

screens, and a stepped subway. The subway is prone to flooding after heavy rain fall. Most passengers catch trains from the ‘up’ platform and alight from trains on the down side. Observations show that most users will use the crossing rather than the station subway to cross the railway.


The station approach roads have no parking restrictions other than signs asking people not to park in front of the RRV access point on the downside. This results in motorists parking in front of the crossing approach. This can limit sighting of the red/green crossing lights. The roads are lightly used by vehicles owing to the railway severing access, so this road has become popular with cyclists especially at weekends.

A census was undertaken under normal conditions in May 2023, over a nine-day period. This determined that there was a total of 682 crossings made during the period an on average day yielded 51 pedal/motor cyclists and 25 pedestrian using the crossing. The high number of cyclists represent a significant number of vulnerable users. It is Network Rail’s view that, based on average household size, a similar number of users could be derived from the new development resulting in a near doubling of the use of the crossing. It would also be expected that additional vulnerable users such as children would be living close to the crossing within the new development and likely interact with the level crossing. It is evident that the proposed development does not consider the impact of pedestrians access on the level crossing from the development and is dependant on a number of routes provided by the nearby north of Horsham development which, whilst consented via an outline, much of which has not yet been built out.

Network Rail’s preference would be to provide an alternative means of crossing the railway and to close the crossing to public users. Whilst the subway provides access under the railway, this is not step free and is not often used as well as being prone to flooding.

We would welcome the opportunity to further discuss this and any mitigation that may be considered suitable.

Best Regards,
[Redacted Signature]



Craig Hatton MA MRTPI
Senior Town Planner
Network Rail Property (Southern)
Office Address: 1 Puddle Dock, London, EC4V 3DS
E: [Redacted]
M: [Redacted]

My office days are: Monday, Tuesday and Thursdays

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