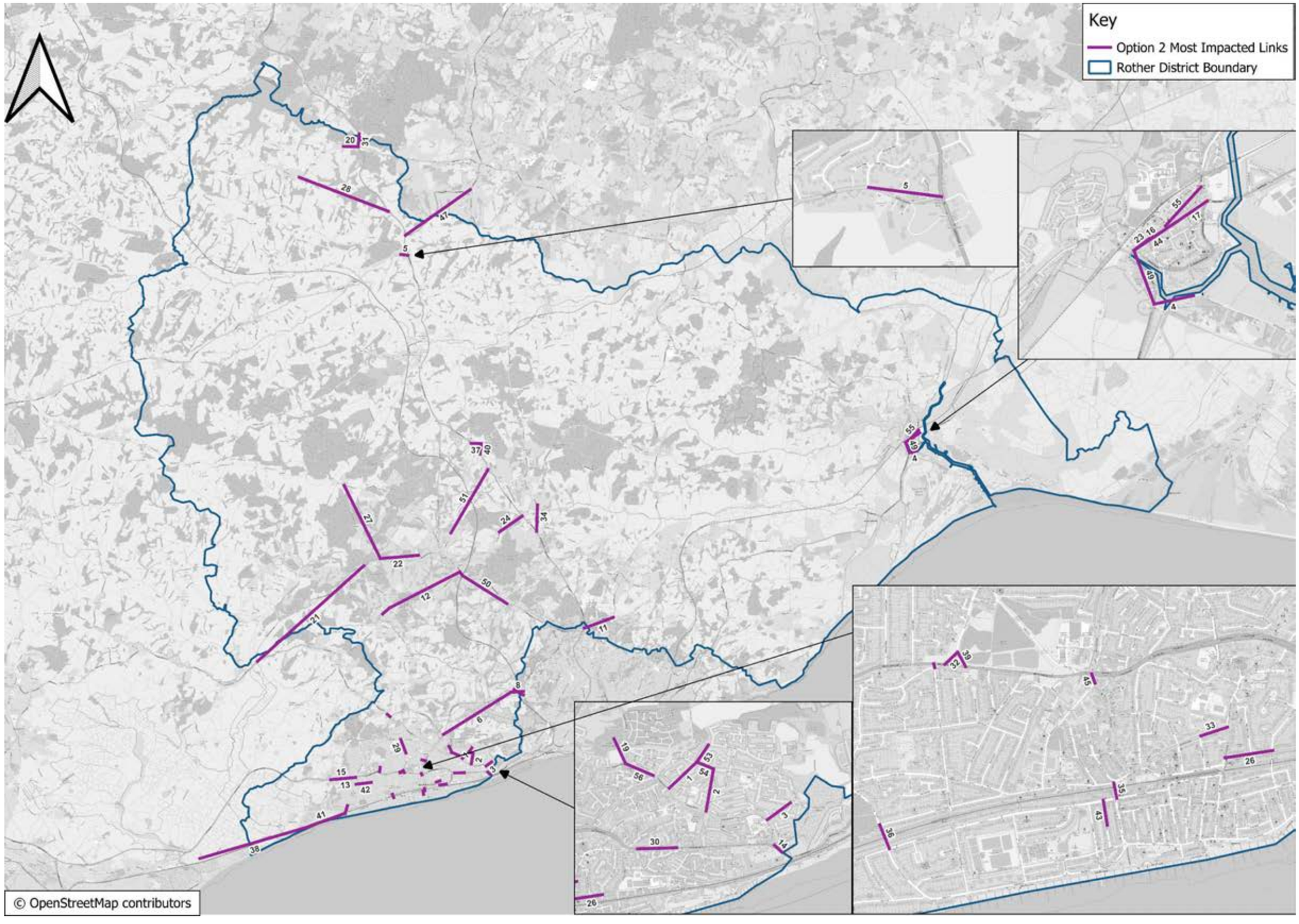


Figure 6-5 - Most Impacted Links Option 2a

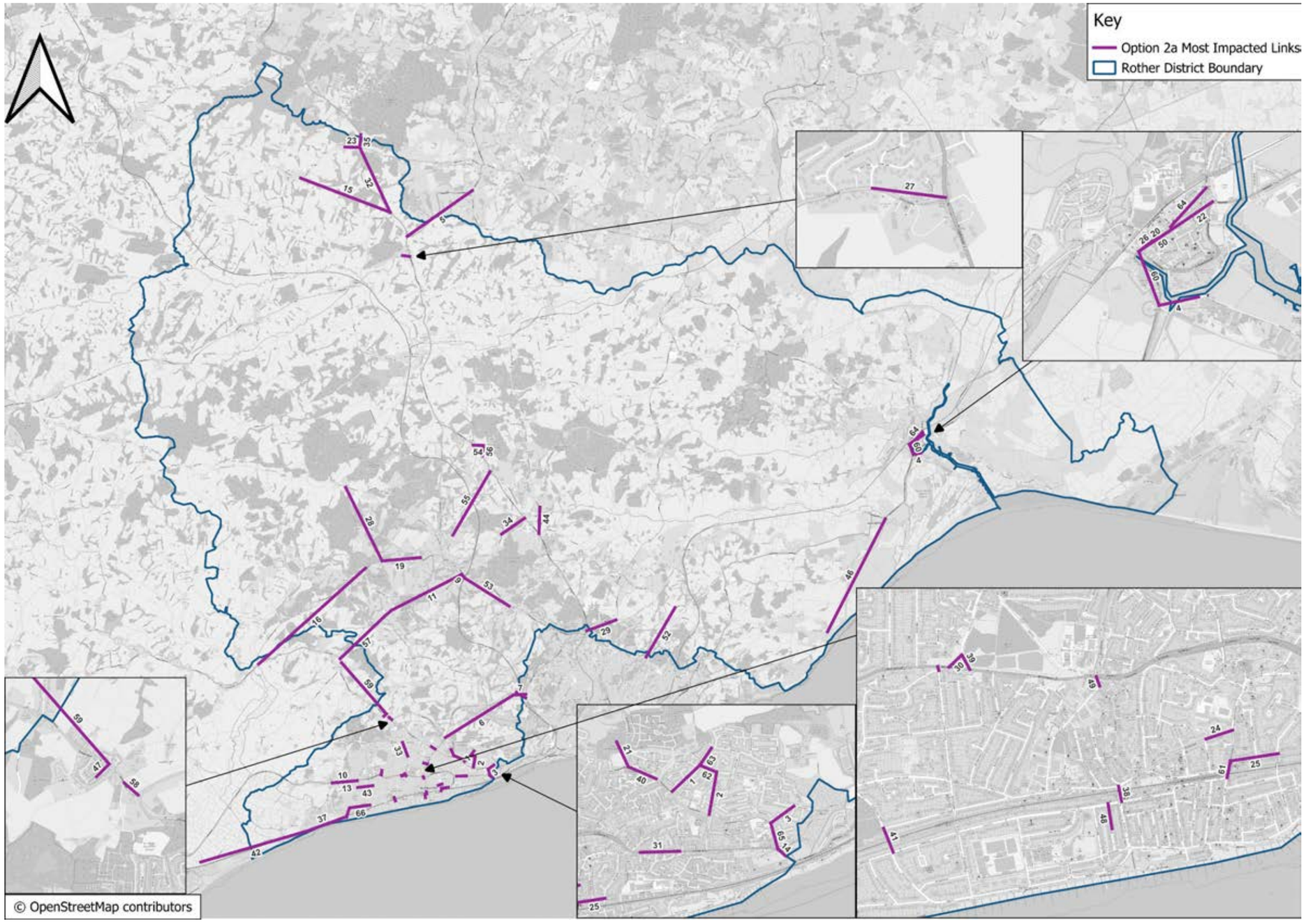


Table 6-11 - Comparison of Option 2 and Option 1 for the Most Impacted Links (Delay Differences, Seconds)

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
1	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane	**1555**	**31**	**60**	**1964**	**55**	**31**
2	A2036 Hastings Road/Third Avenue	Third Avenue	**1481**	**2**	**24**	**2481**	**10**	**11**
3	A20326 Hastings Road/Glyne Drive	Glyne Drive	**1464**	**3**	**5**	**2540**	**5**	**6**
4	A259 Winchelsea Road/Harbour Road	Harbour Road	**834**	**433**	**1265**	**1009**	**910**	**1183**
5	A21 London Road/A265 Station Road	A265 Station Road	**402**	**64**	**533**	**599**	**87**	**648**
6	A2690/A2691 roundabout	A2690 Combe Valley Way (southbound)	**260**	**9**	**189**	**335**	**15**	**145**
7	A259 Little Common Road/Broadoak Lane	Broadoak Lane	**209**	**9**	**68**	**242**	**18**	**68**
8	A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway	A2690 Combe Valley Way (eastbound)	**201**	**134**	**128**	**128**	**147**	**111**
9	B2092 Queensway/Crowhurst Road	Crowhurst Road	**165**	**0**	**6**	**204**	**3**	**4**
10	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)	**140**	**14**	**185**	**123**	**79**	**176**
11	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)	**136**	**172**	**176**	**82**	**69**	**221**
12	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)	**126**	**37**	**236**	**143**	**39**	**181**
13	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)	**124**	**233**	**844**	**114**	**252**	**814**
14	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)	**123**	**103**	**127**	**4**	**152**	**111**
15	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**122**	**60**	**150**	**140**	**60**	**147**
16	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (eastbound)	**116**	**9**	**3**	**204**	**9**	**2**
17	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (westbound)	**105**	**11**	**9**	**76**	**15**	**27**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
18	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**100**	**2**	**6**	**143**	**4**	**9**
19	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street	**98**	**15**	**54**	**74**	**84**	**72**
20	A21 London Road/A268 Hawkhurst Road/B2087 High Street	B2087 High Street	**91**	**46**	**98**	**122**	**63**	**136**
21	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road	**89**	**18**	**207**	**125**	**31**	**200**
22	A271 Kitchenham Road/B2096 Kane Hythe Road	A271 Kitchenham Road (westbound)	**87**	**20**	**102**	**113**	**20**	**96**
23	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	A268 Wish Street (eastbound)	**87**	**8**	**3**	**68**	**9**	**2**
24	A21 New Road/Marley Lane	Marley Lane	**79**	**12**	**208**	**47**	**31**	**159**
25	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (eastbound)	**77**	**73**	**108**	**154**	**101**	**134**
26	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	A269 Magdalen Road	**77**	**13**	**87**	**61**	**30**	**174**
27	A271 Kitchenham Road/B2096 Kane Hythe Road	B2096 Kane Hythe Road	**74**	**39**	**174**	**131**	**93**	**172**
28	A21/B2099 Pashley Road	B2099 Pashley Road	**68**	**44**	**60**	**86**	**59**	**85**
29	Turkey Road/Gunters Lane	Gunters Lane	**60**	**4**	**19**	**95**	**13**	**31**
30	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)	**59**	**5**	**0**	**109**	**9**	**1**
31	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (southbound)	**56**	**5**	**70**	**68**	**13**	**100**
32	A259 Little Common Road/West Down Road (west)	West Down Road	**53**	**-12**	**-22**	**106**	**-8**	**-20**
33	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	A269 Buckhurst Road	**52**	**22**	**92**	**57**	**80**	**107**
34	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road	**44**	**79**	**150**	**80**	**44**	**236**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
35	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**36**	**9**	**98**	**45**	**11**	**197**
36	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**35**	**7**	**115**	**39**	**10**	**214**
37	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**33**	**9**	**121**	**120**	**9**	**223**
38	Sluice Lane (east of Pevensey roundabout)	Sluice Lane (westbound)	**30**	**52**	**90**	**31**	**61**	**79**
39	A259 Little Common Road/West Down Road (east)	West Down Road	**23**	**-8**	**-21**	**105**	**-7**	**-20**
40	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**18**	**0**	**95**	**144**	**1**	**195**
41	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk	**17**	**10**	**113**	**38**	**13**	**97**
42	B2182 Cooden Sea Road/Birkdale	Birkdale	**17**	**20**	**94**	**30**	**52**	**112**
43	Wickham Avenue/Park Road/Cornwall Road	Park Road	**2**	**299**	**1013**	**3**	**301**	**844**
44	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Strand Quay (northbound)	**5**	**30**	**167**	**5**	**58**	**164**
45	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)	**8**	**19**	**66**	**26**	**52**	**82**
46	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**12**	**16**	**71**	**21**	**44**	**84**
47	A21 London Road/A229 Merriments Lane	A229 Merriments Lane	**11**	**12**	**72**	**-333**	**15**	**179**
48	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**6**	**10**	**108**	**8**	**15**	**198**
49	A259 Winchelsea Road/Harbour Road	A259 Winchelsea Road (southbound)	**8**	**9**	**41**	**29**	**21**	**90**
50	A2100 Hastings Road/Telham Lane	A2100 Hastings Road (eastbound)	**2**	**7**	**218**	**-70**	**10**	**197**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
51	A21 Woodmans Green Road/Whatlington Road	Whatlington Road	**14**	**2**	**127**	**29**	**2**	**72**
52	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**7**	**1**	**70**	**16**	**1**	**73**
53	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**0**	**0**	**0**	**613**	**0**	**0**
54	Pebsham Lane/Seabourne Road	Seabourne Road	**1**	**0**	**2**	**583**	**0**	**1**
55	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**10**	**2**	**2**	**124**	**2**	**3**
56	A2036 Wrestwood Road/A2691 Mount View Street	A2036 Wrestwood Road (eastbound)	**13**	**3**	**13**	**16**	**4**	**162**

6.3.19. The assessment indicates that the greatest increases in delay under the Local Plan scenario are forecast to occur at a number of key junctions and approaches across the highway network. The most significant impacts are concentrated at the following locations:

- Junction A20326 Hastings Road/Glyne Drive, approach from Glyne Drive with an increase of 2540 seconds
- Junction A2036 Hastings Road/Third Avenue, approach from Third Avenue with an increase of 2480 seconds
- Junction A2036 Wrestwood Road/Pebsham Lane, approach from Pebsham Lane with an increase of 1963 seconds
- Junction A259 Winchelsea Road/Harbour Road, approach from Harbour Road with an increase of 1265 seconds
- Junction Wickham Avenue/Park Road/Cornwall Road, approach from Park Road with an increase of 1012 seconds
- Junction A259 Barnhorn Road/Broaklands Road, approach from A259 Barnhorn Road (westbound) with an increase of 844 seconds
- Junction A21 London Road/A265 Station Road, approach from A265 Station Road with an increase of 648 seconds
- Junction Pebsham Lane/Seabourne Road, approach from Pebsham Lane (southbound) with an increase of 612 seconds
- Junction Pebsham Lane/Seabourne Road, approach from Seabourne Road with an increase of 582 seconds

6.3.20. A number of other junction approaches are also forecast to experience notable increases in delay, including:

- Junction A2690/A2691 roundabout, approach from A2690 Combe Valley Way (southbound) with an increase of 335 seconds
- Junction A259 Little Common Road/Broadoak Lane, approach from Broadoak Lane with an increase of 242 seconds
- Junction B2095 Powdermill Lane/B2204 Catsfield Road, approach from B2095 Powdermill Lane (westbound) with an increase of 236 seconds

- Junction A21 New Road/B2244 Tollgate Road, approach from B2244 Tollgate Road with an increase of 235 seconds
- Junction A21 Woodmans Green Road/B2089 Park Lane (north), approach from B2089 Park Lane (westbound) with an increase of 222 seconds
- Junction A28 Westfield Lane/A21 Ebden's Hill offslip, approach from A28 Westfield Lane (westbound) with an increase of 220 seconds
- Junction A2100 Hastings Road/Telham Lane, approach from A2100 Hastings Road (eastbound) with an increase of 217 seconds
- Junction B2182 Cooden Drive/Westcourt Drive, approach from Westcourt Drive with an increase of 213 seconds
- Junction A21 New Road/Marley Lane, approach from Marley Lane with an increase of 208 seconds
- Junction A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road, approach from A271 Kitchenham Road with an increase of 207 seconds
- Junction B2092 Queensway/Crowhurst Road, approach from Crowhurst Road with an increase of 204 seconds
- Junction A259 South Undercliff/Shipyard Lane, approach from A259 South Undercliff (eastbound) with an increase of 203 seconds
- Junction A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway, approach from A2690 Combe Valley Way (eastbound) with an increase of 200 seconds
- Junction B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk, approach from B2182 Cooden Sea Road (southbound) with an increase of 197 seconds
- Junction Wickham Avenue/Sackville Road, approach from Sackville Road (southbound) with an increase of 196 seconds
- Junction A21 Woodmans Green Road/B2089 Park Lane (south), approach from B2089 Park Lane (southbound) with an increase of 195 seconds
- Junction A2100 Lower Lake/B2095 Powdermill Lane (roundabout), approach from A2100 Lower Lake (northbound) with an increase of 185 seconds

- Junction A21 London Road/A229 Merriments Lane, approach from A229 Merriments Lane with an increase of 178 seconds
- Junction A271 Kitchenham Road/B2096 Kane Hythe Road, approach from B2096 Kane Hythe Road with an increase of 173 seconds
- Junction A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road, approach from A269 Magdalen Road with an increase of 173 seconds
- Junction A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street, approach from A259 Strand Quay (northbound) with an increase of 166 seconds
- Junction A2036 Wrestwood Road/A2691 Mount View Street, approach from A2036 Wrestwood Road (eastbound) with an increase of 161 seconds
- Junction B2095 Powdermill Lane/B2204 Catsfield Road, approach from B2095 Powdermill Lane (eastbound) with an increase of 154 seconds
- Junction A259 Bexhill Road ped crossing (east from Glyne Gap roundabout), approach from A259 Bexhill Road (eastbound) with an increase of 152 seconds
- Junction A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road, approach from A259 Barnhorn Road (eastbound) with an increase of 149 seconds
- Junction A269 London Road/Woodsgate Park, approach from Woodsgate Park (eastbound) with an increase of 142 seconds
- Junction A21 London Road/A268 Hawkhurst Road/B2087 High Street, approach from B2087 High Street with an increase of 136 seconds
- Junction A21 Woodmans Green Road/Whatlington Road, approach from Whatlington Road with an increase of 126 seconds
- Junction A268 Land Gate/A268 Rye Hill/A268 Fish Market Road, approach from A268 Land Gate (eastbound) with an increase of 123 seconds
- Junction B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk, approach from Herbrand Walk with an increase of 113 seconds
- Junction A271 Kitchenham Road/B2096 Kane Hythe Road, approach from A271 Kitchenham Road (westbound) with an increase of 112 seconds

- Junction B2182 Cooden Sea Road/Birkdale, approach from Birkdale with an increase of 111 seconds
- Junction A259 De La Warr Road/College Road, approach from A259 De La Warr Road (eastbound) with an increase of 109 seconds
- Junction A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road, approach from A269 Buckhurst Road with an increase of 107 seconds
- Junction A259 Little Common Road/West Down Road (west), approach from West Down Road with an increase of 105 seconds
- Junction A259 South Undercliff/Shipyard Lane, approach from A259 South Undercliff (westbound) with an increase of 105 seconds
- Junction A259 Little Common Road/West Down Road (east), approach from West Down Road with an increase of 105 seconds
- Junction A21 London Road/A268 Hawkhurst Road/B2087 High Street, approach from A21 London Road (southbound) with an increase of 100 seconds
- Junction A2036 Wrestwood Road/A2691 Mount View Street, approach from A2691 Mount View Street with an increase of 98 seconds
- Junction Turkey Road/Gunters Lane, approach from Gunters Lane with an increase of 94 seconds
- Junction A259 Winchelsea Road/Harbour Road, approach from A259 Winchelsea Road (southbound) with an increase of 89 seconds
- Junction Sluice Lane (east of Pevensey roundabout), approach from Sluice Lane (westbound) with an increase of 89 seconds.

6.3.21. The results indicate that Local Plan development is forecast to increase delays across several key corridors and junctions within the study area, with the most severe impacts occurring at junctions within the Bexhill and Hastings urban areas. In particular, substantial increases in delay are forecast along the A2036 corridor, the A259 corridor, and at a number of junctions serving strategic movements between the A21 and surrounding local road network.

6.3.22. The assessment also identifies a small number of locations where delays are forecast to reduce under the Local Plan scenario compared with Option 1. The most notable reductions are predicted at the following junction approaches:

- Junction A21 London Road/A229 Merriments Lane, approach from A229 Merriments Lane with a decrease of -333 seconds
- Junction A2100 Hastings Road/Telham Lane, approach from A2100 Hastings Road (eastbound) with a decrease of -70 seconds
- Junction A259 Little Common Road/West Down Road (west), approach from West Down Road with a decrease of -21 seconds
- Junction A259 Little Common Road/West Down Road (east), approach from West Down Road with a decrease of -21 seconds

6.3.23. These reductions are relatively limited in scale and are likely to reflect localised changes in traffic routing and redistribution across the network. Overall, the modelling results demonstrate that the forecast Local Plan growth is expected to result in a net increase in delays across the majority of the highway network during the assessed peak periods:

Table 6-12 - Comparison of Option 2a and Option 1 for the Most Impacted Links (Delay Differences, Seconds)

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
1	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane	**1933**	**52**	**42**	**1593**	**60**	**34**
2	A2036 Hastings Road/Third Avenue	Third Avenue	**1867**	**5**	**3**	**2373**	**16**	**10**
3	A20326 Hastings Road/Glyne Drive	Glyne Drive	**1858**	**4**	**4**	**2435**	**6**	**6**
4	A259 Winchelsea Road/Harbour Road	Harbour Road	**871**	**469**	**1304**	**1094**	**860**	**1221**
5	A21 London Road/A229 Merriments Lane	A229 Merriments Lane	**468**	**12**	**88**	**-315**	**12**	**214**
6	A2690/A2691 roundabout	A2690 Combe Valley Way (southbound)	**429**	**28**	**229**	**456**	**86**	**194**
7	A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway	A2690 Combe Valley Way (eastbound)	**238**	**149**	**121**	**158**	**167**	**103**
8	A259 Little Common Road/Broadoak Lane	Broadoak Lane	**226**	**13**	**87**	**264**	**27**	**173**
9	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)	**187**	**69**	**230**	**167**	**101**	**210**
10	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**181**	**78**	**154**	**226**	**77**	**132**
11	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)	**172**	**39**	**254**	**162**	**47**	**191**
12	B2092 Queensway/Crowhurst Road	Crowhurst Road	**167**	**0**	**6**	**171**	**3**	**4**
13	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)	**145**	**354**	**1118**	**133**	**370**	**1040**
14	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)	**138**	**112**	**125**	**-7**	**164**	**96**
15	A21/B2099 Pashley Road	B2099 Pashley Road	**124**	**45**	**69**	**84**	**55**	**89**
16	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road	**120**	**21**	**282**	**146**	**53**	**274**
17	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (eastbound)	**119**	**98**	**133**	**178**	**126**	**163**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
18	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**117**	**3**	**5**	**167**	**7**	**39**
19	A271 Kitchenham Road/B2096 Kane Hythe Road	A271 Kitchenham Road (westbound)	**116**	**21**	**112**	**129**	**28**	**111**
20	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (eastbound)	**112**	**8**	**3**	**211**	**9**	**2**
21	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street	**111**	**86**	**27**	**85**	**8**	**62**
22	A259 South Undercliff/Shipyard Lane	A259 South Undercliff (westbound)	**106**	**11**	**10**	**76**	**15**	**23**
23	A21 London Road/A268 Hawkhurst Road/B2087 High Street	B2087 High Street	**90**	**47**	**104**	**130**	**64**	**138**
24	A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road	A269 Buckhurst Road	**86**	**76**	**102**	**94**	**138**	**189**
25	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	A269 Magdalen Road	**86**	**28**	**171**	**90**	**64**	**267**
26	A268 Wish Street/A268 Ferry Road/A268 Cinque Ports Street	A268 Wish Street (eastbound)	**85**	**9**	**3**	**67**	**9**	**2**
27	A21 London Road/A265 Station Road	A265 Station Road	**83**	**60**	**606**	**596**	**86**	**550**
28	A271 Kitchenham Road/B2096 Kane Hythe Road	B2096 Kane Hythe Road	**82**	**57**	**184**	**146**	**105**	**183**
29	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)	**82**	**141**	**200**	**118**	**43**	**303**
30	A259 Little Common Road/West Down Road (west)	West Down Road	**77**	**-14**	**-14**	**121**	**-4**	**9**
31	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)	**75**	**2**	**1**	**148**	**8**	**1**
32	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (northbound)	**62**	**4**	**-29**	**-17**	**16**	**-40**
33	Turkey Road/Gunters Lane	Gunters Lane	**61**	**6**	**32**	**92**	**16**	**95**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
34	A21 New Road/Marley Lane	Marley Lane	**59**	**9**	**230**	**63**	**20**	**180**
35	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (southbound)	**55**	**5**	**76**	**73**	**13**	**98**
36	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**54**	**2**	**8**	**93**	**4**	**10**
37	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk	**53**	**16**	**111**	**123**	**19**	**58**
38	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**52**	**15**	**192**	**70**	**28**	**293**
39	A259 Little Common Road/West Down Road (east)	West Down Road	**47**	**-12**	**-12**	**128**	**-5**	**12**
40	A2036 Wrestwood Road/A2691 Mount View Street	A2036 Wrestwood Road (eastbound)	**46**	**4**	**162**	**104**	**5**	**238**
41	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**45**	**12**	**208**	**58**	**27**	**332**
42	Sluice Lane (east of Pevensey roundabout)	Sluice Lane (westbound)	**40**	**72**	**105**	**37**	**77**	**96**
43	B2182 Cooden Sea Road/Birkdale	Birkdale	**38**	**58**	**122**	**49**	**90**	**263**
44	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road	**34**	**70**	**179**	**105**	**34**	**286**
45	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**32**	**46**	**101**	**32**	**85**	**187**
46	A259 Royal Military Road/A259 Tanyard Lane/Sea Road	Sea Road	**31**	**13**	**9**	**64**	**12**	**10**
47	A269 Ninfield Road/Thorne Crescent	Thorne Crescent	**28**	**3**	**40**	**523**	**5**	**50**
48	Wickham Avenue/Park Road/Cornwall Road	Park Road	**3**	**442**	**1093**	**4**	**496**	**704**
49	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)	**28**	**44**	**87**	**39**	**93**	**174**
50	A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street	A259 Strand Quay (northbound)	**5**	**30**	**170**	**6**	**56**	**169**

ID	Junction	Arm	AM Option 2 2042 diff to Option 1	IP Option 2 2042 diff to Option 1	PM Option 2 2042 diff to Option 1	AM Option 2 2050 diff to Option 1	IP Option 2 2050 diff to Option 1	PM Option 2 2050 diff to Option 1
51	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**10**	**21**	**189**	**13**	**28**	**289**
52	B2093 The Ridge/Chowns Hill	Chowns Hill	**15**	**14**	**7**	**63**	**7**	**7**
53	A2100 Hastings Road/Telham Lane	A2100 Hastings Road (eastbound)	**9**	**8**	**257**	**-52**	**8**	**217**
54	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**28**	**5**	**145**	**124**	**4**	**253**
55	A21 Woodmans Green Road/Whatlington Road	Whatlington Road	**13**	**1**	**132**	**54**	**1**	**95**
56	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**19**	**0**	**123**	**128**	**0**	**239**
57	A269 High Street/B2204 Catsfield Road	B2204 Catsfield Road	**17**	**6**	**95**	**13**	**9**	**110**
58	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**16**	**1**	**87**	**41**	**2**	**88**
59	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**8**	**9**	**58**	**11**	**6**	**65**
60	A259 Winchelsea Road/Harbour Road	A259 Winchelsea Road (southbound)	**8**	**9**	**52**	**34**	**17**	**104**
61	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	B2182 Sea Road	**26**	**7**	**37**	**13**	**33**	**184**
62	Pebsham Lane/Seabourne Road	Seabourne Road	**0**	**0**	**1**	**845**	**0**	**1**
63	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**0**	**0**	**0**	**824**	**0**	**0**
64	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**9**	**2**	**2**	**127**	**2**	**3**
65	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**9**	**2**	**3**	**81**	**2**	**4**
66	B2182 Cooden Sea Road/Withyham Road	Withyham Road	**6**	**6**	**26**	**8**	**10**	**102**

6.3.24. The assessment indicates that the greatest increases in delay are forecast to occur at a number of key junctions and approaches across the highway network. The most significant impacts are concentrated at the following locations:

- Junction A20326 Hastings Road/Glyne Drive, approach from Glyne Drive with an increase of 2434 seconds
- Junction A2036 Hastings Road/Third Avenue, approach from Third Avenue with an increase of 2372 seconds
- Junction A2036 Wrestwood Road/Pebsham Lane, approach from Pebsham Lane with an increase of 1933 seconds
- Junction A259 Winchelsea Road/Harbour Road, approach from Harbour Road with an increase of 1304 seconds
- Junction A259 Barnhorn Road/Broaklands Road, approach from A259 Barnhorn Road (westbound) with an increase of 1117 seconds
- Junction Wickham Avenue/Park Road/Cornwall Road, approach from Park Road with an increase of 1092 seconds
- Junction Pebsham Lane/Seabourne Road, approach from Seabourne Road with an increase of 844 seconds
- Junction Pebsham Lane/Seabourne Road, approach from Pebsham Lane (southbound) with an increase of 824 seconds
- Junction A21 London Road/A265 Station Road, approach from A265 Station Road with an increase of 606 seconds
- Junction A269 Ninfield Road/Thorne Crescent, approach from Thorne Crescent with an increase of 523 seconds
- Junction A21 London Road/A229 Merriments Lane, approach from A229 Merriments Lane with an increase of 467 seconds

6.3.25. Other notable increases in delay are forecast at:

- Junction A2690/A2691 roundabout, approach from A2690 Combe Valley Way (southbound) with an increase of 455 seconds

- Junction B2182 Cooden Drive/Westcourt Drive, approach from Westcourt Drive with an increase of 331 seconds
- Junction A28 Westfield Lane/A21 Ebden's Hill offslip, approach from A28 Westfield Lane (westbound) with an increase of 302 seconds
- Junction Wickham Avenue/Sackville Road, approach from Sackville Road (southbound) with an increase of 293 seconds
- Junction B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk, approach from B2182 Cooden Sea Road (southbound) with an increase of 288 seconds
- Junction A21 New Road/B2244 Tollgate Road, approach from B2244 Tollgate Road with an increase of 286 seconds
- Junction A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road, approach from A271 Kitchenham Road with an increase of 281 seconds
- Junction A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road, approach from A269 Magdalen Road with an increase of 267 seconds
- Junction A259 Little Common Road/Broadoak Lane, approach from Broadoak Lane with an increase of 264 seconds
- Junction B2182 Cooden Sea Road/Birkdale, approach from Birkdale with an increase of 262 seconds
- Junction A2100 Hastings Road/Telham Lane, approach from A2100 Hastings Road (eastbound) with an increase of 257 seconds
- Junction B2095 Powdermill Lane/B2204 Catsfield Road, approach from B2095 Powdermill Lane (westbound) with an increase of 254 seconds
- Junction A21 Woodmans Green Road/B2089 Park Lane (north), approach from B2089 Park Lane (westbound) with an increase of 252 seconds
- Junction A21 Woodmans Green Road/B2089 Park Lane (south), approach from B2089 Park Lane (southbound) with an increase of 238 seconds
- Junction A2690 Combe Valley Way/A2690 Queensway/B2092 Queensway, approach from A2690 Combe Valley Way (eastbound) with an increase of 238 seconds

- Junction A2036 Wrestwood Road/A2691 Mount View Street, approach from A2036 Wrestwood Road (eastbound) with an increase of 237 seconds
- Junction A21 New Road/Marley Lane, approach from Marley Lane with an increase of 230 seconds
- Junction A2100 Lower Lake/B2095 Powdermill Lane (roundabout), approach from A2100 Lower Lake (northbound) with an increase of 230 seconds
- Junction A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road, approach from A259 Barnhorn Road (eastbound) with an increase of 225 seconds
- Junction A259 South Undercliff/Shipyard Lane, approach from A259 South Undercliff (eastbound) with an increase of 210 seconds
- Junction A269 Buckhurst Road/A269 Upper Sea Road/B2182 Upper Sea Road, approach from A269 Buckhurst Road with an increase of 189 seconds
- Junction A259 Little Common Road/B2098 Sutherland Avenue, approach from B2098 Sutherland Avenue with an increase of 187 seconds
- Junction A271 Kitchenham Road/B2096 Kane Hythe Road, approach from B2096 Kane Hythe Road with an increase of 183 seconds
- Junction A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road, approach from B2182 Sea Road with an increase of 183 seconds
- Junction B2095 Powdermill Lane/B2204 Catsfield Road, approach from B2095 Powdermill Lane (eastbound) with an increase of 178 seconds
- Junction A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way, approach from A269 London Road (northbound) with an increase of 174 seconds
- Junction B2092 Queensway/Crowhurst Road, approach from Crowhurst Road with an increase of 171 seconds
- Junction A259 Winchelsea Road/A259 Strand Quay/A268 Wish Street, approach from A259 Strand Quay (northbound) with an increase of 170 seconds
- Junction A269 London Road/Woodsgate Park, approach from Woodsgate Park (eastbound) with an increase of 166 seconds

- Junction A259 Bexhill Road ped crossing (east from Glyne Gap roundabout), approach from A259 Bexhill Road (eastbound) with an increase of 163 seconds
- Junction A259 De La Warr Road/College Road, approach from A259 De La Warr Road (eastbound) with an increase of 147 seconds
- Junction A21 London Road/A268 Hawkhurst Road/B2087 High Street, approach from B2087 High Street with an increase of 137 seconds
- Junction A21 Woodmans Green Road/Whatlington Road, approach from Whatlington Road with an increase of 131 seconds
- Junction A271 Kitchenham Road/B2096 Kane Hythe Road, approach from A271 Kitchenham Road (westbound) with an increase of 128 seconds
- Junction A259 Little Common Road/West Down Road (east), approach from West Down Road with an increase of 127 seconds
- Junction A268 Land Gate/A268 Rye Hill/A268 Fish Market Road, approach from A268 Land Gate (eastbound) with an increase of 126 seconds
- Junction A21/B2099 Pashley Road, approach from B2099 Pashley Road with an increase of 124 seconds
- Junction B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk, approach from Herbrand Walk with an increase of 122 seconds
- Junction A259 Little Common Road/West Down Road (west), approach from West Down Road with an increase of 121 seconds
- Junction A2036 Wrestwood Road/A2691 Mount View Street, approach from A2691 Mount View Street with an increase of 110 seconds
- Junction A269 High Street/B2204 Catsfield Road, approach from B2204 Catsfield Road with an increase of 109 seconds
- Junction A259 South Undercliff/Shipyard Lane, approach from A259 South Undercliff (westbound) with an increase of 105 seconds
- Junction Sluice Lane (east of Pevensey roundabout), approach from Sluice Lane (westbound) with an increase of 104 seconds

- Junction A259 Winchelsea Road/Harbour Road, approach from A259 Winchelsea Road (southbound) with an increase of 104 seconds
- Junction B2182 Cooden Sea Road/Withyham Road, approach from Withyham Road with an increase of 101 seconds
- Junction A21 London Road/A268 Hawkhurst Road/B2087 High Street, approach from A21 London Road (southbound) with an increase of 98 seconds
- Junction Turkey Road/Gunters Lane, approach from Gunters Lane with an increase of 94 seconds
- Junction A269 Ninfield Road/Elva Way, approach from A269 Ninfield Road (southbound) with an increase of 93 seconds.

6.3.26. Overall, the results indicate that Local Plan development is forecast to generate significant increases in delay across several key corridors and junctions within the study area. The most severe impacts are concentrated along the A2036 corridor, the A259 corridor, and at a number of junctions providing connections between local residential areas and the strategic highway network. Several junctions within the Bexhill and Hastings urban areas are forecast to experience significant operational deterioration, reflecting the cumulative effect of Local Plan growth on an already constrained highway network.

6.3.27. The assessment also identifies a limited number of locations where delays are forecast to reduce under the Local Plan scenario when compared with the reference case. The most notable reductions are predicted at the following junction approaches:

- Junction A21 London Road/A229 Merriments Lane, approach from A229 Merriments Lane with a decrease of -315.36 seconds
- Junction A2100 Hastings Road/Telham Lane, approach from A2100 Hastings Road (eastbound) with a decrease of -51.9 seconds
- Junction A21 London Road/A268 Hawkhurst Road/B2087 High Street, approach from A21 London Road (northbound) with a decrease of -40.4 seconds
- Junction A259 Little Common Road/West Down Road (west), approach from West Down Road with a decrease of -14.04 seconds

- Junction A259 Little Common Road/West Down Road (east), approach from West Down Road with a decrease of -11.85 seconds.

6.3.28. These reductions are relatively localised and are likely to result from changes in traffic routing and redistribution across the network. While a small number of approaches benefit from reduced delays, the overall findings indicate that the forecast Local Plan growth results in a net increase in delay across the network, with the majority of affected junctions experiencing worsening operational performance during the assessed period.

Option 3 vs Option 2

Most Impacted Junctions

6.3.29. Table 6-13 identifies the junctions most affected by the implementation of the Option 3 (Modal Shift) when compared with Option 2, using the Junction Volume-to-Capacity (V/C) ratio as the primary measure of operational performance. Their ID is a unique identifier for each junction for reporting purposes and does not indicate the relative magnitude or severity of impact. These IDs are used consistently throughout the comparison figures and analysis presented in subsequent paragraphs.

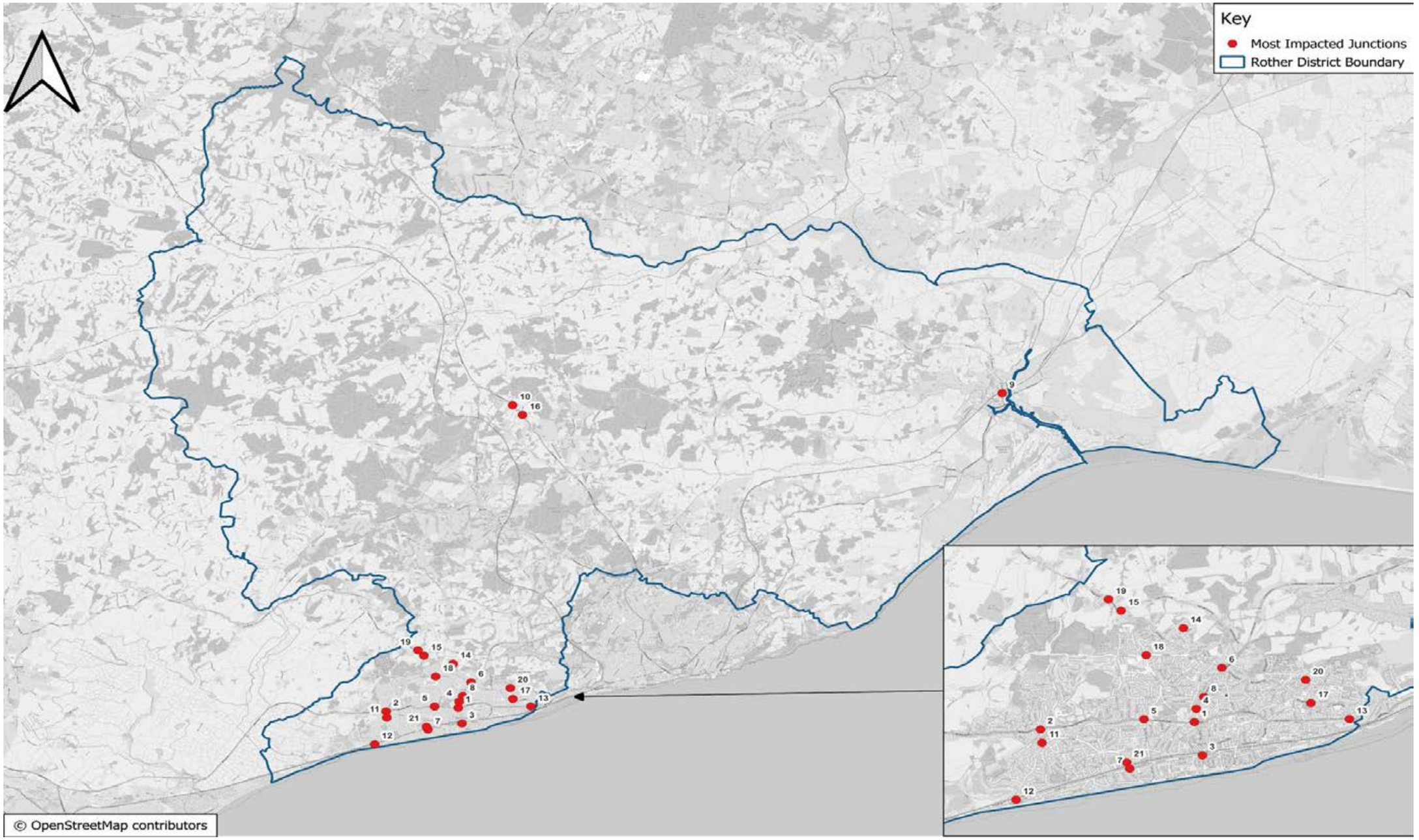
6.3.30. Figure 6-6 illustrates the locations of the junctions identified as being most affected by the Option 3 (Modal Shift) scenario when compared with Option 2 (With Local Plan).

Table 6-13 - Most Impacted Junctions, Option 3

ID	Locations	Arm
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue

ID	Locations	Arm
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
11	B2182 Cooden Sea Road/Birkdale	Birkdale
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)
17	A2036 Hastings Road/Third Avenue	Third Avenue
18	Turkey Road/Gunters Lane	Gunters Lane
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
21	Westcourt Drive/Terminus Avenue	Terminus Avenue

Figure 6-6 - Most Impacted Junctions, Option 3



6.3.31. Table 6-14 to Table 6-16 presents the impacts of the modal shift measures included in the Option 3 scenario on junction Volume-to-Capacity (V/C) ratios during the AM Peak, Inter-Peak and PM Peak periods.

Table 6-14 - Option 3 vs Option 2, AM Peak, Junction Volume Capacity Ratio

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 3 2042	AM Option 3 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)	**100**	**100**	**100**	**100**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**107**	**107**	**106**	**106**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**99**	**99**	**97**	**97**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**103**	**103**	**102**	**102**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**90**	**90**	**88**	**88**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**101**	**101**	**100**	**100**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**100**	**100**	**100**	**100**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**107**	**107**	**105**	**105**

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 3 2042	AM Option 3 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**103**	**103**	**103**	**103**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**106**	**106**	**106**	**106**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**88**	**88**	**84**	**84**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk	**97**	**97**	**88**	**88**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**103**	**103**	**100**	**100**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)	**98**	**98**	**96**	**96**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**96**	**96**	**95**	**95**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**106**	**106**	**106**	**106**
17	A2036 Hastings Road/Third Avenue	Third Avenue	**239**	**239**	**210**	**210**
18	Turkey Road/Gunters Lane	Gunters Lane	**103**	**103**	**102**	**102**
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent	**91**	**91**	**88**	**88**

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 3 2042	AM Option 3 2050
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**134**	**134**	**103**	**103**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**40**	**40**	**41**	**41**

6.3.32. The analysis indicates that, during the AM Peak period, the Option 3 (Modal Shift) scenario results in improved junction performance, with 15 of the 21 assessed junctions showing a reduction in their Volume-to-Capacity (V/C) ratios compared with the Option 2 (With Local Plan) scenario.

6.3.33. However, it is worth noting that under Option 2 (With Local Plan) more than half of the junctions operate above their capacity (13 of 21 junctions) and few of them are close to reach it (between 90% and 100%). For that reason, despite the overall reduction due to Option 3, their V/C ratios remain above capacity.

6.3.34. The exception is Westcourt Drive/Terminus Avenue junction which operates below its capacity in both Options 2 and 3.

Table 6-15 - Option 3 vs Option 2, IP Peak, Junction Volume Capacity Ratio

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 3 2042	IP Option 3 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)	**95**	**100**	**93**	**98**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**100**	**100**	**99**	**100**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**84**	**87**	**83**	**85**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**79**	**93**	**73**	**85**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**92**	**96**	**91**	**95**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**64**	**71**	**63**	**68**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**78**	**87**	**76**	**83**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**53**	**63**	**48**	**57**

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 3 2042	IP Option 3 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Rye Hill	**64**	**66**	**64**	**66**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**67**	**74**	**61**	**76**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**86**	**97**	**79**	**90**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**65**	**74**	**61**	**69**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**66**	**73**	**64**	**72**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (westbound)	**80**	**86**	**81**	**84**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A2691 Haven Brook Avenue (westbound)	**57**	**63**	**58**	**61**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	A21 Woodmans Green Road (northbound)	**42**	**43**	**42**	**44**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**33**	**36**	**32**	**34**
18	Turkey Road/Gunters Lane	Gunters Lane	**68**	**76**	**67**	**73**

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 3 2042	IP Option 3 2050
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**55**	**65**	**56**	**64**
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**16**	**15**	**16**	**17**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**33**	**35**	**32**	**34**

6.3.35. The analysis indicates that, during the Inter-Peak period, the impact of the Option 3 (Modal Shift) scenario is relatively limited. Only minor changes in junction Volume-to-Capacity (V/C) ratios are observed when compared with the Option 2 (With Local Plan) scenario, reflecting the fact that the majority of junctions were already operating within capacity under Option 2. Following the implementation of Option 3, these junctions continue to operate within their theoretical capacity limits.

6.3.36. Overall, performance of the junctions improves or remain at the same level as in Option 2.

Table 6-16 - Option 3 vs Option 2, PM Peak, Junction Volume Capacity Ratio

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 3 2042	PM Option 3 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A259 Belle Hill (westbound)	**103**	**110**	**103**	**108**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**107**	**107**	**106**	**107**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**101**	**106**	**100**	**105**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**80**	**80**	**79**	**78**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**102**	**102**	**101**	**103**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**82**	**85**	**79**	**84**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**103**	**109**	**102**	**107**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**65**	**72**	**59**	**63**

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 3 2042	PM Option 3 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**59**	**65**	**58**	**65**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**103**	**110**	**103**	**111**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**101**	**102**	**100**	**101**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**104**	**104**	**103**	**103**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**82**	**88**	**82**	**87**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)	**94**	**95**	**95**	**94**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**102**	**102**	**101**	**103**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**102**	**108**	**102**	**110**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**43**	**46**	**43**	**45**
18	Turkey Road/Gunters Lane	Gunters Lane	**85**	**94**	**83**	**91**

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 3 2042	PM Option 3 2050
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**99**	**99**	**97**	**97**
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**17**	**17**	**16**	**17**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**23**	**72**	**24**	**66**

6.3.37. The analysis indicates that the PM peak period follows a similar pattern to the AM Peak with several junctions working above their capacity under Option 2 (With Local Plan) and with minimal reduction in Volume-to-Capacity (V/C) ratios with the Option 3 (Modal Shift) scenario.

6.3.38. Overall, the junctions that operate above or close to their capacity (VC between 90% to 100%) under Option 2 (10 junctions) maintain the same performance.

Most Impacted Links

6.3.39. Table 6-17 identifies the links within the Rother highway network most affected by the implementation of the Option 3 (Modal Shift) scenario. The ID assigned to each link is a unique identifier used for reporting purposes and does not indicate the relative magnitude or severity of impact. These identifiers will be used consistently.

6.3.40. Figure 6-7 illustrates the location of these junctions identified as the most impacted by the option 3 scenario.

Table 6-17 - Most Impacted Links Option 3

ID	Junction	Arm
1	A259 Winchelsea Road/Harbour Road	Harbour Road
2	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)
3	Wickham Avenue/Park Road/Cornwall Road	Park Road
4	Pebsham Lane/Seabourne Road	Seabourne Road
5	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street
6	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane
7	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)
8	A2036 Hastings Road/Third Avenue	Third Avenue
9	A20326 Hastings Road/Glyne Drive	Glyne Drive
10	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)
11	A21 London Road/A265 Station Road	A265 Station Road

ID	Junction	Arm
12	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)

Figure 6-7 - Most Impacted Links, Option 3



6.3.41. Table 6-18 presents the impact of the Option 3 scenario on these links during the AM peak, Interpeak and PM peak, expressed in terms of changes in link delay relative to Option 2 (With Local Plan) scenario.

Table 6-18 - Option 3 vs Option 2 Most Impacted Links (delay differences, in seconds)

ID	Junction	Arm	AM Option 3 2042 diff to Option 2	IP Option 3 2042 diff to Option 2	PM Option 3 2042 diff to Option 2	AM Option 3 2050 diff to Option 2	IP Option 3 2050 diff to Option 2	PM Option 3 2050 diff to Option 2
1	A259 Winchelsea Road/Harbour Road	Harbour Road	**23**	**39**	**-38**	**6**	**-97**	**42**
2	A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)	A259 Bexhill Road (eastbound)	**22**	**-11**	**4**	**74**	**-8**	**-11**
3	Wickham Avenue/Park Road/Cornwall Road	Park Road	**2**	**-30**	**-85**	**-1**	**-7**	**2**
4	Pebsham Lane/Seabourne Road	Seabourne Road	**0**	**0**	**1**	**-561**	**0**	**0**
5	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street	**-42**	**2**	**-22**	**-9**	**-61**	**-52**

ID	Junction	Arm	AM Option 3 2042 diff to Option 2	IP Option 3 2042 diff to Option 2	PM Option 3 2042 diff to Option 2	AM Option 3 2050 diff to Option 2	IP Option 3 2050 diff to Option 2	PM Option 3 2050 diff to Option 2
6	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane	**-328**	**-8**	**-2**	**154**	**-4**	**-3**
7	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)	**-65**	**-47**	**-16**	**-12**	**10**	**55**
8	A2036 Hastings Road/Third Avenue	Third Avenue	**-342**	**0**	**0**	**-447**	**-5**	**-3**
9	A20326 Hastings Road/Glyne Drive	Glyne Drive	**-333**	**0**	**0**	**-484**	**-2**	**-1**
10	A259 De La Warr Road/College Road	A259 De La Warr Road (eastbound)	**-56**	**-4**	**0**	**-74**	**-7**	**0**
11	A21 London Road/A265 Station Road	A265 Station Road	**-7**	**-10**	**-8**	**-52**	**-3**	**-209**

ID	Junction	Arm	AM Option 3 2042 diff to Option 2	IP Option 3 2042 diff to Option 2	PM Option 3 2042 diff to Option 2	AM Option 3 2050 diff to Option 2	IP Option 3 2050 diff to Option 2	PM Option 3 2050 diff to Option 2
12	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**0**	**0**	**0**	**-563**	**0**	**0**

6.3.42. The comparison of Option 3 (Modal Shift) against Option 2 (With Local Plan) indicates that the affected locations experience reductions in delay, particularly in AM period reflecting the benefits associated with lower car-trip demand. However, a small number of locations are forecast to experience increases in delay, largely as a result of changes in traffic distribution and route choice across the network.

6.3.43. The largest forecast increases in delay occur at the following junctions and approaches:

- 154 seconds at A2036 Wrestwood Road/Pebsham Lane
- 74 seconds at A259 Bexhill Road ped crossing (east from Glyne Gap roundabout)

6.3.44. The analysis indicates that the most significant reductions in delay under the Option 3 scenario occur at the following junctions and approaches:

- 563 seconds at Pebsham Lane/Seabourne Road
- 484 seconds at A20326 Hastings Road/Glyne Drive
- 447 seconds at A2036 Hastings Road/Third Avenue

6.3.45. Overall, the results suggest that the Option 3 (Modal Shift) scenario provides a net improvement in network performance at many of the most constrained locations in AM peak period, with substantial reductions in delay observed at several junctions that were previously affected by Local Plan growth under Option 2.

Option 4 vs Option 2

Most Impacted Junctions

6.3.46. Table 6-19 identifies the junctions most affected by the implementation of the Option 4 (Infrastructure Delivery Plan (IDP) schemes) scenario when compared with Option 2 (With Local Plan), using the junction Volume-to-Capacity (V/C) ratio as the primary measure of operational performance. The ID assigned to each junction is a unique identifier used for reporting purposes and does not indicate the relative magnitude or severity of impact. These identifiers are used consistently throughout the comparison figures and analysis presented in the following sections.

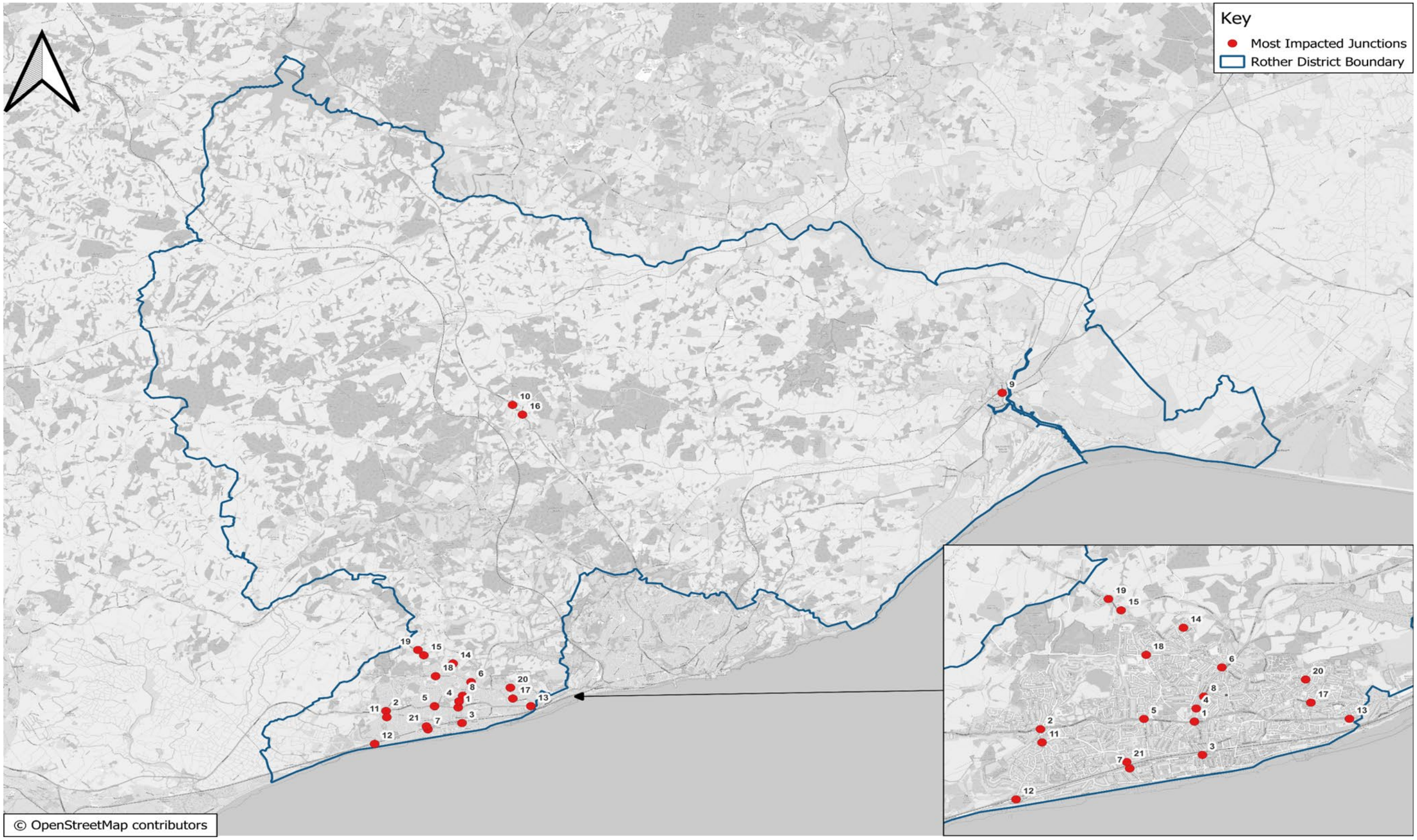
6.3.47. Figure 6-8 illustrates the location of the junctions identified as the most affected by the implementation of the Option 4 (IDP) scenario

Table 6-19 – Most impacted junctions, Option 4

ID	Locations	Arm
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
11	B2182 Cooden Sea Road/Birkdale	Birkdale
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)

ID	Locations	Arm
17	A2036 Hastings Road/Third Avenue	Third Avenue
18	Turkey Road/Gunters Lane	Gunters Lane
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
21	Westcourt Drive/Terminus Avenue	Terminus Avenue

Figure 6-8 - Most Impacted Junctions, Option 4



6.3.48. Table 6-20 to Table 6-22 present the impact of Option 4 (IDP schemes) scenario on junction Volume-to-Capacity (V/C) ratios during AM peak, Inter peak and PM peak respectively.

Table 6-20 - Option 4 vs Option 2, AM peak, Junction Volume Capacity Ratio

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 4 2042	AM Option 4 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A2690 Combe Valley Way (southbound)	**100**	**100**	**101**	**101**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**107**	**107**	**107**	**107**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**99**	**99**	**100**	**100**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**103**	**103**	**103**	**103**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**90**	**90**	**88**	**88**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**101**	**101**	**101**	**101**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**100**	**100**	**101**	**101**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**107**	**107**	**108**	**108**

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 4 2042	AM Option 4 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**103**	**103**	**104**	**104**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**106**	**106**	**102**	**102**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**88**	**88**	**87**	**87**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	Herbrand Walk	**97**	**97**	**99**	**99**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**103**	**103**	**102**	**102**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)	**98**	**98**	**99**	**99**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**96**	**96**	**95**	**95**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**106**	**106**	**101**	**101**
17	A2036 Hastings Road/Third Avenue	Third Avenue	**239**	**239**	**236**	**236**
18	Turkey Road/Gunters Lane	Gunters Lane	**103**	**103**	**104**	**104**
19	A269 Ninfield Road/Thorne Crescent	Thorne Crescent	**91**	**91**	**83**	**83**

ID	Locations	Arm	AM Option 2 2042	AM Option 2 2050	AM Option 4 2042	AM Option 4 2050
20	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**134**	**134**	**142**	**142**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**40**	**40**	**39**	**39**

6.3.49. During the AM peak, the Option 4 (Infrastructure Delivery Plan (IDP) schemes) scenario produces a mixed pattern of impacts when compared with Option 2 (With Local Plan). Of the 21 junctions assessed, 9 are forecast to experience increases in Volume-to-Capacity (V/C) ratios, while 9 are forecast to experience reductions, indicating that the effects of the proposed highway interventions vary across the network.

6.3.50. It is worth noting that, under Option 2, more than half of the locations (13 of 21 junctions), operate above their Volume-to-Capacity (V/C), and several of the remaining junctions are close to their limit (VC between 90% and 100%). The implementation of Option 4 has, overall, minimal impact on the highlighted junctions in the area.

Table 6-21 - Option 4 vs Option 2, IP peak, Junction Volume Capacity Ratio

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 4 2042	IP Option 4 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A269 London Road (northbound)	**95**	**100**	**95**	**100**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**100**	**100**	**100**	**100**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**84**	**87**	**85**	**89**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**79**	**93**	**78**	**96**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**92**	**96**	**92**	**96**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**64**	**71**	**64**	**72**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**78**	**87**	**80**	**88**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**53**	**63**	**53**	**64**

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 4 2042	IP Option 4 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Rye Hill	**64**	**66**	**64**	**66**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**67**	**74**	**67**	**67**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**86**	**97**	**85**	**97**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**65**	**74**	**68**	**77**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**66**	**73**	**66**	**74**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (westbound)	**80**	**86**	**77**	**81**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A2691 Haven Brook Avenue (westbound)	**57**	**63**	**54**	**59**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	A21 Woodmans Green Road (northbound)	**42**	**43**	**44**	**46**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**33**	**36**	**33**	**36**
18	Turkey Road/Gunters Lane	Gunters Lane	**68**	**76**	**67**	**74**

ID	Locations	Arm	IP Option 2 2042	IP Option 2 2050	IP Option 4 2042	IP Option 4 2050
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**55**	**65**	**53**	**60**
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**16**	**15**	**16**	**15**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**33**	**35**	**34**	**36**

6.3.51. The analysis indicates that, during the Inter-Peak period, the impact of the Option 3 (Modal Shift) scenario is relatively limited. Only minor changes in junction Volume-to-Capacity (V/C) ratios are observed when compared with the Option 2 (With Local Plan) scenario, reflecting the fact that the majority of junctions were already operating within capacity under Option 2. Following the implementation of Option 4, these junctions continue to operate within their theoretical capacity limits.

6.3.52. Although Option 4 results in reductions in V/C ratios, two junctions that were forecast to operate above capacity under Option 2 (either in 2042 or 2050) shows mixed results under Option 3. These junctions are:

- A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way
- A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road

Table 6-22 - Option 4 vs Option 2, PM peak, Junction Volume Capacity Ratio

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 4 2042	PM Option 4 2050
1	A259 Belle Hill/A259 Little Common Road/A269 London Road/A269 Combe Valley Way	A259 Belle Hill (westbound)	**103**	**110**	**103**	**111**
2	A259 Barnhorn Road/A259 Little Common Road/B2182 Cooden Sea Road	A259 Barnhorn Road (eastbound)	**107**	**107**	**107**	**107**
3	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**101**	**106**	**101**	**109**
4	A2690 Combe Valley Way/A269 London Road	A2690 Combe Valley Way (northbound)	**80**	**80**	**87**	**78**
5	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**102**	**102**	**102**	**105**
6	A269 Ninfield Road/Elva Way	A269 Ninfield Road (southbound)	**82**	**85**	**82**	**86**
7	B2182 Cooden Drive/Westcourt Drive	Westcourt Drive	**103**	**109**	**103**	**112**
8	A269 London Road/Woodsgate Park	Woodsgate Park (eastbound)	**65**	**72**	**68**	**83**

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 4 2042	PM Option 4 2050
9	A268 Land Gate/A268 Rye Hill/A268 Fish Market Road	A268 Land Gate (eastbound)	**59**	**65**	**58**	**64**
10	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**103**	**110**	**102**	**106**
11	B2182 Cooden Sea Road/Birkdale	Birkdale	**101**	**102**	**101**	**105**
12	B2182 Cooden Sea Road/B2182 Cooden Drive/Herbrand Walk	B2182 Cooden Sea Road (southbound)	**104**	**104**	**105**	**106**
13	Glyne Gap roundabout	A2036 Hastings Road (southbound)	**82**	**88**	**84**	**87**
14	A2691 Haven Brook Avenue/Watermill Lane	A2691 Haven Brook Avenue (eastbound)	**94**	**95**	**92**	**95**
15	A2691 Haven Brook Avenue/A269 Ninfield Road	A269 Ninfield Road (southbound)	**102**	**102**	**101**	**102**
16	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**102**	**108**	**101**	**106**
17	A2036 Hastings Road/Third Avenue	A2036 Hastings Road (eastbound)	**43**	**46**	**46**	**46**
18	Turkey Road/Gunters Lane	Gunters Lane	**85**	**94**	**90**	**98**

ID	Locations	Arm	PM Option 2 2042	PM Option 2 2050	PM Option 4 2042	PM Option 4 2050
19	A269 Ninfield Road/Thorne Crescent	A269 Ninfield Road (southbound)	**99**	**99**	**98**	**100**
20	Pebsham Lane/Seabourne Road	Pebsham Lane (northbound)	**17**	**17**	**16**	**17**
21	Westcourt Drive/Terminus Avenue	Terminus Avenue	**23**	**72**	**26**	**83**

6.3.53. The analysis indicates that the PM peak period follows a similar pattern to the AM Peak with several junctions working above their capacity under Option 2 (With Local Plan) and with minimal reduction in Volume-to-Capacity (V/C) ratios with the Option 4 (Modal Shift) scenario.

6.3.54. Overall, the junctions that operate above capacity under Option 2 (10 junctions) keep the same performance despite the introduction of the IDP schemes. Similarly pattern with the junctions that operate close to their capacity (VC between 90% and 100%) as their V/C ratio do not present significant variation.

Most Impacted Links

6.3.55. Table 6-23 identifies the links within the Rother highway network most affected by the implementation of the Option 4 (Infrastructure Delivery Plan (IDP) schemes) scenario. used for reporting purposes and does not indicate the relative magnitude or severity of impact. The ID assigned to each link is a unique used for reporting purposes and does not indicate the relative magnitude or severity of impact. These identifiers will be used consistently in the comparison figures and analysis presented in the following sections.

6.3.56. Figure 6-9 illustrates the locations of the links identified as being most affected by the Option 4 (IDP) scenario.

6.3.57. Table 6-24 presents the impact of Option 4 (IDP) scenario on these links during the AM Peak, Inter-Peak and PM Peak periods, expressed in terms of changes in link delay relative to Option 2 (With Local Plan).

Table 6-23 - Most Impacted Links Option 4

ID	Junction	Arm
1	A20326 Hastings Road/Glyne Drive	Glyne Drive
2	A2036 Hastings Road/Third Avenue	Third Avenue
3	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (northbound)
4	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)

ID	Junction	Arm
5	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road
6	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane
7	A259 Little Common Road/Broadoak Lane	Broadoak Lane
8	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)
9	Wickham Avenue/Sackville Road	Sackville Road (southbound)
10	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue
11	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street
12	A21 London Road/A265 Station Road	A265 Station Road
13	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)
14	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	B2182 Sea Road
15	Pebsham Lane/Seabourne Road	Seabourne Road
16	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)
17	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)
18	A259 Winchelsea Road/Harbour Road	Harbour Road
19	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road
20	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)
21	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)

Figure 6-9 - Most Impacted Links Option 4

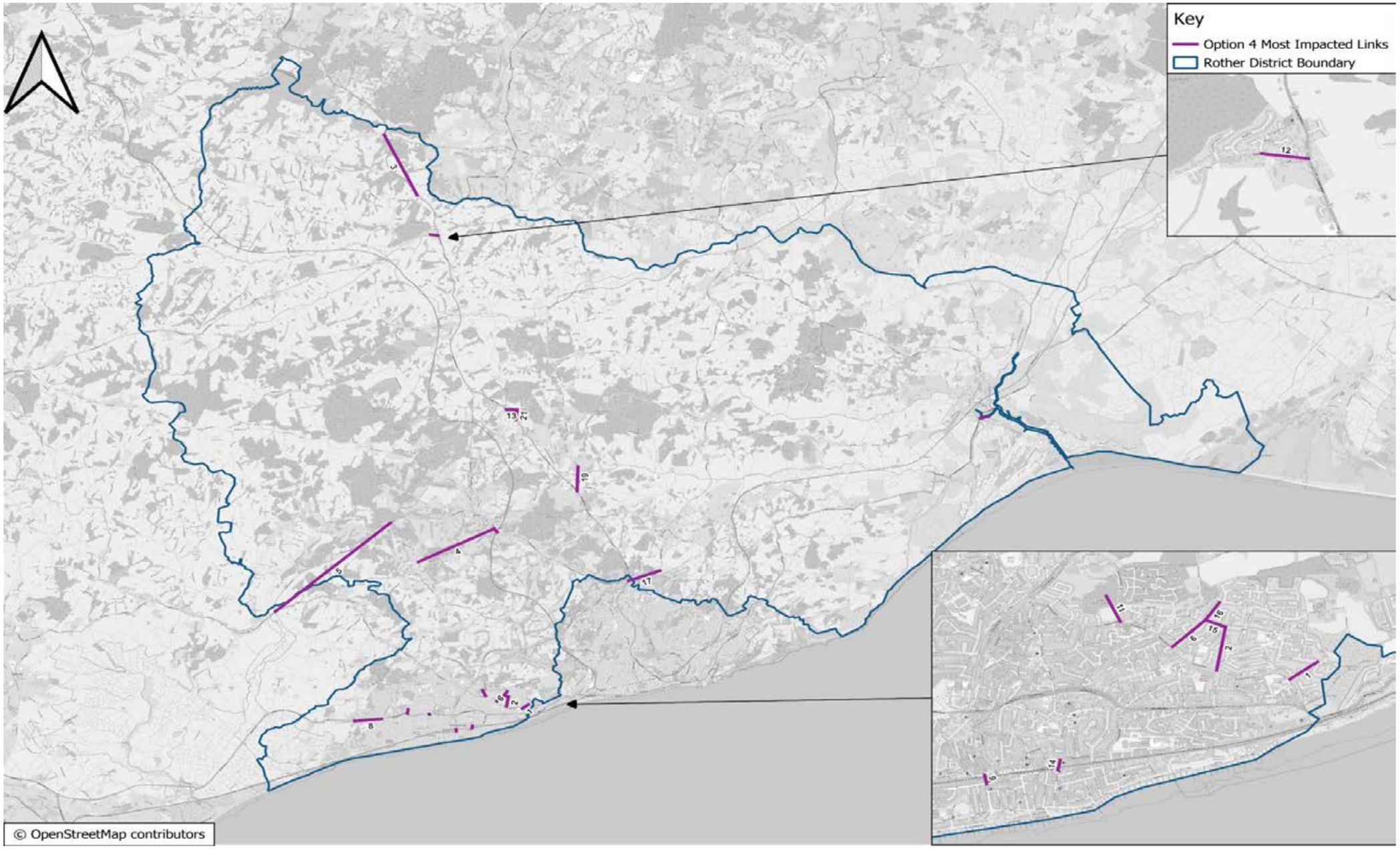


Table 6-24 - Option 4 vs Option 2 Most Impacted Links (delay differences, in seconds)

ID	Junction	Arm	AM Option 4 2042 diff to Option 2	IP Option 4 2042 diff to Option 2	PM Option 4 2042 diff to Option 2	AM Option 4 2050 diff to Option 2	IP Option 4 2050 diff to Option 2	PM Option 4 2050 diff to Option 2
1	A20326 Hastings Road/Glyne Drive	Glyne Drive	**67**	**0**	**1**	**-23**	**0**	**0**
2	A2036 Hastings Road/Third Avenue	Third Avenue	**60**	**0**	**3**	**-28**	**0**	**4**
3	A21 London Road/A268 Hawkhurst Road/B2087 High Street	A21 London Road (northbound)	**29**	**10**	**21**	**70**	**10**	**13**
4	B2095 Powdermill Lane/B2204 Catsfield Road	B2095 Powdermill Lane (westbound)	**25**	**6**	**77**	**-19**	**-4**	**-15**
5	A269 Standard Hill/A271 Boreham Hill/A271 Kitchenham Road	A271 Kitchenham Road	**25**	**4**	**91**	**0**	**16**	**-7**
6	A2036 Wrestwood Road/Pebsham Lane	Pebsham Lane	**22**	**-1**	**7**	**-171**	**1**	**3**

ID	Junction	Arm	AM Option 4 2042 diff to Option 2	IP Option 4 2042 diff to Option 2	PM Option 4 2042 diff to Option 2	AM Option 4 2050 diff to Option 2	IP Option 4 2050 diff to Option 2	PM Option 4 2050 diff to Option 2
7	A259 Little Common Road/Broadoak Lane	Broadoak Lane	**22**	**2**	**-22**	**36**	**2**	**61**
8	A259 Barnhorn Road/Broaklands Road	A259 Barnhorn Road (westbound)	**13**	**8**	**60**	**14**	**11**	**63**
9	Wickham Avenue/Sackville Road	Sackville Road (southbound)	**12**	**1**	**14**	**21**	**2**	**72**
10	A259 Little Common Road/B2098 Sutherland Avenue	B2098 Sutherland Avenue	**3**	**0**	**-1**	**0**	**0**	**64**
11	A2036 Wrestwood Road/A2691 Mount View Street	A2691 Mount View Street	**-2**	**21**	**13**	**0**	**-79**	**-10**
12	A21 London Road/A265 Station Road	A265 Station Road	**-25**	**17**	**226**	**-76**	**7**	**106**

ID	Junction	Arm	AM Option 4 2042 diff to Option 2	IP Option 4 2042 diff to Option 2	PM Option 4 2042 diff to Option 2	AM Option 4 2050 diff to Option 2	IP Option 4 2050 diff to Option 2	PM Option 4 2050 diff to Option 2
13	A21 Woodmans Green Road/B2089 Park Lane (north)	B2089 Park Lane (westbound)	**-13**	**2**	**-24**	**-66**	**-1**	**-55**
14	A269 Magdalen Road/A269 Upper Sea Road/B2182 Sea Road	B2182 Sea Road	**-2**	**0**	**6**	**-5**	**3**	**106**
15	Pebsham Lane/Seabourne Road	Seabourne Road	**0**	**0**	**1**	**154**	**0**	**0**
16	Pebsham Lane/Seabourne Road	Pebsham Lane (southbound)	**0**	**0**	**0**	**151**	**0**	**0**
17	A28 Westfield Lane/A21 Ebden's Hill offslip	A28 Westfield Lane (westbound)	**-290**	**-205**	**-77**	**-84**	**-158**	**42**
18	A259 Winchelsea Road/Harbour Road	Harbour Road	**-194**	**-159**	**-170**	**-99**	**-280**	**20**
19	A21 New Road/B2244 Tollgate Road	B2244 Tollgate Road	**-103**	**-71**	**-31**	**-22**	**-73**	**-35**

ID	Junction	Arm	AM Option 4 2042 diff to Option 2	IP Option 4 2042 diff to Option 2	PM Option 4 2042 diff to Option 2	AM Option 4 2050 diff to Option 2	IP Option 4 2050 diff to Option 2	PM Option 4 2050 diff to Option 2
20	A2100 Lower Lake/B2095 Powdermill Lane (roundabout)	A2100 Lower Lake (northbound)	**-71**	**-4**	**-151**	**-20**	**-66**	**-25**
21	A21 Woodmans Green Road/B2089 Park Lane (south)	B2089 Park Lane (southbound)	**-10**	**0**	**-19**	**-94**	**-1**	**-23**

6.3.58. The comparison of the Option 4 (Infrastructure Delivery Plan (IDP) schemes) scenario against Option 2 (With Local Plan) indicates that the proposed highway interventions result in a redistribution of traffic across the network, leading to both increases and decreases in delay at different locations.

6.3.59. The largest forecast increases in delay are at the following junctions and approaches:

- 226 seconds at A21 London Road/A265 Station Road
- 154 seconds at Pebsham Lane/Seabourne Road

6.3.60. Conversely, the most significant reductions in delay are forecast at the following locations:

- 290 seconds at A28 Westfield Lane/A21 Ebden's Hill offslip
- 280 seconds at A259 Winchelsea Road/Harbour Road
- 171 seconds at A2036 Wrestwood Road/Pebsham Lane
- 151 seconds at A2100 Lower Lake/B2095 Powdermill Lane (roundabout)

6.3.61. Overall, the results suggest that the Option 4 scenario provides substantial benefits at several of the network's most constrained locations, with significant reductions in delay observed at key junctions. However, these benefits are accompanied by increases in delay at a number of other locations, reflecting the redistribution of traffic resulting from the additional capacity and connectivity provided by the proposed IDP highway schemes.

7 Potential Cross-Boundary Flow Impacts

7.1 Flow Impacts in Neighbouring Authorities

7.1.1. Key cross-boundary routes have been analysed to assess the potential effects of changes in traffic demand and route choice among neighbouring Local Authority areas. The assessment focuses on strategic corridors that facilitate movements between Rother District and surrounding administrative areas and therefore have the potential to be influenced by future development within the district.

7.1.2. Previous analysis assessed the impacts of the Local Plan growth scenario (Option 2) relative to the Baseline Scenario (Option 1). This section builds upon that assessment by also examining the impacts of the Option 3 (Modal Shift) and Option 4 (Infrastructure Delivery Plan) scenarios relative to Option 1, enabling a comparison of the effectiveness of the proposed mitigation measures in influencing cross-boundary travel patterns.

7.1.3. The findings presented in this section should be interpreted with an appropriate degree of caution. The assessment of cross-boundary impacts is subject to limitations associated with the representation of highway networks beyond the East Sussex Countywide Transport Model (CWTM) study area, together with the absence of detailed calibration and validation within neighbouring authority areas. Consequently, the results should be regarded as indicative and intended to provide a high-level comparison that is consistent with the strategic nature of the modelling exercise.

7.1.4. Two-way total peak-hour flows on key cross-boundary routes, comprising the combined AM Peak, Inter-Peak and PM Peak periods, are summarised in Table 7-1. A comparison of these flows between the assessed scenarios is presented in Table 5-2, illustrating the extent to which Local Plan growth and associated mitigation measures may influence travel movements between Rother District and neighbouring authority areas.

Table 7-1 - Rother District Council Local Plan 2042, 2050 Traffic

Border	Corridor	Option 1 2042	Option 1 2050	Option 2 2042	Option 2 2050	Option 2a 2042	Option 2a 2050	Option 3 2042	Option 3 2050	Option 4 2042	Option 4 2050
Rother	**B2099 Moseham Hill**	1932	2088	2177	2299	2202	2289	2177	2278	2189	2301
Rother	**A265 Heathfield Road**	1536	1582	1606	1683	1615	1690	1616	1683	1594	1641
Rother	**B2096 Battle Road**	843	868	908	914	913	915	912	920	915	942
Rother	**Rookery Lane**	482	594	686	778	710	792	685	767	721	809
Rother	**A271 Kitchenham Road**	1663	1699	1802	1902	1845	1925	1812	1889	1907	2000
Rother	**A269 Ninfield Road**	3706	4007	4593	4700	4640	4757	4569	4719	4432	4619
Rother	**Whydown Road**	436	450	587	610	632	654	587	619	570	582
Rother	**A259 Barnhorn Road**	3252	3221	2902	2883	3036	2995	2910	2912	2941	2905
Rother	**Sluice Lane**	1583	1711	2363	2445	2541	2593	2366	2440	2413	2534
Rother	**Total**	**15433**	**16220**	**17624**	**18213**	**18133**	**18610**	**17635**	**18227**	**17681**	**18334**
Tunbridge Wells	**A21**	4504	4594	4603	4714	4593	4715	4605	4714	4594	4696
Tunbridge Wells	**A268**	1118	1133	1164	1171	1166	1178	1163	1176	1169	1161
Tunbridge Wells	**A229**	570	588	609	606	610	611	607	601	615	623
Tunbridge Wells	**B2244**	1122	1248	1188	1248	1183	1248	1190	1254	1205	1248
Tunbridge Wells	**Total**	**7314**	**7563**	**7564**	**7739**	**7552**	**7752**	**7565**	**7744**	**7584**	**7727**
Ashford	**A28**	1459	1568	1566	1719	1564	1719	1564	1719	1558	1724
Ashford	**B2082**	502	542	564	580	563	581	565	577	568	586
Ashford	**Military Road**	379	388	383	411	386	411	383	417	379	401
Ashford	**Total**	**2341**	**2498**	**2514**	**2711**	**2513**	**2711**	**2512**	**2713**	**2505**	**2711**
Shepway	**A259**	1554	1719	1633	1785	1639	1790	1628	1784	1622	1786
Shepway	**Jury's Gap Road**	320	337	332	348	331	348	332	348	332	348
Shepway	**Total**	**1874**	**2056**	**1965**	**2133**	**1971**	**2137**	**1960**	**2132**	**1955**	**2135**
Hastings	**Fairlight Road**	1002	929	951	928	952	918	970	932	946	910
Hastings	**A259**	1924	2088	2046	2171	2057	2188	2038	2196	2015	2160
Hastings	**Chowns Hill**	297	291	286	267	282	264	284	262	265	277
Hastings	**A28**	1626	1595	1527	1600	1511	1536	1543	1557	1866	1674
Hastings	**A21**	2947	3022	3021	3068	3008	3060	3024	3046	3230	3126

Border	Corridor	Option 1 2042	Option 1 2050	Option 2 2042	Option 2 2050	Option 2a 2042	Option 2a 2050	Option 3 2042	Option 3 2050	Option 4 2042	Option 4 2050
Hastings	**A2100**	3159	3085	3335	3269	3369	3290	3390	3304	3259	3245
Hastings	**A2690**	3763	3835	3866	3908	3875	3917	3861	3903	3871	3909
Hastings	**Crowhurst Road**	535	560	556	584	553	590	544	568	578	582
Hastings	**A259**	3924	3956	3962	3988	3964	3998	3952	3979	3954	3996
Hastings	**Total**	**19178**	**19362**	**19550**	**19784**	**19571**	**19761**	**19607**	**19747**	**19986**	**19879**

Table 7-2 - Rother District Council Local Plan 2042, 2050 Traffic %

Border	Corridor	Option 1 2042	Option 1 2050	Option 2 2042	Option 2 2050	Option 2a 2042	Option 2a 2050	Option 3 2042	Option 3 2050	Option 4 2042	Option 4 2050
Rother	**B2099 Moseham Hill**	1932	2088	13%	10%	14%	10%	13%	9%	13%	10%
Rother	**A265 Heathfield Road**	1536	1582	5%	6%	5%	7%	5%	6%	4%	4%
Rother	**B2096 Battle Road**	843	868	8%	5%	8%	5%	8%	6%	9%	9%
Rother	**Rookery Lane**	482	594	42%	31%	47%	33%	42%	29%	50%	36%
Rother	**A271 Kitchenham Road**	1663	1699	8%	12%	11%	13%	9%	11%	15%	18%
Rother	**A269 Ninfield Road**	3706	4007	24%	17%	25%	19%	23%	18%	20%	15%
Rother	**Whydown Road**	436	450	35%	36%	45%	45%	35%	38%	31%	29%
Rother	**A259 Barnhorn Road**	3252	3221	-11%	-10%	-7%	-7%	-11%	-10%	-10%	-10%
Rother	**Sluice Lane**	1583	1711	49%	43%	61%	52%	49%	43%	52%	48%
Rother	**Total**	**15433**	**16220**	**14%**	**12%**	**17%**	**15%**	**14%**	**12%**	**15%**	**13%**
Tunbridge Wells	**A21**	4504	4594	2%	3%	2%	3%	2%	3%	2%	2%
Tunbridge Wells	**A268**	1118	1133	4%	3%	4%	4%	4%	4%	5%	2%
Tunbridge Wells	**A229**	570	588	7%	3%	7%	4%	6%	2%	8%	6%
Tunbridge Wells	**B2244**	1122	1248	6%	0%	5%	0%	6%	0%	7%	0%
Tunbridge Wells	**Total**	**7314**	**7563**	**3%**	**2%**	**3%**	**2%**	**3%**	**2%**	**4%**	**2%**
Ashford	**A28**	1459	1568	7%	10%	7%	10%	7%	10%	7%	10%
Ashford	**B2082**	502	542	12%	7%	12%	7%	12%	7%	13%	8%
Ashford	**Military Road**	379	388	1%	6%	2%	6%	1%	7%	0%	3%
Ashford	**Total**	**2341**	**2498**	**7%**	**9%**	**7%**	**9%**	**7%**	**9%**	**7%**	**9%**
Shepway	**A259**	1554	1719	5%	4%	5%	4%	5%	4%	4%	4%

Border	Corridor	Option 1 2042	Option 1 2050	Option 2 2042	Option 2 2050	Option 2a 2042	Option 2a 2050	Option 3 2042	Option 3 2050	Option 4 2042	Option 4 2050
Shepway	**Jury's Gap Road**	320	337	4%	3%	4%	3%	4%	3%	4%	3%
Shepway	**Total**	**1874**	**2056**	**5%**	**4%**	**5%**	**4%**	**5%**	**4%**	**4%**	**4%**
Hastings	**Fairlight Road**	1002	929	-5%	0%	-5%	-1%	-3%	0%	-6%	-2%
Hastings	**A259**	1924	2088	6%	4%	7%	5%	6%	5%	5%	3%
Hastings	**Chowns Hill**	297	291	-4%	-8%	-5%	-9%	-4%	-10%	-11%	-5%
Hastings	**A28**	1626	1595	-6%	0%	-7%	-4%	-5%	-2%	15%	5%
Hastings	**A21**	2947	3022	3%	2%	2%	1%	3%	1%	10%	3%
Hastings	**A2100**	3159	3085	6%	6%	7%	7%	7%	7%	3%	5%
Hastings	**A2690**	3763	3835	3%	2%	3%	2%	3%	2%	3%	2%
Hastings	**Crowhurst Road**	535	560	4%	4%	3%	5%	2%	1%	8%	4%
Hastings	**A259**	3924	3956	1%	1%	1%	1%	1%	1%	1%	1%
Hastings	**Total**	**19178**	**19362**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**3%**

7.1.5. Option 2 in comparison to Option 1:

- 2191 additional trips in 2042, and 1993 additional trips in 2050 from/to Rother
- 250 additional trips in 2042, and 176 additional trips in 2050 from/to Tunbridge Wells
- 173 additional trips in 2042, and 213 additional trips in 2050 from/to Ashford
- 91 additional trips in 2042, and 77 additional trips in 2050 from/to Shepway
- 372 additional trips in 2042, and 422 additional trips in 2050 from/to Hastings

7.1.6. Option 3 in comparison to Option 2:

- 11 additional trips in 2042, and 14 additional trips in 2050 from/to Rother
- 1 additional trip in 2042, and 5 additional trips in 2050 from/to Tunbridge Wells
- 2 less trips in 2042, and 2 additional trips in 2050 from/to Ashford
- 5 less trips in 2042, and 1 less trip in 2050 from/to Shepway
- 57 additional trips in 2042, and 37 additional trips in 2050 from/to Hastings

7.1.7. In Option 4 in comparison to Option 2:

- 452 less trips in 2042, and 276 additional trips in 2050 from/to Rother
- 32 additional trips in 2042, and 25 less trips in 2050 from/to Tunbridge Wells
- 8 less trips in 2042, and no change in trips in 2050 from/to Ashford
- 16 less trips in 2042, and 2 less trips in 2050 from/to Shepway
- 415 additional trips in 2042, and 118 additional trips in 2050 from/to Hastings

8 Key Junction Flow Impacts

8.1.1. A list of key junctions was initially identified through the Strategic Transport Evidence Base (STEB work), informed by input from Rother District Council (RDC) and East Sussex County Council (ESCC) officers, and WSP professional judgment. The list was subsequently refined using available Google© traffic data, findings from previous studies, and feedback from key stakeholders. The selected junctions are illustrated in Figure 8-1, which provides spatial overview of the principal junctions.

8.1.2. Total vehicle flows at these key junction approaches have been assessed for both the AM and PM peak periods across each modelling scenario and compared against the Reference Case. The results of this assessment are presented in Table 8-1 to Table 8-8.

8.1.3. Forecast junction performance, measured using Volume-to-Capacity (V/C) ratios, is presented in Table 8-9 to Table 8-12. These results provide an indication of the operational performance of each junction and the extent to which available capacity is utilised under each scenario. Junctions with higher V/C ratios are expected to experience increased levels of congestion, delay, and queuing, thereby highlighting locations where capacity constraints may become more pronounced as future development is delivered.

Figure 8-1 - Key Junctions Flow Impacts



Table 8-1 - AM peak 2042 Key Junction Flows

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2	AM 2042 Option 2a	AM 2042 Option 3	AM 2042 Option 4
R1	A259/B2182 Little Common roundabout	2089	2291	2368	2278	2314
R2	A259/West Down Road	1794	1843	1842	1843	1860
R3	A259/A269	3059	3335	3376	3242	3392
R4	A259/A269/Dorset Road	1778	1737	1743	1748	1764
R5	Glyne Gap roundabout	2402	2518	2523	2484	2533
R6	A2691/A2690 roundabout	3010	3628	3803	3586	3596
R7	A269/A2036	1629	1887	1940	1827	1891
R8	A269/Turkey Road roundabout	939	1186	1238	1137	1186
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2131	2694	2815	2658	2624
R10	B2087/A21 (High Street / London Rb)	2431	2511	2529	2508	2523
R11	Cooper's Corner	2236	2284	2305	2283	2309
R12	A265/A21	2296	2400	2359	2398	2423
R13	Silver Hill	1941	2080	2048	2077	2113
R14	Northbridge Street roundabout	1727	1865	1842	1863	1911

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2	AM 2042 Option 2a	AM 2042 Option 3	AM 2042 Option 4
R15	John's Cross roundabout	1910	1983	1964	1984	1994

Table 8-2 - AM peak 2050 Key Junction Flows

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2	AM 2050 Option 2a	AM 2050 Option 3	AM 2050 Option 4
R1	A259/B2182 Little Common roundabout	2095	2341	2415	2317	2362
R2	A259/West Down Road	1816	1852	1869	1865	1866
R3	A259/A269	3186	3485	3519	3435	3505
R4	A259/A269/Dorset Road	1780	1756	1796	1786	1739
R5	Glyne Gap roundabout	2566	2580	2568	2566	2572
R6	A2691/A2690 roundabout	3185	3742	3856	3708	3738
R7	A269/A2036	1695	1950	1973	1924	1945
R8	A269/Turkey Road roundabout	983	1248	1309	1223	1239
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2306	2818	2914	2787	2784
R10	B2087/A21 (High Street / London Rb)	2496	2583	2585	2584	2586
R11	Cooper's Corner	2281	2296	2299	2299	2319

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2	AM 2050 Option 2a	AM 2050 Option 3	AM 2050 Option 4
R12	A265/A21	2319	2439	2439	2437	2453
R13	Silver Hill	1963	2141	2145	2136	2159
R14	Northbridge Street roundabout	1758	1950	1961	1949	1953
R15	John's Cross roundabout	1939	2047	2058	2050	2081

Table 8-3 - PM peak 2042 Key Junction Flows

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2	PM 2042 Option 2a	PM 2042 Option 3	PM 2042 Option 4
R1	A259/B2182 Little Common roundabout	2194	2318	2338	2269	2270
R2	A259/West Down Road	1820	1838	1848	1825	1809
R3	A259/A269	3142	3228	3365	3165	3199
R4	A259/A269/Dorset Road	1914	2038	2191	1993	2036
R5	Glyne Gap roundabout	2376	2550	2563	2539	2549
R6	A2691/A2690 roundabout	3152	3708	3771	3694	3705
R7	A269/A2036	1510	1826	1891	1784	1805
R8	A269/Turkey Road roundabout	808	1130	1223	1106	1107
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2138	2908	3000	2891	2823

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2	PM 2042 Option 2a	PM 2042 Option 3	PM 2042 Option 4
R10	B2087/A21 (High Street / London Rb)	2448	2527	2534	2529	2517
R11	Cooper's Corner	2212	2181	2158	2182	2181
R12	A265/A21	2265	2267	2240	2268	2268
R13	Silver Hill	1863	1917	1908	1919	1970
R14	Northbridge Street roundabout	1804	1887	1880	1891	1916
R15	John's Cross roundabout	2063	2276	2277	2269	2274

Table 8-4 - PM peak 2050 Key Junction Flows

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2	PM 2050 Option 2a	PM 2050 Option 3	PM 2050 Option 4
R1	A259/B2182 Little Common roundabout	2238	2393	2468	2342	2439
R2	A259/West Down Road	1865	1874	1924	1846	1893
R3	A259/A269	3218	3412	3568	3313	3459
R4	A259/A269/Dorset Road	2010	2225	2299	2171	2215
R5	Glyne Gap roundabout	2465	2628	2641	2605	2611
R6	A2691/A2690 roundabout	3287	3747	3831	3729	3774
R7	A269/A2036	1571	1861	1959	1835	1878

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2	PM 2050 Option 2a	PM 2050 Option 3	PM 2050 Option 4
R8	A269/Turkey Road roundabout	850	1146	1210	1143	1125
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2285	2936	3017	2954	2882
R10	B2087/A21 (High Street / London Rd)	2516	2636	2640	2644	2622
R11	Cooper's Corner	2262	2199	2189	2209	2218
R12	A265/A21	2315	2269	2255	2277	2287
R13	Silver Hill	1900	1962	1934	1940	2000
R14	Northbridge Street roundabout	1858	1940	1909	1921	1946
R15	John's Cross roundabout	2200	2395	2378	2387	2395

Table 8-5 - AM peak 2042 Key Junction Flows (%)

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2	AM 2042 Option 2a	AM 2042 Option 3	AM 2042 Option 4
R1	A259/B2182 Little Common roundabout	2089	10%	13%	9%	11%
R2	A259/West Down Road	1794	3%	3%	3%	4%
R3	A259/A269	3059	9%	10%	6%	11%
R4	A259/A269/Dorset Road	1778	-2%	-2%	-2%	-1%

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2	AM 2042 Option 2a	AM 2042 Option 3	AM 2042 Option 4
R5	Glyne Gap roundabout	2402	5%	5%	3%	5%
R6	A2691/A2690 roundabout	3010	21%	26%	19%	19%
R7	A269/A2036	1629	16%	19%	12%	16%
R8	A269/Turkey Road roundabout	939	26%	32%	21%	26%
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2131	26%	32%	25%	23%
R10	B2087/A21 (Hight Street / London Rb)	2431	3%	4%	3%	4%
R11	Cooper's Corner	2236	2%	3%	2%	3%
R12	A265/A21	2296	5%	3%	4%	6%
R13	Silver Hill	1941	7%	5%	7%	9%
R14	Northbridge Street roundabout	1727	8%	7%	8%	11%
R15	John's Cross roundabout	1910	4%	3%	4%	4%

Table 8-6 - AM peak 2050 Key Junction Flows (%)

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2	AM 2050 Option 2a	AM 2050 Option 3	AM 2050 Option 4
R1	A259/B2182 Little Common roundabout	2095	12%	15%	11%	13%
R2	A259/West Down Road	1816	2%	3%	3%	3%
R3	A259/A269	3186	9%	10%	8%	10%
R4	A259/A269/Dorset Road	1780	-1%	1%	0%	-2%
R5	Glyne Gap roundabout	2566	1%	0%	0%	0%
R6	A2691/A2690 roundabout	3185	17%	21%	16%	17%
R7	A269/A2036	1695	15%	16%	14%	15%
R8	A269/Turkey Road roundabout	983	27%	33%	24%	26%
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2306	22%	26%	21%	21%
R10	B2087/A21 (Hight Street / London Rb)	2496	4%	4%	4%	4%
R11	Cooper's Corner	2281	1%	1%	1%	2%
R12	A265/A21	2319	5%	5%	5%	6%
R13	Silver Hill	1963	9%	9%	9%	10%
R14	Northbridge Street roundabout	1758	11%	12%	11%	11%
R15	John's Cross roundabout	1939	6%	6%	6%	7%

Table 8-7 - PM peak 2042 Key Junction Flows (%)

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2	PM 2042 Option 2a	PM 2042 Option 3	PM 2042 Option 4
R1	A259/B2182 Little Common roundabout	2194	6%	7%	3%	3%
R2	A259/West Down Road	1820	1%	2%	0%	-1%
R3	A259/A269	3142	3%	7%	1%	2%
R4	A259/A269/Dorset Road	1914	6%	14%	4%	6%
R5	Glyne Gap roundabout	2376	7%	8%	7%	7%
R6	A2691/A2690 roundabout	3152	18%	20%	17%	18%
R7	A269/A2036	1510	21%	25%	18%	20%
R8	A269/Turkey Road roundabout	808	40%	51%	37%	37%
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2138	36%	40%	35%	32%
R10	B2087/A21 (Hight Street / London Rb)	2448	3%	3%	3%	3%
R11	Cooper's Corner	2212	-1%	-2%	-1%	-1%
R12	A265/A21	2265	0%	-1%	0%	0%
R13	Silver Hill	1863	3%	2%	3%	6%
R14	Northbridge Street roundabout	1804	5%	4%	5%	6%
R15	John's Cross roundabout	2063	10%	10%	10%	10%

Table 8-8 - PM peak 2050 Key Junction Flows (%)

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2	PM 2050 Option 2a	PM 2050 Option 3	PM 2050 Option 4
R1	A259/B2182 Little Common roundabout	2238	7%	10%	5%	9%
R2	A259/West Down Road	1865	0%	3%	-1%	2%
R3	A259/A269	3218	6%	11%	3%	7%
R4	A259/A269/Dorset Road	2010	11%	14%	8%	10%
R5	Glyne Gap roundabout	2465	7%	7%	6%	6%
R6	A2691/A2690 roundabout	3287	14%	17%	13%	15%
R7	A269/A2036	1571	19%	25%	17%	20%
R8	A269/Turkey Road roundabout	850	35%	42%	35%	32%
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	2285	28%	32%	29%	26%
R10	B2087/A21 (Hight Street / London Rb)	2516	5%	5%	5%	4%
R11	Cooper's Corner	2262	-3%	-3%	-2%	-2%
R12	A265/A21	2315	-2%	-3%	-2%	-1%
R13	Silver Hill	1900	3%	2%	2%	5%
R14	Northbridge Street roundabout	1858	4%	3%	3%	5%
R15	John's Cross roundabout	2200	9%	8%	9%	9%

Table 8-9 - AM peak 2042 Key Junction VC %

Junction	Ref	AM 2042 Option 1	AM 2042 Option 2	AM 2042 Option 2a	AM 2042 Option 3	AM 2042 Option 4
R1	A259/B2182 Little Common roundabout	**97**	**106**	**109**	**105**	**105**
R2	A259/West Down Road	**103**	**106**	**107**	**104**	**107**
R3	A259/A269	**99**	**99**	**100**	**98**	**100**
R4	A259/A269/Dorset Road	**44**	**54**	**52**	**54**	**55**
R5	Glyne Gap roundabout	**83**	**94**	**97**	**91**	**95**
R6	A2691/A2690 roundabout	**95**	**114**	**123**	**113**	**114**
R7	A269/A2036	**82**	**85**	**85**	**84**	**83**
R8	A269/Turkey Road roundabout	**38**	**58**	**63**	**55**	**58**
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	**60**	**87**	**95**	**85**	**85**
R10	B2087/A21 (Hight Street / London Rb)	**118**	**119**	**122**	**119**	**120**
R11	Cooper's Corner	**126**	**127**	**131**	**127**	**129**
R12	A265/A21	**103**	**121**	**117**	**120**	**119**
R13	Silver Hill	**75**	**78**	**75**	**78**	**79**
R14	Northbridge Street roundabout	**67**	**68**	**65**	**68**	**68**
R15	John's Cross roundabout	**48**	**51**	**50**	**51**	**52**

Table 8-10 - AM peak 2050 Key Junction VC %

Junction	Ref	AM 2050 Option 1	AM 2050 Option 2	AM 2050 Option 2a	AM 2050 Option 3	AM 2050 Option 4
R1	A259/B2182 Little Common roundabout	**99**	**107**	**112**	**106**	**107**
R2	A259/West Down Road	**104**	**109**	**110**	**108**	**111**
R3	A259/A269	**99**	**100**	**101**	**100**	**101**
R4	A259/A269/Dorset Road	**50**	**53**	**55**	**57**	**53**
R5	Glyne Gap roundabout	**96**	**103**	**104**	**100**	**102**
R6	A2691/A2690 roundabout	**98**	**118**	**125**	**116**	**118**
R7	A269/A2036	**83**	**82**	**81**	**84**	**82**
R8	A269/Turkey Road roundabout	**41**	**60**	**65**	**60**	**59**
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	**68**	**96**	**101**	**95**	**95**
R10	B2087/A21 (Hight Street / London Rb)	**119**	**119**	**119**	**119**	**123**
R11	Cooper's Corner	**126**	**135**	**135**	**135**	**135**
R12	A265/A21	**103**	**132**	**132**	**129**	**128**
R13	Silver Hill	**75**	**80**	**80**	**80**	**80**
R14	Northbridge Street roundabout	**67**	**69**	**69**	**69**	**68**
R15	John's Cross roundabout	**50**	**54**	**55**	**55**	**54**

Table 8-11 - PM peak 2042 Key Junction VC %

Junction	Ref	PM 2042 Option 1	PM 2042 Option 2	PM 2042 Option 2a	PM 2042 Option 3	PM 2042 Option 4
R1	A259/B2182 Little Common roundabout	**99**	**107**	**107**	**106**	**107**
R2	A259/West Down Road	**87**	**79**	**75**	**80**	**80**
R3	A259/A269	**97**	**103**	**109**	**103**	**103**
R4	A259/A269/Dorset Road	**40**	**62**	**68**	**57**	**62**
R5	Glyne Gap roundabout	**71**	**82**	**82**	**82**	**84**
R6	A2691/A2690 roundabout	**101**	**111**	**114**	**112**	**110**
R7	A269/A2036	**85**	**85**	**86**	**81**	**83**
R8	A269/Turkey Road roundabout	**36**	**57**	**59**	**53**	**56**
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	**72**	**102**	**103**	**101**	**101**
R10	B2087/A21 (Hight Street / London Rb)	**112**	**117**	**118**	**117**	**117**
R11	Cooper's Corner	**100**	**103**	**104**	**102**	**102**
R12	A265/A21	**105**	**129**	**133**	**129**	**141**
R13	Silver Hill	**75**	**75**	**75**	**75**	**76**
R14	Northbridge Street roundabout	**66**	**63**	**63**	**63**	**63**
R15	John's Cross roundabout	**60**	**68**	**69**	**68**	**65**

Table 8-12 - PM peak 2050 Key Junction VC %

Junction	Ref	PM 2050 Option 1	PM 2050 Option 2	PM 2050 Option 2a	PM 2050 Option 3	PM 2050 Option 4
R1	A259/B2182 Little Common roundabout	**98**	**107**	**106**	**107**	**107**
R2	A259/West Down Road	**89**	**72**	**78**	**73**	**81**
R3	A259/A269	**99**	**110**	**114**	**108**	**111**
R4	A259/A269/Dorset Road	**47**	**74**	**84**	**69**	**80**
R5	Glyne Gap roundabout	**77**	**88**	**88**	**87**	**87**
R6	A2691/A2690 roundabout	**104**	**112**	**115**	**111**	**113**
R7	A269/A2036	**91**	**82**	**88**	**84**	**82**
R8	A269/Turkey Road roundabout	**37**	**57**	**60**	**56**	**58**
R9	A269/A2691 roundabout (Ninfield / Haven Brook Ave)	**79**	**102**	**103**	**103**	**102**
R10	B2087/A21 (Hight Street / London Rb)	**114**	**121**	**121**	**121**	**121**
R11	Cooper's Corner	**101**	**109**	**111**	**110**	**106**
R12	A265/A21	**109**	**137**	**131**	**125**	**142**
R13	Silver Hill	**73**	**75**	**74**	**74**	**76**
R14	Northbridge Street roundabout	**63**	**63**	**62**	**62**	**63**
R15	John's Cross roundabout	**62**	**71**	**70**	**71**	**69**

8.1.4. Overall traffic flows at the key junctions identified above are forecast to decrease under the Option 3 (Modal Shift) scenario when compared with Option 2 (with Local Plan). During the AM peak period, average traffic flows reduce by approximately 0.9% in 2042 and 0.5% in 2050; During the PM Peak period, average traffic flows are forecast to reduce by approximately 0.8% in both forecast years.

8.1.5. These reductions are consistent with the assumptions applied within the Option 3 scenario, which incorporates a reduction in car-trips demand to reflect a shift towards more sustainable modes of travel. The results indicate that, while the overall change in traffic volumes is relatively modest, the modal shift assumptions contribute to a reduction in traffic demand across the key junctions assessed.

8.1.6. Overall traffic flows at the key junctions are also forecast to decrease under the Option 4 (Infrastructure Delivery Plan) scenario when compared with Option 2 (with Local Plan). During the AM peak period, average traffic flows reduce by approximately 0.6% in 2042 and 0.2% in 2050. During the PM Peak period, average traffic flows are forecast to reduce by approximately 0.5% and 0.4% in each forecast year respectively.

8.1.7. Whilst the overall effect of the Option 4 is a reduction in traffic flows on the key junctions, the introduction of highway infrastructure improvements can influence travel patterns by enhancing network capacity and connectivity. As a result, traffic may be redistributed across the wider network, leading to increases in flow at some individual junctions and links, even where overall traffic volumes are forecast to decline. This reflects the localised effects of network reassignment as drivers respond to changes in route attractiveness and journey times.

9 Assessment Summary

9.1.1. The transport modelling study undertaken for Rother District Council (RDC) assessed the impact of planned growth on the highway network in the 2042 and 2050 forecast years. The assessment was undertaken using the East Sussex Countywide Transport Model (CWTM), and involved the development and testing of four forecast scenarios to understand the effects of future growth and the effectiveness of potential mitigation measures:

- Option 1: Baseline Scenario - National Trip End Model (NTEM) version 8.0 growth datasets accessed via the Trip End Model Presentation Program (TEMPro) version 8.1 software plus Rother District committed development to 2042 / 2050. As the forecast years modelled are 2042 and 2050, the committed developments were aligned to these assessment years;
- Option 2: Local Plan Growth Scenario - NTEM version 8.0 growth datasets accessed via the TEMPro version 8.1 software plus the Rother District Local Plan growth. This scenario builds upon Option 1 (2042/2050) with the addition of the emerging Rother District Local Plan site allocations with site access arrangements, without any additional mitigation. It represents a conservative 'Do Nothing' or worst-case assessment of Local Plan growth impacts on the highway network;
- Option 3: Modal Shift scenario - Based on the Option 2, with the addition of selected active travel and bus improvement schemes. These interventions were represented through reductions in car-trip demand to simulate a shift from private car use to more sustainable modes of transport.
- Option 4: Infrastructure Delivery Plan (IDP) Scenario - Based on Option 2, with the addition of selected highway schemes identified within the Infrastructure Delivery Plan. This scenario was developed to assess the extent to which strategic highway interventions could mitigate the transport impacts arising from Local Plan growth.

9.1.2. This report considers committed development as at April 2026 across the whole of East Sussex and includes a level of anticipated growth for each of the Local Planning Authorities (LPAs). It may be appropriate to undertake a further piece of more detailed work in relation to the cumulative effect of all proposed allocations across all Regulation 19 local plans in East Sussex to provide a better understanding of effects on the transport network.

9.1.3. The methodology for modelling modal shift is based on outcomes that have been achieved in the past within East Sussex.. National policy is clear that transport policy has moved from a ‘predict and provide’ approach to a ‘decide and provide’ approach. The modelling within this report should not be seen as setting a ceiling for modal shift, and the local plan should consider ways to improve modal shift within the lifetime of the plan.

9.1.4. The modelling has been undertaken using the most recent information contained within the Infrastructure Delivery Plan, and other sources, and only include schemes that can be modelled within the CWTM. There are additional schemes within the current Rother IDP that cannot be modelled as they are either at too early a stage or are not of a type that can be included within the CWTM. These schemes would however be expected to mitigate the growth within the Local Plan, as and when schemes and development come forward. RDC will need to consider which mitigation measures are appropriate and which are deliverable, taking account of feasibility, funding, dependencies and timing. Further, specific mitigation measures will also need to be considered as planning applications for large sites come forward in the future.

9.1.5. The modelling in support of the Regulation 19 Rother Local Plan show that if developments progress without mitigation measures, congestion and delays are expected to increase, particularly during peak periods on key corridors and junctions. This report identifies several high-pressure routes, constrained junctions on major A-roads, and town centre areas, that may require interventions to accommodate future demand.

9.1.6. Compared to current conditions, future projections show increased delays and lower speeds, most notable in high growth areas. Some of these delays are predicted to happen even without the Local Plan sites, due to anticipated background traffic growth.

9.1.7. The Local Plan will contain mechanisms to monitor development to ensure the appropriate mitigation comes forward, and the IDP will evolve through the lifetime of the plan. This monitor and manage approach will be essential to ensure the draft sites within the Regulation 19 Rother Local Plan can be accommodated by the transport network.

9.1.8. Notwithstanding the above, the modelling indicates that subject to timely and appropriate mitigation, the sites within the draft ‘Focused’ Regulation 18 Rother Local Plan could be accommodated on the transport network.

9.1.9. In conclusion, the outputs of the CWTM provide a robust evidence base for decisions on future policies and infrastructure planning. Achieving this outcome will require coordinated development phasing, ongoing investment in sustainable travel options, and regular monitoring.

Appendix A: Uncertainty Log

The table below presents the sites included in the Uncertainty Log and used to inform the creation of the Option 1 (Baseline) scenario along with the NTEM background growth.

The development assumptions comprise a range of residential, employment and mixed-use sites across Eastbourne, Hastings, Lewes, Wealden and Rother. Residential development forms the majority of the identified sites, ranging from smaller schemes to substantial strategic developments. A number of employment developments are also included, generally represented by their proposed floorspace, while several locations, including 7a Pacific Drive, Priory Street Car Park and ESK, Ashdown House, Harbour Heights and Newhaven Marina, contain both residential and employment components and are therefore represented separately within the dataset.

The scale and distribution of development varies considerably between districts. In particular, the Wealden assumptions include a relatively large number of residential sites, including several substantial developments around Hailsham, Uckfield and the surrounding settlements. Hastings and Lewes also include a mixture of residential and employment development, while a smaller number of sites are identified within Eastbourne and Rother. Collectively, these developments provide the site-specific growth assumptions to be considered alongside the wider background growth represented within the transport model.

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
1	Former Milk & More site, Waterworks Rd	Eastbourne	Residential	0	0	85
2	7a Pacific Drive	Eastbourne	Employment	66	Beds	0
3	7a Pacific Drive	Eastbourne	Residential	0	0	57

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
4	7a Pacific Drive	Eastbourne	Employment	1802	Floorspace (sqm)	0
5	177-187 Terminus Road (former TJ Hughes retail store EB/22/0633	Eastbourne	Residential	0	0	65
6	177-187 Terminus Road (former TJ Hughes retail store EB/22/0634	Eastbourne	Employment	710	Floorspace (sqm)	0
7	Eastbourne DGH (district gen hosp) - 1	Eastbourne	Employment	1375	Floorspace (sqm)	0
8	Eastbourne DGH - 2	Eastbourne	Employment	3622	Floorspace (sqm)	0
9	Junction Rd (multi storey car park) Eastbourne	Eastbourne	Residential	0	0	101
10	North of Pevensey Road	Eastbourne	Residential	0	0	250
11	Car Park, Cornwallis Street, Hastings, TN34 1ST	Hastings	Employment	3360	Floorspace (sqm)	0
12	Queensbury House, 1 Havelock Road, Hastings, TN34 1BP	Hastings	Residential	0	0	80

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
13	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place (AKA sports direct, snooker hall, cinema, poundstretcher and the roundel)	Hastings	Employment	1500	Floorspace (sqm)	0
14	Corner of Wellington Place and Albert Road; Cinema, Queens Road; 1-7 Wellington Place (AKA sports direct, snooker hall, cinema, poundstretcher and the roundel)	Hastings	Residential	0	0	60
15	Debenhams	Hastings	Residential	0	0	50
16	Debenhams as above	Hastings	Employment	8927	Floorspace (sqm)	-
17	Former Hastings College Archery Road	Hastings	Residential	0	0	109
18	Former West St. Leonards Primary School, Bexhill Road	Hastings	Residential	0	0	60
19	Former Westerleigh School and Playing Fields (2.71ha)	Hastings	Residential	0	0	108
20	Hastings Station Yard	Hastings	Residential	0	0	101
21	Holmhurst St Mary	Hastings	Residential	0	0	258
22	Horntye Park	Hastings	Residential	0	0	250

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
23	Land adjacent to Sandrock Park, The Ridge	Hastings	Residential	0	0	140
24	Malmesbury House, West Hill Road	Hastings	Residential	0	0	117
25	Mount Pleasant Hospital, 7 Frederick Road	Hastings	Residential	0	0	56
26	Ore Valley (Former Power Station)	Hastings	Residential	0	0	105
27	Pilot Field, Elphinstone Road	Hastings	Residential	0	0	120
28	Playingfields of former Helenswood Academy (part); former Mount Denys, Ridgeway and Pinehill (2.78 ha total).	Hastings	Residential	0	0	113
29	Priory Meadow, Hastings	Hastings	Residential	0	0	120
30	Priory st Carpark and ESK	Hastings	Residential	0	0	120
31	Priory st Carpark and ESK	Hastings	Employment	10000	Floorspace (sqm)	0
32	Seaside Road, West St Leonards	Hastings	Residential	0	0	152
33	Summerfields	Hastings	Residential	0	0	250
34	The Grove School (Former St Leonards Academy, Darwell Campus, Darwell Close)	Hastings	Residential	0	0	210
35	White Rock Sports Park	Hastings	Employment	3000	Floorspace (sqm)	0
36	White Rock Sports Park	Hastings	Residential	0	0	50

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
37	Queensway North, Queensway, St Leonards-on-sea, TN38 9NU	Hastings	Employment	5717	Floorspace (sqm)	0
38	Ashdown House, Sedlescombe Road North, St Leonards-on-sea, TN37 7PB	Hastings	Residential	0	0	152
39	Ashdown House, Sedlescombe Road North, St Leonards-on-sea, TN37 7PB	Hastings	Employment	2172	Floorspace (sqm)	0
40	Land West of A275 South Common South Chailey East Sussex	Lewes	Residential	0	0	56
41	Land East of Ditchling Road Wivelsfield East Sussex	Lewes	Residential	0	0	96
42	Land West of Barcombe Mills Road Barcombe East Sussex	Lewes	Residential	0	0	70
43	McBeans Orchid Nursery, Resting Oak Hill, Cooksbridge	Lewes	Employment	1420	Floorspace (sqm)	0
44	Land At Broyle Gate Farm Lewes Road Ringmer East Sussex BN8 5NA	Lewes	Residential	0	0	100
45	Goldcliff Nurseries, The Holdings, Old Uckfield Road	Lewes	Employment	2120	Floorspace (sqm)	0

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
46	Land Opposite Bishops Close Ringmer East Sussex	Lewes	Residential	0	0	68
47	Lower Hoddern Farm, Pelham Rise	Lewes	Residential	0	0	58
48	Reprodux House, Norton Road, Newhaven	Lewes	Residential	0	0	80
49	Reprodux House, Norton Road, Newhaven	Lewes	Employment	600	Floorspace (sqm)	0
50	Land Between Round House Road Ringmer East Sussex	Lewes	Residential	0	0	53
51	Land North of Lewes Road Ringmer	Lewes	Residential	0	0	95
52	0282 Land to the South of the Broyle Ringmer East Sussex	Lewes	Residential	0	0	70
53	Land Adjacent Nolands Farm Station Road Plumpton Green East Sussex, BN7 3BT	Lewes	Residential	0	0	83
54	Dane Valley	Lewes	Residential	0	0	104
55	Land at Harbour Heights	Lewes	Residential	0	0	400
56	Land at Harbour Heights	Lewes	Employment	2240	0	0
57	Newhaven Marina, Fort Road	Lewes	Residential	0	0	337
58	Newhaven Marina, Fort Road	Lewes	Employment	3500	Floorspace (sqm)	0

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
59	Finns Farm, Station Road, Plumpton	Lewes	Employment	6116	Floorspace (sqm)	0
60	Averys Nurseries Uckfield Road (A26) Ringmer East Sussex BN8 5RU	Lewes	Residential	0	0	53
61	Averys Nurseries Uckfield Road (A26) Ringmer East Sussex BN8 5RU	Lewes	Employment	1771	Floorspace (sqm)	0
63	Land at Old Nursery House, Framfield TN22 5PN	Wealden	Residential	0	0	58
64	Land West of North Street, Lower Horsebridge	Wealden	Residential	0	0	55
65	Land at Mockbeggars Farm, London Road, TN22 2EA	Wealden	Residential	0	0	60
66	Land at Park Farm East, New Road, Hellingly	Wealden	Residential	0	0	360
67	Land north of Jubilee Drive & Highgrove Crescent	Wealden	Residential	0	0	151
68	Land East of Battle Road, Hailsham	Wealden	Residential	0	0	145
69	Land South of A27 and West of Shepham Lane	Wealden	Residential	0	0	240
70	Land off Eastbourne Road, Uckfield	Wealden	Residential	0	0	145
71	Land South of A271, Amberstone, Hailsham	Wealden	Residential	0	0	80
72	Land North of The A272, Buxted, TN22 4BA	Wealden	Residential	0	0	49

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
73	Bird In Eye Farm, Bird in Eye Hill, Framfield, TN22 5HA	Wealden	Residential	0	0	190
74	Feedback Factory & Railway Tavern TN6 2JL	Wealden	Employment	332	Floorspace (sqm)	0
75	Wealden Business Park, Crowborough TN6 2JR	Wealden	Employment	2160	Floorspace (sqm)	0
76	Land at Dean Farm, Framfield TN22 5QZ	Wealden	Employment	1047	Floorspace (sqm)	0
77	Land at Coopers Row, Five Ash Down, Buxted	Wealden	Residential	0	0	40
78	The Homestead, Ersham Road, Hailsham BN27 3PN	Wealden	Residential	0	0	9
79	Land at Burfield Valley, Hailsham	Wealden	Residential	0	0	35
80	Land East of Rosemead, Horebeech Lane, Horam	Wealden	Residential	0	0	46
81	White Gates, Regency Close, Uckfield	Wealden	Residential	0	0	6
82	Ridgewood House, Lewes Road, Ridgewood, Uckfield	Wealden	Residential	0	0	9
83	Land on the south side of Springfield, Lewes Road, Ridgewood, Uckfield	Wealden	Residential	0	0	9

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
84	Land off Turkey Road, Bexhill	Rother	Residential	0	0	89
85	Land at Bexhill Leisure Centre, Down Road, Bexhill	Rother	Residential	0	0	52
86	Land at Bexhill Leisure Centre, Down Road, Bexhill	Rother	Employment	6500	Floorspace (sqm)	0
87	Land Adjacent, 777 The Ridge, (East of Harrow Lane), St Leonards-on-sea	Hastings	Residential	0	0	71
88	Hurst Farm, Hurstwood Lane	Lewes	Residential	0	0	10
89	Robinson Road Depot, Robinson Road	Lewes	Residential	0	0	69
90	Beach Road	Lewes	Residential	0	0	60
91	Site 2, Newhaven Eastside, The Drove	Lewes	Residential	0	0	190
92	Brook View Land North of Walshes Road Crowborough	Wealden	Residential	0	0	130
93	Cuckoo Fields and Ersham Park, Land South of Hailsham	Wealden	Residential	0	0	400
94	Deanland Wood Park, Deanland Road, Golden Cross	Wealden	Residential	0	0	26
95	Dittons Farm, Dittons Road, Polegate (SD5)	Wealden	Residential	0	0	78
96	Friday Street Farm, Oak Tree Lane, Eastbourne	Wealden	Residential	0	0	250

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
97	Hankham Lodge, Hankham Hill Road Westham BN24 5AG	Wealden	Residential	0	0	10
98	Hesmonds Stud, Waldron Road, East Hoathly, BN8 6QH	Wealden	Residential	0	0	205
99	Land adjacent Cuckoo Trail, Cuckoo Fields, Station Rd	Wealden	Residential	0	0	100
100	Land at Chiddingly Road, Horam TN21 0JJ	Wealden	Residential	0	0	18
101	Land at Old Marshfoot Fm, Marshfoot Lane, Hailsham	Wealden	Residential	0	0	300
102	Land at Old Orchard House, Horebeech Lane	Wealden	Residential	0	0	38
103	Land at Potmans Lane, Ninfield	Wealden	Residential	0	0	13
104	Land at Steel Cross, Crowborough	Wealden	Residential	0	0	120
105	Land at Straight Half Mile, Maresfield TN22 3DN	Wealden	Residential	0	0	21
106	Land at Summerhill, west of Ersham Road, Hailsham	Wealden	Residential	0	0	231
107	Land east of North Street, Lower Horsebridge	Wealden	Residential	0	0	130
108	Land Off Bexhill Road, Ninfield	Wealden	Residential	0	0	65
109	Land off Mill Road (north), Hailsham	Wealden	Residential	0	0	220
110	Land South of South Street East Hoathly	Wealden	Residential	0	0	55

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
111	Land West and South of Poplar Cottage, Amberstone	Wealden	Residential	0	0	45
112	Land West of Five Ash Down Road, Coopers Green	Wealden	Residential	0	0	33
113	Land west of Park Farm, New Road, Hellingly	Wealden	Residential	0	0	351
114	Little Shepham, Shepham Lane, Polegate (PN1)	Wealden	Residential	0	0	108
115	Mornings Mill Farm	Wealden	Residential	0	0	700
116	Oaklands, Ersham Road, Hailsham	Wealden	Residential	0	0	169
117	Orchard View Park, Windmill Hill, Herstmonceux	Wealden	Residential	0	0	31
118	Orchid Riding Centre, Walshes Road, Crowborough	Wealden	Residential	0	0	150
119	Land at Sturton Place, Hailsham BN27 2AU	Wealden	Residential	0	0	34
120	The Millbrook Garden Centre TN6 3RJ	Wealden	Residential	0	0	27
121	Weald Hall Residential Home, Wadhurst TN5 6HX	Wealden	Residential	0	0	17
122	Land at Station Farm, Station Road, Berwick, BN26 6TA	Wealden	Residential	0	0	33
123	Coldthorn Barn, Coldthorn Lane, Hailsham BN27 3PJ	Wealden	Residential	0	0	31

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
124	Land West of Uckfield (SD1)	Wealden	Residential	0	0	750
125	Land adjacent Limes Cross	Wealden	Residential	0	0	70
126	Land E of Hailsham Rd + N of Peelings Ln, Stone X	Wealden	Residential	0	0	90
127	Land Off Eastbourne Road, Uckfield	Wealden	Residential	0	0	90
128	Land West of Station Road, Hailsham	Wealden	Residential	0	0	200
129	Land south of Framfield Road, Blackboys	Wealden	Residential	0	0	50
130	14-30 High Street, Heathfield TN21 8LS	Wealden	Residential	0	0	9
131	Danecroft Nurseries, Station Road, Hellingly BN27	Wealden	Residential	0	0	80
132	Horeham Flat Farm, Chiddingly Road	Wealden	Residential	0	0	39
133	Land at Sharnfold Farm, Hailsham Road	Wealden	Residential	0	0	31
134	Land at the Drive, Maresfield	Wealden	Residential	0	0	10
135	Ashdown House School, Hartfield Road, Forest Row	Wealden	Residential	0	0	45
136	Land at Sharnfold Farm, Hailsham Road, Stone Cross, BN24 5BU	Wealden	Residential	0	0	120
137	Land adjacent to Seghers Place, Uckfield, TN22 5BU	Wealden	Residential	0	0	100

No	Site/Address	District	Land Use Type	Employment	Unit	Dwellings
138	Land to the north and south of Rattle Road, Westham/Stone Cross, BN24 5DT	Wealden	Residential	0	0	100
139	Mill House Farm, Maresfield, TN22 2ED	Wealden	Residential	0	0	25

Appendix B: Local Plan Sites

Table listing development sites included in the Rother Local Plan for Options 2 and 2a. For each site, the table identifies the site reference, land-use type and associated residential and/or employment capacity. The sites vary considerably in scale, ranging from small residential developments of around 5 to 10 dwellings to larger sites providing several hundred dwellings. Employment and commercial sites also vary substantially in capacity, from smaller allocations to major sites providing several thousand units of employment floorspace capacity. Land uses comprise residential, employment, commercial and mixed-use development, with mixed-use sites potentially providing both residential and employment capacity. Options 2 and 2a include broadly the same sites, although Option 2a provides higher residential capacity at a number of selected sites compared with Option 2.

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BC3	Rother – Opt2	Residential	13	0
BX6	Rother – Opt2	Mixed-use	36	0
BX7	Rother – Opt2	Mixed-use	75	0
BX50	Rother – Opt2	Residential	10	0
BX19	Rother – Opt2	Residential	10	0
BW2	Rother – Opt2	Residential	6	0
CT3	Rother – Opt2	Residential	35	0
BT2	Rother – Opt2	Residential	145	0
HG2	Rother – Opt2	Residential	26	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
IK1	Rother – Opt2	Residential	26	0
RY6	Rother – Opt2	Residential	7	0
RY7	Rother – Opt2	Employment	0	600
PL2	Rother – Opt2	Residential	14	0
RB5	Rother – Opt2	Mixed-use	21	800
SD7	Rother – Opt2	Residential	21	0
SD10	Rother – Opt2	Residential	15	0
SG2	Rother – Opt2	Residential	20	0
BT6	Rother – Opt2	Residential	10	0
BT10	Rother – Opt2	Residential	65	0
BT3	Rother – Opt2	Employment	0	1895
BC1	Rother – Opt2	Residential	20	0
BC2	Rother – Opt2	Residential	20	0
BX32	Rother – Opt2	Residential	130	0
BX42	Rother – Opt2	Residential	30	0
BX20	Rother – Opt2	Residential	146	0
BX5	Rother – Opt2	Mixed-use	200	800
BX35	Rother – Opt2	Employment	0	25605
BX41	Rother – Opt2	Residential	50	0
BX12	Rother – Opt2	Mixed-use	6	95

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BX25	Rother – Opt2	Mixed-use	0	2715
BX25	Rother – Opt2	Mixed-use	0	2025
BX33	Rother – Opt2	Residential	80	0
BX14	Rother – Opt2	Residential	210	0
BR1	Rother – Opt2	Residential	29	0
CM1	Rother – Opt2	Residential	10	0
CM2	Rother – Opt2	Commercial	0	2400
CT1	Rother – Opt2	Residential	30	0
CT2	Rother – Opt2	Residential	20	0
CR2	Rother – Opt2	Residential	18	0
CR3	Rother – Opt2	Residential	6	0
SC2	Rother – Opt2	Residential	8	0
SC1	Rother – Opt2	Residential	25	0
FA1	Rother – Opt2	Residential	35	0
GU1	Rother – Opt2	Employment	0	3300
WS1	Rother – Opt2	Residential	40	0
PE3	Rother – Opt2	Residential	15	0
RY3	Rother – Opt2	Mixed-use	59	1900
RY1	Rother – Opt2	Residential	25	0
RY9	Rother – Opt2	Residential	88	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
RY4	Rother – Opt2	Mixed-use	50	500
RY2	Rother – Opt2	Mixed-use	10	500
RB4	Rother – Opt2	Residential	10	0
RB2	Rother – Opt2	Residential	32	0
SD1	Rother – Opt2	Residential	8	0
SD2	Rother – Opt2	Residential	12	0
SD3	Rother – Opt2	Mixed-use	8	1115
SD4	Rother – Opt2	Residential	17	0
SD5	Rother – Opt2	Residential	5	0
SD6	Rother – Opt2	Residential	10	0
TC2	Rother – Opt2	Residential	5	0
RH1	Rother – Opt2	Residential	40	0
NR1	Rother – Opt2	Residential	7	0
PE2	Rother – Opt2	Residential	45	0
BT8	Rother – Opt2	Residential	5	0
HG1	Rother – Opt2	Residential	28	0
ID2	Rother – Opt2	Residential	10	0
NR2	Rother – Opt2	Residential	25	0
RB3	Rother – Opt2	Residential	70	0
SD9	Rother – Opt2	Employment	0	3000

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BX10	Rother – Opt2	Residential	8	0
BRI1	Rother – Opt2	Employment	0	1861
SD8	Rother – Opt2	Employment	0	2400
CM3	Rother – Opt2	Mixed-use	5	80
BX43	Rother – Opt2	Residential	6	0
NE1	Rother – Opt2	Residential	10	0
EC2	Rother – Opt2	Residential	5	0
BT11	Rother – Opt2	Mixed-use	52	0
PE5	Rother – Opt2	Mixed-use	6	400
WS2	Rother – Opt2	Residential	70	0
BWC1	Rother – Opt2	Residential	7	0
SD11	Rother – Opt2	Residential	38	0
GU2	Rother – Opt2	Residential	20	0
BX13	Rother – Opt2	Residential	10	0
BX16	Rother – Opt2	Residential	30	0
BX15	Rother – Opt2	Residential	35	0
BX47	Rother – Opt2	Commercial	0	15000
GU4	Rother – Opt2	Residential	20	0
GU5	Rother – Opt2	Residential	8	0
NE2	Rother – Opt2	Residential	24	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BT4	Rother – Opt2	Residential	5	0
BW3	Rother – Opt2	Residential	15	0
BX24	Rother – Opt2	Residential	68	0
SG1	Rother – Opt2	Residential	5	0
WS4	Rother – Opt2	Residential	20	0
PE4	Rother – Opt2	Residential	7	0
RY8	Rother – Opt2	Residential	6	0
BX17	Rother – Opt2	Residential	6	0
BX46	Rother – Opt2	Mixed-use	66	540
BX45	Rother – Opt2	Mixed-use	354	3250
BX45	Rother – Opt2	Mixed-use	0	800
BX11	Rother – Opt2	Residential	6	0
EC3	Rother – Opt2	Residential	55	0
BX40	Rother – Opt2	Residential	5	0
GU6	Rother – Opt2	Residential	12	0
FW3	Rother – Opt2	Employment	0	1500
BWC2	Rother – Opt2	Residential	9	0
HG3	Rother – Opt2	Residential	35	0
BT9	Rother – Opt2	Residential	75	0
BR2	Rother – Opt2	Residential	70	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BX21	Rother – Opt2	Residential	20	0
HG4	Rother – Opt2	Mixed-use	150	0
HG4	Rother – Opt2	Mixed-use	0	1920
HG4	Rother – Opt2	Mixed-use	0	960
BX27	Rother – Opt2	Mixed-use	540	2050
BX27	Rother – Opt2	Mixed-use	0	1000
BX27	Rother – Opt2	Mixed-use	0	800
BX39	Rother – Opt2	Mixed-use	500	800
PE1	Rother – Opt2	Residential	70	0
RB1	Rother – Opt2	Residential	65	0
BX44	Rother – Opt2	Residential	8	0
EC1	Rother – Opt2	Residential	10	0
TC1	Rother – Opt2	Residential	54	0
BW1	Rother – Opt2	Residential	35	0
BX22	Rother – Opt2	Mixed-use	400	3000
BX22	Rother – Opt2	Mixed-use	0	800
BT7	Rother – Opt2	Residential	80	0
WS5	Rother – Opt2	Employment	0	2000
BW4	Rother – Opt2	Residential	8	0
FW2	Rother – Opt2	Mixed-use	114	1650

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
FW1	Rother – Opt2	Residential	32	0
BT1	Rother – Opt2	Residential	220	0
RB6a	Rother – Opt2	Mixed-use	96	1200
RB6b	Rother – Opt2	Residential	50	0
BX8	Rother – Opt2	Residential	80	0
CR1	Rother – Opt2	Residential	25	0
IK2	Rother – Opt2	Residential	32	0
WS3	Rother – Opt2	Residential	50	0
BX34	Rother – Opt2	Residential	170	0
BX36	Rother – Opt2	Residential	230	0
BX37	Rother – Opt2	Mixed-use	100	0
BX38	Rother – Opt2	Residential	80	0
BX48	Rother – Opt2	Employment	0	5275
BX49	Rother – Opt2	Employment	0	4200
BX23	Rother – Opt2	Mixed-use	340	500
BX9	Rother – Opt2	Residential	14	0
BX26	Rother – Opt2	Residential	25	0
BX28	Rother – Opt2	Mixed-use	384	800
BX31	Rother – Opt2	Residential	300	0
BT5	Rother – Opt2	Employment	0	2700

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BR3	Rother – Opt2	Residential	20	0
RH2	Rother – Opt2	Employment	0	17481
ID1	Rother – Opt2	Residential	15	0
RY5	Rother – Opt2	Residential	80	0
PL1	Rother – Opt2	Residential	25	0
BC3	Rother – Opt2a	Residential	13	0
BX6	Rother – Opt2a	Mixed-use	36	0
BX7	Rother – Opt2a	Mixed-use	75	0
BX50	Rother – Opt2a	Residential	10	0
BX19	Rother – Opt2a	Residential	10	0
BW2	Rother – Opt2a	Residential	6	0
CT3	Rother – Opt2a	Residential	35	0
BT2	Rother – Opt2a	Residential	145	0
HG2	Rother – Opt2a	Residential	26	0
IK1	Rother – Opt2a	Residential	26	0
RY6	Rother – Opt2a	Residential	7	0
RY7	Rother – Opt2a	Employment	0	600
PL2	Rother – Opt2a	Residential	14	0
RB5	Rother – Opt2a	Mixed-use	21	800
SD7	Rother – Opt2a	Residential	21	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
SD10	Rother – Opt2a	Residential	15	0
SG2	Rother – Opt2a	Residential	20	0
BT6	Rother – Opt2a	Residential	10	0
BT10	Rother – Opt2a	Residential	65	0
BT3	Rother – Opt2a	Employment	0	1895
BC1	Rother – Opt2a	Residential	20	0
BC2	Rother – Opt2a	Residential	20	0
BX32	Rother – Opt2a	Residential	250	0
BX42	Rother – Opt2a	Residential	56	0
BX20	Rother – Opt2a	Residential	146	0
BX5	Rother – Opt2a	Mixed-use	300	800
BX35	Rother – Opt2a	Employment	0	25605
BX41	Rother – Opt2a	Residential	68	0
BX12	Rother – Opt2a	Mixed-use	6	95
BX25	Rother – Opt2a	Mixed-use	0	2715
BX25	Rother – Opt2a	Mixed-use	0	2025
BX33	Rother – Opt2a	Residential	80	0
BX14	Rother – Opt2a	Residential	210	0
BR1	Rother – Opt2a	Residential	29	0
CM1	Rother – Opt2a	Residential	10	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
CM2	Rother – Opt2a	Commercial	0	2400
CT1	Rother – Opt2a	Residential	30	0
CT2	Rother – Opt2a	Residential	20	0
CR2	Rother – Opt2a	Residential	18	0
CR3	Rother – Opt2a	Residential	6	0
SC2	Rother – Opt2a	Residential	8	0
SC1	Rother – Opt2a	Residential	25	0
FA1	Rother – Opt2a	Residential	35	0
GU1	Rother – Opt2a	Employment	0	3300
WS1	Rother – Opt2a	Residential	40	0
PE3	Rother – Opt2a	Residential	15	0
RY3	Rother – Opt2a	Mixed-use	59	1900
RY1	Rother – Opt2a	Residential	25	0
RY9	Rother – Opt2a	Residential	88	0
RY4	Rother – Opt2a	Mixed-use	50	500
RY2	Rother – Opt2a	Mixed-use	10	500
RB4	Rother – Opt2a	Residential	10	0
RB2	Rother – Opt2a	Residential	32	0
SD1	Rother – Opt2a	Residential	8	0
SD2	Rother – Opt2a	Residential	12	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
SD3	Rother – Opt2a	Mixed-use	8	1115
SD4	Rother – Opt2a	Residential	17	0
SD5	Rother – Opt2a	Residential	5	0
SD6	Rother – Opt2a	Residential	10	0
TC2	Rother – Opt2a	Residential	5	0
RH1	Rother – Opt2a	Residential	40	0
NR1	Rother – Opt2a	Residential	7	0
PE2	Rother – Opt2a	Residential	45	0
BT8	Rother – Opt2a	Residential	5	0
HG1	Rother – Opt2a	Residential	28	0
ID2	Rother – Opt2a	Residential	10	0
NR2	Rother – Opt2a	Residential	25	0
RB3	Rother – Opt2a	Residential	70	0
SD9	Rother – Opt2a	Employment	0	3000
BX10	Rother – Opt2a	Residential	8	0
BRI1	Rother – Opt2a	Employment	0	1861
SD8	Rother – Opt2a	Employment	0	2400
CM3	Rother – Opt2a	Mixed-use	5	80
BX43	Rother – Opt2a	Residential	6	0
NE1	Rother – Opt2a	Residential	10	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
EC2	Rother – Opt2a	Residential	5	0
BT11	Rother – Opt2a	Mixed-use	52	0
PE5	Rother – Opt2a	Mixed-use	6	400
WS2	Rother – Opt2a	Residential	70	0
BWC1	Rother – Opt2a	Residential	7	0
SD11	Rother – Opt2a	Residential	38	0
GU2	Rother – Opt2a	Residential	20	0
BX13	Rother – Opt2a	Residential	10	0
BX16	Rother – Opt2a	Residential	53	0
BX15	Rother – Opt2a	Residential	75	0
BX47	Rother – Opt2a	Commercial	0	15000
GU4	Rother – Opt2a	Residential	20	0
GU5	Rother – Opt2a	Residential	8	0
NE2	Rother – Opt2a	Residential	24	0
BT4	Rother – Opt2a	Residential	5	0
BW3	Rother – Opt2a	Residential	15	0
BX24	Rother – Opt2a	Residential	85	0
SG1	Rother – Opt2a	Residential	5	0
WS4	Rother – Opt2a	Residential	20	0
PE4	Rother – Opt2a	Residential	7	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
RY8	Rother – Opt2a	Residential	6	0
BX17	Rother – Opt2a	Residential	6	0
BX46	Rother – Opt2a	Mixed-use	66	540
BX45	Rother – Opt2a	Mixed-use	354	3250
BX45	Rother – Opt2a	Mixed-use	0	800
BX11	Rother – Opt2a	Residential	6	0
EC3	Rother – Opt2a	Residential	55	0
BX40	Rother – Opt2a	Residential	5	0
GU6	Rother – Opt2a	Residential	12	0
FW3	Rother – Opt2a	Employment	0	1500
BWC2	Rother – Opt2a	Residential	9	0
HG3	Rother – Opt2a	Residential	35	0
BT9	Rother – Opt2a	Residential	75	0
BR2	Rother – Opt2a	Residential	70	0
BX21	Rother – Opt2a	Residential	38	0
HG4	Rother – Opt2a	Mixed-use	150	0
HG4	Rother – Opt2a	Mixed-use	0	1920
HG4	Rother – Opt2a	Mixed-use	0	960
BX27	Rother – Opt2a	Mixed-use	750	2050
BX27	Rother – Opt2a	Mixed-use	0	1000

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
BX27	Rother – Opt2a	Mixed-use	0	800
BX39	Rother – Opt2a	Mixed-use	680	800
PE1	Rother – Opt2a	Residential	70	0
RB1	Rother – Opt2a	Residential	65	0
BX44	Rother – Opt2a	Residential	8	0
EC1	Rother – Opt2a	Residential	10	0
TC1	Rother – Opt2a	Residential	54	0
BW1	Rother – Opt2a	Residential	35	0
BX22	Rother – Opt2a	Mixed-use	600	3000
BX22	Rother – Opt2a	Mixed-use	0	800
BT7	Rother – Opt2a	Residential	80	0
WS5	Rother – Opt2a	Employment	0	2000
BW4	Rother – Opt2a	Residential	8	0
FW2	Rother – Opt2a	Mixed-use	114	1650
FW1	Rother – Opt2a	Residential	32	0
BT1	Rother – Opt2a	Residential	220	0
RB6a	Rother – Opt2a	Mixed-use	96	1200
RB6b	Rother – Opt2a	Residential	50	0
BX8	Rother – Opt2a	Residential	150	0
CR1	Rother – Opt2a	Residential	25	0

Ref_no	Area	Land Use Types	Residential Capacity	Employment Capacity
IK2	Rother – Opt2a	Residential	32	0
WS3	Rother – Opt2a	Residential	50	0
BX34	Rother – Opt2a	Residential	275	0
BX36	Rother – Opt2a	Residential	288	0
BX37	Rother – Opt2a	Mixed-use	125	0
BX38	Rother – Opt2a	Residential	100	0
BX48	Rother – Opt2a	Employment	0	5275
BX49	Rother – Opt2a	Employment	0	4200
BX23	Rother – Opt2a	Mixed-use	340	500
BX9	Rother – Opt2a	Residential	24	0
BX26	Rother – Opt2a	Residential	35	0
BX28	Rother – Opt2a	Mixed-use	475	800
BX31	Rother – Opt2a	Residential	600	0
BT5	Rother – Opt2a	Employment	0	2700
BR3	Rother – Opt2a	Residential	20	0
RH2	Rother – Opt2a	Employment	0	17481
ID1	Rother – Opt2a	Residential	15	0
RY5	Rother – Opt2a	Residential	80	0
PL1	Rother – Opt2a	Residential	25	0

Appendix C: Model Outputs

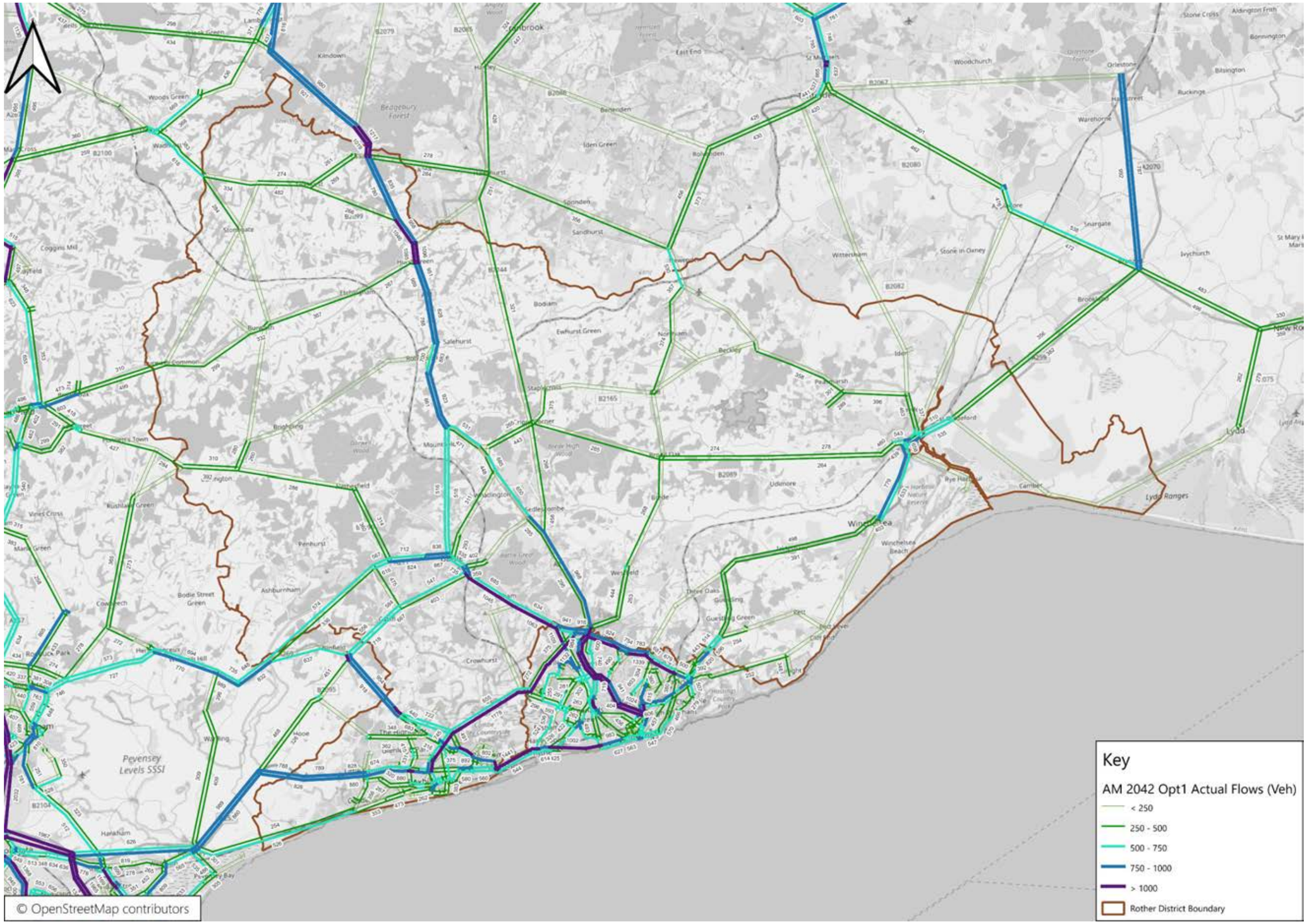
The plots present modelled traffic conditions across Rother for the AM Peak, Inter Peak (IP), and PM Peak periods for both the 2042 and 2050 assessment years and Option 1, Option 2, Option 2a, Option 3 and Option 4 models.

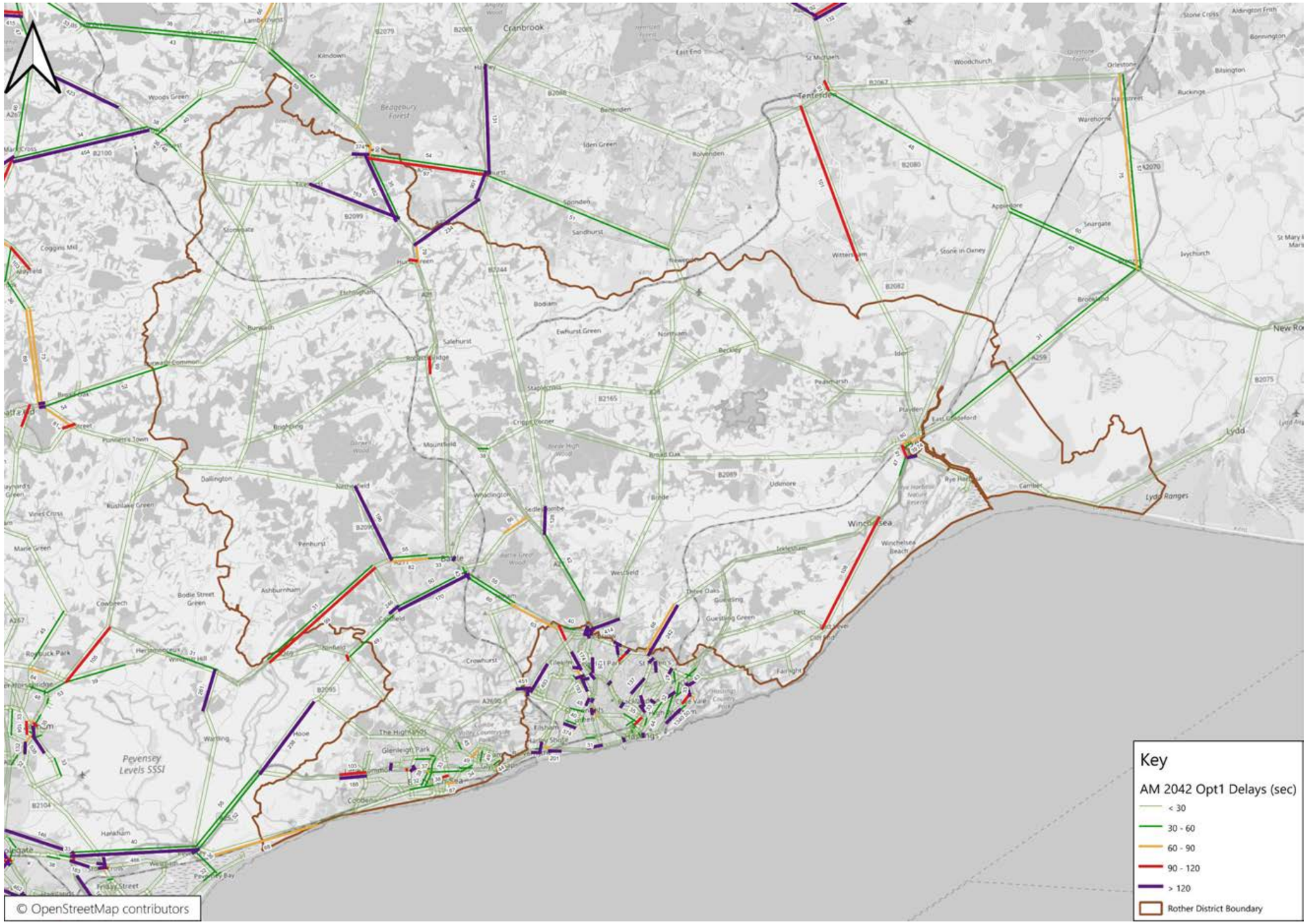
They illustrate actual traffic flows and delays on the network, with higher values represented by thicker and darker lines and lower values by thinner and lighter lines. Traffic flow plots show the number of vehicles using each link during the modelled hour, while delay plots show the level of delay experienced on each link.

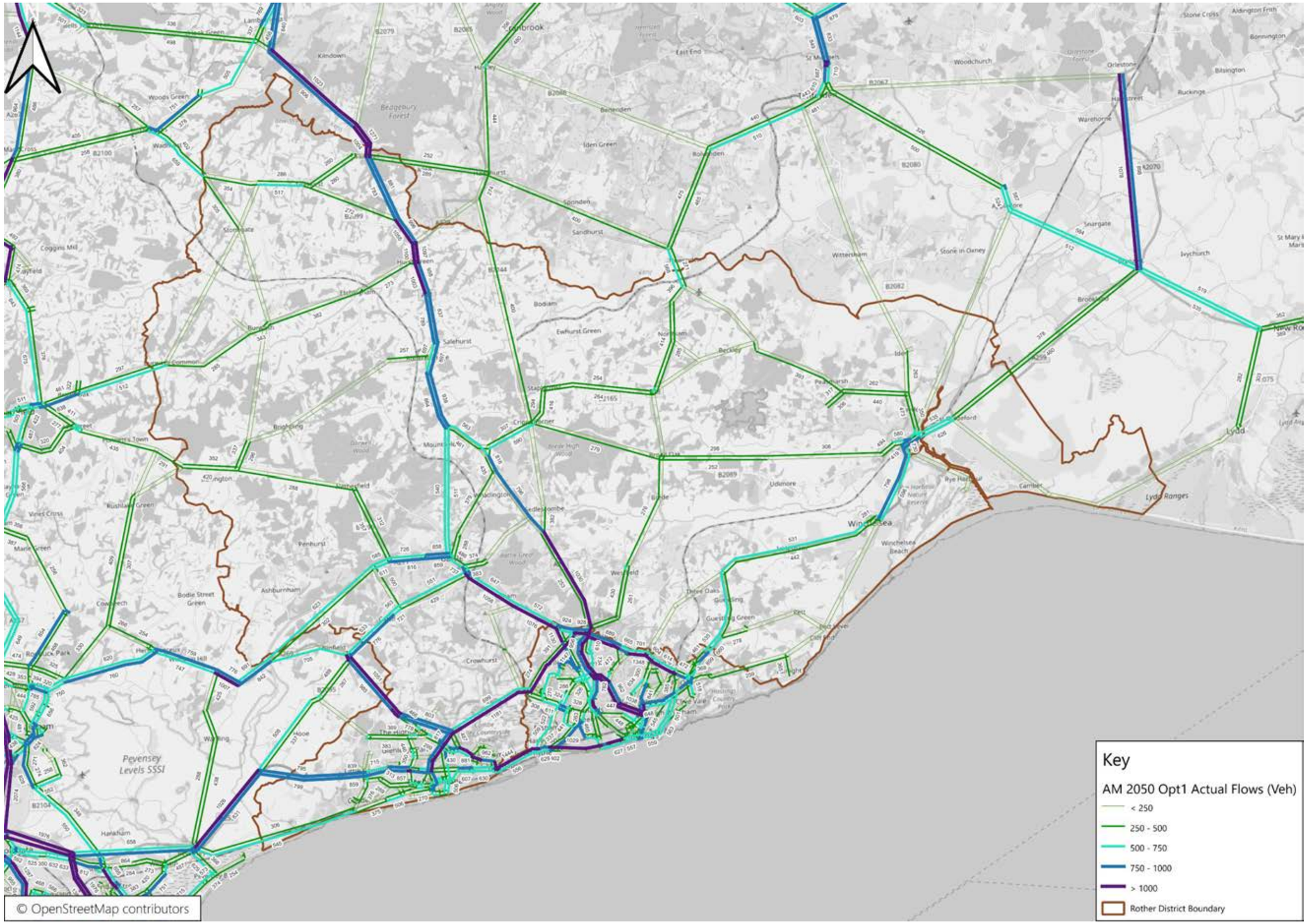
Additionally, comparison plots were produced showing the differences in traffic flows and delays between Option 1 and Option 2, Option 1 and Option 2a, Option 3 and Option 2, and Option 4 and Option 2 across all assessment periods and forecast years, highlighting areas where conditions improve or worsen under each option.

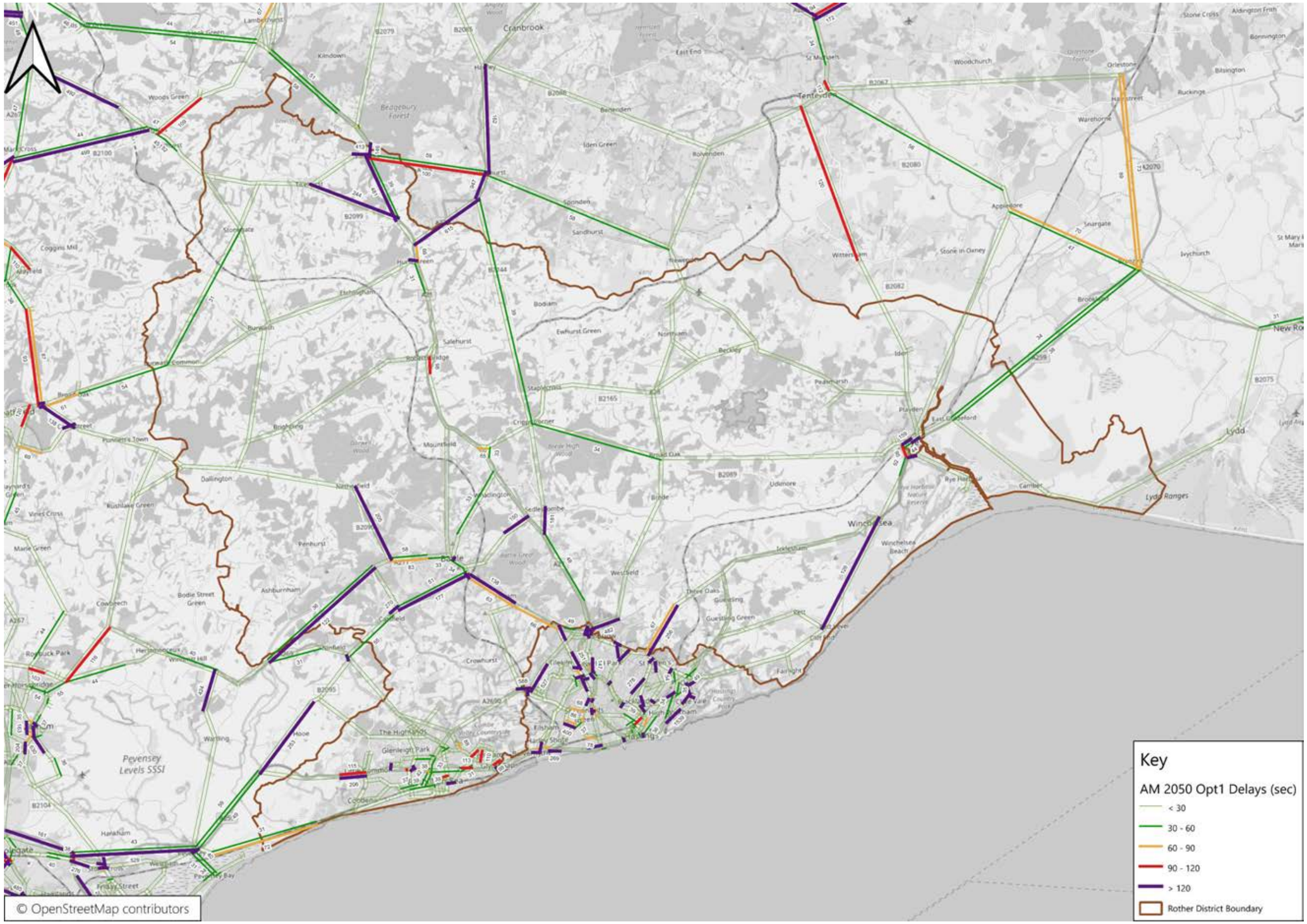
Finally, a set of plots was provided, presenting the Volume-to-Capacity (V/C) ratios for junctions within Rother Borough for the AM Peak, Inter Peak (IP), and PM Peak periods for both the 2042 and 2050 assessment years and Option 1, Option 2, Option 2a, Option 3 and Option 4 models, providing an indication of operational performance.

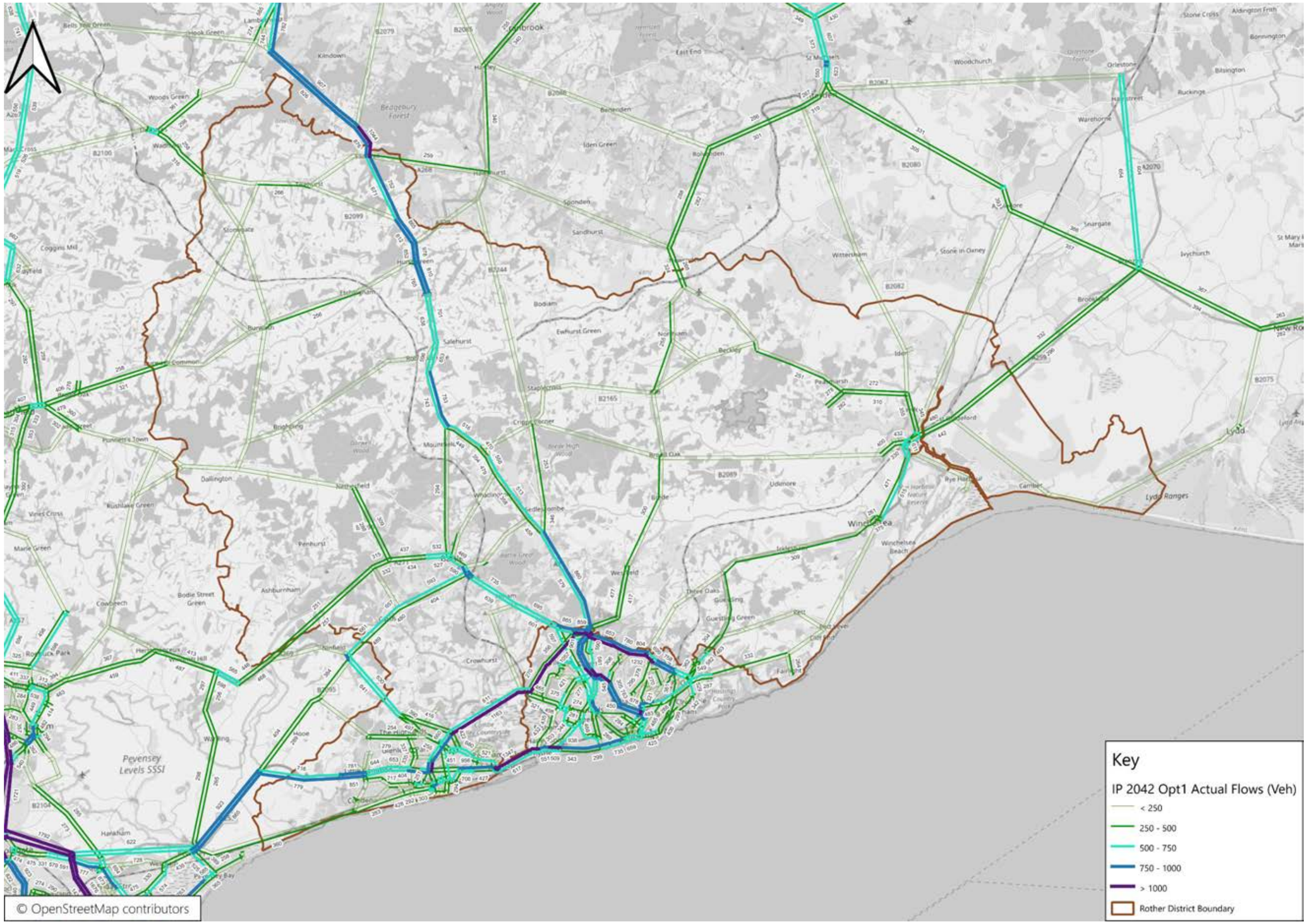
Junctions with a V/C ratio below 85% are considered to operate within capacity. Ratios between 85% and 100% indicate that a junction is approaching capacity, while ratios exceeding 100% indicate that the junction is operating over capacity.


Key
AM 2042 Opt1 Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors
Pevensey Levels SSSI
Lydd Ranges

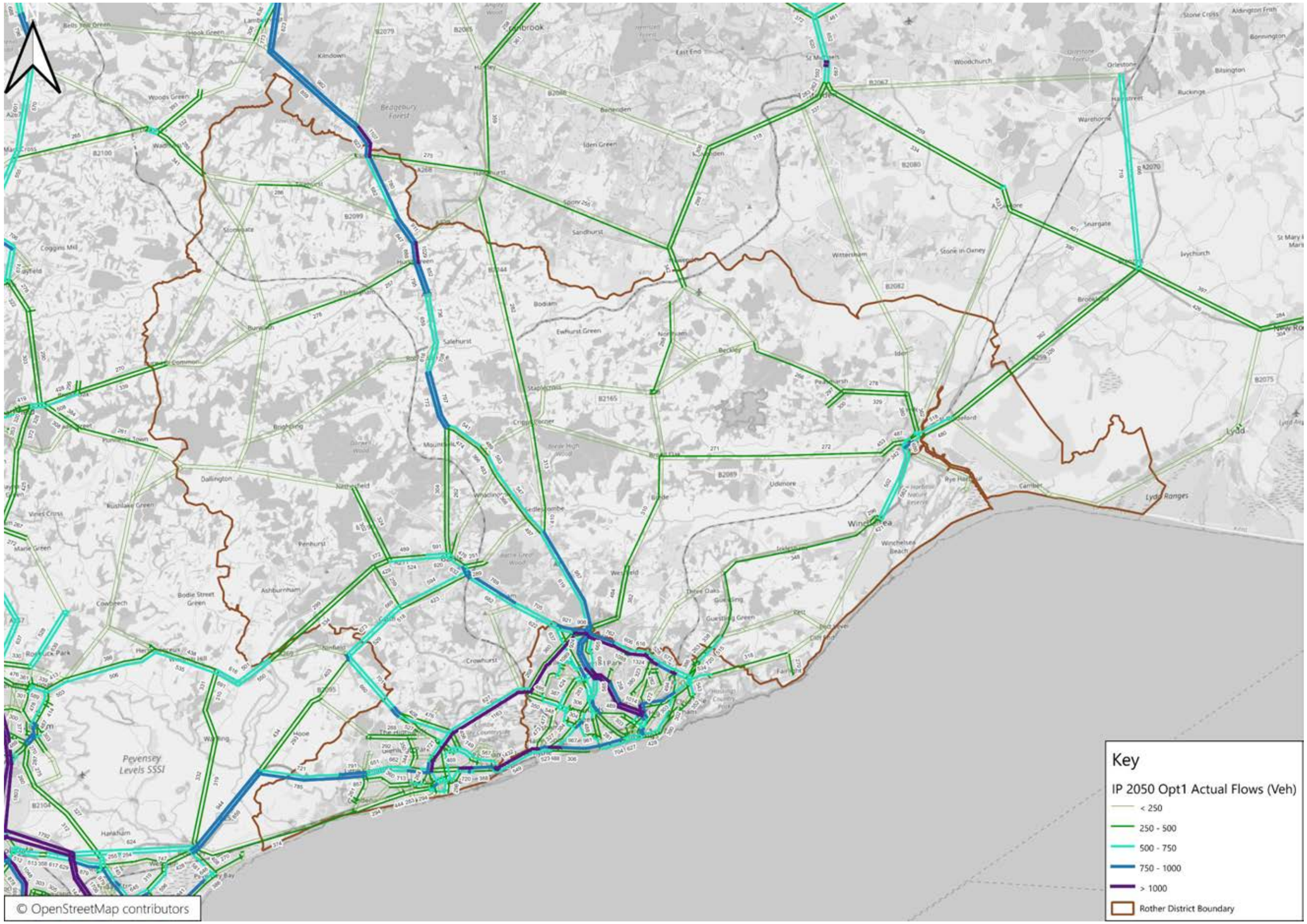

Cranbrook
Tenterden
Rye
Winchelsea
Lydd
Lydd Ranges
Pevensey Levels SSSI
Key
AM 2042 Opt1 Delays (sec)
< 30
30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
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Key
AM 2050 Opt1 Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
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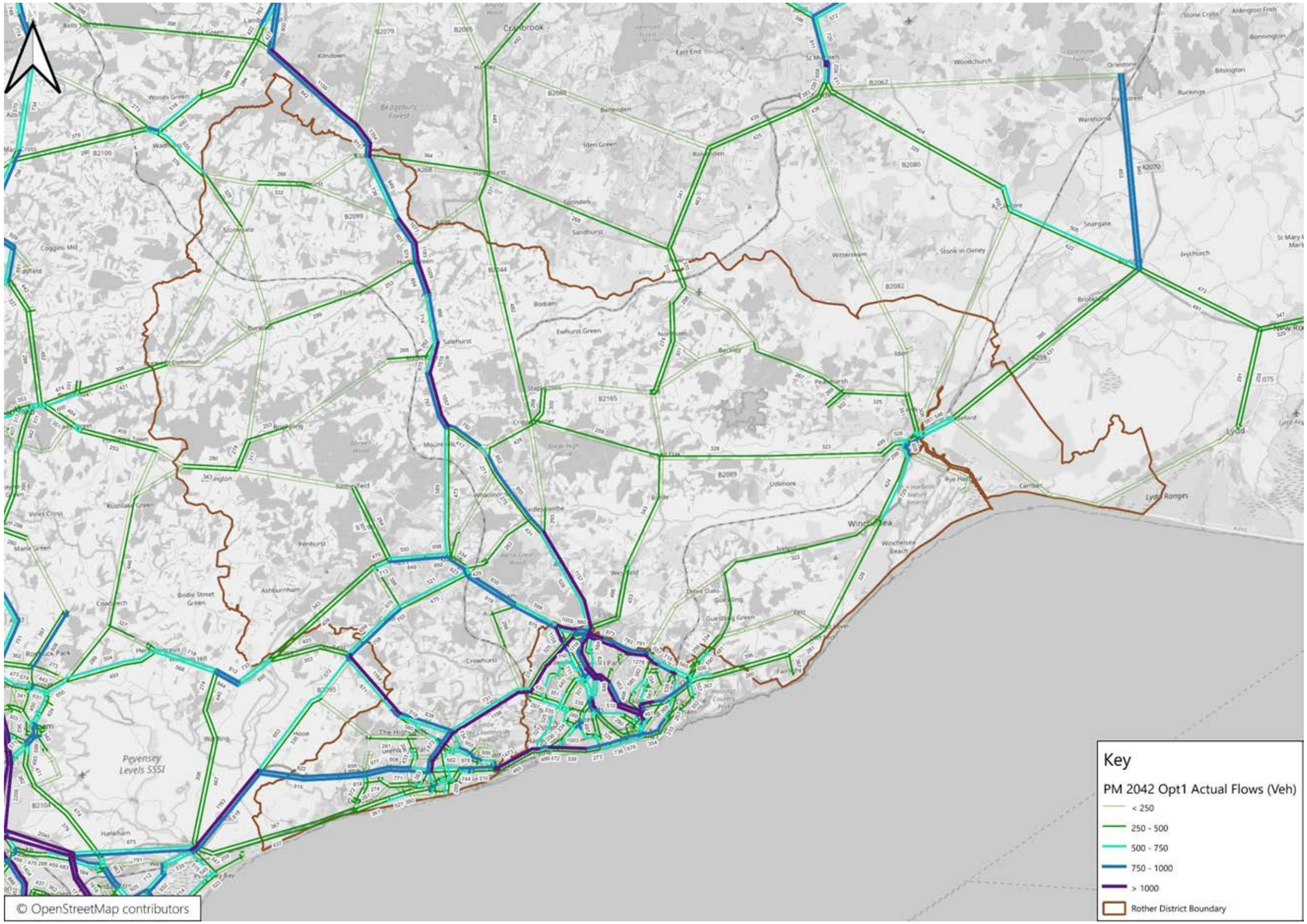

Cranbrook
Tenterden
Rye
Lydd
Winchelsea
Hastings
Pevensey Levels SSSI
Lydd Ranges
Key
AM 2050 Opt1 Delays (sec)
< 30
30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
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Key
IP 2042 Opt1 Actual Flows (Veh)
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> 1000
Rother District Boundary
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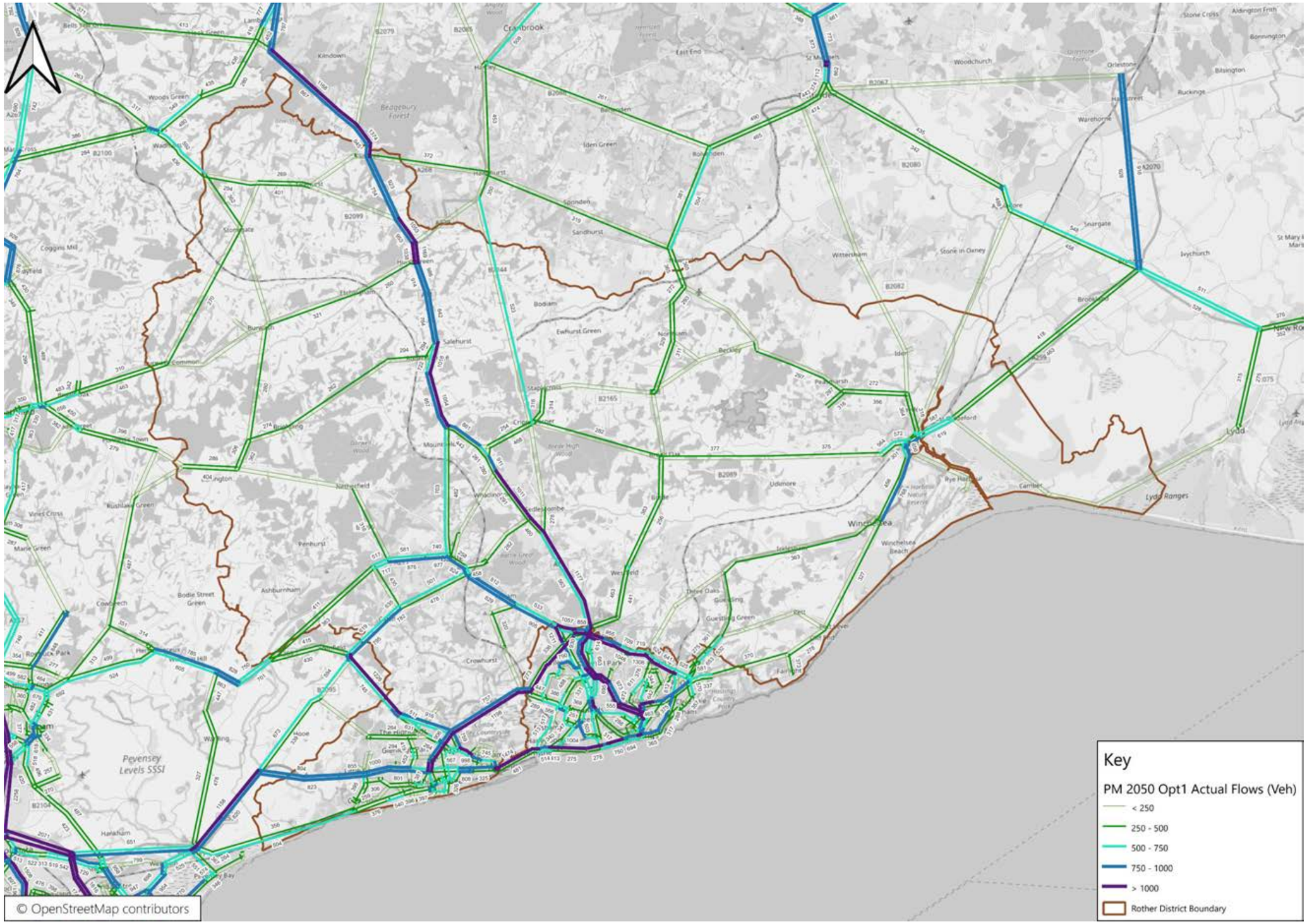

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IP 2042 Opt1 Delays (sec)
< 30
30 - 60
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© OpenStreetMap contributors
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Tenterden
Battle
Winchelsea
Rye
Hastings
Lydd
Pevensey Levels SSSI

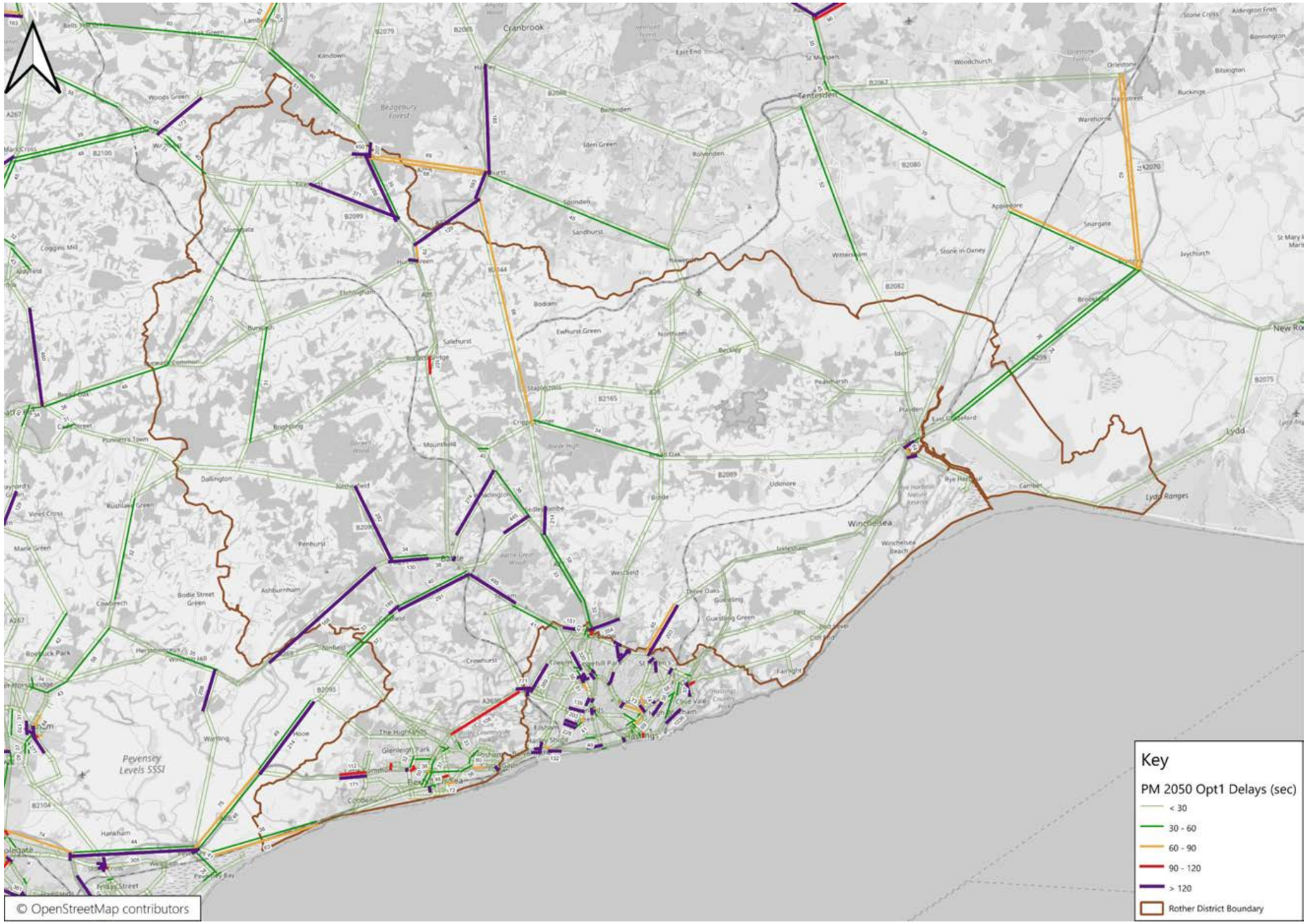

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Rother District Boundary
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Pevensey Levels SSSI
Lydd Ranges

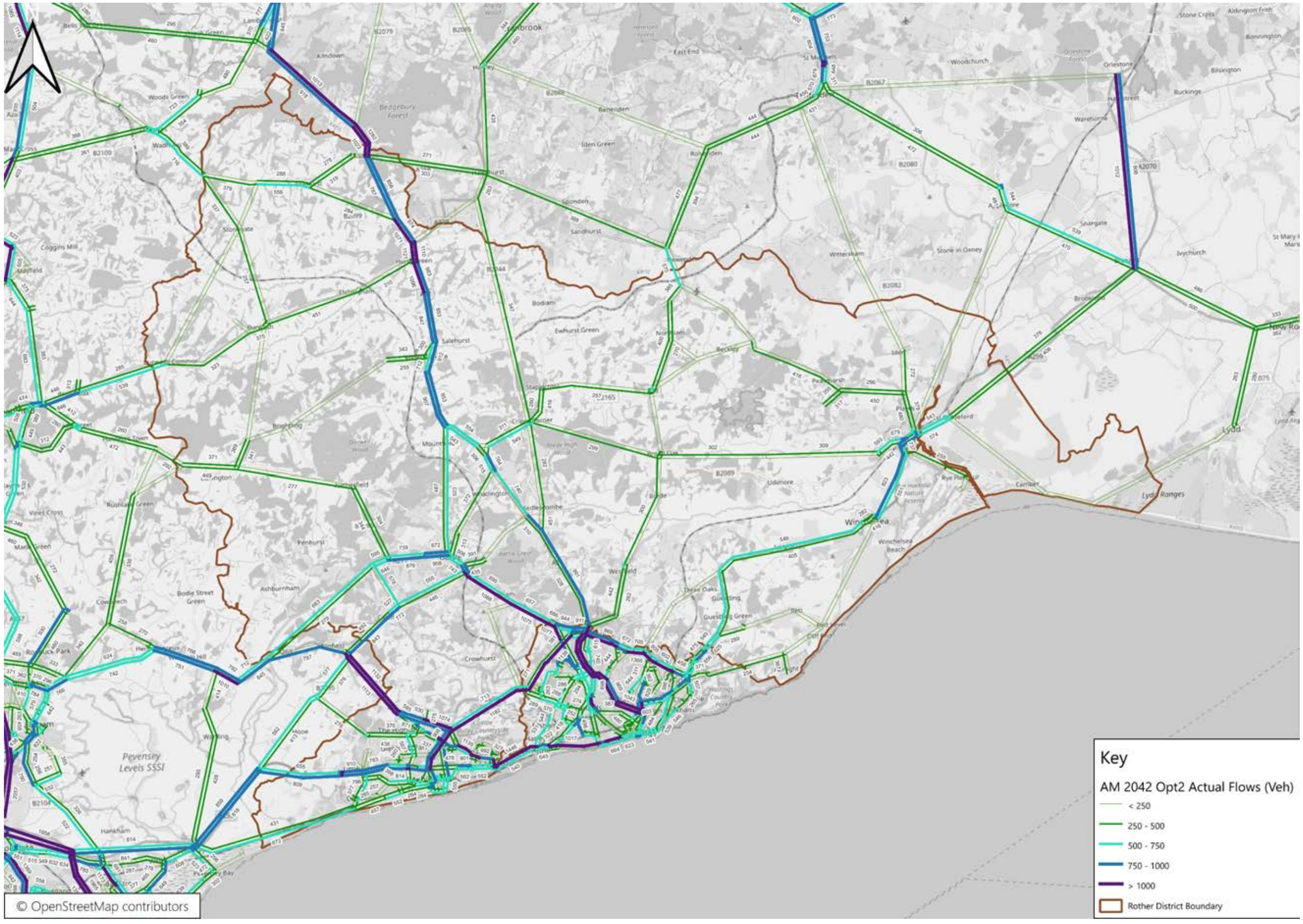

Cranbrook
Tenterden
Battle
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI
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Rother District Boundary
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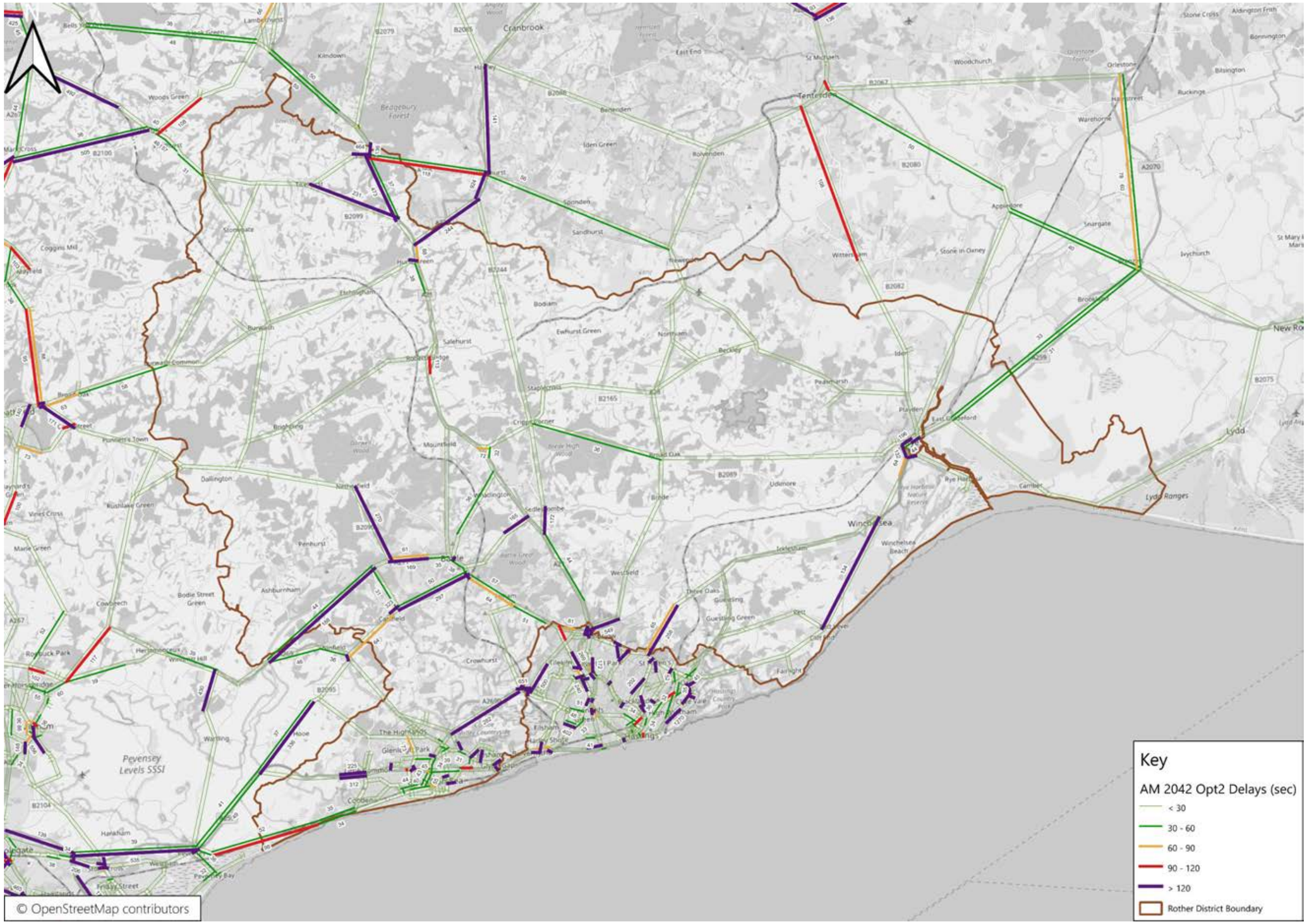

Key
PM 2042 Opt1 Actual Flows (Veh)
< 250
250 - 500
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750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors
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Hawkhurst
Sandhurst
Benenden
Iden Green
Bodiam
Ewhurst Green
Salehurst
Robertsbridge
Northiam
Beckley
Peasmarsh
Stone in Oxney
Wittersham
Woodchurch
Orlestone
Warehorne
Snargate
Ivychurch
Lydd
Rye
Winchelsea
Winchelsea Beach
Udimore
Broad Oak
Brede
Westfield
Three Oaks
Guestling
Guestling Green
Crowhurst
Battle
Ashburnham
Penhurst
Bodle Street Green
Cowbeech
Herstmonceux
Hailsham
Pevensey
Levels SSSI
Pevensey
Westham
Hankham
Normans Bay
Bexhill
Sidley
Bulverhythe
Hastings
Fairlight
Fairlight Cove
Pett
Pett Level
Icklesham
Winchelsea
Rye Harbour
Rye Harbour Nature Reserve
Camber
Lydd Ranges
Dungeness
Romney Marsh
Kent
Sussex
Beaugeury Forest
Darnell Wood
Mountfield
Whatlington
Netherfield
Battle
Crowhurst
Westfield
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Peasmarsh
Iden
Brookland
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Orlestone
Woodchurch
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Aldington Frith
Stone Cross
Bilsington
Buckinge
Warehorne
Hamstreet
Ashford
Kennington
Willesborough
Sevington
Mersham
Smeeth
Aldington
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Stanford
Westenhanger
Hythe
Saltwood
Folkestone
Sandgate
Cheriton
Capel-le-Ferne
Folkestone Harbour
Folkestone West
Folkestone Central
Folkestone East
Shorncliffe
Seabrook
Hythe
Dymchurch
Burmarsh
Newchurch
Lympne
Lympne Industrial Park
Aldington Knoll
Aldington Frith
Stone Cross
Bonnington
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Buckinge
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Kennington
Willesborough
Sevington
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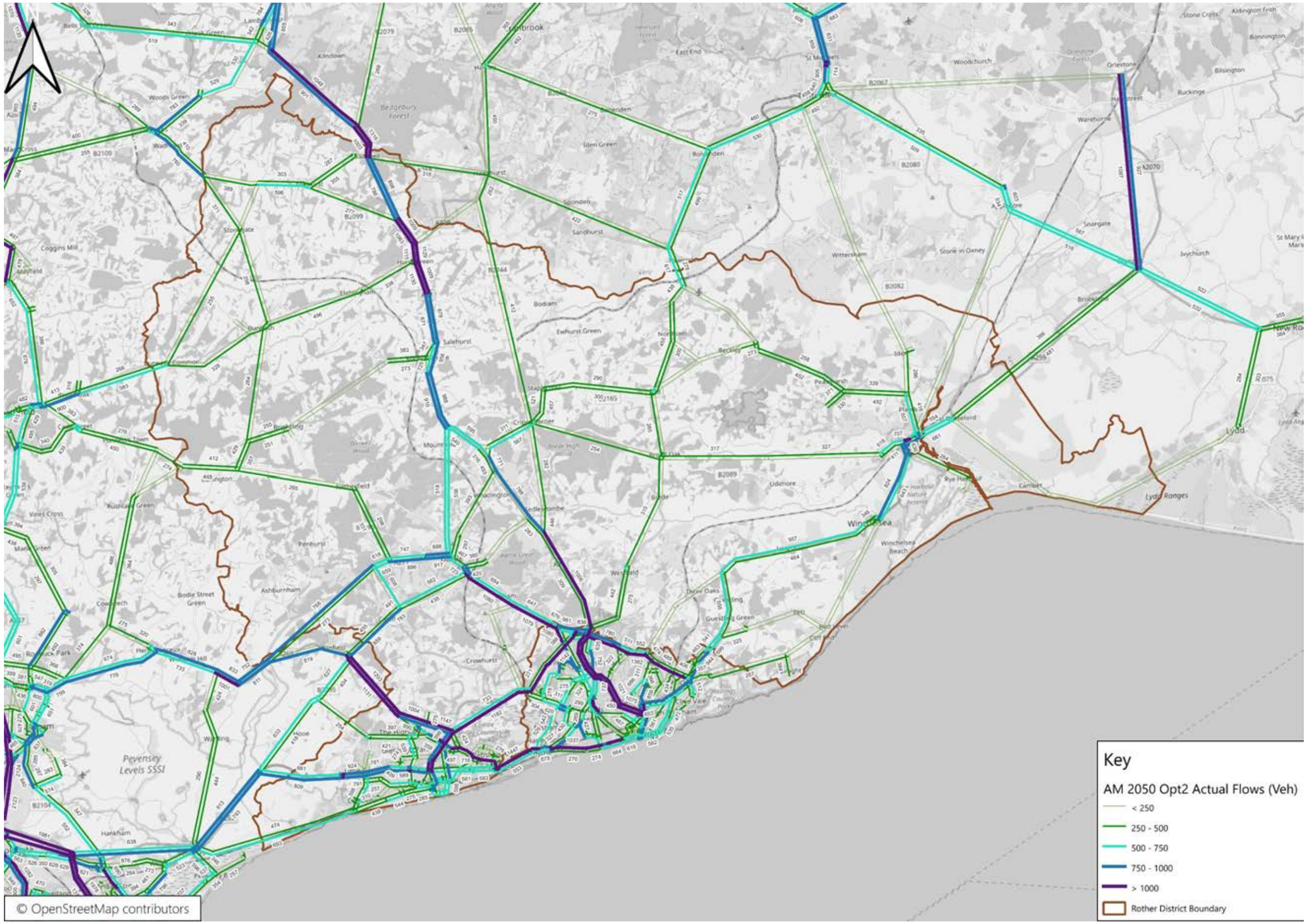

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Appledore
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Ivychurch
Brookland
Lydd
Lydd Ranges
New Romney
Winchelsea
Winchelsea Beach
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Camber
Udimore
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Brede
Peasmarsh
Beckley
Northiam
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Bodiam
Salehurst
Robertsbridge
Staplecross
Mountfield
Crowhurst
Battle
Ashburnham
Penhurst
Dallington
Northiam
Burwash
Etchingham
Sedlescombe
Westfield
Guestling
Guestling Green
Pett
Fairlight
Hastings
St Leonards
Bexhill
Glenleigh Park
The Highlands
Pevensey Levels SSSI
Pevensey Bay
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Bilsington
Buckinge
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PM 2042 Opt1 Delays (sec)
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Rother District Boundary
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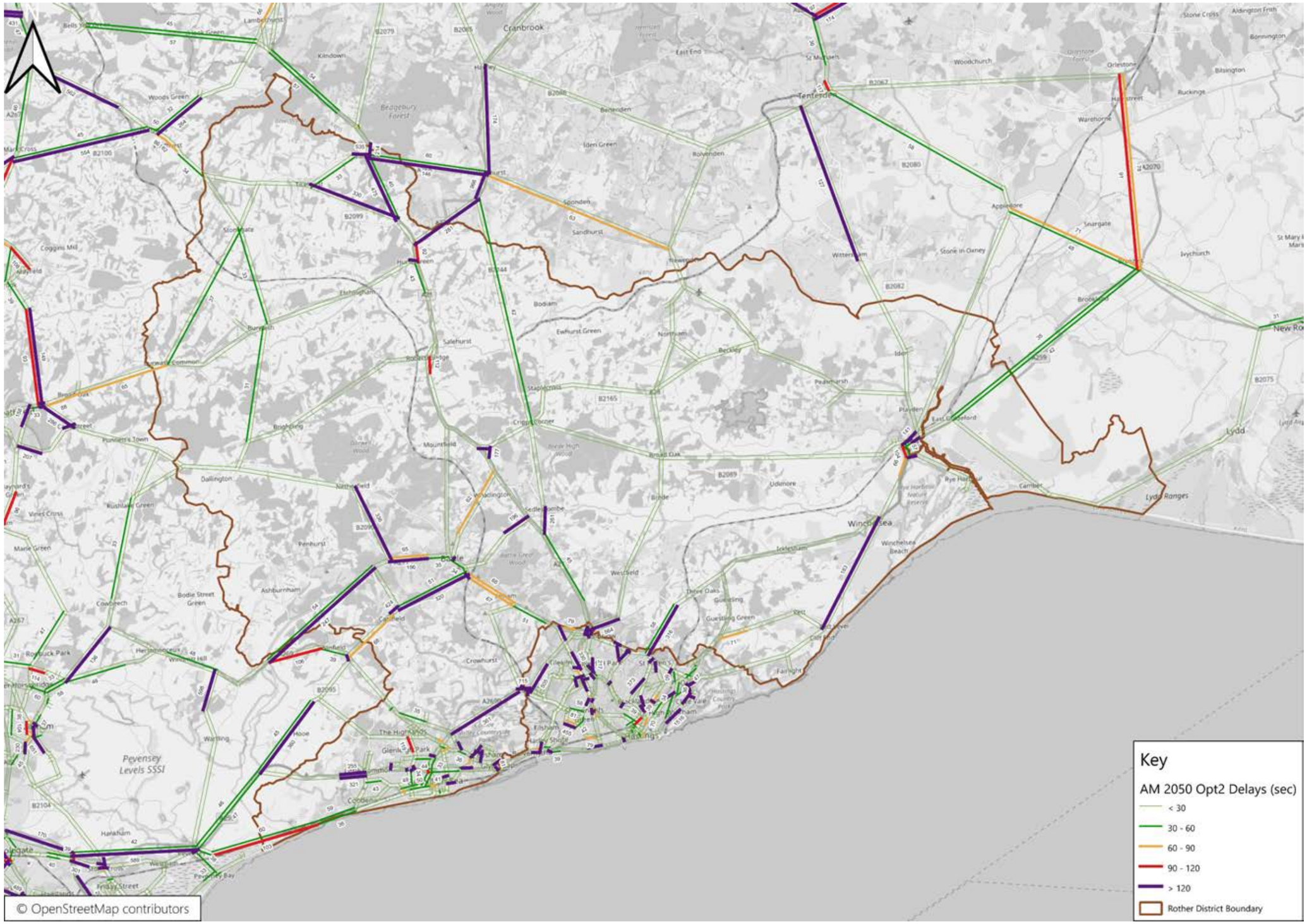

Key
PM 2050 Opt1 Actual Flows (Veh)
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250 - 500
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Rother District Boundary
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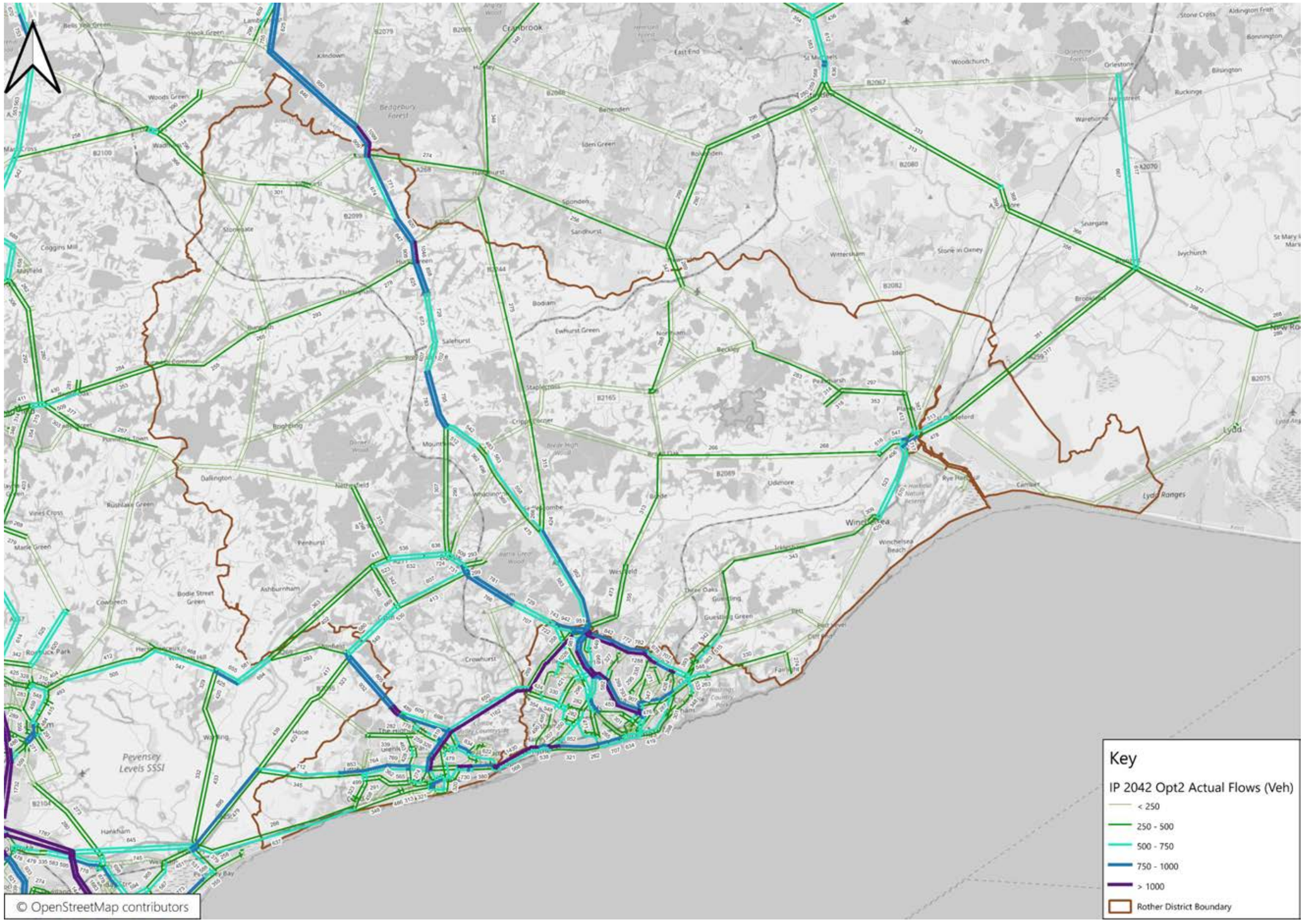

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Rolvenden
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Salehurst
Mountfield
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Hailsham
Pevensey Levels SSSI
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Lydd Ranges
Key
PM 2050 Opt1 Delays (sec)
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Rother District Boundary
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Key
AM 2042 Opt2 Actual Flows (Veh)
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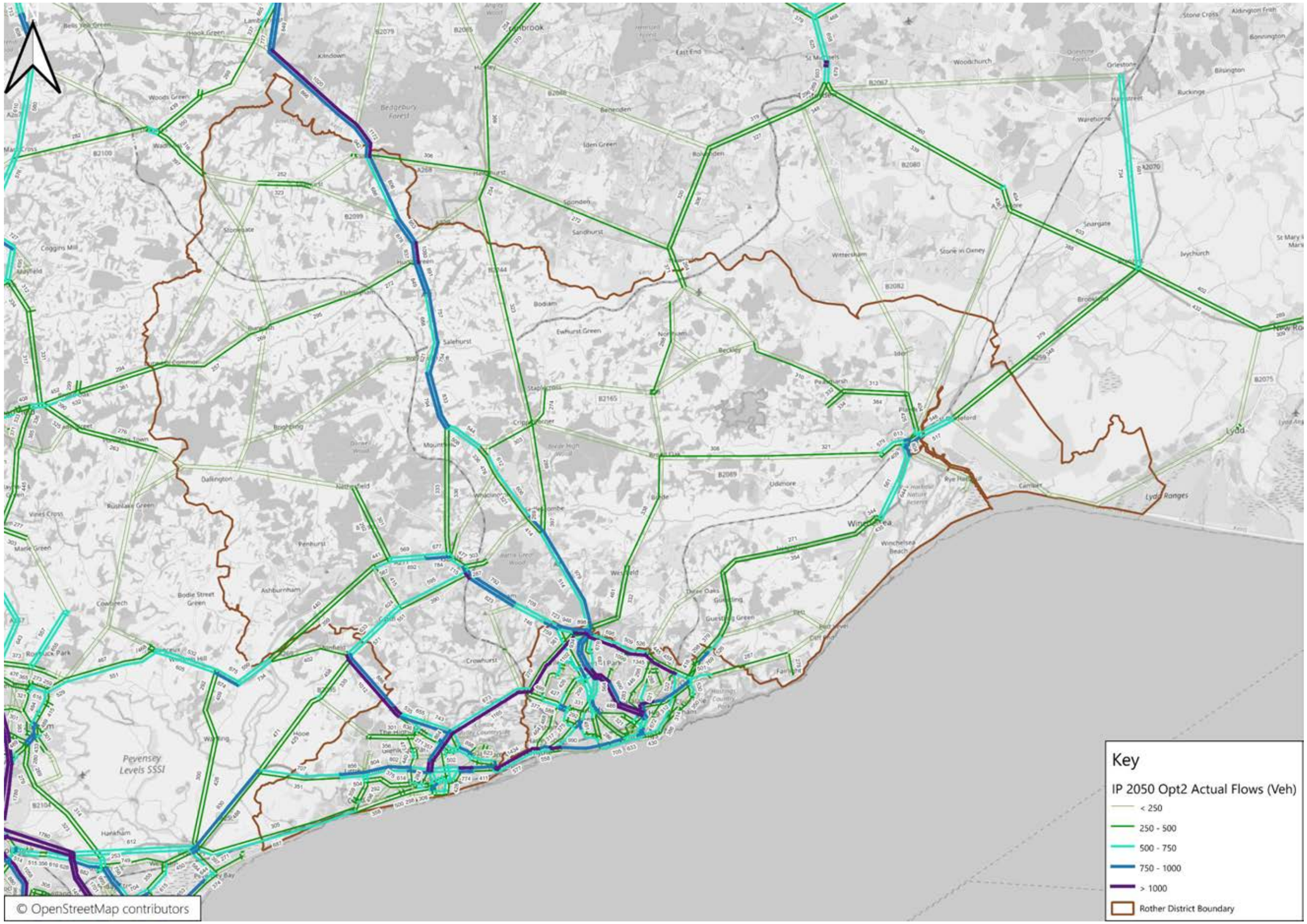

Cranbrook
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Winchelsea
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AM 2042 Opt2 Delays (sec)
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Rother District Boundary
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Key
AM 2050 Opt2 Actual Flows (Veh)
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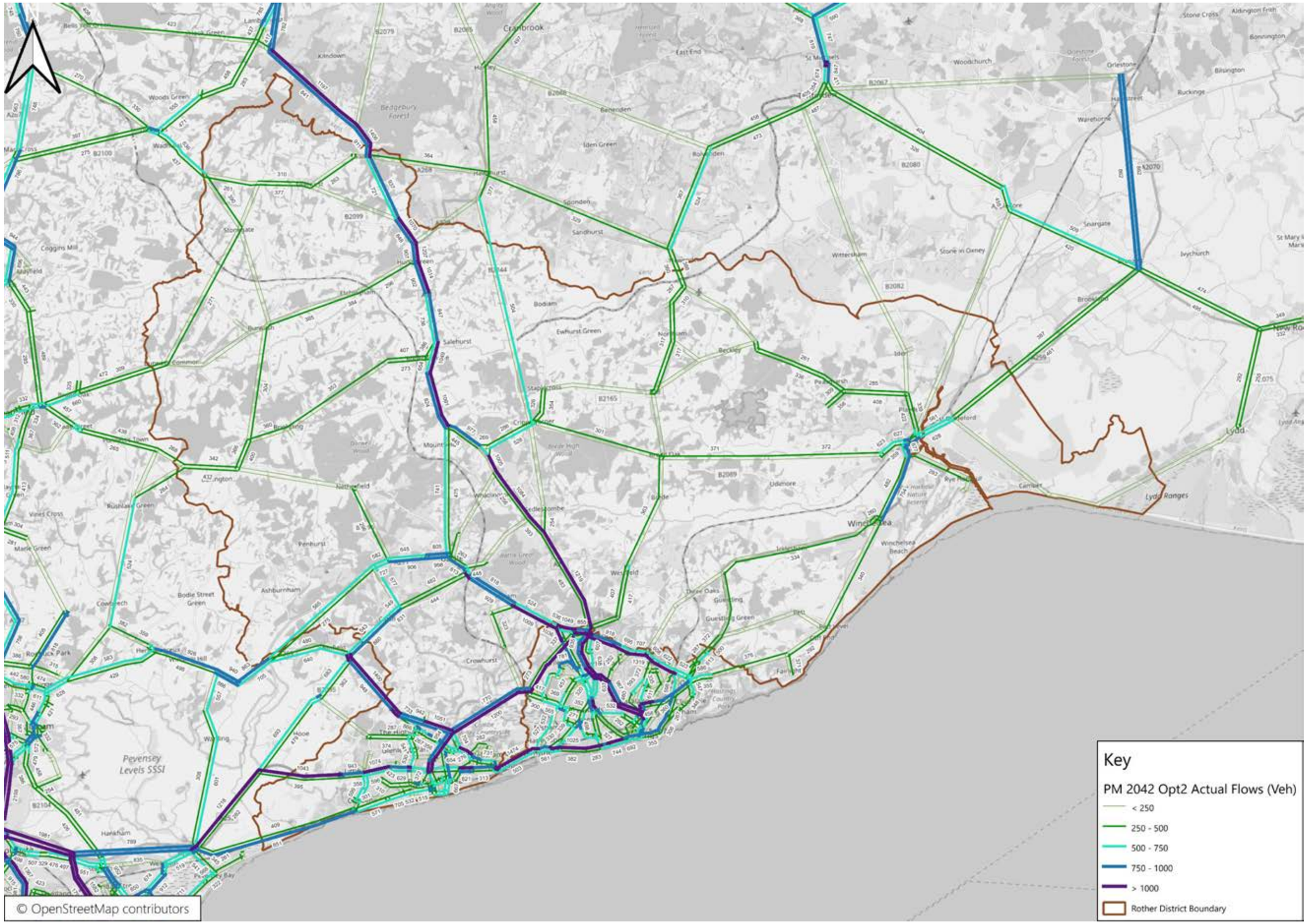

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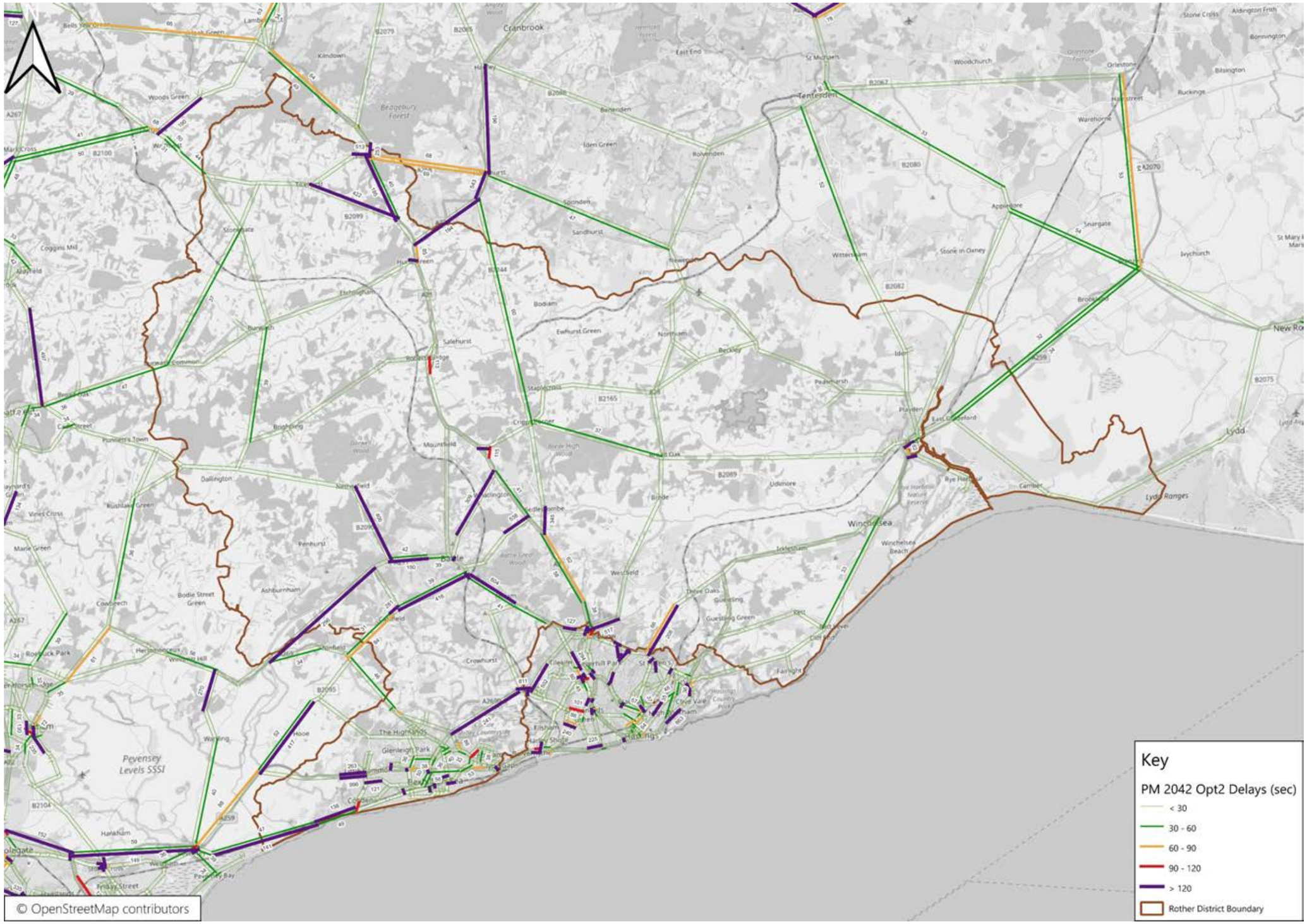

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Rother District Boundary
© OpenStreetMap contributors
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Westfield
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Stone in Oxney
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Ivychurch
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Lydd
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Dallington
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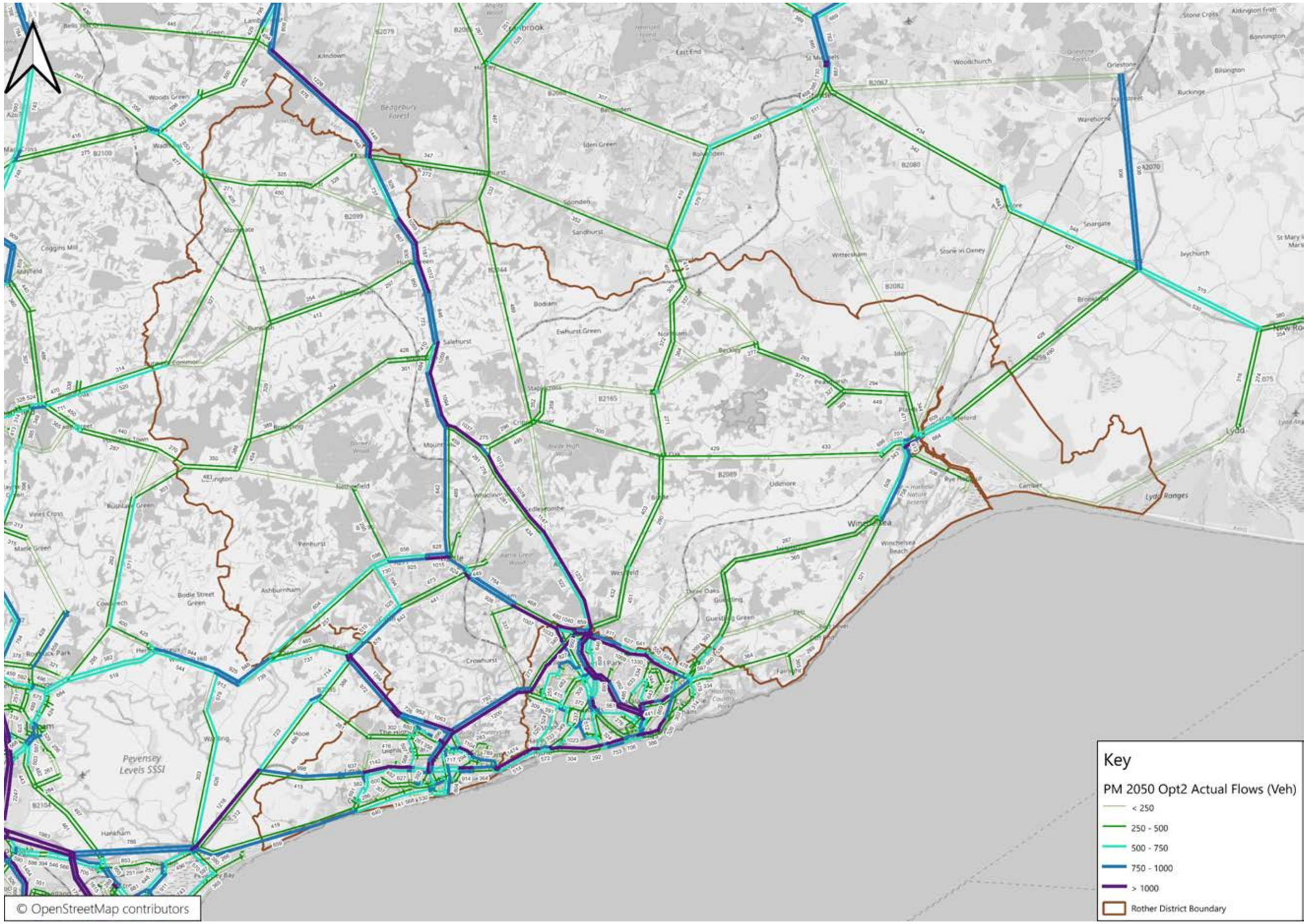

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Pevensey Levels SSSI
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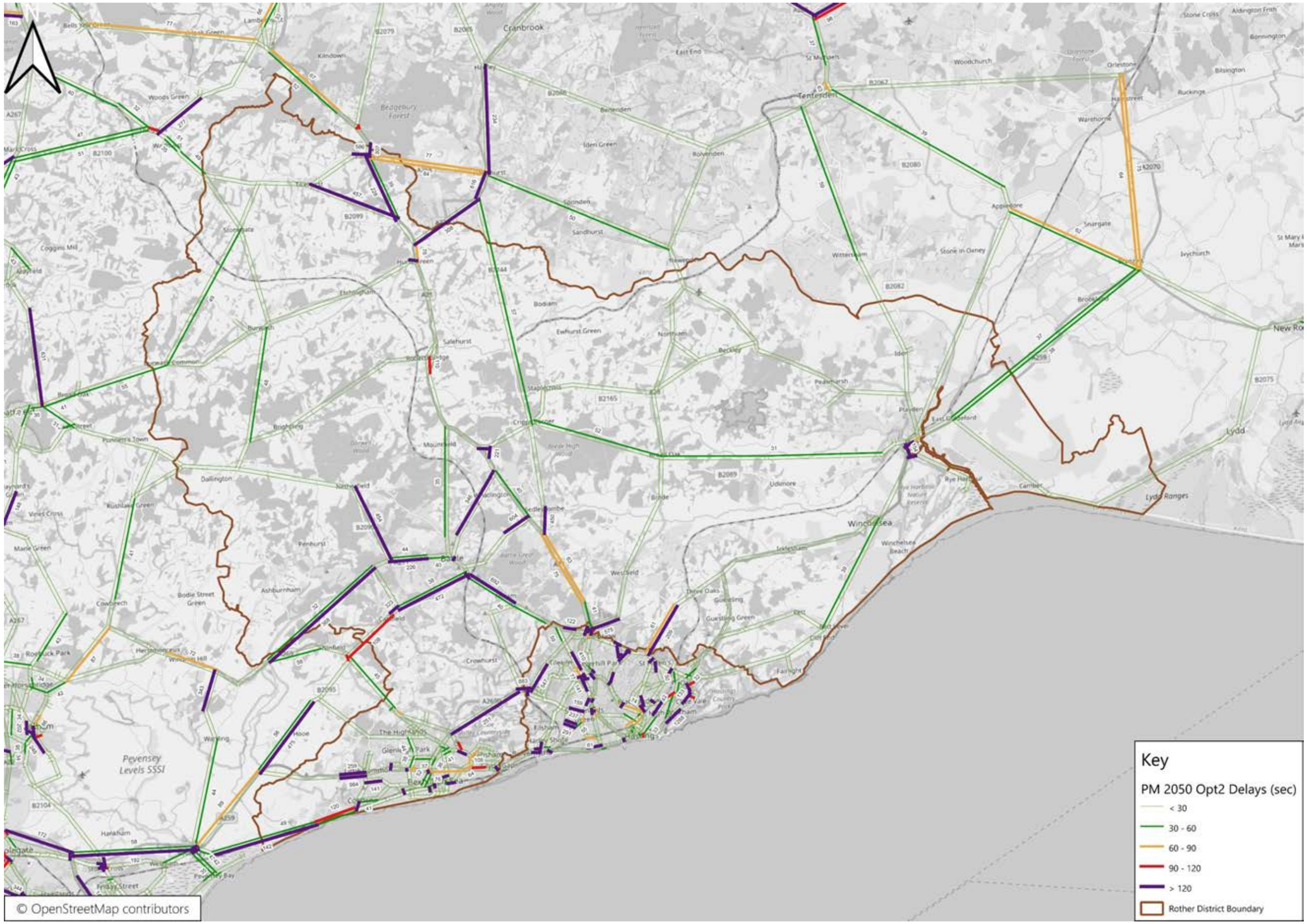

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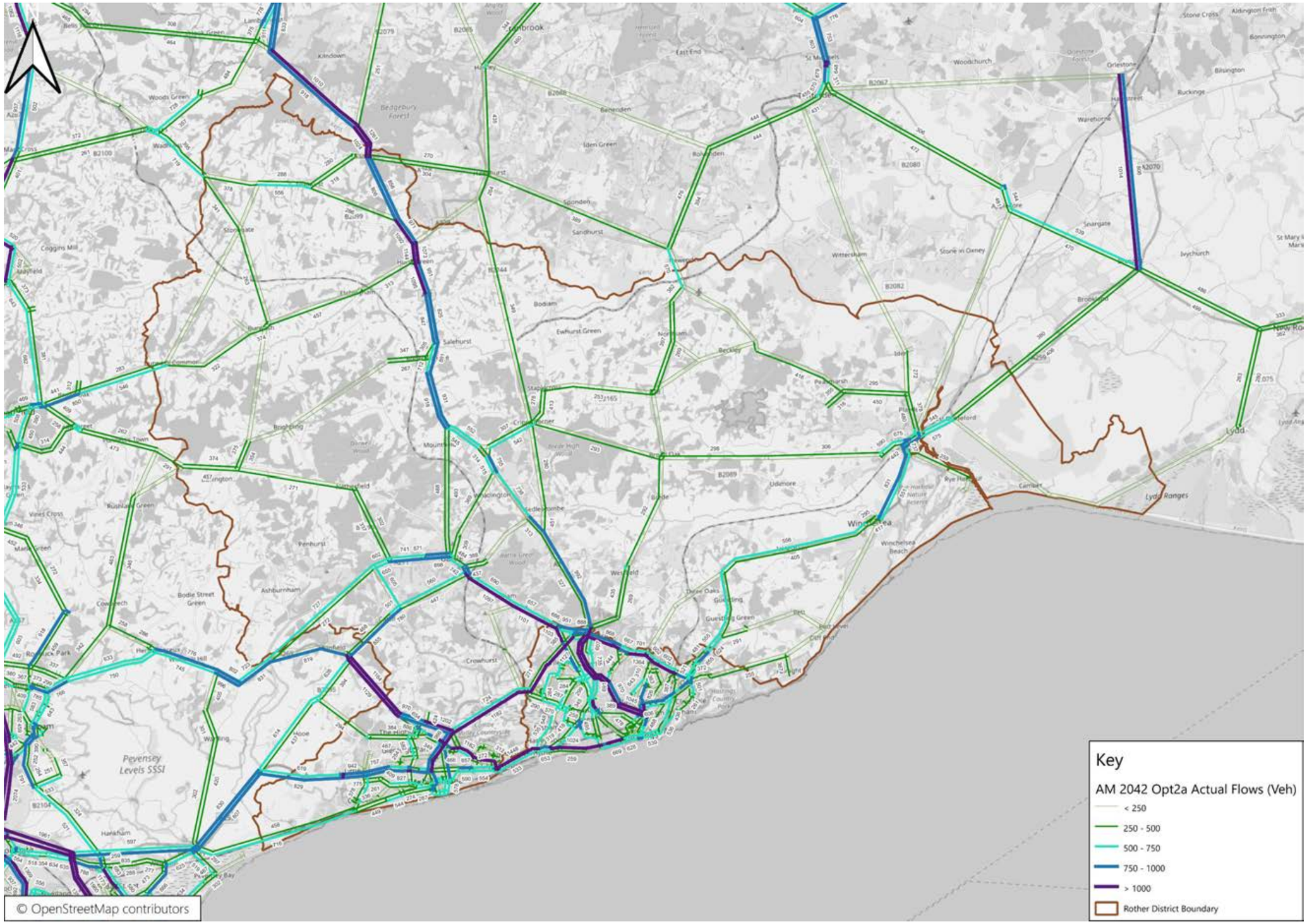

Cranbrook
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Pevensey Levels SSSI
© OpenStreetMap contributors
Key
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Rother District Boundary

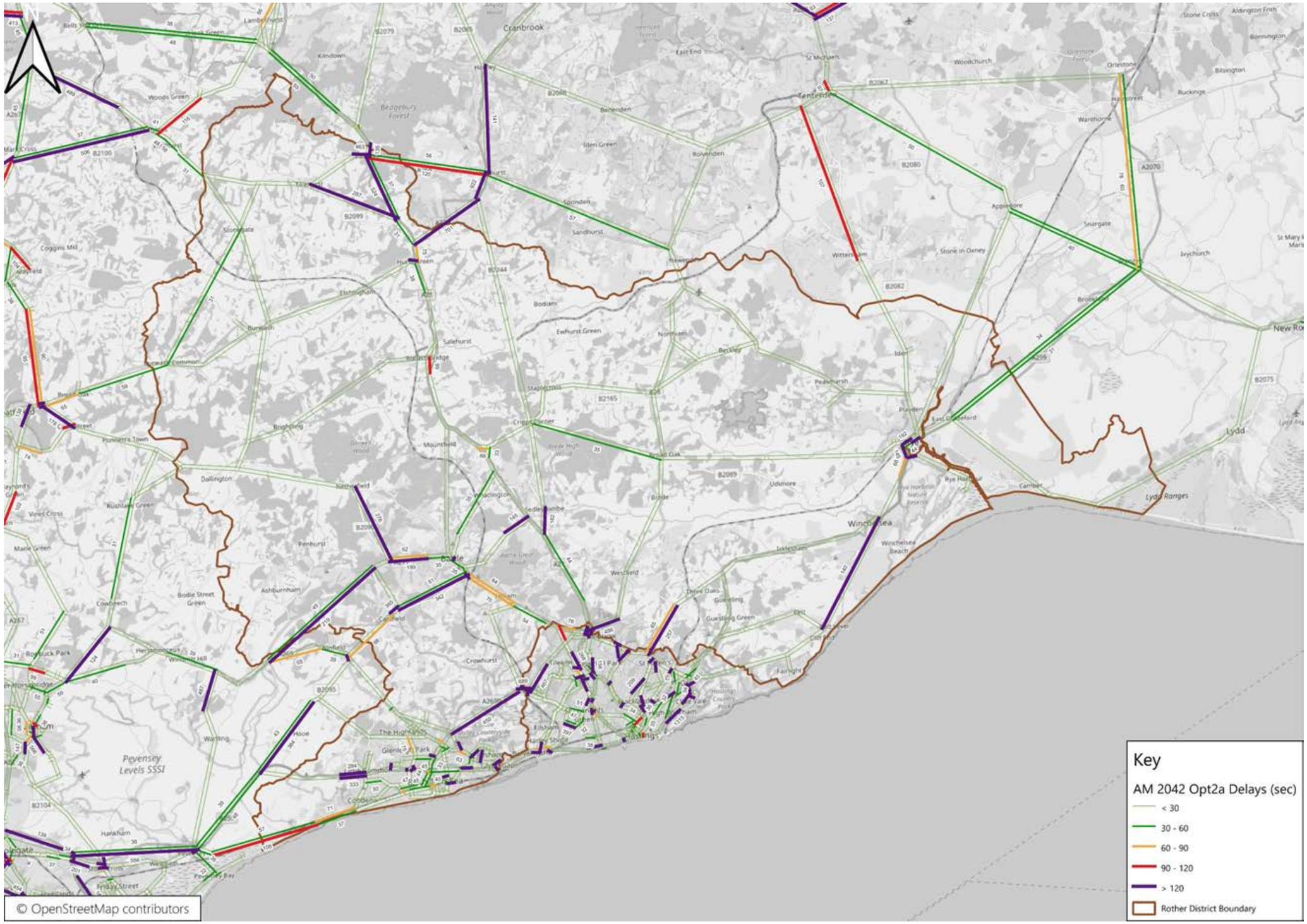

Key
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Rother District Boundary
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Cranbrook
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Sandhurst
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Whatlington
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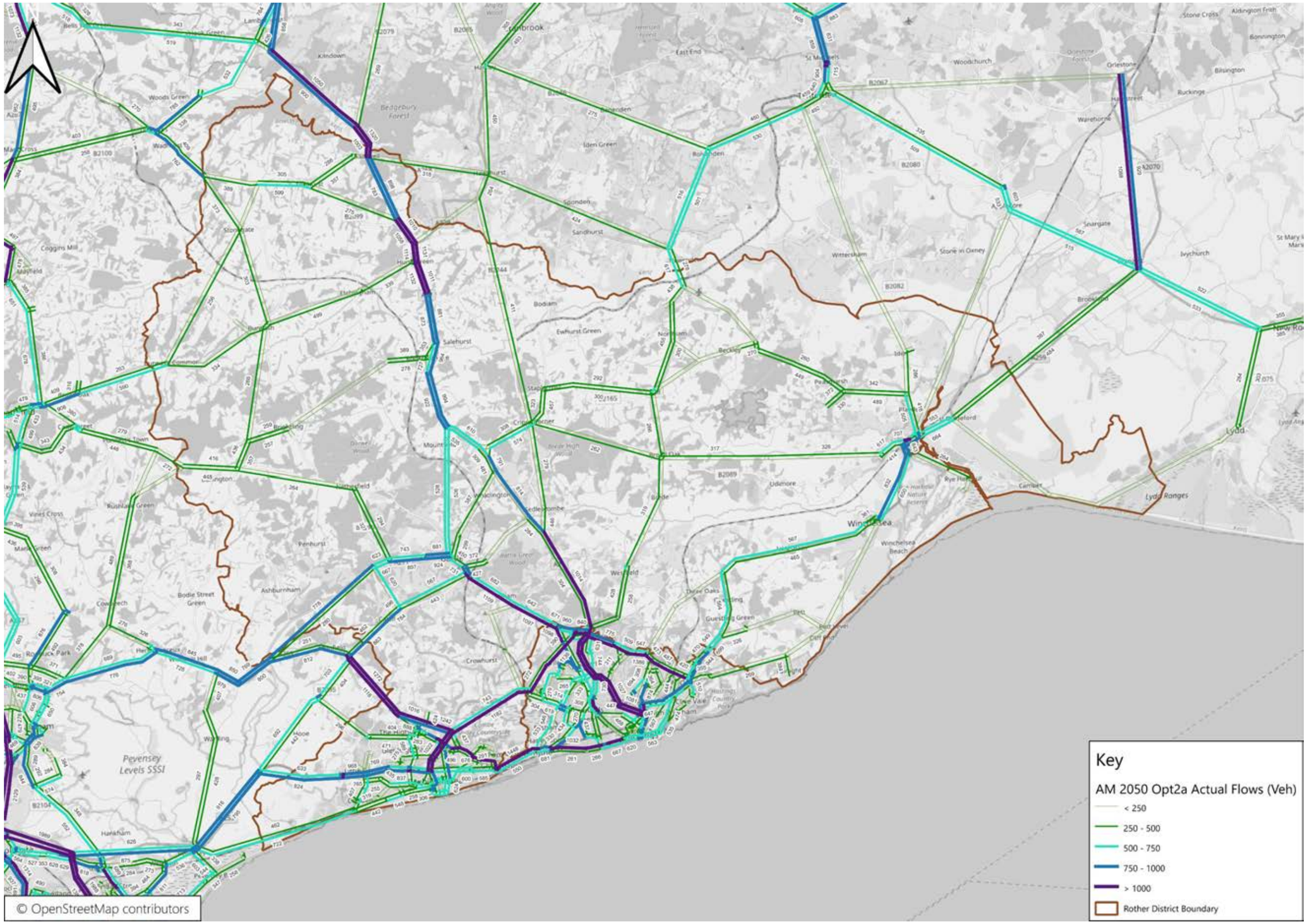

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Stone in Oxney
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New Romney
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Ashburnham
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Bodiam
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Staplecross
Mountfield
Dallington
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Etchingham
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Bexhill
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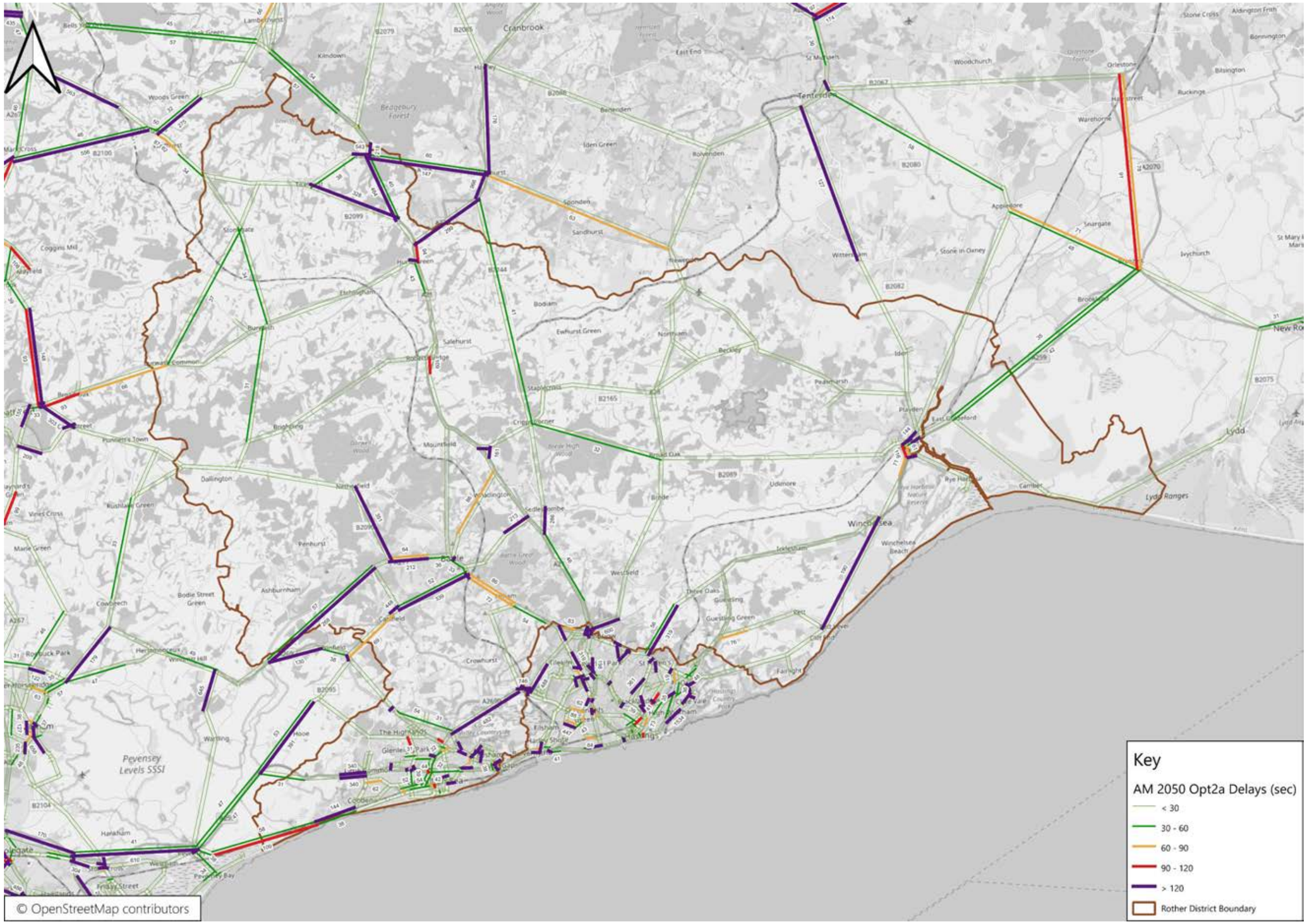

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© OpenStreetMap contributors
Pevensey Levels SSSI
Lydd Ranges

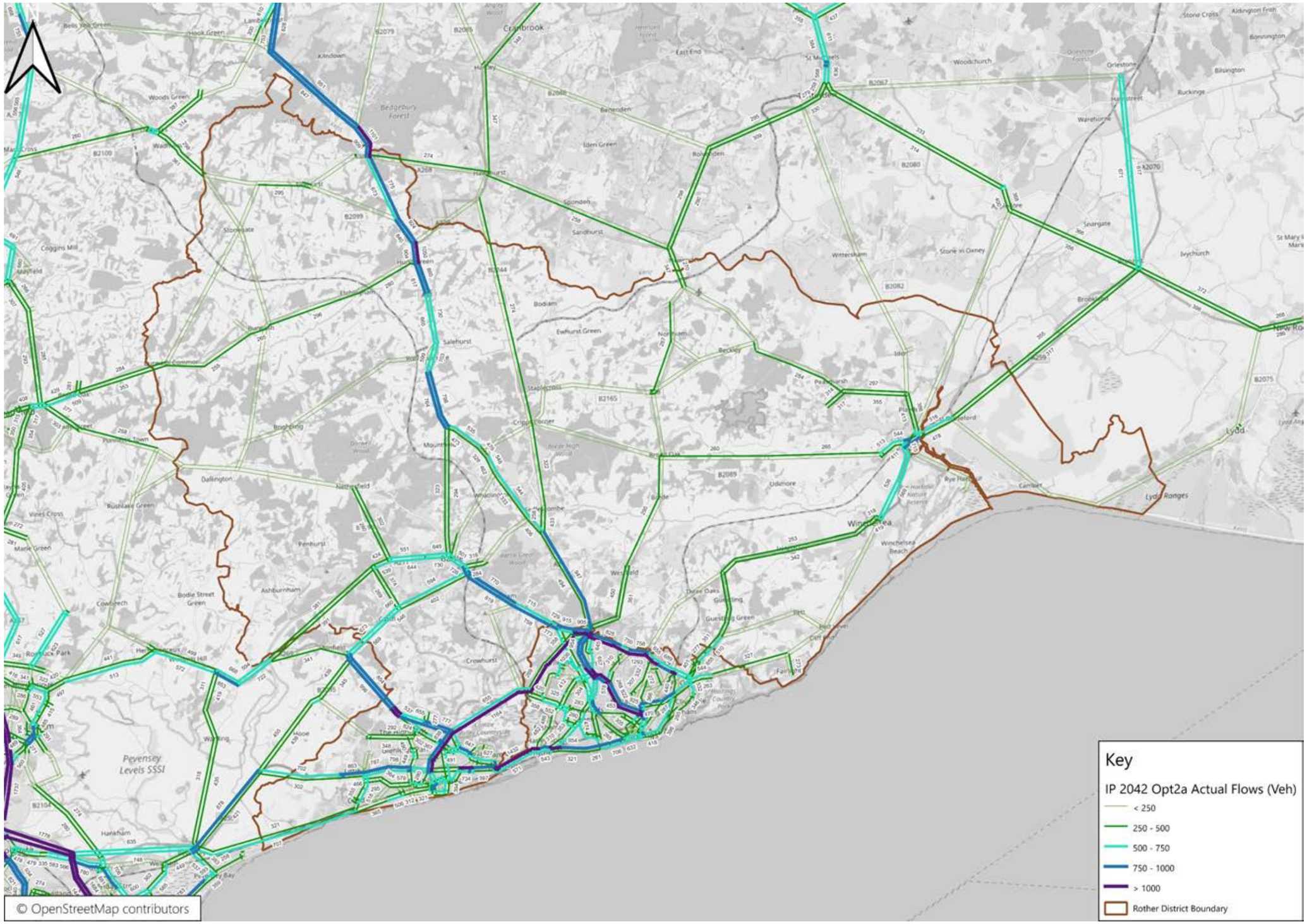

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Pevensey Levels SSSI
Key
PM 2050 Opt2 Delays (sec)
< 30
30 - 60
60 - 90
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Rother District Boundary
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Key
AM 2042 Opt2a Actual Flows (Veh)
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Rother District Boundary
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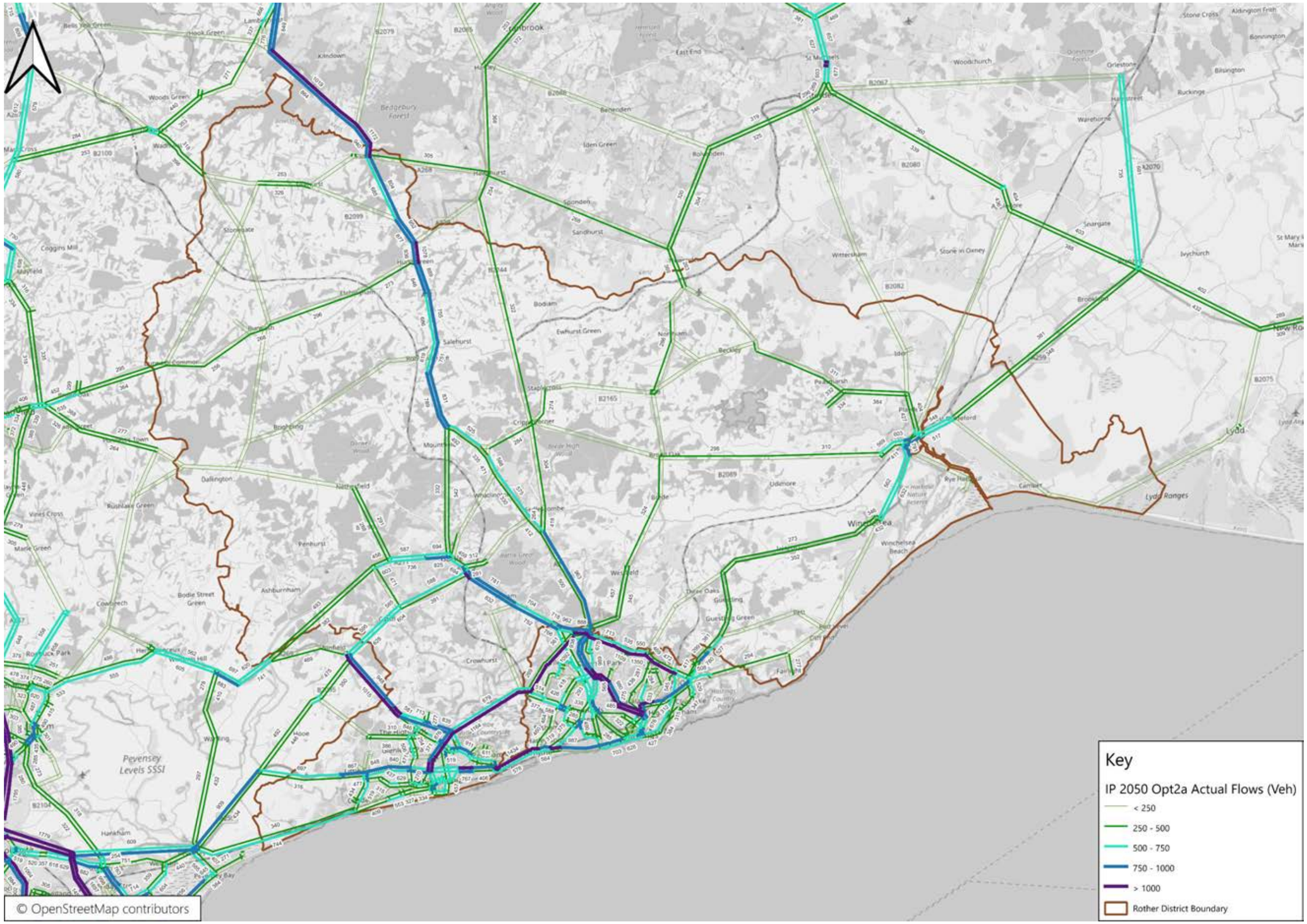

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Appledore
Snargate
Ivychurch
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Sedlescombe
Pevensey Levels SSSI
Key
AM 2042 Opt2a Delays (sec)
< 30
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Rother District Boundary
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Key
AM 2050 Opt2a Actual Flows (Veh)
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© OpenStreetMap contributors
Peyensey Levels SSSI
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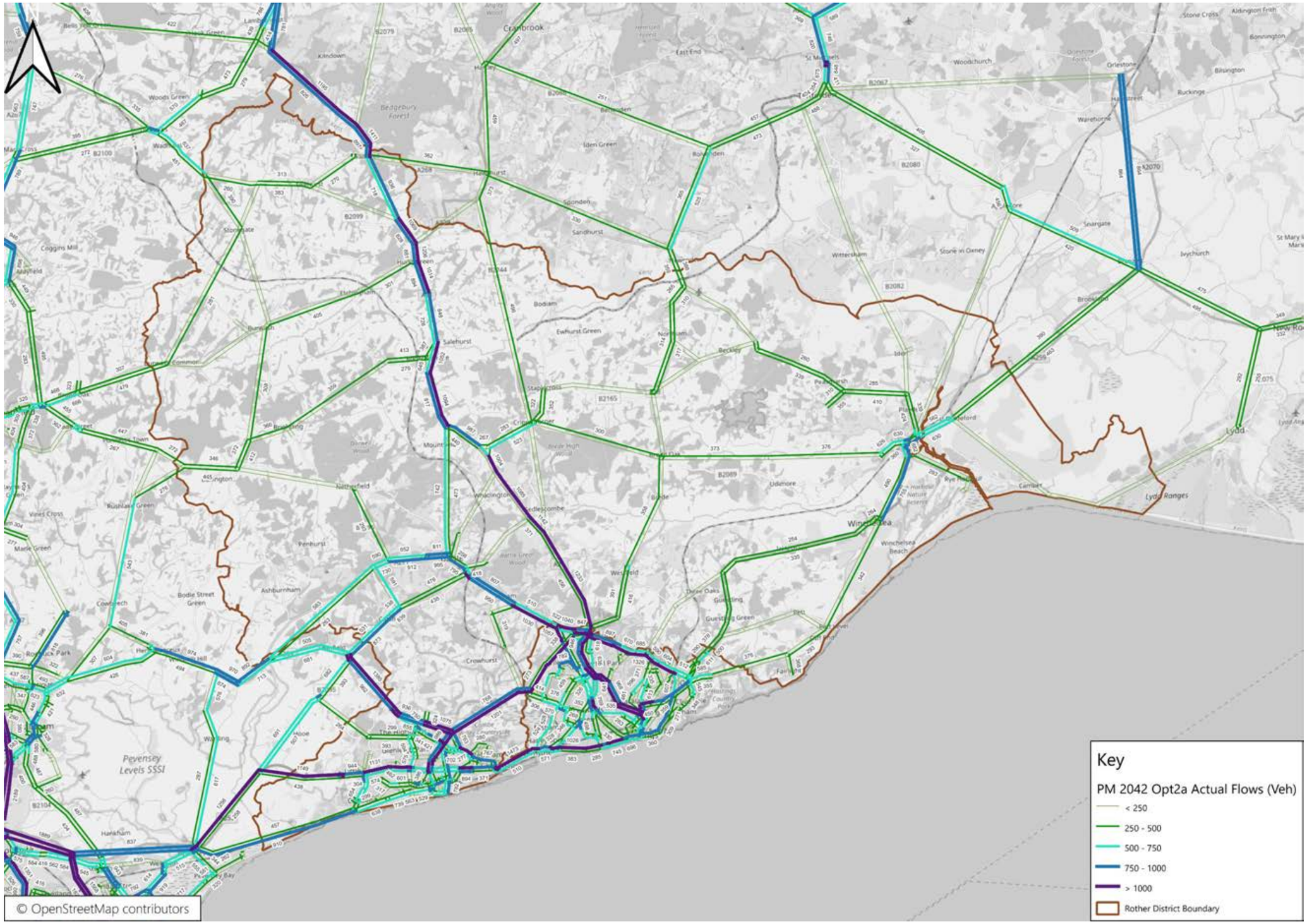

Cranbrook
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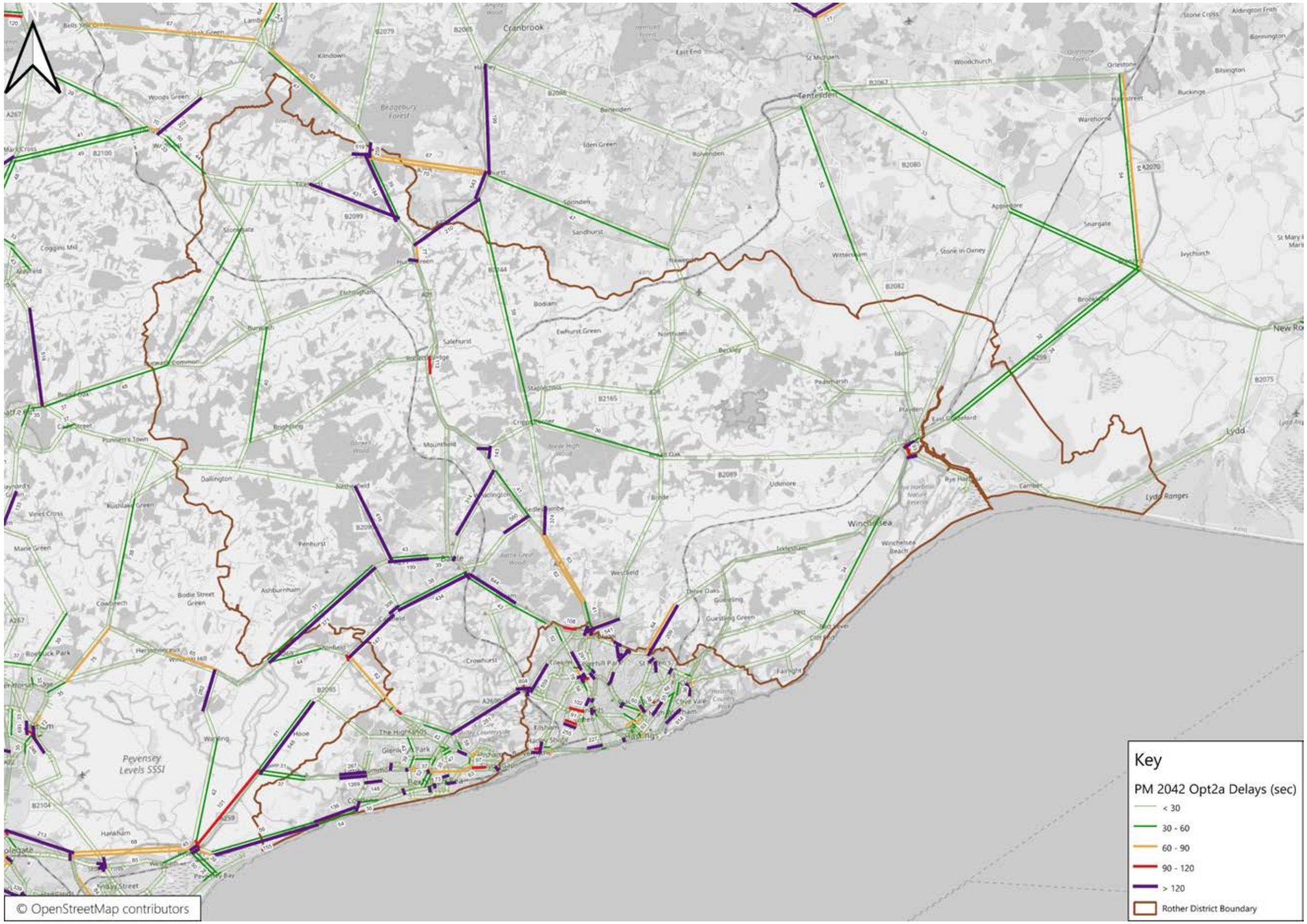

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Winchelsea
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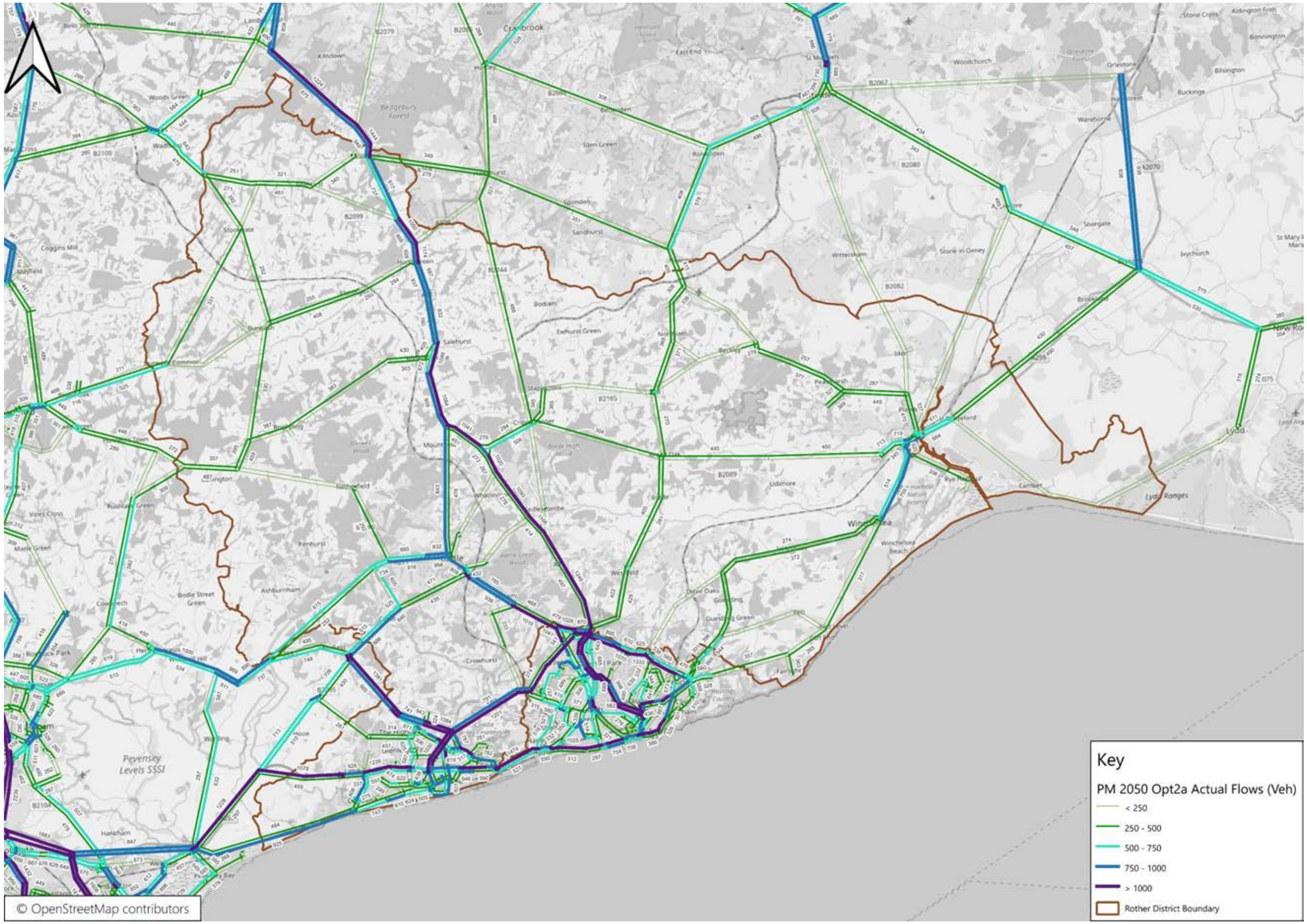

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Rother District Boundary
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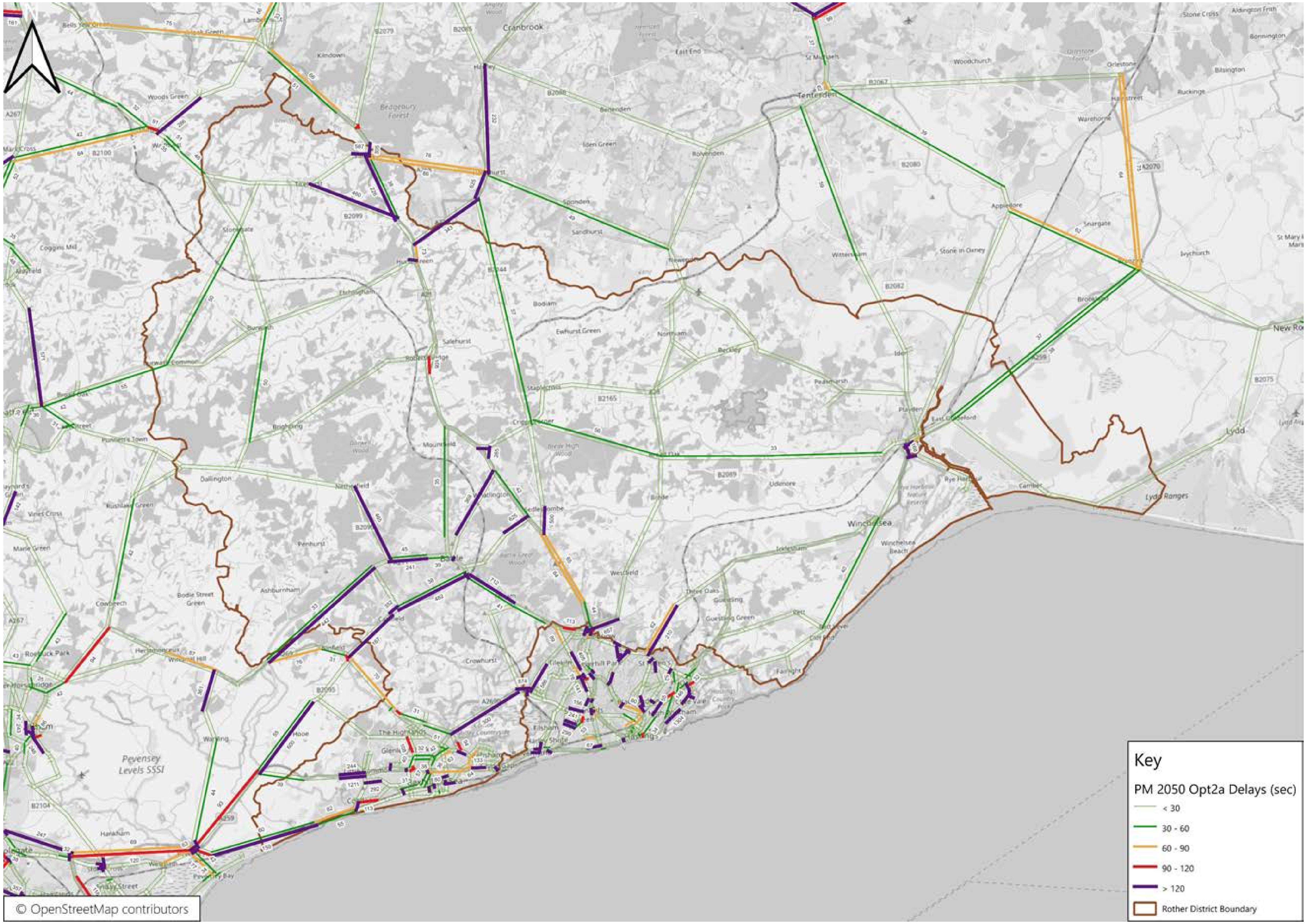

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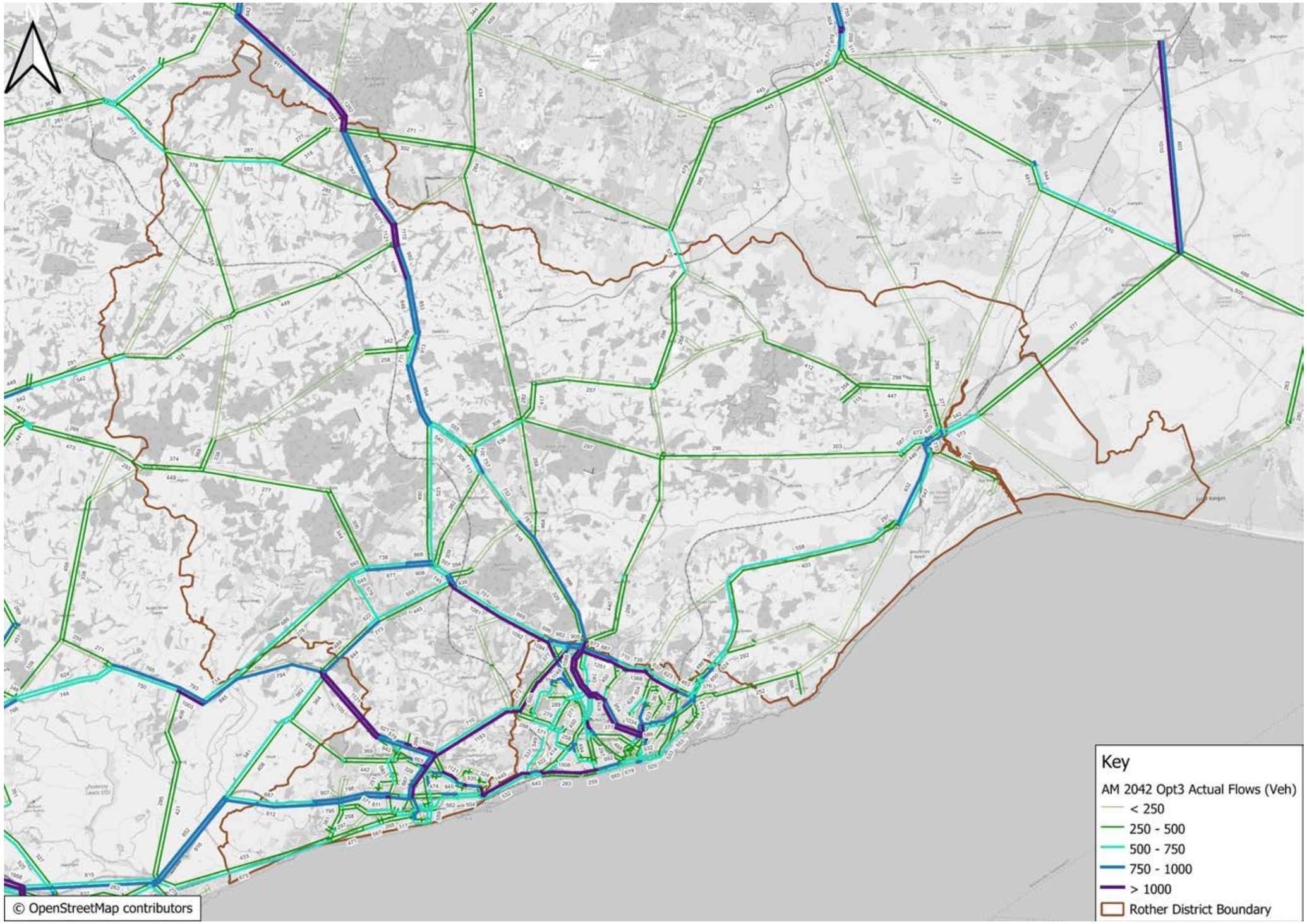

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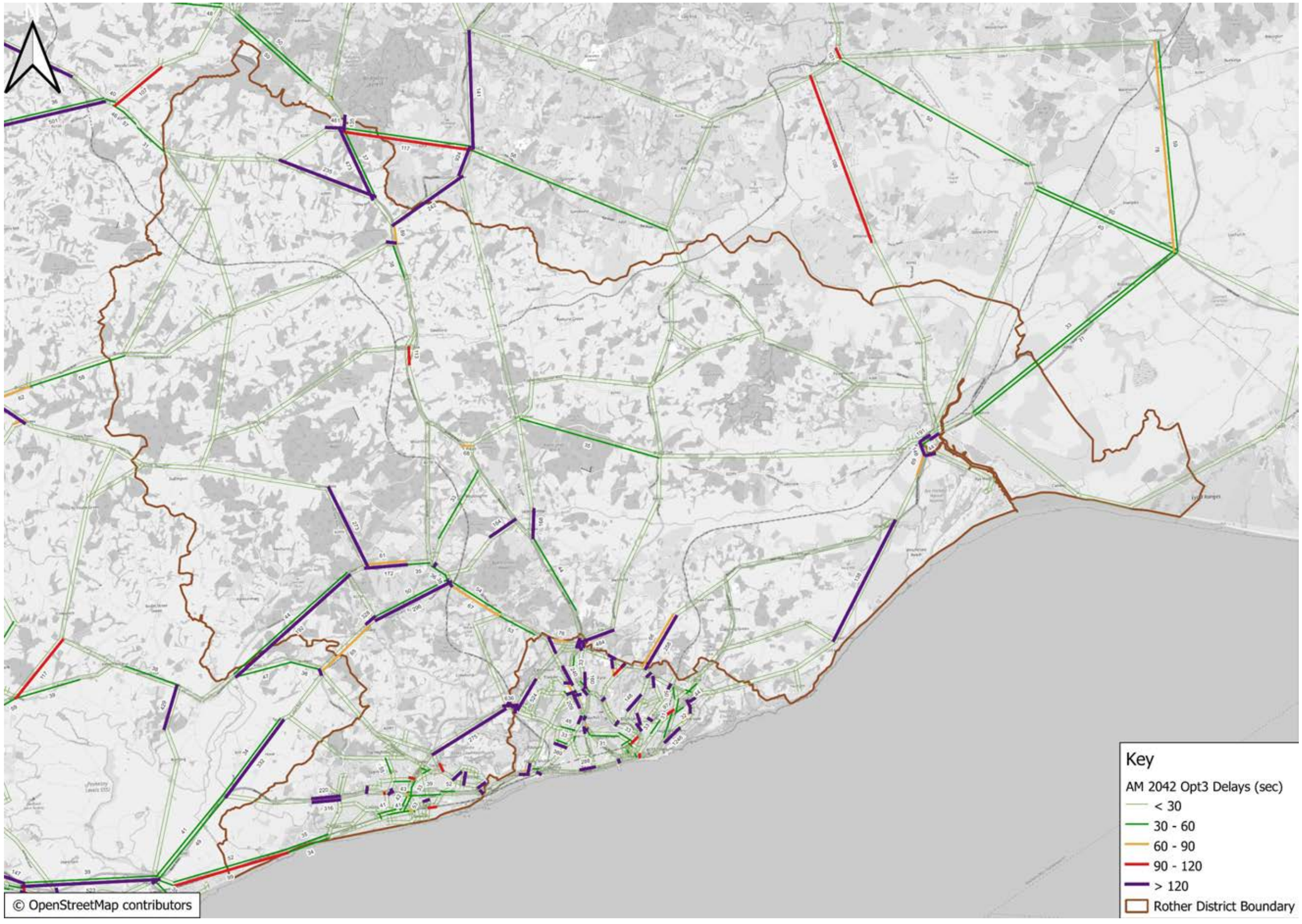

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Rother District Boundary
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Cranbrook
Hawkhurst
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Lydd
Lydd Ranges
Pevensey Levels SSSI

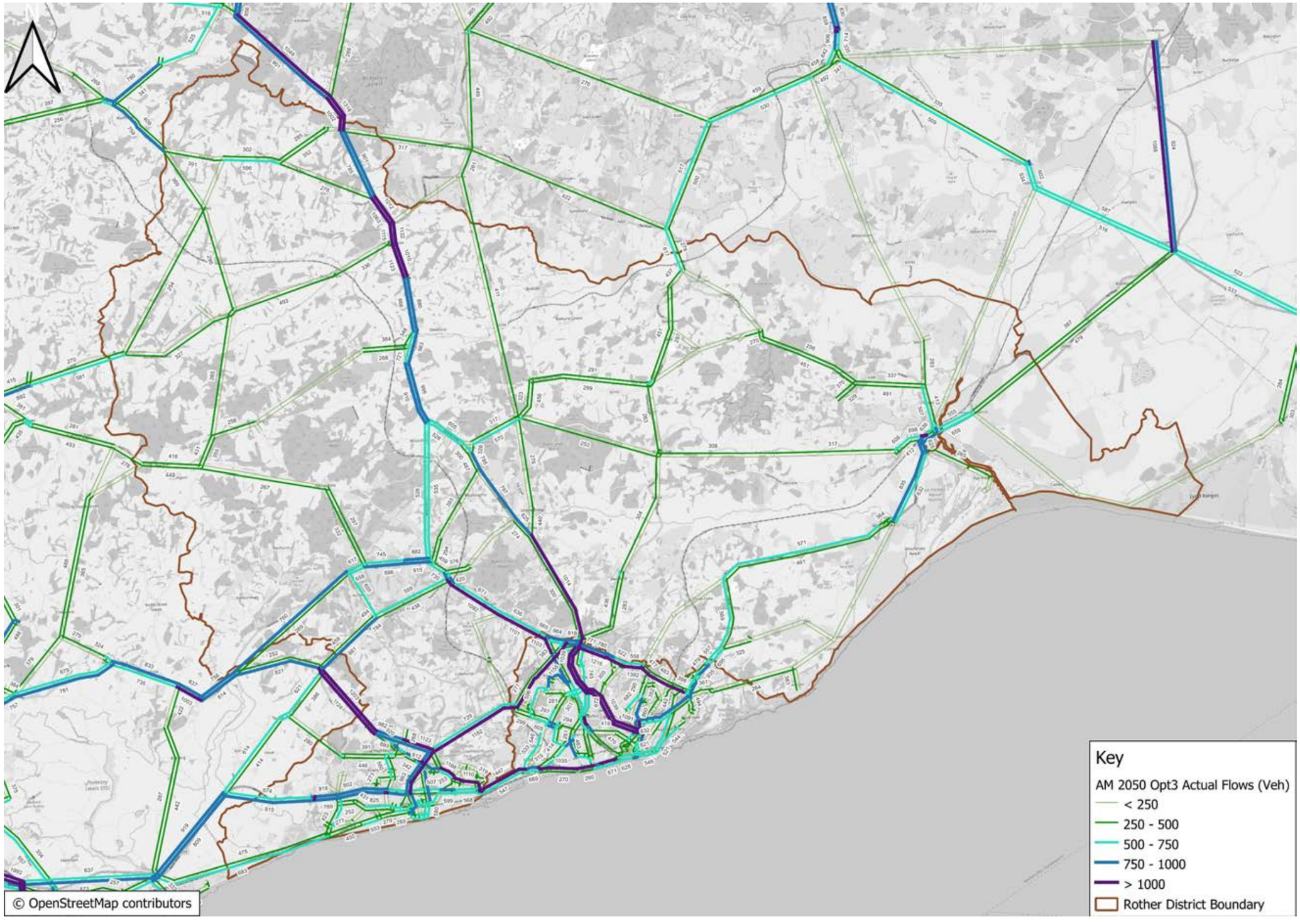

Cranbrook
Tenterden
Rye
Winchelsea
Lydd
Peasmarsh
Sandhurst
Salehurst
Bodiam
Ewhurst Green
Northiam
Beckley
Stone in Oxney
Appledore
Snargate
Ivychurch
Brookland
Warehorne
Orlestone
Woodchurch
East End
Iden Green
Benenden
Rolvenden
Hawkhurst
Witterisham
Iden
Playden
East Guldeford
Udimore
Brede
Broad Oak
Westfield
Crowhurst
Battle
Ashburnham
Penhurst
Dallington
Mountfield
Robertsbridge
Burwash
Etchingham
Hurst Green
Staplecross
Cripps Corner
Bodle Street Green
Peasmarsh
Guestling
Guestling Green
Pett
Fairlight
Hastings
Bexhill
Pevensey Levels SSSI
Key
PM 2042 Opt2a Delays (sec)
< 30
30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
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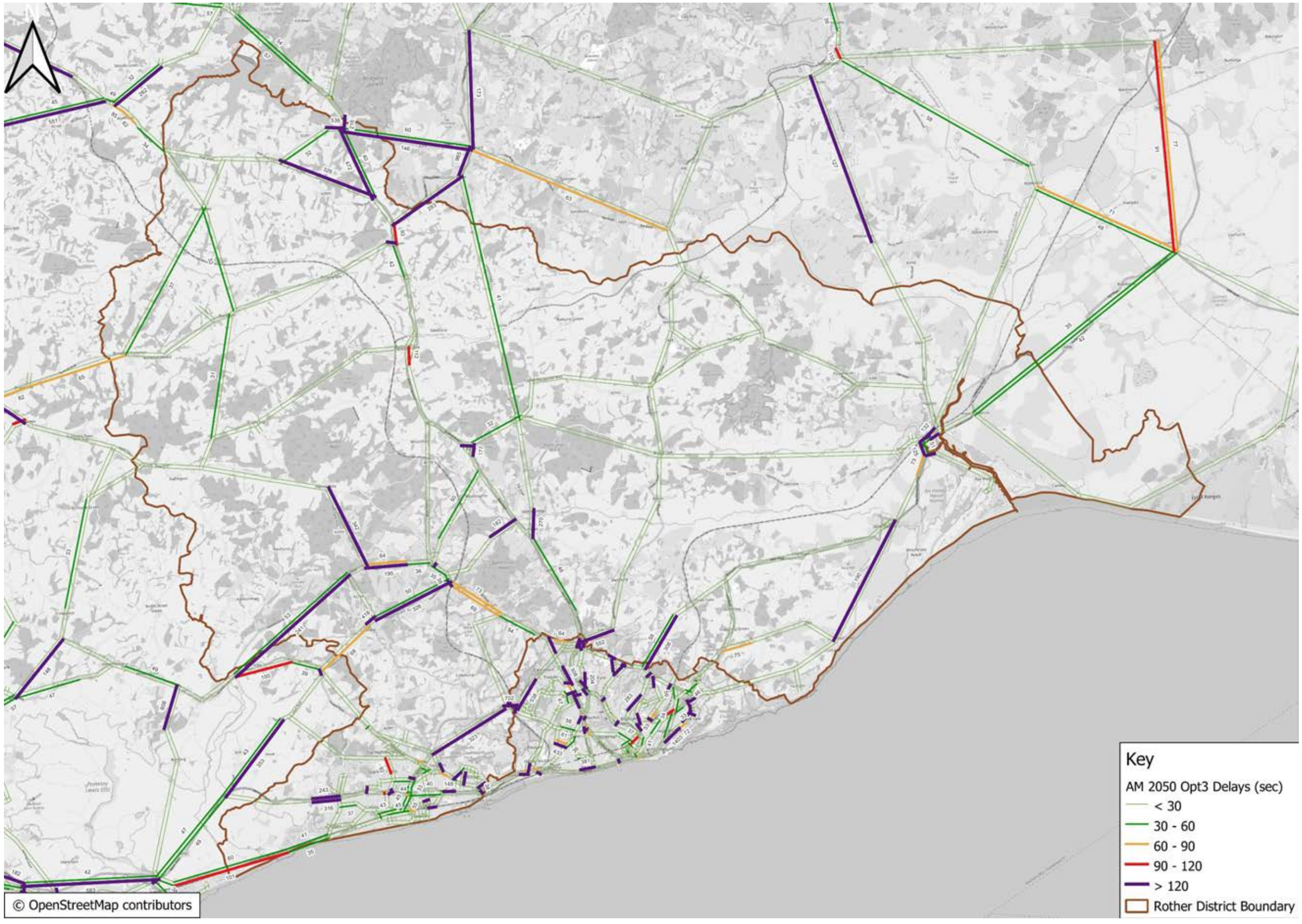

Key
PM 2050 Opt2a Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Woodchurch
Orlestone
Bilsington
Buckinge
Warehorne
Snargate
Ivychurch
Stone in Oxney
Witterisham
Iden Green
Sandhurst
Bodiam
Ewhurst Green
Salehurst
Beckley
Udimore
Lydd
Lydd Ranges
Camber
Winchelsea
Winchelsea Beach
Crowhurst
Westfield
Guestling Green
Fairlight
Ashburnham
Penhurst
Hastingleigh
Peasmarsh
Rye
Peevensey Levels SSSI
B2079
B2100
B2099
B2144
B2165
B2089
B2067
B2080
B2082
A2070

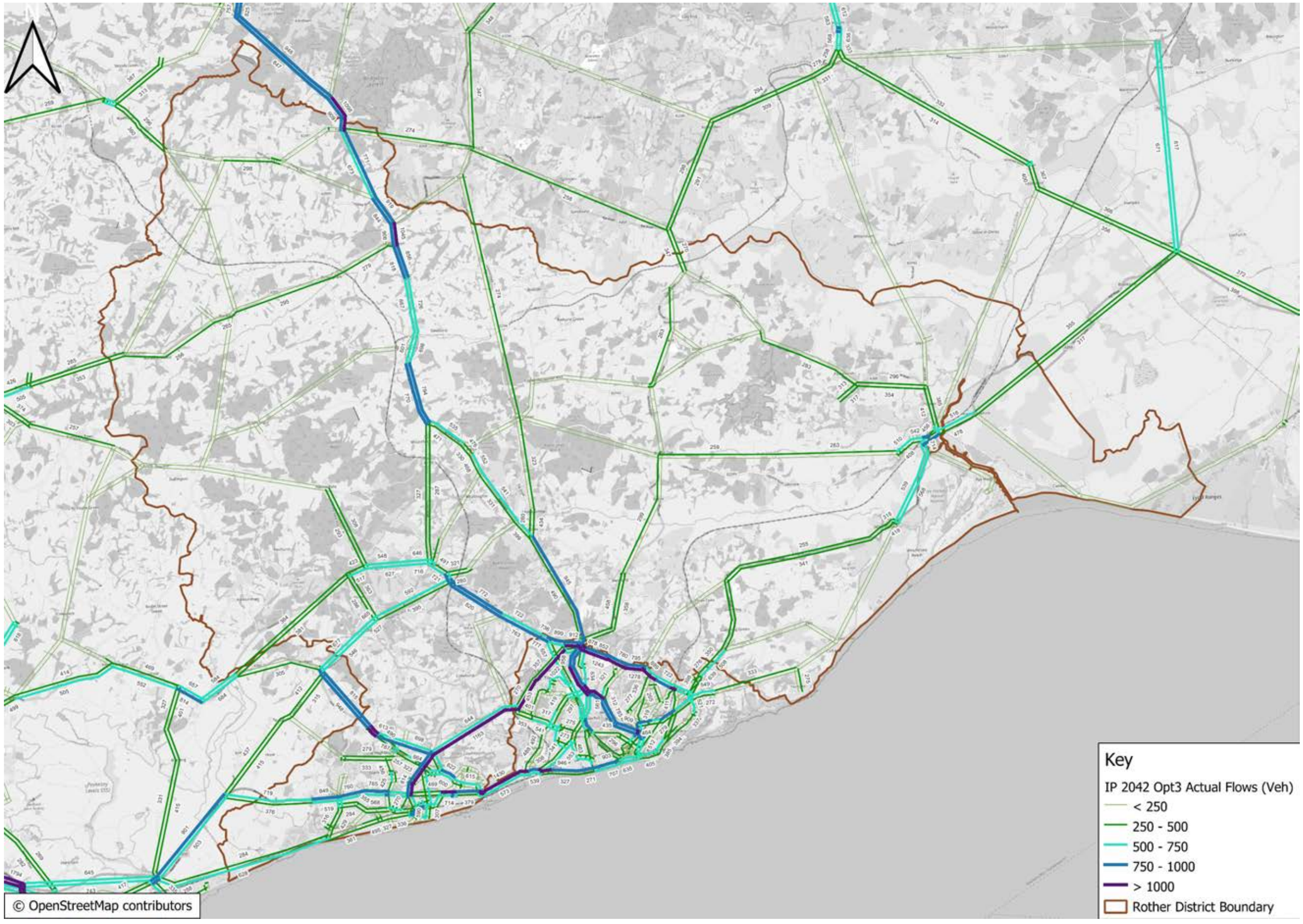

Key
PM 2050 Opt2a Delays (sec)
< 30
30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Woodchurch
Orlestone
Hamstreet
Appledore
Snargate
Ivychurch
Brookland
New Romney
Lydd
Lydd Ranges
Camber
Rye Harbour
Winchelsea
Winchelsea Beach
Udimore
Peasmarsh
Playden
East Guldeford
Iden
Beckley
Northiam
Wittersham
Stone in Oxney
Rolvenden
Benenden
Iden Green
Sandhurst
Bodiam
Ewhurst Green
Staplecross
Cripp's Corner
Salehurst
Robertsbridge
Mountfield
Netherfield
Battle
Sedlescombe
Westfield
Three Oaks
Guestling Green
Fairlight
Crowhurst
Ninfield
Penhurst
Ashburnham
Dallington
Brightling
Burwash
Burwash Common
Etchingham
Stonegate
Ticehurst
Kilndown
Bedgebury Forest
Woods Green
Wadhurst
Mark Cross
Coggins Mill
Punnett's Town
Rushlake Green
Vines Cross
Cowbeech
Bodle Street Green
Herstmonceux
Windmill Hill
Hooe
Wartling
Pevensey Levels SSSI
Hankham
Pevensey Bay
The Highlands
Crowhurst
Ore
Fairlight
Hastings


Key
AM 2042 Opt3 Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors

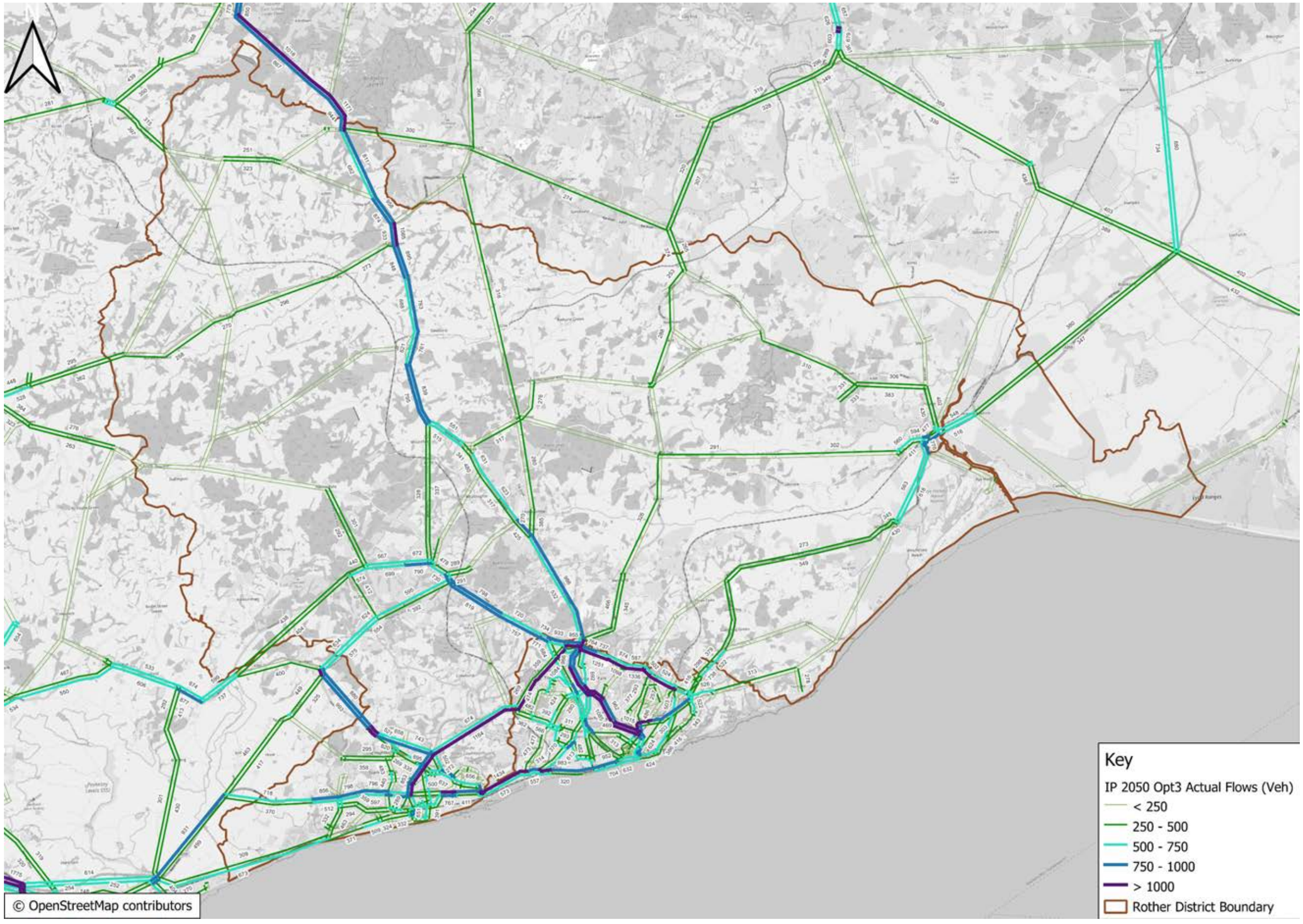

Key
AM 2042 Opt3 Delays (sec)
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60 - 90
90 - 120
> 120
Rother District Boundary
© OpenStreetMap contributors

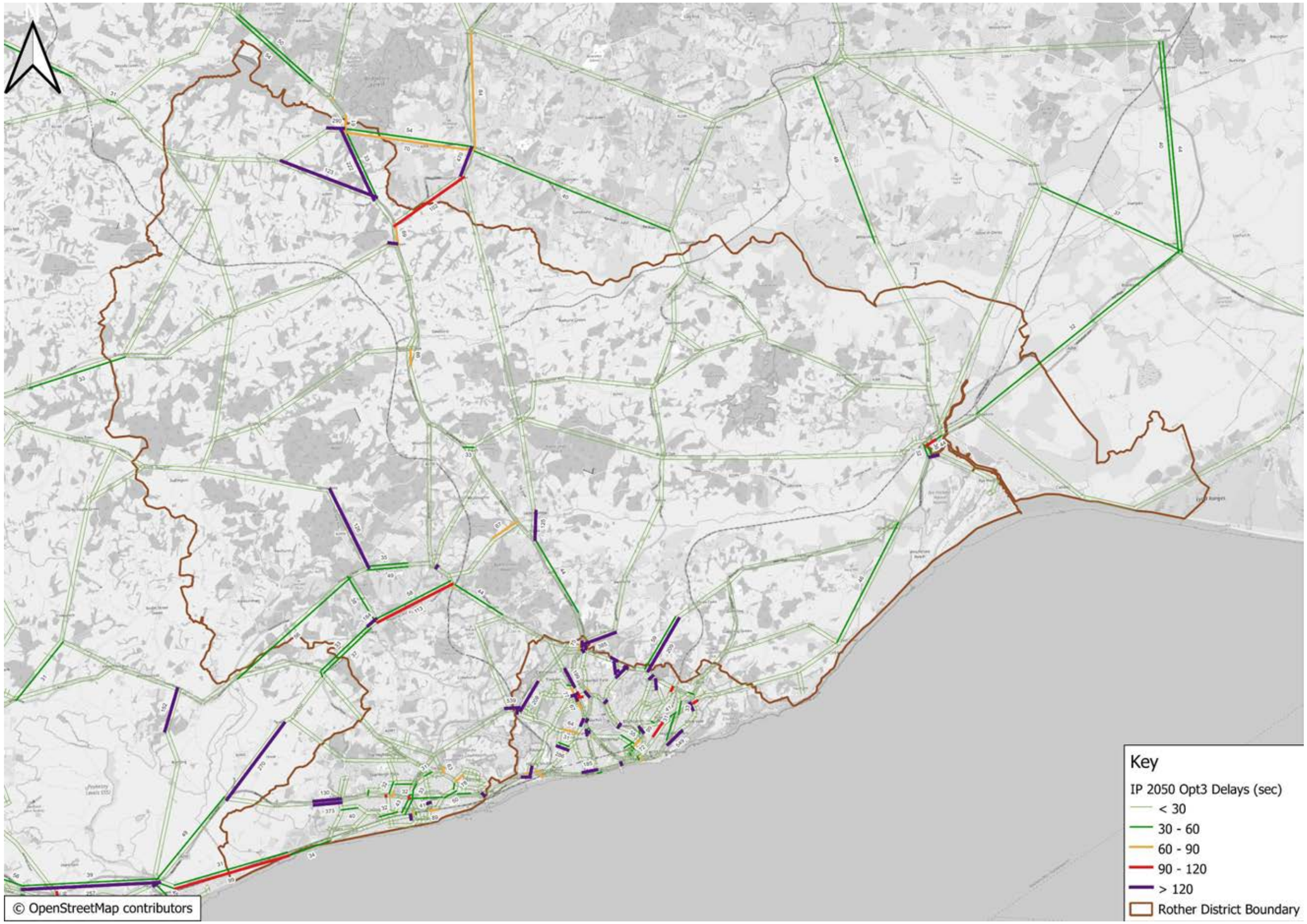

Key
AM 2050 Opt3 Actual Flows (Veh)
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250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors

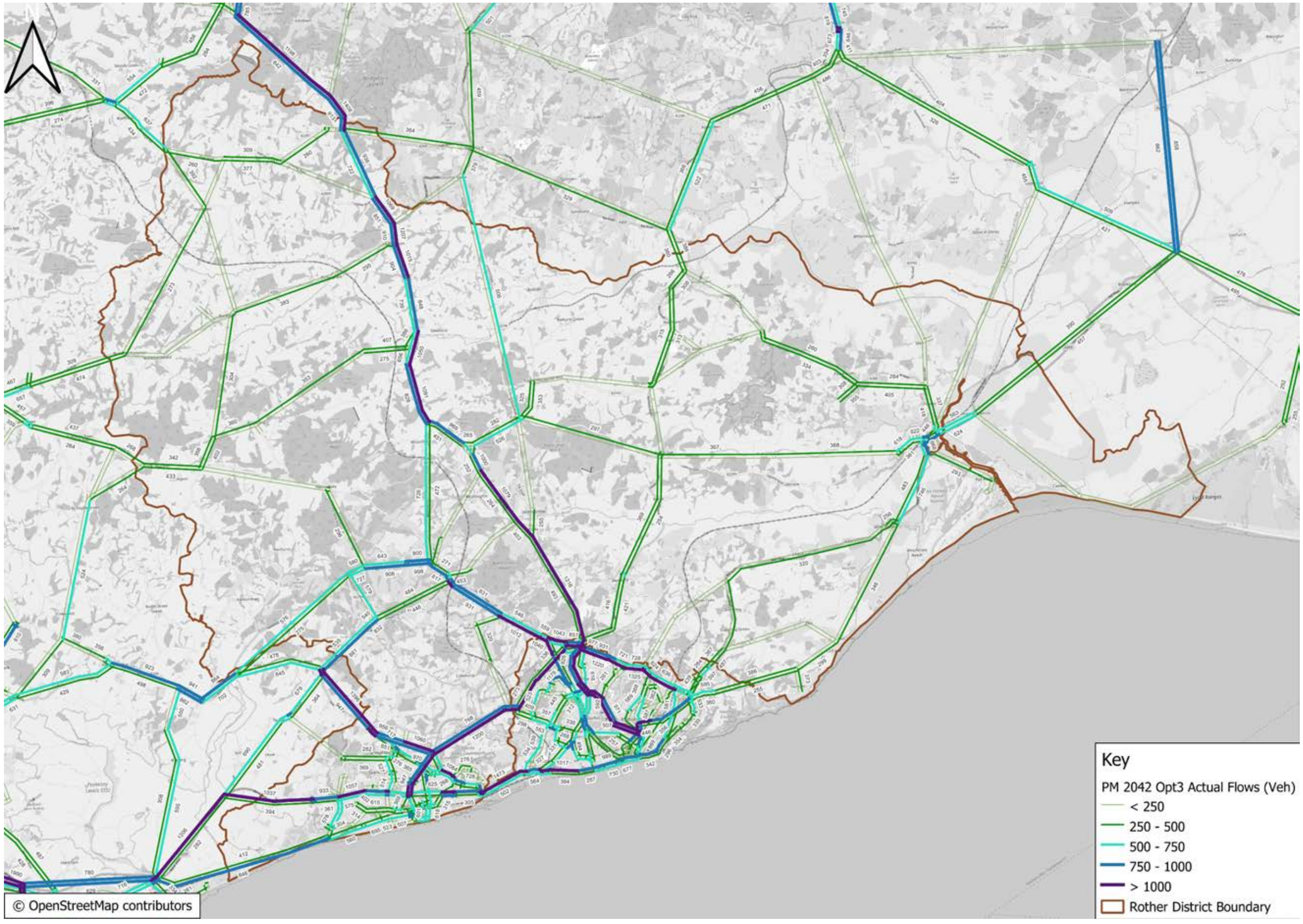

Key
AM 2050 Opt3 Delays (sec)
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90 - 120
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Rother District Boundary
© OpenStreetMap contributors

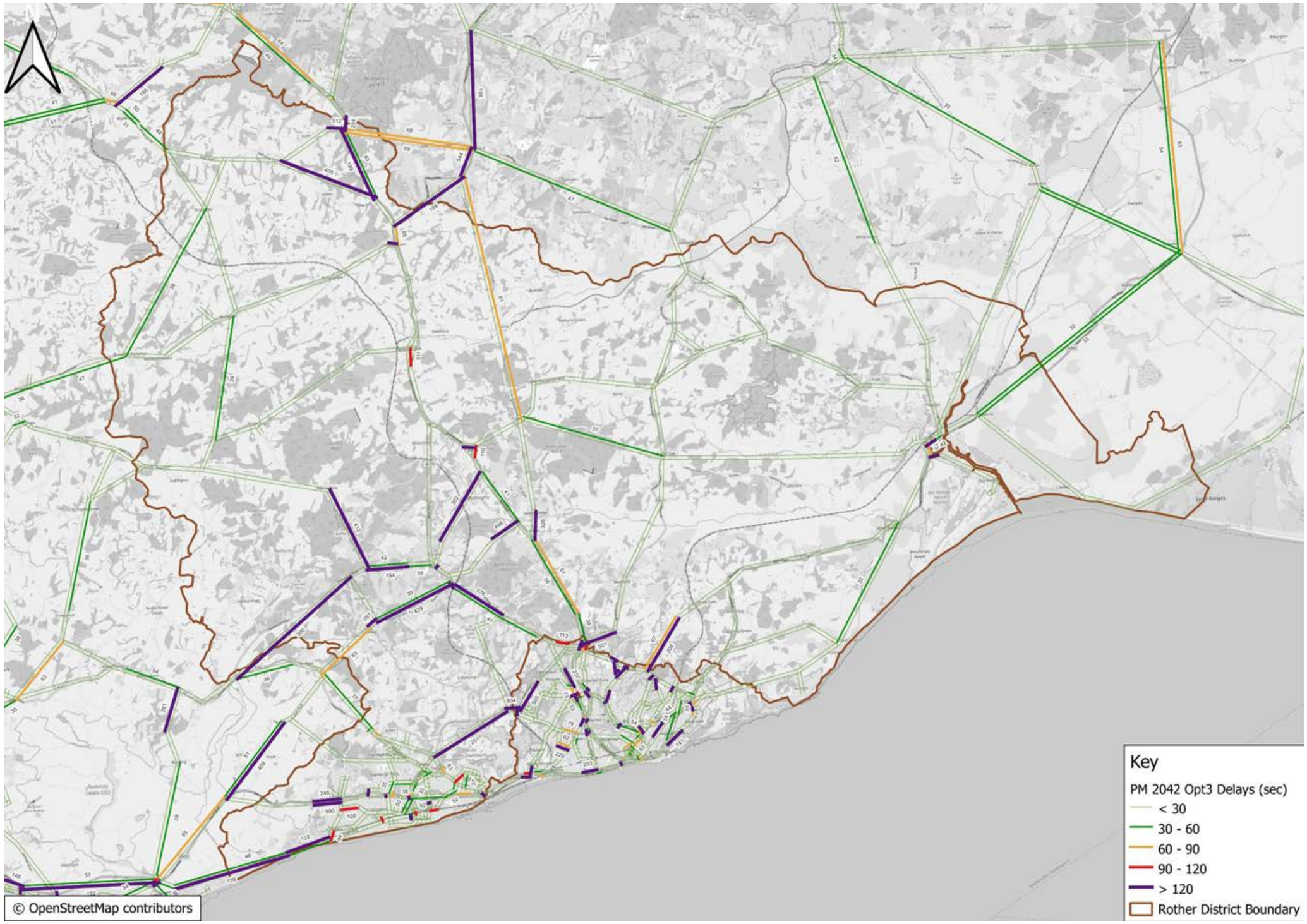

Key
IP 2042 Opt3 Actual Flows (Veh)
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750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors

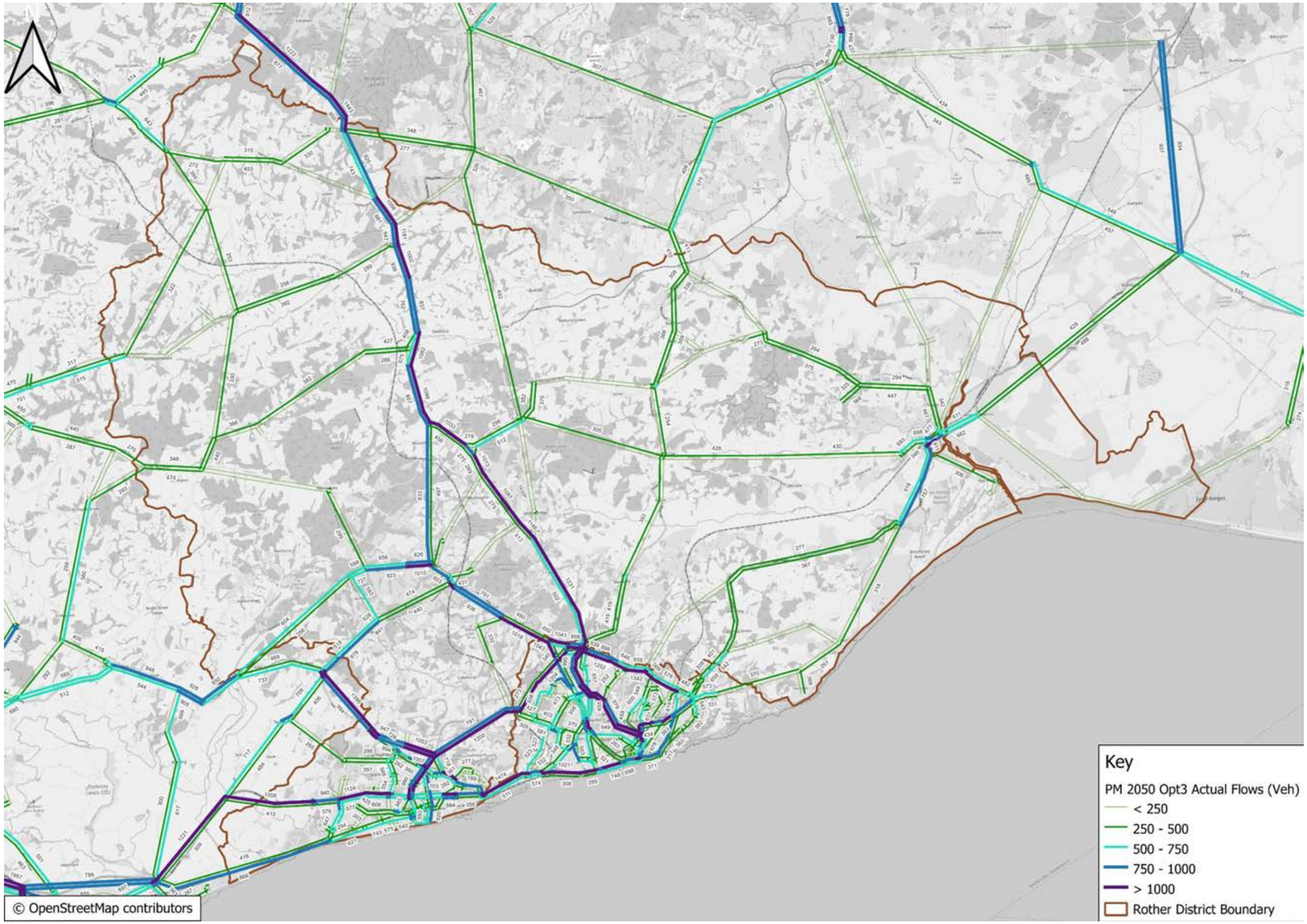

Key
IP 2042 Opt3 Delays (sec)
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30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
© OpenStreetMap contributors

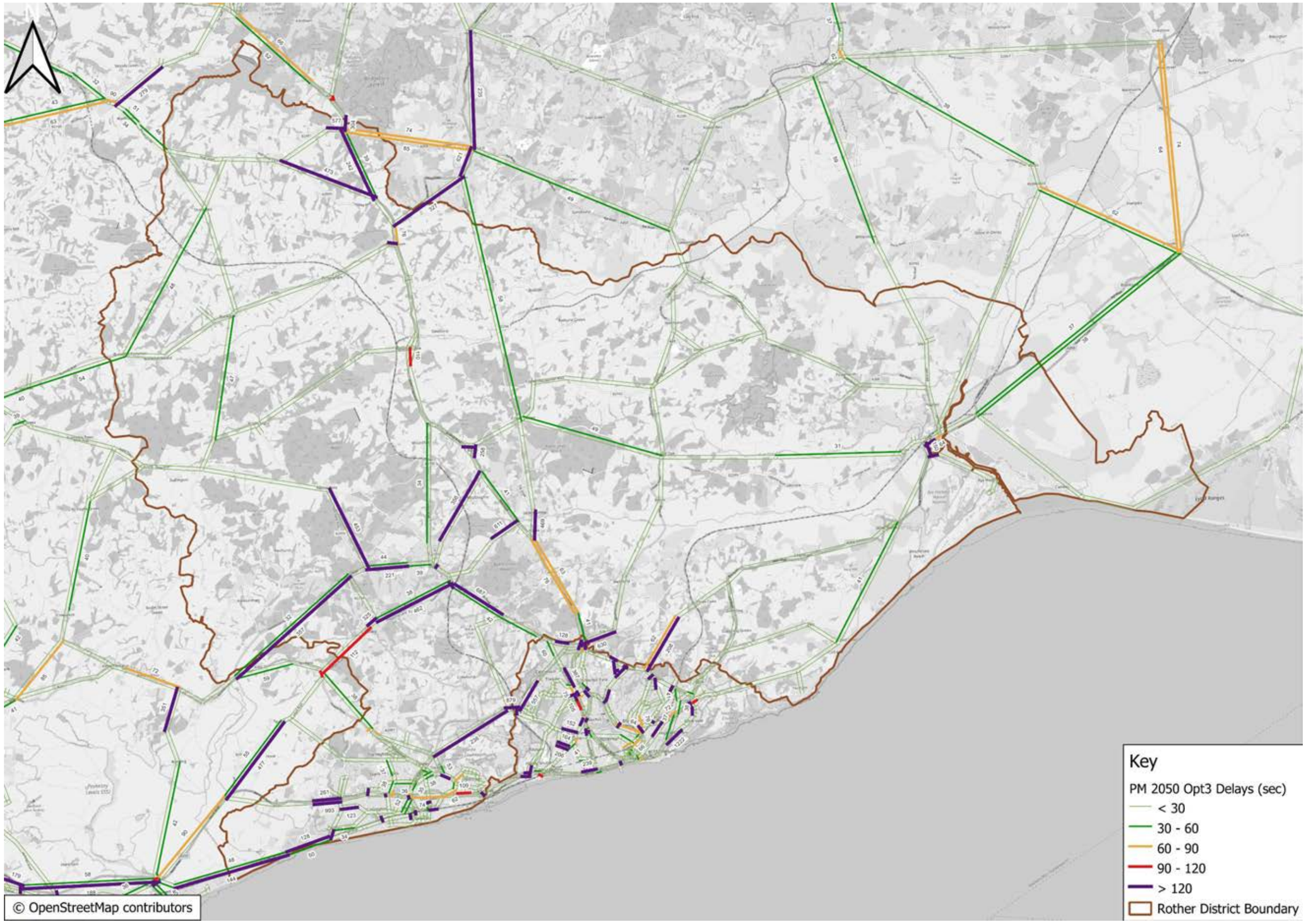

Key
IP 2050 Opt3 Actual Flows (Veh)
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750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors

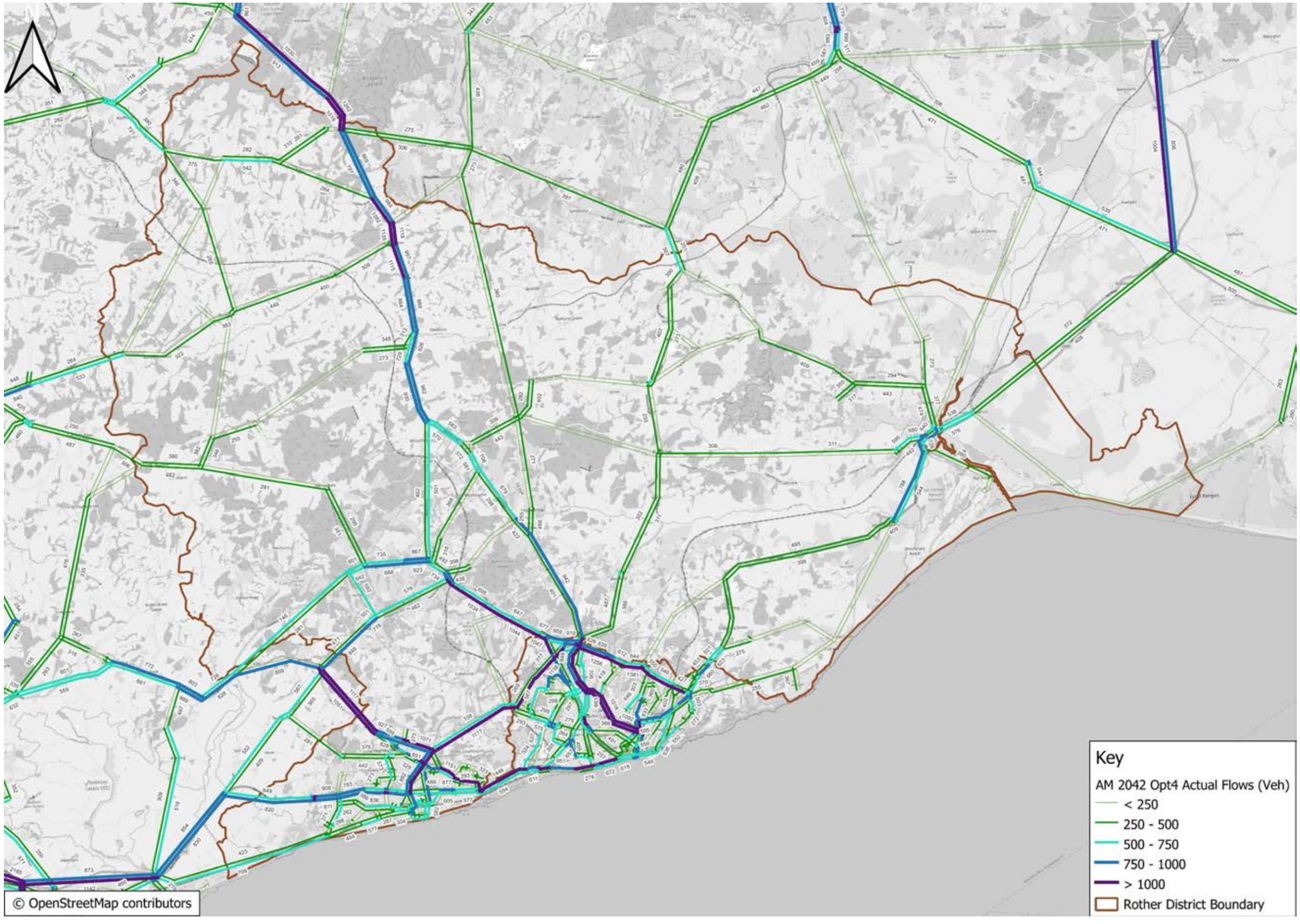

Key
IP 2050 Opt3 Delays (sec)
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60 - 90
90 - 120
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Rother District Boundary
© OpenStreetMap contributors

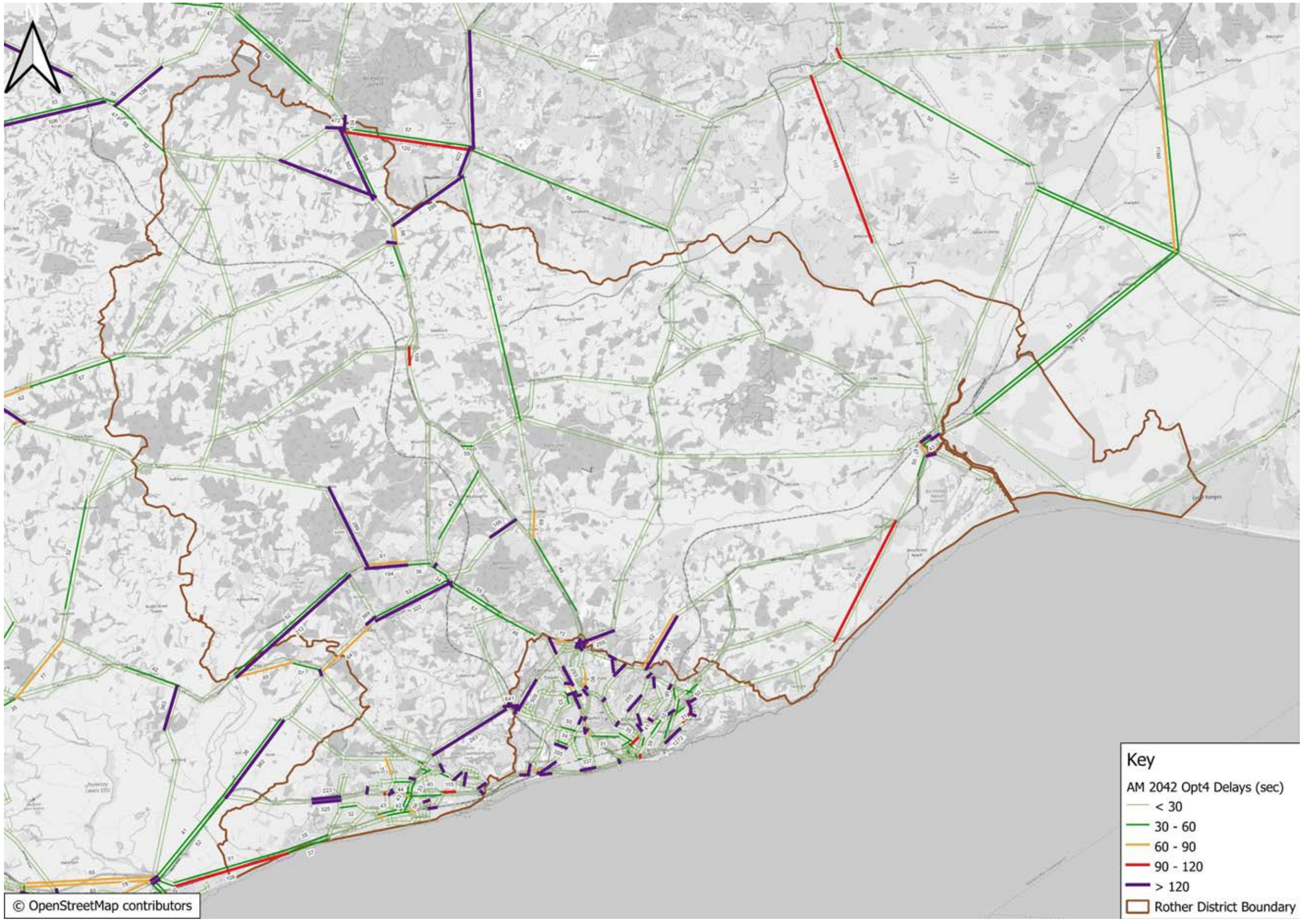

Key
PM 2042 Opt3 Actual Flows (Veh)
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250 - 500
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750 - 1000
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Rother District Boundary
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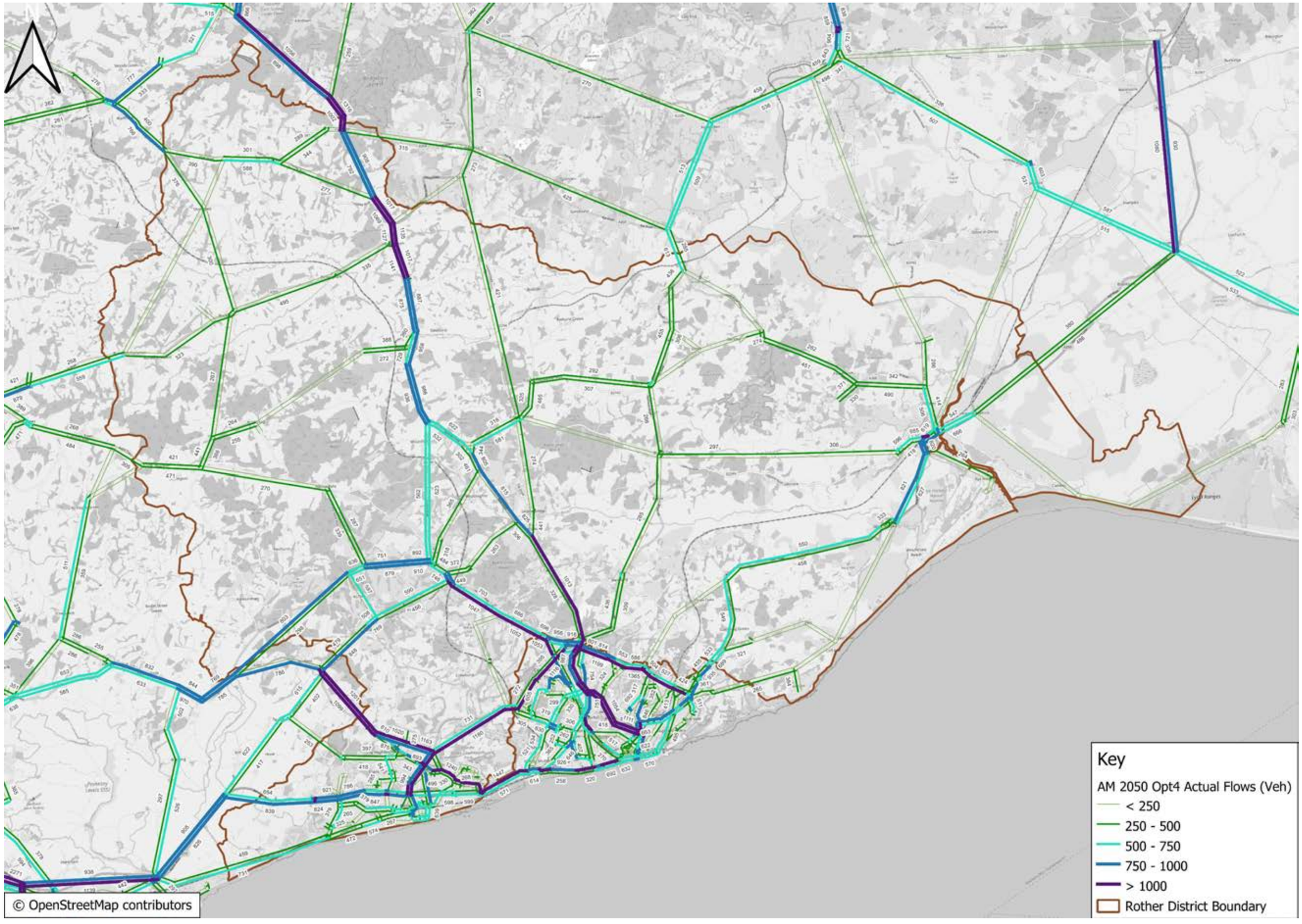

Key
PM 2042 Opt3 Delays (sec)
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90 - 120
> 120
Rother District Boundary
© OpenStreetMap contributors

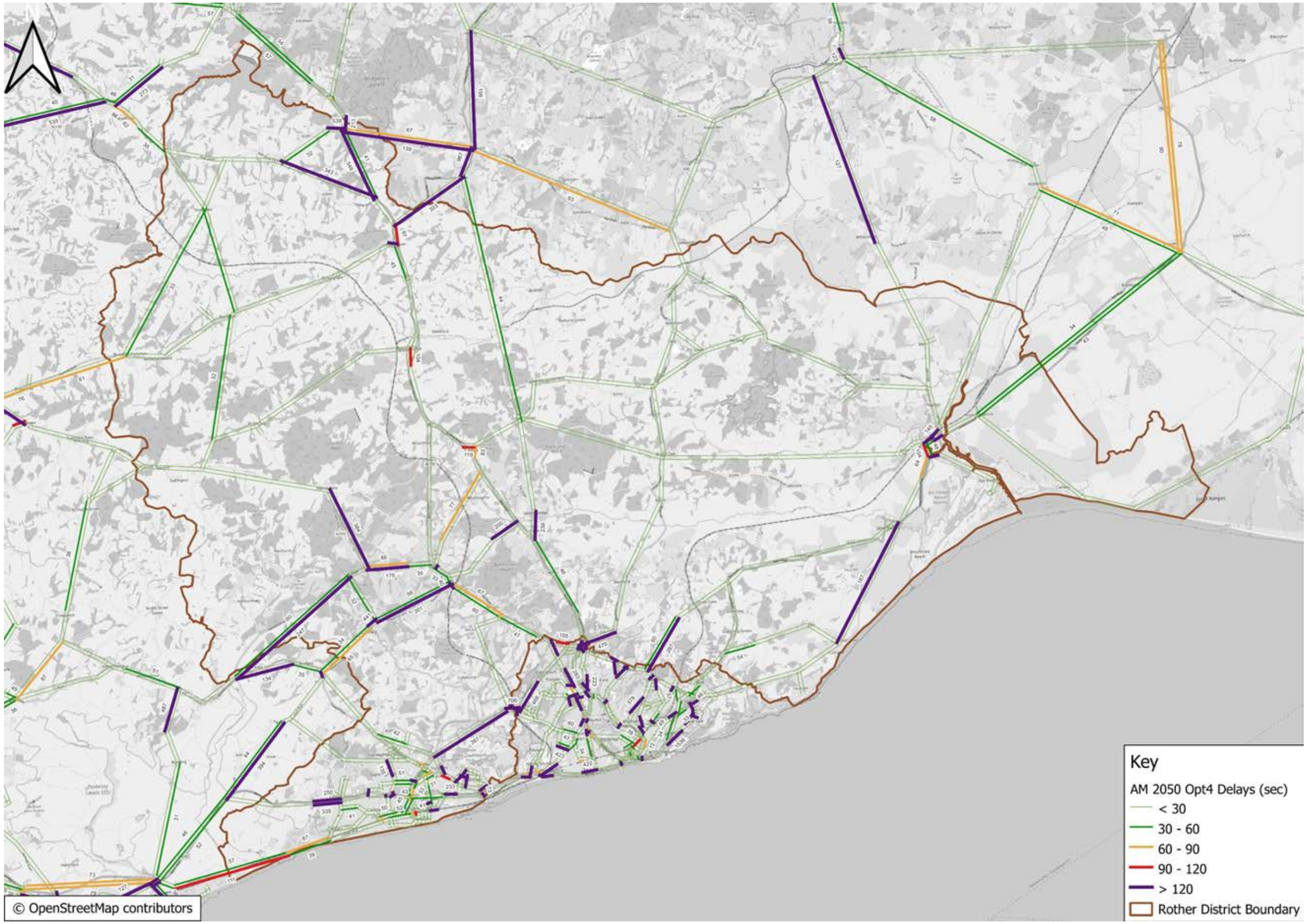

Key
PM 2050 Opt3 Actual Flows (Veh)
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750 - 1000
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Rother District Boundary
© OpenStreetMap contributors

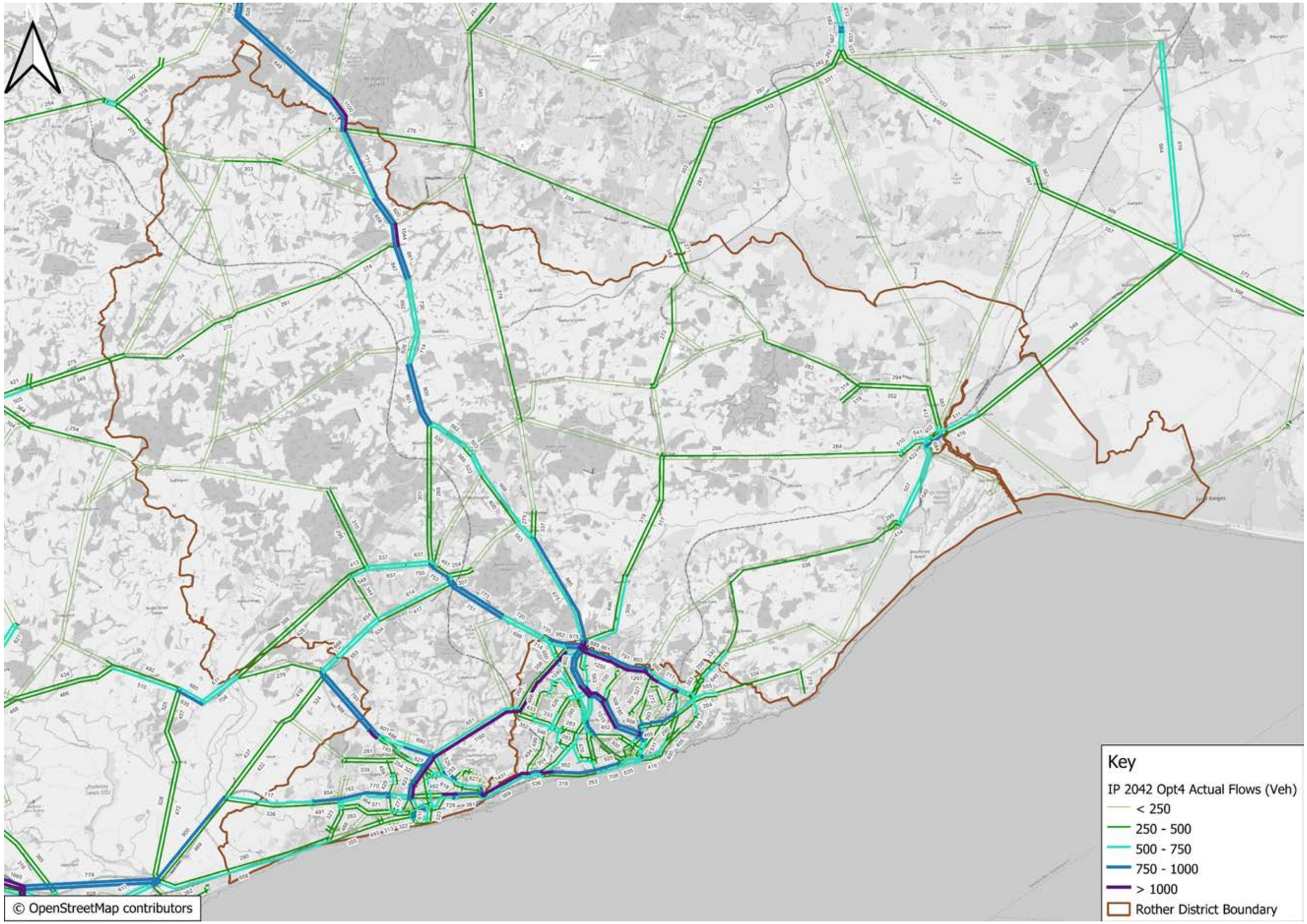

Key
PM 2050 Opt3 Delays (sec)
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Rother District Boundary
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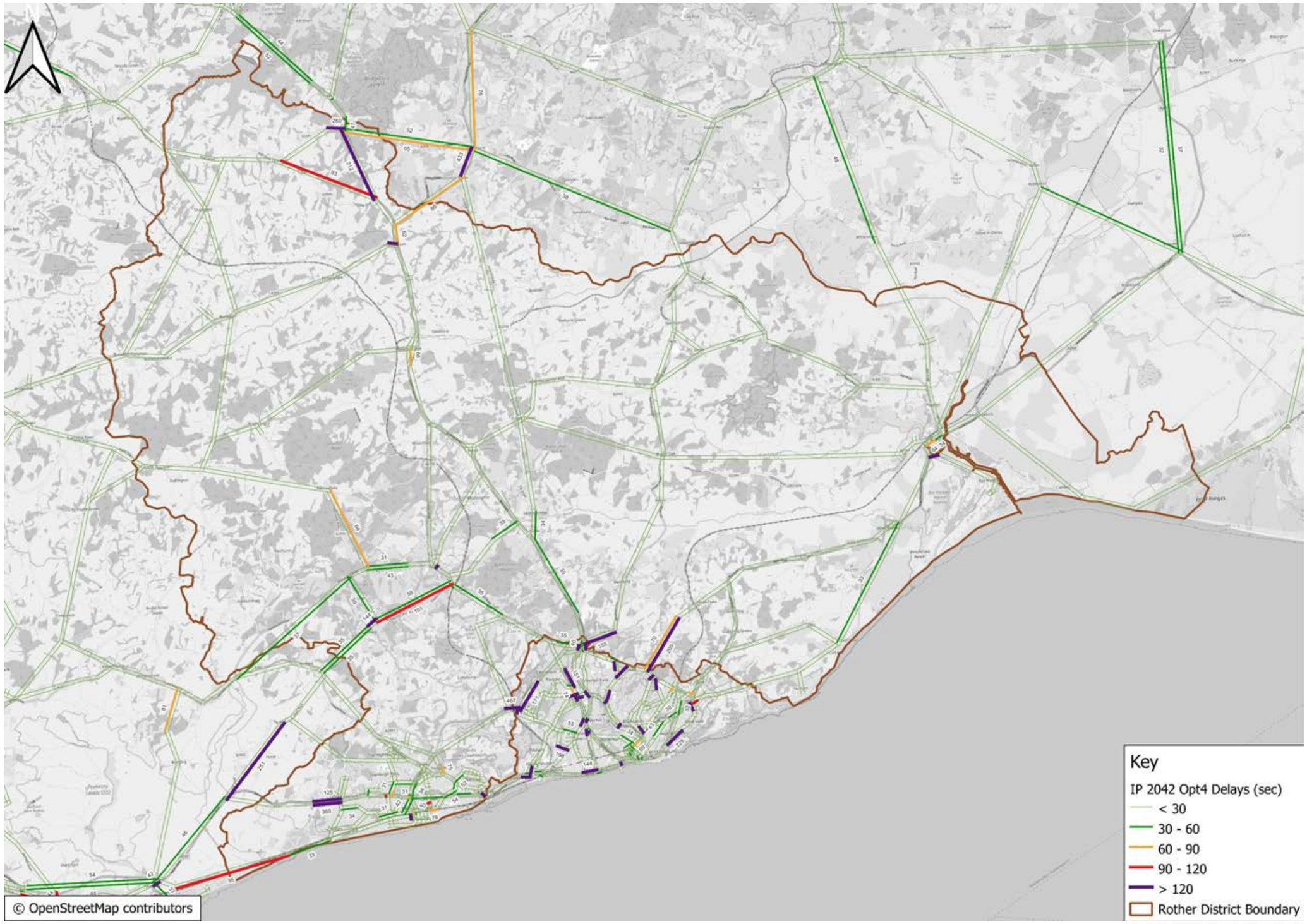

Key
AM 2042 Opt4 Actual Flows (Veh)
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500 - 750
750 - 1000
> 1000
Rother District Boundary
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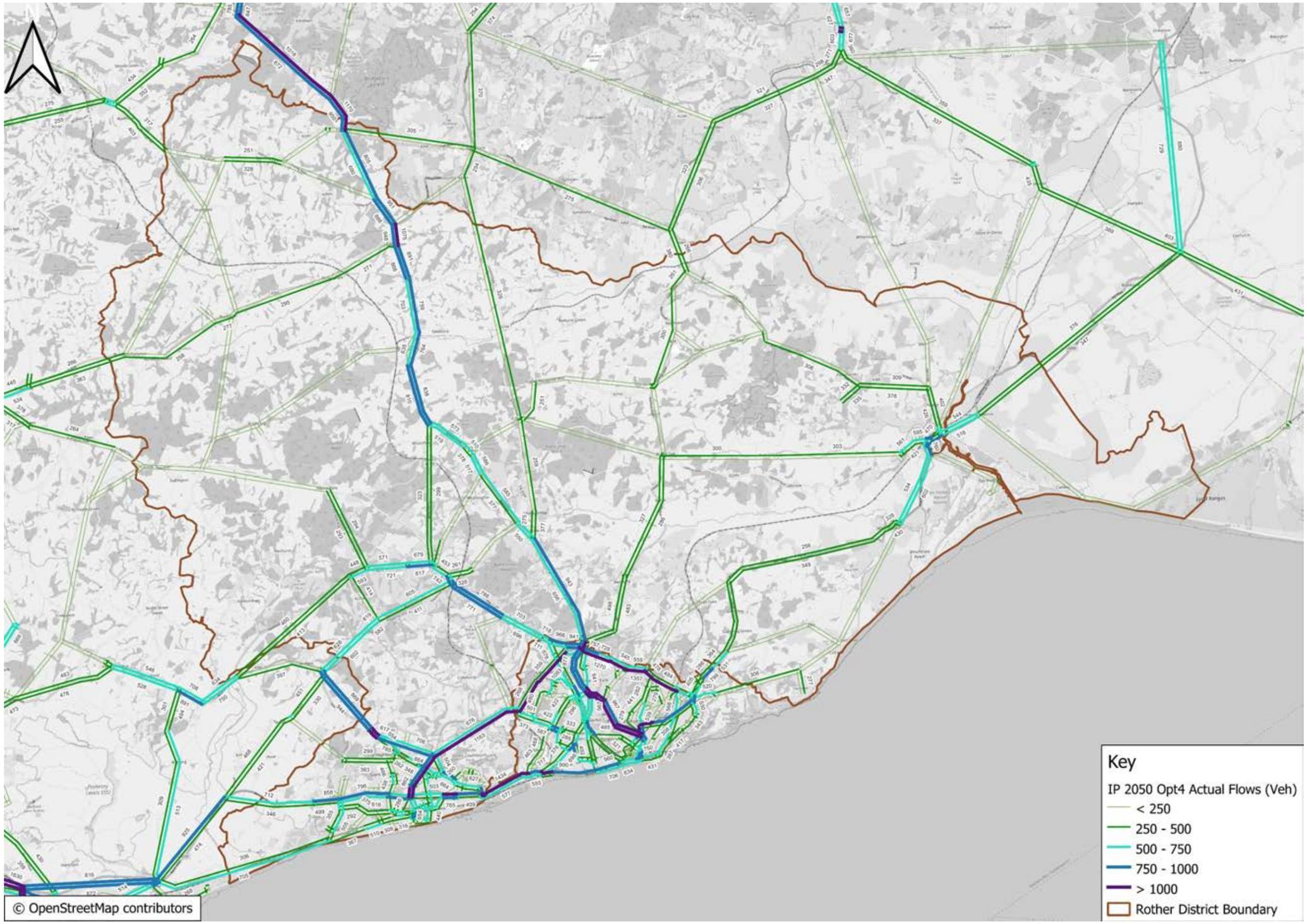

Key
AM 2042 Opt4 Delays (sec)
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90 - 120
> 120
Rother District Boundary
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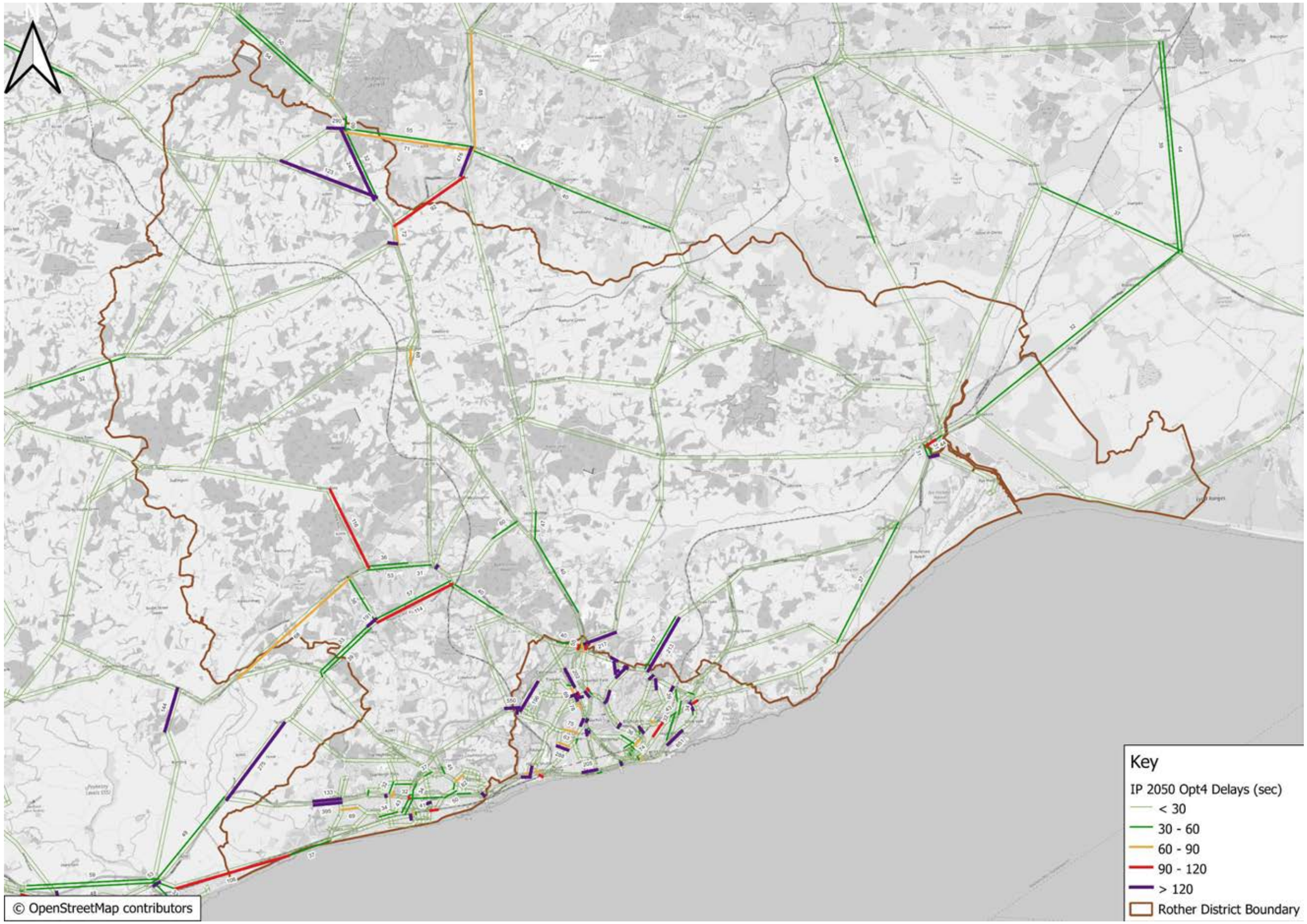

Key
AM 2050 Opt4 Actual Flows (Veh)
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750 - 1000
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Rother District Boundary
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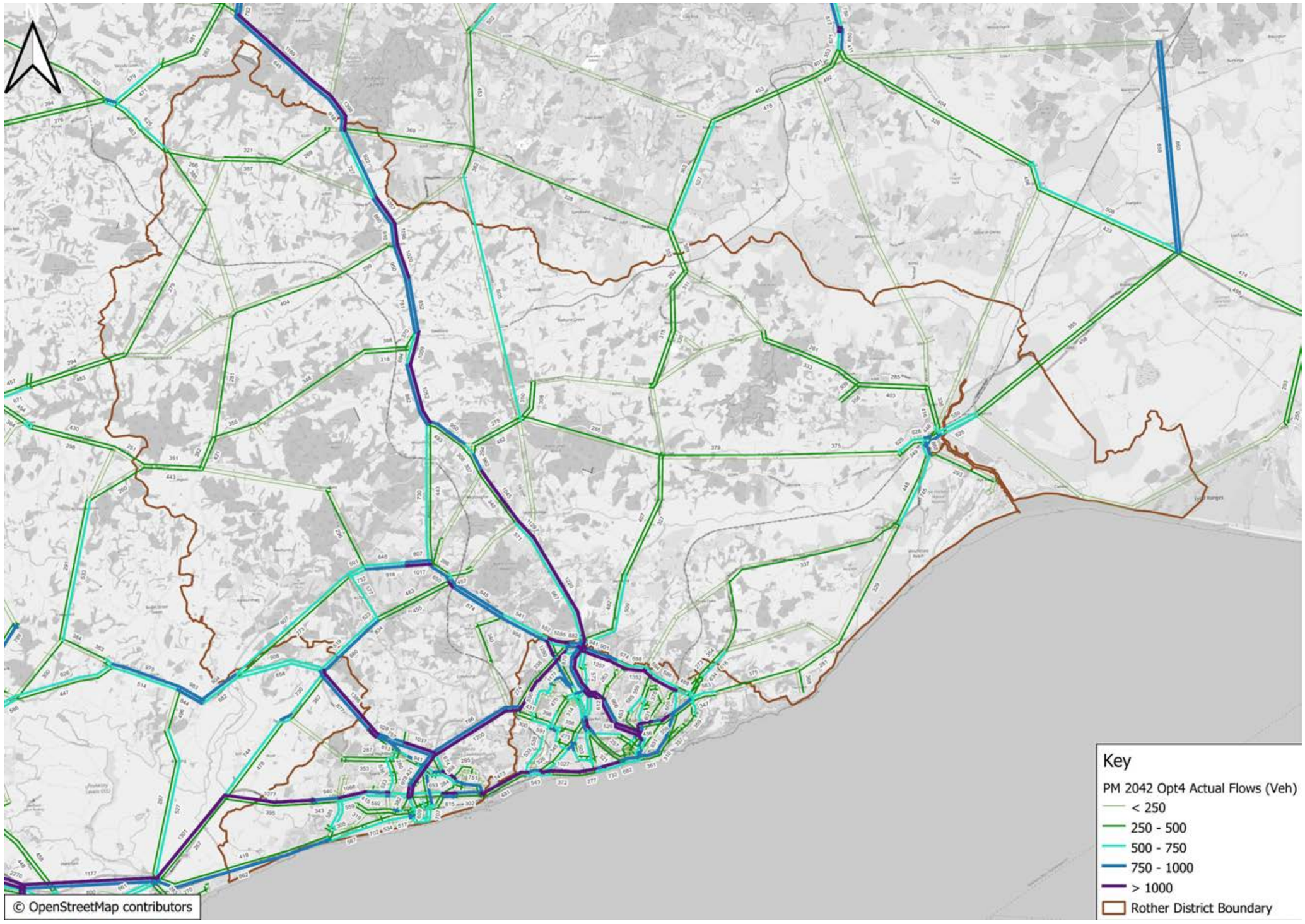

Key
AM 2050 Opt4 Delays (sec)
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90 - 120
> 120
Rother District Boundary
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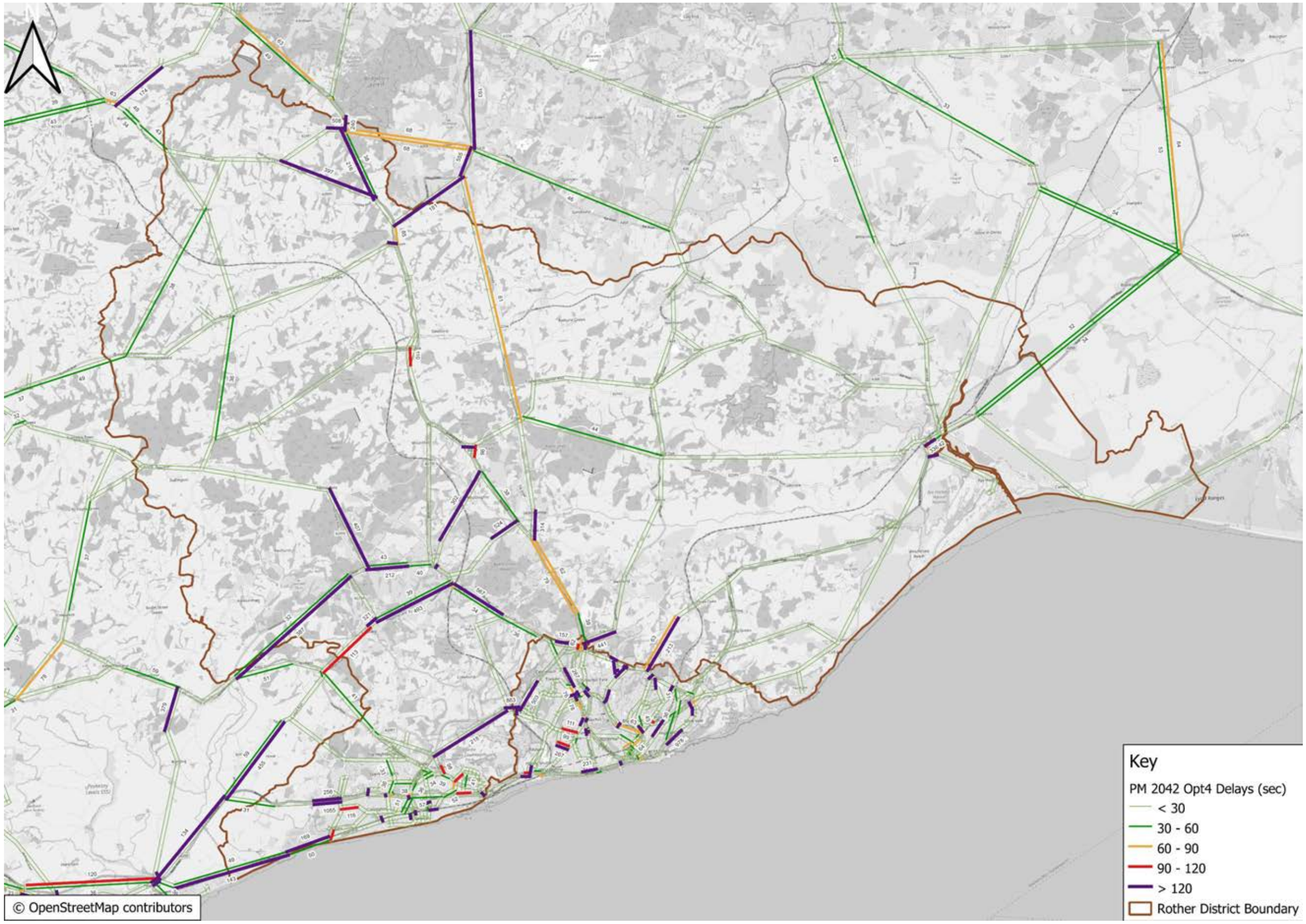

Key
IP 2042 Opt4 Actual Flows (Veh)
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750 - 1000
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Rother District Boundary
© OpenStreetMap contributors

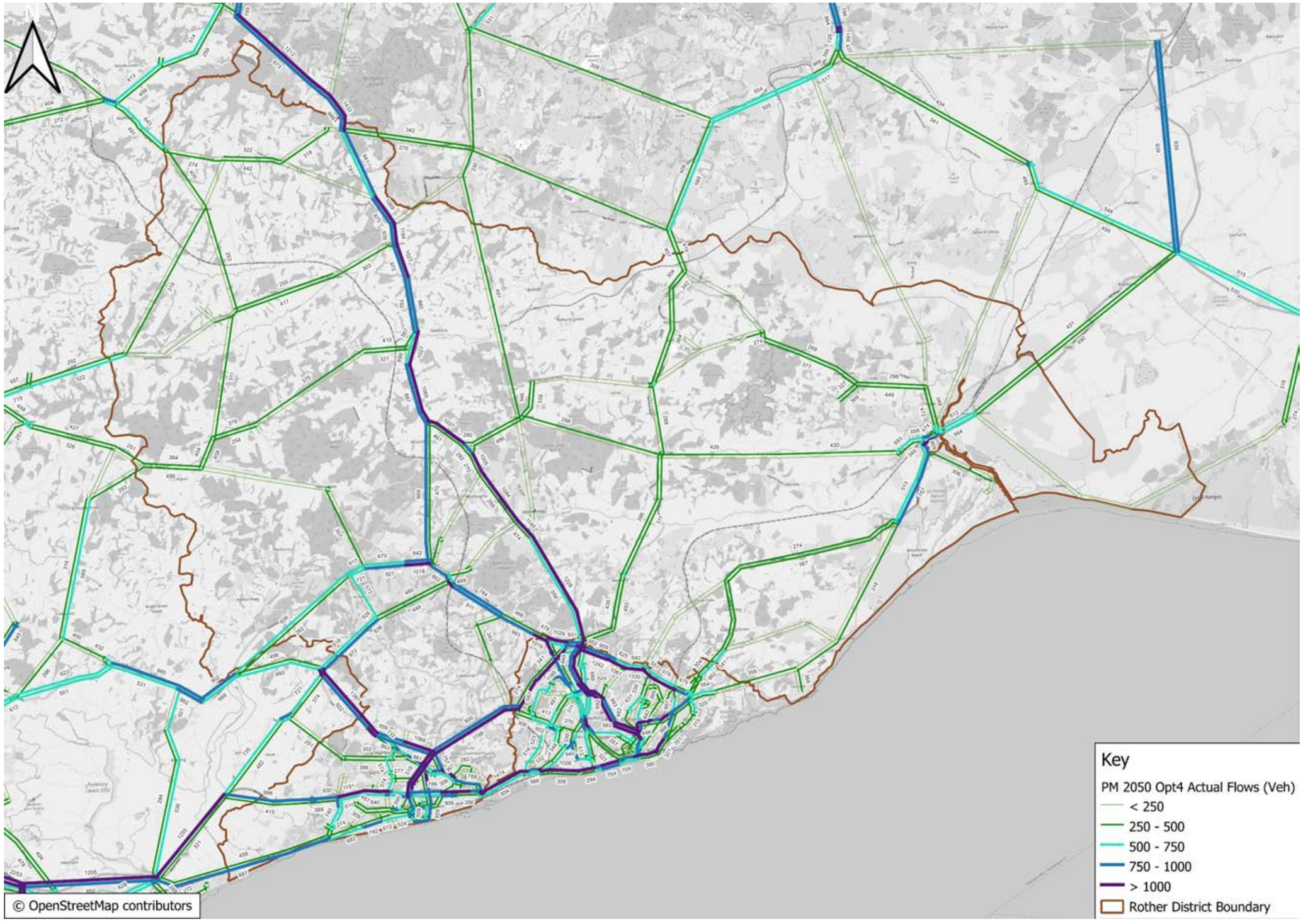

Key
IP 2042 Opt4 Delays (sec)
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90 - 120
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Rother District Boundary
© OpenStreetMap contributors

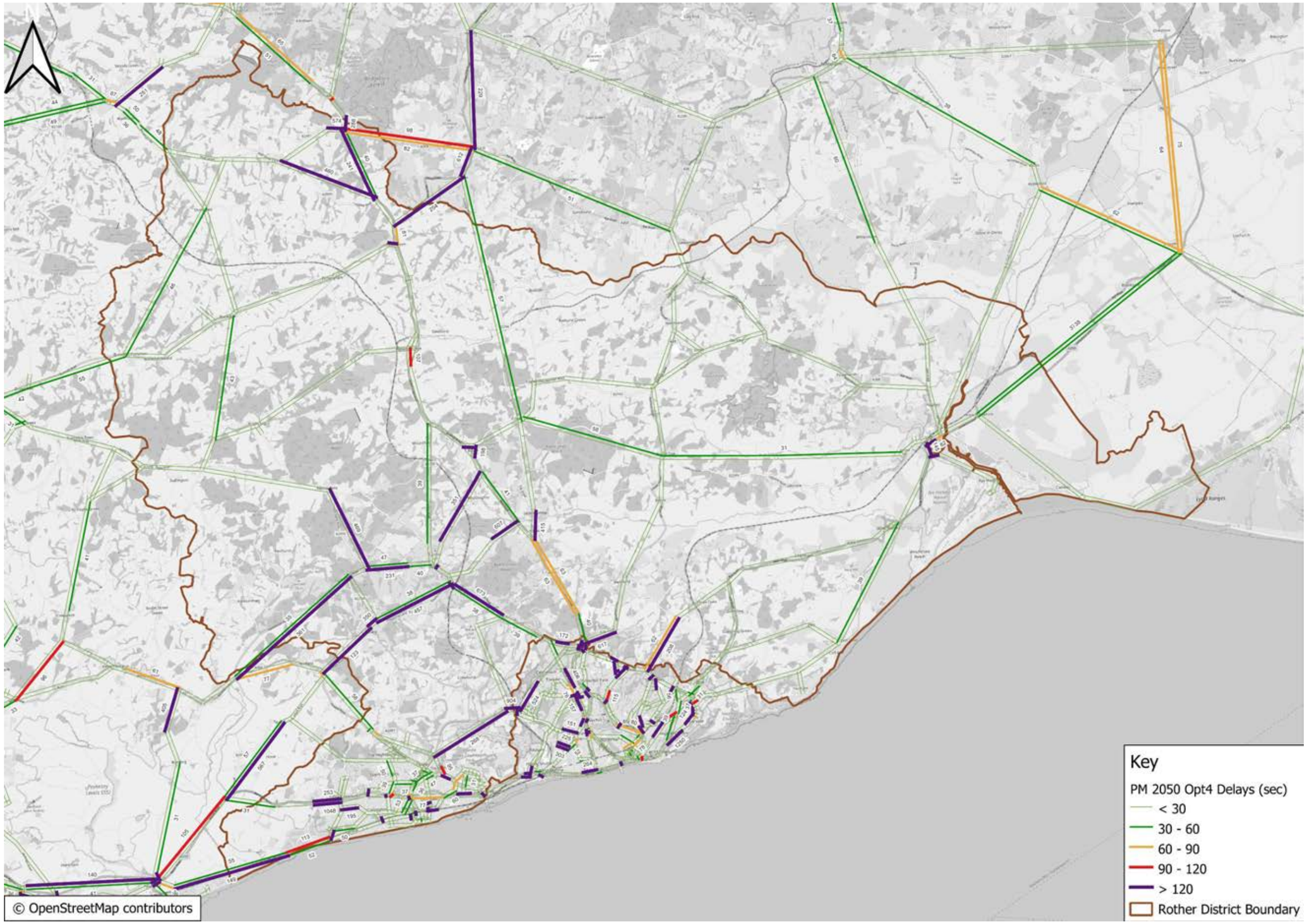

Key
IP 2050 Opt4 Actual Flows (Veh)
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250 - 500
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750 - 1000
> 1000
Rother District Boundary
© OpenStreetMap contributors

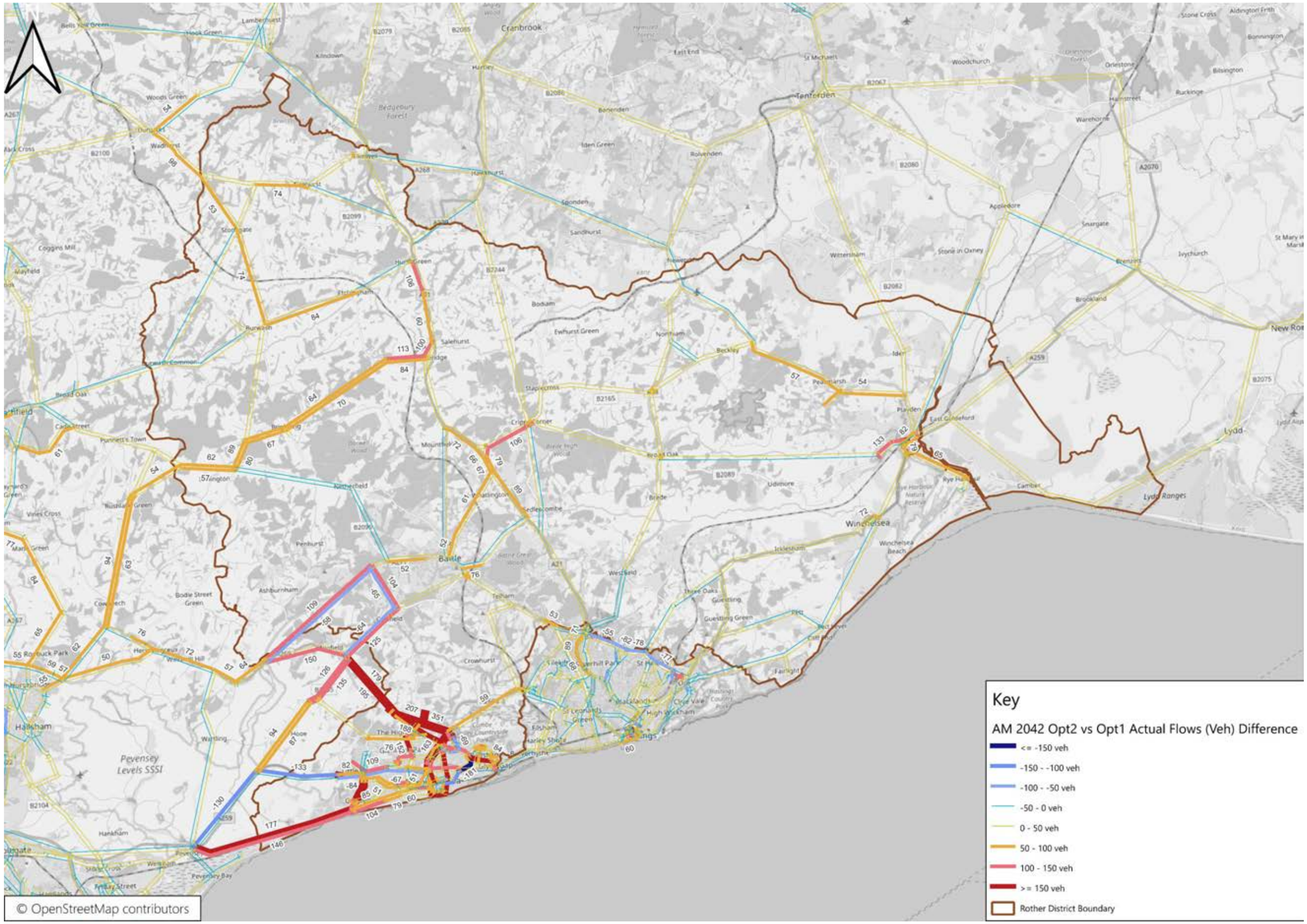

Key
IP 2050 Opt4 Delays (sec)
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60 - 90
90 - 120
> 120
Rother District Boundary
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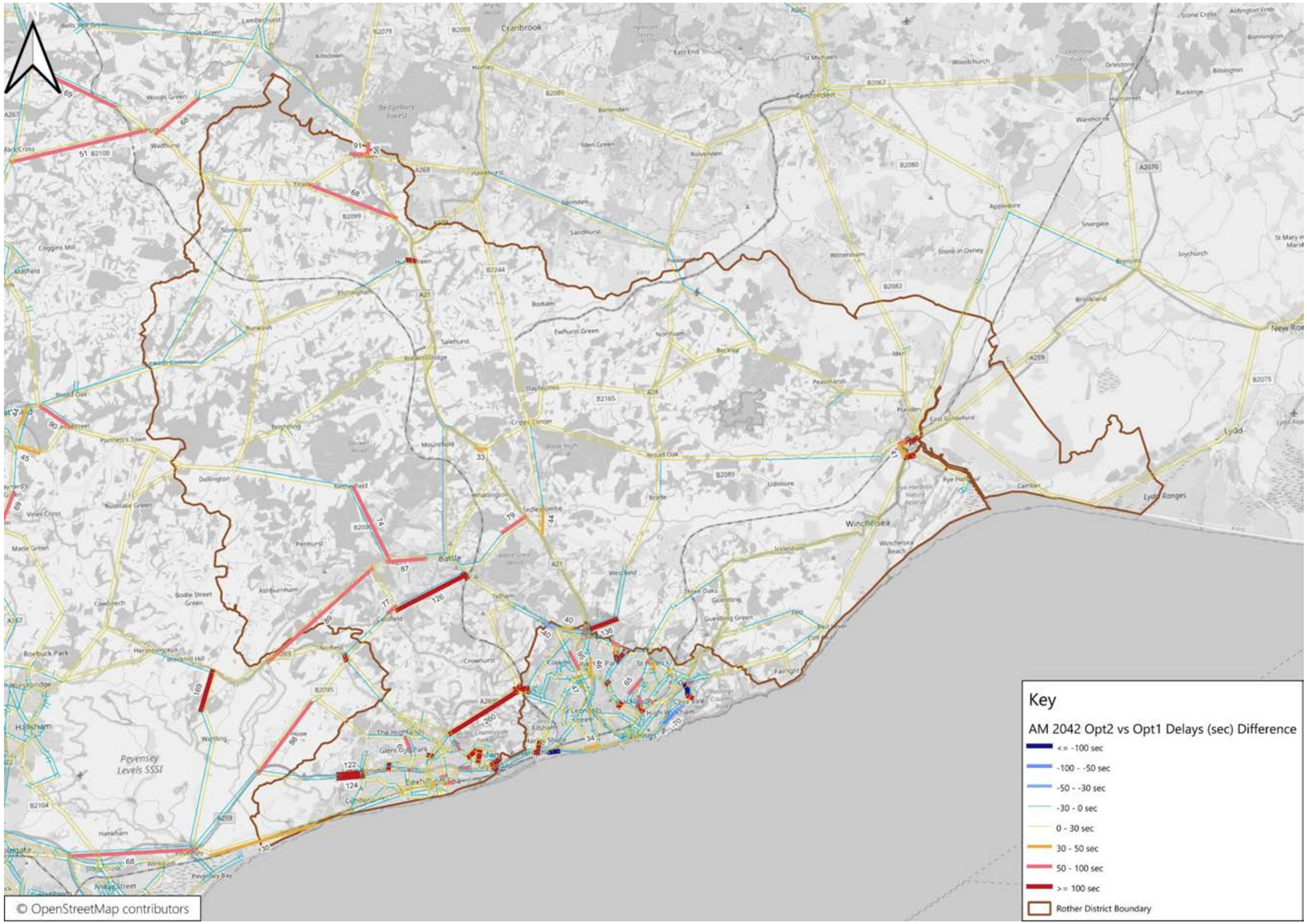

Key
PM 2042 Opt4 Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary
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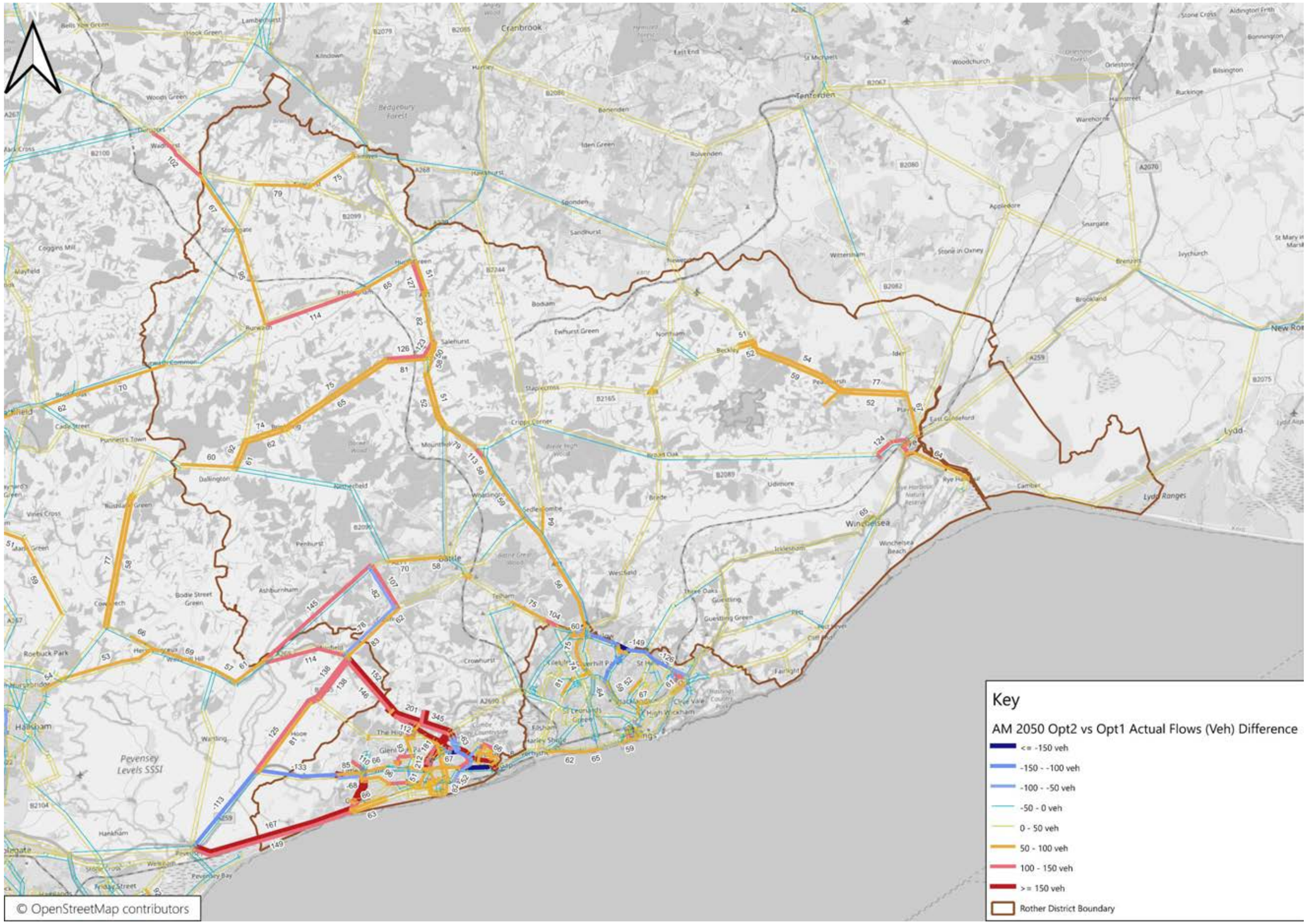

Key
PM 2042 Opt4 Delays (sec)
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90 - 120
> 120
Rother District Boundary
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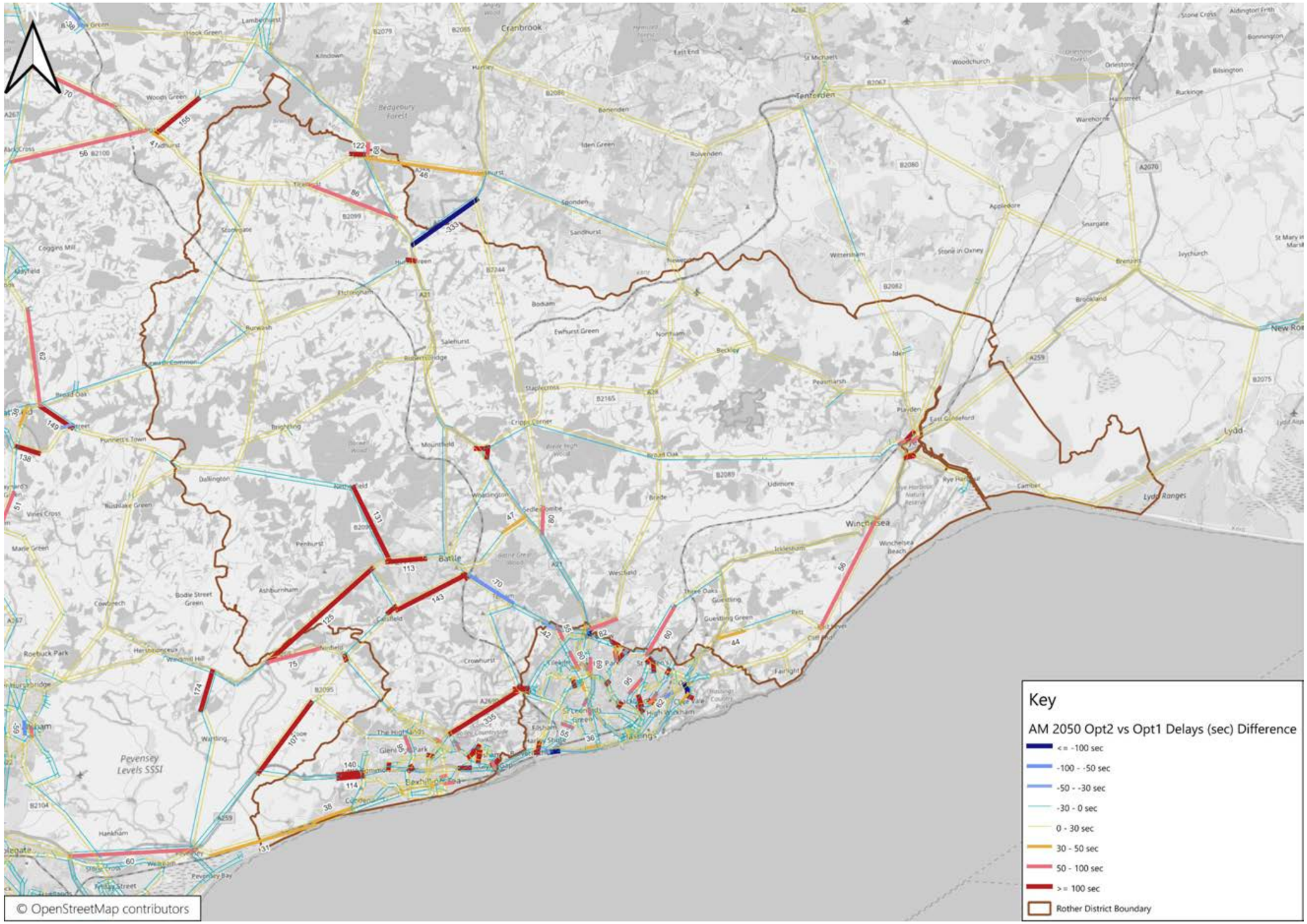

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Key
PM 2050 Opt4 Actual Flows (Veh)
< 250
250 - 500
500 - 750
750 - 1000
> 1000
Rother District Boundary

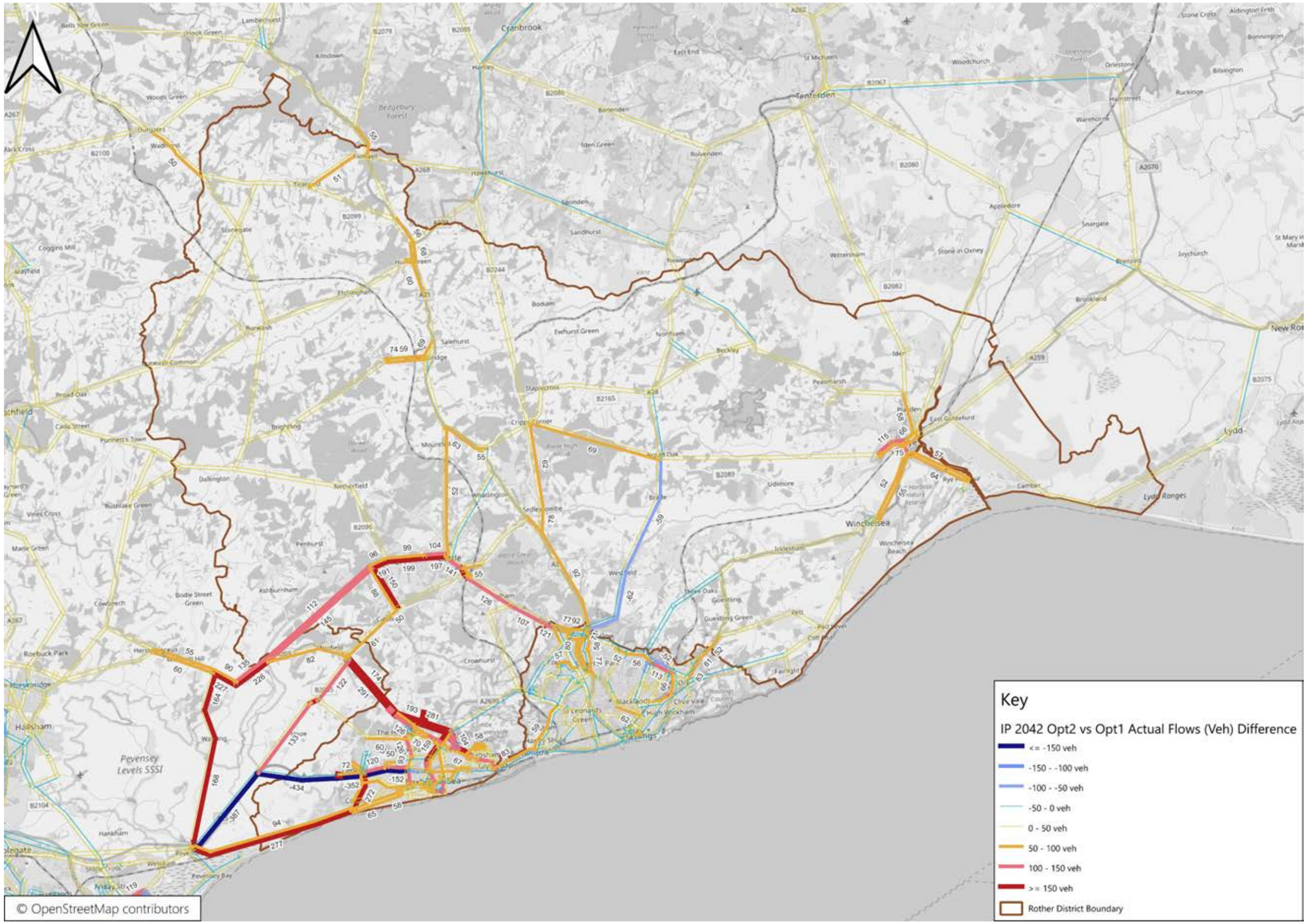

Key
PM 2050 Opt4 Delays (sec)
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30 - 60
60 - 90
90 - 120
> 120
Rother District Boundary
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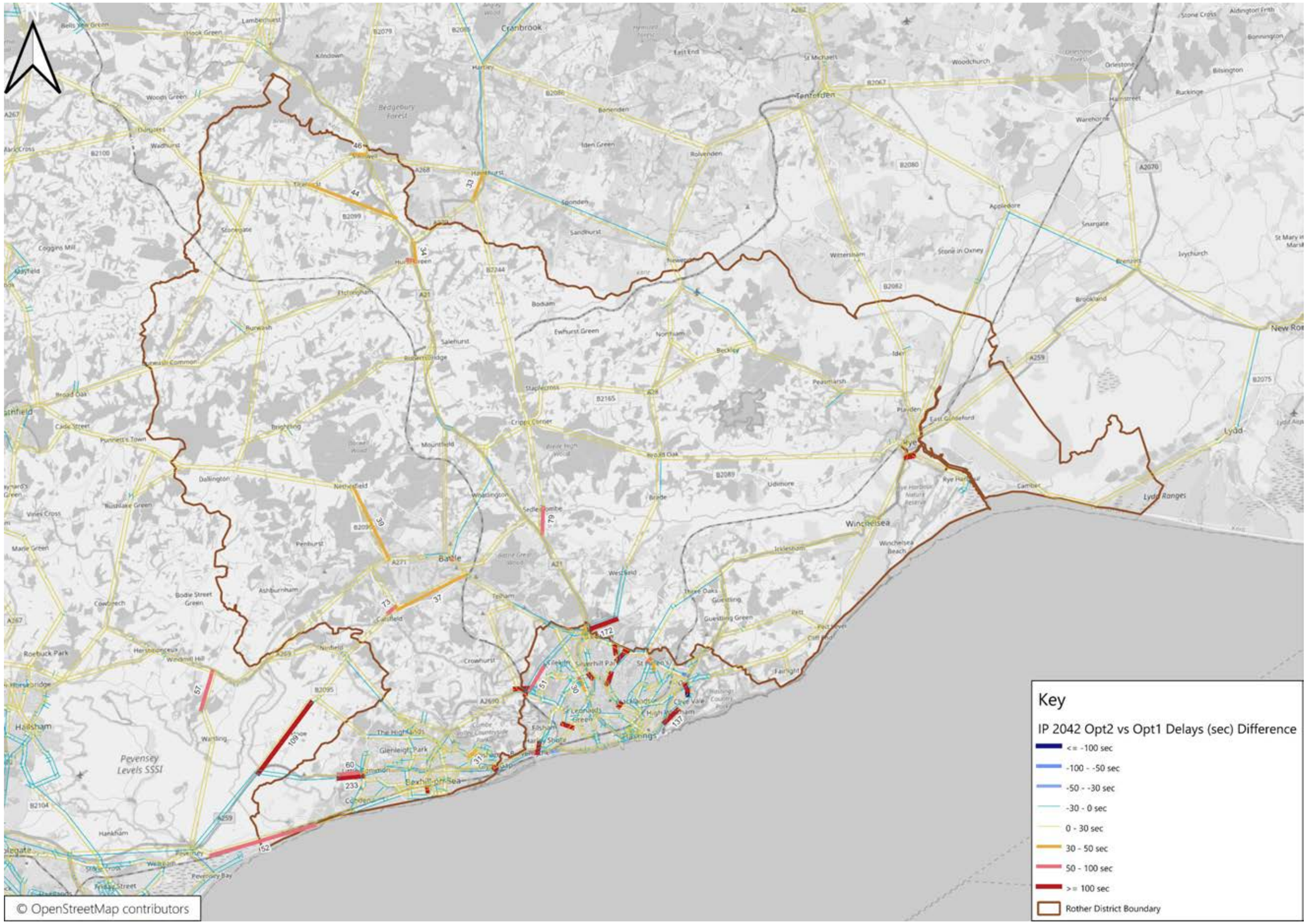

Cranbrook
Tenterden
Battle
Winchelsea
Rye
Hastings
Lydd
Pevensey Levels SSSI
Key
AM 2042 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
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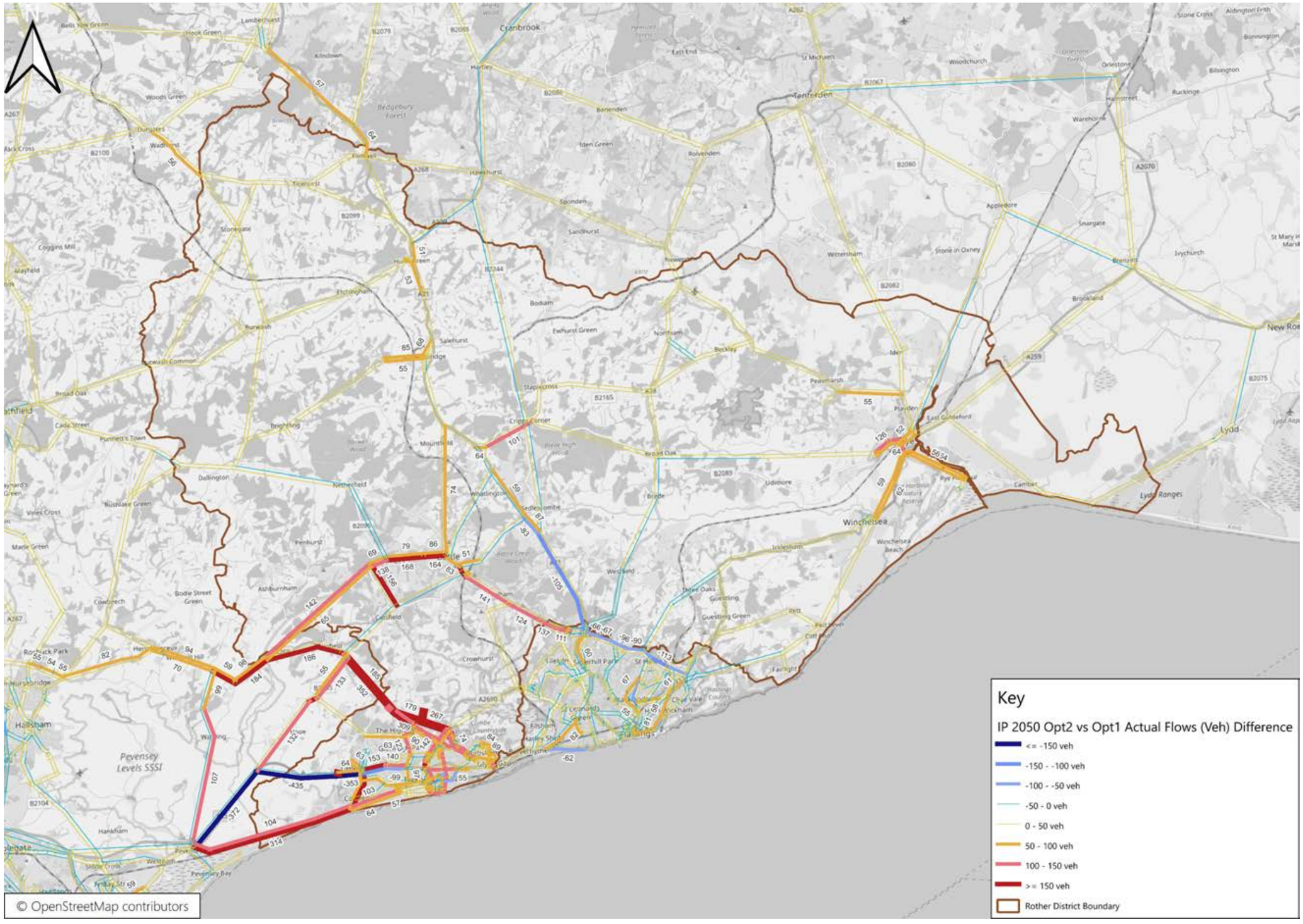

Key
AM 2042 Opt2 vs Opt1 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
-50 - -30 sec
-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Battle
Hastings
Bexhill-on-Sea
Rye
Winchelsea
Lydd
Pevensey Levels SSSI

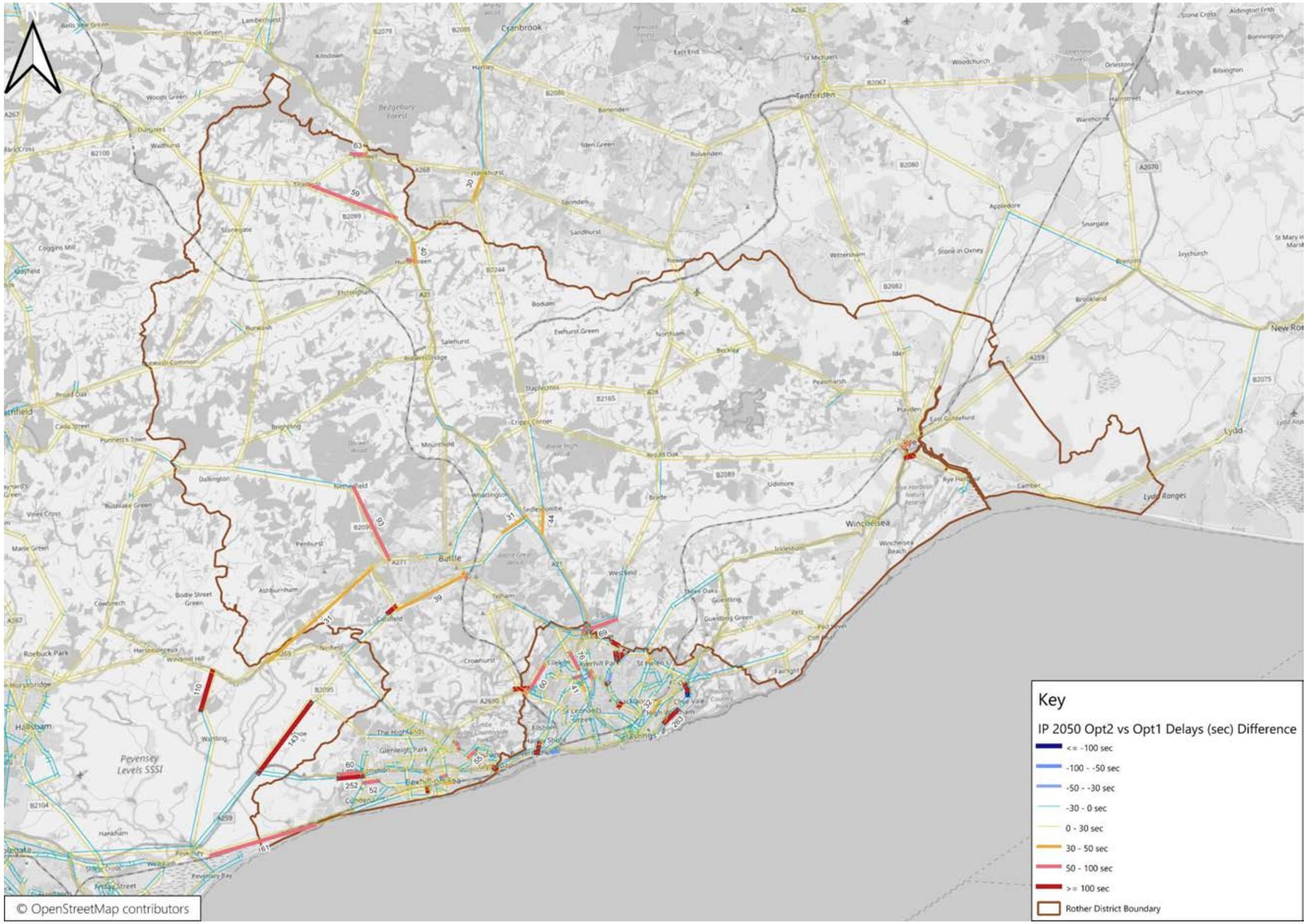

Key
AM 2050 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
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Cranbrook
Tenterden
Rye
Winchelsea
Hastings
Battle
Lydd
Pevensey Levels SSSI
Lydd Ranges

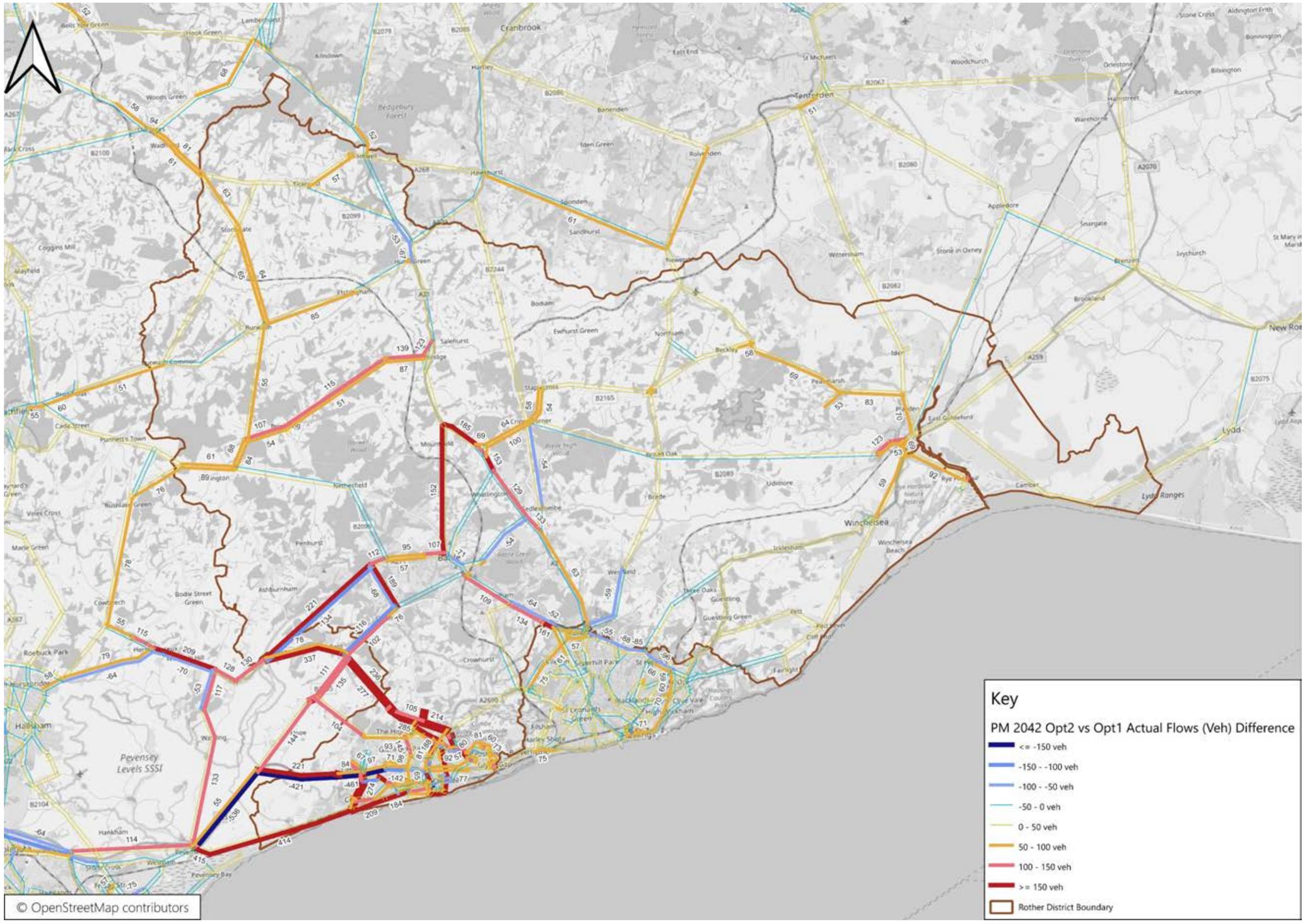

Key
AM 2050 Opt2 vs Opt1 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
-50 - -30 sec
-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Battle
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI

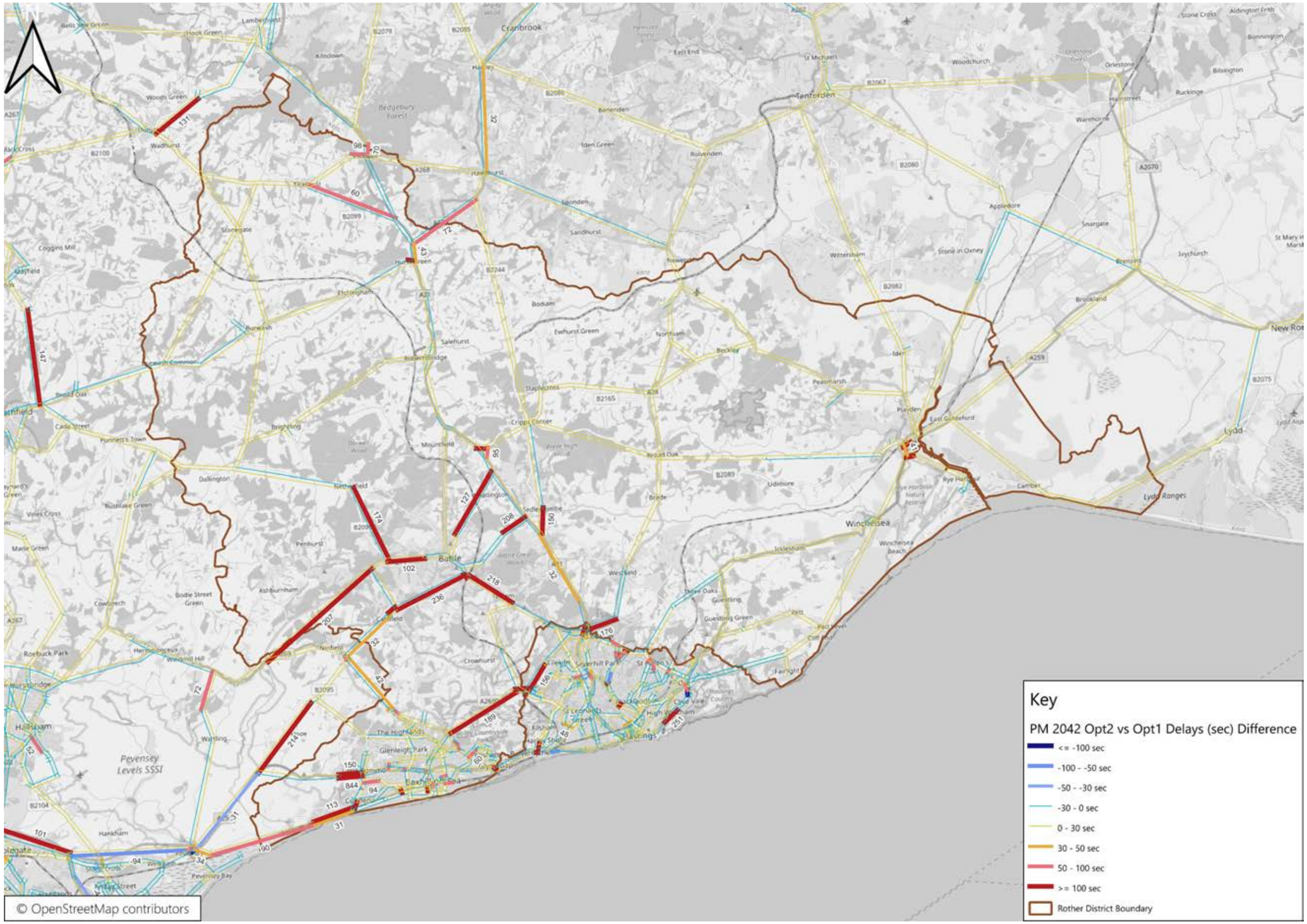

Cranbrook
Tenterden
Hawkhurst
Sandhurst
Staplecross
Battle
Winchelsea
Rye
Lydd
Lydd Ranges
Pevensey Levels SSSI
Key
IP 2042 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

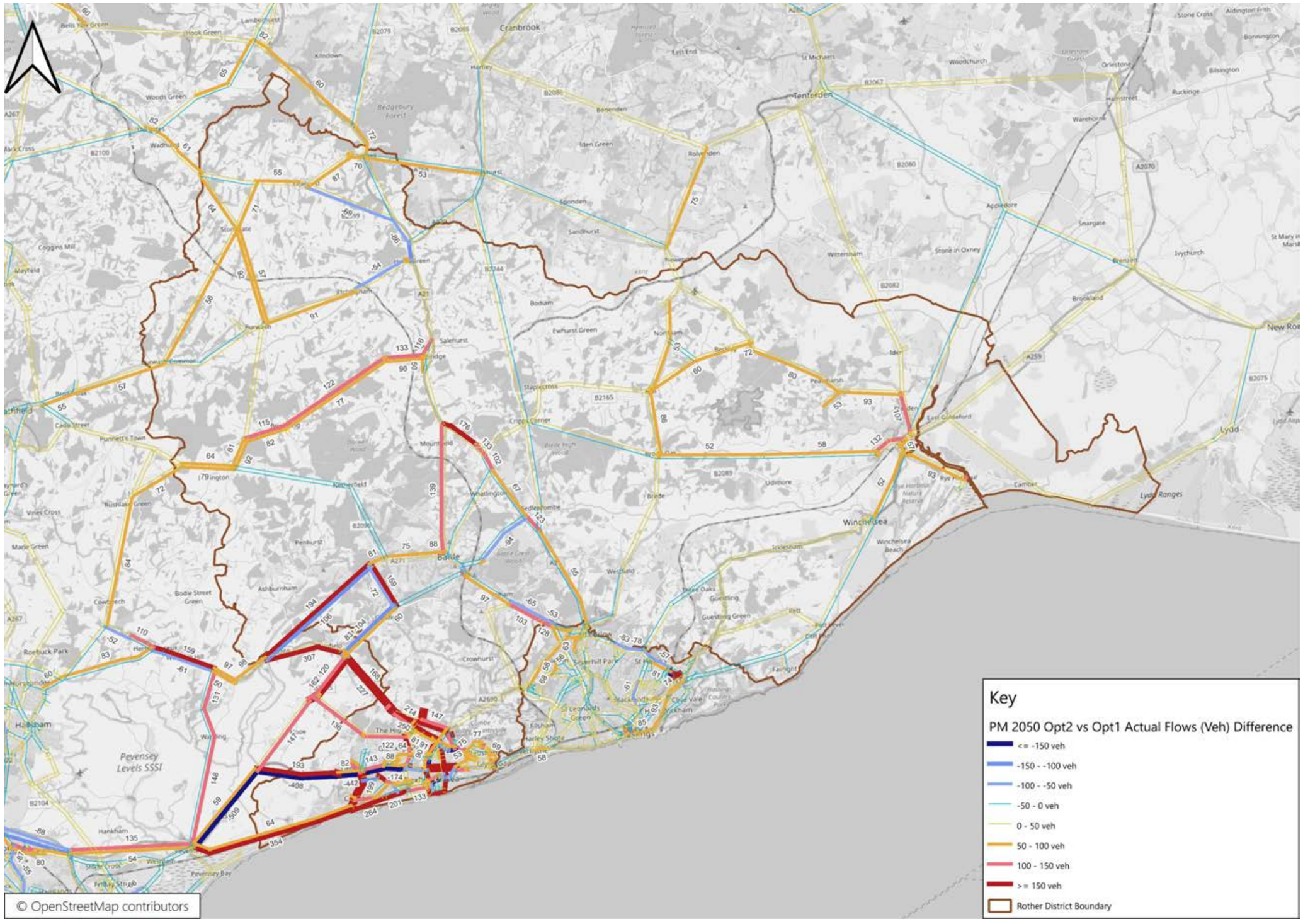

Cranbrook
Tenterden
Battle
Winchelsea
Hailsham
Bexhill-on-Sea
Hastings
Rye
Lydd
Pevensey Levels SSSI
Key
IP 2042 Opt2 vs Opt1 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
-50 - -30 sec
-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

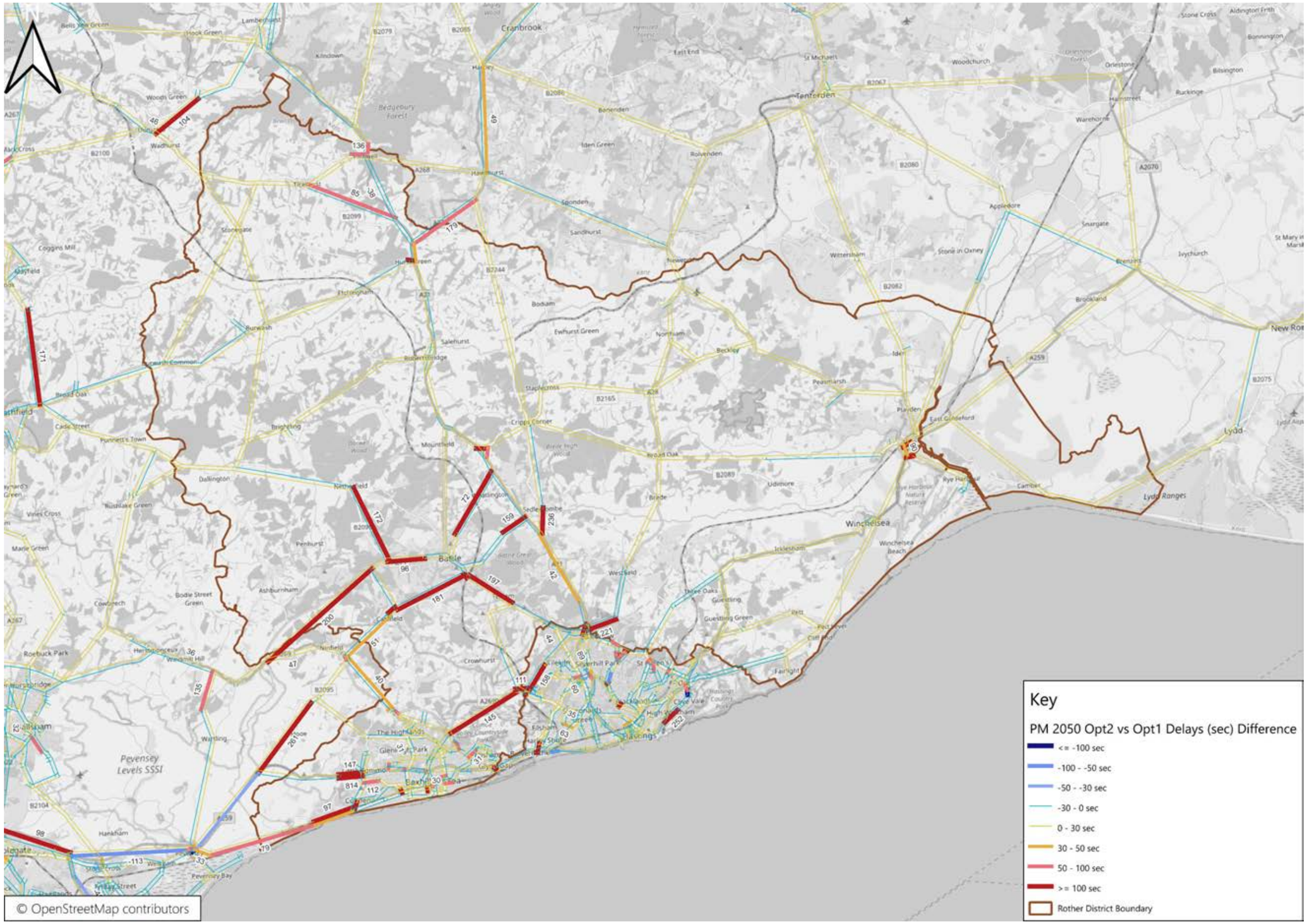

Key
IP 2050 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Rye
Winchelsea
Hastings
Battle
Pevensey Levels SSSI
Lydd
Lydd Ranges

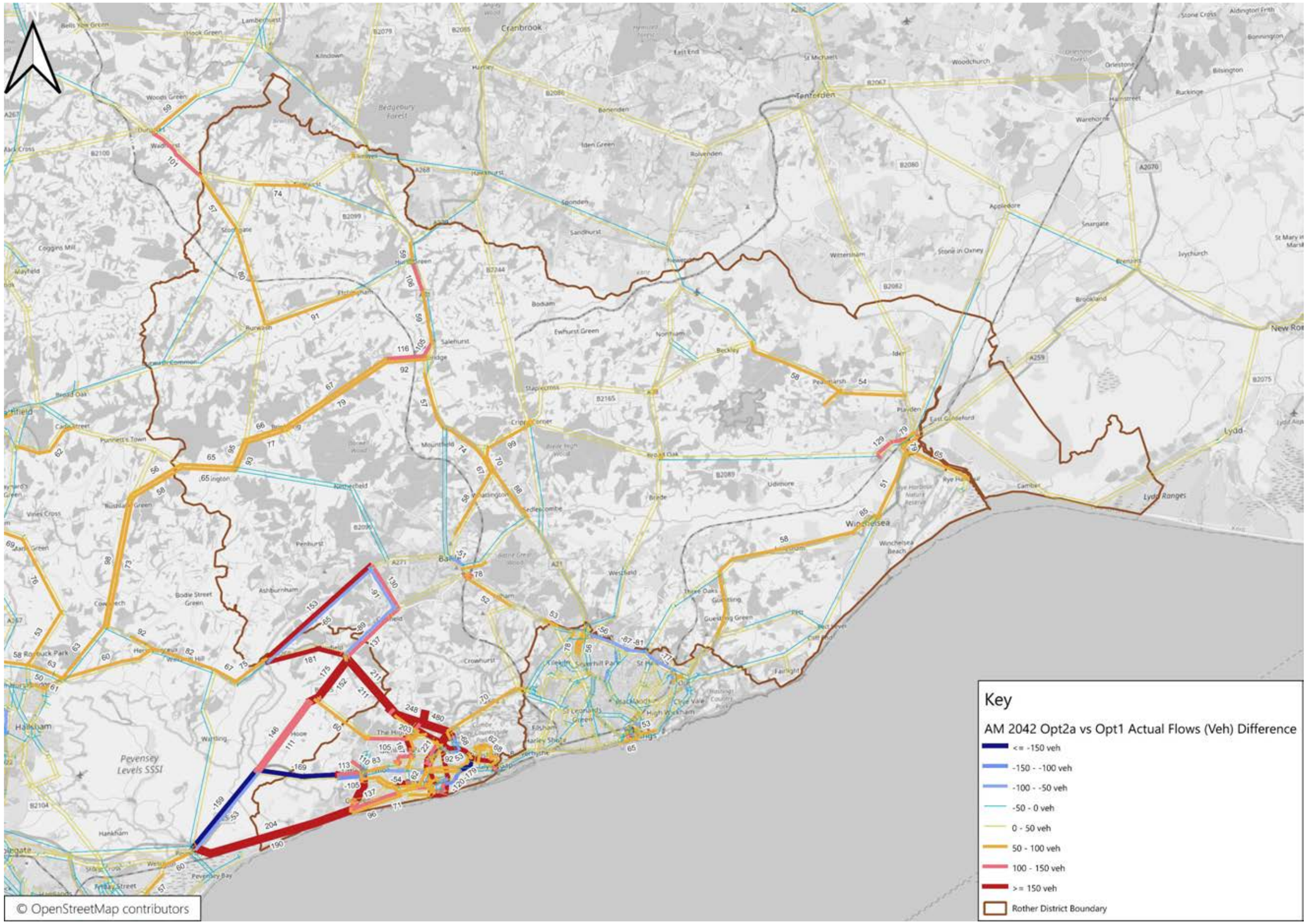

Key
IP 2050 Opt2 vs Opt1 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
-50 - -30 sec
-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Hawkhurst
Battle
Bexhill-on-Sea
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI
Lydd Ranges

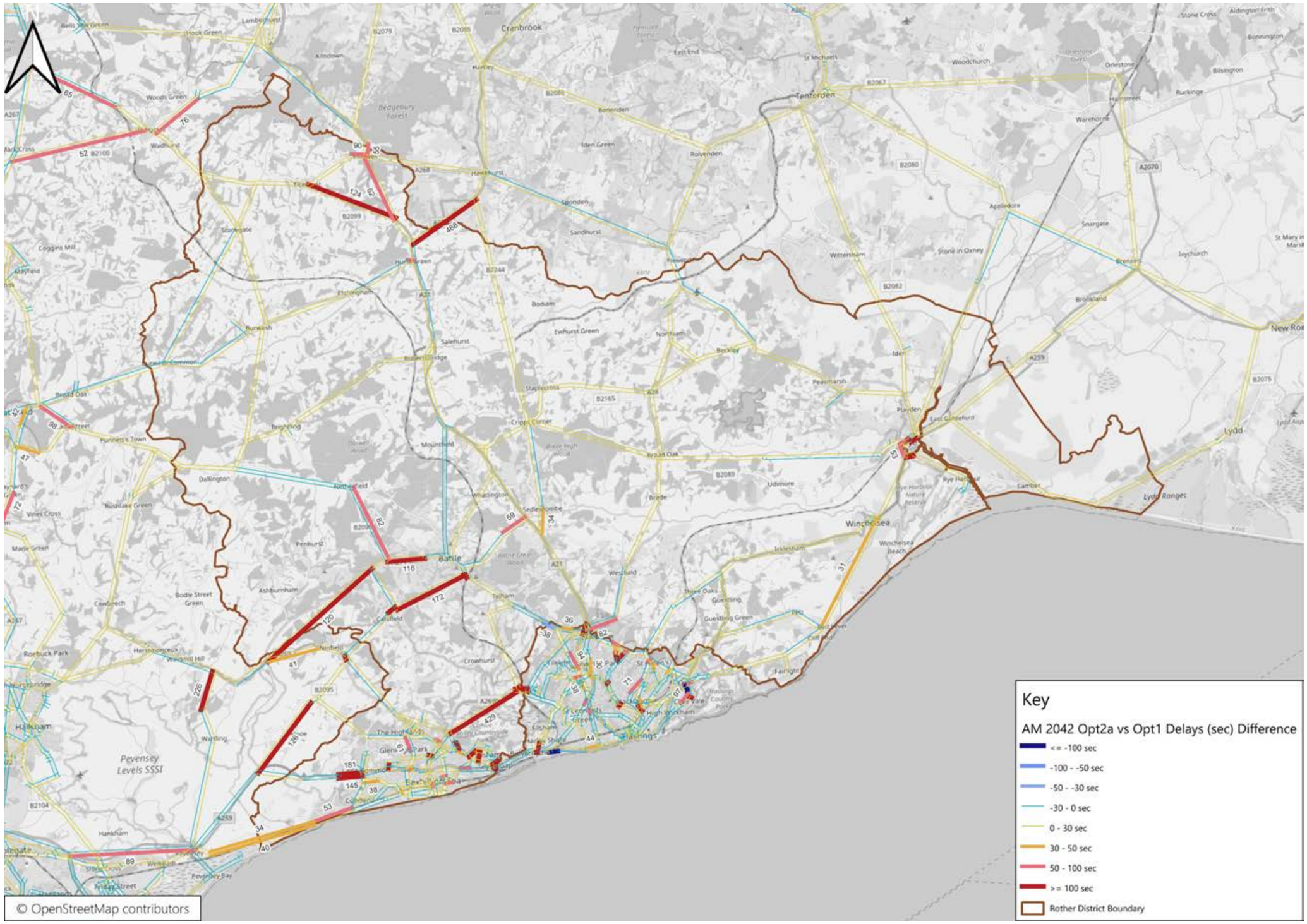

Cranbrook
Tenterden
Rolvenden
Hawkhurst
Sandhurst
Benenden
Iden Green
Woodchurch
Appledore
Stone in Oxney
Wittersham
Ivychurch
Brookland
Lydd
Lydd Ranges
Camber
Winchelsea
Winchelsea Beach
Rye
Salehurst
Robertsbridge
Battle
Crowhurst
Hastings
Bexhill
Pevensey Levels SSSI
Key
PM 2042 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

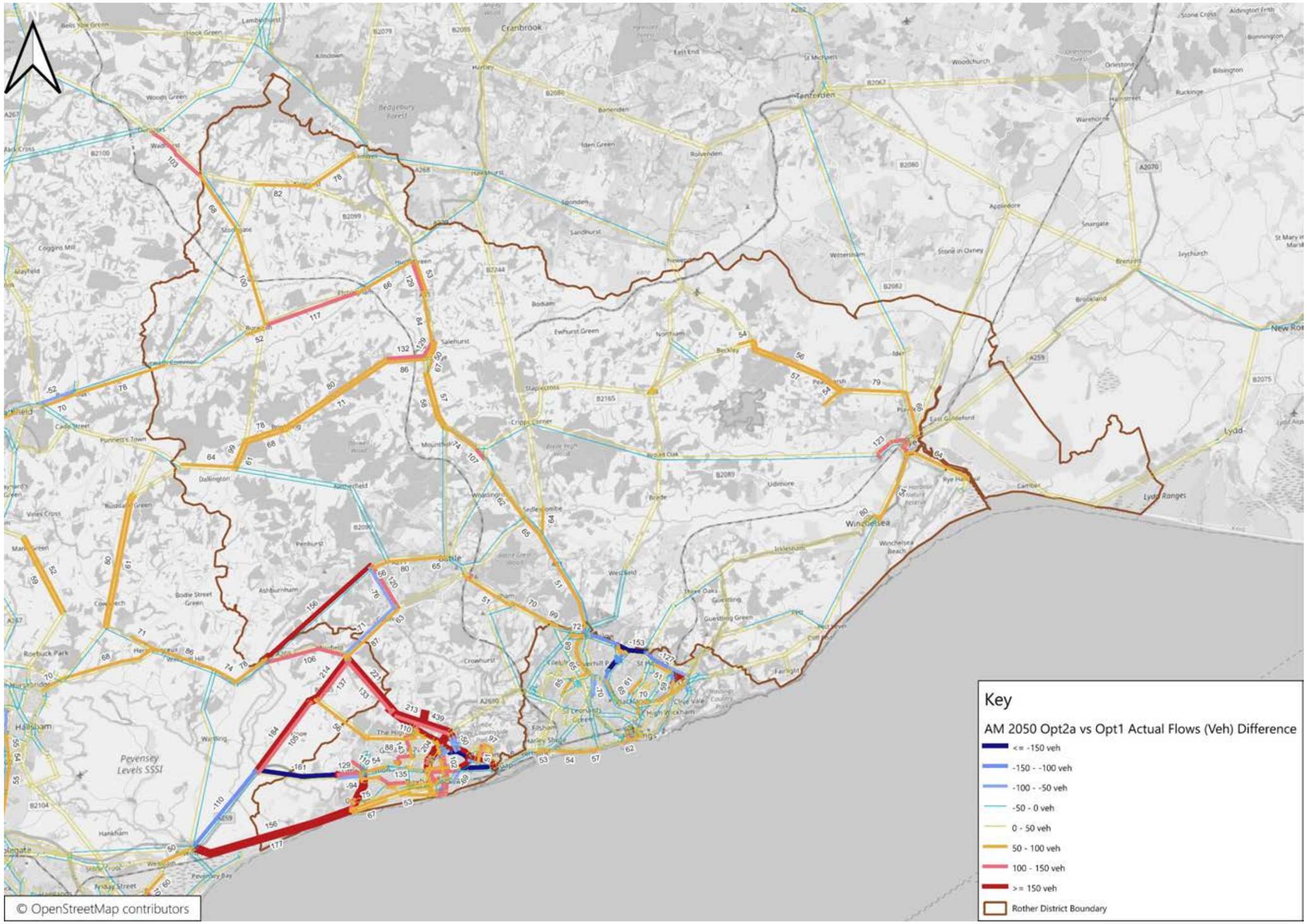

Cranbrook
Tenterden
Battle
Hawkhurst
Sandhurst
Rolvenden
Benenden
Iden Green
Woodchurch
Appledore
Stone in Oxney
Wittersham
Ivychurch
Snargate
Brookland
Lydd
Lydd Ranges
Rye
Winchelsea
Winchelsea Beach
Camber
Playden
East Guldeford
Peasmarsh
Northiam
Ewhurst Green
Bodiam
Salehurst
Robertsbridge
Staplecross
Mountfield
Crowhurst
Westfield
Guestling Green
Fairlight
Hastings
Bexhill
Pevensey Levels SSSI
Hailsham
Hankham
Pevensey Bay
Herstmonceux
Ashburnham
Penhurst
Dallington
Brightling
Punnetts Town
Broad Oak
Cade Street
Battle
Udimore
Brede
Key
PM 2042 Opt2 vs Opt1 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
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0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

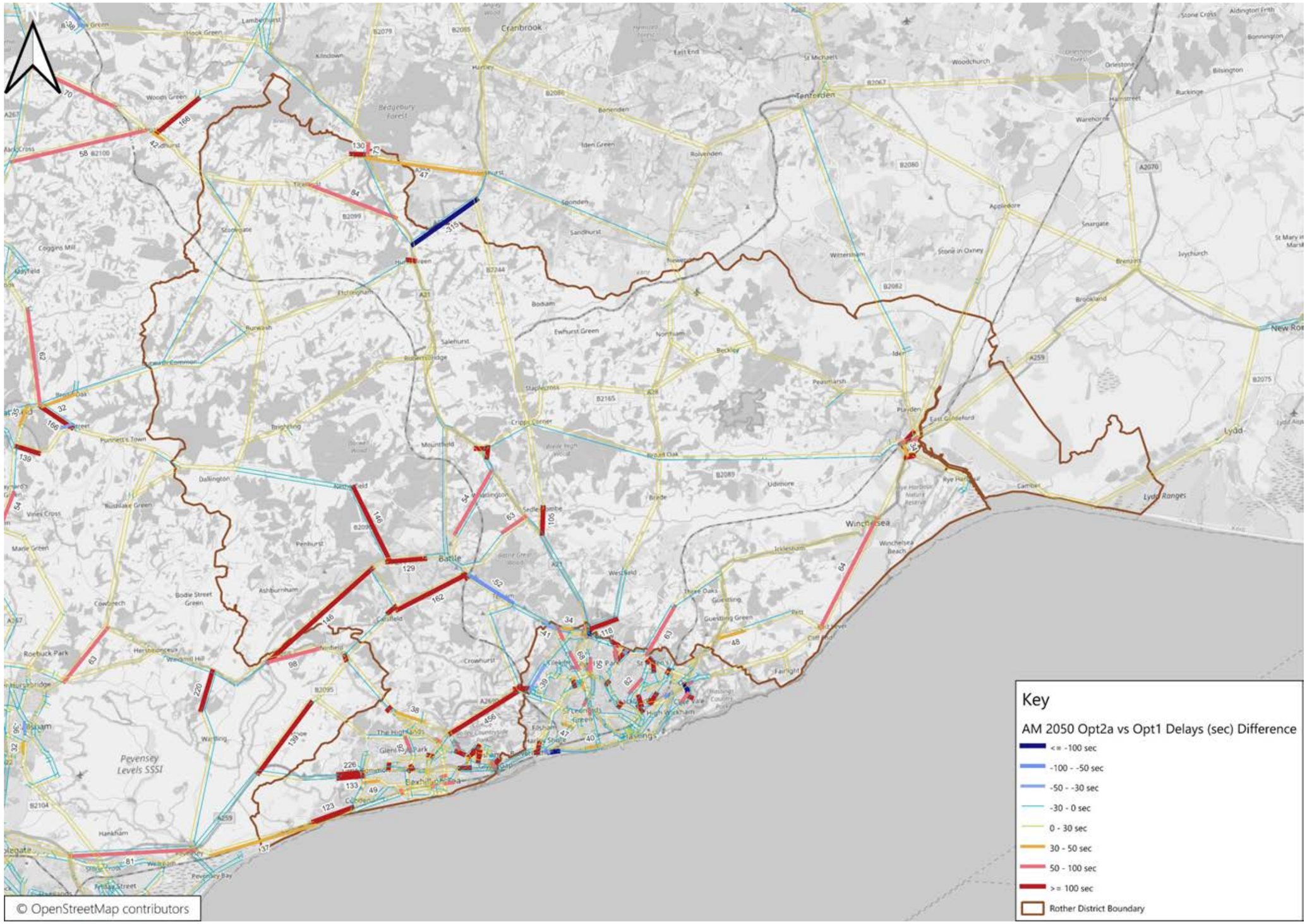

Cranbrook
Tenterden
Battle
Winchelsea
Rye
Hastings
Lydd
Pevensey Levels SSSI
Key
PM 2050 Opt2 vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
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>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

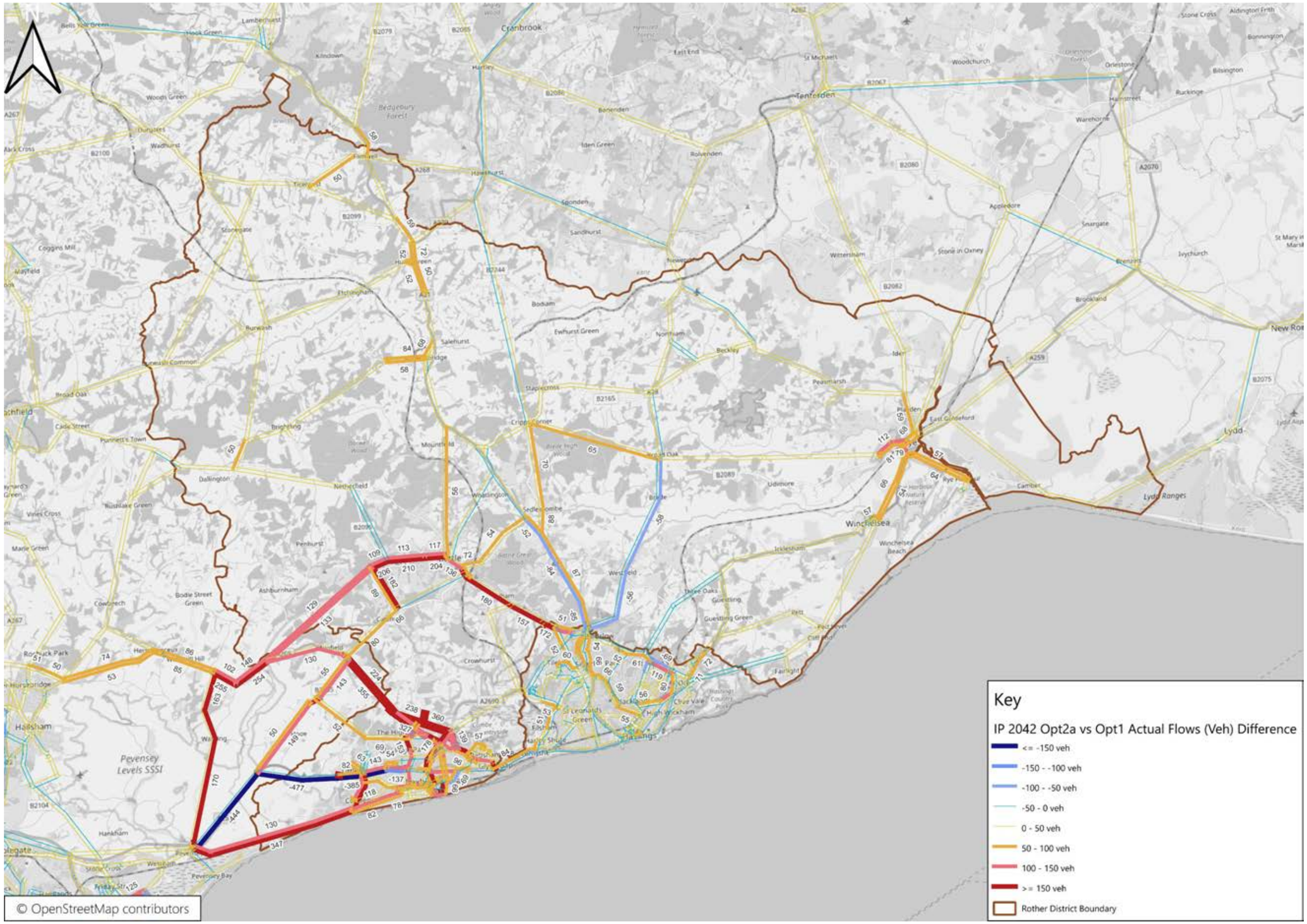

Cranbrook
Tenterden
Hawkhurst
Battle
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI
Key
PM 2050 Opt2 vs Opt1 Delays (sec) Difference
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50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

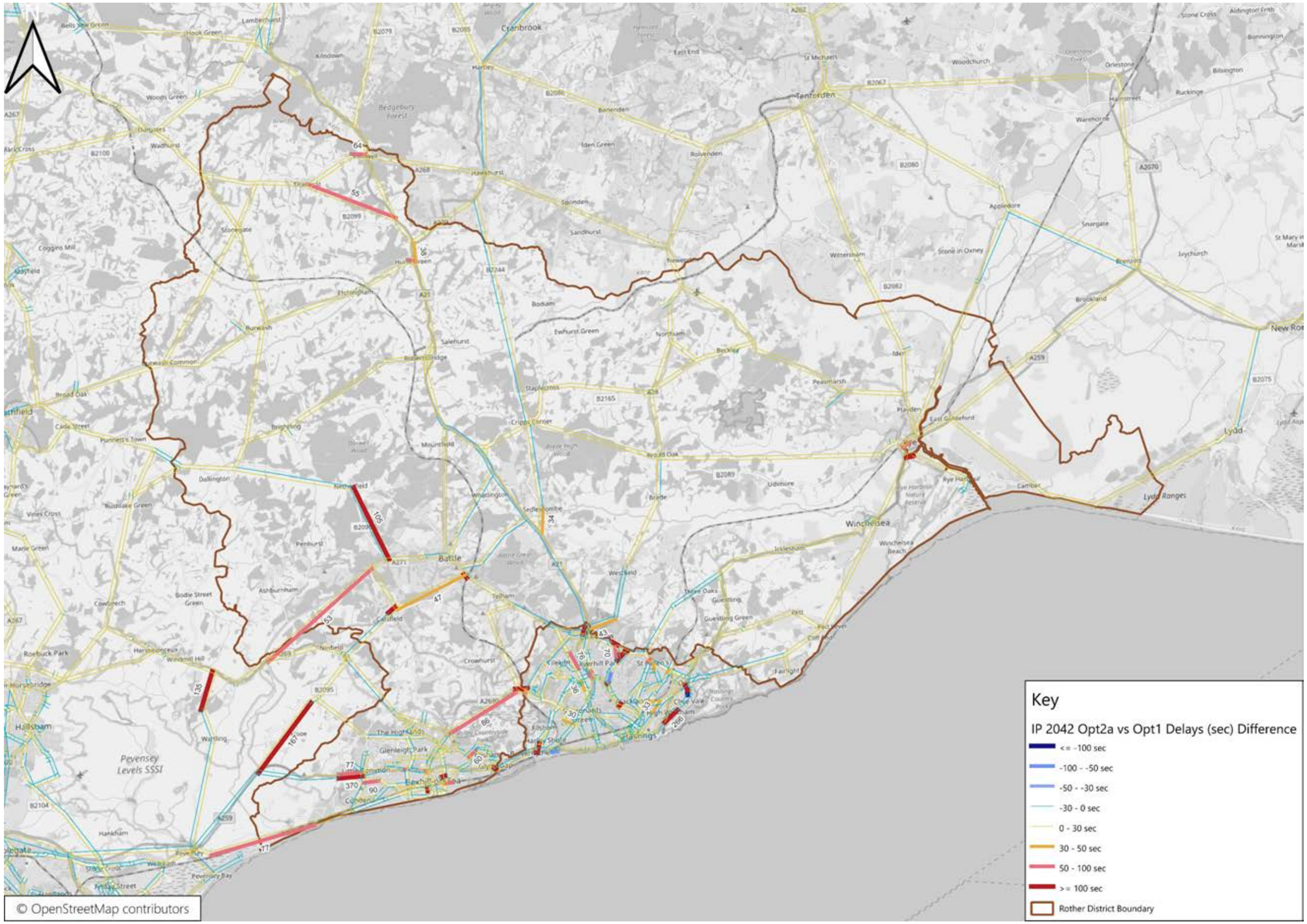

Key
AM 2042 Opt2a vs Opt1 Actual Flows (Veh) Difference
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0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Rye
Winchelsea
Hastings
Battle
Pevensey Levels SSSI
Lydd Ranges

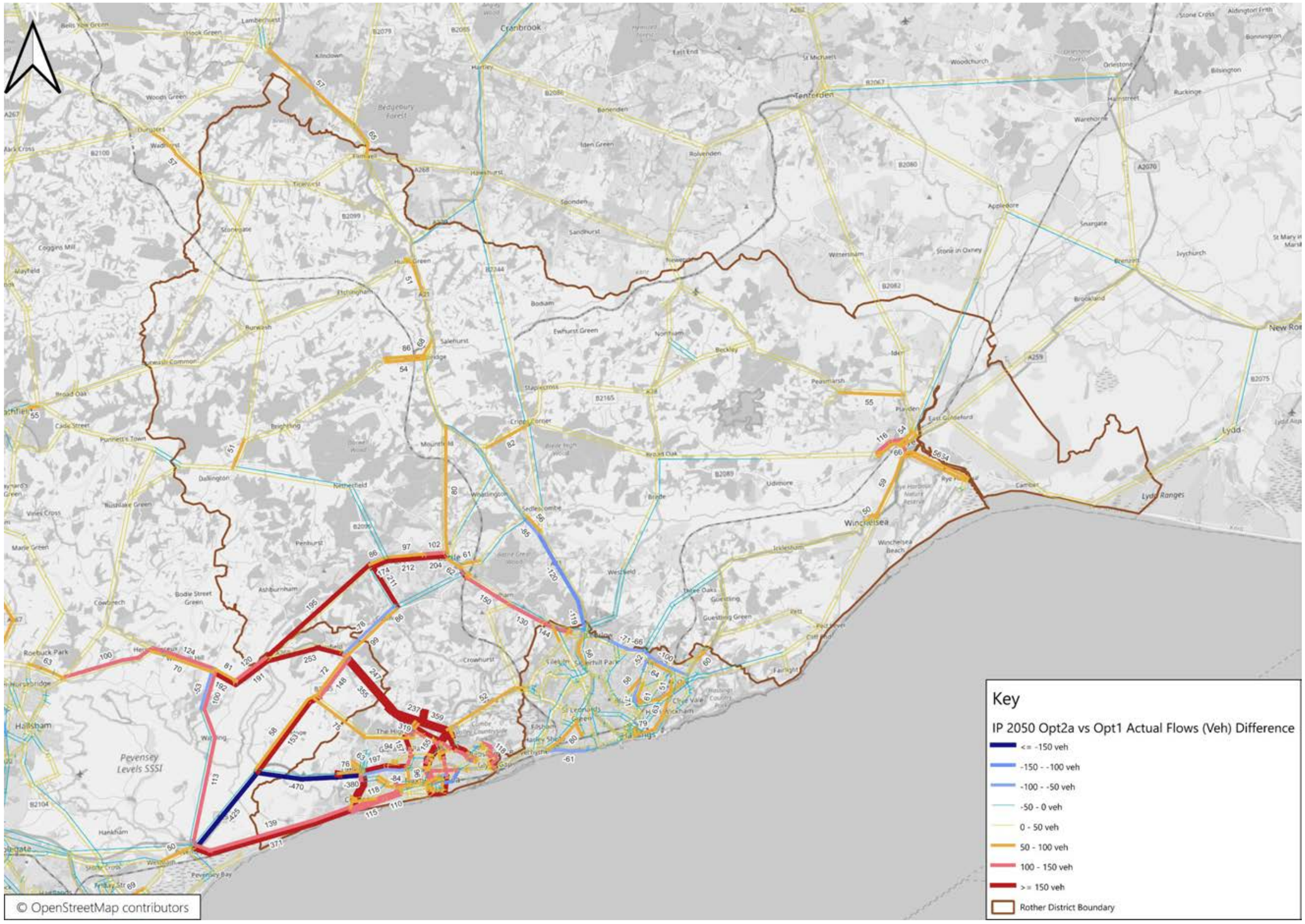

Cranbrook
Tenterden
Battle
Hastings
Rye
Lydd
Bexhill-on-Sea
Key
AM 2042 Opt2a vs Opt1 Delays (sec) Difference
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50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

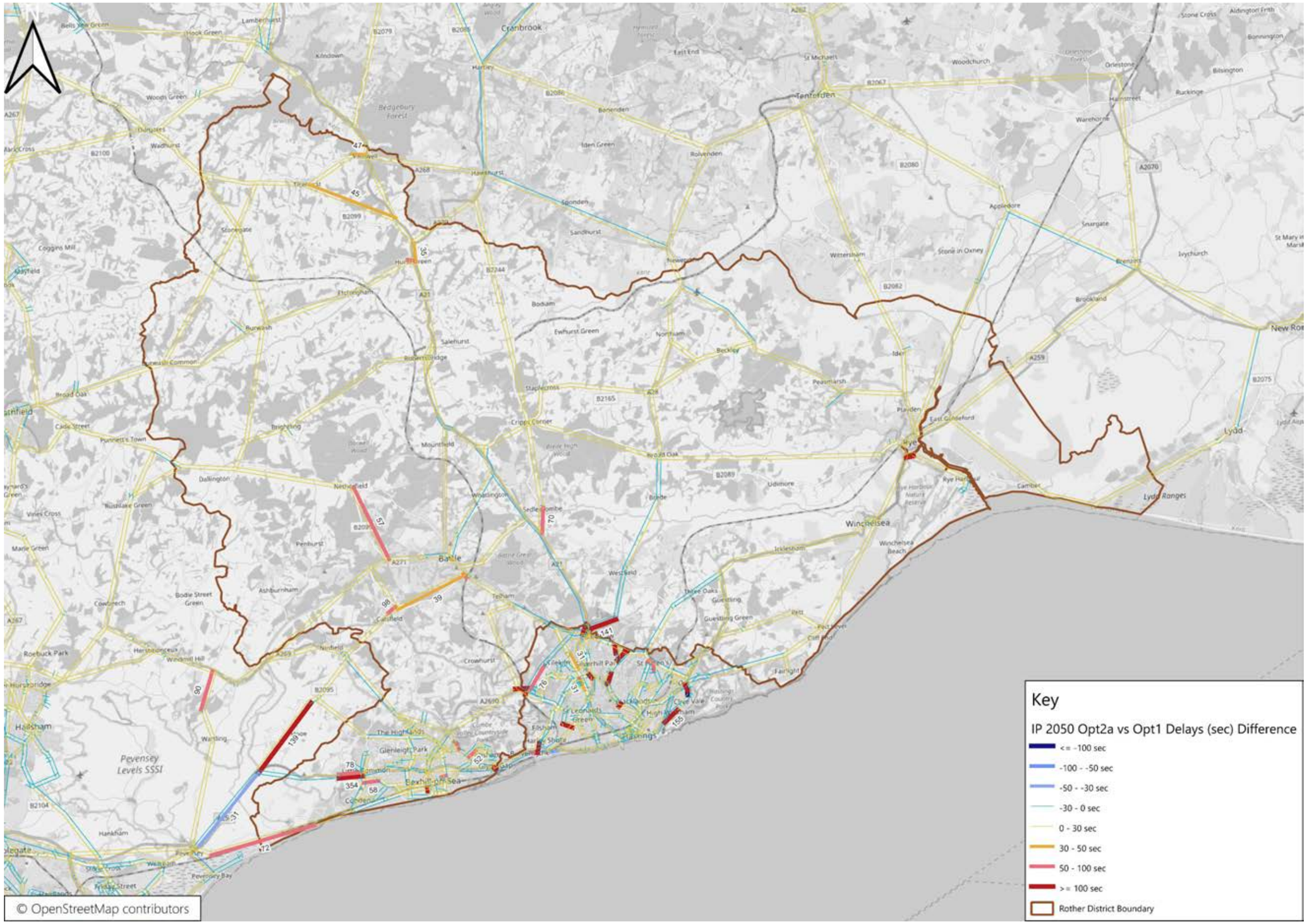

Cranbrook
Tenterden
Rye
Winchelsea
Hastings
Battle
Robertsbridge
Pevensey Levels SSSI
Key
AM 2050 Opt2a vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
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>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

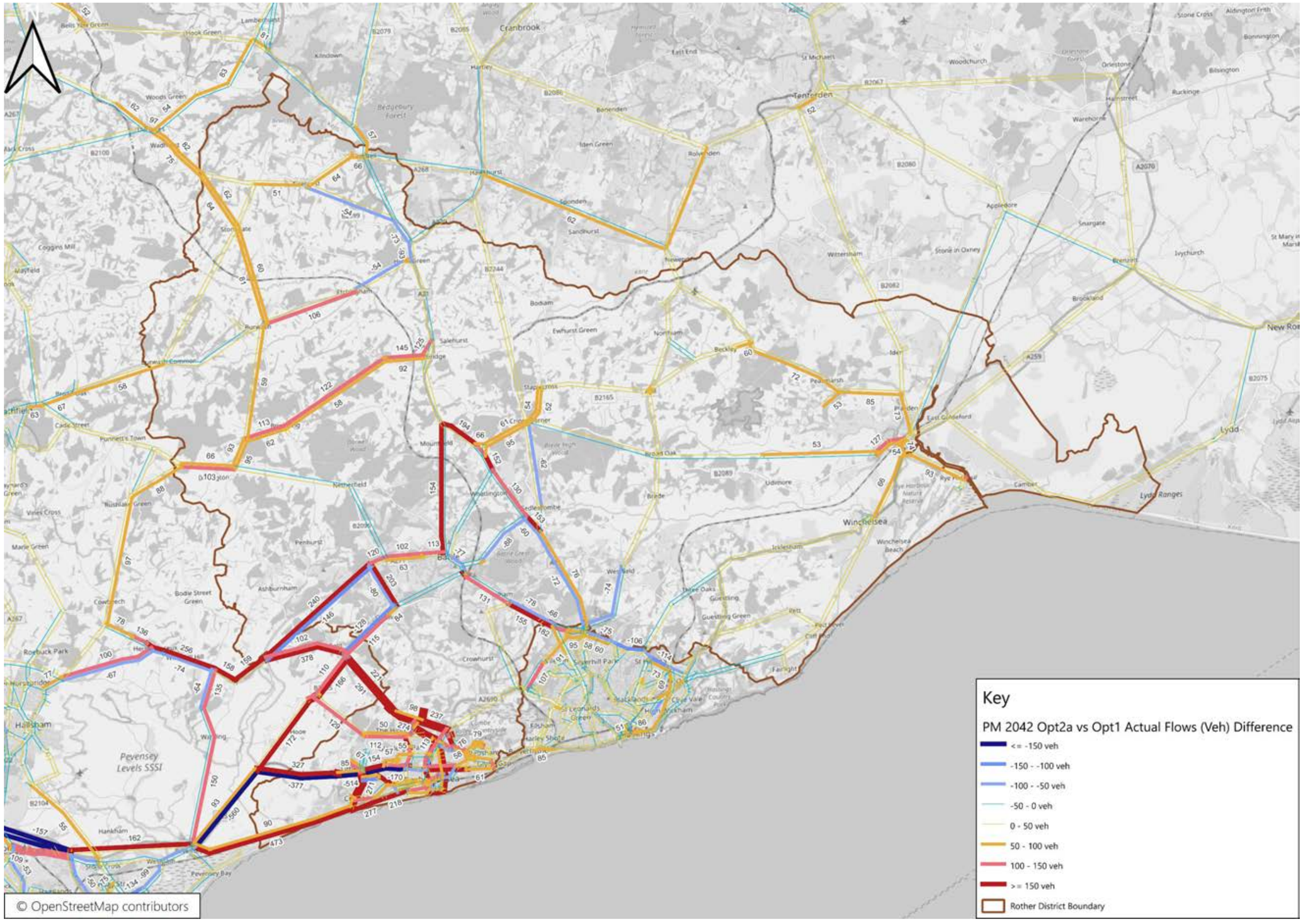

Cranbrook
Tenterden
Battle
Hastings
Rye
Lydd
Winchelsea
Pevensey Levels SSSI
Key
AM 2050 Opt2a vs Opt1 Delays (sec) Difference
<= -100 sec
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Rother District Boundary
© OpenStreetMap contributors

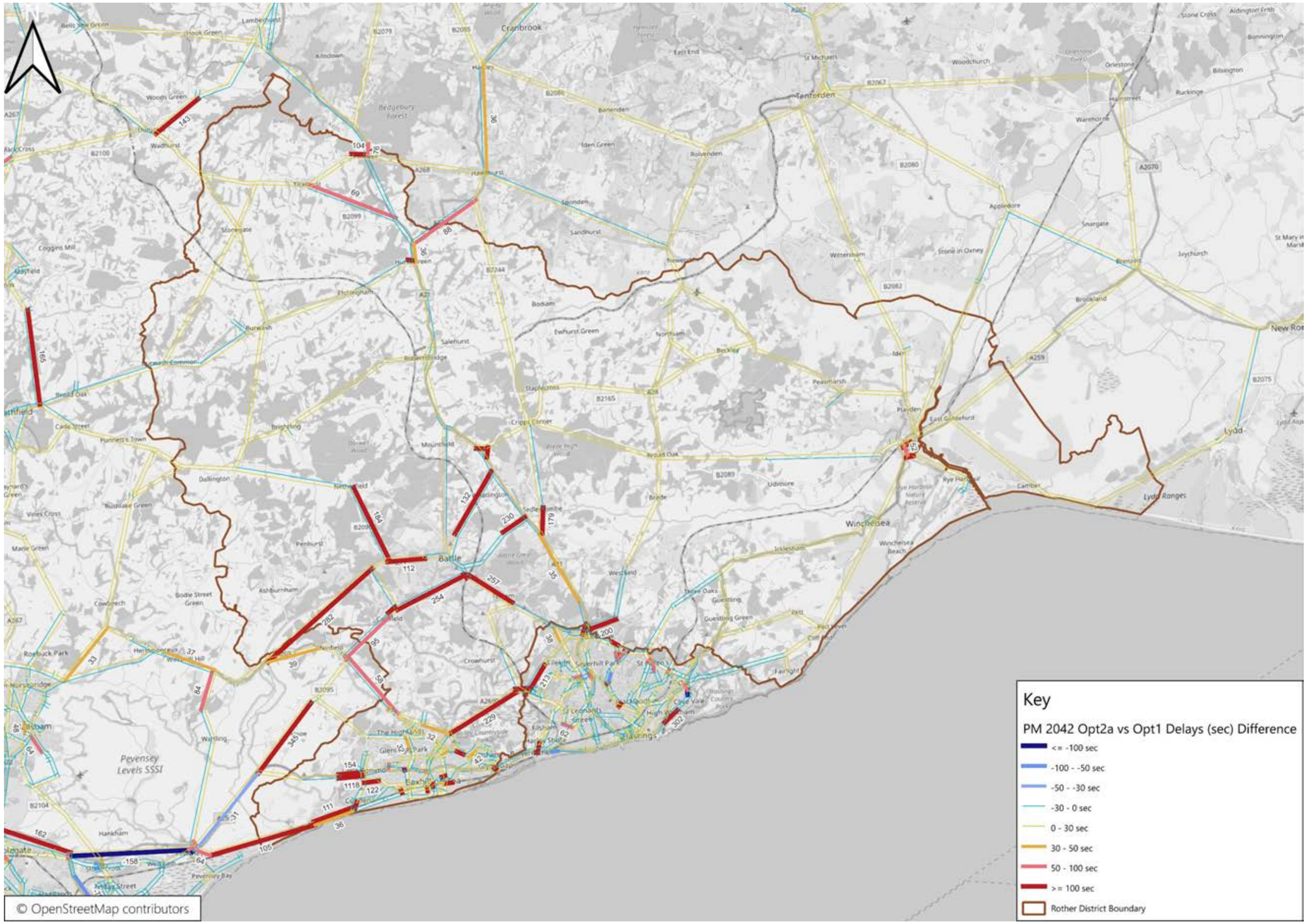

Cranbrook
Tenterden
Hawkhurst
Sandhurst
Rolvenden
Benenden
Goudhurst
Staplecross
Mountfield
Battle
Winchelsea
Rye
Camber
Lydd
Lydd Ranges
New Romney
Hastings
Pevensey Levels SSSI
Key
IP 2042 Opt2a vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
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Rother District Boundary
© OpenStreetMap contributors

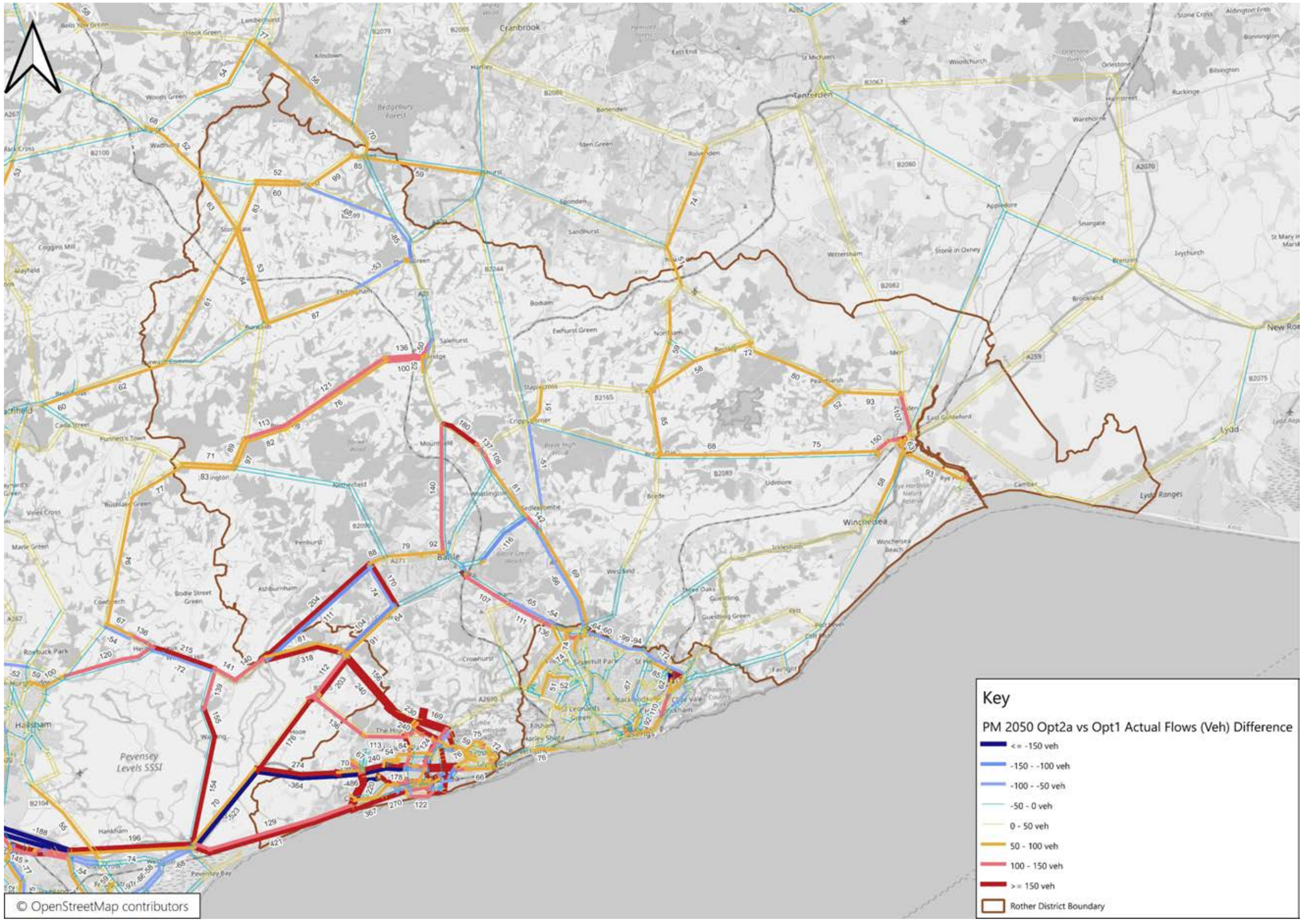

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50 - 100 sec
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Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Battle
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI

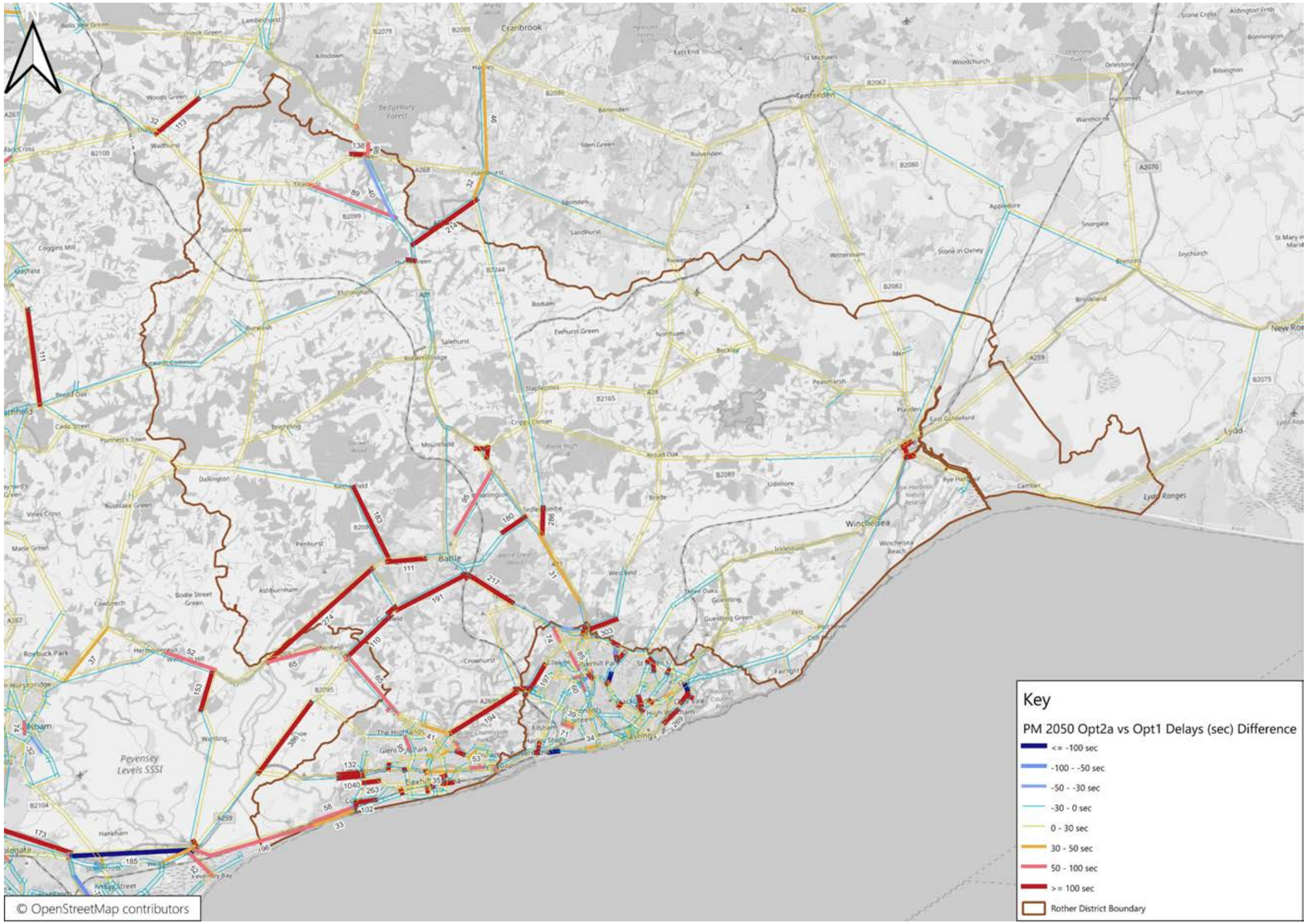

Key
IP 2050 Opt2a vs Opt1 Actual Flows (Veh) Difference
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100 - 150 veh
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Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Rye
Winchelsea
Hailsham
Pevensey Levels SSSI
Lydd Ranges

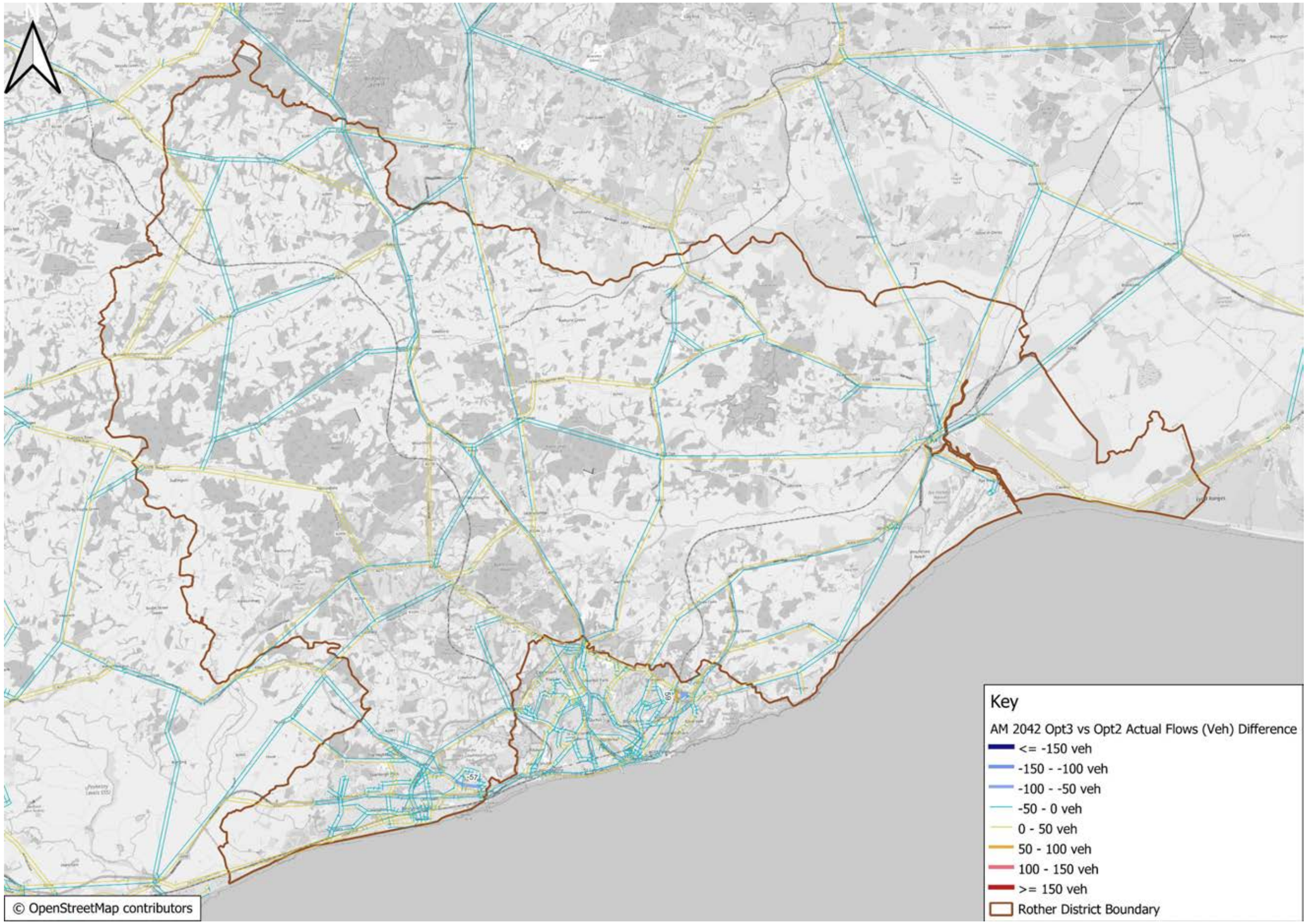

Key
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50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Battle
Bexhill-on-Sea
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI

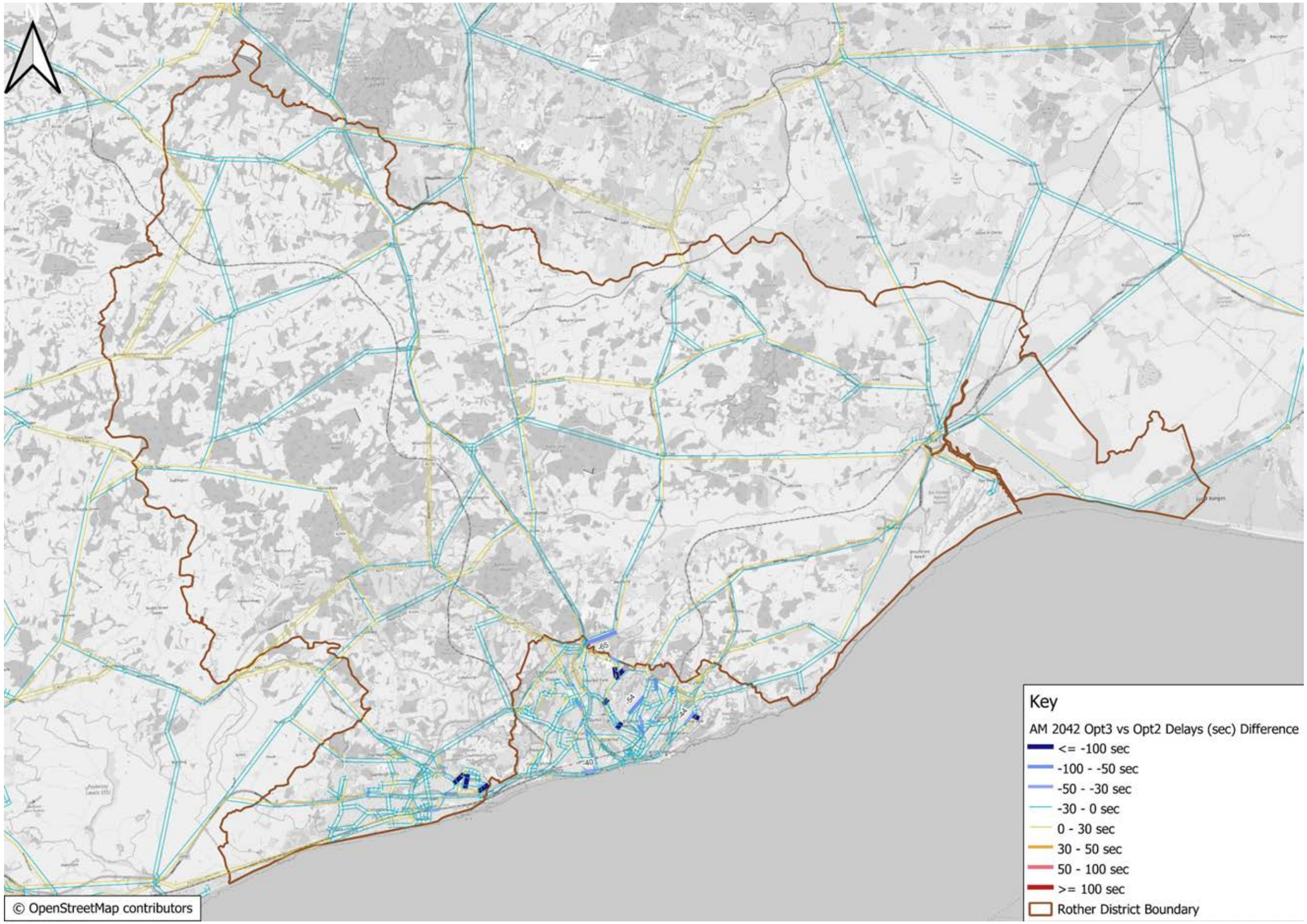

Key
PM 2042 Opt2a vs Opt1 Actual Flows (Veh) Difference
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0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Rolvenden
Sandhurst
Hawkhurst
Benenden
Biddenden
Headcorn
Staplecross
Mountfield
Battle
Robertsbridge
Hurst Green
Salehurst
Bodiam
Ewhurst Green
Northiam
Peasmarsh
Rye
Winchelsea
Winchelsea Beach
Icklesham
Camber
Lydd
Lydd Ranges
New Romney
Brookland
Ivychurch
Snargate
Appledore
Stone in Oxney
Wittersham
Woodchurch
Orlestone
Ruckinge
Bilsington
Bonnington
Aldington Frith
Stone Cross
Warehorne
Hamstreet
Pevensey Levels SSSI
Hailsham
Hankham
Pevensey Bay
Herstmonceux
Ashburnham
Penhurst
Bodle Street Green
Cowbeech
Roebuck Park
Hurstpierpoint
Coggins Mill
Mayfield
Punnetts Town
Cade Street
Black Down
Viney Cross
Rushlake Green
Marle Green
Woods Green
Hook Green
Bells Yew Green
Lamberhurst
Goudhurst
Kilndown
Mark Cross
Wadhurst
Burwash
Burwash Common
Stonegate
Etchingham
Three Oaks
Guestling
Guestling Green
Pett
Fairlight
Westfield
Udimore
Brede
Three Oaks
Crowhurst
Hastingleigh
Beckley
Iden
Old Romney
Dymchurch
Hythe
Saltwood
Clive Vale
Hollingrove
Ore
Hastings
St Leonards
Greeby
Combe
Ashburnham
Bexhill Park
Bodle Street Green
Ashburnham
Penhurst
Mountfield
Staplecross
Ewhurst Green
Bodiam
Salehurst
Burwash
Etchingham
Hurst Green
Sandhurst
Benenden
Cranbrook
Tenterden
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Woods Green
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Mark Cross
Coggins Mill
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Roebuck Park
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Pevensey Levels SSSI
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Coggins Mill
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Black Down
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Pevensey Levels SSSI
Pevensey Bay
Herstmonceux

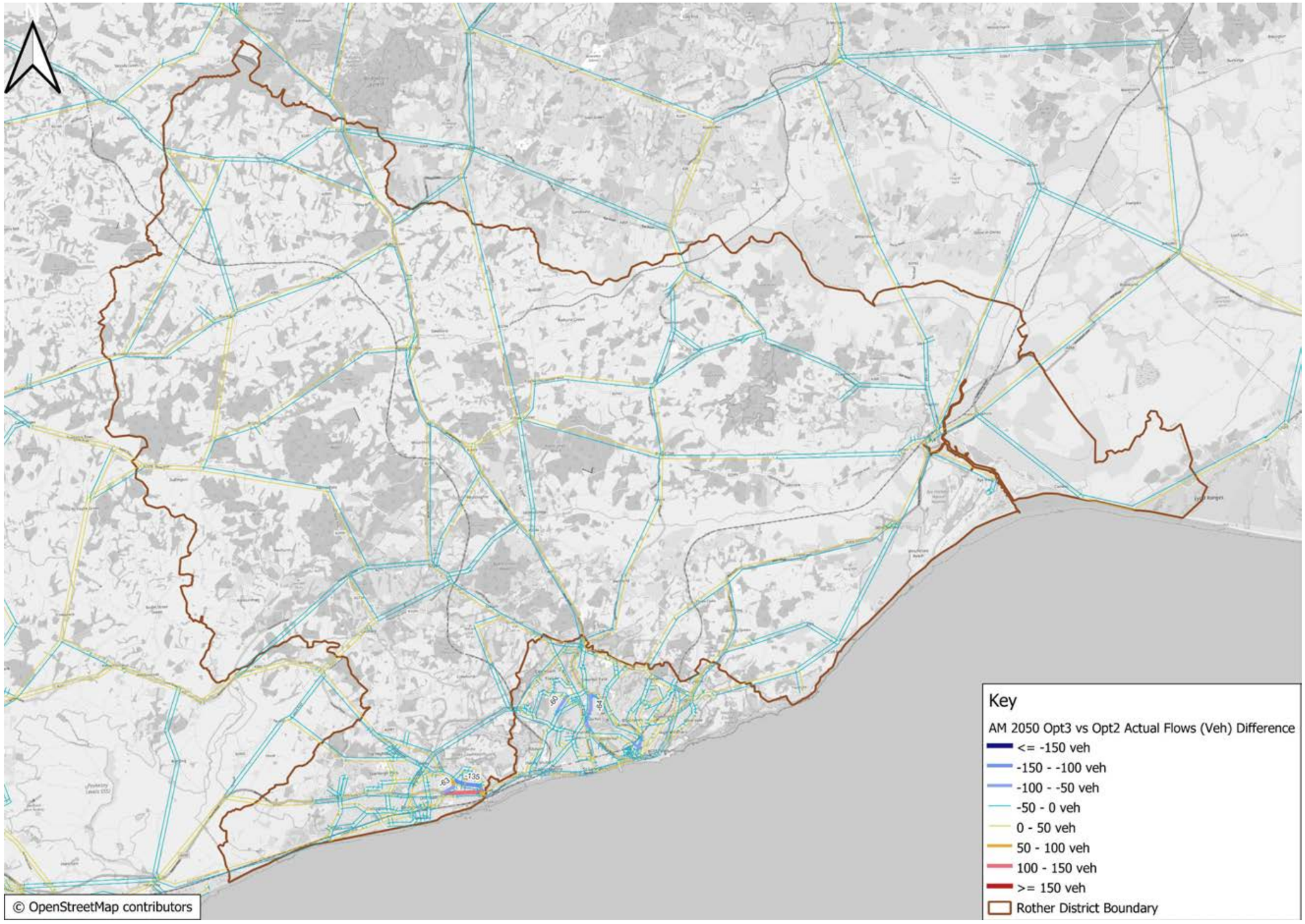

Cranbrook
Tenterden
Hawkhurst
Battle
Rye
Winchelsea
Hastings
Lydd
Pevensey Levels SSSI
Key
PM 2042 Opt2a vs Opt1 Delays (sec) Difference
<= -100 sec
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-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

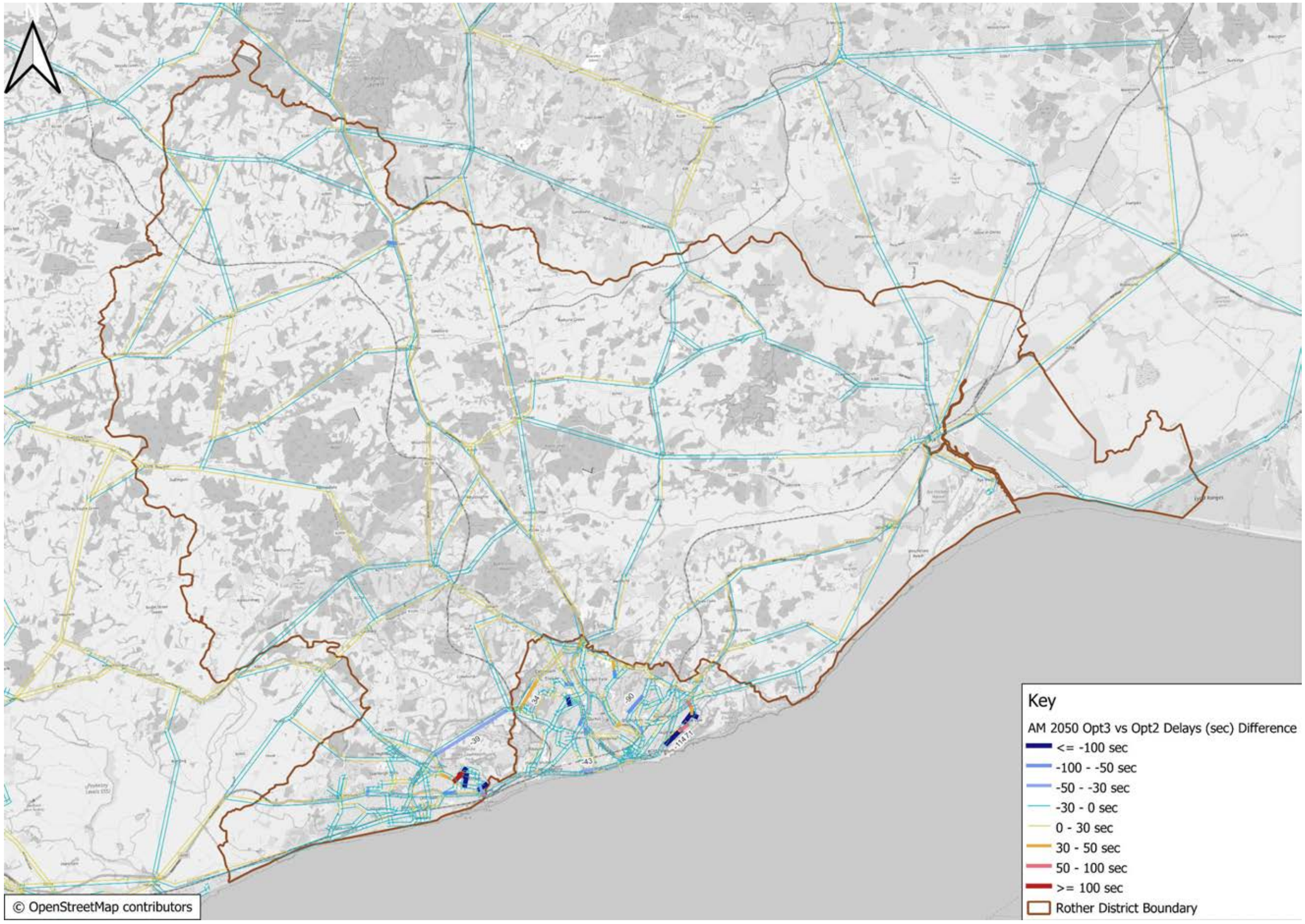

Cranbrook
Tenterden
Battle
Winchelsea
Hastings
Rye
Lydd
Pevensey Levels SSSI
Key
PM 2050 Opt2a vs Opt1 Actual Flows (Veh) Difference
<= -150 veh
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0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

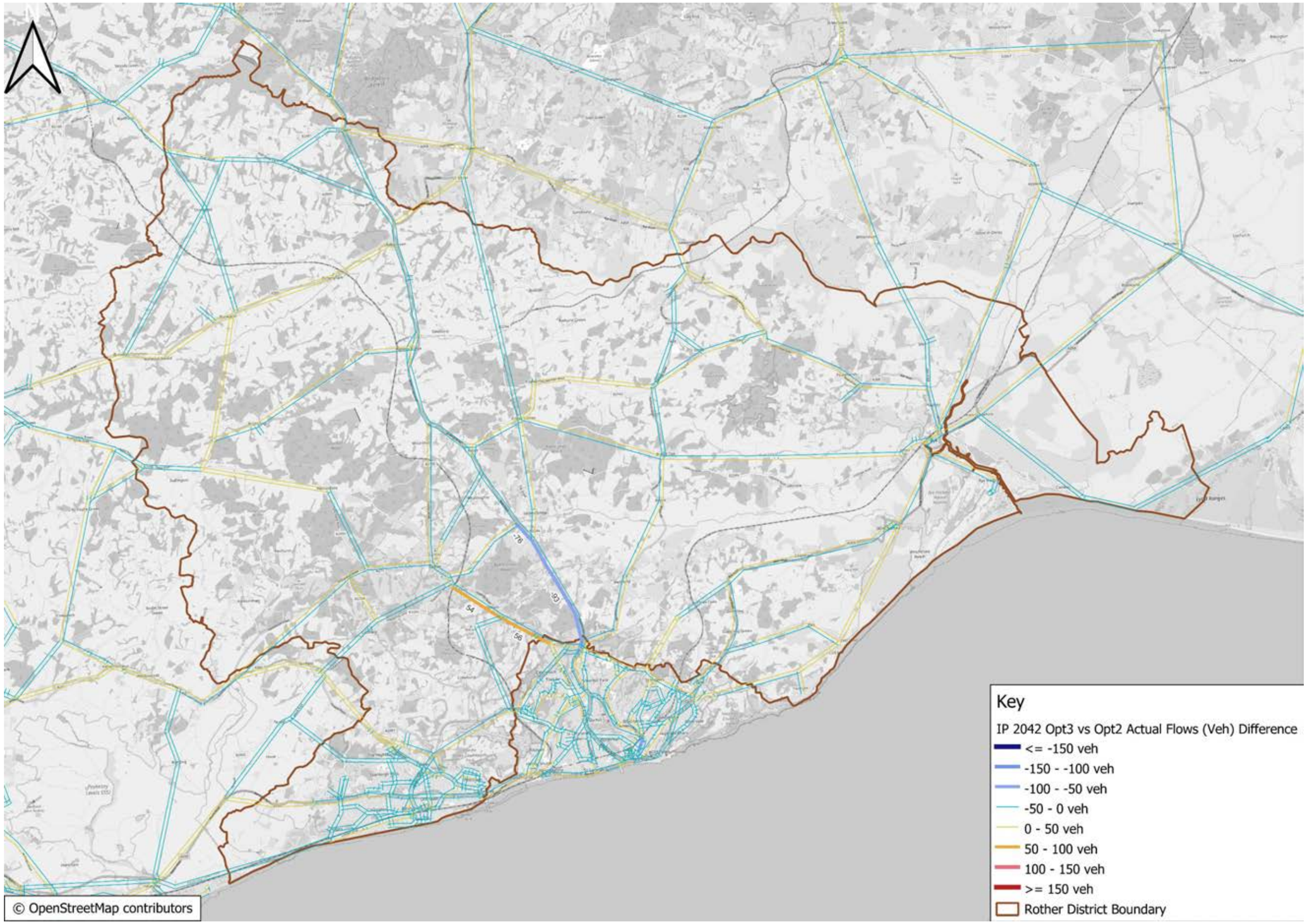

Key
PM 2050 Opt2a vs Opt1 Delays (sec) Difference
<= -100 sec
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30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors
Cranbrook
Tenterden
Hastings
Battle
Rye
Winchelsea
Lydd
Pevensey Levels SSSI

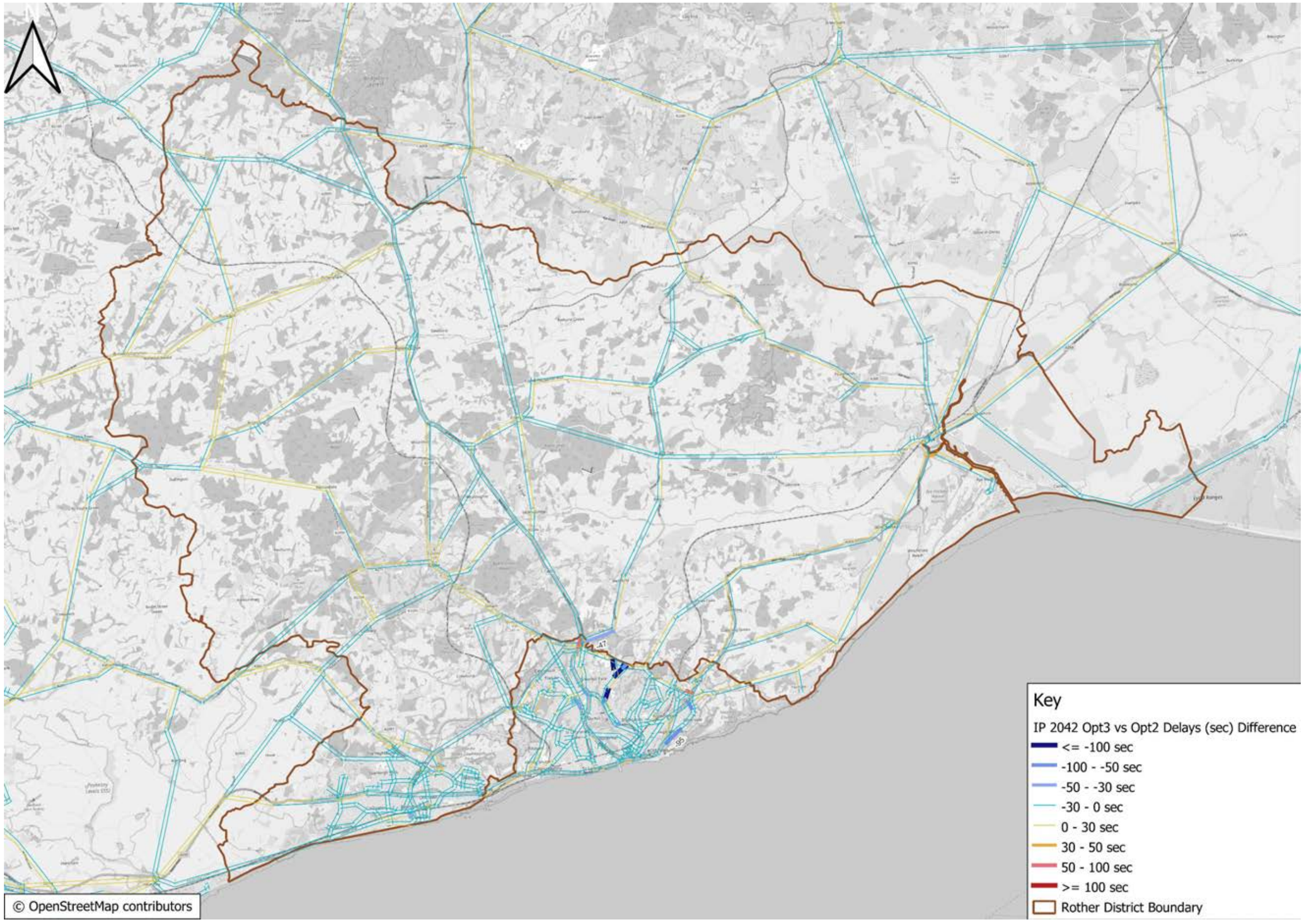

Key
AM 2042 Opt3 vs Opt2 Actual Flows (Veh) Difference
<= -150 veh
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100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

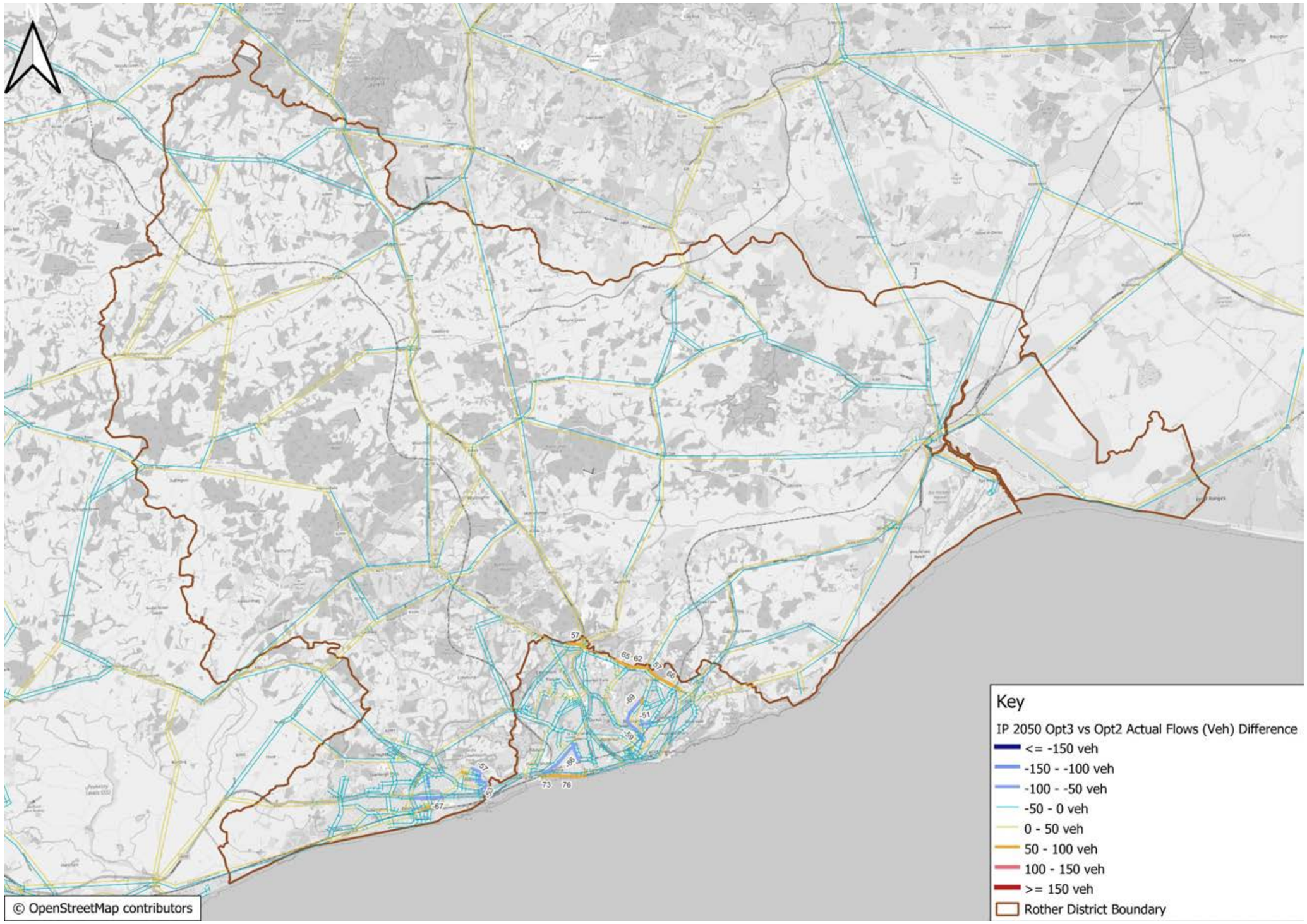

Key
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Rother District Boundary
© OpenStreetMap contributors

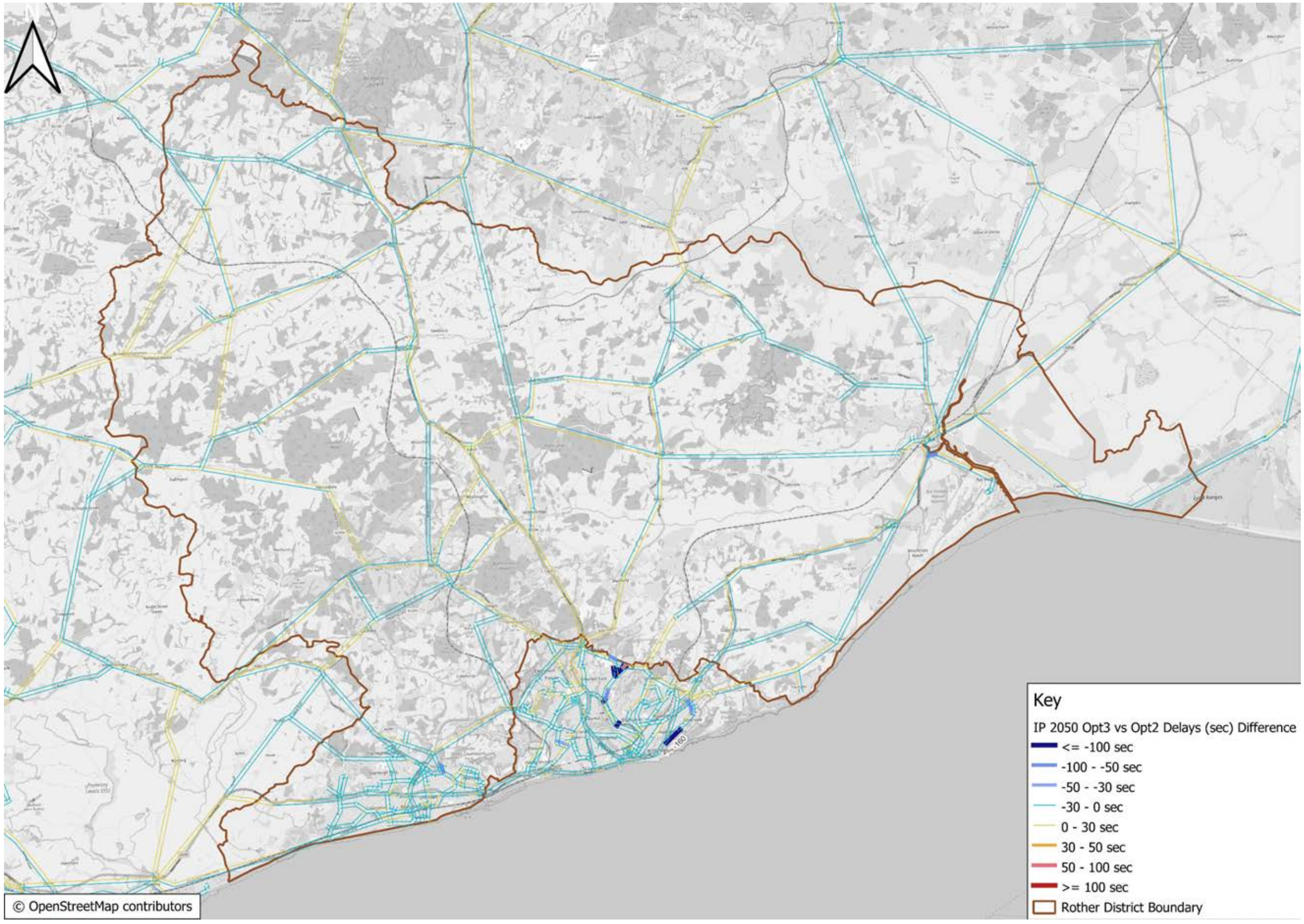

Key
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Rother District Boundary
© OpenStreetMap contributors

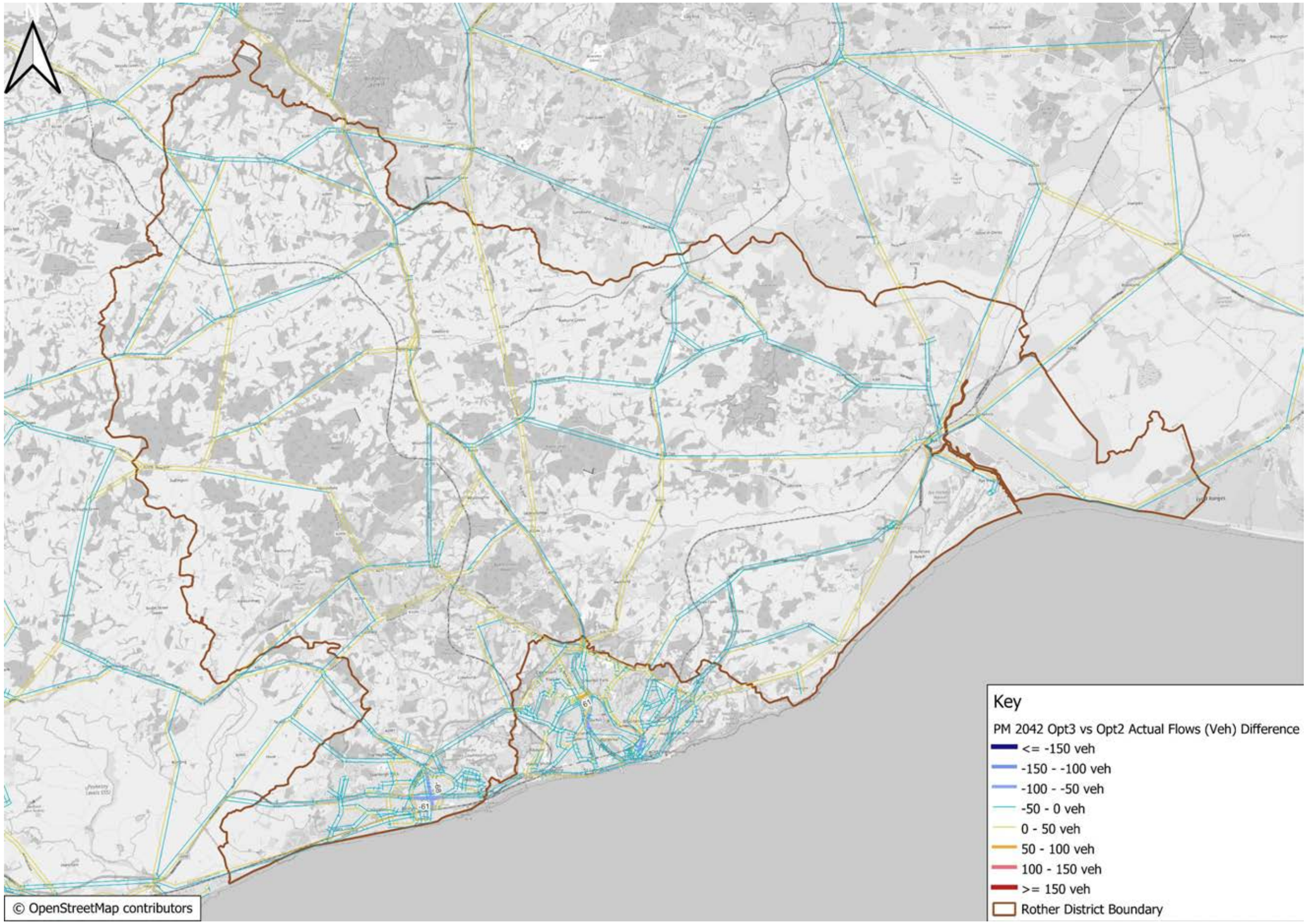

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Rother District Boundary
© OpenStreetMap contributors

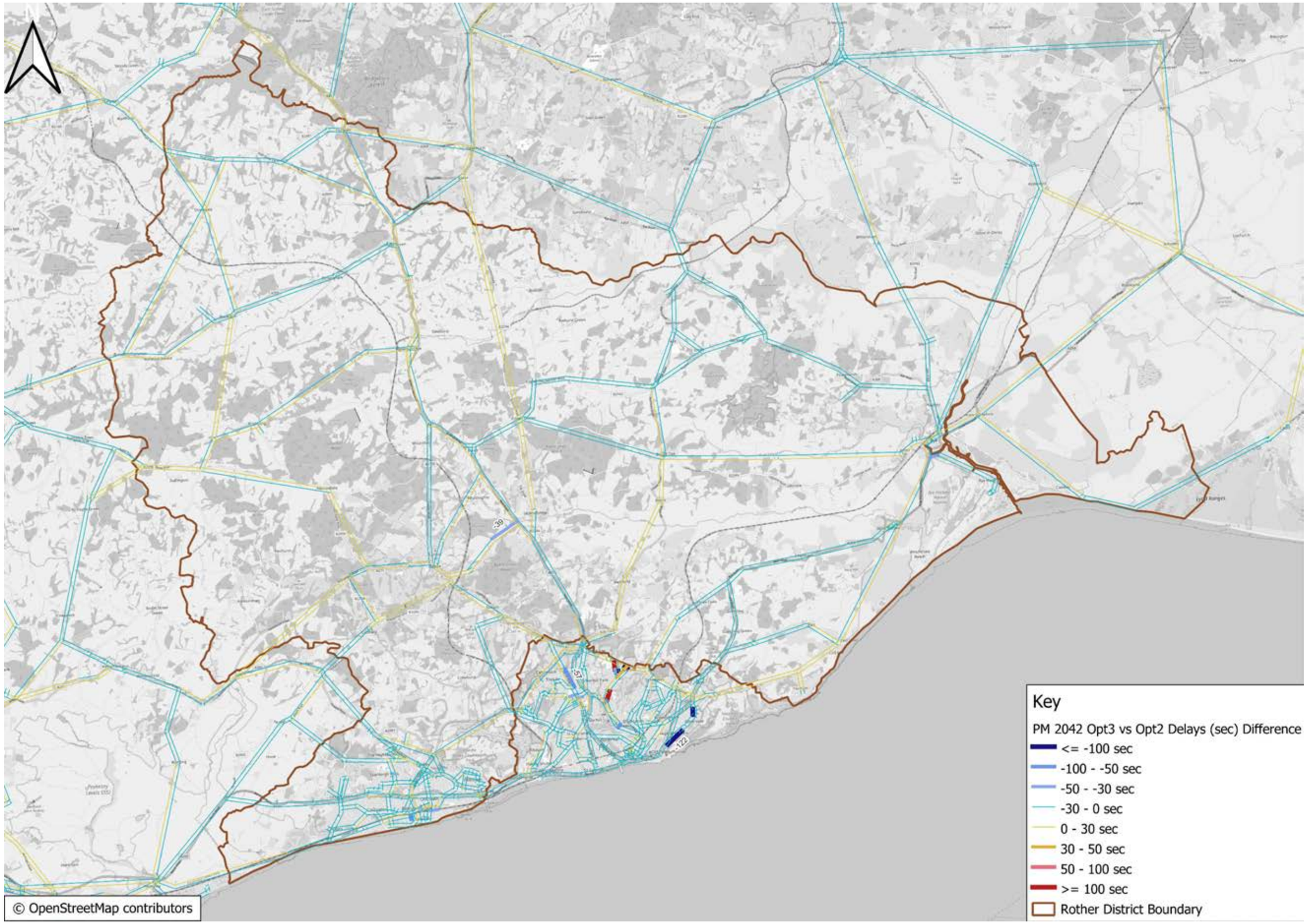

Key
IP 2042 Opt3 vs Opt2 Actual Flows (Veh) Difference
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>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

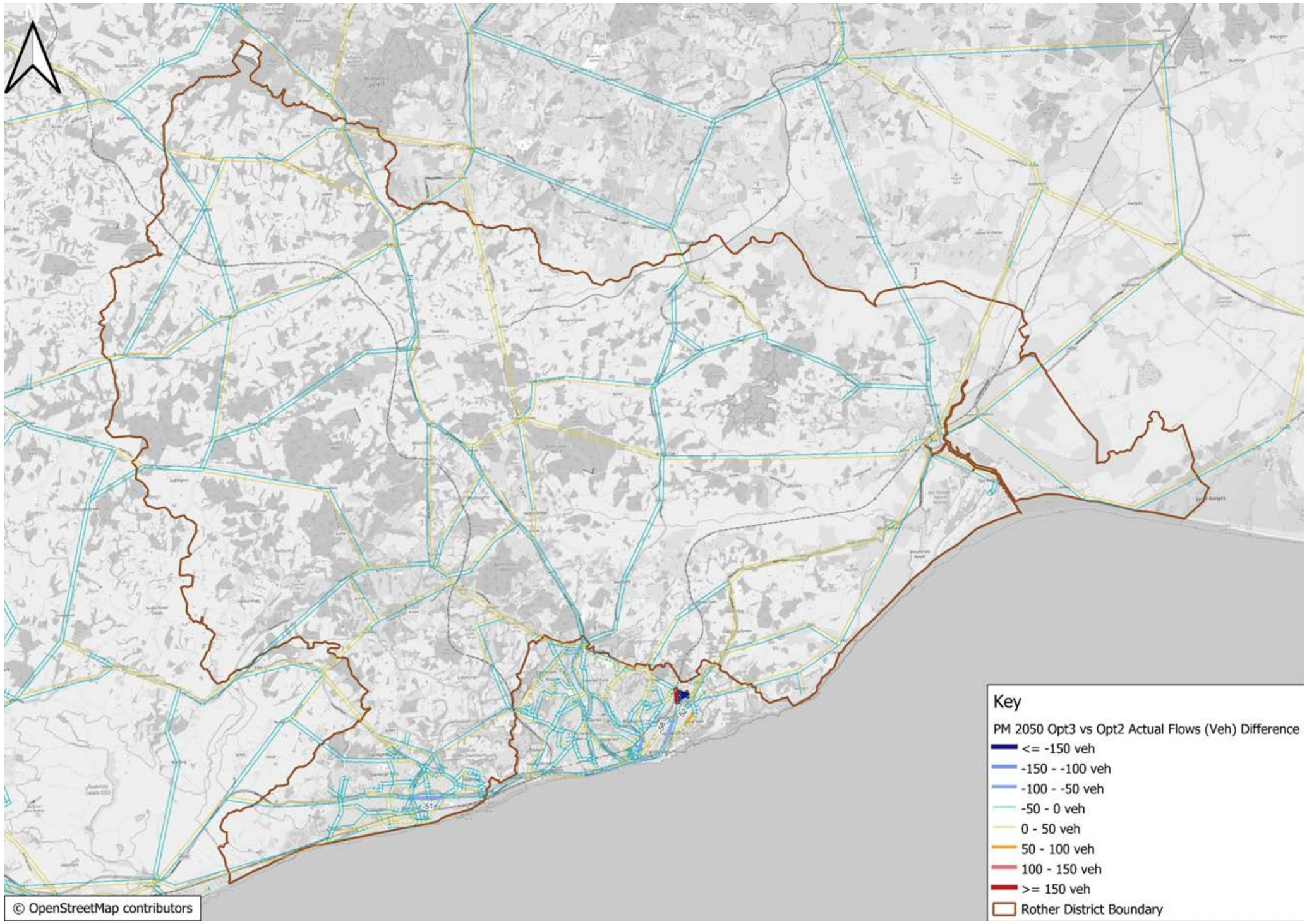

Key
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Rother District Boundary
© OpenStreetMap contributors

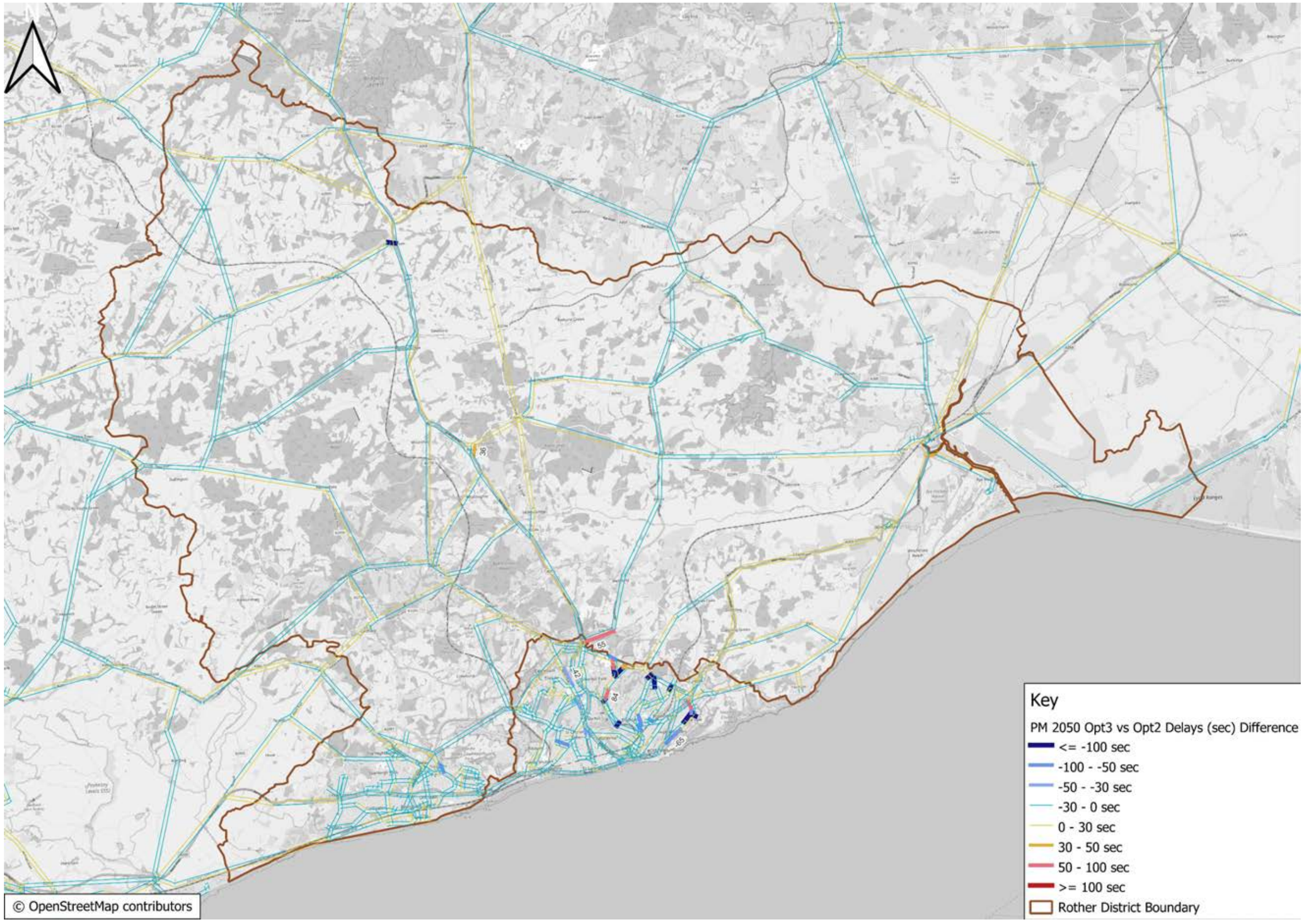

Key
IP 2050 Opt3 vs Opt2 Actual Flows (Veh) Difference
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100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

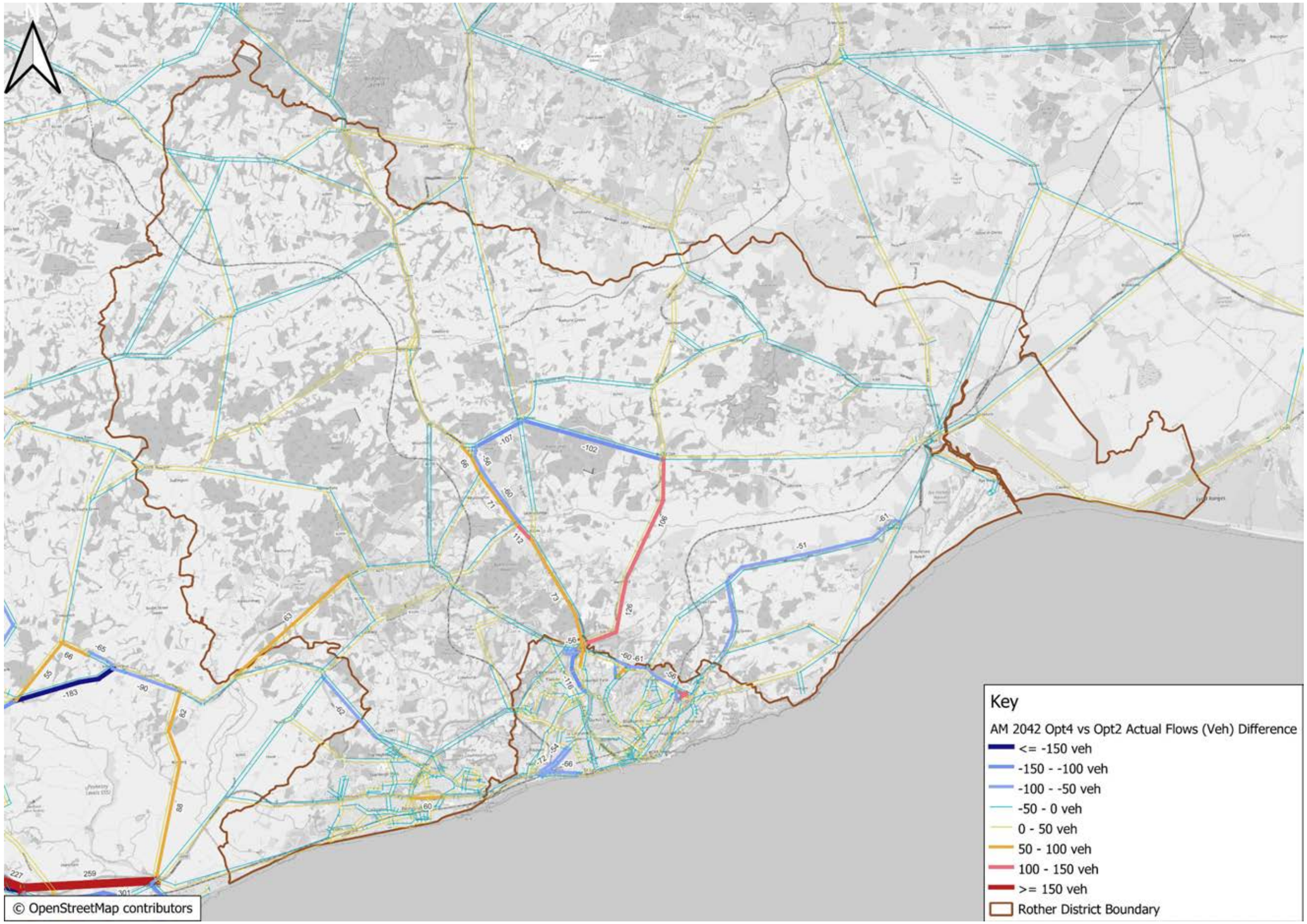

Key
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50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

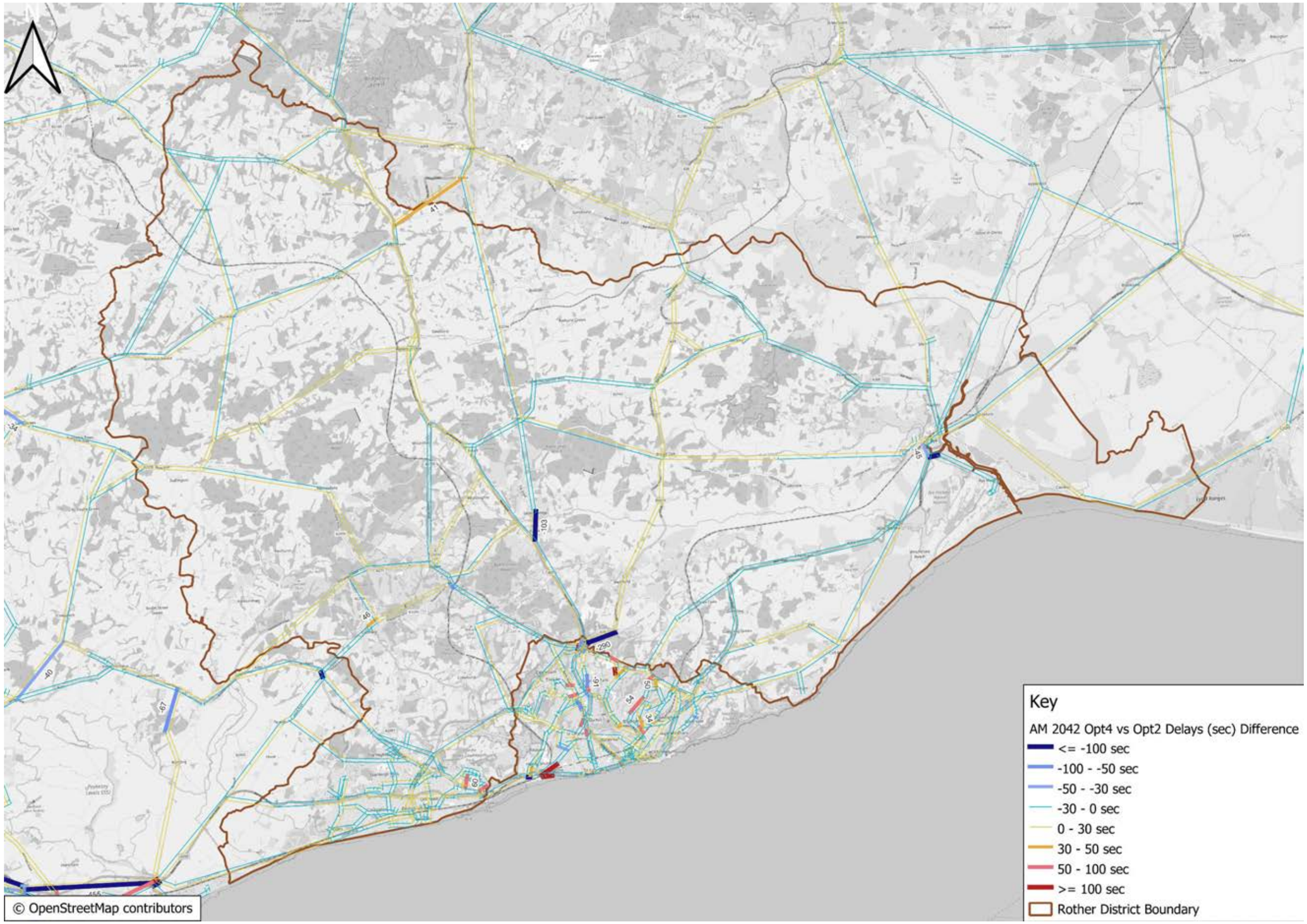

Key
PM 2042 Opt3 vs Opt2 Actual Flows (Veh) Difference
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>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

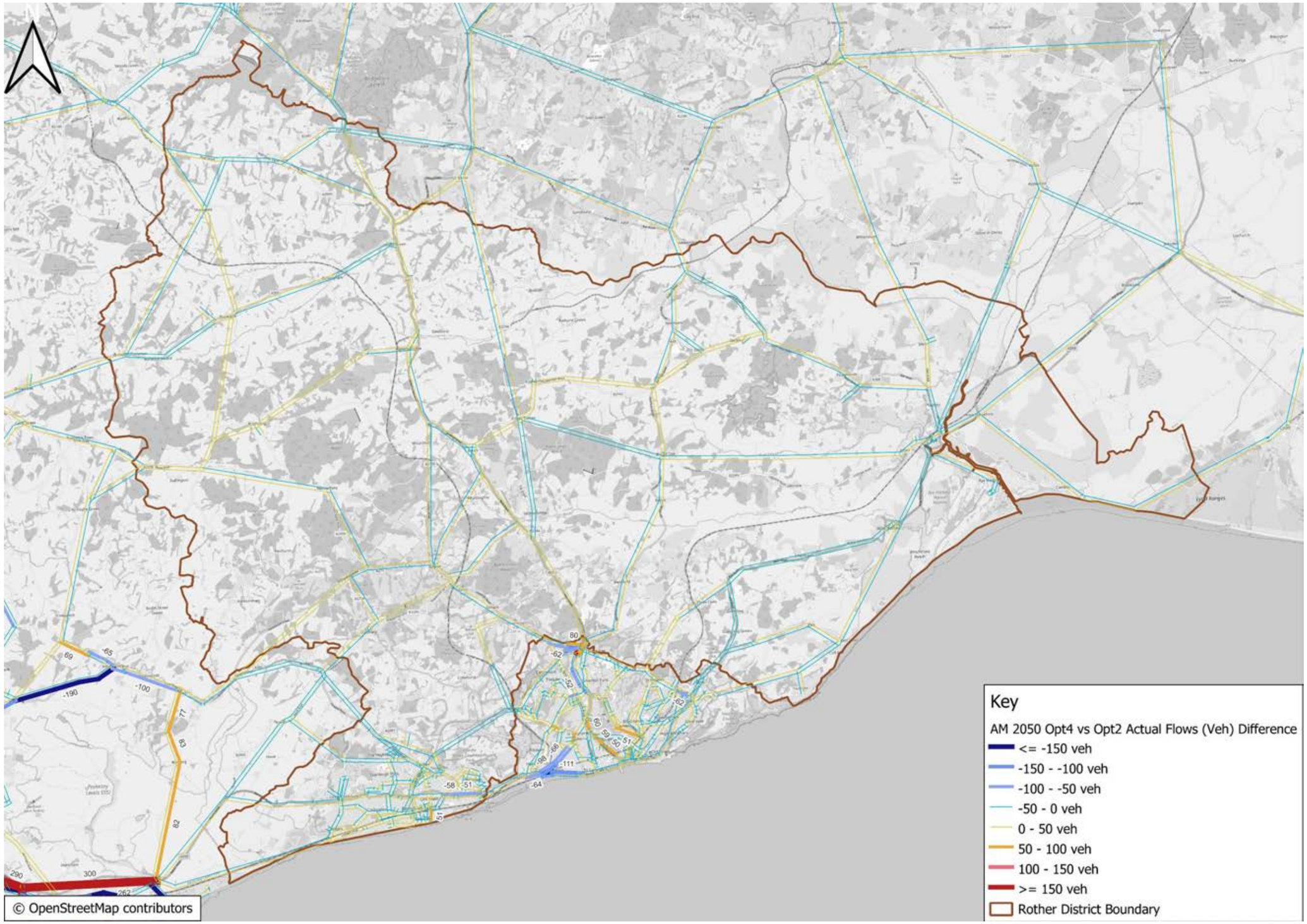

Key
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50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

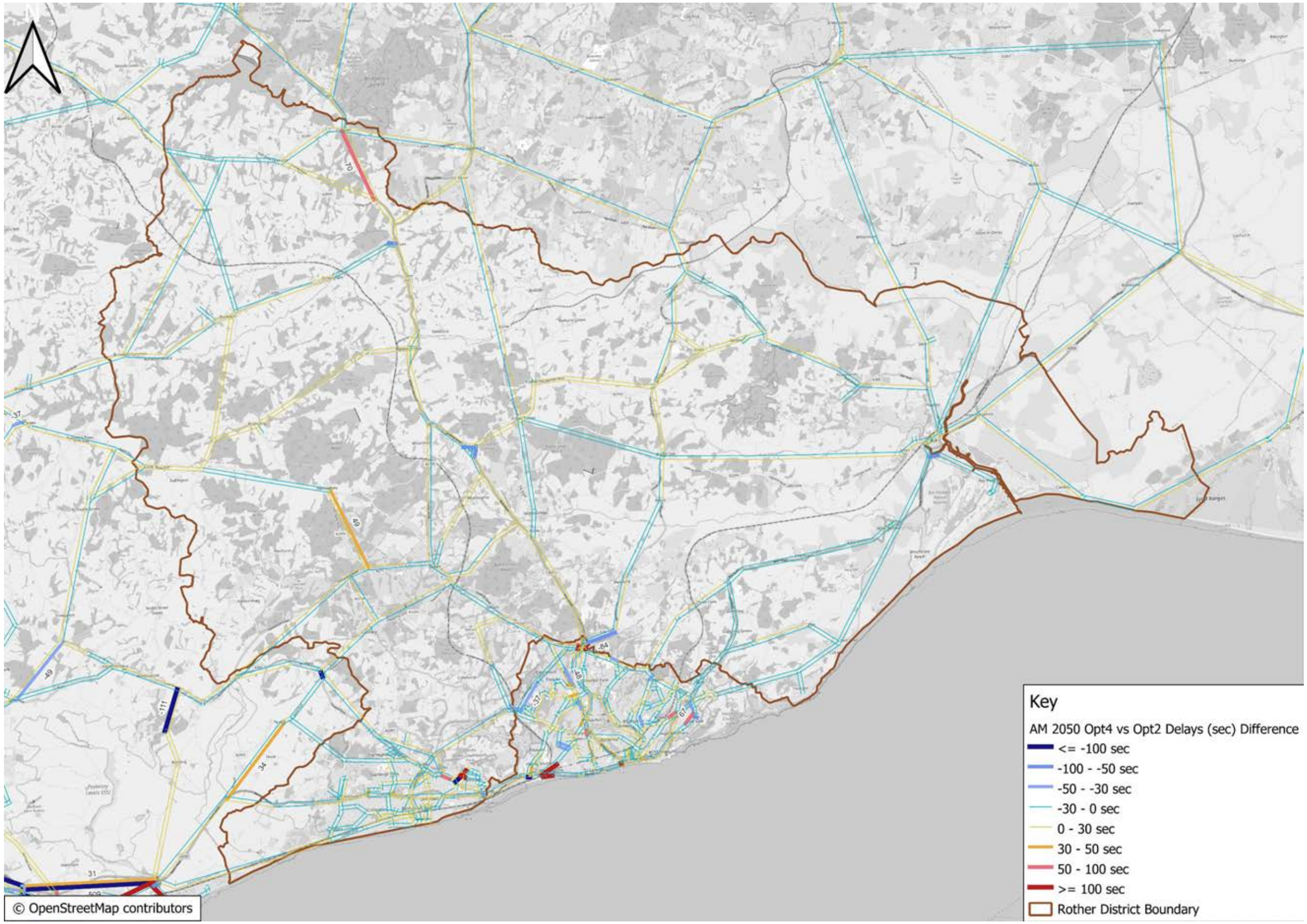

Key
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>= 150 veh
Rother District Boundary
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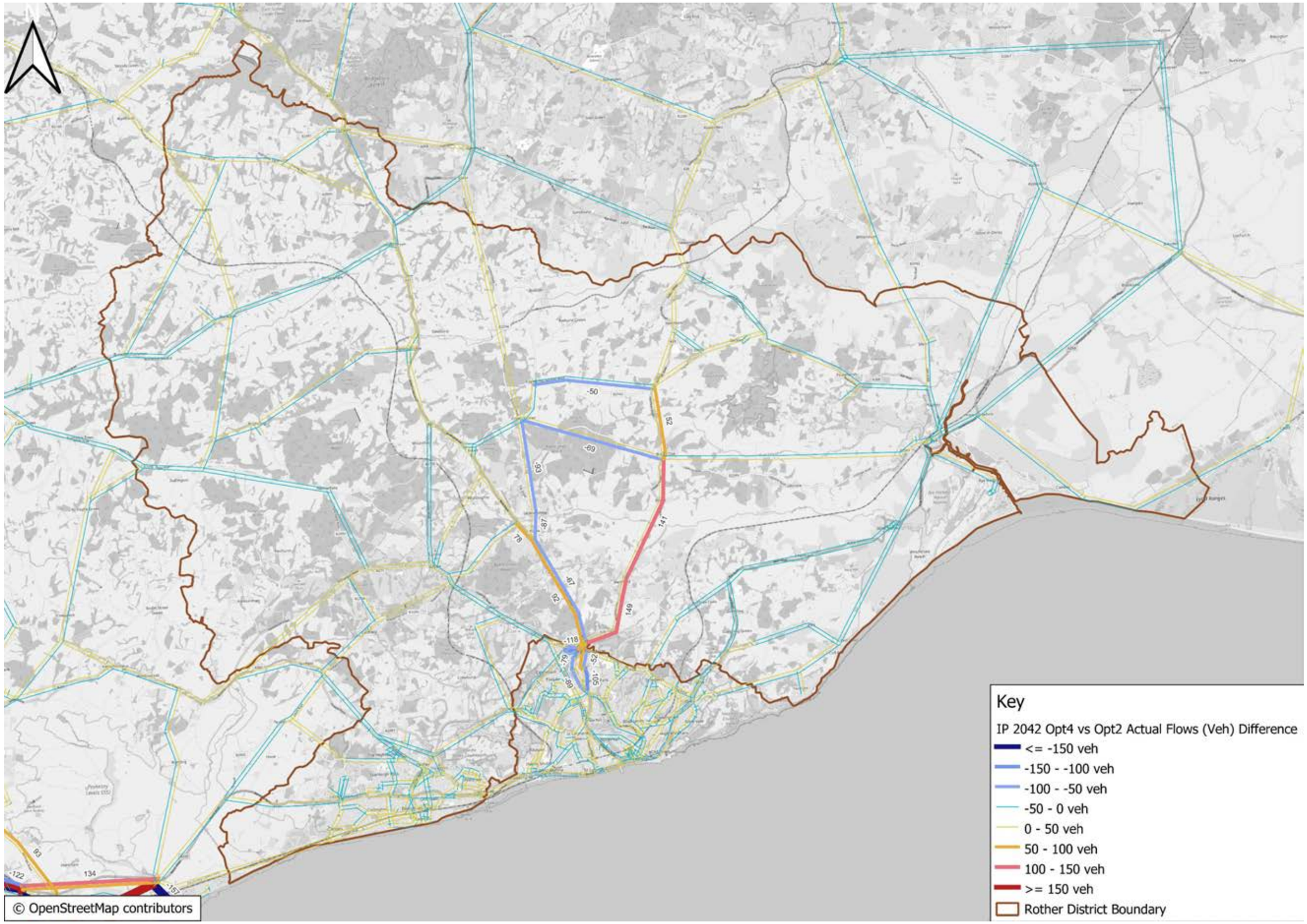

Key
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>= 100 sec
Rother District Boundary
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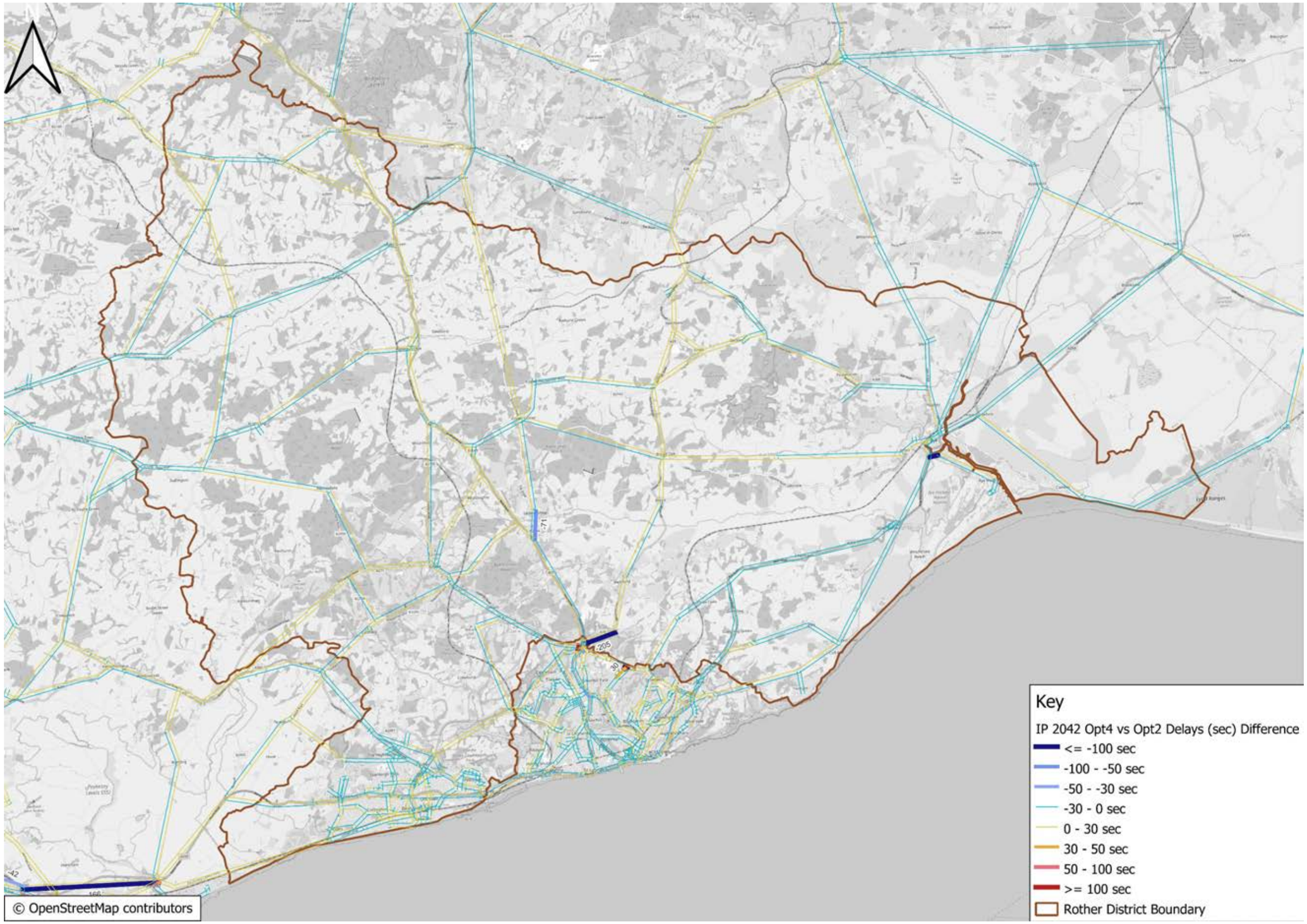

Key
AM 2042 Opt4 vs Opt2 Actual Flows (Veh) Difference
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100 - 150 veh
>= 150 veh
Rother District Boundary
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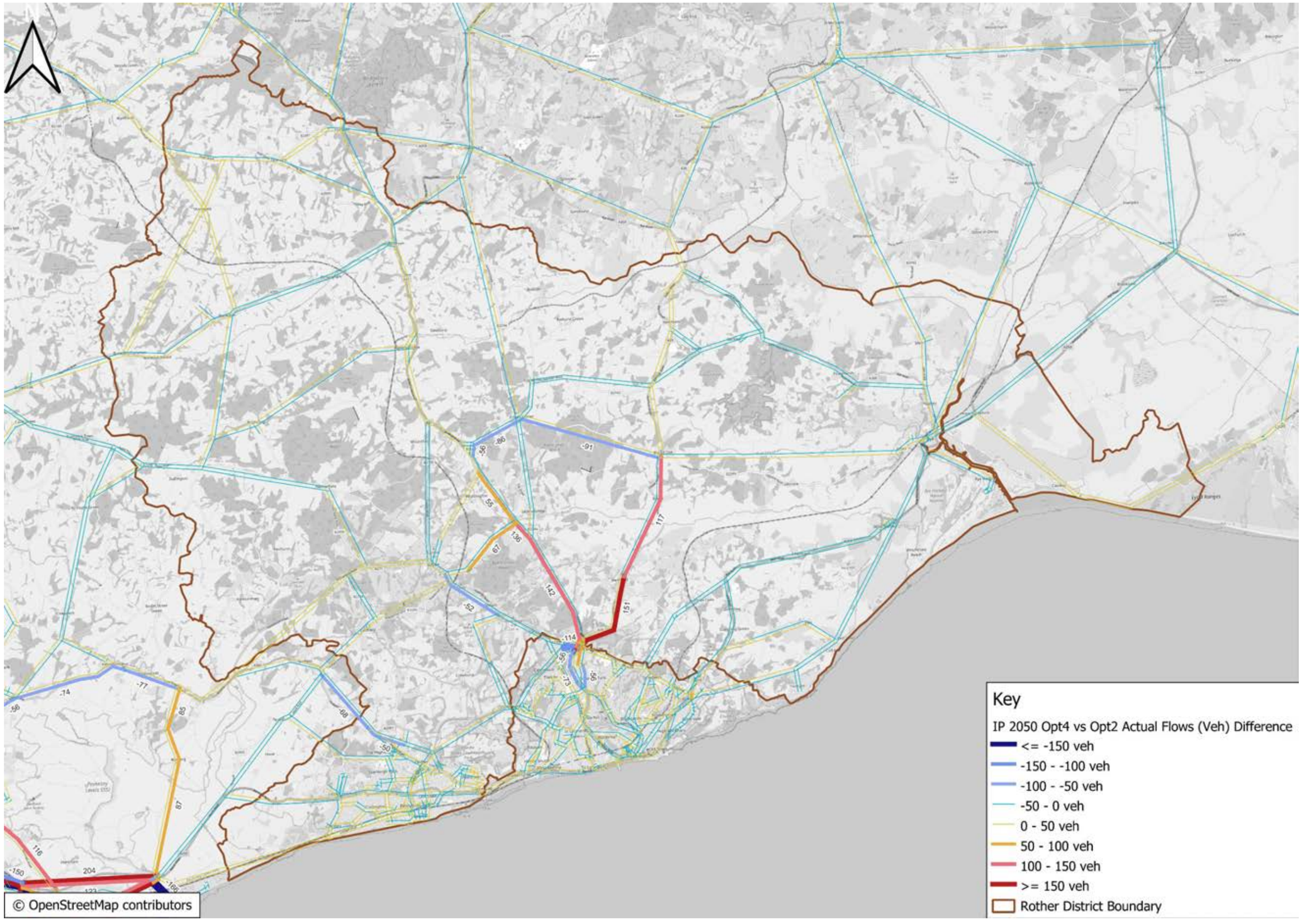

Key
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30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
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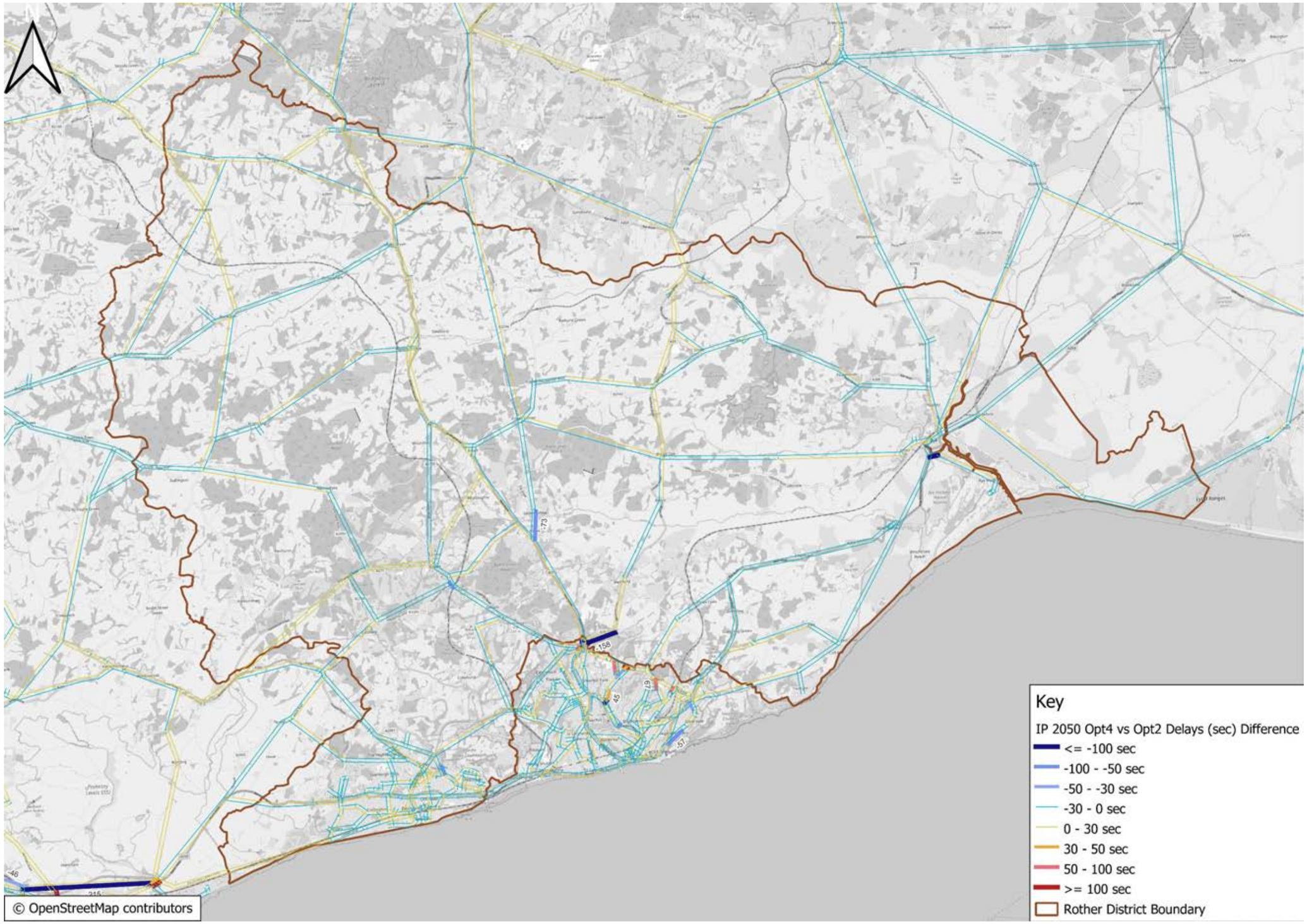

Key
AM 2050 Opt4 vs Opt2 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
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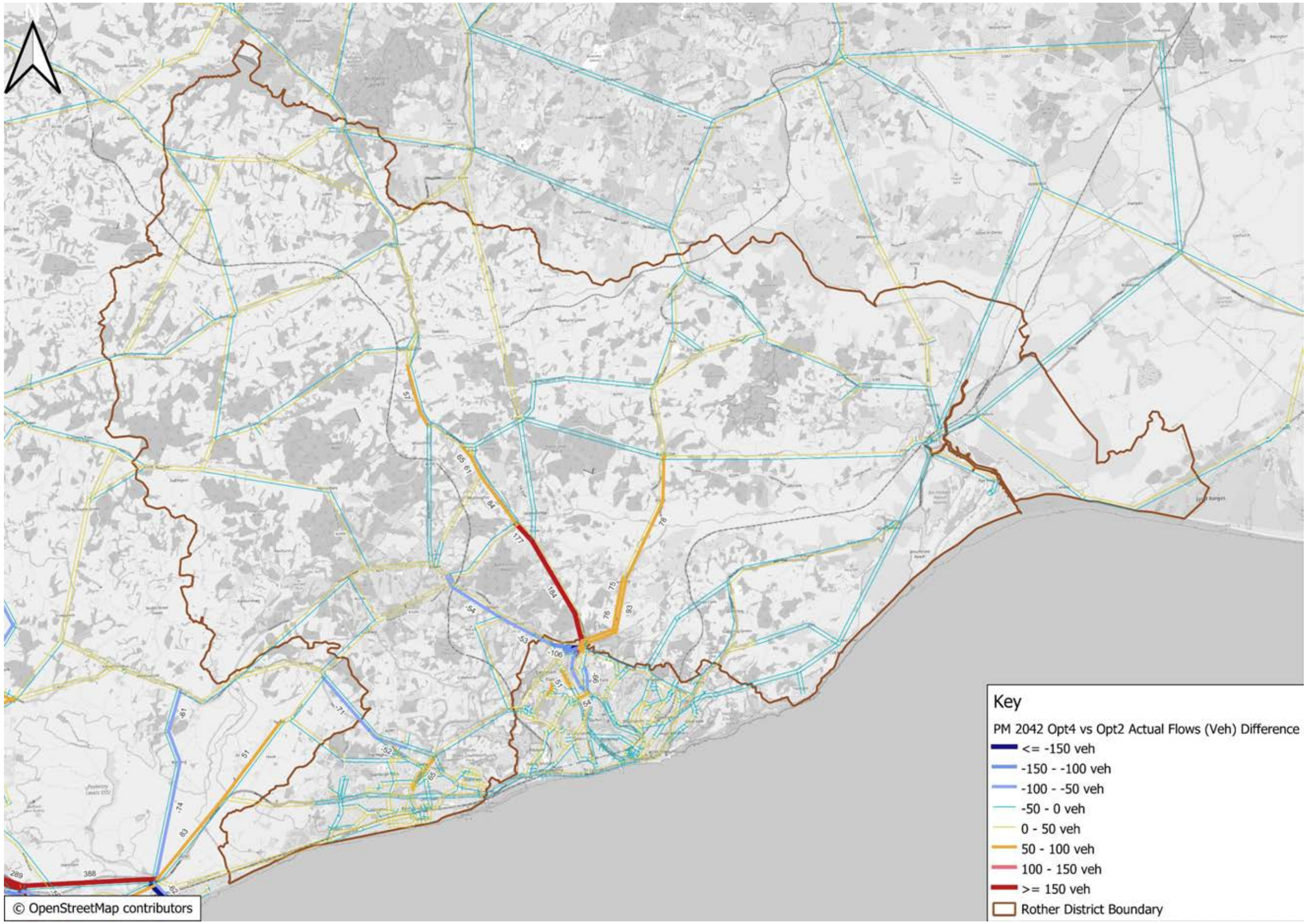

Key
AM 2050 Opt4 vs Opt2 Delays (sec) Difference
<= -100 sec
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-30 - 0 sec
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30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
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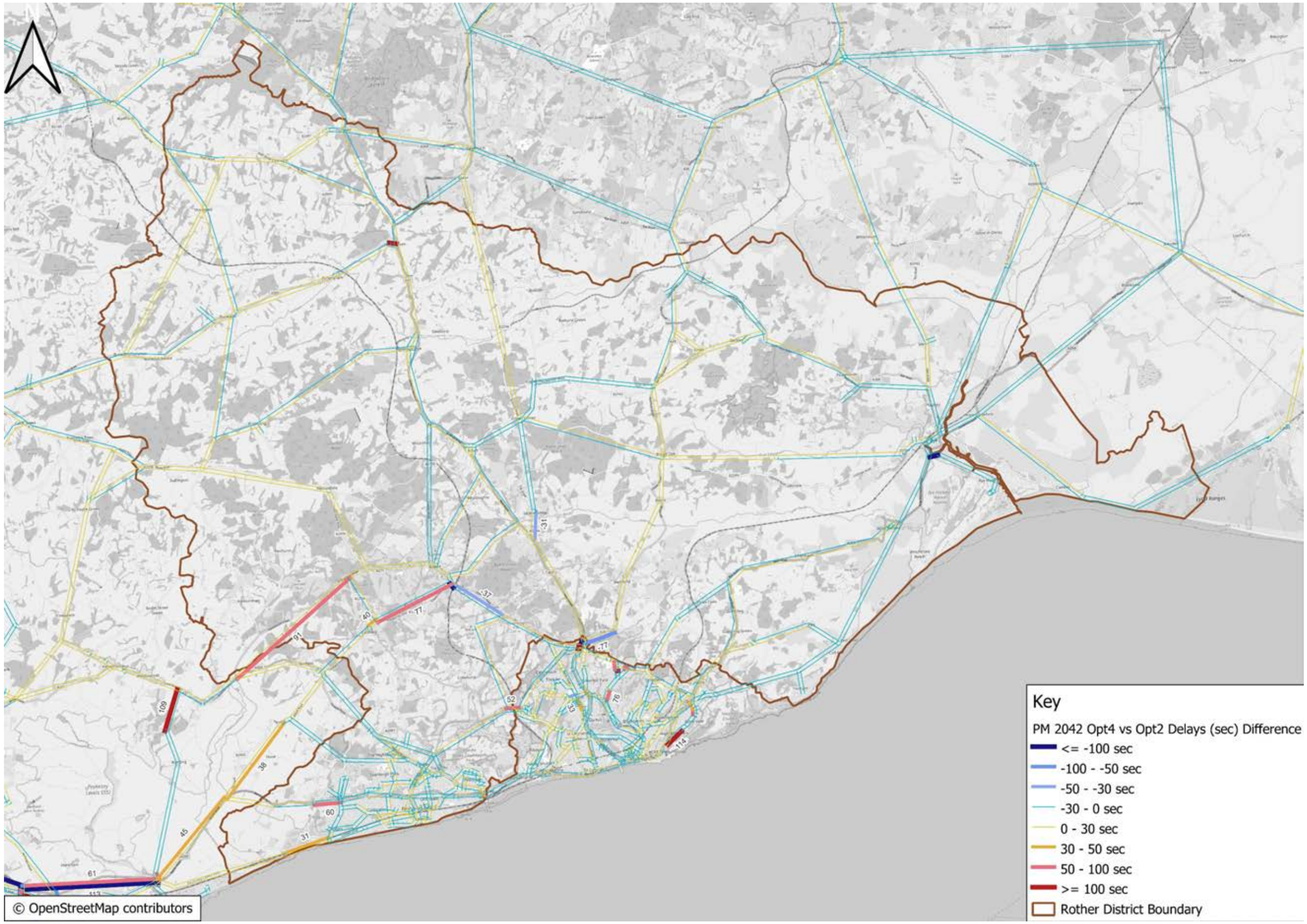

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-105
-89
93
134
-122
-151
© OpenStreetMap contributors
Key
IP 2042 Opt4 vs Opt2 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
-100 - -50 veh
-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary

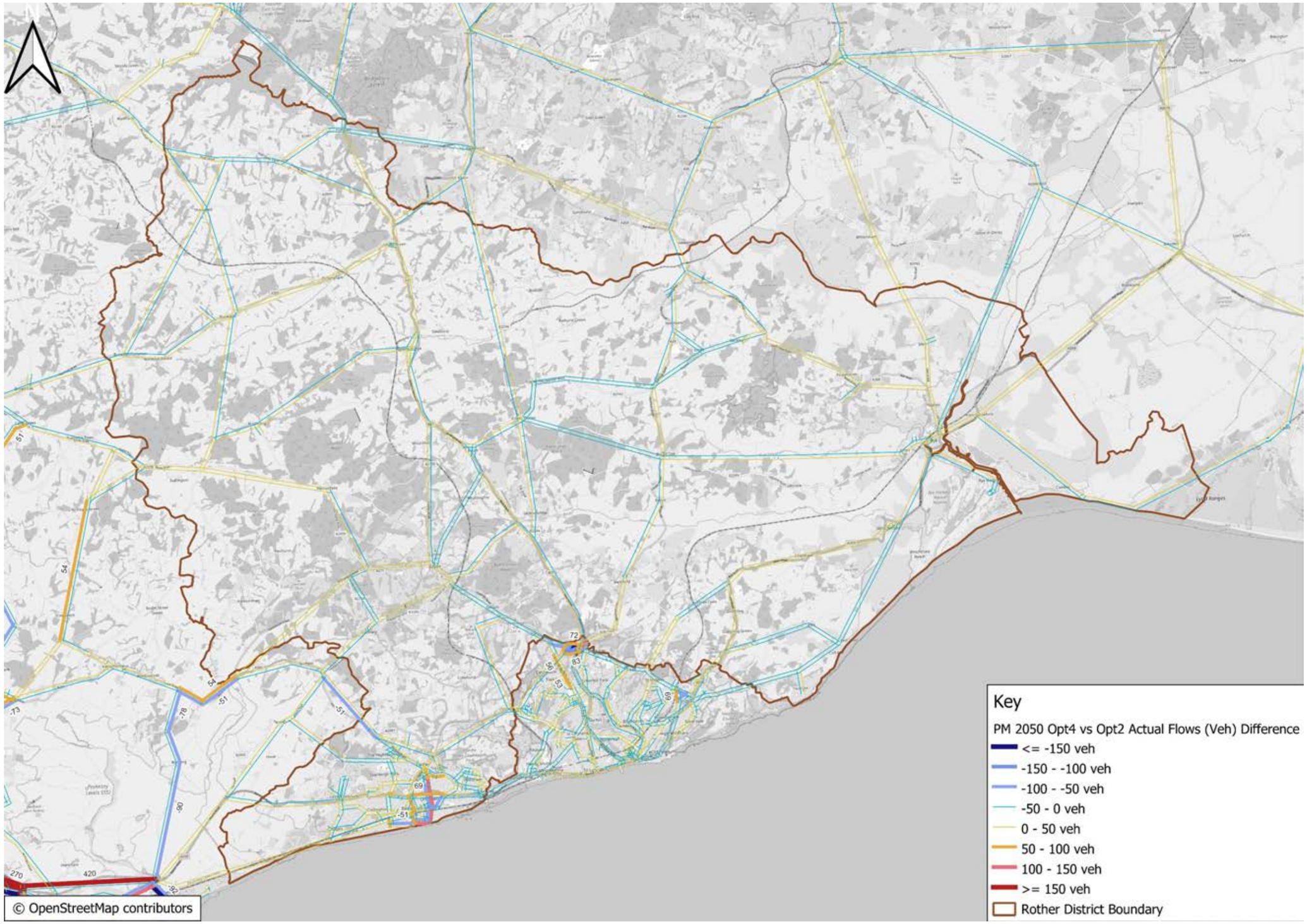

Key
IP 2042 Opt4 vs Opt2 Delays (sec) Difference
<= -100 sec
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-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

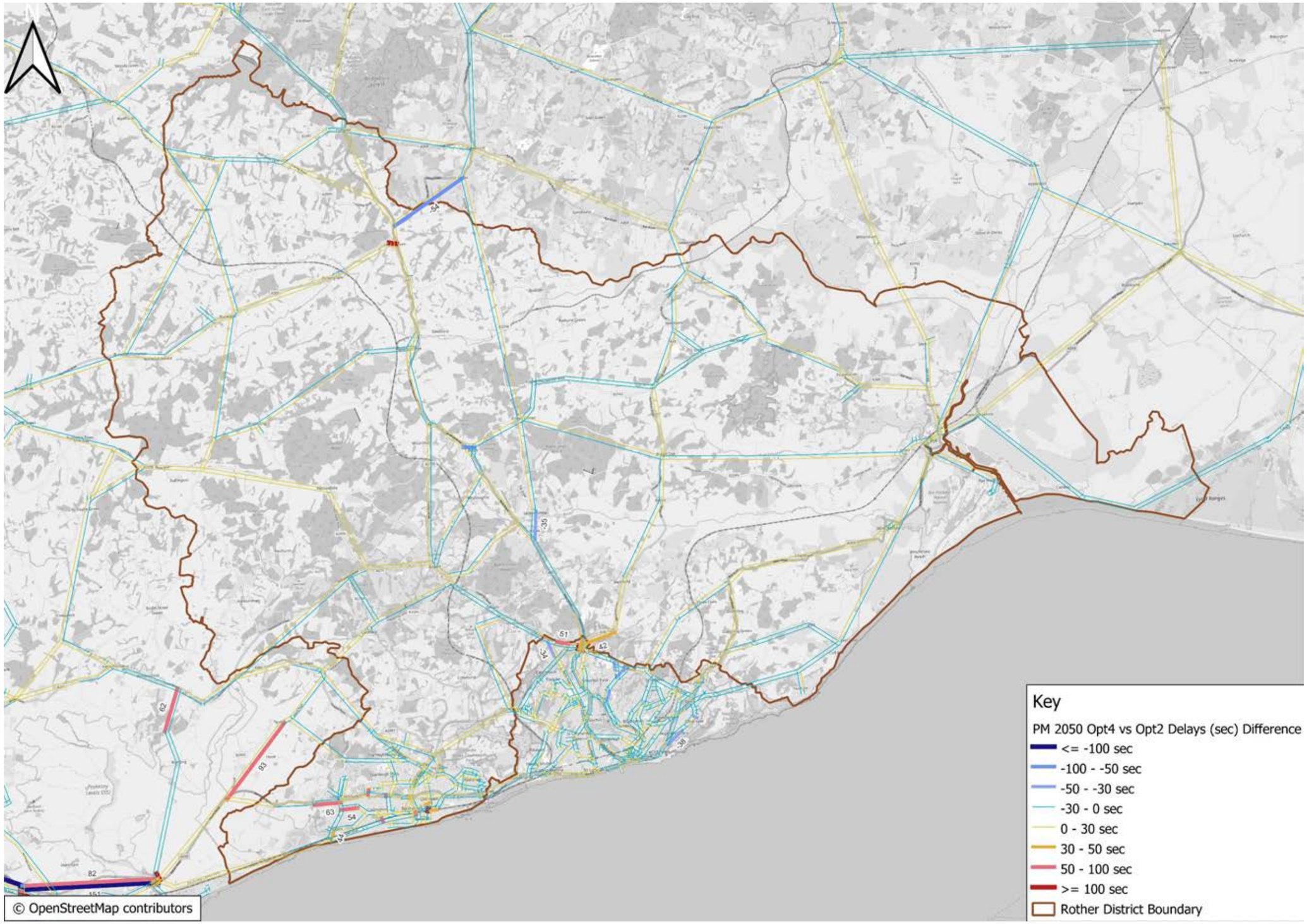

Key
IP 2050 Opt4 vs Opt2 Actual Flows (Veh) Difference
<= -150 veh
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-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

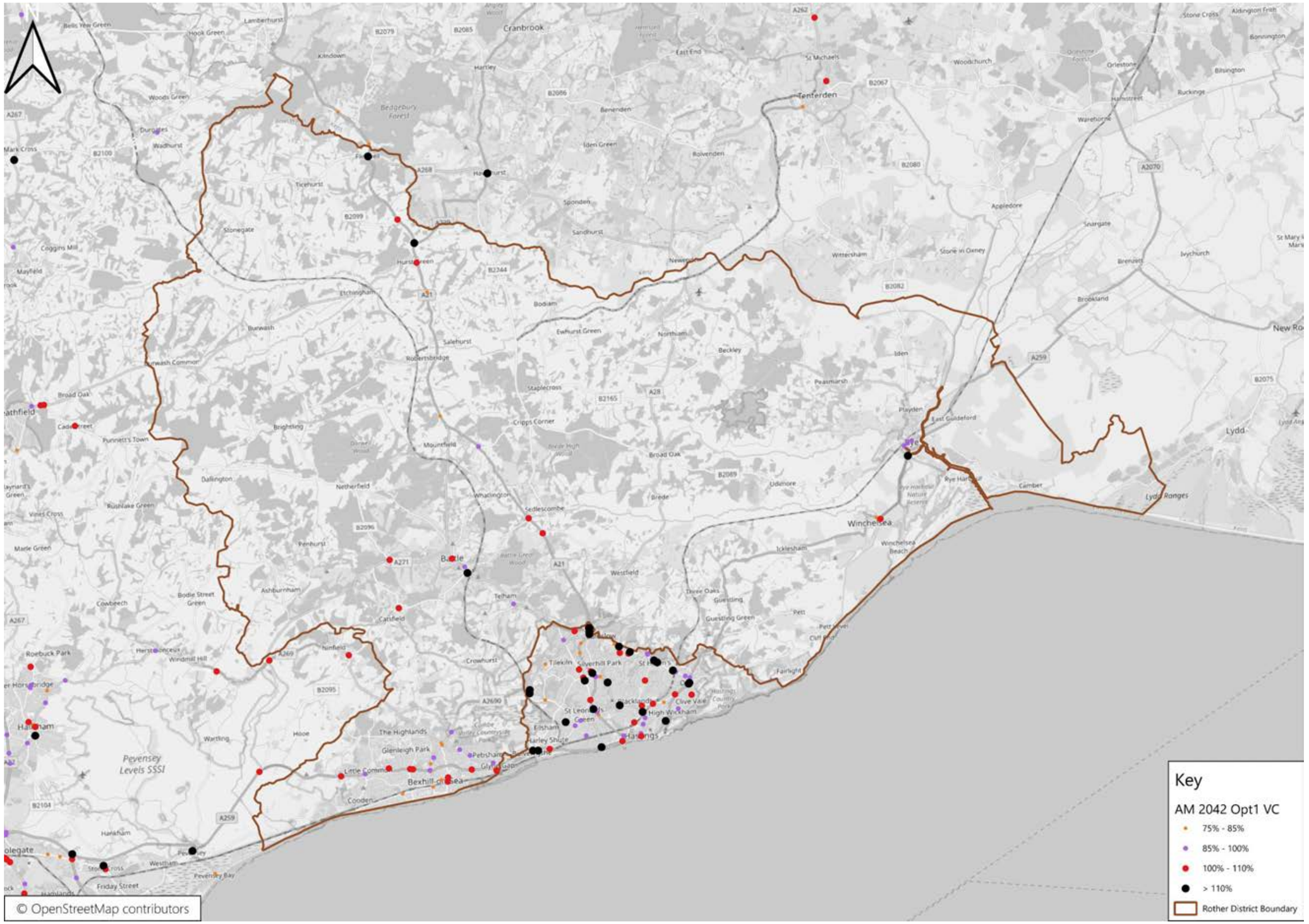

Key
IP 2050 Opt4 vs Opt2 Delays (sec) Difference
<= -100 sec
-100 - -50 sec
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-30 - 0 sec
0 - 30 sec
30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors


Key
PM 2042 Opt4 vs Opt2 Actual Flows (Veh) Difference
<= -150 veh
-150 - -100 veh
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-50 - 0 veh
0 - 50 veh
50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors

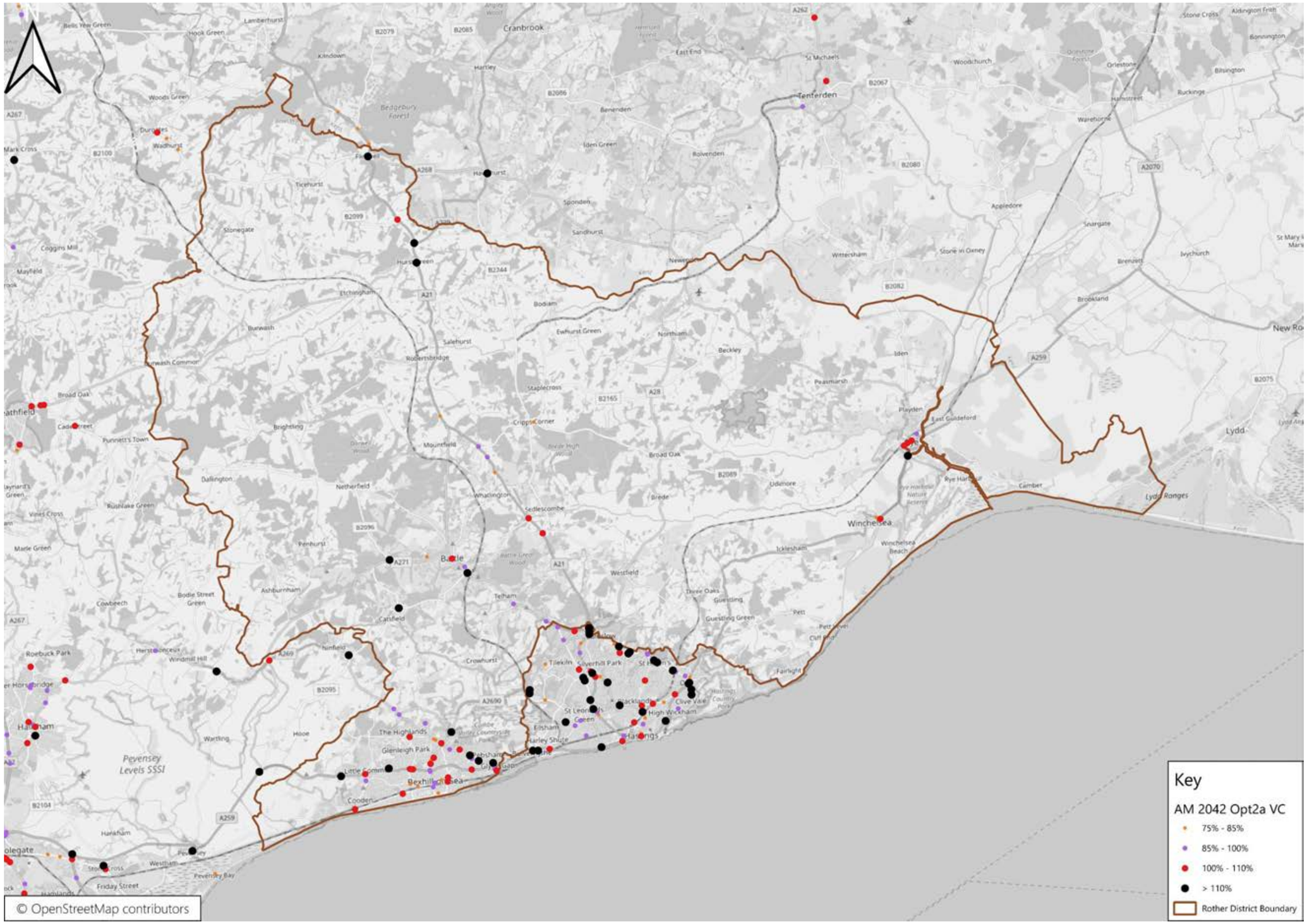

Key
PM 2042 Opt4 vs Opt2 Delays (sec) Difference
<= -100 sec
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30 - 50 sec
50 - 100 sec
>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

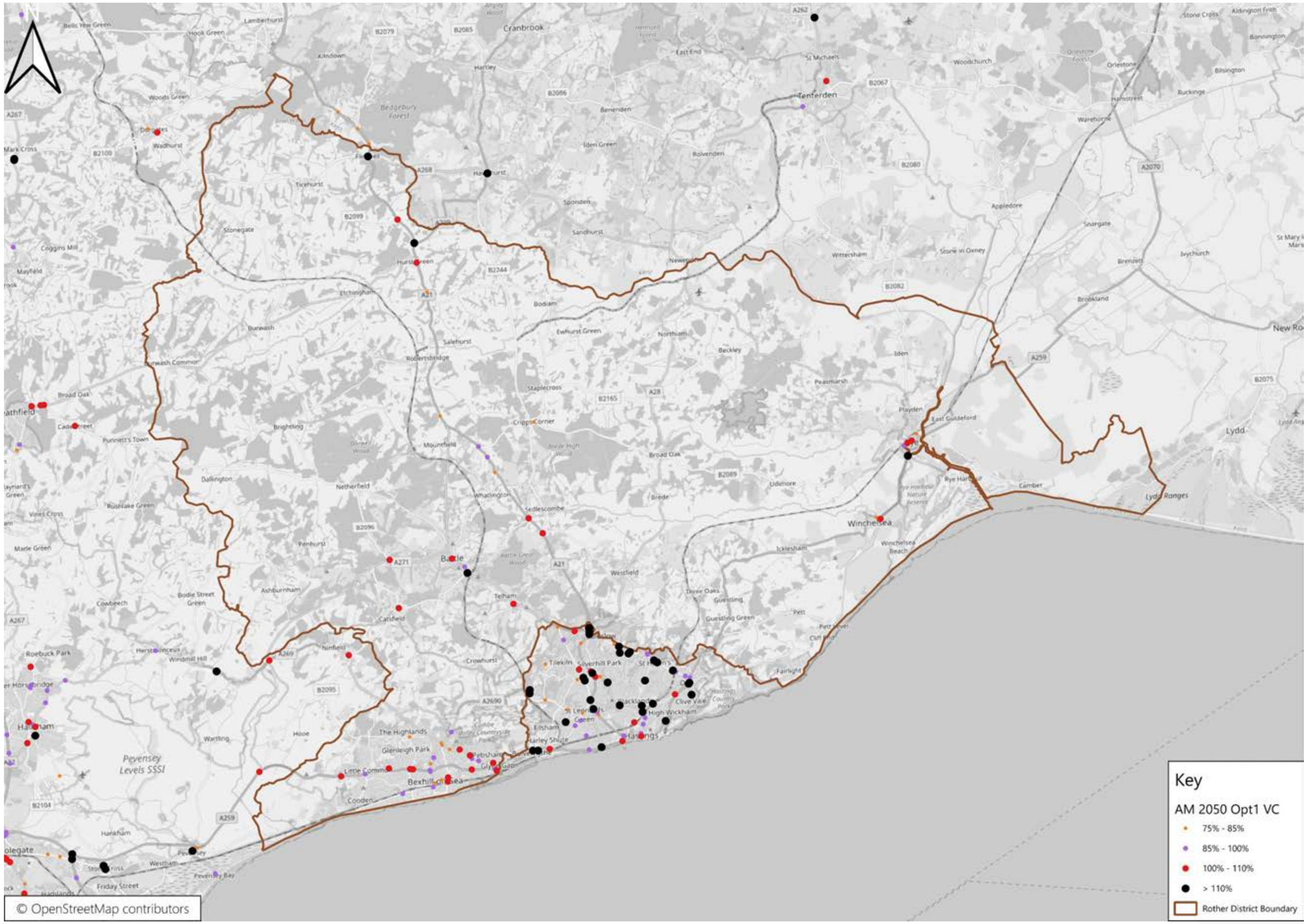

Key
PM 2050 Opt4 vs Opt2 Actual Flows (Veh) Difference
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50 - 100 veh
100 - 150 veh
>= 150 veh
Rother District Boundary
© OpenStreetMap contributors


Key
PM 2050 Opt4 vs Opt2 Delays (sec) Difference
<= -100 sec
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>= 100 sec
Rother District Boundary
© OpenStreetMap contributors

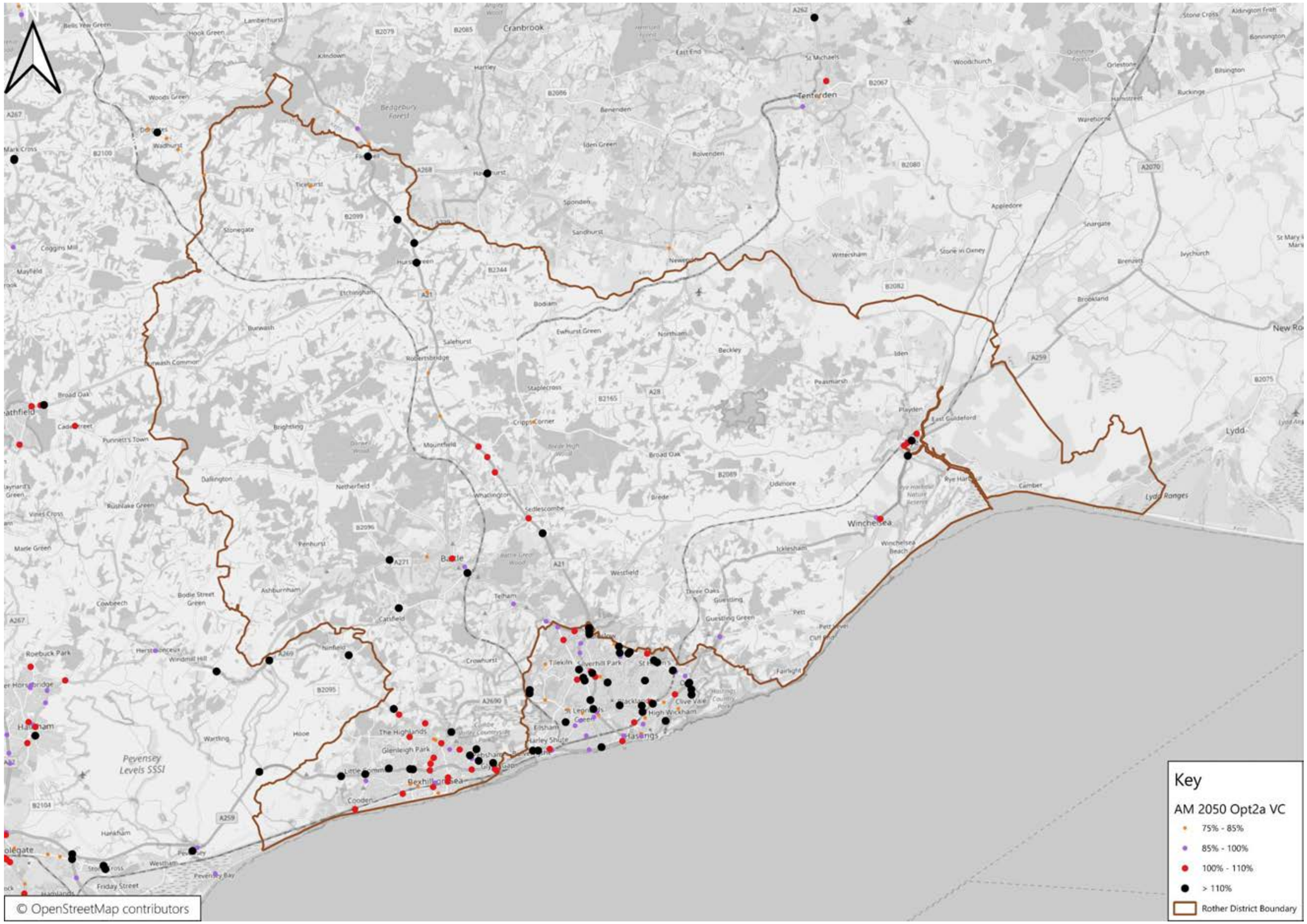

Key
AM 2042 Opt1 VC
75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary
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Cranbrook
Tenterden
Battle
Bexhill-on-Sea
Hastings
Rye
Winchelsea
Lydd
Pevensey Levels SSSI
Lydd Ranges

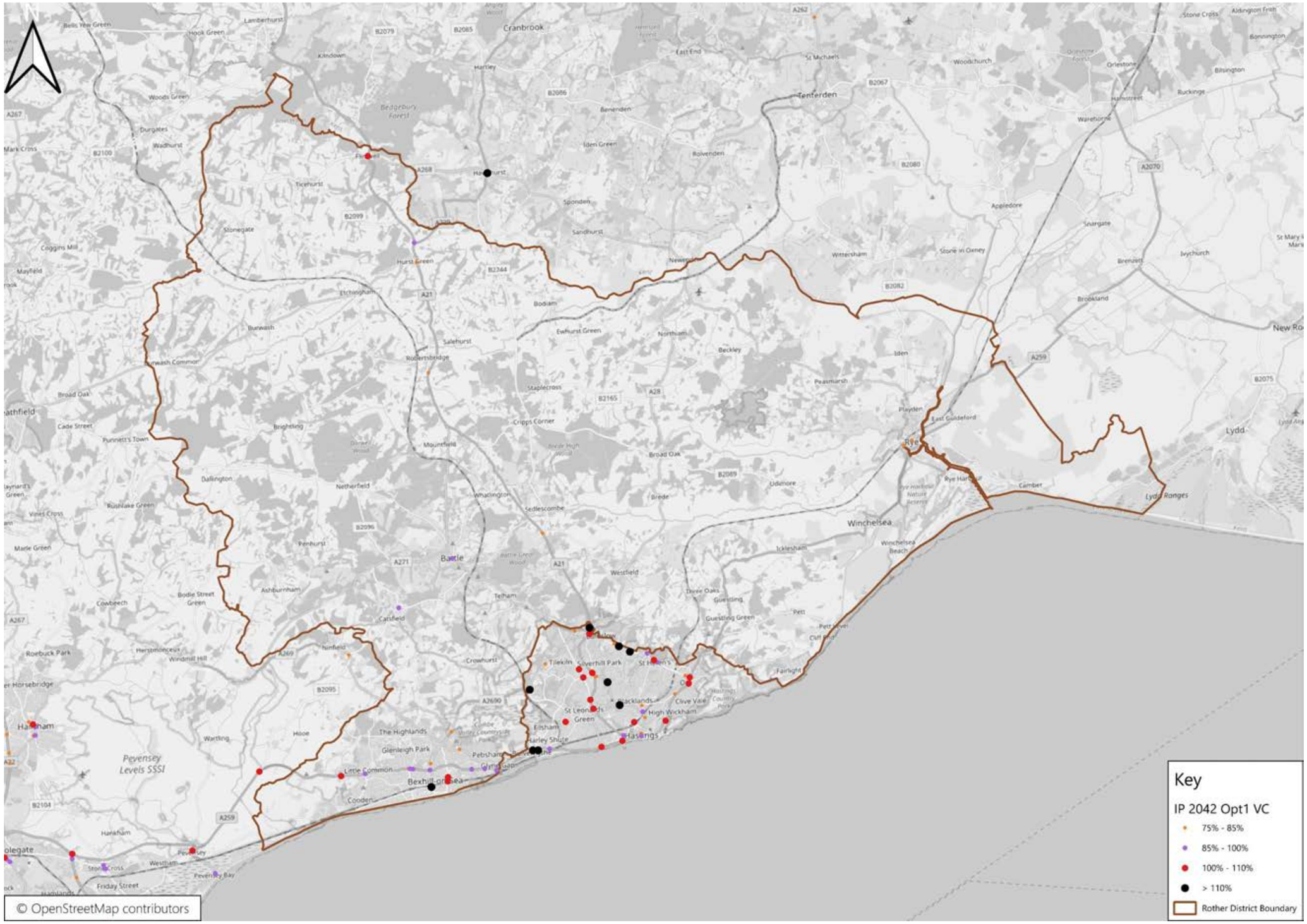

Cranbrook
Tenterden
Hawkhurst
Sandhurst
Rolvenden
Benenden
Iden Green
Hartley
East End
St Michaels
Woodchurch
Orlestone
Bilsington
Buckinge
Warehorne
Appledore
Snargate
Ivychurch
Brenzett
Brookland
Stone in Oxney
Wittersham
Newenden
Northiam
Beckley
Iden
Peasmarsh
Playden
East Guldeford
Lydd
Camber
Rye Harbour Nature Reserve
Lydd Ranges
Winchelsea
Winchelsea Beach
Icklesham
Rye
Udimore
Broad Oak
Brede
Whatlington
Sedlescombe
Battle
Westfield
Three Oaks
Guestling
Guestling Green
Pett
Pett Level
Cliff End
Fairlight
Ore
Hastings
Silverhill Park
St Helen's
Tilekiln
Crowhurst
Catsfield
Penhurst
Ashburnham
Bodle Street Green
Cowbeech
Herstmonceux
Windmill Hill
Roebuck Park
Horsebridge
Hailsham
Pevensey Levels SSSI
Hooe
Wartling
The Highlands
Glenleigh Park
Little Common
Bexhill-on-Sea
Cooden
Pevensey
Pevensey Bay
Westham
Stone Cross
Hankham
Friday Street
Marle Green
Vines Cross
Dallington
Netherfield
Mountfield
Brightling
Cripps Corner
Staplecross
Robertsbridge
Salehurst
Burwash
Burwash Common
Ewhurst Green
Bodiam
Etchingham
Hurst Green
Sidley
Coggins Mill
Mayfield
Stonegate
Ticehurst
Flimwell
Wadhurst
Durgates
Woods Green
Hook Green
Lamberhurst
Kilndown
Bells Yew Green
Mark Cross
Broad Oak
Cade Street
Punnett's Town
Haynard's Green
Rushlake Green
Ninfield
Roberts Barrow
Key
AM 2042 Opt2 VC
75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary
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Key
AM 2042 Opt2a VC
75% - 85%
85% - 100%
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> 110%
Rother District Boundary
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Cranbrook
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Lydd
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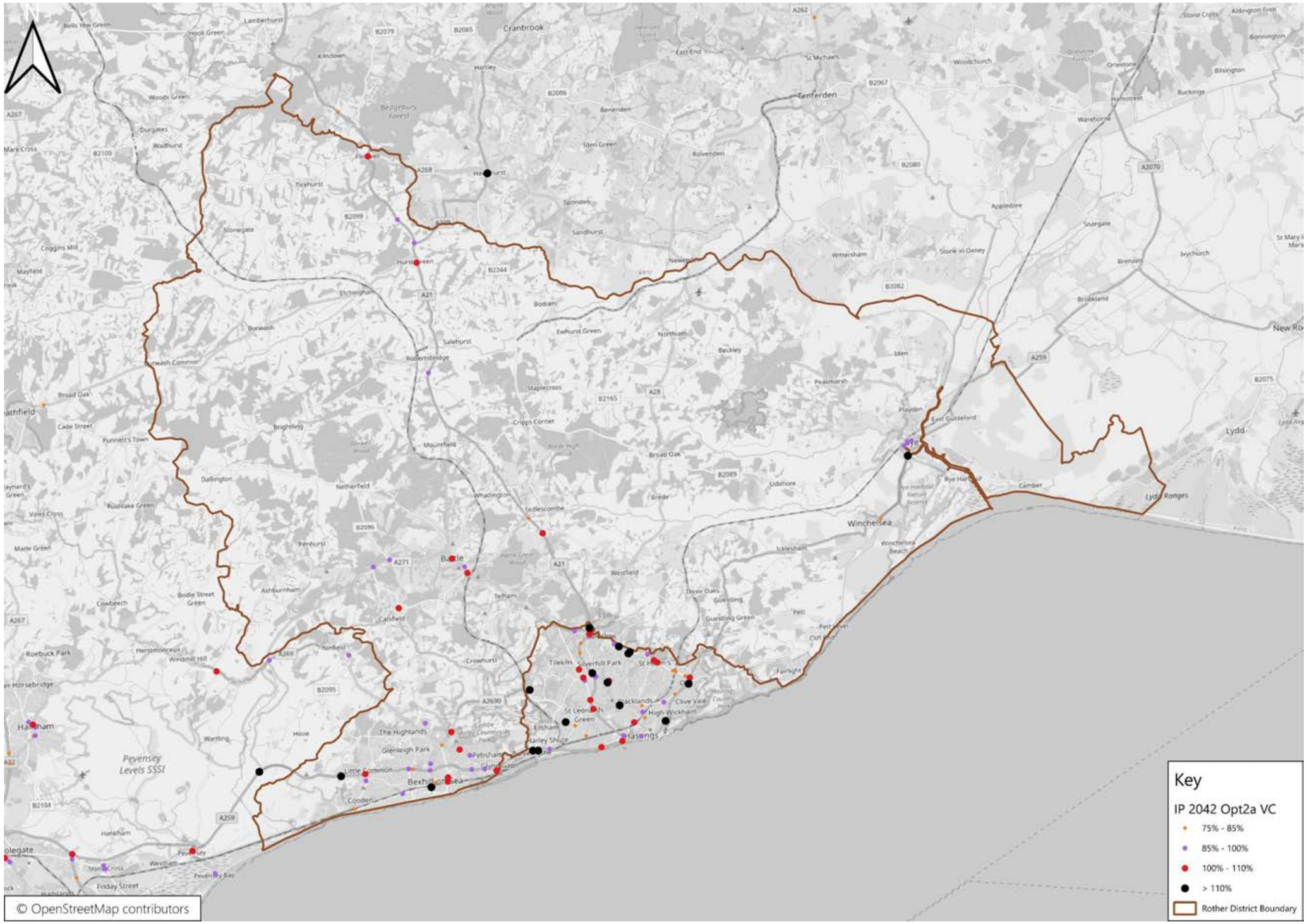

Cranbrook
Tenterden
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Hastings
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Lydd
Lydd Ranges
Pevensey Levels SSSI
Key
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Rother District Boundary
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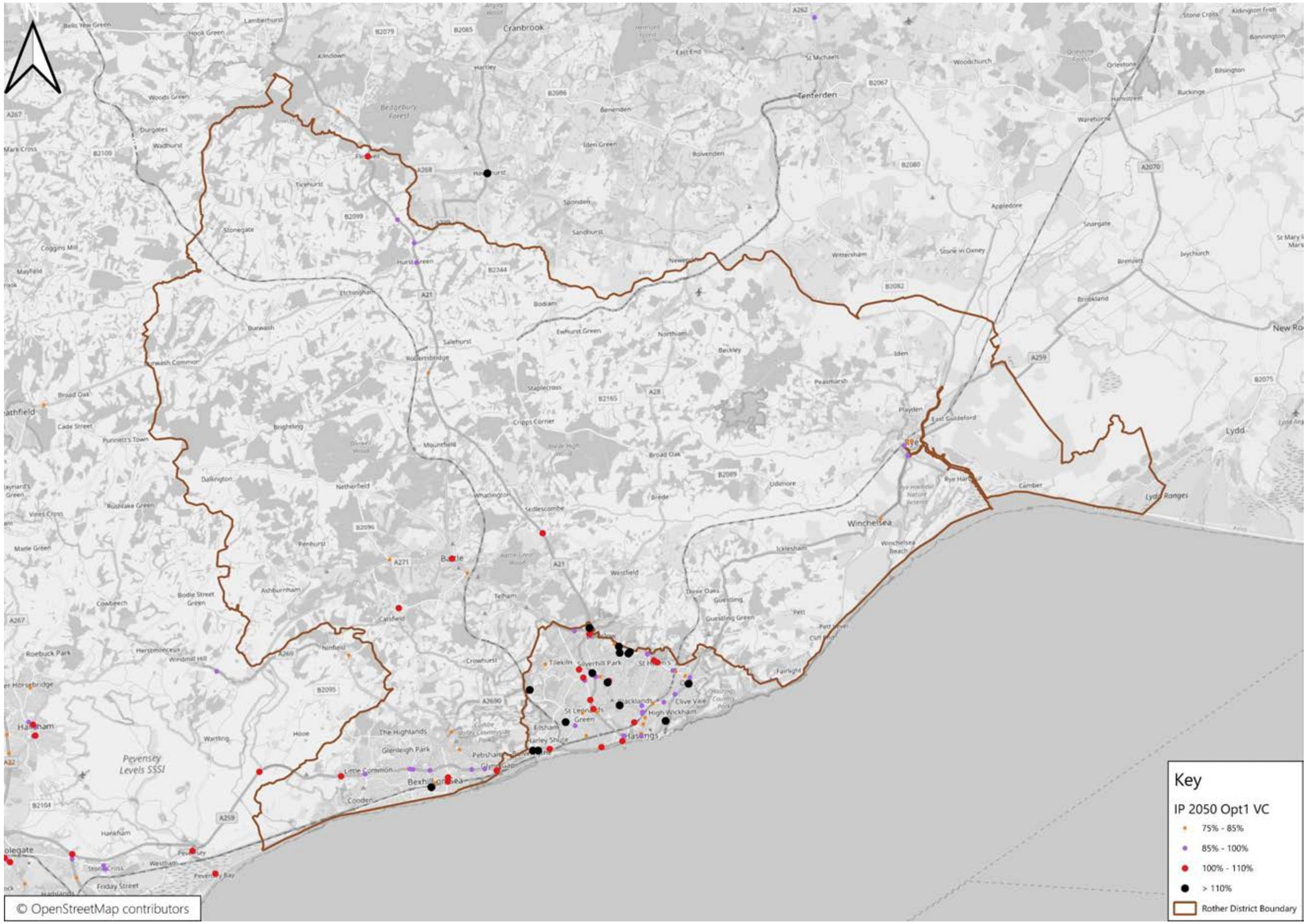

Cranbrook
Tenterden
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Sandhurst
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Battle
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Pevensey Levels SSSI
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AM 2050 Opt2 VC
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Rother District Boundary
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Key
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Rother District Boundary
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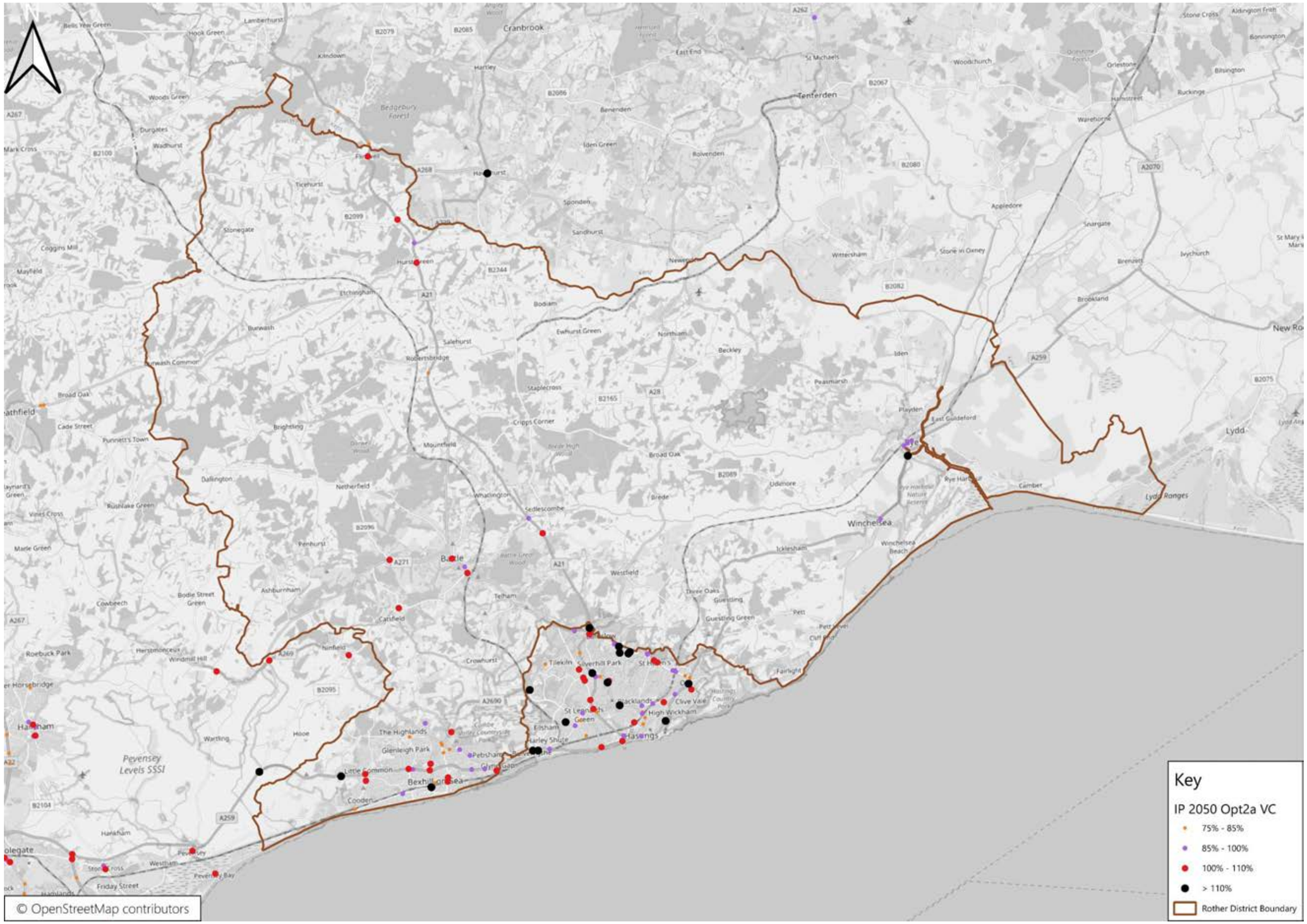

Cranbrook
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Pevensey Levels SSSI
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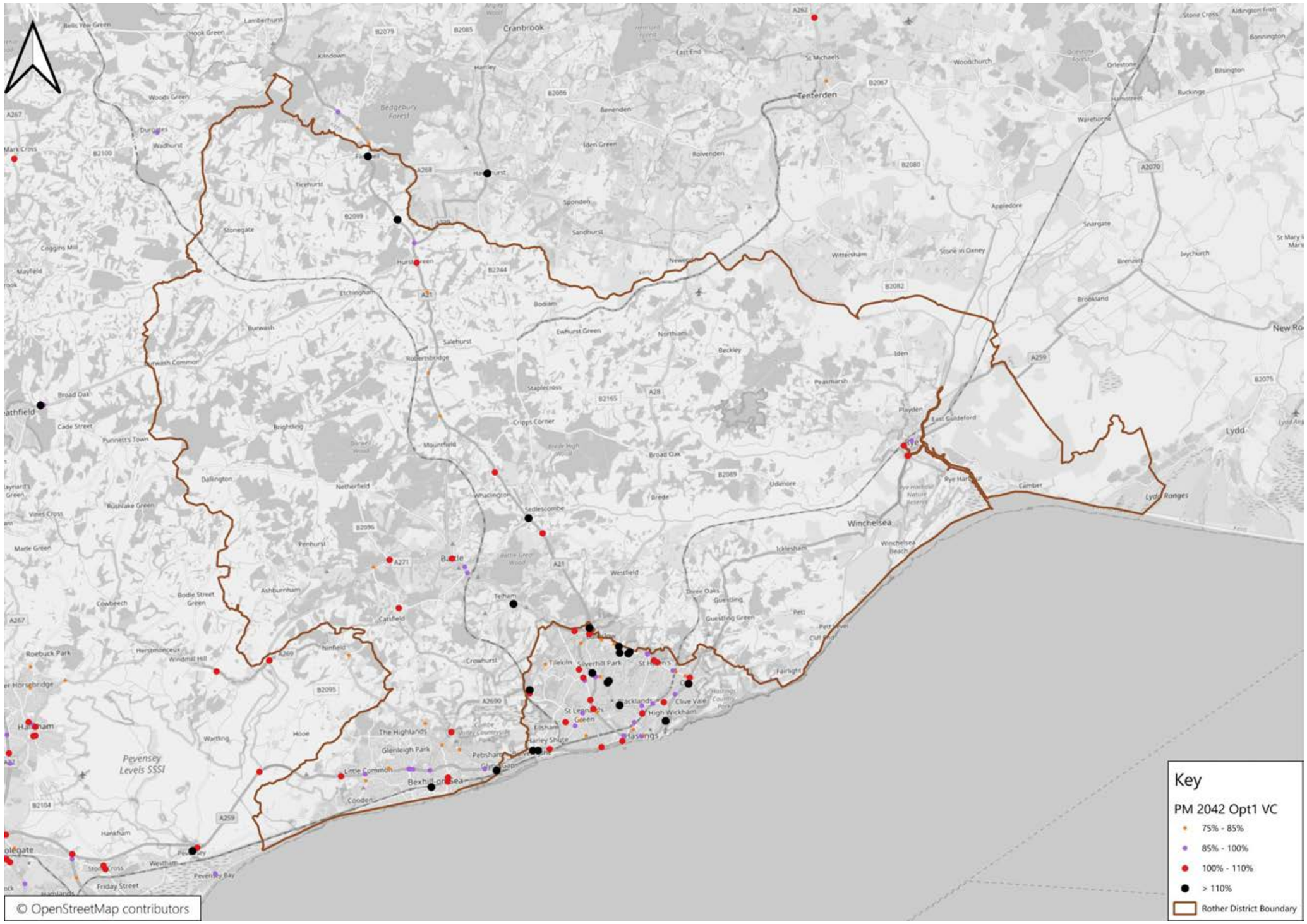

Cranbrook
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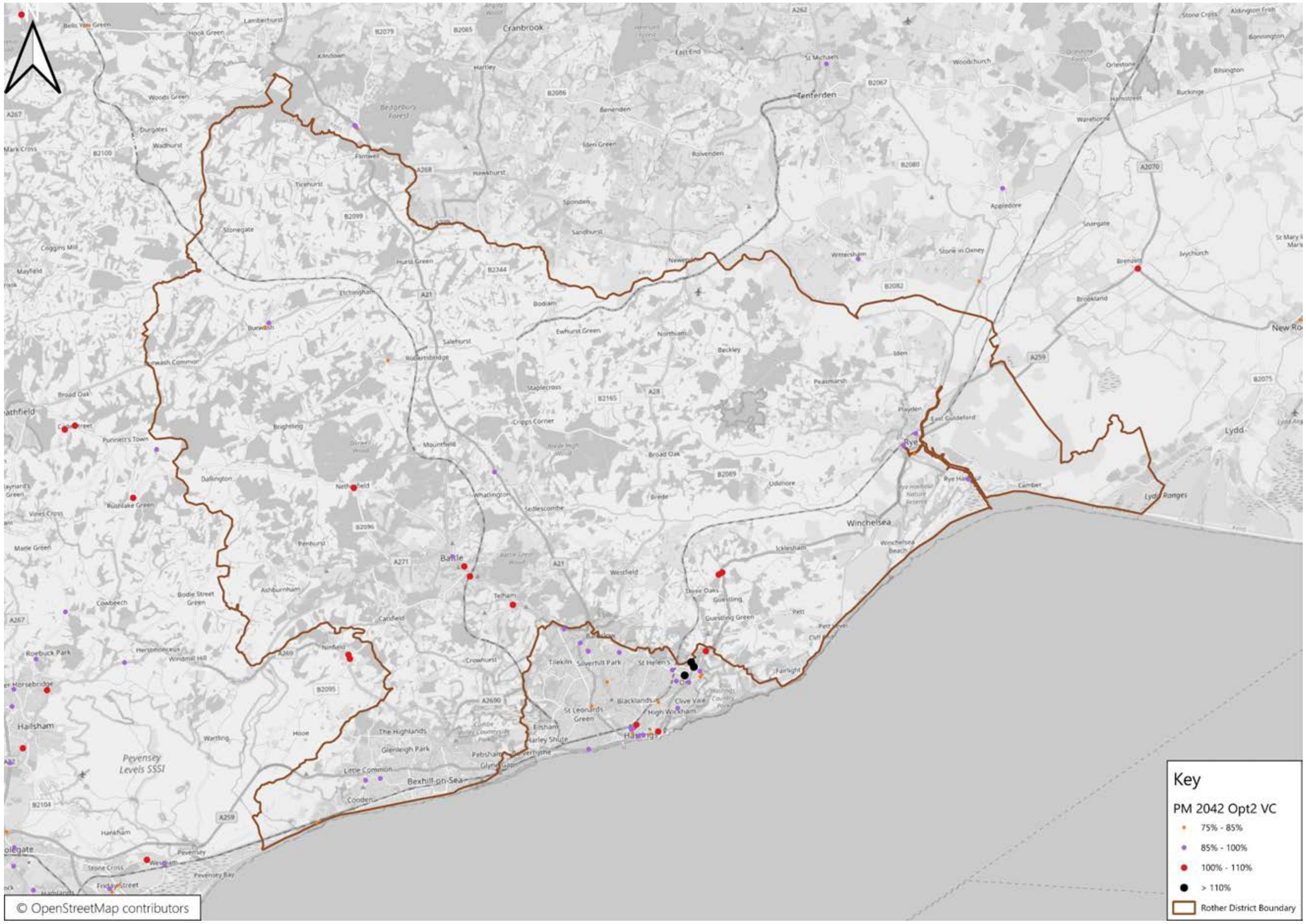

Cranbrook
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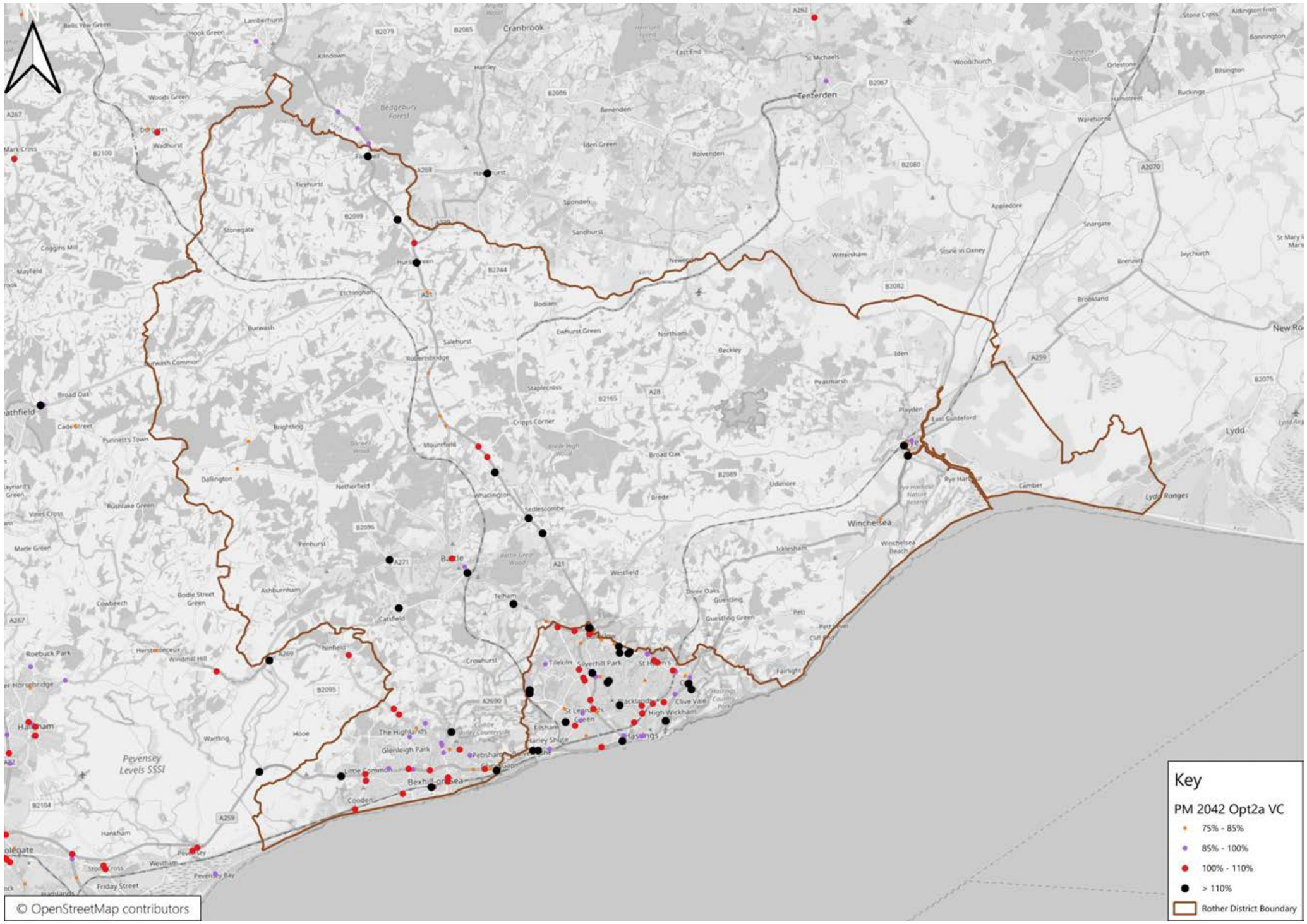

Cranbrook
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© OpenStreetMap contributors

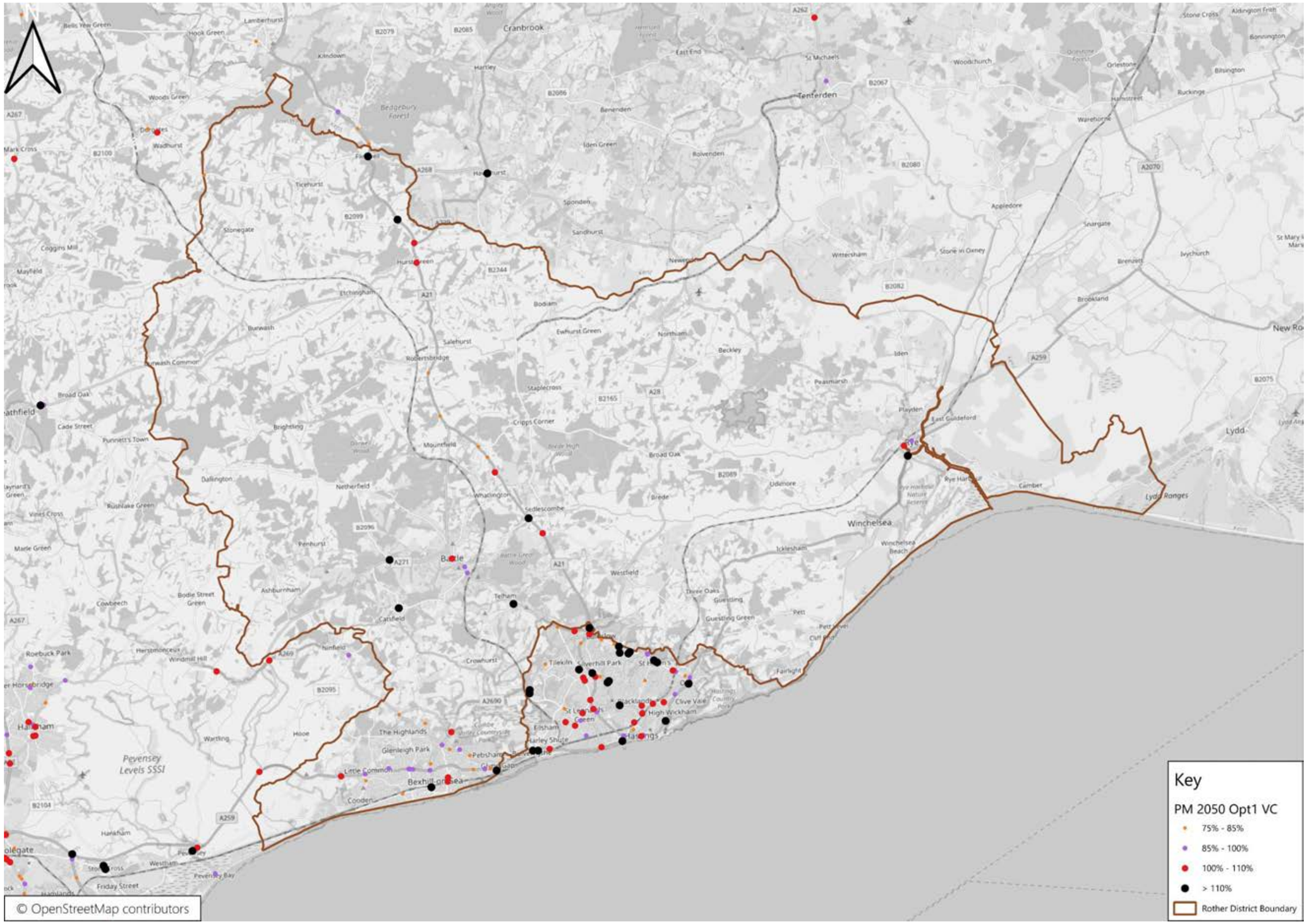

Cranbrook
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Lydd Ranges
Pevensey Levels SSSI
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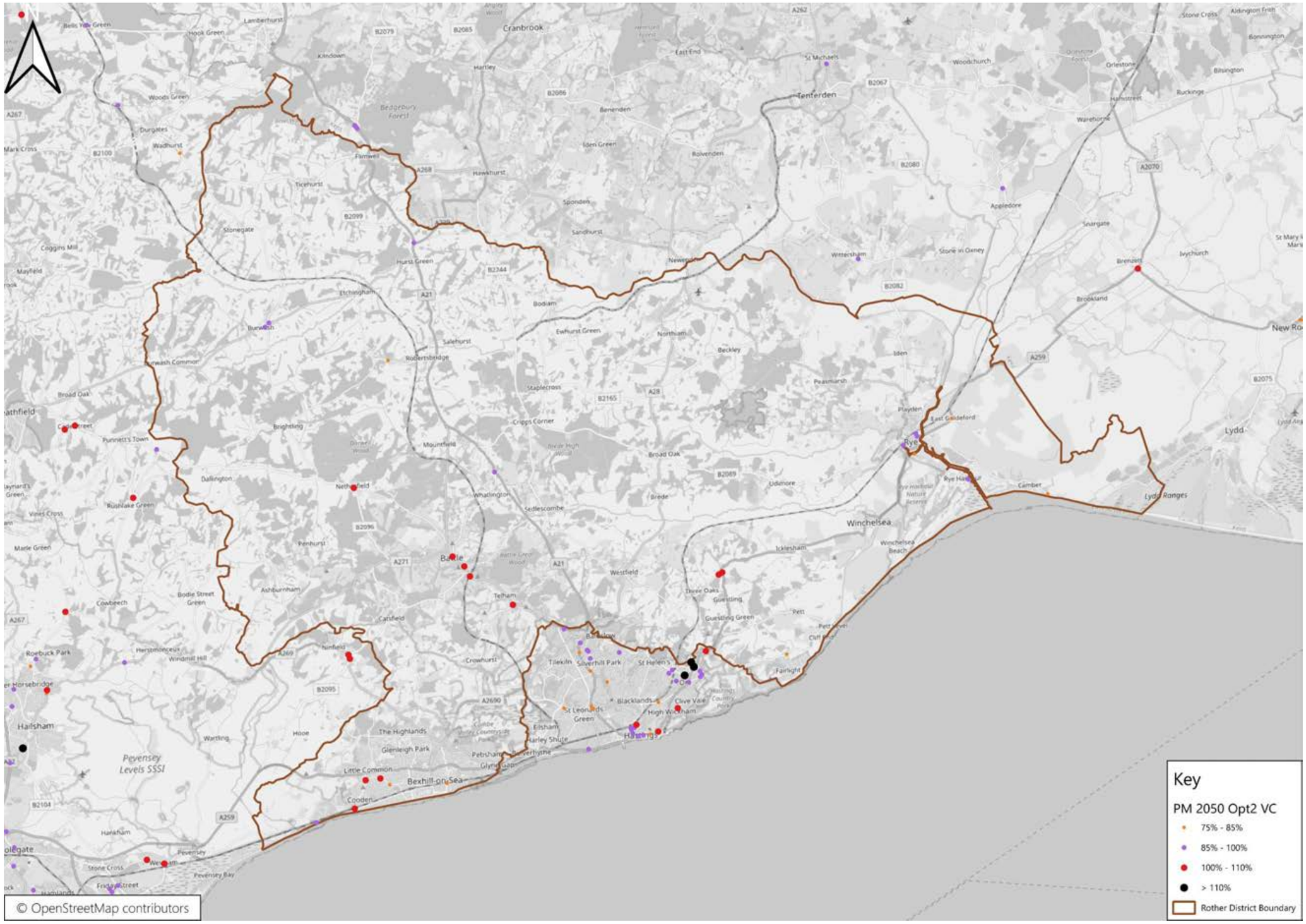

Cranbrook
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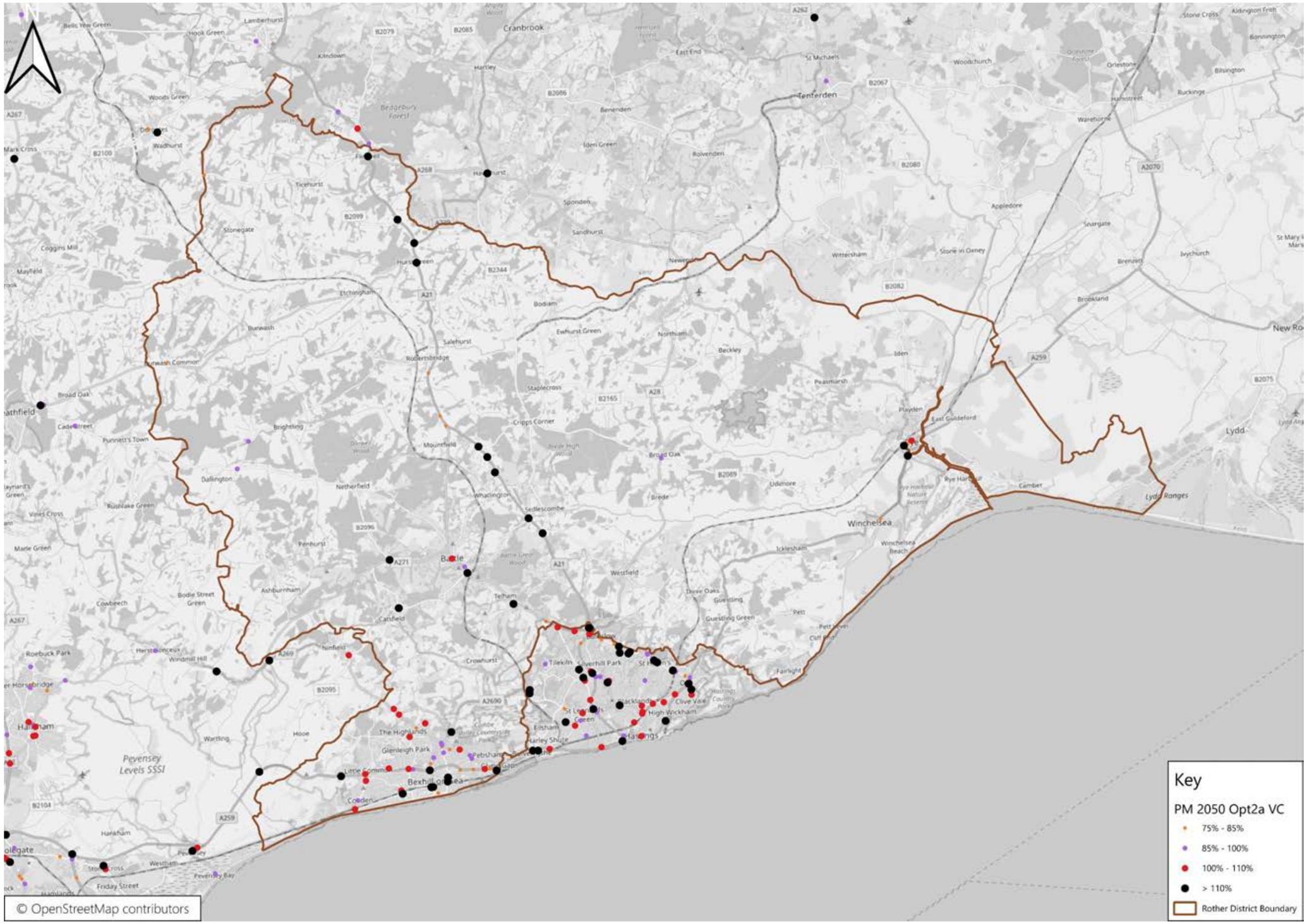

Cranbrook
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Lydd
Lydd Ranges
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Key
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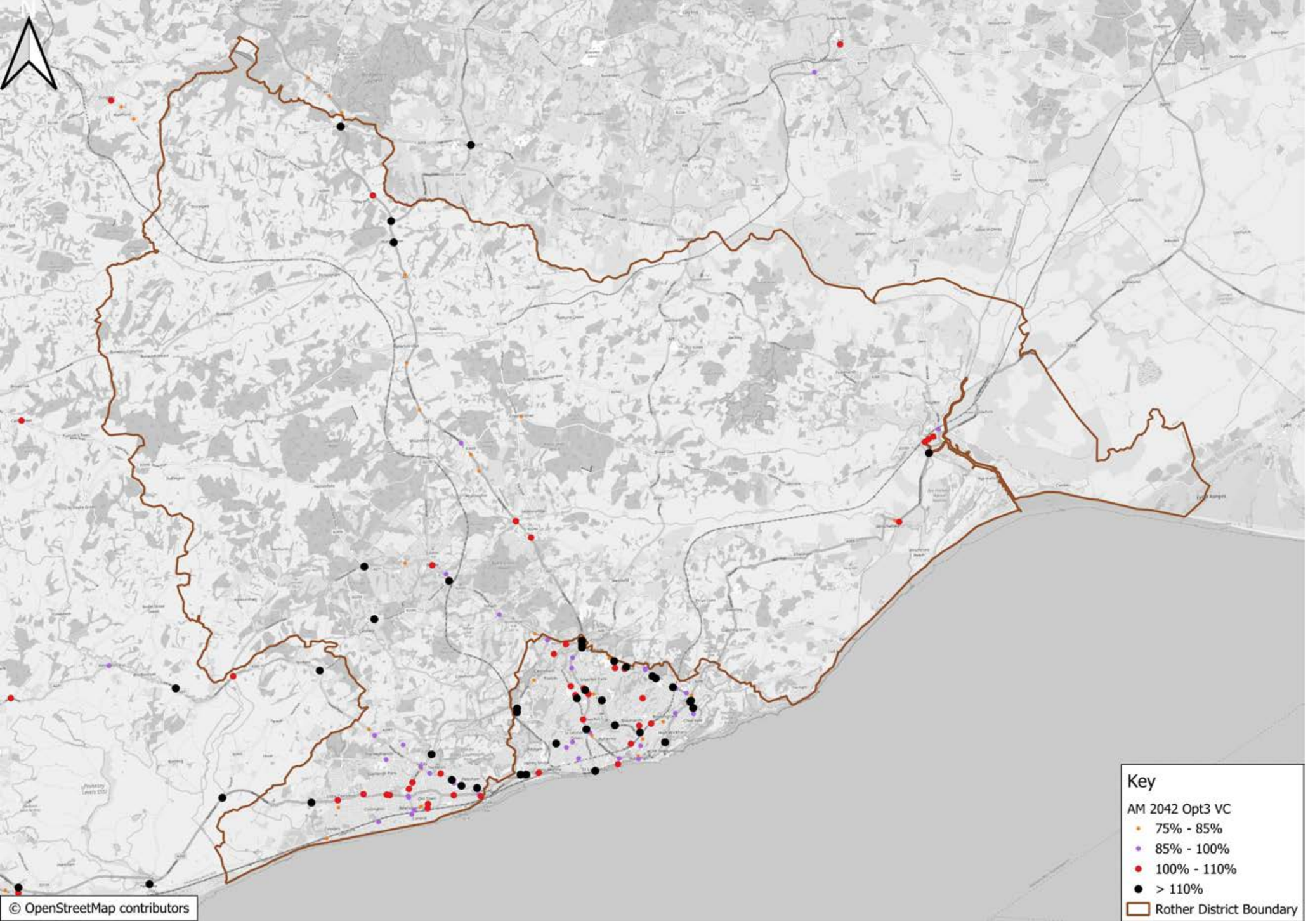

Cranbrook
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Winchelsea
Battle
Bexhill-on-Sea
Hastings
Lydd
New Romney
Pevensey Levels SSSI
Lydd Ranges
© OpenStreetMap contributors
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Rother District Boundary

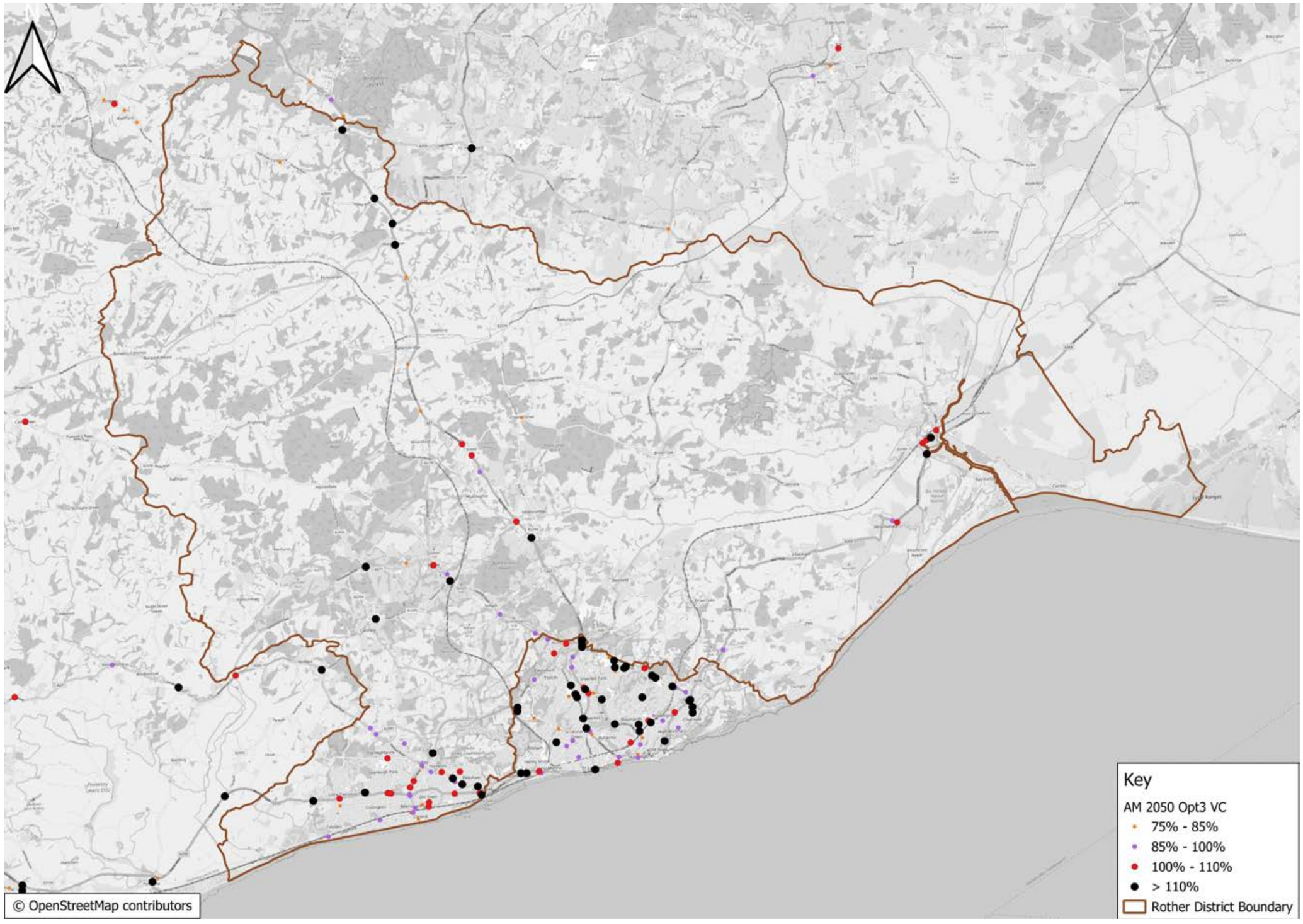

Cranbrook
Tenterden
Rye
Winchelsea
Hastings
Battle
Bexhill-on-Sea
Rye Harbour Nature Reserve
Pevensey Levels SSSI
Lydd Ranges
© OpenStreetMap contributors
Key
PM 2042 Opt2a VC
75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary


Cranbrook
Tenterden
Hawkhurst
Battle
Bexhill-on-Sea
Hastings
Rye
Winchelsea
Lydd
Lydd Ranges
Pevensey Levels SSSI
Key
PM 2050 Opt1 VC
75% - 85%
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100% - 110%
> 110%
Rother District Boundary
© OpenStreetMap contributors

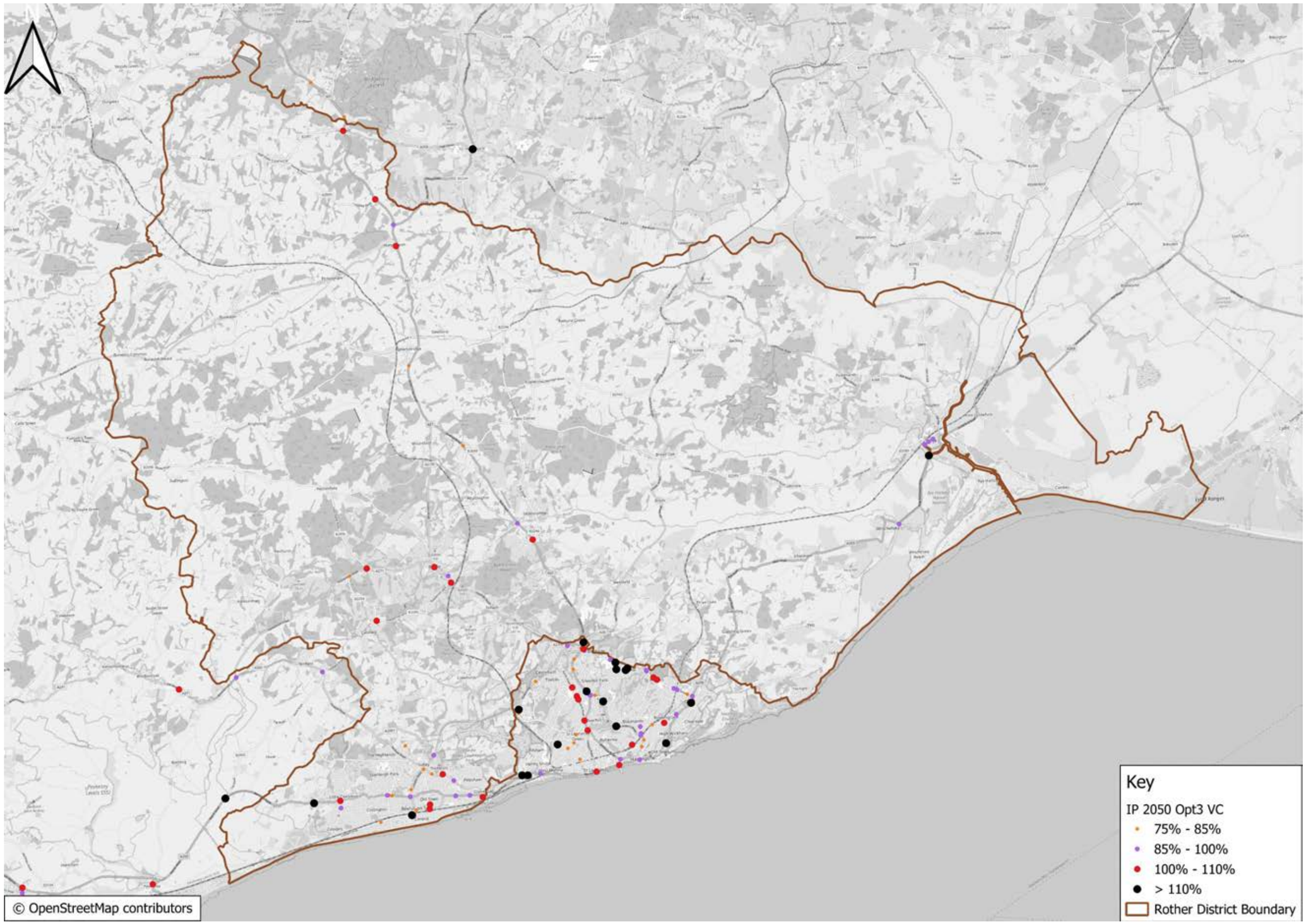

Cranbrook
Tenterden
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Bexhill-on-Sea
Battle
Robertsbridge
Hailsham
Pevensey Levels SSSI
Lydd Ranges
Key
PM 2050 Opt2 VC
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85% - 100%
100% - 110%
> 110%
Rother District Boundary
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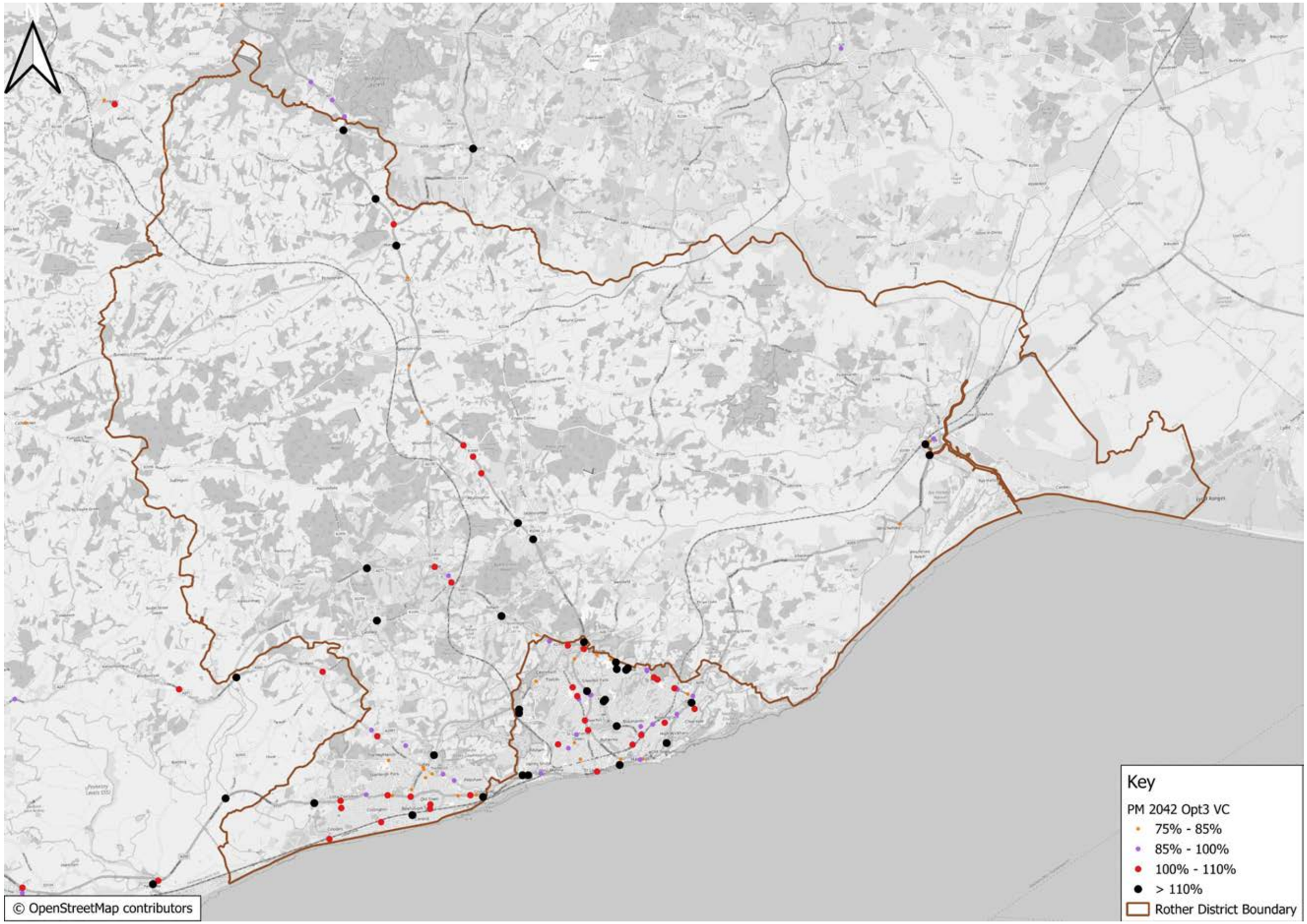

Key
PM 2050 Opt2a VC
75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary
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Cranbrook
Tenterden
Battle
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Bexhill-on-Sea
Pevensey Levels SSSI
Lydd Ranges

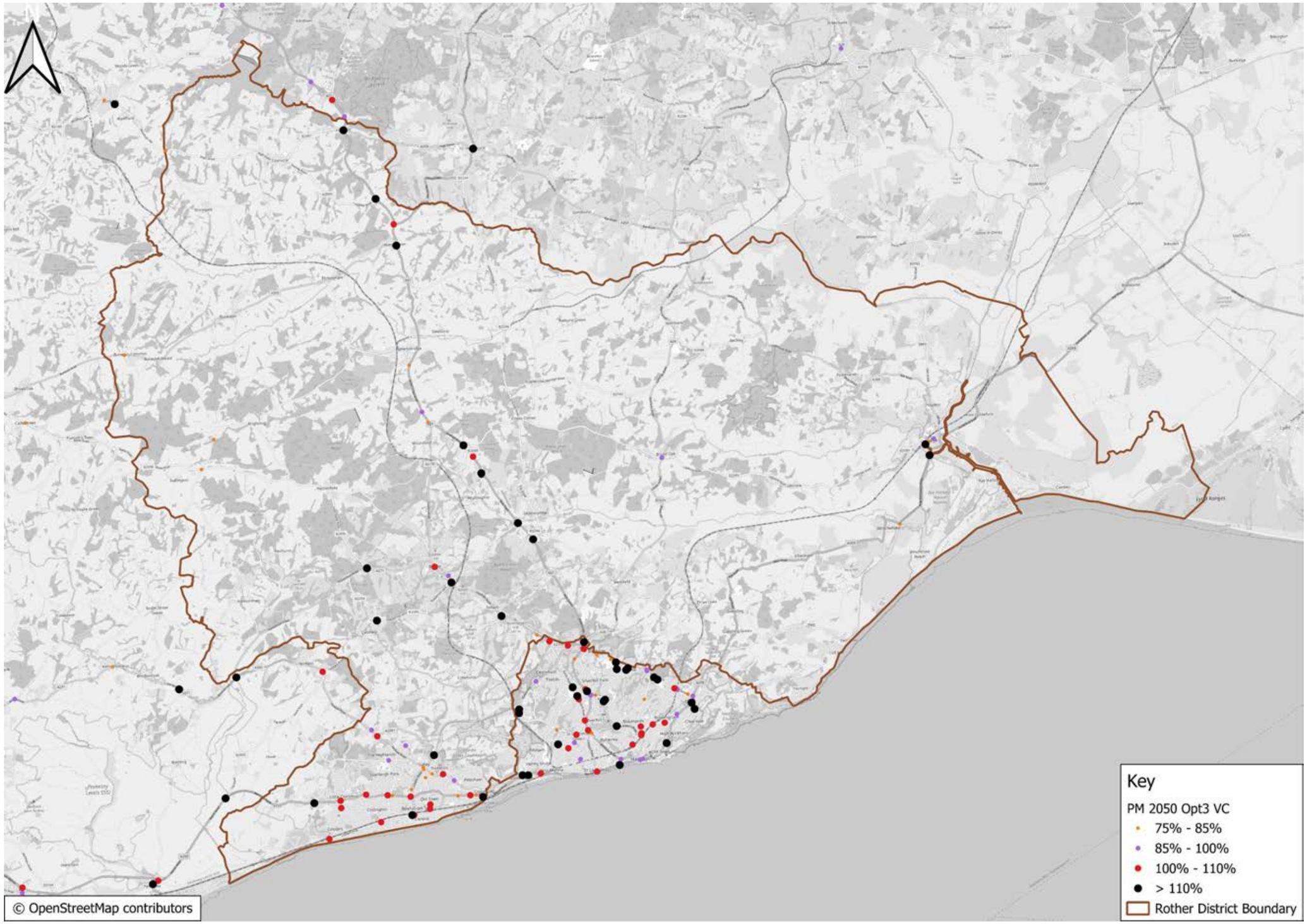

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Rother District Boundary
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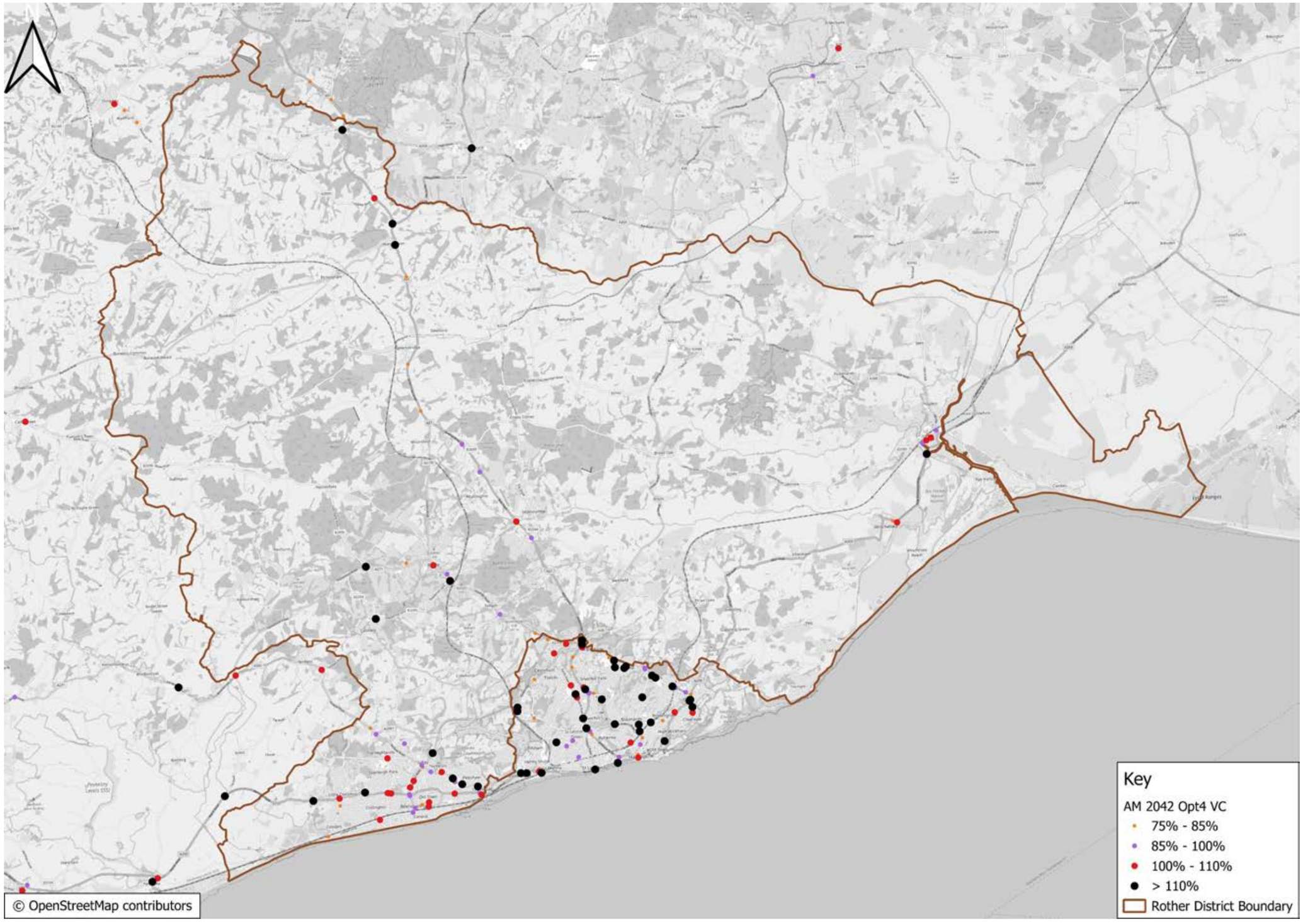

Key
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Rother District Boundary
© OpenStreetMap contributors

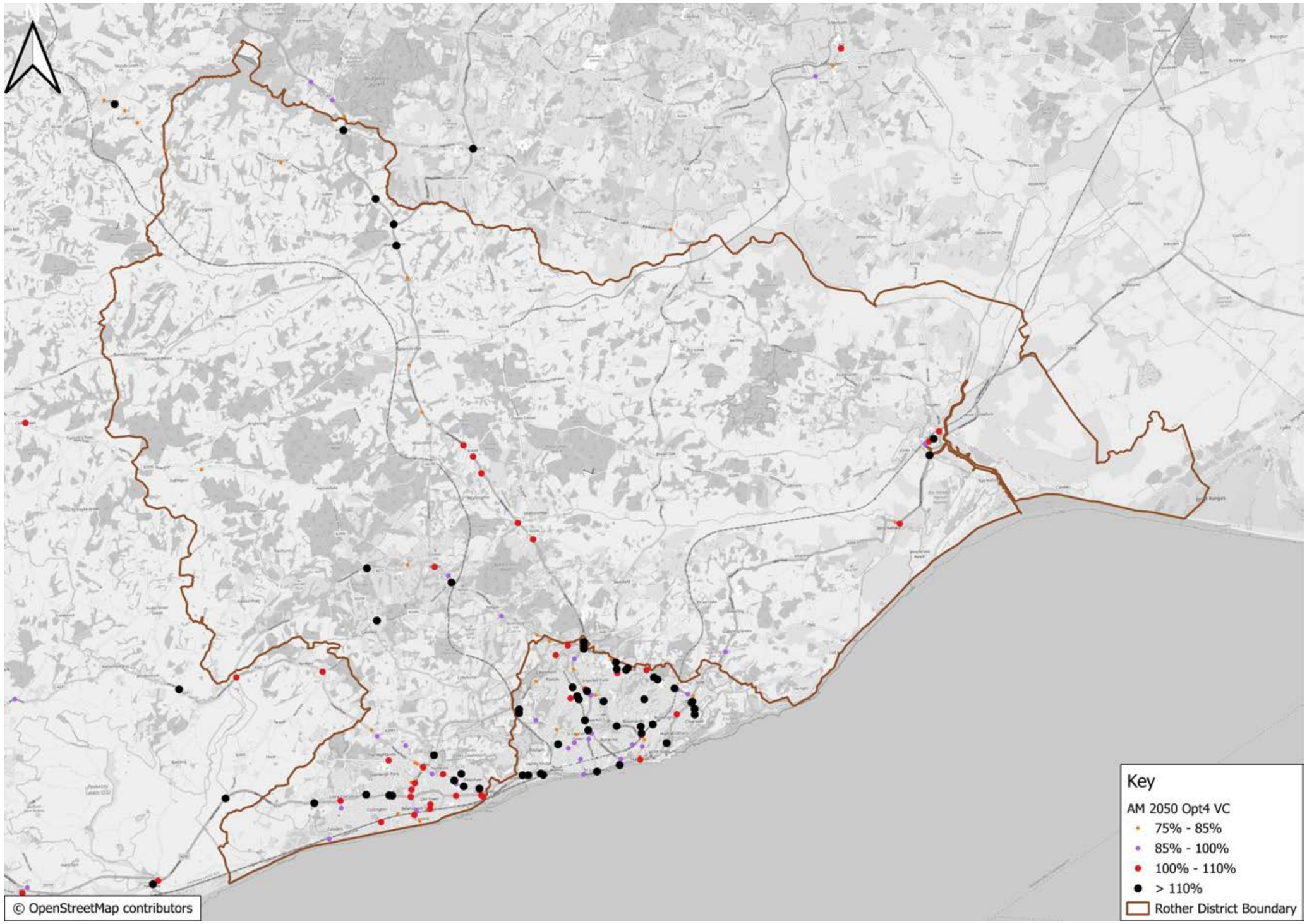

Key
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75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary
© OpenStreetMap contributors


Key
IP 2050 Opt3 VC
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85% - 100%
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> 110%
Rother District Boundary
© OpenStreetMap contributors

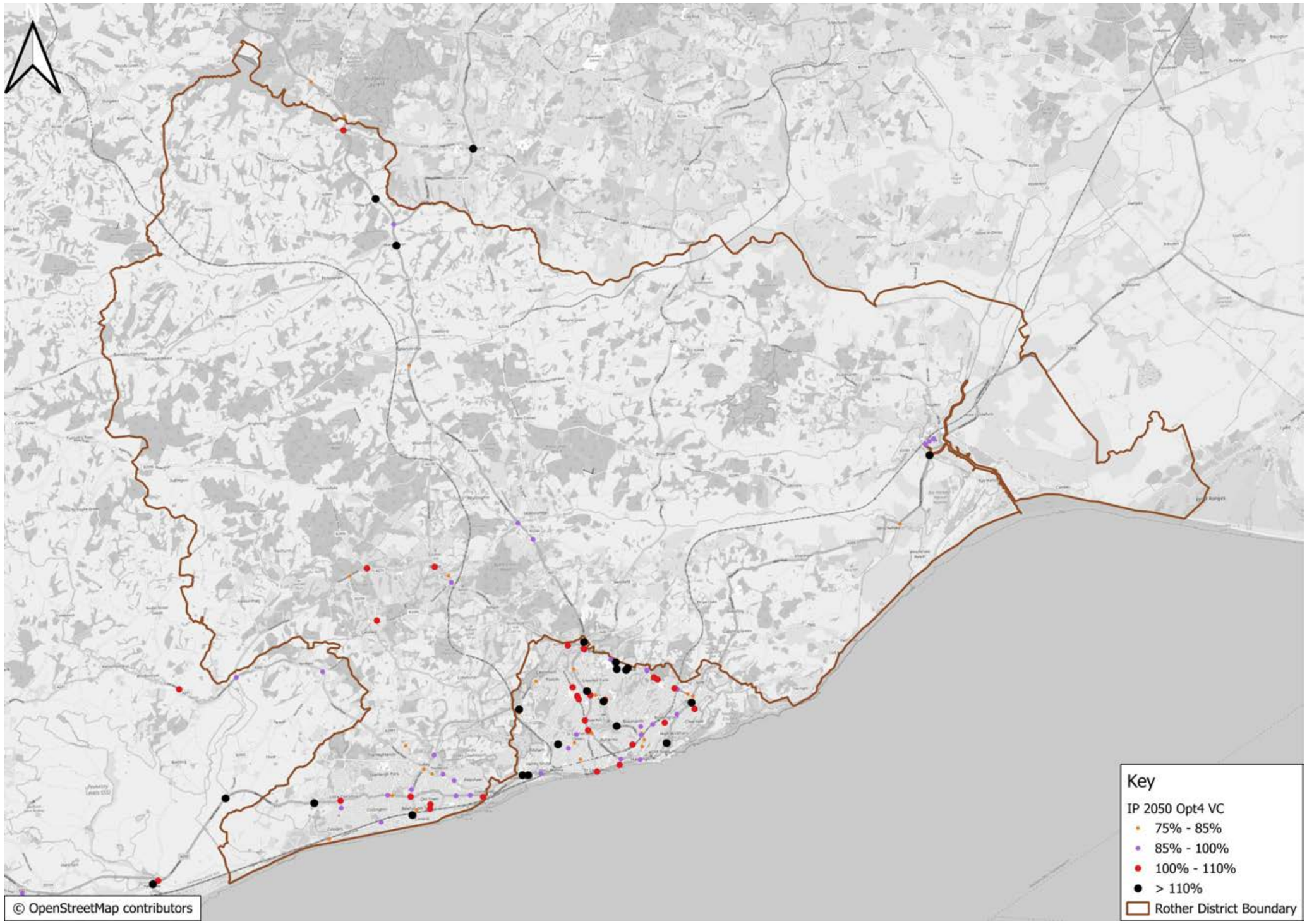

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Rother District Boundary
© OpenStreetMap contributors

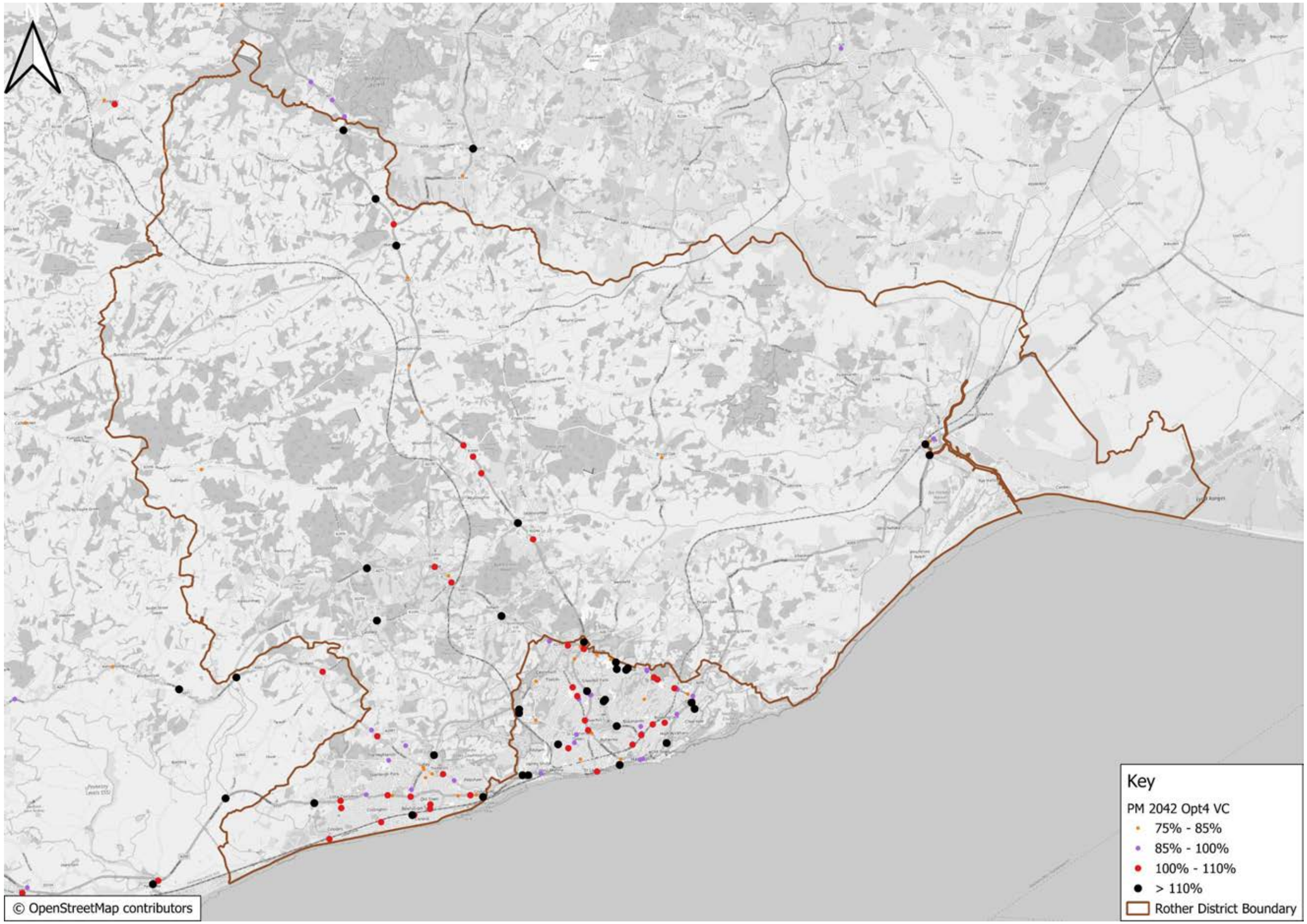

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Key
PM 2050 Opt3 VC
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Rother District Boundary

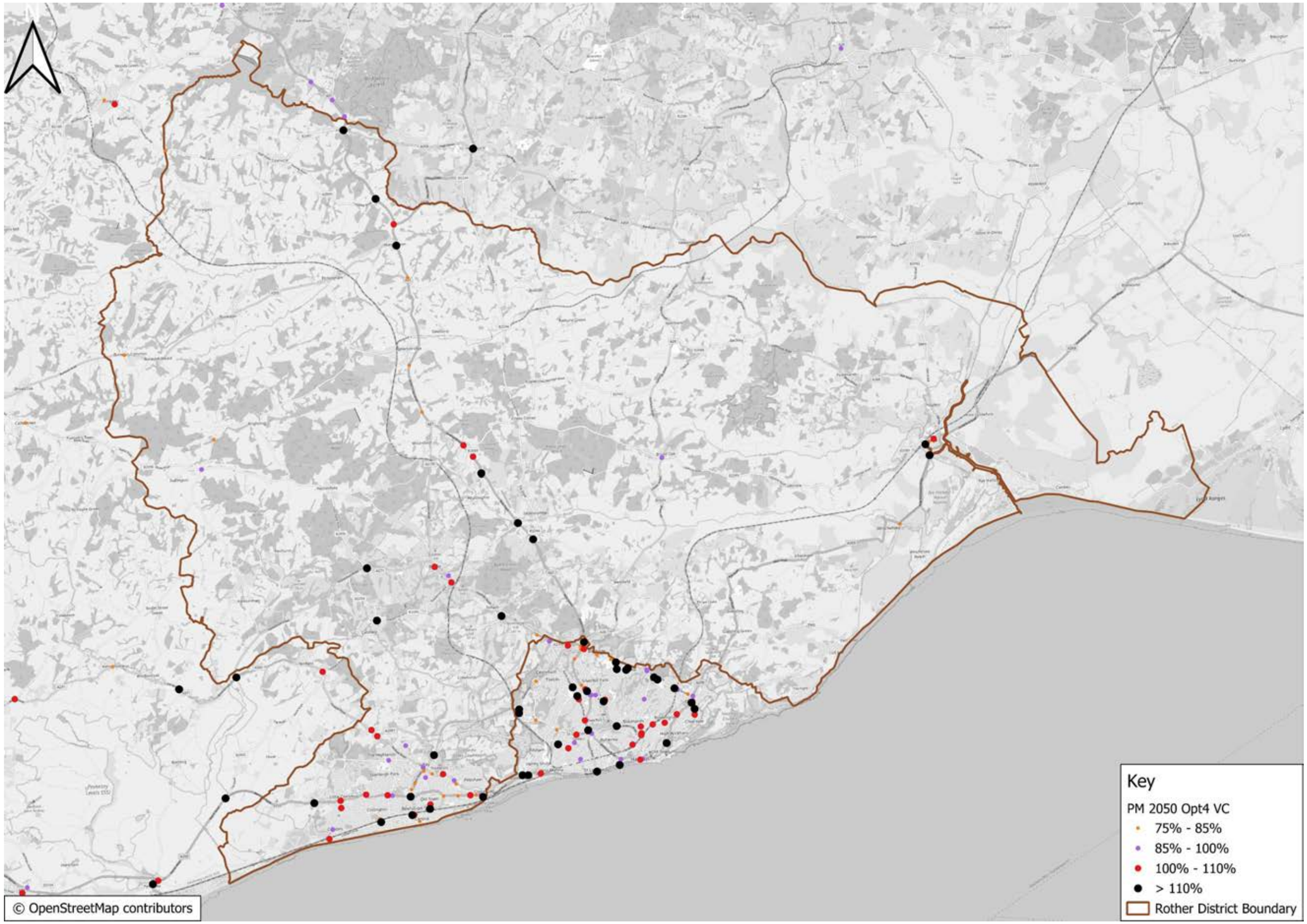

Key
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Rother District Boundary
© OpenStreetMap contributors


Key
AM 2050 Opt4 VC
75% - 85%
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> 110%
Rother District Boundary
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Key
IP 2042 Opt4 VC
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Rother District Boundary
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Key
IP 2050 Opt4 VC
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> 110%
Rother District Boundary
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Key
PM 2042 Opt4 VC
75% - 85%
85% - 100%
100% - 110%
> 110%
Rother District Boundary
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Key
PM 2050 Opt4 VC
75% - 85%
85% - 100%
100% - 110%
> 110%
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