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25 September 2026 13:40

To:

Cc:

Subject:

Subject: DC/26/0671 – Crawley Road – Request for clarification and review of 40 mph speed limit

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Report or Mark Safe

Dear Highways Team,

I am writing regarding planning application **DC/26/0671 – Land off Old Crawley Road, Faygate**, specifically in relation to WSCC's highways consultation response dated 14 September 2026. I note that WSCC has raised no objection from a highways perspective and that the revised LinSig model has been reviewed by WSCC's Traffic Signal Engineer. The purpose of this email is not to register a formal objection to the development, but to raise a specific safety concern and understand whether the continued suitability of the existing **40 mph speed limit** has been assessed.

The proposed signal-controlled junction serving up to 120 dwellings will materially change this section of Crawley Road. It will introduce additional traffic and turning movements, pedestrian/cycle movements and, importantly, the potential for stationary queues where traffic currently predominantly flows through. My principal concern is the **southern approach to the proposed junction**, where the road is curved, with the curvature becoming more pronounced towards the junction. My concern is therefore not simply whether approaching drivers can see the signal heads, but whether they have adequate forward visibility to the **rear of stationary traffic queuing at the signals**.

The effect of the same curvature on visibility is also noticeable when pulling out of the property onto Crawley Road, where it is necessary to edge the vehicle forward considerably before obtaining a sufficiently clear view of approaching traffic. This is one of the reasons I am particularly concerned about forward visibility on this section of road at the existing 40 mph limit.

I would therefore be grateful if you could clarify the following:

1. Predicted queue lengths and stopping sight distance

What are the predicted peak/design queue lengths generated by the LinSig modelling? Has stopping sight distance been assessed specifically to the predicted **back-of-queue position**, rather than simply to the stop line or signal heads?

2. HGVs and large vehicles

Does the assessment consider HGVs and other large vehicles approaching at or near 40 mph, given their different stopping characteristics, particularly in wet conditions or periods of reduced visibility? My particular concern is a large vehicle approaching on the curved section and encountering the rear of a stationary queue generated by the signals.

3. 40 mph to 30 mph assessment

Has reducing this section of Crawley Road from **40 mph to 30 mph** been formally considered as part of the development proposals?

I note that WSCC has recently concluded that reducing traffic speeds is appropriate on the A264 approaches to Moorhead Roundabout in connection with its partial signalisation. Given that DC/26/0671 would similarly introduce a new signal-controlled junction adjacent to existing homes and serving up to 120 additional dwellings, I would be interested to understand whether the same principle has been considered here.

If a 30 mph limit has already been assessed and discounted, I would be grateful if you could provide the technical reasoning supporting the retention of 40 mph. If it has not been assessed, I would ask that a reduction to 30 mph is formally considered before the highway arrangements are finalised.

I appreciate that 40 mph may historically have been appropriate for Crawley Road, but the development would materially change the character and operation of this section. If it is approved, I believe reducing the limit to **30 mph through the new junction and past Moorhead Cottages** would provide a proportionate and tangible safety benefit for both existing and future residents.

To summarise, I would be grateful if WSCC could:

1. provide the predicted peak/design queue lengths from the LinSig modelling;
2. confirm the stopping sight distance available to the predicted back-of-queue position on the southern approach, including how HGVs and adverse conditions have been considered; and
3. confirm whether a reduction from 40 mph to 30 mph has already been formally assessed and, if so, provide the technical reasoning for retaining 40 mph. If it has not been assessed, I would ask that a 30 mph limit through the proposed junction and past Moorhead Cottages is formally considered before the highway arrangements are finalised.

I would be happy to provide photographs or video showing the road alignment and restricted visibility when pulling out from the Moorhead Cottages access if that would assist.

Thank you for your time and consideration. I look forward to your response.

Kind regards,

