

## Government Cycle Scheme Correspondence

**Email from District Councillor Ruth Fletcher**

**Dated 22<sup>nd</sup> May 2020**

Dear Sarah,

Thank you very much for your email. The A281 to Monks Gate is certainly a very unpleasant and unacceptably dangerous road to cycle on!

I was involved in the earlier discussions between the parish (Val Court) and the cycle forum. As a result of that work with the parish, this route is now in the [WSCC Walking and Cycling Strategy](#) as one of the strategy's inter-community utility routes (Appendix 1, page 30, Scheme ID 136). These are ranked according to their Sustrans 'RATE tool' scoring; as you can see, it is one of the higher scoring routes. Unfortunately, that does not mean there is any money or programme to build it.

My understanding is that WSCC has already asked HDC for a top 10 list of COVID walking and cycling schemes for the District, but I am not aware of any formal process for parishes and others to give their input.

My suggestion is that you contact your local WSCC and District councillors and make your case.

WSCC officers are working on assessing the various proposals which have been submitted to them. These include 'top 10' proposals which were sent in by each of the various forums who make up the West Sussex Cycle Forum, including the Horsham forum. I am attaching this Horsham list for your information. I'm afraid that it does not currently include the A281 to Monk's Gate as it focussed on interventions which are likely to have highest potential usage, be quicker or cheaper to implement, or mitigate loss of bus capacity on key routes. Despite this, the government is clear that councils are being asked to deliver more than temporary quick fixes: it is telling them to make long-lasting and transformative change -which this route would be.

I am told that WSCC Cabinet had a briefing earlier this week and will be taking a decision (although not necessarily a final decision on specific routes) at Cabinet on 26 May. It remains to be seen how quickly WSCC will act, what resource they are willing to put into this and how many schemes will actually materialise.

Other potential ways that could help a much-needed A281 scheme come about include:

- developer contributions (s106 and CIL): being in the neighbourhood plan helps here. You can also make the case via the planning process, your local District councillors and the cycle forum when new developments are proposed
- WSCC Cycling and Walking strategy funded schemes. There is an internal scoring process for smaller schemes through the LTIP process, likely to be at least partly funded by developer contributions. Larger schemes (and a full cycle facility along this road would be 'larger') would be under other processes Eg STIP and are likely to involve external funding bids. As far as I know, there are no immediate plans to deliver this scheme by this route. I think the appropriate contact here would be your local WSCC councillor.

- The Horsham LCWIP (Local Cycling and Walking Infrastructure Plan) is currently in draft and due out for stakeholder consultation shortly - a chance to make your case for this route to be included/prioritised.
- The new Horsham Local plan. Although the current public consultation has closed, helpful further amendment on the draft policies (eg on active travel) may be possible, especially if supported by your councillor.

The cycle forum will also appreciate being kept updated so it can continue to effectively support the community.

I am copying this to Cllr Bradnum as the local councillor for your area.

Best wishes

Ruth

Cllr Ruth Fletcher

## **Horsham – top ten emergency Covid-19 measures for walking and cycling**

**1. Albion Way** – *key town centre “backbone” route that opens up access to major supermarkets and town centre shops*

Cone off one lane in each direction from Sainsbury’s and Waitrose to East Street, also allow two-way cycle access in the Carfax to further open up the town centre economy.

**2. Horsham to Crawley cycle route** – *key worker corridor for Manor Royal etc, crucial for dealing with reduced capacity on buses, already included in the LCWIP*

Use cones or light segregation (wands/bolt-down kerbs) to create a segregated cycle track from Moorhead roundabout to Cheals roundabout. In addition, bring forward completion of the Missing Link in the off-road Horsham-Crawley cycle route, which has already been agreed in principle.

**3. North Street (pinch points for pedestrians and cyclists)** – *key walking and cycling corridor from the north of the town to the station and town centre*

Use cones/temporary barriers to provide a pop-up lane for pedestrians and cyclists over the railway bridge from Nightingale Road to Foundry Lane. This conveniently coincides with the current road closure.

**4. Queen Street (narrow pavements under the railway bridge)** – *key walking route to the town centre*

Widen the narrow pavements under the iron bridge (shuttle-working for general traffic).

**5. New Street area** – *Low Traffic Neighbourhood, enabling pupils to walk and cycle safely to schools (Millais, Forest, QE2 and Heron Way), (mitigates reduced bus capacity). Already under consideration by WSCC, as are cycle lanes on Comptons Lane*

Area bordered by Harwood Road, Comptons Lane, Brighton Road and North Street. Use bollards and/or planters to stop cars rat-running and open up streets for people.

**6. Kings Road** – *key worker corridor from Roffey to the town centre, Kingslea School*

Close to through traffic from Foundry Lane to Rusper Road (all motor traffic except buses and for access), easy and cost-effective to implement.

**7. Blackbridge Lane** – *low traffic “school street” for Arunside and St John’s Schools (Arunside currently providing for key workers’ children)*

Create a filtered permeability “school street” from Hills Farm to Guildford Road, can be operational either at start and end of school day or full-time, easy and cost-effective to implement.

**8. Roffey parade** – *space for social distancing on pavement outside busy shops*

Cone-off vehicle parking on shop side, easy to implement.

**9. Worthing Road** – *Southwater to Horsham key corridor, high benefit, strong public support, enables Tanbridge, Millais and Forest pupils to cycle to school (mitigates reduced capacity on major bus route)*

Close Worthing Road to through traffic from the Hop Oast roundabout to Blackbridge Lane, creating a single lane bus route with a two-way cycle lane. From Hop Oast cycle route to Southwater continues via existing PROW and Southwater Street.

**10.** Implement 20mph speed limits on key cycling routes and residential streets, for example in Steyning, matching the existing village wide 20mph limits in Bramber and Upper Beeding.

In addition to all of the above there are simple and easy measures which can be done at the same time, such as removing barriers across cycle paths, removing guard rails on footways (both of which allow space for social distancing and prevent transmission from contaminated surfaces) as well as replacing on-street car parking bays with cycle parking, which is especially important for the many new cyclists who may not have space to store their bikes at home.

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**From:** Sarah Hall <[clerk@nuthurst-pc.co.uk](mailto:clerk@nuthurst-pc.co.uk)>

**Sent:** Thursday, May 21, 2020 4:54 pm

**To:** Ruth.Fletcher

**Cc:** Sarah Hall

**Subject:** Government Cycle Scheme - Monks Gate to Horsham

Dear Ruth Fletcher

The Government recently announced a £2 billion package for cycling and walking and this included a £250 million emergency fund. This is to assist County and District Councils to provide, at very short notice, emergency work for widening footpaths and providing cycle paths.

I am of the understanding that West Sussex County Council will be asking District Councils to propose schemes and Nuthurst Parish Council would like the construction of a cycle path, along the A281, from Monks Gate to Horsham to be considered. This proposal was included in the Nuthurst Neighbourhood Plan in 2015 and since this date the scheme has not progressed due to lack of funds.

Please could you advise the procedure the Parish Council will need to follow for this scheme to be considered for funding.

Kind regards  
Sarah Hall

Sarah Hall  
Clerk to Nuthurst Parish Council  
Tel, 07584 308 408

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**Email from County Councillor Nigel Jupp**  
**Dated 21<sup>st</sup> May 2020**

Hi Sarah,

Please see the press statement below regarding the gathering of suggestions for facilitating safe space for cycling and walking which I thought may be of interest to parish Councillors.

The proposal is that WSCC will liaise with the District Councils on this exercise and HDC's contributions will be valued just as those from Parish Councils.

As regards the Parish Council's suggestion for improvements to the pathway between Mannings Heath and Horsham I wondered if there is any guide as to its current usage based on previous research?

Regards, Nigel

Nigel Jupp  
Member for Southwater & Nuthurst  
Cabinet Member for Education & Skills  
[West Sussex County Council](#) County Hall, Chichester, West Sussex. PO19 1QT



## news release

PR 14894

For Immediate Release

21 May 2020

### **Helping to facilitate safe space for cycling and walking in West Sussex**

Plans to boost cycling and walking provision in West Sussex, to help people socially distance more easily during the COVID-19 pandemic, are being developed by West Sussex County Council.

It follows the recent announcement that the Government has made £250 million available nationally to help make safe space for walking and cycling. It is not yet clear how much of that funding will be allocated to West Sussex.

Cabinet Member for Highways and Infrastructure, Roger Elkins, said: “We are working closely with our district and borough council partners, particularly in respect of town centres and high streets. Officers are currently pulling together a list of potential projects from our existing plans, such as the West Sussex Walking and Cycling Strategy, and suggestions we have been receiving from local organisations.

“We have a number of potential temporary schemes across the county – the next step is to prioritise those projects ready for when we have confirmation on the level of funding from Government.”

Creating safe cycling provision is very much part of the County Council’s existing transport plans – it has a target to increase the amount of permanent ‘cyclable infrastructure’ delivered by 15% each year between 2018/19 and 2021/22. In both 2018/19 and 2019/20 the target has been exceeded. The four-year target is 28.71km, and after two years 22.08km has already been installed.

Current and recent schemes include:

- A 1km-long shared cycleway and walkway built along the south side of Stane Street, Westhampnett
- A 1.2km-long shared cycleway and footway in Ifield Avenue, Crawley, constructed

along the north-east side from Ifield Drive junction to the rugby club entrance

- Improvement works to five sections of the Downs Link to provide a new, unbound surface allowing easier access for walkers, cyclists and horse riders all year round
- A new 3km cycle route linking Pagham Nature Reserve with Medmerry Nature Reserve

Over the past 18 months, the County Council has also been developing Local Cycling and Walking Infrastructure Plans with the South Downs National Park Authority and other partners.

Roger added: “We understand that people are keen to see improvements made where necessary to our travel network to help ensure people’s safety when they are out and about as lockdown restrictions ease. We are already drawing up plans with partners to identify priorities for works to take place and once we have confirmation from Government on how much funding we will receive to facilitate those projects, we will be able to get those works underway.

“In the meantime, I would ask residents to make sure they continue to follow government guidance on lockdown and restrictions.”

Once the County Council has received confirmation of the funding it will receive, further announcements will be made on where works will take place across the county.

**Ends**