

## Summary of Cycling Assessment on Strategic Development Sites in Horsham District

	<b>West of Ifield 10,000</b>	<b>Adversane 1,200</b>	<b>West Grinstead Buck Barn 3,500</b>	<b>East of Billingshurst 1,200</b>	<b>Kingsford 1,300</b>	<b>Mayfield 4,900</b>	<b>West of Billingshurst 1,000</b>	<b>West of Southwater 1,200</b>	<b>Horsham Golf Club 500</b>
<b>1. OVERALL CONTEXT OF PROPENSITY TO ENCOURAGE CYCLING</b>	4 Based on Road scheme. Good potential but no details. Few crossings of the relief road.	2 No clear cycling benefit.	2 Good design principles, based on Garden City, but car dependence and road building is undesirable.	3 Housing only extension to Billingshurst. Potential is there but needs commitment.	2 Based on road scheme. Major barriers to overcome with connections and justification of station.	3/4 Self-contained but with potential within site.	1 Entirely car dependant.	4 Good potential but needs commitment to cycling and details.	3 Small but with potential on- and off-site.
<b>2. OVERALL LOCATION AND DISTANCE TO NEARBY SETTLEMENTS OPPORTUNITY TO CYCLE (distance influences car dependency)</b>	4 Extension to existing Kilnwood Vale and Crawley settlement. 4km to Crawley (direct), 8km to Horsham (direct).	2 Could reach Billingshurst or Pulbough, but needs commitment. 3.8km from centre to Billingshurst station via A29, Pulborough 5.7km.	3 Potential to cycle to Southwater and Cowfold and on to Downs Link. 4.7km to Southwater centre, 10km to Horsham centre.	4 Billingshurst is very close but opportunities are identified but no commitment to build them. Less than 1km to Billingshurst station.	2 Opportunity, but not explored. 4.7km to Southwater centre, 6.7km to Horsham centre, 3.4km to Warnham station.	2 There is scope to improve as 3.9km to Henfield centre, 8km to Burgess Hill.	3 Reasonably close to town, but no new crossing of A29. Railway is on the far side of Billingshurst. 1.8km to Billingshurst station.	4 Extension to Southwater and close to Christs Hospital but A24 is the major cycling barrier to Horsham. 1.3km to Southwater centre, 3.6km to Horsham centre.	3 Cycling distance but needs safe routes. 2.3km to Horsham centre via Worthing Road.
<b>3. DOES THE LOCATION AVOID CAR DEPENDENCY</b>	1 Based on delivery of major relief road. Ribbon development with discontinuous spine road.	2 Requires construction of new A24 junction and railway bridge. Railway but no station.	1 Major road building, roundabout and park/ride.	3 But is proposing extending a link road.	2 New bypass proposed that divides the site. New station may not be justified.	4 No major roads needed unless required by WSCC.	1 Relies entirely on cars. "Roads make the site sustainable".	2	2 Fundamentally relies on cars.

## Summary of Cycling Assessment on Strategic Development Sites in Horsham District

	<b>West of Ifield 10,000</b>	<b>Adversane 1,200</b>	<b>West Grinstead Buck Barn 3,500</b>	<b>East of Billingshurst 1,200</b>	<b>Kingsford 1,300</b>	<b>Mayfield 4,900</b>	<b>West of Billingshurst 1,000</b>	<b>West of Southwater 1,200</b>	<b>Horsham Golf Club 500</b>
<b>4. WALKING, CYCLING AND PUBLIC TRANSPORT TO THE WIDER AREA ARE WELL PLANNED</b>	3 Potential to reach Horsham, Crawley and Gatwick but no details.	2 Potential but not described.	3 Links and benefits for Downs Link, but works opportunities to other settlements need inclusion.	3 Potential but routes need commitment e.g. to station.	3 Potential but for business and employment but not explained.	3 Potential but no infrastructure shown.	2 Only refers to Country Park offering recreational routes.	2 Little mention but there is scope for easy access to surrounding settlements and facilities. Location of footbridge unclear and should be cycle bridge.	3 Indicated, but blockages north and east – and no direct link to Pedlars Way. Cycle link north to Horsham is desirable but unproven. Need commitment to provide a good direct Horsham – Southwater route. Bridge over A24 is good.
<b>5. WALKING, CYCLING AND PUBLIC TRANSPORT TO KEY DESTINATIONS WITHIN SITE ARE WELL PLANNED</b>	3 A ribbon development with no obvious centre, but potential for routes. Railway line is a barrier that divides site.	2 Railway is major severance with only one crossing. Residents might be employed on site.	4 Garden design principles show good links within the site.	2 No evidence although potential. Shared use paths indicated on primary routes.	2 Built-in severance across site.	4 Good potential as self-contained site.	1 None shown. Potential is reasonable.	No mention.	Small site with no details of cycle routes.
<b>6. CYCLE DESIGN &amp; LAYOUT</b>	Potential but no details.	No mention.	Principles indicated.				No mention.	No mention.	None shown.

## Summary of Cycling Assessment on Strategic Development Sites in Horsham District

	<b>West of Ifield 10,000</b>	<b>Adversane 1,200</b>	<b>West Grinstead Buck Barn 3,500</b>	<b>East of Billingshurst 1,200</b>	<b>Kingsford 1,300</b>	<b>Mayfield 4,900</b>	<b>West of Billingshurst 1,000</b>	<b>West of Southwater 1,200</b>	<b>Horsham Golf Club 500</b>
<b>7. LOCAL FACILITIES AND EMPLOYMENT</b>	Routes to location are possible, but none shown. No indication of employment site.	Major employment planned on the site, but no cycling commitment for access.	No employment so residents need transport out of site implying cars.	None provided because close to town.	Yes and connection potential.		Quadrant are identified but appear to be outside site. No cycle access.	Implied, but no detail.	Will need good cycle facilities, none shown.
<b>8. CYCLE ROUTES</b>	Potential but no details.	None shown.	Good opportunities shown.	Opportunities but avoid shared paths.	None shown.	None shown.	None shown.	None shown.	Only cycle byway shown, needs development across site.
<b>9. CYCLE PARKING</b>	Potential but no details.	None shown.	None shown.	Oversized garages shown.	None shown.	None shown.	None shown.	None shown.	None shown.

Key:

- 1 - Very poor
- 2 - Fairly poor
- 3 - Mediocre
- 4 - Fairly good
- 5 - Very good

Note that size of the community will be a major factor in the degree to which the site itself can realistically be considered self-contained (both eventually and during the period it is being built out) because shops, schools etc. often only come quite late in the process.

Horsham District Cycling Forum  
November 2019