

South Coast Central Route Strategy Evidence Report Technical Annex

April 2014



Document History

Technical annex to South Coast Central route-based strategy evidence report

Highways Agency

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Part A Supporting evidence

A1 Introduction

A1.1 Background

Various HA reports are relevant to this RBS process

- a) A Fresh Start for the Strategic Road Network, Alan Cook, 24 November 2011 [C1.1a]
- b) Roads Reform – A Fresh Start for the Strategic Road Network: Government Response and Feasibility Study Terms of Reference, Department for Transport, 24 May 2012 [C1.1b]
- c) Highways Agency Pilot Strategies, Highways Agency, March 2013, [C1.1c]

A1.2 The scope of the stage 1 RBS evidence report

This section is intentionally blank

A1.3 Route Description

The South Coast Central RBS encompasses the area defined by the Route Map included as Appendix A in the Stage 1 evidence report. [C1.3a]

The description information has been developed from a knowledge of the network and some selected references to the corridor descriptions from the South Coast Multi Modal study (SoCoMMS) [C1.3b]

The route length information was developed from GIS mapping.

The Trans-European Transport Network (TEN-T) was defined from a subsection on the European Commission's website on Mobility and Transport [C1.3c]

A2 Route capability, condition and constraints

A2.1 Route performance

Information on the traffic flows, goods vehicle proportions and On-Time Reliability Measure were provided by the Highways Agency's National Intelligence Unit (NIU) [C2.1a].

- Route-based strategies – South East – South network condition – peak hour speeds [C2.1b]
- Route-based strategies – South East – South network performance – delay [C2.1c]

These maps were used to inform the discussions at the engagement events.

Traffic progression throughout the year in the South Coast Central route

In support of this data monthly Average Daily Traffic (AADT) from the TRADS database has been analysed for different sections of the South Coast Central route during 2012. [C2.1d]

The graphs as shown represent the data collected by automatic vehicle counts at sites along the A23, A21, M23 and A27.

ADT is clearly higher during the summer months than during winter. In 2012 (graphed below) almost all the sections of the A23 registered the highest ADT in August. The only exception is at Slaugham (B2110 - B2115), where the peak was in May.

Chart A2.1: Monthly ADT on the A23

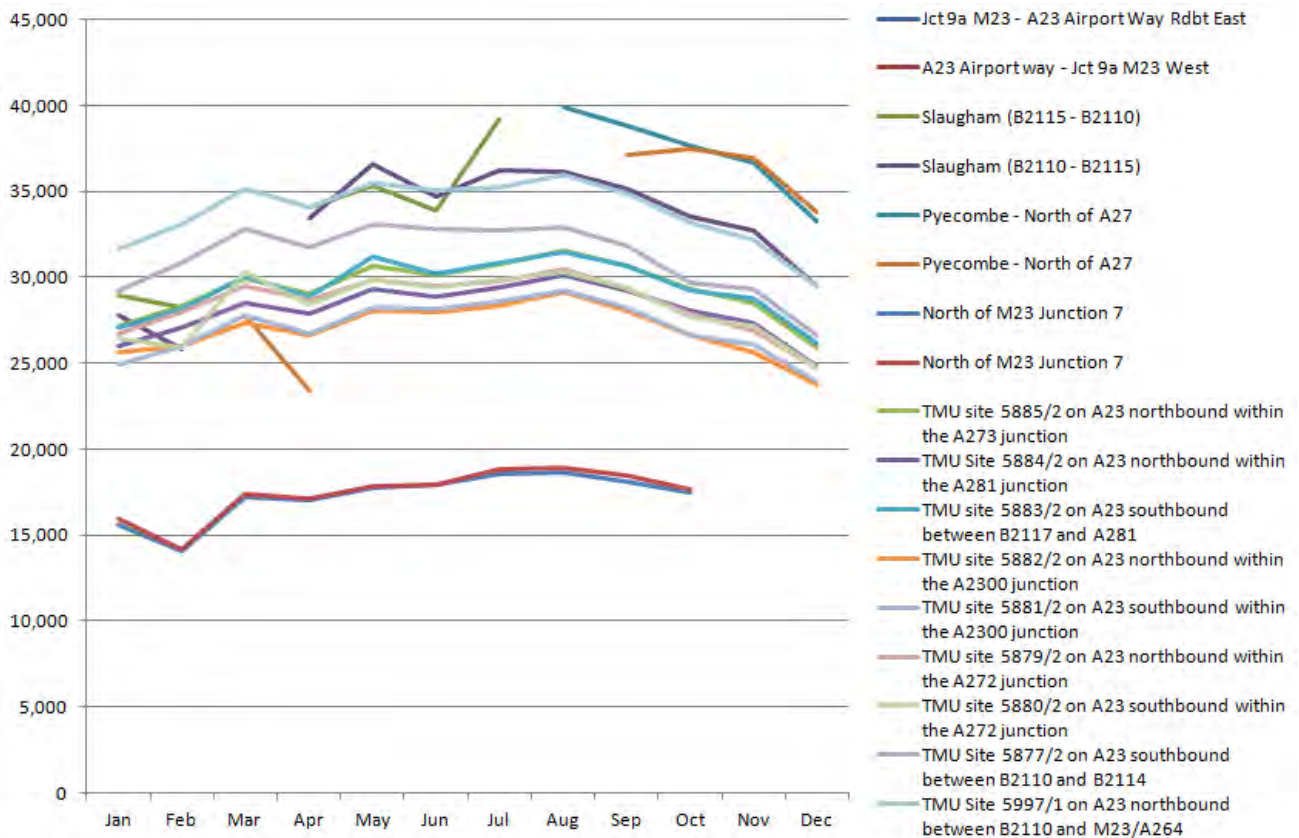


Chart A2.2: Monthly ADT on the A259

The AADT data for the A259 shows higher flows around Hastings and lower flows around Rye. Flows for the roads around Rye are between 6,000 and 2,000, whilst the roads surrounding A266 Glyne Gap Bexhill/Hastings are at 16,662.

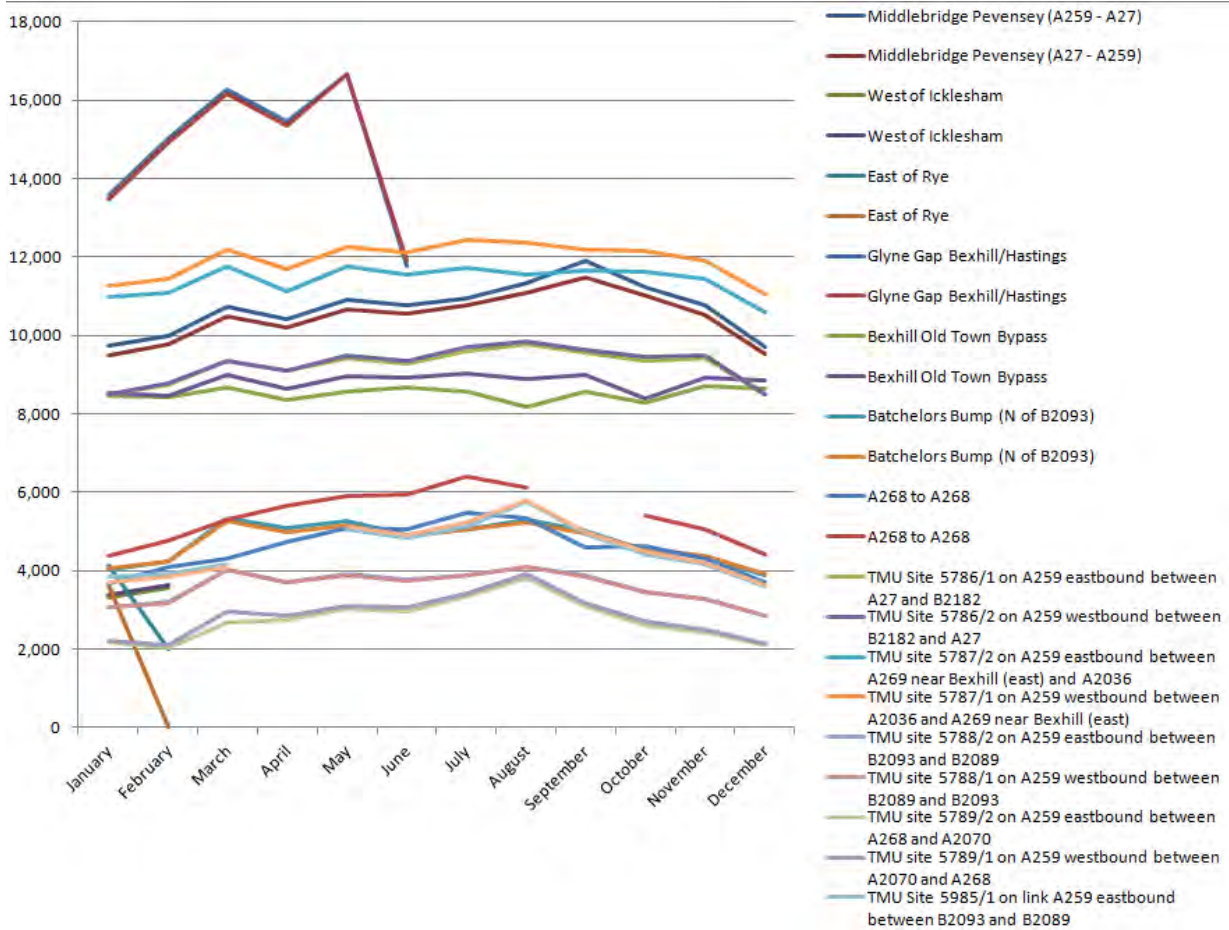


Chart A2.3: Monthly ADT on the A21

The flows for the A21 are reasonably stable throughout the year although there is a small increase towards March, a peak in August and decline in October.

The busiest section of the A27 is the Chipstead Junction on the A21 at the junction with M25 junction 5 which experiences flows of 27,462.

The quietest section is at the TMU Site 5869/2 on link A21 northbound between A2100 near Battle (north) and A265 with a low point volume of 5,150 vehicles.

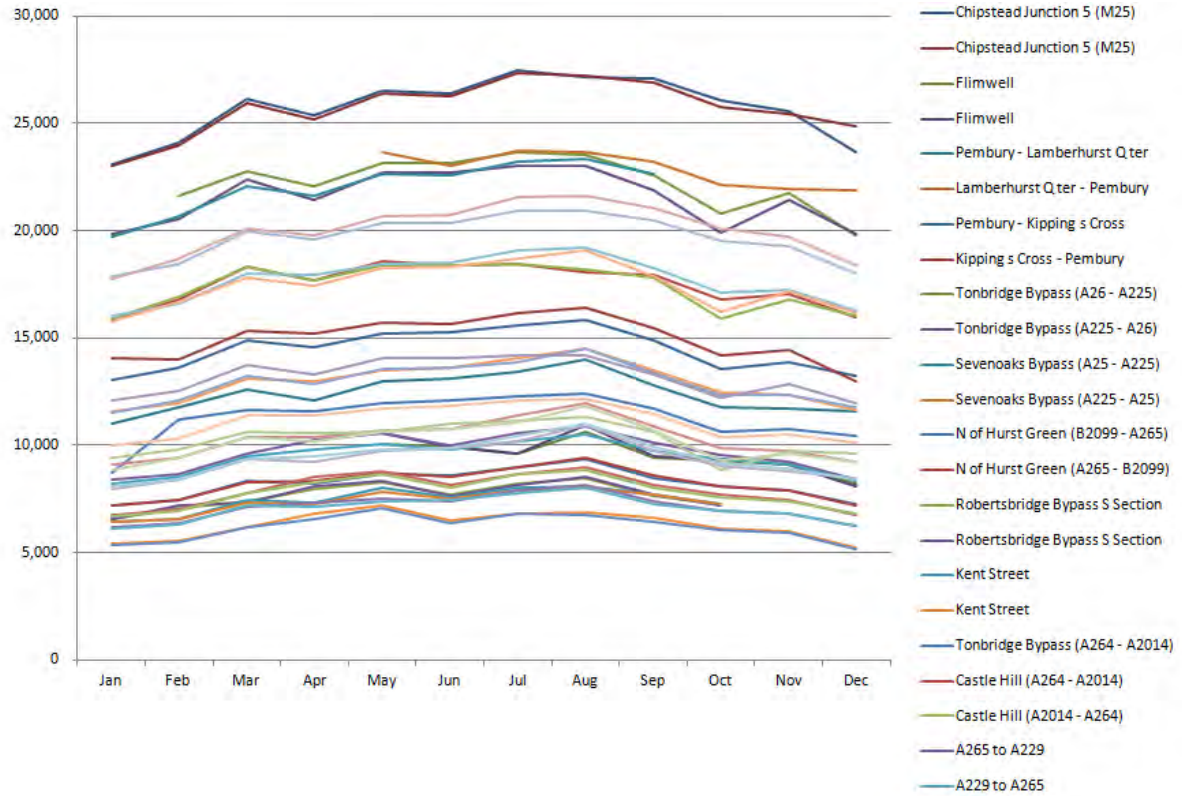


Chart A2.4: Monthly ADT on the A27

The highest flows on the A27 were between A3(M) - A2030 at 67,069 in August but the average for that section was 64,363.

The lowest were on the Pevensey Bypass averaging 7,856.

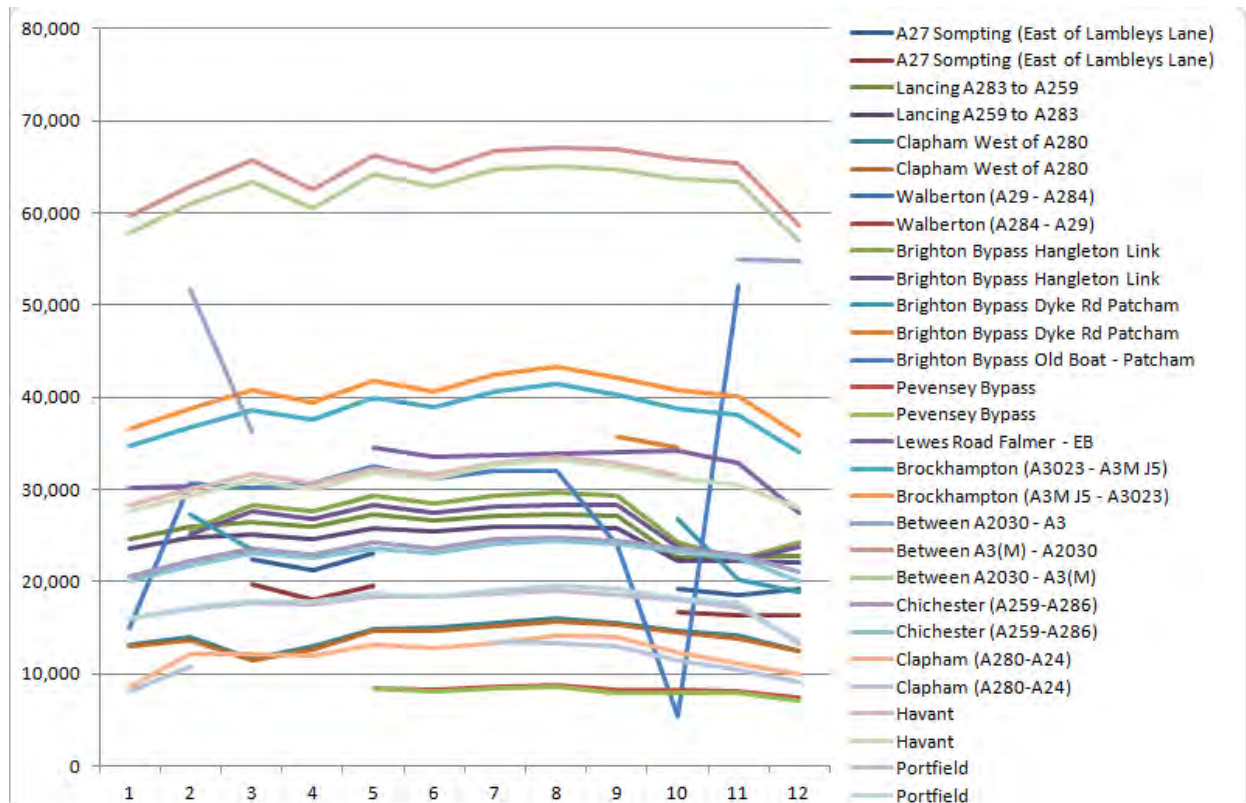
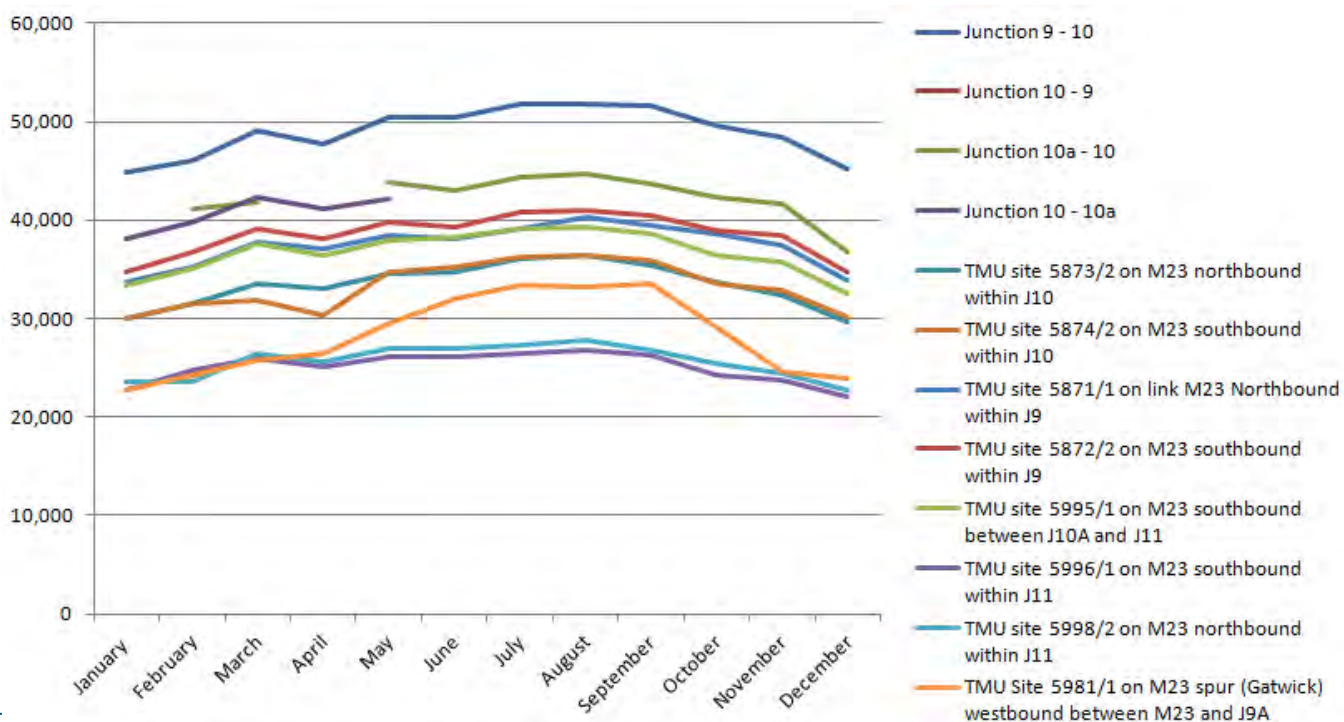
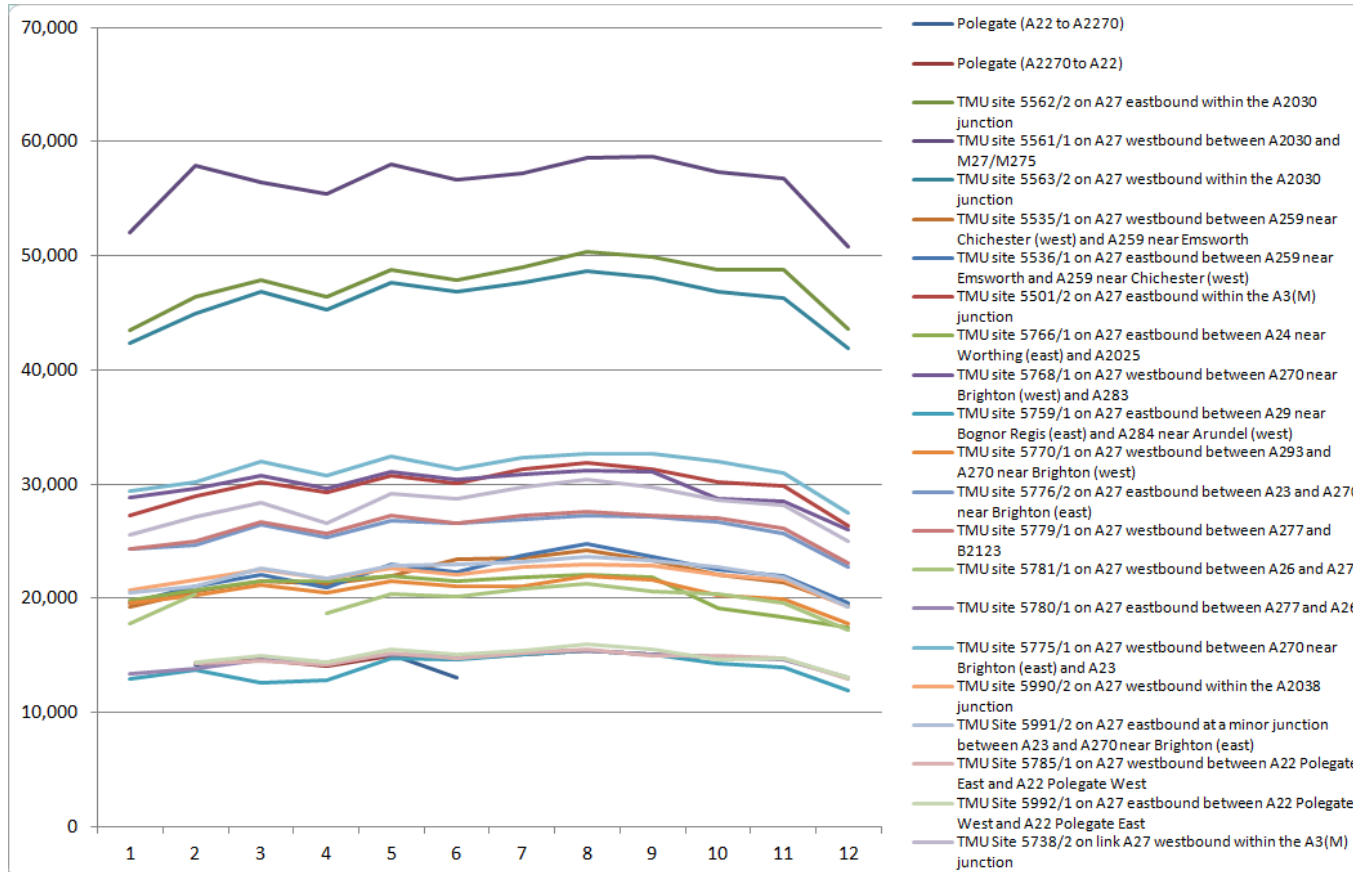


Chart A2.5: Monthly ADT on the M23

The data for the M23 shows the busiest sections to be between junction 9-10 with flows at 51,838.

The least busy section was on the TMU site 5996/1 on M23 southbound within J11 at 22,081.



A2.2 Road Safety

The statistics quoted in the Safety section were generated using a combination of STATS19 accident data, [C2.2a], downloaded from the Government open data website [C2.2b], and figures from the Draft South East Safety Report, provided by the Highways Agency.

The STATS19 data was used for the detailed analysis of factors affecting accidents (paragraphs 2.2.11 - 2.2.14) whilst the data from the South East Safety Report was used for the more general statistics quoted in paragraphs 2.2.6 – 2.2.10.

The STATS19 data initially included UK-wide accidents between 2005 and 2012. The data was filtered down to include only those on the South Coast Central Route and, to be consistent with other reports, occurred between 2009 and 2011. This was achieved using a combination of database queries and GIS. Once filtered, the data was analysed using Pivot Tables to derive the desired figures.

A2.3 Asset Condition

Information on carriageway condition for the RBS was provided by the NIU in the form of maps presented at the stakeholder events: [C2.3a]. The RBS Report interpreted this data in a high level assessment.

- Route-based strategies – South East – South pavement condition

The HA's Network Delivery and Development - National Asset Management Plan 2013 was used to consider the overall status of the South Coast Central Area.

Information on structures and other key asset issues for routes were extracted from the Area 4 Area Asset Management Plan 2012-3 [C2.3b]

A2.4 Route Operation

Most of the information for this section was written using:

- Highways Agency Asset Management plans for the programme between 2013-14 and 2016-17. [C2.4a]

Information on carriageway condition for the RBS was provided by the NIU in the form of maps presented at the stakeholder events:

Information to complete of Table 2.6 Average Incident Duration on Route was extracted from maps produced by the NIU for the engagement events:

- Route-based strategies – National Average Lane Impact Duration – Motorways only [C2.4b]

Information on traffic officer service was provided by the Highways Agency [C2.4c].

A2.5 Technology

Data on the technology assets was received from Capita [C2.5a] for Areas 3, 4 and 5 under the South East TechMac, South West TechMac Eastern TEchMac and the M25 DBFO contracts. This TehMAC data which was plotted on GIS using XY coordinates and then the clusters of technologies were then identified for the South Coast Central route.

A2.6 Vulnerable Road Users

Information on provisions for vulnerable road users was derived from a variety of sources including local knowledge and issues raised by stakeholders at the engagement events

Information on the National Cycle Network routes was obtained from Sustrans [C2.6a].

Information on the walking national trails and long distance paths were obtained from the long distance walkers association (www.ldwa.org.uk) [C2.6b].

Information on the NMU (especially equestrian) crossings of the A27 were obtained from data received by Tricia the Chair from the West Sussex Local Access Forum [C2.6c].

The number of collision involving vulnerable road users was derived from section 5.6.2 of the Area 4 – Road Safety Statement 2012 [C2.6d].

A2.7 Environment

Information on environmentally sensitive locations was derived from a map produced by the NIU for the engagement events.

- Route-based strategies – South East – South – environment [C2.7a],

This map provided information on the locations of:

- Areas susceptible to water pollution¹
- Areas identifies as being at risk of flooding²
- Areas identified as Noise Important Areas³
- Air quality sensitivity areas
- Areas of cultural sensitivity, see below
- Ecological designations, see below
- Areas of landscape sensitivity⁴

In addition, the environmental data was downloaded from magic.gov.uk [C2.7b] and the following sites

- a) Natural England (www.naturalengland.org.uk) [C2.7c]
- b) Department for Environment Food and Rural Affairs, Air Quality Management Areas, (www.aqma.defra.gov.uk) [C2.7d]
- c) Halcrow Planning and Environment Report South Coast Corridor Multi-Modal Study prepared for Department of Transport, Local Government and the Regions (December 2001) [C2.7e]
- d) Environment Agency, Flooding Interactive Map (www.environment-agency.gov.uk/) [C2.7f]
- e) Area 4 Severe Weather Plan (2012/2013), Balfour Beatty Mott MacDonald, 25 September 2012 Area 4s annex 20 vulnerable locations [C2.7g]
- f) Engagement Event Mapping – Route-based Strategies – South East – South Environment, Highways Agency, 2013 [C2.7h]

Using GIS mapping two buffers were applied to the roads, the first for cultural heritage at 500m from the carriageway and the second landscape and ecology at 1km.

An assumption is that that cultural heritage over 500m from the road would not be impacted visually. The following numbers of features were extracted from the mapping:

¹ Water pollution in terms of contaminated surface water runoff attributed to fuel and/or cargo spillages

² Information was scaled from the maps to provide estimates of areas at risk of flooding; there was no information available on the type of flooding risk: surge tide; fluvial; or surface.

³ There are limited noise sensitive areas, due to the scale of the mapping available and information behind the maps being unavailable it has not been possible to identify the other areas.

⁴ The only areas of landscape sensitivity required to be report were Areas of Outstanding Natural Beauty (AONB).

Cultural Heritage

WITHIN 500m OF CARRIAGEWAY					
ROAD	LISTED BUILDINGS	WORLD HERITAGE	SCHEDULED MONUMENTS	PARKS AND GARDENS	BATTLEFIELDS
A21	330		3	4	
A23	88		4	2	
A27(WEST OF A23)	445		12	2	
A27(EAST OF A23)	246		14	3	
M23	96		2	1	
A259	79		3	1	

Landscape

WITHIN 1km OF CARRIAGEWAY			
ROAD	NATIONAL NATURE RESERVE	LOCAL NATURE RESERVE	AREA OF OUTSTANDING NATURAL
A21		1	2
A23			1
A27(WEST OF A23)		4	1
A27(EAST OF A23)	1	1	
M23		1	2
A259	3		

Ecology

WITHIN 1km OF CARRIAGEWAY				
ROAD	SPECIAL PROTECTION AREA	SPECIAL AREA OF CONSERVATION	SITE OF SPECIFIC SCIENTIFIC INTEREST	RAMSAR SITES
A21			11	
A23			6	
A27(WEST OF A23)	1		8	1
A27(EAST OF A23)		1	9	
M23			1	
A259		1	3	1

A high level review of the available environmental data was undertaken within PB

Information relating to areas which are identified as being susceptible to the effects of severe weather (Table 2.10) was obtained from the Area 4 Severe Weather Plan [C2.7f].

Other sources were used to write the sections on air quality (Defra), flooding (Environment Agency), cultural heritage (Natural England) and noise pollution (Halcrow report) which are referenced in Part 3 [C2.7b-e].

A3 Future considerations

A3.1 Overview

Figure 3 was derived from information collated for Tables 3.1 – 3.3 of chapter 3 of the Stage 1 evidence report.

A3.2 Economic development and surrounding environment

Economic developments were identified from a variety of sources including local plans, transport assessments and transport studies [C3.2b-s]. The trigger for recording developments was >100 jobs and / or > 500 residential units.

In GIS mapping a buffer of 5 miles was applied to the roads with the economic data. This assumed that developments over 5 miles would have a negligible impact on the SRN.

A number of the developments identified were described as an area and not as jobs. So the Employment Densities Guide (2010) [C3.2a] was used to change the area into approximate jobs using the use class classifications. These developments were then verified by local authorities especially if the documents were not recent.

A3.3 Network improvements and operational changes

The information contained in Table 3.3 were extracted from Table A.1 of the HM Treasury report Investing in Britain's Future [C3.3b] and then verified against National Infrastructure Plan 2013 [C3.3a].

The committed improvement schemes (Table 3.2) were identified from the Highways Agency website [C3.3c].

A3.4 Wider transport networks

Investing in Britain's Future [C3.3b] and the National Infrastructure Plan 2013 [C3.3a] were reviewed for local transport schemes that might have a significant effect on the motorway and trunk road network that forms this RBS.

The relevant tables in each document did not reference any schemes other than those proposed on the SRN and identified in Tables 3.2 and 3.3.

Information about Local Authority transport schemes was derived from the

- Coast to capital – Local Majors prioritisation [C3.4a].
- SELEP scheme prioritisation Framework – Priority scheme - South East LTB - Prioritised scheme template, 310713.xlsx [C3.4b].

Stakeholder events – Evidence provided.

- Airports Commission: London Gatwick 008: Proposals for providing Additional Runway Capacity in the Longer Term Gatwick Airport Limited response 19th July 2013 [C3.4c]
- Gatwick Airport Employment and Travel Survey May 2012 [C3.4d]
- Gatwick Airport Staff Travel Plan [C3.4e]
- WSCC Various Local Schemes data and A27 route Strategy Reports [C3.4f]
- SoCoMMS – Summary Problems and Issues Report (2001) [C3.4g]

A4 Key challenges and opportunities

Information reported in Section 4 of the Stage 1 evidence report was derived from

- the evidence and discussion in Sections 2 and 3 of the Stage 1 evidence report,
- comments received from the HA route leads and supporting MACs,
- and comments received from the engagement events, reported in the engagement event report listed in section B1 of this Technical Annex.

The main input to this report was from the Coast to Capital LEP Area Engagement event held in Gatwick.

In addition to information from the stakeholder engagement events, information was also sourced from the HA Road Users' Satisfaction Survey (ARUSS) report for Area 4 (July 2013) [C4.0a], and the Customer Feedback Report Quarter 1 2013-14 [C4.0b].

A4.1 Overview

The overview section included key messages from stakeholders, as identified from the “sticky dot” prioritisation of the stakeholder events, comments from the HA route leads and the MAC representatives.

The hotspots were identified from stakeholder comments and data from Section 2 and 3.

The guidance for this section was to link the key challenges and opportunities to the impact on economic growth. This was done by highlighting the location of key development sites (sourced from Section 3).

The key output of Section 4 is Table 4.1 – the Table of Key Opportunities and Challenges.

The information in this table was sourced from the stakeholder engagement events – from the first and second breakout sessions – and is listed in an order from generic to location-specific.

The order is not meant to convey any form of priority.

The fields included in the table were populated from the data in the Stakeholder Event reports (included in Appendix B1), with the prioritisation determined from the ratio of “sticky dots” to each topic versus the total “dots” placed at the Gatwick event.

A4.2 Timescales

This is left intentionally blank.

A4.3 Stakeholder priorities

This is left intentionally blank.

A4.4 Operational challenges and opportunities

Data for each section (operation, asset condition, capacity, safety and social and environmental) was grouped as follows:

- Overview – includes a brief overview of the current infrastructure in place, drawing on information in sections 2/3
- Generic Challenges/Opportunities identified by Stakeholders – these are non-location-specific issues identified from un-prioritised stakeholder comments at the engagement events

- Location-specific Challenges/Opportunities identified by Stakeholders – these are location-specific issues identified from un-prioritised stakeholder comments at the engagement events
- Generic Challenges/Opportunities identified from the data in Sections 2/3
- Location-specific Challenges/Opportunities identified from the data in Sections 2/3
- Regional comments by Highways Agency Customers

For the operational and capacity challenges and opportunities identified, these were linked to their impact on the local economic growth aspirations (as drawn from Section 3).

A4.5 Asset condition challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.6 Capacity challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.7 Safety challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.8 Social and environmental challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.9 Co-operation between the Agency and Stakeholders

This section drew on notes from the third plenary session of the stakeholder event held in Gatwick, where the topic under discussion was co-operation between the Agency and stakeholders.

Part B Stakeholder engagement

B1 Stakeholder engagement

B1.1 Engagement Events

The Highways Agency hosted a series of Engagement Events within the South East region which encompasses the southern part of the South East Local Enterprise Partnership prior to commencing the drafting of the Stage 1 Evidence Report.

The details of the Engagement Events in South East Region can be found in the following reports.

- Highways Agency Route-based Strategy, Solent and M3 LEP Areas Engagement, Basingstoke Engagement Event, December 2013
- Highways Agency Route-based Strategies, C2C LEP Area Engagement, Gatwick Event, December 2013
- Highways Agency Rout-based Strategies, Bucks TV LEP Area Engagement. High Wycombe Event, December 2013
- Route-based Strategy, Stakeholder Engagement. London Engagement Event. December 2013
- Highways Agency, Route-based Strategies, SELEP Area Engagement, Maidstone Event, December 2013
- Highways Agency Route-based Strategy, Oxfordshire LEP Area, Oxford Engagement Event ,December 2013
- Highways Agency Route-based Strategies, TV Berkshire LEP Area Engagement, Reading Event, December 2013

The Gatwick event was held at the Ramada Plaza Hotel, Crawley on 9th October 2013 Comments from stakeholders documented in the Stage 1 evidence report were taken from the engagement event reports pertinent to this event.

Part C Bibliography

C1 Introduction

C1.1 Background

- A Fresh Start for the Strategic Road Network, Alan Cook, 24 November 2011 [C1.1a]
- Roads Reform – A Fresh Start for the Strategic Road Network: Government Response and Feasibility Study Terms of Reference, Department for Transport, 24 May 2012 [C1.1b]
- Highways Agency Pilot Strategies, Highways Agency, March 2013, (www.highways.gov.uk/publications/route-based-strategies) [C1.1c]

C1.2 The scope of the stage 1 RBS evidence report

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C1.3 Route description

- Route Map, Highways Agency, 12 December 2013 (Appendix A in the Stage 1 Evidence Report) [C1.3a]
- <http://www.socomms.org.uk/> [C1.3b]
- Trans-European Transport Network (TEN-T): Comprehensive Network & Core Network, European Commission – Solent Report Reference - ec.europa.eu/transport/themes/infrastructure) [C1.3c]

C2 Route capability, condition and constraints

C2.1 Route Performance

- a) Strategic Road Network Performance Specification 2013 to 2015, Department for Transport/Highways Agency, 28 March 2013 [C2.1a]
- b) Engagement Event Mapping – Route-based Strategies – South East – South Network Condition – Peak Hour Speeds, Highways Agency, 2013 [C2.1b]
- c) Engagement Event Mapping – Route-based Strategies – South East – South Network Performance – Delay, Highways Agency, 2013 [C2.1c]
- d) HA TRADS database [C2.1d]

C2.2 Road Safety

- a) Operational coverage and level of service (HA) TMD network coverage [C2.2a]
- b) Government open data website (<http://data.gov.uk/>) [C2.2b]
- c) Highways Agency Area 3, Shiny Side Up Campaign - 2012 Collision Evaluation Report, March 2013

C2.3 Asset Condition

- a) Highways Agency Network Delivery and Development National Asset Management Plan 2013 [C2.3a]
Area 4 Area Asset Management Plan 2012-3 - Annex D_NDD SE Region 2014_15 Bid - MAC4 [C2.3b]

C2.4 Route Operation

- a) Highways Agency Asset Management plans for the programme between 2013-14 and 2016-17 [C2.4a]
- b) Highways Agency Route-based strategies – National Average Lane Impact Duration - Motorways Only [C2.4b]
- c) Traffic Officer Service TMD Current Levels of Service (LoS) Across SRN Routes September 2013 [C2.4c]

C2.5 Technology

- a) Capita TehMAC data [C2.5a]

C2.6 Vulnerable Road Users

- a) Sustrans National Cycle Network Sustrans (www.sustrans.org.uk) [C2.6a]
- b) The long distance walkers association (www.ldwa.org.uk) [C2.6b]
- c) Data received by Tricia the Chair for West Sussex Local Access Forum [C2.6c]
- d) Section 5.6.2 of the Area 4 – Road Safety Statement 2012 [C2.6d]

C2.7 Environment

- a) Engagement Event Mapping – Route-based Strategies – South East – South Environment, Highways Agency, 2013 [C2.7a]
- b) Magic Interactive Mapping website (www.magic.gov.uk) [C2.7b]
- c) Natural England (www.naturalengland.org.uk) [C2.7c]
- d) Department for Environment Food and Rural Affairs, Air Quality Management Areas, (www.aqma.defra.gov.uk) [C2.7d]
- e) Halcrow Planning and Environment Report South Coast Corridor Multi-Modal Study prepared for Department of Transport, Local Government and the Regions (December 2001) [C2.7e]
- f) Environment Agency, Flooding Interactive Map (www.environment-agency.gov.uk/) [C2.7f]
- g) Area 4 Severe Weather Plan (2012/2013), Balfour Beatty Mott MacDonald, 25 September 2012 Area 4s annex 20 vulnerable locations [C2.7g]

C3 Future Considerations

C3.1 Overview

This section is intentionally blank

C3.2 Economic development and surrounding environment

- a) OffPAT, Homes and Communities Agenda, Employment Densities Guide, Second Edition (2010)
- b) Ashford Borough Council: *Housing Trajectory 2006-2021*
- c) Tunbridge Wells Borough Council: *Site Allocations Development Plan Document*
- d) Tunbridge Wells Borough Council: *Annual Monitoring Report 2011*
- e) Sevenoaks District Council: *Core Strategy*
- f) Sevenoaks District Council: *Allocations and Development Management Plan Draft for Submission* (February 2013)
- g) Sevenoaks District Council: *Strategic Housing Land Availability Assessment - 2009 Update Report*
- h) Adur District Council: *Transport Study of Strategic, Development Options and Sustainable, Transport Measures Final Study Report* (April 2013)
- i) WSP: *Arun transport study for strategic development Options and Sustainable Transport Measures*
- j) Arun District Council: *An Enterprise Zone for Coastal West Sussex Expression of Interest* (April 2011) – West Sussex County Council supplied updated figures
- k) Chichester District Council: *Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures FINAL REPORT* (March 2013)
- l) Shopwyke Lakes: Trip-rate summary 20120302 with WSCC comments
- m) Development in Crawley discussed with Suzanna Holloway Strategic Planning Officer at Crawley Borough Council.
- n) Crawley Borough Council: *Local Development Framework Annual monitoring report* (1 April 2011-31 March 2012)
- o) Mid Sussex: *Transport Study MSTs Stage 1 Final Report* (December 2012)
- p) The West Durrington Consortium received a Resolution to Grant a planning consent from Worthing Borough Council on 20 October 2011. Planning app ref: 11/0275/OUT
- q) Worthing planning portal app ref: 11/0275/OUT
- r) Worthing College Transport Assessment
- s) Horsham District and Crawley Borough local development frameworks west of Bewbush joint area action plan (2009)

C3.3 Network improvements and operational changes

- a) National Infrastructure Plan 2013, HM Treasury and Infrastructure UK, 4 December 2013 [C3.3a]
- b) Investing in Britain's Future, HM Treasury and Infrastructure UK, 27 June 2013 [C3.3b]
- c) Highways Agency Road Projects, Highways Agency (www.highways.gov.uk/roads) 2013 Spending Review, HM Treasury, 26 June 2013 [C3.3a]

C3.4 Wider transport networks

- a) <http://www.southeastlepp.com/publications/studies-and-research> [C3.4a]
- b) SELEP scheme prioritisation Framework – Priority scheme - South East LTB - Prioritised scheme template, 310713.xlsx [C3.4b]
- c) Airports Commission: London Gatwick 008: Proposals for providing Additional Runway Capacity in the Longer Term Gatwick Airport Limited response 19th July 2013 [C3.4c]
- d) Gatwick Airport Employment and Travel Survey May 2012 [C3.4d]
- e) Gatwick Airport Staff Travel Plan [C3.4e]
- f) WSCC Various Local Schemes data and A27 route Strategy Reports [C3.4f]
- g) SoCoMMS – Summary Problems and Issues Report (2001) [C3.4g]

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