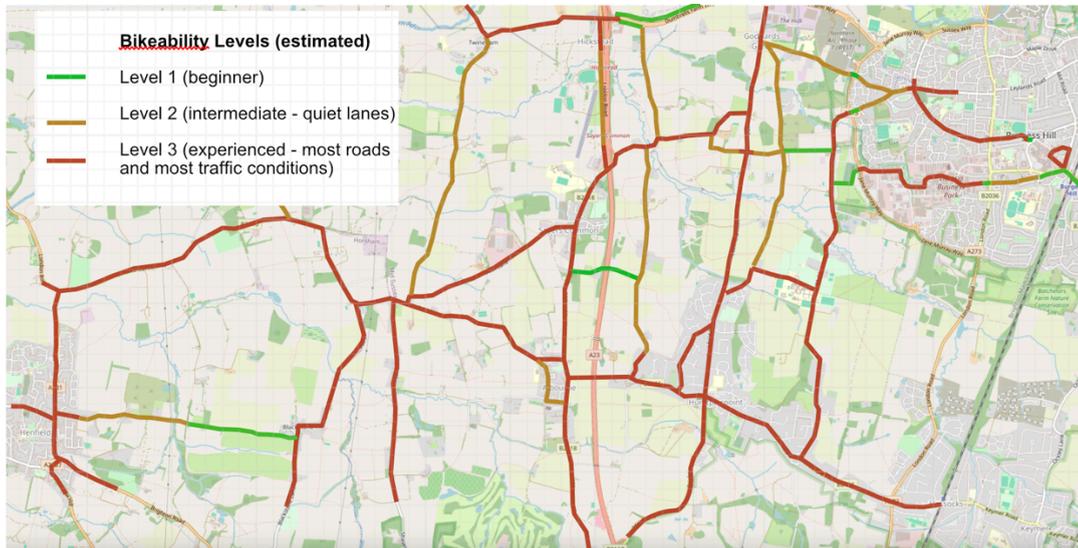


WILD Hearing Statement

Matter 5 Appendix B

Bikeability thresholds for DPSC3 road network



Costs of cycle routes out of DPSC3

As part of this study, we also provided a high-level strategic assessment of the cost of providing the active travel infrastructure necessary to help deliver the assumed 14% reduction in car travel for trips of 1-3km and 10% reduction over 3-5km. This requires quite a comprehensive network on which traffic levels need to be managed to make them acceptable for cyclists whose skills and confidence match Level 2 Bikeability training.

A comprehensive network of safe, inviting routes would include (contributions towards) the following links:

Route 1

- DPSC3 to Henfield and Burgess Hill Station (the section between DPSC3 and Burgess Hill Station is identified in DPSC3(9a)).
- DPSC3 to Burgess Hill via the B2118 / A23 junction and Mill Lane, including new cycleways through Sayers Common. Contributions towards upgrading NCN20 on the B2118 between Hickstead Lane and Albourne would be an essential component.

Route 2

- DPSC3 to Hurstpierpoint and Hassocks via Albourne Road.

- DPSC3 to Hurstpierpoint and Hassocks via Langton Lane.

Costs vary between local authorities. In the initial stages of LCWIP preparation only broad estimates are required, and so we have prepared some broadly costed estimates for two main routes which pass through the proposal site. These connect Henfield with Burgess Hill, and the site with Hurstpierpoint and Hassocks.

We have assumed that to deliver the infrastructure necessary to meet the definition of **sustainable development** the developer should fund the entire route between Henfield and Burgess Hill, in partnership with other developers and large-scale allocations. The developer should also fund the entire route between the proposed site allocation and Hurstpierpoint and contribute towards the onward connection to Hassocks, some of which has already been delivered in part.

Using examples, we have estimated current costs, where necessary utilising the Bank of England's Inflation Calculator to provide a reasonable indicative ballpark price per metre, multiplied by distance. There may be some per-metre cost differences between a short distance and a long distance, or different or difficult terrains, but we have not accounted for this.

The assumptions we have used are:

- Construction of a segregated cycleway will be price per square metre x width x distance. From a recent project completed by Hegsons Design Consultancy (UK) Ltd and ActivePlanning, a new 3-5m wide cycle path using footway construction was cost estimated at £75 per square metre (type 1 and surfacing material) plus £25,000 site supervision and 15% contingency (not including VAT).
- Provision of a quiet lane. An Internet search found a document prepared by Swale District Council which produced a cost of £200,000 for 40kms of quiet lane constructed following DfT guidance and advice from CPRE. This equated to £5,000 per km, recalculated using the Bank of England's inflation calculator at £12,000 at 2024 prices (rounded).

The cost of this infrastructure totals approximately **£5,279,000**