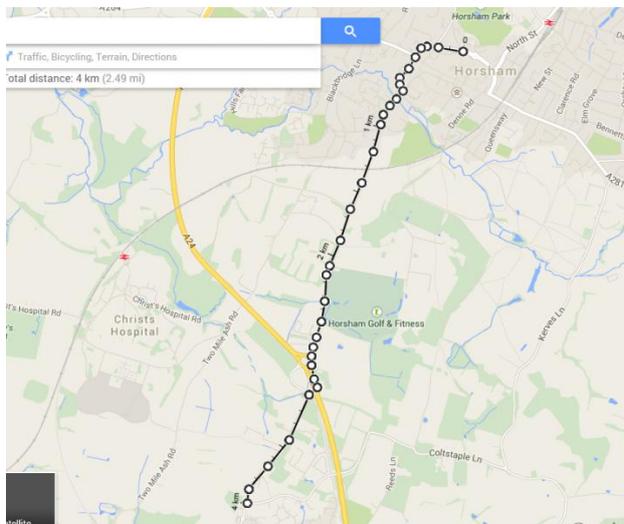


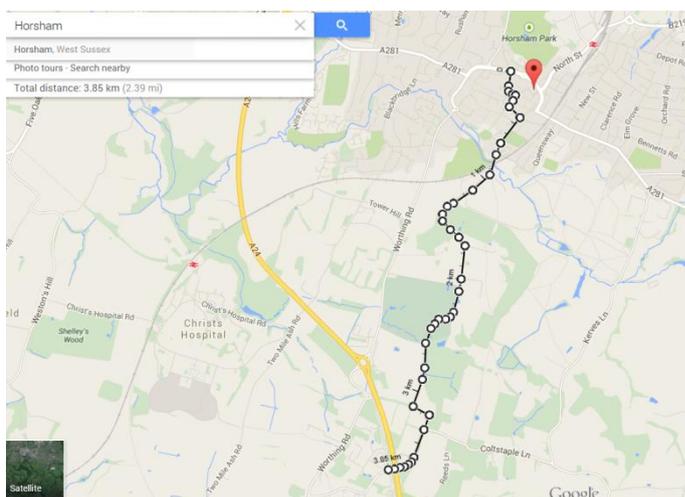
Possible Cycle and Pedestrian Routes between Southwater and Horsham

Options for evaluation prior to any future development

- 1) Worthing Rd, 2.5 miles¹:** Although Berkeley are on record as offering to pay for a cycle/footbridge at Hop Oast for 'West of Southwater', this would still leave unacceptable conditions along Worthing Rd. Additional measures will be needed. Eg. Further reduce speed limits and enforce. Widen where possible, giving the additional space to cyclists and pedestrians. Traffic calming including removing centreline on straight sections. Signalise Boar's Head junction. Consider restriction on through traffic. Consider using the 'Blue route' to bypass Hop Oast and spending the money saved to improve Worthing Rd itself.
 - Advantages: Direct, legible, fastest route.
 - Disadvantages: unless enough width for a segregated cycleway is achieved, it remains a CSNA Level 3 route.



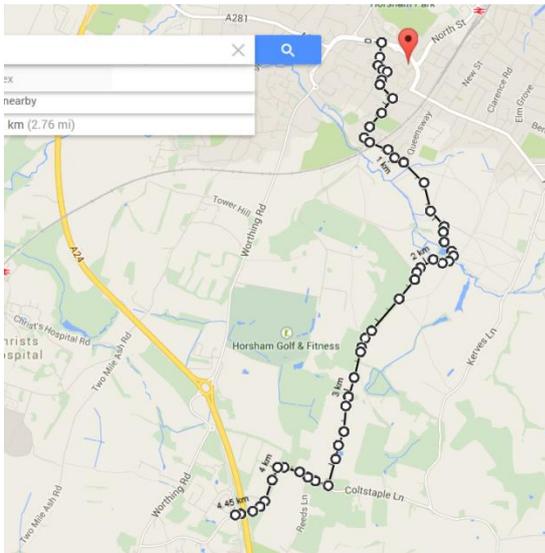
- 2) Golf course and Denne Park Estate access road, 2.4 miles:** Direct and nearly traffic-free, if landowner permission can be negotiated.



¹ All distances measured from Albion Way to Southwater St

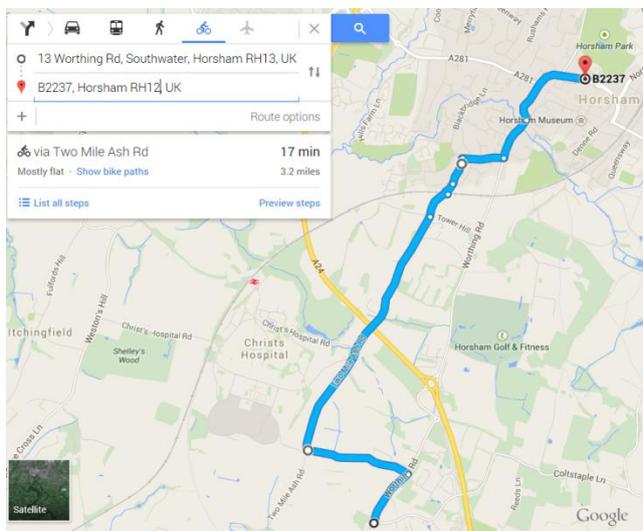
3) Pedlar's Way, 2.8 miles: Provide sealed surface for all-weather use.

- Advantages: Traffic-free and attractive.
- Disadvantages: Unlit, longer, hillier, slower, environmental sensitivity. Conflict with walkers, equestrians, dogs. Tarmac not suitable for horses, so would need a wider dual-use surface.



4) Two Mile Ash and railway footbridge, 3.2 miles: Make Two Mile Ash 'access only' except for cycles (which will prevent rat running from West of Southwater and existing speeding problems). Upgrade FP 1639/1 to allow cycling and replace the railway footbridge with a cycle bridge.

- Advantages: Low traffic will create a CSNA level 2 route suitable for most cyclists that is on the desire line from West of Southwater. Hop Oast bridge not required. Less traffic on Two Mile Ash will reduce problems at Boar's Head junction.
- Disadvantages: Longer distance for journeys from existing Southwater village. Landowner consent needed on FP1639/1. New/upgraded railway bridge needed.



5) **Kerves Lane and BP3712, 3.4 miles:** Some cyclists currently use this to avoid Worthing Rd, but it is significantly further and it is still a busy, intimidating road. It would be possible to avoid the A281 Brighton Rd by upgrading a short stretch of BP 3712 to Chesworth Farm.

