

| Schemes | Nodes | Other | WSSC Comments | Changes based on WSSC comments |
|---|--------------------|-----------------------|--|--|
| A23 Gatwick – airport link road between A23 / South Terminal and airport perimeter road / North Terminal | No change | | Agreed | No action |
| New link road joining A2011 Crawley Avenue with B2036 Balcombe Road (north)– to access North East Sector development | No change | | There is a difference between the WSP plan as supplied and the agreement plan which I could not obtain permission to supply. This affects node 1690 at the A2011 end of the link. The agreement plan only has one right turn lane from A2011 for the east to north move. This is as per the planning stage plan, with the second lane having coming from the Local Plan mitigation strategy for other post-NE Sector development. I suggest we reduce to one right turn lane for the reference case. We can save the second lane for Local Plan scenarios. | 2nd right turn lane removed |
| B2036 Balcombe Road / Steers Lane – signalisation for NE Sector | No change | | Agreed - I note that, although the built layout, as on streetview has banned the right turn from Balcombe Rd to Steers Lane - the further agreement plan shows that this is due to be added with the Balcombe Road site access. | No action needed |
| B2036 Balcombe Road / B2037 Antlands Lane – roundabout capacity improvement for NE Sector | No plan | | Agreed | No action |
| B2036 Balcombe Road / C206 Radford Road – signalisation for NE Sector | No plan | | The agreement plan which I am unable to supply shows a different layout, banning the right turn from Radford Road to Balcombe Road. Turn 9070 - 1824 - 80157. Both Balcombe Road approaches have a single lane for both turns. Please edit. | Right turn from Radford Road banned and Balcombe Road approaches down to a single lane |
| C206 Radford Road / Steers Lane – signalisation for NE Sector | No change | | Agreed | No action |
| Gatwick Road / C206 Radford Road – roundabout capacity improvement for NE Sector; | No plan | | Agreed | No action |
| B2036 Balcombe Road / Crawley Avenue link – signalised junction for NE Sector | No change | | Does this refer to the junction at the Balcombe Road end of the link? Node 1691 Agreed no change required to that node. Also no change required to mid-link signals junction accessing NE Sector | No action needed |
| New junction on Steers Lane – to access NE Sector development | 80158, 81000 | Zone 121, coordinates | 80158 Agreed. 81000 should link to a new planning consent CR/2018/0894/OUT for 185 additional dwellings, rather than the main Forge Wood consented site, so it would be more accurate to give it its own zone separate from zone 121. Note: It would also be more accurate to split zone 121 between the site east of Balcombe Road and that west of Steers Lane / north of link road if housing numbers for the relevant phases can be obtained. | Zone 121 is now split into two zones (121 and 301). 121 represents the area east of Balcombe Road (loads into nodes 80160 and 80159) and 301 the area west of Balcombe Road (loads into nodes 80161 and 80167). Zone 300 represents the additional 185 dwellings and only loads to node 81000. |
| New junction on B2036 Balcombe Road – to access NE Sector development | 80166 | | Agreed | No action |
| New junction on B2036 Balcombe Road – to access NE Sector development | 80157 | | This is coded as uncontrolled. Agreement plan shows it should be signalised, linked with Steers Lane junction. Lane allocation is correct for all approaches | Turned to signalised |
| C206 Radford Road – signalised shuttle arrangement at railway bridge for NE Sector | No plan | | Agreed | No action |
| M23 Junction 10 roundabout – signalisation to accommodate North East Sector development | No change | | Agreed | No action |
| Kilnwood Vale access junction – new roundabout on A264 Crawley Road | No change | | Agreed. Note if zone 176 is just representing the development, then it shouldn't connect to node 7110. Would this cause an issue with compatibility with base model? | Zone 176 loads now only to node 7100 as it was in the Base Model. New zone (302) created and loads to nodes 80163 and 80165 that represent the two accesses for the Kilnwood Vale dev. |
| M23 Junction 11 / A264 Pease Pottage – signalisation and approach widening from A264 west | No change | | Agreed | M23 J11 |
| A2220 Horsham Road / A23 Crawley Avenue – roundabout dedicated left turn slip from A2220 Horsham road to A23 northbound | 1640, 80140, 80141 | Removed signalisation | The link 80140 to 1640 - Horsham Road eastbound traffic entering the junction - is coded as one lane. The plan shows that although it uses only the offside lane at 80140, this flares to a two lane entry to the roundabout, so there should be a two lane entry at 1640, with a limit on stacking capacity reflecting the length of the two lane flare. | Rbt 1640 recoded to reflect the two lane approach |

| Preferred Strategy schemes | Nodes | Other | WSSC Comments | Changes based on WSSC comments |
|--|---|------------------------------|---|--|
| Northgate Avenue / Woodfield Road – junction signalisation | No change - scheme not in model | | Agreed | No action |
| A23 London Road / Gatwick Road (Beehive junction) – roundabout signalisation | Change 2016, 2025, 2055, 70074, 70075 Remove 80171, 80172, 80173 | Removed signalisation | Agreed | No action |
| M23 Junction 9a – roundabout signalisation to accommodate Gatwick Junction development | No change | | Highways England junction. Scheme relates to allocated not yet consented development at business park to north. No application shown on Reigate & Banstead planning portal. Confirm with planningse@highwaysengland.co.uk Signals here promoted by Gatwick Airport to accommodate growth in airport demand also much less certain due to COVID-19 impact on aviation. | acted/HE contacted & confirmed throughout scheme for HOR9 Horley Business Park development |
| Fleming Way – bus lane eastbound from Faraday Road to London Road | No change - scheme not in model | | Manor Royal scheme including bus lanes is being promoted through Growth programme. I am belatedly obtaining plans from WSP. Apologies, I didn't find details in this area earlier. | Scheme in place is the Faraday to Gatwick Rd Eastbound bus lane. Added the westbound approach to Fleming Way / Faraday Road junction (starts on Newton Road) |
| A23 Crawley Avenue / A2219 London Road – northbound bus-only link through the junction to operate with a southbound existing bus-only link | No change | | Agreed | No action |
| Pegler Way – single 2-lane two-way carriageway; with restricted one-way southbound movement on High Street (with traffic management). | Change 1170, 1190, 1180, 6007 Remove 80174, 80175 | Zone 29 | Agreed | No action |
| A2011 Crawley Avenue / A2004 Northgate Avenue / Hazelwick Avenue | No change | | Agreed | No action |
| A2220 Station Way / A2004 Southgate Avenue | No change | | Agreed | No action |
| A23 Crawley Avenue / Ifield Avenue | Change 1360, 1660, 5995, 9077, 11115 Remove 80177, 80178, 80179 | | Agreed | No action |
| A2011 Crawley Avenue / B2036 Balcombe Road | No change | | Refer to my comments on rows 3 and 9 | Addressed to rows 3 and 9 |
| A2004 Southgate Avenue / Ashdown Drive signals | 1790 | | Agreed | No action |
| A23 Crawley Avenue / A2004 Southgate Avenue roundabout | 1630 | | Agreed | No action |
| SMART Motorway | 1603, 2700, 2705, 2740, 2745, 6132, 70084, 70099, 70108, 70109, 70100, 70102, 70110, 70111, 80149 | Buffer link to and from 6132 | Agreed | No action |
| Bus routes 26S and 26N | | | Agreed | No action |