

Technical Note

Introduction

- 1.1 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of a Reserved Matters Planning Application for a mixed-use development comprising residential units and a care home.
- 1.2 West Sussex County Council provided comments on the application, dated 29th march, stating that “Details should be provided as to how rights for cyclists would be achieved and provision considered in line with LTN 1/20.”

Cycle Access

- 1.3 Throughout the proposed development site, traffic speeds and volumes will be low which will provide a suitable environment for cyclists to share the road space with vehicles. Figure 4.1 of the July 2020 Department for Transport Cycle Infrastructure Design LTN 1/20, reproduced at **Figure 1.1**, illustrates that where speed limits are 20mph or less and traffic flows are less than 2000 PCU's per day, mixed traffic (i.e. cars and cycles) is suitable.

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people
 Provision not suitable for all people and will exclude some potential users and/or have safety concerns
 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
 1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 1.1: Appropriate Protection from Motor Traffic on Highways [Source: LTN 1/20 Figure 4.1]

- 1.4 Furthermore, paragraph 7.5.1 states that “*The design of new residential access streets and redesign of existing streets can create very low speed environments which enable cycling without the need for specific measures. Such streets are mainly used by local residents, their visitors and deliveries and servicing traffic. There is therefore no need to provide geometry that accommodates higher vehicle speed.*”

Summary

- 1.5 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of a Reserved Matters Planning Application for a mixed-use development comprising residential units and a care home.
- 1.6 This Technical Note demonstrates that the proposed development provides suitable access for cyclists, in accordance with the July 2020 Department for Transport Cycle Infrastructure Design LTN 1/20.

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