

Ruth Fletcher  
Horsham District Cycling Forum  
30 Ashleigh Rd  
Horsham RH12 2LF  
19<sup>th</sup> January 2015

Dear Sir,

**A264 junctions need urgent rethink for people walking and cycling**

How many people are aware that the 5 massive new junctions planned for the A264 to accommodate the North Horsham development will have no separate crossings for people walking and cycling?

Even before the planned extra housing, this road carries 45,000 vehicles a day – that’s roughly 1 per second. Yet at the largest of these junctions on Rusper Road, children walking to school will have to cross up to 13 lanes of traffic in no less than 5 separate stages.

Amazingly, the developers say that *not* installing proper crossings is “*more attractive to pedestrians and cyclists!*”

As a fall-back they have provided some sketchy bridge designs, but these are very poor. They prioritise cars and force people to take long diversions, making them climb unnecessarily: an 11metre climb takes you well above the roof tops.

Far better designs are possible, but they need to be an integral part of the design – they cannot be ‘tacked on’ afterwards.

The whole design needs an urgent rethink and if you agree the current plans aren’t good enough you will need to act quickly.

The developers are expected to submit a planning application based on these flawed designs in the next few weeks and HDC will vote on approving the whole plan on 18<sup>th</sup> March.

Tell Cabinet Member [claire.vickers@horsham.gov.uk](mailto:claire.vickers@horsham.gov.uk) and your local councillor.

You can also contact us: [info@hdcf.org.uk](mailto:info@hdcf.org.uk) , visit [hdcf.org.uk](http://hdcf.org.uk) and follow us @CycleForumHorsh.

Yours faithfully,

Ruth Fletcher  
Horsham District Cycling Forum

*Liberty wants people to cross these massive junctions on foot, in front of the traffic. Entering the site from Rusper Rd, means crossing up to 13 lanes of traffic in 5 separate stages:*

Figure 5.8: Rusper Road Roundabout Potential Capacity Improvements

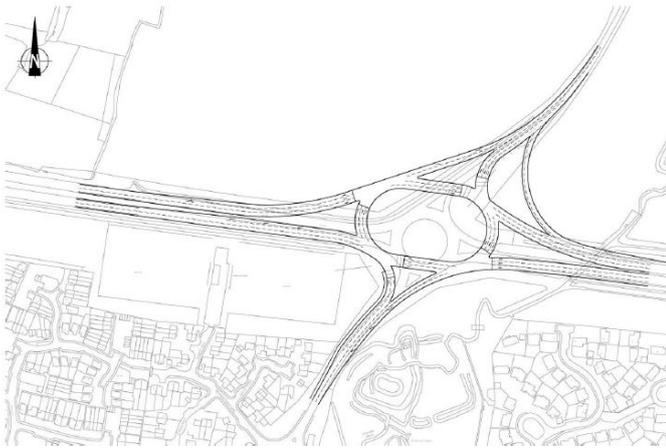


Figure 5.9: A264 / B2195 (Moorhead) Junction Potential Capacity Improvements

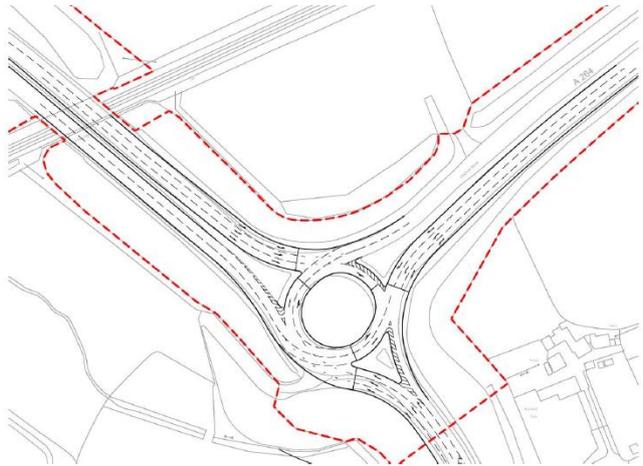


Figure 5.7: Western Site Access

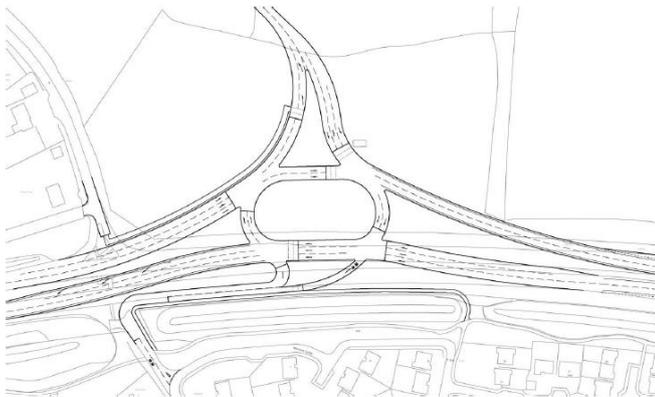
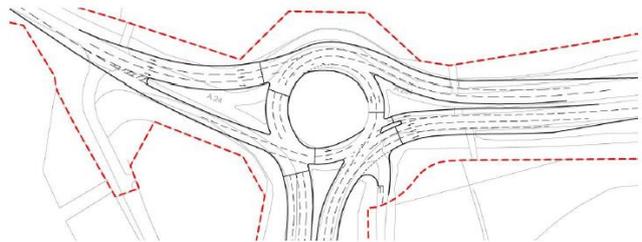
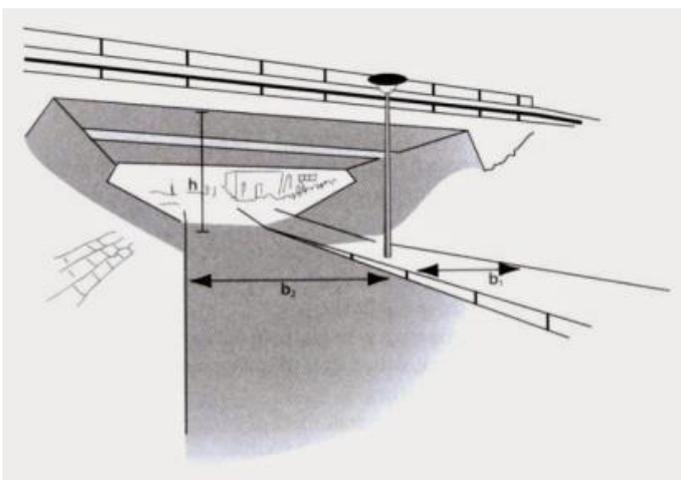


Figure 5.6: A24 / A264 (Great Daux) Potential Capacity Improvements

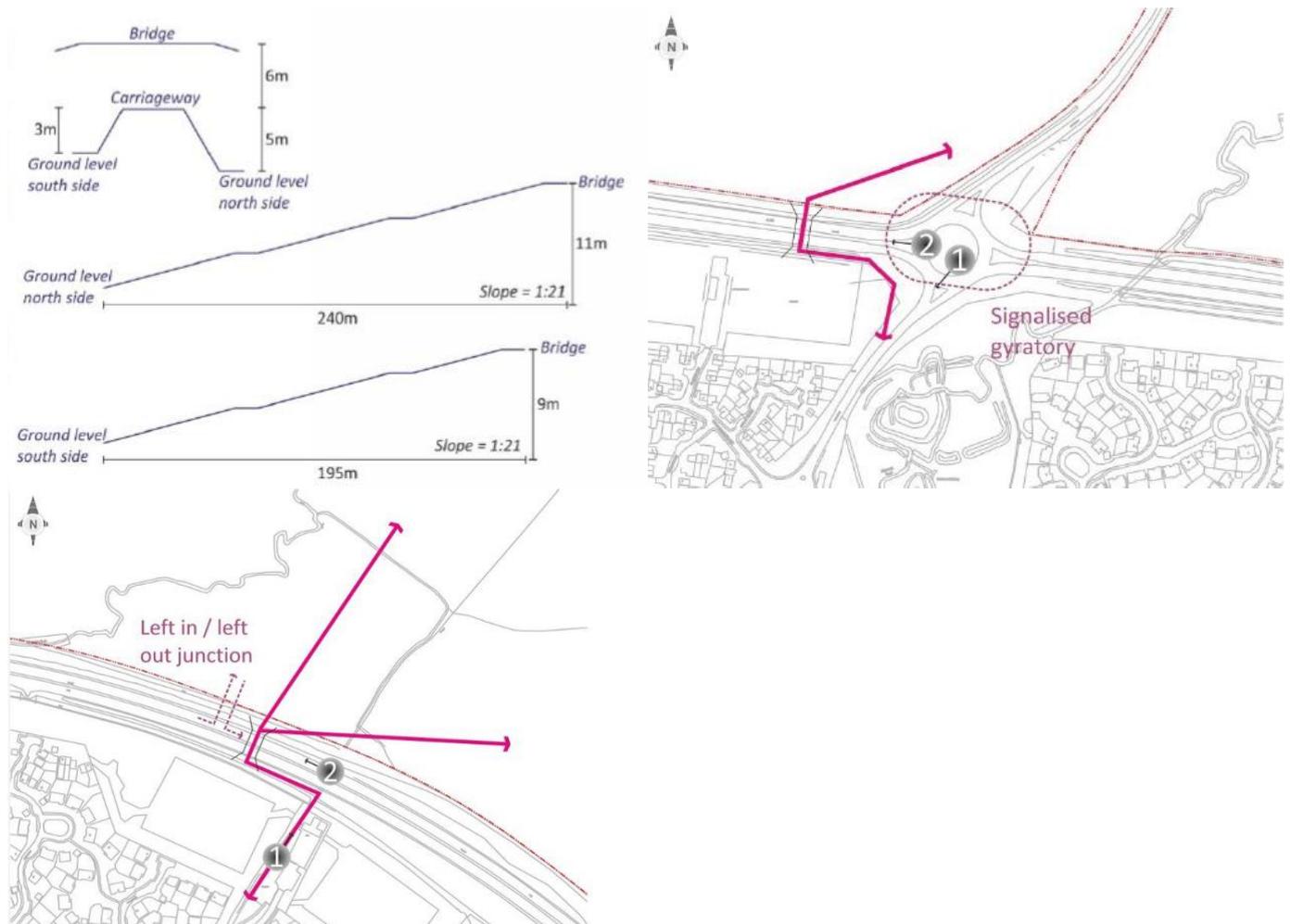


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*Providing underpasses would minimise the need to climb, shorten crossing distance, take less land and be less visually intrusive. Nowadays, good design includes gentle slopes, a clear view through and wide entrances for social safety:*



Even if one or two bridges do get built, these will be slow, inconvenient, visually intrusive and probably won't be where they are most needed:



There isn't even a plan to link up this railway underpass for cycling –and WSCC identified it as a vital cycle link way back in 2001:



Image credits:

All drawings of proposed Horsham junctions are from: REP/847002/007A Matter 7 Full Appendix Land North of Horsham Transport, Infrastructure and Flood Risk Report by PBA on behalf of Liberty plc, 21 October 2014 –as presented to the Planning Examination.

Diagram of underpass is from CROW Dutch design manual as reported in [http://www.aviewfromthecyclepath.com/2014\\_08\\_01\\_archive.html](http://www.aviewfromthecyclepath.com/2014_08_01_archive.html)

Photograph of underpass is from: Herbert Tiemens  
[https://twitter.com/herbert\\_tiemens/status/545959889013862400/photo/1](https://twitter.com/herbert_tiemens/status/545959889013862400/photo/1)

Photograph of Horsham railway underpass: Ruth Fletcher