

1. Overview Response

This vision offers nothing for cycling or meaningful improvements. This document lacks the depth or vision to see how Horsham should travel and live.

The Vision should have been an interesting, challenging and ambitious approach to how develop Horsham and the town centre, how to reach it by cycle, how to build a network of cycle routes how to cross the dual carriageways to reach the centre, how to reach the shops, how to get around and what the future holds for the town and its residents. The document hints at possible cycle improvements, but is devoid of any vision for cycling. Instead the car is regarded as the only credible means of transport into Horsham. This “four wheels good, two wheel bad” needs to be challenged.

Hiding deep in a document table is Walking and Cycling Strategy as a deliverable. This is an opportunity which needs to be a separate Cycling Strategy, because the use patterns are usually very different from walking, although both face the common problems of car orientated travel.

The potential for cycling in Horsham and West Sussex is enviable with possibilities to dramatically increase cycle usage through a network of routes into and around Horsham. Add the potential for electric bikes on a wider scale and this Vision should be of a society, comfortable with cycle usage.

There should be good direct and safe access from new developments north and west of Horsham, cycle access to leisure and retail, access to public transport by cycle, as well as walk and bus, cycle tourism. These should form a natural part of development. The Vision should reflect this potential.

The West Sussex Cycle Strategy should ensure that in Horsham cycling is recognised as important travel modes and therefore part of the transport, to make cycling and walking the natural choice for shorter journeys (such as journeys to school) and to reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads. Yet neither the Cycle Strategy nor its aims are mentioned. We ask that the Vision restates this aim.

Curiously, the selected references to Horsham District Planning Framework omit those that cover sustainable transport and cycling. Similarly the relevant policy areas of the National Planning Policy Framework are overlooked. These are policy and should be included in the Vision.

The vision from the Horsham Cycle Summit in 2017 is that people want cycling to be a regular and easy mode of transport for all ages that gives direct and safe access to work, entertainment and retail. More cycling eases car parking costs and pressures, so offsetting investment costs. Cycling requires only modest investment to plan a full network of cycle-friendly routes that allow people of all ages and abilities to cycle anywhere for any purpose; to invest and actively seek the funding; to implement the network and invest between 5 - 10% of the local transport budget in cycling. This would build the network using the most up-to-date high quality design standards. We ask that the Vision aims for this.

Poor infrastructure is at the core of the problem. A recent Highways Agency Interim Advice Note 195 states that current cycle levels are not a good indication of potential future demand so creation of good routes stimulate demand. Designers should ensure that they include the potential for future growth. This should apply to all new infrastructure. We ask that the Vision restates this requirement.

An effective Vision needs to include:

- Commitment to follow WSCC, HDPPF and NPPF as targets to increase cycling and cycle facilities around Horsham.
- Cycling to be considered as a solution to reducing car dependency, as a contributor to making Horsham a better place to access, live and work.
- Better, safer, direct cycle routes designed and implemented into the town centre.
- Physical barriers overcome, such as Albion Way dual carriage way so access is improved for all cyclists, pedestrians and those not in cars.
- Better cycle routes around town to form a network, e.g. across Lynd Cross, Bishopric, Carfax and Piries Place.
- Better cycle access to existing developments, such as John Lewis.
- More cycle facilities for safe and secure parking once in Horsham town centre.
- A north-south link marked out across Lynd Cross. This could form a green link across Horsham for all non-car users, from Horsham Park to the cricket field.
- Improvement of cycle provision in developments by involving of Cycle Forum in pre-planning applications to encourage excellent cycle provision in designs.
- Excellent cycle facilities and routes in any developments such as Sainsbury's car park, residential by station, Office Outlet and other identified site.
- A cycling Supplementary Planning Document that directs strategic planning and development.
- The Public realm assessment should include cycle routes.
- A separate Cycling Strategy with a review panel to develop and implement cycling policy through Horsham and its new development areas.

These should form part of a Cycle Plan for Horsham.

2. Main Issues Response

2.2 The Vision must reiterate compliance with National Planning Policy Framework (NPPF) *Core planning principles: 4. Promoting sustainable transport.* (full details in next section)

2.2 Add and take into account the important and relevant reference to Interim Advice Note IAN 195/16 cycle traffic and the strategic road network, so not relying on existing demands to indicate potential demand; segregated cycle routes on trunk roads. (full details in next section)

2.2 The Vision must reiterate compliance with all policies of Horsham District Planning Framework (HDPF). (full details in next section)

Add and take into account:

Include Policy 5 Strategic Policy of Horsham District Planning Framework (HDPF) for sustainable transport. *Promotes high quality transport infrastructure which enables excellent pedestrian, cycling,*

Include Policy 35 Strategic Policy of Horsham District Planning Framework (HDPF): Climate Change Development *The use of patterns of development which reduce the need to travel, encourage walking and cycling*

Include Policy 37 of Horsham District Planning Framework (HDPF): *Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport*

These are must be factors in the vision. This is not optional, NPPF is National Policy, IANs are national Policy, HDPF is local policy. It is of concern that these references have been omitted since they are the Council's responsibility for sustainable design.

2.2 Add and take into account the short case study using the Propensity to Cycle Tool to explore cycle commuting potential in West Sussex This is a Department for Transport-funded tool that uses information about current trip lengths and hilliness to identify trips that might be most easily switched to cycling. The result demonstrates using a comparison in a similar Dutch situation that commuter cycle usage alone, could increase from 3% up to 24%. (full details in next section)

2.2 Add and take into account the West Sussex Walking and Cycling Strategy 2016–2026, whose cycling strategy supports the Government target to double levels of cycling by 2025. (details in next section)

2.2 Add references to take into account:
West Sussex Sustainability Community Strategy 2008 – 2026
West Sussex Transport plan 2011 – 2026 Feb 2011

5.9 Improvements are needed at all gateways for cycling.

5.22 Cycle Access to the John Lewis development must be improved There is no easy crossing point for pedestrians and cyclists moving between the John Lewis and the rest of the town centre.

5.24 There are no cycle routes shown in Commercial Quarter. They exist along North Street and through the Park.

5.28 On the keys on all diagrams, why is Traffic reconfiguration considered, pedestrian route improvement considered, but no key line for cycle route improvement? This appears to be excluding the cycle users from improvement.

5.31 What is proposed for cycling in Bishopric and Queens Street, as routes and cycle parking?

5.32 Why are there no cycle improvement around Piries Place Copnall Way and Park End?

6.6 Cycle access and facilities required for Sainsbury's development.

6.25/6.26 There needs to be better cycle route access under the railway line at North Street.

- 6.31 There needs to be a clearly defined cycle route across Lynd Cross North South from Springfield Road to Worthing Road.
- 6.48 Blackhorse Way must remain two-way for cyclists so would need a contra flow.
- 6.51 There should be proposals for cycle route around Copnall Way, Piries Place and Park End.
- 7.54 This is valuable comment supported by Horsham District Cycle Forum as part of a comprehensive network of cycle routes north south and east west through town, across or under roads as needed.
- 7.52 The public realm must include cycle provision.
- 7.62 Provide a cycle slip lane in the Bishopric.
- 7.64 Albion Way is a barrier to cyclist as well as pedestrians.
- 8.7 Horsham District Cycle Forum fully supports any interventions that provide cycle paths. The problem is that there are so few.
- 9.5 Delivery Schedule item 2. Horsham District Cycle Forum support the delivery of a Cycling Strategy. The Forum request that it should be a separate document from Walking since needs, routes and patterns are fundamentally different. A combined document would lose each mode's particular requirements. Horsham District Cycle Forum request involvement as a key partner as the brief is being prepared.

3. Detailed Issues Response, paragraph by paragraph

2.2 Horsham District Cycle Forum has prepared and issued numerous idea and documents to Horsham District Council and it is important that the vision acknowledges the role of the Horsham District Cycle Forum as contributing and improving the proposal and cycling in Horsham.

2.2 Add reference to the Case Study using the **Propensity to Cycle Tool** to explore cycle commuting potential in West Sussex. The PCT is a Department for Transport-funded tool that uses information about current trip lengths and hilliness to identify trips that might be most easily switched to cycling.

http://www.westsussexcycle.org.uk/wp-content/uploads/2016/09/W_Sussex_PCT.pdf

Figs 2 and 3, show that under a scenario ('Go-Dutch') where Horsham provides such good infrastructure that people ride their bikes as much as Dutch people would for a similar journey length and hilliness, that the commuter cycle mode share in the town centre goes up from around 3% to between 18 and 25%. Non-commuter cyclist would increase at the same time for the same reasons of good network.

The use of 'e-bikes' is shown in Fig 4 which takes 'Go Dutch' and adds to it the potential represented by mass use of e-bikes. If cycles themselves become more mainstream, we can anticipate that in hilly and rural areas 'e-bikes' may become very widely used and substantially increase cycling potential. Including 'e-bikes' the potential increase for Horsham rise to over 30%.

2.2 Add reference to Interim **Advice Note IAN 195/16** Cycle Traffic and The Strategic Road Network:

2.1.2 Current levels of demand for cycle trips are not always a good indication of potential future levels of demand. Creation of a comprehensive network of good quality cycle routes has the potential to stimulate demand beyond the incremental change that demand models predict. Designers shall not rely solely on modelled incremental increases relative to current demand for cycle trips, therefore they shall ensure they consider the potential for additional stimulated demand.

2.1.1 Where alternative cycle routes away from the SRN cannot be provided, designers shall ensure that cycle networks allow for segregated cycle trips within the corridor of all-purpose trunk roads with speed limits of 40mph or greater. Cycle networks shall also allow for trips crossing the SRN corridor. Cross-corridor schemes, such as those crossing motorways or where NMUs are prohibited, can reduce or eliminate severance which may have otherwise suppressed demand for cycle traffic.

2.2 Add reference to **National Planning Policy Framework (NPPF)** reference for sustainable transport. These are must be factors in the vision.

National Planning Policy Framework March 2012

Core planning principles: 4. Promoting sustainable transport:

17. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

29. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

32. All developments that generate significant amounts of movement and decisions should take account of whether the opportunities for sustainable transport modes have been taken up ..

Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

2.2 Add reference to **Horsham District Planning Framework (HDPF)** covering sustainable transport. These are must be factors in the vision.

Policy 5 Strategic Policy: Horsham Town To promote the prosperity of Horsham town.... 4. Promotes high quality transport infrastructure which enables excellent pedestrian, cycling, bus and rail and vehicle accessibility for residents, visitors and business employees...

Policy 35 Strategic Policy: Climate Change Development will be supported where it makes a clear contribution...Measures which should be used to mitigate the effects of climate change include..... 4. The use of patterns of development which reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport;

Chapter 3: Spatial Vision and Objectives

Policy 37 Sustainable Construction Proposals must seek to improve the sustainability of development. To deliver sustainable design, development should incorporate the following measures 5. Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport.

2.2 The Vision must reiterate **West Sussex Walking and Cycling Strategy 2016–2026**, whose a cycling strategy supports the Government target to double levels of cycling by 2025. Add references:

1.1 To clearly state West Sussex County Council's aims and objectives for cycling and walking between 2016 and 2026:

- To determine the Council's priorities for funding reflecting the overall walking and cycling aspirations of the Council .
- To provide guidance in support of prioritising cycling and walking infrastructure in new development.
- To provide a framework through which local interest and community groups can make suggestions for the development of cycling and walking improvements.

Additionally, the Government has recently consulted on its draft Cycling and Walking Investment Strategy (CWIS) and publication of the final document is expected in the summer of 2016. It is our intention that this strategy will support delivery of the CWIS and the Government's aims to:

- Double levels of cycling by 2025
- Reduce each year the rate of cyclists killed or injured on English roads

The West Sussex Walking and Cycling Strategy also supports the West Sussex Transport Plan 2011 – 2026 objectives. This includes four strategies based on the following priorities that guide the County Council's approach to maintaining, managing and investing in transport, and meeting the main objective of improving quality of life for the people of West Sussex:

- Promoting economic growth
- Tackling climate change
- Providing access to services, employment and housing
- Improving safety, security and health

Add Weakness: The Council lacks commitment to Sustainable and Cycle transport so will not seek to break the car orientated transport pattern, which will inevitably lead to greatly increase congestion. This is contrary to NPPF and HDPF policies.

- 5.9 Gateway 1 (Worthing Road) barely adequate cycle facilities that should be improved.
- 5.10 Gateway 2 (Guildford Road) there is no easy cycle access that should be provided.
- 5.11 Gateway 3 (Warnham Road direction) - poor cycle facilities and a dead end to cycle lane that needs to be removed.
- 5.12 Gateway 4 (London Road) poor cycle access into Medwin Walk.
- 5.13 Gateway 5 (North Down bridge) is not pedestrian only. It is shared cycle and pedestrians.
- 5.14 Gateway 6 (Brighton Road) just adequate cycle access but could be improved.
- 5.22 Cycle access to John Lewis on the dual carriageway is dangerous and must be improved. The concern and danger was highlighted to Horsham Council during design, yet ignored. Horsham Council remain responsible for resolving this situation.
- 5.22 Correct -- "There is no easy crossing point for pedestrians and cyclists moving between the John Lewis at Home and the rest of the town centre. There is a danger that such provision could lead to a single stop and therefore it is recommended that the Council seeks to enhance linkages between the store and the rest of the town centre."
- 5.24 No cycle access is shown on the diagram of the "Commercial" Quarter on North Street. There is a cycle lane in both directions along North street, through Horsham Park and across to east Horsham.
- 5.26 Cycle route on the diagrams throughout are unclear.
- 5.28 Cycle routes are unclear. Improved cycle access is needed into the John Lewis development. It is concern that none is proposed.

On the keys on all diagrams, why is "Traffic reconfiguration" considered, "pedestrian route improvement" considered, but no key line for cycle route improvement? This appears to be excluding the cycle users from improvement.

Better cycle routes needed into this development.

- 5.3 Why no cycle route improvement?
- 5.31 What is proposed for cycling in Bishopric and Queens Street, as routes and cycle parking?
- 5.31/32 Why is the contra flow cycle lane along Copnall Way not shown?
- 5.32 Why is the potential, indeed need for cycle access from Copnall way through to Park place not shown?

Why is the cycle route across the Sun Alliance bridge not shown as a cycle route?

Why is the contra flow cycle lane along Copnall Way not shown?

Repeat: On the keys on all diagrams, why is "Traffic reconfiguration" considered, "pedestrian route improvement" considered, but no key line for cycle route improvement? This appears to be excluding the cycle users from improvement.

- 5.42 Key issue, make the gateways more pedestrian, public transport and cycle friendly.
- 5.43 Involve Horsham District Cycle Forum.
- 6.6 Cycle access to any new Sainsbury's development is essential to limit the reliance on cars.
- 6.13 Need cycle routes NS and West from Lynd Cross. Need comprehensive cycle facilities.

6.14 Need cycle routes and facilities in these proposals for Piries Place as a formal defined route from Copnall Way to Park end and associated facilities.

6.19 Fine words but what is the vision?

6.22 Good idea, so what is proposed for cycle access?

6.25/6.26 Needs improved cycle access under the railway line.

bullet 2 - Needs improved cycle access.

6.31-6.38 There needs to be a clearly defined cycle route across Lynd Cross North South from Springfield Road to Worthing Road. There is also a route west along the Bishopric which must be included but is not shown.

6.31 Cycle facilities and defined route is needed North South and West for access, directness and safety so should be shown.

Any development will need comprehensive cycle routes and facilities, through and to the development as well as parking and storage therein to reduce the need for cars and to meet sustainability standards.

6.48 If one way is introduced, it must be two way for cyclists, as West Street is no cycling so there is no alternative East-West cycle route in either direction.

Horsham District Cycle Forum have offered alternatives.

6.51 The plan for Piries Place shows no awareness of the need and request for cycle routes. None are even shown on the layout, despite it showing cars and pedestrians. The most worrying omission from this plan is the service vehicle routes from Park End to Copnall Way, mixed with car, pedestrians and cyclists as well as motorized buggies and families with young children. How can this be a competent planning layout with such fundamental omissions.

6.54 Care must be taken to integrate the scheme into Horsham. see above dedicated cycle route from Copnall Way to park End is needed.

6.60 The John Lewis development needs improved cycle access and parking.

6.61 The link under the railway needs to be a formal cycle route, into North Street and into Horsham Park.

7.2 Horsham District Cycle Forum request to be involved.

7.23 It is desperately important that Blackhorse way is two way cycling; there is no other East West route.

7.54 Top idea - cycle routes through town. A comprehensive network of cycle routes north-south and east-west through town and across or under roads. To be encouraged.

7.62 Needs cycle slip road into Bishopric from Albion Way south carriageway.

7.64 These roads are equally barriers to cycles as pedestrians so need improved cycle access routes and facilities across these.

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