

ACCESSIBILITY AUDIT

PROPOSED DEVELOPMENT AT MERCER ROAD, HORSHAM.

AUGUST 2025

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1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Riverdale Developments Ltd in relation to their proposed residential development on land north and south of Mercer Road, Horsham, West Sussex.
- 1.2 On behalf of the Applicant, Connect has engaged with the Local Highway Authority, West Sussex County Council (WSCC).
- 1.3 WSCC has requested an Accessibility Audit to identify key day-to-day facilities (including public transport facilities) within walking and cycling distance of the site, including a review of the routes to them, and to identify any shortfalls along the routes and opportunities for improvement for non-motorised users.
- 1.4 This Accessibility Audit has been undertaken in response to this requirement of WSCC.

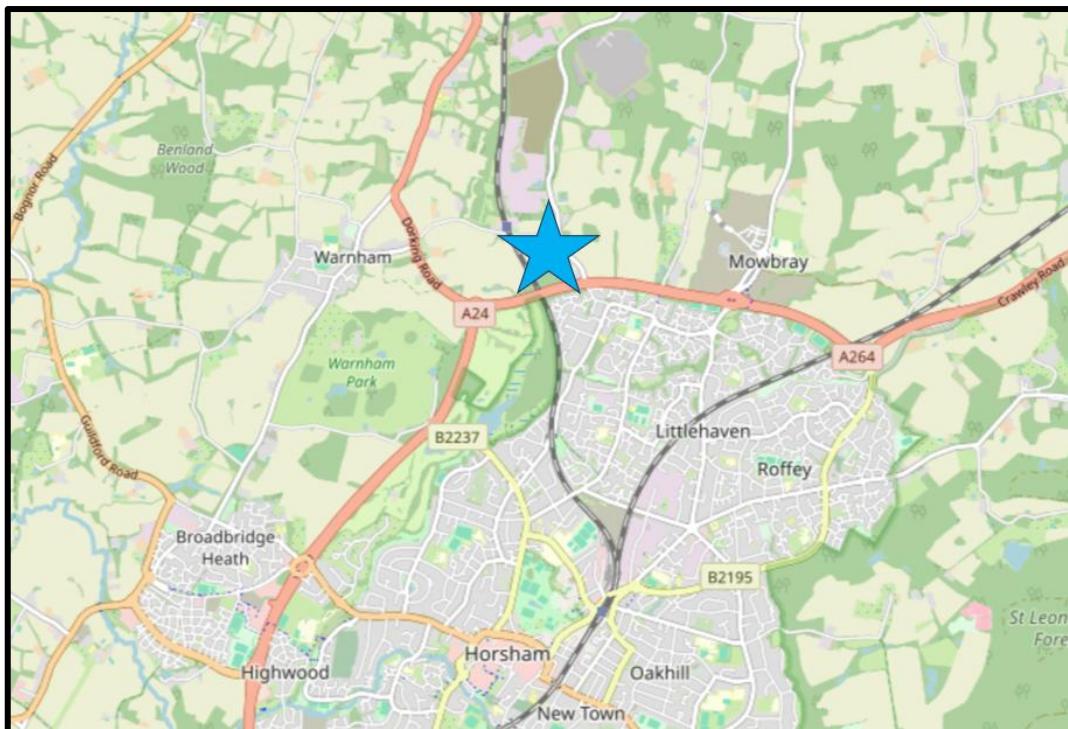
2.0 Development Proposals

- 2.1 The proposals include the following:-
 - 304 residential dwellings
 - Local Centre convenience store

3.0 Site Location

- 3.1 The proposal site (herein referred to as 'the Site') is located on a parcel of land on the northern side of the town of Horsham, West Sussex. The Site is currently occupied by undeveloped agricultural land.
- 3.2 The Site is located adjacent to a consented strategic urban extension development, known as the 'Land North of Horsham Development'.
- 3.3 The Site is bound to the north by the Warnham Brickworks, to the east by Langhurst Wood Road, to the south by the A264 and to the west by a railway line.
- 3.4 The location of the Site is shown at Figure 3.1 below.

Figure 3.1 – Site Location Plan



Source: OpenStreetMap.org. N.B. Site location indicated by blue star.

- 3.5 The Site is located on the northern edge of Horsham, with a small number of residential dwellings in close proximity.
- 3.6 Figure 3.2 below identifies the context of the Site in relation to the local area.

Figure 3.2 – Site in its Local Context



Source: Google Earth. The Site is indicated by the red boundary and the Land of North Horsham Development is indicated by the orange boundary.

4.0 Study Area

- 4.1 The requirement from WSCC is to identify the key local facilities within walking and cycling distance to the site, including public transport facilities.
- 4.2 The extent of the accessibility audit study area is informed by the locations of the key local trip generators, including local facilities and amenities, and residential and employment areas.

Local Facilities and Amenities

- 4.3 The Horsham area provides a range of facilities and amenities within walking distance of the Site. Table 4.1 lists a number of key local destinations along with their approximate walk distance from the Site.

Table 4.1 – Local Facilities Summary

Destination	Walk distance from the Site	Type
Warnham Train Station	Adjacent to the proposal site	Transport
Warnham Brickworks	Adjacent to the proposal site	Employment
Horsham Bowling Club	800m	Leisure
Holbrook Primary School	1.1km	Education
The Sussex Oak Pub	1.5km	Leisure
St Mark's Church	1.5km	Leisure
The Holbrook Club	1.6km	Leisure
Holbrook Surgery and The Bartholomew Clinic	1.8km	Healthcare
North Heath Lane Industrial Estate	1.8km	Employment
Shelley's Budgens and Sub Post Office	1.8km	Retail
Bohunc Horsham	2km	Education

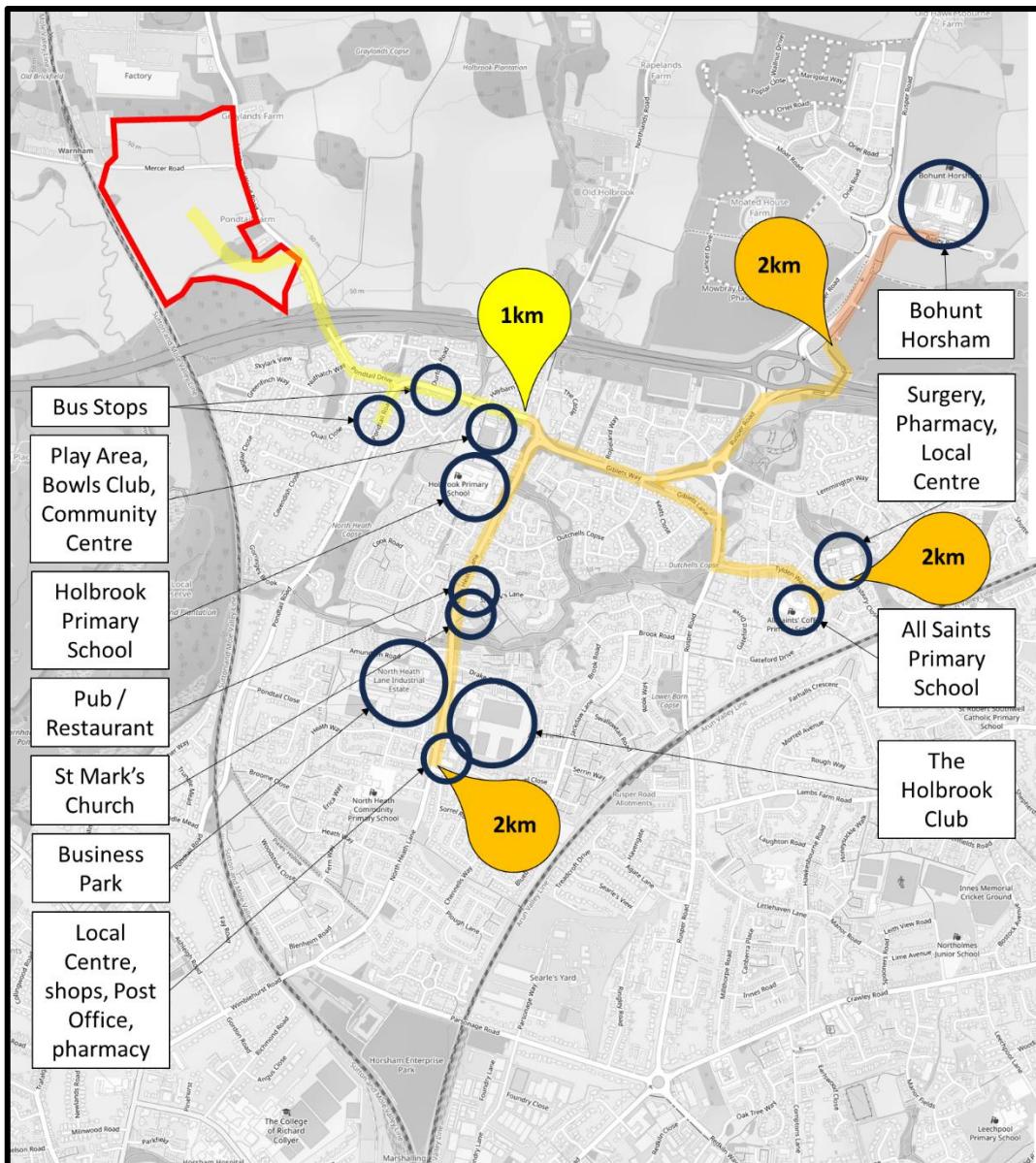
Public Transport

- 4.4 The nearest bus stop to the Site is the 'Quarterbrass Farm Road' bus stop, located on Pondtail Road. The bus stop is c.565m walking distance from the Site. The bus stop is indicated by a flag-and-pole and benefits from timetable information.
- 4.5 Further bus stops (known as the 'Holbrook Corner' bus stops) are located on North Heath Lane, c.915m walk distance from the site. The southbound bus stop is indicated by a flag-and-pole and benefits from timetable information.
- 4.6 Additional bus stops are provided on North Heath Lane adjacent and opposite to St Mark's Lane, which are c.1.1km walk distance from the Site. Both bus stops are indicated by a flag-and-pole and benefit from timetable information.

Accessibility Audit Study Area

- 4.7 On the basis of the key local trip generators described above, the study area is shown at Figure 4.1 below. The distance markers show the approximate distance from the centre of the Site, following the routes identified on the plan.

Figure 4.1 – Study Area

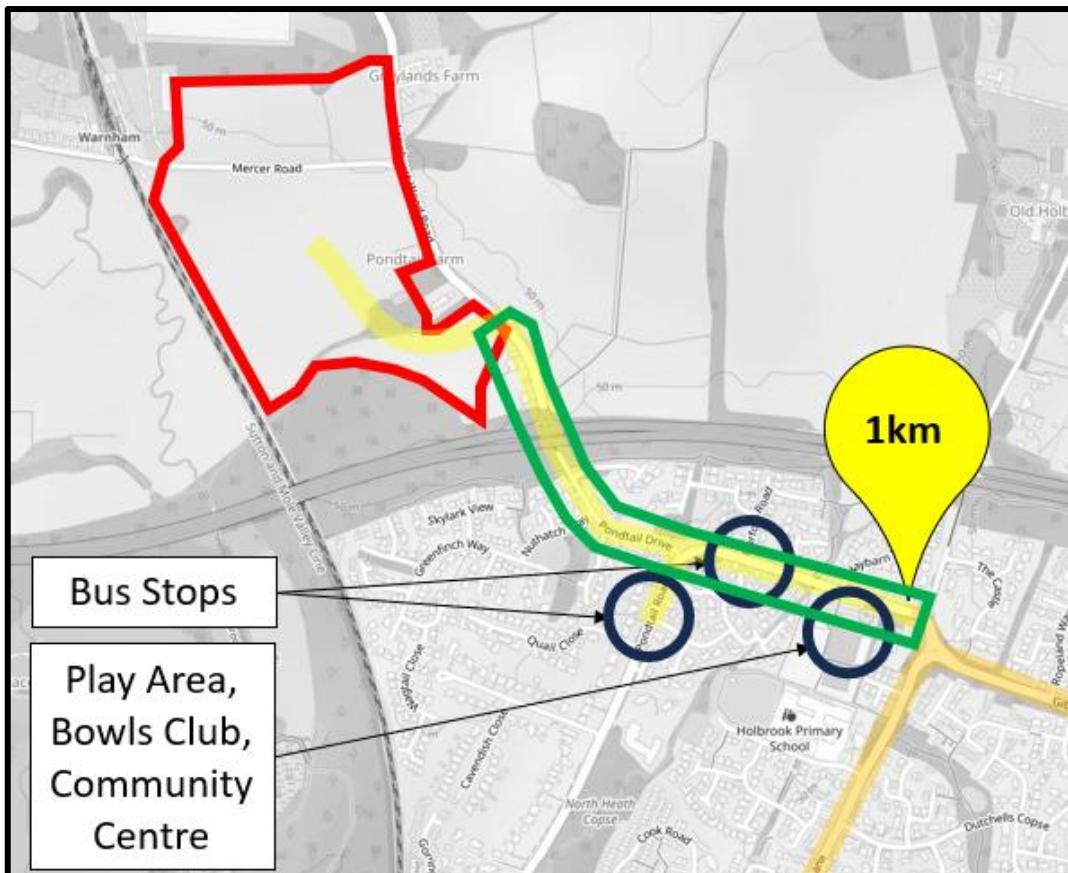


Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

5.0 Site Visit

5.1 A site visit was undertaken on Thursday 24th July 2025 between 10:45 and 12:45. During the site visit the weather conditions were fine, dry, and warm. The traffic conditions were as expected for the time and location.

6.0 Route to Bus Stops and Holbrook Tythe Barn Community Facilities



Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

- 6.1 The proposed development includes on-site pedestrian facilities and a pedestrian route through the Site's eastern boundary to a proposed new footway along the western side of Langhurst Wood Road between the Site and the A264.
- 6.2 A proposed new signal-controlled junction will provide a signal-controlled pedestrian and cycle crossing over the A264.
- 6.3 On the south side of the A264 the footway passes through vegetation via a set of guard rails.

Photo facing south from the A264.



IMG_2267

6.4 The route through the vegetation is clear and level, with a dropped-kerb access to the northernmost end of Pondtail Drive. There is streetlighting present, although partly obscured by vegetation.

Photo facing south from guard railings towards Pondtail Drive.



IMG_2268

6.5 The northernmost end of Pondtail Drive is closed to vehicular traffic. There is streetlighting present, although partly obscured by vegetation.

Photo facing south along Pondtail Drive.



IMG_2269

6.6 Bollards prevent vehicular traffic passing north of the junction of Pondtail Drive / Westons Close.

Photo facing south along Pondtail Drive.



IMG_2270

6.7 A dropped kerb at the junction of Pondtail Drive / Westons Close allows access to the footway on the eastern side of Pondtail Drive.

Photo facing east towards Westons Close.



IMG_2271

6.8 Overhanging vegetation obstructs the footway on the eastern side of Pondtail Drive adjacent to Westons Close. The footway is street-lit.

Photo facing south along Pondtail Drive.



IMG_2272

6.9 The remainder of the route along Pondtail Drive is possible via existing footways on both sides of the road, of c.2m width with street lighting.

Photo facing east along Pondtail Drive towards roundabout junction with Pondtail Road.



IMG_2274

6.10 At the roundabout junction of Pondtail Drive and Pondtail Road, crossings with tactile kerbs are present across Pondtail Drive and Pondtail Road south, with refuge island present in the centre of Pondtail Road south. The footway on the west side of Pondtail Road continues south to the bus stop 'North Heath, opp Quarterbrass Farm Road'.

Photo facing south along Pondtail Road from the roundabout junction with Pondtail Road.



IMG_2334

6.11 East of the roundabout junction of Pondtail Drive and Pondtail Road, on the north side of Pondtail Road, immediately west of the junction with Durfold Road, the footway is separated from the road by a strip of vegetation extending c.45m

Photo facing east along Pondtail Drive towards Durfold Road.



IMG_2275

6.12 There are dropped-kerbs providing a crossing east/west over Durfold Road, but no tactile paving is present.

Photo facing west along Pondtail Drive across Durfold Road.



IMG_2281

6.13 The eastbound bus stop pole and sign at Durfold Road are obscured by vegetation (in July).

Photo facing east along Pondtail Drive at Durfold Road bus stop.



IMG_2282

6.14 Tactile paving is present at the crossing over Bakehouse Barn Close, but the two sides are not aligned

Photo facing east along Pondtail Drive across Bakehouse Barn Close.



IMG_2283

6.15 No tactile paving is present at the crossing over Haybarn Drive.

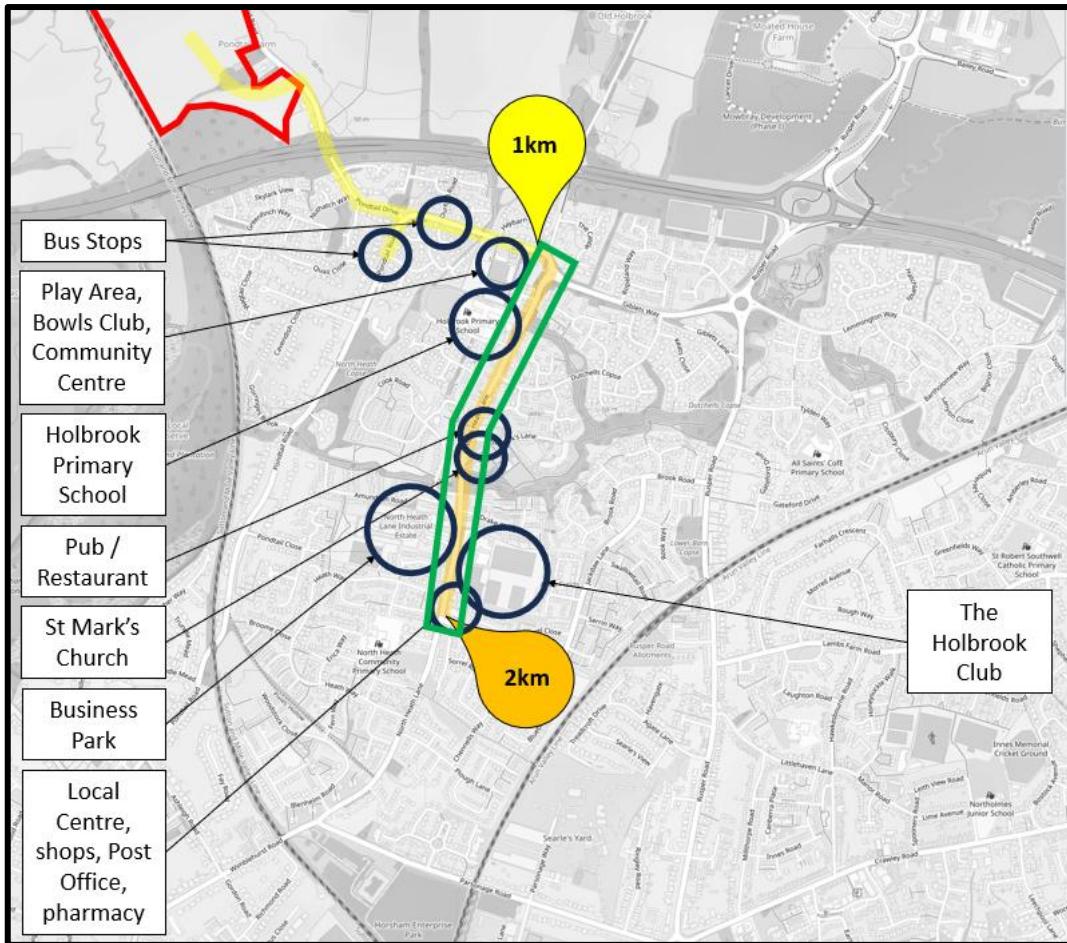
Dropped kerbs and tactile paving are present at the crossing over Pondtail Road adjacent to the Holbrook Tythe Barn Community Facilities.

Photo facing east along Pondtail Drive across Haybarn Drive.



IMG_2284a

7.0 Pedestrian Route to Local Centre Facilities on North Heath Lane



Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

- 7.1 The northwestern part of this route is the same as the route to the Holbrook Tythe Barn community facilities described in section 6.0.
- 7.2 From the Holbrook Tythe Barn community facilities the footway continues eastwards on the south side of Pondtail Road and around the western side of the roundabout junction of Pondtail Road / Giblets Way / North Heath Lane.

7.3 The footway continues southwards along the eastern side of North Heath Lane with street lighting. A footway is also present on the eastern side of the road.

Photo facing south along North Heath Lane.



IMG_2308

7.4 Tactile paving is present at the crossing over the entrance to Fivens Place.

Photo facing north.



IMG_2309

7.5 A pedestrian crossing with central refuge island and lighting is present across North Heath Lane located c.40m north of the junction with Holbrook School Lane.

Photo facing south along North Heath Lane.



IMG_2310

7.6 Holbrook Primary School is accessed from Holbrook School Lane where there are pedestrian footways, street lighting, and crossing points present.

Photo facing north at the junction of Holbrook School Lane with North Heath Lane.



IMG_2311

7.7 The footways continue south along both sides of North Heath Lane, with street lighting present.

Photo facing south along North Heath Lane.



IMG_2312

7.8 The Sussex Barn pub/restaurant and St Mark's Church are on the east side of North Heath Lane, both accessible via the footway on the east side of the road.

Photo facing northeast from North Heath Lane.



IMG_2313

7.9 The footways continue south along North Heath Lane with street lighting.

Photo facing south along North Heath Lane.



IMG_2314

7.10 North Heath Lane Business Park is accessed from North Heath Estate Drive on the western side of North Heath Lane, where footways, lighting, and crossings are present.

Photo facing north across North Heath Estate Drive entrance.



IMG_2316

7.11 A pedestrian crossing with central refuge island and lighting is present across North Heath Lane c.25m south of the junction with North Heath Estate Drive and c.30m north of The Holbrook Club.

Photo facing southeast across North Heath Lane towards The Holbrook Club.



IMG_2317

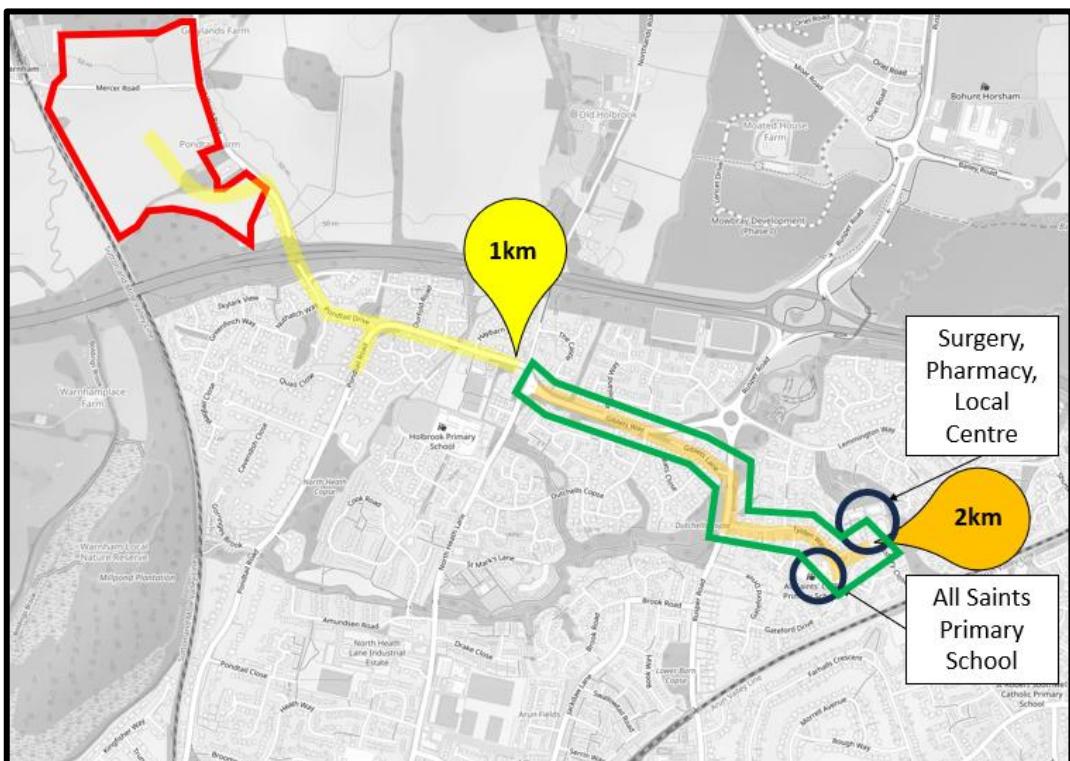
7.12 The local centre shops and facilities are located on the east side of North Heath Lane accessible from the footway on the east side of the road, and by a signal-controlled pedestrian crossing over North Heath Lane.

Photo facing southeast across North Heath Lane towards the local centre shops.



IMG_2318a

8.0 Pedestrian Route to All Saints Primary School, Holbrook Surgery, and Local Centre



Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

8.1 The northwestern part of this route is the same as the route to the Holbrook Tythe Barn community facilities described in section 6.0.

8.2 From the Holbrook Tythe Barn community facilities, the footway continues eastwards on the north side of Pondtail Road and around the northern side of the roundabout junction of Pondtail Road / Giblets Way / North Heath Lane.

8.3 Tactile paving is present at the crossing over Northlands Road, but the two sides are not aligned

Photo facing east across Northlands Road.



IMG_2285

8.4 Crossing facilities with lighting, tactile paving, and guard railing are present across the Giblets Way arm of the roundabout junction of Pondtail Road / Giblets Way / North Heath Lane.

Photo facing east on Giblets Way.



IMG_2286

8.5 Overhanging vegetation presents an obstruction over the footway on the north side of Giblets Way

Photo facing east on Giblets Way.



IMG_2287

8.6 Crossing facilities are present over Giblets Way both to the east and west sides of the junction with Ropeland Way.

Photo facing east on Giblets Way.



IMG_2288

8.7 Immediately east of the junction with Ropeland Way the footway leading to the crossing point is obstructed by overgrown vegetation.

Photo facing east on Giblets Way.



IMG_2289

8.8 The pedestrian route continues along the footway on the southern side of Giblets Way and crosses Dutchells Copse. Dropped kerbs are present with no tactile paving.

Photo facing west along Giblets Way across the entrance to Dutchells Copse.



IMG_2291

8.9 The pedestrian route continues via a lit footway leading from Dutchells Copse to Giblets Lane.

Photo facing west along footway between Giblets Lane and Dutchells Copse.



IMG_2306

8.10 The pedestrian route continues along Giblets Lane. No footway is present on Giblets Lane until the southeastern end where it connects to Rusper Road.

Photo facing northwest along Giblets Lane from Rusper Road.



IMG_2304

8.11 From Giblets Lane, footways continue south on both sides of Rusper Road. Lighting is present but there are no crossing facilities over Rusper Road between Giblets Lane and Tylden Way.

Photo facing north along Rusper Road towards Giblets Lane.



IMG_2299

8.12 Footways with lighting continue eastwards along both sides Tylden Way.

Photo facing east along Tylden Way.



IMG_2301

8.13 At the junction of Tylden Way with Bartholomew Way there is a crossing point over Bartholomew Way with dropped kerbs but no tactile paving. A crossing is present over Tylden Way with dropped kerbs and tactile paving located immediately east of Bartholomew Way adjacent to the entrance to All Sains Primary School.

Photo facing southeast along Tylden Way across the entrance to Bartholomew Way.



IMG_2302

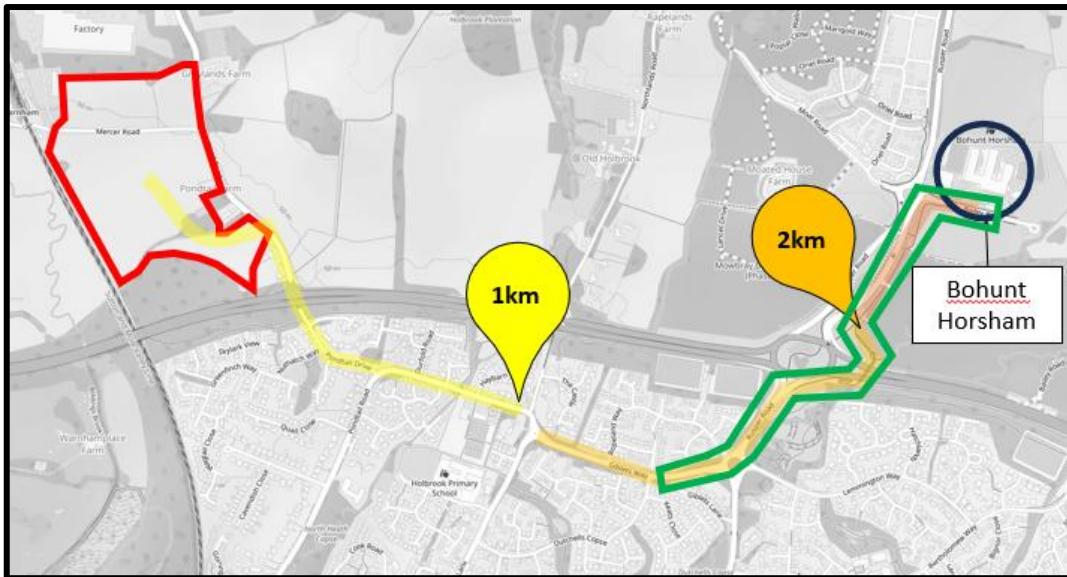
8.14 Footways continue along both sides of Bartholomew Way. On the northern side, the footway leads into the local centre and Holbrook Surgery site.

Photo facing east along Bartholomew Way across the entrance to the local centre.



IMG_2303

9.0 Pedestrian Route to Bohunt Horsham



Source: OpenStreetMap.org N.B. the approximate proposal site boundary is denoted by a red line.

- 9.1 The northwestern part of this route is the same as the route described in section 6.0 and in paragraphs 8.3 to 8.8 inclusive.
- 9.2 The pedestrian route on the southern side of Giblets Way crosses Dutchells Copse and continues east along the southern side of Giblets Way towards the roundabout junction with Rusper Road.

Photo facing east along Giblets Way across Dutchells Copse.



IMG_2291

9.3 At the roundabout junction of Giblets Way / Rusper Road / Meadow Farm Lane / Lemmington Way, there are crossing facilities over Giblets Way, providing lighting, dropped kerbs and tactile paving.

Photo facing north across Giblets Way.



IMG_2293

9.4 The footway continues around the western side of the roundabout junction of Giblets Way / Rusper Road / Meadow Farm Lane / Lemmington Way. The pedestrian route crosses Meadow Farm Lane however there is no crossing facility present adjacent to the junction.

Photo facing south across Meadow Farm Lane.



IMG_2294

9.5 Crossing facilities with lighting and tactile paving are present across Rusper Road north of the roundabout, leading to a shared footway/cycleway on the eastern side of Rusper Road.

Photo facing east across Rusper Road north of the roundabout.



IMG_2295

9.6 A shared footway/cycleway extends north from the roundabout along the eastern side of Rusper Road.

Photo facing north along Rusper Road.



IMG_2296

9.7 The shared footway/cycleway continues north along the eastern side of Rusper Road to a bridge over the A264 and continues north to Bohunt Horsham via recently constructed infrastructure as part of the Mowbray development.

10.0 Access By Cycling

10.1 Cyclists, including adults and children, were observed using the road network during the site visit.

10.2 The routes south of the A264 which form part of this audit are lightly trafficked urban residential streets with a speed limit of 30mph, and are considered to be conducive to cycling.

10.3 A shared footway/cycleway is present between the roundabout junction of Giblets Way / Rusper Road / Meadow Farm Lane / Lemmington Way and the Mowbray development including Bohunt Horsham school.

10.4 On-road cycle facilities are present on Tylden Way and Bartholomew Way (part of the route to the Holbrook Surgery / local centre and All Saints Primary School), although the markings are showing signs of wear.

10.5 Cycle route 228 extends south along Rusper Road providing a route to Littlehaven train station and into the centre of Horsham where additional cycle routes and facilities are available.

10.6 Alternatively, a more direct cycling route from the Site to Horsham centre is via Pondtail Road south to the B2237 North Parade, the southern part of which is dedicated as a cycle route and which connects to other dedicated cycle routes within the town.

10.7 As such, the roads within the study area can offer the opportunity to cycle from the Site to key local facilities/amenities and trip destinations.

11.0 Review of Proposed Development

- 11.1 The proposed development includes on-site pedestrian facilities and a pedestrian route through the Site's eastern boundary to a proposed new footway along the western side of Langhurst Wood Road between the Site and the A264.
- 11.2 A proposed new signal-controlled junction will provide a signal-controlled pedestrian and cycle crossing over the A264.
- 11.3 Given that the roads within the northern parts of Horsham are conducive to cycling and that the site is within cycling distance of a range of amenities and employment centres, it is entirely feasible that future residents will take the opportunity to make journeys by bike from the site.
- 11.4 There are good pedestrian facilities providing routes between the site and the key local facilities/amenities and trip destinations.
- 11.5 The proposals include providing off-site infrastructure improvements and site access points for pedestrians and cyclists, which will encourage walking and cycling to the site.
- 11.6 Therefore, the proposals, coupled with the existing pedestrian and cycle infrastructure across Horsham, are considered sufficient for allowing good connectivity between the site and key local facilities/amenities and trip destinations.