Horsham District Cycling Forum

Guidance on cycle and pedestrian links between residential areas

The **Manual for Streets** recommends good connectivity between adjacent areas for people who are walking and cycling.

This encourages active travel by making it faster and more convenient to walk or cycle than to take the car. It improves independence and mobility for those who don't drive. This includes children, the disabled and those on low incomes. It reduces congestion and air pollution and improves the public realm.

Many cul-de-sacs in Horsham District either have no connectivity at all or the links are of very poor quality. This leads to poor social safety and to unnecessary conflict between people on bikes and those who are walking. For many people, this lack of usable cycle links means they need to use the main road which makes cycling an unattractive option.

New developments should be designed with high quality cycle and pedestrian links. There is potential to significantly improve many existing links.

A case study in good design which benefits everyone

A recent example of good practice from the UK[1]: the cycle track here is 3.1m wide

The width between bollards is enough to provide access for cycle trailers, trikes, mobility scooters and disability-adapted cycles.

A separate footway improves comfort and safety for vulnerable pedestrians while people on bikes can move freely.

[1] Pictures courtesy of The Ranty Highwayman. For further information see http://therantyhighwayman.blogspot.co.uk/2015/11/learning-pathway.html

Unlike typical shared-use paths where the surface is thinly constructed leading to cracking, subsidence and bumps from tree roots, a proper sub base is durable and allows for occasional access by fire appliances or street cleaning equipment. Machine-laid tarmac is low maintenance and is pleasantly smooth to ride on.

A removable bollard or gate (with standard fire service key) maintains access.

Street cleaning is more effective as it can be carried out with machinery.

Security improves because a short, straight, broad link with active frontages is well-overlooked and leads to higher foot-fall.

A splayed kerb maximises the effective width of the cycle path. 45 degree splay kerb inlet gullies or waffle grid gullies provide cycle-friendly drainage.

The contrasting colour and 'cycle' road markings provide a useful visual cue to all road users. Standard road markings clearly indicate priority and there is good visibility at the junction with the road.

Lighting improves safety and usability.

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