

Project Name: Land East of A281, Cowfold, Horsham, West Sussex
Report Title: Transport Note – WSCC Response
Client: Landacre Developments
Date: August 2026

1. Introduction

This Transport Note (TN) has been prepared in response to the formal consultation response from West Sussex County Council (WSCC) dated 5th August 2026. The consultation response recommends that further information is required on several minor points and each of those points is addressed within this TN.

2. Access

The proposed access design is considered to be acceptable to WSCC, and has been subject to a Stage 1 Road Safety Audit (RSA), however WSCC observed that *'The internal footway link is provided at 1.2m width, consideration should be provided to widening this to a minimum of 1.5m.'*

In response to this, it is acknowledged that the footway immediately outside of the site is approximately 1.2m wide and therefore the proposed footway width for the internal footway link does not represent any narrowing from the existing situation. The internal link also provides access to the driveway to an adjacent property to the south, approximately 10m from the site access junction and any widening of the proposed footway beyond 1.2m is not possible due to levels at this point. Widening to 1.5m could be provided on the internal link to the east of the existing driveway; however the 1.2m width for the initial section of the road is considered to be safe and appropriate in this case and meets the standards for minimum footway width.

3. Sustainable Transport

WSCC note that *'Dropped kerbs are provided along the A281; however would benefit from the provision of dropped kerbs to cross to the bus stop and tactile paving at the Pub and Fowlers accesses and across Eastlands Lane.'*

This is agreed, and a contribution towards the provision of dropped kerbs and tactile paving as outlined above would be provided by the developer.

4. Public Transport

WSCC state that *'The closest bus stops are the South Leas stops (140m north of the site access) and are provided with flag poles and timetables. Given the footway constraints it does not appear possible to provide shelters at this location, however Real Time Passenger Information displays could be provided and a contribution secured via s106.'*

This is agreed, and a contribution towards the provision of RTPI displays would be provided by the developer.

5. Road Safety

WSCC state that *'Personal Injury Collision Data has been gathered within 250m of the site access. Three collisions have been recorded (1 serious and 2 slight) to the south of the access. No details have been provided to collaborate the assertion that the collisions were a result of human error.'*

The submitted TA contained a review of personal injury collision data, obtained from WSCC's collision database, which was undertaken to assess the safety record in the vicinity of the site. The analysis



covered the most recently available five-year period from 1st April 2021 to 31st March 2026, which the police have validated.

The study area encompasses the following areas:

- 250m north of the existing site access; and
- 250m south of the existing site access.

This was deemed sufficient based on the size of the proposed scheme and its expected interaction with the immediate local highway network. Figure 3.2 of the TA illustrates the study area and plots the recorded collision locations. As can be seen from Figure 3.2, over the five years, one collision classified as 'serious' and two classified as 'slight' were recorded within the study area. Importantly, no collisions were recorded at the existing site access onto the A281 Henfield Road, nor were there any recorded at the car showroom accesses opposite the site.

In light of the WSCC comment referenced above, the Crashmap database has been consulted to provide further detail to corroborate the assertion that the collisions were a result of human error. The assessment of each of the three collisions is shown below with the formal Crashmap outputs attached at **Appendix A**:

Serious Collisions

- A single serious collision was recorded within the study area during the five years, occurring in 2022. The incident involved a collision between a car and a motorcyclist, resulting in serious injuries to the rider. The Crashmap collision report indicates that this head-to-head collision was caused by the driver of the car moving off from a parked position before colliding with the biker.

Slight Collisions

- The first slight collision occurred in 2023 and involved three vehicles, two cars and a goods vehicle less than 3.5t, likely a sprinter van or similar. The driver of the goods vehicle suffered a slight injury. The Crashmap collision report indicates that it occurred at 00:45 in the morning and the goods vehicle collided with two parked vehicles; and
- At the time of writing, the second collision occurred in 2025 and was between two cars. Both drivers were passengers suffered slight injuries; a more detailed report is not available. NEO has contacted the WSCC Road Safety Team to obtain this detailed report; however this is not considered to be critical in the context of assessing the overall impact of the development proposal on highway safety.

Given the above, it is still considered that the recorded collisions within the study area are generally dispersed, with no evidence of recurring patterns. The majority of incidents appear to be attributable to human error rather than highway design or infrastructure deficiencies. Importantly, no collisions were recorded at the existing site access, the car showroom access, nor the A281 / Summer Meadow junction. On this basis, it is not anticipated that the proposed development will result in a materially adverse impact on highway safety. Accordingly, there is no indication of an existing safety concern, and further detailed collision analysis is not considered necessary.



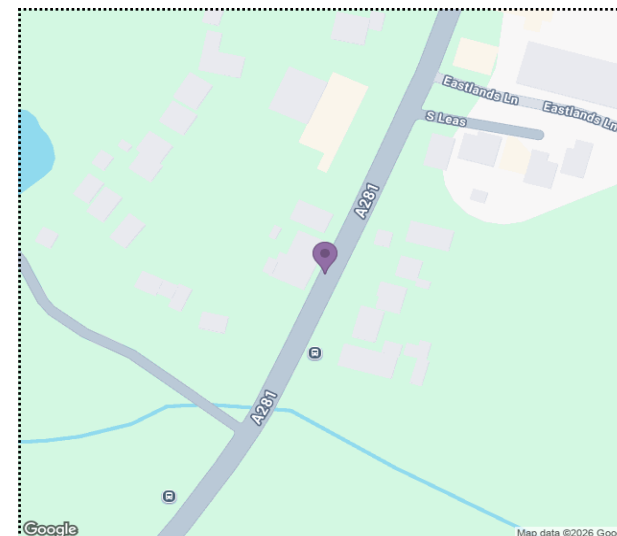
Appendix A – Crash Map Outputs





Validated Data

Crash Date:	Tuesday, September 5, 2023	Time of Crash:	00:45:00	Crash Reference:	2023471348817
Highest Injury Severity:	Slight	Road Number:	A281	Casualties:	1
Highway Authority:	West Sussex			Vehicles:	3
Local Authority:	Horsham			OS Grid Reference:	521251 122064
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
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:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



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

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Validated Data

Crash Date:

Tuesday, September 5, 2023

Time of Crash: 00:45:00

Crash Reference: 2023471348817

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
2	Car (excluding private hire cars 2005 onwards)	10	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	11	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	10	Female	46 - 55	Unknown	Front	Journey as part of work	Parked vehicle	None

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Validated Data

Crash Date:

Tuesday, September 5, 2023

Time of Crash:

00:45:00

Crash Reference: 2023471348817

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

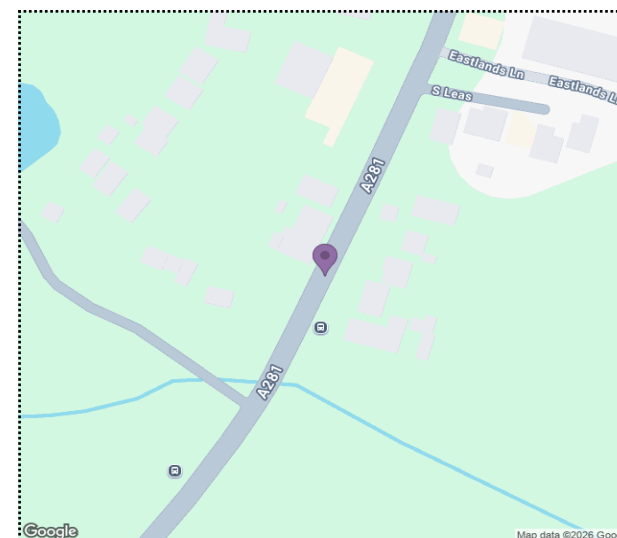
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Validated Data

Crash Date:	Thursday, July 7, 2022	Time of Crash:	17:15:00	Crash Reference:	2022471196218
Highest Injury Severity:	Serious	Road Number:	A281	Casualties:	1
Highway Authority:	West Sussex	Vehicles:	2	OS Grid Reference:	521249 122052
Local Authority:	Horsham				
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:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Thursday, July 7, 2022

Time of Crash: 17:15:00

Crash Reference: 2022471196218

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)	7	Male	21 - 25	Vehicle is moving off	Front	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc (1999 onwards)	8	Male	46 - 55	Unknown	Front	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	46 - 55	Unknown or other	Unknown or other

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