

[REDACTED]

Sent: 18 March 2026 13:00
To: Planning
Subject: Planning Application DC/25/1269 - OBJECTION to the relaxation of traffic calming requirements on the A281

Categories: Comments Received

Dear Planning Team,

I am writing to formally object to the proposed relaxation of requirements for the developer to implement traffic calming measures on the A281 in relation to application **DC/25/1269**.

The Horsham District Council Plan explicitly commits to "Supporting people and communities" and ensuring that all new development is "sustainable". Allowing a 90-house development to proceed without robust speed mitigation on this specific stretch of road directly contradicts these core priorities and the Council's duty to protect resident safety.

There is a clear rationale for maintaining and strengthening these requirements as follows:

- **Documented Enforcement Evidence:** In the first 12 months of operation on this specific stretch of the A281, Sussex Police issued almost 1,000 prosecutions. This data provides irrefutable evidence of regular, systemic speeding that the Sussex Safer Roads Partnership and Sussex Police are already struggling to contain.
- **Extreme Speed Risks:** Community Speedwatch activities have proven that on average 2,500 speed through the section per day, with vehicles regularly travelling in excess of 60 mph, including up to 86mph, in this 30 mph zone. Adding 90 new households will significantly increase traffic volume, exacerbating an already lethal environment.
- **Vulnerable Road Users & Independent Travel:** This road is a primary walking route for school children and pre-schoolers. Crucially, the adjacent recreational ground is a major destination for children walking from the centre of Rudgwick. This includes older children who frequently walk to the ground independently without adult supervision. Higher traffic numbers from 90 new homes will increase this risk.
- **Inadequate Infrastructure:** The existing pavements are dangerously narrow, providing no safety buffer for pedestrians against high-speed vehicles. There is no safe space for children to cycle from Rudgwick to Bucks Green, which is a major biking route for children to get to the recreational park. Again, higher traffic numbers from 90 new homes will increase this risk.

I'd like to point out as well that such a decision would be in contradiction with two major pieces of policy guidance that HDC is required to follow. Firstly, a relaxation of requirements to implement appropriate safety measures directly contradicts the National Planning Policy Framework (NPPF), specifically:

- **Paragraph 115(b):** Mandates that "safe and suitable access to the site can be achieved for all users."
- **Paragraph 116:** States development should be refused on highways grounds if there is an **"unacceptable impact on highway safety."** Relaxing calming measures on a road with proven extreme speeding constitutes such an impact.
- **Paragraph 117(a) & (c):** Requires that applications **"give priority first to pedestrian and cycle movements"** and "create places that are safe... which **minimise the scope for conflicts** between pedestrians, cyclists and vehicles."

Secondly, such a decision would contradict HDC's own commitments as included in the Council Plan 2023-2027:

- **"Supporting People and Communities":** The Council has committed to **"creating safe spaces for children to grow and play"** and ensuring villages are **"safer places for all people"**.
- **"Locally Responsive Service":** The Council's Annual Plan commits to helping communities **"apply for lower speed limits"** and addressing safety concerns. Ignoring documented risks on the A281 fails this "listening and learning" theme.

Required Measures:

To align with the Council's goal of "building communities where people can flourish", I urge the Council to mandate the following as part of the Section 106 agreement:

1. **Average or Fixed Speed Cameras:** To provide a permanent, 24/7 deterrent that Sussex Police statistics show is desperately needed and is supported by Sussex Police. While a fixed Speed Camera would achieve a reduction in speed at a point in time, the section of A281 from the edge of Bucks Green at the Fox Inn through to after the Church Street junction really needs an Average Speed Camera system for Continuous Compliance. Fixed cameras are shown to lead to a "kangaroo effect" where drivers brake suddenly and then accelerate immediately after. According to RAC Foundation research, the introduction of ASCs has been shown to reduce fatal and serious collisions by up to 36%. This is critical for the A281, where Speedwatch data proves vehicles regularly significantly exceed the 30mph limit. It should be recognised that it cannot be argued that applying an average speed camera system to the A281 would unduly affect economic development or traffic movements. Bramley, Surrey, also directly on the A281, has successfully introduced this system with major demonstrated benefits for their community and in managing traffic risks.
2. **Infrastructure Expansion:** Widening of the footpaths to ensure a safe, viable route for families and independent young walkers. Providing alternative access routes through the development to allow safe access to facilities and amenities within Rudgewick from Buck Green, including the primary school, shop and medical centre.

I am a resident on the A281 next to the entrance to the Recreational Ground in Bucks Green and my family and I will be directly affected by this development. [REDACTED] walk [REDACTED] [REDACTED] along a narrow pavement that is less

than a metre wide in sections, whilst HGV and heavy goods vehicles drive past at over 30 mph less than 1m away. [REDACTED]

[REDACTED]. This risk is only going to increase with the construction of 90 houses near this spot that will dramatically increase heavy goods vehicle movements on this specific section of road during construction, and then increase general volumes of traffic once completed. I challenge the council to view this as creating a safe space for children to grow or a safe place for all people. I further challenge the council to justify how removing what traffic calming measures are planned would represent the council acting to give priority to pedestrians and cycle movements.

The Council Plan promises a "locally responsive service" on traffic and infrastructure issues. I trust the Planning Committee will honour this by prioritising the lives of Rudgwick's children over developer convenience.

Yours faithfully,

[REDACTED]