

# Southwater to Horsham cycle routes

Shorter, safer and more attractive



## Summary

Horsham and Southwater are less than 4 miles apart which should be ideal for an enjoyable family cycle ride at the weekend or a brisk commute by bike. The problem is that the direct route (**black**) is unpleasant, busy and, frankly, dangerous while the 'leisure' route (**red**) adds miles to the journey.

The proposed route (**green**) goes through attractive woods and open spaces, avoiding busy roads. Almost all the necessary infrastructure is already in place. Sorting the paths in Southwater will get this basic route up and running quickly and cheaply.

There were serious accidents to cyclists at Hop Oast roundabout in 2013 and 2012. Planned new developments will make conditions for cycling even worse.

A new link (**blue**) will create a fast, direct route between Horsham town centre and Southwater avoiding the roundabout. It will be particularly useful for commuting and fast leisure rides.

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# What are the benefits?

## Links key destinations

- Horsham Town Centre
- Southwater Village Centre
- Southwater Country Park
- Horsham Football Club (if the proposed relocation goes ahead)
- Access to the Downs Link and onwards to the Surrey Hills, South Downs and the coast

## Makes cycling a realistic transport choice

- Shorter, safer and more attractive, making cycling a realistic transport choice for journeys between Horsham and Southwater
- Allows youngsters and those without a car to travel independently to work and leisure activities

## Economic benefits

- More tourism and trade for Southwater Village and Country Park
- Attract recreational cyclists from further afield to Horsham and Southwater
- Access to work, shops and leisure without congestion or pollution

## Road Safety

- Prevent further serious injury to cyclists -especially at Hop Oast roundabout

## Health benefits

- Cycling has proven health benefits
- Improved access to leisure facilities for exercise and relaxation

## For walkers

- The routes will be attractive to walkers

## Public realm

- Improved car-free route within Southwater that is attractive to children and adults and links up to form local circular walks and cycle rides

## Meets planning requirements

- National, County and Local policies all emphasise the need to prioritise provision of better cycling infrastructure (see Appendix B: Cycling and the Planning Context).

## Delivering the route

### **Within Southwater village**

The southern section of the 'Green route' within Southwater village could easily be developed as a stand-alone project. The paths are mainly on Parish Council land and making better use of them is already one of the council's ambitions; with Parish Council approval, it should be possible to use existing Section 106 monies towards this part of the cycle link.

The Finance and General Purposes Committee has expressed an interest in taking this forward.

### **The Blue route**

The landowner at Horsham Golf and Fitness is positive about the idea a change to Rights of Way to allow cyclists across the land.

Horsham Football Club supports the idea of a cycle route to the proposed new ground. This appears a good use of Section 106 monies.

WSCC has previously recognised the value of creating cycling rights of way through the site –this was noted on the planning consent (DC/09/0746)

This route could help address WSCC's concerns about current road safety due to 4x4s exiting onto the A24.

### **On-road Sections: Worthing Road and Boar's Head (Black route) and Coltstaple Lane (Green route)**

Additional traffic along Worthing Rd due to new housing (West of Southwater and elsewhere) will make conditions even more unpleasant and dangerous for cyclists. Methods of mitigating this (including segregated space for cycling, junction redesign at the Boar's Head and speed reduction) need to be examined at an early stage and the costs need to be included in Section 106 contributions for the developments.

There is already significant 'rat running' along Coltstaple Lane and Soutwater Street at peak periods; this is likely to increase with the West of Southwater development . Methods to improve cyclist safety here need to be included and included in Section 106 contributions.

### **Pedlar's Way**

Lover's Lane is a private road; the owners will need to be contacted regarding the need for resurfacing. The rest of the route is adequate for leisure rides on mountain bikes but is not currently suitable for all-year use by road bikes. There will be a balance between the relative costs and benefits of improvements to this section and to the Worthing Road.

### **Publicity and maps**

The new routes need to be well signed and clearly marked on maps and emaps. This also needs a budget.

## Proposed basic route (Green route)

From north to south:

### Pedlar's Way, Horsham to Coltstaple Lane

- The first part of the route uses the existing Pedlar's Way cycle route. This is an attractive leisure route, but the current surface is not suitable for year-round commuter or fast cycling.
- Signing at the Horsham end needs to be improved so that riders can find their way from the town centre to the start of the Pedlar's Way.
- In winter, Pedlar's Way is wet and muddy in the winter and the surface at the southern end along Lovers' Lane is in poor condition.
- The surfacing should be improved to allow year-round use. However, this should not delay implementation of the Southwater section of the route.



**Muddy surface. Narrow squeeze around a closed gate**



**Severe potholes along Lovers' Lane**

**Variable surfaces: narrow, muddy, rough, prone to flooding**



### Coltstaple Lane, across A24 on the road bridge to Southwater Street

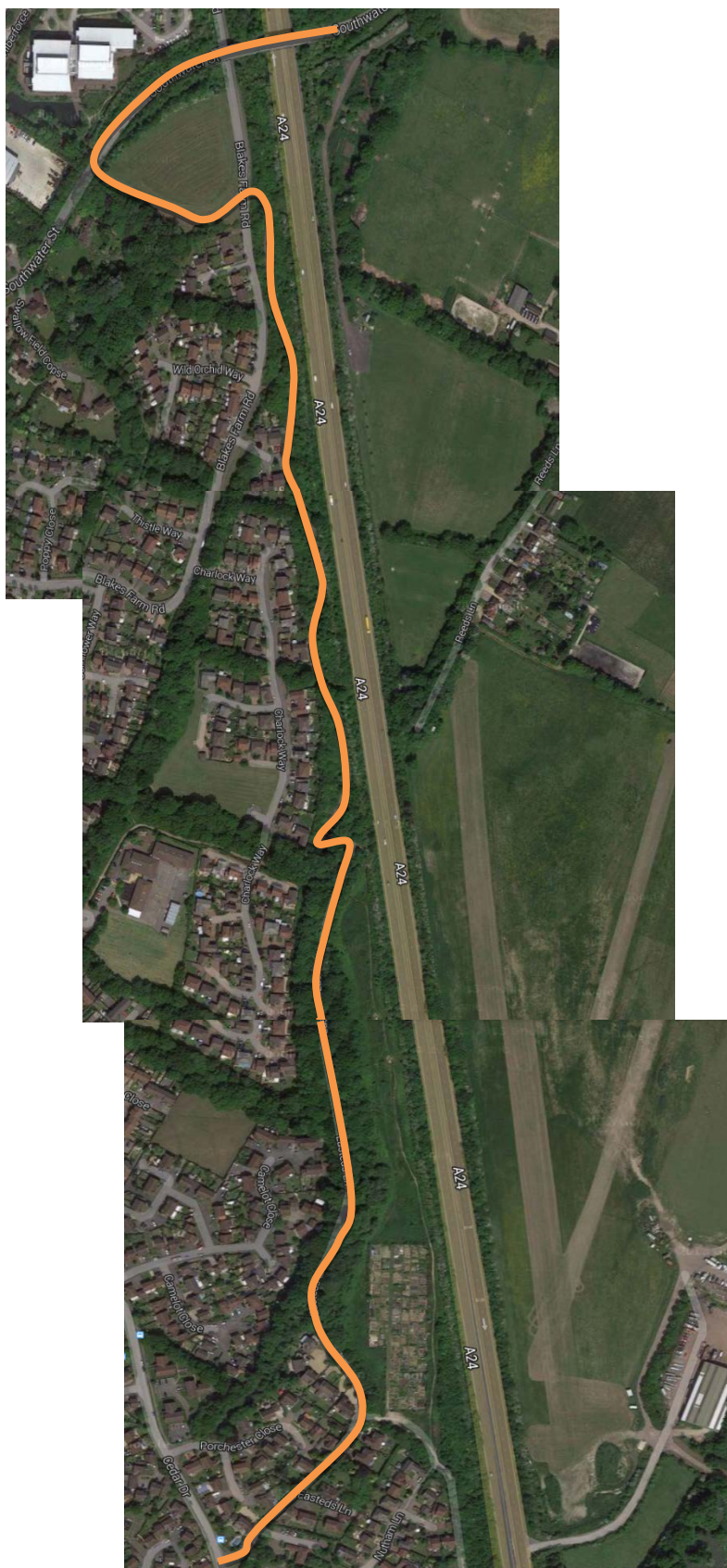
- The route goes along generally quiet, existing roads, but at peak periods traffic is fast and heavy due to rat-running –this is likely to increase with further housing development. Safety improvements for cycling should be investigated.
- Where the route goes over the A24, the road is fast and open: the speed limit is 40mph, but some vehicles will be travelling faster than this. Some form of traffic calming or segregated cycle facility should be considered.



- The start of the off-road section is hidden in the vegetation. The entrance needs widening with a smooth transition on and off the road. The vegetation needs cutting back to improve visibility and clear signing is needed. If this is done properly, it will allow the barriers to be safely removed (as recommended in LTN 2/08).
- The entrance is only just within the 30mph limit, so attention needs to be paid to the likely vehicle speeds here.



## Paths between Southwater Street and Easteds Lane

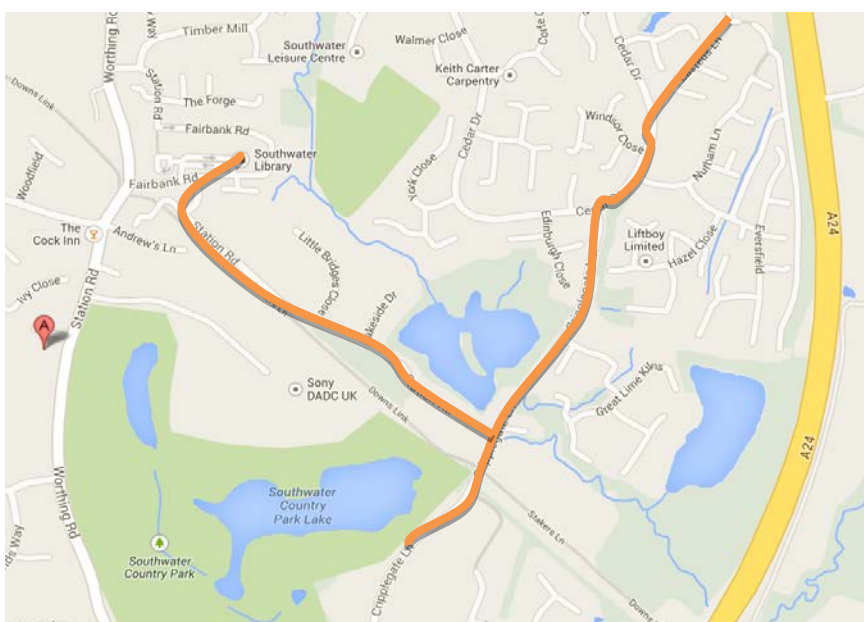


A relatively small investment will bring a huge benefit here:

- The necessary paths already exist. They are of good quality and are suitable for shared-use by cyclists and pedestrians. They appear to belong to the Parish but lack PRow status.
- Signage is needed to help people find the path and to show where it leads.
- There are some metal barriers which should be removed, to make the route more attractive and convenient. There are worn tracks in the grass where the barriers are regularly bypassed by users -showing that they are ineffective as well as being a nuisance.
- Instead, where the path crosses Blakes Farm Rd, there could be a raised table to give a safe crossing point for cyclists and pedestrians.
- At one point the through-route leaves one paved path for a few yards before joining another paved path. This short section needs all-weather surfacing, better radiuses and signing.
- The surfacing of the path at the Easteds Lane end needs improvement following flood damage and the encroaching vegetation, including nettles needs to be cut back. In the past, this has been maintained by WSCC.
- There needs to be a planned programme of maintenance to clear vegetation, but this would be an ideal job for a 'green gym' or similar volunteer groups.
- Where there are side exits from the path (for example, Charlock Way), the signage needs to be considered and the barriers should be removed.
- Alternative routes using the existing network of paths need to be investigated for example Old Stakers Lane and alternative routes to the village centre and leisure centre.

### Cedar Drive to Southwater Country Park

- The route goes along existing roads within the 30mph limit
- It finishes at Southwater Country Park, a major local destination for a wide variety of leisure users and a jumping-off point for the popular off-road cycling route along the Downslink to the Surrey Hills, the South downs and the coast.



### Cripplegate Lane to the village centre via Station Road

- This branch of the route provides an all-weather extension of the route along Station road to the Village Centre. Station Road has been made one-way and deliberately narrowed to prevent excess speeds.
- Two-way cycling can be re-introduced here, preferably on the carriageway, rather than by converting the footway to shared-use. 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.<sup>1</sup>



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<sup>1</sup>See Appendix A: Safety for more details.

## Proposed commuting and fast leisure route (Blue route)

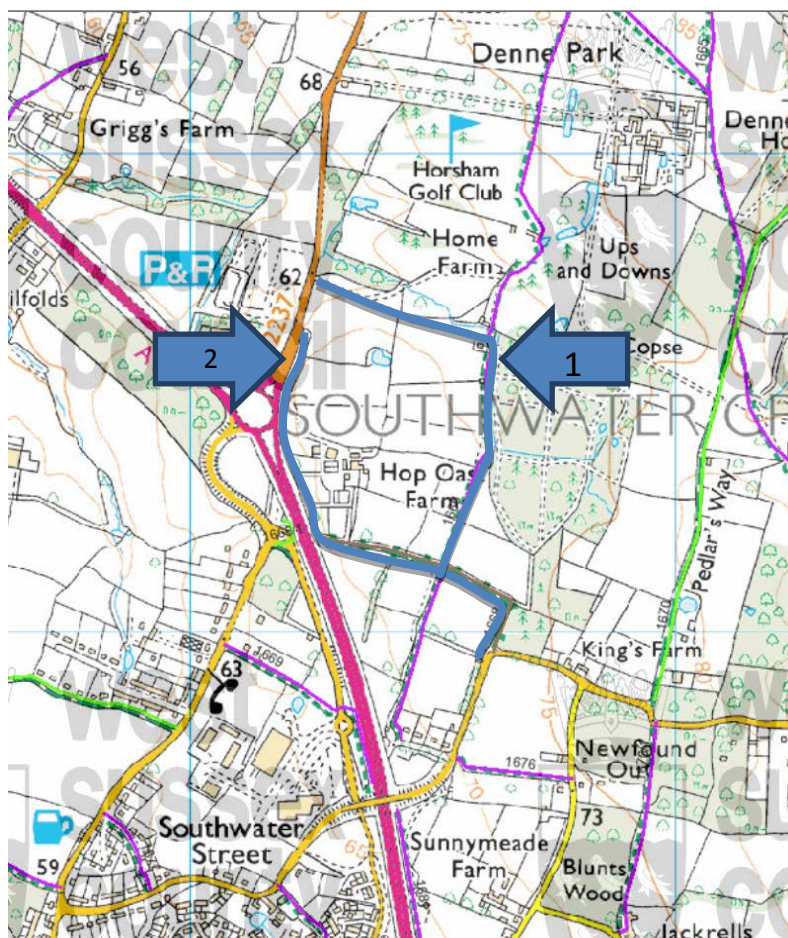
The Pedlar's Way is not suitable for all journeys. It is a slow and longer route, especially for people from the west side of Horsham, and it does not have a good surface for all-weather use. Commuters, utility riders and fast leisure riders need a more direct route which is usable all year round. The key problem is the Hop Oast roundabout.

Hop Oast is a busy, high-speed multi-lane roundabout on the 70mph A24 dual carriageway. Cyclists are at significant risk of being hit at high speed by vehicles that fail to spot them. As a result, it is a major barrier to would-be cyclists who either go several miles out of their way to avoid it or go by car instead.

Despite the artificially low level of cycling here, there have been accidents resulting in serious injuries to cyclists here in both 2013 and 2012 (See Appendix A: Safety for more details).

The proposed blue route allows cyclists to bypass Hop Oast and to cross the A24 via the Southwater Street flyover. This is slightly less direct but far less dangerous. Correctly implemented, with suitable surfacing, almost all cyclists would prefer it to using the roundabout. It would be ideal for utility cycling, commuters and fast leisure rides.

There are two alternatives; both require surfacing for all-year use and further investigation with landowners and Public Rights of Way.



**Alternative routings for Fast Leisure and Commuting Route (Blue route)**

### Option 1:

**This uses the existing access road to Horsham Golf and Fitness, an existing public footpath and a byway open to all traffic (Green Lane) across the golf course.**

This has the advantage of also creating a safe sustainable transport route to the proposed new Horsham Football Club ground for fans, players and visitors. This will increase accessibility for youngsters and others who do not have access to a car. It will promote a healthy lifestyle. The cycle path could be a condition of planning consent.

The route is also shielded from the noise and dirt of the traffic on the A24

WSCC has previously recognised the benefit of creating cycling rights of way across the land and when planning permission for the golf course was granted (DC/09/0746), the Decision Document stated:

*“Note to Applicant*

*The applicant is advised to contact the Local Planning Authority and the County Cycling Officer at West Sussex County Council, Simone Makepeace on 01243 777516 e-mail*

*simone.makepeace@westsussex.gov.uk to explore the potential for cycle within the site to link to existing public rights of way.”*

The existing paths are suitable for conversion for cycling and the landowner already plans to improve them some extent to bring them to the standards required for the golf course.

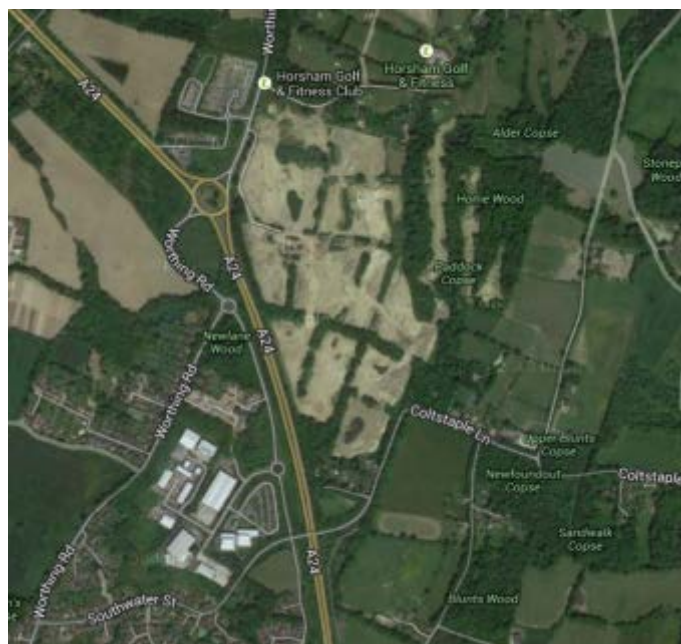


**Existing  
footpaths  
across the  
golf  
course**

There is currently a problem of damage to Green Lane by recreational 4x4s and WSCC has concerns about road safety where these vehicles exit onto the A24. Improving the surface of Green Lane would benefit walkers and cyclists and reduce problems from recreational 4x4s.



**Green Lane**



**Aerial view**

## **Option 2:**

This uses the existing footway beside the A24 and the green lane. The footway will need to be widened and to have improved surfacing and maintenance. Alternatively, if possible, it may be preferable for the route to follow the inside boundary of Horsham Golf and Fitness from the recently created site entrance opposite the Park and Ride.



**Existing narrow footway on A24 near Hop Oast**

## Worthing Road (Black route)

Conditions for cycling along Worthing Rd between Horsham and the A24 are unpleasant. It is, however, the fastest and most direct route and can be used all year round.



Developing the 'Blue route' cuts out the need to use Hop Oast roundabout which is the most dangerous and intimidating section of the road. However, the rest of the road is still busy, fast and narrow and the junction at the Boar's Head is a particular hazard. Additional housing West of Southwater will strain the capacity of this road for motorised vehicles and make cycling conditions significantly worse. Ways of improving cycling along this road need to be examined and included in costings at an early stage.

The section of Worthing Rd within Southwater, south of the A24 will take additional traffic from the West of Southwater housing and improved cycling facilities need to be costed as part of the plans.

## Appendix A: Safety

### Serious Injury to Cyclist at Hop Oast Roundabout, 2012:

### Accident Details

Year of accident:	2012
Severity of accident:	<ul style="list-style-type: none"><li>• Serious</li></ul>
Number of casualties:	1
Number of vehicles involved:	2
Vehicle types involved:	<ul style="list-style-type: none"><li>• Car</li><li>• Pedal cycle</li></ul>

Close

Source: <http://road-collisions.dft.gov.uk/accident-map/west-sussex?Year=All&AccidentSeverity=Fatal,Serious&AgeBand=&VehicleType=Pedal%20cycle#map-view>

### Serious Injury to Cyclist at Hop Oast Roundabout, 2013:

Extract from County Times <http://www.wscountytimes.co.uk/news/local/breaking-news-cyclist-suffers-serious-injuries-after-a24-horsham-collision-1-5406796>

**A cyclist has suffered serious injuries after a collision involving a car on the A24 in Horsham this afternoon (Tuesday August 20).**

Emergency services including an air ambulance were called to Hop Oast Roundabout at around 2pm.

The cyclist, a 49-year-old Brighton man, suffered leg and facial injuries.

Police say the injuries are serious.

Paramedics from South East Coast Ambulance Service took the victim to Royal Sussex County Hospital in Brighton at around 3pm.

Extracts from:

<https://www.facebook.com/horsham.uk/posts/10151648482999139> August 20, 2013

Accident at Hop Oast (A24)

There's just been an accident on the hop oast roundabout involving a cyclist. Affecting Northbound traffic coming up on A24.

Southwater needs a bridge for cyclists and pedestrians over the A24. Why doesn't the council make use of the Southwater Street flyover. August 20, 2013 at 4:47pm · Like · 9

if I were one I'd avoid the A24/A264 like the plague...it must be terrifying as it's one lane from a true motorway. Imagine cycling on the M23!! Hope person is ok August 20, 2013 at 4:51pm

## The need for segregation at busy junctions

75% of cycle accidents occur at junctions<sup>2</sup>

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 collisions<sup>3</sup>.

Traffic speeds and volumes at Hop Oast justify segregated cycle tracks: Table 1.3 of **LTN 2/08: Cycle Infrastructure Design** recommends cycle tracks for 85<sup>th</sup> percentile speeds above 40mph and traffic flows above 1,500 vehicles per day or 300 vehicles per hour.

## Two-way cycling on one-way roads

**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.

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.

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<sup>2</sup> **RoSPA Cycling Accidents, October 2013**,  
[http://www.rospa.com/roadsafety/advice/cycling/info/cycling\\_accidents\\_factsheet.pdf](http://www.rospa.com/roadsafety/advice/cycling/info/cycling_accidents_factsheet.pdf)

<sup>3</sup> **RoSPA Cycling Accidents, October 2013**

## Appendix B: Cycling and the planning context

National, County and Local guidance all emphasises the need to prioritise provision of better cycling infrastructure:

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

**National Planning Policy Framework, March 2012**

*In practice, cycle proofing means taking action on a variety of fronts:*

- *Encouraging local authorities to design road improvements with cyclists as well as motorists in mind and to use traffic management tools and techniques to manage the needs of all road users;*
- *Making greater provision for cycling on the strategic road network by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions*

**Briefing on the Government's Ambition for Cycling Aug 2013**

*[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**

*In 2009.... 46% and 37% of respondents respectively reported lack of safe cycle and walking routes as moderate or severe problems.*

*Cycling is one of the most sustainable transport modes and offers tremendous potential for improving our society's health, economic efficiency and mobility, in addition to helping us tackle climate change. Maintaining or increasing the levels of cycling in West Sussex is, therefore, very important and will contribute to each of our objectives*

*Improving safety, security & health: reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users [WSCC will:] invest in new infrastructure which creates safer conditions for all, and particularly vulnerable road users*

*Younger people have fewer transport options and often rely on public transport to access education and employment, and to take part in social activities. The specific needs of younger people include: safe cycling and pedestrian infrastructure, which is free from potholes and other hazards*

*[WSCC will:] Enable disadvantaged people to access employment opportunities, key services, social networks and goods... [by] delivering new infrastructure, such as walking, cycling and public transport infrastructure*

*We also recognise the value that leisure facilities can have by encouraging healthy behaviour and by creating safer infrastructure where it is needed to encourage leisure journeys*

*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**

*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**

## **Cycle Infrastructure and the Strategic Road Network –Current Policy**

*"We also need to invest in infrastructure in locations where the SRN severs communities and acts as a barrier to cycling and walking. We will make an immediate start on this, with the Highways Agency investing £4.8m over the next 2 years in delivering 14 projects that improve conditions for cyclists and pedestrians. Interventions will range from safer junctions to improved crossings and the provision of new segregated cycle facilities."*

*"We will also invest a further £15m in 2015/16 in a more extensive programme of schemes to tackle severance and improve safety. We will bring together the Highways Agency, local authorities and cycling user groups to develop and prioritise interventions across the SRN, drawing upon lessons learned in the delivery of the initial 14 schemes. "*

### **Briefing on the Government's Ambition for Cycling**

*"In his statement on 12<sup>th</sup> August 2013, the Prime Minister announced that cycling will be at the heart of future road developments. He committed to ensuring that all new big road developments will incorporate the needs of cyclists into their planning and design. This reinforced the commitment made in Action for Roads - that the Government will cycle-proof the trunk road network and minimise situations where major roads are a barrier to cyclists, pedestrians and communities."*

*"Local authorities have a duty to consider the needs of all road users, including cyclists and pedestrians, when managing their road networks. In making changes they should consider the needs of all users, including vulnerable pedestrians such as elderly people and those with mobility issues or visual impairments."*

### **All Party Parliamentary Cycling Group's Get Britain Cycling Inquiry HM Government Response**

## Appendix C: Rights of Way



Extracts from W Sussex iMap

### Key

Brown = byway open to all traffic

Magenta= footpath

Bright green=bridleway

