

APPENDIX B. Scoping and Modelling Report



Land North of Huntsland and Hurst Farm

Transport Assessment Scoping Note

Client: Wates Developments Ltd

i-Transport Ref: MS/PL/ITS210013-001A R

Date: 05 February 2026

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SECTION 1 Introduction

1.1 Overview

1.1.1 Wates Developments Ltd has instructed i-Transport LLP to provide highways and transport advice in respect of a residential-led development on land at Hurst Farm and on land west of Turners Hill Road and north of Huntsland, Crawley Down. The development will deliver up to 230 dwellings, a 70-bed care home, a community facility and associated infrastructure.

1.1.2 Vehicular access is proposed from a new priority junction from Turners Hill Road into land at Hurst Farm in the north of the site.

1.1.3 The site location plan is provided in **Figure 1**, extracted as **Image 1.1**.

Image 1.1: Site Location Plan



1.2 Project History

1.2.1 The application site lies within two wider allocations within the Mid Sussex District Plan 2021-2039 (Regulation 19) for:

- 350 dwellings on land to west of Turners Hill Road (Policy DPA9). The application site encompasses the land within the allocation that lies north of the Huntsland footpath.
- 37 homes on land at Hurst Farm (Policy DPA10).
- Total: 397 homes.

- 1.2.2 The part of the application site within allocation DPA9 has an outline planning permission (Planning Ref: DM/25/0016) for 150 homes, a 70 bed care home and community facility with access from an extension of Wychwood Place.
- 1.2.3 The remainder of land within allocation DPA9, i.e. south of Huntsland and west of Turners Hill Road, also benefits from an outline planning permission (Planning Ref: DM/25/0014) for 200 homes with access from two new priority junctions on Turners Hill Road.
- 1.2.4 The emerging proposals bring the cumulative quantum of development across the two sites to 430 homes (i.e. 230 at this application site, plus the 200 permitted homes to the south), which is 80 homes more than consented 350 homes and 43 homes more than envisaged by the allocation (350 homes on DPA9 and 37 homes on DPA10).

1.3 Scope of the Note

- 1.3.1 This Transport Assessment Scoping Note (TASN) sets out the proposed content of a full Transport Assessment (TA) and Framework Travel Plan (FTP) that will accompany the planning application.
- 1.3.2 Due consideration will be given to the planning policy requirements of the local highway authority, West Sussex County Council (WSCC) as well as the key transport tests set out at paragraphs 115 / 116 of the adopted National Planning Policy Framework (NPPF), i.e.:
- i Will opportunities for sustainable travel be prioritised taking into account the vision for the development, the site location and its proposed use?
 - ii Can safe and suitable access be provided for all users?
 - iii Will the scheme be designed in line with national and local guidance?
 - iv Will traffic impacts be 'severe' or can they be mitigated through a vision-led approach?
- 1.3.3 In granting planning permission, it has been agreed that:
- i. Development at the site prioritises sustainable transport and an extensive package of off-site highways works aimed at improving access by active and public transport has been developed and agreed with WSCC.
 - ii. Safe and suitable access will be provided. The accesses accord with design standards, will operate acceptably and have been subject to a Stage 1 safety audit.
 - iii. Future reserved matters applications will ensure that the proposals will come forward in accordance with design standards.
 - iv. An assessment of the local highway network did not identify any impacts that would breach the high bar set by the 'severe' test.

- 1.3.4 Overall, the development proposal was found to be acceptable in highways and transport terms.

- 1.3.5 That said, WSCC noted that Wychwood Place, the proposed access route for the previous planning application on land north of Huntsland (DM/25/0016), was geometrically towards the minimum which would be acceptable for the quantum of additional development proposed and expressed a preference that there were no sections of shared surface, such as that which is present along the northernmost section of the street. Agreement was reached to introduce footways along this section to address the issue. Whilst planning permission was granted, members expressed a preference that a separate access be provided to the houses during the construction period.
- 1.3.6 By providing access (and an adjacent footway) via a new junction at Hurst Farm, instead of using Wychwood Place, the applicant seeks to address feedback from the previous planning application on land north of Huntsland.
- 1.3.7 Subject to presentation and agreement of the new access arrangement; the traffic impact of development; and an appropriate sustainable transport strategy, the revised proposal will therefore also accord with national and local transport policy. It will also address feedback in respect of the previous planning application on land north of Huntsland.

1.4 **Structure of this Note**

- 1.4.1 The remainder of this note sets out the proposed content of a TA to accompany the forthcoming planning application. It is structured as follows:
- Section 2 presents the proposed Sustainable Transport Strategy for the emerging application;
 - Section 3 presents the revised access arrangements;
 - Section 4 outlines the approach to a revised traffic impact study; and
 - Section 5 provides a summary and structure for the TA.

SECTION 2 Sustainable Transport Strategy

2.1 Context

2.1.1 Paragraph 115 of the adopted NPPF sets out four key transport tests for assessing sites that may be allocated for development in plans, or specific applications for development. The first test relates to sustainable transport and states:

“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.”

2.1.2 The draft NPPF (December 2025) builds on the principle of vision-led transport planning and sets out the following policies:

“TR1: Vision-led approach to planning for transport

Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places.”

“TR3: Locating development in sustainable locations

So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users, unless the nature of the use makes this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution;

d. In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.”

2.1.3 Overall, there is a clear precedent that the local area is in a sustainable location for additional homes, as demonstrated by its allocation for residential development and by several planning and appeal decisions including the previous planning decision for the site itself. Notwithstanding this, the TA will explore sustainability in greater depth, in line with the 2025 application.

2.1.4 The site is well connected to Crawley Down by local walking and cycling facilities. Public transport available within the vicinity of the site provides links to destinations further afield. To demonstrate the point, the TA will reproduce and update the review in the previous TA of:

- Local walking and cycling routes.
- Local public transport.
- Local facilities in relation to agreed thresholds of what constitutes an acceptable walking distance (*ref: TA for application DM/25/0016, paragraph 4.3.1*):
 1. Up to 800m – comfortable walking distance.
 2. Between 800m and 1.6km – reasonable walking distance.
 3. Between 1.6km and 3.2km – acceptable walking distance.
- Quality of existing local walking and cycling routes to local facilities.

2.2 Transport Vision

2.2.1 In accordance with NH Circular 01/2022, a transport vision for the site will be presented, in line with the agreed vision, which set out to:

- provide genuine opportunities for future residents to access local facilities and services via sustainable modes – and access destinations further afield by public transport.
- encourage travel by active modes through the provision of off-site improvements and good on-site layout design.
- Deliver a Framework Travel Plan in line with WSCC guidance.

2.3 Proposed Sustainable Transport Strategy

2.3.1 A clear and targeted sustainable transport strategy is required to achieve the overarching objective of sustainable development and prioritise sustainable transport, in line with the NPPF.

2.3.2 A comprehensive sustainable transport strategy (report ref: ITB9155-045) was agreed in relation to the two planning applications at land west of Turners Hill Road, with the application sites both individually and collectively offering a suite of transport improvements through planning condition or obligation.

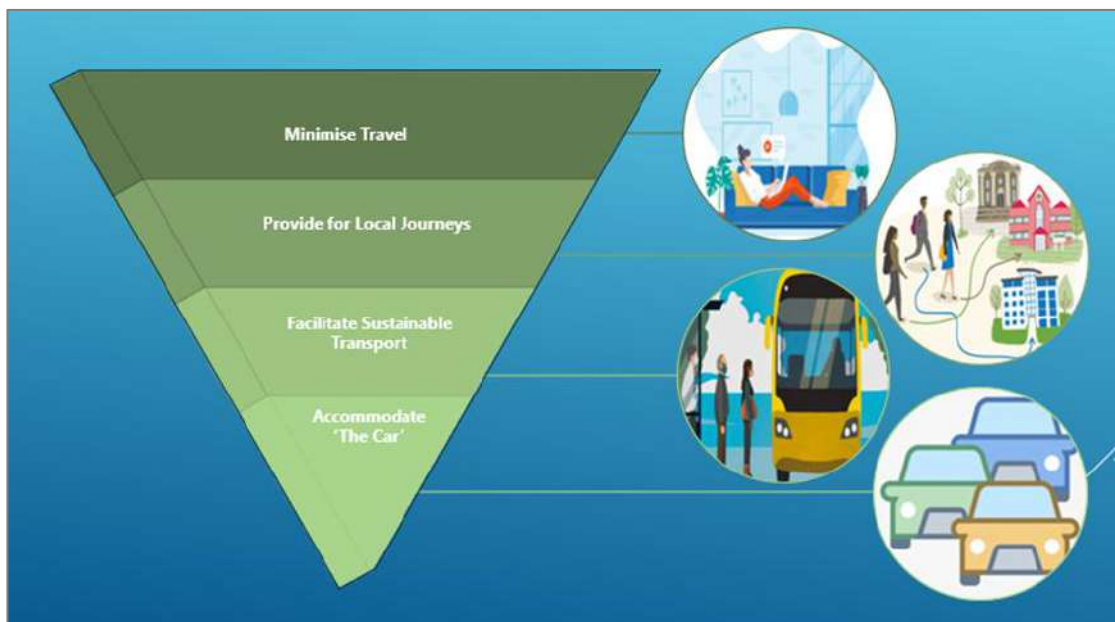
2.3.3 WSCC reviewed the strategy and concluded:

“the above measures are reasonable mitigation in relation to promoting sustainable transport options to access the site.” (ref: report to committee in respect of application DM/25/0016, paragraph 12.56).

2.3.4 It is proposed that the agreed sustainable transport strategy will also support this planning application.

2.3.5 In line with the previously agreed strategy, it is based on a ‘Reduce, Contain and Facilitate’ approach to travel demands. Only after these steps have been taken should the strategy allow for the mitigation of vehicular impacts.

2.3.6 The agreed measures (and mechanisms for implementation, where relevant) are set out below and continued to be offered in respect of the latest planning application.



Reduce

- 1 Provision of fast broadband connectivity, reducing the need for residents to travel off-site for work purposes.
- 2 Easy access for shopping/ parcel drop offs.
- 3 Comprehensive on-plot electric vehicle charging.

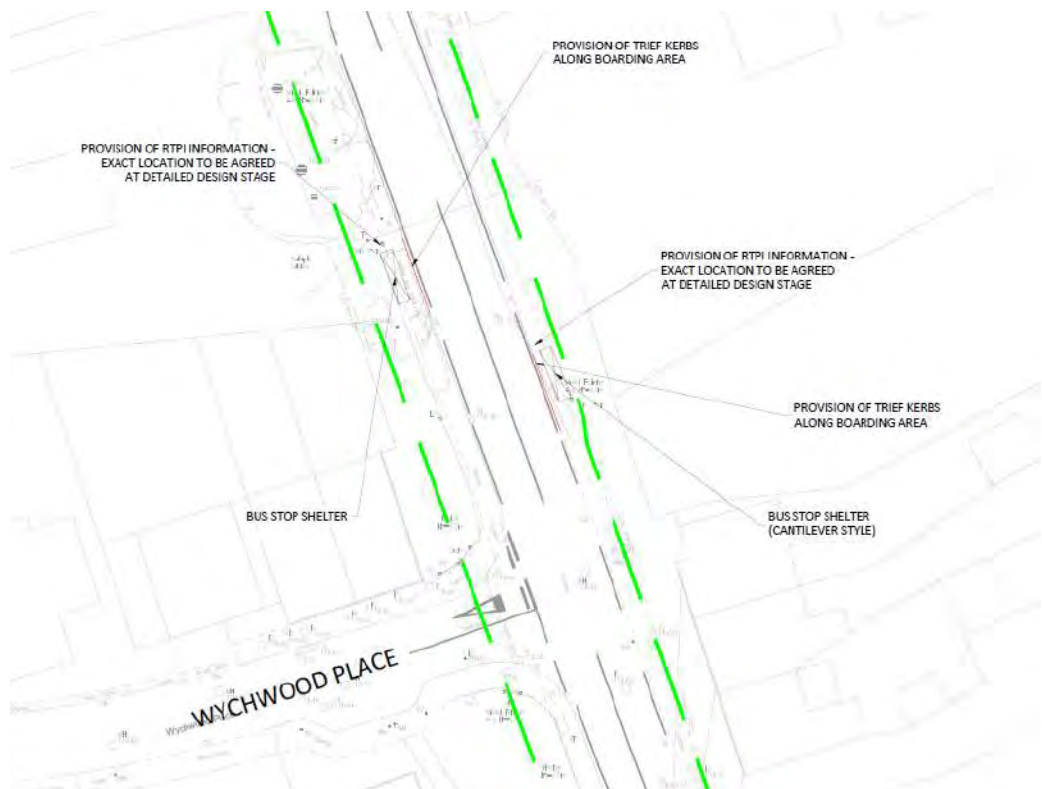
Contain

- 4 Design of walkable neighbourhoods and a site layout that promotes low vehicle speeds and provides genuine permeability with direct routes for cyclists and pedestrians.
- 5 Provision of on-site facilities including community facilities, care home, play areas and allotments.

Facilitate

- 6 Car club with two vehicles (one per application site) and three year's free membership (secured by Section 106 agreement (*ref: Fifth schedule clause 4*)).
- 7 Bus stop improvements at the bus stops on Turners Hill Road north of Wychwood Place (secured via condition 26 of planning application DM/25/0016 and illustrated in drawing ITB9155-GA-103A, excerpt below:

Image 2.1: Proposed bus stop improvements



- 8 In addition, the planning permission on land south of Huntsland will secure the following highway improvements towards the south of the village (associated drawings provided at **Appendix A**):
 - i. Footway widening on Turners Hill Road between Puffin crossing and Sunny Avenue (*ref: drawing ITB9155-GA-101B, secured by condition 30 to application DM/25/0014*).

- ii. New Toucan crossing south of proposed southern access to land south of Huntsland (ref: drawing ITB9155-GA-069B, secured by condition 28 to application DM/25/0014).
 - iii. Six dropped kerb / tactile paving crossings on minor arms of junctions on Turners Hill Road and Vicarage Lane (ref: drawing ITB9155-GA-102B, secured by condition 31 to application DM/25/0014).
 - iv. Contribution to improve Worth Way PRow's surface (secured by Section 106 agreement to application DM/25/0014, ref: Fifth schedule, Clause 4).
- 9 Commitment to fund improvements to bus service 272 so as to enable an additional return journey to Crawley on Saturday evenings and a service between Crawley and Brighton on Sundays every two hours – for 2.5 years (secured by Section 106 agreement (ref: Fifth schedule clause 1)).
- 10 Framework Travel Plan with vouchers to incentivise bus and cycle use (secured by Section 106 agreement (ref: Fifth schedule clause 1). A revised Framework Travel Plan, taking on board WSCC's feedback to application DM/25/0016, will accompany the planning application.

2.3.7 The applicant also committed to delivering new footways on shared surface sections Wychwood Place in view of the increases in vehicular traffic anticipated as a result of vehicular access then being proposed from that street. With vehicular access now proposed via a new priority junction on Turners Hill Road, new or improved footways on Wychwood Place are no longer necessary and not being proposed.

2.4 Summary

2.4.1 The applicant is willing to honour the commitments agreed in respect of application DM/25/0016, as set out above.

2.4.2 Agreement is sought that:

- The proposed improvements remain appropriate for the emerging planning application.
- The mechanisms for securing them remain appropriate.
- On this basis, the emerging planning application prioritises sustainable transport in line with the adopted NPPF (paragraph 115).

SECTION 3 Proposed Access Arrangement

3.1 Introduction

3.1.1 Paragraph 115 of adopted the NPPF (2024) requires that:

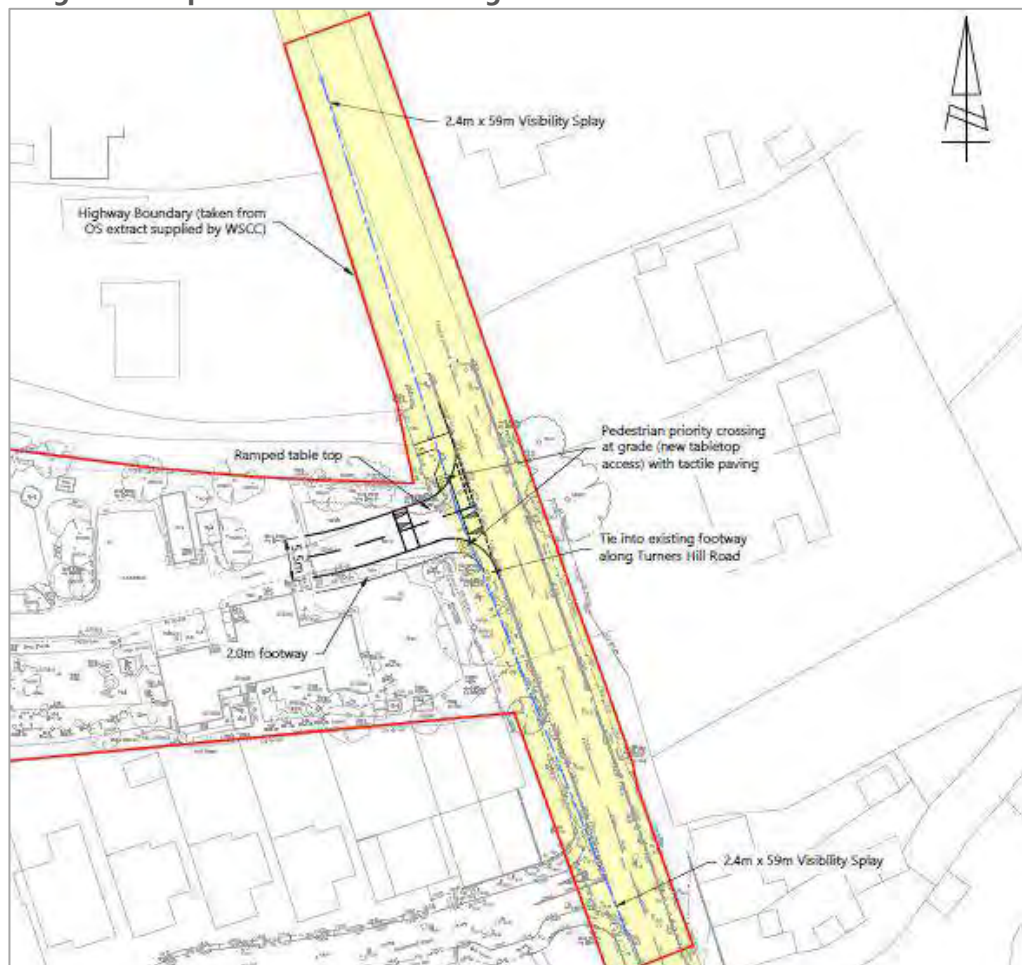
“safe and suitable access to the site can be achieved for all users”

3.1.2 This section sets out the proposed site access arrangement for the emerging application. This access replaces the previously permitted vehicular access to the site through an extension of Wychwood Place and overcomes concerns raised at the time of the previous application in respect of intensification of Wychwood Place due to its sections of shared surface.

3.2 Vehicular Access Arrangement

3.2.1 The proposed access arrangement is provided as a simple priority junction from Turners Hill Road, into Hurst Farm (which will then continue on to Land West of Turners Hill Road). The layout is illustrated in **Drawing No. ITS210013-GA-001**, extract provided as **Image 3.1**.

Image 3.1: Proposed Site Access Arrangement



Source: ITS210013-GA-001

3.2.2 The junction attributes are as follows:

- 5.5m wide access.
- 6m junction radii.
- 2m footway on southern side of access, tying in with Turners Hill Road footway.
- Pedestrian priority crossing at grade (new tabletop access) with tactile paving, facilitating access to footpath 35W to the north.
- 2.4m x 59m visibility splays in both directions (adequate for observed 85th percentile speeds of 36mph¹ in both directions based on MfS stopping sight distance parameters).
- Ramped table top.

3.2.3 Swept path analysis of the proposed site access arrangement will be presented in the TA to demonstrate that refuse collection vehicles can safely negotiate the junction.

3.2.4 A Road Safety Audit will be presented within the TA. The access drawing will be updated as necessary to ensure the comments of the audit are fully taken on board.

3.2.5 The access will continue southwards into the Land West of Turners Hill site, thereby providing connections for all modes between the two allocated sites.

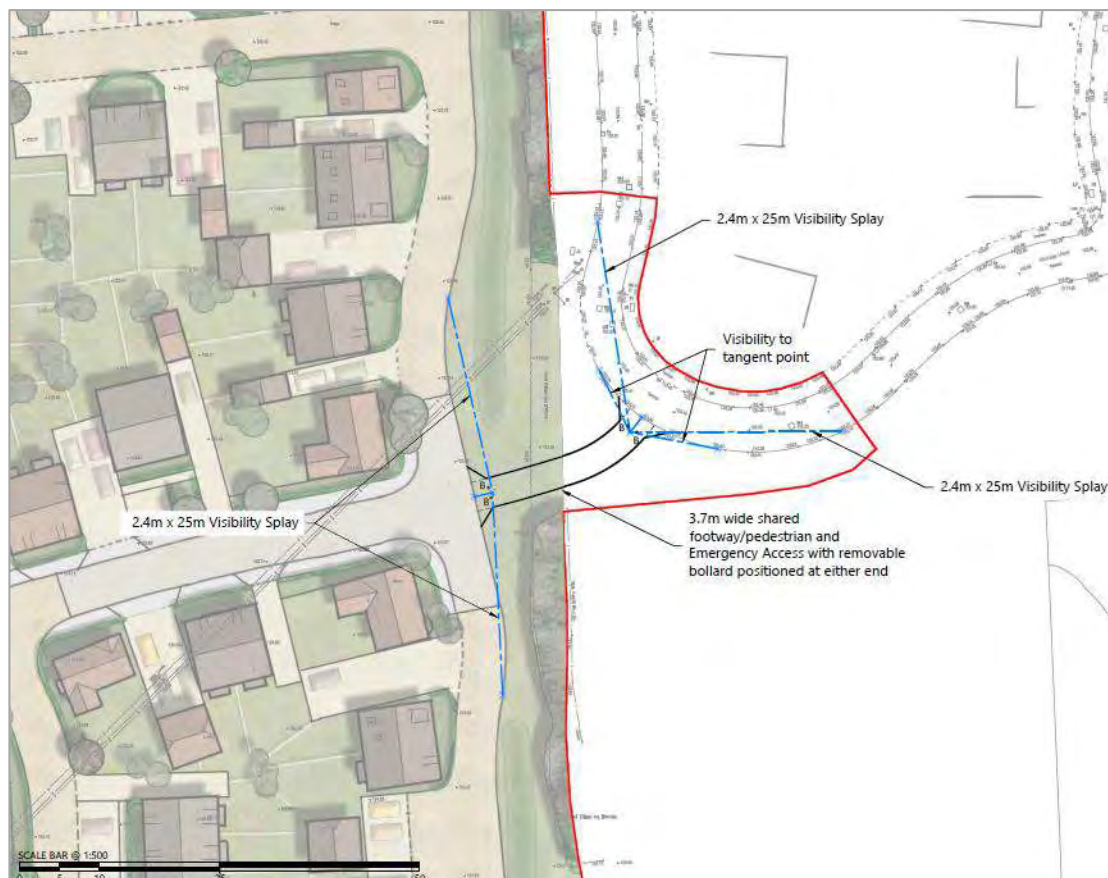
3.3 Pedestrian / Cycle / Emergency Access

3.3.1 A secondary shared pedestrian, cycle and emergency access to the far western end of Wychwood Place, is also proposed. The junction attributes are set out below and the layout is illustrated in **Drawing No. ITB210013-GA-002**, extract provided as **Image 3.2**.

- A 3.7m wide access suitable to be used as a shared pedestrian/cyclist route and as an access for an emergency vehicle;
- 25m visibility splays from a 2.4m setback based on 20mph design speed; and
- Removable bollards positioned at either end to prevent unauthorised use by vehicles.

¹ This is in line with the sightlines agreed for Wychwood Place's junction with Turners Hill Road just 30m to the south (ref: ref: drawing ITB9155-008D, secured through application DM/15/3614 for 44 homes on Wychwood Place)

Image 3.2: Proposed Shared Pedestrian/Cycleway and Emergency Access



Source: ITS210013-GA-002

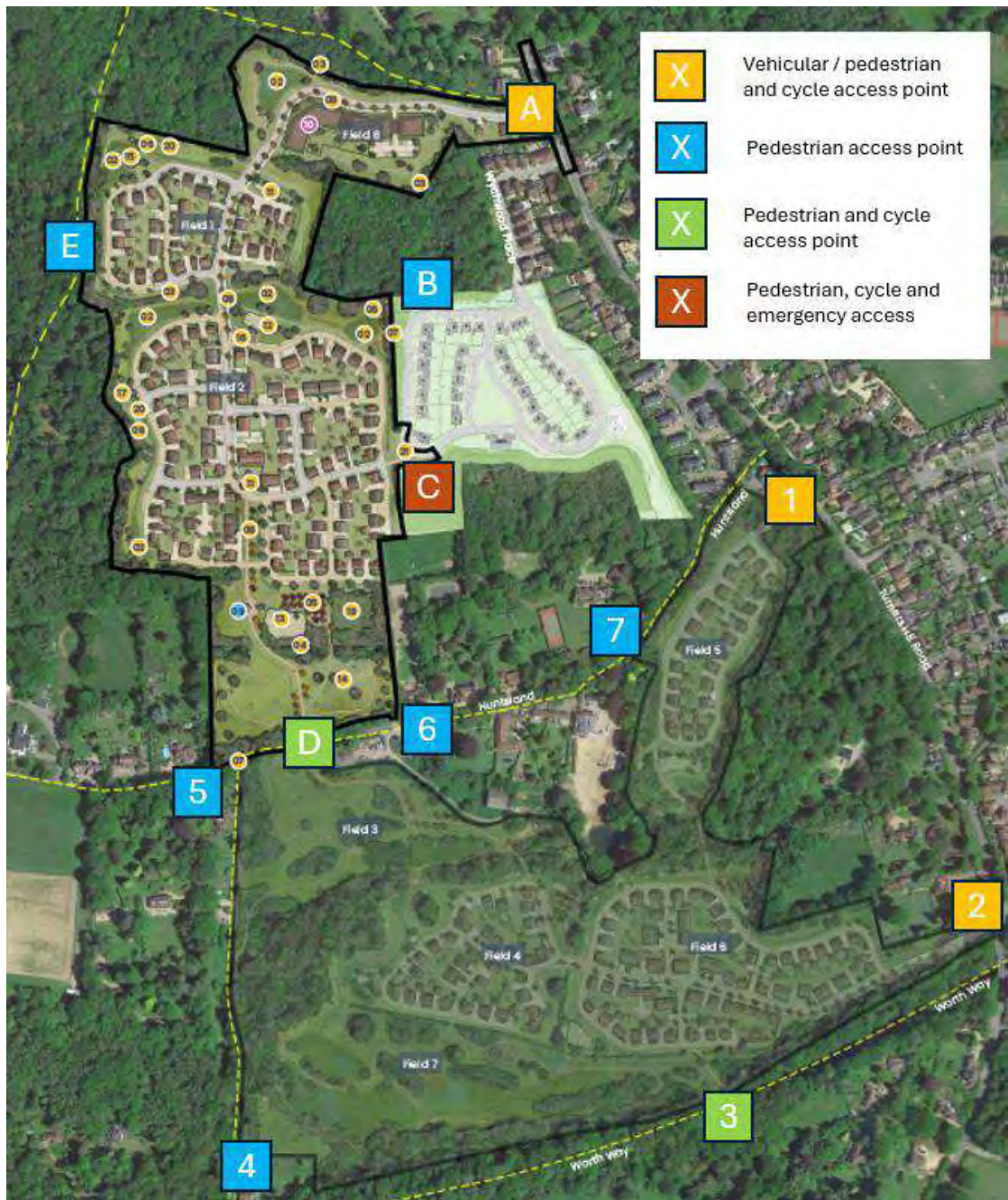
3.3.2 This will enhance site permeability by offering residents the ability to make use of the pedestrian / cycle connection to Wychwood Place (opposite Sandy Lane) and to Huntsland. It will allow pedestrians or cyclists to walk into the village without needing to first walk northwards out of the site via the vehicular access.

3.4 Additional Locations for Pedestrian / Cycle Access

3.4.1 In addition to the above, to ensure a highly permeable site, multiple points of access into the application site for pedestrians and cyclists are proposed. This will be further enhanced by connections to the permitted land south of Huntsland application site, which will provide for onward connectivity to the south of the village and Worth Way (itself to be the beneficiary of a surface enhancement funded by the permitted development south of Huntsland).

3.4.2 The wider pedestrian and cycle connections are illustrated below:

Image. 3.3: Wider Masterplan Connectivity



Application Site Accesses

- a All modes access via Hurst Farm to Turners Hill Road.
- b Pedestrian connection to site boundary.
- c Pedestrian / cycle / emergency access.
- d Connection to Huntsland / application site’s southern boundary.
- e Pedestrian connection into PRoW footpath 35W (to site boundary only).

Wider Allocation Accesses

- 1 Central all modes access B2028 Turners Hill Road.
- 2 Southern all modes access onto B2028 Turners Hill Road.
- 3 Pedestrian and cycle connection with Worth Way on the southern border of the site.
- 4 Pedestrian connection on the southwest corner of the site.
- 5 Pedestrian connection into site via Huntsland (PRoW footpath 32W).
- 6 Pedestrian connection into Huntsland (PRoW footpath 33W).
- 7 Pedestrian connection into Huntsland (PRoW footpath 33W).

3.5 Summary

3.5.1 Agreement is sought that:

- 1 The design of the proposed vehicular access is acceptable in principle, subject to tracking drawings, safety audit and the results of junction capacity assessment.
- 2 The design of the proposed pedestrian / cycle / emergency access is acceptable in principle.
- 3 The pedestrian and / or pedestrian and cycle accesses throughout the site are acceptable, in line with the previous application and give rise to a genuinely permeable site.
- 4 Safe and suitable access is achieved in accordance with the NPPF (paragraph 115).

SECTION 4 Traffic Impact

4.1 Context

4.1.1 In relation to traffic impact, the NPPF (2024) states, at paragraph 115:

“any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.

4.1.2 Paragraph 116 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

4.1.3 This is important – significant or substantial traffic impacts can be judged as acceptable. It is only where impacts are ‘severe’ that there are grounds to resist development. This is a very high bar in i-Transport’s experience.

4.1.4 This ‘severe’ test is echoed in the draft NPPF (2025) at Policy TR6 which states:

“All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.”

4.1.5 As part of the previously approved planning application for the site, extensive discussions were held with WSCC to agree the parameters and methodology for assessing development traffic impact on the local highway network and strategic highway network. As they were fully agreed with WSCC (and subsequently with National Highways) it is proposed to follow the same methodology, which is summarised below.

4.1.6 WSCC reviewed the traffic study previously submitted and concluded that:

“The TA provides the conclusions of the highway capacity assessment with it noted that this is based on 350 dwellings (i.e. the total number of units within the northern and southern planning applications). It’s further recognised that the scheme is not anticipated to result in any severe or unacceptable impacts upon the operation of those junctions within the study area.” (ref: report to planning committee for application DM/25/0016, paragraph 12.47)

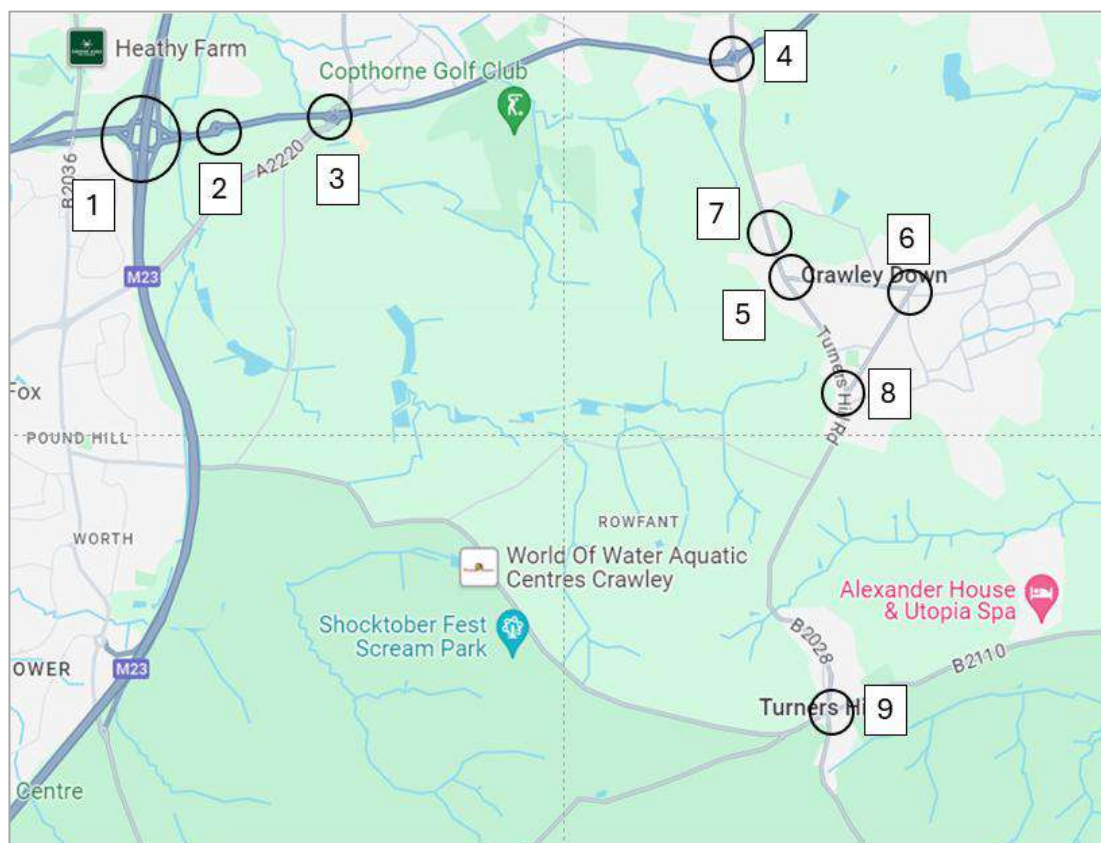
4.2 Baseline Traffic Surveys

4.2.1 The TA will continue to assess the same junctions as previously, based on surveys undertaken on Tuesday 14th November 2023, between 07:00 and 10:00 hours and 16:00 and 19:00 hours.

These are

- 1 M23 Junction 10 interchange.
- 2 Copthorne Way three-arm roundabout.
- 3 Brookhill Road / Copthorne Way / Copthorne Common Road five-arm roundabout.
- 4 Dukes Head roundabout.
- 5 Turners Hill Road / Sandy Lane junction.
- 6 Hophurst Lane / Sandy Lane / Vicarage Road junction.
- 7 Proposed Hurst Farm / Turners Hill Road junction.
- 8 Southern Site Access / Turners Hill Road / Vicarage Road junction.
- 9 B2018 / B2110 North Street / East Street / Selsfield Road / Church Road crossroads.

Image 4.1: Study Area



4.3 Traffic Growth

TEMPro Growth Factors

4.3.1 The modelling now assesses a future year of 2032 (the 2025 application assumed a study year of 2031), with the following growth factors obtained:

- AM Peak: 1.0443.
- PM Peak: 1.0355.

4.3.2 The growth factors are broadly similar to (slightly higher than) those previously presented to and agreed with WSCC for use in the 2025 study (1.0394 and 1.0317 were agreed as growth factors to 2031 for the morning and evening peaks respectively).

4.3.3 Growth factors have been obtained from TEMPro (based on 'high' traffic growth in line with strategic modelling in the Mid Sussex Transport Study² and 2025 study). To prevent double counting, the traffic growth factors have been adjusted to allow for the committed developments below.

4.3.4 In addition to the above and in response to feedback from National Highways, a sensitivity test will be undertaken for junction 10 of the M23, based on the following robust trip rates. The following growth factors were obtained (based on high dataset scenario for West Sussex). This is notwithstanding strong local evidence that traffic in the vicinity of the junction has not increased over the past 20 years (as explained in a post submission note to National Highways, *ref*: ITB9155-076A).

- AM Peak: 1.1227.
- PM Peak: 1.1217.

Committed Developments

4.3.5 It is proposed that the same committed developments that were included within the modelling as part of the previous application be used in addition to the now approved Land south of Huntsland scheme. Therefore, the list of committed development to be included are as follows:

- North East Sector / Forge Wood – CR/1999/0039 – 434 dwellings at phase 4B outstanding.
- Imberhorne Farm – DM/23/2699/OUT – 550 dwellings

² Middle Layer Super Output Area Mid Sussex 005

- Land south of Crawley Down Road – DM/23/0810 – 200 homes
- Land south of Huntsland and west of Turners Hill Road - DM/25/0014 – 200 homes

4.4 Trip Rates / Traffic Generation

230 Residential Dwellings

- 4.4.1 The agreed trip rates, obtained from TRICS (based on private dwellings) are set out in **Table 4.1**.

Table 4.1: Trip Rates per Dwelling

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate	0.133	0.390	0.523	0.356	0.161	0.517

Source: TRICS

- 4.4.2 Trip generation from 230 homes using the above trip rates are provided in **Table 4.2**.

Table 4.2: Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
230 Homes	31	90	120	82	37	119

Source: Consultant

- 4.4.3 This is equivalent to two vehicle movements in a minute during the busiest period of the day.

70 Bed Care Home

- 4.4.4 Trip rates for the Care Home were obtained from TRICS based on two uses – Assisted Living and Care Home (noting uncertainty as to how the building will be used). Their agreed trip rates are summarised in **Table 4.3**.

Table 4.3: Assisted Living and Care Homes (elderly care) Trip Rates

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate (Assisted Living) – per apartment	0.078	0.058	0.136	0.045	0.052	0.097
Trip Rate (Care Homes) – per bedroom	0.088	0.044	0.132	0.052	0.078	0.130

Source: TRICS

4.4.5 Trip generation from 70 bed care home using the above trip rates are provided in **Table 4.4**.

Table 4.4: Assisted Living and Care Home Traffic Flows (vehicles)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate (Assisted Living) – per apartment	5	4	10	3	4	7
Trip Rate (Care Homes) – per bedroom	6	3	9	4	5	9

Source: Consultant

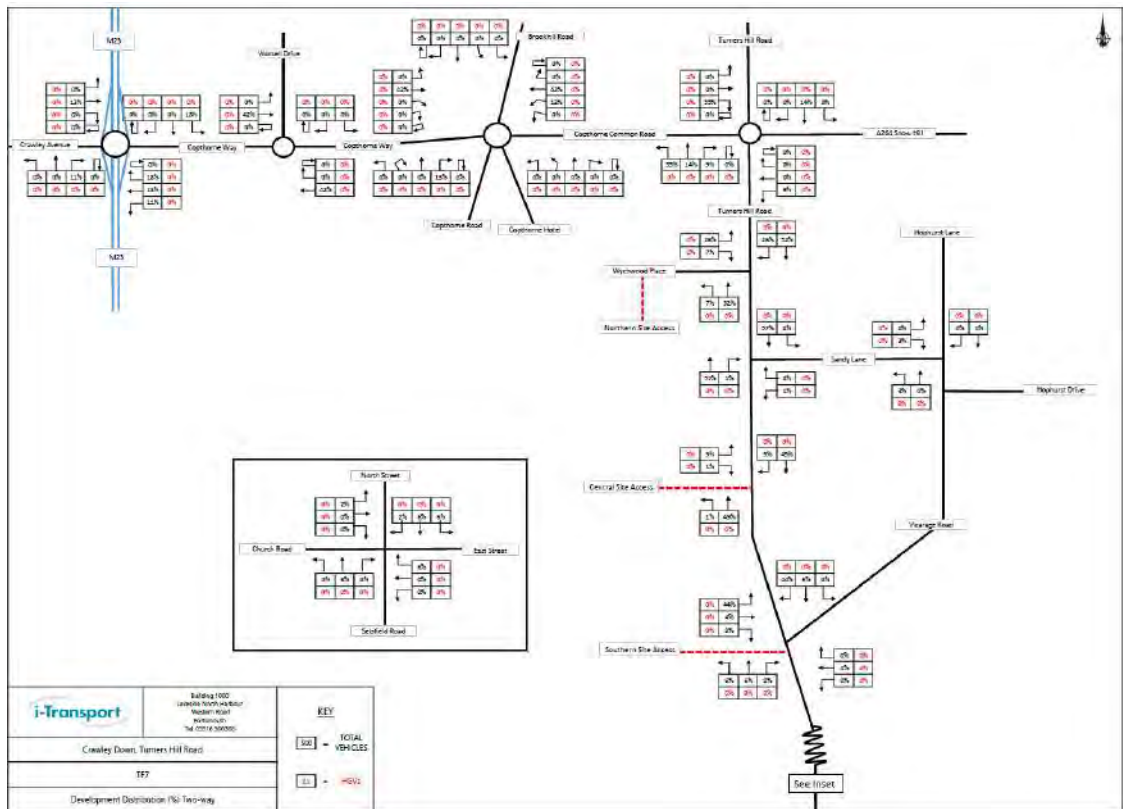
4.4.6 Based on the above, the care home will generate around 10 movements during any one hour, or one movement every six minutes. This is not a significant or material level of trip generation – up to around one movement every six minutes.

4.4.7 As this is a very modest level of additional trip generation, the study of off-site traffic impact focuses on residential development trips (in line with the approach agreed for the 2025 traffic study at the application site).

4.5 Traffic Distribution and Assignment

4.5.1 There is no reason why the traffic distribution or assignment could be expected to differ from that presented in the 2025 traffic study. For ease of reference, the traffic assignment (expressed as percentages) is summarised below:

Image 4.1: Traffic Assignment (Percentage)



4.6 Junction Capacity Testing

4.6.1 It is proposed the TA will present detailed capacity testing of the following scenarios:

- 2023 (as previously presented).
- 2032 + Committed Development (including land south of Huntsland).
- 2032 + Committed + Proposed Development (230 dwellings) (vision-led)

4.6.2 Junction capacity testing will be undertaken of all junctions listed in Section 4.2.

4.6.3 The junction models (ARCADY, PICADY and Linsig) that were validated and agreed as part of the previous application will be used to undertake the capacity testing.

4.6.4 Models of junction 10 of the M23 will take account of an improvement to the junction, which adds lanes to most approaches to the junction. The improvement was secured in association with the St Modwens scheme (*ref: condition 32 of application 13/04127/OUTES and included as Appendix B*). WSCC is requested to confirm continued acceptance to this approach.

- 4.6.5 As part of the previous application, a 10% mode shift away from car use was agreed as a vision-led traffic study, reflecting not only the higher levels of home working and potential for internalisation but also mode shift arising from the sustainable transport strategy which includes a Travel Plan and significant infrastructure improvements as set out in this note. As there is agreement to the sustainable transport strategy, it is proposed that capacity testing will be undertaken for “vision-led” scenarios only.
- 4.6.6 Junction capacity testing was presented in a Traffic Impact Note for agreement with WSCC as part of pre-application scoping³. This was based on 200 dwellings on land north of Huntsland rather than the eventually proposed 150. However, the modelling results were agreed not to trigger a ‘severe’ impact at any of the junctions in the study area.
- 4.6.7 The latest proposal is for 230 dwellings (i.e. an extra 30 homes compared with what was previously presented). The traffic generation of the development is therefore likely to increase by around 15 two-way vehicle movements during the peak hours and this will disperse as traffic routes across the network. It is not anticipated that this additional quantum of development will have any material impact on the previously agreed modelling results. This will be demonstrated through the updated modelling in the TA.

4.7 **Summary**

- 4.7.1 Agreement to the continued application of the previously agreed modelling parameters is sought.
- 4.7.2 The only differences to the previous study are the study year now being 2032 and the inclusion of 200 homes south of Huntsland as committed development. The modelling of development traffic will allow for 230 homes, rather than 200 homes.
- 4.7.3 Subject to modelling results being evidenced in the TA, agreement in principle is sought that an additional 30 homes beyond that which was previously modelled is unlikely to result in a ‘severe’ impact.

³ Ref: ITB9155-051B Traffic Impact Note, dated 19 December 2024.

SECTION 5 Summary and Structure of TA

5.1 Summary

- 5.1.1 Land to the north of Huntsland and west of Turners Hill Road has an outline planning permission for development of 150 residential dwellings and a 70-bed care home accessed from Wychwood Place. The development proposal was agreed as being compliant with paragraph 115 of the NPPF, subject to the introduction of footways on shared surface sections of Wychwood Place, noting concern about the consequences of intensifying traffic flow on sections of the road with no footway.
- 5.1.2 Wates now controls Hurst Farm immediately north of the site, and it is envisaged that a planning application for up to 230 dwellings and a 70-bed care home will come forward on land north of Huntsland and west of Turners Hill Road and at Hurst Farm.
- 5.1.3 The previously agreed vehicular access on Wychwood Place will be replaced by a new priority junction onto Turners Hill Road on land at Hurst Farm. This will address the outstanding concern about adding traffic to Wychwood Place and obviate the need for new footways on that street.
- 5.1.4 This note presents the scope and parameters of a TA that will assess the proposals against paragraph 115 of the adopted NPPF (2024) and the transport policies of the draft NPPF (2025). Agreement is sought that:
- The site is in a sustainable location and the sustainable transport strategy agreed as part of the previous application is acceptable for the new application.
 - A safe and suitable access can be achieved for all users through Hurst Farm. In principle agreement is sought to that access, acknowledging that the access will be subject to an independent Stage 1 Road Safety Audit and junction capacity assessment as matters progress.
 - The traffic modelling exercise will be updated to reflect 230 dwellings, although the parameters and methodology agreed as part of the previous application are acceptable. Updated results are not expected to differ materially, and a 'severe' level of traffic impact is not envisaged.

5.2 Proposed Structure of TA

5.2.1 It is proposed that the TA supporting the planning application will be structured as follows:

- Section 2 – Policy Context
- Section 3 – Existing Conditions
- Section 4 – Accessibility
- Section 5 - Access and Internal Layout Considerations
- Section 6 –Sustainable Transport Strategy
- Section 7 – Active Travel England Assessment
- Section 8 –Traffic Impact Analysis
- Section 9 – Summary and Conclusions

FIGURES

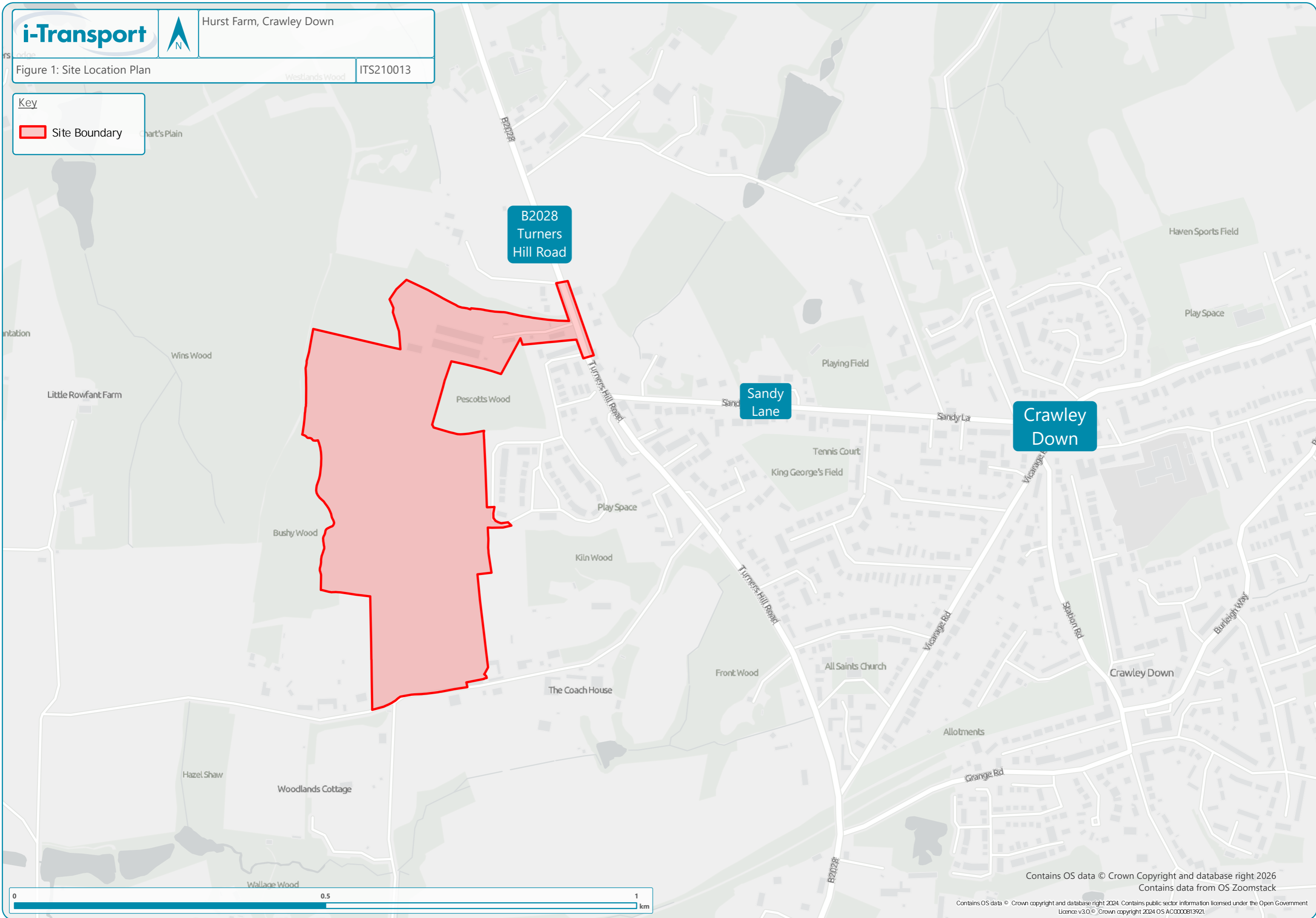


Figure 1: Site Location Plan

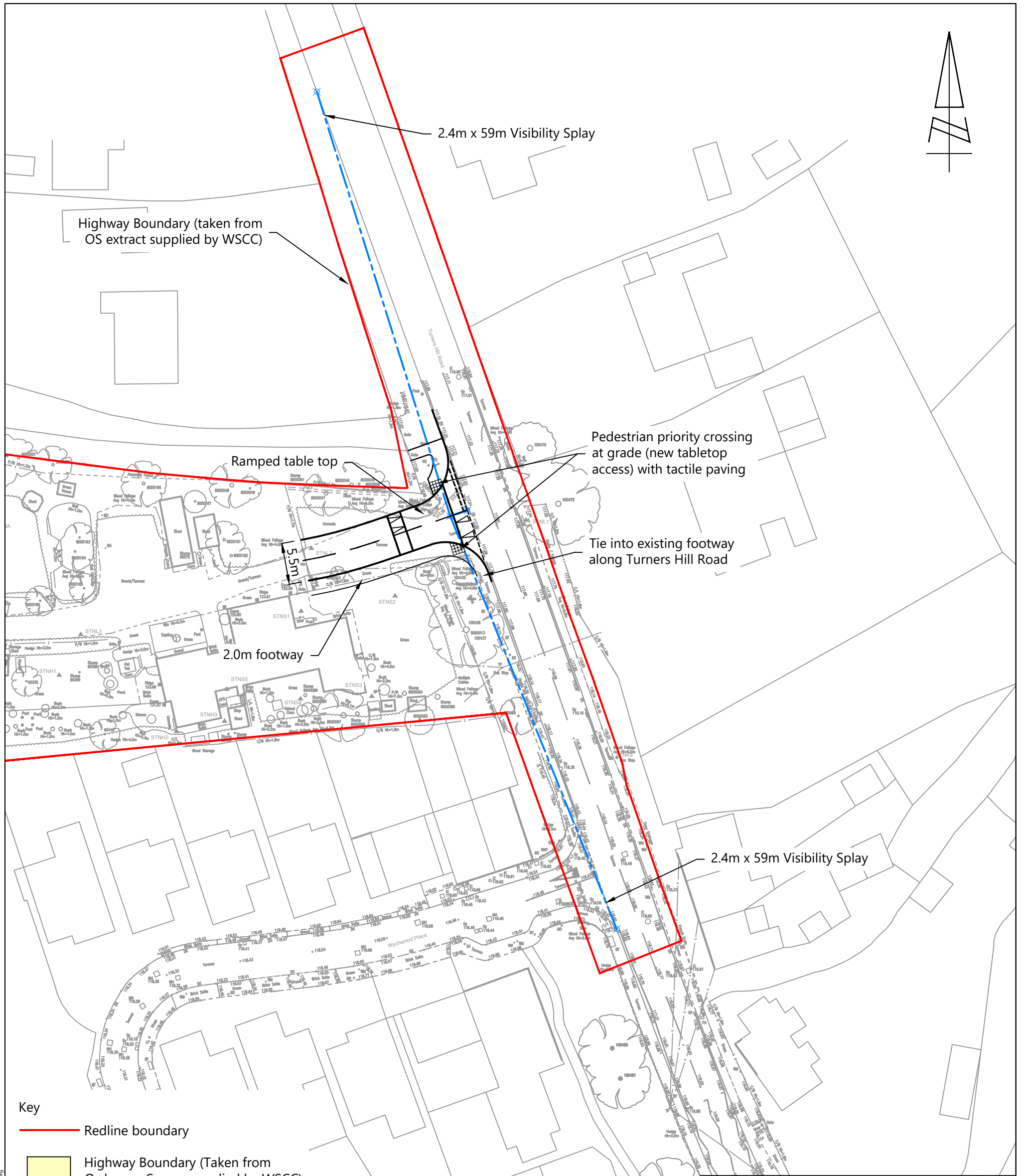
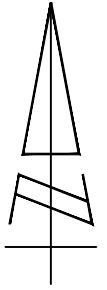
ITS210013

Key

- Site Boundary



DRAWINGS



Highway Boundary (taken from OS extract supplied by WSCC)

2.4m x 59m Visibility Splay

Ramped tabletop

Pedestrian priority crossing at grade (new tabletop access) with tactile paving

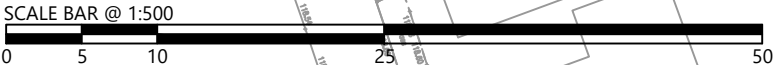
Tie into existing footway along Turners Hill Road

5m

2.0m footway

2.4m x 59m Visibility Splay

- Key**
- Redline boundary
 - Highway Boundary (Taken from Ordnance Survey supplied by WSCC)
 - Visibility Splays



S:\Projects\210000 Series\21001315 - Hunt Farm Crawley Down\Tech\Acad\Working Drawings\ITS210013-GA-001A - Access.dwg

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CLIENT: **WATES DEVELOPMENTS**

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **FOR INFORMATION**

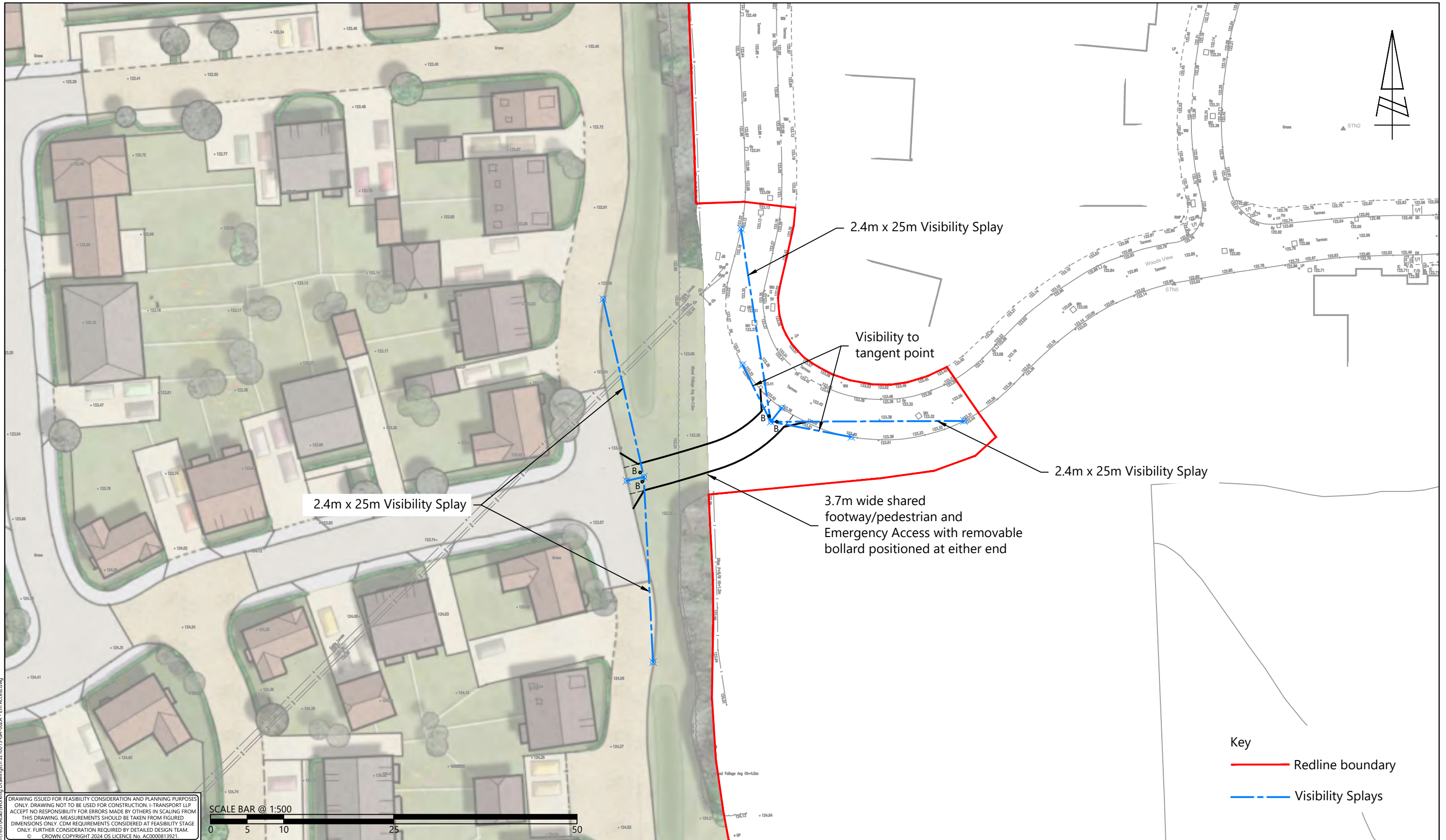


Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ
Tel: 03316 300366
www.i-transport.co.uk

TITLE: **PROPOSED ACCESS ARRANGEMENT ONTO TURNERS HILL ROAD**

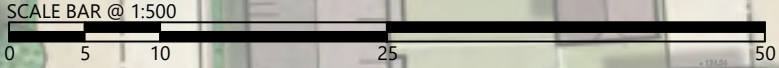
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JCB	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
ITS210013	1:500	13.06.26
DRAWING No:	REV:	
ITS210013-GA-001	A	



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Key
— Redline boundary
- - - Visibility Splays



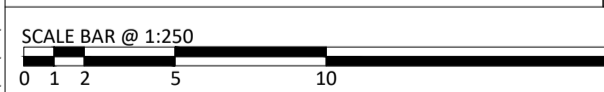
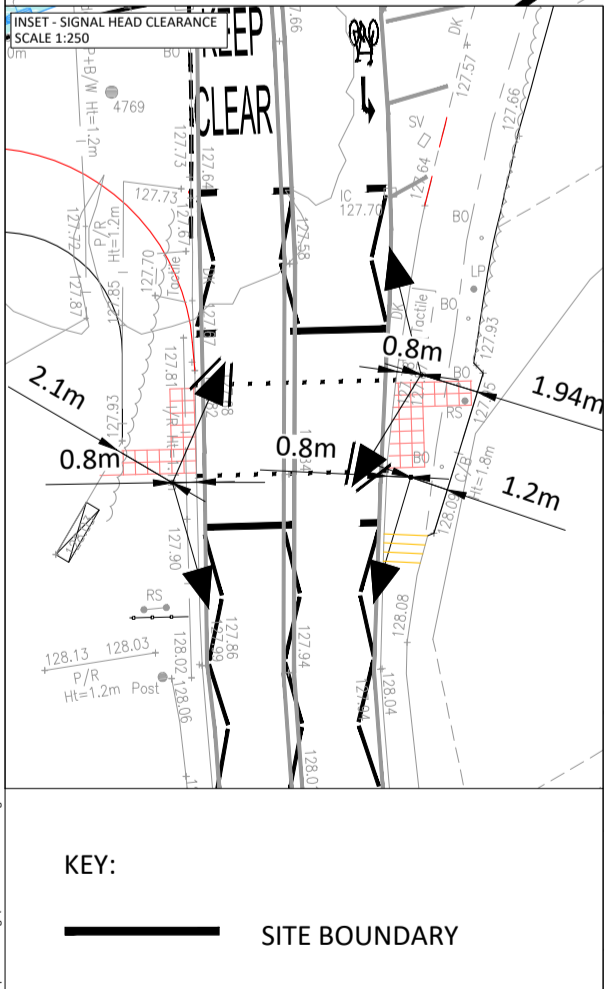
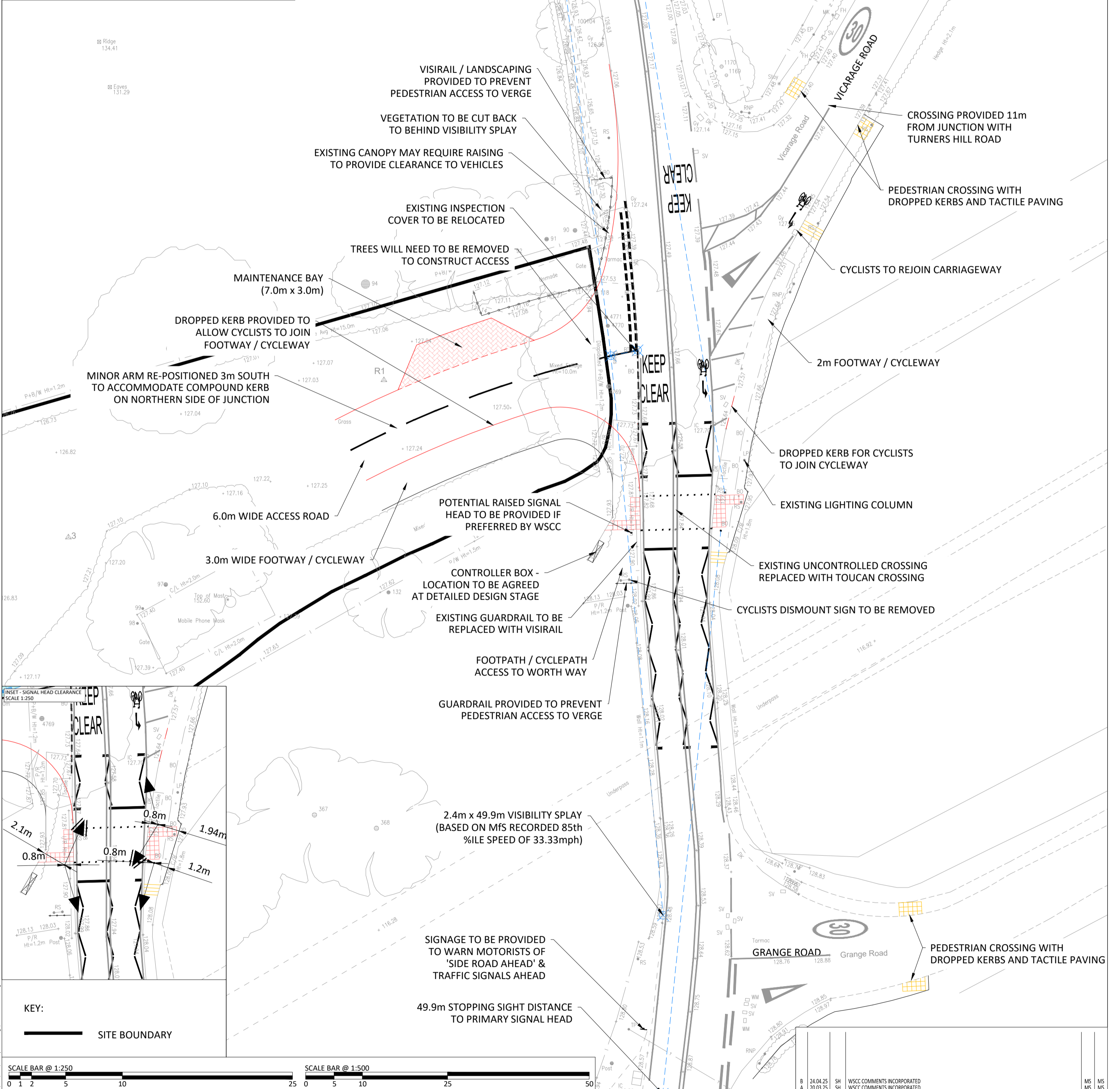
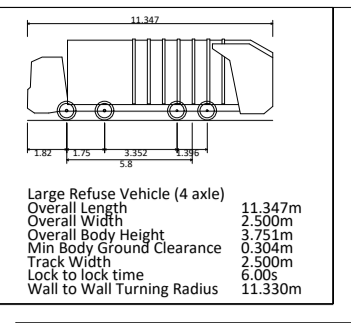
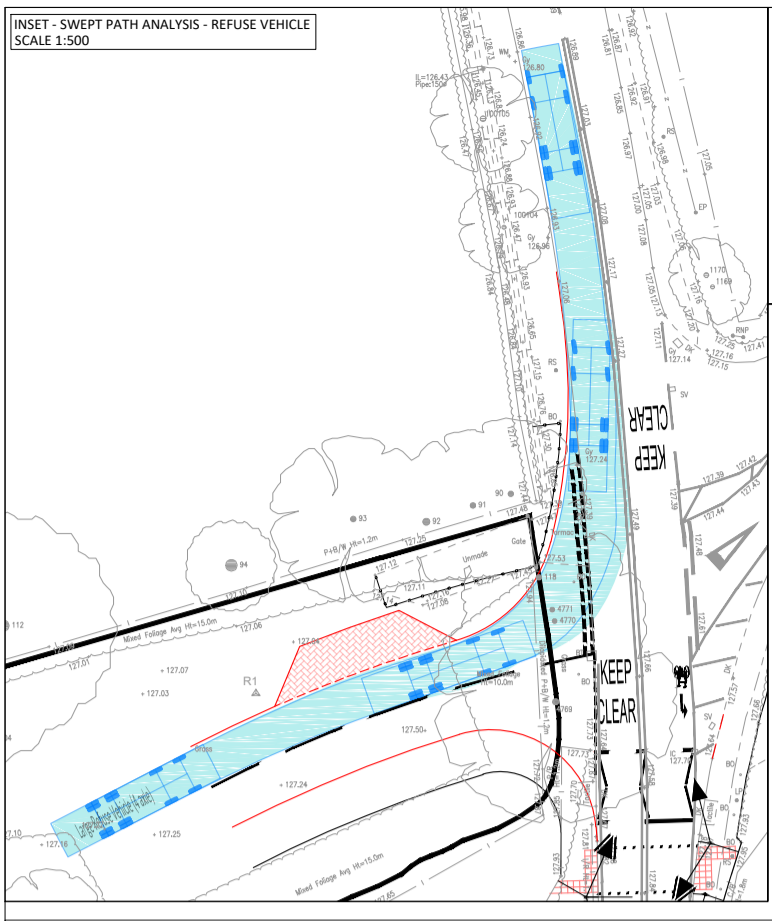
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ
 Tel: 03316 300366
 www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	14.01.26	JCB	DESIGN AMENDED FURTHER SOUTH	MS	MS
STATUS: FOR INFORMATION					

TITLE: PROPOSED SHARED PEDESTRIAN/CYCLEWAY AND EMERGENCY ACCESS	
PROJECT: LAND WEST OF TURNERS HILL ROAD CRAWLEY DOWN	CLIENT: WATES DEVELOPMENTS

DRAWN: JCB	CHECKED: MS	APPROVED: MS
PROJECT No: ITS210036	SCALE @ A3: 1:500	DATE: 13.01.26
DRAWING No: ITS210013-GA-002		REV: A

APPENDIX A. Land South of Huntsland Highway Improvement Drawings



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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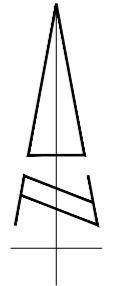
CLIENT: WATES DEVELOPMENTS

TITLE: PROPOSED SOUTHERN SITE ACCESS PRIORITY JUNCTION

PROJECT: WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN

REV	DATE	BY	DESCRIPTION	CHK	APD
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A	20.03.25	SH	WSSC COMMENTS INCORPORATED	MS	MS

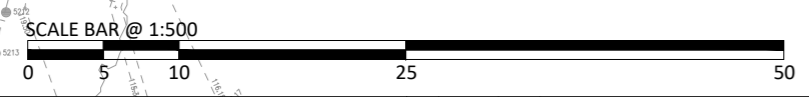
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DRAWING No: ITB9155-GA-069	REV: B	



FOR DETAILS OF SITE ACCESS ARRANGEMENT SEE LATEST REVISION OF DRAWING ITB9155-GA-038

2.0m WIDE FOOTWAY

2.0m WIDE FOOTWAY



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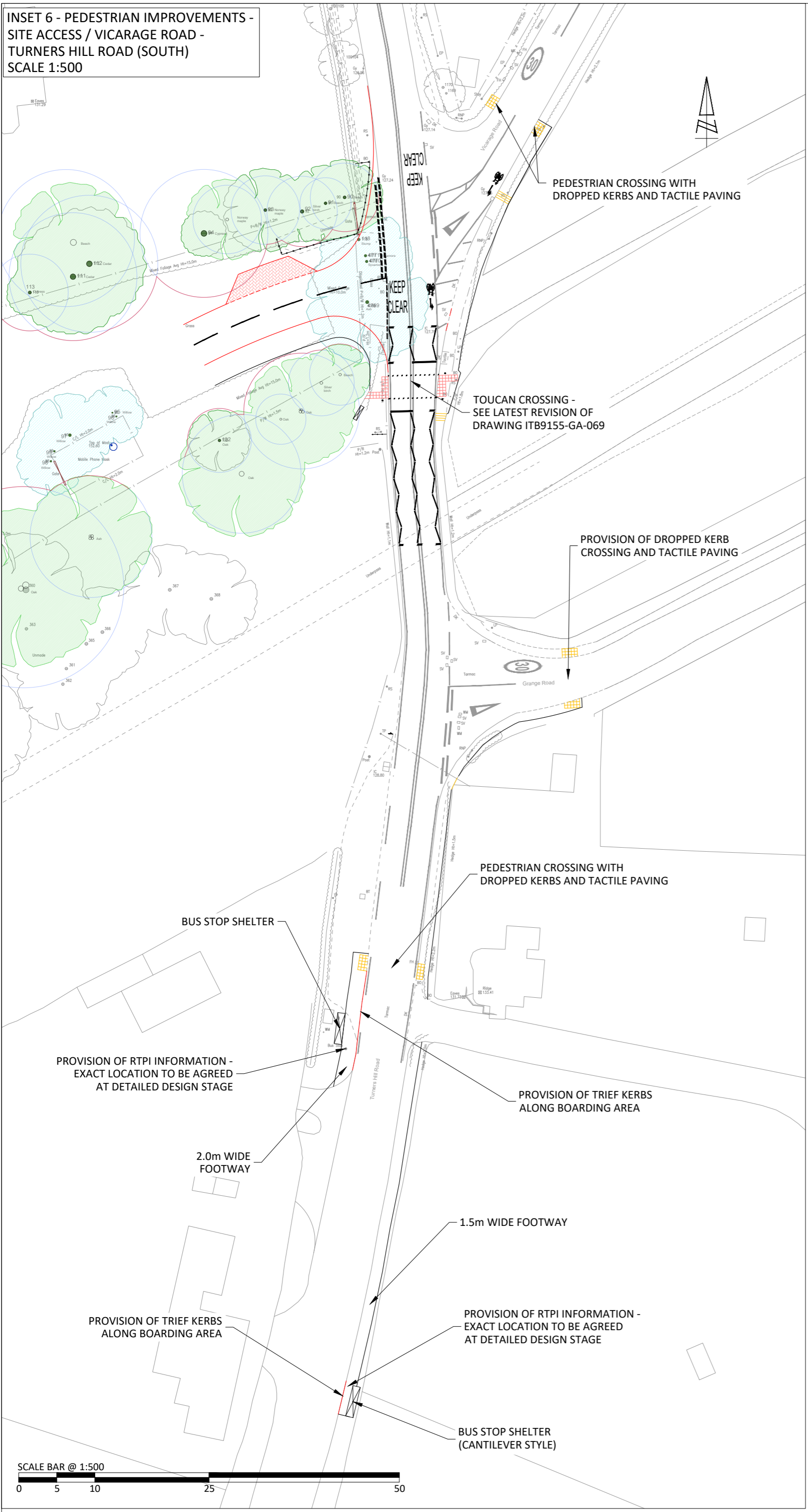
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REV	DATE	BY	DESCRIPTION
B	01.07.23	MM	AMENDMENTS TO PEDESTRIAN IMPROVEMENTS
A	25.04.23	SH	MS/MS COMMENTS INCORPORATED

MS	MS	MS	MS
CHK	APC	PROJECT	CLIENT
FOR INFORMATION		WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN	WATES DEVELOPMENTS

PROPOSED FOOTWAY WIDENING ON TURNERS HILL ROAD		
DRAWN:	CHECKED:	APPROVED:
TA	LJ	MS
PROJECT No:	SCALE @ A1:	DATE:
ITB9155	1:500	10.04.25
DRAWING No:	ITB9155-GA-101	
		REV: B

INSET 6 - PEDESTRIAN IMPROVEMENTS - SITE ACCESS / VICARAGE ROAD - TURNERS HILL ROAD (SOUTH)
SCALE 1:500



SEE INSET 1

SEE INSET 2

SEE INSET 3

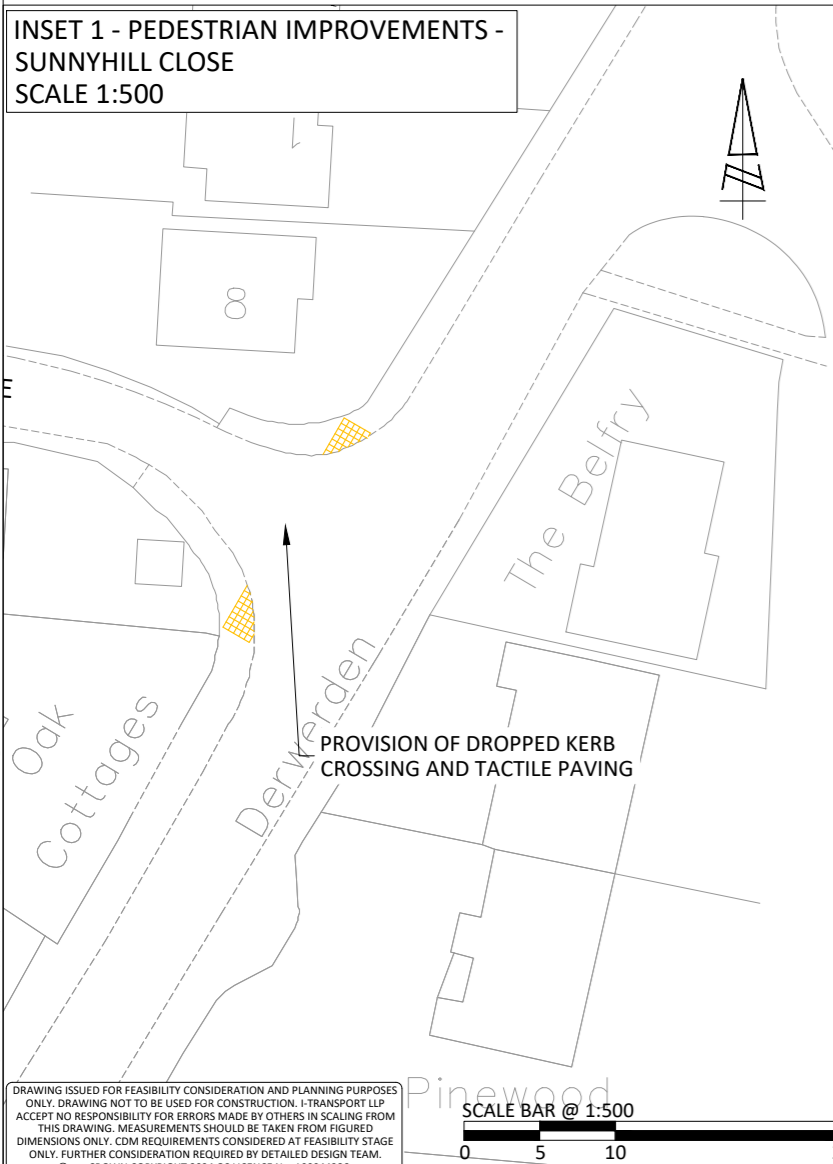
SEE INSET 4

SEE INSET 5

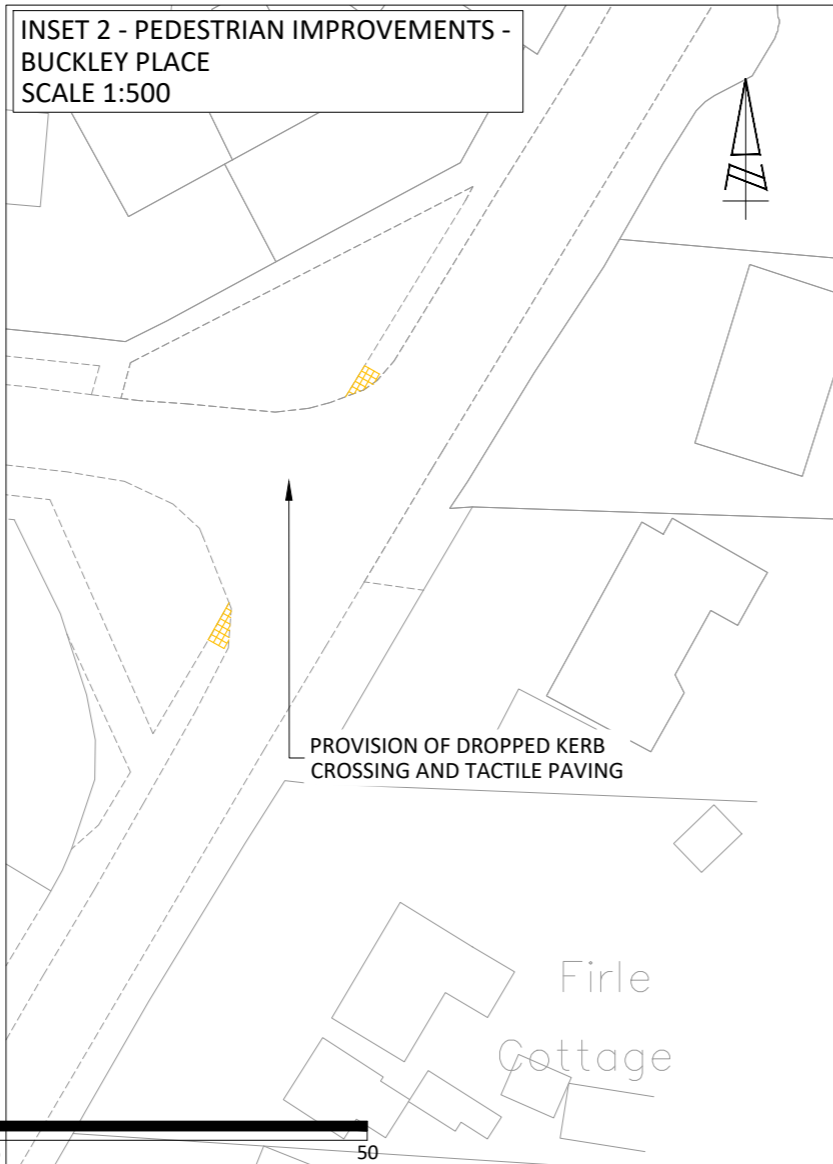
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(FOR DETAILS OF SITE ACCESS ARRANGEMENT SEE LATEST REVISION OF DRAWING ITB9155-GA-069)

SCALE BAR @ 1:1250

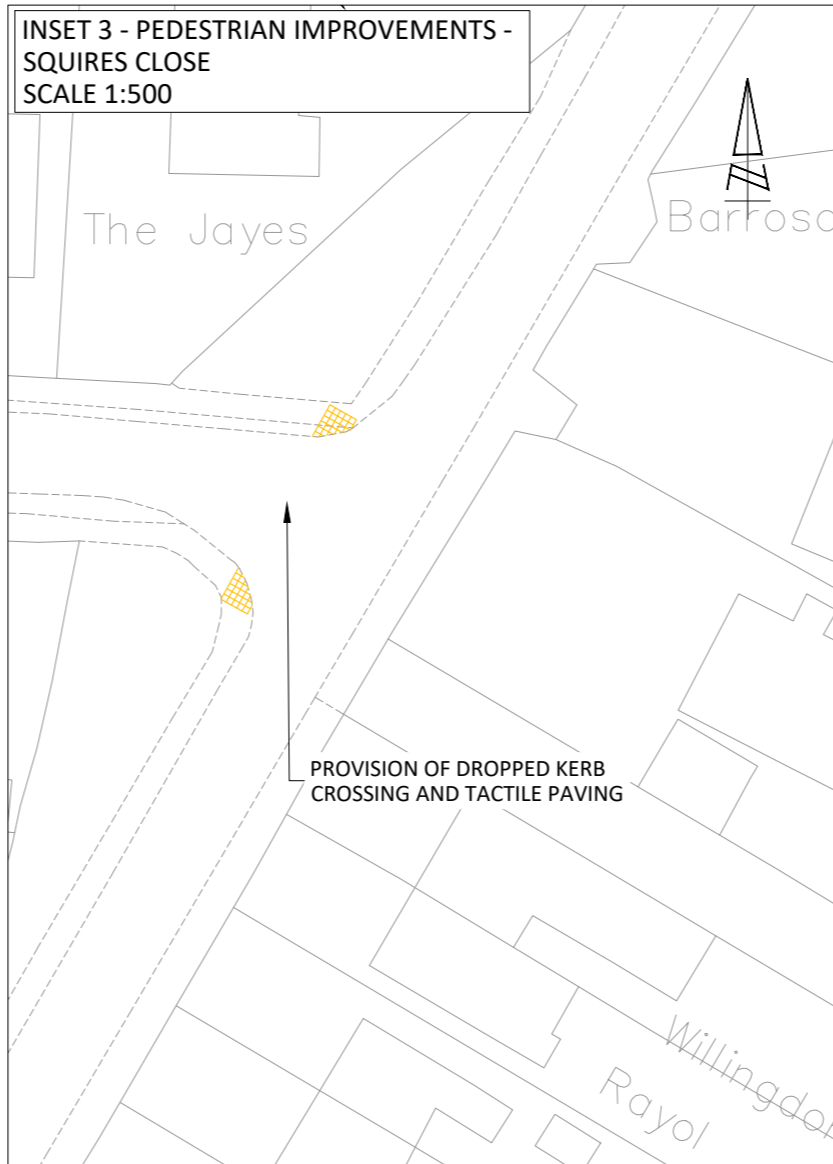
INSET 1 - PEDESTRIAN IMPROVEMENTS - SUNNYHILL CLOSE
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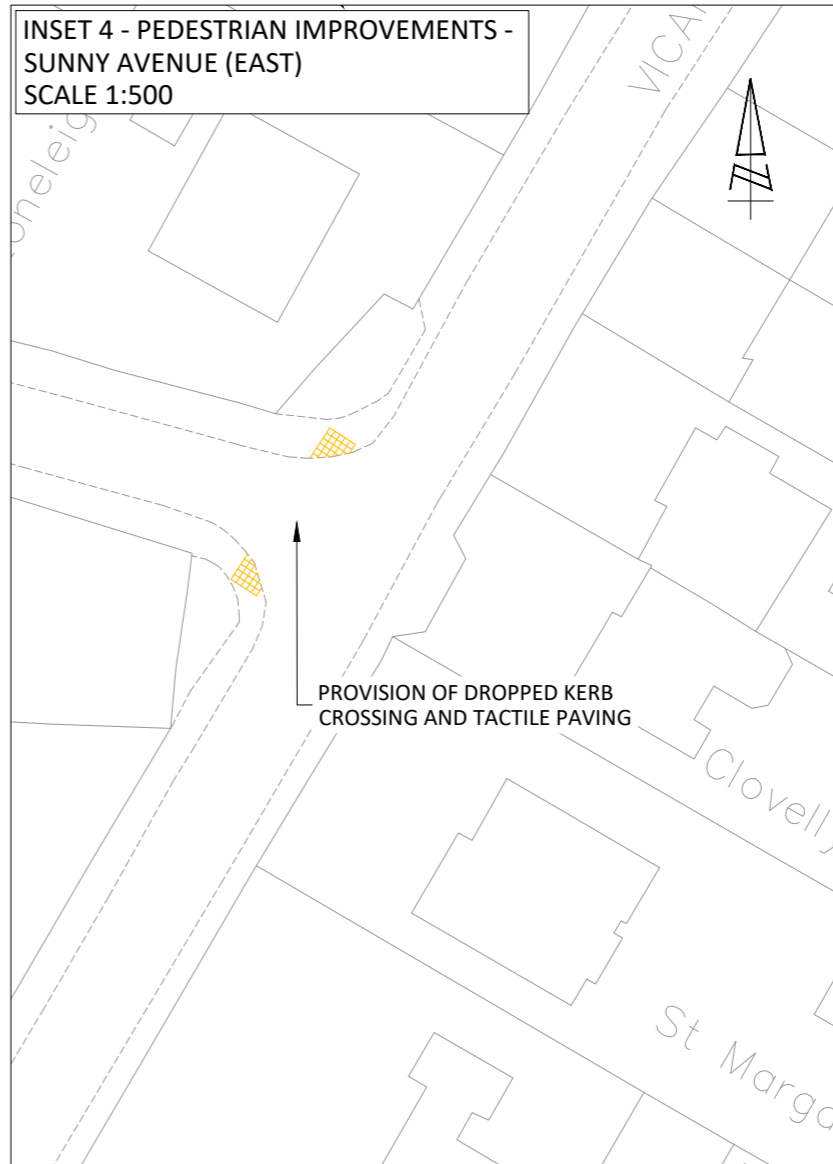
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SCALE 1:500



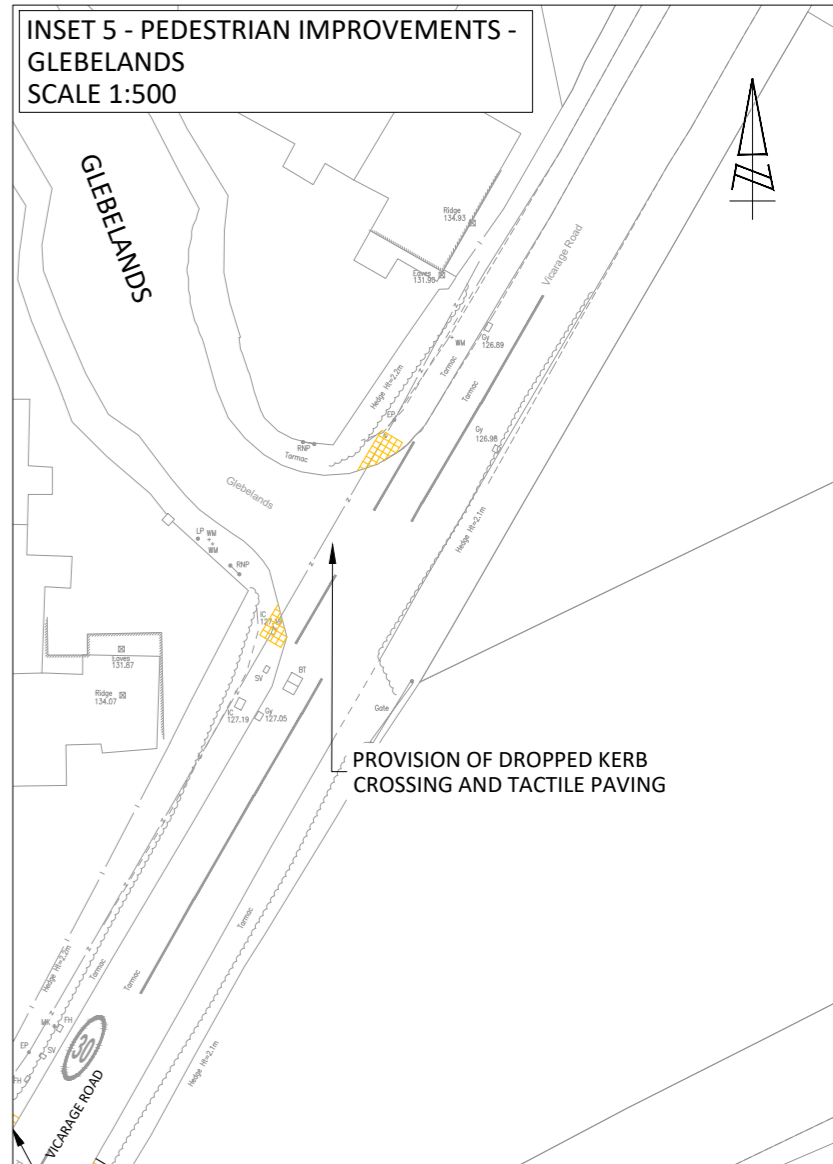
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SCALE 1:500



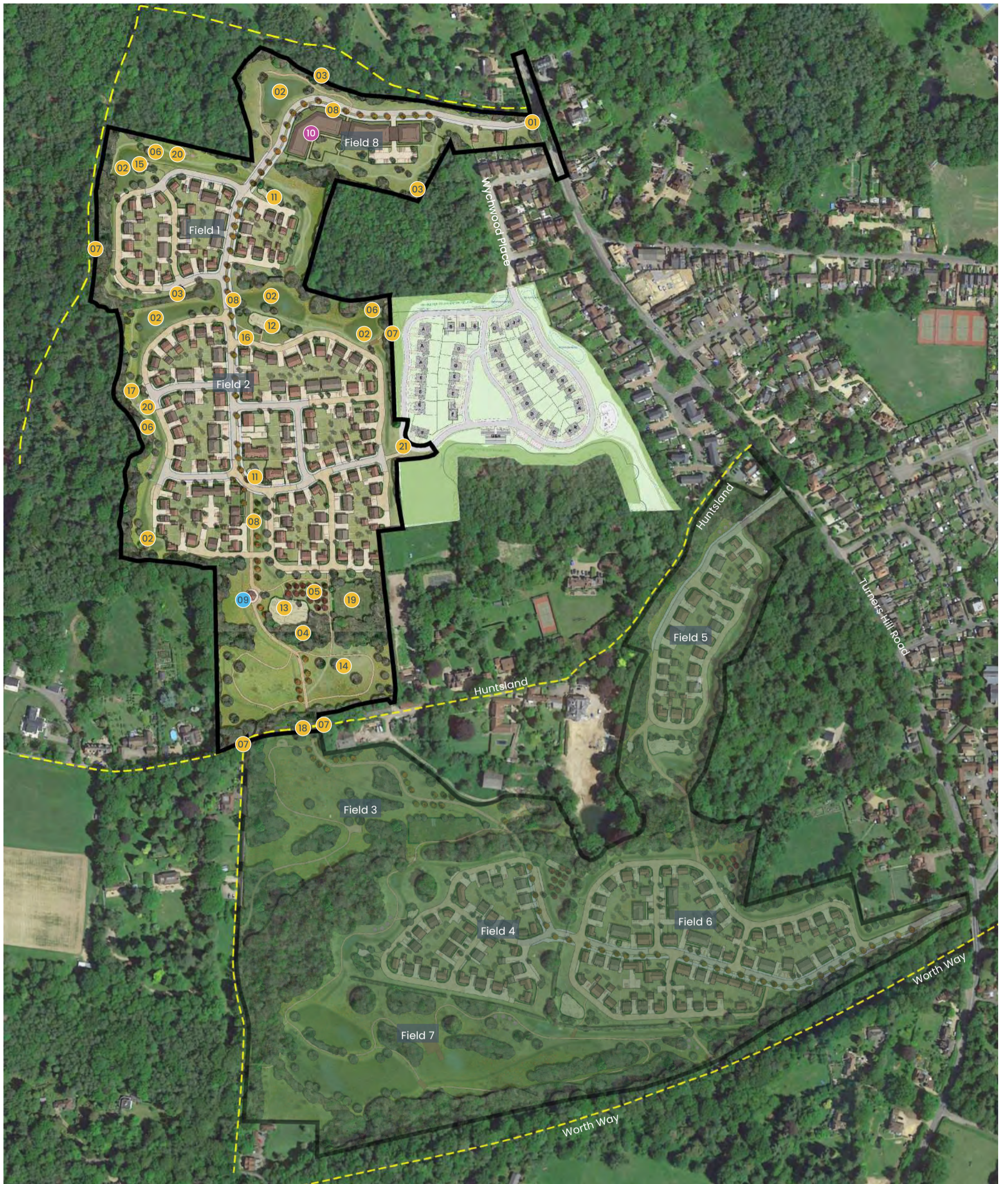
INSET 4 - PEDESTRIAN IMPROVEMENTS - SUNNY AVENUE (EAST)
SCALE 1:500



INSET 5 - PEDESTRIAN IMPROVEMENTS - GLEBELANDS
SCALE 1:500



APPENDIX B. Illustrative Masterplan



- Application site
- 01 Vehicular/pedestrian and cycle access point
- 02 Sustainable drainage system including swales
- 03 Retained and enhanced vegetation
- 04 Tree belt planting
- 05 Community orchard/garden

- 06 Meadow planting and species-rich landscapes
- 07 Pedestrian connection points
- 08 Shared cycle/footpath
- 09 Community heart including gathering space/band stand area and St Leonards lookout
- 10 Up to 70 bed care home

- 11 Local Area for Play
- 12 Local Equipped Area for Play
- 13 Neighbourhood Equipped Area for Play
- 14 Countryside open space
- 15 Pumping station
- 16 Substation
- 17 Mown paths

- 18 Cycle and pedestrian connection point
- 19 Community allotments
- 20 Play on the way
- 21 Emergency, cycle and pedestrian connection point
- Public right of way: Footpath



Not to scale

CLIENT: WATES DEVELOPMENTS

PROJECT: LAND WEST OF CRAWLEY DOWN

DRAWING: ILLUSTRATIVE MASTERPLAN NORTH & HURST FARM

PROJECT NUMBER: 1314

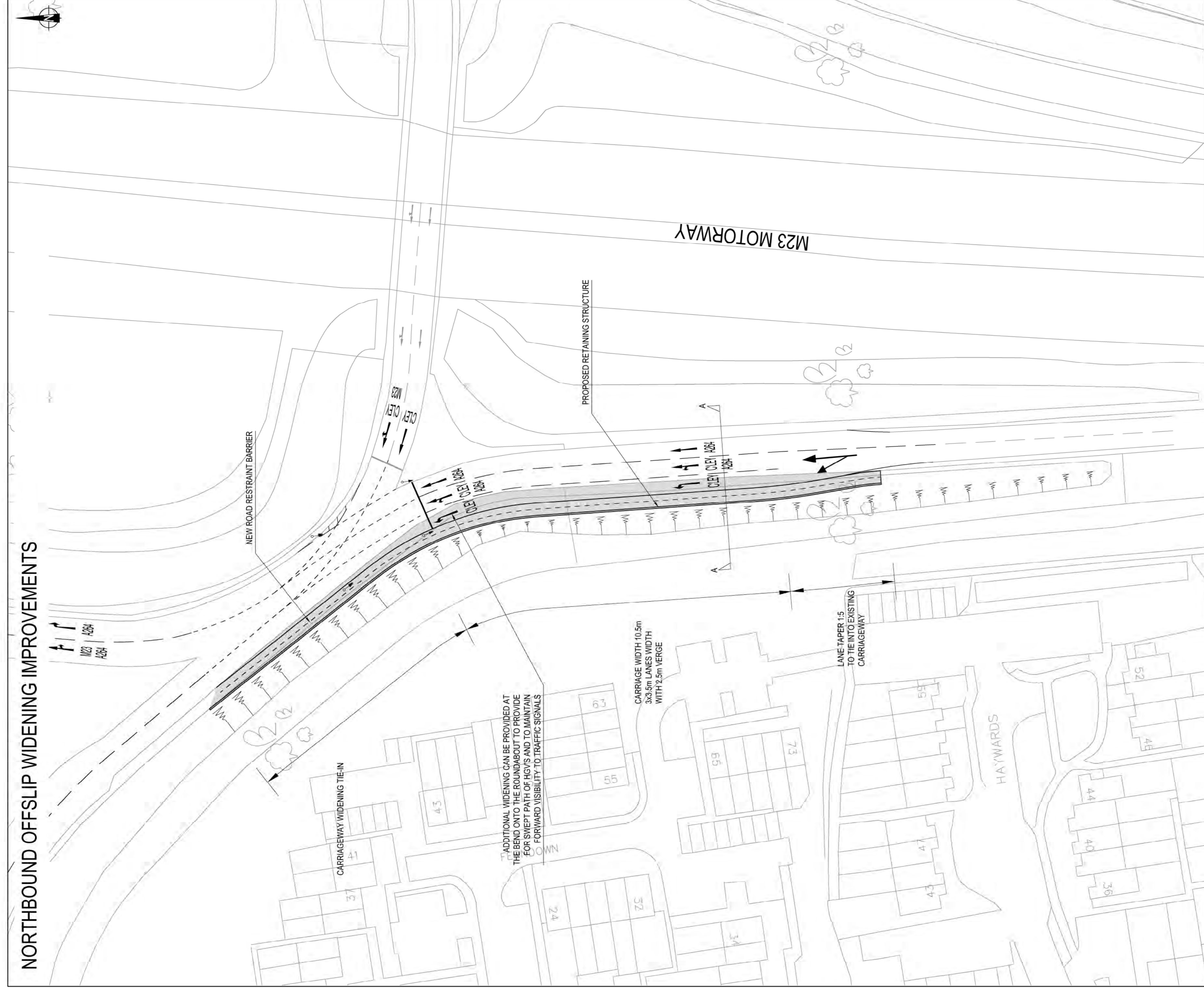
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REVISION: V4

DATE: 23.01.2026

APPENDIX C. St Modwens Scheme Improvement to M23 Junction 10

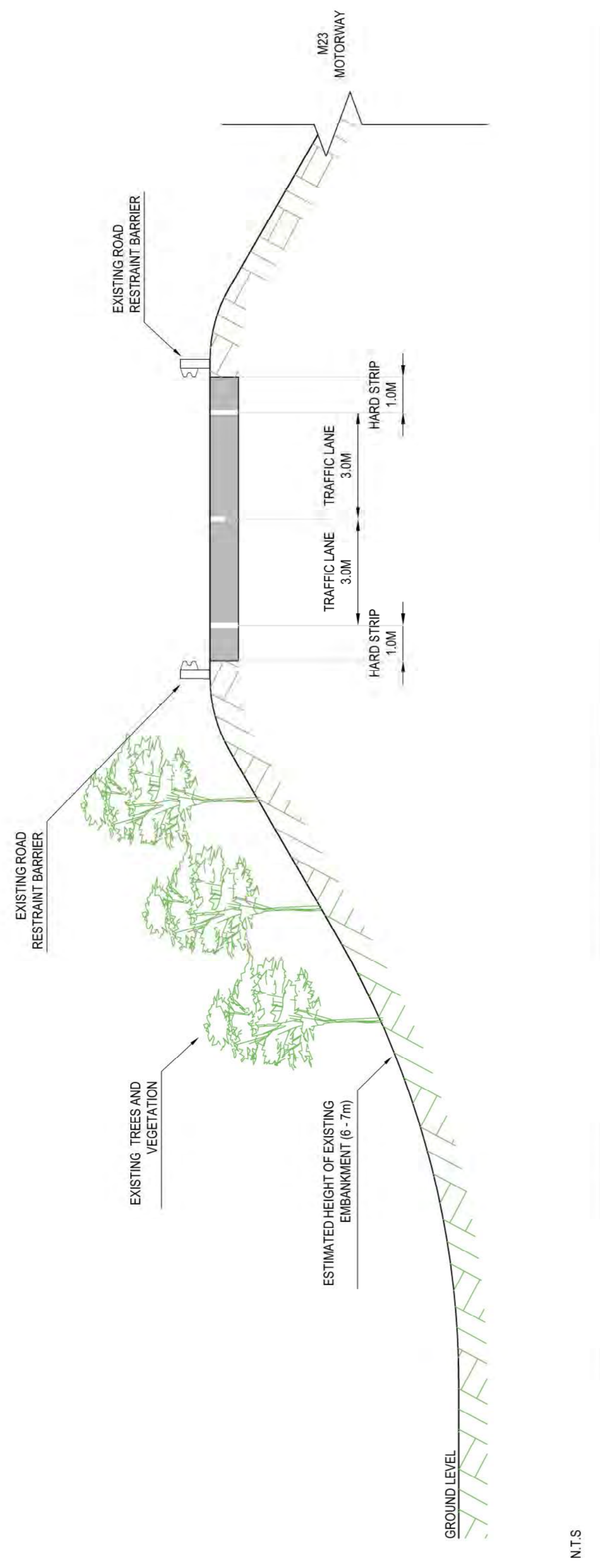
NORTHBOUND OFFSLIP WIDENING IMPROVEMENTS



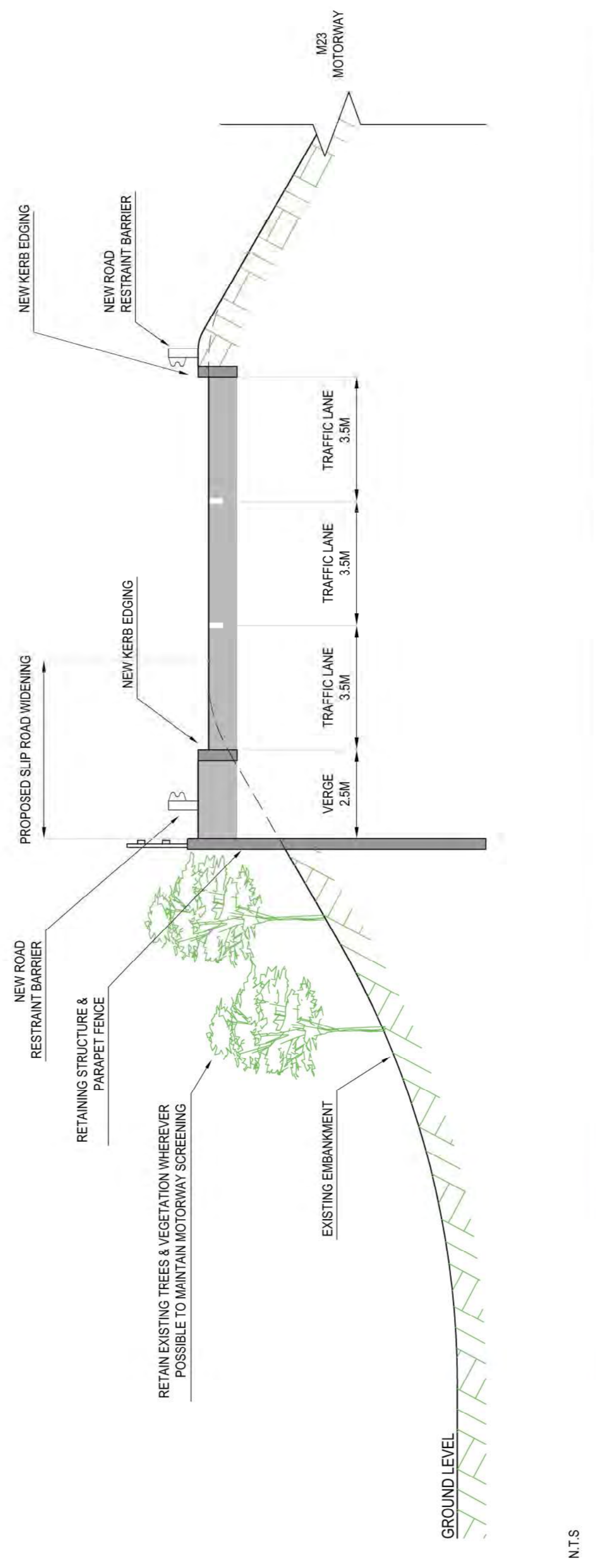
KEY

- EXISTING
- PROPOSED
- PROPOSED SLIP ROAD
- WIDENING IMPROVEMENTS

TYPICAL CROSS-SECTION THROUGH NORTHBOUND OFFSLIP SECTION AA - EXISTING LAYOUT



TYPICAL CROSS-SECTION THROUGH NORTHBOUND OFFSLIP SECTION AA - PROPOSED LAYOUT



NOTE
 THE JUNCTION IMPROVEMENTS SHOWN MAKE UP PART OF A LARGER PLANNING IMPROVEMENT SCHEME FOR JUNCTION 10 THAT WAS DESIGNED BY WSP FOR THE NORTH EAST SECTOR DEVELOPMENT
 THESE IMPROVEMENTS WILL ONLY BE REQUIRED IF THE SCHEME SUPPORTED BY THE NORTH EAST SECTOR SCHEME IS NOT IMPLEMENTED

Mark	Revision	Drawn	Date	Chkd
C	A264 DESTINATION MARKING & BIFICATION ARROW ADDED	JH	04.07.14	REM
B	LANE GUIDANCE MARKINGS ADDED	DH	03.07.14	JH
A	REVISED IN ACCORDANCE WITH DESIGN CHECK REPORT	GS	30.04.14	JH

DRAFT FOR PLANNING
 LAND WEST OF COPTHORNE
 M23 JUNCTION 10
 PROPOSED JUNCTION IMPROVEMENTS
 NORTHBOUND OFF-SLIP

Client

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 THE UK'S LEADING REGENERATION SPECIALIST

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 READING
 Tel. 0118 950 0761

Date of Issue: 09/04/14
 Drawn by: NM
 Checked by: JH
 A1 Scale: 1:500
 Drawing Number: 24205/013/001
 Revision: C



Hurst Farm, Crawley Down: Traffic Modelling Summary Note

Ref: SG/ITS210013-006A
Date: 5 February 2026

SECTION 1 Introduction

- 1.1 This note presents the results of junction capacity testing of key junctions in the vicinity of a proposed development of up to 230 homes on land at Hurst Farm and on land west of Turners Hill Road and north of Huntsland, Crawley Down.
- 1.2 Planning permission was granted in 2025 for a total 350 homes across allocation DPA9 comprising:
 - 1 150 homes on land north of Huntsland and west of Turners Hill Road (the MSDC allocation site DPA9 where most of the revised development is located) (*ref: DM/25/0016*); and
 - 2 200 homes on land south of Huntsland and west of Turners Hill Road (the remainder of allocation DPA9). (*ref: DM/25/0014*).
- 1.3 Junction capacity testing presented during pre-application scoping for the previous planning applications for the site was based on 200 dwellings at the northern application site (rather than the permitted 150 homes), plus 200 homes at the application site for the south – i.e. an additional 400 homes in total.
- 1.4 The modelling was presented to WSCC prior to submission and it was agreed that the development traffic impact of 400 homes across the two application sites would not result in a 'severe' traffic impact on the agreed study area.
- 1.5 Ahead of submitting a new planning application at the northern of the two application sites plus on land at Hurst Farm to the north (allocation DPA10 for 37 homes), this report presents further junction capacity testing, based on a development of 230 homes on land North of Huntsland and at Hurst Farm. It also allows for the permitted 200 homes south of Huntsland as committed development.

- 1.6 The modelling demonstrates that the local highway network is therefore able to accommodate the proposed 230 homes (and therefore an additional 430 homes across the wider allocations at land west of Turners Hill Road (DPA9) and Hurst Farm (DPA10)). This is 30 homes more than was previously modelled.
- 1.7 Further details of the methodology of the traffic impact study are provided in Section 4 of the Transport Assessment Scoping Note that accompanies the emerging planning application (*ref: ITS210013-001A, dated 3 February 2026*).
- 1.8 Section 2 presents the modelling results and Section 3 provides a summary.

SECTION 2 Modelling Results

2.1 Introduction

2.1.1 Modelling has been undertaken for the junctions previously assessed (and set out in the Scoping Note).

2.1.2 For ease of reference, updated traffic flow diagrams from which the new modelling derives are provided at **Appendix A**. They differ from the study that preceded the 2025 planning applications as follows:

- Study year of 2032, rather than 2031 – growth factor slightly revised accordingly.
- Committed developments as previously, but with the 200 homes at land south of Huntsland now also included as committed development.
- Models assess 230 new homes with access from Hurst Farm – not 200 homes accessed from Wychwood Place .
- Sensitivity test of M23 junction 10 (with improvements) undertaken using higher growth rates, as requested by National Highways during post application correspondence.
- For completeness, model of the Turners Hill Road / Hurst Farm access road provided.

2.2 Modelling Results

2.2.1 This section presents the results of updated traffic modelling, based on 230 homes with junction capacity testing outputs included as **Appendix B**.

M23 Junction 10 Interchange

Table 2.1: Junction 10 M23 – Linsig Summary

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay	Deg Sat %	Queue	Delay
2023 Observed (existing)						
A264 Copthorne Way Left	65.1%	8	20	91.4%	14	46
A264 Copthorne Way Ahead	74.5%	10	23	84.8%	11	35
M23 NB Off-Slip Left Ahead	84.1%	8	38	34.4%	2	17
M23 NB Off-Slip Ahead	96.8%	15	82	73.7%	9	27
A2011 Crawley Avenue Left	74.4%	11	20	75.8%	11	19
A2011 Crawley Avenue Ahead	60.8%	7	16	79.9%	13	20
M23 SB Off-Slip Left Ahead	96.6%	21	58	81.3%	11	27
M23 SB Off-Slip Ahead	78.4%	11	26	61.8%	7	20
2032 + Committed Development						
A264 Copthorne Way Left	63.0%	6	17	54.6%	5	12
A264 Copthorne Way Ahead	55.3%	6	18	44.5%	5	13
M23 NB Off-Slip Left Ahead	78.3%	7	31	44.4%	4	18
M23 NB Off-Slip Ahead	78.0%	7	39	44.2%	4	21
A2011 Crawley Avenue Left	58.9%	6	13	62.8%	6	14
A2011 Crawley Avenue Ahead	48.6%	5	14	72.4%	10	19
M23 SB Off-Slip Left Ahead	80.5%	9	27	81.3%	9	30
M23 SB Off-Slip Ahead	76.8%	9	29	81.3%	9	39
2032 + Committed Development + Proposed Development						
A264 Copthorne Way Left	64.5%	7	17	55.2%	5	12
A264 Copthorne Way Ahead	57.0%	6	19	44.9%	5	13
M23 NB Off-Slip Left Ahead	78.5%	7	31	47.0%	4	19
M23 NB Off-Slip Ahead	78.3%	7	40	47.0%	4	22
A2011 Crawley Avenue Left	60.3%	6	14	63.3%	6	14
A2011 Crawley Avenue Ahead	50.4%	6	15	72.4%	10	19
M23 SB Off-Slip Left Ahead	80.5%	10	25	82.3%	9	30
M23 SB Off-Slip Ahead	76.8%	9	29	82.1%	9	40

Copthorne Way Roundabout

Table 2.2: Copthorne Way Roundabout

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2023 Observed						
Worsell Drive	0.21	0.3	4.72	0.19	0.2	4.67
Copthorne Way (E)	0.62	1.6	5.33	0.67	2.1	5.88
Copthorne Way (W)	0.57	1.3	4.11	0.60	1.5	4.26
2032 + Committed Development						
Worsell Drive	0.24	0.3	5.01	0.25	0.3	5.73
Copthorne Way (E)	0.71	2.4	6.45	0.78	3.4	8.43
Copthorne Way (W)	0.63	1.7	4.49	0.71	2.4	5.79
2032 + Committed Development + Proposed Development						
Worsell Drive	0.24	0.3	5.07	0.25	0.3	5.92
Copthorne Way (E)	0.73	2.6	6.92	0.78	3.6	8.74
Copthorne Way (W)	0.64	1.7	4.56	0.72	2.6	6.12

Brookhill Road / Copthorne Roundabout

Table 2.3: Brookhill Road / Copthorne Roundabout

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2023 Observed						
Brookhill Road	0.51	1.0	7.01	0.43	0.8	5.89
Copthorne Common Road	0.66	1.9	7.57	0.73	2.7	8.88
Copthorne Hotel	0.01	0.0	5.15	0.01	0.0	4.77
Copthorne Road	0.86	5.6	31.77	0.58	1.4	6.42
Copthorne Way	0.69	2.2	7.19	0.71	2.5	7.64
2032 + Committed Development						
Brookhill Road	0.56	1.2	8.13	0.48	0.9	7.05
Copthorne Common Road	0.79	3.6	12.16	0.81	4.0	12.20
Copthorne Hotel	0.01	0.0	5.93	0.01	0.0	5.18
Copthorne Road	1.03	23.1	114.22	0.63	1.7	7.65
Copthorne Way	0.75	2.9	8.82	0.81	4.1	11.37
2032 + Committed Development + Proposed Development						
Brookhill Road	0.56	1.3	8.20	0.50	1.0	7.39
Copthorne Common Road	0.82	4.4	14.09	0.82	4.4	13.11
Copthorne Hotel	0.02	0.0	6.13	0.01	0.0	5.26
Copthorne Road	1.05	28.8	137.94	0.65	1.8	7.98
Copthorne Way	0.75	3.0	8.99	0.83	4.7	12.98

Dukes Head Roundabout

Table 2.4: Dukes Head Roundabout

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2023 Observed						
Turners Hill Road (N)	0.40	0.7	5.30	0.85	5.0	36.15
A264 Snow Hill	0.61	1.6	10.13	0.89	6.4	43.25
Turners Hill Road (S)	0.54	1.2	6.34	0.38	0.6	4.55
Copthorne Common Road	0.71	2.4	6.77	0.63	1.7	4.88
2032 + Committed Development						
Turners Hill Road (N)	0.44	0.8	5.92	1.08	29.7	178.68
A264 Snow Hill	0.75	3.0	16.16	1.05	27.3	142.62
Turners Hill Road (S)	0.65	1.8	8.63	0.42	0.7	4.89
Copthorne Common Road	0.77	3.2	8.66	0.74	2.7	6.80
2032 + Committed Development + Proposed Development						
Turners Hill Road (N)	0.45	0.8	6.08	1.16	45.2	262.65
A264 Snow Hill	0.77	3.2	17.22	1.09	35.1	179.69
Turners Hill Road (S)	0.70	2.3	10.14	0.44	0.8	4.96
Copthorne Common Road	0.78	3.5	9.33	0.76	3.1	7.50

Turners Hill Road / Sandy Lane Junction

Table 2.5: Turners Hill Road / Sandy Lane Junction

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2023 Observed						
Sandy Lane	0.36	0.6	16.51	0.21	0.3	14.06
Turners Hill Road (S)	0.01	0.0	4.59	0.01	0.0	5.38
2032 + Committed Development						
Sandy Lane	0.42	0.7	18.62	0.27	0.4	16.84
Turners Hill Road (S)	0.01	0.0	4.27	0.02	0.0	5.24
2032 + Committed Development + Proposed Development						
Sandy Lane	0.43	0.7	19.30	0.29	0.4	17.67
Turners Hill Road (S)	0.01	0.0	4.27	0.02	0.0	5.20

Hophurst Lane / Sandy Lane / Vicarage Road Junction

Table 2.6: Hophurst Lane / Sandy Lane / Vicarage Road Junction

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
2023 Observed						
Sandy Lane	0.20	0.2	8.78	0.36	0.6	9.21
Hophurst Lane	0.20	0.3	6.27	0.20	0.3	6.45
2032 + Committed Development						
Sandy Lane	0.20	0.3	7.90	0.40	0.7	9.73
Hophurst Lane	0.22	0.3	6.26	0.23	0.3	6.68
2032 + Committed Development + Proposed Development						
Sandy Lane	0.22	0.3	8.09	0.40	0.7	9.86
Hophurst Lane	0.22	0.3	6.28	0.23	0.3	6.70

Turners Hill Crossroads

Table 2.7: Turners Hill Crossroads

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2023 Observed						
East Street	0.57	1.3	27.36	0.47	0.9	19.95
North Street	0.56	1.9	11.75	0.37	1.0	7.18
Church Road	1.01	13.5	144.81	0.90	6.6	72.57
Selsfield Road	0.08	0.2	4.56	0.04	0.1	5.16
2032 + Committed Development						
East Street	0.67	1.9	36.04	0.54	1.1	23.09
North Street	0.67	3.0	14.99	0.44	1.3	7.63
Church Road	1.14	30.4	272.98	1.00	13.5	125.30
Selsfield Road	0.09	0.2	4.22	0.05	0.1	4.76
2032 + Committed Development + Proposed Development						
East Street	0.68	2.0	37.81	0.56	1.2	24.39
North Street	0.68	3.2	15.42	0.44	1.4	7.68
Church Road	1.15	31.8	284.82	1.00	14.4	131.83
Selsfield Road	0.09	0.2	4.23	0.05	0.1	4.75

Site Access / Turners Hill Road Junction

Table 2.8: Site Access / Turners Hill Road Junction

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2032 + Committed Development + Proposed Development						
Site Access	0.24	0.3	13.01	0.09	0.1	10.02
Turners Hill Road (N)	0.08	0.2	4.91	0.28	1.1	4.21

2.3 Sensitivity Testing – M23 Junction 10 with Higher Growth Rates

2.3.1 The sensitivity test using higher growth rates, as requested by National Highways, is set out below.

Table 2.9: Junction 10 M23 – Linsig Summary (Sensitivity Testing)

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay	Deg Sat %	Queue	Delay
2023 Observed (existing)						
A264 Cophorne Way Left	65.1%	8	20	91.4%	14	46
A264 Cophorne Way Ahead	74.5%	10	23	84.8%	11	35
M23 NB Off-Slip Left Ahead	84.1%	8	38	34.4%	2	17
M23 NB Off-Slip Ahead	96.8%	15	82	73.7%	9	27
A2011 Crawley Avenue Left	74.4%	11	20	75.8%	11	19
A2011 Crawley Avenue Ahead	60.8%	7	16	79.9%	13	20
M23 SB Off-Slip Left Ahead	96.6%	21	58	81.3%	11	27
M23 SB Off-Slip Ahead	78.4%	11	26	61.8%	7	20
2032 + Committed Development (Sensitivity)						
A264 Cophorne Way Left	67.3%	7	18	58.9%	6	13
A264 Cophorne Way Ahead	59.2%	7	19	48.0%	5	14
M23 NB Off-Slip Left Ahead	83.9%	8	34	47.8%	4	19
M23 NB Off-Slip Ahead	83.9%	8	46	47.7%	4	21
A2011 Crawley Avenue Left	63.2%	6	14	66.4%	7	14
A2011 Crawley Avenue Ahead	52.2%	6	15	75.7%	11	20
M23 SB Off-Slip Left Ahead	86.6%	11	29	87.6%	10	35
M23 SB Off-Slip Ahead	82.6%	11	33	87.8%	10	48
2032 + Committed Development + Proposed Development (Sensitivity)						
A264 Cophorne Way Left	68.8%	7	18	59.5%	6	13
A264 Cophorne Way Ahead	60.6%	7	19	48.5%	6	14
M23 NB Off-Slip Left Ahead	84.1%	9	34	50.7%	5	20
M23 NB Off-Slip Ahead	84.1%	8	46	50.7%	5	23
A2011 Crawley Avenue Left	64.6%	7	15	67.0%	7	14
A2011 Crawley Avenue Ahead	54.1%	6	16	75.7%	11	20
M23 SB Off-Slip Left Ahead	86.6%	11	28	88.6%	11	36
M23 SB Off-Slip Ahead	82.6%	11	33	88.6%	11	49

2.4 Summary

2.4.1 The above summary tables demonstrate that most of the junctions are expected to operate within capacity.

2.4.2 The following junctions are forecast to operate near or at capacity in 2032 with committed development:

- Brookhill Road / Copthorne Way / Copthorne Common Road Roundabout – delays on Copthorne Road are forecast to increase by nearly 23 seconds as a result of development. These increases in delay are well within the levels forecast by the MSTs (*ref: MSTs Scenario 5 report, Table 25*).
- Dukes Head roundabout – delays on the A264 Snow Hill are forecast to increase by around 84 seconds as a result of development. This magnitude of impact is again lower than the impacts forecast by the MSTs (*ref: MSTs Scenario 5 report, Table 28*). It is noted that the Stage 6 report has dropped the mitigation scheme at the Dukes Head roundabout. On this basis, the proposal does not necessitate mitigation at the roundabouts on the A264.
- The Church Road approach to the B2110 / B2028 crossroad at Turners Hill will operate at capacity on Church Road during the morning peak. However, increases in delay will not be material. It was previously agreed that mitigation is not required at this junction in light of development at Crawley Down (*ref: email of 1 May 2024*). The modelling results are not materially different to those previously shared in the Traffic Impact Note. Therefore, mitigation continues not to be required.

2.4.3 The results are similar to those previously presented to and agreed with WSCC, which is unsurprising as the latest modelling only accommodates an additional 30 homes. They were agreed as not constituting a 'severe' impact. This remains the case.

SECTION 3 **Summary**

- 3.1 This note presents updated junction capacity testing in respect of the updated proposal of 230 homes (an additional 30 dwellings compared with modelling previously shared with and agreed with the highway authority).

- 3.2 The modelling results are broadly unchanged and the evidence from the earlier study, which concluded that the level of traffic impact associated with development falls below the 'severe' threshold of paragraph 116 of the NPPF, remains valid.

APPENDIX C. PIA Data

M23 junc 10 – Crawley – I-Transport

Collision report 01/12/2020 – 30/11/2025

Date produced
22/01/2026

This report is marked as Official – Sensitive

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.



**ROAD SAFETY
TEAM**

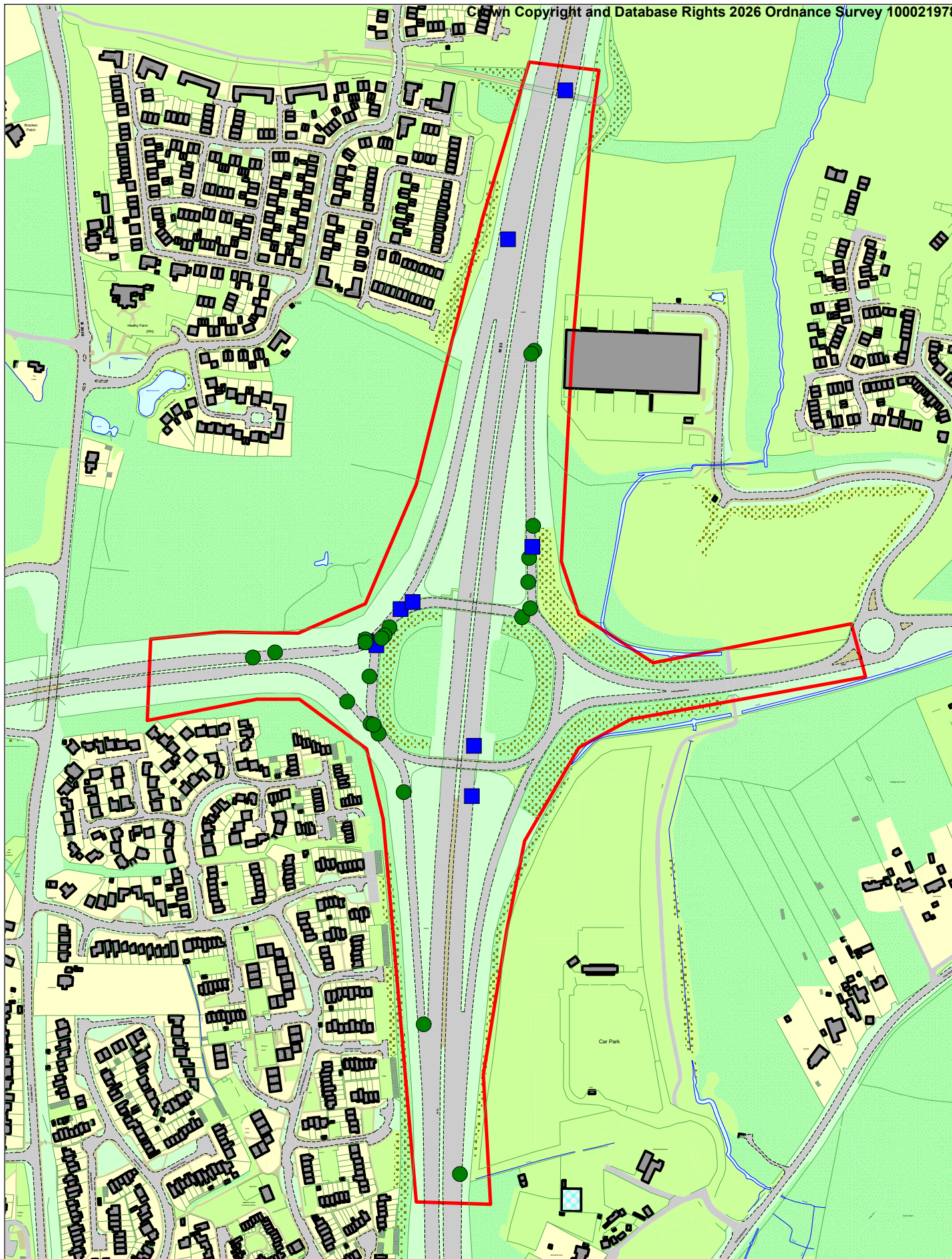
Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: [Road Safety Data Portal | Sussex Police](#)

email: RoadSafetyData@sussex.police.uk



Colour-Coding by Severity
Total Collisions (32)

▲ Fatal	(0)
■ Serious	(9)
● Slight	(23)

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M23 junction 10
Collision Dates 01/12/2020 - 30/11/2025
i-Transport

SCALE	1 : 5000
DATE	21/01/2026
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

Selected Polygon:M23 Junc 10 (i-Transport)

211025505	02/03/2021	1745 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	S - E	
A264	30 mph		E530054	N138623					
A264 - 21 METRES FROM JUNCTION WITH M23					Veh 2	Car	Going ahead	S - W	Casualty: Dri Slight 30
V2 WAS EXITING THE ROUNDABOUT HEADING WEST TOWARDS CRAWLEY TOWN DRIVING IN THE RIGHT HAND LANE PREPARING TO EXIT. V1 WAS DRIVING IN THE LEFT HAND LANE PLANNING TO HEAD NORTHBOUND THIS ACTION MEANT V1 CUT ACROSS V2 HITTING THE NEAR SIDE COLLIDING CAUSI									

211046257	18/05/2021	0054 hrs	Tue	Dark: no street lighting					
Slight	Fine without high winds		Road Wet/Damp		Veh 1	Car	Going ahead right hand bend	W - SE	Casualty: Dri Slight 36
A264	70 mph		E530197	N138739					
A264 NEAR JUNCTION WITH M23									
V1 STOPPED ON THE ROUNDABOUT ON CRAWLEY AVENUE/M23 . WITNESS SAW A MALE LEAVE V1 AND WALK AWAY. V1 AIRBAGS HAD BEEN DEPLOYED AND THERE WAS A SMALL AMOUNT OF BLOOD LOCATED ON THE AIRBAG AND THE INSIDE OF THE WINDOW. V1 HAD CLEARLY COLLIDED WITH THE CR									

211048006	23/05/2021	0032 hrs	Sun	Dark: street lights lit					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight 48
A264	60 mph		E530065	N138729					
A264 NEAR JUNCTION WITH M23									
VEHICLE ONE HAS OVERSHOT JUNCTION, COLLIDED WITH TRAFFIC LIGHTS AND ROLLED OVER BARRIER DOWN EMBANKMENT.									

211059742	25/06/2021	1600 hrs	Fri	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Goods < 3.5t	Going ahead	N - S	
M23	70 mph		E530209	N139004					
M23					Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight 47
					Veh 3	Car	Going ahead	N - S	Casualty: Dri Slight 31
V1 WENT INTO BACK OF V2 WHICH THEN V2 WENT INTO BACK OF V3 ON A23 OFF SLIP									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS				
	Police Ref. Severity Road No. Location Description	Date Weather Speed	Time Day Rd cond Grid Ref.	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info	
211074756	08/08/2021 0432 hrs Sun Dark: no street lighting				Veh 1	Car	Going ahead	N - S	Casualty: FSP Slight 24 Casualty: Dri Slight 22
Slight	Fine without high winds Road Dry				Veh 2	Unknown	Going ahead	N - S	Casualty: Dri Slight 62
M23	70 mph E530135 N138185								
JUNCTION 10, M23									
V2 WAS TRAVELLING SOUTHBOUND ON M23, V1 WAS TRAVELLING IN SAME LANE AND HAS COLLIDED INTO THE REAR OF V2									

211108015	09/11/2021 2119 hrs Tue Dark: street lights lit				Veh 1	Car	Going ahead	S - N	
Slight	Fine without high winds Road Dry				Veh 2	Car	Going ahead	S - N	Casualty: Dri Slight 52
M23	70 mph E530079 N138565								
M23 - 45 METRES FROM JUNCTION WITH A264									
VEHICLE 1 DROVE INTO REAR OF VEHICLE 2 WHILST IN SLIP.ROAD APPROACHING TRAFFIC LIGHTS.									

211126209	24/12/2021 1938 hrs Fri Dark: street lights unlit				Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight 35
Slight	Raining without high winds Road Wet/Damp								
A264	70 mph E530060 N138721								
A264 NEAR JUNCTION WITH M23									
VEHICLE IS BAD WEATHER HAS NOT SEEN THE ROUNDABOUT GONE STRAIGHT ACROSS AND COLLIDED WITH BARRIER CAUSING VEHICLE TO SPIN ROUND LOST ENGINE BLOCK									

211126672	28/12/2021 1840 hrs Tue Dark: street lights unlit				Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight 25
Serious	Fine without high winds Road Dry				Veh 2	Car	Stopping	W - E	Casualty: RSP Serious 25 Casualty: RSP Slight 26 Casualty: Dri Slight 63
A2011	70 mph E530042 N138715				Veh 3	Car	Going ahead	W - E	
CRAWLEY AVENUE (A2011)					Veh 4	Car	Changing lane to left	W - E	Casualty: Dri Slight 53
V1 FAILED TO STOP IN TIME & COLLIDED INTO REAR OF V2 , WHO WENT INTO V3 THEM INTO 4.									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

221168189	15/04/2022	1550 hrs	Fri	Daylight					
Slight	Fine without high winds		Road Dry						
A2011	40 mph		E530045	N138714					
CRAWLEY AVENUE (A2011), WEST SUSSEX									
						Veh 1	Car	Turning left	W - N
						Veh 2	Car	Going ahead	W - E
									Casualty: Dri Slight 24
						Veh 3	Car	Going ahead	W - E
ALL THREE VEHICLES APPROACHED JUNCTION 10 FROM CRAWLEY AVENUE. VEH 1 STOPPED WITHOUT ANY INDICATION AND THEN DROVE ONTO THE M23 NORTHBOUND. ACTIONS OF VEH 1 CAUSED VEH 2 TO BRAKE AND VEH 3 BRAKED , BUT VEH 3 HIT REAR OF VEH 2. VEH 2 AND 3 SWAPPED D									

221202130	25/07/2022	0306 hrs	Mon	Dark: no street lighting					
Serious	Fine without high winds		Road Dry						
A2011	60 mph		E530052	N138711					
A2011 WEST SUSSEX									
						Veh 1	Car	Stopping	W - E
									Casualty: RSP Slight 8
									Casualty: RSP Slight 2
									Casualty: Dri Slight 36
									Casualty: FSP Serious 27
V1 IS TRAVELLING WEST TO EAST ALONG THE A2011 HAZELWICK AVE. AT ROUNDABOUT FAILS TO RECOGNISE AND NEGOTIATE ROUNDABOUT CRASHING INTO CRASH BARRIER ON ROUNDABOUT.									

221204110	30/07/2022	1214 hrs	Sat	Daylight					
Slight	Fine without high winds		Road Dry						
A2011	70 mph		E530041	N138717					
CRAWLEY AVENUE (A2011), CRAWLEY, WEST SUSSEX									
						Veh 1	Car	Going ahead	W - NE
									Casualty: RSP Slight 5
						Veh 2	Car	Stopping	W - NE
BOTH VEHICLES TRAVELLING WEST TO EAST ON CRAWLEY AVENUE APPROACHED A SET OF TRAFFIC LIGHTS WHICH WERE OUT WITH SIGNS SAYING SO. VEHICLE 2 SLOWED TO ALLOW TRAFFIC TO PASS FROM THE RIGHT AS THEY SHOULD, DRIVER OF V1 DID NOT REACT IN TIME AND COLLIDED W									

221246369	24/11/2022	1435 hrs	Thu	Daylight					
Slight	Fine without high winds		Road Dry						
A2011	70 mph		E530023	N138655					
CRAWLEY AVENUE (A2011), WEST SUSSEX									
						Veh 1	Car	Going ahead	E - W
						Veh 2	Car	Changing lane to right	E - W
									Casualty: FSP Slight 57
WHILST V2 WAS CHANGING LANE FROM L1 TO L2, V1 WAS HIT BY V2 WHILST OVERTAKING/MOVING FROM L1 TO L2. V1 HAS THEN ALSO MOVED FROM L1 TO L2 WHERE THEY HAVE COLLIDED, CAUSING V2 TO GO ONTO ITS SIDE. FRONT PAX OF V2 HAS MINOR INJURY TO TUMMY. BEING SEEN B									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS				
	Police Ref. Severity	Date Weather	Time Speed	Day Rd cond	Darkness / Light Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
221250447	02/12/2022	2258 hrs	Fri	Dark: no street lighting					
Serious	Other			Road Wet/Damp					Casualty: Dri Serious 32
M23	70 mph			E530147	N138561				
M23, WEST SUSSEX									
						Veh 1 Car	Going ahead	N - S	Casualty: Dri Serious 32
						Veh 2 Car	Going ahead	N - S	
THIS IS A REPORT OF A CAR VS DEER RTC WHICH HAS OCCURRED ON THE SOUTH BOUND CARRIAGEWAY OF THE M23 AT JUNCTION 10, BETWEEN THE OFFSLIP AND ONSLIP. A SECOND COLLISION HAS THEN OCCURRED BETWEEN V1 STATIONARY IN L1 AND V2 TRAVELLING SOUTH BOUND, IMP									

231259739	04/01/2023	1808 hrs	Wed	Dark: no street lighting					
Slight	Fine without high winds			Road Dry					Casualty: Dri Slight 39
M23	70 mph			E530208	N138830				
M23 - 97 METRES FROM JUNCTION WITH A264, CRAWLEY, WEST SUSSEX									
						Veh 1 Car	Changing lane to right	N - S	Casualty: Dri Slight 39
						Veh 2 Car	Waiting to go ahead but held up	N - S	
V1 APPROACHING QUEUEING TRAFFIC AT RED ATS FAILED TO REACT UNTIL TOO LATE, COLLIDING WITH R/OS OF V2.									

231272088	14/01/2023	2315 hrs	Sat	Dark: street lights unlit					
Slight	Fine without high winds			Road Dry					
A2011	40 mph			E529951	N138704				
CRAWLEY AVENUE (A2011), WEST SUSSEX									
						Veh 1 Car	Going ahead	W - E	
						Veh 2 Car	Waiting to go ahead but held up	W - E	Casualty: RSP Slight 53
V2 STATIONARY AT TRAFFIC LIGHTS ON CRAWLEY AVENUE, CRAWLEY AT JUNCTION WITH M23 WHEN V1 HAS COLLIDED WITH THE REAR OF V2 CAUSING DAMAGE TO V2 AND MINOR INJURY TO DRIVER AND 2 PASSENGERS IN V2.									

231280513	25/02/2023	0230 hrs	Sat	Dark: no street lighting					
Serious	Fine without high winds			Road Dry					Casualty: Dri Serious 20
M23	70 mph			E530149	N138611				
M23, CRAWLEY, WEST SUSSEX									
						Veh 1 Car	Going ahead	N - S	Casualty: Dri Serious 20
						Veh 2 Car	Going ahead	N - S	Casualty: RSP Slight 57 Casualty: RSP Slight 60 Casualty: FSP Slight 28 Casualty: Dri Slight 31
V1 TRAVELLING SOUTHBOUND ON THE M23 JUS PRIOR TO JUNCTION 10 HAS COLLIDED WITH THE REAR OF V2 CAUSING V1 TO FLIP ONTO ROOF									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

231370790	05/11/2023	0328 hrs	Sun	Dark: no street lighting					
Slight	Raining without high winds			Road Wet/Damp					
A2011	30 mph			E530057	N138718				
A2011 - 24 METRES FROM JUNCTION WITH M23, WEST SUSSEX									
V1 WAS TRAVELLING EASTBOUND ON CRAWLEY AVENUE A2011 TOWARDS COPHTHORN. ON ENTERING THE ROUNDABOUT AT JUNCTION 10 M23 AND A2011, V1 LOST CONTROL AND LEFT THE ROAD WHERE IT COLLIDED WITH TRAFFIC LIGHTS AND THE ROAD SAFETY BARRIER CAUSING SIGNIFICANT DAM									

241417902	06/03/2024	0740 hrs	Wed	Dark: no street lighting					
Slight	Fog or mist			Road Wet/Damp					
M23	70 mph			E530204	N138798				
M23 - 66 METRES FROM JUNCTION WITH A264, WEST SUSSEX									
VEHICLE 2 AND 3 WERE STATIONARY ON THE SLIP ROAD DUE TO HEAVY TRAFFIC WAITING AT THE ATS APPROXIMATELY 40 METRES BACK. V1 HAS FAILED JUDGE THE PATH OF V2 AND HAS COLLIDED WITH THE REAR OF V2 WITH SUCH FORCE CAUSING V2 TO COLLIDE WITH V3.									

241453420	08/06/2024	2126 hrs	Sat	Dark: no street lighting					
Serious	Fine without high winds			Road Dry					
M23	60 mph			E530076	N138747				
J10 ROUNDABOUT , M23 NEAR JUNCTION WITH A264, WEST SUSSEX									
VEHICLE 2 HAS BEEN STATIONARY IN LANE 2 OF THE A2011 CRAWLEY AVENUE JUNCTION WITH THE M23 JUNCTION 10 ROUNDABOUT. VEHICLE 1 HAS BEEN HELD IN LANE 2 BY A RED TRAFFIC LIGHT, ADJACENT TO V1 IN LANE 1 HELD AT THE SAME LIGHTS HAS BEEN A HEAVY GOODS VEHIC									

241462031	26/06/2024	1035 hrs	Wed	Daylight					
Slight	Fine without high winds			Road Dry					
M23	70 mph			E530099	N138334				
JUNCTION 10, M23, WEST SUSSEX									
V1 EXITED NORTHBOUND SLIP-ROAD JUNCTION 10, M23, HITTING REAR OF V2 SLOWING / STOPPED IN TRAFFIC BUILDUP ON SLIP-ROAD.									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time Day Rd cond Grid Ref.	VEHICLE / CASUALTY DETAILS			
				Veh No / Type	Manoeuvre	Direction	Casualty Info
241475654		30/07/2024	1218 hrs Tue Daylight				
Slight	Fine without high winds		Road Dry	Veh 1	Car	Changing lane to left	SE - W Casualty: Dri Slight 46
A2011	70 mph		E530045 N138680	Veh 2	Car	Turning right	E - N
RA, A264, WEST SUSSEX				V1 INTENDING TO TAKE FIRST EXIT OF RA OVERTOOK V2 ALREADY ON RA.			

241475351		02/08/2024	1915 hrs Fri Daylight				
Slight	Fine without high winds		Road Dry	Veh 1	Car	Going ahead	SE - NW Casualty: FSP Slight 21 Casualty: RSP Slight 19
A2011	30 mph		E530046 N138633	Veh 2	Car	Going ahead	SE - N
CRAWLEY AVENUE (A2011), WEST SUSSEX				VEHICLE 1 WAS EXITING THE ROUNDABOUT AND WAS IN THE RIGHT HAND LANE. VEHICLE 2 DROVE INTO THE SIDE OF VEHICLE 1 CAUSING DAMAGE AND INJURY AND THEN LEFT THE SCENE.			

241484306		26/08/2024	1355 hrs Mon Daylight				
Serious	Fine without high winds		Road Dry	Veh 1	Car	Changing lane to right	S - N
M23	70 mph		E530183 N139115	Veh 2	Car	Going ahead	S - N Casualty: Dri Slight 35
JUNCTION 10, M23, CRAWLEY, WEST SUSSEX				Veh 3	Car	Going ahead	S - N Casualty: Dri Serious 48
V1 HAS LEFT THE SLIP ROAD AND PULLED INTO PATH OF V2 CAUSING V2 TO TAKE EVASIVE ACTION AND VEERED INTO PATH OF V3 V3 HAS ALSO TAKEN EVASIVE ACTION AND VEERED INTO PATH OF V2 V2 & V3 HAVE COLLIDED.							

241499760		05/10/2024	0530 hrs Sat Dark: no street lighting				
Slight	Fine without high winds		Road Dry	Veh 1	Car	Waiting to go ahead but held up	N - S Casualty: Dri Slight 44
M23	60 mph		E530205 N138748	Veh 2	Car	Going ahead	N - S
J SLIP JUNCTION 10, M23 NEAR JUNCTION WITH A264, CRAWLEY, WEST SUSSEX				V1 STATIONARY AT ATS HAS OBSERVED V2 APPROACHING AT SPEED BEFORE COLLIDING WITH THE REAR OF V1.			

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

241503698	14/10/2024	1255 hrs	Mon	Daylight						
Serious	Raining without high winds	70 mph		Road Wet/Damp	E530207	N138809				
M23	JUNCTION 10 SOUTHBOUND OFF SLIP, M23 - 76 METRES FROM JUNCTION WITH A264, WEST SUSSEX									
	Veh 1	Goods < 3.5t	Going ahead	N - S	Casualty: Dri Slight 37					
	Veh 2	Car	Stopping	N - S						
	Veh 3	Car	Stopping	N - S	Casualty: RSP Serious 35					
	Veh 4	Goods < 3.5t	Stopping	N - S						
V1 HAS COLLIDED INTO THE REAR OF V2 AND THEN V3. V2 HAS BEEN FORCED INTO V4.										

241514583	09/11/2024	2320 hrs	Sat	Dark: no street lighting						
Slight	Fine without high winds	70 mph		Road Dry	E530206	N139001				
M23	LANE 2, OFF SLIP ROAD, JUNCTION 10, SOUTHBOUND, M23									
	Veh 1	Goods 3.5 - 7.5t	Going ahead	N - S						
	Veh 2	Car	Going ahead	N - S						
	Veh 3	Car	Going ahead	N - S	Casualty: Dri Slight 25					
V1, V2 AND V3 WERE TRAVELLING SOUTHBOUND ON THE M23 TOWARDS JUNCTION 10. AT JUNCTION 10, V2 AND V3 CAME OFF THE MOTORWAY AND INTO LANE 2 OF 2 OF THE DEDICATED OFF SLIP. V1 MADE A LAST MINUTE MANOEUVRE ACROSS THE CHEVRONS, CUTTING IN FRONT OF V2 ONT										

251556204	19/02/2025	0955 hrs	Wed	Daylight						
Very Serious	Fine without high winds	70 mph		Road Dry	E530240	N139263				
M23	200M NORTH OF J10, M23 - 32 METRES FROM JUNCTION WITH M23, CRAWLEY, WEST SUSSEX									
	Veh 1	Goods > 7.5t	Going ahead	N - S	Casualty: Dri Slight 40					
	Veh 2	Car	Waiting to go ahead but held up	N - S	Casualty: Dri Slight 70					
	Veh 3	Car	Waiting to go ahead but held up	N - S	Casualty: Dri Very Serious 55					
	Veh 4	M/C > 125 cc	Waiting to go ahead but held up	N - S	Casualty: Dri Slight 60					
	Veh 5	Goods < 3.5t	Waiting to go ahead but held up	N - S						
THIS REPORT RELATES TO A 5-VEHICLE ROAD TRAFFIC COLLISION ON THE M23 SOUTHBOUND BETWEEN JUNCTION 9 AND JUNCTION 10. THIS STRETCH OF THE M23 IS MADE UP FOR FOUR LANES WITH A DEDICATED SLIP TO JUNCTION 9 HOWEVER THIS WAS CONED OFF AT THE TIME FOR PLANNED										

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
					Veh No / Type	Manoeuvre	Direction	Casualty Info

251579288	17/04/2025	1959 hrs	Thu	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	M/C > 500 cc	Going ahead	S - N	Casualty: Dri Slight 26
A2011	60 mph		E530049	N138632					
A264 - 30 METRES FROM JUNCTION WITH M23, WEST SUSSEX					Veh 2	Car	Going ahead	S - NW	
LEAVING THE ROUNDABOUT ON V1 AND V2 DECIDED LAST MINUTE TO TURN RIGHT AND CUT ACROSS V1, HITTING NEARSIDE OF V1 CAUSING V1 TO MOUNT THE CURB, VERY NARROWLY MISSING A SIGN POST AND COMING TO A STOP NO MORE THAN 10 METRES AWAY. V2 THEN DECIDED TO CONTI									

251636563	02/09/2025	1655 hrs	Tue	Daylight					
Slight	Raining without high winds		Road Wet/Damp		Veh 1	Car	Going ahead	W - E	
A2011	70 mph		E529929	N138699					
CRAWLEY AVENUE (A2011), WEST SUSSEX					Veh 2	Car	Stopping	W - E	Casualty: Dri Slight 21
V2 IS DRIVING EASTBOUND AND HAS SLOWED TO A STOP DUE TO TRAFFIC. V1 IS COLLIDED WITH THE BACK OF V2, FAILING TO STOP AT AN APPROPRIATE DISTANCE.									

251649770	03/10/2025	1309 hrs	Fri	Daylight					
Mod Serious	Raining without high winds		Road Wet/Damp		Veh 1	Car	Changing lane to right	SW - E	Casualty: RSP Slight 13 Casualty: FSP Mod Serious 41 Casualty: RSP Slight 14
A2011	50 mph		E530088	N138754					
CRAWLEY AVENUE ROUNDABOUT/BRIDGE OVER M23, A264 - 24 METRES FROM JUNCTION WITH M23, WEST SUSSEX									
WHILST TRAVELLING EASTBOUND ON CRAWLEY AVENUE TOWARDS M23, DRIVER NOT BEEN ABLE TO CORRECT VEHICLE DIRECTION WHICH HAS LED TO COLLISION WITH ROAD BARRIER.									

251672397	21/11/2025	1409 hrs	Fri	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - NE	Casualty: Dri Slight 31
A2011	70 mph		E530041	N138714					
TRAFFIC LIGHTS OF A2011 EASTBOUND AND M23 J10 ON SLIP, CRAWLEY AVENUE (A2011), WEST SUSSEX					Veh 2	Car	Stopping	W - NE	Casualty: Dri Slight 54 Casualty: FSP Slight 59
V1 AND V2 HAVE BOTH BEEN TRAVELLING EASTBOUND ON A2011 CRAWLEY AVENUE, CRAWLEY, SUSSEX. AT THE TIME OF THE INCIDENT ROAD CONDITIONS WERE WET, THERE WAS A MODERATE AMOUNT OF TRAFFIC ON THE ROAD. IT WAS HOURS OF DAYLIGHT AND VISIBILITY WAS GOOD. THERE									

INTERMEDIATE COLLISION REPORT
Total collisions: 32

Run on: 21/01/2026 12:24:48

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (M23 Junc 10 (i-Transport))

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref.	Date	Time	Day	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info
211012965	09/01/2021	1016 hrs	Sat	Daylight					
Slight	Fine without high winds		Road Wet/Damp						
M23	70 mph	E530203	N138774						
M23 - 43 METRES FROM JUNCTION WITH A264									
					Veh 1	Car	Going ahead	N - S	
					Veh 2	Car	Parked	UK - UK	Casualty: Dri Slight 47
V1 TRAVELLING SOUTHBOUND ON M23 OFFSLIP AT J10 COLLIDES WITH V2 IN LANE 2 THAT WAS BROKEN DOWN. V1 COLLIDES WITH V2. REAR END DAMAGE TO V2. V1 FAILS TO STOP.									

Collisions between dates **01/12/2020** and **30/11/2025** (60) months

Selection:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Notes:

Selected Polygon:M23 Junc 10 (i-Transport)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/01/2021	1016	Fine without high winds	211012965	1	Not applicable	Not within 20M
Location: M23 - 43 METRES FROM JUNCTION WITH A264						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/03/2021	1745	Fine without high winds	211025505	1	Give way or Uncontrolled	Roundabout
Location: A264 - 21 METRES FROM JUNCTION WITH M23						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Leaving roundabout
Car	Going ahead other	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/05/2021	0054	Fine without high winds	211046257	1	Automatic traffic signal	Roundabout
Location: A264 NEAR JUNCTION WITH M23						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/05/2021	0032	Fine without high winds	211048006	1	Automatic traffic signal	Roundabout
Location: A264 NEAR JUNCTION WITH M23						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/06/2021	1600	Fine without high winds	211059742	2	Not applicable	Not within 20M

Location: M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/08/2021	0432	Fine without high winds	211074756	3	Not applicable	Not within 20M

Location: JUNCTION 10, M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle	Slight
Passenger	
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection:

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/11/2021	2119	Fine without high winds	211108015	1	Not applicable	Not within 20M

Location: M23 - 45 METRES FROM JUNCTION WITH A264

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/12/2021	1938	Raining without high winds	211126209	1	Automatic traffic signal	Roundabout

Location: A264 NEAR JUNCTION WITH M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/12/2021	1840	Fine without high winds	211126672	5	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Changing lane to left	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Serious
Passenger	
Vehicle	Slight
Passenger	
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/04/2022	1550	Fine without high winds	221168189	1	Give way or Uncontrolled	Roundabout
Location: CRAWLEY AVENUE (A2011), WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Did not impact	Mid Junction - on roundabout or main road
Car	Going ahead other	Back	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/07/2022	0306	Fine without high winds	221202130	4	Automatic traffic signal	Roundabout

Location: A2011 WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2022	1214	Fine without high winds	221204110	1	Give way or Uncontrolled	Roundabout

Location: CRAWLEY AVENUE (A2011), CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/11/2022	1435	Fine without high winds	221246369	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Changing lane to right	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2022	2258	Other	221250447	1	Not applicable	Not within 20M

Location: M23, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/01/2023	1808	Fine without high winds	231259739	1	Not applicable	Not within 20M

Location: M23 - 97 METRES FROM JUNCTION WITH A264, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/01/2023	2315	Fine without high winds	231272088	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/02/2023	0230	Fine without high winds	231280513	5	Not applicable	Not within 20M

Location: M23, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight
Vehicle	Slight
Passenger	
Vehicle	Slight
Passenger	
Vehicle	Slight
Passenger	

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/11/2023	0328	Raining without high winds	231370790	1	Automatic traffic signal	Roundabout

Location: A2011 - 24 METRES FROM JUNCTION WITH M23, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/03/2024	0740	Fog or mist	241417902	2	Not applicable	Not within 20M

Location: M23 - 66 METRES FROM JUNCTION WITH A264, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/06/2024	2126	Fine without high winds	241453420	1	Automatic traffic signal	Roundabout

Location: J10 ROUNDABOUT , M23 NEAR JUNCTION WITH A264, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/06/2024	1035	Fine without high winds	241462031	1	Not applicable	Not within 20M

Location: JUNCTION 10, M23, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2024	1218	Fine without high winds	241475654	1	Give way or Uncontrolled	Roundabout
Location:	RA, A264, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Nearside	Mid Junction - on roundabout or main road
Car	Turning right	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/08/2024	1915	Fine without high winds	241475351	3	Give way or Uncontrolled	Roundabout
Location: CRAWLEY AVENUE (A2011), WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Leaving roundabout
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/08/2024	1355	Fine without high winds	241484306	2	Not applicable	Not within 20M

Location: JUNCTION 10, M23, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/10/2024	0530	Fine without high winds	241499760	1	Automatic traffic signal	Roundabout

Location: J SLIP JUNCTION 10, M23 NEAR JUNCTION WITH A264, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Back	Entering roundabout
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/10/2024	1255	Raining without high winds	241503698	2	Not applicable	Not within 20M

Location: JUNCTION 10 SOUTHBOUND OFF SLIP, M23 - 76 METRES FROM JUNCTION WITH A264, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Serious
Passenger	

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: ; Refined using Collisions within selected Polygons -sussex 2026
Notes: all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/11/2024	2320	Fine without high winds	241514583	1	Not applicable	Not within 20M

Location: LANE 2, OFF SLIP ROAD, JUNCTION 10, SOUTHBOUND, M23

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/02/2025	0955	Fine without high winds	251556204	4	Not applicable	Not within 20M

Location: 200M NORTH OF J10, M23 - 32 METRES FROM JUNCTION WITH M23, CRAWLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead but held up	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Very serious
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/04/2025	1959	Fine without high winds	251579288	1	Give way or Uncontrolled	Not coded

Location: A264 - 30 METRES FROM JUNCTION WITH M23, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead	Nearside	Mid Junction - on roundabout or main road
Car	Going ahead	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/09/2025	1655	Raining without high winds	251636563	1	Not applicable	Not within 20M

Location: CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: ; Refined using Collisions within selected Polygons -sussex 2026
Notes: all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/10/2025	1309	Raining without high winds	251649770	3	Give way or Uncontrolled	Not coded
Location: CRAWLEY AVENUE ROUNDABOUT/BRIDGE OVER M23, A264 - 24 METRES FROM JUNCTION WITH M23, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Moderately serious
Vehicle Passenger	Slight

Collisions between dates **01/12/2020 and 30/11/2025** (60) months

Selection: **Notes:**

; Refined using Collisions within selected Polygons -sussex 2026
all consultant requests ("M23 Junc 10 (i-Transport)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/11/2025	1409	Fine without high winds	251672397	3	Not applicable	Not within 20M

Location: TRAFFIC LIGHTS OF A2011 EASTBOUND AND M23 J10 ON SLIP, CRAWLEY AVENUE (A2011), WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Number of records in selection: **32**

Vicarage Road – Crawley – I-Transport

Collision report 01/12/2020 – 30/11/2025

Date produced
22/01/2026

This report is marked as Official – Sensitive

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.



**ROAD SAFETY
TEAM**

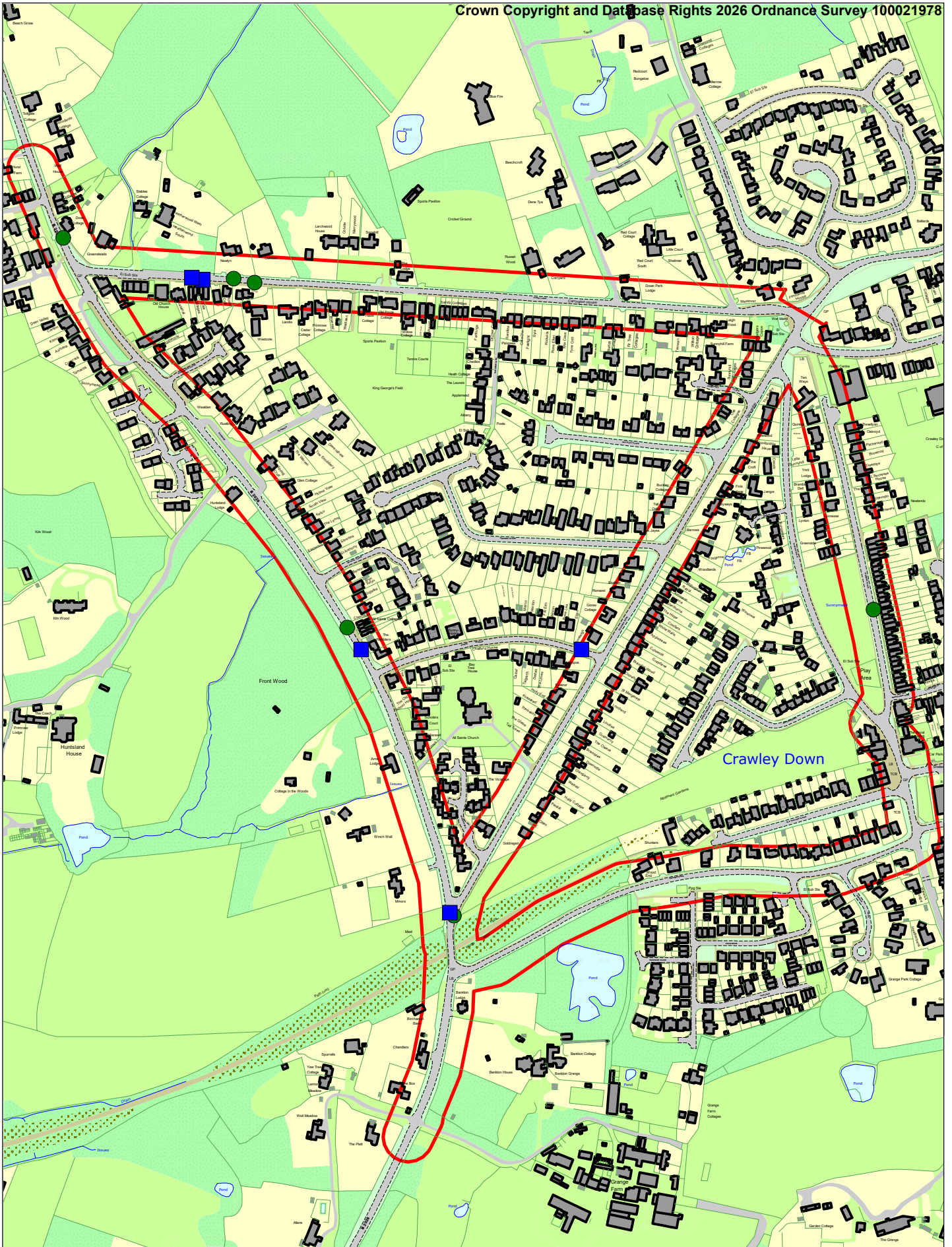
Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: [Road Safety Data Portal | Sussex Police](#)

email: RoadSafetyData@sussex.police.uk



Colour-Coding by Severity
Total Collisions (11)

▲ Fatal	(0)
■ Serious	(5)
● Slight	(6)

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Vicarage Road Crawley Down

Collision Dates 01/12/2020 - 30/11/2025

i-Transport

SCALE	1 : 5000
DATE	21/01/2026
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 11

Run on: 21/01/2026 12:13:56

Collisions between dates: 01/12/2020 and 30/11/2025
Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests
(Vicarage Road Crawley (i-Transport))

Notes:

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

Selected Polygon: Vicarage Road Crawley (i-Transport)

211038849	25/04/2021	0030 hrs	Sun	Dark: street lights lit					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	E - W	Casualty: Dri Slight 20
U	30 mph		E533988	N137962					
SANDY LANE - 92 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD									
THE FEMALE HAS ALLEGED THAT THE PASSENGER HAS GRABBED HOLD OF THE STEERING WHEEL WHICH SHE COULD NOT CONTROL AND CAUSED THE VEHICLE TO CRASH. NO WITNESSES AND NO PERSONS INJURED.									

211083730	02/09/2021	1451 hrs	Thu	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight 68 Casualty: RSP Slight 6 Casualty: RSP Slight 2
U	30 mph		E534009	N137958					
SANDY LANE - 113 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD									
					Veh 2	Goods < 3.5t	Parked	UK - UK	
DRIVER OF V1 STATED SHE WAS DRIVING ALONG AND THEN SHE HIT THE PARKED VAN WHICH HAS CAUSED SIGNIFICANT DAMAGE TO BOTH VEHICLES AND CAUSED HER AIR BAGS TO GO OFF. SHE DOES NOT KNOW HOW IT HAPPENED AS IT ALL HAPPENED SO QUICK. V2 OWNER WAS NOT IN T									

221216271	03/09/2022	1545 hrs	Sat	Daylight					
Slight	Unknown		Road Dry		Veh 1	Car	Overtaking moving vehicle offside	NW - SE	
B2028	40 mph		E534102	N137612					
TURNERS HILL ROAD (B2028) - 55 METRES FROM JUNCTION WITH SUNNY AVENUE, CRAWLEY DOWN, WEST SUSSEX									
					Veh 2	Pedal cycle	Going ahead	NW - SE	Casualty: Dri Slight 27
V2 CYCLIST WAS TRAVELLING ALONG TURNERS HILL ROAD WHEN V1 CAR PASSED AND HIT V2 WITH WING MIRROR CAUSING INJURY TO CYCLIST ELBOW. NO DETAILS EXCHANGED. V1 DID NOT LEAVE A LOT OF SPACE WHEN PASSING.									

231341546	13/08/2023	1300 hrs	Sun	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	NW - SE	
B2028	30 mph		E533817	N138003					
TURNERS HILL ROAD (B2028) - 35 METRES FROM JUNCTION WITH SANDY LANE, CRAWLEY DOWN, WEST SUSSEX									
					Veh 2	Pedal cycle	Going ahead	NW - SE	Casualty: Dri Slight 27
					Veh 3	Pedal cycle	Going ahead	NW - SE	
V2 (CYCLIST) HAS MADE CONTACT WITH V3 (CYCLIST) IN FRONT OF THEM AND FALLEN OFF INTO THE MIDDLE OF THE ROAD , V1 WHO WAS INITIALLY TRAVELLING BEHIND V2 HAD BEGUN TO OVERTAKE V2 AND HAS RESULTED IN COLLIDING WITH V2 RIDER. V1 DID STOP BUT NO DETAIL									

INTERMEDIATE COLLISION REPORT
Total collisions: 11

Run on: 21/01/2026 12:13:56

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (Vicarage Road Crawley (i-Transport))

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

241394263	02/01/2024	0831 hrs	Tue	Dark: no street lighting						
Less Serious	Raining without high winds			Road Wet/Damp						
B2028	30 mph		E534116	N137590	Veh 1	Car	Going ahead	NW - SE	Casualty: Ped	Less Serious 7
<p>THE RAMBLERS, TURNERS HILL ROAD (B2028) - 29 METRES FROM JUNCTION WITH SUNNY AVENUE, CRAWLEY DOWN, WEST SUSSEX V1 HAS BEEN TRAVELLING SOUTHBOUND ALONG TURNERS HILL ROAD, CRAWLEY DOWN WHEN C1 HAS STEPPED OUT FROM BEHIND A WHITE CITROEN BELINGO VAN TO CROSS THE ROAD, DRIVER OF V1 HAS HAD NO TIME TO REACT DUE TO THE CLOSE PROXIMATELY, RESTRICTED VIEW AND ROAD BEI</p>										

241441619	11/05/2024	1430 hrs	Sat	Daylight						
Serious	Fine without high winds			Road Dry						
U	30 mph		E533957	N137961	Veh 1	Car	Going ahead	W - E	Casualty: Dri	Serious 85
<p>1 OATS COTTAGE , SANDY LANE - 61 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD, CRAWLEY DOWN, WEST SUSSEX</p>										
					Veh 2	Car	Parked	UK - UK	Casualty: FSP	Serious 79
					Veh 3	Car	Parked	UK - UK	Casualty: RSP	Serious 81
<p>V1 HAS TURNED FROM TURNERS HILL ROAD INTO SANDY LANE AND HAS TRAVELLED A SHORT DISTANCE BEFORE COLLIDING WITH PARKED V2 ON THE OFFSIDE WHICH SHUNTED FORWARD INTO PARKED V3 THERE WERE NO OCCUPANTS IN THE PARKED VEHICLES.</p>										

241493223	19/09/2024	0023 hrs	Thu	Dark: no street lighting						
Serious	Fine without high winds			Road Dry						
U	30 mph		E533946	N137963	Veh 1	Car	Going ahead	E - W	Casualty: Dri	Serious 77
<p>HOUSE NAMED 'SELAMAT', SANDY LANE, CRAWLEY DOWN, WEST SUSSEX</p>										
					Veh 2	Car	Parked	UK - UK		
<p>V1 HAS BEEN TRAVELLING WESTBOUND ON SANDY LANE, CRAWLEY DOWN, SUSSEX. THIS ROAD IS A RESIDENTIAL SINE CARRIAGEWAY COUNTRY LANE, WITH A 30 MPH SPEED LIMIT.THERE IS NO STREET LIGHTING IN THE AREA. ROAD CONDITIONS WERE DRY AT THE TIME OF THE INCIDENT,</p>										

241513165	06/11/2024	1245 hrs	Wed	Daylight						
Serious	Other			Road Wet/Damp						
U	30 mph		E534337	N137590	Veh 1	Car	Turning right	S - E	Casualty: Dri	Serious 49
<p>OUTSIDE ROSELEA, SUNNY AVENUE - 23 METRES FROM JUNCTION WITH VICARAGE ROAD, CRAWLEY DOWN, WEST SUSSEX</p>										
					Veh 2	Car	Parked	UK - UK		
<p>## POLACC ## DRIVER OF V1 TRIED TO MANOEUVRE CAR FORWARD SLIGHTLY IN HER DRIVEWAY, DRIVER'S FOOT AS BECOME STUCK ON ACCELERATOR PEDAL PROPELLING THE CAR FORWARD. DRIVER HAS TURNED RIGHT HURRIEDLY TO AVOID A PEDESTRIAN ON OPPOSING PAVEMENT.</p>										

INTERMEDIATE COLLISION REPORT
Total collisions: 11

Run on: 21/01/2026 12:13:56

Collisions between dates: 01/12/2020 and 30/11/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (Vicarage Road Crawley (i-Transport))

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS			
	Police Ref.	Date	Time	Day	Darkness / Light	Veh No / Type	Manoeuvre	Direction

251592929	04/05/2025	1830 hrs	Sun	Daylight					
Very Serious	Fine without high winds		Road Dry		Veh 1	Car	Turning right	S - NE	Casualty: FSP Very Serious 38
B2028	30 mph		E534205	N137326	Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight 64
TURNERS HILL ROAD (B2028) AT JUNCTION WITH VICARAGE ROAD, CRAWLEY DOWN, WEST SUSSEX									
V1 HAS BEEN TRAVELLING NB ON TURNERS HILL ROAD. V2 HAS BEEN TRAVELLING SB ON TURNERS HILL ROAD. AS V2 HAS GOT TO THE JUNCTION OF VICARAGE ROAD V1 HAS PERFORMED A RIGHT TURN ACROSS THE PATH OF V2. V2 HAS STRUCK THE FRONT PASSENGER DOOR OF V1 AND CAUSE									

251638240	06/09/2025	1537 hrs	Sat	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	N - S	Casualty: Ped Slight 11
U	30 mph		E534630	N137630					
17, BOWERS PLACE - 89 METRES FROM JUNCTION WITH BRICKYARD LANE, CRAWLEY DOWN									
PEDESTRIAN HAS EMERGED FROM BETWEEN TWO PARKED UNATTENDED VEHICLES AND RUN INTO VEHICLE 1, CAUSING INJURY.									

211032437	01/04/2021	1650 hrs	Thu	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Turning right	S - NE	Casualty: Dri Slight 62
B2028	30 mph		E534209	N137323	Veh 2	Goods < 3.5t	Going ahead	N - S	Casualty: Dri Slight 44
TURNERS HILL ROAD (B2028) AT JUNCTION WITH VICARAGE ROAD									
AT APPROXIMATELY 1650 HOURS ON THURSDAY 1 APRIL 2021, V2 WAS DRIVING ON SOUTHBOUND ON TURNERS HILL ROAD PROCEEDING TOWARDS THE JUNCTION OF VICARAGE ROAD. V1 HAS STOPPED AT THE JUNCTION BUT HAS FAILED TO SEE V2 COMING DOWN AND HAS THEN PROCEEDED TO									



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**Crawley Down
Collision Dates 01/12/2020 - 30/11/2025
i-Transport**

SCALE	1 : 7500
DATE	23/01/2026
DRAWING No.	
DRAWN BY	