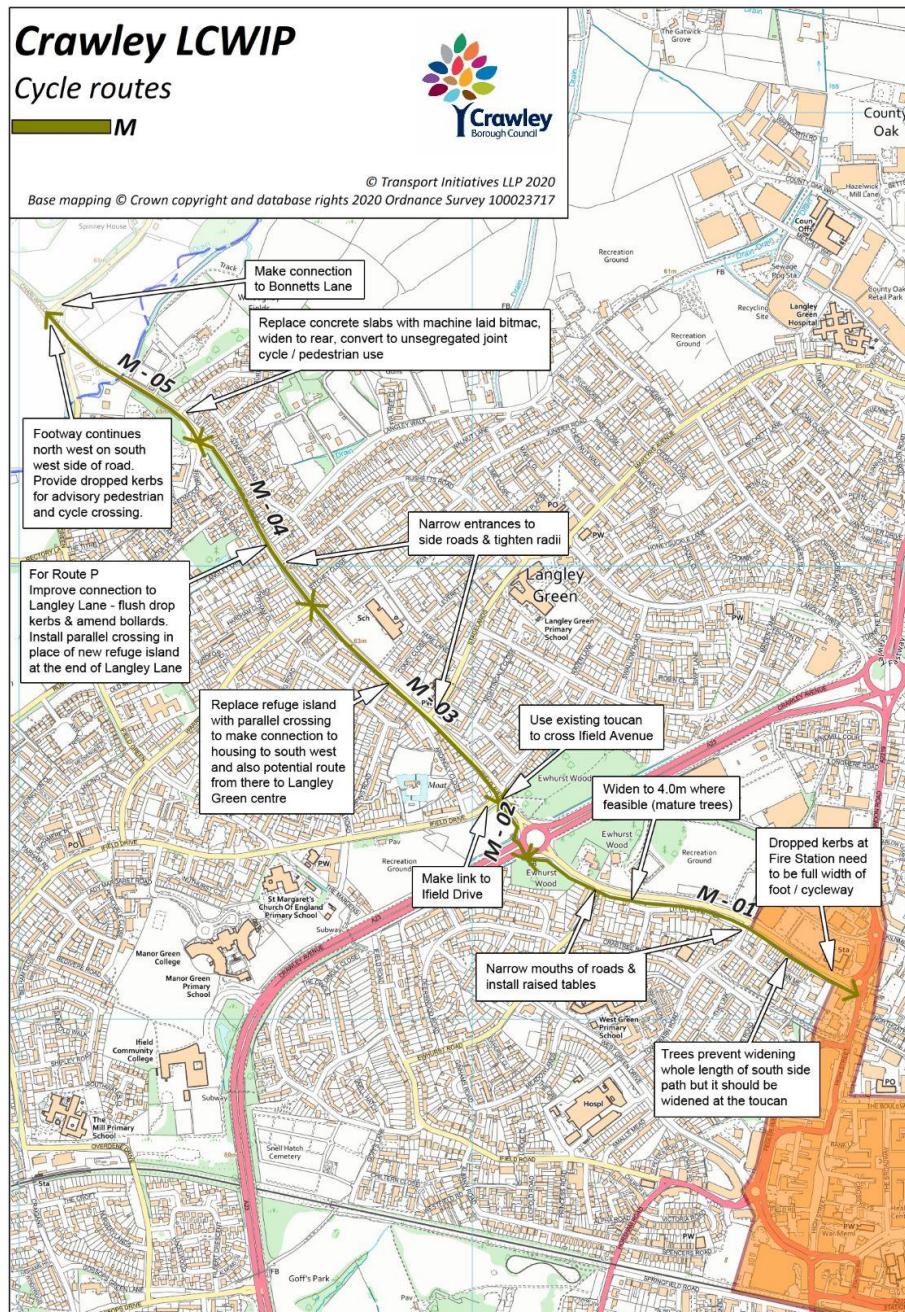


Appendix 4.1 Crawley LCWIP routes: M – Ifield Green to town centre

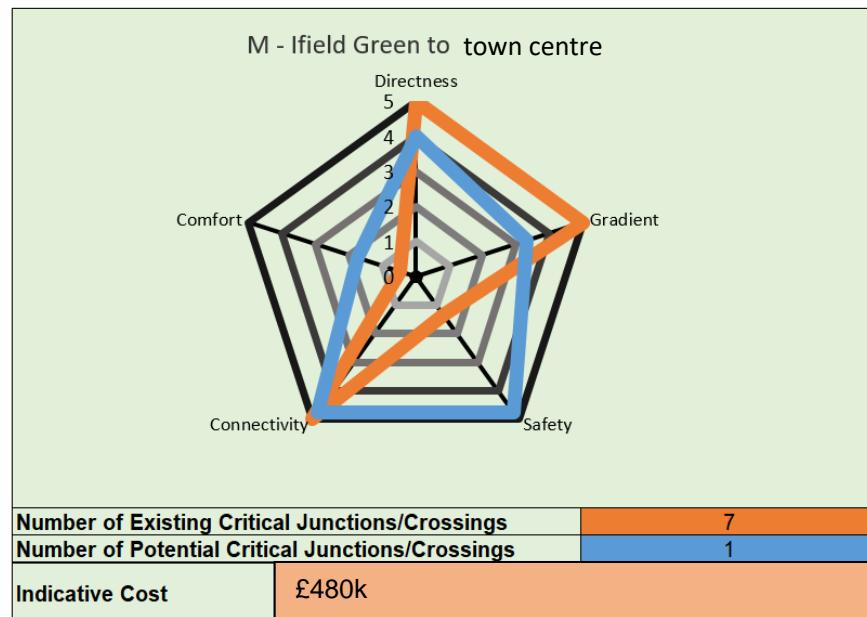


Ifield Avenue is a route to several sports facilities and a temple in Ifield Green as well as to Charlwood village and is busy at peak times. A shared cycleway/footway from Bonnets Lane to Crawley Avenue is interrupted by frequent junctions with residential streets with vehicle priority and uncontrolled crossing refuges where vehicles also have priority at all times. A 40mph speed limit set just a few metres north of Langley Lane bridleway (route P) reinforces traffic dominance. Measures to reduce vehicle speed and provide some cycle continuity and priority is required.

Average cycle time 10 minutes

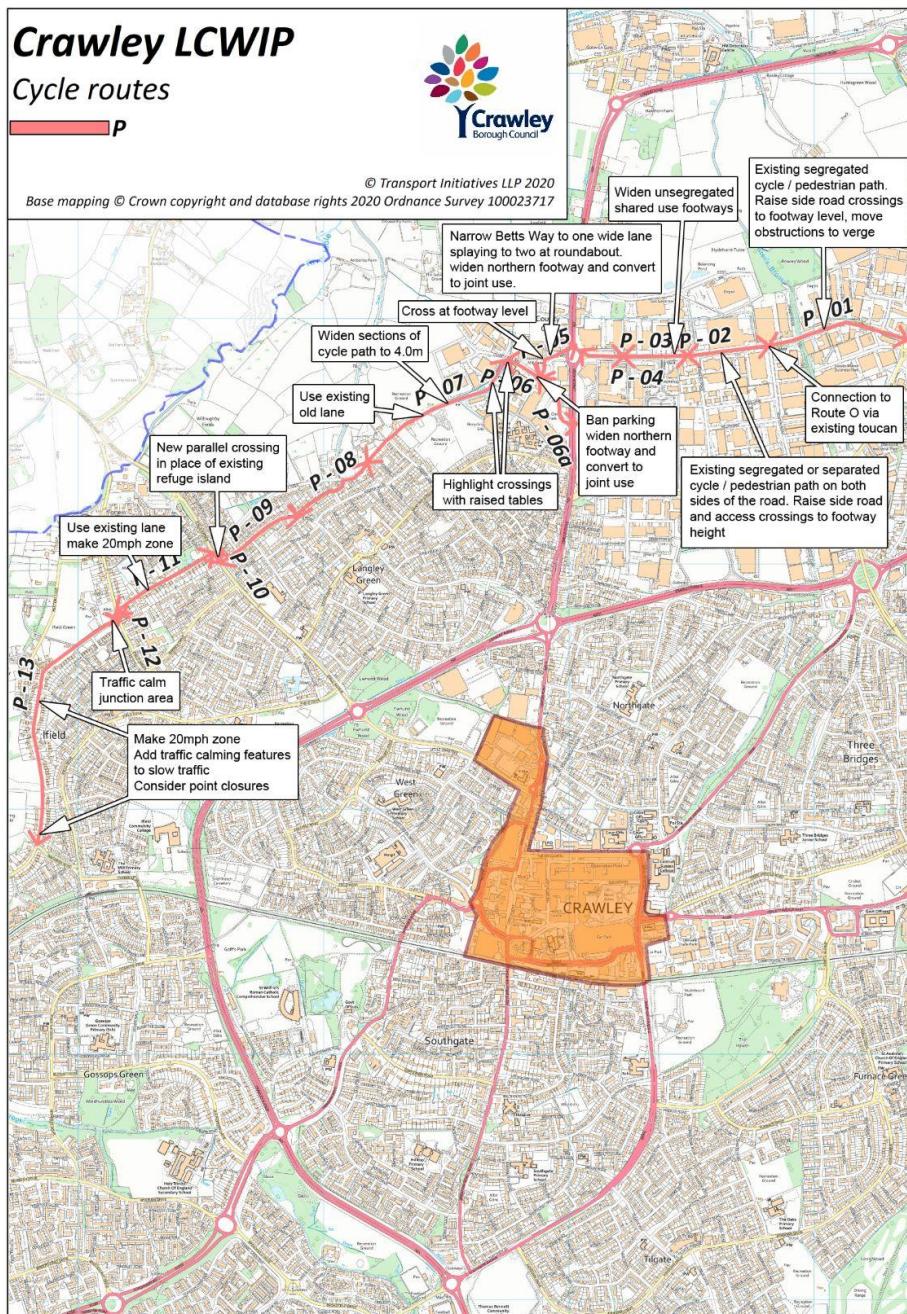
RST summary evaluation

Key: brown = existing conditions; blue = potential with improvements



Preliminary proposals are likely to be superseded to take into account updated design guidance and emerging plans for low traffic neighbourhoods, both with varying cost implications.

Appendix 4.1 Crawley LCWIP routes: P – Ifield to Manor Royal via Langley Green

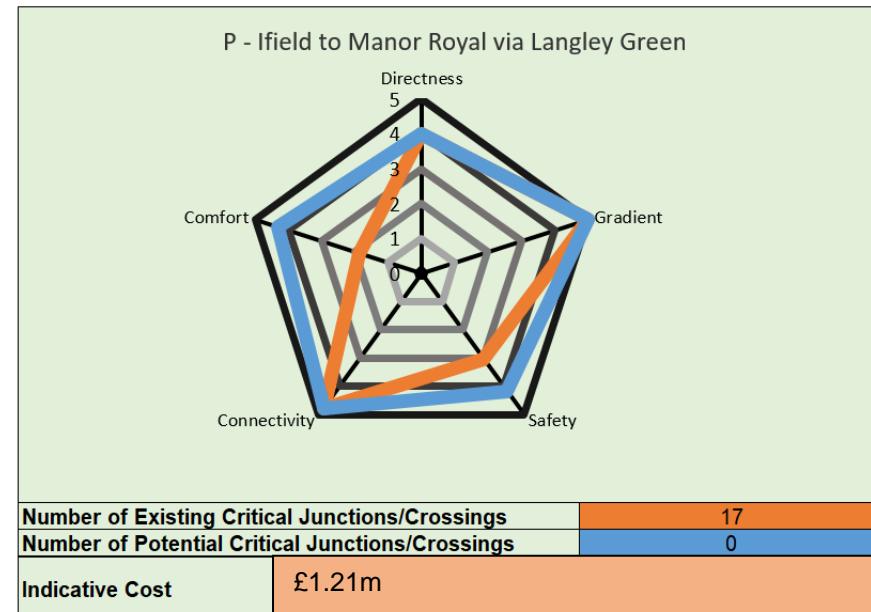


Route P serves Ifield and Langley Green as a partial north circular route, shown by the Crawley Cycle Network Review to be particularly lacking in cycle facilities as well as a priority corridor. Single carriageway residential streets, busy at peak times, with limited space for segregation for cycles, suggests potential for traffic management and quiet neighbourhood measures providing safer, comfortable cycling. The Langley Lane bridleway and Langley Walk are attractive features of the route, with key challenges in crossing busy roads like Ifield Avenue and avoiding conflict with vehicles at County Oak, along with safe and direct access to Manor Royal around the retail centres.

Average cycle time 20 minutes

RST summary evaluation

Key: brown = existing conditions; blue = potential with improvements



Preliminary proposals are likely to be superseded to take into account updated design guidance and emerging plans for low traffic neighbourhoods, both with varying cost implications.