

Hurst Farm, Crawley Down: Response to WSCC Comments

Ref: MS/PL/ITS210013-008A
Date: 22 April 2026

SECTION 1 Introduction

- 1.1 Wates Development Limited has appointed i-Transport LLP to provide highways and transport advice in relation to a planning application for a development on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.
- 1.2 A planning application was submitted to the Local Planning Authority (LPA), Mid Sussex District Council (MSDC), (LPA Reference: DM/26/0577) on 5 March 2026 for:
- “Outline application (appearance, landscaping, layout and scale reserved), for the demolition of existing buildings and erection of up to 230 dwellings, a care home (use class c2) up to 70 beds, and community facility, and associated infrastructure including new access points off of Turners Hill Road, with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.”***
- 1.3 Prior to submission, a Transport Assessment Scoping Note (TASN) was submitted to the Local Highway Authority (LHA), West Sussex County Council (WSCC), on 9 February 2026 requesting pre-application advice in respect of the scope and parameters of the Transport Assessment (TA) to accompany the application. Subsequently, a pre-application response dated 26 February 2026 (provided at **Appendix A**) was received from WSCC.
- 1.4 A meeting took place on 3 March 2026 with WSCC to discuss the pre-application advice. It was agreed that the only outstanding actions was confirming the sightlines on the general arrangement drawing of the access remain appropriate for current 85th percentile speeds on Turners Hill Road.
- 1.5 Following submission of the planning application, WSCC provided a consultation response (dated 20 March 2026) (provided at **Appendix B**) confirming no objection to the planning application, but requesting minor amendments to the scheme.

1.6 This Technical Note (TN):

- 1 Responds to the pre-application comments by providing the additional information requested (Section 2); and
- 2 Responds to the modifications requested in the consultation response (Section 3)..
- 3 On this basis, sets out the highways related planning conditions and obligations that the applicant is willing to accept (Section 4).

SECTION 2 Pre-Application Feedback Action

2.1 WSCC request confirmation that the 85th percentile vehicle speeds and visibility splays presented on Drawing No. ITS210013-GA-001 Rev B reflect the most recently observed vehicle speeds.

2.2 Drawing No. ITS210013-GA-001 Rev B accompanied the TA and illustrates the proposed site access arrangements submitted with the application. Junction visibility splays of 2.4m x 59m are provided in both directions (adequate for observed 85th percentile speeds of 37mph based on Manual for Streets (MfS) stopping sight distance parameters).

2.3 The sightlines are consistent with those agreed for Wychwood Place's junction with Turners Hill Road just 30m to the south (*ref: drawing ITB9155-008D, secured though application DM/15/3614 for 44 homes on Wychwood Place, condition 2.*)

2.4 It was agreed with WSCC that a new speed survey will be undertaken to ensure that observed speeds and associated visibility splays remain appropriate.

2.5 Two Automatic Traffic Count (ATC) surveys were undertaken over a week-long period between 19 March 2026 and 25 March 2026. These were placed on both sides of the proposed site access junction. The relevant dry weather 85th percentile speeds are summarised in **Table 2.1**, and the full ATC results including the locations of the counters are provided at **Appendix C**.

Table 2.1: 85th Percentile Speeds

ATC Location	Direction	Observed 85 th Percentile Speeds	Y distance (MfS parameters)
ATC 1 (North of Proposed Access)	Southbound	37.6mph	60m
ATC 2 (South of Proposed Access)	Northbound	36.9mph	58m

Source: 2026 ATCs. Based on weekday off-peak times in dry weather in accordance with CA185

- 2.6 The observed 85th percentile speeds are similar to those identified before. However, for completeness, drawing ITS210013-GA-001 has been updated to reflect these sightlines. This is illustrated in drawing **ITS210013-GA-001 Rev C**. In practice, visibility on Turners Hill Road extends well beyond what is required by the 85th percentile speeds.

SECTION 3 WSCC Consultation Comments

WSCC Highways Comments

- 3.1 WSCC's consultation response comments and corresponding i-Transport responses, where actions are requested, are set out in **Table 3.1**.

Table 3.1: WSCC Consultation Comments / i-Transport Response

Para.	WSCC Comment	i-Transport Response
Access		
5	WSCC consider that there would be a benefit to slightly larger kerb radii (e.g. 7.5 metres) at the proposed site access on Turners Hill Road to ease the exiting movement of vehicles onto the B2028.	This amendment cannot be implemented as the larger radius will increase hardstanding and exacerbate impacts on the root protection areas of several mature trees at the site boundary, which are to be retained. With additional hardstanding, there is a risk of losing a mature oak adjacent to Turners Hill Road. The design as drawn is acceptable: the proposed kerb radius is adequate, being comparable to that at Wychwood Place to the south. It has also been the subject of a Stage 1 Road Safety Audit. The design takes account of paragraph 6.8.1 of MfS, which discourages design which dominates a site layout.

Para.	WSCC Comment	i-Transport Response
8	WSCC require an editable version of the RSA Response in respect of the access to enable a response to be logged against this.	This has been provided by WSCC and subsequently edited by the highway authority. It is reproduced in Appendix D. Their feedback is that subject to confirmation that adequate forward visibility exists from a driver exiting at the site access to a waiting pedestrian at the northern crossing, the colouring of the raised crossing is not necessary. This is agreed. Drawing ITS210013-GA-001 has therefore been updated (as Rev C) showing: 1. An inset demonstrating 17m of visibility towards an exiting vehicle (subject to vegetation clearance) – which is adequate for a vehicle travelling at 15mph based on MfS stopping sight distance parameters. This is a plausible speed for a vehicle approaching a give way line. 2. On this basis, the removal of the coloured surface at the crossing.
10	Some minor footway improvements were proposed on Wychwood Place as part of the approved scheme (DM/25/0016) (shown on Drawing ITB9155-GA-104). There would still be merit to some of these works being delivered.	The applicant is willing to accept the inclusion of a planning condition with similar wording to that of condition 41 of planning application DM/25/0016 in order to secure this improvement.
Acceptability by Walking, Cycling and Passenger Transport		
15	As part of DM/25/0016, a contribution (£62,500) was secured towards enhanced weekday evenings and weekend frequency for the 272 bus service for a period of 2.5 years. This contribution remains relevant and should be secured as part of the current planning application if approved.	The continued inclusion of this s106 contribution is accepted. The amount and purpose of the funding has been discussed and agreed in principle with Metrobus.
16	RTPI should be removed from the plan of the off-site improvements to the bus stops, and the applicant should confirm who will take on future maintenance of the shelters as WSCC don't adopt or maintain bus shelters.	This is accepted. Drawing ITB9155-GA-103 has been updated to remove the RTPI screens. The updated version is included in this report as ITS210013-GA-004. It is understood that the Parish Council are responsible for the shelters. It is suggested that they are party to any subsequent detailed designs. In the meantime, the applicant will accept a condition worded similarly to condition 27 of application DM/25/0016 to secure this improvement.

Para.	WSCC Comment	i-Transport Response
17	The Travel Plan along with a monitoring fee (currently of £3,950 but increasing to £4,110 as of 1st April 2026) should be secured within the s106 agreement.	This is noted and accepted.
18	The Travel Plan also includes reference to a car club. This should form a separate obligation within the s106 agreement. The obligation should include a requirement for the Applicant to provide a car club vehicle space and use all reasonable endeavours to secure from a car club operator the provision of a car club vehicle, and then fund for a period of at least 5 years. It's suggested that this obligation is triggered at 50% occupation (i.e. the vehicle is provided by 50% occupation) to ensure there are some occupied dwellings that could use the vehicle.	This has been discussed and agreed in principle with the car club operator. The request for five years of funding from 50% occupation is noted and accepted.

WSCC Public Rights of Way (PRoW) Comments

- 3.2 WSCC's right of way authority has provided the following comments in relation to public footpaths 33W (Huntsland) and 35W (which runs along the northern and western edges of the site):

Footpath (FP)33W

I note the intention to provide cycle connectivity onto FP33 (Huntsland). Whilst I appreciate this is to allow for cyclists to connect between this site and that to the south, signage must be provided to indicate that cyclists must dismount whilst travelling along FP33 as no cycling is allowed along the footpath

Footpath (FP)35W

I note the connection that is to be made onto FP35W is limited to the extent of the site boundary only. Efforts must be made to ensure this connection is meaningful and allows unimpeded access onto the footpath from this point without damage to the ancient woodland setting.

- 3.3 Taking these points in turn:

- 1 As the Huntsland footpath passes within the application site where the north-south cycle route crosses it, signage to prevent cycling on Huntsland can be implemented through the reserved matters application. If the planning authority considers it necessary, the applicant would accept a suitably worded planning condition to secure this.

- 2 A connection to the alignment of footpath 35W will not be deliverable as such work would need to take place on land outside the applicant's control. No such works were sought in respect of planning application DM/25/0016. The approach is therefore consistent with the previously permitted residential development at the site.

SECTION 4 Summary

- 4.1 WSCC, as the local highway authority, raise no objection to the planning application for the proposed residential-led development on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.
- 4.2 This note provides additional information requested during the pre-application stage and responds to minor requests for amendments to the access and off-site sustainable transport strategy.
- 4.3 The majority of the requests can be accepted and on this basis, the conditions and obligations that Wates Development Ltd is willing to accept are summarised below:

Conditions

- 1 Completion of access in line with drawing ITS210013-GA-001 Rev C¹ prior to occupation.
- 2 Similarly, although not referenced in the consultation response, the applicant will accept a condition for the completion of the pedestrian / cycle / emergency access to Wychwood Place in line with drawing ITS210013-GA-002 Rev A, prior to occupation.
- 3 Completion of highway improvements to bus stops on Turners Hill Road in line with drawing ITS210013-GA-004² prior to occupation.
- 4 Completion of northward extension of Wychwood Place footway, plus provision of dropped kerb, in line with drawing ITB9155-GA-104, prior to occupation.
- 5 A condition requiring that signage is put in place to prevent cycling on Huntsland, to be designed during the reserved matters stage.

Obligations

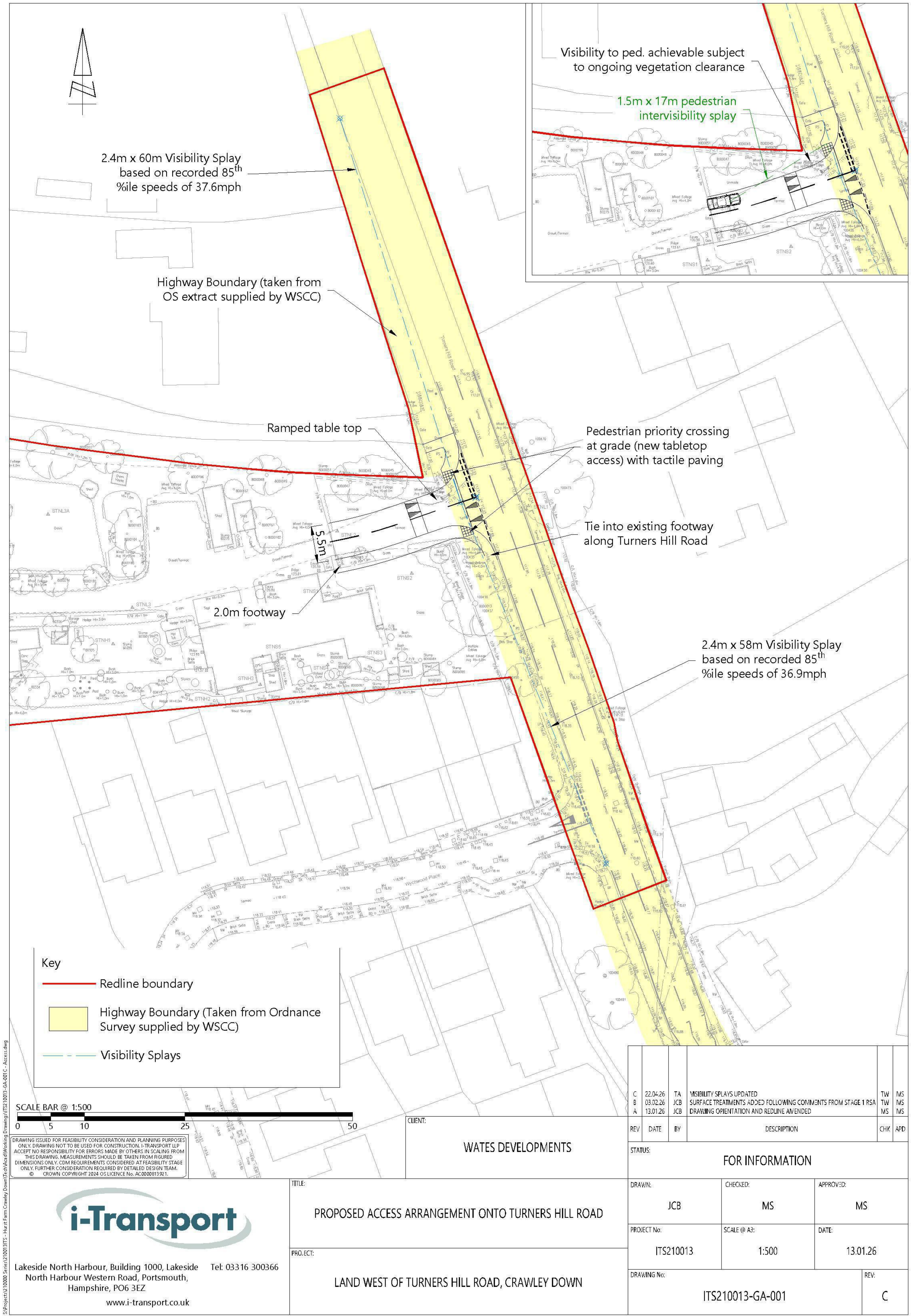
- 6 Implementation of Travel Plan, in line with the fifth schedule (Section 1) of the signed S106 agreement to application DM/25/0016, but noting the monitoring fee is now £4,110.

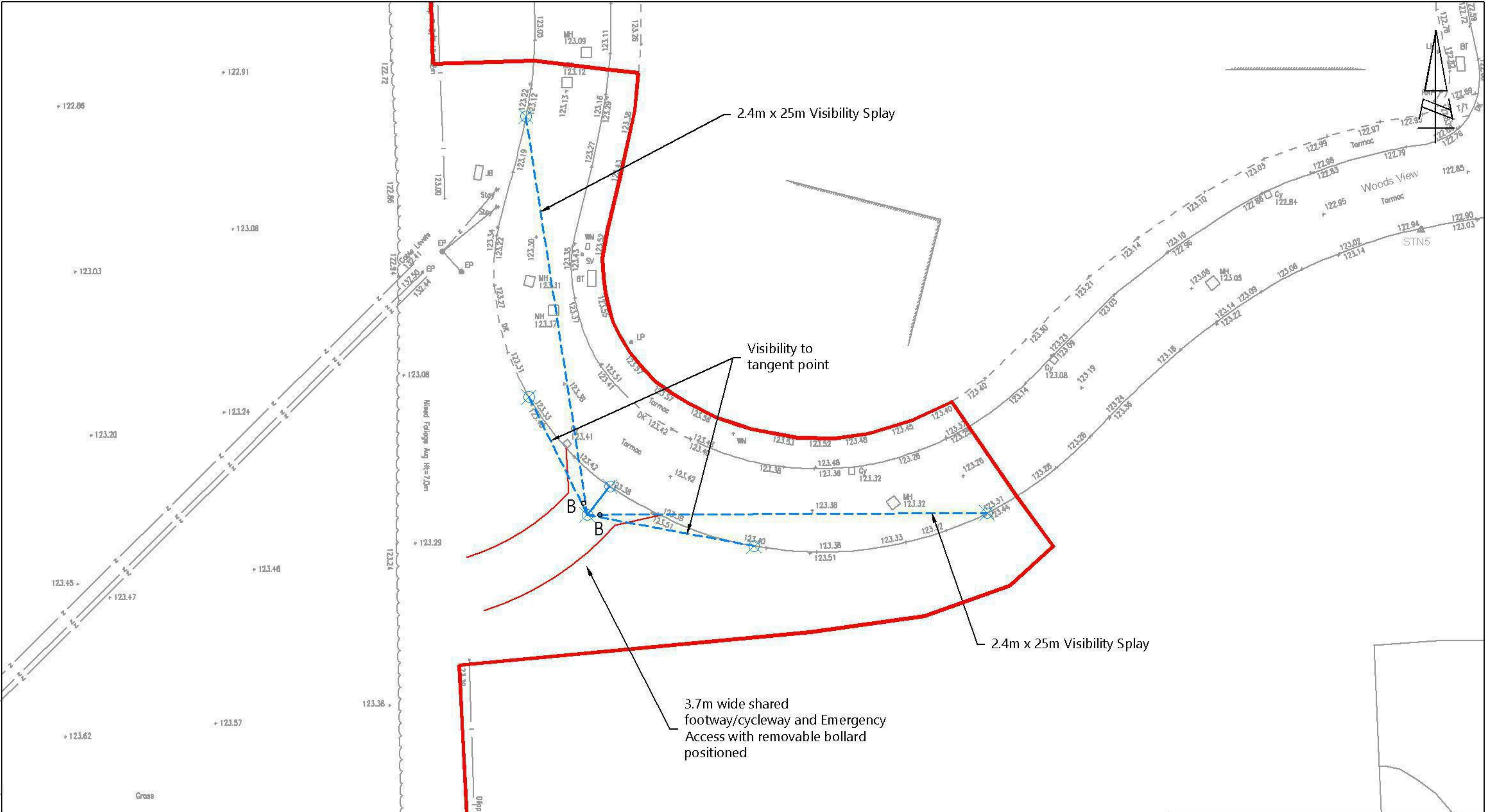
¹ As provided for the first time in this note, with updated sightline and without the coloured surface

² An update to drawing ITB9155-GA-103A, which was secured as condition 27 to application DM/25/0016 and included within the TA for this planning application. Reference to RTP1 has been removed

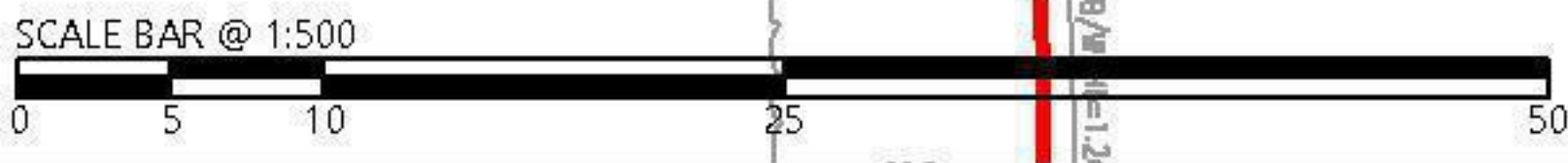
- 7 Implementation of Car club in line with the fifth schedule (Section 4) of the signed S106 agreement to application DM/25/0016, but; noting a requirement to provide five years worth of funding from 50% occupation.
- 8 Implementation of an enhance bus service contribution in line with the fifth schedule (Section 1) of the signed S106 agreement to application DM/25/0016.

DRAWINGS



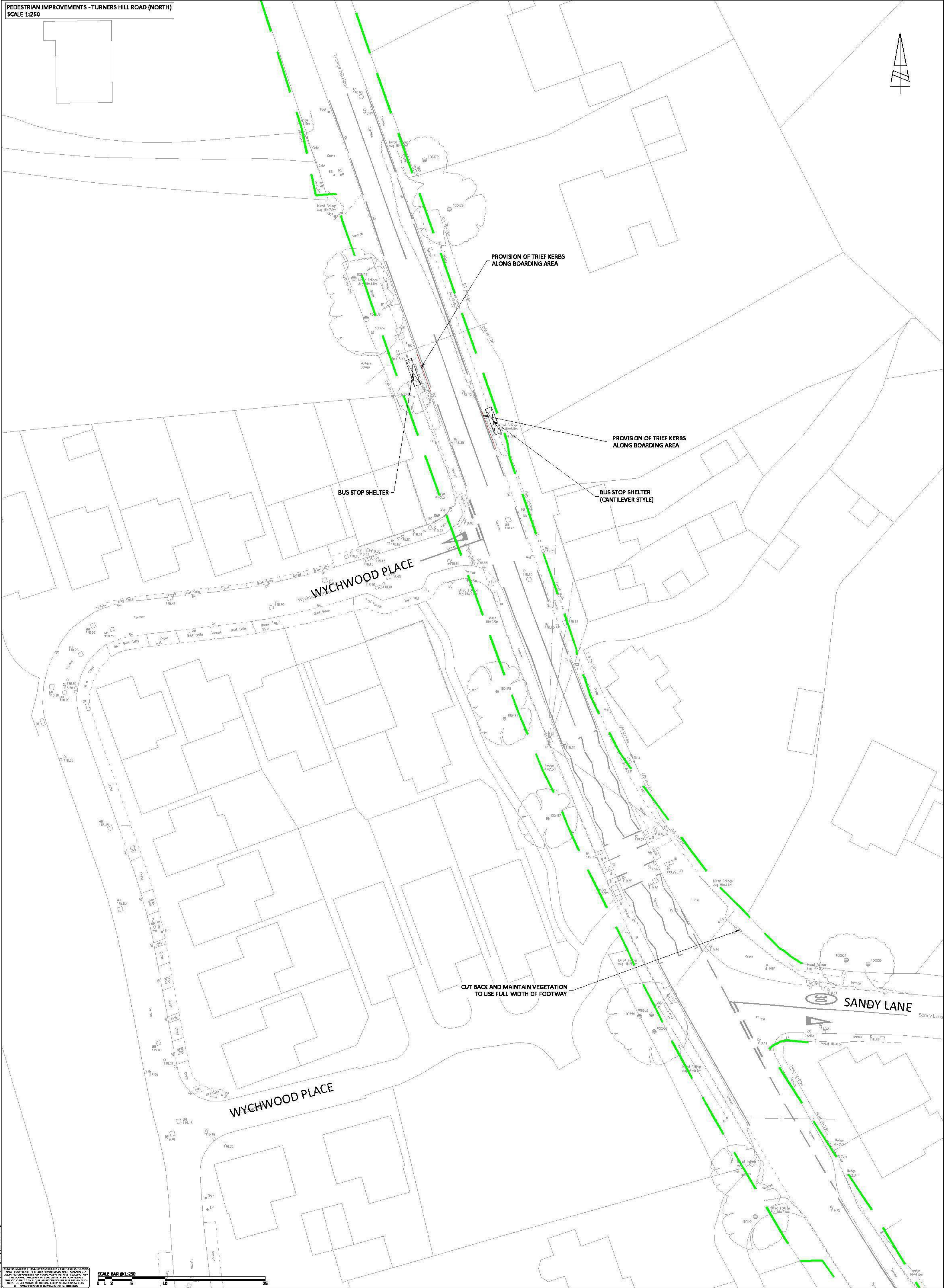


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DRAWN:	CHECKED:	APPROVED:
JCB	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
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DRAWING No:	REV:	
ITS210013-GA-002	A	

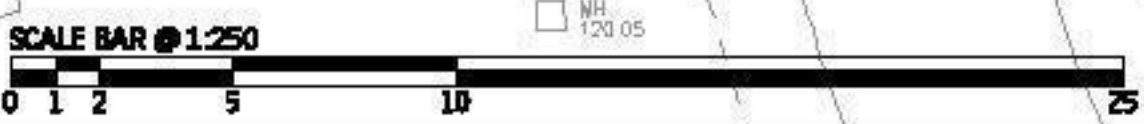
				PROPOSED SHARED PEDESTRIAN/CYCLEWAY AND EMERGENCY ACCESS			
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ www.i-transport.co.uk				Tel: 03316 300366			
REV:	DATE:	BY:	DESCRIPTION:	CHK:	APP:	PROJECT:	CLIENT:
A	14.01.26	JCB	DESIGN AMENDED FURTHER SOUTH	MS	MS	LAND WEST OF TURNERS HILL ROAD CRAWLEY DOWN	WATES DEVELOPMENTS
FOR INFORMATION							



 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth Hampshire, PO5 3EZ www.i-transport.co.uk			OFF-SITE IMPROVEMENTS ON TURNERS HILL ROAD			SH	PL	MS
FOR INFORMATION			LAND WEST OF TURNERS HILL ROAD, CRAWLEY DOWN			ITS210013	1:250	22.04.26
			WATES DEVELOPMENTS			ITS210013-GA-004		



PROPOSED FOOTWAY EXTENSION ON WYCHWOOD PLACE



 The Square, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk										PROPOSED FOOTWAY EXTENSION ON WYCHWOOD PLACE										DRAWN:	SH	CHECKED:	UJ	APPROVED:	MS																																												
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APPENDIX A. WSCC PRE-APPLICATION RESPONSE

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: i- Transport FAO: Sian Geddes
FROM:	WSCC - Highways Authority
DATE:	26 th February 2026
LOCATION:	KILN WOOD WOODLAND AREA , TURNERS HILL ROAD, CRAWLEY DOWN, WEST SUSSEX. RH10 4HN
SUBJECT:	Internal Reference: PRE-19-26 The development will deliver up to 230 dwellings, a 70-bed care home, a community facility and associated infrastructure.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at KILN WOOD WOODLAND AREA, TURNERS HILL ROAD, CRAWLEY DOWN, WEST SUSSEX, RH10 4HN.

Background

The site has an outline planning permission for development of 150 residential dwellings and a 70-bed care home accessed from Wychwood Place under application DM/25/0016. The LHA did not raise an objection to this application.

It is likely that following further planning development a planning application for up to 230 dwellings and a 70-bed care home in due course and this pre-application request and Scoping Note (dated 5th February 2026) submitted seek comments for a further Transport Assessment (TA) submitted with a subsequent planning application.

The SN seeks comments from the LHA on the following matters:

Site Location and Accessibility -Off site improvements were secured within the S106 Agreement of DM/25/0016. These included footway improvements, bus stop enhancements, a toucan crossing facility and Public Rights of Way re-surfacing. The improvements should be included in the TA for a future application. A full appraisal of all other related accessibility matters including a revised Travel Plan should be included within the new TA.

Access and Visibility

Vehicular access is proposed from a new priority junction from Turners Hill Road into land at Hurst Farm in the north of the site. The following comments would apply:

- A Stage 1 Road Safety Audit will be required on the off-site highway works as acknowledged in the SN.
- Access design on the parameters set out in Section 3.2.2 of the SN accepted subject to RSA and tracking (see below)
- Tracking for vehicles will be provided in a formal TA
- Visibility splays from the new point of access in line with 85th percentile road speeds
- No reference within the SN to when the speed surveys were undertaken, if over 3 years then ideally these should be re-commissioned.
- Pedestrian access and connectivity into Wychwood Place acknowledged in line with Section 3.3.1 of the SN.
- Other pedestrian access points noted in the "Accessibility" section above.

Network Capacity

The SN proposed the traffic modelling exercise will be updated to reflect 230 dwellings. The parameters and methodology agreed as part of the previous application would be accepted with the additional site of Land South of Hunstland included in the assessment. The trip assessment via TRICS is in line with the parameters of a site of this nature and size.

Conclusion

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

Jamie Brown
Planning Services

APPENDIX B. WSCC CONSULTATION RESPONSE

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	20 March 2026
LOCATION:	Land West Of Turners Hill Road And North Of Huntsland Including Hurst Farm Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/26/0577 Outline application (appearance, landscaping, layout and scale reserved), for the demolition of existing buildings and erection of up to 230 dwellings, a care home (use class c2) up to 70 beds, and community facility, and associated infrastructure including new access points off of Turners Hill Road, with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.
DATE OF SITE VISIT:	As part of previous application
RECOMMENDATION:	Advice

1. The following documents and plans have been reviewed by WSCC Highways in the preparation of these comments,
 - Transport Assessment, reference MS/TWa/DG/ITS210013-002C, dated 24th February 2026
 - Framework Travel Plan, reference MS/SG/ITS2100131-003B
 - Access and Movement Parameter Plan, drawing 013-04 revision A
2. It's recognised that outline planning permission exists for this site (DM/25/0016) for 150 residential units and a 70-bed care home. The approved development proposals take vehicular and non-vehicular access onto the B2028 Turners Hill Road via Woods View and Wychwood Place. The current proposals include an additional 80 units along with an alternate means of vehicular access onto the B2028. The proposed alternate means of access would serve all 230 residential units and the 70-bed care. Only non-vehicular and an emergency access would be formed onto Woods View.
3. For the purposes of reviewing this application, WSCC Highway consider that a number of principles have been established by way of the extant planning approvals. This includes the methodology to assess and the overall accessibility of the site by sustainable modes, as well as the overall methodology for determining trip generation and highway capacity impact (albeit the increase in dwellings has required additional modelling to be

undertaken based on the uplifted number of units), and the off-site mitigation required.

Access

4. The proposed access itself is existing and has previously served an agricultural use. WSCC has previously considered and accepted an improved access arrangement at this location to serve a residential development of 45 dwellings (DM/18/0591) albeit this was refused for non-highway related grounds. The access itself sits within the 30mph speed limit on Turners Hill Road. Given this, the guidance of Manual for Streets has been applied to determining the visibility splays with distances of 59 metres proposed to both the north and south. The previously refused scheme did demonstrate significantly greater visibility splays based on the standards within the Design Manual for Roads and Bridges. In reality, whilst 59 metres are demonstrated, it's apparent that significantly greater distances can be achieved within the existing public highway.
5. The access is proposed as a simple priority junction. This arrangement reflects all other junctions within the 30mph speed limit on the B2028 through Crawley Down. A carriageway width of 5.5 metres is demonstrated along with kerb radii of 6 metres. WSCC would consider in this instance that there would be a benefit to slightly larger kerb radii (e.g. 7.5 metres) to ease the exiting movement of vehicles onto the B2028.
6. The access is also indicated to have a raised feature to prioritise pedestrian crossing movements. WSCC have no issue with this in-principle albeit there are not expected to be any significant number of pedestrian crossing movements with there being no continuous footway on the west side of the B2028 and only a public right of way that travels westwards to the very immediate north.
7. The bus stop to the immediate south of the access is acknowledged. Ordinarily, bus stops should be situated downstream of junctions rather than upstream as in this case. Relocating the bus stop to the north of the access would in turn increase walking distance to the stop (albeit not greatly). The access arrangement has in any case been the subject of a Stage One Road Safety Audit and no problems have been raised with the siting of the access and bus stop. Given this, WSCC would not require the bus stop to be relocated at the current time. There would be the opportunity to review the bus stop location as part of future stages of the road safety audit (i.e. as part of the detailed design and once the access is complete and in operation).
8. With regards to the Stage One RSA, this raises a single problem concerning the use of a contrasting material where the pedestrian crossing crosses the proposed junction. Although more of a detailed design point, WSCC would require an editable version of the RSA Response to enable a response to be logged against this.

9. In reviewing the current vehicular access arrangement, WSCC are mindful of the approved access arrangement via Woods View and Wychwood. As part of comments on DM/25/0016, WSCC readily acknowledged that the vehicular access through these existing roads was far from ideal with the highway arrangement not being designed with the potential additional development in mind. The proposed arrangement is therefore very much viewed as a betterment although DM/25/0016 remains extant and implementable.
10. For non-vehicular trips, access through Woods View and Wychwood Place (and thereafter into Crawley Down via the existing signalised crossing north of the B2028/Sandy Lane junction) would be possible. This arrangement reflects that within the consented scheme. Some minor footway improvements were proposed on Wychwood Place as part of the approved scheme. Whilst some of these works were triggered due to the increase in vehicle movements, some were more basic (e.g. the provision of a short length of footway and dropped kerbs as shown on previously approved drawing ITB9155-GA-104). There would still be merit to some of these works being delivered.
11. The proposed access also includes a length of footway leading out onto the B2028 and tying into the existing footway on the western side of the carriageway. This then continues southwards to an existing signalised crossing (referred to above) and routes into Crawley Down.
12. The potential additional pedestrian access points as shown on the Movement Framework Plan are noted. The detail of these will be considered as part of future reserved matters applications.
13. In summary, WSCC Highways have no concerns with the proposed means of access into the development. It would be recommended that the kerb radii are marginally increased as suggested and would highlight the need for an editable RSA Response, as well as the additional length of footway and dropped kerbs on Wychwood Place.

Accessibility by Walking, Cycling, and Passenger Transport

14. A detailed assessment of walking, cycling and passenger transport was undertaken as part of the approved DM/25/0016. The principles and conclusions within this very much remain relevant and accepted.
15. As part of DM/25/0016, a contribution (£62,500) was also secured towards enhanced weekday evenings and weekend frequency for the 272 bus service for a period of 2.5 years. This contribution remains relevant and should be secured as part of the current planning application if approved.
16. A scheme of bus stop improvements is included on drawing ITB9155-GA-103 revision A. It was highlighted as part of DM/25/0016 that real time

information screens have already been included at these stops. This aspect should be removed from the plan. The Applicant can still commit to providing shelters but it will need to be determined who will take on the future maintenance of these as WSCC don't adopt or maintain bus shelters.

17.A Travel Plan has also been submitted. This reflects the Travel Plan approved and such is agreed. The Travel Plan along with a monitoring fee (currently of £3,950 but increasing to £4,110 as of 1st April 2026) should be secured within the s106 agreement.

18.The Travel Plan also includes reference to a car club. This should form a separate obligation within the s106 agreement. The obligation should include a requirement for the Applicant to provide a car club vehicle space and use all reasonable endeavours to secure from a car club operator the provision of a car club vehicle, and then fund for a period of at least 5 years. It's suggested that this obligation is triggered at 50% occupation (i.e. the vehicle is provided by 50% occupation) to ensure there are some occupied dwellings that could use the vehicle.

Vehicle Trip Generation and Highway Capacity

19.The methodology and overall approach to determine vehicle trip generation and the impact upon the local highway network was established within DM/25/0016. This methodology remains sound and is used to assess the trip generation from the increased number of dwellings. For the purposes of the assessment, this is based upon the 230 dwellings and 70 bed care home, although of these 150 dwellings and the care home are already consented. The assessment therefore perhaps could have been based on the additional 80 dwellings only.

20.Using the trip rates within table 8.1, the additional 80 dwellings would result in a further 42 two-way trips (11 arrivals, 31 departures) in the AM peak and 41 two-way trips (28 arrivals, 13 departures) in the PM peak. In-principle, the additional movements are relatively modest with the more detailed junction capacity assessments demonstrating that these movements can be accommodated without generating any severe highway impacts.

21.As a further comment, whilst the junction capacity outputs indicate several junctions to be operating at or over capacity in a future year scenario, it's apparent that these issues are existing and are not caused solely by the additional development traffic.

Layout

22.Whilst the means of vehicular access is different to that approved under DM/25/0016, the Access and Movement Parameter Plan largely reflects the approved scheme. Fundamentally, these includes various future points of pedestrian and cyclist access, as well as the north/south cycle route linking into the Worth Way via the approved DM/25/0014.

Conclusions

23. The extant consent and the principles considered established as part of this, WSCC have no in-principle concerns with this proposal. The proposed vehicular access arrangements are very much viewed as an improvement on that consented in DM/25/0016. There are a couple of minor points concerning the detailed design of the proposed vehicular access and the potential for footway improvements within Wychwood, as well as the Road Safety Audit process being completed that would need to be resolved.

Ian Gledhill
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC Highways - Public Rights of Way
DATE:	9 April 2026
LOCATION:	Land West Of Turners Hill Road And North Of Huntsland Including Hurst Farm Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/26/0577 Outline application (appearance, landscaping, layout and scale reserved), for the demolition of existing buildings and erection of up to 230 dwellings, a care home (use class c2) up to 70 beds, and community facility, and associated infrastructure including new access points off of Turners Hill Road, with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.
DATE OF SITE VISIT:	n/a
RELEVANT PUBLIC RIGHTS OF WAY NUMBER(S):	Footpaths 32W, 33W, 35W
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

Thank you for the opportunity to comment on the above numbered planning application. This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information.

As stated in the NPPF, para 105, Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Defra Rights of Way Circular (1/09) states The effect that a proposed development will have on Public Rights of Way is a material consideration for planning authorities when deciding whether or not to approve a planning application. The potential consequences on Public Rights of Way must be taken into account. Information supplied by an applicant should therefore explain how the potential development will impinge on Public Rights of Way.

Bearing the above in mind, my comments are as follows:

Footpath (FP)33W

I note the intention to provide cycle connectivity onto FP33 (Huntsland). Whilst I appreciate this is to allow for cyclists to connect between this site and that to the south, signage must be provided to indicate that cyclists must dismount whilst travelling along FP33 as no cycling is allowed along the footpath

Footpath (FP)35W

I note the connection that is to be made onto FP35W is limited to the extent of the site boundary only. Efforts must be made to ensure this connection is meaningful and allows unimpeded access onto the footpath from this point without damage to the ancient woodland setting.

General notes

In general, the provision of road crossings that will benefit PRow users are welcome as is the enhancing landscape buffer immediately north of Footpath 33W.

The granting of planning permission does not authorise obstruction of, interference to or moving of any Public Right of Way (PROW); this can only be done with the prior consent of West Sussex County Council (WSCC), as highway authority, and possibly also a legal Order process by Mid Sussex District Council as the local planning authority. Further advice can be provided on request.

Safe and convenient public access is to be available at all times across the full width of the PROWs, which may be wider than the available and used route – advice on the legal width can be provided by the WSCC PROW Team.

The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and / or chemicals during any works. These will constitute an offence of obstruction under the Highways Act 1980.

No new structures, such as gates and stiles, are to be installed within the width of any PROW without the prior consent of the WSCC PROW Team. These will constitute an offence of obstruction under the Highways Act 1980.

Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROWs. No drainage system is to be installed through the surface of the path without the prior consent of the WSCC PROW Team.

Where the ground levels adjacent to PROWs are to be raised above existing ground levels, this could increase the potential to flood the paths. A suitable drainage system must be installed adjacent to the paths to a specification agreed with the WSCC PROW Team prior to development commencing.

Any alteration to or replacement of the existing boundary with the PROWs, or the erection of new fence lines, must be done in consultation with the WSCC PROW Team to ensure the legal width of the path is not reduced and there is no unlawful encroachment.

Access along a PROW by contractors' vehicles, deliveries or plant is only lawful if the applicant can prove it has a vehicular right; without this an offence under the Road Traffic Act 1988 section 34(1) is being committed.

The applicant is advised that a public access right has precedence over a private access right. Where a PROW runs along a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced.

Some properties have private rights over them for the benefit of a particular individual or property; for example, a landowner may have the right to drive over a neighbour's track to gain access to property. This right of access is granted to individuals and / or properties only and does not extend to the public. The WSCC PROW Team does not hold

records of private rights of access; the applicant is encouraged to check that no private access rights will be detrimentally affected by this proposal.

It is an offence to damage the surface of a PROW without the prior consent of the WSCC PROW Team. The applicant must supply a specification and secure the approval of the WSCC PROW Team before works affecting the PROW begin, even if the surface is to be improved. Where a PROW surface is damaged and there was no prior consent, the applicant will be liable and required to make good the surface to a standard satisfactory to the WSCC PROW Team.

Where it is necessary to undertake works within the legal width of a PROW, e.g. install utilities, (or for development works immediately adjacent to a PROW that cannot reasonably be managed through different Health and Safety practice) the applicant must be advised to apply to WSCC PROW Team for a temporary path closure. The applicant must be advised there is no guarantee an application will be approved; that a minimum of 8 weeks is needed to consider an application.

Consented development is often subject to various environmental requirements, which can impact on the availability of PROW. For example, Great Crested Newt fencing has often been known to be laid across a PROW, which is either subject to installation of unauthorised stiles or gates, or unlawfully diverted around the site edge. The applicant must be advised that any environmental licence, such as from Natural England, does not negate the need to provide the legal line of a PROW without additional structures.

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Rights of Way information is not definitive.

Donna Trethewey
Planning and Communities Officer
Public Rights of Way
West Sussex County Council

APPENDIX C. ATC RESULTS



Survey Type: Automatic Traffic Counter

Location: Turners Hill Road



Charge Surveys Ltd

chargesurveys.co.uk





Survey Type: Automatic Traffic Counter

Location: Turners Hill Road



Charge Surveys Ltd

chargesurveys.co.uk





SITE: ATC 1 - Turners Hill Road, Crawley Down

LOCATION: Attached to signpost

GRID REFERENCE: 51.126805, -0.089757

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

19 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	7	2	2	2	1	1	0	0	0	0	0	42	56
0100	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.8	-
0200	5	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	43.6	-
0300	18	0	0	0	2	8	4	3	1	0	0	0	0	0	0	0	38.3	46.3
0400	51	0	0	0	0	11	21	10	6	3	0	0	0	0	0	0	43	51.1
0500	160	0	0	1	10	37	68	36	5	2	1	0	0	0	0	0	40.3	46.4
0600	341	0	0	0	45	154	115	24	3	0	0	0	0	0	0	0	36.6	41.2
0700	582	1	0	4	140	336	85	16	0	0	0	0	0	0	0	0	33.7	37.7
0800	567	0	0	2	134	327	93	9	2	0	0	0	0	0	0	0	33.8	37.8
0900	430	1	2	5	116	251	48	5	2	0	0	0	0	0	0	0	33	37
1000	341	2	0	2	75	216	44	2	0	0	0	0	0	0	0	0	33.4	37.1
1100	370	0	0	2	63	204	93	8	0	0	0	0	0	0	0	0	34.8	38.9
1200	351	0	0	2	67	196	75	8	2	1	0	0	0	0	0	0	34.7	38.9
1300	356	2	1	23	80	187	54	7	2	0	0	0	0	0	0	0	33.2	38.1
1400	350	1	2	0	99	188	50	8	2	0	0	0	0	0	0	0	33.7	37.8
1500	451	1	4	11	110	222	93	10	0	0	0	0	0	0	0	0	33.6	38.5
1600	460	0	0	0	111	281	61	6	1	0	0	0	0	0	0	0	33.7	37.2
1700	401	0	0	0	96	241	61	2	0	0	1	0	0	0	0	0	33.8	37.7
1800	275	0	1	5	64	139	59	5	2	0	0	0	0	0	0	0	34.3	39
1900	185	0	0	0	32	85	54	13	1	0	0	0	0	0	0	0	35.8	41.2
2000	133	0	0	3	14	54	41	17	3	1	0	0	0	0	0	0	37.4	43.5
2100	106	0	1	0	16	39	35	8	6	0	1	0	0	0	0	0	37.4	43.3
2200	71	0	0	0	8	34	26	2	0	1	0	0	0	0	0	0	36.2	40.4
2300	33	0	0	0	5	14	10	2	1	1	0	0	0	0	0	0	37.6	43.3
07-19	4934	8	10	56	1155	2788	816	86	13	1	1	0	0	0	0	0	33.8	37.9
06-22	5699	8	11	59	1262	3120	1061	148	26	2	2	0	0	0	0	0	34.2	38.6
06-00	5803	8	11	59	1275	3168	1097	152	27	4	2	0	0	0	0	0	34.2	38.6
00-00	6055	8	11	60	1288	3232	1195	204	43	10	4	0	0	0	0	0	34.5	39

20 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	35.9	44.7
0100	7	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	39.2	-
0200	5	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	41.5	-
0300	21	0	0	0	1	7	4	7	2	0	0	0	0	0	0	0	41	49.4
0400	58	0	0	0	2	10	23	13	10	0	0	0	0	0	0	0	42.1	49.9
0500	141	0	0	0	2	42	56	30	6	3	1	1	0	0	0	0	40.7	46.1
0600	291	0	0	1	43	100	117	26	2	2	0	0	0	0	0	0	37.2	42.5
0700	512	1	2	0	110	279	107	11	1	1	0	0	0	0	0	0	34.4	38.7
0800	522	0	0	12	132	251	114	13	0	0	0	0	0	0	0	0	34.1	38.8
0900	432	0	0	8	92	255	66	9	2	0	0	0	0	0	0	0	33.8	37.8
1000	398	0	0	2	80	242	63	9	2	0	0	0	0	0	0	0	34.3	37.9
1100	363	0	0	5	106	186	59	6	1	0	0	0	0	0	0	0	33.4	37.9
1200	358	0	3	7	71	207	58	10	2	0	0	0	0	0	0	0	33.8	38.4
1300	369	0	1	2	97	178	82	8	1	0	0	0	0	0	0	0	34.2	39
1400	373	1	1	7	79	218	58	9	0	0	0	0	0	0	0	0	33.8	37.9
1500	462	0	2	2	110	255	78	11	4	0	0	0	0	0	0	0	34.1	38.7
1600	438	0	0	4	151	207	69	4	3	0	0	0	0	0	0	0	33.2	37.9
1700	377	0	0	1	101	195	70	9	1	0	0	0	0	0	0	0	33.9	38.4
1800	288	0	1	7	48	169	56	6	1	0	0	0	0	0	0	0	34.3	38
1900	191	0	2	0	25	99	54	10	1	0	0	0	0	0	0	0	35.7	40.8
2000	135	0	0	0	30	59	39	6	1	0	0	0	0	0	0	0	35	40.4
2100	109	0	1	0	16	50	33	6	1	1	1	0	0	0	0	0	36.4	40.8
2200	89	0	0	1	20	41	22	4	1	0	0	0	0	0	0	0	35.2	41.6
2300	63	0	0	0	8	27	20	7	1	0	0	0	0	0	0	0	37.3	42.9
07-19	4892	2	10	57	1177	2642	880	105	18	1	0	0	0	0	0	0	33.9	38.3
06-22	5618	2	13	58	1291	2950	1123	153	23	4	1	0	0	0	0	0	34.2	38.8
06-00	5770	2	13	59	1319	3018	1165	164	25	4	1	0	0	0	0	0	34.3	38.9
00-00	6014	2	13	59	1329	3083	1256	218	44	7	2	1	0	0	0	0	34.6	39.3

21 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	6	12	8	1	2	0	0	0	0	0	0	0	36.4	41.9
0100	8	0	0	0	2	0	2	2	1	1	0	0	0	0	0	0	42.5	-
0200	6	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	45.7	-
0300	27	0	0	0	4	7	12	3	1	0	0	0	0	0	0	0	37.2	43.4
0400	34	0	0	0	1	6	15	5	5	1	1	0	0	0	0	0	43.1	51.6
0500	81	0	0	0	5	28	27	11	6	2	2	0	0	0	0	0	40.1	47.5
0600	116	0	1	2	14	39	42	13	5	0	0	0	0	0	0	0	37.3	43.7
0700	199	0	0	0	26	75	82	15	1	0	0	0	0	0	0	0	36.8	42.2
0800	315	0	1	3	66	148	79	14	4	0	0	0	0	0	0	0	35	40.6
0900	434	0	1	18	85	249	67	13	0	0	0	1	0	0	0	0	33.8	38.7
1000	475	2	4	18	140	209	92	8	1	0	1	0	0	0	0	0	33.3	39
1100	453	2	5	28	74	241	93	7	3	0	0	0	0	0	0	0	33.7	38.7
1200	469	1	2	1	118	258	80	7	1	1	0	0	0	0	0	0	33.8	38
1300	449	0	0	12	107	243	75	9	2	1	0	0	0	0	0	0	33.8	38
1400	381	0	1	4	66	209	90	11	0	0	0	0	0	0	0	0	34.8	39
1500	368	0	0	9	76	203	73	6	1	0	0	0	0	0	0	0	34.2	38.6
1600	399	0	2	2	99	208	80	7	1	0	0	0	0	0	0	0	34	38.7
1700	416	0	0	5	128	217	57	7	2	0	0	0	0	0	0	0	33.4	37.5
1800	314	0	0	0	91	175	40	8	0	0	0	0	0	0	0	0	33.4	37.4
1900	178	0	0	1	33	90	44	8	2	0	0	0	0	0	0	0	35.3	39.8
2000	119	0	0	0	22	53	38	3	1	1	0	1	0	0	0	0	36.1	40.6
2100	132	0	0	2	29	69	24	7	0	0	0	0	1	0	0	0	35	40
2200	81	0	1	0	10	31	29	6	2	2	0	0	0	0	0	0	36.9	42.2
2300	82	0	1	0	13	31	28	8	1	0	0	0	0	0	0	0	36.5	41.8
07-19	4672	5	16	100	1076	2435	908	112	16	2	1	1	0	0	0	0	34	38.7
06-22	5217	5	17	105	1174	2686	1056	143	24	3	1	2	1	0	0	0	34.2	38.9
06-00	5380	5	19	105	1197	2748	1113	157	27	5	1	2	1	0	0	0	34.3	39
00-00	5565	5	19	105	1215	2801	1180	180	44	9	4	2	1	0	0	0	34.5	39.3

22 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	36	0	0	0	5	10	15	4	1	1	0	0	0	0	0	0	38.3	45.1
0100	19	0	0	0	3	6	7	3	0	0	0	0	0	0	0	0	37.4	43.7
0200	12	0	0	0	1	2	5	2	2	0	0	0	0	0	0	0	41.4	50.7
0300	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	44.3	-
0400	30	0	0	0	2	6	11	10	1	0	0	0	0	0	0	0	40.7	46.5
0500	47	0	0	0	3	13	22	7	1	1	0	0	0	0	0	0	39.9	45
0600	65	0	0	0	7	21	25	9	3	0	0	0	0	0	0	0	38.7	44.8
0700	115	0	0	0	7	33	55	19	1	0	0	0	0	0	0	0	38.9	43.9
0800	219	0	1	1	33	106	61	17	0	0	0	0	0	0	0	0	35.9	40.5
0900	337	0	1	13	55	190	66	8	3	1	0	0	0	0	0	0	34.2	38.5
1000	407	1	2	5	106	210	74	8	1	0	0	0	0	0	0	0	33.7	38.3
1100	463	0	0	5	121	229	93	12	3	0	0	0	0	0	0	0	34	38.6
1200	458	3	0	4	118	250	77	5	1	0	0	0	0	0	0	0	33.7	37.7
1300	464	1	1	4	145	229	74	10	0	0	0	0	0	0	0	0	33.4	37.9
1400	467	0	1	10	98	273	73	11	1	0	0	0	0	0	0	0	33.9	37.9
1500	477	0	1	15	190	222	40	8	1	0	0	0	0	0	0	0	32.1	36.2
1600	436	0	0	1	127	238	59	10	1	0	0	0	0	0	0	0	33.6	37.7
1700	322	0	0	2	104	151	54	10	1	0	0	0	0	0	0	0	33.6	38.4
1800	228	0	0	0	56	118	46	5	3	0	0	0	0	0	0	0	34.5	38.8
1900	174	0	0	2	25	89	44	11	3	0	0	0	0	0	0	0	35.7	41.1
2000	100	0	0	2	15	47	27	9	0	0	0	0	0	0	0	0	35.6	40.7
2100	79	0	0	0	8	29	36	4	1	0	1	0	0	0	0	0	37.9	42.2
2200	27	0	0	0	4	8	12	3	0	0	0	0	0	0	0	0	37.7	42.8
2300	20	0	0	0	2	5	11	2	0	0	0	0	0	0	0	0	38.9	43
07-19	4393	5	7	60	1160	2249	772	123	16	1	0	0	0	0	0	0	33.9	38.5
06-22	4811	5	7	64	1215	2435	904	156	23	1	1	0	0	0	0	0	34.1	38.8
06-00	4858	5	7	64	1221	2448	927	161	23	1	1	0	0	0	0	0	34.1	38.8
00-00	5011	5	7	64	1235	2486	991	190	29	3	1	0	0	0	0	0	34.3	39.3

23 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	5	1	1	0	0	1	0	0	0	0	0	40.8	-
0100	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	36.1	-
0200	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.5	-
0300	25	0	0	0	2	6	9	6	1	1	0	0	0	0	0	0	40.3	47
0400	60	0	0	0	5	11	25	15	3	1	0	0	0	0	0	0	40.7	47.5
0500	162	0	0	0	10	63	62	21	6	0	0	0	0	0	0	0	38.7	44.2
0600	332	0	0	0	26	158	118	28	2	0	0	0	0	0	0	0	37	42.1
0700	555	1	1	4	141	280	114	13	1	0	0	0	0	0	0	0	34	38.7
0800	535	0	5	6	152	310	58	3	0	1	0	0	0	0	0	0	32.9	36.5
0900	397	0	1	2	140	200	47	5	1	1	0	0	0	0	0	0	33.1	36.9
1000	324	0	0	0	110	167	41	6	0	0	0	0	0	0	0	0	33	37.1
1100	361	0	0	22	113	177	43	5	1	0	0	0	0	0	0	0	32.3	37.1
1200	298	1	2	8	66	154	57	10	0	0	0	0	0	0	0	0	33.8	38.5
1300	335	0	0	2	73	194	62	3	1	0	0	0	0	0	0	0	34.1	38.2
1400	362	0	0	4	129	182	41	6	0	0	0	0	0	0	0	0	32.8	36.7
1500	360	0	1	3	118	163	63	11	1	0	0	0	0	0	0	0	33.4	38.1
1600	430	0	2	9	91	245	74	9	0	0	0	0	0	0	0	0	33.8	38.1
1700	379	0	0	7	124	168	69	11	0	0	0	0	0	0	0	0	33.6	38.5
1800	295	0	0	2	88	141	60	2	1	1	0	0	0	0	0	0	33.8	38.1
1900	187	1	0	1	38	90	49	7	1	0	0	0	0	0	0	0	35.1	40
2000	99	0	0	1	17	37	30	10	4	0	0	0	0	0	0	0	36.9	42.8
2100	70	0	0	1	13	29	23	4	0	0	0	0	0	0	0	0	35.6	41.2
2200	24	0	0	0	3	8	10	3	0	0	0	0	0	0	0	0	37.6	43.6
2300	26	0	0	0	5	6	12	2	0	1	0	0	0	0	0	0	37.4	42.9
07-19	4631	2	12	69	1345	2381	729	84	6	3	0	0	0	0	0	0	33.4	37.8
06-22	5319	3	12	72	1439	2695	949	133	13	3	0	0	0	0	0	0	33.7	38.4
06-00	5369	3	12	72	1447	2709	971	138	13	4	0	0	0	0	0	0	33.8	38.4
00-00	5635	3	12	72	1464	2800	1071	183	23	6	1	0	0	0	0	0	34	38.8

24 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	35.8	-
0100	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	46	-
0200	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.3	-
0300	20	0	0	0	0	7	8	3	2	0	0	0	0	0	0	0	40.5	46.2
0400	50	0	0	0	3	12	18	11	5	1	0	0	0	0	0	0	41.2	49.4
0500	162	0	0	0	12	46	59	28	14	2	1	0	0	0	0	0	40	46.9
0600	333	0	1	0	50	160	95	21	5	1	0	0	0	0	0	0	36.2	41.5
0700	588	1	3	9	117	337	110	11	0	0	0	0	0	0	0	0	33.9	38
0800	565	21	6	7	176	282	66	7	0	0	0	0	0	0	0	0	32	37
0900	449	0	1	0	155	236	50	5	2	0	0	0	0	0	0	0	32.9	36.8
1000	347	0	0	7	142	156	39	3	0	0	0	0	0	0	0	0	32.2	36.7
1100	358	3	6	11	150	147	35	5	1	0	0	0	0	0	0	0	31.5	36.4
1200	356	1	2	8	121	167	51	3	3	0	0	0	0	0	0	0	32.8	37.7
1300	357	1	2	16	118	168	46	6	0	0	0	0	0	0	0	0	32.5	37.2
1400	337	0	2	1	95	185	50	1	1	0	0	0	0	0	2	0	33.7	37.6
1500	407	0	0	15	130	204	50	7	1	0	0	0	0	0	0	0	32.8	37.2
1600	418	0	0	2	106	224	73	11	1	1	0	0	0	0	0	0	34.1	38.5
1700	365	0	1	5	102	188	65	4	0	0	0	0	0	0	0	0	33.6	38.3
1800	269	0	0	0	47	154	62	5	0	1	0	0	0	0	0	0	34.7	38.6
1900	177	0	2	18	41	65	44	7	0	0	0	0	0	0	0	0	33.1	39
2000	92	0	0	0	23	35	27	5	1	1	0	0	0	0	0	0	35.4	41
2100	74	0	0	2	12	40	14	5	1	0	0	0	0	0	0	0	35	41.7
2200	37	0	0	2	5	18	7	1	4	0	0	0	0	0	0	0	35.9	43.3
2300	27	0	0	0	3	7	13	4	0	0	0	0	0	0	0	0	38.8	43.8
07-19	4816	27	23	81	1459	2448	697	68	9	2	0	0	0	0	2	0	33	37.6
06-22	5492	27	26	101	1585	2748	877	106	16	4	0	0	0	0	2	0	33.3	37.9
06-00	5556	27	26	103	1593	2773	897	111	20	4	0	0	0	0	2	0	33.3	38
00-00	5802	27	26	103	1609	2844	987	154	42	7	1	0	0	0	2	0	33.6	38.5

25 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	1	0	2	3	1	2	1	0	0	0	0	0	0	0	36.5	-
0100	10	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	33.8	-
0200	5	0	0	0	1	0	0	2	1	0	1	0	0	0	0	0	46.9	-
0300	20	0	0	0	0	5	7	6	1	0	1	0	0	0	0	0	42.5	48.2
0400	47	0	0	0	3	9	17	13	5	0	0	0	0	0	0	0	41.5	49.1
0500	165	0	0	1	10	43	78	27	5	1	0	0	0	0	0	0	39.1	44.2
0600	352	0	0	0	44	169	120	18	1	0	0	0	0	0	0	0	36.1	40.3
0700	573	0	4	13	167	295	76	13	3	0	2	0	0	0	0	0	33.3	37.6
0800	602	0	0	15	201	298	80	8	0	0	0	0	0	0	0	0	32.8	37.2
0900	392	0	0	9	115	187	76	5	0	0	0	0	0	0	0	0	33.6	38.4
1000	358	0	0	6	116	176	52	7	0	1	0	0	0	0	0	0	33.1	37.5
1100	375	0	2	1	114	193	56	8	1	0	0	0	0	0	0	0	33.3	37.8
1200	388	1	3	11	110	205	51	7	0	0	0	0	0	0	0	0	32.9	37.3
1300	365	0	8	11	96	195	49	6	0	0	0	0	0	0	0	0	33	37.3
1400	344	1	0	2	97	167	64	10	3	0	0	0	0	0	0	0	34	38.9
1500	387	0	0	18	93	194	73	8	0	1	0	0	0	0	0	0	33.6	38.3
1600	416	0	2	1	88	249	71	5	0	0	0	0	0	0	0	0	33.8	37.8
1700	406	0	0	3	121	231	46	4	1	0	0	0	0	0	0	0	33.2	36.9
1800	310	0	0	0	76	175	52	6	0	0	1	0	0	0	0	0	33.9	38
1900	214	0	0	1	48	104	58	2	1	0	0	0	0	0	0	0	34.7	39.4
2000	145	0	0	2	23	74	31	11	3	1	0	0	0	0	0	0	36.1	42.1
2100	105	0	0	5	17	46	26	6	4	0	1	0	0	0	0	0	35.8	42.1
2200	64	0	0	0	7	25	21	8	3	0	0	0	0	0	0	0	38	44.6
2300	36	0	0	0	7	10	13	6	0	0	0	0	0	0	0	0	37.5	45.5
07-19	4916	2	19	90	1394	2565	746	87	8	2	3	0	0	0	0	0	33.3	37.7
06-22	5732	2	19	98	1526	2958	981	124	17	3	4	0	0	0	0	0	33.7	38.1
06-00	5832	2	19	98	1540	2993	1015	138	20	3	4	0	0	0	0	0	33.7	38.3
00-00	6089	2	20	100	1558	3058	1119	189	33	4	6	0	0	0	0	0	34	38.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	40171	52	108	563	9698	20304	7799	1318	258	46	19	3	1	0	2	0	34.2	38.9



SITE: ATC 1 - Turners Hill Road, Crawley Down

LOCATION: Attached to signpost

GRID REFERENCE: 51.126805, -0.089757

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

19 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	4	5	6	5	1	0	0	0	0	0	0	0	39	46.8
0100	7	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	41	-
0200	10	0	0	0	1	2	2	3	0	1	1	0	0	0	0	0	44.6	-
0300	12	0	0	0	1	2	3	2	3	1	0	0	0	0	0	0	44.8	54.1
0400	17	0	0	0	2	4	4	4	1	2	0	0	0	0	0	0	42.2	53.9
0500	28	0	0	0	3	14	4	6	1	0	0	0	0	0	0	0	37.6	45.2
0600	113	0	0	2	14	41	41	9	6	0	0	0	0	0	0	0	37.6	42.7
0700	331	3	8	18	85	129	70	14	4	0	0	0	0	0	0	0	33.3	40.2
0800	418	1	1	18	157	174	58	5	2	0	1	0	0	0	0	1	32.6	37.6
0900	361	0	1	7	146	157	42	7	1	0	0	0	0	0	0	0	32.5	37.1
1000	324	7	13	10	95	150	43	5	1	0	0	0	0	0	0	0	31.6	37.4
1100	356	16	17	15	64	182	53	9	0	0	0	0	0	0	0	0	31.7	37.8
1200	393	2	1	12	82	192	93	9	1	1	0	0	0	0	0	0	34.3	39
1300	346	1	2	11	92	162	66	11	1	0	0	0	0	0	0	0	33.7	39.6
1400	421	2	5	20	105	185	89	14	1	0	0	0	0	0	0	0	33.5	39
1500	551	0	0	25	178	272	67	9	0	0	0	0	0	0	0	0	32.6	37
1600	736	0	4	25	310	301	89	6	1	0	0	0	0	0	0	0	32	36.8
1700	696	0	3	26	214	324	120	8	0	0	1	0	0	0	0	0	33	38
1800	444	1	1	5	120	252	55	8	1	0	1	0	0	0	0	0	33.5	37.2
1900	290	0	0	6	59	160	56	8	1	0	0	0	0	0	0	0	34.3	39
2000	192	0	3	6	31	97	42	8	5	0	0	0	0	0	0	0	35	40.3
2100	150	0	0	1	30	56	53	7	3	0	0	0	0	0	0	0	36	40.9
2200	133	0	0	0	23	52	50	8	0	0	0	0	0	0	0	0	36.4	41.8
2300	63	0	0	0	10	20	19	8	3	2	1	0	0	0	0	0	38.8	46.8
07-19	5377	33	56	192	1648	2480	845	105	13	1	3	0	0	0	0	1	32.8	37.9
06-22	6122	33	59	207	1782	2834	1037	137	28	1	3	0	0	0	0	1	33.1	38.3
06-00	6318	33	59	207	1815	2906	1106	153	31	3	4	0	0	0	0	1	33.3	38.5
00-00	6413	33	59	207	1827	2935	1126	175	38	7	5	0	0	0	0	1	33.4	38.6

20 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	33	0	0	0	4	10	12	4	3	0	0	0	0	0	0	0	39	49.3
0100	8	0	0	0	1	3	3	0	1	0	0	0	0	0	0	0	38	-
0200	11	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	40.7	47.2
0300	13	0	0	2	1	0	2	4	3	0	1	0	0	0	0	0	42.5	52.7
0400	21	0	0	0	0	7	5	5	3	1	0	0	0	0	0	0	42.7	52
0500	24	0	0	0	1	7	10	5	1	0	0	0	0	0	0	0	40	48.2
0600	110	0	0	2	8	25	56	12	6	1	0	0	0	0	0	0	39.3	45.5
0700	317	1	0	13	67	145	76	14	1	0	0	0	0	0	0	0	34.3	39.9
0800	393	1	7	12	112	175	78	8	0	0	0	0	0	0	0	0	33.1	38.7
0900	325	0	9	7	124	134	43	7	1	0	0	0	0	0	0	0	32.3	37.5
1000	352	2	3	11	95	174	61	6	0	0	0	0	0	0	0	0	33.2	37.9
1100	409	3	4	6	119	188	71	18	0	0	0	0	0	0	0	0	33.5	38.9
1200	388	4	4	16	98	194	63	9	0	0	0	0	0	0	0	0	32.9	37.9
1300	378	0	0	1	103	176	79	16	2	1	0	0	0	0	0	0	34.5	39.5
1400	448	3	5	14	118	213	82	12	1	0	0	0	0	0	0	0	33.3	39
1500	549	0	0	2	160	261	112	12	2	0	0	0	0	0	0	0	33.9	38.9
1600	684	18	17	12	230	300	90	17	0	0	0	0	0	0	0	0	31.9	37.6
1700	687	1	0	4	224	328	116	12	2	0	0	0	0	0	0	0	33.4	37.9
1800	489	4	5	3	155	253	62	6	1	0	0	0	0	0	0	0	32.7	37.1
1900	269	1	1	3	83	125	51	5	0	0	0	0	0	0	0	0	33.3	38.6
2000	157	0	0	1	40	64	43	6	3	0	0	0	0	0	0	0	35	39.6
2100	128	0	0	3	26	59	32	4	2	1	1	0	0	0	0	0	35.3	40.6
2200	125	0	0	2	35	53	31	3	0	1	0	0	0	0	0	0	34.3	38.6
2300	99	1	0	2	15	41	33	6	1	0	0	0	0	0	0	0	35.7	41
07-19	5419	37	54	101	1605	2541	933	137	10	1	0	0	0	0	0	0	33.2	38.4
06-22	6083	38	55	110	1762	2814	1115	164	21	3	1	0	0	0	0	0	33.4	38.7
06-00	6307	39	55	114	1812	2908	1179	173	22	4	1	0	0	0	0	0	33.5	38.7
00-00	6417	39	55	116	1819	2937	1216	194	34	5	2	0	0	0	0	0	33.6	38.9

21 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	43	0	0	1	8	15	15	3	1	0	0	0	0	0	0	0	36.2	40.7
0100	19	0	0	1	2	3	8	1	3	1	0	0	0	0	0	0	40.2	52.2
0200	13	0	0	0	6	2	2	1	0	2	0	0	0	0	0	0	37.7	57.8
0300	9	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	39.8	-
0400	14	0	0	0	2	7	3	1	0	0	1	0	0	0	0	0	37.9	45
0500	18	0	0	0	4	7	4	1	2	0	0	0	0	0	0	0	36.5	46.6
0600	62	1	1	2	13	20	10	13	2	0	0	0	0	0	0	0	36	46.3
0700	146	1	3	2	40	27	51	17	4	0	0	0	1	0	0	0	36.2	43.5
0800	283	1	6	5	81	126	49	15	0	0	0	0	0	0	0	0	33.5	38.9
0900	369	5	32	17	107	151	45	8	3	1	0	0	0	0	0	0	31.2	37.4
1000	492	36	42	38	123	179	66	7	1	0	0	0	0	0	0	0	29.2	37.4
1100	538	18	31	41	123	230	77	13	2	1	2	0	0	0	0	0	31.4	37.8
1200	527	8	27	38	118	237	85	11	3	0	0	0	0	0	0	0	32	37.9
1300	503	6	13	14	142	233	82	12	1	0	0	0	0	0	0	0	32.8	38.3
1400	456	0	1	18	89	248	88	11	1	0	0	0	0	0	0	0	33.9	38.4
1500	444	10	4	40	95	197	85	12	0	1	0	0	0	0	0	0	32.6	39.1
1600	449	0	3	28	139	199	71	7	2	0	0	0	0	0	0	0	32.6	37.9
1700	381	1	4	16	103	149	86	17	5	0	0	0	0	0	0	0	33.9	39.8
1800	333	1	0	5	77	171	68	11	0	0	0	0	0	0	0	0	34.1	38.8
1900	236	0	0	3	64	110	59	0	0	0	0	0	0	0	0	0	34.1	39.1
2000	139	0	0	2	32	61	38	5	1	0	0	0	0	0	0	0	35	40.6
2100	107	0	0	0	22	47	29	7	2	0	0	0	0	0	0	0	35.5	39.9
2200	107	0	0	1	19	43	30	11	1	2	0	0	0	0	0	0	36.9	42.5
2300	91	0	0	0	15	34	32	9	1	0	0	0	0	0	0	0	36.7	42
07-19	4921	87	166	262	1237	2147	853	141	22	3	2	0	1	0	0	0	32.5	38.4
06-22	5465	88	167	269	1368	2385	989	166	27	3	2	0	1	0	0	0	32.7	38.6
06-00	5663	88	167	270	1402	2462	1051	186	29	5	2	0	1	0	0	0	32.8	38.8
00-00	5779	88	167	272	1425	2497	1088	195	35	8	3	0	1	0	0	0	32.9	38.9

22 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	55	0	0	1	7	23	21	2	1	0	0	0	0	0	0	0	36.4	42.2
0100	24	0	0	0	4	9	7	2	1	1	0	0	0	0	0	0	38.4	46.5
0200	14	0	0	0	1	2	5	2	2	0	1	0	1	0	0	0	45.7	60.8
0300	14	0	0	0	5	2	3	2	0	2	0	0	0	0	0	0	38.8	54.5
0400	14	0	0	0	2	3	5	3	1	0	0	0	0	0	0	0	39.2	46.5
0500	26	0	0	0	6	10	5	4	1	0	0	0	0	0	0	0	37.3	46.4
0600	66	0	1	0	14	17	16	14	4	0	0	0	0	0	0	0	37.9	45.7
0700	119	0	1	0	23	41	39	13	1	1	0	0	0	0	0	0	36.9	42.8
0800	256	0	5	2	44	121	71	11	2	0	0	0	0	0	0	0	34.9	41
0900	481	3	26	13	143	217	75	4	0	0	0	0	0	0	0	0	31.8	37.6
1000	470	10	13	6	116	214	91	13	3	0	3	1	0	0	0	0	33.4	38.8
1100	537	3	10	9	114	258	125	17	1	0	0	0	0	0	0	0	33.9	39.1
1200	522	5	28	33	124	211	109	11	1	0	0	0	0	0	0	0	32.3	38.8
1300	454	1	4	2	125	192	113	17	0	0	0	0	0	0	0	0	34.3	39.8
1400	425	2	7	22	104	191	87	12	0	0	0	0	0	0	0	0	33.2	39
1500	380	0	0	1	84	180	97	17	1	0	0	0	0	0	0	0	34.8	39.5
1600	309	1	2	5	91	127	69	13	1	0	0	0	0	0	0	0	34	39.6
1700	255	0	0	2	68	90	70	19	1	0	1	2	2	0	0	0	35.8	41.9
1800	245	0	0	4	54	117	57	12	1	0	0	0	0	0	0	0	34.9	39.8
1900	192	0	0	5	42	86	51	8	0	0	0	0	0	0	0	0	34.6	39.3
2000	150	0	0	3	20	66	51	8	2	0	0	0	0	0	0	0	36.3	41.2
2100	96	0	0	1	25	40	23	7	0	0	0	0	0	0	0	0	34.9	41.3
2200	54	0	0	1	8	24	14	7	0	0	0	0	0	0	0	0	36.3	43
2300	51	0	0	0	9	17	18	7	0	0	0	0	0	0	0	0	36.9	43.1
07-19	4453	25	96	99	1090	1959	1003	159	12	1	4	3	2	0	0	0	33.8	39.5
06-22	4957	25	97	108	1191	2168	1144	196	18	1	4	3	2	0	0	0	34	39.6
06-00	5062	25	97	109	1208	2209	1176	210	18	1	4	3	2	0	0	0	34	39.7
00-00	5209	25	97	110	1233	2258	1222	225	24	4	5	3	3	0	0	0	34.1	39.8

23 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	1	3	5	3	0	1	0	0	0	0	0	0	41	48.9
0100	9	0	0	0	2	3	3	0	0	1	0	0	0	0	0	0	37.4	-
0200	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	39.4	-
0300	14	0	0	0	2	2	7	3	0	0	0	0	0	0	0	0	38.8	44.9
0400	16	0	0	0	1	5	7	2	1	0	0	0	0	0	0	0	39.1	45.9
0500	37	0	0	0	3	16	13	4	1	0	0	0	0	0	0	0	37.8	43.5
0600	104	0	0	0	9	22	47	24	2	0	0	0	0	0	0	0	39.4	45.3
0700	321	0	4	10	74	158	66	8	1	0	0	0	0	0	0	0	33.8	39
0800	399	0	25	16	182	133	41	2	0	0	0	0	0	0	0	0	30.4	35.7
0900	336	1	1	10	142	137	41	4	0	0	0	0	0	0	0	0	32.1	36.7
1000	295	1	3	15	101	130	42	3	0	0	0	0	0	0	0	0	32.2	37.4
1100	323	3	4	27	116	135	32	4	2	0	0	0	0	0	0	0	31.3	36.7
1200	334	1	0	8	121	149	51	4	0	0	0	0	0	0	0	0	32.8	37.7
1300	356	1	2	16	110	170	55	1	1	0	0	0	0	0	0	0	32.4	37.6
1400	394	0	3	17	140	184	42	7	1	0	0	0	0	0	0	0	32.3	36.9
1500	460	0	1	5	149	229	69	7	0	0	0	0	0	0	0	0	33.3	37.6
1600	638	2	6	43	236	257	85	8	1	0	0	0	0	0	0	0	31.8	37.2
1700	651	1	2	11	209	319	97	12	0	0	0	0	0	0	0	0	33.1	37.6
1800	415	0	1	7	129	208	61	9	0	0	0	0	0	0	0	0	33.3	37.6
1900	235	1	0	7	54	105	51	14	2	1	0	0	0	0	0	0	34.7	39.7
2000	151	0	0	0	31	68	36	12	4	0	0	0	0	0	0	0	35.7	41.6
2100	128	0	1	1	25	50	37	13	1	0	0	0	0	0	0	0	35.8	42.8
2200	73	0	0	0	19	29	19	4	1	1	0	0	0	0	0	0	35.6	41.2
2300	44	0	0	0	3	22	10	6	3	0	0	0	0	0	0	0	38.3	46.1
07-19	4922	10	52	185	1709	2209	682	69	6	0	0	0	0	0	0	0	32.4	37.4
06-22	5540	11	53	193	1828	2454	853	132	15	1	0	0	0	0	0	0	32.8	38
06-00	5657	11	53	193	1850	2505	882	142	19	2	0	0	0	0	0	0	32.9	38.1
00-00	5752	11	53	193	1859	2535	921	155	21	4	0	0	0	0	0	0	33	38.3

24 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	1	4	10	1	0	0	0	0	0	0	0	0	38.2	42.7
0100	15	0	0	0	1	3	6	4	0	1	0	0	0	0	0	0	40.7	47.4
0200	11	0	0	0	1	2	5	1	2	0	0	0	0	0	0	0	41	51
0300	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	45.9	-
0400	16	0	0	0	1	3	7	3	1	0	1	0	0	0	0	0	42	48.7
0500	42	0	0	0	5	13	15	9	0	0	0	0	0	0	0	0	38.4	44.4
0600	92	0	0	0	16	35	29	11	1	0	0	0	0	0	0	0	36.8	42.6
0700	354	3	8	15	117	137	62	10	1	0	1	0	0	0	0	0	32.6	38.4
0800	409	1	4	11	162	160	62	9	0	0	0	0	0	0	0	0	32.4	38
0900	352	0	8	16	110	161	53	4	0	0	0	0	0	0	0	0	32.3	37.6
1000	325	2	2	11	147	120	39	4	0	0	0	0	0	0	0	0	31.7	36.7
1100	353	5	12	19	147	144	25	1	0	0	0	0	0	0	0	0	30.4	35.6
1200	347	0	0	19	138	154	29	7	0	0	0	0	0	0	0	0	31.9	36.1
1300	367	2	0	2	147	142	61	13	0	0	0	0	0	0	0	0	33	38.5
1400	413	5	5	23	147	176	52	4	1	0	0	0	0	0	0	0	31.7	37
1500	487	1	2	14	161	235	68	6	0	0	0	0	0	0	0	0	32.8	37.4
1600	640	6	10	31	223	285	77	8	0	0	0	0	0	0	0	0	31.8	36.9
1700	683	1	3	23	235	312	103	6	0	0	0	0	0	0	0	0	32.7	37.5
1800	396	0	0	6	131	208	46	4	1	0	0	0	0	0	0	0	33	37
1900	256	0	0	9	84	112	42	9	0	0	0	0	0	0	0	0	33.3	38.4
2000	191	0	0	1	46	104	35	5	0	0	0	0	0	0	0	0	34.2	38.3
2100	150	0	0	2	28	85	32	3	0	0	0	0	0	0	0	0	34.2	38.7
2200	80	0	0	1	17	35	21	6	0	0	0	0	0	0	0	0	35	40.9
2300	46	0	0	0	8	11	17	7	3	0	0	0	0	0	0	0	38.2	46.7
07-19	5126	26	54	190	1865	2234	677	76	3	0	1	0	0	0	0	0	32.2	37.2
06-22	5815	26	54	202	2039	2570	815	104	4	0	1	0	0	0	0	0	32.5	37.5
06-00	5941	26	54	203	2064	2616	853	117	7	0	1	0	0	0	0	0	32.5	37.6
00-00	6045	26	54	203	2073	2641	897	137	11	1	2	0	0	0	0	0	32.7	37.8

25 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	4	5	2	3	1	1	0	0	0	0	0	0	38.3	50.1
0100	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	40.5	-
0200	8	0	0	0	4	0	1	1	1	0	1	0	0	0	0	0	39.9	-
0300	19	0	0	0	2	7	3	5	2	0	0	0	0	0	0	0	38.9	49.3
0400	16	0	0	0	4	7	2	0	2	1	0	0	0	0	0	0	37.1	52.7
0500	42	0	0	0	4	16	13	7	1	1	0	0	0	0	0	0	38.9	44.4
0600	137	0	0	0	27	53	44	12	0	1	0	0	0	0	0	0	36.2	41.7
0700	311	1	0	16	97	126	63	6	1	0	1	0	0	0	0	0	33.3	38.7
0800	399	1	3	6	128	179	77	4	1	0	0	0	0	0	0	0	33.3	38.4
0900	342	0	3	22	147	146	22	2	0	0	0	0	0	0	0	0	31.2	35.6
1000	296	0	0	6	116	128	41	5	0	0	0	0	0	0	0	0	32.6	37.4
1100	366	2	3	16	110	170	58	7	0	0	0	0	0	0	0	0	32.6	37.9
1200	399	0	0	11	165	155	57	9	2	0	0	0	0	0	0	0	32.6	37.8
1300	385	1	2	27	116	194	37	7	1	0	0	0	0	0	0	0	32.1	36.5
1400	413	0	0	8	131	222	43	9	0	0	0	0	0	0	0	0	33	36.9
1500	473	0	1	7	142	224	85	12	2	0	0	0	0	0	0	0	33.5	38.6
1600	646	0	30	13	181	312	94	14	2	0	0	0	0	0	0	0	32.4	37.7
1700	637	0	1	23	233	292	78	10	0	0	0	0	0	0	0	0	32.5	37
1800	376	2	11	8	118	173	60	4	0	0	0	0	0	0	0	0	32.5	37.7
1900	293	1	0	13	77	152	43	6	1	0	0	0	0	0	0	0	33.1	37.7
2000	170	0	0	0	55	73	32	9	0	1	0	0	0	0	0	0	34.4	39.3
2100	151	0	0	0	29	91	26	5	0	0	0	0	0	0	0	0	34.5	39.3
2200	119	0	0	0	19	56	37	7	0	0	0	0	0	0	0	0	35.7	40.5
2300	70	0	0	1	9	32	20	6	2	0	0	0	0	0	0	0	36.2	42.3
07-19	5043	7	54	163	1684	2321	715	89	9	0	1	0	0	0	0	0	32.7	37.6
06-22	5794	8	54	176	1872	2690	860	121	10	2	1	0	0	0	0	0	32.9	37.8
06-00	5983	8	54	177	1900	2778	917	134	12	2	1	0	0	0	0	0	33	37.9
00-00	6090	8	54	177	1918	2815	940	152	19	5	2	0	0	0	0	0	33.1	38

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	41705	230	539	1278	12154	18618	7410	1233	182	34	19	3	4	0	0	1	33.2	38.6



SITE: ATC 2 - Turners Hill Road, Crawley Down

LOCATION: Attached to lamppost

GRID REFERENCE: 51.126144, -0.089401

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

19 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	1	7	1	1	3	0	1	0	0	0	0	0	41	54.7
0100	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.2	-
0200	5	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	42.7	-
0300	18	0	0	0	4	7	6	0	1	0	0	0	0	0	0	0	35.7	40.1
0400	52	0	1	0	3	7	20	14	5	2	0	0	0	0	0	0	42.2	48.9
0500	160	0	1	1	14	46	60	29	7	2	0	0	0	0	0	0	39.1	45.5
0600	336	0	5	1	43	170	91	24	2	0	0	0	0	0	0	0	35.9	40.8
0700	576	7	20	22	137	303	78	9	0	0	0	0	0	0	0	0	32.2	37.3
0800	558	9	14	20	150	299	59	6	1	0	0	0	0	0	0	0	32	36.7
0900	429	0	6	16	160	210	33	3	1	0	0	0	0	0	0	0	31.7	35.7
1000	340	0	7	12	107	172	42	0	0	0	0	0	0	0	0	0	32.1	37
1100	382	0	2	8	92	217	57	6	0	0	0	0	0	0	0	0	33.4	37.5
1200	353	1	11	6	83	188	58	3	3	0	0	0	0	0	0	0	33.1	37.7
1300	352	0	8	19	75	202	40	6	2	0	0	0	0	0	0	0	32.7	36.9
1400	349	1	7	13	95	193	34	6	0	0	0	0	0	0	0	0	32.4	36.7
1500	451	2	11	26	162	201	45	3	0	1	0	0	0	0	0	0	31.5	36.5
1600	458	0	3	15	124	267	40	9	0	0	0	0	0	0	0	0	32.8	36.8
1700	402	1	8	16	95	233	46	3	0	0	0	0	0	0	0	0	32.6	36.8
1800	274	1	3	3	89	131	41	5	1	0	0	0	0	0	0	0	33.1	37.8
1900	181	1	7	3	39	89	33	9	0	0	0	0	0	0	0	0	33.2	38.6
2000	123	0	3	1	25	54	30	7	1	2	0	0	0	0	0	0	35.2	41.3
2100	102	0	3	1	30	36	22	6	2	1	1	0	0	0	0	0	34.8	41.5
2200	66	0	2	2	20	28	11	2	0	1	0	0	0	0	0	0	33.5	39.3
2300	33	0	1	1	6	14	6	4	1	0	0	0	0	0	0	0	35.4	44
07-19	4924	22	100	176	1369	2616	573	59	8	1	0	0	0	0	0	0	32.4	36.9
06-22	5666	23	118	182	1506	2965	749	105	13	4	1	0	0	0	0	0	32.7	37.4
06-00	5765	23	121	185	1532	3007	766	111	14	5	1	0	0	0	0	0	32.8	37.4
00-00	6017	23	123	186	1555	3076	855	156	32	9	2	0	0	0	0	0	33.1	37.8

20 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	32.2	38.7
0100	7	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	38	-
0200	5	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	42.7	-
0300	21	0	0	0	3	8	4	5	1	0	0	0	0	0	0	0	39.4	47.9
0400	57	0	1	0	5	12	19	13	6	1	0	0	0	0	0	0	40.6	49.2
0500	140	0	1	0	6	57	48	22	4	2	0	0	0	0	0	0	38.9	45.6
0600	275	0	4	7	32	107	101	20	3	0	1	0	0	0	0	0	36.4	42.6
0700	484	2	16	10	109	251	84	11	1	0	0	0	0	0	0	0	33.2	37.9
0800	516	1	19	34	131	249	76	6	0	0	0	0	0	0	0	0	32.3	37.6
0900	432	1	7	16	97	245	61	5	0	0	0	0	0	0	0	0	32.9	37.4
1000	393	0	6	4	96	227	54	5	1	0	0	0	0	0	0	0	33.3	37.5
1100	362	0	9	19	99	188	38	8	1	0	0	0	0	0	0	0	32.2	36.8
1200	360	4	12	16	82	195	45	6	0	0	0	0	0	0	0	0	32.3	37.1
1300	364	1	12	2	111	173	58	7	0	0	0	0	0	0	0	0	32.8	37.8
1400	375	2	13	17	96	197	45	4	1	0	0	0	0	0	0	0	32.2	37.1
1500	464	0	8	11	139	252	44	8	2	0	0	0	0	0	0	0	32.7	36.7
1600	431	5	16	22	116	208	57	5	2	0	0	0	0	0	0	0	32	37.3
1700	379	0	8	5	110	186	64	5	1	0	0	0	0	0	0	0	33	38.5
1800	290	6	6	1	64	162	49	2	0	0	0	0	0	0	0	0	33	37.5
1900	191	0	6	3	42	102	31	5	2	0	0	0	0	0	0	0	33.5	38.3
2000	132	0	1	6	50	40	28	4	2	1	0	0	0	0	0	0	33.5	39.7
2100	105	0	4	1	22	49	22	4	1	1	1	0	0	0	0	0	34.4	39
2200	89	0	3	4	24	37	17	4	0	0	0	0	0	0	0	0	33.1	39.4
2300	56	0	1	0	9	22	17	5	2	0	0	0	0	0	0	0	36.4	42.6
07-19	4850	22	132	157	1250	2533	675	72	9	0	0	0	0	0	0	0	32.7	37.4
06-22	5553	22	147	174	1396	2831	857	105	17	2	2	0	0	0	0	0	32.9	37.8
06-00	5698	22	151	178	1429	2890	891	114	19	2	2	0	0	0	0	0	33	37.9
00-00	5939	22	153	179	1448	2975	968	155	32	5	2	0	0	0	0	0	33.2	38.4

21 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	28	0	0	0	4	15	6	1	2	0	0	0	0	0	0	0	35.8	41.4
0100	8	0	0	1	1	2	1	1	1	1	0	0	0	0	0	0	39.4	-
0200	7	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	45.8	-
0300	26	1	0	0	5	11	8	1	0	0	0	0	0	0	0	0	34.6	39.4
0400	34	0	0	0	3	4	14	6	5	2	0	0	0	0	0	0	42.5	51.8
0500	81	0	0	0	8	27	30	9	3	0	4	0	0	0	0	0	39.4	45.6
0600	116	1	3	0	13	45	30	22	2	0	0	0	0	0	0	0	36.9	44
0700	195	1	3	1	26	83	63	18	0	0	0	0	0	0	0	0	36	41.7
0800	310	1	5	4	67	149	71	10	3	0	0	0	0	0	0	0	34.4	39.6
0900	423	2	16	11	85	218	78	11	1	1	0	0	0	0	0	0	33.2	38.4
1000	469	2	20	13	139	207	81	5	2	0	0	0	0	0	0	0	32.5	37.9
1100	456	1	13	19	118	228	70	5	1	1	0	0	0	0	0	0	32.8	37.9
1200	467	4	9	8	148	240	54	1	1	2	0	0	0	0	0	0	32.3	36.8
1300	450	1	8	32	120	231	49	8	1	0	0	0	0	0	0	0	32.2	36.8
1400	383	1	12	11	87	201	63	8	0	0	0	0	0	0	0	0	33	38.1
1500	366	2	4	14	92	188	55	10	1	0	0	0	0	0	0	0	33	38.1
1600	406	1	7	12	118	205	55	7	1	0	0	0	0	0	0	0	32.9	37.5
1700	419	0	4	14	101	235	54	11	0	0	0	0	0	0	0	0	33	37.4
1800	318	1	10	3	135	138	29	2	0	0	0	0	0	0	0	0	31.6	35.8
1900	176	1	7	0	40	97	29	2	0	0	0	0	0	0	0	0	33	38
2000	114	1	6	3	28	51	19	4	0	1	1	0	0	0	0	0	33.3	39.9
2100	128	1	5	2	32	62	20	5	0	0	0	1	0	0	0	0	32.8	38
2200	79	0	2	2	15	37	16	5	2	0	0	0	0	0	0	0	34.6	42.2
2300	83	0	3	0	13	45	17	4	1	0	0	0	0	0	0	0	34.4	39.6
07-19	4662	17	111	142	1236	2323	722	96	11	4	0	0	0	0	0	0	32.9	37.9
06-22	5196	21	132	147	1349	2578	820	129	13	5	1	1	0	0	0	0	33	38
06-00	5358	21	137	149	1377	2660	853	138	16	5	1	1	0	0	0	0	33.1	38
00-00	5542	22	137	150	1398	2719	914	159	29	8	5	1	0	0	0	0	33.2	38.5

22 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	37	0	2	0	7	12	10	5	1	0	0	0	0	0	0	0	35.5	43.8
0100	20	0	0	0	5	6	5	4	0	0	0	0	0	0	0	0	36.3	44
0200	12	0	1	0	1	5	1	2	2	0	0	0	0	0	0	0	38.3	52.3
0300	9	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	44.8	-
0400	30	0	0	0	3	7	14	5	1	0	0	0	0	0	0	0	39.7	45.2
0500	47	0	0	0	5	14	20	8	0	0	0	0	0	0	0	0	38.6	44
0600	65	0	1	0	6	23	20	10	4	1	0	0	0	0	0	0	38.6	45.4
0700	114	0	1	1	7	44	39	21	0	1	0	0	0	0	0	0	38.2	44.3
0800	220	1	3	6	25	99	70	16	0	0	0	0	0	0	0	0	35.7	41
0900	343	1	7	8	65	190	63	7	2	0	0	0	0	0	0	0	33.6	38.3
1000	407	1	13	11	113	204	53	10	2	0	0	0	0	0	0	0	32.7	38
1100	464	1	12	32	125	218	69	7	0	0	0	0	0	0	0	0	32.1	37.5
1200	464	0	9	12	131	241	65	6	0	0	0	0	0	0	0	0	32.7	37.5
1300	463	1	5	16	142	241	51	6	1	0	0	0	0	0	0	0	32.6	36.8
1400	470	1	8	7	109	284	55	4	2	0	0	0	0	0	0	0	33.1	36.8
1500	474	1	9	20	187	216	36	4	1	0	0	0	0	0	0	0	31.4	35.8
1600	437	0	0	4	132	235	56	10	0	0	0	0	0	0	0	0	33.4	37.4
1700	320	1	1	6	95	158	50	7	2	0	0	0	0	0	0	0	33.4	38.1
1800	230	0	3	5	68	112	35	5	1	0	1	0	0	0	0	0	33.3	37.9
1900	174	0	5	3	35	84	35	11	1	0	0	0	0	0	0	0	34.2	39.8
2000	100	0	4	1	23	50	17	5	0	0	0	0	0	0	0	0	33.5	40.6
2100	81	0	1	1	11	44	18	4	1	0	1	0	0	0	0	0	35.6	40.8
2200	28	0	0	1	7	11	7	2	0	0	0	0	0	0	0	0	35.2	42.7
2300	20	0	0	0	3	9	6	2	0	0	0	0	0	0	0	0	37	43.1
07-19	4406	8	71	128	1199	2242	642	103	11	1	1	0	0	0	0	0	33	37.9
06-22	4826	8	82	133	1274	2443	732	133	17	2	2	0	0	0	0	0	33.2	38.1
06-00	4874	8	82	134	1284	2463	745	137	17	2	2	0	0	0	0	0	33.2	38.1
00-00	5029	8	85	134	1305	2508	799	163	23	2	2	0	0	0	0	0	33.4	38.5

23 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	2	3	1	1	0	0	1	0	0	0	0	0	39	-
0100	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	34.5	-
0200	5	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	36.4	-
0300	25	0	1	0	2	6	11	2	2	1	0	0	0	0	0	0	39	49.2
0400	60	0	1	0	4	17	23	11	3	1	0	0	0	0	0	0	39.5	47.1
0500	157	1	2	0	12	69	48	18	7	0	0	0	0	0	0	0	37.4	43.6
0600	319	0	6	0	28	156	110	16	3	0	0	0	0	0	0	0	36.3	41.2
0700	549	2	20	10	124	297	81	14	1	0	0	0	0	0	0	0	33.1	37.7
0800	529	1	11	19	157	271	60	9	1	0	0	0	0	0	0	0	32.4	36.9
0900	395	0	6	4	111	220	43	8	3	0	0	0	0	0	0	0	33.2	37.1
1000	329	3	7	4	110	150	49	6	0	0	0	0	0	0	0	0	32.4	37.4
1100	360	0	6	17	122	169	37	8	1	0	0	0	0	0	0	0	32.1	37
1200	297	3	5	9	71	151	51	4	3	0	0	0	0	0	0	0	33.2	38.2
1300	341	0	5	6	80	198	43	7	1	0	1	0	0	0	0	0	33.4	37.5
1400	360	0	5	4	127	182	40	1	1	0	0	0	0	0	0	0	32.4	36.5
1500	360	5	8	12	113	174	40	6	2	0	0	0	0	0	0	0	31.9	36.9
1600	429	0	13	25	101	226	59	5	0	0	0	0	0	0	0	0	32.5	37.3
1700	388	2	9	25	116	172	56	8	0	0	0	0	0	0	0	0	32.1	37.5
1800	296	1	9	4	100	128	48	6	0	0	0	0	0	0	0	0	32.4	38.1
1900	185	0	3	1	55	95	26	5	0	0	0	0	0	0	0	0	33.2	37.5
2000	99	0	2	2	20	43	23	9	0	0	0	0	0	0	0	0	35.1	41.4
2100	70	0	2	2	16	34	13	3	0	0	0	0	0	0	0	0	33.8	39
2200	25	0	0	0	6	7	11	1	0	0	0	0	0	0	0	0	36	42.7
2300	26	0	0	0	6	11	7	1	0	1	0	0	0	0	0	0	35.6	41.6
07-19	4633	17	104	139	1332	2338	607	82	13	0	1	0	0	0	0	0	32.6	37.3
06-22	5306	17	117	144	1451	2666	779	115	16	0	1	0	0	0	0	0	32.9	37.7
06-00	5357	17	117	144	1463	2684	797	117	16	1	1	0	0	0	0	0	32.9	37.8
00-00	5618	18	122	144	1484	2784	882	151	28	3	2	0	0	0	0	0	33.2	38.2

25 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	1	0	3	1	3	0	1	0	0	0	0	0	0	0	34.9	-
0100	10	0	0	0	2	5	2	0	1	0	0	0	0	0	0	0	35.7	-
0200	5	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	45.3	-
0300	19	0	0	0	0	7	4	6	2	0	0	0	0	0	0	0	41.1	49.1
0400	46	0	1	0	5	11	14	11	4	0	0	0	0	0	0	0	39.8	48.9
0500	163	0	2	0	11	52	68	26	3	1	0	0	0	0	0	0	38.5	44.4
0600	345	1	7	3	52	179	81	21	1	0	0	0	0	0	0	0	34.9	40.3
0700	572	2	24	23	171	278	66	6	2	0	0	0	0	0	0	0	31.9	37
0800	591	1	9	24	198	280	76	3	0	0	0	0	0	0	0	0	32	36.9
0900	385	1	5	11	108	202	51	7	0	0	0	0	0	0	0	0	32.9	37.4
1000	356	4	17	10	89	181	53	2	0	0	0	0	0	0	0	0	32.1	37.5
1100	378	2	5	17	97	195	59	3	0	0	0	0	0	0	0	0	32.6	37.6
1200	382	3	8	10	128	185	45	2	1	0	0	0	0	0	0	0	32.1	37.1
1300	368	0	6	11	104	201	39	7	0	0	0	0	0	0	0	0	32.6	36.9
1400	342	2	9	6	102	158	55	10	0	0	0	0	0	0	0	0	33	38.1
1500	385	7	16	22	97	180	54	8	1	0	0	0	0	0	0	0	31.9	37.9
1600	400	0	8	6	104	225	55	2	0	0	0	0	0	0	0	0	32.9	37.1
1700	368	1	5	18	102	191	48	3	0	0	0	0	0	0	0	0	32.3	37.1
1800	282	4	6	5	73	149	40	4	0	1	0	0	0	0	0	0	32.7	37.4
1900	186	0	3	1	55	87	34	6	0	0	0	0	0	0	0	0	33.3	38.9
2000	131	0	2	4	30	66	21	5	2	1	0	0	0	0	0	0	33.9	38.8
2100	101	0	1	6	29	40	16	5	3	1	0	0	0	0	0	0	34	42.4
2200	63	0	2	0	12	24	17	7	1	0	0	0	0	0	0	0	35.8	42.8
2300	37	0	0	1	7	14	9	6	0	0	0	0	0	0	0	0	36.9	46.2
07-19	4809	27	118	163	1373	2425	641	57	4	1	0	0	0	0	0	0	32.4	37.2
06-22	5572	28	131	177	1539	2797	793	94	10	3	0	0	0	0	0	0	32.6	37.5
06-00	5672	28	133	178	1558	2835	819	107	11	3	0	0	0	0	0	0	32.7	37.6
00-00	5924	28	137	178	1580	2911	911	151	23	5	0	0	0	0	0	0	33	38.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
–	39859	151	868	1177	10369	19781	6185	1090	189	35	13	1	0	0	0	0	33.1	38.1



SITE: ATC 2 - Turners Hill Road, Crawley Down

LOCATION: Attached to lamppost

GRID REFERENCE: 51.126144, -0.089401

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

19 March 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	5	6	7	3	0	0	0	0	0	0	0	0	36.5	43.2
0100	7	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	38.5	-
0200	10	0	0	0	3	1	2	3	0	0	1	0	0	0	0	0	40.7	-
0300	12	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	43.1	50.7
0400	17	0	0	0	3	4	5	1	3	1	0	0	0	0	0	0	39.9	52.6
0500	29	0	0	2	6	12	7	2	0	0	0	0	0	0	0	0	34.6	41.4
0600	117	0	0	6	38	43	21	9	0	0	0	0	0	0	0	0	33.5	40
0700	339	9	15	32	151	97	32	3	0	0	0	0	0	0	0	0	29.6	35.7
0800	422	5	17	43	212	127	16	2	0	0	0	0	0	0	0	0	29	33.6
0900	357	5	9	40	183	97	21	1	1	0	0	0	0	0	0	0	29.2	34
1000	322	1	7	24	192	89	7	2	0	0	0	0	0	0	0	0	29.3	33
1100	352	2	12	17	187	115	18	1	0	0	0	0	0	0	0	0	29.7	33.9
1200	398	5	17	25	184	144	21	1	1	0	0	0	0	0	0	0	29.9	35
1300	349	1	14	31	166	110	24	3	0	0	0	0	0	0	0	0	30.2	35.5
1400	417	1	14	25	199	143	32	3	0	0	0	0	0	0	0	0	30.3	34.9
1500	551	6	15	33	323	150	24	0	0	0	0	0	0	0	0	0	29.3	33.3
1600	738	5	25	78	407	201	22	0	0	0	0	0	0	0	0	0	28.8	33.5
1700	697	7	35	78	364	190	19	4	0	0	0	0	0	0	0	0	28.6	33.3
1800	446	1	12	25	214	165	26	2	0	1	0	0	0	0	0	0	30.3	34.2
1900	294	0	7	23	141	96	24	3	0	0	0	0	0	0	0	0	30.6	35.5
2000	203	0	7	3	82	83	22	5	1	0	0	0	0	0	0	0	31.8	37
2100	155	1	5	5	66	56	20	1	1	0	0	0	0	0	0	0	31.3	37.1
2200	137	0	2	2	51	55	25	2	0	0	0	0	0	0	0	0	32.8	38.9
2300	63	0	1	1	26	13	11	7	4	0	0	0	0	0	0	0	35.1	44.8
07-19	5388	48	192	451	2782	1628	262	22	2	1	0	0	0	0	0	0	29.4	34
06-22	6157	49	211	488	3109	1906	349	40	4	1	0	0	0	0	0	0	29.7	34.4
06-00	6357	49	214	491	3186	1974	385	49	8	1	0	0	0	0	0	0	29.8	34.6
00-00	6453	49	214	493	3205	2001	411	64	13	2	1	0	0	0	0	0	29.9	34.8

20 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	34	0	0	1	11	10	8	3	1	0	0	0	0	0	0	0	35.2	42.6
0100	8	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	34.4	-
0200	11	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0	37.7	41.9
0300	13	0	0	2	1	1	2	5	2	0	0	0	0	0	0	0	40.4	50.9
0400	22	0	0	0	2	8	5	5	2	0	0	0	0	0	0	0	39.6	49.3
0500	22	0	0	0	5	6	6	5	0	0	0	0	0	0	0	0	37.5	45.2
0600	108	0	0	4	26	36	33	7	2	0	0	0	0	0	0	0	35.5	41
0700	318	3	15	30	147	88	31	3	1	0	0	0	0	0	0	0	30	35.9
0800	388	1	12	36	210	106	23	0	0	0	0	0	0	0	0	0	29.7	34.5
0900	325	0	11	16	200	78	19	1	0	0	0	0	0	0	0	0	29.8	33.9
1000	353	7	4	43	180	107	11	1	0	0	0	0	0	0	0	0	29.3	34
1100	408	1	12	25	218	125	25	2	0	0	0	0	0	0	0	0	29.9	34.1
1200	392	4	26	35	214	97	16	0	0	0	0	0	0	0	0	0	28.6	33.1
1300	377	0	4	15	190	141	22	4	0	1	0	0	0	0	0	0	31	35.2
1400	446	1	12	30	227	141	34	1	0	0	0	0	0	0	0	0	30.2	35.1
1500	548	3	20	21	292	179	31	0	2	0	0	0	0	0	0	0	30.1	34.9
1600	686	21	52	67	375	146	21	4	0	0	0	0	0	0	0	0	27.9	32.7
1700	690	0	6	35	372	235	37	5	0	0	0	0	0	0	0	0	30.5	34.3
1800	495	1	19	36	293	127	17	2	0	0	0	0	0	0	0	0	29.2	33.3
1900	273	2	5	27	132	92	15	0	0	0	0	0	0	0	0	0	29.7	34.7
2000	161	0	7	7	67	59	16	2	3	0	0	0	0	0	0	0	31.5	36.5
2100	135	0	3	9	51	50	18	3	1	0	0	0	0	0	0	0	32.1	37.9
2200	128	1	7	7	45	54	11	2	1	0	0	0	0	0	0	0	31.1	35.9
2300	104	1	2	4	37	42	15	2	1	0	0	0	0	0	0	0	32.2	39.3
07-19	5426	42	193	389	2918	1570	287	23	3	1	0	0	0	0	0	0	29.6	34.2
06-22	6103	44	208	436	3194	1807	369	35	9	1	0	0	0	0	0	0	29.8	34.8
06-00	6335	46	217	447	3276	1903	395	39	11	1	0	0	0	0	0	0	29.9	34.9
00-00	6445	46	217	451	3297	1935	424	58	16	1	0	0	0	0	0	0	30	35

21 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	44	0	2	3	10	19	7	2	1	0	0	0	0	0	0	0	32.9	39.8
0100	20	0	1	0	3	9	2	1	4	0	0	0	0	0	0	0	36.9	50.4
0200	13	0	0	0	5	2	3	1	2	0	0	0	0	0	0	0	36.9	51.7
0300	9	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	38.5	-
0400	14	0	0	0	5	5	3	0	0	1	0	0	0	0	0	0	35.3	40.2
0500	17	0	0	1	6	5	3	2	0	0	0	0	0	0	0	0	34.2	42.1
0600	61	0	1	0	24	17	16	2	1	0	0	0	0	0	0	0	33.5	40.5
0700	146	2	4	2	59	38	35	5	0	0	0	1	0	0	0	0	33	40.2
0800	278	1	9	18	115	102	30	3	0	0	0	0	0	0	0	0	30.9	36.3
0900	370	5	31	33	190	86	20	3	1	1	0	0	0	0	0	0	28.6	33.7
1000	485	9	46	62	221	121	23	2	1	0	0	0	0	0	0	0	28.1	34.5
1100	536	8	35	63	241	159	22	4	2	2	0	0	0	0	0	0	28.9	34.1
1200	531	8	55	52	242	143	28	3	0	0	0	0	0	0	0	0	28.3	34.3
1300	501	7	24	41	242	157	28	2	0	0	0	0	0	0	0	0	29.3	34.2
1400	463	0	18	33	231	152	26	3	0	0	0	0	0	0	0	0	30	34.9
1500	439	14	21	51	151	171	30	1	0	0	0	0	0	0	0	0	29.3	35
1600	459	5	22	49	228	127	26	2	0	0	0	0	0	0	0	0	29	33.9
1700	384	5	21	29	182	109	33	4	1	0	0	0	0	0	0	0	29.8	36.2
1800	338	2	10	28	167	108	23	0	0	0	0	0	0	0	0	0	29.9	34.8
1900	240	2	6	11	112	89	20	0	0	0	0	0	0	0	0	0	30.5	35.3
2000	149	2	3	11	58	55	17	3	0	0	0	0	0	0	0	0	31	37.1
2100	110	2	2	5	46	37	15	2	1	0	0	0	0	0	0	0	31.8	37.9
2200	106	0	2	6	35	37	19	5	2	0	0	0	0	0	0	0	33.2	39.5
2300	91	0	1	2	32	38	14	4	0	0	0	0	0	0	0	0	32.9	38.3
07-19	4930	66	296	461	2269	1473	324	32	5	3	0	1	0	0	0	0	29.3	34.8
06-22	5490	72	308	488	2509	1671	392	39	7	3	0	1	0	0	0	0	29.5	35
06-00	5687	72	311	496	2576	1746	425	48	9	3	0	1	0	0	0	0	29.6	35.1
00-00	5804	72	314	500	2606	1788	447	56	16	4	0	1	0	0	0	0	29.7	35.3

22 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	54	0	2	2	17	21	11	0	1	0	0	0	0	0	0	0	32.9	39.5
0100	24	0	0	0	5	11	3	4	0	1	0	0	0	0	0	0	36.8	46.7
0200	14	0	1	0	0	5	4	2	1	0	0	1	0	0	0	0	40	51.8
0300	14	0	0	1	5	3	2	1	2	0	0	0	0	0	0	0	36.7	51.8
0400	14	0	0	0	1	8	4	0	1	0	0	0	0	0	0	0	36.6	42.1
0500	26	0	0	0	6	14	3	2	1	0	0	0	0	0	0	0	35.3	40.5
0600	66	0	2	1	24	14	19	6	0	0	0	0	0	0	0	0	34.2	42.3
0700	119	0	1	2	44	46	19	5	2	0	0	0	0	0	0	0	33.3	39.6
0800	251	2	5	8	120	84	28	4	0	0	0	0	0	0	0	0	31.3	36.6
0900	490	2	19	44	278	133	14	0	0	0	0	0	0	0	0	0	28.8	33.1
1000	464	20	18	18	250	127	25	2	4	0	0	0	0	0	0	0	29.4	34.2
1100	537	6	29	44	274	157	27	0	0	0	0	0	0	0	0	0	29.1	34.3
1200	526	14	42	70	221	143	34	2	0	0	0	0	0	0	0	0	28.3	34.4
1300	451	1	12	27	221	147	42	1	0	0	0	0	0	0	0	0	30.6	35.5
1400	420	0	8	19	206	155	29	2	1	0	0	0	0	0	0	0	30.7	35.7
1500	379	0	9	13	176	141	37	2	1	0	0	0	0	0	0	0	31.1	35.6
1600	315	1	3	9	160	119	19	4	0	0	0	0	0	0	0	0	31	35.3
1700	256	3	5	14	104	76	48	1	2	0	3	0	0	0	0	0	32	39
1800	247	0	3	10	105	99	28	2	0	0	0	0	0	0	0	0	31.8	36.7
1900	194	1	11	14	72	72	22	2	0	0	0	0	0	0	0	0	30.8	36.8
2000	155	0	3	0	59	65	24	4	0	0	0	0	0	0	0	0	33	37.8
2100	97	0	0	5	47	32	11	2	0	0	0	0	0	0	0	0	31.5	36.9
2200	54	0	0	1	18	23	9	3	0	0	0	0	0	0	0	0	33.6	40.8
2300	52	0	0	1	13	24	11	2	1	0	0	0	0	0	0	0	34.4	39.9
07-19	4455	49	154	278	2159	1427	350	25	10	0	3	0	0	0	0	0	30.2	35.2
06-22	4967	50	170	298	2361	1610	426	39	10	0	3	0	0	0	0	0	30.4	35.7
06-00	5073	50	170	300	2392	1657	446	44	11	0	3	0	0	0	0	0	30.4	35.8
00-00	5219	50	173	303	2426	1719	473	53	17	1	3	1	0	0	0	0	30.6	35.9

23 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	1	4	5	0	2	1	0	0	0	0	0	0	0	35.4	47.3
0100	9	0	0	0	2	6	0	0	1	0	0	0	0	0	0	0	35.6	-
0200	6	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	35.6	-
0300	14	0	0	2	2	3	5	2	0	0	0	0	0	0	0	0	35.3	43.5
0400	15	0	1	0	2	5	6	1	0	0	0	0	0	0	0	0	35	41.8
0500	34	0	1	0	13	14	3	3	0	0	0	0	0	0	0	0	33.1	37.9
0600	97	0	1	0	30	32	25	9	0	0	0	0	0	0	0	0	35	42.8
0700	310	1	7	23	139	109	30	0	1	0	0	0	0	0	0	0	30.6	35.7
0800	401	9	30	34	220	92	16	0	0	0	0	0	0	0	0	0	28.1	32.8
0900	342	3	5	20	205	92	16	1	0	0	0	0	0	0	0	0	29.7	33.7
1000	297	0	7	34	168	72	14	2	0	0	0	0	0	0	0	0	29.1	33.3
1100	322	6	7	34	183	82	10	0	0	0	0	0	0	0	0	0	28.7	33.2
1200	334	0	6	21	194	100	13	0	0	0	0	0	0	0	0	0	29.9	34.2
1300	358	3	9	27	206	102	10	0	0	0	1	0	0	0	0	0	29.3	33.6
1400	391	1	8	40	219	100	18	5	0	0	0	0	0	0	0	0	29.5	33.8
1500	463	0	3	26	274	133	26	1	0	0	0	0	0	0	0	0	30.1	34.3
1600	642	6	26	55	363	160	31	1	0	0	0	0	0	0	0	0	28.9	33.4
1700	656	11	20	48	358	190	27	2	0	0	0	0	0	0	0	0	29.3	33.7
1800	416	2	9	17	211	156	20	1	0	0	0	0	0	0	0	0	30.3	34.2
1900	233	3	4	15	92	91	22	6	0	0	0	0	0	0	0	0	31.2	36.6
2000	152	1	3	18	58	51	18	2	1	0	0	0	0	0	0	0	31	37.1
2100	131	0	3	1	49	53	23	2	0	0	0	0	0	0	0	0	32.7	38.2
2200	76	0	1	1	28	31	12	2	1	0	0	0	0	0	0	0	33	38.5
2300	44	0	0	1	14	15	7	6	1	0	0	0	0	0	0	0	34.8	43.8
07-19	4932	42	137	379	2740	1388	231	13	1	0	1	0	0	0	0	0	29.4	33.9
06-22	5545	46	148	413	2969	1615	319	32	2	0	1	0	0	0	0	0	29.7	34.3
06-00	5665	46	149	415	3011	1661	338	40	4	0	1	0	0	0	0	0	29.8	34.3
00-00	5756	46	152	418	3034	1695	356	48	6	0	1	0	0	0	0	0	29.9	34.5

24 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	3	9	3	1	0	0	0	0	0	0	0	0	35	41.1
0100	15	0	0	0	4	3	5	2	0	1	0	0	0	0	0	0	38.3	47.8
0200	11	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	37.9	43.8
0300	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	46.7	
0400	15	0	1	0	1	6	3	3	0	0	1	0	0	0	0	0	39	49
0500	44	0	0	0	15	12	14	2	1	0	0	0	0	0	0	0	34.8	41
0600	96	0	2	7	26	35	20	6	0	0	0	0	0	0	0	0	33.1	39.4
0700	351	0	16	22	160	126	22	2	3	0	0	0	0	0	0	0	30.5	35.6
0800	420	1	12	14	246	121	22	4	0	0	0	0	0	0	0	0	30	34.4
0900	342	5	23	25	160	111	18	0	0	0	0	0	0	0	0	0	29.1	34.3
1000	322	6	5	25	196	76	14	0	0	0	0	0	0	0	0	0	28.8	33
1100	356	5	14	52	197	81	7	0	0	0	0	0	0	0	0	0	28.2	32.7
1200	350	2	8	33	192	97	18	0	0	0	0	0	0	0	0	0	29.4	33.5
1300	372	1	4	28	205	108	22	4	0	0	0	0	0	0	0	0	30.2	35.3
1400	408	1	11	47	220	114	14	1	0	0	0	0	0	0	0	0	29.2	33.4
1500	485	1	21	47	239	155	21	1	0	0	0	0	0	0	0	0	29.4	34.2
1600	644	9	29	86	325	160	35	0	0	0	0	0	0	0	0	0	28.5	33.3
1700	688	3	29	49	364	219	23	1	0	0	0	0	0	0	0	0	29.5	34.2
1800	396	5	17	19	193	149	11	1	1	0	0	0	0	0	0	0	29.7	33.9
1900	249	3	7	29	102	87	19	2	0	0	0	0	0	0	0	0	30	35.4
2000	190	2	3	12	83	78	10	2	0	0	0	0	0	0	0	0	30.6	35.2
2100	151	0	1	7	71	60	9	3	0	0	0	0	0	0	0	0	31.3	35.8
2200	84	0	2	5	33	34	10	0	0	0	0	0	0	0	0	0	31.4	36.7
2300	46	0	0	0	13	15	12	4	2	0	0	0	0	0	0	0	35.7	43.4
07-19	5134	39	189	447	2697	1517	227	14	4	0	0	0	0	0	0	0	29.3	34
06-22	5820	44	202	502	2979	1777	285	27	4	0	0	0	0	0	0	0	29.5	34.3
06-00	5950	44	204	507	3025	1826	307	31	6	0	0	0	0	0	0	0	29.6	34.4
00-00	6055	44	205	507	3049	1859	338	43	8	1	1	0	0	0	0	0	29.7	34.6

25 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	1	5	5	3	1	1	0	0	0	0	0	0	0	34.7	42.5
0100	6	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	36.9	-
0200	8	0	0	0	4	0	2	0	1	0	1	0	0	0	0	0	38.9	-
0300	19	0	0	0	6	4	3	5	1	0	0	0	0	0	0	0	36.6	47.3
0400	16	0	1	0	6	5	1	2	1	0	0	0	0	0	0	0	33.8	48
0500	45	0	0	0	10	21	11	2	0	1	0	0	0	0	0	0	35.9	41.6
0600	136	1	4	4	46	43	36	2	0	0	0	0	0	0	0	0	32.9	39.1
0700	313	2	11	37	137	99	24	2	1	0	0	0	0	0	0	0	29.7	35.1
0800	398	3	3	18	204	136	32	2	0	0	0	0	0	0	0	0	30.7	35.5
0900	344	2	12	39	185	93	10	3	0	0	0	0	0	0	0	0	28.9	33.2
1000	295	1	1	27	169	82	12	2	1	0	0	0	0	0	0	0	29.7	33.7
1100	359	5	13	13	189	121	14	4	0	0	0	0	0	0	0	0	29.8	34.6
1200	400	4	15	33	225	99	21	3	0	0	0	0	0	0	0	0	29.2	34.2
1300	390	1	22	14	234	105	13	1	0	0	0	0	0	0	0	0	29.4	33.9
1400	411	2	6	42	208	137	14	2	0	0	0	0	0	0	0	0	29.6	33.8
1500	474	2	3	23	258	153	30	4	1	0	0	0	0	0	0	0	30.6	34.7
1600	661	3	43	56	324	199	30	5	1	0	0	0	0	0	0	0	29.1	34.3
1700	652	5	20	63	339	192	31	2	0	0	0	0	0	0	0	0	29.2	33.9
1800	419	2	8	32	238	115	22	2	0	0	0	0	0	0	0	0	29.8	34.2
1900	303	1	19	34	132	94	21	2	0	0	0	0	0	0	0	0	29.5	35.1
2000	185	1	5	12	73	64	25	4	0	1	0	0	0	0	0	0	31.4	37.8
2100	153	1	3	3	68	65	11	2	0	0	0	0	0	0	0	0	31.3	35.4
2200	119	1	2	6	50	43	14	3	0	0	0	0	0	0	0	0	31.4	36.9
2300	69	0	0	1	32	25	9	1	1	0	0	0	0	0	0	0	32.5	38.3
07-19	5116	32	157	397	2710	1531	253	32	4	0	0	0	0	0	0	0	29.6	34.2
06-22	5893	36	188	450	3029	1797	346	42	4	1	0	0	0	0	0	0	29.8	34.6
06-00	6081	37	190	457	3111	1865	369	46	5	1	0	0	0	0	0	0	29.8	34.7
00-00	6191	37	191	458	3144	1901	390	58	9	2	1	0	0	0	0	0	29.9	34.8

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	41923	344	1466	3130	20761	12898	2839	380	85	11	7	2	0	0	0	0	30	35

APPENDIX D.COMPLETED DESIGNERS' RESPONSE

Technical Note: RSA GG119 Response –Hurst Farm Access

Project No: ITS210013
Project Title: Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Turners Hill Road, Crawley Down, West Sussex
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: MS/ITS210131-005
Date: 3 February 2026

SECTION 1 SUMMARY

- 1.1** Wates Developments Ltd ('the applicant') is submitting an Outline Planning Application (OPA) for a residential-led development proposal comprising 230 residential units (Use Class C3), community facility and a 70-bed care home (Use Class C2) together with associated infrastructure on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.
- 1.2** Access is proposed via an upgrade to the existing Hurst Farm access on Turners Hill Road to a simple priority junction. This Stage 1 RSA relates to that proposed modification of the access, and has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC, with responses provided to the comments raised..
- 1.3** The audit was undertaken in January 2026, based on an earlier version of the drawing (ITS210013-GA-001A). Drawing ITS210013-GA-001B accompanies the planning application and is a minor update to that drawing, which picks up the auditor's comment.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	03 February 2026
Document Reference and Revision:	25-190
Prepared by:	Fenley Associates
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Hurst Farm, Crawley Down
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Tony Wares
Position:	Associate Partner
Signed:	
Organisation:	i-Transport LLP
Date:	03 February 2026
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

2.3 Key Personnel

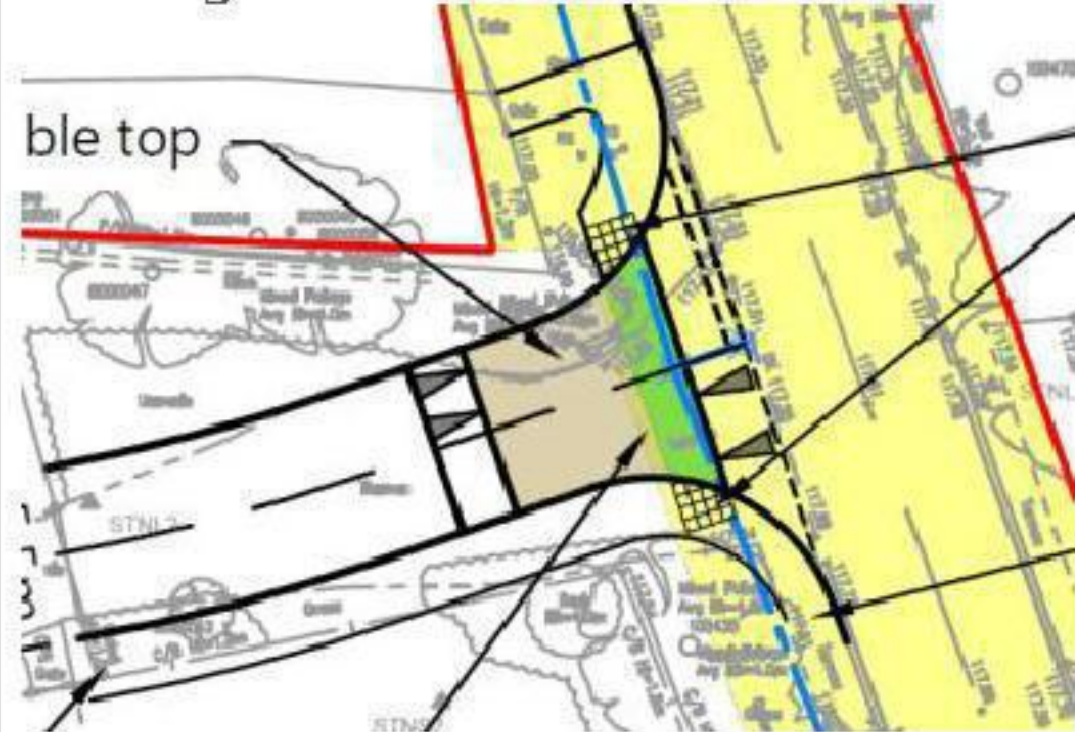
Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Associates
Design Organisation:	i-Transport LLP



Land West of Turners Hill Road and North of Huntsland,
including Land at Hurst Farm, Turners Hill Road, Crawley
Down, West Sussex
Stage 1 Road Safety Audit – GG119 Response Format

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
A.4.1 - Intervisibility between a pedestrian and a motorist approaching the give-way line is limited. The proposed uncontrolled crossing is to benefit from tactile paving which will highlight the edge of carriageway to pedestrians and is to be provided on a raised table which will slow approaching traffic. Nevertheless, the Audit Team have concerns that intervisibility between a pedestrian at the northern uncontrolled crossing point and an approaching motorist is limited by a boundary fence as well as vegetation that appears to be within third party land. Further, a motorist exiting the associated development may not be aware of the proposed uncontrolled crossing point at the simple priority junction as no footway is present along the northern side of the access road. There is a legal requirement for traffic to stop and allow pedestrians to cross side roads, however, limited visibility of an uncontrolled crossing could result motorists approaching the give-way line unaware that one may be required to stop early to allow a pedestrian to cross the carriageway and lead to heavy braking and a vehicle to pedestrian type collision.	It is recommended that a contrasting-coloured surface treatment is provided across the carpet of the uncontrolled crossing to highlight its presence.	Accepted – a contrasting-coloured surface treatment will be provided across the carpet of the uncontrolled crossing to highlight its presence. These changes are shown on Drawing ITS210013-GA-001B.	The RSA problem has been reviewed. It's apparent that the Auditors concern is based on the assumption that the boundary fence and vegetation that limits visibility at the northern crossing is within 3rd party land. Based on the details submitted, this does not appear to be the case with the land within the application red edge as indicated below.  ble top It is therefore WSCC preference and expectation that intervisibility can be provided, thereby removing the need for the coloured surface treatment that may not be seen by drivers and would incur on-going maintenance to retain. The raised table at the junction and the need for vehicles to give way would in any case require vehicles to slow down or stop regardless of the crossing.	The Applicant to confirm that intervisibility between an exiting driver and a pedestrian at the northern crossing can be achieved as suggested by the drawing. The contrasting-coloured surfacing should be omitted.

2.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement

On behalf of the design organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Tony Wares
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	28-01-2026

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.	
Name:	Ian Gledhill
Signed:	
Position:	Principal Planner – County Highways
Organisation:	West Sussex County Council
Date:	16 th April 2026