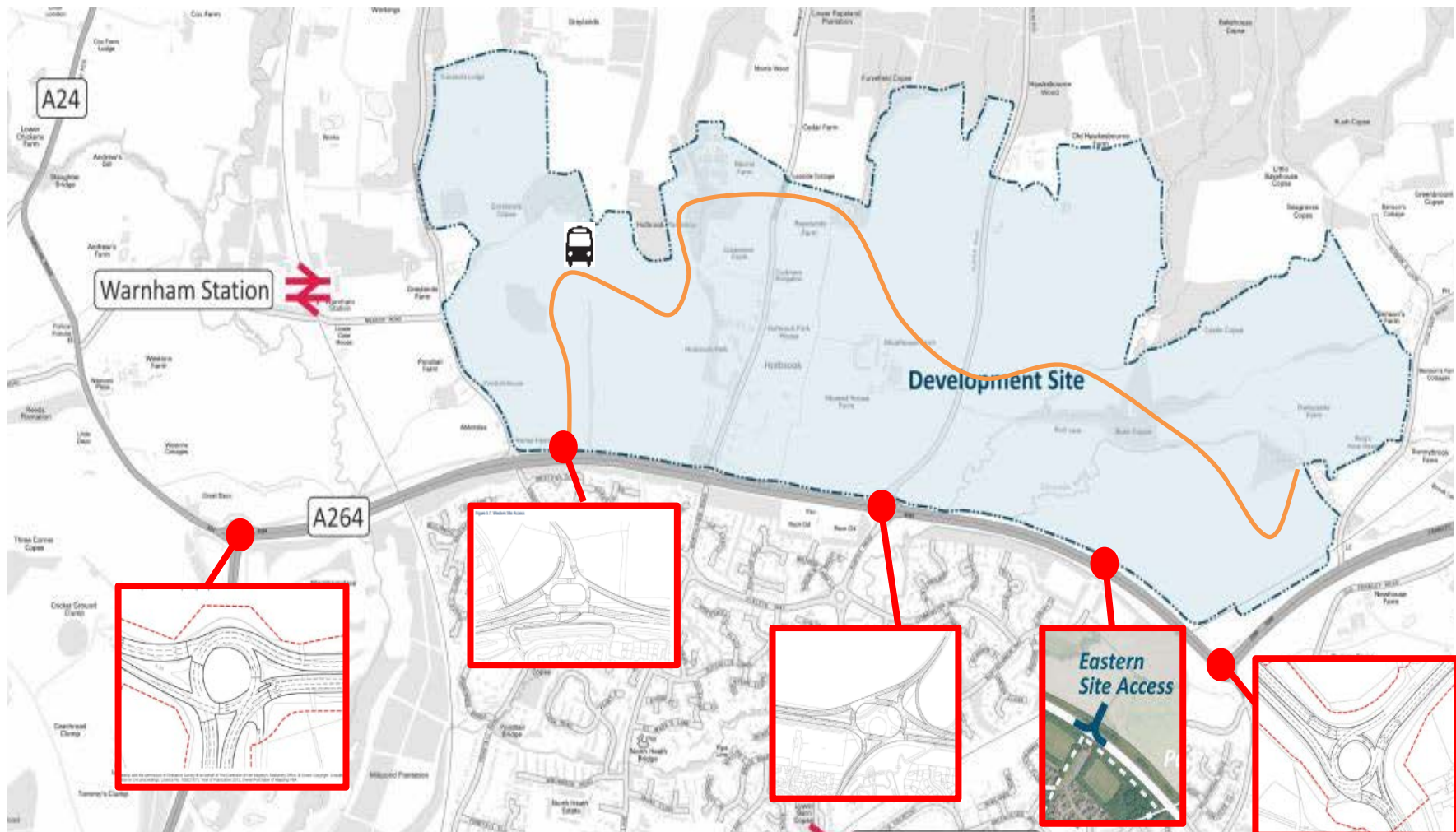


North of Horsham: A264 junctions need an urgent rethink so people can walk and cycle

- 5 massive new junctions, over 45,000 vehicles per day
- Pedestrians to cross a dozen lanes of traffic in up to five stages
- No cycle crossings, no cycle routes into town
- Road 'improvements' ignore the needs of people walking and cycling

We need better crossings for a better community



Current Plans: Developers' preferred option

Children going to their catchment school, people going to work, catching a train, going shopping or to the church, pub or to play sport will all need to cross the A264. Details of five massive new junctions are buried deep inside technical reports that even the Planning Inspector did not see until after the hearings had finished.

There is no cycle provision planned so cyclists will need to ride on the dual carriageway or to dismount and cross as pedestrians. Pedestrians will cross, at-grade, in front of the traffic.

Entering the site from Rusper Rd will involve crossing 12 or more lanes of traffic in 4 or 5 separate stages. Wait times will be long because lights will be carefully phased to maximise vehicle capacity. High speeds mean that a single mistake is likely to be fatal. Hazards include the dark, ice, fog, drivers who speed, jump lights, drink drive or simply make a mistake. Pedestrians, tired of waiting, may cross against the lights and misjudge gaps in the traffic. Some pedestrians will be unable to walk fast enough or may trip. Cyclists who cross without dismounting may not be spotted and be hit. There may be failures of the traffic lights. Noise, pollution and road spray will make at-grade crossings unpleasant. These junctions will not just be dangerous: by prioritising cars, they will make walking and cycling slower and less convenient and will reduce the opportunity for sustainable travel.

Figure 5.8: Rusper Road Roundabout Potential Capacity Improvements

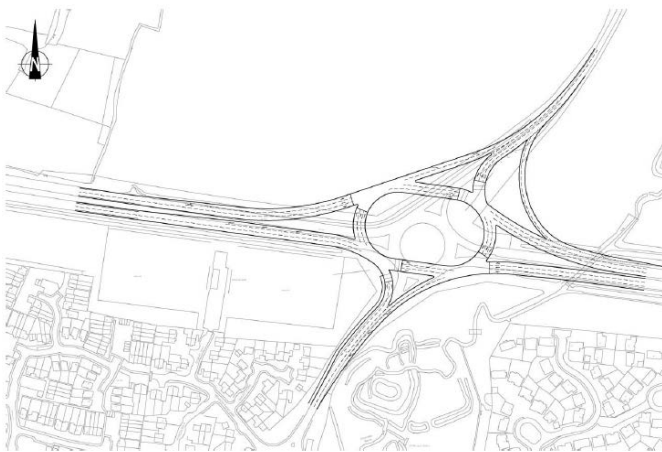


Figure 5.7: Western Site Access

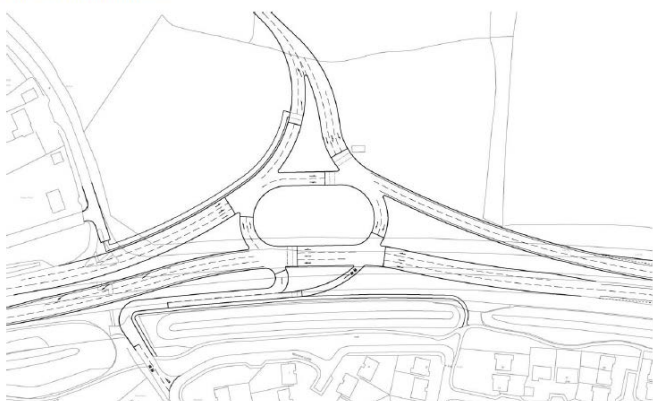
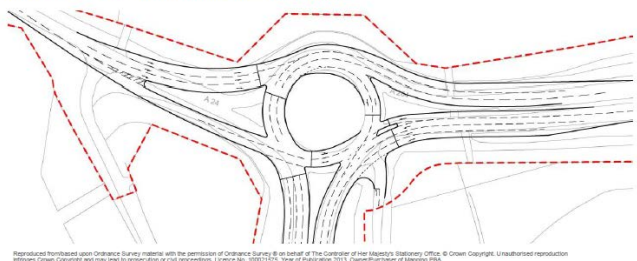


Figure 5.9: A264 / B2195 (Moorhead) Junction Potential Capacity Improvements



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



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The developers say *“At grade’ crossings are generally more attractive to pedestrians and cyclists due to reduced distances and the avoidance of ramps or stairs, so are the preferred solution.”*¹ No –these junctions are so hostile, they need grade separation.

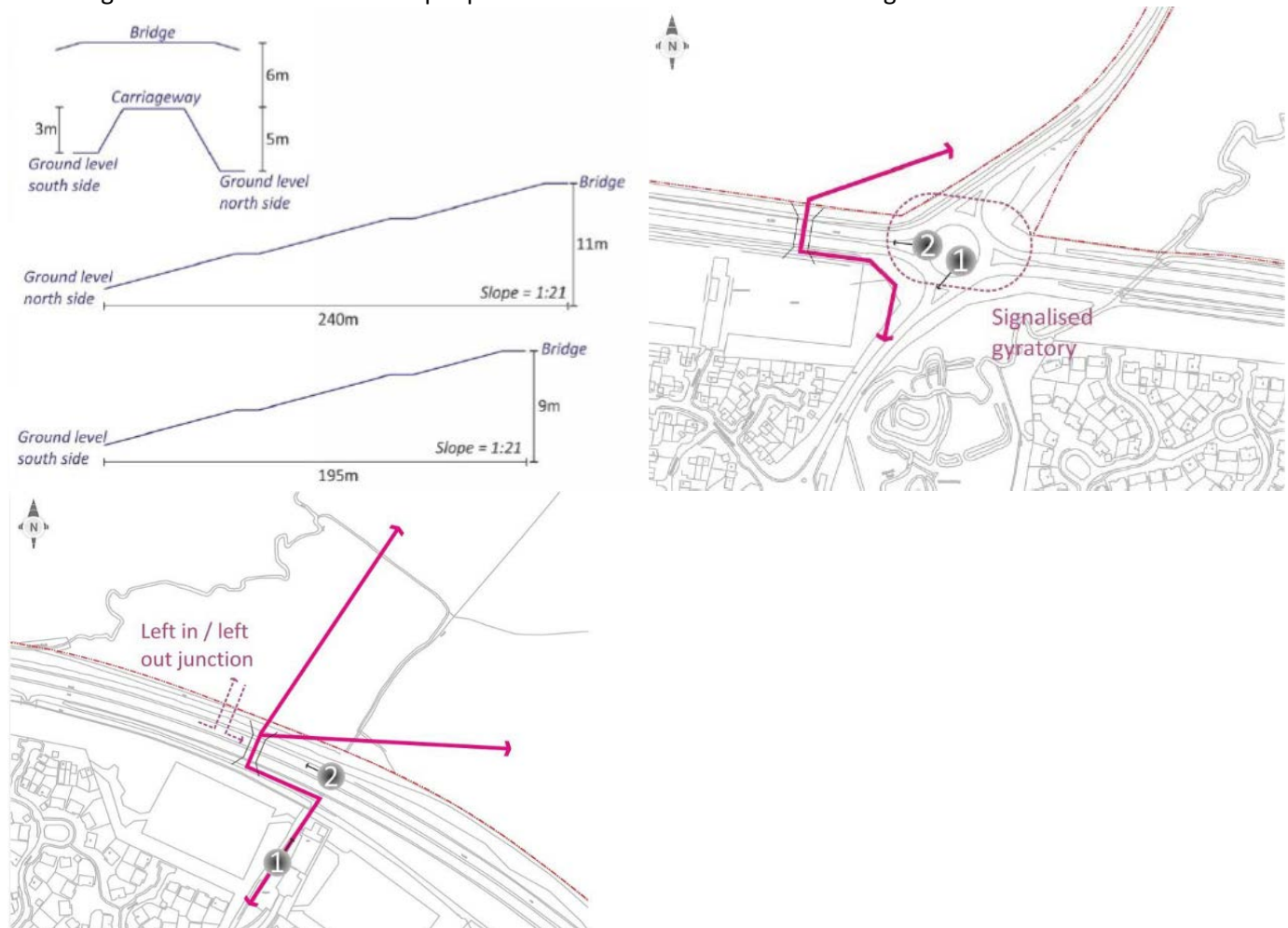
¹ Pictures and quote from: Land North of Horsham Transport, Infrastructure and Flood Risk Report, On behalf of Liberty Property Trust, 21 October 2014

Current Plans: Developers' alternative option

The developers do acknowledge that they may have to do more, but bridges add to the cost so will only be proposed where necessary: for example, if pedestrians crossing at-grade will cause too much delay to traffic. Even if one or two bridges are built, they are unlikely to provide enough crossing points in the right places.

The sketchy designs² are already out of date (both these junctions have since been redesigned and enlarged). However, they are very poor. They force people to take long diversions and make them climb unnecessarily: an 11m climb takes you well above the roof tops. They take excessive land and are very intrusive on the landscape. Slopes have not been optimised for cycling. There is no evidence of design to cope with normal cycling speeds, or raised footways for pedestrians. It is probable that there would be highly restrictive and ugly zig-zag barriers which cause problems for the disabled, those pushing buggies and riders of non-standard cycles.

Bad design increases the chance that people will decide to 'risk it' and cross at-grade.



The developers say: *"However, well-designed and integrated footbridges which follow desire lines and topography can provide a good alternative, particularly for those pedestrians and cyclists who are less confident crossing major roads. Additionally, footbridges may be preferable for recreational walkers and cyclists due to the reduction in traffic noise and enhanced perceptions of safety."*³ No -these bridges are not well-designed and integrated. Good grade separated junctions will be more pleasant and will increase the actual safety of everyone walking and cycling.

² Pictures: Land North of Horsham Potential Impact of Development on Links towards Horsham Town Centre, On behalf of Liberty Property Trust, 16 October 2014

³ Land North of Horsham Transport, Infrastructure and Flood Risk Report, On behalf of Liberty Property Trust, 21 October 2014

Underpasses: a far better option, but they cannot be ‘tacked on’

These massive junctions need grade-separated crossings for adults and children walking and cycling. Grade separation does not just offer “enhanced perceptions of safety”- it offers higher actual safety.

Straight, wide underpasses with good visibility, lighting and gentle slopes are safer, more convenient and more attractive for pedestrians and cyclists. They enable higher vehicle speeds on the road above, increasing vehicle throughput whilst preventing RTAs and traffic delays.

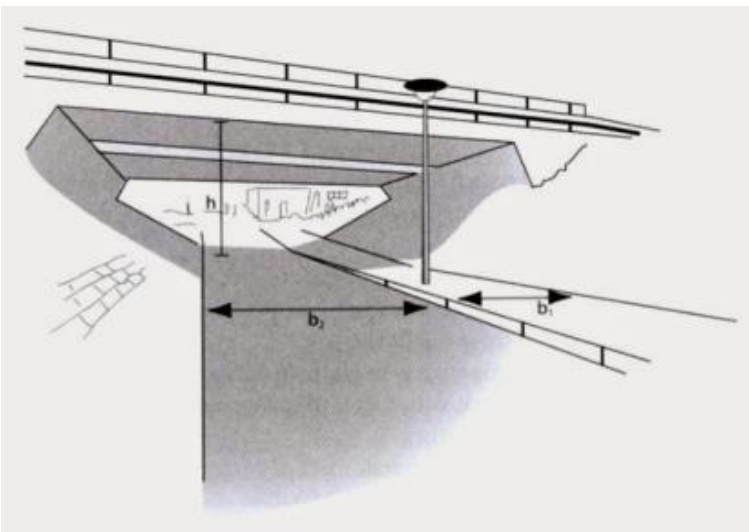
Cyclists can maintain momentum on a straight and near-level path away from high speed, high volume traffic. There is less change of height than with bridges as there is only need for enough headroom for a cyclist, rather than for a high vehicle. Where the road is embanked, as is the case with the A264, the difference is even more marked.

Underpasses have shorter crossing distances, less land take and less visual intrusion. In addition, the climbing is less onerous because cyclists descend first, picking up speed for the climb back up. Good design has adequate width, splayed entrances and a visible exit to enhance social safety. Pedestrians share many of these benefits.

Although the existing underpass at Rookwood Golf Course does not fully meet modern standards, it demonstrates that underpasses are a good solution here.

Clearly an underpass cannot be ‘tacked on’ at the last minute –it has to be an integral part of the design.

Examples of cycle underpass design



CROW ideal underpass. Short, open, well lit, separate pedestrian path of good width. Splayed out sides.



Cycle underpass with good open aspect, gentle slopes and a separate footpath (Picture: Mark Treasure)



Rookwood Golf course – a well-used existing underpass beneath the A24

The A264 junctions need some improvements compared with this: straight approaches giving a clear view before entering and splayed sides for better social safety, gentler gradients, a separate footway, lighting, good drainage.



Older cycle underpass at the Twin Bridges roundabout in Bracknell which carries the A329.

The cycle path is, however, wide and smooth and clearly separated from the footway with a shallow kerb. (Picture: www.cycling-embassy.org.uk)



Example of a large road with an underpass that has splayed sides to giving a more open feeling (Picture: Mark Wagenbuur)



This is the existing railway underpass.

WSCC identified it as a vital link in the Horsham-Crawley cycle route way back in 2001. The land needed for this is within the control of the developers, but there is no plan to link it up for cycling.

Backed by Law and Policy

Giving priority to sustainable transport, including cycling is a legal requirement. This means that it is not permissible to leave consideration of walking and cycling until the last minute and then decide that it is too late, difficult or expensive to 'tack it on'.⁴

NPPF is a legal requirement to prioritise sustainable transport. Applied to cycling this means that planning must:

- actively manage the patterns of growth for cycling
- balance the transport system in favour of cycling
- give priority to pedestrian and cycle movements
- give people a real choice of how to travel
- take account of whether opportunities for cycling have been taken up
- locate development where the need to travel is minimised and the use of cycling can be maximised
- protect and exploit opportunities for cycling
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- identify and protect sites and routes which could be critical in developing cycling infrastructure to widen transport choice
- act as a creative exercise in finding ways for cycling to enhance and improve the places in which we live our lives

There is so much relevant policy that it is hard to know where to start. For example:

The Secretary of State for Transport has said, “We’ve got to, in future, ‘cycle proof’ all road developments”.

The Infrastructure Bill, which includes a legal obligation on the government to come up with a Cycling and Walking investment strategy, is about to pass into law.

The Department for Transport “*expects local authorities to up their game in delivering infrastructure that takes cycling into account from the design stage.*”

The Government’s Cycling Delivery Plan sets out how local authorities can receive priority access to funding and assistance if they have a strategy to increase cycling levels.

WSSCC’s LTP3 says

- “Our main objective is to improve quality of life for the people of West Sussex by helping to provide: A transport network that feels, and is, safer and healthier to use”
- We will “Invest in new infrastructure which creates safer conditions for all, and particularly vulnerable road users”
- “Our aims for Horsham are: ...Ensuring that the maximum transport benefits are secured from the major strategic housing developments”

HDPF Policy 39 says

There is commitment to developing an integrated community connected by a sustainable transport system. Development will be supported if it:

- minimises conflicts between traffic, cyclists and pedestrians
- provides safe and suitable access for all vehicles, pedestrians, cyclists

What are people saying about the current plans?

“I have occasion to cycle to and through Horsham regularly, and was alarmed at the planned changes to the main roads approaching Horsham, and the fact that there seemed to be no provision for cycle routes through them. The large roundabout on the A281/A24 interchange is currently bad enough to get around and across to enter Horsham,

⁴ Although NPPF says that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe,” a “residual” impact is one that remains **AFTER** NPPF requirements to give priority to pedestrian and cycle movements have been followed.

but these newly designed roundabouts are bigger and look even more dangerous for cyclists! Are you seriously making no provision for this vulnerable group of road users – I thought these days every road development had to consider and provide for all road users? It is also cheaper to do so from the outset, rather than adapt poorly thought out junctions later! It would be very simple to put in cycle path underpasses on these roundabouts to bypass the multilane mayhem that would confront cyclists and pedestrians, while the cost would be a fraction of the overall cost if done at the time – and save lives and money in the long term. Otherwise it is likely that Horsham will become a completely car bound town other than in the pedestrianized centres – just when the pollution levels from traffic in SE England are now the worst in Europe.”

“No way I’d want to live in Horsham if this is the future there.”

“Horsham will become a town cut off by fast roads or inaccessible through jams! Crap modern vision!”

“Will there be a crossing here, or will it just be dash and run?”

“I’d love a safe route to Horsham market at the weekends = more cash for the traders.”

“I hope that the money can be allocated to cycling infrastructure and planning.”

“Underpasses need to be safe and well lit.”

“The only safe way to cross the busy trunk roads is to go under them.”

“Bridges are sometimes suggested as a way to go over such busy roads but they’re not a viable solution for people with pushchairs and young children or people with a disability buggy. So, it’s all rather a shambles, which needs to be sorted out before any planning application is submitted for the proposed North Horsham development.”

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