

**Regional Investment Programme**  
**A27 A27 Worthing-Lancing Improvements**  
**PCF Stage 1 - NMU Context Report**

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**A27 WORTHING-LANCING  
IMPROVEMENTS PCF-STAGE  
NMU CONTEXT REPORT**

**Highways England**

**Confidential**

Project no: HE551524

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# 1 INTRODUCTION

## 1.1 GENERAL

Highways England commissioned WSP | Parsons Brinckerhoff to produce a Non-Motorised User (NMU) Context Report for the A27 between Worthing and Lancing as defined in the Highways England Design Manual for Roads and Bridges (DMRB) Standard HD 42/05.

This NMU Context Report has been prepared at feasibility stage in relation to the proposed option for the improvement of the A27 between Worthing and Lancing. The procedures and scope followed in the preparation of this report are as set out in HD 42/05, following the format of Annex B, Example 2 of the standard.

## 2 SCHEME DESCRIPTION

### 2.1 BACKGROUND

The A27 between Worthing and Lancing is an important strategic local route which connects the local south coast region and the wider sub-region with London and the rest of the country via its connection with the M27, A23/M23/M25 and further afield, the A3/M3/A34.

The existing heavy congestion along the A27 and at its junctions has an impact on the strategic movements to and from the West Sussex coastal area. The need for improvement is driven by the demand to ease congestion, improve safety and enhance journey-time reliability on the local and strategic road network.

The project therefore aims to improve the flow of traffic through the A27 including heavy goods vehicles – to ensure that economic growth is sustained and unconstrained.

Throughout the urban areas of the scheme, the speed limit is 40mph at present and there are no proposals to change this. Between Worthing and Lancing, which is of dual carriageway standard, the road is derestricted and the national speed limit applies.

### 2.2 SCHEME LOCATION RELATIVE TO THE STRATEGIC AND LOCAL HIGHWAY NETWORKS

The proposed highway improvement schemes are on the A27 between the dual carriageway on Arundel Road, Worthing and just beyond Grinstead Lane/Manor Road, Lancing.

The length of road under consideration is approximately 4.5 miles long. The A27 is a strategic local route running along the south coast and connects via the Windhover Roundabout to the M27 which in turn connects to the M3 leading to London, the midlands and north.

Whilst Highways England is the Highway Authority for the A27, West Sussex County Council is the Highway Authority for all other roads meeting the A27 along the length of this study.

Scheme options are:

- Option 1) Reconfiguration/reconstruction of the 8 principal junctions along the route;
- Option 3) As Option 1 but in addition, the connecting links are to be upgraded to full width dual carriageway standard with a footway on one side and a 3m shared footway / cycleway on the other.
- Option 3A) As Option 3) but with the connecting links upgraded to a narrow width dual carriageway standard with footways both sides.

Option 3A will give less road space in terms of width to all road users with greater risk to cyclists caused by the closer proximity of passing vehicles.

An option of a parallel route for cyclists exists, however this is not being evaluated at this stage in the process.

The location of the site relative to the local highway network and the limits of the scheme are shown on Figure 2-1 and Figure 2-2. The location of the site relative to local NMU trip generators is illustrated on Figure 2-3.

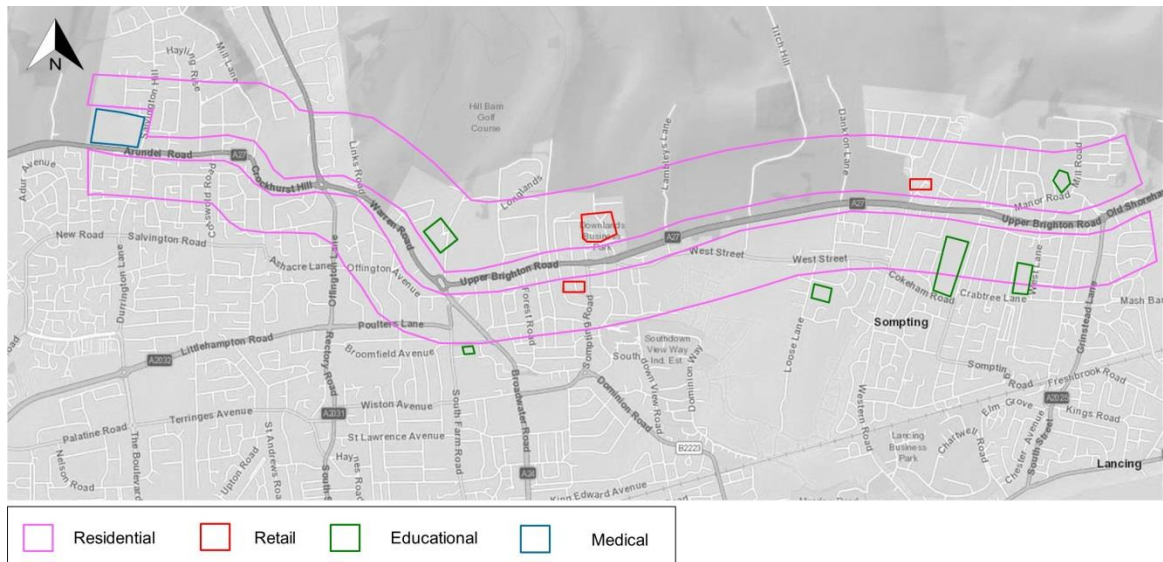


Figure 2-1: Scheme Location relative to the Local Highway Network (Map Source: ESRI)



Figure 2-2: Scheme Limits (Map Source: ESRI) (Map Source: ESRI)





**Figure 2-3: Scheme Location relative to local NMU Trip Generators (Map Source: ESRI)**

The existing pedestrian and cycle facilities within the scheme limits consist of:

- ➔ Uncontrolled pedestrian crossing point without refuge;
- ➔ Uncontrolled pedestrian crossing point with refuge;
- ➔ Pedestrian crossing point with refuge at traffic signals;
- ➔ Signal controlled pedestrian crossing point with refuge; and
- ➔ Shared or segregated cycle/pedestrian footway.

The existing NMU facilities are highlighted on Figure 2-4 to Figure 2-7 overleaf.



Figure 2-4: NMU Facilities – Durrington Hill to A27 Crockhurst Hill/A24 Findon Road/A24 Warren Road/Offington Lane/Goodwood Road (Map Source: ESRI)

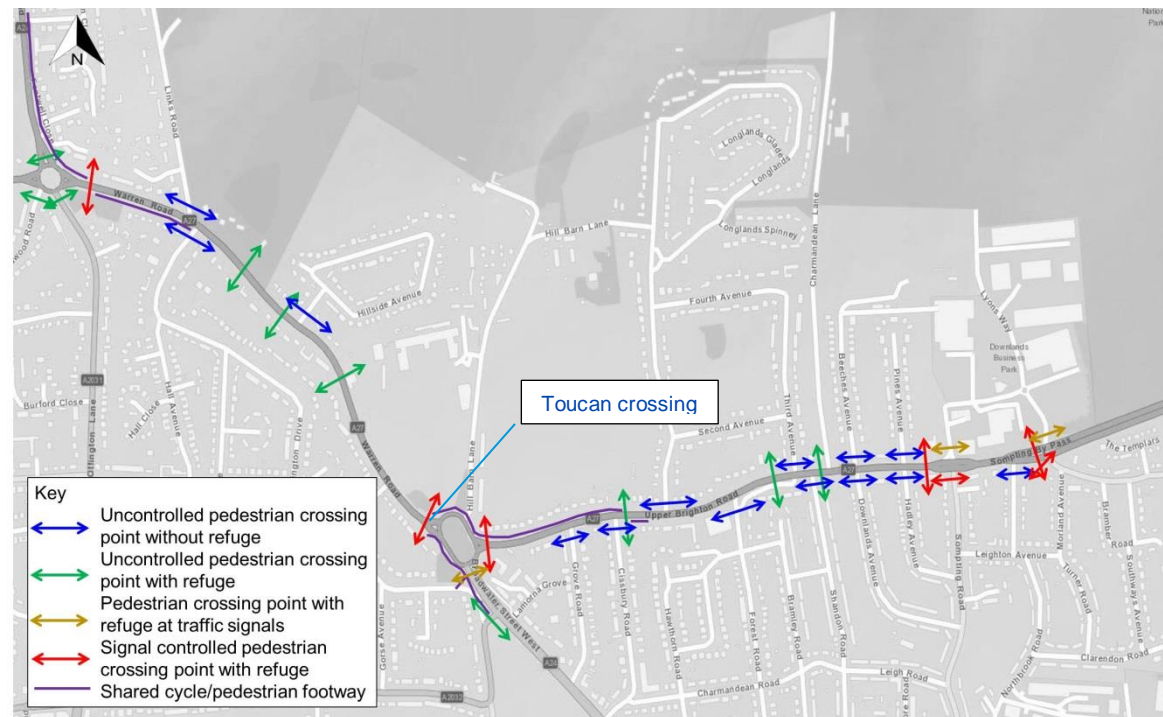


Figure 2-5: NMU Facilities - A27 Crockhurst Hill/A24 Findon Road/A24 Warren Road/Offington Lane/Goodwood Road to Sompting by-pass (Map Source: ESRI)



Figure 2-6: NMU Facilities – Sompting by-pass to A27 Upper Brighton Road (Map Source: ESRI)

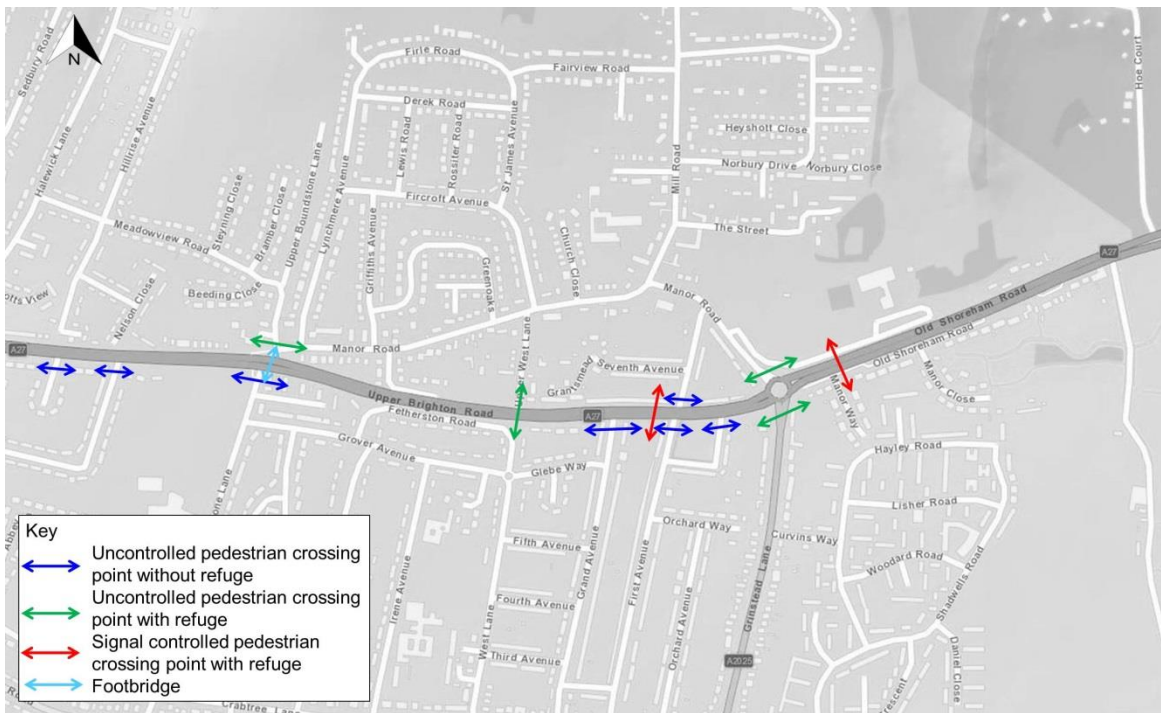


Figure 2-7: A27 Upper Brighton Road to A27 Old Shoreham Road (Map Source: ESRI)

## 2.3 OPTIONS

2.3.1 The need for the proposed scheme is to alleviate congestion and provide journey time improvements to all traffic and specifically heavy goods traffic between the A27 and M27 and at the junctions themselves. The scheme objectives are set out in Chapter 5.

In Stage 1 the aim is to develop workable and achievable options with appropriate regard to the needs of NMUs. There are 3 scheme options currently under consideration, plans of which are shown in Appendix A.

- Option 1) Reconfiguration/reconstruction of the 8 principal junctions along the route;
- Option 3) As Option 1 but in addition, the connecting links are to be upgraded to full width dual carriageway standard with footways on both sides.
- Option 3A) As Option 3) but with the connecting links upgraded to a narrow width dual carriageway standard with footways both sides.

Details of the Options are as follows: Please note that on the inset plans, the red dashed lines indicate the extent of the highway boundary.

### 2.3.2 Option 1

#### 2.3.2.1 Durrington Hill/ Salvington Hill/ A27

This junction is a signalised staggered crossroads having 3 traffic lanes, 1 in each direction and one containing two right turning pockets. See Figure 2-8 below. A central island with a toucan crossing is sited just to the east of Salvington Road and a traffic island only sited on the end of and to the west of the junction.

Pedestrian Footways are sited along both north and south sides of the junction. These footways have dropped kerbs and tactile paving where they cross Salvington Hill, but only dropped kerbs at Durrington Hill.

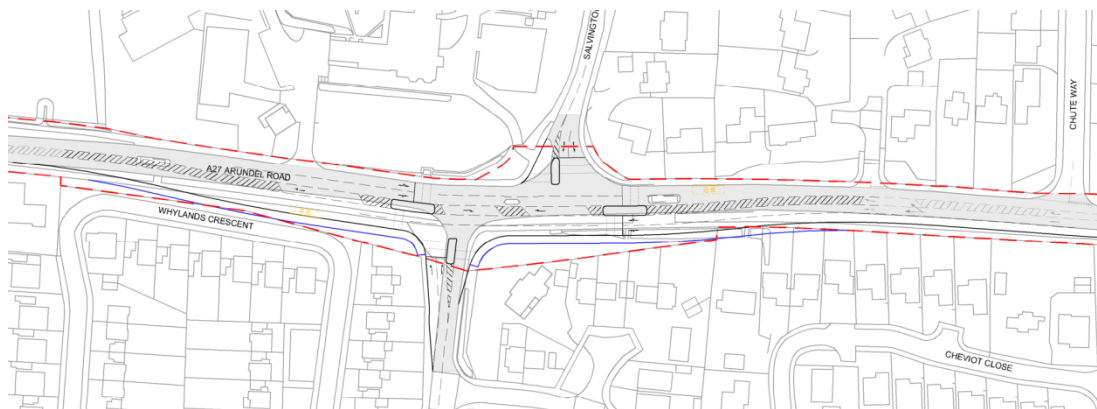


Figure 2-8 Durrington Hill/ Salvington Hill Junction

The proposals aim to increase the capacity of the junction and include the widening of all approaches to 2 lanes and widening of exits; new right turn pockets in a centre lane and construction of large centre islands with pedestrian facilities in conjunction with the installation of traffic signals.

In the proposed layout, there are formal pedestrian facilities across all of the junctions.

There are existing bus stop facilities on the A27 southeast bound approach just prior to the Salvington Hill junction. This does not have a layby and there does not appear to be a new layby for this stop under the proposals.

### 2.3.2.2 Offington Corner Junction - A24 Warren Road/ Findon Road/ Crockhurst Hill/ Offington Lane/ Goodwood Road

The existing junction is a five arm roundabout having 2 lane entries and single lane exits on all arms except for Goodwood Road which is single lane entry and exit. See Figure 2-9 below.

The segregating islands at the approaches are constructed in block paving and have dropped crossing points for pedestrians except for the junction with Warren Road which is built from deterrent paving and has no crossing points.

There are footways running around the periphery of the roundabout connecting to crossing points as described above. The roundabout itself is landscaped with flower beds and there are no pathways across it.

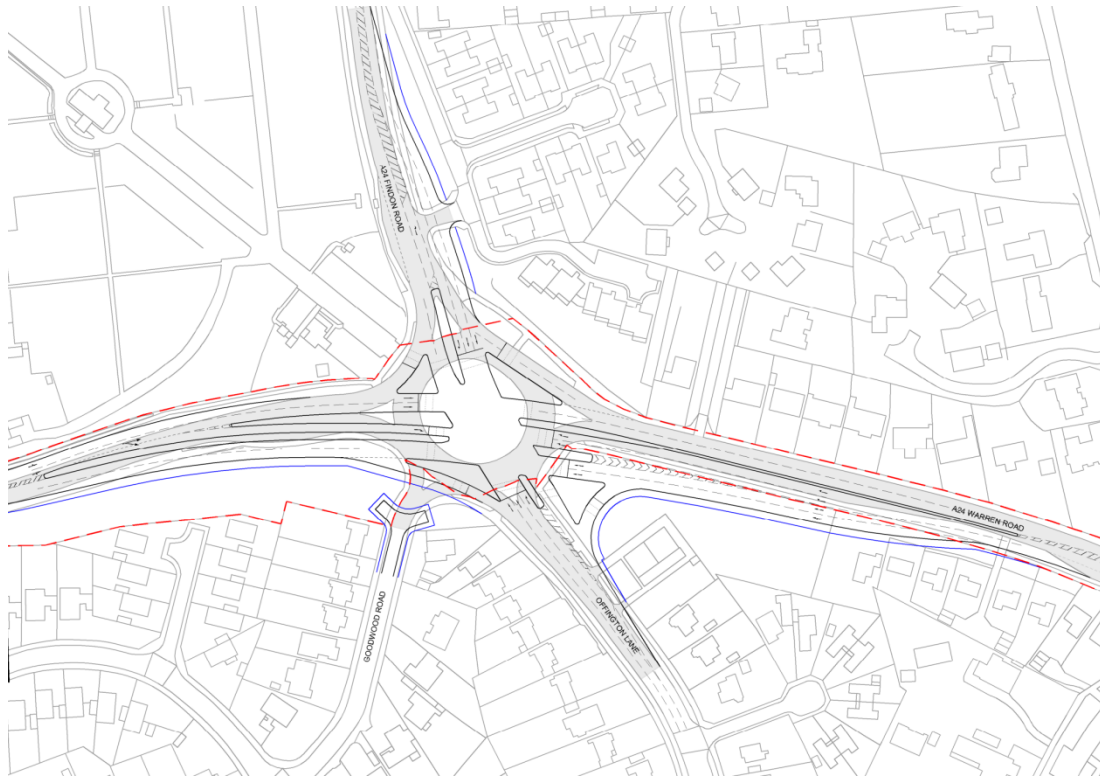


Figure 2-9 Offington Corner Junction - A2 Findon Road/ Offington Lane (Durrington Cemetery)

The proposals aim to increase the capacity of the junction and include realigning the junction, dispensing with the roundabout and the introduction of traffic signals on all arms. Approach lanes have been increased to 3 on A24 Findon Road and Offington Lane, and 4 on A24 Warren Road (to give 2 right turning lanes and 2 ahead). A27 Arundel Road has 1 right turn lane and two ahead lanes. Left turn lanes on all arms splay out from the nearside ahead lanes on all arms.

The Goodwood Road arm is to be terminated with a turning head sited close to the former roundabout.

### 2.3.2.3 Grove Lodge Junction - A24/A27 Grove Lodge Roundabout

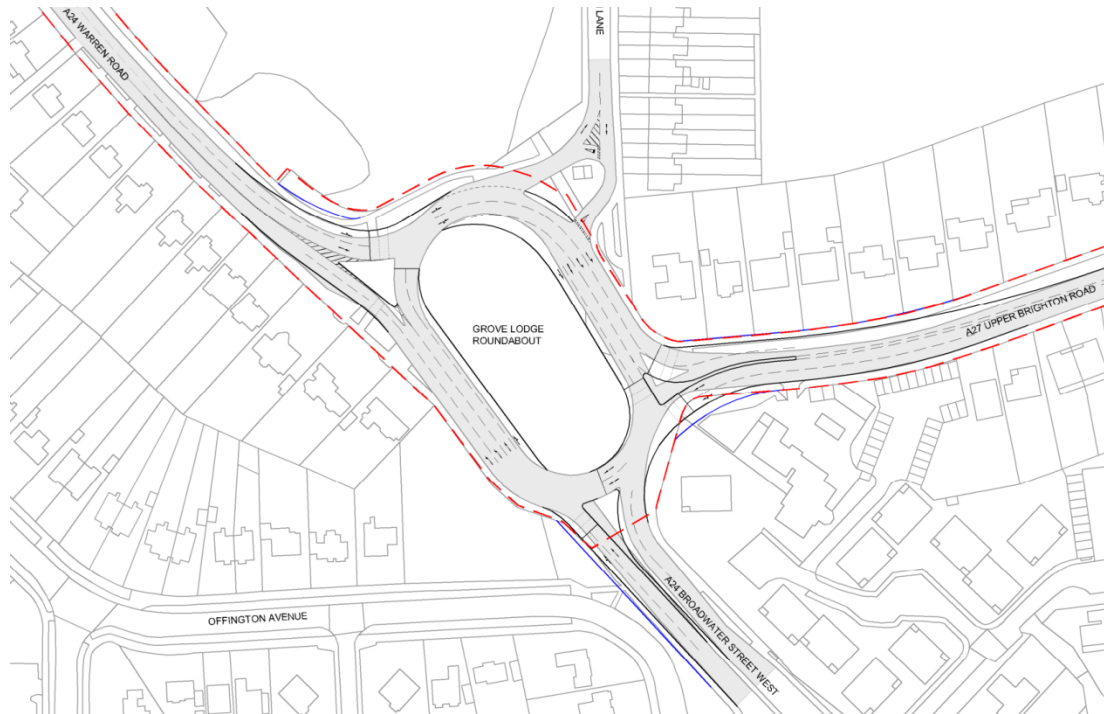
This is a large 5 arm roundabout where the A27 Upper Brighton Road joins the A24 Broadwater Street West and A24 Warren Road and Hill Barn Lane. The A24 Broadwater Street West joins as a dual carriageway. See Figure 2-10 below.

It is signal controlled on all arms with the exception of the exit carriageways to Broadwater Street West and Hill Barn Lane with uncontrolled exit. The entry from Hill Barn Lane is priority give way to the roundabout.

Footways exist all around the periphery of the junction and pedestrian crossing facilities exist at all arms to the roundabout, however there is no pedestrian access or routes across the roundabout.

There is an existing bus stop in A24 Warren Road northwest bound in a layby at the exit point from the roundabout. There also is a bus stop in A24 Broadwater Street West southeast bound in the vicinity of the junction in the deceleration lane for Lamorna Grove (residential road).

There are off-road cycling facilities at this roundabout. This consists of a pedestrian and cycle path between Offington Avenue, an entrance to the College and Hill Barn lane via the pedestrian and cycle crossing at the Warren Road arm. This crossing consists of a wide refuge and protected “on-demand” phases across the approach and egress to roundabout.



**Figure 2-10 Grove Lodge Junction - A24/A27 Grove Lodge Roundabout**

The proposals aim to increase the capacity of the roundabout by creating extra traffic lanes within the circulatory area and by widening and re-aligning the approaches. The exception to this is Hill Barn Lane where a new give way line is installed in advance of the existing segregating island to allow vehicles once they have left the roundabout to return to it if desired.

The roundabout will be reduced in size to create the lanes whilst apart from the south east corner where the A27 meets the A24; it appears that the improvements can be accommodated within the existing public highway land.

**2.3.2.4 A27 Upper Brighton Road/ Sompting Road, A27 Upper Brighton Road / Lyons Way**

These are two significant junctions on the A27 approximately 200m apart.

They are both signal controlled. Dealing with them separately:

- Upper Brighton Road/Sompting Road

As seen in Figure 2-11, the A27 west bound has a 3 lane line up with a left turn, ahead, and an ahead/right turn lane, whilst going eastbound there are two ahead lanes and a right turn lane. A separate filter lane to the left leads to Sompting Road northbound. A right turn pocket catering for both directions enables traffic to access Sompting Road.

Sompting Road northbound has a two lane line up with ahead and left turn and a right turn only lane, whilst Sompting Road southbound has a single lane all directions line up.

There are footways all around the periphery of the junction and a parade of shops exists on the south west corner.

Pedestrian crossing points are confined to the A27 Eastbound stop line and the Sompting Road northbound stop line and northbound exit (including the left turn filter lane from the A27 eastbound).

- Upper Brighton Road/ Lyons Way

The A27 west bound has a 3 lane line up with a left turn and ahead, an ahead and a channelled right turn only lane into Lyons Way whilst going eastbound there is a left turn only lane into Lyons Way, two ahead lanes and a channelled right turn lane into Upper Brighton Road (non A road).

Upper Brighton Road has a single lane for ahead into Lyons Way and right onto the A27 along with a separate signal and give way combined controlled left turn onto the A27.

Lyons Way has two signal controlled right turn lanes onto the A27, a single signal controlled ahead lane onto Upper Brighton Road (non-A road). A single give way controlled left turn exit lane leads onto the A27.

There are footways all around the periphery of the junction

Pedestrian crossing points are confined to the A27 Eastbound stop line, Lyons Way and the left turn stop line at Upper Brighton Road (non A road).



**Figure 2-11: Lyons Farm Retail Parts 1 & 2 Junctions**

The proposals are intended to increase capacity across both junctions and this is being done predominately by widening along the north side where land acquisition outside the public highway appears to be necessary. Elsewhere minor changes are proposed to lane widths and layout at the junction with Lyons Way and at the junction with Sompting Road where an additional lane for vehicles going right or ahead has been created.

### 2.3.2.5 A27 Upper Brighton Road/ Halewick Lane/ Busticle Lane, A27 Upper Brighton Road

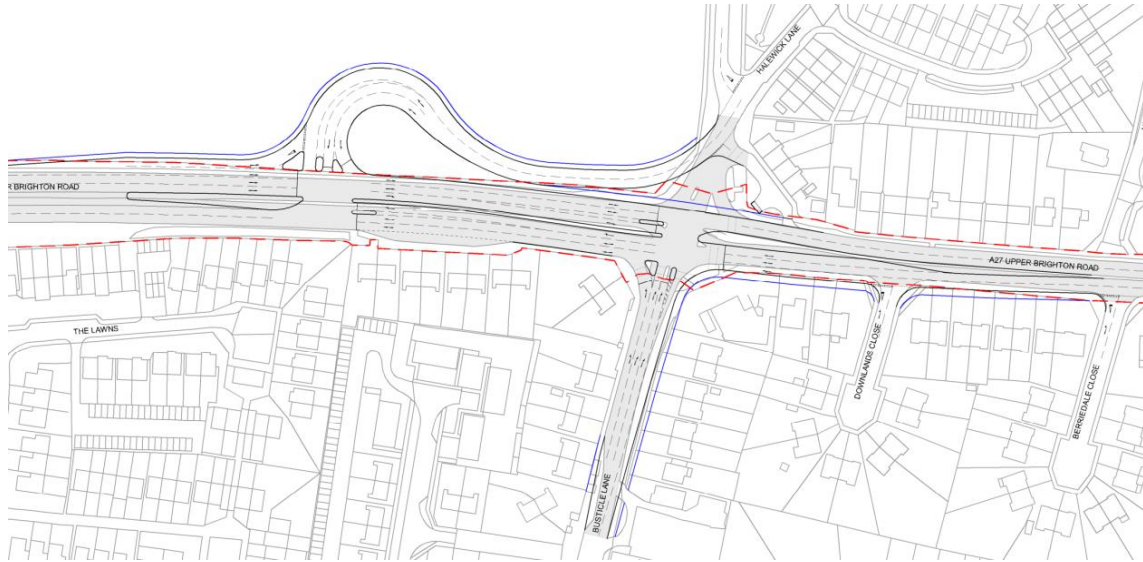
This is a fairly complex predominately signalled crossroads with a very wide central area providing a reservoir for traffic turning right onto the A27 in each direction from either Busticle Lane or Halewick Lane. Right turning traffic from the A27 is accommodated in both directions by signalled lanes merging into the reservoir area.

The A27 westbound has 3 lanes one ahead/left, one ahead only and one right turn only. The A27 eastbound has a similar arrangement.

Busticle Lane has 2 lanes, one right turn only, one ahead only and one left turn lane with priority give way onto the A27. Halewick Lane has a similar arrangement. In addition there is a separate minor slip road serving a small shopping parade with priority give way onto the A27 at the eastern side of this junction.

There are footways all around the periphery of this junction. Crossing points are confined to the A27 eastbound, Busticle Lane and Halewick Lane.

There are no cycling facilities at this junction.



**Figure 2-12: A27 Upper Brighton Road/Halewick Lane/Busticle Lane/A27 Upper Brighton Road**

The proposals at this junction centre on re-siting the junction of Halewick Lane with the A27 at a position approximately 150m away to the west. This will involve construction of new single carriageway in an adjacent green field site, running parallel to the A27 and linking into Halewick lane. Halewick Lane itself will be closed at its existing junction with the A27. Land acquisition will be required for the new carriageway.

Elsewhere changes are proposed to lane widths and layouts at the A27 junction with Busticle Lane at the junction with Lyons Way and at the junction with Sompting Road where an additional lane for vehicles going right or ahead has been created. The A27 will have one extra ahead only lane in both directions and Busticle Lane will have one extra right turn lane – due to the closure of Halewick Lane. New centre islands and a mini central reservation will be constructed between the new and existing junctions. Alterations to the junctions with Downlands Close and Berriedale Close are required due to the overall widening as it affects the approaches and land acquisition will be required from properties next to these junctions.

The new Halewick Lane junction will be predominately signal controlled and have 3 ahead only lanes and one priority give way lane into Halewick Lane on the A27 eastbound and 2 ahead only lanes plus one right turn lane into Halewick Road on the A27 westbound. Halewick Lane will have one right turn lane and one left turn lane onto the A27, both signal controlled.

There will be a new footway constructed on the north side of the new Halewick Lane carriageway and the new junction.

### 2.3.2.6 Grinstead Lane/ Manor Road Junction - A27 Upper Brighton Road/ A2025/ Manor Road

This junction is a 4 arm roundabout with the A27 joining from the east as a dual carriageway. See Figure 2-13 below. It is non-signalised throughout. Each arm has 2 entry lanes and there are no lane markings. The circulatory area has 2 lanes.





**Figure 2-13 Grinstead Lane/ Manor Road Junction**

This proposal is a conversion from a roundabout to a signalled junction and incorporates the diversion of the junction with Manor Road via a new parallel carriageway to a new position approximately 175m away to the east. This will involve construction of a new single carriageway in an adjacent park and providing new access ways into the Lancing Manor Leisure Centre. Manor Road itself will merge with the new road at the site of the old junction. Although most of the land required for this appears to be in the public highway, some land acquisition from Lancing Manor Park will be required for the new carriageway. Widening of the highway is required from the north east side of the new junction to facilitate the exit path for traffic leaving it to travel eastwards.

Some widening is also required on the south side of the A27 just to the west of the junction with the A2025 to facilitate a smooth exit path for traffic travelling west from that junction.

The new layout will comprise:

3 ahead only traffic lanes on A27 eastbound (assumed as the geometry appears to prevent a right turn into the A2025) at the existing junction.

3 ahead only lanes and one left turn lane into the A2025 on A27 westbound.

1 ahead only lane in each direction and one free flow exit lane into Manor Road on the revised Manor Road junction (at the existing position.) There also is a single lane for traffic exiting the A27 and travelling into the new Manor Road carriageway in the direction of the leisure centre.

2 right turn lanes and 1 left turn lane at the new Manor Road junction.

1 ahead only and 1 left turn lane on the A27 eastbound at the new Manor Road junction, and 2 ahead only lanes, 1 ahead/left turn and 1 right turn lane on A27 westbound at the new Manor Road junction.

There is an existing bus layby on the A27 westbound which is sited opposite the proposed Manor Road junction. It is shown closed off on plan, however no new position for this layby is shown.

### 2.3.3 Options 3 and 3A (Note; full width dual carriageways option shown on plans)

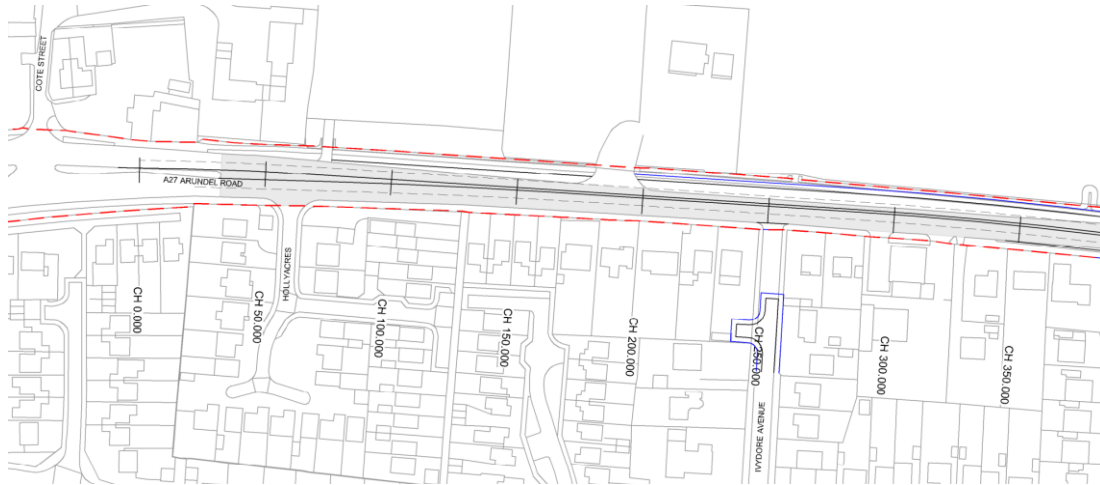
#### 2.3.3.1 Chainage 0.000 to 350.000

This is a single carriageway which has a 1.5m wide footway to the north side with grassed, and a 2.2m wide footway on the south side. A staggered signalised crossing is sited approximately at Chainage 420.000 connecting Meadowfield Hospital with residential areas.

This section is on a bus route.

There are no off-road cycling facilities on this section.

The section is presented below in Figure 2-14.



**Figure 2-14 Options 3 and 3A Chainage 0.000 to 350.000**

The dual carriageway widening is shown to be on the north side of the A27 where there is farm and woodland. The access to a group of properties will be affected. Encroachment onto residential properties to the south has been avoided. The junction with Ivydore Avenue on the south side has been closed off and a new turning head is shown.

### 2.3.3.2 A27/ Salvington Hill/ Durrington Hill

As paragraph 2.3.2.1

### 2.3.3.3 Chainage 700.000 to 1700.000

This is a single carriageway which has 1.65m wide footways to the north and south sides, sometimes having a grassed verge in front. See Figure 2-15 below. There are residential properties sited along both frontages, except between chainages 1350.000 and 1700.00 where there is open land to the north east side, possibly part of Durrington Cemetery.

A staggered signalised crossing is sited approximately at chainage 1100.000 by Cotswold Road and an uncontrolled pedestrian crossing point with central island sited approximately at 1440.000.

This section is on a bus route and bus stops are present.

There are no off-road cycling facilities on this section.



**Figure 2-15 Options 3 and 3A Chainage 700.000 to 1700.000**

The dual carriageway widening is shown to be on both north and south sides of the A27 where the scheme will take land mostly from residential properties. Cul-de-sac will be formed in Chute Way, Uplands Avenue and Half Moon Lane with associated turning heads.

The junction with Mill Lane is to be reconfigured but will now be purely single lane left turn only entry onto the A27 due to the construction of the new central reservation and exit.

**2.3.3.4 A24 Warren Road/ Findon Road/ Crockhurst Hill/ Offington Lane/ Goodwood Road**

As paragraph 2.3.2.2

**2.3.3.5 Chainage 2150.00 to 2900.000**

This is a single carriageway which has a 1.65m wide footways to the north side and a 2.2m wide shared footway /cycle path on the south side, starting near the A24 Warren Road/ Findon Road/ Crockhurst Hill/ Offington Lane/ Goodwood Road Roundabout and ending at Offington Lane and sometimes having a grassed verge in front of it. See Figure 2-16 below. This continues onwards as an ordinary footway 2m wide. There are residential properties sited along both frontages. Worthing College is sited on the north east side between chainages 2600.000 and 2900.000.

There are uncontrolled pedestrian crossing points with central islands sited approximately at chainages 2350.000, 2450.000 and 2460.000.



**Figure 2-16 Options 3 and 3A Chainage 2150.00 to 2900.000**

This section is on a bus route and bus stops are present.

The dual carriageway widening is shown to be on both north and south and east and west sides of the A27 where the scheme will take land mostly from residential properties.

The junctions with Offington Drive and Hillside Avenue will be reconfigured but will now be purely single lane left turn only entry onto the A27 due to the construction of the new central reservation and exit.

A new signalised pedestrian crossing is proposed just to the northwest of Hillside Avenue.

Complete or partial demolition of an outbuilding belonging to Worthing College will be required as it is within the line of widening.

### 2.3.3.6 A24/A27 Grove Lodge Roundabout

As paragraph 2.3.2.3

**2.3.3.7 Chainage 3100.000 to 3950.000**

This is a single carriageway which has a 3m wide segregated footway /cycle path on the north side, starting outside no 23 Upper Brighton Road and ending at a point opposite Cissbury Road and predominately having a grassed verge in front. See Figure 2-17 below. This continues onwards as an ordinary footway 2.1m wide. There is a 2.1m wide footway on the south side which mostly has no grassed verge in front of it. There are residential properties sited along both frontages.

There are uncontrolled pedestrian crossing points with central islands at approximate chainages 3350.000, 3655.000, 3755.000.

This section is not on a bus route and no bus stops are present.



**Figure 2-17 Options 3 and 3A Chainage 3100.000 to 3950.000**

The dual carriageway widening is shown on both north and south sides of the A27 where the scheme will take land mostly from residential properties.

The junctions with Cissbury Road and Shandon Road will be reconfigured but will now be purely single lane left turn only entry onto the A27 due to the construction of the new central reservation and exit.

The junctions of Third Avenue and Hadley Avenue are to be closed and turning heads are to be constructed.

Complete demolition of outbuildings which appear to belong to Grove Vets and garages belonging to the development in Lamorna Grove will be required as they are within the line of widening.

The dual carriageway widening of the existing carriageway along the A27 ceases after the next junction in paragraph 3.1.8 but resumes after the junction in paragraph 3.1.9.

**2.3.3.8 A27 Upper Brighton Road/ Sompting Road, A27 Upper Brighton Road/ Lyons Way**

As paragraph 2.3.2.4

**2.3.3.9 A27 Upper Brighton Road/ Halewick Lane/ Busticle Lane, A27 Upper Brighton Road**

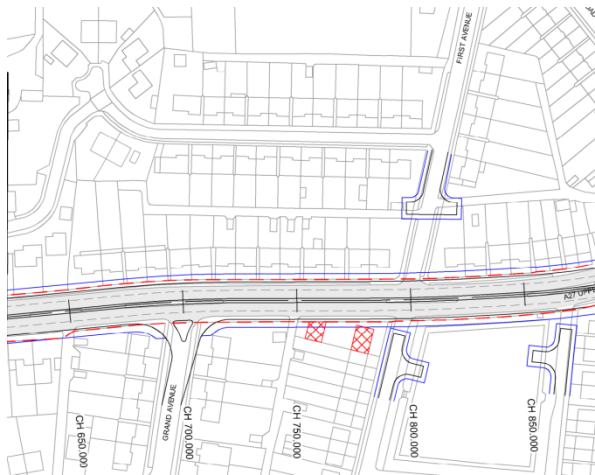
As paragraph 2.3.2.5

**2.3.3.10 Chainages 0.00 to 850.00**

This section of road consists of a mix of single carriageway and 2 lane dual carriageway. The dual carriageway runs from chainage 0.000 to 270.000. There are traffic separation islands without pedestrian facilities of varying lengths sited from chainage 270.00 up to 850.000. See Figure 2-18 below.

This section is not on a bus route and no bus stops are present.

There are no off-road cycling facilities on this section.



**Figure 2-18 Options 3 and 3A Chainages 0.000 to 850.000**

As mentioned in paragraph 3.1.7, the dual carriageway widening of the existing carriageway along the A27 resumes with a new start chainage.

The existing central reservation at the junction of Manor Road and Upper Boundstone Lane is to be narrowed. See Figure 2-19 below.



**Figure 2-19 Manor Road/ Upper Boundstone Lane Junction**

The junction of Grand Avenue will be reconfigured but will now be purely single lane left turn only entry onto the A27 due to the construction of the new central reservation.

The junctions of First Avenue (3 No) and Upper West Lane are to be closed and turning heads are to be constructed.

**2.3.3.11 A27 Upper Brighton Road/ A2025/ Manor Road**

As paragraph 2.3.2.6

# 3 FLOWS

## 3.1 TRAFFIC FLOW

The Average Daily Traffic flow passing through the A27 Worthing – Lancing corridor is approximately 15,350 vehicles travelling East to West and 17,295 vehicles travelling West to East. The data was taken from traffic surveys carried out on the 23rd June 2015 between the hours of 07:00 and 19:00. Opening year traffic flows are unknown at present

Traffic Flow Data is shown in Appendix B.

## 3.2 CYCLE, PEDESTRIAN AND EQUESTRIAN MOVEMENTS

There currently is no NMU survey data available for cycle, pedestrian and equestrian movements. It is recommended that a survey is carried out before preliminary design stage.

## 3.3 EXISTING CYCLE INFRASTRUCTURE

There are no formal numbered regional or national cycle routes running along the study route (sources [www.Sustrans.org](http://www.Sustrans.org), [www.adur-worthing.gov.uk](http://www.adur-worthing.gov.uk)). Existing cycle infrastructure is shown in Figure 3-1.

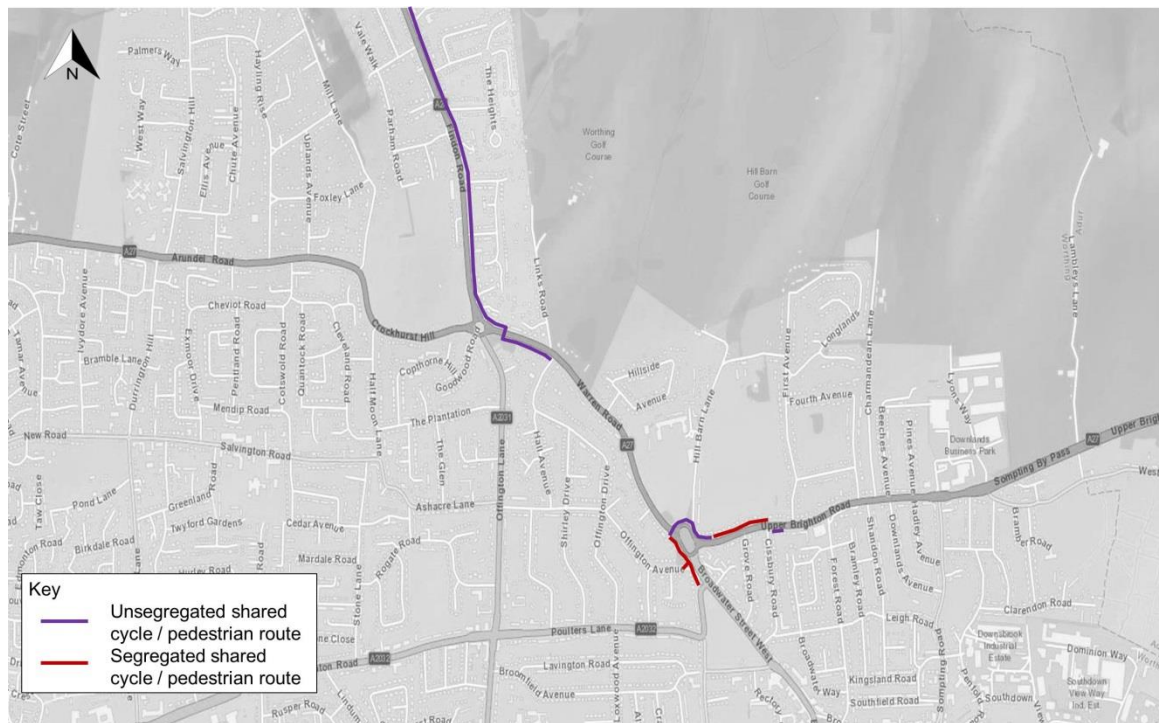


Figure 3-1: Existing Cycle Infrastructure (Map Source: ESRI)

West Sussex County Council have produced a Draft Walking and Cycling Strategy 2016-2026 and Public Rights of Way Improvement Plan. The presence of these reports is acknowledged and proposals within these plans, where relevant will be addressed at further stages in the scheme’s development.



### 3.4 EXISTING BUS INFRASTRUCTURE AND OPERATING ROUTES

There are eight bus routes which travel along or intersect part of the study route as shown in Figure 3-2 and Figure 3-3. Figure 3-4 and Figure 3-5 shows the existing bus stops in the immediate vicinity of the scheme and surrounding areas.

Information from the published timetables are set out in Table 3-1 below:

**Table 3-1: Frequency of Bus Services**

ROUTE	OPERATOR	BETWEEN	DETAILS	AVE FREQUENCY / HOUR		NOTES
				06:30-09:30	16:00-19:00	
11	Compass Bus	Worthing College and Worthing	Runs along A24 Warren Road between Worthing College and Grove Lodge	3	1	College Transport (term time only)
69	Compass Bus	Worthing and Alford	Runs along A27 Arundel Road /Crockhurst Hill and A24 Warren Road between Durrington Hill and Grove Lodge		0 0	Thurs Only
106	Compass Bus	Henfield and Worthing	Runs along A27 Old Shoreham Road (from limit of scheme) to Manor		0	Tues, Weds, Thurs only
23	Metrobus	Crawley and Worthing	Runs along A24 Warren Road from Offington Roundabout to Grove Lodge Roundabout	3	3	On Weekdays
1	Stagecoach	Midhurst and Worthing	Runs down A24 Findon Road, across A24 Findon Road/Warren Road Offington Lane Roundabout and then down Offington Lane	4	5	On Weekdays (note does not stop in Offington Lane on northbound journey to Midhurst)

<b>7, 7a</b>	Stagecoach	High Salvington and Lancing	Runs along A27 between Salvington Hill and Cotswold Road and then across and back over A27 Upper Brighton Road via Sompthing Road and Lyons Way junctions. Then across and back over A27 Upper Brighton Road via Busticle Lane / Halewick Lane and Manor Road	3	2	Data for route 7, 7a is Sundays and Bank Holidays only
<b>9</b>	Stagecoach	Shoreham by Sea and Littlehampton	Runs along A27 Old Shoreham Road (from limit of scheme) to Manor Road Junction	2	3	On Weekdays

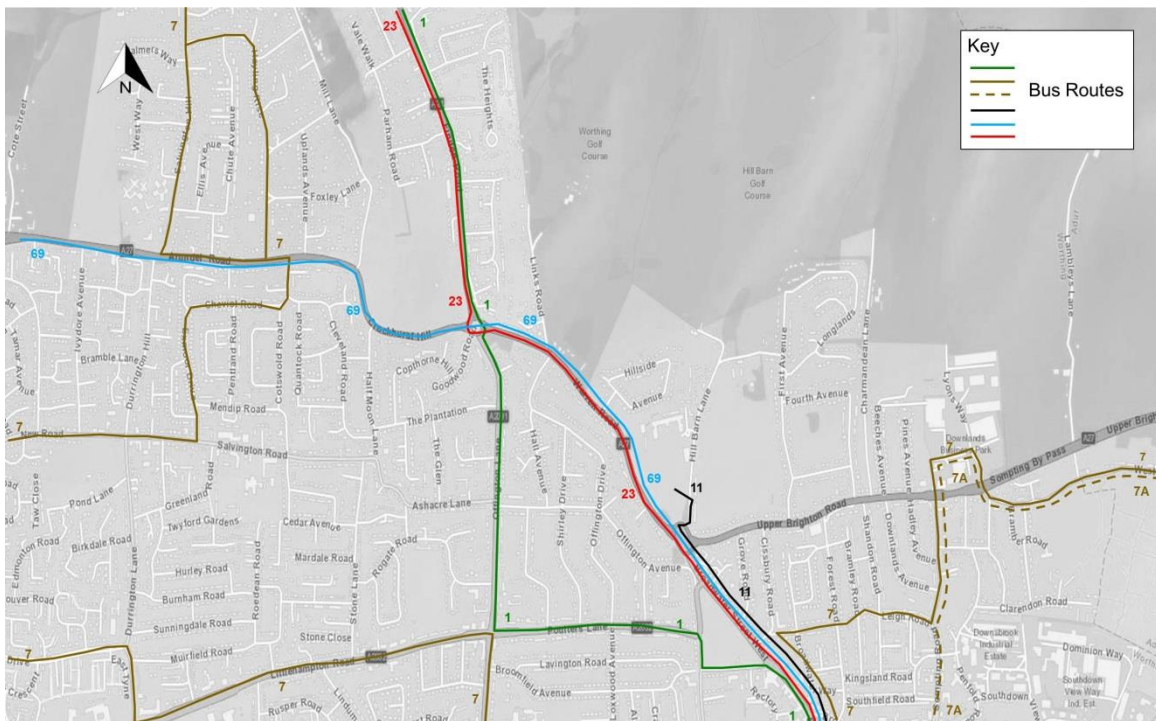


Figure 3-2: Existing Bus Infrastructure Map – A27 Arundel Road to Sompthing by-pass (Map Source: ESRI)

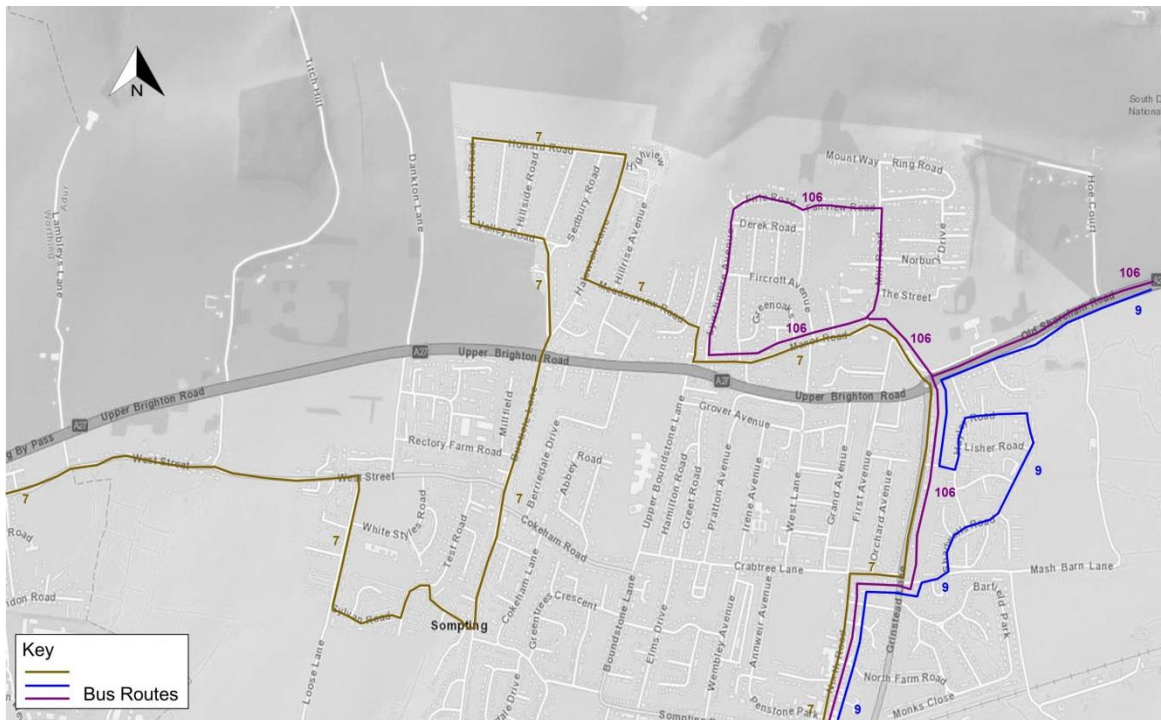


Figure 3-3: Existing Bus Infrastructure Map – Sompting by-pass to Old Shoreham Road (Map Source: ESRI)



Figure 3-4: Existing Bus Stop Locations – A27 Arundel Road to Sompting by-pass (Map Source: ESRI)



Figure 3-5: Existing Bus Stop Locations - Sompting by-pass to Old Shoreham Road (Map Source: ESRI)

### 3.5 SURVEY OF EXISTING NMU FACILITIES


A site visit was undertaken on 6<sup>th</sup> October 2016 to make observations on the level of service provided by the existing NMU facilities at the various sites. During the site visit the weather conditions were dry. Observations were during daylight hours only.


At the time of the site visit there were no significant issues with litter, graffiti, or other cleanliness issues.




The information recorded is set out in Table 3-2.

No observations on the structural condition of the NMU facilities were made other than surface finish as appropriate.


Table 3-2: Level of Service of Existing NMU infrastructure




DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
Chainage 0.00 to 350.00		X		<p>There is a 1.5m wide footway to the north side with grassed verge and a 2.2m wide footway on the south side. A staggered signalised crossing is sited approximately at Chainage 420.000 connecting Meadowfield Hospital with residential areas.</p> <p>This section is on bus route 69 and bus stops are present but there are no off-road cycling facilities on this section.</p> <p>This section of road has had an upgrade to its street lighting which should provide increased illumination for NMU traffic.</p>	


DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A27/ Salvington Hill / Durrington Hill</p>		<p><b>X</b></p>		<p>A central island with a toucan crossing is sited just to the east of Salvington Road</p> <p>Pedestrian Footways are sited along both north and south sides of the junction.</p> <p>These footways have dropped kerbs and tactile paving where they cross Salvington Hill, but only dropped kerbs at Durrington Hill.</p> <p>These junctions are on bus routes 7 and 69. Bus stops are present but there are no off-road cycling facilities.</p> <p>This section of road has had an upgrade to its street lighting which should provide increased illumination for NMU traffic.</p>	 <p>The top row of photographs shows a road junction with a central island and a toucan crossing. The left image shows the island from a distance, and the right image shows a close-up of the road surface and markings. The bottom photograph shows a road with a central island and traffic lights, viewed from a side angle.</p>


DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
Chainage 700.00 to 1700.00		<b>X</b>		<p>There are footways of average width 1.65m to the north and south sides, sometimes having a grassed verge in front providing additional separation of pedestrians from traffic. There are many reinstatements in these paths making for uneven surfaces.</p> <p>A signalised crossing is sited approximately at chainage 1100.000 by Cotswold Road and an uncontrolled pedestrian crossing point with central island sited approximately at 1440.000. Both crossings link residential areas.</p> <p>This section is on bus route 69 and bus stops are present.</p> <p>There are no off-road cycling facilities on this section.</p> <p>This section of road has had an upgrade to its street lighting which should provide increased illumination for NMU traffic.</p>	  





DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A24 Warren Road/ Findon Road/ Crockhurst Hill/ Offington Lane/ Goodwood Road Roundabout</p>		<p><b>X</b></p>		<p>The segregating islands at the approaches have dropped crossing points for pedestrians except for the junction with Warren Road which is built from deterrent paving. There are footways running around the periphery of the roundabout connecting to crossing points as described above. The roundabout itself is landscaped with flower beds and there are no pathways across it.</p> <p>Bus routes 1 23 and 69 use this junction and there are bus stops in A24 Findon Road northwest bound in a layby and one in A24 Warren Road outside no132. There are also bus stops a) in a layby on the A27 Crockhurst Hill close to the westbound exit from the roundabout and b) in Offington Lane southeast bound close to the existing roundabout.</p> <p>There is a shared cycle/footway running along the northeast side of the junction.</p>	


DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
Chainage 2150.00 to 2900.00			<b>X</b>	<p>There is a 1.65m average width footway to the north side and a 2.2m wide shared footway /cycle path on the south side, starting near the A24 Warren Road/ Findon Road/ Crockhurst Hill/Offington Lane/ Goodwood Road Roundabout and ending at Warren Road. This continues onwards as an ordinary footway approx. 2.0m wide. A grassed verge exists in front of this footway providing additional separation of pedestrians/cyclists from traffic. Some areas in flag paving are cracked, broken and uneven. Siding back of the grassed verges are required in many areas.</p> <p>There are uncontrolled pedestrian crossing points with central islands sited approximately at chainages 2350.000, 2450.000 and 2650.000 outside Worthing College.</p> <p>This section is on bus routes 23 and 69 and bus stops are present.</p>	  


DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A24/A27 Grove Lodge Roundabout</p>	<p>X</p>			<p>Controlled pedestrian crossing facilities exist on all signal controlled arms with the exception of the junctions with Broadwater Street West and Hill Barn Lane, where they are uncontrolled. The Signalised crossing across Warren Road is a toucan crossing, permitted cyclists to cross as well.</p> <p>Footways exist all around the periphery of the junction; however there is no pedestrian access or routes across the roundabout.</p> <p>There is a segregated cycle lane running along the south west side of the roundabout linking the crossing points.</p> <p>Bus routes 23 and 69 use this roundabout. There is a bus stop in A24 Warren Road northwest bound in a layby at the exit point from the roundabout. There also is a bus stop in A24 Broadwater Street West southeast bound in the vicinity of the junction in the deceleration lane for Lamorna Grove (residential road).</p>	

DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>Chainage 3100.00 to 3950.00</p>		<p><b>X</b></p>		<p>There is a 3m wide segregated footway /cycle path on the north side, starting outside no 23 Upper Brighton Road and ending at a point opposite Cissbury Road and predominately having a grassed verge in front, providing additional separation of pedestrians/cyclists from traffic. This continues onwards as an ordinary footway 2.1m wide.</p> <p>There is a 2.1m wide footway on the south side which mostly has no grassed verge in front of it. There are residential properties sited along both frontages.</p> <p>There are uncontrolled pedestrian crossing points with central islands at approximate chainages 3350.000, 3655.000, 3755.000.</p> <p>This section is not on any bus route.</p>	

DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A27 Upper Brighton Road/ Sompting Road, A27 Upper Brighton Road/ Lyons Way</p>		<p><b>X</b></p>		<p>There are footways all around the periphery of these junctions and a parade of shops exists on the south west corner.</p> <p>Pedestrian crossing points are confined to the A27 Eastbound stop line and the Sompting Road northbound stop line and northbound exit (including the left turn filter lane from the A27 eastbound).</p> <p>Pedestrian crossing points are also confined to the A27 Eastbound stop line, Lyons Way and the left turn stop line at Upper Brighton Road (non A road).</p> <p>Bus route 7 crosses over the A27 at the Sompting Road junction and bus stops in both directions are sited not far away from the junction.</p> <p>There are no cycle facilities at these junctions.</p>	 <p>The photographs show four different views of the junctions. Top-left: A street view looking down a road towards a junction with a blue car and a white fence. Top-right: A street view from a different angle showing a pedestrian crossing with a green signal. Bottom-left: A street view showing a white truck and a silver car at a junction with yellow markings. Bottom-right: A street view showing a blue car at a junction with yellow markings.</p>

DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
Chainages 0.00 to 850.00		<b>X</b>		<p>This section has footways 1.75m wide average width on both sides of the road behind grassed verges, providing additional separation of pedestrians from traffic.</p> <p>This section is not on a bus route and there are no cycling facilities along this length of road.</p> <p>A footbridge is sited adjacent to Upper Boundstone Lane and Manor Road and a toucan crossing exists approximately 25m to the west of First Avenue. An uncontrolled at grade facility is sited by Upper W Lane.</p>	

DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A27 Upper Brighton Road/ A27 Old Shoreham Road/ A2025 Grinstead Lane / Manor Road</p>			<p><b>X</b></p>	<p>This roundabout has footway widths of between 1.8m and 2.2m wide around the periphery separated from the carriageway by grassed verges.</p> <p>The only pedestrian crossing points are across the Manor Road and Grinstead Lane Arms as there are none on the A27 Upper Brighton Road and A27 Old Shoreham Road. None of these crossings have tactile paving.</p> <p>Bus routes 9 and 106 use the roundabout and there are bus stops close by in A27 Old Shoreham Road and Manor Road.</p> <p>There are no cycling facilities at this site.</p>	

DESIGN ELEMENT	GOOD	FAIR	POOR	COMMENTS	PHOTOGRAPHS
<p>A27 Old Shoreham Road in vicinity of A27 Upper Brighton Road/ A27 Old Shoreham Road/ A2025 Grinstead Lane / Manor Road</p>	<p><b>X</b></p>			<p>There is a Toucan Crossing sited approximately 25m to the east of the junction.</p> <p>It is at the end of a cycle lane coming from the west and sited on the north footway and from the east on the south footway</p>	



# 4 DESIRE LINES

A desire line represents the shortest or most easily navigated route between an origin and a destination. Desire lines exist between all of the pedestrian trip generators based on each side of the links and junctions along the route. These include desire lines between the surrounding residential areas, retail areas such as the Lyons Farm Shopping Centre, medical area and to bus stops. Desire lines between these areas and the bus stops are not shown, as any flows from these bus stops could not be identified or quantified. In general most desire lines will have been generated and encouraged by cross carriageway crossing points at islands, signalised crossings and at junctions. Elements of existing dual carriageway sections and high traffic flows will assist in focussing pedestrian desire lines towards the available crossing facilities.

Figure 4-1 to Figure 4-7 illustrate the desire lines (shown as arrows) of NMU movement between the respective trip generators and other areas. The colour of each arrow is linked to the colour of the respective trip generator as shown in the key. The actual routes, also colour coded, (shown as single lines) link the origin and destination points along the highway network.

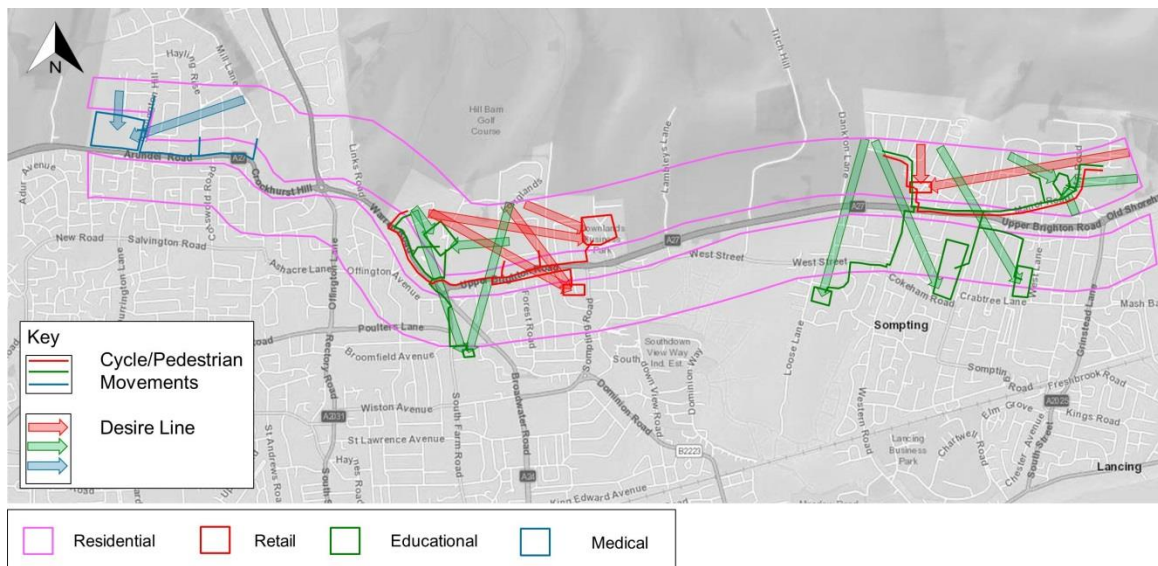


Figure 4-1: Residential Areas North of A27 Desire Line Map (Map Source: ESRI)

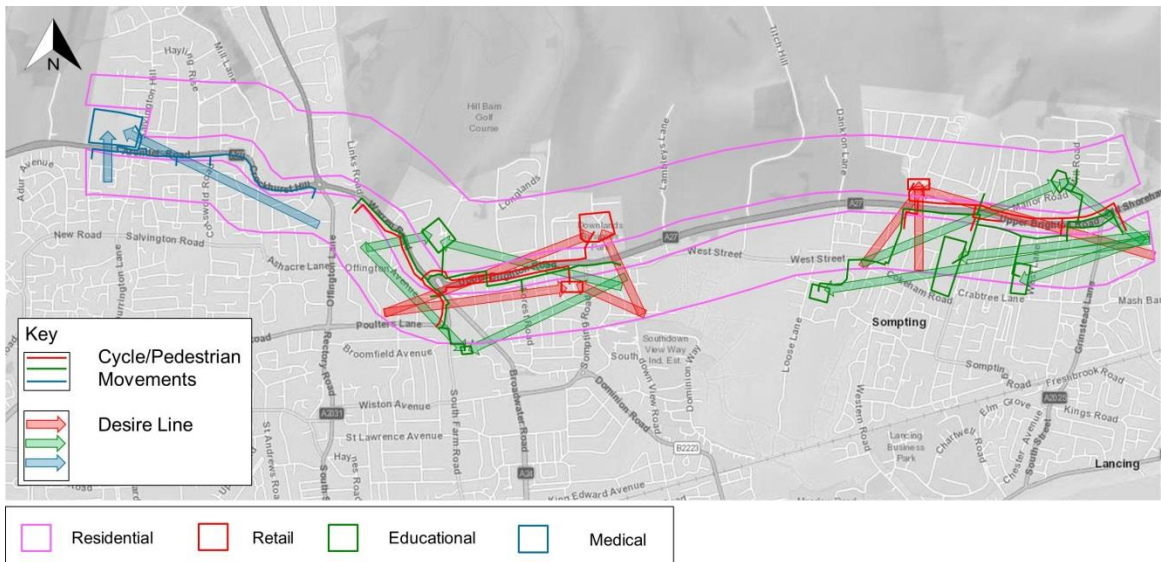


Figure 4-2: Residential Areas South of the A27 Desire Line Map (Map Source: ESRI)

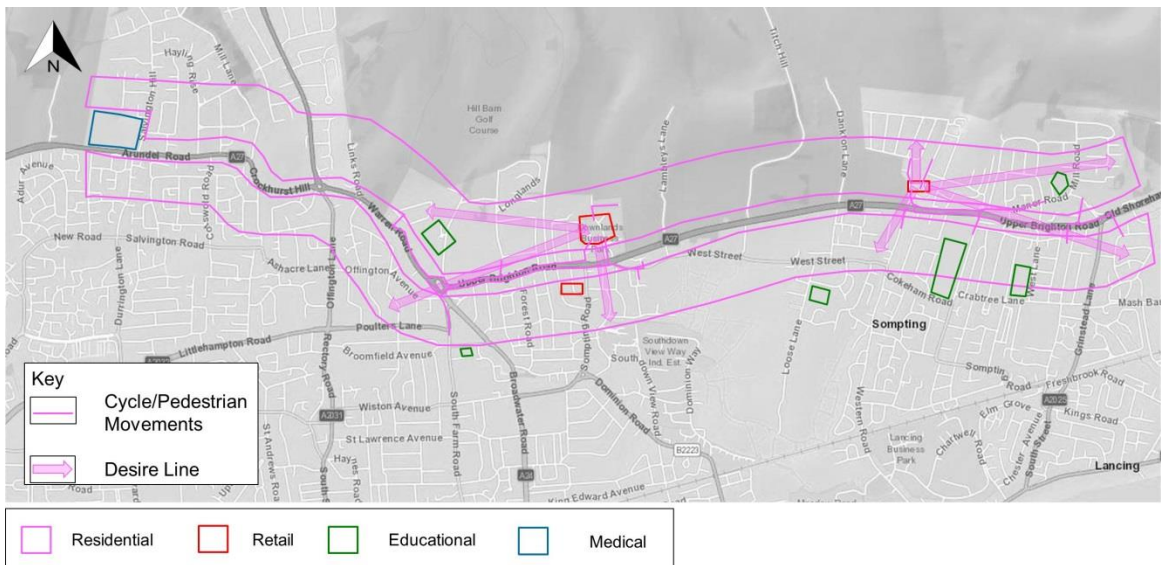


Figure 4-3: Retail Areas North of A27 Desire Line Map (Map Source: ESRI)

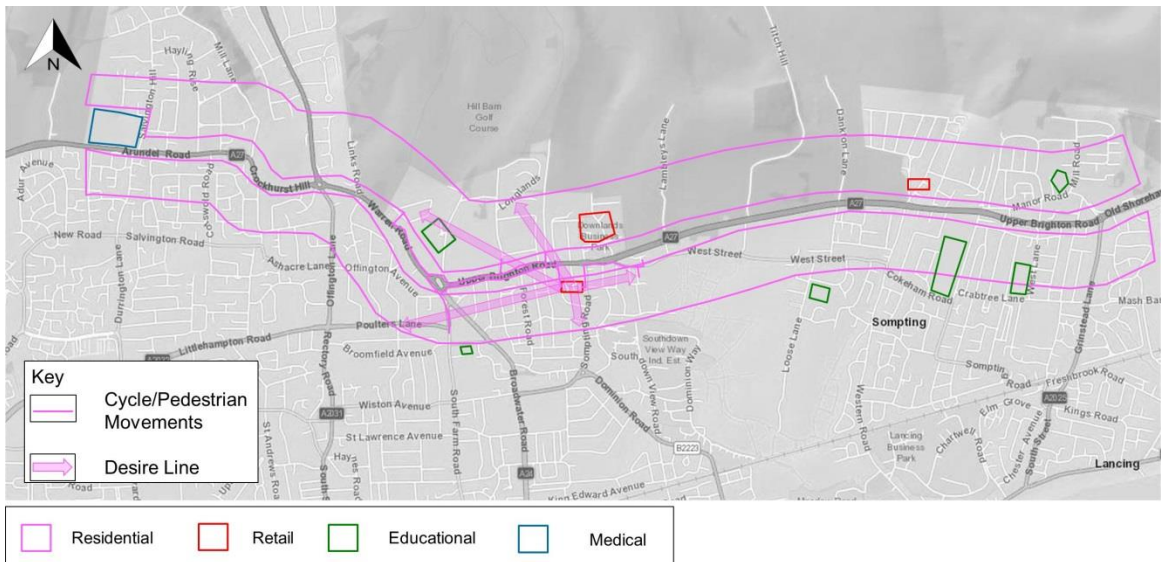


Figure 4-4: Retail Area South of the A27 Desire Line Map (Map Source: ESRI)

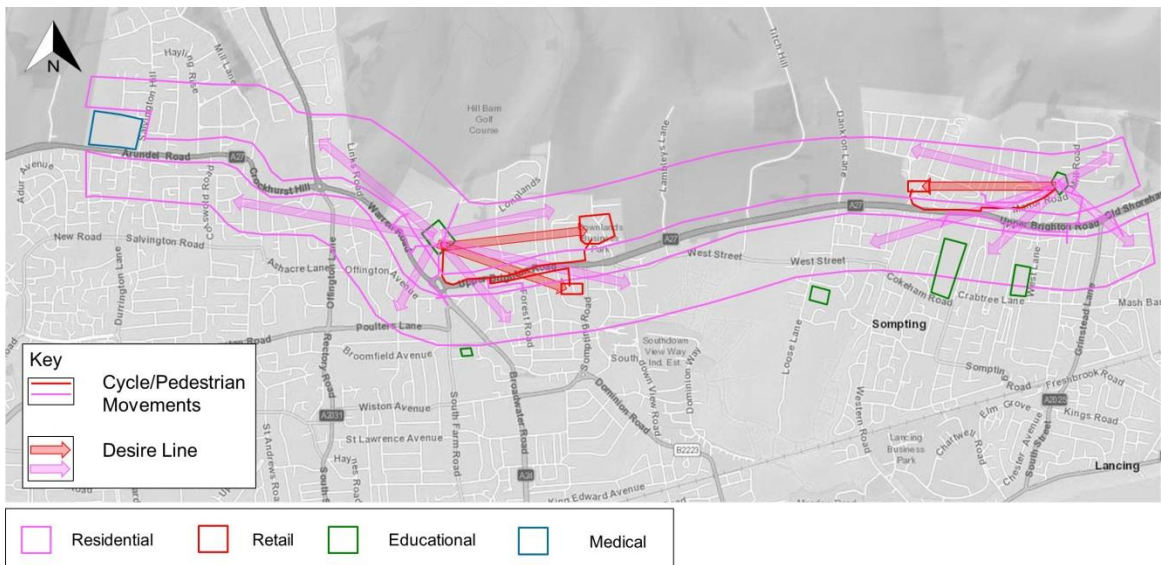


Figure 4-5: Educational Areas North of A27 Desire Line Map (Map Source: ESRI)

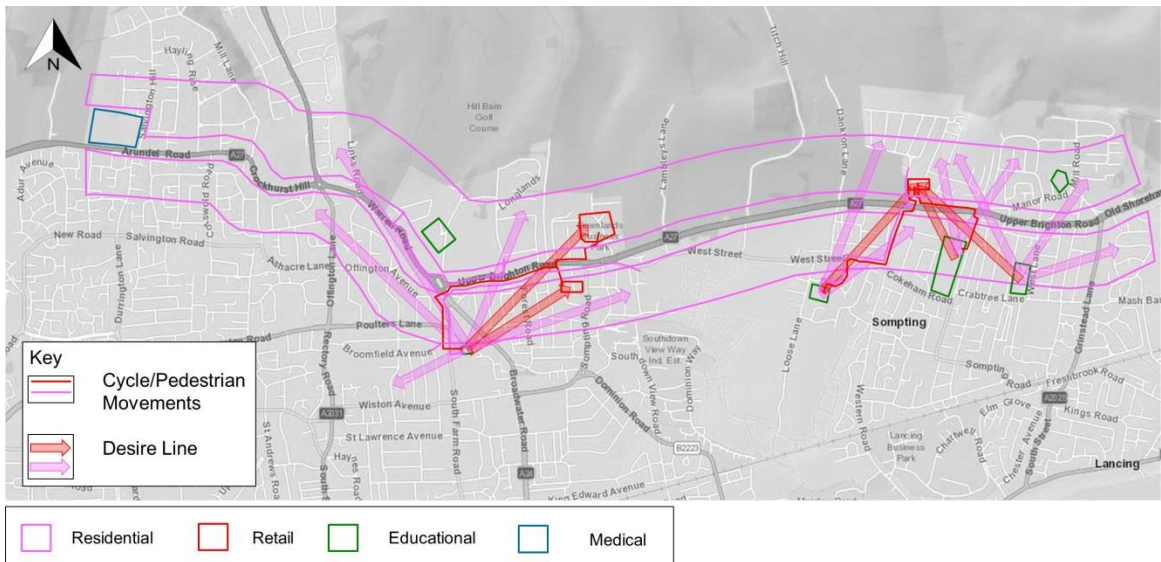


Figure 4-6: Educational Areas South of A27 Desire Line Map (Map Source: ESRI)

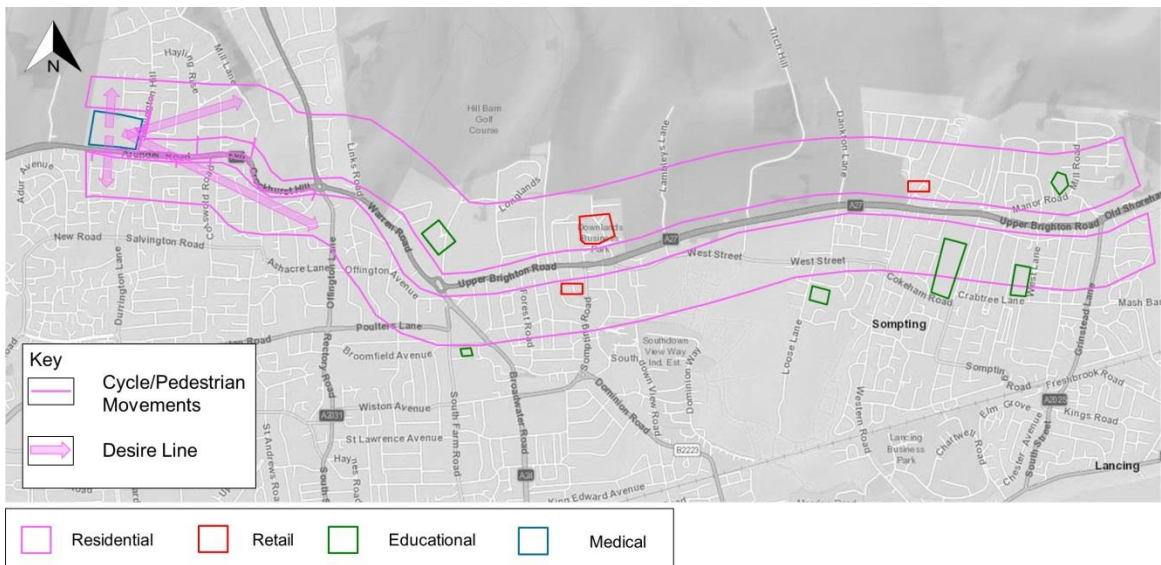


Figure 4-7: Medical Area A27 Desire Line Map (Map Source: ESRI)

## 5 STRATEGIC OBJECTIVES

The main objective of the project is to provide additional capacity and reduce delays along the A27 Worthing – Lancing Corridor.

The overarching goal is to support the various transport, local, economic and development plans and provide a consistent policy fit with the specific objectives of the project, which are set out in Table 5-1 below.

The Highways England Strategic Objectives as set out in their document: Road Investment Strategy for the 2015/16 -2019/20 Road period: Chapter 3 – The Strategic Road Network are:

- Providing capacity and connectivity to support national and local economic activity
- Supporting and improving journey quality, reliability and safety
- Joining our communities and linking effectively to each other
- Supporting delivery of environmental goals and the move to a low carbon economy

**Table 5-1: Highways England Objectives**

Scheme Objective	How it Aligns with Strategic Aims	Measures for success of Objective
<b>Objective 1:</b> Enhance the capacity, connectivity, and resilience provided by the A27 route within the West Sussex Coastal Area.	The improvement of the A27 between Worthing and Lancing would support growth by unlocking development capacity for the creation of jobs, businesses and housing.	Local employment rates Consultation with LEP
<b>Objective 2:</b> Improve the safety and personal security of travellers along the Worthing to Lancing section of the A27 route.	The improvement of the A27 between Worthing and Lancing would support the provision of a safe and serviceable network and improve safety (provision/enhancement of street lighting,)	Comparison of Collision data Safer streets
<b>Objective 3:</b> Improve road safety and reduce dis-benefits to communities and vulnerable road users on the wider local road network.	The improvement of the A27 between Worthing and Lancing would support the provision of a safe and serviceable network and improve safety as a result of reduced delays, queue lengths and driver frustration (attributable to improved journey-time reliability).	Comparison of Collision data Improved journey-time Reduced queue lengths Non-Motorised User surveys
<b>Objective 4:</b> Reduce the community severance caused by the A27 through Worthing and Lancing.	The improvement of the A27 will provide opportunities to increase and enhance crossing facilities along the road	Consultation with the local community

<p><b>Objective 5:</b> Deliver a high standard of design for any A27 improvement, and minimise adverse environmental impact on new construction.</p>	<p>The improvement of the A27 between Worthing and Lancing would use the latest design techniques and innovation to reduce environmental impacts through the reduction of greenhouse gases emitted by vehicles due to reduction of congestion.</p>	<p>Air quality surveys Noise surveys</p>
<p><b>Objective 6:</b> Recognising that any improvement would have a significant impact on the SDNP, and have regard to the purposes and Special Qualities of the National Park in designing and evaluating improvement options.</p>	<p>The improvement of the A27 between Worthing and Lancing would take into consideration the need to minimise any impact on the SDNP.</p>	<p>Air quality surveys Noise surveys</p>

## 6 TRIP GENERATORS

The likely sources of NMU trip generation as shown in Figure 6-1 are:

- **Residential Areas** – The residential areas are located to the north and south of the A27 Worthing to Lancing Corridor. It is likely that NMU are generated by local residents in leisure pursuits such as walking and running.
- **Retail Areas** – The retail areas (Lyons Farm Shopping Centre in between Sompting Road and Lyons Way and local shopping parade sited on the south west corner of Sompting Road and A27) to the north and south of the A27 Upper Brighton Road. It is likely that a number of daily NMU trips to this shopping centre originate from residential properties within 10 minutes walking distance from it.
- **Educational Areas** – Worthing College and North Lancing Primary School are located to the north of the A27 Upper Brighton Road/A27 Old Shoreham Road. Broadwater Church of England Primary School, Sompting Village Primary School, Sir Robert Woodward Academy, Boundstone Nursery School, Children and Family Centre and the Globe Primary School are all located to the south of the A27 Upper Brighton Road/A27 Old Shoreham Road. It is likely that NMU trips are generated by local residents.
- **Medical Area** – Meadowfield Hospital is located to the north of the A27 (adjacent to Salvington Hill). It is possible that a significant number of NMU trips originate from the local residential communities north and south of the A27 within 10-20 minutes walking distance.

The main desire lines in the area for NMU trips are likely to be north/south reflecting the fact that the A27 passes through the northern part of Worthing and Lancing and the town centre and railway stations lie to the south of the A27. The South Downs National Park (SDNP) lies immediately north of sections of the A27 and one of the objectives of the SDNP Authority is to improve access on foot/cycle/equestrian between the urban area and the Downs.

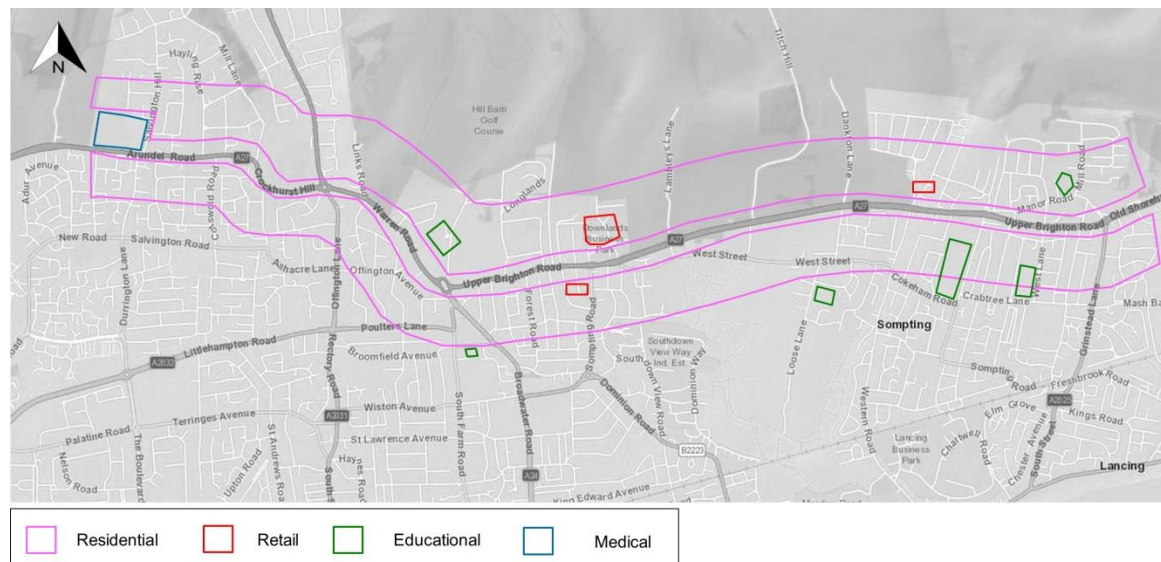


Figure 6-1: Map Showing Trip Generators along the A27 Worthing – Lancing Corridor (Map Source: iGIS)

# 7 DEVELOPMENT PROPOSALS OF RELEVANCE

## 7.1 RESIDENTIAL DEVELOPMENT

The residential developments surrounding the scheme and current application status are listed in Table 7-1 below.

**Table 7-1: Proposed Residential Developments**

DEVELOPMENTS	STATUS	QUANTITY
West Durrington	TBC	700 dwellings
Northbrook College	TBC	117 dwellings
Worthing 6 <sup>th</sup> Form College	TBC	265 dwellings
Union Place Car Park	TBC	TBC
Teville Gate	TBC	260 dwellings
Grafton Car Park	TBC	TBC
Beach Hotel	TBC	49 dwellings
Acquarena	TBC	147 dwellings
New Monks Farm	approved under Local Plan 2014	600 dwellings
West Sompting	TBC	480 dwellings

Therefore, potentially 2618+ dwellings may have an impact on the A27 between Worthing and Lancing.

The proposed developments of New Monks Farm and West Sompting with 1080 dwellings between them could potentially have a disproportionate impact on the eastern most segment of the study route with each likely requiring direct access onto the A27, as they lie adjacent to the road. These developments will directly load the A27 with additional traffic.

No major retail or leisure facilities lie within walking distance of these developments and therefore a reliance on car journeys will likely be formed by residents. It is unlikely that residents living close to the A27 will specifically require crossing facilities as there currently is open land lying to the north of the proposed sites.

The other significant development, West Durrington with 700 dwellings is sited at the western end of the scheme. Again, this could potentially have a disproportionate impact on the western most segment of the study route through additional traffic requiring direct access onto the A27.

No major retail or leisure facilities lie within walking distance of these developments and therefore a reliance on car journeys will likely be formed by residents. It is unlikely that residents living close to the A27 will specifically require crossing facilities as there currently is open land lying to the north of the proposed sites.

The other sites in Worthing, being relatively minor in scale and lying well to the south of the A27, are likely to have less traffic impact on the road. Alternative routes through the town will tend to assist in



dissipating traffic. Pedestrians should be less disadvantaged as more local shopping and other facilities are likely to be within walking distance.

## 7.2 EMPLOYMENT DEVELOPMENT

Currently, there are three employment related developments within the immediate vicinity of the scheme. These are:

- New Academy of Worthing (900 Pupils)
- Shoreham Airport (1ha employment space development)
- New Monks Farm (1ha education and 1 ha employment space development)

These developments will not significantly impact on NMU numbers using the A27 and its junctions. However, residents along the A27 Worthing – Lancing Corridor may change employment patterns as a result of any new employment opportunities created.

In addition, an increase in traffic volumes resulting from the development plans in Worthing-Lancing may result in a modal shift towards sustainable modes across the region. It is therefore expected that NMU flows will increase to some degree in this vicinity over the next 10 years.

Figure 7-1 overleaf shows the potential development sites, which may have an impact on the scheme.

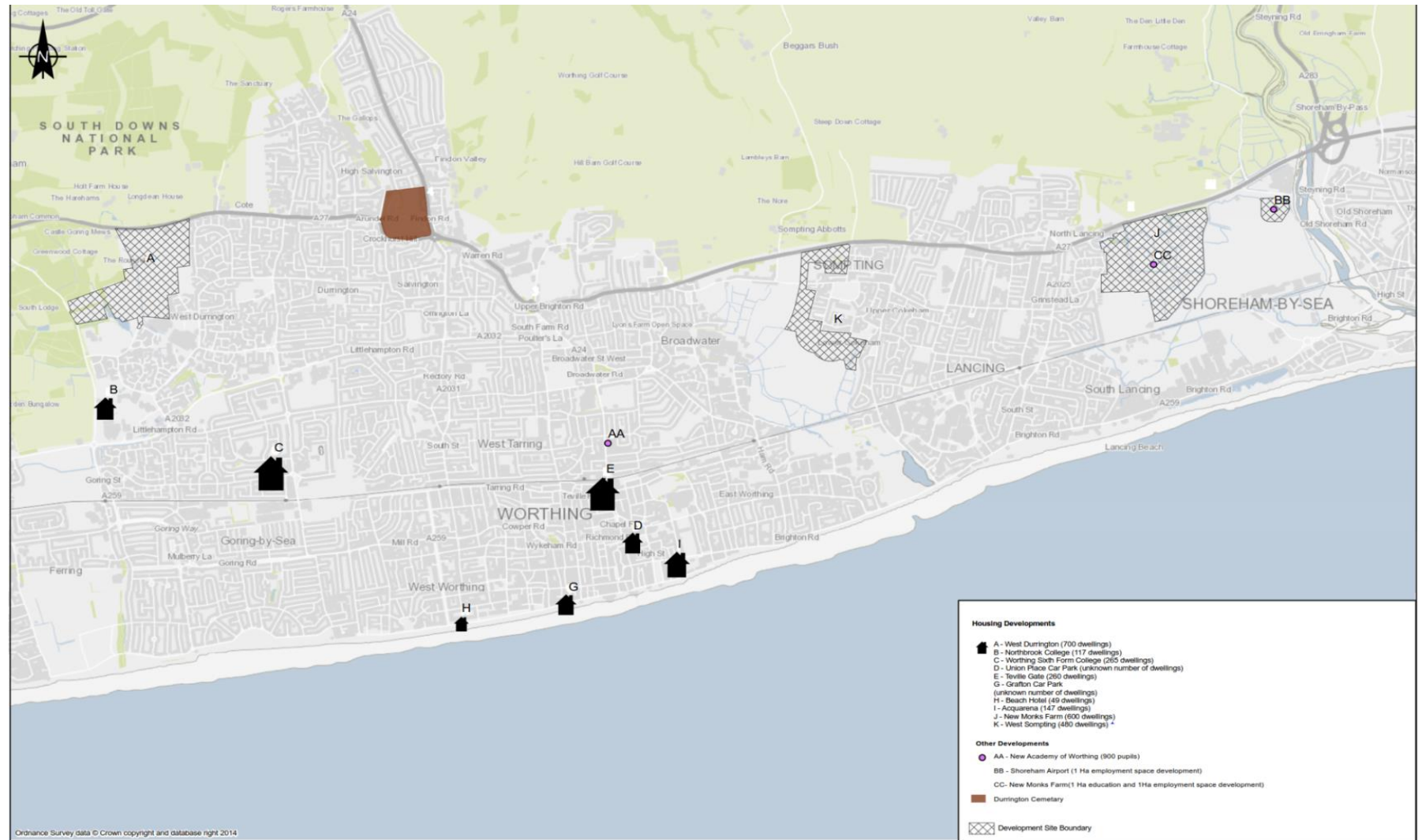


Figure 7-1: Potential Development Sites (Map Source: WSP | PB)

# 8 PUBLIC RIGHTS OF WAY

There are a number of public rights of way, consisting of footpaths, bridleways and restricted byways bounding the A27, in accordance with the West Sussex Councils' Rights Of Way online interactive map. At this stage it is unknown how each PROW is to be dealt with in relation to specific scheme proposals shown in options 1, 3 and 3A.

Figure 8-1 and Figure 8-2 show the existing Public Rights Of Way.

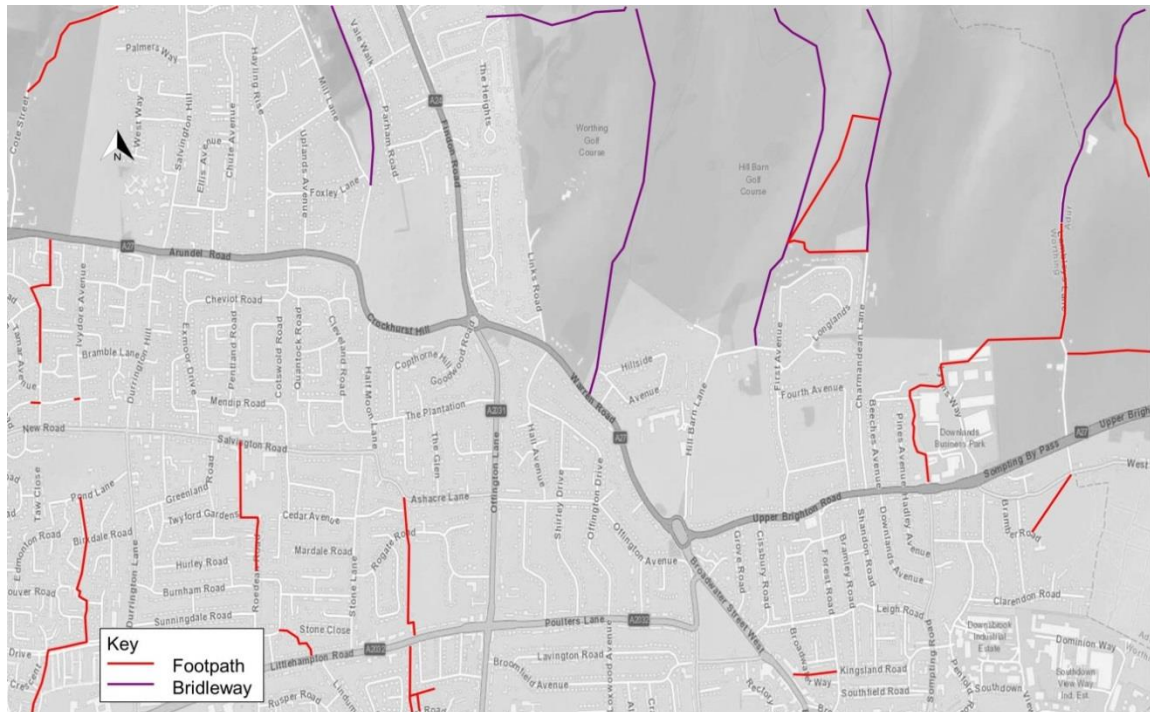


Figure 8-1: Public Rights of Way – A27 Arundel Road to Sompting by-pass (Map Source: ESRI)



Figure 8-2: Public Rights of Way - Sompting by-pass to Old Shoreham Road (Map Source: ESRI)

## 9 COLLISION DATA

### 9.1 COLLISION DATA SUMMARY

Injury Collision data for NMUs for the 5 year period June 2010 to May 2015, which covered the A27 Worthing to Lancing corridor, was received from West Sussex County Council. The table below gives a general breakdown:

**Table 9-1: Collision Data by Year**

YEAR	TOTAL NO. OF COLLISIONS	TOTAL NO. OF NMU RELATED COLLISIONS
2010	33	6
2011	43	7
2012	49	10
2013	40	5
2014	38	6
2015	21	2
Total	224	36

A total of 224 injury Collisions occurred during the 5 year period, making an average of 44.8 per year. The highest number in any complete year was 49 in 2012 and the lowest was 21 in 2015. There was 1 fatal, 26 serious and 197 slight Collisions.

The Collisions within the scheme limits involving NMUs have been analysed and briefly summarised below.

#### 9.1.1 Pedal Cycles:

23 Collisions involving pedal cycles occurred during the 5 year period, making an average of 4.6 per year. The highest number in any complete year was 7 in 2012 and the lowest was 1 in 2015. 3 Collisions resulted in serious injury, the remaining 20 were slight. There were no cyclist fatalities recorded during this period.

1 was at the A27 Shoreham Flyover, east of Old Shoreham Road where a vehicle failed to brake in slow moving traffic, mounted the kerb and collided with a cyclist.

1 was at the A27 Offington Roundabout on the A24 where a cyclist failed to judge the speed of a moving vehicle causing a collision.

1 was at the A27 of A24 southbound exit Grove Lodge where a cyclist was hit by a reckless driver who crossed into the path of the cyclist on the roundabout.

1 was at the A27 junction with Ivydore Avenue where a cyclist failed to look properly and rode into the path of a moving vehicle.

1 was at the A27 Shoreham by-pass junction with Old Shoreham Road where a cyclist's rear wheel was hit by a motor cyclist who failed to look properly.

1 was at the A27 Old Shoreham Road east of Hoe Court where a cyclist was hit by a wing mirror of a vehicle which was overtaking.

1 was at the Halewick Lane junction with the A27 Upper Brighton Road where a cyclist riding on the footway failed to look properly and rode into the path of a moving vehicle on the carriageway.

1 was at the Busticle Lane junction with the A27 where a cyclist was hit by a vehicle following another vehicle whose driver failed to look properly.

1 was at the A27 Sompting Bypass junction with Church Lane where a cyclist was hit by a moving vehicle whose driver failed to judge the speed of the cyclist.

2 were on the A27 Crockhurst Hill a). at Goodwood Road where a cyclist was hit in the circulatory carriageway by a vehicle whose driver failed to look properly; and b). at the junction with Warren Road where a cyclist failed to look properly and rode straight into a moving vehicle.

3 were on the A24 Warren Road a). north of Broadwater Road at Warren Court where a cyclist was riding along the pavement, lost control on wet grass and hit the front of a moving vehicle on the carriageway; b). at the junction of the A24 Grove Lodge Roundabout where a cyclist using a pedestrian crossing misread the signals and was hit in the side by a vehicle; and c). at the junction of the A27 on the roundabout in the circulatory area, where the cyclist was hit by a left turning vehicle.

3 were on the A24 Findon Road a). at the A27 Offington Lane where a cyclist was hit from behind by a vehicle turning left at the roundabout; b). on the A27 Arundel Road where a cyclist was hit on the roundabout, by a vehicle whose driver failed to look properly; and c). at the junction of the A27 Crockhurst Hill where a cyclist was hit by a vehicle pulling into the path of cycle, caused by the driver failing to look properly

3 were on the A27 Upper Brighton Road a). where a cyclist attempted to undertake a vehicle turning left and collided with it; b). at Sompting Road where a vehicle crossed into the path of a cyclist thereby causing a collision; and c). at the junction with Eighth Avenue where a cyclist was hit by a vehicle emerging from a driveway.

3 were at the A27 Lancing a). east of Grinstead Lane where a cyclist failed to look properly and rode into the path of a vehicle thereby causing a collision; b). east of Mash Lane where a cyclist who wore dark clothing and had no lights was struck by a vehicle from behind; and c). at the junction of Grinstead Lane where a cyclist who failed to look properly rode into the path of a vehicle exiting the roundabout.

### 9.1.2 Pedestrians:

13 Collisions involving pedestrians occurred during the 5 year period, making an average of 2.6 per year. The highest number in any complete year was 4 in 2010 and the lowest was 1 in each of the years 2011, 2013 and 2015. 1 Collision resulted in a fatality, 6 in serious injury, the remaining 6 were slight.

1 was at the A27 Crockhurst Hill/A24 Findon Road where a pedestrian failed to look properly while crossing 2 lanes of traffic and was hit by a car.

1 was at the A24 Warren Road, east of Warren Court where a pedestrian who was under the influence of alcohol, came off the grassed verge and fell into the path of a vehicle on the carriageway.

1 was at the A27 Sompting Bypass at the junction of B222 Upper Brighton Road where a pedestrian was hit by a motorcycle whilst walking over a signalled crossing which was showing green to traffic.

1 was on the A27 East of Salvington Hill where a pedestrian failed to look properly and was hit while on a pelican crossing.

1 was on the A27 West of Durrington Hill where a motorist, in a hurry, hit the pedestrian whilst he was on the crossing. The pedestrian also failed to look properly.

8 were on the A27 Upper Brighton Road a). near Forest Road where a vehicle moved off and clipped a pedestrian; b). near Cissbury Road, where a pedestrian jumped into the path of moving traffic whilst under the influence of drugs and alcohol; c). near A24 Broadwater Street West where a pedestrian was crossing between slow moving traffic and was hit by a motor cycle; d). near Sompting Road where a pedestrian was hit by a wing mirror of a moving vehicle, which was being driven carelessly; e). near Upper Boundstone Lane, where a pedestrian crossing the road was hit by a vehicle after being hidden by guardrails; f) east of Grove Road where a pedestrian was hit from behind by a vehicle mounting the footway due to loss of control; g). at the junction with Shandon Road, where a pedestrian crossing the A27 failed to see slow moving traffic, stepped into road and was killed by a moving vehicle and h). at the junction with Sompting Road, where a pedestrian was hit in a traffic lane whilst negotiating moving traffic.

### 9.1.3 Equestrians:

There are no recorded Collisions involving equestrian riders.

Full Collision data and location of traffic Collisions can be found in Appendix C.

# 10 VIEWS OF USER GROUPS

## 10.1 OVERVIEW

A stakeholder meeting for the Highways England A27 Worthing to Lancing improvements scheme was held on Thursday 19<sup>th</sup> May 2016 in Worthing. The event formed part of a wider plan to engage stakeholders in the early development of the A27 Worthing to Lancing improvements scheme. The meeting was undertaken by Highways England and WSP | Parsons Brinckerhoff to inform stakeholders of progress to date and the current and future processes the scheme will progress through.

The aim of the 2016 stakeholder meeting was to re-engage with those who attended the previous stakeholder meeting in July 2015 to give an update on progress and to inform the stakeholders of the processes through which Highways England must operate. It also provided an opportunity to ask for stakeholder input on key transportation considerations in order to validate current data.

## 10.2 GENERAL

Invitations were sent to those listed in Table 10-1. The list of organisations includes those who were invited to previous events, and also those stakeholders who were suggested at the last stakeholder meeting. Furthermore, West Sussex County Council and local MPs were asked to comment upon the list and suggest additional stakeholders to invite. West Sussex County Council recommended a small list of local businesses that should be included.

The stakeholder meeting report, file reference “HE551524\_WSP-PB\_A27WL\_P308\_Stakeholder-Meeting-Report\_v1.1.4”, summaries the stakeholder meeting on Thursday 19<sup>th</sup> May 2016. No specific NMU related queries were raised.

**Table 10-1: List of Invited Groups and Attendees**

INVITED GROUPS	ATTENDED?
Adur and Worthing Councils	Yes
Brighton and Hove City Council	No
Campaign to Protect Rural England, Sussex	Yes
West Sussex County Council	Yes
Campaign for Better Transport	Yes
Arun District Council	No
Coast to Capital Local Enterprise Partnership	No
Environment Agency	Yes
Lancing Parish Council	No
Natural England	No
Sompting Estates	Yes
South Downs National Park	Yes
Coastal West Sussex Partnership	No
Sussex Police	No
SUSTRANS	Yes
Worthing and Adur Chamber of Commerce	Yes
Worthing Borough Council	Yes
Adur and Worthing A27 Working Group	Yes



Impulse Leisure Centre	No
MP for West Worthing	No
MP for East Worthing and Shoreham	Yes
MP for Arundel and South Downs	No
Natural England	No
Sussex and Surrey Association of Local Councils (SSALC)	Yes
Sussex Enterprise	No
Sussex Wildlife Trust	No
Action in Rural Sussex (AIRS)	No
Horsham District Council	Yes
West Sussex Fire and Rescue	No
South East Coast Ambulance Service	No
NHS Foundation Trust	No
Freight Transport Association (FTA)	No
Stagecoach	No
Compass Travel	No
Forestry Commission	No
Balfour Beatty Mott Macdonald	No
Historic England	No
Sompting Parish Council	No
British Horse Society	Yes
A27 Action	No
AWRA IMPACT/A27 (Adur and Worthing Residents' Alliance)	Yes
Cycle Touring Club	No
Ramblers Association (Arun-Adur Ramblers)	No
Ricardo	No

# 11 CONFLICT POINTS

Conflicts between cyclists and general traffic exist on the circulatory carriageway at each entry and exit point of both roundabouts lying along the study length, although off road facilities are available for cyclists by use of the shared and segregated footways running along the sides. This is further reflected in the collision data with 9 cyclist injuries recorded at these roundabouts.

Other conflict points existed at two junctions reflected in 2 Collisions and on the links with 2 Collisions.

There were other Collisions occurring off carriageway of a miscellaneous nature including slipping on wet grass.

Pedestrians are generally not in conflict with traffic at the roundabouts, as although not in quantity, there is a combination of guard railing and deterrent paving at key locations that present barriers to pedestrians attempting to cross at grade. There are also signal controls and refuge islands on most arms of the roundabouts at dedicated crossing points to regulate the flow of people across the carriageway.

Along the link roads, there are some potential conflict points at the uncontrolled crossings with refuge islands, although none of the injuries recorded were reported to have specifically occurred at these locations, including the fatality along Upper Brighton Road by Shandon Avenue. In that case the casualty may have been using the crossing, as part of the flint wall mentioned in the police report, which is adjacent to the refuge island sited near to the junction.

There are substantial lengths of the A27 which are already dualled and have a central reservation, and in some cases an additional central barrier. The severance effect should act as a deterrent to casual crossing of the carriageway. One collision, however involved a pedestrian emerging from in between a gap in a barrier and being hit after being hidden by the barrier itself.

## 12 SCHEME OBJECTIVES

The strategic objectives of the scheme are set out in Chapter 5 of this report. These are focussed around improving the efficiency of the existing network and delivering capacity improvements.

However, there is no guidance on what the nature of the improvements might be or how their success might be measured at this site. Setting objectives for NMUs and delivering a scheme that meets them could have significant implications for the scheme design.

The following objectives in Table 12-1 are suggested for NMUs to support the strategic objectives:

**Table 12-1: NMU objectives**

OBJECTIVE	AREAS ADDRESSED	COMMENT
Carry out a programme of footway renovation work to improve quality and width including siding of grassed verges.	All footways along route but specifically those adjacent to grassed verges.  <b>This supports Strategic Objectives No. 1 and No. 5.</b>	Re-surfacing required in many areas subjected to statutory undertakers reinstatements. Siding back to edging kerbs will increase available footway width. Note, vegetation overhanging footways from private property requires attention.
No increase in pedestrian and cycle injuries	Whole route.  <b>This supports Strategic Objectives No. 2, No. 3 and No. 5.</b>	Facilities to be designed to the highest safety standard, however the numbers of NMU movements will most likely increase if new developments go ahead and modal shift aspirations are realised.
Facilities for NMUs to be compliant with current standards	Aspirations should be to provide the highest standard of facility that is practical within the scope of the scheme. Some of the paths used are across grass verges.  <b>This supports Strategic Objectives No. 5.</b>	Signals and new paths to be constructed to comply with standards, existing routes to be upgraded, (This objective could be re-worded to include NEW NMU facilities only)
Bus stops to be accessible and accommodate shelters	Some existing bus stops do not have shelters and some require pedestrians to access kerbs via grass verges.  <b>This supports Strategic Objectives No. 4 and No. 5.</b>	Supports modal shift and improves accessibility.
Improve personal security by enhancing street lighting along all NMU routes	Standard of street lighting along route should be reviewed and overgrown vegetation cut back where light sources are blocked out.  <b>This supports Strategic Objectives No. 2 and No. 3.</b>	Improves connectivity and security by providing lit routes that can be used at night.

<p>Provide new shared cycle/footways.</p>	<p>Provides high standard NMU routes to accommodate existing pedestrian and cycle movements; encourage more activity and cater for those movements generated by approved developments.</p> <p><b>This supports Strategic Objectives No. 4 and No. 5.</b></p>	<p>Where possible take cyclists off the road and onto paths. Signalled crossing facilities should be used to enhance safety.</p>
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# Appendix A

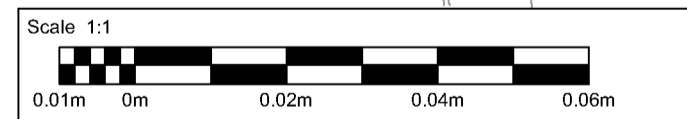
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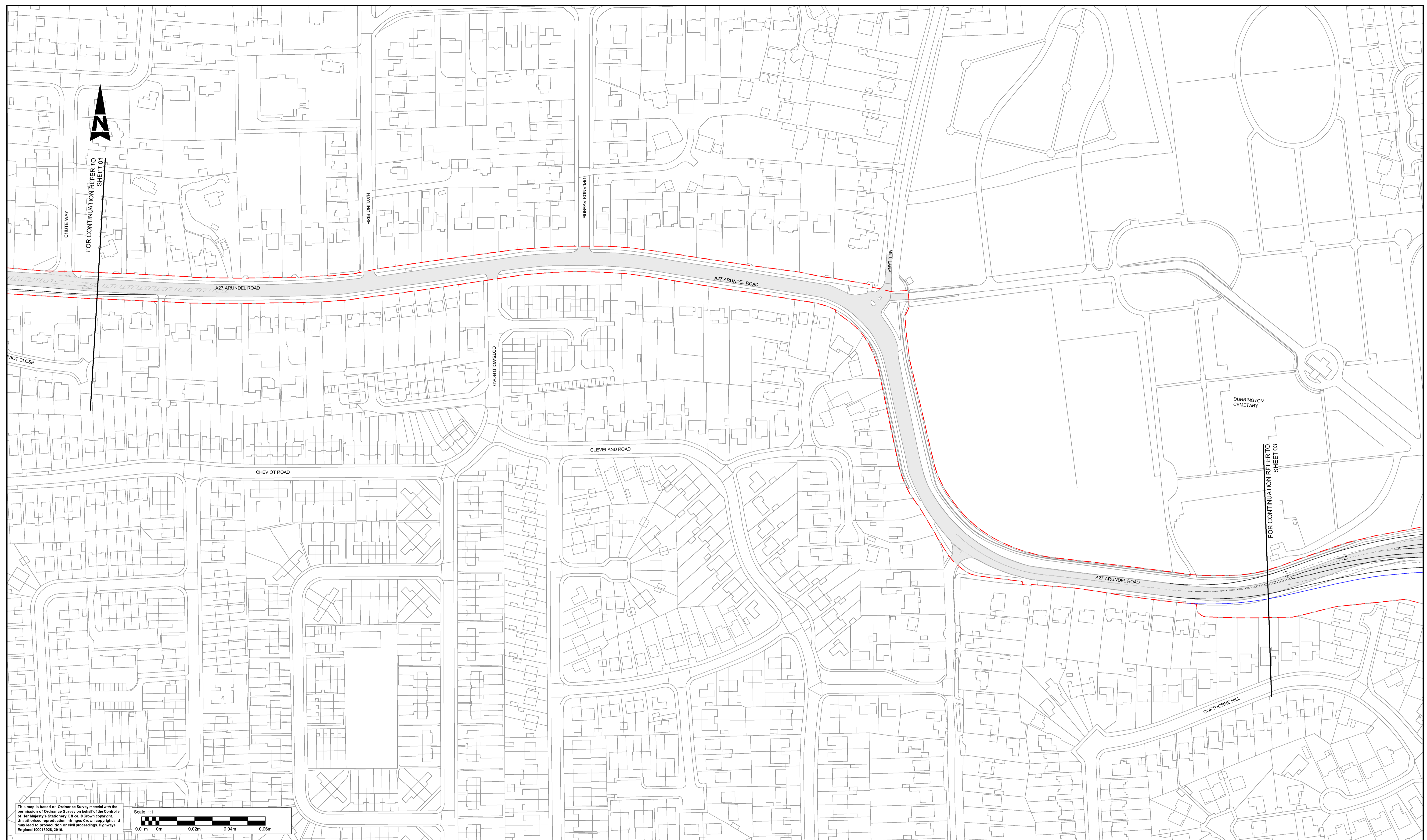


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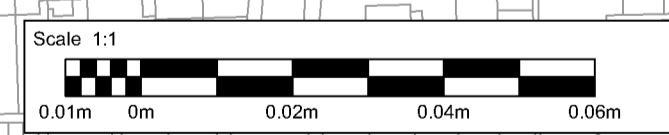
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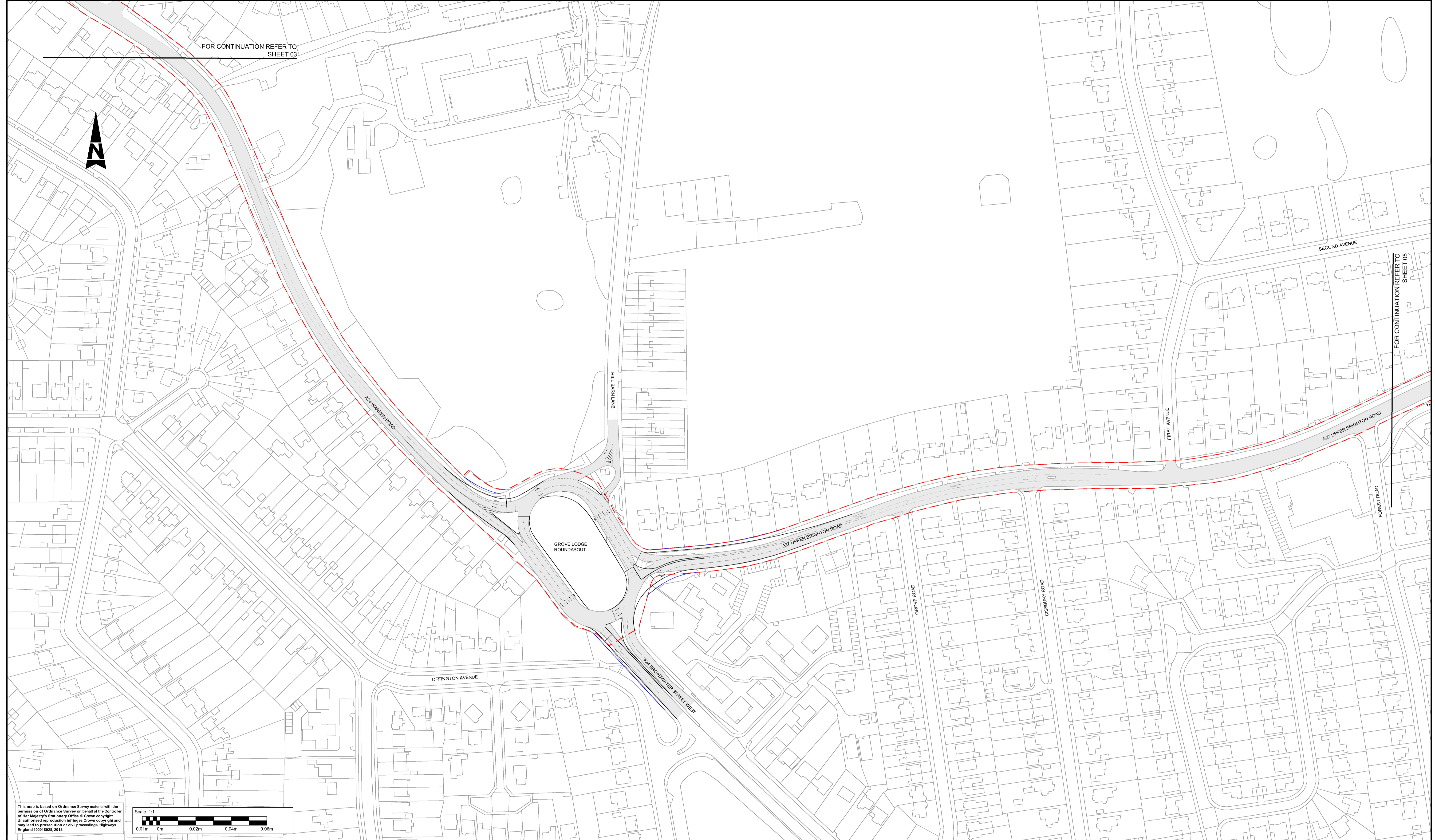
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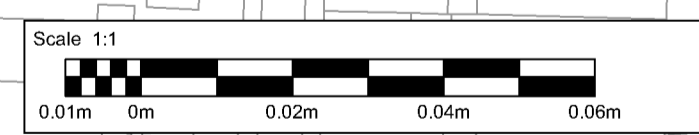
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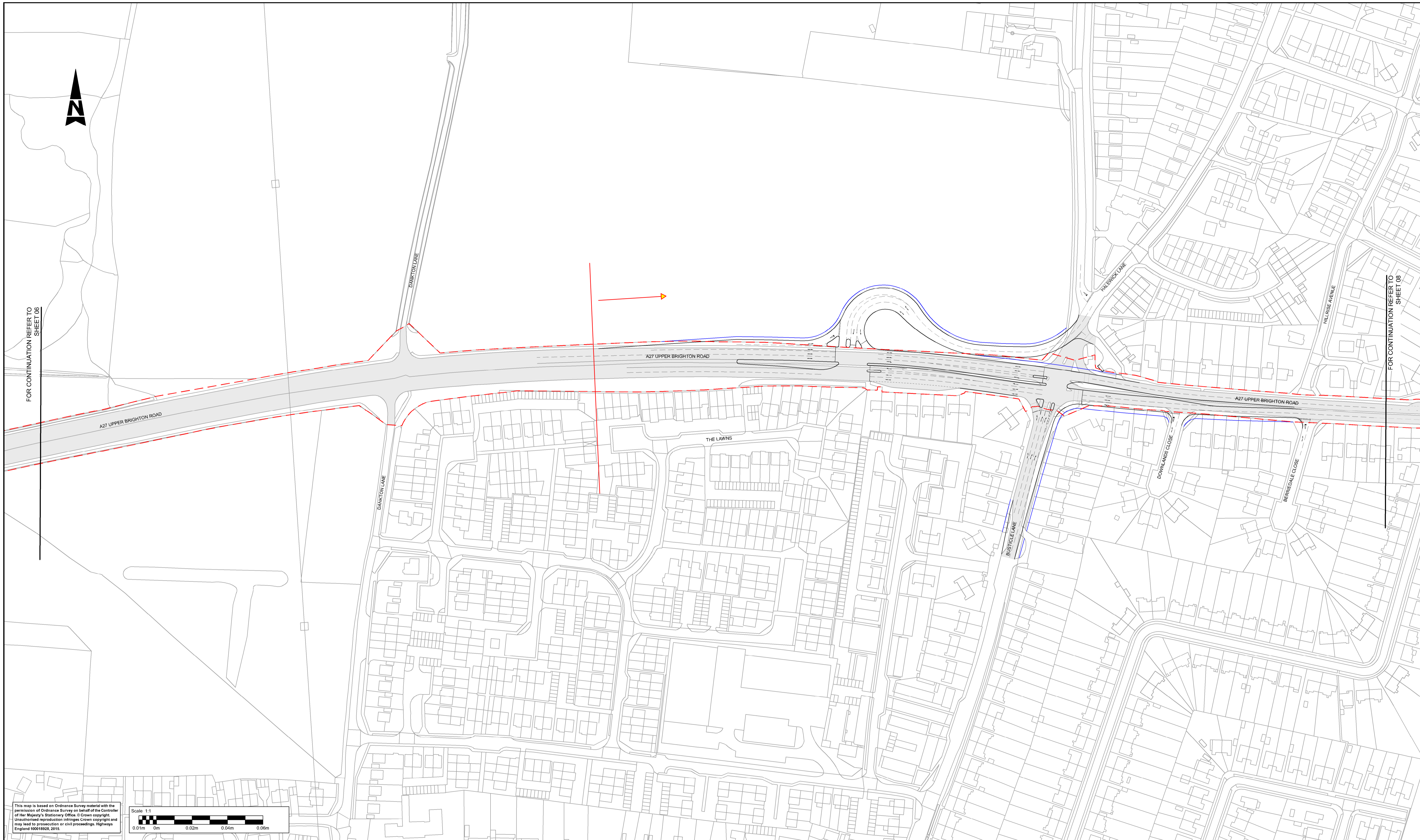
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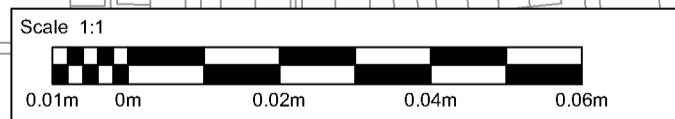


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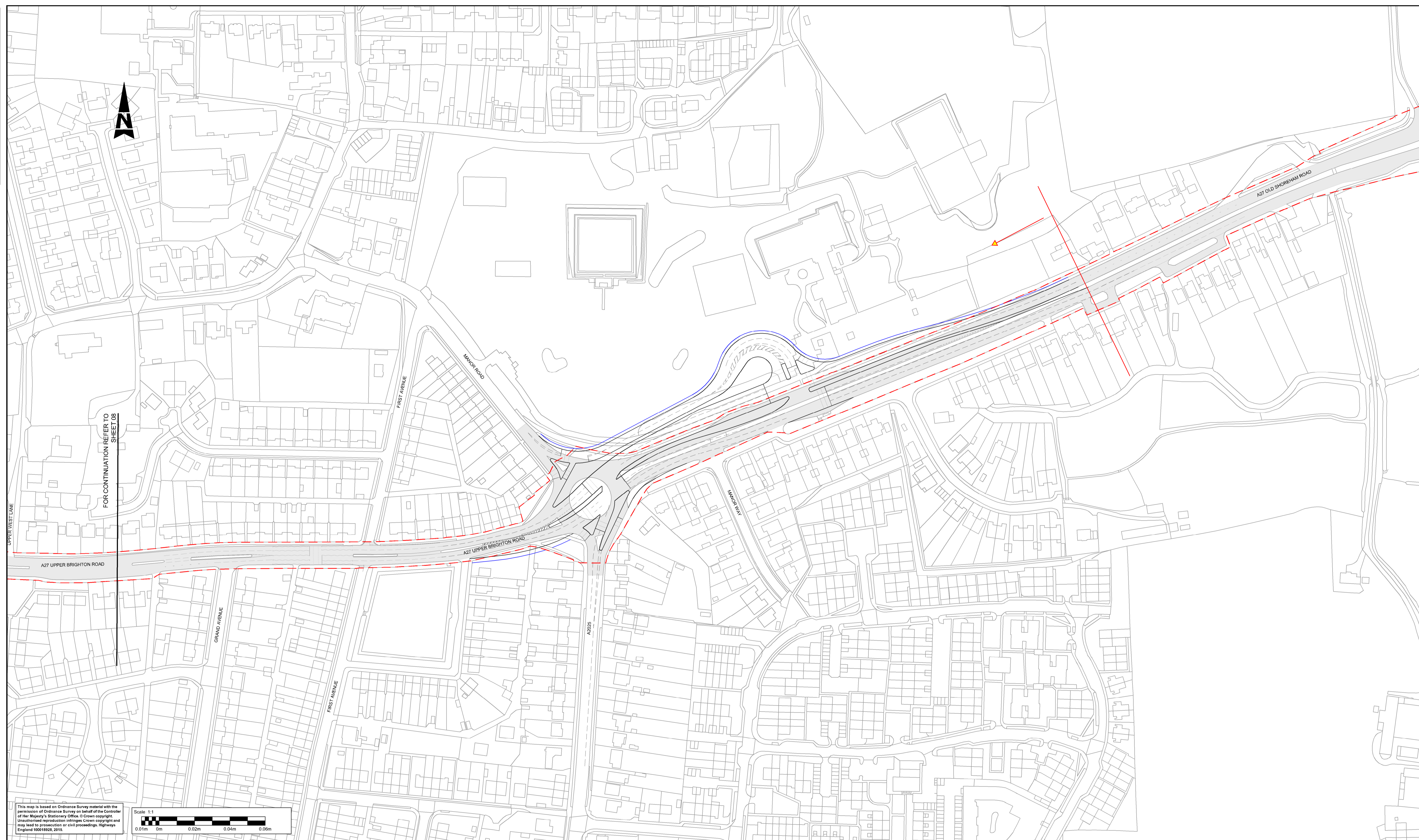
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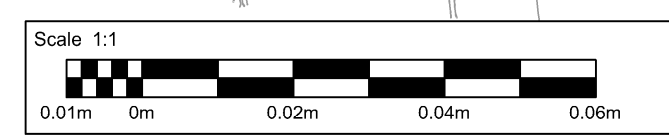
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Project Title: **REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING**



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Drawing Title: **INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3 OVERVIEW PLAN**

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Scale	Drawn	Checked	Approved	Authorised
NTS				

Client: **Working on behalf of**



Original Size	Date	Date	Date	Date
A1	---	---	---	---

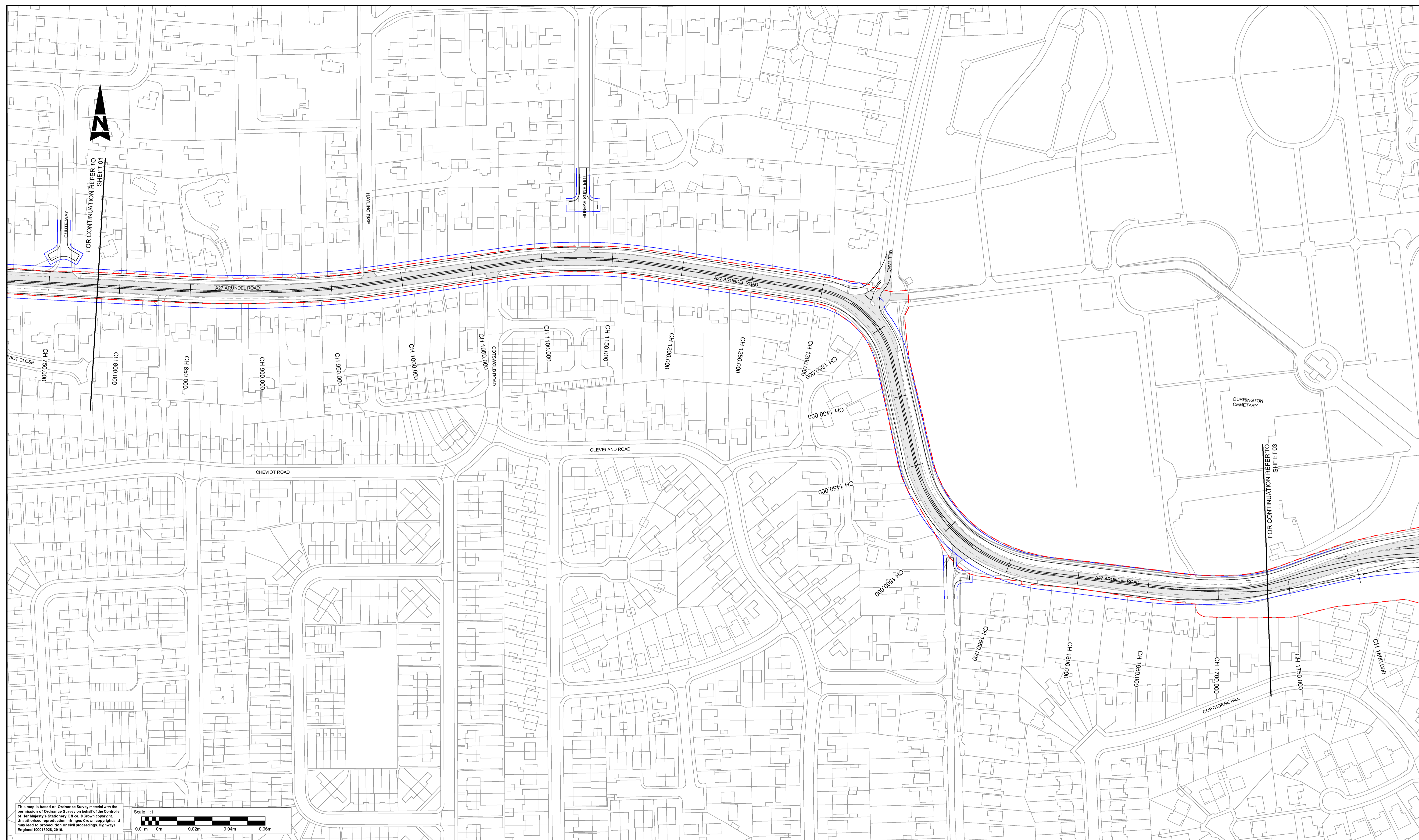
Drawing Number	Project	Originator	Volume	Project Ref. No.
				3514447F

Revision	Number
	P01.1

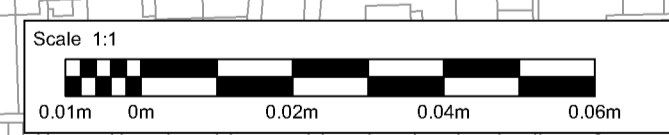
DO NOT SCALE

Millimetres

0 10 100



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- KEY:**
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  - EXISTING HIGHWAY CARRIAGEWAY
  - EXISTING ROAD MARKINGS
  - PROPOSED CARRIAGEWAY KERBLINE
  - PROPOSED EDGING KERBLINE
  - PROPOSED RETAINING WALL
  - PROPOSED ROAD MARKINGS
  - DIRECTLY IMPACTED WITH DEMOLITION REQUIRED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
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Construction	(Enter "None" if applicable)
Maintenance / Cleaning	(Enter "None" if applicable)
Use	(Enter "None" if applicable)
Decommissioning / Demolition	(Enter "None" if applicable)

Rev.	Date	Description	By	Chk'd	App'd
P01.1		First Issue			

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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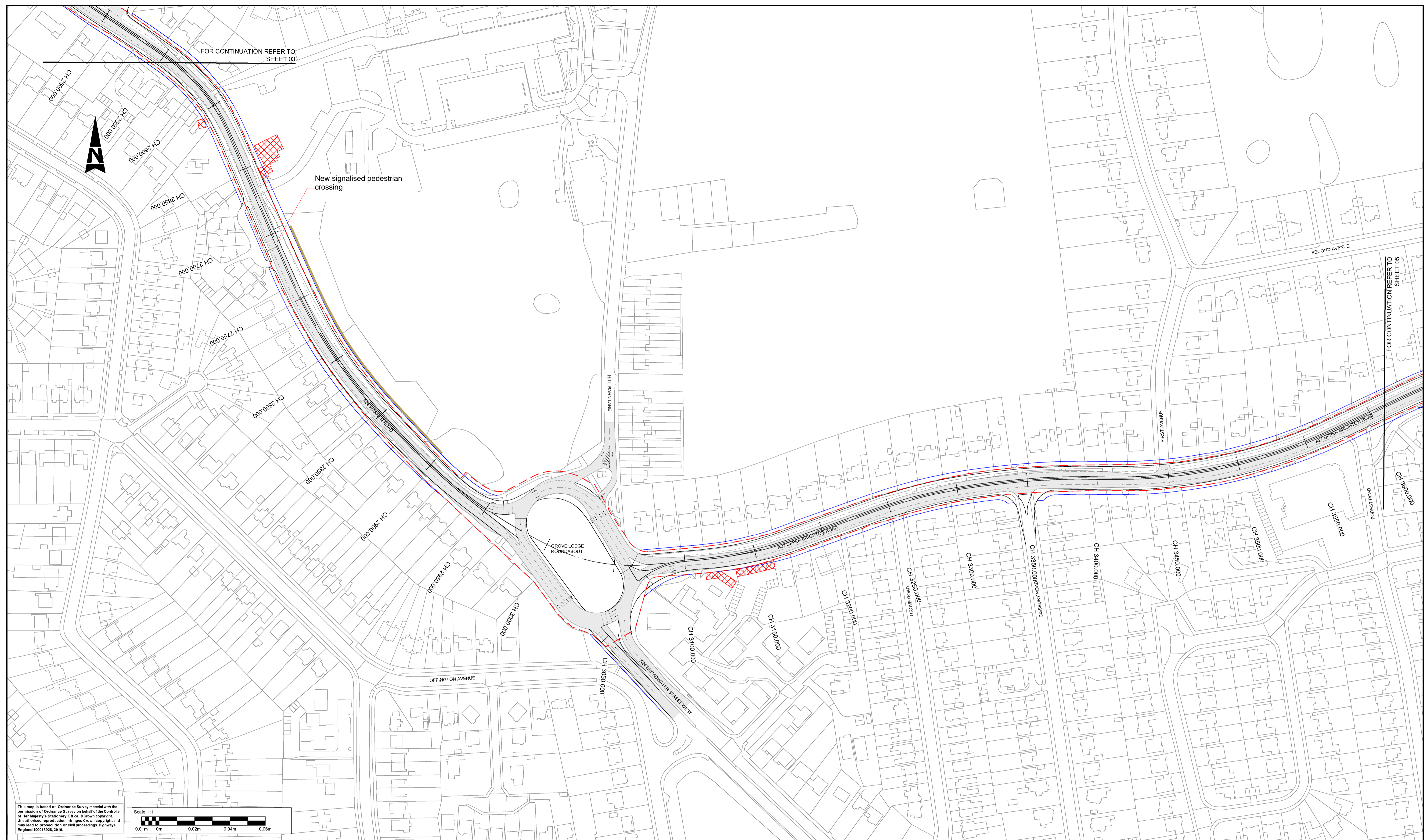
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REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING				
INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3 SHEET 2 OF 9				
Scale	Drawn	Checked	Approved	Authorised
1:1250				
Original Size	Date	Date	Date	Date
A1				
Drawing Number	Project	Originator	Volume	Project Ref. No.
				3514447F
Location	Type	Role	Number	Revision
				P01.1

DO NOT SCALE

Millimetres

0 10 100



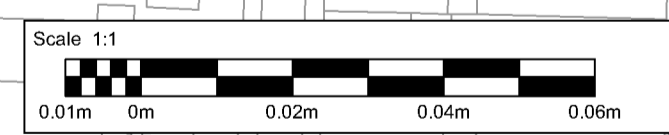
FOR CONTINUATION REFER TO SHEET 03

FOR CONTINUATION REFER TO SHEET 05

New signalled pedestrian crossing

Grove Lodge Roundabout

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Decommissioning / Demolition (Enter "None" if applicable)	

Rev.	Date	Description	By	Chk'd	App'd
P01.1		First Issue			

Drawing Status: **WORK IN PROGRESS**      Suitability: **S0**

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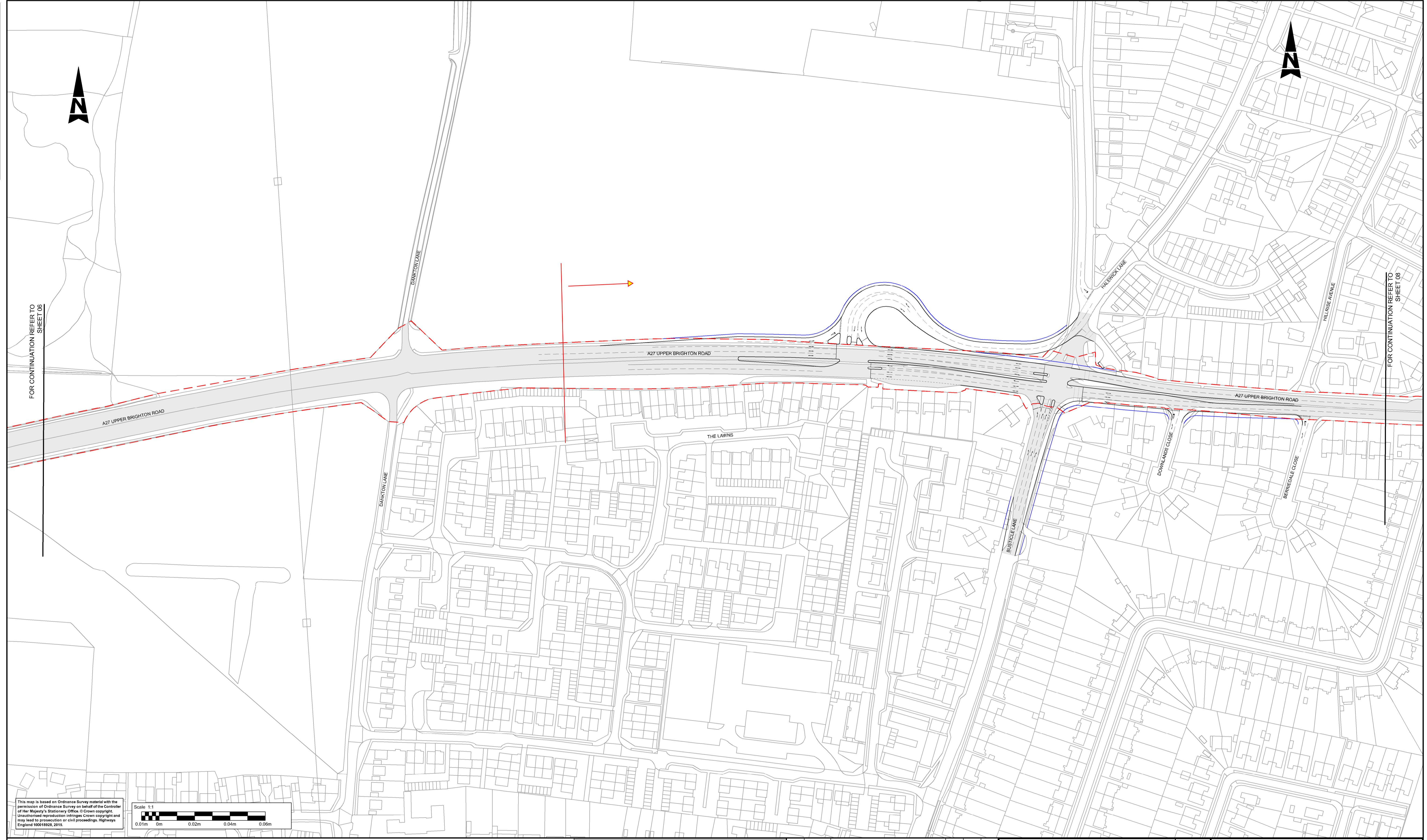
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INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3 SHEET 4 OF 9				
Scale: 1:1250	Drawn: ---	Checked: ---	Approved: ---	Authorised: ---
Original Size: A1	Date: ---	Date: ---	Date: ---	Date: ---
Drawing Number: Project	HE551524 - WSP - HGN - A27WL - DR - D - 0025	Volume: ---	Project Ref. No.: 3514447F	Revision: P01.1
Location: ---	Type: ---	Role: ---	Number: ---	

DO NOT SCALE

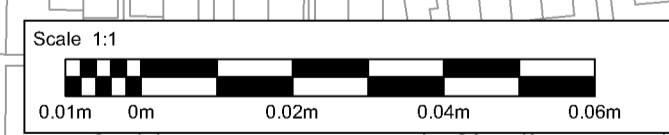
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Millimetres



FOR CONTINUATION REFER TO SHEET 06

FOR CONTINUATION REFER TO SHEET 08

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Decommissioning / Demolition (Enter "None" if applicable)			
P01.1	Rev.	Date	Description
			By
			Chk'd
			App'd

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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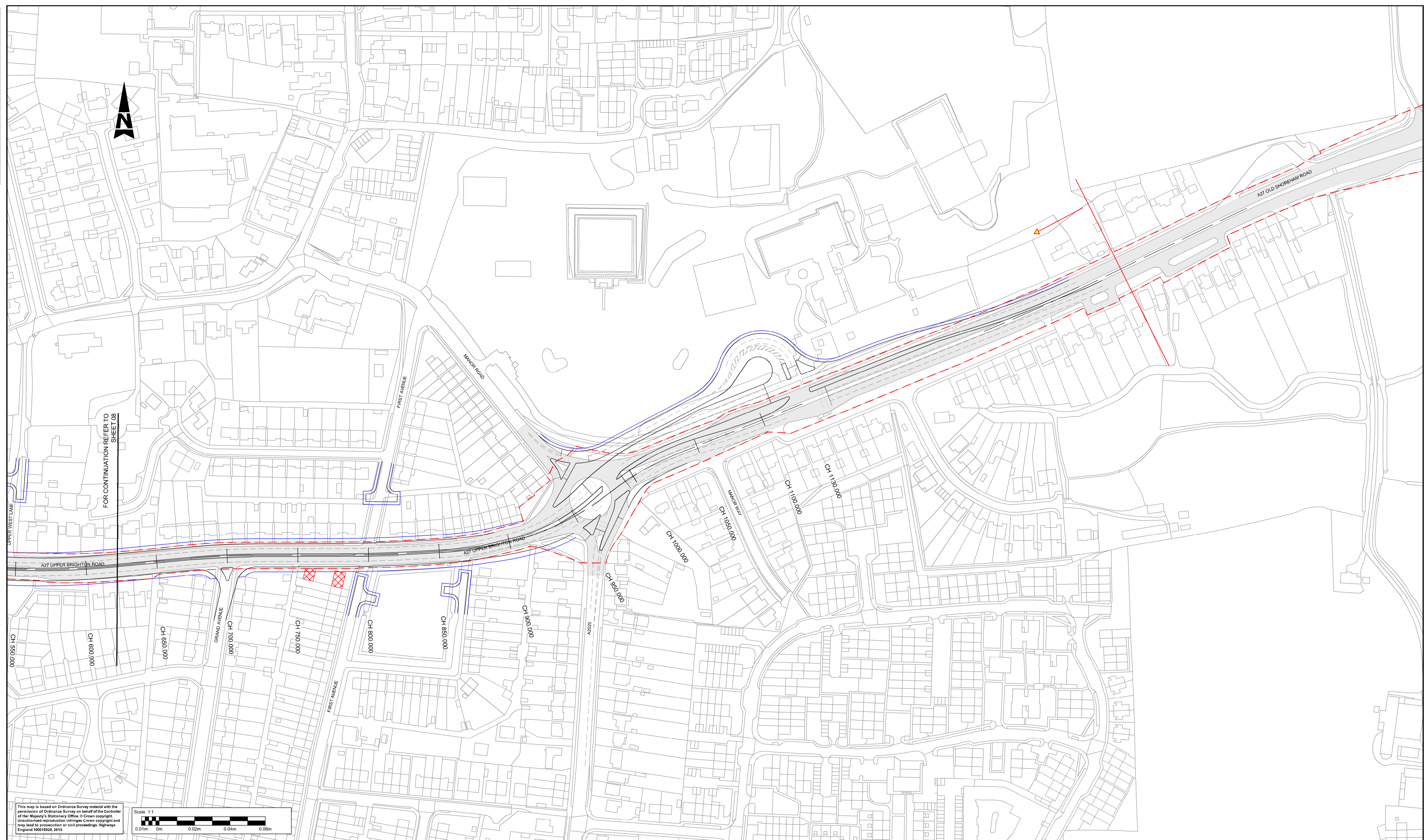
Client: **Working on behalf of**  
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**england**

REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING				
Drawing Title: <b>INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3 SHEET 7 OF 9</b>				
Scale: 1:1250	Drawn: ---	Checked: ---	Approved: ---	Authorised: ---
Original Size: <b>A1</b>	Date: ---	Date: ---	Date: ---	Date: ---
Drawing Number: <b>HE551524 - WSP - HGN - A27WL - DR - D - 0028</b>	Project: <b>A27WL - DR - D - 0028</b>	Volume: ---	Revision: <b>P01.1</b>	Project Ref. No.: <b>3514447F</b>
Location: ---	Type: ---	Role: ---	Number: ---	

DO NOT SCALE

Millimetres

0 10 100



FOR CONTINUATION REFER TO SHEET 08

UPPER WEST LANE

CH 550,000

CH 600,000

CH 650,000

CH 700,000

CH 750,000

CH 800,000

CH 850,000

CH 900,000

CH 950,000

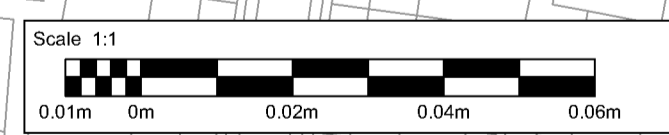
CH 1000,000

CH 1050,000

CH 1100,000

CH 1150,000

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Maintenance / Cleaning	(Enter "None" if applicable)
Use	(Enter "None" if applicable)
Decommissioning / Demolition	(Enter "None" if applicable)

Rev.	Date	Description	By	Chk'd	App'd
P01.1		First Issue			

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING				
INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3 SHEET 9 OF 9				
Scale	1:1250	Drawn	Checked	Approved
Original Size	A1	Date	Date	Date
Drawing Number	HE551524 - WSP - HGN - A27WL - DR - D - 0030	Project	Volume	Project Ref. No.
Location		Type	Role	Number
				3514447F
				P01.1

DO NOT SCALE

100  
0 10  
Millimetres



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Construction  
(Enter "None" if applicable)

Maintenance / Cleaning  
(Enter "None" if applicable)

Use  
(Enter "None" if applicable)

Decommissioning / Demolition  
(Enter "None" if applicable)

Rev.	Date	Description	By	Chkd	App'd
P01.1	---	First Issue	---	---	---

Drawing Status: **WORK IN PROGRESS**

Suitability: **S0**

Project Title: **REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING**



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NTS	---	---	---	---



Original Size	Date	Date	Date	Date
A1	---	---	---	---

Drawing Number	Project	Originator	Volume	Project Ref. No.
	HE551524 - WSP - HGN - A27WL - DR - D - 0121			3514447F

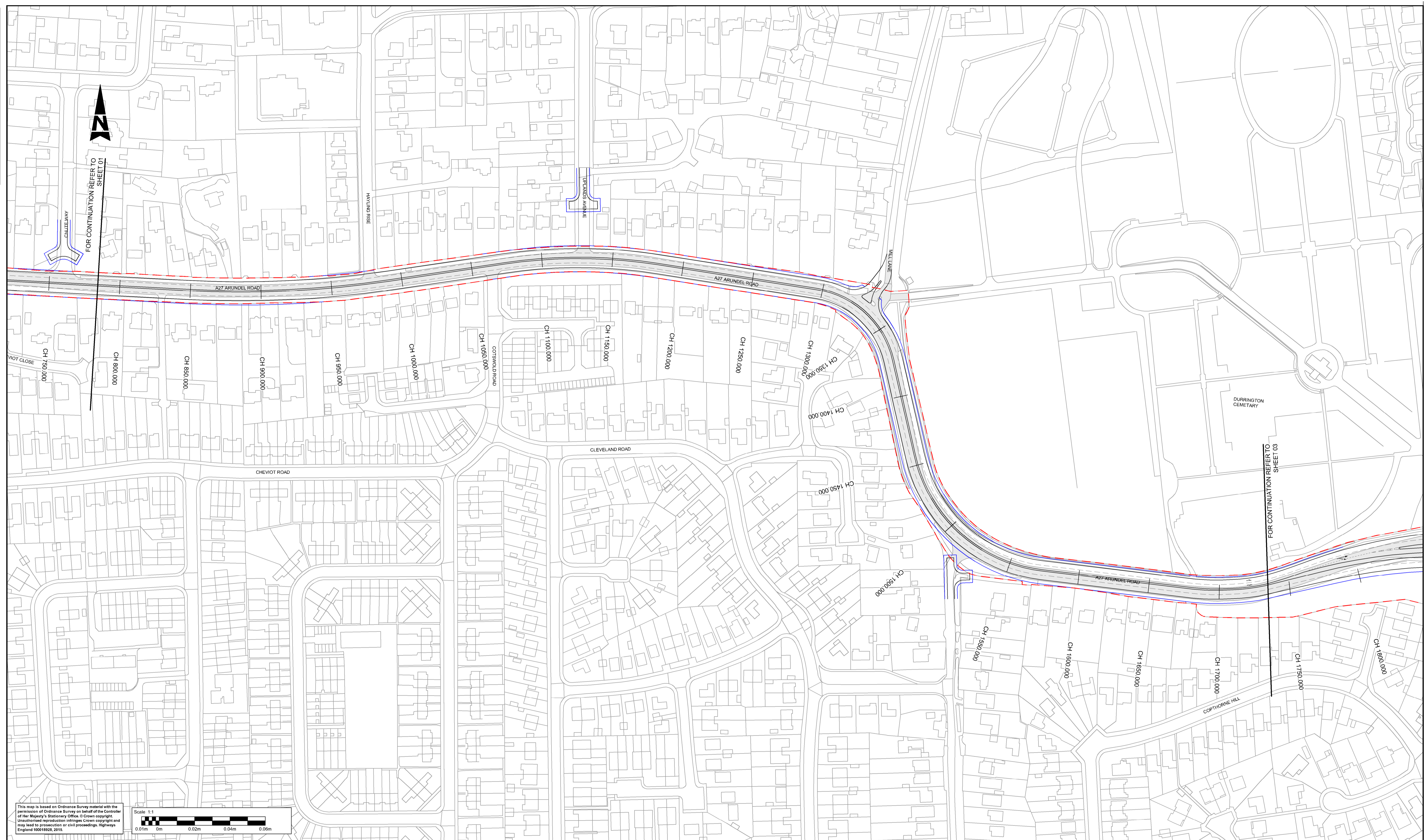
Revision	Number
	P01.1



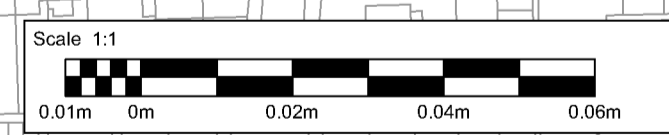
DO NOT SCALE

Millimetres

0 10 100



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  - EXISTING ROAD MARKINGS
  - PROPOSED CARRIAGEWAY KERBLINE
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Decommissioning / Demolition	(Enter "None" if applicable)		

Rev.	Date	Description	By	Chk'd	App'd
P01.1	---	First Issue	---	---	---

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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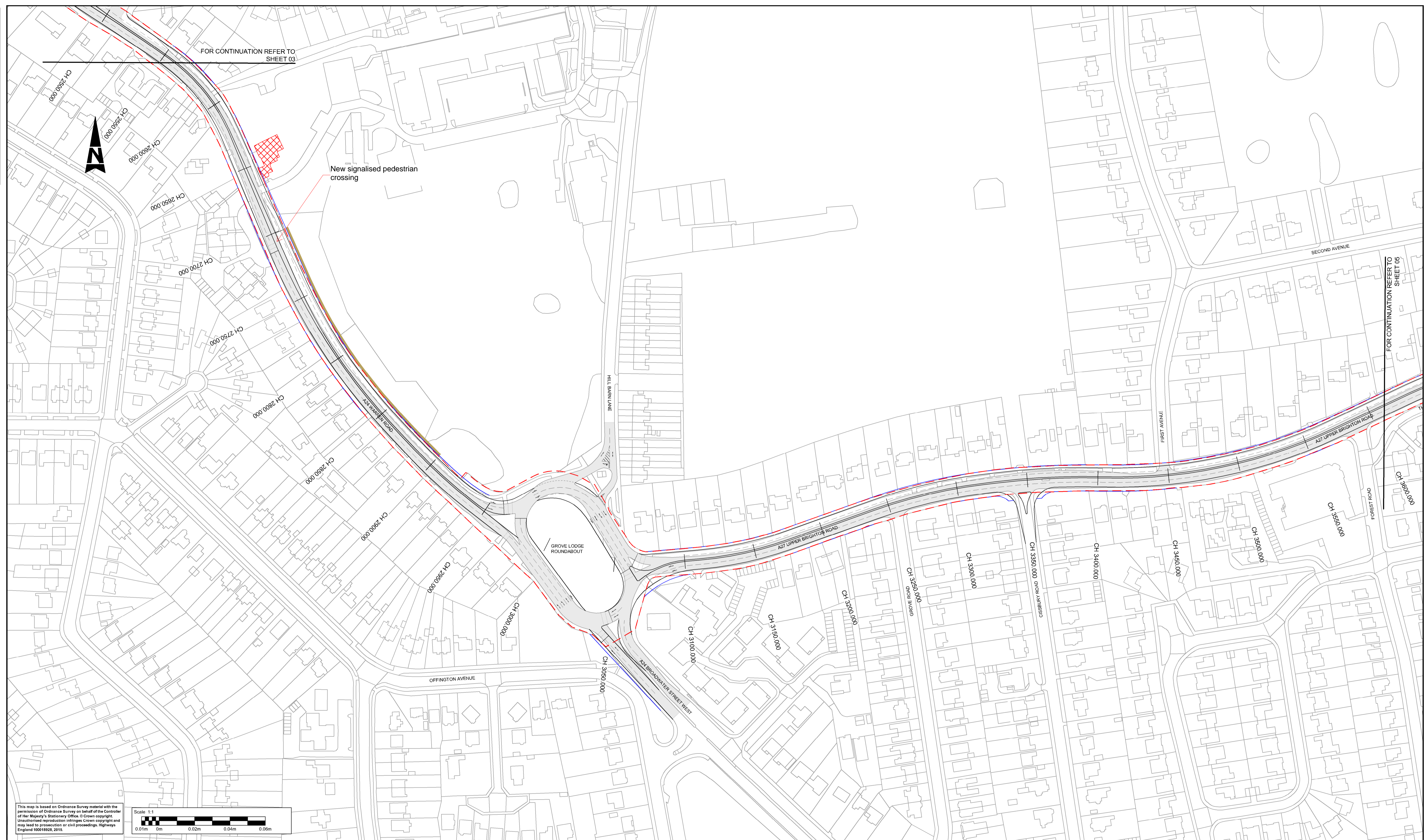
Client: **Working on behalf of highways england**

REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING				
Drawing Title: <b>INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3A SHEET 2 OF 9</b>				
Scale: 1:1250	Drawn: ---	Checked: ---	Approved: ---	Authorised: ---
Original Size: A1	Date: ---	Date: ---	Date: ---	Date: ---
Drawing Number: HE551524 - WSP - HGN - A27WL - DR - D - 0123	Project: ---	Volume: ---	Project Ref. No: 3514447F	Revision: P01.1
Location: ---	Type: ---	Role: ---	Number: ---	---

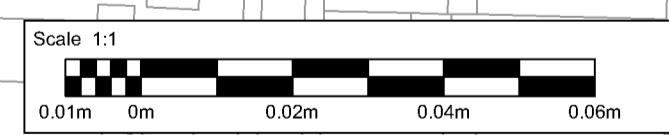
DO NOT SCALE

Millimetres

0 10 100



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Rev.	Date	Description	By
P01.1	---	First Issue	---

Rev.	Date	Description	By	Chk'd	App'd
P01.1	---	First Issue	---	---	---

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Drawing Title: <b>INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3A SHEET 4 OF 9</b>	
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Project Ref. No.: 3514447F	Revision: P01.1

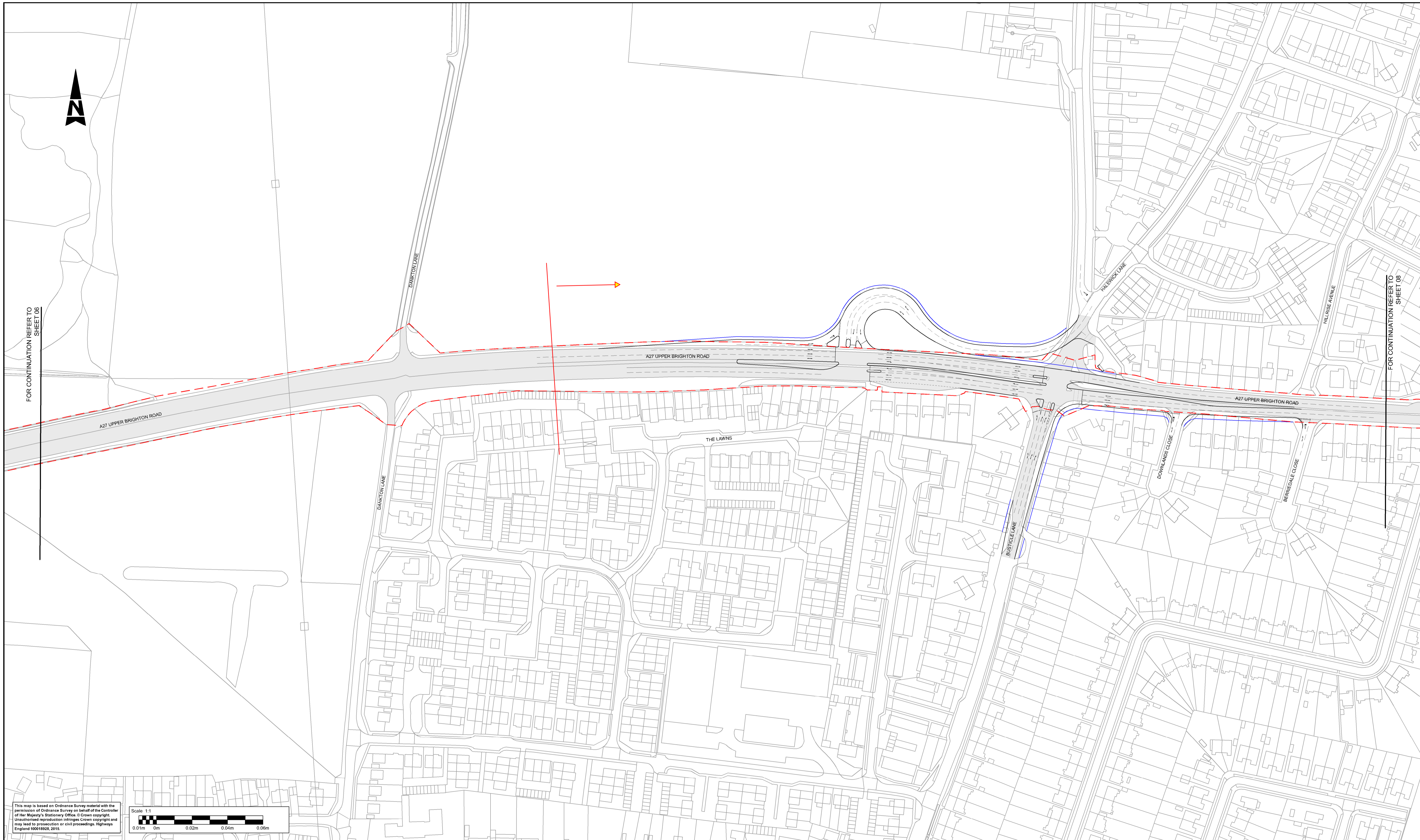
DO NOT SCALE

100  
Millimetres

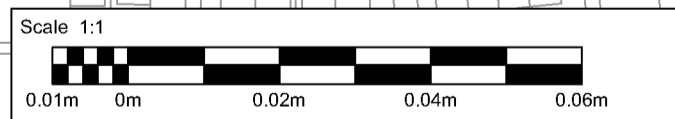


FOR CONTINUATION REFER TO SHEET 06

FOR CONTINUATION REFER TO SHEET 08



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Rev.	Date	Description	By
P01.1	---	First Issue	---

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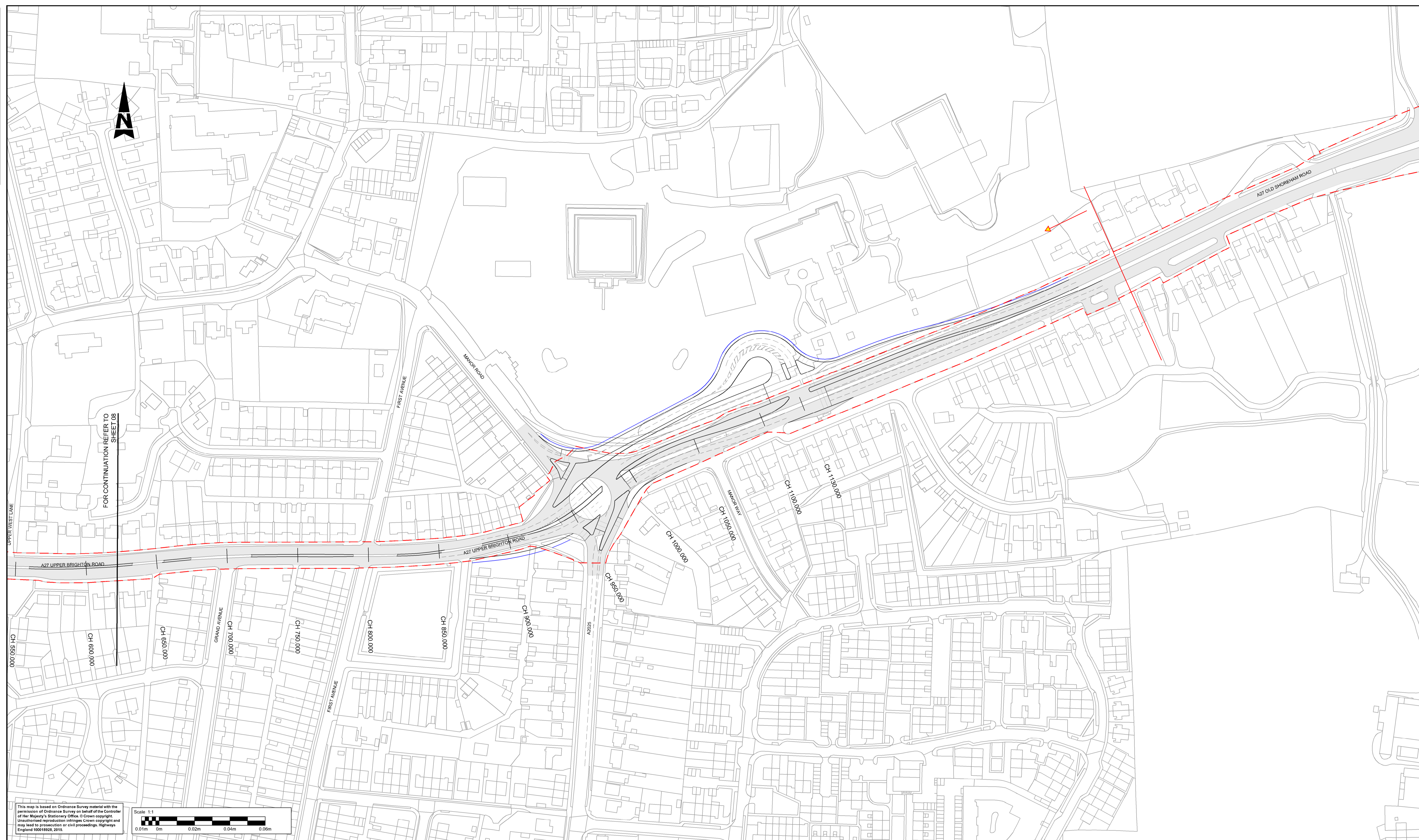
Working on behalf of

Project Title		REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING			
Drawing Title		INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3A SHEET 7 OF 9			
Scale	1:1250	Drawn	Checked	Approved	Authorised
Original Size	A1	Date	Date	Date	Date
Drawing Number	Project	Originator	Volume	Project Ref. No.	
HE551524 - WSP - HGN -	A27WL - DR - D - 0128	---	---	3514447F	
Location	Type	Role	Number	Revision	
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DO NOT SCALE

Millimetres

0 10 100



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Scale 1:1

0.01m 0m 0.02m 0.04m 0.06m

- KEY:**
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Use (Enter "None" if applicable)			
Decommissioning / Demolition (Enter "None" if applicable)			
Rev.	Date	Description	By
P01.1	---	First Issue	---

Rev.	Date	Description	By	Chk'd	App'd
P01.1	---	First Issue	---	---	---

Drawing Status: **WORK IN PROGRESS**

Suitability: **S0**

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REGIONAL INVESTMENT PROGRAMME A27 WORTHING AND LANCING					
INDICATIVE ALIGNMENT PROPOSALS LAYOUT OPTION 3A SHEET 9 OF 9					
Scale	1:1250	Drawn	---	Checked	---
Original Size	A1	Date	---	Date	---
Drawing Number	HE551524 - WSP - HGN - A27WL - DR - D - 0130	Project	---	Volume	---
Project Ref. No.	3514447F	Revision	---	Project Ref. No.	---
Location	---	Type	---	Role	---
				Number	P01.1

# Appendix B

TRAFFIC FLOW DATA

<b>A27 WORTHING - LANCING CORRIDOR NMU REPORT</b>			
<b>Summary of Traffic Flows</b>			
<b>Site</b>	<b>Flows Vehicles per day</b>		
	<b>WBnd</b>	<b>EBnd</b>	
A27/Salvington Hill/Durrington Road	12,394	10,356	
A27/A24/Offington Rbt	13,718	13,563	
A24/A27Grove Lodge Rbt	15,293	14,770	
A27/Sompting Road	13,517	16,816	
A27/Lyons Way	16,684	18,856	
A27 Church Lane	14,442	18,770	
A27/Dankton Lane	16,264	18,767	
A27/Halewick Lane/ Busticle Lane	16,104	18,936	
A27/ Upper Boundstone Lane	17,334	18,371	
A27/Manor Road/A2025 Grinstead Lane	17,798	23,739	
<b>Ave Westbound:</b>	<b>15,355</b>		<b>vehicles/day</b>
<b>Ave Eastbound:</b>		<b>17,294</b>	<b>vehicles/day</b>

Note: Vehicles are of all classifications

# Appendix C

**COLLISION DATA**

# **A27 Route 1 – West Sussex – WSP**

Collision report 01/06/2010 – 31/05/2015

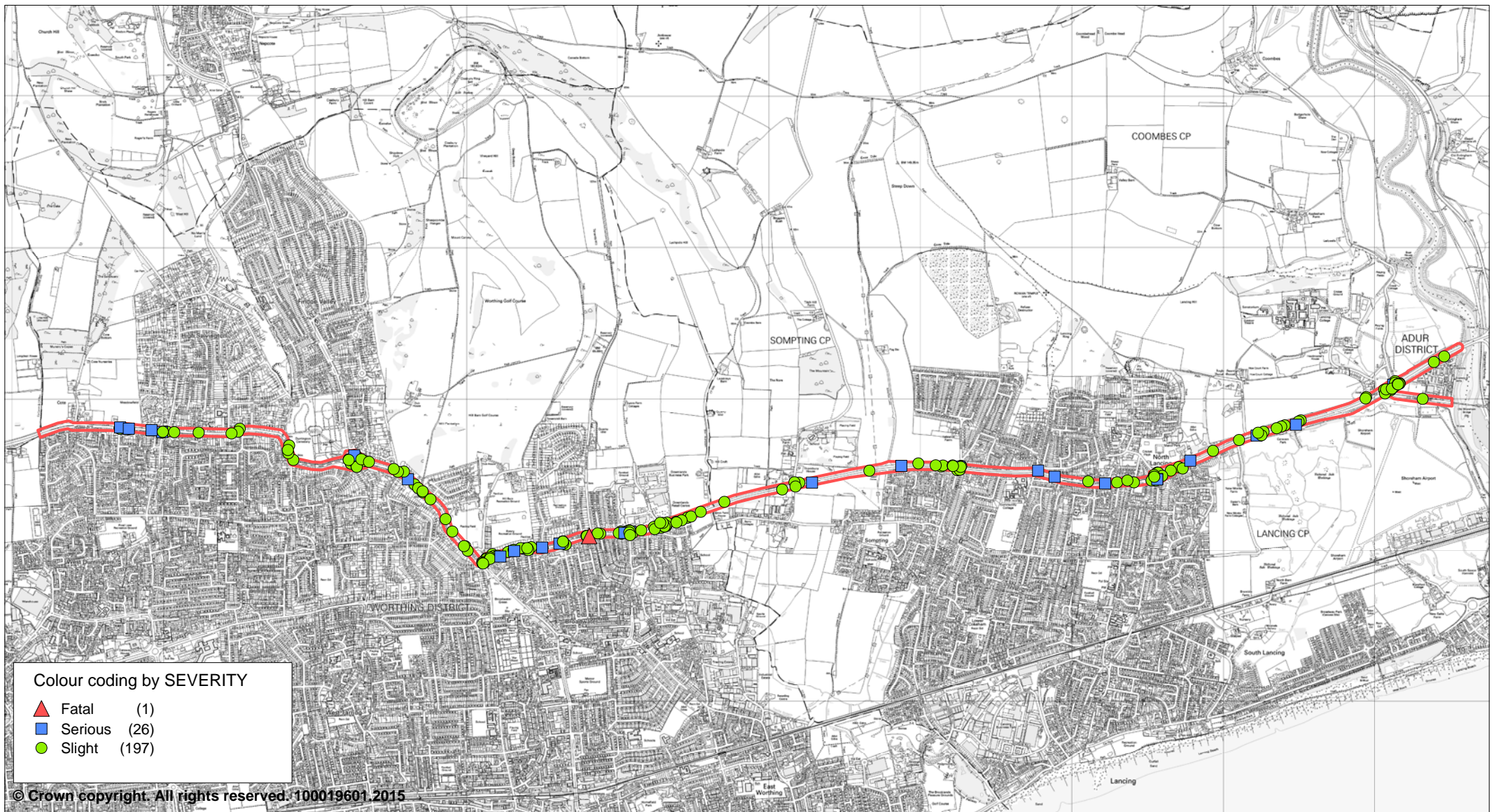
Date produced  
07 July 2015

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

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**P A R T N E R S H I P**

Safer Roads  
Safer Communities  
Sharing the Responsibility





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**Sussex Safer Roads**  
PARTNERSHIP

Collision data  
Route 1 - A27 - West Sussex - WSP  
01/06/2010 - 31/05/2015

SCALE	1 : 35000
DATE	06/07/2015
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev
<b>Road No.</b>	Date								
<b>2nd Road No.</b>	Time								
<b>Grid Ref.</b>	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
<b>Causation Factor:</b>									

**1003631** Saturday A24 WARREN ROAD of U LINKS ROAD  
05/06/2010  
**R1: A 24** 0839 hrs  
**R2: U**  
**E 513,585** Dry  
**N 105,516** Fine without high winds  
40 mph

Veh 2	M/C > 500 cc	53	O/take m/veh o/side W	to E	F	54	Slight
Veh 2	M/C > 500 cc	53	O/take m/veh o/side W	to E	Dri	M	53 Slight
Veh 1	Car	17	Starting	N to W			

**Causation Factor:**

**1st:** Inexperienced or learner driver/rider

**Participant:**

Vehicle 001

**Confidence:**

Possible

VEH 1 TRAVELLING FROM LINKS ROAD WAITING AT THE JUNCTION TO ENTER THE WESTBOUND A27 WARREN ROAD TRAFFIC. VEH 2 (M/C) SAT IN TRAFFIC IN MIDDLE OF ROAD BEHIND A 3RD UNKNOWN VEHICLE THAT WAS TURNING INTO LINKS ROAD. AS 3RD VEHICLE TURNED INTO LINKS ROAD VEH 2 MOVED PAST VEH 3 TO CONTINUE ON JOURNEY. VEH 1 PULLED OUT OF LINKS ROAD FAILED TO SEE VEH 2. BRUISING ON INSIDE THIGHS, RIGHT SHOULDER & BRUISED THUMBS.

**1003723** Wednesday U UPPER BRIGHTON SERVICE ROAD  
09/06/2010 of U FOREST ROAD  
**R1: U** 1615 hrs  
**R2: U**  
**E 514,655** Dry  
**N 105,033** Fine without high winds  
30 mph

Veh 1	Car	50	Starting	NE to SW	Ped	M	27 Slight
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**Causation Factor:**

**1st:** Passing too close to cyclist, horse rider or pedestrian

**Participant:**

Vehicle 001

**Confidence:**

Possible

**2nd:** Dangerous action in carriageway

Casualty 001

Possible

VEHICLE 1 ORIGINALLY STATIONARY WITH PEDESTRIAN IN ROAD TALKING THROUGH HIS WINDOW. VEHICLE 1 MOVED OFF CLIPPING SAME PEDESTRIAN. VEHICLE 1 ON SOUTH-EAST SIDE OF THE ROAD TRAVELLING SOUTH-WEST.

**1004583** Monday A27 UPPER BRIGHTON ROAD of U  
12/07/2010 CISSBURY ROAD  
**R1: A 27** 2141 hrs  
**R2: U** Darkness: street lights present  
**E 514,401** Dry  
**N 105,006** Fine without high winds  
40 mph

Veh 1	Car	39	Go/head	E to W	Ped	M	21 Serious
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**Causation Factor:**

**1st:** Dangerous action in carriageway

**Participant:**

Casualty 001

**Confidence:**

Possible

**2nd:** Impaired by drugs (illicit or medicinal)

Casualty 001

Possible

**3rd:** Impaired by alcohol

Casualty 001

VEHICLE 1 TRAVELLING WEST ON A27. PEDESTRIAN JUMPED INTO ROAD FROM JUNCTION OF CISSBURY ROAD, TRAVELLING FROM SOUTH TO NORTH. DV1 SWERVED TO AVOID, BUT PEDESTRIAN JUMPED AGAIN IN A DELIBERATE ACT TO BE HIT BY VEHICLE.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1005107** Wednesday A27 UPPER BRIGHTON ROAD 25m  
04/08/2010 West of U SOMPTING ROAD AS  
LANES MERGE  
**R1: A 27** 1010 hrs  
Veh 2 Car 18 Go/head E to W Dri M 18 Slight  
Veh 1 Goods > 7.5t Go/head E to W

**E 515,035** Dry  
**N 105,110** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Failed to judge other persons path or speed
- 3rd:** Vehicle blind spot

**Participant:**

- Vehicle 001
- Vehicle 002
- Vehicle 001

**Confidence:**

- Possible
- Possible

VEHICLE 2 TRAVELLING WEST ON THE SOUTH SIDE OF THE ROAD, VEHICLE 1 ALSO TRAVELLING WEST ON THE SOUTH SIDE OF THE ROAD. AS LANES 2 LANES MERGE TO 1, VEHICLE 1 DID NOT GIVE WAY, INCREASED SPEED COLLIDING WITH THE NEARSIDE OF VEHICLE 2.

**1005575** Wednesday A24 WARREN ROAD 25m North of U  
25/08/2010 HILLSIDE AVENUE 98 WARREN  
ROAD WORTHING  
**R1: A 24** 1304 hrs  
Veh 2 Car 43 Parked 0 to 0 RSP F 11 Slight  
Veh 1 Car 42 Stopping NW to SE

**E 513,709** Wet/Damp  
**N 105,379** Raining without high winds  
40 mph

**Causation Factor:**

- 1st:** Slippery road (due to weather)
- 2nd:** Sudden braking
- 3rd:** Distraction in vehicle
- 4th:** Distraction in vehicle

**Participant:**

- Vehicle 001
- Vehicle 002
- Vehicle 001
- Vehicle 002

**Confidence:**

- Possible
- Possible
- Possible
- Possible

VEHICLE 2 TRAVELLING EAST ALONG A24 WHEN VEHICLE 1 WAS AT THE ROUNDABOUT AT THE BOTTOM OF A24 WHERE IT MEETS THE A24 WARREN ROAD. VEHICLE 1 FILTERED IN THE TRAFFIC BEHIND VEHICLE 2 AND A SHORT DISTANCE ALONG A24 WARREN ROAD VEHICLE 1 STRUCK VEHICLE 2 IN THE REAR.

**1005645** Saturday A27 ARUNDEL ROAD 0m South of U  
28/08/2010 SALVINGTON HILL NEXT TO  
JUNCTION OPPOSITE ROAD ISLAND  
**R1: A 27** 0929 hrs  
Veh 2 Car 24 Wait go ahead held E to W Dri M 24 Slight  
Veh 3 Taxi 58 Starting N to W  
**R2: U** Veh 1 Car 41 Go/head E to W Dri M 41 Slight

**E 512,010** Dry  
**N 105,780** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Road layout (eg bend, hill etc.)
- 2nd:** Failed to look properly
- 3rd:** Following too close
- 4th:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 001
- Vehicle 001

**Confidence:**

- Possible
- Possible
- Possible
- Possible

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties					
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1005914** Tuesday A27 OLD SHOREHAM ROAD - E/B  
07/09/2010 25m East of U HOE COURT OPPOSITE WITHYPATCH LAY BY  
**R1: A 27** 1300 hrs  
Veh 2 Car 35 Wait go ahead held W to E  
Veh 3 Car 45 Wait go ahead held W to E  
Veh 4 Car 77 Wait go ahead held W to E  
**E 519,268** Dry Veh 1 Goods < 3.5t 41 Go/head W to E Dri M 41 Slight  
**N 105,780** Fine without high winds  
70 mph

**Causation Factor:**

- 1st:** Following too close
- 2nd:** Failed to look properly
- 3rd:** Exceeding speed limit

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Very Likely

TRAFFIC IN LANE 2 ON A27 E-B (JUST PAST NATIONAL SPEED LIMIT SIGN) WAS TEMPORARILY HELD BY AN UNMARKED POLICE TRAFFIC VEHICLE WHO HAD TO STOP TO ADVISE VEHICLE IN LANE 1 THAT HAD STOPPED TO MOVE ON TO A SAFER LOCATION. 6 VEHICLES CAME TO A SLOW STOP BEHIND THE POLICE UNIT WHEN A 7TH VEH AT THE REAR FAILED TO LOOK FORWARD AND DROVE DIRECTLY INTO THE REAR OF THE VEHICLE IN FRONT OF HIM. VEH AT REAR, VEH 1, SKIDDED INTO REAR OF VEH 2, WHICH PUSHED VEH 2 INTO VEH 3, VEH 3 PUSHED INTO VEH 4 WHICH HAD TO WBAR AND SUSTAINED VERY MINOR DAMAGE. DETAILS EXCHANGED AT SCENE. POLICE VEHICLE AND SUBSEQUENT 3 VEHICLES BEHIND POLICE VEHICLE WERE ALSO NOT INVOLVED IN RTC.

**1006050** Monday A27 OLD SHOREHAM ROAD 210m  
13/09/2010 East of U HOE COURT  
**R1: A 27** 0829 hrs  
Veh 2 Car 50 Go/head W to E  
Veh 3 Car 23 Go/head W to E Dri F 23 Slight  
Veh 4 Car 34 Go/head W to E  
**E 519,408** Dry Veh 1 Goods 3.5 - 7.5t25 Go/head W to E  
**N 105,822** Fine without high winds  
70 mph

**Causation Factor:**

- 1st:** Following too close
- 2nd:** Failed to look properly

**Participant:**

- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Possible

VEHICLE 4 WAS TRAVELLING EAST IN LANE 2 BEFORE REDUCING SPEED RAPIDLY CAUSING THE VEHICLES BEHIND TO ALSO REDUCE SPEED. VEHICLE 1 THEN COLLIDED WITH THE REAR OF VEHICLE 2 WHICH COLLIDED WITH VEHICLE 3 WHICH COLLIDED WITH VEHICLE 4. THE DRIVER OF VEHICLE 3 SUSTAINING MINOR INJURY.

**1004831** Friday A27 SOMPTING BY PASS 120m East of  
23/07/2010 B2222 UPPER BRIGHTON ROAD  
**R1: A 27** 1800 hrs  
Veh 2 Car 25 Go/head E to W Dri F 25 Slight  
Veh 1 Car 27 Go/head E to W  
**E 515,385** Dry  
**N 105,185** Fine without high winds  
70 mph

**Causation Factor:**

- 1st:** Following too close

**Participant:**

- Vehicle 001

**Confidence:**

- Very Likely

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													

**Causation Factor:**

THIS WAS A 3 VEHICLE RTC ON THE EAST BOUND A27 APPROACHING THE SOMPTING - BUSTICLE LANE JUNCTION. ALL 3 VEHICLES WERE IN LANE 2 INTENDING TO TURN RIGHT (SOUTH) INTO BUSTICLE LANE. THE TRAFFIC WAS VEY HEAVY - V2 & V3 WERE ALMOST STATIONARY IN VERY SLOW MOVING TRAFFIC. V1 WAS APPROACHING AT APROX 50 MPH, APPLIED THE BREAKS BUT SKIDDED ON THE DAMP ROAD, COLLIDING WITH V2 WHICH IN TURN HIT V3. VEHICLE 1 & 2 HIT CENTRAL ARMCO 5 MTS WEST OF THE 40 MPH ROAD SIGN.

<b>1007186</b>	Tuesday	A24 WARREN ROAD of U HILLSIDE AVENUE	Veh 2	Goods < 3.5t	24	Wait go ahead held	E	to W	Dri	F	24	Slight
<b>R1: A 24</b>	0812 hrs		Veh 1	Car	45	Go/head	E	to W				
<b>R2: U</b>												
<b>E 513,761</b>	Dry											
<b>N 105,333</b>	Fine without high winds											
	40 mph											

**Causation Factor:**

- 1st:** Following too close
- 2nd:** Failed to look properly

**Participant:**

- Vehicle 001
- Vehicle 001

**Confidence:**

- Possible
- Very Likely

VEHICLES 1 AND 2 BOTH TRAVELLING WEST ALONG A24 TOWARDS FINDON ROUNDABOUT WHEN VEHICLE 2 SLOWED FOR ANOTHER VEHICLE. VEH 1 THEN SHUNTED SAME IN REAR CAUSING MINOR INJURIES.

<b>1007453</b>	Sunday	A27 UPPER BRIGHTON ROAD of U FIRST AVENUE	Veh 2	Car	30	Wait go ahead held	E	to W	FSP	M	27	Slight
<b>R1: A 27</b>	1330 hrs		Veh 2	Car	30	Wait go ahead held	E	to W	Dri	M	30	Slight
<b>R2: U</b>			Veh 1	Car	32	Starting	E	to W				
<b>E 514,502</b>	Wet/Damp											
<b>N 105,012</b>	Fine without high winds											
	40 mph											

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Careless/Reckless/In a hurry

**Participant:**

- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Possible

V2 IN QUEUE OF TRAFFIC WHEN V1 BEHIND MOVED FORWARD AND COLLIDED WITH REAR OF V2. DETAILS EXCHANGED BUT DRIVER 2 LATER REPORT TO POLICE THAT HE AND PASSENGER SUFFERING FROM WHIPLASH.

<b>1006493</b>	Wednesday	A27 LANCING 133m East of U MARSH BARN LANE EXIT - WITBY PATCH LAY-BY.	Veh 2	M/C < 125 cc	19	Ch/lane to right	E	to SW	Dri	M	19	Serious
<b>R1: A 27</b>	0843 hrs		Veh 3	Minibus	53	Go/head	E	to SW				
			Veh 4	Car	53	Go/head	E	to SW				
<b>E 519,222</b>	Wet/Damp		Veh 1	Car	20	Go/head	E	to SW				
<b>N 105,755</b>	Fine without high winds											
	70 mph											

**Causation Factor:**

- 1st:** Slippery road (due to weather)
- 2nd:** Following too close
- 3rd:** Careless/Reckless/In a hurry
- 4th:** Failed to look properly

**Participant:**

- Vehicle 002
- Vehicle 001
- Vehicle 001
- Vehicle 002

**Confidence:**

- Possible
- Very Likely
- Possible
- Possible

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev		
<b>Road No.</b>	Date												
<b>2nd Road No.</b>	Time												
<b>Grid Ref.</b>	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
<b>Causation Factor:</b>													

**1007758** Wednesday A27 SOMPTING BY PASS 150m East of  
17/11/2010 B2222 UPPER BRIGHTON ROAD  
Veh 2 Car 54 Wait go ahead held E to W Dri F 54 Slight  
**R1: A 27** 1618 hrs Veh 3 Car 30 Wait go ahead held E to W  
Darkness: street lights present Veh 4 Car 33 Wait go ahead held E to W  
**E 515,483** Wet/Damp Veh 1 Car 71 Go/head E to W Dri F 71 Slight  
**N 105,219** Raining with high winds  
70 mph

**Causation Factor:**

**1st:** Slippery road (due to weather)  
**2nd:** Failed to judge other persons path or speed

**Participant:**

Vehicle 001  
Vehicle 001

**Confidence:**

Possible  
Possible

VEHICLES 4,3,& 2 HAD COME TO A STOP DUE TO A BUILD UP OF TRAFFIC AT TRAFFIC LIGHTS. VEHICLE ONE COULD NOT BRAKE IN TIME DUE TO THE ADVERSE WEATHER CONDITIONS, & COLLIDED INTO THE REAR OF VEHICLE 2 PUSHING THIS INTO VEHICLE 3, WHICH IN TURN PUSHED INTO VEHICLE 4.

**1005438** Thursday A27 SHOREHAM FLYOVER 25m East  
19/08/2010 of U OLD SHOREHAM ROAD JUST  
PRIOR TO SUSSEX PAD T/L  
Veh 2 Pedal cycle 31 Go/head E to W Dri M 31 Slight  
**R1: A 27** 1700 hrs Veh 1 Goods < 3.5t 40 Go/head E to W  
**E 520,462** Dry  
**N 106,278** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Defective brakes  
**2nd:** Defective steering or suspension  
**3rd:** Inexperienced or learner driver/rider

**Participant:**

Vehicle 001  
Vehicle 001  
Vehicle 001

**Confidence:**

Very Likely  
Very Likely

VEH 1 TRAVELLING WESTBOUND APPROACHING BUILT UP SLOW MOVING TRAFFIC AT SUSSEX PAD TRAFFIC LIGHTS AND FAILED TO BRAKE FOR TRAFFIC. VEH 1 MOUNTED KERB AND CONTINUED TO DRIVE FOR APPROX 30 METRES ON VERGE COLLIDING WITH PEDAL CYCLIST CAUSING INJURIES TO CYCLIST NAMLY HEAD WOUND AND SLIGHT BRUISING.

**1006190** Saturday A27 ARUNDEL ROAD 20m West of B1  
18/09/2010 IVYDORE AVENUE  
Veh 2 Car 42 Wait go ahead held W to E  
**R1: A 27** 1337 hrs Veh 3 Car 76 Go/head W to E  
**R2: B 7** Veh 1 Car 45 Go/head W to E Dri M 45 Slight  
**E 511,731** Dry  
**N 105,806** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

VEHICLE 1 WAS TRAVELLING EAST BOUND ON THE A27 ARUNDEL ROAD, VEHICLE 2 STOPPED DUE TO TRAFFIC, VEHICLE 1 DID NOT SEE VEHICLE 2 STOP, VEHICLE 1 HAS HIT THE REAR OF VEHICLE 2 PUSHING VEHICLE 2 INTO THE REAR OF VEHICLE 3.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1101155** Sunday A27 UPPER BRIGHTON ROAD 50m  
20/02/2011 East of A24 WARREN ROAD  
**R1: A 27** 1224 hrs  
Veh 2 M/C > 500 cc 34 Go/head E to W Dri M 34 Slight  
Veh 1 Car 38 Ch/lane to right E to W  
E 514,179 Dry  
N 104,958 Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Poor turn or manoeuvre
- 2nd:** Failed to look properly
- 3rd:** Sudden braking

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 002

**Confidence:**

- Very Likely
- Very Likely

MOTORCYCLE FILTERING DOWN OUTSIDE OF LINE OF SLOW MOVING VEHICLES WHEN ANOTHER VEHICLE AHEAD OF MOTORCYCLE PULLED OUT INTO LANE 2. M/C BRAKED AND LOST CONTROL. SLIDING INTO REAR OF VEH PULLING OUT.

**1101381** Thursday A27 UPPER BRIGHTON ROAD of  
03/03/2011 A2025 GRINSTEAD LANE AT  
**R1: A 27** 0825 hrs LANCING MANOR R/A  
Veh 2 Car 25 Wait go ahead held W to E Dri M 25 Slight  
Veh 1 Car 54 Go/head W to E  
**R2: A 2025**  
E 518,543 Dry  
N 105,485 Fine without high winds  
30 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Possible

VEHICLE 2 BEING DRIVEN WEST TO EAST IN THE OFFSIDE LANE STOPPED AT THE LANCING MANOR R/A, VEHICLE 1 RAN INTO THE BACK OF VEHICLE 2. DRIVER 2 PULLED OVER INTO THE ROAD ON HIS LEFT AND PARKED, DRIVER 1 SPEED OFF EASTWARDS. NO DETAILS OF VEHICLE 1.

**1100035** Sunday A24 WARREN ROAD 50m East of U  
02/01/2011 WARREN COURT  
**R1: A 24** 2054 hrs  
Darkness: street lights present  
E 513,905 Dry  
N 105,120 Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Impaired by alcohol

**Participant:**

- Casualty 001

**Confidence:**

- Very Likely

VEHICLE 1 TRAVELLING EASTBOUND ON A24 BETWEEN GROVE LODGE R/A AND BROADWATER GREEN R/A. PEDESTRIAN CAME FROM GRASS VERGE INTO CARRIAGEWAY AND FELL OVER IN ROAD IN PATH OF VEHICLE ONE. VEHICLE ONE RAN OVER LEGS OF PEDESTRIAN.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev		
<b>Road No.</b>	Date										
<b>2nd Road No.</b>	Time										
<b>Grid Ref.</b>	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

**Causation Factor:**

AL PRACTICE, BUT IS DEEMED A HAZARDOUS MANOUVRE, ESPECIALLY WHERE THERE ARE JUNCTIONS.

<b>1101849</b>	Wednesday	A27 SOMPTING BY PASS of U LYONS WAY	Veh 2	Car	46	Wait go ahead held	E	to W	Dri	F	46	Slight
<b>R1: A 27</b>	23/03/2011		Veh 3	Car	38	Wait go ahead held	E	to W	FSP	M	37	Slight
<b>R2: U</b>	1057 hrs		Veh 1	Car	66	Go/head	E	to W	Dri	F	66	Slight
<b>E 515,300</b>	Dry											
<b>N 105,170</b>	Fine without high winds											
	60 mph											

**Causation Factor:**

**1st:** Impaired by alcohol

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

V2 AND V3 STATIONARY IN A FILTER LANE FOR VEHICLES TURNING RIGHT AT A SET OF TRAFFIC LIGHTS WHICH WERE RED. THE DRIVER OF V1 TRAVELLING WEST FAILED TO REACT TO THE RED TRAFFIC LIGHT AND DROVE INTO THE REAR OF V2 PUSHING IT INTO THE REAR OF V3 CAUSING DAMAGE TO ALL VEHICLES AND SLIGHT INJURY TO THE OTHER DRIVERS AND HERSELF

<b>1005309</b>	Friday	A27 OLD SHOREHAM ROAD of U GRINSTEAD LANE	Veh 2	Car	40	Go/head		NE to SW				
<b>R1: A 27</b>	13/08/2010		Veh 1	Car	26	Go/head		NE to SW	Dri	M	26	Slight
<b>R2: U</b>	0203 hrs	Darkness: street lights present										
<b>E 518,580</b>	Dry											
<b>N 105,490</b>	Fine without high winds											
	40 mph											

**Causation Factor:**

**1st:** Stolen vehicle

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

**2nd:** Other

Vehicle 001

Very Likely

VEH 1, A STOLEN VEHICLE WAS ATTEMPTING TO EVADE POLICE TRAVELLING BEHIND IT, IN A PURSUIT, DRIVING AT EXCESSIVE SPEED AND ENTERED THE ROUNDABOUT AT EXCESS SPEED, COLLIDED WITH THE KERB AND CRASHED INTO RAILINGS AND TREES ON THE WEST SIDE OF THE JUNCTION. 4 PERSONS IN VEH 1, ONE SUFFERED INJURY TO HIS FOOT. ALL 4 ARRESTED.

<b>1102067</b>	Friday	A24 FINDON RD of A27 OFFINGTON LANE	Veh 2	Pedal cycle	52	Go/head		N to S	Dri	M	52	Slight
<b>R1: A 24</b>	01/04/2011		Veh 1	Car	31	Turning left		N to E				
<b>R2: A 27</b>	1630 hrs											
<b>E 513,268</b>	Wet/Damp											
<b>N 105,622</b>	Fine without high winds											
	40 mph											

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Possible

**2nd:** Failed to judge other persons path or speed

Vehicle 001

Possible

V2 TRAV S STOPPED AT RBT. V1 FOLLOWING SAME. AS RD BECAME CLEAR V2 STARTED TO MOVE OFF INTENDING TO TRAVEL STRAIGHT ACROSS RBT. V1 COMMENCED TO OVER TAKE V2 ON ITS O/S, THEN TURNED LEFT INTO V2. KNOCKING RIDER OFF. BOTH VEHICLES STOPPED. EXCHANGED PARTIAL DETAILS.



Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Age	Manv / Dir / Class	Sex / Age / Sev	Sex / Age / Sev	Sex / Age / Sev	Sex / Age / Sev	
<b>Road No.</b>	Date										
<b>2nd Road No.</b>	Time										
<b>Grid Ref.</b>	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
<b>Causation Factor:</b>											

**1103744** Tuesday U HALEWICK LANE of A27 UPPER  
14/06/2011 BRIGHTON ROAD  
Veh 2 Car 49 Wait go ahead held N to E FSP F 18 Slight  
**R1: U** 1355 hrs Veh 2 Car 49 Wait go ahead held N to E Dri F 49 Slight  
**R2: A 27** Veh 1 Car 48 Stopping N to E  
**E 517,266** Dry  
**N 105,554** Fine without high winds  
30 mph

**Causation Factor:**

**1st:** Failed to look properly  
**2nd:** Travelling too fast for conditions

**Participant:**

Vehicle 001  
Vehicle 001

**Confidence:**

Very Likely  
Very Likely

VEHICLE 2 WAITING AT JUNCTION WHEN VEHICLE 1 COLLIDED WITH REAR OF VEHICLE 2 CAUSING DAMAGE AND INJURY. BOTH DRIVERS STOPPED BUT FULL/ CORRECT DETAILS NOT EXCHANGED. DRIVER AND PASSENGER VEHICLE 2 SUFFERED INJURY.

**1104275** Monday A27 WARREN ROAD 100m West of U  
11/07/2011 HILLSIDE AVENUE 98  
Veh 2 Car 58 Wait go ahead held W to E Dri M 58 Slight  
**R1: A 27** 1450 hrs Veh 3 Car 51 Wait go ahead held W to E  
Veh 1 Car 35 Go/head W to E  
**E 513,709** Dry  
**N 105,386** Fine without high winds  
30 mph

**Causation Factor:**

**1st:** Sudden braking

**Participant:**

Vehicle 001

**Confidence:**

Possible

VEHICLE 3 STOPS ON WARREN ROAD TO LET VEHICLE COME OUT OF THE DRIVEWAY OF A RESIDENTIAL HOUSE, VEHICLE 2 STOPS BEHIND VEHICLE 3. VEHICLE 1 DOES NOT STOP AND HITS VEHICLE 3 FROM THE REAR SHUNTING VEHICLE 2 INTO VEHICLE 3.

**1104693** Saturday A27 ARUNDEL ROAD of U CHUTE  
30/07/2011 WAY 66  
Veh 2 Car 21 Wait go ahead held W to E  
**R1: A 27** 1325 hrs Veh 1 M/C > 500 cc 29 O/take s/veh o/side W to E Dri F 29 Slight  
**R2: U**  
**E 512,228** Dry  
**N 105,774** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 002

**Confidence:**

Very Likely

VEH 1, MOTORCYCLE, FILTERING PAST STATIC TRAFFIC TRAVELLING EASTBOUND. VEH 2 DECIDES TO DO U TURN TO TRAVEL ANOTHER WAY TO AVOID SITTING IN TRAFFIC AND PULLS OUT INTO PATH OF VEH 1. MOTORCYCLIST SUSTAINED BRUISED LEFT LEG.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles							Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev		
<b>Road No.</b>	Date												
<b>2nd Road No.</b>	Time												
<b>Grid Ref.</b>	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
<b>Causation Factor:</b>													

**1105312** Saturday A27 CROCKHURST HILL 69m South of  
27/08/2011 U MILL LANE Veh 1 M/C < 125 cc 41 Go/ahead RH bend W to S Dri F 41 Slight  
**R1: A 27** 1530 hrs

**E 512,827** Dry  
**N 105,689** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Inexperienced or learner driver/rider

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

VEH 1 NEGOTIATED RIGHT HAND BEND AND BALLOONED WIDE BEFORE COLLIDING WITH KERB AND FALLING OFF.

**1105128** Wednesday A27 89m West of U BUSTICLE LANE  
17/08/2011 Veh 2 Goods < 3.5t 45 Go/head W to E  
**R1: A 27** 0757 hrs Veh 1 Car 45 Go/head W to E Dri F 45 Slight

**E 517,149** Dry  
**N 105,556** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

V1 WAS TRAVELLING EAST ALONG THE A27 AND FAILED TO SEE THAT V2 WAS SLOWING DOWN DUE TO TRAFFIC FLOW

**1105806** Friday A27 UPPER BRIGHTON ROAD of C0  
16/09/2011 MANOR ROAD ON R/A Veh 1 Car 52 Go/head W to E Dri M 52 Slight  
**R1: A 27** 2247 hrs

**R2: C 7** Darkness: street lights present

**E 518,544** Dry  
**N 105,493** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Impaired by alcohol

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

SINGLE VEHICLE RTC IN WHICH INTOXICATED V1 DRIVER, TRAVELLING WEST TO EAST ON A27, FAILED TO NEGOTIATE LARGE ROUNDABOUT AT JUNCTION OF MANOR ROAD. NO EVIDENCE OF REACTION PRIOR TO STRIKING ROUNDABOUT, VEHICLE THEN STRUCK CHEVRON BOARD FOR MANOR ROAD JUNCTION ON ROUNDABOUT, CAUSING VEHICLE TO ROLL. VEHICLE LANDED ON WHEELS AND CONTINUED DRIVING FOR AROUND 200 YARDS ON A27 BEFORE STOPPING.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1103878** Thursday A27 UPPER BRIGHTON ROAD of U0  
23/06/2011 GROVE RD  
Veh 2 Car 67 Stopping E to W Dri F 67 Slight  
**R1: A 27** 1430 hrs Veh 3 Car 40 Stopping E to W  
**R2: U** Veh 1 Car 30 Stopping E to W  
**E 514,311** Wet/Damp  
**N 104,990** Fine without high winds  
30 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Failed to judge other persons path or speed

Vehicle 001

Possible

V2 WAS IN A LINE OF TRAFFIC WAITING AT TRAFFIC LIGHTS AND STATIONARY WHEN IT WAS HIT IN THE REAR BY V1 CAUSING DAMAGE AND SLIGHT INJURY TO DRIVER OF V2 THIS VEHICLE THEN WAS PUSHED FORWARD AND IT HIT V3 IN THE REAR DETAILS EXCHANGED AT THE SCENE BY DRIVE R OF V1 AND V2 BUT DRIVER OF V3 ID NOT EXCHANGE WITH DRIVER OF V2

**1104690** Saturday A24 WARREN ROAD 25m East of U  
30/07/2011 OFFINGTON DRIVE NUMBER 99  
Veh 2 Goods 3.5 - 7.5t40 O/take on n/side E to W Dri F 40 Slight  
**R1: A 24** 1355 hrs Veh 1 Goods 3.5 - 7.5t44 O/take on n/side E to W  
**E 513,655** Dry  
**N 105,432** Fine without high winds  
40 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Following too close

Vehicle 001

Very Likely

VEH 1 AMBULANCE FOLLOWING VEH 2, ANOTHER AMBULANCE, ON EMERGENCY CALL USING EMERGENCY EQUIPMENT TRAVELLING NORTH WEST ON WARREN ROAD, WORTHING. BOTH VEHICLES USING CENTRE HATCHINGS ON ROAD TO MAKE PROGRESS THROUGH HEAVY STATIC TRAFFIC WHEN VEH SITTING IN TRAFFIC DID NOT HAVE ENOUGH ROOM FOR AMBULANCE TO SAFELY PASS THE CENTRAL REFUGE ISLAND ON ROAD IN FRONT OF THEM. THIS CAUSED VEH 2 TO EMERGENCY BRAKE AND COME TO A SAFE STOP, HOWEVER VEH 1 FAILED TO STOP WITHIN THE DISTANCE IN FRONT OF THEM AND COLLIDED WITH REAR OF AMBULANCE 2. NON INJURY BUT SIGNIFICANT DAMAGE TO VEH 1.

**1104691** Saturday A27 BRIGHTON ROAD of U LYONS  
30/07/2011 WAY AT JUNCTION AS SHOWN  
WAY AT JUNCTION AS SHOWN ABOVE.  
Veh 2 Car 57 Go/head S to N Dri M 57 Slight  
**R1: A 27** 1313 hrs Veh 1 Car 21 Go/head W to E Dri M 21 Slight  
**R2: U**  
**E 515,258** Dry  
**N 105,156** Fine without high winds  
40 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Disobeyed automatic traffic signal

Vehicle 001

Very Likely

V1 HEADING EAST ON A27 AT JUNCTION WITH LYONS WAY. V2 HEADING NORTH ACCROSS JUNCTION INTO LYONS WAY. V2 IS REPORTED TO HAVE HAD GREEN TRAFFIC LIGHT FOR GOING AHEAD, AND V1 THEREFORE MAY HAVE GONE PASSED RED TRAFFIC LIGHT AND IMPACTED WITH NEARSIDE OF V2 , CAUSING V2 TO ROLL ONTO ITS OFFSIDE AND IMPACTING WITH PEDESTRIAN BARRIER ON CENTRAL ISLAND.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev		
<b>Road No.</b>	Date										
<b>2nd Road No.</b>	Time										
<b>Grid Ref.</b>	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

**Causation Factor:**

VEHICLE 1 TRAVELLING WEST ON THE SOUTH SIDE OF THE ROAD, DURING MERGE MOVED INTO PATH OF VEHICLE 2 (PEDAL CYCLE) KNOCKING CYCLIST OFF

**1106493** Friday A27 OFFINGTON ROUNDABOUT of  
14/10/2011 A24  
Veh 2 Car 65 Go/head N to S  
**R1: A 27** 1606 hrs Veh 1 Pedal cycle 65 O/take on n/side N to S Dri M 65 Slight  
**R2: A 24**  
**E 513,284** Dry  
**N 105,606** Fine without high winds  
40 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Failed to judge other persons path or speed Vehicle 001 Possible  
V1 PEDAL CYCLE HAS COLLIDED WITH V2 PMC ON R/A AT LOW SPEED. CYCLIST HAS FALLEN OFF, MINOR INJURY(GRAZE TO FINGER)

**1106985** Tuesday A27 of U COTSWOLD ROAD  
01/11/2011  
Veh 2 Car Stopping E to W  
**R1: A 27** 1750 hrs Veh 3 Car 25 Wait to turn left S to W Dri F 25 Slight  
**R2: U** Darkness: street lights present Veh 1 Car Go/head E to W  
**E 512,500** Wet/Damp  
**N 105,800** Raining with high winds  
40 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Failed to judge other persons path or speed Vehicle 001 Very Likely  
**2nd:** Disobeyed pedestrian crossing facility Vehicle 001 Very Likely  
VEHICLE 2 LET VEHICLE 3 OUT OF SIDE ROAD, VEHICLE 1 HAS HIT VEHICLE 2 WHICH IN TURN HAS COLLIDED INTO VEHICLE 3. VEHICLE 1 HAS DRIVEN OFF AND VEHICLE 2 HAS FOLLOWED TO TRY AND GET DETAILS OF VEHICLE 1.

**1107244** Tuesday A27 UPPER BRIGHTON ROAD of A24  
08/11/2011 BROADWATER STREET WEST  
Veh 2 Car 21 Go/head E to W Dri F 21 Slight  
**R1: A 27** 1650 hrs Veh 3 Car 44 Wait go ahead held E to W  
**R2: A 24** Veh 1 Taxi Go/head E to W  
**E 514,103** Wet/Damp  
**N 104,917** Raining without high winds  
40 mph

**Causation Factor:**

**Participant:**

**Confidence:**

**1st:** Careless/Reckless/In a hurry Vehicle 001 Very Likely  
VEH 2 NEGOTIATING ROUNDABOUT STRUCK ON NEARSIDE BY VEH 1.VEH 2 THEN COLLIDED WITH VEH 3

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1200099** Friday A24 FINDON ROAD of A27 ARUNDEL ROAD  
06/01/2012  
**R1: A 24** 2131 hrs  
**R2: A 27** Darkness: street lights present  
**E 513,237** Dry  
**N 105,591** Fine without high winds  
 30 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Passing too close to cyclist, horse rider or pedestrian
- 3rd:** Cyclist wearing dark clothing at night
- 4th:** Not displaying lights at night or in poor visibility

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 002
- Vehicle 002

**Confidence:**

- Possible
- Possible
- Possible
- Possible

CYCLIST WAS HEADING FROM EAST ONTO ROUNDABOUT. ABOUT HALF WAY AROUND THE ROUNDABOUT V1 CAME FROM SOUTH ONTO ROUND ABOUT AND COLLIDED WITH CYCLIST ON THE OFFSIDE OF HIS VEHICLE.

**1200144** Monday A27 of A24 SOUTH BOUND EXIT GROVE LODGE  
09/01/2012  
**R1: A 27** 1623 hrs  
**R2: A 24** Darkness: street lights present  
**E 514,120** Dry  
**N 104,918** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Careless/Reckless/In a hurry

**Participant:**

- Vehicle 001

**Confidence:**

- Very Likely

MOTOR CAR VS PEDAL CYCLIST ON TWO LANE ROUND ABOUT, VEHICLE CUT ACROSS PATH OF BIKE CAUSING RIDER TO FALL OF AND SUSTAIN MINOR INJURY AND DAMAGE TO BIKE. HOWEVER, MOTOR CAR DROVE OFF WITHOUT STOPPING AND PROVIDING DETAILS.

**1108016** Friday U BUSTICLE LANE of A27 TRAFFIC LIGHTS  
16/12/2011  
**R1: U** 1825 hrs  
**R2: A 27** Darkness: street lights present  
**E 517,259** Wet/Damp  
**N 105,545** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Nervous/Uncertain/Panic
- 2nd:** Failed to judge other persons path or speed
- 3rd:** Failed to look properly

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Very Likely

VEHICLE 1 DROVE UP BUSTICLE LANE ON A GREEN LIGHT AT THE TRAFFIC LIGHTS JUNCTION WITH A27 TO TURN ON TO THE A27 TOWARDS BRIGHTON. AS VEHICLE 1 WENT TO TURN RIGHT THE DRIVER BECAME CONFUSED TO WHO'S RIGHT OF WAY IT WAS AND PANICED TAKING EVASIVE ACTION AND COLLIDING WITH STREET FURNITURE CAUSING DAMAGE TO A PEDESTRIAN BARRIER AND CROSSING CONTROL POST

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev			
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1200849** Tuesday A27 SOMPTING BY PASS 132m West of  
14/02/2012 U HALWICK LANE BY 40 MPH SIGN Veh 2 Car 26 Wait go ahead held W to E Dri F 26 Slight  
**R1: A 27** 1810 hrs Veh 1 Car 21 Stopping W to E  
Darkness: street lights present  
**E 517,101** Dry  
**N 105,558** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Failed to look properly
- 3rd:** Distraction outside vehicle
- 4th:** Distraction in vehicle

**Participant:**

- Vehicle 001 Very Likely
- Vehicle 001 Very Likely
- Vehicle 001 Possible
- Vehicle 001 Possible

**Confidence:**

BOTH VEHICLES WERE TRAVELLING EAST WARDS V2 STOPPED IN TRAFFIC AS THE LIGHTS WERE RED V1 DID NOT STOP WENT INTO THE BACK OF V2. STOPPED AND GAVE PHONE NUMBERS ATC.

**1200932** Tuesday A27 LANCING BYPASS 1770m East of  
21/02/2012 U HOE COURT Veh 2 Car 25 Stopping E to W  
**R1: A 27** 0827 hrs Veh 1 Car 19 Go/head E to W Dri F 19 Slight  
**E 519,254** Dry  
**N 105,756** Fine without high winds  
70 mph

**Causation Factor:**

- 1st:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 001 Very Likely

**Confidence:**

V2 HELD UP IN STATIONARY TRAFFIC APPROACHING 40MPH ZONE, HEADING WEST ON A27. V1 TRAVELLING WEST, HIT REAR OF V2

**1201022** Monday U MANOR ROAD of A27 LANCING  
20/02/2012 MANOR ROUNDABOUT. Veh 2 M/C > 500 cc 40 Wait go ahead held N to S Dri M 40 Slight  
**R1: U** 1351 hrs Veh 1 Car 75 Starting N to S  
**R2: A 27**  
**E 518,565** Dry  
**N 105,510** Fine without high winds  
30 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 001 Very Likely
- Vehicle 001 Very Likely

**Confidence:**

MOTORBIKE WAITING AT JUNCTION WAITING TO TURN LEFT TO HEAD EAST BOUND ON A27. 2 VEHICLES INFRONT WENT BUT HE STOPPED AS NO SPACE TO PULL OUT. VEHICLE BEHIND (VEHICLE 1) HIT HIM FROM BEHIND SHUNTING HIM OUT ONTO ROUNDABOUT. (VEHICLE 1) THEN DROVE PAST HIM ON THE INSIDE OF ROUND ABOUT MAKING CONTACT WITH THE RIGHT SIDE OF THE BIKE AND RIDERS LEG WITH THE LEFT SIDE OF HIS CAR. VEHICLE 1 THEN STOPPED AND DETAILS EXCHANGED.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Age	Manv / Dir / Class	Sex / Age / Sev	Sex / Age / Sev	Sex / Age / Sev	Sex / Age / Sev		
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1201081** Tuesday A27 UPPER BRIGHTON ROAD of U  
28/02/2012 SOMPTING ROAD Veh 1 Car Go/head W to E Ped M 45 Slight  
**R1: A 27** 1259 hrs  
**R2: U**  
**E 515,018** Dry  
**N 105,119** Fine without high winds  
 40 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Passing too close to cyclist, horse rider or pedestrian Vehicle 001 Very Likely  
**2nd:** Careless/Reckless/In a hurry Vehicle 001 Very Likely  
 V1 WAS DRIVING EASTBOUND ON A27 WHEN V1'S NEARSIDE WINGMIRROR STRUCK THE INJURED PARTIES RIGHT ARM.

**1201236** Tuesday A27 UPPER BRIGHTON ROAD 135m  
06/03/2012 East of U UPPER BOUNDSTONE LANE Veh 1 Car 59 Go/head W to E Ped M 14 Serious  
**R1: A 27** 1643 hrs  
**E 517,887** Dry  
**N 105,482** Fine without high winds  
 40 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Careless/Reckless/In a hurry Casualty 001 Very Likely  
 PEDESTRIAN CROSSING A27 DUAL CARRIAGEWAY SOUTH TO NORTH, NEGOTIATED WESTBOUND LANE, WAS OBSCURED BY FENCING ENTERED EASTBOUND LANE TWO AND WAS STRUCK BY VEH TRAVELLING EAST.

**1201746** Tuesday A27 OLD SHOREHAM ROAD 398m  
03/04/2012 East of HOE COURT Veh 2 Car 29 Stopping W to E Dri M 29 Slight  
**R1: A 27** 1451 hrs Veh 1 Car 42 Stopping W to E Dri M 42 Slight  
**E 519,514** Dry  
**N 105,855** Fine without high winds  
 70 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Sudden braking Vehicle 001 Very Likely  
**2nd:** Following too close Vehicle 002 Possible  
 APPARENTLY VEHICLE 1 BRAKED HEAVILY TO AVOID AN OBJECT IN THE ROAD, VEHICLE 2 THEN HIT THE REAR OF VEHICLE 1.

**1201732** Tuesday A27 ARUNDEL ROAD of U  
03/04/2012 DURRINGTON LANE Veh 2 Goods > 7.5t 49 Go/head E to W  
**R1: A 27** 0939 hrs Veh 1 Bus/coach 55 Turning right S to E Seat F 16 Slight  
**R2: U** Veh 1 Bus/coach 55 Turning right S to E Seat F 16 Slight  
**E 511,985** Dry  
**N 105,773** Fine without high winds  
 40 mph

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1202534** Thursday U LYONS WAY of A27 LYONS FARM  
17/05/2012  
Veh 2 Car 20 Wait to turn left N to E Dri M 20 Slight  
R1: U 1516 hrs Veh 1 Car 41 Wait to turn left N to E  
R2: A 27  
E 515,300 Dry  
N 105,174 Fine without high winds  
40 mph

**Causation Factor:** Failed to look properly  
**Participant:** Vehicle 001  
**Confidence:** Very Likely  
VEHICLES 1 AND 2 WAITING TO JOIN MAIN A27 FROM SLIP ROAD LEADING FROM RETAIL PARK. VEH 2 BEGAN TO MOVE THEN STOPPED TO GIVE WAY TO OTHER TRAFFIC. VEH 1 FAILED TO SEE VEH 2 STOPPING AND COLLIDED INTO REAR.

**1202560** Friday A27 78m North of HALF MOON LANE  
18/05/2012  
Veh 2 Car 22 Go/head N to S Dri M 22 Slight  
R1: A 27 1915 hrs Veh 1 Goods < 3.5t 41 Go/ahead RH bend SE to N M 26 Slight  
Veh 1 Goods < 3.5t 41 Go/ahead RH bend SE to N M 22 Slight  
E 512,818 Wet/Damp  
N 105,659 Fine without high winds  
40 mph

**Causation Factor:** Loss of control  
**Participant:** Vehicle 001  
**Confidence:** Very Likely  
2nd: Careless/Reckless/In a hurry Vehicle 001 Possible  
3rd: Travelling too fast for conditions Vehicle 001  
V1 TRAVELLING WEST LOST CONTROL WHILST NEGOTIATING RIGHT HAND BEND. V1 SKIDDED AROUND AND COLLIDED WITH V2 TRAVELLING EAST.

**1202812** Thursday A27 UPPER BRIGHTON ROAD of C0  
31/05/2012 UPPER BRIGHTON ROAD  
Veh 2 Car 34 Wait go ahead held E to W Dri F 34 Slight  
R1: A 27 1800 hrs Veh 1 Car 41 Stopping E to W  
R2: C  
E 515,320 Dry  
N 105,157 Fine without high winds  
30 mph

**Causation Factor:** Careless/Reckless/In a hurry  
**Participant:** Vehicle 001  
**Confidence:** Possible  
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely  
V2 WAS STATIONARY IN QUEUE OF TRAFFIC WHEN V1 STRUCK FROM BEHIND



Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1202959** Monday A27 WARREN ROAD of U  
11/06/2012 OFFINGTON DRIVE OPP LINX ROAD Veh 2 M/C < 125 cc 34 O/take m/veh o/side W to E Dri M 34 Slight  
0732 hrs Veh 1 Car 34 Turning right W to S  
**R1: A 27**  
**R2: U**  
**E 513,546** Wet/Damp  
**N 105,515** Raining without high winds  
40 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Failed to signal/Misleading signal
- 3rd:** Failed to look properly

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 002

**Confidence:**

- Very Likely
- Very Likely

V1 DRIVING EAST BOUND ON SINGLE LANE CARRAIGEWAY IN TRAFFIC, V2 MOTORCYCLE WAS FILTERING IN AND OUT OF TRAFFIC ALSO GOING EASTBOUND. V1 DECIDED TO TAKE A SHORT CUT AND TURN RIGHT DOWN A SIDE ROAD HOWEVER DIDNT SEE V2 MOTORCYCLE ON HIS OFFSIDE AND MADE CONTACT

**1203322** Saturday A27 ARUNDEL ROAD DURRINGTON  
30/06/2012 of U IVYDORE AVENUE Veh 2 Car 20 Go/head E to W FSP F 18 Slight  
2335 hrs Veh 1 Car Turning left S to W  
**R1: A 27**  
**R2: U** Darkness: street lights present  
**E 511,707** Dry  
**N 105,804** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Failed to look properly

**Participant:**

- Vehicle 001

**Confidence:**

- Very Likely

VEHICLE 1 DRIVING NORTH IVYDORE AVENUE DID NOT GIVE WAY AT THE JUNCTION WITH A27. VEHICLE 1 DROVE INTO THE SIDE OF VEHICLE 2. CONTACT MADE FRONT NEARSIDE VEHICLE 2.

**1100933** Friday A27 UPPER BRIGHTON ROAD  
11/02/2011 SOMPTING At Junction of U Veh 2 Car 22 Wait go ahead held W to E FSP F 31 Slight  
2001 hrs HALEWICK LANE Veh 2 Car 22 Wait go ahead held W to E Dri M 22 Slight  
**R1: A 27**  
**R2: U** Darkness: street lights present Veh 1 Car 39 Stopping W to E  
**E 517,213** Wet/Damp  
**N 105,557** Raining without high winds  
40 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Distraction in vehicle
- 3rd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Possible

VEHICLE 2 STOPPED AT TRAFFIC LIGHTS AND VEHICLE 1 DROVE INTO THE BACK OF V2. DID STOP AND EXCHANGED SOME DETAILS NOW BOTH IN V2 HAVE BEEN TO HOSPITAL. BOTH VEHICLES WERE TRAVELLING EASTWARDS.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													

**Causation Factor:**

VEHICLES 1,2AND 3 ALL TRAVELLING WEST AND STATIONARY AT TRAFFIC LIGHTS. V1 HAS DRIVEN INTO THE REAR OF V2, SHUNTING IT INTO THE REAR OF V3.DAMAGE HAS BEEN CAUSED TO V1 AND V2 (DETAILS EXHANGED). FEMALE DRIVER OF V3 NOTED DETAILS OF V2, BUT DID NOT LE AVE HER DEATILS IN EXCHANGE - IT IS NOT KNOWN IF THERE IS ANY DAMAGE TO V3.

<b>1100713</b>	Tuesday	A27 UPPER BRIGHTON ROAD												
<b>R1: A 27</b>	01/02/2011	WORTHING 25m East of U HADLEY AVENUE	Veh 2	Car	27	Go/head	E	to W	RSP	F	18	Slight		
	1745 hrs		Veh 2	Car	27	Go/head	E	to W	Dri	M	27	Slight		
<b>E 515,036</b>		Darkness: street lights present	Veh 1	Goods < 3.5t	40	O/take m/veh o/side	E	to W						
<b>N 105,110</b>		Wet/Damp												
		Raining without high winds												
		30 mph												

**Causation Factor:**

- 1st:** Disobeyed Give Way or Stop sign or markings
- 2nd:** Exceeding speed limit
- 3rd:** Following too close
- 4th:** Traffic calming (eg speed cushions etc.)
- 5th:** Poor turn or manoeuvre
- 6th:** Failed to look properly

**Participant:**

- Vehicle 001
- Vehicle 001
- Vehicle 001
- Vehicle 001
- Vehicle 001
- Vehicle 001

**Confidence:**

- Very Likely
- Very Likely
- Very Likely
- Very Likely
- Possible
- Very Likely

002 IN FRONT OF 001. AT THE POINT WHERE THE DUAL CARRIAGEWAY BECOMES A SINGLE CARRIAGEWAY 001 TRIED TO GET IN FRONT OF 002. 001 STRUCK 002 DRIVER DOOR CAUSING DAMAGE AND INJURY TO DRIVER AND PASSENGER AND DOGS. DRIVER OF 001 MADE A RUDE GESTURE AND D ROVE OFF. 002 FOLLOWED 001 BUT LOST VEHICLE.

<b>1203719</b>	Sunday	A27 ARUNDEL ROAD. WORTHING. At												
<b>R1: A 27</b>	22/07/2012	Junction of U IVYDORE AVENUE.	Veh 2	Car	49	Go/head	E	to W						
<b>R2: U</b>	0754 hrs	outside AT JUNCTION AS STATED	Veh 1	Pedal cycle	16	Turning left	S	to W	Dri	F	16	Slight		
<b>E 511,706</b>		Dry												
<b>N 105,804</b>		Fine without high winds												
		40 mph												

**Causation Factor:**

- 1st:** Failed to look properly

**Participant:**

- Vehicle 001

**Confidence:**

- Very Likely

V1 (PEDAL CYCLE) HEADING NORTH IN IVYDORE AVENUE, AND HAVING REACHED THE GIVE WAY JUNCTION WITH THE A27 (ARUNDEL ROAD), V1 RIDER THEN ENTERED THE A27, WITH THE INTENTION OF TURNING LEFT. THIS WAS DONE INTO THE PATH OF V2, WHICH WAS HEADING WEST ON TH E A27. V1 RIDER IMPACTED WITH FRONT NEARSIDE OF V2, CAUSING RIDER TO FALL FROM PEDAL CYCLE.

<b>1204021</b>	Monday	A2031 OFFINGTON LANE WORTHING												
<b>R1: A 2031</b>	06/08/2012	At Junction of A27 CROCKHURST HILL	Veh 2	Car	39	Wait to turn left	S	to W	Dri	F	39	Slight		
<b>R2: A 27</b>	1620 hrs		Veh 1	Car	40	Go/head	S	to N						
<b>E 513,272</b>		Dry												
<b>N 105,549</b>		Fine without high winds												
		30 mph												

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties					
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev			
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1204682** Sunday A27 UPPER BRIGHTON ROAD  
09/09/2012 WORTHING At Junction of U  
SOMPTING ROAD Veh 2 M/C > 500 cc 19 Go/head E to W Dri F 19 Slight  
R1: A 27 1606 hrs Veh 1 M/C > 500 cc 22 Go/head E to W  
R2: U  
E 515,095 Dry  
N 105,107 Fine without high winds  
40 mph

**Causation Factor:**

1st: Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

V2 SLOWING DOWN TO STOP AT TRAFFIC LIGHTS V1 FAILED TO SEE V1 AND COLLIDED INTO THE REAR OF V2

**1204809** Thursday A27 UPPER BRIGHTON ROAD  
13/09/2012 SOMPTING At Junction of C0  
BUSTICLE LANE Veh 2 Car 17 Go/head N to S Dri F 17 Slight  
R1: A 27 1423 hrs Veh 1 Car 30 Turning right S to E  
R2: C  
E 517,246 Dry  
N 105,534 Fine without high winds  
30 mph

**Causation Factor:**

1st: Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

V1 TRAVELLING NORTH ON BUSTICLE LANE TURNING RIGHT ONTO THE A27 WHEN DRIVER FAILED TO SEE V2 TRAVELLING SOUTH BOUND ON HALEWICK LANE AND COLLIDED WITH V1. SLIGHT INJURY TO DRIVER OF V2

**1204935** Friday A27 WORTHING At Junction of U  
21/09/2012 LYONS WAY Veh 2 Car 25 Wait go ahead held W to E Dri F 25 Slight  
R1: A 27 1433 hrs Veh 1 Car 63 Starting W to E  
R2: U  
E 515,292 Dry  
N 105,174 Fine without high winds  
30 mph

**Causation Factor:**

1st: Failed to judge other persons path or speed

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

VEHICLE 2 TRAVELLING EAST ON SLIP ROAD WAITING TO JOIN A27, VEHICLE 1 TRAVELLING BEHIND VEHICLE MOVES FORWARD THINKING THAT VEHICLE 2 IS DOING THE SAME AND COLLIDES WITH REAR OF VEHICLE 2.

**1204524** Sunday A27 WORTHING 189m East of B2222  
02/09/2012 UPPER BRIGHTON ROAD outside . Veh 2 Car 53 Stopping E to W  
R1: A 27 1153 hrs Veh 3 Car 17 Stopping E to W  
Veh 1 Car 22 Stopping E to W RSP M 2 Slight  
E 515,421 Wet/Damp  
N 105,194 Raining without high winds  
70 mph

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev		
<b>Road No.</b>	Date										
<b>2nd Road No.</b>	Time										
<b>Grid Ref.</b>	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
<b>Causation Factor:</b>											

**1205462** Wednesday U LYONS WAY WORTHING At  
17/10/2012 Junction of A27  
Veh 2 M/C > 500 cc 38 Wait to turn left N to E Dri M 38 Slight  
**R1: U** 1104 hrs Veh 1 Car 46 Turning left N to E Dri F 46 Slight  
**R2: A 27**  
**E 515,324** Wet/Damp  
**N 105,179** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

VEHICLE TWO STOPPED AT GIVE WAY SIGN TO TURN LEFT ONTO A27 FROM LYONS WAY. VEHICLE ONE FAILED TO SEE VEHICLE TWO AND COLLIDED TO THE REAR.

**1205796** Wednesday A27 UPPER BRIGHTON ROAD  
10/10/2012 WORTHING 100m East of U CHURCH  
Veh 2 Minibus 63 Go/head E to W  
**R1: A 27** 0819 hrs Veh 1 Car 50 Go/head E to W Dri M 50 Serious  
**E 516,283** Dry  
**N 105,444** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Sudden braking

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

**2nd:** Following too close

Vehicle 002

Very Likely

IT WOULD APPEAR THAT VEHICLE ONE WAS DRIVING WEST ALONG THE 27 WHEN THE TURBO BLEW ON THE VEHICLE, FILLING THE VEHICLE WITH THICK SMOKE. THE DRIVER, IN HIS PANIC BRAKED FIRMLY AND BROUGHT HIS VEHICLE TO A SUDDEN AND UNEXPECTED STOP IN LANE ONE. VEHICLE TWO WHICH WAS FOLLOWING FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEHICLE ONE.

**1202874** Saturday U MANOR ROAD LANCING At  
02/06/2012 Junction of A27 OLD SHOREHAM  
Veh 2 Car 37 Wait go ahead held N to S Dri F 37 Slight  
**R1: U** 1515 hrs Veh 1 Car 40 Wait go ahead held N to S RSP F 12 Slight  
**R2: A 27**  
**E 518,572** Dry  
**N 105,509** Fine without high winds  
30 mph

**Causation Factor:**

**1st:** Junction overshoot

**Participant:**

Vehicle 001

**Confidence:**

Very Likely

**2nd:** Careless/Reckless/In a hurry

Vehicle 001

Very Likely

WHILST WAITING TO CROSS ROUNDABOUT HIT FROM BEHIND BY ANOTHER VEHICLE

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1206569** Saturday A27 UPPER BRIGHTON ROAD  
08/12/2012 WORTHING At Junction of U FIRST AVENUE  
Veh 2 M/C < 125 cc 21 Go/head W to E Dri M 21 Serious  
R1: A 27 2041 hrs Veh 1 Car 47 Turning right N to W  
R2: U Darkness: street lights present  
E 514,499 Dry  
N 105,014 Fine without high winds  
40 mph

**Causation Factor:**

1st: Poor turn or manoeuvre  
2nd: Failed to judge other persons path or speed

**Participant:**

Vehicle 001  
Vehicle 001

**Confidence:**

Very Likely  
Very Likely

V2 TRAVELLING EAST BOUND ON THE A27 APPROACHES THE JUNCTION WITH FIRST AVENUE. V1 WHO IS AT THE JUNCTION FAILS TO SEE V2 AND ENTERS INTO THE PRIMARY CARRIGEWAY INTO THE PATH OF V2. BOTH VEHICLES COLLIDE AND THE RIDER OF V2 SUSTAINS SERIOUS INJURY.

**1206932** Thursday A27 SOMPTING BY PASS WORTHING  
27/12/2012 At Junction of C0 UPPER BRIGHTON ROAD  
Veh 2 Car 58 Stopping E to W RSP M 18 Slight  
R1: A 27 1723 hrs Veh 3 Car 65 Stopping E to W Dri F 65 Slight  
R2: C Darkness: street lights present Veh 1 Car 60 Go/head E to W Dri F 60 Slight  
E 515,304 Dry  
N 105,154 Fine without high winds  
40 mph

**Causation Factor:**

1st: Other

**Participant:**

Vehicle 001

**Confidence:**

Possible

V1 TRAVELLING IN L2 W/B ON A27 APPROACHING LYONS FARM TRAFFIC LIGHTS. V2 BEGINS BRAKING ON THE APPROACH TO THE TRAFFIC LIGHTS AND ALMOST COMES TO A STOP. V1, ALSO IN L2, COLLIDES WITH THE REAR N/S OF V2. THIS HAS CAUSED V1 TO RIDE UP ONTO TWO WHEELS ALMOST TO THE POINT OF ROLLING OVER. V1 THEN COLLIDES WITH V3 WHICH HAS BEEN IN L1. V1 THEN LANDS BACK ON HIS WHEELS

**1300567** Tuesday A27 WORTHING 110m West of U  
29/01/2013 LYONS WAY  
Veh 2 Car 24 Wait go ahead held E to W Dri M 24 Slight  
R1: A 27 0750 hrs Veh 1 Goods < 3.5t 40 Starting E to W  
E 515,154 Dry  
N 105,128 Fine without high winds  
50 mph

**Causation Factor:**

1st: Careless/Reckless/In a hurry

**Participant:**

Vehicle 001

**Confidence:**

Possible

VEH02 STATIONARY IN QUEUE OF TRAFFIC DUE TO RED LIGHT. WHEN LIGHT TURNS TO GREEN VEH01 WHICH IS BEHIND VEH02 GOES INTO THE BACK OF VEH02. BOTH VEHICLES FACING WEST. DRIVER OF VEH01 STATES THAT HIS FOOT SLIPPED ON THE CLUTCH. VEH02 DRIVER HAS BACK PA IN AS A RESULT OF INCIDENT.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev		
<b>Road No.</b>	Date										
<b>2nd Road No.</b>	Time										
<b>Grid Ref.</b>	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
<b>Causation Factor:</b>											

**1201226** Wednesday A27 UPPER BRIGHTON ROAD  
07/03/2012 WORTHING At Junction of U FOREST ROAD outside CHARMANDEAN  
**R1: A 27** 1313 hrs Veh 2 Car 44 Stopping E to W Dri F 44 Slight  
**R2: U** Veh 3 Goods 3.5 - 7.5t64 Stopping E to W  
E 514,638 Veh 1 Goods 3.5 - 7.5t35 Stopping E to W  
N 105,041 Wet/Damp  
Raining with high winds  
40 mph

**Causation Factor:** **Participant:** **Confidence:**  
1st: Sudden braking Vehicle 002 Very Likely  
2nd: Failed to judge other persons path or speed Vehicle 001 Very Likely  
VEHS 1, 2 AND 3 WERE TRAVELLING IMMEDIATELY BEHIND EACH OTHER WESTWARDS IN A LINE OF SLOW MOVING VEHS ON THE A27 WORTHING. VEH 2 WAS BETWEEN VEHS 1 AND 3. VEH 2 REDUCED SPEED TO MATCH THE SPEED OF THE LINE OF TRAFFIC AND VEH 1 DROVE INTO THE REAR OF VEH 2, PUSHING IT FORWARD TO COLLIDE WITH THE REAR OF VEH 3.

**1300756** Friday A27 SHOREHAM At Junction of U OLD SHOREHAM ROAD  
08/02/2013 Veh 2 Car 51 Go/head E to W Dri F 51 Slight  
**R1: A 27** 1400 hrs Veh 1 Goods > 7.5t 48 Go/head E to W  
**R2: U**  
E 520,118 Wet/Damp  
N 106,068 Fine without high winds  
70 mph

**Causation Factor:** **Participant:** **Confidence:**  
1st: Sudden braking Vehicle 001 Very Likely  
V2 HESITATED AS APPROACHING TRAFFIC LIGHTS WEST BOUND. BRAKED HARD, V1 FAILED TO STOP IN TIME AND COLLIDED WITH OFF SIDE REAR OF V2. SLIGHT INJURY TO DRIVER OF V2

**1301190** Tuesday A27 LANCING At Junction of U BUSTICLE LANE  
05/03/2013 Veh 2 Car 74 Go/head N to S Dri F 74 Slight  
**R1: A 27** 1532 hrs Veh 1 Car 72 Turning right S to E  
**R2: U**  
E 517,249 Dry  
N 105,542 Fine without high winds  
40 mph

**Causation Factor:** **Participant:** **Confidence:**  
1st: Poor turn or manoeuvre Vehicle 001 Very Likely  
VEH 1 TRAVELLING NORTH, WANTING TO TURN RIGHT ON THE A27 AND GO EAST ON THE A27. VEH 2 TRAVELLING SOUTH AND WANTING TO CONTINUE ALONG BUSTICLE LANE, STRAIGHT AHEAD. VEH 1 HAS MISUNDERSTOOD THE SIGNALS OF THE LIGHTS AND CUT ACROSS THE PATH OF VEH 2.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

<b>1301545</b>	Friday	A27 SOMPTING BY-PASS SOMPTING												
	22/03/2013	At Junction of U CHURCH LANE	Veh 2	Car	65	Go/head	E to W	Dri	M	65	Slight			
<b>R1: A 27</b>	1639 hrs		Veh 2	Car	65	Go/head	E to W	FSP	F	66	Slight			
<b>R2: U</b>			Veh 3	M/C > 500 cc	42	Go/head	E to W	Dri	M	42	Slight			
<b>E 516,174</b>	Wet/Damp		Veh 1	Car	20	Go/head	E to W	FSP	F	20	Slight			
<b>N 105,418</b>	Raining without high winds		Veh 1	Car	20	Go/head	E to W	Dri	F	20	Slight			
	70 mph													

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Very Likely

V1, V2 AND V3 ALL HEADING WEST ON A27. V2 REDUCED SPEED OWING TO QUEUE OF TRAFFIC AHEAD. V1 FAILED TO SLOW IN TIME, LOST CONTROL AND IMPACTED WITH V2, COMING TO A REST ACROSS BOTH LANES. V3, WHICH HAD BEEN BEHIND V1 AND V2 WAS UNABLE TO AVOID V1, AND IMPACTED WITH SAME.

<b>1302063</b>	Tuesday	A27 SUSSEX PAD SHOREHAM At												
	23/04/2013	Junction of U OLD SHOREHAM ROAD	Veh 2	Car	30	Wait go ahead held	NW to SE	Dri	M	30	Slight			
<b>R1: A 27</b>	0933 hrs	outside E/B TRAFFIC LIGHTS AT	Veh 3	Car	64	Wait go ahead held	NW to SE							
<b>R2: U</b>			Veh 1	Car	32	Stopping	SW to NE							
<b>E 520,065</b>	Dry													
<b>N 106,057</b>	Fine without high winds													
	70 mph													

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 001

Confidence:

Very Likely

2nd: Following too close

Vehicle 001

Very Likely

V3 TRAVELLING LANE 2 EASTBOUND A27 SHOREHAM, STOPS AT RED LIGHTS AT JUNCTION WITH SHOREHAM AIRPORT. V2, SWB VAN, STOPS BEHIND V3. V1 ALSO TRAVELLING EAST FAILED TO SLOW, HITTING THE REAR OF V2, SHUNTING THAT IN TO THE REAR OF V3.

<b>1302165</b>	Tuesday	U LYONS WAY WORTHING At												
	30/04/2013	Junction of A27 SOMPTING BY PASS	Veh 2	Car	64	Wait go ahead held	NW to E	Dri	F	64	Slight			
<b>R1: U</b>	1745 hrs		Veh 1	Car	37	Wait go ahead held	NW to E							
<b>R2: A 27</b>														
<b>E 515,291</b>	Dry													
<b>N 105,175</b>	Fine without high winds													
	40 mph													

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 001

Confidence:

Possible

2nd: Failed to judge other persons path or speed

Vehicle 001

Possible

3rd: Poor turn or manoeuvre

Vehicle 001

V02 WAS WAITING TO JOIN TRAFFIC ON A27 AND V01 CAME UP BEHIND V02 AND COLLIDIED WITH REAR. TELEPHONE NUMBER EXCHANGED. DRIVER OF V02 SUSTAINED INJURY.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1302784** Monday A27 UPPER BRIGHTON ROAD  
03/06/2013 WORTHING At Junction of U SHANDON ROAD  
1730 hrs  
Veh 2 M/C > 500 cc 23 O/take s/veh o/side E to W Dri M 23 Slight  
Veh 1 Car 35 Turning right S to E  
**R1: A 27**  
**R2: U**  
E 514,795 Dry  
N 105,090 Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Poor turn or manoevre  
**2nd:** Poor turn or manoevre

**Participant:**

Vehicle 001  
Vehicle 002

**Confidence:**

Possible  
Possible

VEHICLE 1 WAITING TO TURN RIGHT OUT OF SHANDON ROAD AND TRAVEL EAST ON A27. TRAFFIC WESTBOUND ON A27 STOPS TO ALLOW VEHICLE 1 OUT. VEHICLE 2 (MOTORCYCLE) OVERTAKING STATIONARY WESTBOUND TRAFFIC TOWARDS JUNCTION WITH SHANDON ROAD. VEHICLE 1 COMMENCES RIGHT TURN COLLIDING WITH OVERTAKING VEHICLE 2.

**1303106** Sunday A27 SOMPTING BY PASS WORTHING  
16/06/2013 50m East of U LYONS WAY  
1310 hrs  
Veh 2 Car 28 Go/head E to W Dri M 28 Slight  
Veh 1 Car 60 Go/head E to W  
**R1: A 27**  
E 515,317 Dry  
N 105,159 Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Careless/Reckless/In a hurry  
**2nd:** Careless/Reckless/In a hurry

**Participant:**

Vehicle 001  
Vehicle 002

**Confidence:**

Possible  
Possible

TWO VEHICLE, INJURY RTC IN WHICH TWO CARS HAVE BEEN INVOLVED IN A REAR END SHUNT ON THE A27 IN LANE 2, CLOSE TO THE JUNCTION OF LYONS FARM.

**1303108** Wednesday A27 ARUNDEL ROAD WORTHING At  
05/06/2013 Junction of U IVYDORE AVE  
0853 hrs  
Veh 2 Car 30 Go/head W to E  
Veh 3 Car 35 Go/head W to E  
Veh 1 Car 39 Go/head W to E Dri M 39 Slight  
**R1: A 27**  
**R2: U**  
E 511,725 Dry  
N 105,807 Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to judge other persons path or speed

**Participant:**

Vehicle 001

**Confidence:**

Possible

ALL VEHICLES TRAVELLING EAST BOUND, SLOW MOVING START / STOP PEAK TIME TRAFFIC, V1 HIT REAR OF V2 AND IN TURN VEH2 HIT V3



Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

<b>1303264</b>	Wednesday	A24 WARREN ROAD WORTHING 30m												
	26/06/2013	East of A24 FINDON ROAD	Veh 2	Car	23	Go/head	NW to SE	Dri	F	23	Slight			
<b>R1: A 24</b>	1751 hrs		Veh 3	Car	61	Go/head	NW to SE							
			Veh 1	Car	50	Go/head	NW to SE	FSP	M	11	Slight			
<b>E 513,330</b>	Dry													
<b>N 105,586</b>	Fine without high winds													
	40 mph													

**Causation Factor:** Failed to judge other persons path or speed  
**Participant:** Vehicle 001  
**Confidence:** Very Likely  
 V 2 WAS STATIONARY IN A LINE OF TRAFFIC ON A27 TRAVELLING E/BOUND WITH V3 IN FRONT. V1 TRAVELLING BEHIND LEFT THE RA AND FAILED TO SEE THE STATIONARY TRAFFIC AHEAD AND COLLIDED INTO THE REAR OF V2, WHICH IN TURN COLLIDED WITH THE REAR OF V3.

<b>1301084</b>	Thursday	A27 SOMPTING BY-PASS WORTHING												
	28/02/2013	AT JUNCTION OF U LYONS WAY WORTHING	Veh 1	Car	28	Turning right	S to E	Dri	F	28	Slight			
<b>R1: A 27</b>	1018 hrs		Veh 2	Car	37	O/take on n/side	W to E							
<b>R2: U</b>	Daylight:street lights present		Veh 3	Goods > 7.5t	40	Wait to turn right	E to S							
<b>E 515,074</b>	Dry													
<b>N 105,120</b>	Fine without high winds													
	40 mph													

**Causation Factor:** Stationary or parked vehicle  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
 Stationary or parked vehicle  
**Participant:** Vehicle 2  
**Confidence:** Very Likely  
 Failed to judge other persons path or speed  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
 VEH 2 TRAVELLING EASTBOUND LANE 1 A27. VEH 3 LORRY IN LANE 2 WAITING TO TURN RIGHT ONTO SOMPTING ROAD. VEH 1 WAITING IN MIDDLE OF CROSSING TO TURN EASTBOUND A27. VEH 1 PULLS OUT INTO THE PATH OF VEH 2 RESULTING COLLISION. VEH 3 LORRY OBSCURED VISIBILITY FOR BOTH DRIVERS.

<b>1304178</b>	Saturday	A27 ARUNDEL ROAD DURRINGTON												
	10/08/2013	AT JUNCTION OF U IVYDORE AVENUE	Veh 1	Car	17	Wait to turn right	W to S							
<b>R1: A 27</b>	1127 hrs		Veh 2	Taxi	49	Go/head	E to W	RSP	F	47	Slight			
<b>R2: U</b>	Daylight:street lights present		Veh 2	Taxi	49	Go/head	E to W	RSP	F	15	Slight			
<b>E 511,711</b>	Dry													
<b>N 105,802</b>	Fine without high winds													
	40 mph													

**Causation Factor:** Inexperienced or learner driver/rider  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
 Nervous/Uncertain/Panic  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
 THE DRIVER OF VEHICLE 1 WHILST UNDER INSTRUCTION MISINTERPRETED VEHICLE 2 FLASHING HIS LIGHTS AS A SIGN OF GIVING WAY. VEHICLE 1 TURNED RIGHT INTO THE PATH OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1305154** Tuesday A27 UPPER BRIGHTON ROAD  
01/10/2013 WORTHING AT JUNCTION OF U GROVE ROAD WORTHING  
**R1: A 27** 1650 hrs Veh 1 Car 52 Turning right S to E  
**R2: U** Daylight:street lights present Veh 2 M/C < 125 cc 17 O/take m/veh o/side E to W Dri M 17 Slight  
**E 514,310** Dry  
**N 104,999** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Inexperienced or learner driver/rider  
**2nd:** Stationary or parked vehicle

**Participant:**

Vehicle 2  
Vehicle 1

**Confidence:**

Possible  
Possible

VEHICLE 1 WAS MAKING A TURN OUT OF GROVE ROAD TO HEAD EAST BOUND ON THE A27 UPPER BRIGHTON ROAD, A GAP IN THE SLOW MOVING TRAFFIC ALLOWED HER TO MOVE OUT OF THE JUNCTION EDGING OUT WARDS. VEHICLE 2 (A MOTORBIKE) WAS COMING WEST BOUND ON THE A27 IN THE CENTRE OF THE ROAD AT BETWEEN 25-30 MPH, AVOIDING GETTING STUCK IN THE TRAFFIC. VEHICLE 2 DIDNT SEE VEHICLE 1 AND THEY MET IN THE CENTRE OF THE ROAD.

**1305351** Wednesday A27 UPPER BRIGHTON ROAD  
09/10/2013 BROADWATER AT JUNCTION OF U CISSBURY ROAD  
**R1: A 27** 0828 hrs Veh 1 Car 38 Stopping E to W  
**R2: U** Daylight:street lights present Veh 2 Car 71 Stopping E to W Dri F 71 Slight  
**E 514,388** Dry Veh 2 Car 71 Stopping E to W FSP F 47 Slight  
**N 105,007** Fine without high winds Veh 3 Car 21 Stopping E to W  
40 mph Veh 4 Car 53 Stopping E to W Dri M 53 Slight

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

VEH 1 IS TRAVELLING WESTBOUND IN A QUEUE OF SLOW MOVING TRAFFIC. THE DRIVER IS DRISTRATED BY SOME PEOPLE MUCKING ABOUT OFF THE ROAD, AND HE HITS VEH 2 WHICH IN TURN GOES INTO VEH 3 WHICH GOES INTO VEH 4.

**1306446** Tuesday A27 WORTHING 67M WEST OF B2222  
26/11/2013 UPPER BRIGHTON ROAD  
**R1: A 27** 1345 hrs Veh 1 Car 40 Stopping E to W  
Daylight:street lights present Veh 2 Car 38 Stopping E to W Dri F 38 Slight  
**E 515,308** Dry Veh 3 Car 56 Stopping E to W  
**N 105,153** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Failed to judge other persons path or speed

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

V3, V2 AND V1 ARE TRAVELLING WEST ON THE A27. THE VEHICLES BEGIN TO SLOW. V1 FAILS TO SLOW QUICK ENOUGH AND HITS THE REAR OF V2 WHICH IN TURN HITS THE REAR OF V3. THE DRIVER OF V2 SUSTAINS SLIGHT INJURY AS A RESULT.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties					
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev		
<b>Road No.</b>	Date												
<b>2nd Road No.</b>	Time												
<b>Grid Ref.</b>	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
<b>Causation Factor:</b>													

**1306725** Tuesday A27 SHOREHAM 33M WEST OF U  
10/12/2013 OLD SHOREHAM ROAD Veh 1 Car 44 Go/head W to E  
**R1: A 27** 0817hrs Veh 2 Car 36 Go/head W to E Dri M 36 Slight  
Daylight:street lights present Veh 3 Car 36 Go/head W to E Dri M 36 Slight  
**E 520,071** Dry Veh 4 Car 36 Go/head W to E  
**N 106,033** Fine without high winds  
70 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Failed to look properly Vehicle 1 Very Likely  
V1 APPROACHING SLOWING/STATIONARY V2/V3/V4 HAS FAILED TO REACT TO THE TRAFFIC IN FRONT HITTING V2, WHICH HAS HIT V3, WHICH HAS HIT V4

**1304903** Tuesday A27 SOMPTING BY PASS SOMPTING  
17/09/2013 AT JUNCTION OF U BUSTICLE LANE Veh 1 Car 27 Go/head W to E Dri F 27 Slight  
**R1: A 27** 1825hrs Veh 2 Car Parked 0 to 0  
**R2: U** Daylight:street lights present Veh 3 Car Parked 0 to 0  
**E 517,259** Wet/Damp  
**N 105,528** Raining without high winds  
70 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Defective brakes Vehicle 1 Possible  
**2nd:** Failed to look properly Vehicle 1 Very Likely  
V1 TRAVELLING EASTBOUND ON A27 SOMPTING BY PASS APPROACHING HILL BARN TRAFFIC LIGHTS WHEN DRIVER OF V1 TOOK SOUTHBOUND TURNING INTO BUSTICLE LANE AND LEFT ROAD TO NEARSIDE COLLIDING WITH LAMPOST OUTSIDE HILL BARN GARAGE. MINOR INJURIE TO DRIVER NAMELY WH IPLASH & SHOCK. DEBRIS FROM V1 THROWN INTO AIR COLLIDED WITH PARKED UMV ON CAR SALE FORECOURT MARKING PAINTWORK AND LISTED AS V2 & V3.

**1305026** Monday A27 BRIGHTON ROAD WORTHING  
23/09/2013 AT JUNCTION OF U CISSBURY ROAD Veh 1 Car 18 Wait to turn right SE to E  
**R1: A 27** 1715hrs Veh 2 M/C < 125 cc 18 Go/head E to W Dri M 18 Slight  
**R2: U** Daylight:street lights present  
**E 514,403** Dry  
**N 105,007** Fine without high winds  
30 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Careless/Reckless/In a hurry Vehicle 1 Possible  
**2nd:** Failed to look properly Vehicle 1 Possible  
V2 (MOTORCYCLE) WAS GOING WEST ON BRIGHTON ROAD WHEN V1 HAS COME OUT FROM CISSBURY ROAD AND STRUCK NEARSIDE CENTRE OF BIKE.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties					
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date												
2nd Road No.	Time												
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
<b>Causation Factor:</b>													

**1400144** Friday A27 SOMPTING BY PASS SOMPTING  
10/01/2014 AT JUNCTION OF U CHURCH LANE  
**R1: A 27** 0815 hrs Veh 1 Car 43 Turning left W to N  
**R2: U** Daylight:street lights present Veh 2 Pedal cycle 15 Go/head W to E Dri M 15 Slight  
**E 516,167** Dry  
**N 105,446** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to judge other persons path or speed

**Participant:**

Vehicle 1

**Confidence:**

Possible

V2 CYCLIST RIDING EAST ACROSS JUNC. V1 TURNING INTO JUNC HIT REAR WHEEL OF V2 KNOCKING CYCLIST OFF. BOTH PARTIES STOPPED, DETAILS NOT EXCHANGED.

**1204223** Saturday A27 LANCING 409M EAST OF U  
18/08/2012 MASH BARN LANE  
**R1: A 27** 0201 hrs Veh 1 Pedal cycle 38 Go/head E to W Dri M 38 Serious  
**E 519,482** Dry Veh 2 Taxi 58 Go/head E to W Dri M 58 Slight  
**N 105,826** Darkness: no street lighting  
Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Not displaying lights at night or in poor visibility

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

VEHICLE 2, TAXI, TRAVELLING WEST ON THE A27 NEAR WITHYPATCH, DURING THE HOURS OF DARKNESS ON UNLIT ROAD. VEHICLE 1, PEDAL CYCLE ALSO TRAVELLING WEST ON THE SAME ROAD WITHOUT LIGHTS ON CYCLE IS STRUCK FROM BEHIND BY VEHICLE 2.

**1302902** Sunday A27 BRIGHTON ROAD LANCING AT  
09/06/2013 JUNCTION OF A2025 GRINSTEAD  
LANE  
**R1: A 27** 0856 hrs Veh 1 Car 28 Go/head S to N Dri M 28 Slight  
**R2: A 2025** Daylight:street lights present Veh 2 M/C > 500 cc 44 Go/head E to W Dri M 44 Serious  
**E 518,565** Dry  
**N 105,467** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

**2nd:** Failed to judge other persons path or speed

Vehicle 1

Possible

VEHICLE 1 EXITED GRINSTEAD LANE ONTO THE A27 LANCING MANOR ROUNDABOUT HAVING FAILED TO OBSERVE A MOTOR CYCLE APPROACHING FROM THE EAST.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1401868** Tuesday A27 LANCING AT JUNCTION OF U  
08/04/2014 MASH BARN LANE Veh 1 Car 18 U turn E to E Dri M 18 Slight  
**R1: A 27** 0040 hrs Veh 1 Car 18 U turn E to E RSP F 17 Slight  
**R2: U** Darkness: no street lighting Veh 1 Car 18 U turn E to E FSP F 18 Slight  
**E 519,106** Wet/Damp  
**N 105,725** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Inexperienced or learner driver/rider

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

ONE VEHICLE RTC - ATTEMPTED TO TURN AROUND TO TRAVEL WEST ALONG A27 AND SHOT OVER THE JUNCTION AND ENDED UP SKIDDING AND HITTING THE CONCRETE WHICH STARTS THE ARMCO BARRIER, CAUSED EXTENSIVE DAMAGE TO VEHICLE. CAUSED DAMAGE TO ROADSIGN HENCE A RECORDABLE DAMAGE RTC

**1402612** Monday A27 UPPER BRIGHTON ROAD  
12/05/2014 LANCING AT JUNCTION OF U Veh 1 Car 55 Stopping S to N  
EIGHTH AVENUE Veh 2 Pedal cycle 22 Go/head W to E Dri M 22 Slight  
**R1: A 27** 0950 hrs  
**R2: U** Daylight:street lights present  
**E 518,527** Dry  
**N 105,458** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Distraction outside vehicle

**2nd:** Vegetation

**3rd:** Vehicle blind spot

**4th:** Failed to look properly

**Participant:**

Vehicle 1

Vehicle 1

Vehicle 2

Vehicle 1

**Confidence:**

Possible

Possible

Possible

Possible

PEDAL CYCLE (V2) GOING EASTWARDS ON SOUTHSIDE ON PAVEMENT HIT V1 EMERGING FROM DRIVEWAY AT THE REAR OF GARDENS IN GRINSTEAD LANE, WHICH COMES OUT ONTO THE A27 NEAR TO LANCING MANOR ROUNDABOUT. CYCLE RIDER HAS INJURED KNEES. DETAILS EXCHANGED AT SCENE.

**1402662** Friday A27 ARUNDEL ROAD WORTHING AT  
16/05/2014 JUNCTION OF U DURRINGTON HILL Veh 1 Car 28 Turning right S to E  
OUTSIDE MIDDLE OF JUNCTION Veh 2 M/C > 500 cc 52 Go/head E to W Dri M 52 Serious  
**R1: A 27** 1719 hrs  
**R2: U** Daylight:street lights present  
**E 511,987** Dry  
**N 105,778** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Poor turn or manoeuvre

**2nd:** Failed to look properly

**Participant:**

Vehicle 1

Vehicle 2

**Confidence:**

Very Likely

Very Likely

V1 TRAVELLING NORTH ON DURRINGTON HILL APPROACHES GIVE WAY CONTROLLED T-JUNCTION INTENDING TO TURN RIGHT ONTO MAJOR ROAD A27. V1 SPOTS VEHICLE TRAVELLING WESTBOUND ON A27 INDICATING LEFT TO TURN INTO DURRINGTON HILL SO MOVES FORWARD INTO THE WESTBOUND CARRIAGEWAY. V2 ALSO TRAVELLING WESTBOUND ON A27 AND FILTERING PAST SLOW MOVING CAR TRAFFIC FAILS TO SEE V1 EMERGING AND COLLIDES WITH THE FRONT OFFSIDE CORNER.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1403388** Saturday U LYONS WAY WORTHING AT  
14/06/2014 JUNCTION OF A27 BRIGHTON RD Veh 1 Goods < 3.5t 28 Reversing S to N  
**R1: U** 1245 hrs Veh 2 Car 51 Wait go ahead held N to S Dri F 51 Slight  
**R2: A 27** Daylight:street lights present  
**E 515,074** Dry  
**N 105,128** Fine without high winds  
30 mph

**Causation Factor:**

**1st:** Poor turn or manoeuvre  
**2nd:** Careless/Reckless/In a hurry  
**3rd:** Failed to look properly

**Participant:**

Vehicle 1  
Vehicle 1  
Vehicle 1

**Confidence:**

Very Likely  
Very Likely

VEH 1 WAITING AT T/LIGHT JUNCTION LYONS WAY TO JOIN A27, VEH 2 IMMEDIATELY BEHIND VEH 1 ALSO WAITING. FOR NO APPARENT REASON, VEH 1 REVERSED AT SPEED INTO VEH 2 CAUSING DAMAGE, BOTH DRIVERS REMAINED AT SCENE SECTION 170 COMPLIED WITH. HOWEVER, SUBSEQUENT INJURIES REPORTED..

**1402066** Thursday A27 UPPER BRIGHTON ROAD  
17/04/2014 WORTHING AT JUNCTION OF U Veh 1 Car 41 Turning right S to E  
**R1: A 27** 0715 hrs Veh 2 M/C < 125 cc 57 O/take m/veh o/side E to W Dri M 57 Slight  
**R2: U** Daylight:street lights present  
**E 514,407** Dry  
**N 104,997** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Dazzling sun  
**2nd:** Failed to look properly  
**3rd:** Failed to look properly

**Participant:**

Vehicle 1  
Vehicle 1  
Vehicle 2

**Confidence:**

Very Likely  
Very Likely

V1 TURNING RIGHT ON TO A27 FROM SIDE ROAD. WESTBOUND TRAFFIC FLOW HEAVY AND SLOW. V2 TRAVELING WESTBOUND FEEDING TO THE OFFSIDE OF SLOW MOVING TRAFFIC. WITH V1 FULLY ACROSS WESTBOUND LANE, V2 IMPACTED WITH FRONT OFFSIDE CORNER V1. SLIGHT INJURY TO RIDER  
V2. POSITION OF V2 MASKED FROM V1 BY ONCOMING TRAFFIC, AND POSITION OF SUN CONTRIBUTORY FACTOR.

**1402576** Monday A27 UPPER BRIGHTON ROAD  
12/05/2014 WORTHING AT JUNCTION OF A24 Veh 1 Car 43 Go/head E to W Dri M 43 Slight  
**R1: A 27** 1349 hrs Veh 2 Car 79 Stopping E to W  
**R2: A 24** Daylight:street lights present  
**E 514,108** Wet/Damp  
**N 104,909** Raining without high winds  
30 mph

**Causation Factor:**

**1st:** Failed to look properly  
**2nd:** Slippery road (due to weather)

**Participant:**

Vehicle 1  
Vehicle 1

**Confidence:**

Very Likely  
Possible

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1404027** Wednesday A27 OLD SHOREHAM ROAD  
 16/07/2014 LANCING AT JUNCTION OF A2025 Veh 1 M/C > 500 cc 55 Go/head S to N F 53 Serious  
 GRINSTEAD LANE Veh 2 Goods < 3.5t 34 Go/head E to W  
**R1: A 27** 1520 hrs  
**R2: A 2025** Daylight:street lights present  
**E 518,565** Dry  
**N 105,464** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Inexperience of driving on the left
- 2nd:** Failed to look properly
- 3rd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 1
- Vehicle 1
- Vehicle 1

**Confidence:**

- Possible
- Possible

VEHICLE 2 WAS TRAVELLING WEST ALONG THE A27 FROM SHOREHAM AIRPORT; IT ENTERED THE LANCING MANOR ROUNDABOUT AND TOOK THE SECOND EXIT WEST HEADING TOWARDS WORTHING VEHICLE 1 WAS TRAVELLING NORTH FROM GRINSTEAD LANE AND MADE CONTACT WITH VEHICLE 2 ON LANCI NG MANOR ROUNDABOUT, THE VEHICLE MADE CONTACT WITH THE BACK WHEEL OF VEHICLE 2

**1404143** Monday A27 ARUNDEL ROAD WORTHING AT  
 21/07/2014 JUNCTION OF U ENTRANCE TO ESSO Veh 1 Car 66 Turning right S to E  
 GARAGE Veh 2 M/C > 500 cc 20 Go/head E to W Dri M 20 Slight  
**R1: A 27** 2232 hrs  
**R2: U** Darkness: street lights present  
**E 511,759** Dry  
**N 105,797** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Poor turn or manoeuvre

**Participant:**

- Vehicle 1

**Confidence:**

- Very Likely

V1 PULLED OUT OF A GARAGE FORECOURT ONTO THE A27 AND FAILED TO SEE THE MOTORCYCLIST TRAVELLING WEST BOUND. THE RIDER OF THE MOTORCYCLIST JUMPED OFF BEFORE THE MOTOR CYCLIST COLLIDED WITH V1.

**1404176** Wednesday A27 WORTHING WORTHING AT  
 23/07/2014 JUNCTION OF U BEECHES AVENUE Veh 1 Car 69 Turning right N to W  
 Veh 2 M/C < 125 cc 18 Go/head W to E Dri M 18 Slight  
**R1: A 27** 0851 hrs  
**R2: U** Daylight:street lights present  
**E 514,883** Dry  
**N 105,106** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Failed to judge other persons path or speed
- 2nd:** Failed to look properly

**Participant:**

- Vehicle 1
- Vehicle 1

**Confidence:**

- Very Likely
- Very Likely

V2 WAS DRIVING FROM WEST TO EAST ALONG THE A 27 ON HIS SCOOTER ON THE OUTSIDE OF TRAFFIC. V1 WAS PULLING OUT OF BEECHES AVENUE. TRAFFIC STOPPED TO ALLOW HIM OUT. V1 WAS SLOWLY COMING OUT AND DID NOT SEE V2. V1 PULLED OUT AND HIT V2 CAUSING SLIGHT DAMAGE TO SCOOTER AND SORE ELBOW TO THE RIDER.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1404850** Friday A27 SOMPTING AT JUNCTION OF U  
01/08/2014 BUSTICLE LANE  
**R1: A 27** 1749 hrs Veh 1 Car 25 Go/head W to E Dri F 25 Slight  
**R2: U** Daylight:street lights present Veh 2 Goods < 3.5t 46 Ch/lane to right W to E  
**E 517,215** Dry Veh 3 Car 18 Go/head W to E  
**N 105,553** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Failed to judge other persons path or speed
- 2nd:** Failed to signal/Misleading signal
- 3rd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 1
- Vehicle 2
- Vehicle 3

**Confidence:**

- Possible
- Possible

V1 TRAVELLING IN LANE TWO HAS HAD TO TAKE AVOIDING ACTION AS V3 HAS BRAKED AND HAS SWERVED INTO SLIP ROAD INTO PATH OF V2. V2 HAS HIT V1 AND THEN V1 HAS HIT REAR OF V3.

**1404737** Saturday A27 UPPER BRIGHTON ROAD  
16/08/2014 WORTHING 40M WEST OF U  
**R1: A 27** 1712 hrs Veh 1 M/C < 50 cc 16 Go/head W to E Dri M 16 Slight  
 CISSBURY ROAD OUTSIDE 41 UPPER Veh 2 Car 50 Turning right N to W  
 Daylight:street lights present  
**E 514,356** Dry  
**N 105,010** Fine without high winds  
 40 mph

**Causation Factor:**

- 1st:** Failed to look properly
- 2nd:** Failed to judge other persons path or speed

**Participant:**

- Vehicle 1
- Vehicle 1

**Confidence:**

- Very Likely
- Very Likely

V1 TRAVELLING EASTBOUND AND OFF SIDING STATIONARY/SLOW MOVING TRAFFIC . RIDER FAILED TO NOTICE THAT STATIONARY VEHICLES HAD STOPPED TO LET V2 OUT OF DRIVEWAY. V2 WAS ALREAD COMMITED AS V1 STRUCK THE OFF SIDE OF V2.

**1403493** Wednesday A27 UPPER BRIGHTON ROAD  
18/06/2014 WORTHING AT JUNCTION OF U  
**R1: A 27** 1730 hrs Veh 1 Goods 3.5 - 7.5t58 Go/head W to E  
 HADLEY AVE Veh 2 Car 49 Go/head W to E Dri F 49 Slight  
**R2: U** Daylight:street lights present  
**E 515,006** Dry  
**N 105,110** Unknown  
 30 mph

**Causation Factor:**

- 1st:** Careless/Reckless/In a hurry

**Participant:**

- Vehicle 1

**Confidence:**

- Possible

VEH 2 WAS TRAVELLING TOWARDS WORTHING FROM LANCING WHEN TWO LANES BECOME ONE JUST AFTER PASSING LYONS FARM, VEH 1 HIT INTO THE NEAR SIDE OF VEH 2 AND JUST CARRIED ON DRIVING, VEH2 TRIED BEEPING THE HORN TO LET VEH 1 KNOW IT NEEDED TO STOP BUT IT JUST CARRIED ON DRIVING.



Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
<b>Road No.</b>	Date											
<b>2nd Road No.</b>	Time											
<b>Grid Ref.</b>	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
<b>Causation Factor:</b>												

**1405716** Saturday A27 SHOREHAM BY PASS  
04/10/2014 SHOREHAM AT JUNCTION OF U COOMBES ROAD Veh 1 Car 31 Go/head SW to NE Dri M 31 Slight  
**R1: A 27** 0426 hrs  
**R2: U** Darkness: no street lighting  
**E 520,137** Dry  
**N 106,103** Fine without high winds  
70 mph

**Causation Factor:** Impaired by alcohol  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
V1 TRAVELLING EASTBOUND ON A27 WITH DRIVER BEING NEARLY THREE TIMES OVER THE DRINK DRIVE LIMIT, MOUNTED A KERB ON APPROACH TO SUSSEX PAD LIGHTS AND STRUCK THE NORTHERN MOST TRAFFIC LIGHT, CAUSING DAAMGE TO THE LIGHTS, VEHICLE AND MINOR INJURY TO THE SINGLE OCCUPANT DRIVER.

**1406036** Wednesday A27 ARUNDEL ROAD WORTHING  
15/10/2014 50M WEST OF U DURRINGTON HILL Veh 1 Car 18 Go/head E to W Ped M 31 Serious  
**R1: A 27** 2012 hrs  
Darkness: street lighting  
**E 511,916** Wet/Damp  
**N 105,790** Raining without high winds  
40 mph

**Causation Factor:** Failed to look properly  
**Participant:** Casualty 1  
**Confidence:** Possible  
**2nd:** Careless/Reckless/In a hurry  
Vehicle 1  
Possible  
INJURED PERSON CROSSING THE ROAD AT THE TRAFFIC LIGHTS. VEHICLE 1 DRIVING EAST TO WEST DROVE INTO THE INJURED PERSON CROSSING THE ROAD.

**1402263** Saturday A27 BRIGHTON ROAD LANCING. AT  
26/04/2014 JUNCTION OF U MANOR ROAD Veh 1 Car 25 Go/head W to E Dri M 25 Serious  
**R1: A 27** 2252 hrs  
OUTSIDE AT JUNCTION AS SHOWN  
**R2: U** Darkness: street lights present  
**E 517,778** Dry  
**N 105,523** Fine without high winds  
40 mph

**Causation Factor:** Loss of control  
**Participant:** Vehicle 1  
**Confidence:** Very Likely  
V1 HEADING EAST ON A27. FOR REASONS UNKNOWN, VEHICLE EXITED ROAD TO NEAR SIDE, OVER GRASS VERGE AND PAVEMENT AND THEN IMPACTED WITH WOODEN FENCE OF GARDEN TO PRIVATE DWELLING, BEFORE COMING TO A REST.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Age	Manv / Dir / Class	Sex	Age	Sev	
<b>Road No.</b>	Date									
<b>2nd Road No.</b>	Time									
<b>Grid Ref.</b>	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
<b>Causation Factor:</b>										

**1406341** Tuesday A27 UPPER BRIGHTON ROAD  
28/10/2014 SOMPTING 190M EAST OF U  
DANKTON LANE  
R1: A 27 1020 hrs  
Daylight:street lights present  
E 516,986 Dry  
N 105,570 Fine without high winds  
70 mph

<b>Causation Factor:</b>	<b>Participant:</b>	<b>Confidence:</b>
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 PANEL VAN TRAVELLING EASTBOUND ON A27, LANCING UNDERTOOK V2 TRAVELLING AND ATTEMPTED TO CUT BACK INTO LANE 2 BUT CAUGHT REAR ROS BUMPER OF V1 AGAINST FNS BUMPER OF V2. THIS CAUSED V1 TO LOSE CONTROL AND ENTER GULLEY, THEN EXIT A27 TO NEARSIDE INTO FIE LD CAUSING VEHICLE TO ROLL AND LAND ON ROOF. MINOR INJURY GRAZING TO V1 DRIVER.

**1406855** Friday A27 ARUNDEL ROAD AT JUNCTION  
21/11/2014 OF U HAYLING RISE  
R1: A 27 1512 hrs  
R2: U Daylight:street lights present  
E 512,445 Dry  
N 105,769 Fine without high winds  
40 mph

<b>Causation Factor:</b>	<b>Participant:</b>	<b>Confidence:</b>
1st: Loss of control	Vehicle 1	Possible
2nd: Fatigue	Vehicle 1	Very Likely

V1 TRAVELLING WEST ON A27 AT 35MPH WHEN DRIVER VEERED OFF ROAD NEARSIDE AND COLLIDED WITH TREE. BELIEVED DRIVER FELL ASLEEP AT WHEEL.

**1407076** Tuesday A27 AT JUNCTION OF U COOMBES  
02/12/2014 ROAD  
R1: A 27 2128 hrs  
R2: U Darkness: street lighting  
E 520,146 Dry  
N 106,101 Fine without high winds  
70 mph

<b>Causation Factor:</b>	<b>Participant:</b>	<b>Confidence:</b>
1st: Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING SOUTHBOUND OUT OF COOMBES ROAD,AGAINST RED LIGHT, ONTO A27 INTENDING TO TURN WESTBOUND. VEHICLE 2 TRAVELLING EASTBOUND A27 THROUGH GREEN TRAFFIC LIGHTS. VEHICLE 2 COLLIDED WITH VEHICLE 1 CAUSING DAMAGE AND INJURY.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties				
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev		
<b>Road No.</b>	Date												
<b>2nd Road No.</b>	Time												
<b>Grid Ref.</b>	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
<b>Causation Factor:</b>													

**1500027** Thursday A24 WARREN ROAD WORTHING  
01/01/2015 100M WEST OF U HILL BARN LANE Veh 1 Car 44 O/take m/veh o/side S to N  
**R1: A 24** 1952 hrs Veh 2 43 Go/head S to N  
Darkness: street lights present Veh 3 Car 21 Go/head N to S Dri F 21 Slight  
**E 513,982** Wet/Damp Veh 3 Car 21 Go/head N to S FSP F 19 Slight  
**N 105,024** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Aggressive driving
- 2nd:** Disobeyed double white line

**Participant:**

- Vehicle 1
- Vehicle 1

**Confidence:**

- Very Likely
- Very Likely

V1 COMES AROUND THE GROVE LODGE ROUNDABOUT FOLLOWING AN AMBULANCE, V2. AMBULANCE EXITS ROUNDABOUT ONTO WARREN ROAD FOLLOWED BY V1. V1 ATTEMPTS TO OVERTAKE AMBULANCE CROSSING DOUBLE WHITE LINE SYSTEM. V3 APPROACHING FROM OPPOSITE DIRECTION. V1 WHILST OVER TAKING V2, COLLIDES WITH FRONT OFFSIDE OF V2 AND ALSO COLLIDES WITH FRONT OFFSIDE OF V3 WHICH HAS BEEN ONCOMING. V1 THEN LEFT THE ROAD TO THE OFFSIDE

**1500729** Wednesday A27 BRIGHTON ROAD SHOREHAM  
04/02/2015 BY SEA 156M WEST OF U COOMBES ROAD Veh 1 Car 44 Go/head W to E  
**R1: A 27** 0820 hrs Veh 2 M/C < 125 cc 21 Go/head W to E Dri M 21 Slight  
Daylight:street lights present  
**E 519,942** Frost/Ice  
**N 106,000** Other  
70 mph

**Causation Factor:**

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Failed to judge other persons path or speed
- 3rd:** Failed to look properly

**Participant:**

- Vehicle 1
- Vehicle 1
- Vehicle 1

**Confidence:**

- Possible
- Possible

BOTH VEHICLES TRAVELLING EAST AND V1 SWERVED AND CAUSED V2 TO BRAKE AND HE FELL OFF HIS VEHICLE. THE OTHER VEHICLE DID NOT STOP AND NO CONTACT WAS MADE BETWEEN THE TWO VEHICLES. THERE IS NO WITNESS TO THIS

**1500929** Saturday U LYONS FARM WORTHING AT  
07/02/2015 JUNCTION OF A27 SOMPTING BY PASS OUTSIDE EASTBOUND ON SLIP Veh 1 Car 23 Starting N to E  
**R1: U** 1723 hrs Veh 2 Car 49 Stopping N to E Dri F 49 Slight  
**R2: A 27** Darkness: street lights present  
**E 515,296** Dry  
**N 105,177** Fine without high winds  
40 mph

**Causation Factor:**

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Failed to judge other persons path or speed
- 3rd:** Junction restart

**Participant:**

- Vehicle 1
- Vehicle 1
- Vehicle 2

**Confidence:**

- Possible
- Very Likely

V2 AND V1 ON EASTBOUND ON SLIP FROM LYONS FARM, , V1 FAILED TO REACT IN TIME TO V2 SLOWING OR STOPPING PRIOR TO JOINING A27.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1500300** Thursday A27 WORTHING WORTHING AT  
15/01/2015 JUNCTION OF U IVYDORE AVENUE Veh 1 Car 38 Turning right S to E Dri F 38 Slight  
**R1: A 27** 1838 hrs Veh 2 Car 34 Go/head E to W FSP F 27 Slight  
**R2: U** Darkness: street lights present  
**E 511,708** Wet/Damp  
**N 105,800** Fine with high winds  
40 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

V1 EXITING IVYDORE AVENUE TO TURN RIGHT ONTO A27 WHEN V2 TRAVELLING WESTBOUND ON A27 COLLIDED. BOTH VEHICLES WERE MOVED PRIOR TO POLICE ARRIVAL AND BOTH DRIVER OF V1 AND F/S/P OF V2 TAKEN TO HOSPITAL AS A RESULT OF INJURIES CAUSED.

**1501044** Wednesday A27 ARUNDEL ROAD WORTHING AT  
11/02/2015 JUNCTION OF U IVYDORE AVENUE Veh 1 M/C < 125 cc 53 Wait to turn right S to E Dri M 53 Serious  
OUTSIDE ESSO GARAGE - ARUNDEL  
**R1: A 27** 1443 hrs  
**R2: U** Daylight:street lights present  
**E 511,709** Dry  
**N 105,808** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Impaired by alcohol

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

MALE RIDER OF SINGLE OCCUPIED MOTORCYCLE HAS PULLED UP AT JUNCTION OF ARUNDEL ROAD AND IVYDORE AVENUE IN WORTHING, WEST SUSSEX. ON STOPPING VEHICLE HE HAS FALLEN OFF DUE TO INTOXICATION.

**1303594** Thursday A27 UPPER BRIGHTON ROAD  
11/07/2013 WORTHING AT JUNCTION OF U Veh 1 Car 18 Go/head E to W  
CISSBURY ROAD Veh 2 Taxi 71 Go/head W to E Dri M 71 Slight  
**R1: A 27** 1857 hrs Veh 2 Taxi 71 Go/head W to E FSP M 69 Slight  
**R2: U** Daylight:street lights present  
**E 514,400** Dry  
**N 105,010** Fine without high winds  
30 mph

**Causation Factor:**

**1st:** Swerved

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

V1 TRAVELLING WESTBOUND V2 TRAVELLING EASTBOUND ON THE A27. V1 SWERVED TO AVOID ANIMAL IN THE ROAD AND COLLIDED WITH FRONT OFFSIDE WING OF V2.

Details of Personal Injury Accidents for Period - 01/06/2010 to 31/05/2015 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1502265** Friday A27 UPPER BRIGHTON ROAD  
24/04/2015 WORTHING AT JUNCTION OF U LYONS WAY  
**R1: A 27** 1941 hrs Veh 1 Car 34 Go/head E to W Dri F 34 Slight  
**R2: U** Daylight:street lights present Veh 2 Car 35 Go/head N to S Dri F 35 Slight  
**E 515,075** Dry  
**N 105,114** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Disobeyed automatic traffic signal  
**2nd:** Careless/Reckless/In a hurry  
**3rd:** Impaired by alcohol

**Participant:**

Vehicle 1  
Vehicle 1  
Vehicle 1

**Confidence:**

Very Likely  
Possible

V2 TRAVELLING SOUTH FROM LYONS WAY THROUGH TRAFFIC LIGHT CONTROLLED CROSSROADS, WHEN V1 TRAVELLING WESTBOUND HAS CONTRAVENED RED TRAFFIC LIGHT, AND ENTERED THE CROSSROADS. V2 HAS COLLIDED WITH V1.

**1502396** Thursday A27 ARUNDEL ROAD WORTHING AT  
30/04/2015 JUNCTION OF U PRIVATE ENTRANCE  
**R1: A 27** 1639 hrs Veh 1 Goods < 3.5t 50 Turning right S to E  
Veh 2 M/C > 500 cc 26 Wait go ahead held S to E Dri F 26 Serious  
**R2: U** Daylight:street lights present  
**E 511,767** Dry  
**N 105,800** Fine without high winds  
40 mph

**Causation Factor:**

**1st:** Failed to look properly

**Participant:**

Vehicle 1

**Confidence:**

Very Likely

V2 MOTORBIKE HAS EXITED GARAGE TO TURN RIGHT HEADING EAST ONTO A27. DUE TO TRAFFIC RIDER MAKES IT HALF WAY ACROSS THE ROAD AND IS WAITING IN HATCHING FOR GAP IN TRAFFIC TO CONTINUE HIS JOURNEY. V1 ALSO INTENDING TO CARRY OUT THE SAME MANOUVERERE HAS FAILED TO SEE STATIONARY V2 AND HAS AT SLOW SPEED HIT V2 CAUSING RIDER TO FALL OFF.

**1502397** Thursday A27 SOMPTING BY PASS SOMPTING  
30/04/2015 AT JUNCTION OF U CHURCH LANE  
**R1: A 27** 1745 hrs Veh 1 Goods < 3.5t 67 Go/head SW to NE  
Veh 2 Car 24 Stopping SW to NE RSP F 23 Slight  
**R2: U** Daylight:street lights present  
**E 516,199** Dry  
**N 105,443** Fine without high winds  
70 mph

**Causation Factor:**

**1st:** Failed to judge other persons path or speed  
**2nd:** Careless/Reckless/In a hurry

**Participant:**

Vehicle 1  
Vehicle 1

**Confidence:**

Very Likely  
Possible

V2 HEADING EAST IS SLOWING DUE TO TRAFFIC IN FRONT. V1 ALSO TRAVELLING EAST HAS FAILED TO REACT TO SLOWING V2 AND HAS COLLIDED WITH V2.

Details of Personal Injury Accidents for Period - **01/06/2010** to **31/05/2015** (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties						
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev			
<b>Road No.</b>	Date													
<b>2nd Road No.</b>	Time													
<b>Grid Ref.</b>	D/L													
	R.S.C													
	Weather													
	Speed													
	Account of Accident													
<b>Causation Factor:</b>														

**1502474** Wednesday U LYONS WAY WORTHING AT  
06/05/2015 JUNCTION OF A27 SOMPTING BY  
PASS OUTSIDE LYONS FARM  
**R1: U** 0715 hrs Veh 1 Car 25 Go/head N to E Dri M 25 Slight  
Veh 2 Car 44 Go/head N to E Dri F 44 Slight  
**R2: A 27** Daylight:street lights present  
**E 515,279** Wet/Damp  
**N 105,178** Raining without high winds  
70 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Loss of control Vehicle 1 Possible  
**2nd:** Slippery road (due to weather) Vehicle 1 Possible  
V2 TRAVELLING ALONG SLIP ROAD TO JOIN A27 E/B CARRIAGEWAY. V1 TRAVELLING BEHIND V2. THE DRIVER OF V1 HAS SLIPPED ON THE PEDALS AND HAS ACCELERATED INTO THE REAR OF V2. DRIVER OF V2 TAKEN TO BRIGHTON HOSPITAL WITH MINOR INJURY. BOTH VEHICLES MINOR DAMAGE.

**1502589** Tuesday A27 SHOREAM-BY-SEA 200M EAST  
12/05/2015 OF U OLD SHOREHAM ROAD  
OUTSIDE NA  
**R1: A 27** 1920 hrs Veh 1 Goods 3.5 - 7.5t42 Go/head E to W  
Veh 2 Car 56 Wait go ahead held E to W Dri M 56 Slight  
Veh 3 Car 52 Wait go ahead held E to W Dri F 52 Slight  
**E 520,394** Dry  
**N 106,241** Fine without high winds  
70 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Distraction outside vehicle Vehicle 1 Very Likely  
**2nd:** Failed to look properly Vehicle 1 Very Likely  
**3rd:** Impaired by alcohol Vehicle 1  
VEHICLE 1 WHICH WAS TRAVELLING WEST ON THE A27 TOWARDS LANCING AND COLLIDED WITH THE REAR OF VEHICLE 2 WHICH WAS STATIONARY AND ABOUT TO MOVE ON HAVING BEEN WAITING FOR A GREEN LIGHT SIGNAL. IN TURN VEHICLE 2 SHUNTED FORWARD AND COLLIDED WITH VEHICLE 3. THE ACCIDENT OCCURED IN LANE 2 OF THE CARRIAGEWAY AT A POINT NO MORE THAN 200 METERS FROM A TRAFFIC LIGHT OPERATED JUNCTION.

**1502810** Wednesday U CROCKHURST HILL WORTHING  
20/05/2015 AT JUNCTION OF U WARREN ROAD  
**R1: A 27** 1550 hrs Veh 1 Car 68 Starting S to N  
Veh 2 Pedal cycle 57 Go/head W to N Dri M 57 Slight  
**R2: U** Daylight:street lights present  
**E 513,220** Dry  
**N 105,593** Fine without high winds  
30 mph

**Causation Factor:** **Participant:** **Confidence:**  
**1st:** Failed to look properly Vehicle 1 Possible  
**2nd:** Failed to look properly Casualty 1 Possible  
VEH 1 WAS ON THE ROUNDABOUT WHEN VEH2 A P/CYCLIST DROVE INTO VEH 1, CAUSING THE CYCLIST TO COME OFF HIS P/CYCLE. BOTH EXCHANGED DETAILS, AND CYCLIST SAID HIS SHOULDER HURT.

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