

Infrastructure requirements in Horsham District and the Community Infrastructure Levy: Horsham District Cycling Forum Response, August 2015

The need for additional cycling infrastructure to cope with demand arising from new development is:

The progressive delivery of a comprehensive network of integrated cycle routes for Horsham District.

This needs to be delivered through a combination of schemes including those which are specifically aimed at cycling and also by specifically considering and prioritising cycling within other schemes (as required by NPPF). This applies to highways and PRow schemes as well as to residential, community and commercial developments. It applies to planned maintenance/upgrade work as well as to schemes for new infrastructure. In all cases, cycling needs to be considered from the earliest stages.

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1. Requirements

For all parts of the network:

- Cycle routes must provide direct, continuous, attractive and safe places for people of all ages and abilities to ride for both utility and leisure purposes.
- Routes must be of high quality and meet the latest design guidance and best practice.
- For a cycle route to be useful it must connect people up with the places people want to go: shops, schools, businesses, places of worship, leisure facilities, town centre, villages etc.
- The network needs to enable interchange with other modes of travel (train, bus)
- Transitions between on and off-road sections need particular care to ensure they are smooth, safe and legible
- The network will largely consist of three types of infrastructure:
 - Completely away from motor traffic (including, but not limited to, PRow such as bridleways)
 - Physically protected infrastructure on busier roads
 - Very lightly trafficked urban streets and rural lanes which can be used by riders with a skill level equivalent to Bikeability 2. This will include the use of filtered permeability, speed reductions and other measures to achieve low speeds and to reduce motorized traffic flows to below 2,000PCU/day (ref [Space for Cycling](#))

2. Current status of the assessment of need

Within the overall network, we have identified a number of priority schemes. Further work, by HDC and WSCC in consultation with local cycling forums and other stakeholders, is needed.

3. Evidence of Need

3.1 Design standards

Design standards and guidance documents are being constantly updated and reference should always be made to the latest documents and examples of current best practice.

The current de-facto best practice design standards are:

[London Cycling Design Standards](#) (December 2014)

[Sustrans Design Manual](#) (April 2014)

Additional relevant guidance documents include:

[Creating Space for Cycling](#)

[International Cycling Infrastructure Best Practice Study](#)

[Welsh Active Travel Design Guidance](#)

[Inclusive Cycling Policy](#)

[Making Space for Cycling](#)

[Manual for Streets and Manual for Streets 2](#)

[Cycle Infrastructure Design \(LTN 2/08\)](#)

[Shared Use routes for Pedestrians and Cyclists \(LTN 1/12\)](#)

3.2 Legal and Policy Requirements

NPPF requires priority to be given to sustainable transport (see Appendix 1 for these planning requirements as applied to cycling).

Government policy is to double cycling by 2025; this is laid out in [Ambition for Cycling](#) and the [Cycling Delivery Plan](#), backed up by the Infrastructure Act (2015) which holds the Government to account through parliament. The [HM Government response to APPCG Get Britain Cycling Inquiry](#) states: “The Department for Transport expects local authorities to up their game in delivering infrastructure that takes cycling into account from the design stage.”

3.3 Economic, Social and Health Evidence

The evidence for the economic, social and health benefits of investing in cycling are summarized here: [Benefits of investing in cycling](#)

3.4 Location-Specific Evidence for Horsham District

There are a number of documents which provide evidence of need for additional cycling infrastructure to cope with increased demand from new development. Those which are relevant to the whole of Horsham District or to large areas within it are given below. Evidence which is specific to individual routes within the network is given alongside those routes.

West Sussex Transport Plan 2011-26 LTP3:

- In 2009, 46% of all respondents to the Household Travel Survey reported lack of safe cycle routes as a moderate or severe problem. NB This is a continuing problem: as evidenced by very similar responses to the later [2013 Household Travel Survey](#).

- LTP3 states that key aspects of WSCC's approach include: Cycle network construction. Using a wide range of physical infrastructure to construct and improve joined up town cycle networks and public rights of way which are linked in to new development
- LTP3 states that overall aims for the Gatwick Diamond include development of cycle networks in the major towns.
- LTP3 itself identifies these key issues in Horsham: "the current provision of pedestrian and cycling facilities throughout the District, and in particular within Horsham, are not sufficient to support and maintain sustainable travel. This is because much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing. There is a lack of secure public cycle parking throughout the District, particularly in Horsham. There is concern among residents at the high speed of traffic within residential and built up areas in rural and urban locations. There continues to be a poor casualty record along the A24 and A264 around Horsham."
- LTP3's aims for Horsham include encouraging sustainable travel by improving the cycle and pedestrian network

Horsham Cycle Review (2009)

This detailed and high-quality report covers the built-up area of the town. It details and prioritises cycle routes required. Some aspects need updating because of further work that has been done, subsequent developments within the town and recent improvements to cycle infrastructure design standards, however, it should form the basis for future cycle network plans in Horsham.

Southwater Cycle Network Review (2009)

This is the equivalent report covering the Southwater built-up area. Again, it should form the basis for future cycle network plans.

Horsham Town Plan (2012)

This has been formally adopted by the Council and includes a series of interventions to improve the quality, safety and choice of legible connections for cycles both into and within the town centre with the aim of strengthening retail business. Measures include linking Hurst Road to the town centre via Horsham Park; linkages between the railway station and the town centre; making travelling and across Albion Way cycle-friendly; upgrading Black Horse Way to provide an east-west cycle route; home zones and delivery of a new bridge over North Street.

Horsham Cycling Summit (2015)

The presentations summarise evidence of the need to create a comprehensive network of high-quality integrated cycle routes in order to meet the needs arising from new developments. Evidence from the Q&A session and questionnaire returns highlights the existing deficiency which needs to be addressed in order to prevent the impact of new development making the existing deficiency more severe.

North Horsham CLC Communities Issues List

A number of the route improvements listed below are on this list and have Councillor support. In addition, where pedestrian improvements and speed reduction/traffic calming measures are requested, these should be implemented incorporating appropriate cycling provision in accordance with current guidance and best practice.

Road safety data

Road casualty figures provide evidence of the need for a safer cycling network. Cyclists are disproportionately at risk of injury on our local roads. Although only about 1% of trips are by cycle, [CycleStreets](#) collision data shows that, within the Horsham/Broadbridge Heath built-up area, people on bikes account for 22% of all fatal and serious injuries. The majority of collisions occur in built-up areas, however, national data indicates that mile for mile, rural roads are 3 times more lethal. [West Sussex 2014 data](#) shows that casualty rates are rising significantly.

[DfT analysis](#) shows that the factors contributing to collisions were far more often attributed to the motorists than the cyclists. Locally, there is already a much higher than average uptake of cycle training. A significant improvement to the collision rates will therefore require better infrastructure, not simply more cycle training and enforcement.

There is significant evidence for the benefit of speed reduction in reducing the frequency and severity of collisions between motor vehicles and people cycling –for further details, see information from [RoSPA](#) and [20's Plenty](#)

4. Priority Cycle Improvement Schemes

Within the network, a number of priority schemes have been identified by HDCF:

4.1 Complete Horsham-Crawley route

For commuting/utility, local and long-distance leisure use. To include:

- **'The Missing Link'** across A264
- **A safe on-road route to the town centre**
- **An off-road route via the Riverside Walk** to join up with the Downs Link (see below).

Additional Evidence:

- HDCF document [Horsham's Missing Link](#)
- [Comments to the Inspector](#)

4.2 Shared Cycle-Pedestrian Use along Riverside Walk

Widen and provide sealed surface between Warnham Nature Reserve and A281, Guildford Rd for shared cycle/pedestrian use.

Convert the existing pedestrian crossing of the Guildford Rd to a toucan crossing and provide a cycle path from the crossing along the south side of the Guildford Rd to Hills Farm Lane

4.3 Safe Crossings of the A246 and A24 Horsham bypass

The planned North of Horsham development will hugely increase the need for multiple safe, convenient and direct cycle crossings of the A264 bypass, with underpasses being the preferred option.

Additional Evidence:

- [Why A264 Junctions Need an Urgent Rethink](#)
- [Why Underpasses?](#)
- [Comments to the Inspector](#)
- Minutes of North Horsham CLC: [March 2015 \(Item 64\)](#), [July 2015 \(Item 12\)](#)

4.4 Cycle Routes between proposed north of Horsham development and town centre

- A safe, convenient and direct cycle route to Horsham town centre, suitable for riders of a Bikeability Level 2 standard. Needed to improve the physical and economic connection between the north of Horsham development and the existing town centre.

Remove on-street parking along Rusper Road, restrict motor vehicle traffic on Kings Road to access only, continental redesign of King's Road (Tesco Express) roundabout with off-road cycle tracks (due to high accident rate for cycles), improvements to North St railway bridge.

Additional Evidence:

- [Comments to the Inspector](#)
- A bridge or upgrade to the existing level crossing at Shottermill/Amberley Close/Earles Meadow to provide cycle access between the Roffey and North Horsham areas. This will be important to enable sustainable travel by bike (and on foot) between Roffey and the proposed north of Horsham development.

4.5 Control of rat-running on rural lanes to and from the north of Horsham development

This is particularly important on the lanes leading to Rusper, Gatwick and Crawley. It is essential that the Horsham-Crawley cycle route is protected from rat-running vehicles. There also need to be safe, convenient cycle routes via the lanes to Dorking and Warnham.

4.6 Joined-Up Cycling: Cycle Paths Bishopric

Connect North Parade, Worthing Road/Black Horse Way and Guildford Rd via Lynd Cross to improve town centre access, town centre trade and complete cycle routes across the town centre.

Additional Evidence:

- HDCF briefing document, [Joined-Up Cycling](#).

4.7 Southwater to Horsham Cycle Route

Direct, safe and convenient cycle route/s between these two large and growing communities and the Downlink path. For utility, leisure and tourism. This is a key issue for many local cyclists

Additional Evidence:

- [HDCF Southwater to Horsham Cycle Routes](#),
- HDCF document **Site Visit to Southwater Red Route Paths**,
- HDCF document [Possible Cycle routes between Southwater and Horsham](#),
- Junction improvement at the Boar's Head is a [North Horsham CLC IP Priority](#),
- There is an s106 requirement for development DC/14/0590 to provide a financial contribution towards cycle improvements (to BOAT1668) between Southwater and Horsham
- Work already needs to be done to clear and restore the footways along the Worthing Rd north of Hop Oast need (see Development Management Report DC/14/1090)
- A bridge across Hop Oast roundabout to improve pedestrians and cycle safety is on the [North Horsham CLC Communities Issues List](#) (NB a pedestrian/cycle bridge alone is not sufficient to create a safe cycle route between the two settlements)
- The planned upgrading of the Hop Oast recycling centre and its junction with Worthing Rd will be an opportunity to incorporate safe segregated cycle facilities at the junction.
- Southwater Parish supports increased use of the existing 'Red Routes' within the village for walking and cycling

4.8 North of Horsham Quiet Links

Additional Evidence:

- [HDCF Quiet Links North Heath Lane to Littlehaven](#)

4.9 North Parade Pinch Points

Improve cycle safety by removing traffic island and replacing with single stage zebra or toucan crossing with a short section of cycle path to the entrance of Horsham Park.

Additional Evidence:

- HDCF briefing document (see Appendix).

- This is on the [North Horsham CLC Communities Issues List](#)

4.10 Filtered Permeability for Residential/Town Centre Areas

- Reduce through-traffic on residential roads using filtered permeability to make streets safer and more attractive for cycling and improve public realm. Priority areas include streets in the area between New St and Depot Rd, and King's Road.
- Permit contraflow cycling on all one-way streets including Barrington Rd, West Parade, Carfax/South Street/Market Square, Park Terrace East, Fitzalan Rd.

Additional Evidence:

- [Joined-Up Cycling](#)

4.11 Improvements to Cycle Routes In and Connecting With Horsham Park.

There are a number of improvements required, Eg:

- Formalise the current existing informal cycle path from Pavilions towards the skate park .
- Provide access to the skate park by connecting it to the cycle paths
- Improve access to Hurst Rd via Fire Station Passage: permit cycling (if not already permitted), signage, junction treatment at Hurst Rd
- Improve access between the park and the railway station via the park entrance on North Street.

Additional Evidence:

- Horsham Park Cycle Improvement Scheme is on the North Horsham CLC Communities Issues List
- See Horsham Town Plan pp33,34
- HDCF Correspondence, July 2015, with Pavilions/Steve Hawker re a safe cycle route from Hurst Road, through the Pavilions car park and into the park, together with additional cycle parking

4.12 Downs Link Improvements

New developments in Southwater, Horsham and West of Horsham increase the need for improvements to the Downs Link and to the local access routes that feed in to it. The Downs Link is already a popular and important local leisure facility because of its gentle gradients, convenient access and the places to eat and drink along the route. Use of the route is limited by rough and muddy surfaces and the lack of safe local cycle routes linking to the route itself.

The section between Copsale and Christ's Hospital has potential for utility cycling and as a commuter route to Christ's Hospital station as it is shorter than using the road and avoids the heavier traffic that will arise from the new developments.

There is significant potential to boost tourism and recreational use for both local rides and longer distances (linking long distance cycle routes including those on the National Cycle Network). The success of similar trails including the Cuckoo Trail, the Bath-Bristol path and Bath's Two Tunnels Link, shows the tourism benefits of having a smooth, sealed surface which is reliably usable in all weathers.

Improvements required:

- **Sealed all-weather surface**

A smooth, sealed all-weather surface is especially important along the heavily-used section between Copsale and Christ's Hospital. As well as enabling year-round recreational and utility use by people of all ages and abilities, it will also make it viable as commuter route to Christ's Hospital railway station. Using the Downslink is shorter than using the road route and avoids the heavier road traffic that will arise from the new developments. A sealed surface will provide a higher service level for a lower long term maintenance cost.

- **Pedlar's Way Improvements**

Improved surfacing. Minor improvements to drainage. Remove restrictive gates (at start and along the route), replacing with bollards only where necessary. Improved wayfinding signage at either end.

- **Old Wickhurst Lane**

Upgrade from footpath to bridleway or permissive cycle path to allow improved access to Downs Link. Improve surface as required to the junction with Downs Link.

- **Completion of the off-road Downs Link 'Missing Link' at Christ's Hospital**

Additional Evidence:

- HDCF Comments on [DC/13/1412](#) and [DC/14/0950](#)
- [HDCF Southwater to Horsham Cycle Routes](#)
- Agreement to provide the Downs Link missing link in [DC/13/1412](#)

4.13 Maintain Key Bridleways to a suitable standard for cycling, ideally with a sealed surface

Although there is no direct legal requirement to maintain bridleways to a standard suitable for cycles, there is a duty to maintain (HA80 s41) which requires that rights of way should be kept in such a state as to be safe and fit for ordinary traffic which could reasonably be expected to use it. For a number of bridleways, especially those close to urban areas where the on-road alternatives are fast and busy, this means maintaining them to a standard that is fit for use by ordinary, non-specialist cycles.

For example Pedlar's Way and the Downs Link (see earlier notes) and BW 1662 and 1642 between Southwater and Christ's Hospital.

Additional Evidence:

- HDCF Comments on [DC/13/1412](#)

5 Additional Cycle Improvement Schemes

NB The following list is not exhaustive, but adds further information, responds to additional needs or otherwise updates the 2009 reports: Horsham Cycle Review and Southwater Cycle Network Review.

The comments are not listed in priority order.

5.1 Town/village centres

West of Horsham

Improved cycle provision in the proposed 'West of Horsham Transport Package' including safe cycle provision on the A264 Broadbridge Heath bypass, Newbridge roundabout and residential roads, sealed surfaces for the off-road shared-use paths within the development.

Additional Evidence:

- [HDCF Comments to Coast to Capital LTB](#)
- [Collision](#) on the new Newbridge roundabout resulting in cyclist sustaining head injuries and requiring air ambulance to hospital

Station Road Horsham

Create a safe cycle route to the rear of the station including removing on-street parking on Station Road (this currently blocks motor traffic and results in motorists driving at speed down the pavement) and junction improvement at Station Rd/North Street.

Broadbridge Heath Quadrant

Additional Evidence:

- [HDCF response to consultation](#)

Black Horse Way east-west cycle route

Create an east-west cycle route across the town centre with:

- A continuous cycle route between the bike racks to the north of the bus station and Black Horse Way
- Improved cycle safety along Black Horse Way itself.

Medwin Walk to South Street

Permit cycling between the bike racks in Medwin Walk and South St

Piries Place

Ensure that redevelopment proposals incorporate cycle access through the site

Additional Evidence:

- Email correspondence with Chris Carey, HDC and Albermarle February 2014

Cycle path Cricketfield Rd to Denne Rd

Providing a low traffic east-west route between the Blackbridge Lane area and Chesworth Farm

Additional Evidence:

- See HDCF comments to Halcrow

Ridgehurst/Arunside missing bridge

This is on the North Horsham CLC [Communities Issues List 2013](#) with support from the local schools to allow a more convenient, shorter and quieter route than Hills Farm Lane route for children going to Tanbridge, Arunside and St John's schools.

Cycle quietways using existing paths through residential cul-de-sacs.

There are many further residential cul-de-sacs in Horsham, southwater and other villages where existing link paths could be improved and signed for cycling to make cycling quicker and more convenient than using the car. Example Earls Meadow to Whitehorse Rd, Horsham and Southwater St to Warren Drive, Southwater.

Station parking

Horsham station: more cycle parking is still required at front of the station. Better access/signage to rear stands via station car park. Better signage to the rear stands from Station Road

Littlehaven station: more stands on verge. Covered stands. Ideally, on-street parking should be removed to provide space for safer cycling, but, if this parking is retained, then replace the nearest on-road parking spaces with cycle parking.

Albion Boulevard

Protected cycle paths along Albion Way to provide safe and attractive town centre cycle access and improve the public realm and town centre economy.

Additional Evidence:

- See Town Plan

Horsham station railway bridge

There are no good nearby alternatives to using the railway bridge for east-west crossings, and the hostile environment is a significant barrier for cycling.

Additional Evidence:

- Realignment of the railway bridge is in the Horsham town Plan.
- A cycleway across the bridge is in the North Horsham CLC Communities Issues List

North Street

This is a key gateway to the town. Improvements required:

- Segregated cycle paths alongside North Street
- Extend cycle paths to Albion Way
- Cycle bypass of the station roundabout for the left turn into Hurst Rd
- Improve cycle routes from North Street in and out of the station site
- Cycle exemption to the No Entry sign on the bus lane

Hurst Road

Include segregated cycle provision along Hurst Rd as part of any future redevelopment (eg when the fire, police, ambulance, sorting office and youth centre sites are developed).

Guildford Rd Cycle Tracks

Heavy use by Tanbridge students and members of the public overwhelms the current sub-standard cycle path. Lack of priority over side roads leads to some users riding into the road without checking properly for vehicles while others avoid using the paths at all.

- Provide segregated cycle path/s with priority over side roads along Guildford Rd between Farthings Hill roundabout and the town centre.
- Additional improvements between Farthings Hill and Albion Way

Additional Evidence:

- [Item 28](#), resolution by North Horsham CLC meeting of 24th June 2013
- [Joined-Up Cycling](#) (re. parking protected cycle tracks at the Bishopric end of the road)

Other major distributor roads

Segregated cycle paths along other key distributor roads including Harwood Road, Comptons Lane, Redkiln Way

Level 1 cycleway railway station to Wimblehurst Rd

Via rear of Collyers.

Additional Evidence:

- See Town Plan

Wimblehurst Rd/North Heath Lane roundabout

Improve safety for cyclists travelling north from Wimblehurst Rd to North Heath Lane by creating a cycle (bypass) path alongside the narrowed entrance to the roundabout.

Worthing Road in Southwater, south of Hop Oast

This road is already too fast, busy for safe, comfortable cycling. Large scale new development will worsen this significantly. There should be segregated cycle provision alongside the road.

5.2 Connecting communities: on- and off-road routes between towns/villages

Route to provide improved access to Mannings Heath/Monks Gate

Additional Evidence:

- Nuthurst Parish Neighbourhood Plan (February 2015).

Warnham to Horsham cycle route

Additional Evidence:

- Warnham Parish Council plans and documentation

Overcoming severance by major roads

Severance by major roads is a major problem for cycling locally. There are opportunities to provide safe crossing points:

- **Dorking Line railway subway**

Access across A264 and to Warnham station

- **A24 crossing from Warnham to Warnham station**

This is on the North Horsham CLC Communities Issues List

- **A264 pedestrian/cycle crossing at Wimlands Road**

- **Christ's Hospital to Tanbridge cycle route**

Via existing underpass on A24 Comments on DC/13/1412

5.3 Removal of poor quality traffic calming and restrictive barriers which makes cycling less safe or impede access

Examples:

- pinch points on Crawley Road
- aggressive speed humps at exit to Pavilions in the Park

- buildouts on Hills Farm Lane

Additional Evidence:

- Removal of the Crawley Road pinch points is in the North Horsham CLC Communities Issues List

Remove all 'motorcycle' and other restrictive barriers which limit cycle access (especially for those with non-standard cycles) and disabled access (on cycles or using mobility scooters/wheelchairs). Where necessary use a simple bollard, improve sightlines at the junction or enforce to prevent access by prohibited vehicles.

Examples: Southwater paths, Depot Rd/Booth Way, gate on BW3712 between Chesworth farm and Kerves Lane

5.4 Speed Reduction, traffic calming

20mph limits and zones within built up areas

Rural speed limit reductions

Additional Evidence:

- Speed Limit Reduction measures for Hammerpond Road are on the N Horsham CLC Communities Issues List.
- HDCF document: **Safety on Rural Roads -Comments from Horsham and District Cycling Forum (see Appendix 3)** including information about schemes in East Yorks

Cycleways alongside major rural roads

Upgrade footways alongside main roads for cycle use / create cycleways parallel to the road on the far side of the hedgerows.

Additional Evidence:

- See [Matthew Sweeting, Highways England](#)

Access-only for motor vehicles on country lanes

To prevent rat-running and improve cycle safety.

For example: Two Mile Ash, Hole Street between Ashington and Wiston, Kerves Lane (which suffers from dangerously fast and heavy traffic and was the site of a cycle fatality just last year)

Additional Evidence:

- [Kerves Lane fatality](#)
- [Hole Street](#)

5.5 Additional Cycle Parking

- Lynd Cross –as central as possible
- Carfax end of Chart Way
- Piries Place car park –use a few car parking spaces from the ground floor corner of the car park for covered cycle parking
- Covered parking in basement of multi-storey car park for Swan Walk and other town centre workers (encourage cycling and free up car parking space)?

- Market Square
- Springfield Rd opposite Catholic church
- Worthing Rd north of bus station
- In front of main Sainsbury's entrance
- Tesco Broadbridge Heath
- Medwin Walk: despite recent investment, the old stands are tatty and the new ones are of a poor design
- In front of Pavilions, plus better siting of cctv cameras
- Capitol Theatre/cinema, Park North (currently a couple of inconspicuous racks at the front and a couple of racks hidden in the underground car park),
- County Hall North: currently only 2 Sheffield stands hidden round a dark little corner. Add new stands in the covered area next to the front door
- Horsham Hospital: current facilities grossly inadequate
- Outside all doctors' surgeries
- At all children's playgrounds
- At intervals along upgraded Riverside Walk
- Merryfield Drive pond
- Dukes Square car park including Mill River Lodge, Lavinia House and Drill Hall –there are currently no facilities
- Littlehaven Station –increase capacity, covered stands
- Front of Horsham Station
- Horsham Museum
- Front of Roffey Millennium Hall / Fitzalan Rd
- Owlbeech and Leechpool Woods car park
- Schools –many local schools have inconvenient and inadequate cycle parking for pupils, staff and visitors.
- Pubs, churches, workplaces, old people's homes (mainly for staff and visitors), blocks of flats, community halls

5.6 Improved Signage

Better signing of existing cycle routes

Eg the route under the bypass to Robin Hood Lane, Warnham and Broadbridge Heath

Access to Pedlars Way to/from Horsham (eg from Queen St and Denne Rd) and Southwater

Access to the cycle paths around Sainsbury's and the Forum

Comptons Lane to Godwin Way

Appendices

Appendix 1

NPPF requirements for sustainable transport as applied to cycling

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.

NB 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 already been followed.

Appendix 2

Dangerous Crossing, North Parade

The problem:

There are many near misses for cyclists riding past this crossing. Poor design means that many drivers do not read the road ahead well enough and realise too late that there is not enough room to overtake a cyclist at the pinch points. They swerve to the left and pass dangerously close to the cyclist.



The road markings make this problem worse:



- The main running lanes actually widen where the cycle lanes stop -so motorists do not have a cue to slow down.
- Because the cycle lanes stop, some motorists expect cyclists to brake and give way to the cars that are overtaking them
- Motorists tend to expect that any cyclists will be in the cycle lane, and not in the main running lane. When the cycle lane stops, many motorists fail to realise this means that there may now be a cyclist in the main lane.
- The narrow cycle lanes discourage cyclists from taking a safer position further out from the kerb well before the pinch point
- Even small cars routinely encroach on the cycle lanes

- The small island is also unpleasantly cramped for families with small children, buggies, scooters or bikes who use the crossing to reach Horsham Park.
- The island is frequently hit by motorists who have misjudged the situation and swerve or brake to avoid hitting cyclists:
-



The [Horsham Cycling Review 2009](#) recommended replacing the island:

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Crossing of North Parade	2	1. Replace island crossing with single-stage Toucan crossing (with link paths)	2
		2. Replace central island crossing with build-outs (with cycle lane continued) and wide cycle/zebra crossing	2

HDCF
March 2014

Appendix 3

North Horsham CLC Meeting 15th September 2014 Item 7: Safety on Rural Roads -Comments from Horsham and District Cycling Forum

We would be pleased to contribute to the debate on improving safety on rural roads. You can contact us via Ruth Fletcher: fletchers@dsl.pipex.com 01403 258830

Rural Roads need to be made safer for people on bikes:

- In around 2/3 of all collisions it is the motorist, not the cyclist, who is at fault
- But whoever is 'at fault', the cyclist is the one who comes off worst
- Rural roads are three times more deadly than urban ones: although most cycling takes place in urban areas, around **half of deaths occur on rural roads**. In around a third of these cases the motorist simply ran into the back of the cyclist.
- Statistics show that hi-viz and helmets are not the issue and cannot solve the problem
- The key issue is that cars and HGVs are a danger to unprotected riders because they are much faster and heavier.

Even where there is a low number of cyclist KSIs, it does NOT mean a road is safe:

- People are not stupid –if a road is too dangerous to ride along, they try to avoid it and they don't let their kids out on it
- Accident figures appear 'low' but they just show that increasing numbers of our rural roads are so fast and busy that they are essentially 'no go' areas for cycling. Walkers, equestrians and mobility scooter users suffer too
- One dangerous crossing or stretch of road can rule out the whole journey (severance)
- There is huge suppressed demand –people who would like to cycle for utility or leisure, but don't because the roads are too dangerous. We need to design our roads for the people who want to use them, not just for the few brave souls who currently do.

Drivers feel safer but cyclists are not

- Modern roads help motorists drive faster; modern vehicles protect drivers better, but none of this helps someone on a bike if they are hit by a tonne of metal travelling at 60mph
- People will always make mistakes and there will always be bad drivers, we need more than just education and enforcement

What can we do?

Lower speeds limits for single carriageway and minor roads

- Lower speed limits for single carriageway and minor roads
- Speed reduction measures including narrowing the carriageway with reallocation of space for cycle lanes, removal of centre lines, visual gateways etc

Selective permeability

- Experience in other countries shows that selective permeability works: reducing traffic volume by encouraging through traffic to avoid minor roads and use the main roads which are built for higher speeds and traffic flows

Segregated cycle tracks

- Fast, busy roads need high-quality cycle tracks that are separate from the road. As well as being safer for cyclists, it makes the road safer and more pleasant for motorists too.

Safe crossing points

- Where minor roads need to cross fast, busy roads there need to be safe crossing points for cyclists. On the busiest roads grade-separated junctions are best.

Further Information:

Brad Watson and Amanda Jupp have been passed details on the new 40mph rural speed zones in East Yorkshire and encouraging initial monitoring data indicating a reduction in casualties and a strong benefit:cost ratio.

<http://www.rospa.com/roadsafety/adviceandinformation/cycling/facts-figures.aspx>

<http://www.rospa.com/roadsafety/adviceandinformation/driving/speed/inappropriate-speed.aspx>

<http://www.theguardian.com/lifeandstyle/2009/dec/15/cycling-bike-accidents-study>

<http://www.ctc.org.uk/article/campaigns-guide/what-do-we-mean-space-for-cycling>

<http://www.cpre.org.uk/media-centre/latest-news-releases/item/2976-country-roads-could-slow-to-40-mph>

<http://www.cpre.org.uk/what-we-do/transport/local-transport/update/item/2816-making-cycling-a-better-choice>

http://www.ctc.org.uk/sites/default/files/file_public/infrastructure-overview.pdf

<http://aseasyasridingabike.wordpress.com/2014/08/27/time-for-sustainable-safety-on-britains-roads/>

<http://www.roadpeace.org/rdr/speed/>

“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 McLoughlin, 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