

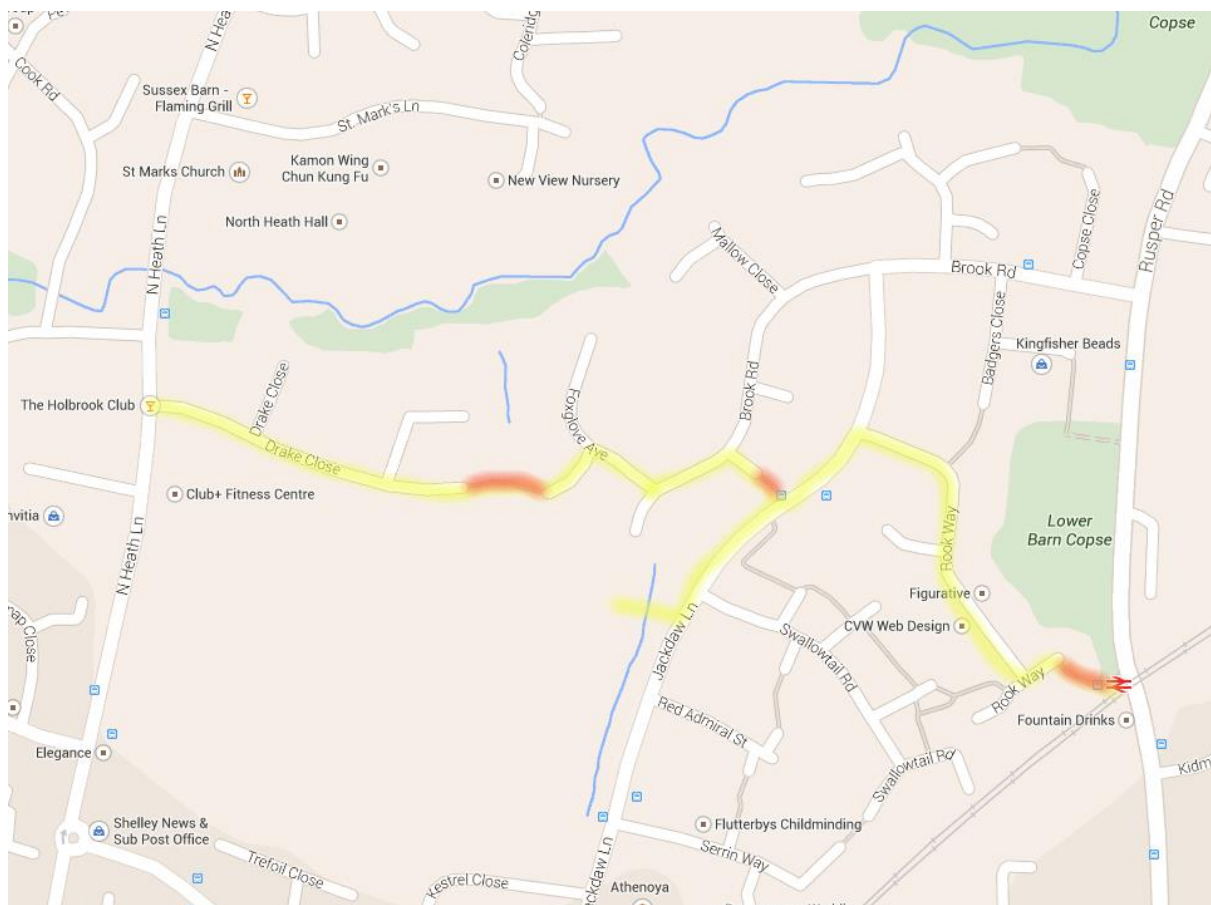
Space for Cycling – Quiet links from North Heath Lane and the Holbrook Club to Littlehaven Station

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 1: View from Jackdaw Lane towards Brook Road



Figure 2: 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 3: view from Foxglove Avenue towards Drake Close



Figure 4: 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.

Horsham District Cycling Forum

June 2014