



Road Safety Risk Assessment

A27 / Sompting Road, Worthing, Advertising Signage

Wildstone Estates

Prepared by:

SLR Consulting Limited

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SLR Project No. 415.065178.00001

14 January 2026

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	2 September 2025	Alastair Pike	AP	AP
02	14 January 2026			
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	Click to enter a date.			

Basis of Report

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Acronyms and Abbreviations

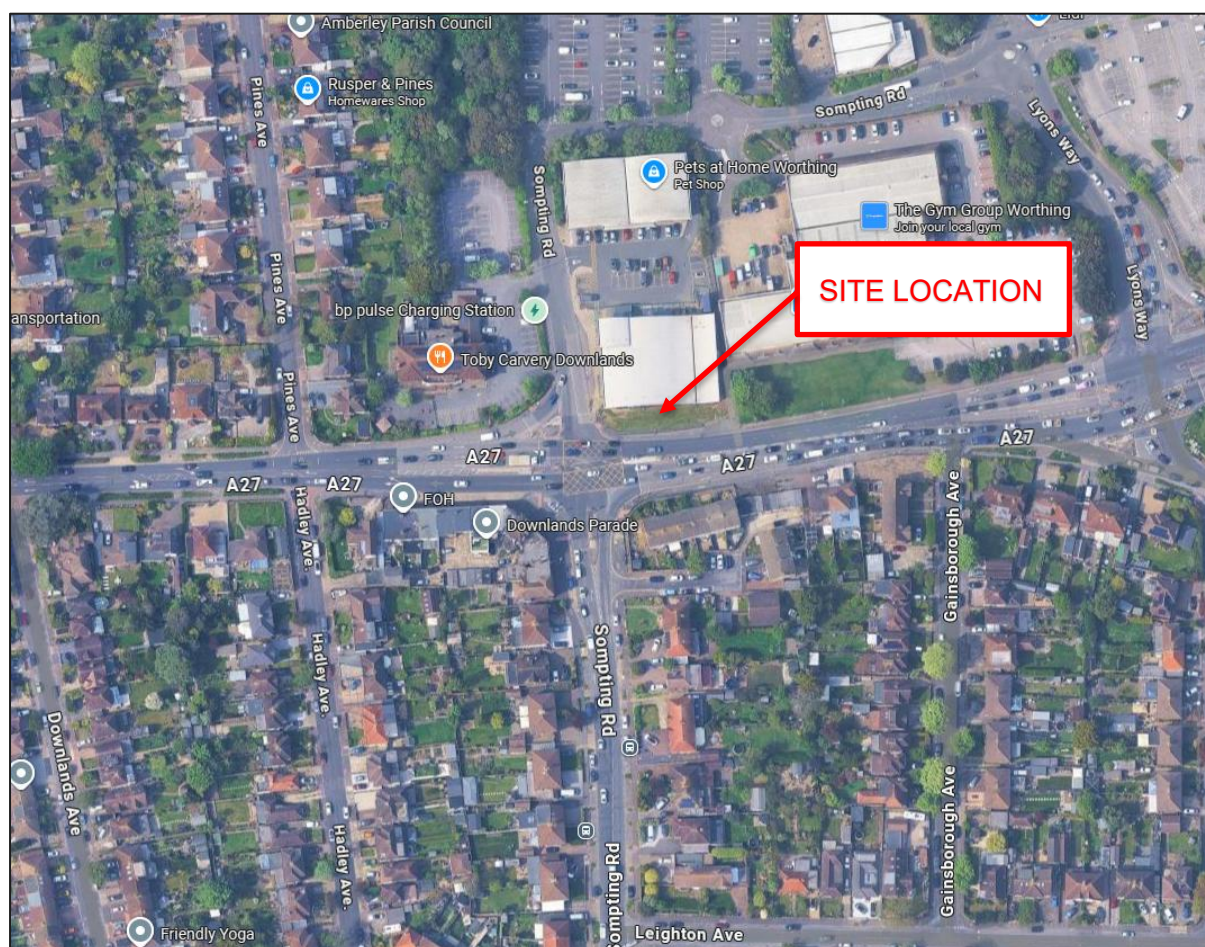
RSA	Road Safety Audit
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle



1.0 Introduction

- 1.1 This Road Safety Risk Assessment has been produced by SLR Consulting Limited under the instruction of Wildstone Estates. The Assessment has been commissioned to identify and further quantify any potential impacts to road safety in connection with proposals to install an internally illuminated digital advertising sign on land immediately to the north of the A27 / Sompting Road signal controlled junction.
- 1.2 A review of submitted documents has been undertaken by the Assessment Team. These documents include a design drawing showing the location of the proposed sign and a National Highways response report prepared on Friday 25th July 2025.
- 1.3 A list of the documents and drawings submitted for this Road Safety Risk Assessment can be found in **Appendix B**.
- 1.4 This Risk Assessment will identify, quantify and where appropriate mitigate any potential hazards that have been identified in relation to the installation of the digital advertising sign.
- 1.5 A site location plan can be found in **Figure 1** below.

Figure 1 – Site Location Plan



2.0 Safety Risk Assessment Process

Categorisation of the Activity Type

2.1 In accordance with Table 2.7 of GG 104, the categorisation of the activity type for the work to install a digital sign at this location is Category A as:

- There is significant experience within National Highways;
- The activity / proposal is entirely within the scope of existing standards etc;
- The activity has a minor impact for a finite period of time;
- The impact of the activity is limited in nature / scale;
- The activity and technologies involved are currently in widespread use; and
- The activity for which the quantity and / or impact of stakeholders, and their interest in terms of safety risk / impact is low.

2.2 Category A is the most low risk and less impactful activity category and this will justify the level of safety governance required. As the activity is Type A, the categorisation shall be approved by the person responsible for managing the activity.

Identification of Affected Populations

2.3 The activity could affect the following populations:

- Workers: those working on the installation and those carrying out the inspection work.
- Road users: cars, Heavy Good Vehicle drivers, Light Good Vehicle drivers, cyclists, pedestrians, emergency service vehicles and public transport vehicles passing the site.
- Other parties: residents of adjacent dwellings, workers and shoppers associated with the adjacent retail units and users of the adjacent pub.

2.4 How the activity will affect these populations will be considered in the hazard identification and risk assessment matrix.

Hazard Identification and Analysis

2.5 All reasonably foreseeable hazards associated with a particular activity shall be identified and all identified hazards shall be documented. The identified hazards shall be analysed to understand the resulting safety risks and all reasonably foreseeable consequences should those risks be realised.



Analysis of Safety Risks

- 2.6 The analysis of the safety risks for each population type shall include an assessment of the likelihood of the risk being realised and the most common potential severity of the consequences of an event occurring. These values are then multiplied together to determine a 'risk rating' value. These values will then fit into one of three risk categories. These categories can be found in **Table 1** below.

Table 1 - Risk Matrix Ratings

Estimated Level of Risk (Based on Risk Rating) – (R)		
Low Risk (1-9)	Ensure assumed control measures are maintained and reviewed, as necessary.	Acceptable
Medium Risk (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of "reasonably required" for the population concerned.	Tolerable
High Risk (20-25)	Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level.	Unacceptable

Risk Rating will apply to both likelihood and severity and then multiplied together to give actual Risk Rating of a particular hazard.

- 2.7 The analysis of the safety risk for each population may use a range of evidence sources including;
- Quantitative data; and
 - Qualitative data including;
 - 1) Previous experience
 - 2) Expert opinion
 - 3) Research

Evaluation of Safety Risks

- 2.8 Outputs from safety risk analysis shall show the level of the safety risk associated with the activity. Outputs from safety risk analysis shall be compared to the safety baseline and safety objectives set for the activity.
- 2.9 To demonstrate that a proposed measure of control or mitigation is reasonably required, all suitable potential mitigations to reduce safety risks are assessed. Where the cost of a measure identified in the Assessment is, in the reasonable opinion of those carrying out the Assessment, proportionate to the benefit derived, that measure can be deemed as reasonably required.

Safety Risk Mitigations

- 2.10 Where the outcome of the Safety Risk Assessment evaluation for an option being safety risk assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.



- Shows a safety risk dis-benefit from the safety baseline.
- It does not meet the safety objective.
- Does not accord with 'so far as is reasonably practicable' (SFAIRP).
- Is less than what is deemed reasonably required.



3.0 Development Proposals

- 3.1 Development proposals are to install an internally illuminated digital advertising sign on land to the north of Sompting Road / A27 Sompting By-pass signal controlled junction immediately next to an SCS retail outlet.
- 3.2 Proposals seek to install ground mounted digital advertising sign on land to the north of the Sompting Road / A27 Sompting Bypass signal controlled junction.
- 3.3 The documents submitted for this Safety Risk Assessment show the location of the signage in context with the junction and building, and an application response note prepared by National Highways on Friday 25th July 2025.
- 3.4 A view looking north, from the eastern arm of the junction shows the proposed signage installation. A view of the installation location from ground level can be found in **Figure 2** below.

Figure 2 – Plan showing the proposed digital advertising signage location

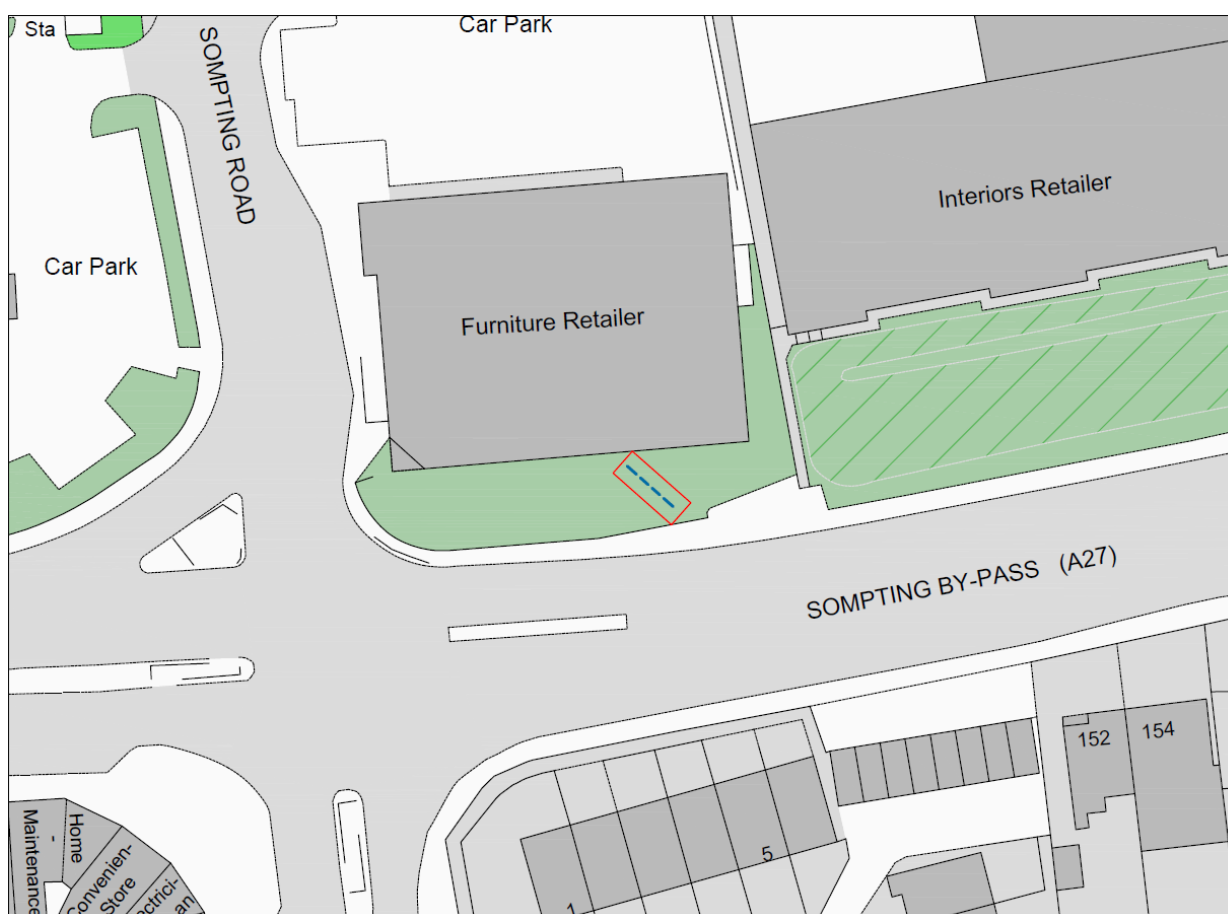


4.0 Safety Risk Assessment Scope

Existing Conditions

- 4.1 At present the proposed development site is located immediately to the north of the A27 Sompting Bypass. Sompting Bypass in this location is a 4 lane single carriageway subject to a 40mph speed limit with multiple sides roads controlled with priority junctions changing to 30mph.
- 4.2 Immediately to the south of the proposed digital signage installation is a signal controlled junction of Sompting Road and the A27 Sompting Bypass. Sompting Road is a 30mph Road. The junction is a signal controlled arrangement with additional left turn lanes provided in east / west directions, additionally it provides signal controlled pedestrian crossing facilities on 3 arms of the junction. There are no pedestrian crossing facilities on the eastern arm.
- 4.3 An aerial view of the proposed signage installation on the A27 Sompting Bypass can be found in **Figure 3** below.

Figure 3 – Plan showing the proposed site location A27 Sompting Bypass



- 4.4 **Figures 4 – 8** below show site visit photographs from each relevant approach arm of the A27 / Sompting Road junction.



Figure 4 – View from A27 eastbound left turn lane



Figure 5 – View from A27 eastbound traffic lanes



Figure 6 – View from A27 westbound left turn lane



Figure 7 – View from Sompting Road northbound traffic lanes



Figure 8 – View from Sompting Road northbound traffic lanes



Safety Baseline and Safety Objective

Safety Baseline

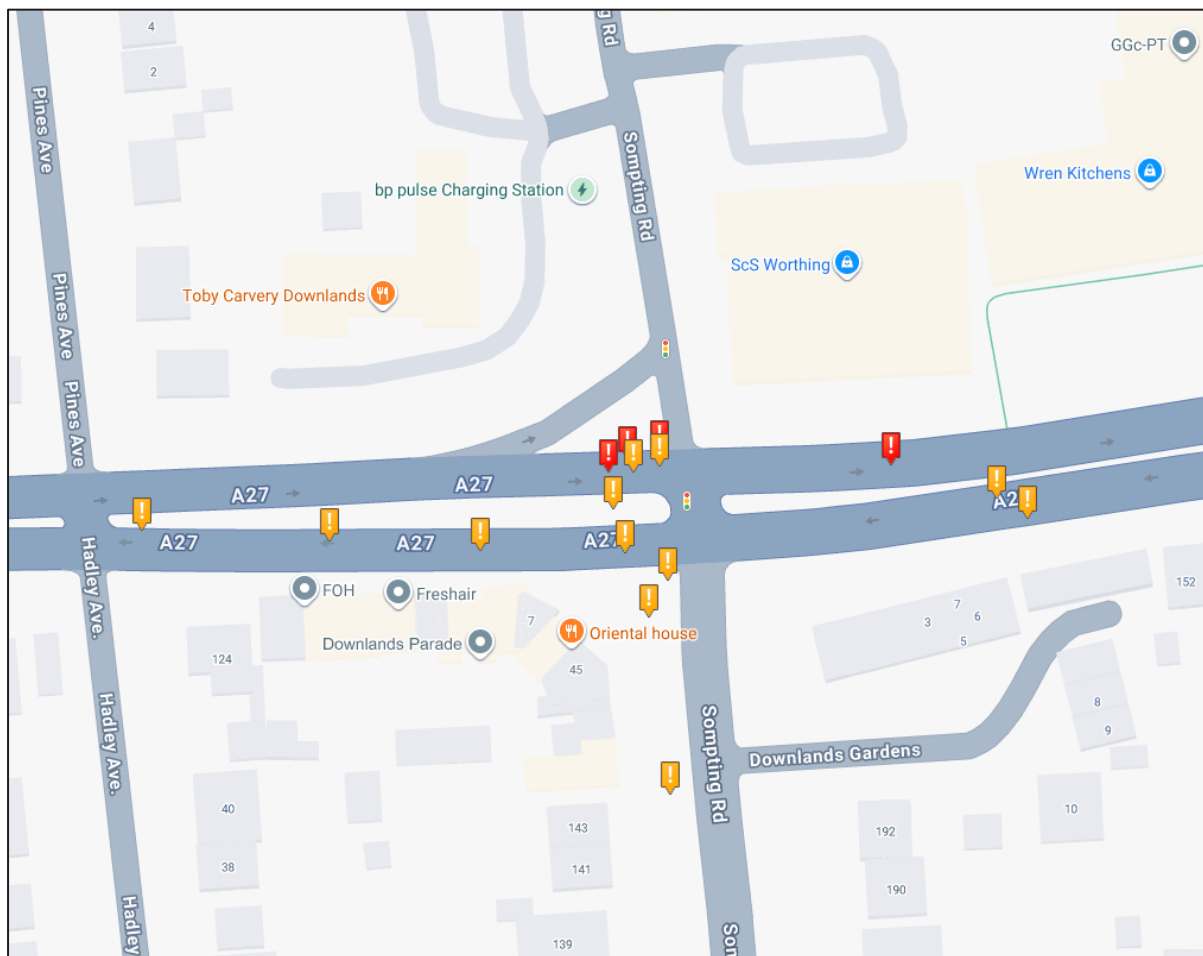
- 4.5 The safety baseline will be determined by the existing collision data and observed evidence in the immediate vicinity of the proposed signage installation. The safety baseline will consider all populations that may be affected by the development proposals.

Collision Data Analysis.

- 4.6 A collision data report has been received by the Assessment Team, this report documents collisions recorded during a 5-year period from 2019 to 2023.
- 4.7 A view of the Collision Assessment area can be found in **Figure 9** below.



Figure 9 – View of collisions in the immediate vicinity of the proposed installation



4.8 A table of the summarised PIC results can be found in **Table 2** below.

Table 2 – PIC Data Summary

Year	Severity			
	Slight	Serious	Fatal	Total
2019	3	0	0	3
2020	0	1	0	1
2021	5	0	0	5
2022	1	0	0	1
2023	3	3	0	6
Total	12	4	0	16



- 4.9 A detailed review of recorded collisions has been undertaken within the submitted PIC reports. The Safety Risk Assessment team has reviewed these redacted collision reports in detail. There were a total of 16 collisions recorded during the PIC study period. The severity of the collisions was distributed as 12 considered 'slight' in nature and 4 serious. The majority of collisions occur during daytime on dry road surface conditions.
- 4.10 There is no one common causation factor identified, collisions reports indicate a range of common slight / serious collision types for busy signalised junctions of this type. The collisions examined were commonly, shunt, side swipe, restart, right turning error type collisions common with busy periods during the daytime.
- 4.11 In summary, it is clear the safety baseline may be affected in terms of additional cognitive requirement associated with additional visual messages in this location. Therefore, the safety baseline for this Assessment is set as a zero-net increase of collisions as a result of the proposed development.
- 4.12 Full STATS 19 / detailed collision data has been obtained and analysed under a separate cover.

Safety Objective

- 4.13 The safety objective in this instance is to ensure that the proposed digital advertising sign will not create new hazards, nor contribute to the elevation of an existing hazard to an 'unacceptable' level above the safety baseline. This Assessment will therefore focus on the potential impacts to road safety in relation to road user distraction or confusion for all affected populations.
- 4.14 It is clear the safety baseline may be affected in terms of additional cognitive requirement associated with additional visual messages in this location. Therefore, the safety baseline and safety objective for this Assessment is also to set as a zero-net increase of collisions as a result of the proposed development, over a three year period (least amount of time for a representative sample) post installation of the proposed digital advertising display.
- 4.15 Any hazards identified will be scored appropriately, where required any identified mitigation or control measures listed within this Assessment may be applied where reasonably required to further reduce or mitigate a potential road safety risk.
- 4.16 The resultant safety objective of the site will therefore be maintained in line with the principle to manage any associated risks to a level 'so far as is reasonably practicable'. This 'SFAIRP' principle intends identify manage and mitigate all risks to users / workers using the highway in immediate proximity to the proposed digital advertising signage installation.

Site Visit

- 4.17 A site visit was undertaken on Wednesday 20th August 2025 between the hours of 12:00pm and 13:00pm. The weather was fine and bright and the carriageway surface of both the A27 Sompting Bypass and Sompting Road was dry.
- 4.18 Traffic levels at the time of the site visit were considered to be to moderate with both private vehicles and HGV's entering and leaving the A27 into its adjacent side roads.



- 4.19 Few pedestrian movements were observed using the provided signal controlled crossing points during this time.



5.0 A27 / Sompting Road Digital Signage

- 5.1 The Safety Risk Assessment will focus on the existing junction operation, compared with the collision record and considering the location, orientation of the proposed digital signage installation.
- 5.2 The existing layout and development proposals have been subject to a detailed analysis in order to identify any relevant hazards relating to the proposed increase in cognitive demand associated with the proposed signage. Any resultant risks related to these identified hazards have then been quantified and SFAIRP further mitigated to reduce any residual risk factors.
- 5.3 A risk matrix in accordance with Table D1 and Table D2 of guidance document GG104 has been completed to demonstrate any identified hazards and their resultant risk factors. These risks have been quantified and where necessary following the principles of 'SFAIRP', additional control measures have been provided to reduce the resultant risks.
- 5.4 The Safety Risk Assessment hazard analysis matrix can be found in **Appendix A** below.



6.0 Summary and Conclusion

- 6.1 This Safety Risk Assessment has analysed, and where appropriate, reasonable mitigation measures have been provided in order to reduce to 'so far as is reasonably practicable' (SFAIRP) any resultant road safety risks that may have arisen in conjunction with the proposed digital signage installation on the A27 Sompting Bypass signalised junction.
- 6.2 The 5-year collision history of the surrounding area indicates that there are no pre-existing road safety issues to be further exacerbated by the development of the site. A review of collision data will be undertaken post construction (3 years) to assure that the safety objectives have been achieved. In particular that there is not an increase in road traffic locations at this site, or that in the case that there were, this digital signage was not deemed as a causation factor in any of the collisions.
- 6.3 The key areas of concern are the eastbound and northbound approaches to the junction, where the proposed signage installation will be set directly in line with the drivers eyesight to traffic signals and regulatory / warning signage at the signalised junction.
- 6.4 There are a range of hazard types that may typically arise from the installation of digital signage at busy signalised junctions. Proposed installations should always carefully consider the following 10 highway safety factors. These can be considered as a range of standard mitigation / control measures that can be 'reasonably required' for installations of this nature. These mitigation measures are summarised below. Digital signage must;
- i) Avoid confusion with road signs
 - ii) Do not block drivers' view
 - iii) Avoid complex or high-demand road locations
 - iv) Avoid moving images
 - v) Do not encourage non-driving actions
 - vi) Keep messaging simple
 - vii) Minimize transitions
 - viii) Avoid dazzle or glare
 - ix) Avoid flashing lights
 - x) Avoid oversized billboards
- 6.5 To summarise the findings of the Road Safety Risk Assessment, it is clear from the existing collision records and site visit observations that the existing operation of the A27 Sompting Bypass Sompting Road junction is shown to lay within the 'acceptable' range in risk assessment scoring.
- 6.6 Potential hazards associated with the proposed digital signage installation have been assessed and weighted accordingly. These identified hazards again fall within both the

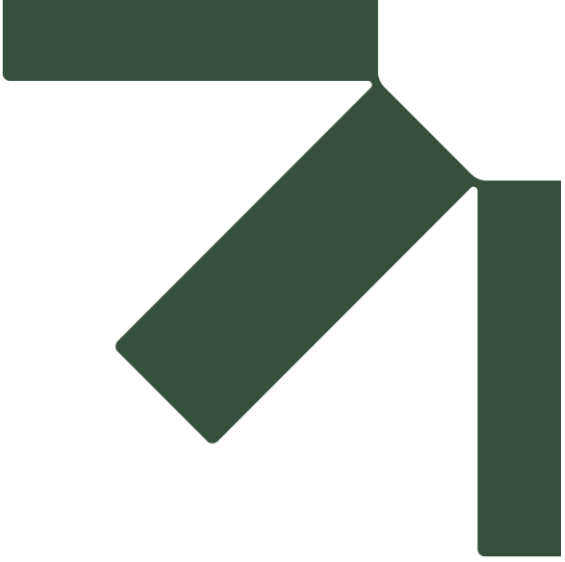


‘acceptable’ and ‘tolerable’ categories. Mitigating / control measures have been provided to where ‘reasonably required’, reduce risk ratings to an acceptable level.

Conclusion

- 6.7 The Assessment acknowledges that the A27 Sompting bypass / Sompting Road highway junction can be considered safe in its existing operation.
- 6.8 The Assessment Team conclude, that if the provided mitigating measures and site development controls are provided. There would be no change in driver behaviours so significant as to either exacerbate existing or give rise to new road safety hazards at this highway junction that would elevate or affect the safety baseline SFAIRP.
- 6.9 We find that the Assessment Area including the proposed development location can be considered safe and appropriate for this location at present. This Assessment further shows that any hazards linked to the signage installation, lay within both the ‘acceptable’ and ‘tolerable’ categories. Appropriate basic level mitigation has been provided to help ensure the reduction of risks into the ‘acceptable’ category.
- 6.10 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives to be considered. The Assessment team will be pleased to consider any alternatives if required.
- 6.11 This document is intended to operate as a live report and should be updated accordingly throughout the design lifecycle of the project to ensure it is current and effective at identifying any new hazards that may arise.





Appendix A Risk Matrix

Road Safety Risk Assessment

A27 / Sompting Road, Worthing, Advertising Signage

Wildstone Estates

SLR Project No. 415.065178.00001

14 January 2026

A27 eastbound and Sompting Road northbound approaches. Moving images may distract drivers at times of decision making and cognitive demand.	Images may distract drivers (affected population) approaching the sign for longer durations. This occurrence may in turn lead to shunt, restart, side swipe type collisions at the junction.	4	3	12	Ensure the signage installation is conditioned to allow only static images and not provide moving or live video presentations. This condition is to ensure that driver distraction is reduced. The type of screen that will be installed within the design will not permit the use of video imagery and also it will be controlled as such that no video imagery will be displayed at any time.	4	2	8	Review of Risk Assessment throughout the design process. Road Safety Audit of any design proposals.	NH Team
										Independent RSA Team.
A27 eastbound and Sompting Road northbound approaches. Contact information, emails and phone numbers may distract drivers at times of decision making and cognitive demand.	Contact information such as email addresses or phone numbers may distract drivers (affected population) approaching the sign for longer durations. This occurrence may in turn lead to shunt, restart, side swipe type collisions at the junction.	4	3	12	Ensure the signage installation is conditioned (within planning terms) to prevent the provision of contact information such as email or phone numbers. This condition is to ensure that driver distraction is reduced. A breach of the planning conditions could lead to the permission being withdrawn.	4	2	8	Review of Risk Assessment throughout the design process. Road Safety Audit of any design proposals.	NH Team / Independent RSA Team
Sign placement causing obstruction and risk of collision from an errant vehicle leaving the carriageway.	Digital signage and imagery may distract drivers (affected population) approaching the sign. This occurrence may in term lead to an errant vehicle leaving the carriageway. This could cause impact to the driver itself, pedestrians on the footway or workers during installation of the screen working at the site (all affected populations).	4	3	12	Ensure the signage installation is conditioned as per the conditions documented in the word document attached after this Matrix. The signage installation is also raised within a walled embankment which provides natural protection.	4	2	8	Review of Risk Assessment throughout the design process. Road Safety Audit of any design proposals.	NH Team / Independent RSA Team
Sign becoming damaged / weathered causing LED malfunction creating flashing / strobing of the screen.	Digital sign may distract drivers (affected population) approaching the sign if the LED is malfunctioning and causing the screen to strobe etc. This occurrence may confuse drivers and may lead to a collision.	4	4	16	Ensure maintance of the screen will occur on a monthly basis. The screen will be remotely operated and programmed to show errors / malfunctions and would be turned of remotely. Ensure any comments / conerns from members of the public are looked into immedietly.	4	2	8	Review of Risk Assessment throughout the design process and Road Safety Audit of any design proposals.	NH Team / Independent RSA Team
Sign causing impact on the A27 carriageway during construction, or for post construction maintenance, for example impact on underground services and or traffic management	The implementation of the digital display or during routine maintainance may cause impact on underground services and traffic management. This could affect local business and / or residents (affected population) as they could be without services (ie. power) for a period of time. This might also cause the traffic signals at the adjacent junction to be temporarily out which could in turn lead to confusion of drivers and pedestrians using the junction (affected population) and may lead to a collision.	4	3	12	Not expected but ensure pre-construction utility searches and liaison with utility providers and appropriate bodies are undertaken pre-construction to ensure agree to safe working practices and suitable mitigation is put in place (if required).	4	2	8	Review of Risk Assessment throughout the design process and Road Safety Audit of any design proposals.	NH Team / Independent RSA Team

Proposed Development Advertising Controls

The following planning conditions are proposed by the applicant to control the operation of the digital advertising display to ensure that the screen operates in a safe manner:

- The display will be controlled by conditions in accordance with the Institution of Lighting Professionals '*Brightness of Illuminated Advertisements*' (2015) guidance, with nighttime luminance limited to 300cd/m² so as not to cause glare;
- The advertising screen will display static images only and shall not display any moving, or apparently moving images;
- The sequential advertisements shall not change more than once every 10 seconds, which is the commonly established industry standard;
- The display will not imitate imagery of traffic signals or display phone numbers or email addresses; and
- Any sequential change between advertisements will take place over a period no greater than one second, unless otherwise agreed with the Local Authority.



Appendix B Submitted Documents

Road Safety Risk Assessment

A27 / Sompting Road, Worthing, Advertising Signage

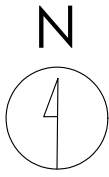
Wildstone Estates

SLR Project No. 415.065178.00001

14 January 2026

Submitted Documents

Document	Document Title
Design Drawing	24317-OS-PLANNING-FINAL-PDF
NH response report	NH response and guidance
Collision Reports	Report-2019470854850
	Report-2019471901543
	Report-2019471902292
	Report-2020470985448
	Report-2021471029447
	Report-2021471092346
	Report-2021471095553
	Report-2021471100226
	Report-2021471103376
	Report-2022471178359
	Report-2023471261271
	Report-2023471279523
	Report-2023471295543
	Report-2023471310642
	Report-2023471355515
	Report-2023471374158



Crown copyright and database rights (2023) OS (100063368)

Title
Site Location Plan

Address
Red Square Retail Park, Sompting
Road, Worthing, BN14 9LA

Client

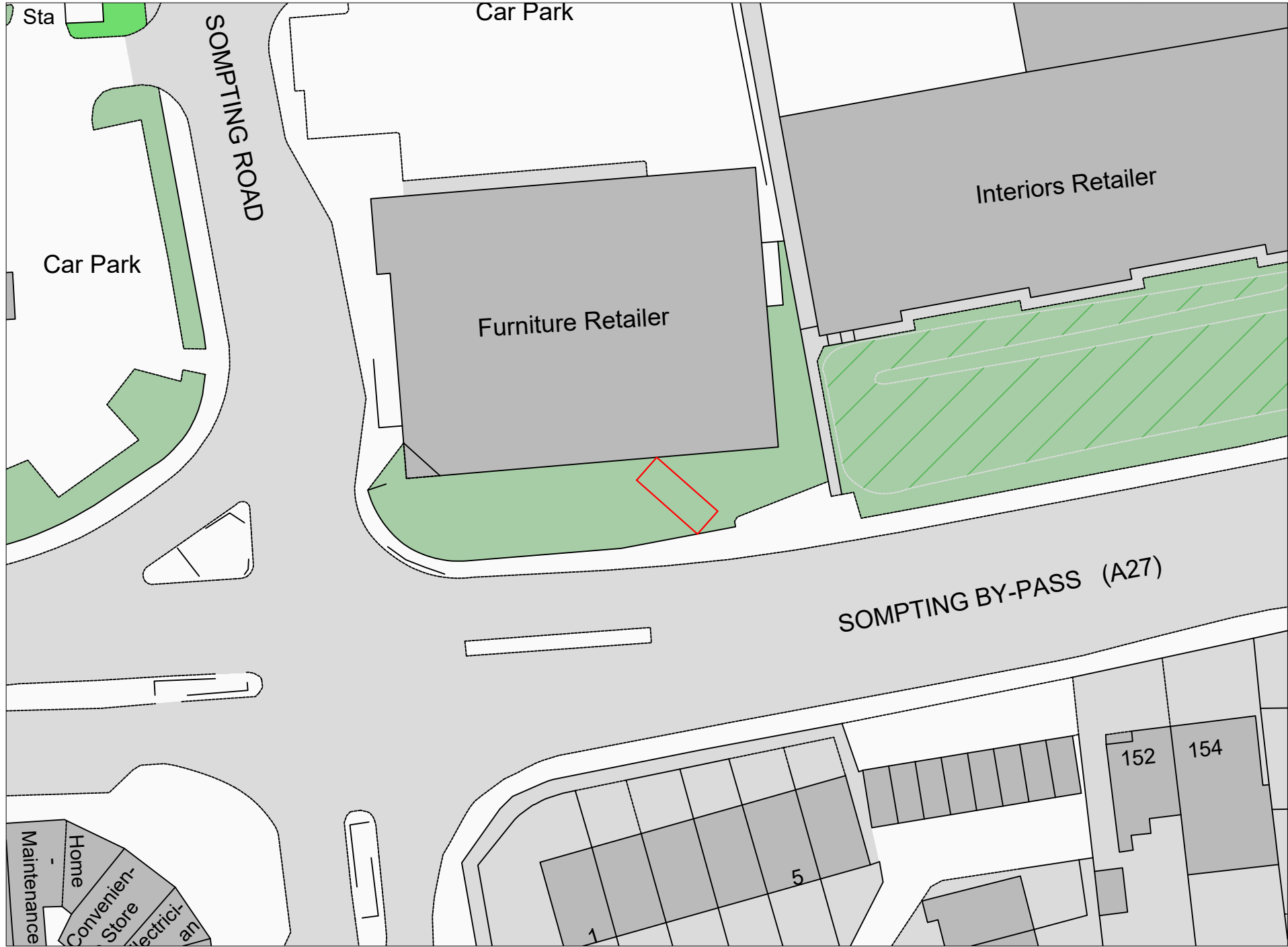
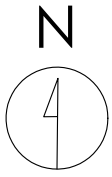
Job No. 24317
Issued 19/05/25

Scale
1:1250 @ A3

Key
1. Site Boundary

All information is to be checked on site for accuracy and fit. Only drawings with WD status with the most recent revision are to be used for construction.

0 20m 40m 100m



Crown copyright and database rights (2023) OS (100063368)

0 20m 40m

Title
Existing Site Plan

Address
Red Square Retail Park, Sompting Road, Worthing, BN14 9LA

Client

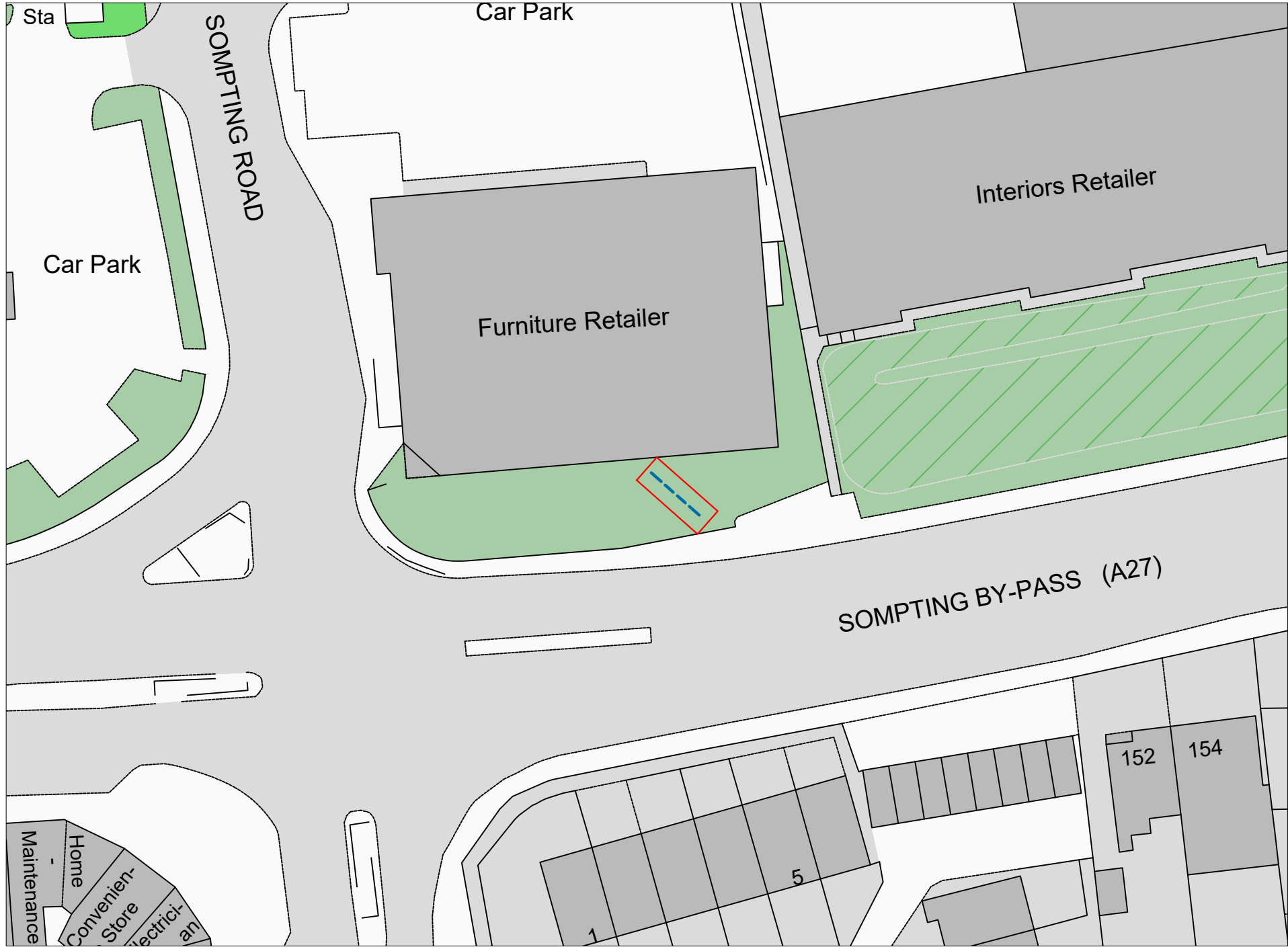
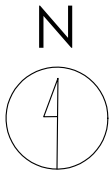
Job No.
24317

Issued
19/05/25

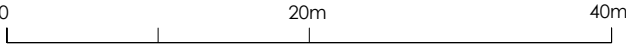
Scale
1:500 @ A3

Key
1. Site Boundary

All information is to be checked on site for accuracy and fit. Only drawings with WD status with the most recent revision are to be used for construction.



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Title
Proposed Site Plan

Address
Red Square Retail Park, Sompting Road, Worthing, BN14 9LA

Client

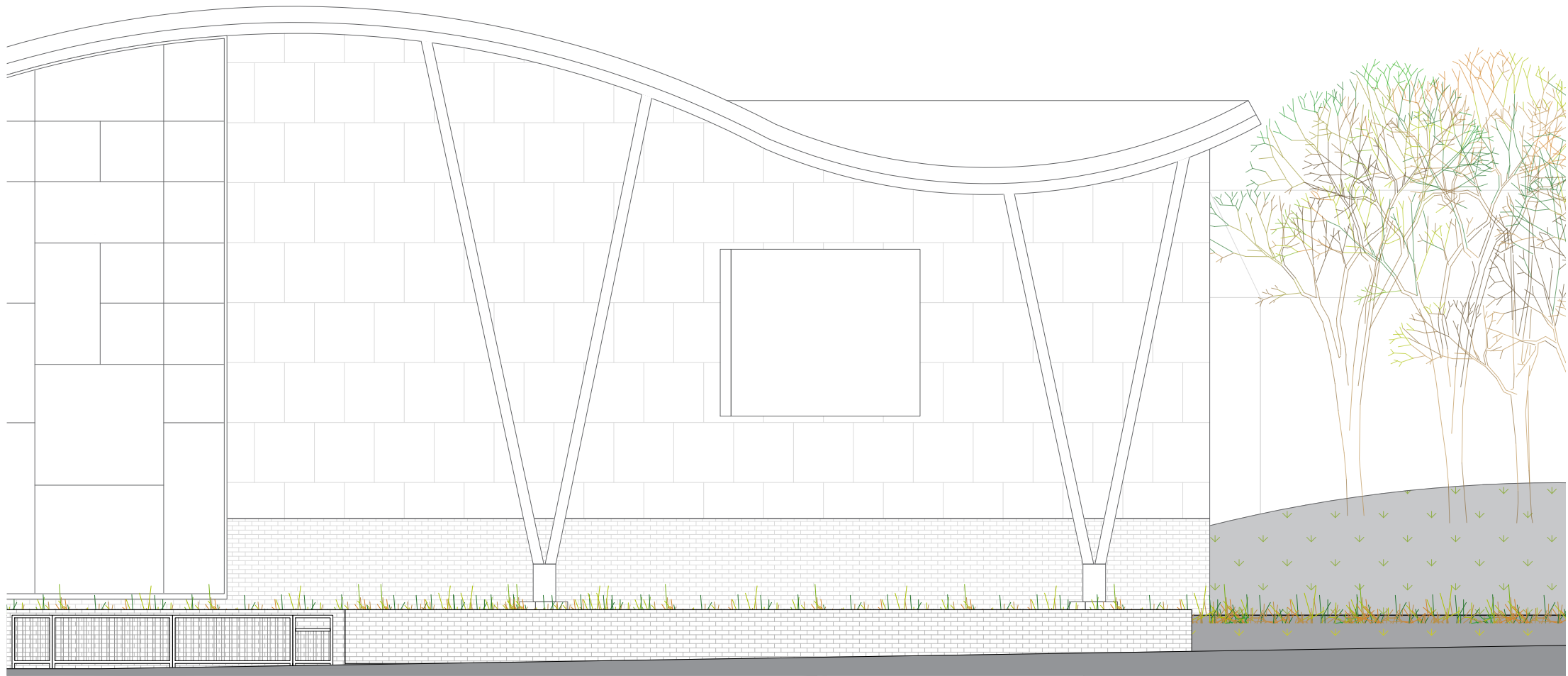
Job No.
24317

Issued
19/05/25

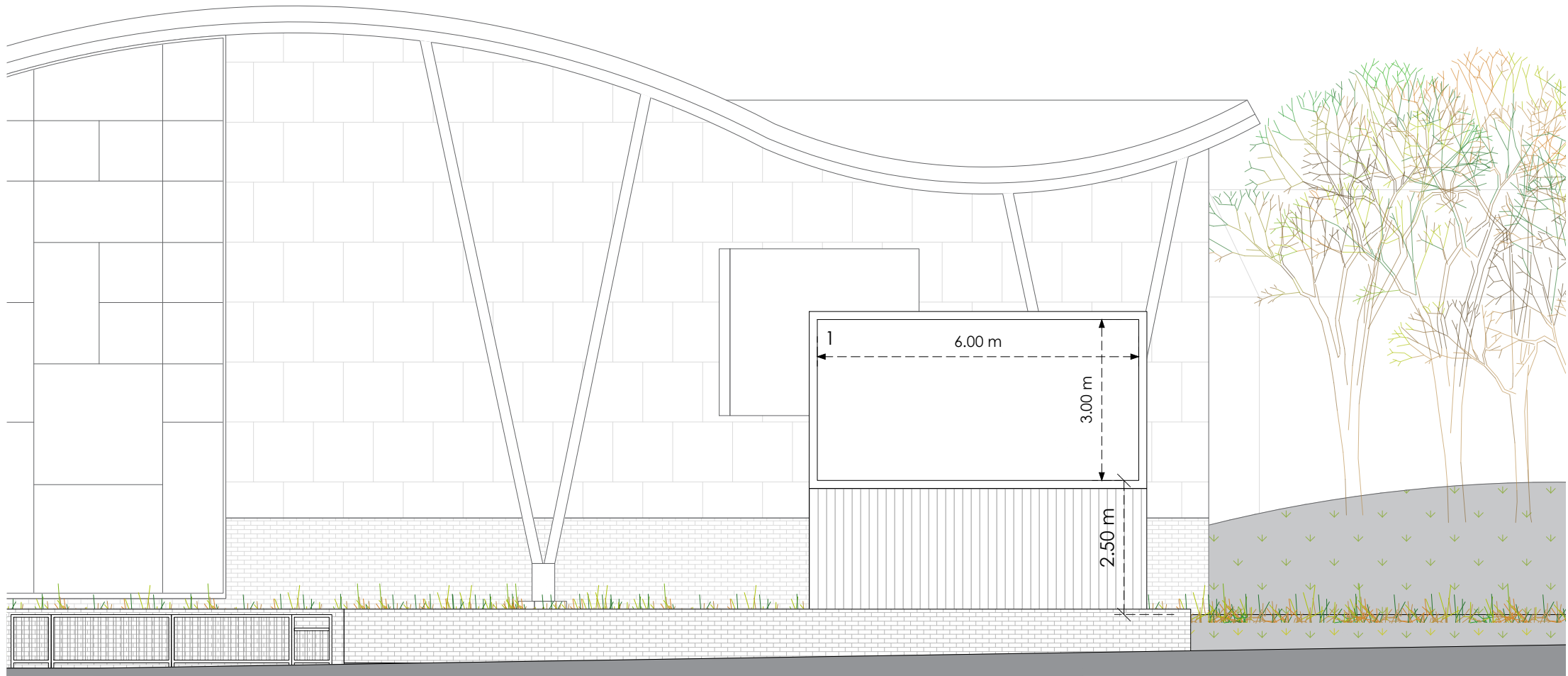
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Key
1. Site Boundary
2. Proposed Digital Display

All information is to be checked on site for accuracy and fit. Only drawings with WD status with the most recent revision are to be used for construction.

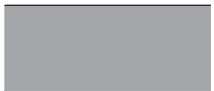


Front

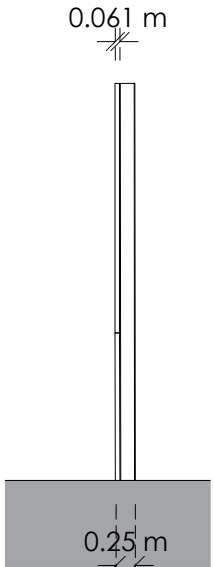


Front

0 4m 8m



Side Existing



Side Proposed

Title
Existing and Proposed Elevations

Address
Red Square Retail Park, Sompting Road, Worthing, BN14 9LA

Client

Job No.
24317

Issued
19/05/25

Scale
1:100 @ A3

Key
1. Proposed Digital Display

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From: **Nigel De Wit** <Nigel.DeWit@nationalhighways.co.uk>
Date: Fri, 25 Jul 2025 at 17:36
Subject: NH/25/12055 - AWDM/0761/25 - Unit 1 Red Square Retail Park 194 Sompting Road Worthing - HC - NH response 25/07/25
To: Planning - <planning@adur-worthing.gov.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>, Spatial Planning <SpatialPlanning@nationalhighways.co.uk>, transportplanning <transportplanning@dft.gov.uk>

For Attention of: Louise Prew, Adur & Worthing Councils

Your Reference: AWDM/0761/25 - Unit 1 Red Square Retail Park 194 Sompting Road Worthing

Proposal: Advertisement Consent for freestanding internally illuminated digital billboard

Our Reference: NH/25/12055

Dear Louise,

Thank you for your email of 15 July 2025 consulting National Highways regarding the above referenced application.

We are concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN), in this case the A27 in the vicinity of the site.

In terms of advertisements, our focus is on the impact of the proposal on the safety of the users of the SRN. This is made very clear in the [Department for Transport Circular 01/2022](#) (Strategic road network and the delivery of sustainable development) at para.61, which states (our emphasis):

*61. The company will not object to proposals for advertising consent for displays outside of the highway boundary of the SRN **unless it has specific reason to consider that a road safety hazard resulting from driver distraction would be a direct consequence of the advertisement.** The company will particularly **consider whether distraction is heightened owing to factors such as size, luminance and the accumulation of advertisements.** These factors could present a safety concern for advertisements that are located where particular attention should be given to the driving task, or where the advertisement incorporates elements of traffic sign design, such as directional arrows.*

This policy position also features in the National Planning Policy Framework (NPPF) (December 2024) at para.141.

We would also refer you to the [Planning Practice Guidance \(PPG\) on advertisements](#), which highlights the risks associated with illuminated signs:

What are the main types of advertisement which may cause danger to road users?

The main types of advertisement which may cause danger to road users are:

(d) those externally or internally illuminated signs (incorporating either flashing or static lights) including those utilising light emitting diode technology:

- i. where the means of illumination is directly visible from any part of the road;*
- ii. which, because of their colour, could be mistaken for, or confused with, traffic lights or any other authorised signals;*
- iii. which, because of their size or brightness, could result in glare and dazzle, or distract road-users, particularly in misty or wet weather; or*
- iv. which are subject to frequent changes of the display.*

The PPG also highlights the types of advertisement which may cause danger to road users:

What are the main types of advertisement which may cause danger to road users?

The main types of advertisement which may cause danger to road users are:

(d) those externally or internally illuminated signs (incorporating either flashing or static lights) including those utilising light emitting diode technology:

- i. where the means of illumination is directly visible from any part of the road;*
- iii. which, because of their size or brightness, could result in glare and dazzle, or distract road-users, particularly in misty or wet weather; or*
- iv. which are subject to frequent changes of the display;*

(e) those which incorporate moving or apparently moving elements in their display, or successive individual advertisements which do not display the whole message;”

We understand that the applicant is seeking advertisement consent for a freestanding internally illuminated digital billboard.

We have reviewed the submitted details in the context of national policy and practice guidance. We are mindful of the proximity of the sign to the SRN (A27) and the light-controlled junction.

At present, insufficient information has been submitted for us to assess the impact of the proposal on the safety of the users of the SRN.

We require the applicant to submit the following information to the council for consultation with National Highways as the highway authority for the A27:

- **Technical approval certification in accordance with the Design Manual for Roads and Bridges (DMRB) document CG 300.** This is necessary to demonstrate that the proposed structure has been designed to appropriate standards by a qualified designer.
- **Safety Risk Assessment (SRA) in accordance with DMRB document GG 104.** There are reasonably foreseeable safety risks associated with the provision of the sign specified and therefore we require a completed GG 104 safety risk assessment to assure that these risks are being managed suitably and sufficiently for the continued safe operation of the A27 at this location. Further guidance on SRAs is available from our website: <https://nationalhighways.co.uk/suppliers/health-safety-and-wellbeing/home-safe-and-well/requirements-for-safety-risk-assessment/>. We have attached a template report that could be used to prepare the SRA.
- **STATS 19 Collision Analysis for the most recent five-year period.** This is required to understand the extent to which collisions have occurred at this location.

Given the size and proximity of the proposed advertisement sign to the A27, we would expect the applicant to follow the 'Managing Geotechnical Risk' process set out in the DMRB document CD 622. This is a matter that could be dealt with through an appropriately worded pre-construction condition, subject to the outcome of our review of the additional information requested above.

We **recommend that the application is not determined for a period of three months until 24 October 2025**. This is to allow time for the applicant to submit the additional information outlined in this email and for National Highways to review the information and assess the impact of the proposal on the safety of the users of the SRN (A27).

Should you or any others have any queries regarding our response, please contact us via planningse@nationalhighways.co.uk.

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways



Validated Data

Crash Date: Saturday, July 6, 2019

Time of Crash: 10:10:00

Crash Reference: 2019470854850

Highest Injury Severity: Slight

Road Number: A27

Casualties: 2

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515065 105108

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

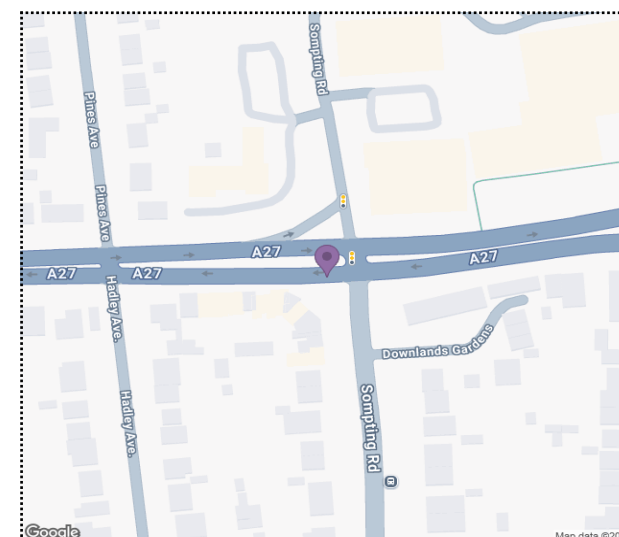
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, July 6, 2019

Time of Crash: 10:10:00

Crash Reference: 2019470854850

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, March 19, 2019

Time of Crash: 18:30:00

Crash Reference: 2019471901543

Highest Injury Severity: Slight

Road Number: A27

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515069 105098

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Darkness: street lights present and lit

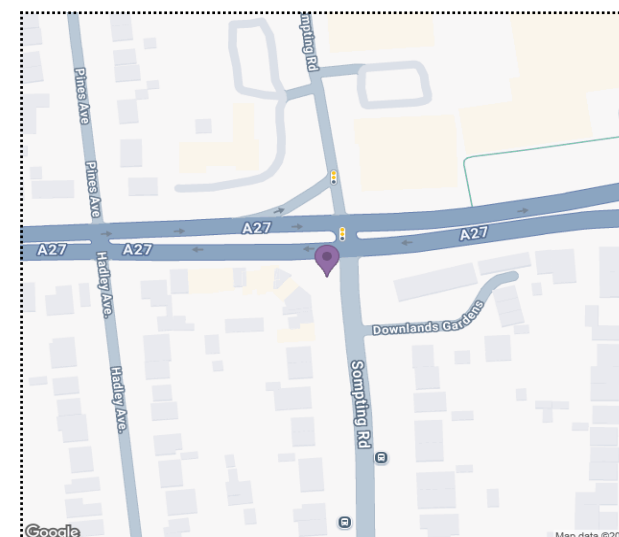
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, March 19, 2019

Time of Crash: 18:30:00

Crash Reference: 2019471901543

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, May 3, 2019

Time of Crash: 11:06:00

Crash Reference: 2019471902292

Highest Injury Severity: Slight

Road Number: A27

Casualties: 3

Highway Authority: West Sussex

Vehicles: 3

Local Authority: Worthing

OS Grid Reference: 515063 105115

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

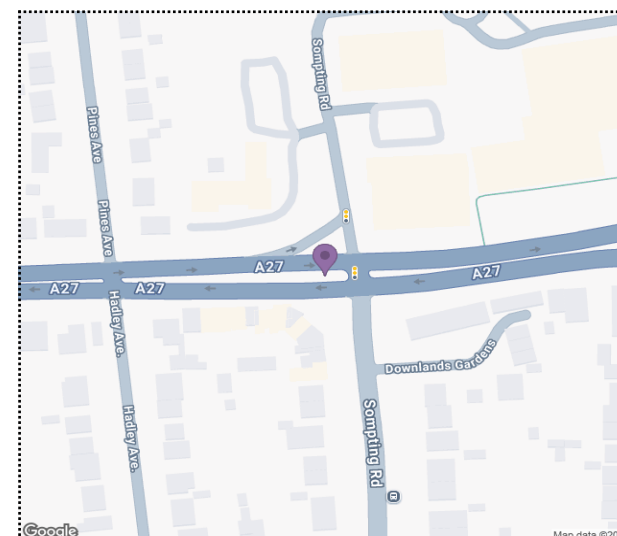
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, May 3, 2019

Time of Crash: 11:06:00

Crash Reference: 2019471902292

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Male	56 - 65	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	46 - 55	Vehicle is waiting to turn right	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	3	Male	21 - 25	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

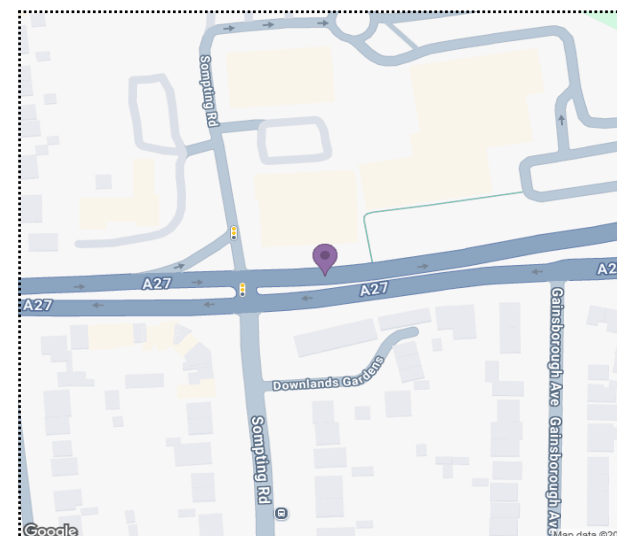
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, September 28, 2020	Time of Crash:	10:32:00	Crash Reference:	2020470985448
Highest Injury Severity:	Serious	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex	Vehicles:	3	OS Grid Reference:	515107 105123
Local Authority:	Worthing				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, September 28, 2020

Time of Crash: 10:32:00

Crash Reference: 2020470985448

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	9	Male	46 - 55	Vehicle is moving off	Did not impact	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	14	Female	36 - 45	Vehicle is moving off	Nearside	Unknown	None	None
3	Pedal cycle	-1	Male	56 - 65	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, March 16, 2021

Time of Crash: 06:00:00

Crash Reference: 2021471029447

Highest Injury Severity: Slight

Road Number: A27

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515042 105108

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

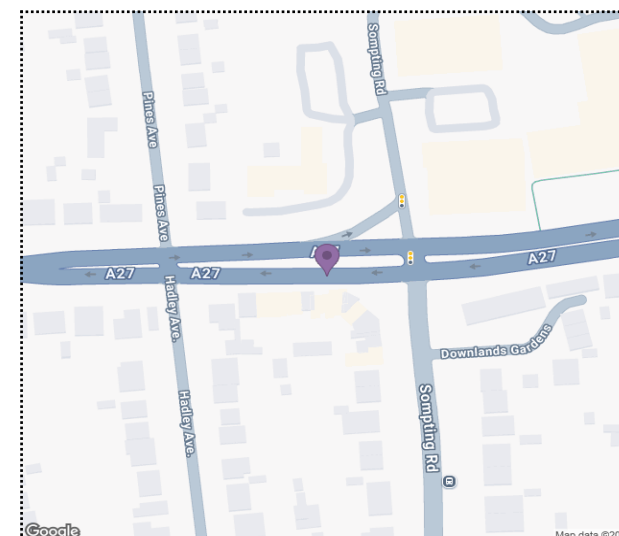
Carriageway Hazards: None

Junction Detail: Other junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, March 16, 2021

Time of Crash:

06:00:00

Crash Reference: 2021471029447

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw (1999 onwards)	-1	Male	Unknown	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

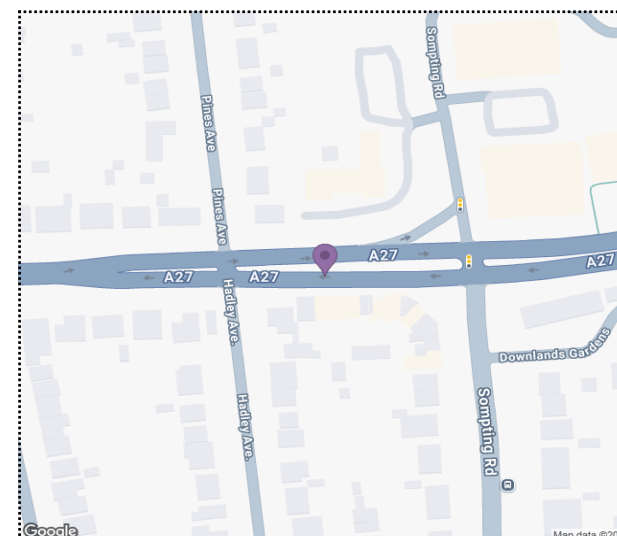
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Sunday, September 26, 2021	Time of Crash:	16:55:00	Crash Reference:	2021471092346
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	3
Local Authority:	Worthing			OS Grid Reference:	515018 105109
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, September 26, 2021

Time of Crash: 16:55:00

Crash Reference: 2021471092346

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	11	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Male	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	16	Male	Unknown	Vehicle is slowing down or stopping	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, October 5, 2021

Time of Crash: 12:15:00

Crash Reference: 2021471095553

Highest Injury Severity: Slight

Road Number: A27

Casualties: 1

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515124 105118

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

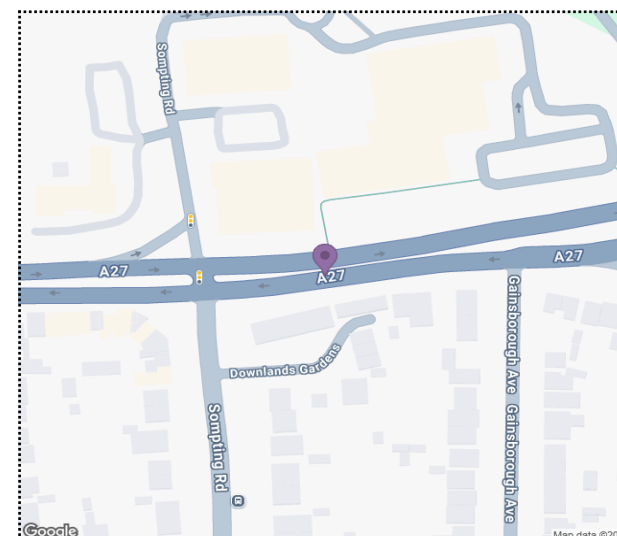
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, October 5, 2021

Time of Crash: 12:15:00

Crash Reference: 2021471095553

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Female	26 - 35	Vehicle is changing lane to the left	Nearside	Other	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	3	Male	26 - 35	Vehicle is passing another vehicle (moving or stationary) on its nearside	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

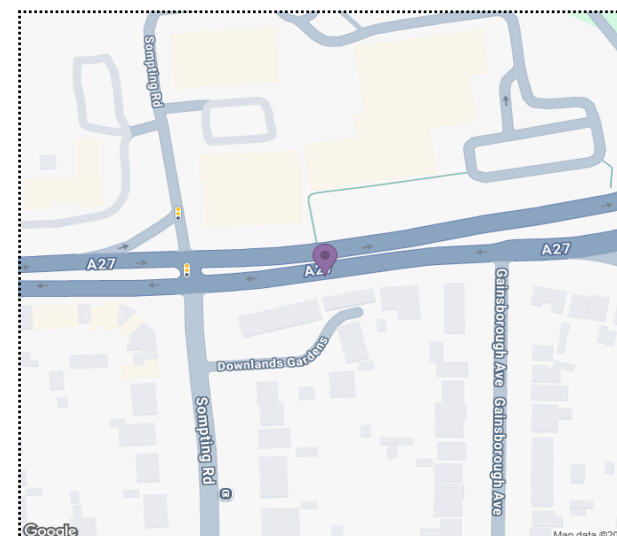
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Saturday, October 16, 2021	Time of Crash:	19:30:00	Crash Reference:	2021471100226
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Worthing			OS Grid Reference:	515129 105115
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, October 16, 2021

Time of Crash: 19:30:00

Crash Reference: 2021471100226

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	14	Female	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Male	66 - 75	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, October 26, 2021

Time of Crash: 08:10:00

Crash Reference: 2021471103376

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: West Sussex

Vehicles: 4

Local Authority: Worthing

OS Grid Reference: 515072 105104

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

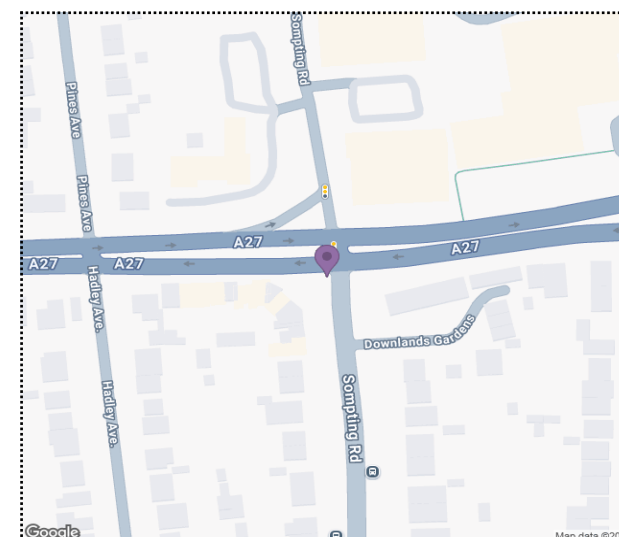
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, October 26, 2021

Time of Crash: 08:10:00

Crash Reference: 2021471103376

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Female	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	26 - 35	Vehicle is in the act of turning right	Back	Journey as part of work	None	None
3	Car (excluding private hire cars 2005 onwards)	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
4	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, May 17, 2022

Time of Crash: 21:30:00

Crash Reference: 2022471178359

Highest Injury Severity: Slight

Road Number: A27

Casualties: 2

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515072 105121

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

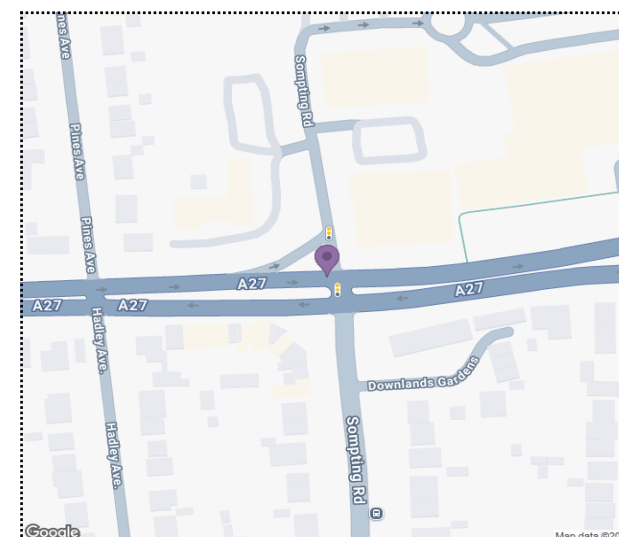
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, May 17, 2022

Time of Crash: 21:30:00

Crash Reference: 2022471178359

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Monday, January 9, 2023

Time of Crash: 19:11:00

Crash Reference: 2023471261271

Highest Injury Severity: Serious

Road Number: A27

Casualties: 2

Highway Authority: West Sussex

Vehicles: 2

Local Authority: Worthing

OS Grid Reference: 515072 105123

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

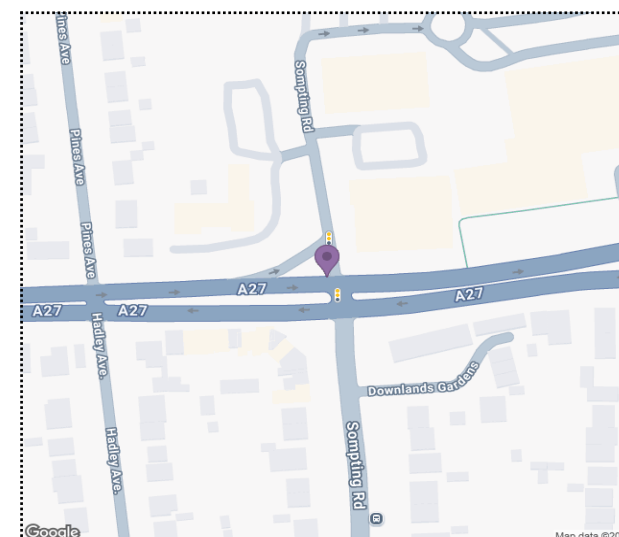
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, January 9, 2023

Time of Crash:

19:11:00

Crash Reference: 2023471261271

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	16	Male	26 - 35	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	Unknown	Unknown or other	Unknown or other

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Validated Data

Highest Injury Severity: Slight **Road Number:** U

Highway Authority: West Sussex **Casualties:** 1

Local Authority: Worthing **Vehicles:** 1

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

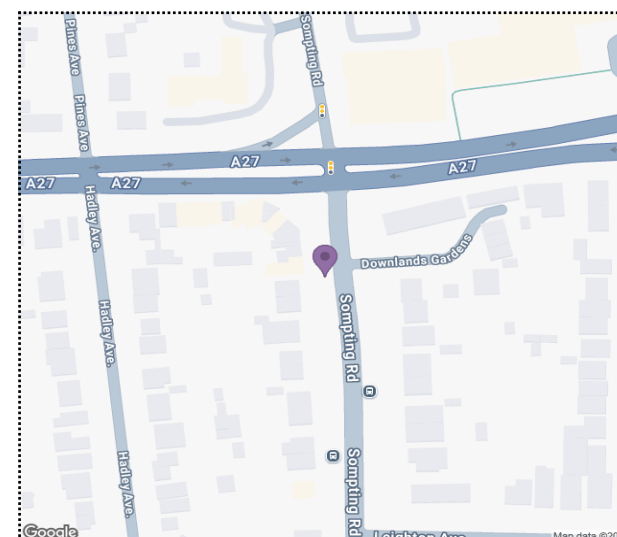
Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Auto traffic signal

OS Grid Reference: 515075 105069



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Female	46 - 55	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	6 - 10	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside

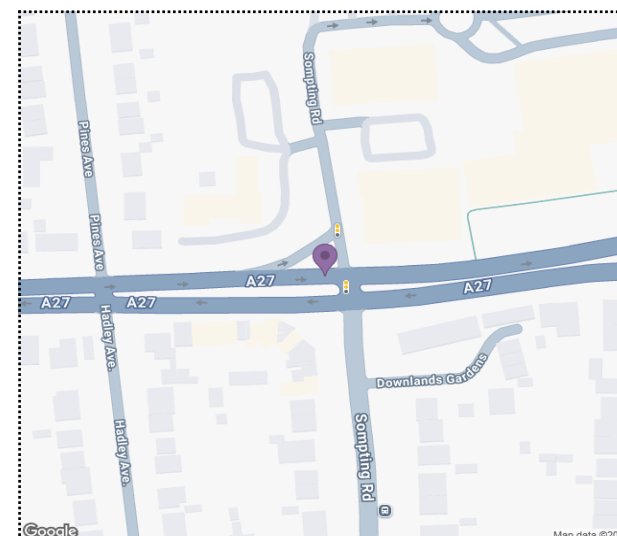
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, April 11, 2023	Time of Crash:	16:05:00	Crash Reference:	2023471295543
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Worthing			OS Grid Reference:	515068 105120
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, April 11, 2023

Time of Crash: 16:05:00

Crash Reference: 2023471295543

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

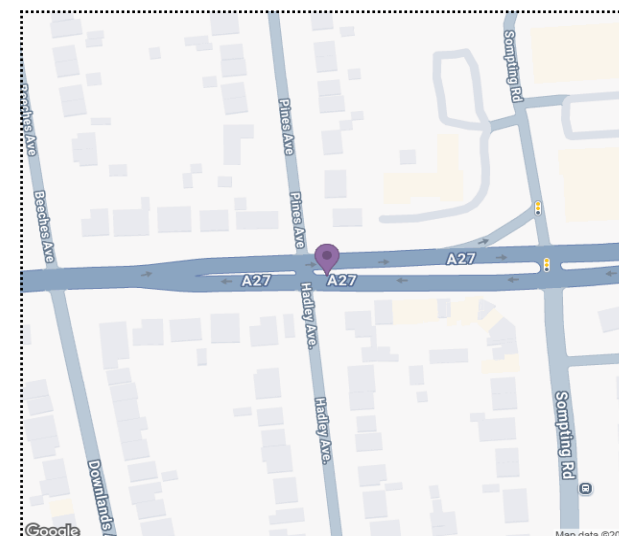
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Sunday, May 21, 2023	Time of Crash:	17:56:00	Crash Reference:	2023471310642
Highest Injury Severity:	Slight	Road Number:	A27	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Worthing			OS Grid Reference:	514990 105109
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, May 21, 2023

Time of Crash: 17:56:00

Crash Reference: 2023471310642

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	22	Male	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

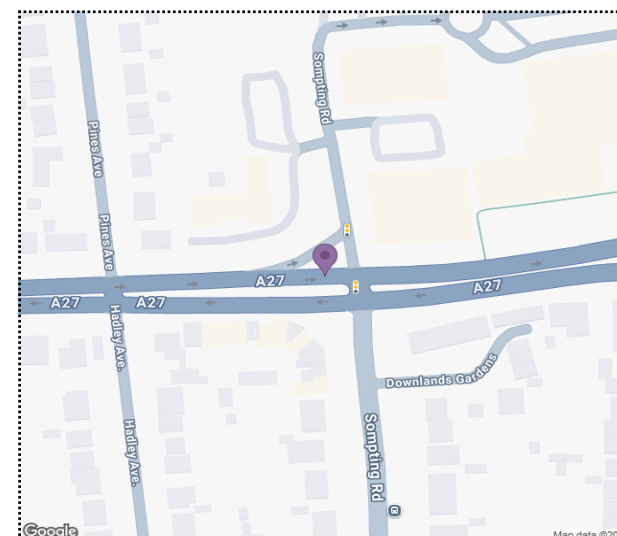
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, September 18, 2023	Time of Crash:	17:15:00	Crash Reference:	2023471355515
Highest Injury Severity:	Serious	Road Number:	A27	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Worthing			OS Grid Reference:	515064 105120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date:

Monday, September 18, 2023

Time of Crash: 17:15:00

Crash Reference: 2023471355515

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	20	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Other vehicle, whether motorised or not (2011 onwards)	-1	Male	36 - 45	Vehicle is moving off	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

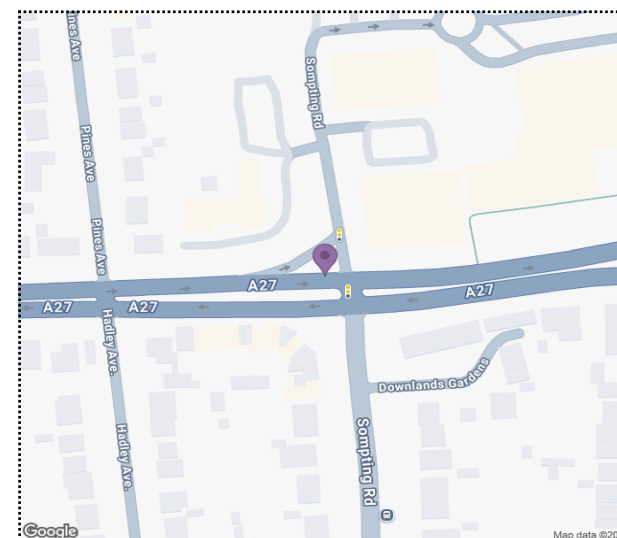
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, November 11, 2023	Time of Crash:	09:18:00	Crash Reference:	2023471374158
Highest Injury Severity:	Serious	Road Number:	A27	Casualties:	2
Highway Authority:	West Sussex			Vehicles:	2
Local Authority:	Worthing			OS Grid Reference:	515067 105122
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, November 11, 2023

Time of Crash: 09:18:00

Crash Reference: 2023471374158

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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