

Holbrook Club development – comments from Horsham District Cycling Forum

In general this application fails to address the needs of cyclists or to give priority to pedestrian and cycle movements, which is required by the National Planning Policy Framework¹.

There are four main areas of concern:

- Poor implementation of the pathway link to Jackdaw Lane
- Lack of connectivity to local streets
- Inadequate cycle parking
- No plan to manage local travel demand

- 1. The pathway link to Jackdaw Lane will cause inconvenient and potentially dangerous conflicts between cyclists and pedestrians.** We welcome the provision of this pathway exit for cyclists and pedestrians from the north end of the site and see this as essential. We expect it to meet the width requirements of LTN 1/12 – at least 3 metre effective minimum width, and preferably more.

However, the path as shown on the plan ends at the existing footpath on the west side of Jackdaw Lane (see figure 1 below). This means cyclists are expected to ride or walk on the footpath until they can reach the carriageway itself. On the footpath there is a blind corner and overhanging bushes within a short distance of the new development. This is clearly unacceptable as such a design will create conflict between pedestrians and cyclists.

Note that the NPPF advises that developments should be located AND DESIGNED where practical to give priority to pedestrian and cycle movements.

There is plenty of space on the grass to link straight on to the carriageway on Jackdaw Lane. So a good option would be to widen the footpath going north by two metres to create a shared-use path up to the blind corner, where a junction could be created for cyclists to join the road. It would be important for the junction to be well-designed with proper carriageway markings and sensible kerb radii so it is not too tight a turn from Jackdaw Lane. The dropped kerb should be flush with the carriageway at the crossing point.

¹ “The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

“[Developments should] give priority to pedestrian and cycle movements.”

“Decisions should take account of whether: the opportunities for sustainable transport modes have been taken up.”

National Planning Policy Framework



Figure 1 Jackdaw Lane footpath near the planned foot/cycle exit

2. Lack of connectivity to local streets

No connecting paths are planned to the local streets (Drake Close and Kestrel Close) despite this being easily achievable. Potential paths were included in the proposals shown at the public consultation, but these were later removed. Such paths would be highly valuable for pedestrians and cyclists giving easy access in various directions. We recommend that the plans be amended to re-instate them.

Good connectivity for pedestrians and cyclists is important in encouraging people to make local journeys without using their cars, and is encouraged in Manual for Streets:

4.2.5 the area...needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than by other modes.

2.2.5 attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution; more people on the streets leads to improved personal security and road safety

3. Cycle parking

We note that there is very little comment in the design and access statement about the approach taken on cycle parking. The only cycle parking shown for houses is in sheds in rear gardens. However, there is no easy access to these gardens from the street, which makes using a bike far less convenient than taking the car. Also no visitor cycle parking is shown. Both of these factors are at odds with guidance given in Manual for Streets:

Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking.

Manual for Streets, (8.2.1)

We would expect the developer to improve the plans in this area. Other recently built developments have included features such as:

- bikes stored by the front door
- dedicated cycle space in garages
- shared bike shelters within secure parking courts
- On-street '[bike hangers](#)'.

Visitor cycle parking should be provided in a flexible parking zone alongside on-street car parking rather than on pavements. [Plant Locks](#) or [wall mounted anchors](#) are a good way of providing informal bike parking in front gardens.

4. Managing Travel Demand and Widening Choices of Transport

HDC Core Strategy, Policy CP19 states:

"Proposals which foster an improved and integrated transport network, with a rebalancing in favour of non-car modes as a means of access to services and facilities, will be encouraged and supported.

Priority will be given to schemes that: maintain and improve the existing transport system, including road and rail, and enhance the facilities for pedestrians, including those with reduced mobility, and other users such as equestrians and cyclists"

Since this development will increase car traffic in the local area, some mitigation should be provided by improving local cycle access, with funding coming from s106 or CIL as appropriate.

There is potential to create a 'quiet link' for cyclists between North Heath Lane and Littlehaven Station by improving two short stretches of footpath and providing relevant signage. This is very close to the proposed new development.

This will increase both cycling and walking and the use of rail travel by new and existing residents in the Jackdaw Lane/North Heath Lane area, which in turn will reduce congestion, parking problems and pollution from car use. It will also improve access for all – especially those who do not have access to a car (young, old, disabled, those who cannot afford a car etc).

For detail, see the following document '**Space for Cycling – Quiet links from North Heath Lane and the Holbrook Club to Littlehaven Station**'.

Horsham & District Cycling Forum
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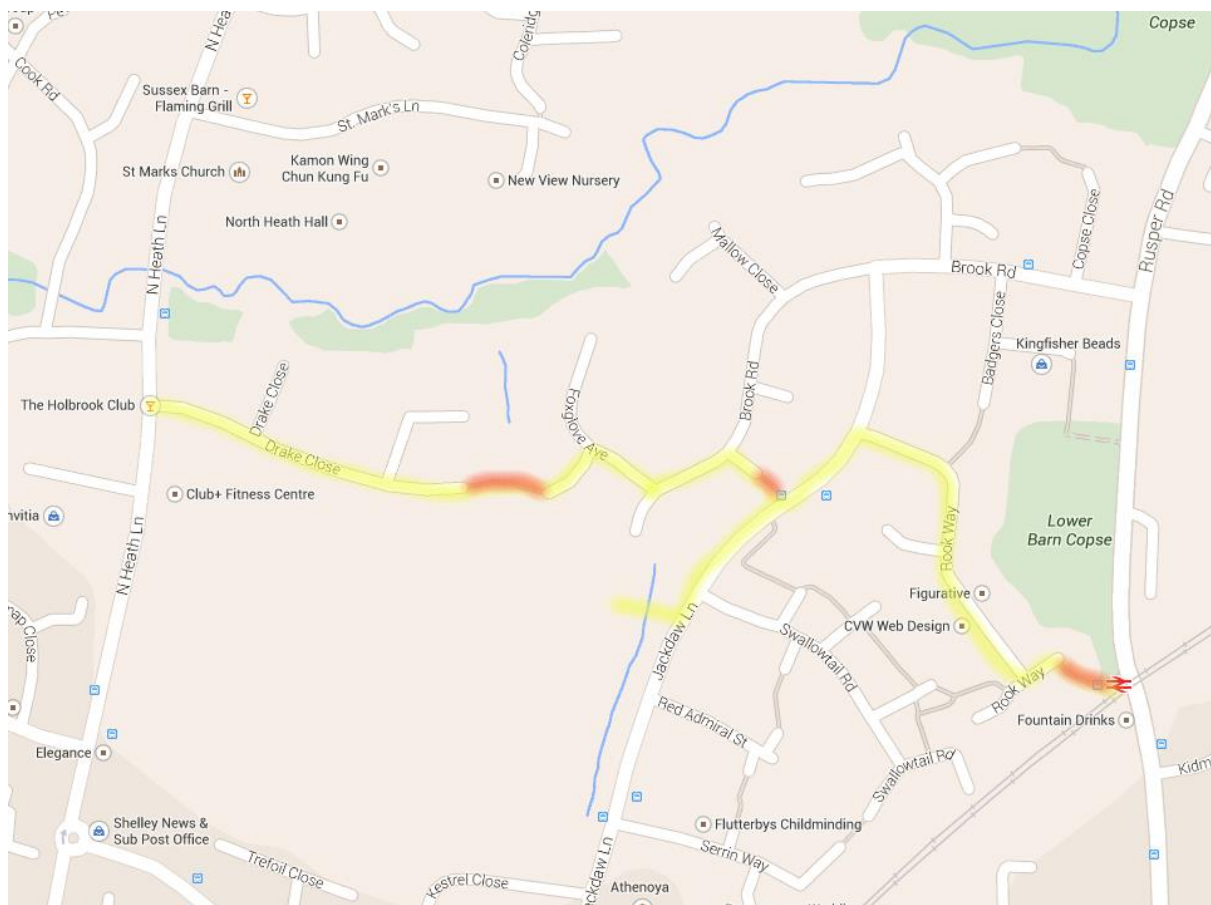
Space for Cycling – Quiet links from North Heath Lane and the Holbrook Club to Littlehaven Station

Overview

This is one of a number of opportunities to create short quiet links within Horsham which would allow safer and more attractive cycling to key points in the area. Such better 'permeability' will increase the use of sustainable transport (both cycling and walking), which in turn will reduce congestion, parking problems and pollution from car use. It will also improve access for all –especially those who do not have access to a car (young, old, disabled, those who cannot afford a car).

What's needed?

Adding two short sections of cycle path beside existing footpaths (total distance around 30m), plus direction signs along the route would create a continuous cycle route from North Heath Lane and the Holbrook Club to Littlehaven station.



What are the benefits?

- This route links the Littlehaven station area and North Heath Lane, with its schools, shops, church etc.

- It is regularly used already by people on bikes, but includes two short footpaths, which can cause possible conflict with pedestrians.
- Well-designed cycle paths would make this an attractive quiet route for cyclists which are also safe on foot.
- Signage along the route would help wayfinding and increase usage.

The detail

Cycle path 1 - Jackdaw Lane to Brook Road (near the new Holbrook Club housing development)

A new cycle path is needed from Jackdaw Lane alongside the existing footpath into Brook Road, together with signage pointing towards both North Heath Lane and Littlehaven Station.

Figures 1 & 2 below show where the new 10m cycle path could be created. This would require the removal of some bushes (on public land), a shared-use path (5m width) and suitable access points (barrier free with dropped kerbs and smooth turns) on to the roads at each end.



Figure 2: View from Jackdaw Lane towards Brook Road



Figure 3: View from Brook Road towards Jackdaw Lane

Cycle path 2 - Foxglove Avenue/Brook Road to Drake Close

Widening of the footpath shown in Figure 3 is needed, plus new dropped kerbs at either end. The access point from Foxglove Avenue should be in front of the blue car since otherwise there is a blind corner on the footpath. A further dropped kerb is needed at Drake Close (Figure 4).



Figure 4: view from Foxglove Avenue towards Drake Close



Figure 5: view from Drake Close towards Foxglove Close

Littlehaven Station

Signing the route from the station towards North Heath Lane will be important or many people will not realise it is there. However, we recognise that the small footpath from Rook Way to the station is narrow, so would propose signage to show cyclists should give way to pedestrians. It would also be possible to cut back some of the bushes to widen the path at the corner.

A note on access points

Where a cycle track joins a road, the environment should be barrier-free, should promote good visibility, and the kerbs must be flush - to avoid unpleasant bumps or risks of falling when approached at shallow angles. Flush means an upstand not greater than 5mm. A traditional dropped kerb with an upstand of 10mm or more is NOT acceptable.

Signage

Direction signs showing destinations and distance at each end, plus extra signs along the route are important to help wayfinding and publicise the links. This will

increase usage by cyclists and reduce local congestion and parking problems. The route should also be included in local maps.

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