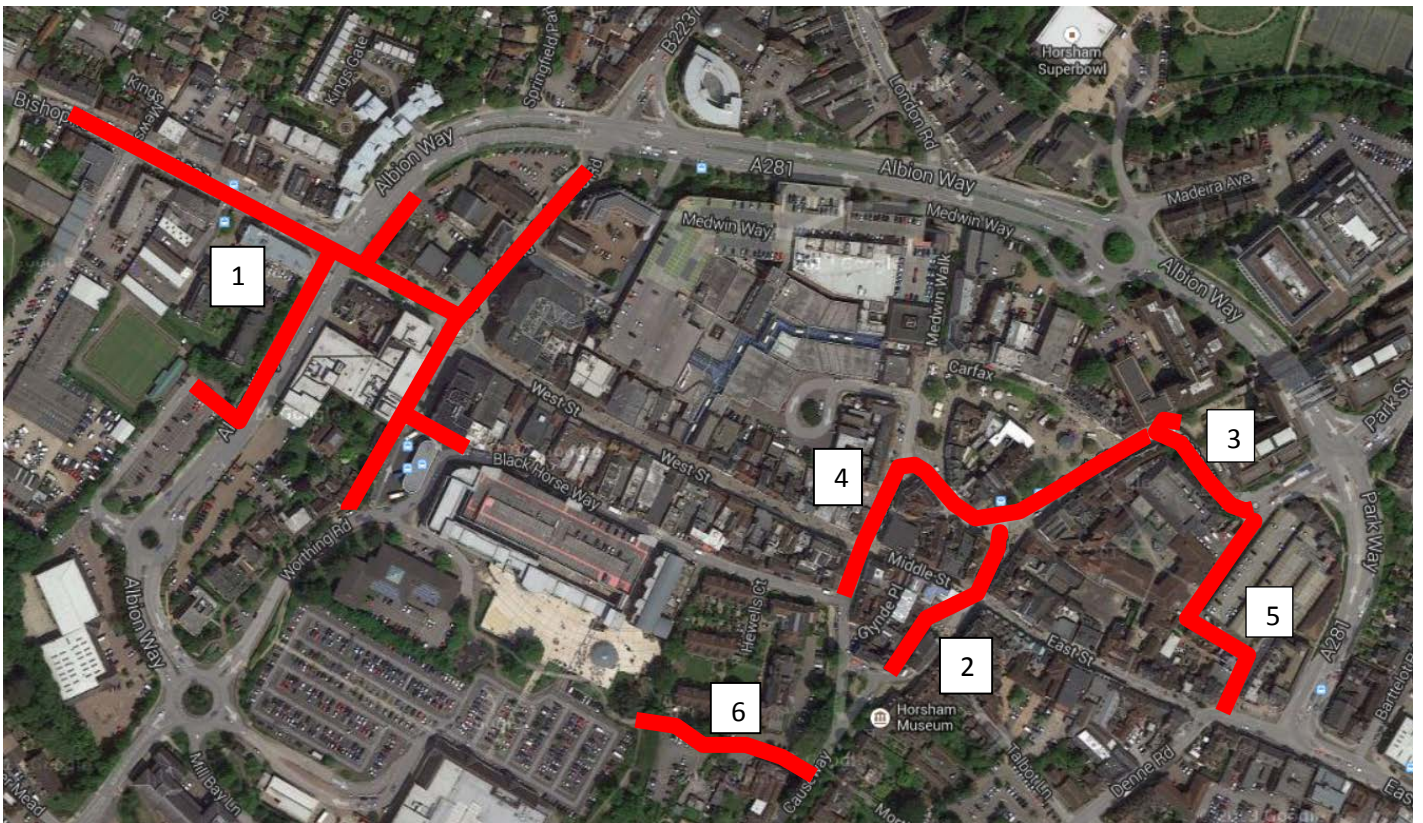


Joined-up cycling

Better links for cycling in Horsham
town centre



Proposals to improve cycle access to the town at the Albion Way/Bishopric junction and join up some of the fragmented cycle routes in the town centre

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Cycling and the planning context

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

“[Developments should] give priority to pedestrian and cycle movements.”

“Decisions should take account of whether: the opportunities for sustainable transport modes have been taken up.”

National Planning Policy Framework

“[The Core Strategy favours] a rebalancing in favour of non-car modes as a means of access to services and facilities.”

“[Priority will be given to schemes that] enhance the facilities for pedestrians, including those with reduced mobility, and other users such as equestrians and cyclists.”

Policy CP19 of Horsham District Council’s Core Strategy

“We’ve got to, in future, ‘cycle proof’ all road developments.”

Patrick McLoughin, Secretary of State for Transport

“Put simply, cycle-proofing is about ensuring that cycling is designed into all new roads and junctions. From this point forward the goal should be to make any new infrastructure safer for cyclists, more convenient and make it a more desirable thing to do.”

Chris Boardman, British Cycling

“Local authorities should seek to deliver cycle-friendly improvements across their existing roads, including small improvements, segregated routes, and road reallocation.”

Get Britain Cycling Report

“[The DoT] expects local authorities to up their game in delivering infrastructure that takes cycling into account from the design stage.”

The Department for Transport

“[Development should be] integrated with the wider network of routes including public rights of way and cycle paths, [and it should give] priority to people with mobility difficulties, pedestrians, cyclists and equestrians.”

Policy DC40 of the Development Control Policies document

“It can be contentious to reintroduce cycling into vehicle restricted areas (VRAs) but, as these areas are often prime destinations where shops and services are located, good cycle access is desirable.”

Cycle Infrastructure Design LTN 2/08

The need for segregation at busy junctions

75% of cycle accidents occur at junctions¹

Lorries and buses are particularly dangerous to cyclists, and any accident is far more likely to result in death or serious injury. 'Left hooking' at corners is especially dangerous. An HGV is roughly 20 times more dangerous to cyclists than a car; a bus is around 5 times more dangerous.²

Regardless of who is at fault, it is the cyclist who is far more likely to be injured and 'Failed to look properly' was attributed to the car driver in 57% of serious collisions³.

At present, most of Horsham's cycle infrastructure is based around cycle lanes which disappear at the most dangerous points: the junctions. Better design can minimise conflict⁴ by providing segregated space for cyclists.

This approach is common countries such as the Netherlands [\[video\]](#) with high cycle usage, but experience of implementing such designs in the UK is increasing, for example:

- Dutch-style cycle priority lanes are currently being tested by TRL, Bracknell:



- Hybrid cycle tracks with cycle priority at junctions have been installed on Old Shoreham Rd, Brighton.
- Two-stage right turns on busy junctions are being introduced by Transport for London and Southampton.

¹ RoSPA Cycling Accidents, October 2013,
http://www.rospace.com/roadsafety/advice/cycling/info/cycling_accidents_factsheet.pdf

² Motor Traffic Volumes: When do Cyclists Need Protected Space, Rachel Aldred,
<http://rachelaldred.org/writing/thoughts/motor-traffic-volumes-when-do-cyclists-need-protected-space/>

³ RoSPA Cycling Accidents, October 2013

⁴ 'Conflict' can be defined as 'an interaction between a bicycle and motor vehicle, pedestrian, or other bicycle such that at least one of the parties has to change speed or direction to avoid the other'.

The use of contraflow cycle lanes

There is a strong case for introducing two-way cycling along one-way streets in Horsham town centre. This will make cycling more direct and convenient and allow cyclists to avoid some of the more intimidating roads.

Although the idea of contraflow cycling worries some people who have not encountered it before, it has proved safe and successful and is supported by design guidance:

LTN 2/08 states:

Where one-way systems are introduced, consideration should always be given to maintaining two-way working for cycles through contraflow working, if it can be safely accommodated.

The Cycling England Design Portfolio states:

Two-way cycling should be the default option where it is proposed to introduce one-way working for general traffic.

The introduction of one-way working can cause significant problems for cyclists if they are forced to use more circuitous and hazardous alternative routes as a result.

Any decision not to provide cyclists with this facility should only be taken after a thorough examination of the proposal has shown that such an arrangement could not be made to operate safely.

Research by the Transport Research Laboratory (TRL) has found that properly designed contraflow schemes can function satisfactorily in a variety of conditions. Safety practitioners should note that this research found that in none of the cases studied had cyclists been put in a position of serious conflict, and the behaviour of cyclists was not judged to have endangered pedestrians.

The cyclist's route can be marked with a mandatory lane, an advisory one, or it may be unmarked.

Seven town centre locations

1) Albion Way/Bishopric junction and approaches

Why change?

- Albion Way is the most significant barrier to cyclists trying to reach the town centre. It is also the only direct, continuous east-west cycle route across Horsham. Many adults and children, however, are afraid to cycle on it.
- High traffic volumes already justify dedicated cycling infrastructure⁵.
- Traffic accident data⁶ show that, despite low levels of cycling on this stretch of road, a relatively high proportion of injuries were to cyclists.
- The current Westrock proposals will make cycling conditions at this junction even more hostile.
- A more attractive and welcoming entrance to the town centre will benefit cyclists and pedestrians and encourage more people to leave the car at home.
- Better connectivity between the new Westrock development and the rest of the town will encourage shoppers into the town centre.
- Cyclists and walkers shop locally, and benefit local traders.
- Cycling and walking reduce congestion and pollution, provide health benefits and give young people more independence.
- Improvements are supported by the Horsham Town Plan⁷.

What would be included?

- ✓ A new 'straight on' cycle crossing of Albion Way between the Bishopric and the pedestrianised area
- ✓ Segregated cycle facilities on the junction and main approach roads
- ✓ New cycle paths to link with the existing cycle facility in Springfield Rd and with Black Horse Way and Worthing Rd
- ✓ Additional cycle parking
- ✓ Safe cycle access to the stores in the proposed Westrock development

⁵ See <http://www.dft.gov.uk/traffic-counts/cp.php?la=West+Sussex> for 2012 Average Annual Daily Flow Data:

- Count Point 60082, Albion Way: 24,681
- Count Point 6856, Guildford Rd: 16,638.

LTN 2/08, Table 1.3 advises cycle lanes or tracks for >10,000 vpd, >800 vph peak, or 85th centile speeds >30mph, or in congested areas.

⁶ Sussex Safer roads Partnership Collision Report 01/09/2007-31/08/1012 states that 4 out of 25 PIAs involved injury to a cyclist.

⁷ See Section 6.2 p27 Horsham Town Plan SPD:

http://www.horsham.gov.uk/environment/planning_policy/documents/Horsham_Town_Plan_SPD_2012.pdf

Eastbound cycle track between Rushams Road and Albion Way

The Bishopric is very busy here. Service vehicles from the new stores will create a hazard as they turn on and off the road. Fortunately, the Bishopric is wide: there is currently parking on both sides of the road, the footways are wide, traffic lanes are wide and there is a wide central island at the junction.

Eastbound, there is space for a cycle track behind the parked cars. It should have priority over the driveways.



Example of cycle track passing behind parked cars (Biltstraat, Utrecht)⁸



Room for eastbound cycle track behind parked cars in Bishopric



Horsham Town Plan shows how a cycle track can pass behind parked cars

⁸ Images from Google Maps.

Westbound cycle track/lane along Bishopric

Westbound, there is space for a segregated cycle track or a cycle lane here: the running lane is wide and there is also a central hatched area that could be removed if the pedestrian crossing was changed to single stage. The traffic lights could have a left turn cycle bypass.



Further west along the Bishopric, cyclists need safe provision near the service access to the proposed Westrock development. The current planning application shows no provision for this but the strip of land in front of the current building line forms part of the development and could be used if necessary.

Cycle and pedestrian crossing of the northern arm of Albion Way into the pedestrianised area of the Bishopric:

Cyclists need to be able to ride across Albion Way and reach the town centre.

There is space for a crossing on the northern arm of Albion Way. The cycle path could go behind the existing waterfall, allowing this attractive feature to be retained together with much of the screening.



Location for cycle crossing between Bishopric (left) and the pedestrianised area (right)

Cycle 'slip road' off Albion Way, past The Olive Branch and into the pedestrianised area



Space for a cycle track from the southbound carriageway of Albion Way, past The Olive Branch and into the pedestrianised area

Cycle path from the waterfall up to the Shelley Fountain crossroads:

The Westrock proposals already allow for landscaping of this area. We favour a clear demarcation of the cycle track as shown in the example picture below from Cambridge, The Bishopric is actually much wider than Trinity St so there would be more space for pedestrians than shown here.

Much-needed additional cycle parking could be provided near the existing fountain.



Example of cycle access in a pedestrian zone (Trinity St, Cambridge)

View of Bishopric pedestrianised area



Cycle link between Springfield Road and Worthing Road/Black Horse Way

The existing contraflow cycle lane in Springfield Rd could be extended (with a safe crossing at the exit from the Albion Way service road) and a cycle track could extend through the Shelley fountain area to Worthing Road. The track could divide, with one branch going west to Black Horse Way and the other going south behind the bus station.

Well-designed cycle links between Springfield Rd / Bishopric and Worthing Rd / Black Horse Way would allow many cyclists to avoid Albion Way altogether.



Plenty of space for a contraflow cycle lane, but the existing lane runs abruptly into a raised kerb

Safe cycle access to and from the new Westrock stores

Cycle access to the new stores needs to be considerably improved. The current plans show access to the new stores via the dual carriageway which is neither safe nor convenient. Coming from the town centre this will involve crossing to the right hand lane of fast moving traffic and turning right at the roundabout. Access from the stores to the town centre, Sainsbury's and the Library is also poor.

2) Two-way cycling between Carfax, East Street and Causeway

This will allow cyclists to ride from Carfax to East Street, Market Square and the Causeway.

This route has previously been open to motorised traffic, so there is plenty of space. Minimal landscaping is required.



View towards the old Town Hall



Route past the old Town Hall – previously open to motorised vehicles

3) Two-way cycling on Copnall Way to the Carfax and Chart Way

This will provide cycle access to the Carfax from the east of the town.



Space for contraflow cycle lane in Copnall Way



Potential site for additional cycle parking next to Waitrose

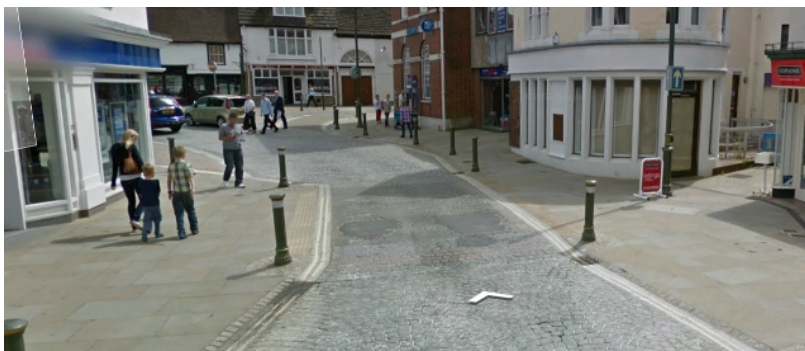


Chart Way bridleway needs to be linked to Carfax / Chart Way

4) Two-way cycling on South Street through Carfax

Two-way cycling all the way through the Carfax is highly desirable.

The current road surfacing and arrangement of bollards and parking bays have been intentionally designed to restrict the width of the carriageway. The road layout needs to be altered where it passes loading bays, bus stops and pinch points.



5) Cycle link between East Street and Copnall Way via Piries Place

Especial care needs to be taken with the layout near Pirie's Place car park due to the large numbers of turning movements in and out of the car park and the loading bays.

Additional cycle parking is needed here. Covered cycle parking can easily be provided by converting existing car parking space in the ground floor corner of the car park.

6) Furneaux Walk

This links the cycle path around the back of Sainsbury's with the Causeway. Although Fureneaux Walk is officially an off road cycle track, the status on the ground of cycling along Furneaux Walk itself and on the short path across the grass to the Causeway is not made clear. The gate at the access to the Causeway is difficult for cyclists to negotiate. LTN 2/08 discourages the use of such gates.

7) Barrington Road

Outside of the immediate town centre, Barrington Road would be another very useful road for two-way cycling, allowing cyclists from north of the town speedy access towards the station and the town centre. The northern end of the road would then link up with the cycle path at Booth Way. Although the road is narrow there is a very low traffic flow, and speeds are very low, reducing possible conflicts.



Swan Street, Bermondsey: an example of contraflow cycling along a single lane road between two rows of parked cars



Barrington Road: contraflow cycling here would link up to an existing cycle route