



ChiCycle Questions, Observations, Recommendations and Objections to the S106 Modifications to the Mini Roundabout at the Junction between Sherborne Rd and Westgate

2020 Summer Infrastructure Steering Group Community Consultation

Please see 19183-WGSR-SK002 P4 Westgate/ Sherborne Road Revised Layout drawings for context



15 July 2020



ChiCycle Questions over the S106 Modifications to the Mini Roundabout at the Junction between Sherborne Rd and Westgate

We recommend the pavements are not converted to cycle tracks at this junction

- 1) How is it possible to finalise detailed designs for this roundabout without understanding whether it will carry the Southern Access Spine Road traffic? ChiCycle recommend delaying detailed design decisions until these fundamental aspects of town planning are adequately resolved
- 2) Why is the roundabout's geometry being widened. This is likely to encourage an undesirable increase in motor vehicle use in this residential area? ChiCycle recommend narrowing the geometry of the roundabout to reduce both motor vehicle traffic volume and speed. This will encourage the uptake of walking and cycling as an alternative mode of transport.
- 3) What is the reason for widening the radius of the western limb of this roundabout? Currently there is no agreement to connect the Southern Access Spine Road at this junction! The existing geometry is adequate for school buses so why change it?
- 4) Siting a cycle track along existing narrow pavements will unacceptably disadvantage many pedestrians. Why do many sections of cycle track shown in the plans fall below the DfT LTN 01/12 minimum specified widths for shared use tracks?
- 5) The proposed cycle tracks run close to brick walls and pillars. This will unacceptably restrict cyclists forward visibility of other cyclists and pedestrians at the roundabout. Will these walls be lowered to below 600 mm or removed to provide adequate forward visibility SSDs on the proposed cycle tracks? Has a splay analysis been completed for pedestrian/cyclists
- 6) Is the speed limit at the mini roundabout to remain 20 MPH?
- 7) The toucan crossing on the roundabout's northern limb is unacceptably close to the roundabout. The plans indicate the give way line will be moved forward into the middle of the roundabout lane to give the appearance the toucan crossing has greater separation from this junction than it really has. Does moving the give way line into the roundabout really give satisfactorily separation between the crossing and roundabout?

More background material related to these questions is given in the following pages

Q1) How is it possible to finalise detailed designs for this roundabout without understanding whether it will carry the Southern Access Spine Road traffic? ChiCycle recommend delaying detailed design decisions until these fundamental aspects of town planning are adequately resolved?

The DfT Manual for Streets recommend development masterplans are drawn with consideration for foreseeable development over the following 20 or 30 years. WoC development have made a commitment to have the Southern Access Road open to construction traffic by completion of the 125th dwelling. Why is this infrastructure being designed without allowing for development scheduled to take place within few months?

ChiCycle recommend DfT guidelines are followed by completing a comprehensive development masterplan before piecemeal decisions are made committing to detailed road design.

DfT guidelines recommending the use of an appropriate development masterplan are shown below

3.6.19 When developing outline masterplans for large-scale proposals, such as an urban extension, the design team needs to consider the longer-term vision for the area in question. Such a future-proofing exercise involves looking beyond the usual planning periods to consider where development may be in, say, 20 or 30 years. The issues identified may influence the masterplan. An example would be allowing for the future growth of a settlement by continuing streets to the edge of the site so that they can be extended at a later date

4.1 Planning for things you cannot easily change later

4.1.1 The way streets are laid out and how they relate to the surrounding buildings and spaces has a great impact on the aesthetic and functional success of a neighbourhood. Certain elements are critical because once laid down, they cannot easily be changed. These issues are considered in the masterplanning and design coding stage, and need to be resolved before detailed design is carried out.

Q2) Why is the mini roundabout’s geometry being widened. This is likely to encourage an undesirable increase in motor vehicle use in this residential area? ChiCycle recommend narrowing the geometry of the roundabout to reduce both motor vehicle traffic volume and speed. This will encourage the uptake of walking and cycling as alternative modes of transport?

WoC Phase 1 connects to Chichester with a new roundabout at Old Broyal Road. It seems desirable that traffic from the new development uses the B2178 to join the Chichester Ring Road rather than use the residential streets of Sherborne Rd and Westgate. The DfT Manual for Streets recommends reducing the radius at junctions and reducing carriageway widths to reduce traffic volumes and speeds. ChiCycle recommend narrowing the carriageway (rather than widening it) at the Westgate link Southern limb of the mini roundabout. Additional traffic calming features such as speed tables and planting should also be included. DfT MfS recommendations are given below.

7.4 Achieving appropriate traffic speeds

7.4.1 Conflict among various user groups can be minimised or avoided by reducing the speed and flow of motor vehicles. Ideally, designers should aim to create streets that control vehicle speeds naturally rather than having to rely on unsympathetic traffic-calming measures (Fig. 7.14). In general, providing a separate pedestrian and/or cycle route away from motor traffic should only be considered as a last resort (see the hierarchy of provision in Chapter 4).

Table 4.1 The hierarchies of provision for pedestrians and cyclists

	Pedestrians	Cyclists
<p>Consider first</p>  <p>Consider last</p>	Traffic volume reduction	Traffic volume reduction
	Traffic speed reduction	Traffic speed reduction
	Reallocation of road space to pedestrians	Junction treatment, hazard site treatment, traffic management
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines	Cycle tracks away from roads
	New pedestrian alignment or grade separation	Conversion of footways/footpaths to adjacent-* or shared-use routes for pedestrians and cyclists

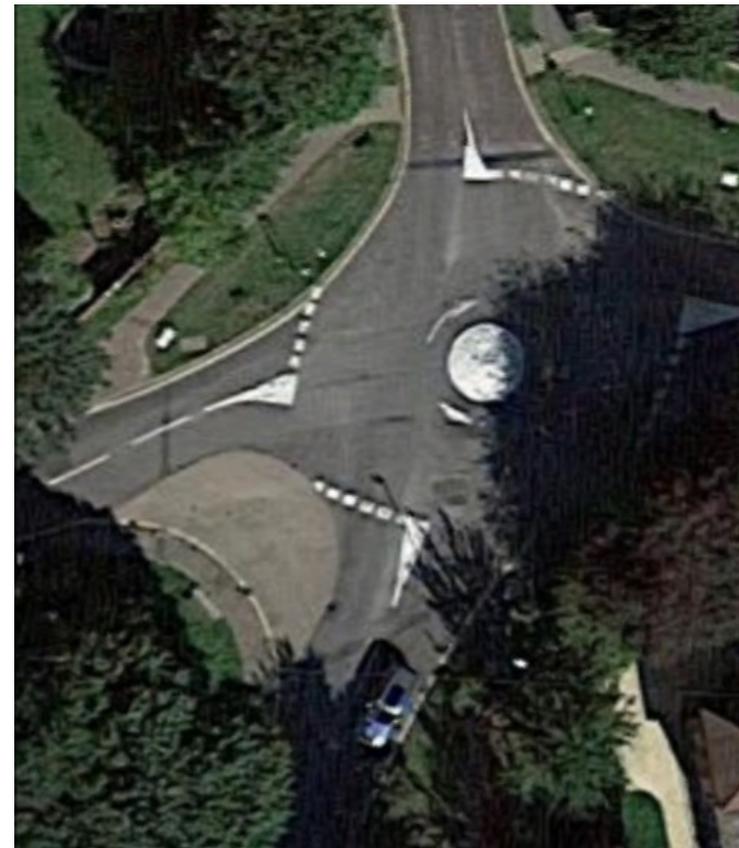
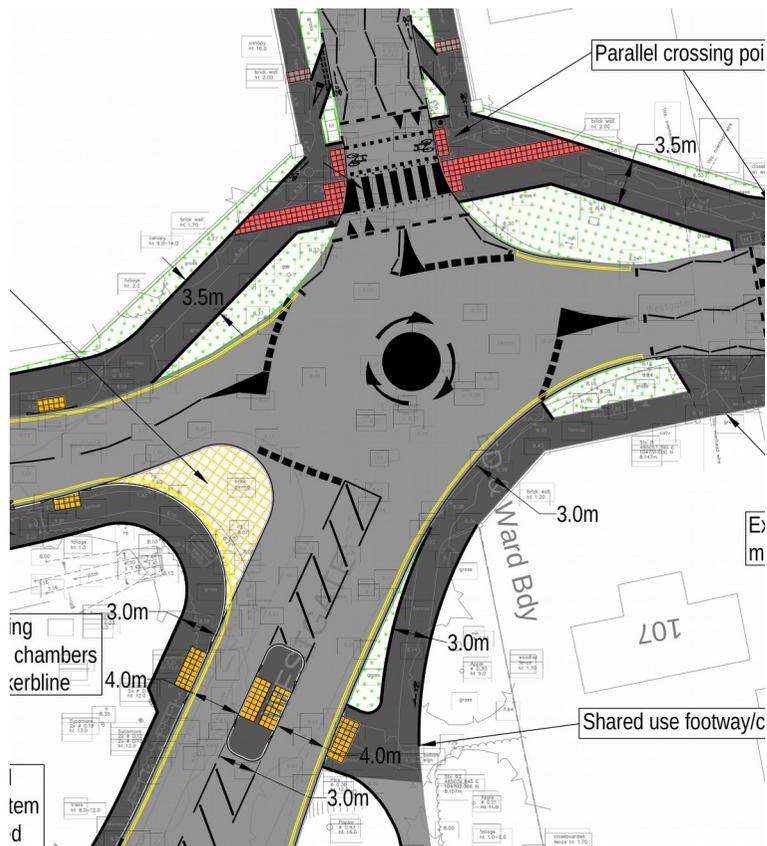
* Adjacent-use routes are those where the cyclists are segregated from pedestrians.

Q3) What is the reason for widening the radius of the western limb of this roundabout? Currently there is no agreement to connect the Southern Access Spine Road at this junction! The existing geometry is adequate for school buses so why change it?

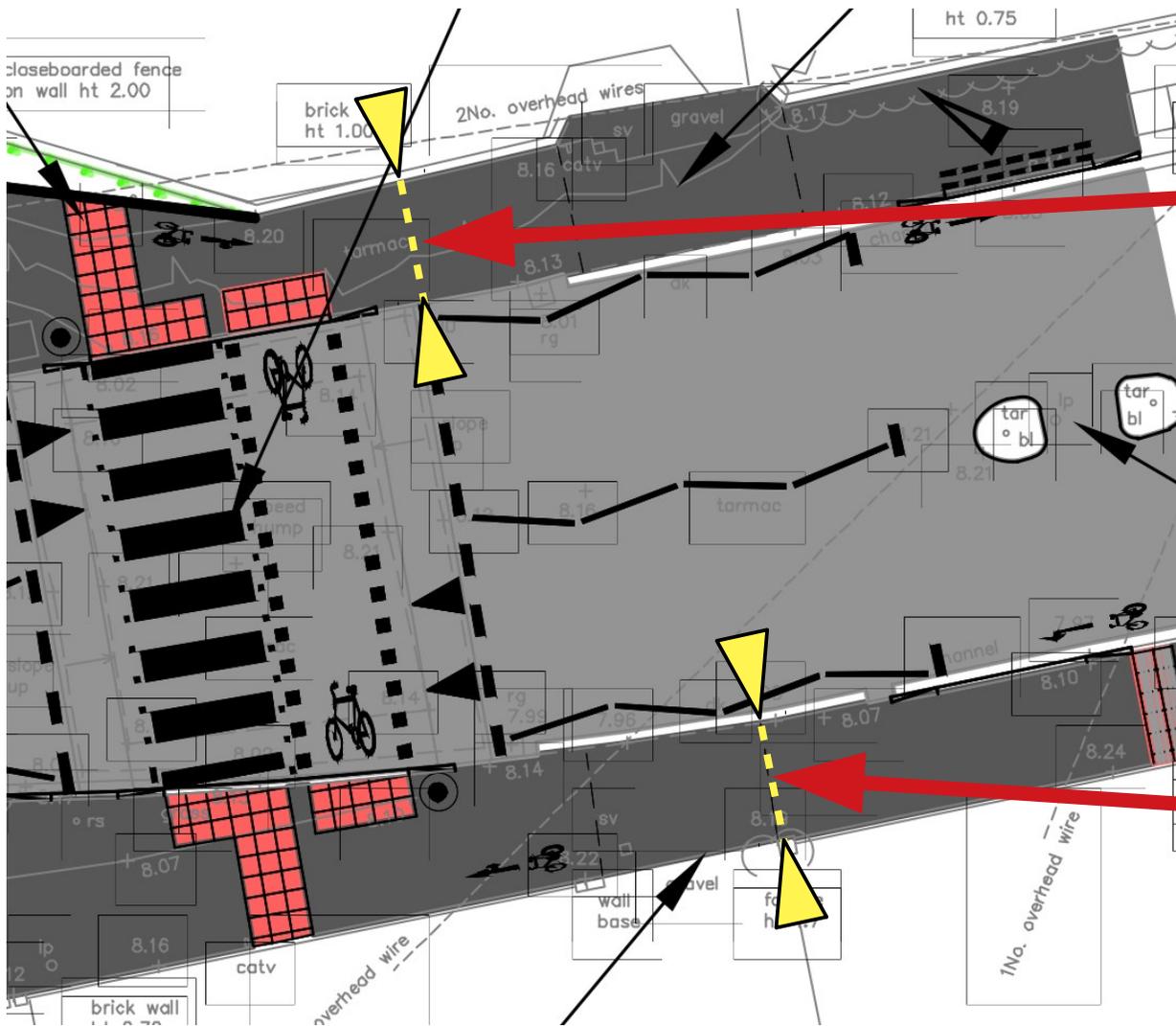
Although WoC developers have committed to providing a Southern Access Road open to construction traffic by the completion of the 125th house (approximately) there remains no agreement on where the road will run.

ChiCycle recommend that the best route for the Southern Access would be a direct onto the A27 that runs adjacent to the development. This would avoid the spine road severing all the cycling rout connections at the west of the city.

Since there are no agreed plans for the Southern Access Road to join this mini roundabout, Why is the tuning radius into its western limb being increased to suit heavy vehicles?



Q4) Siting a cycle track along existing narrow pavements will unacceptably disadvantage many pedestrians. Why do many sections of cycle track shown in the plans fall below the DfT LTN 01/12 minimum specified widths for shared use tracks?



2.15 metres = Actual width

1.45 metres = Effective width with allowances for vertical features following LTN 01/12 guidelines

3.0 metres = The DfT minimum effective width for shared use cycle tracks/pavements (2.5m effective width only considered suitable for remote locations)

Width is **48%** of DfT minimum

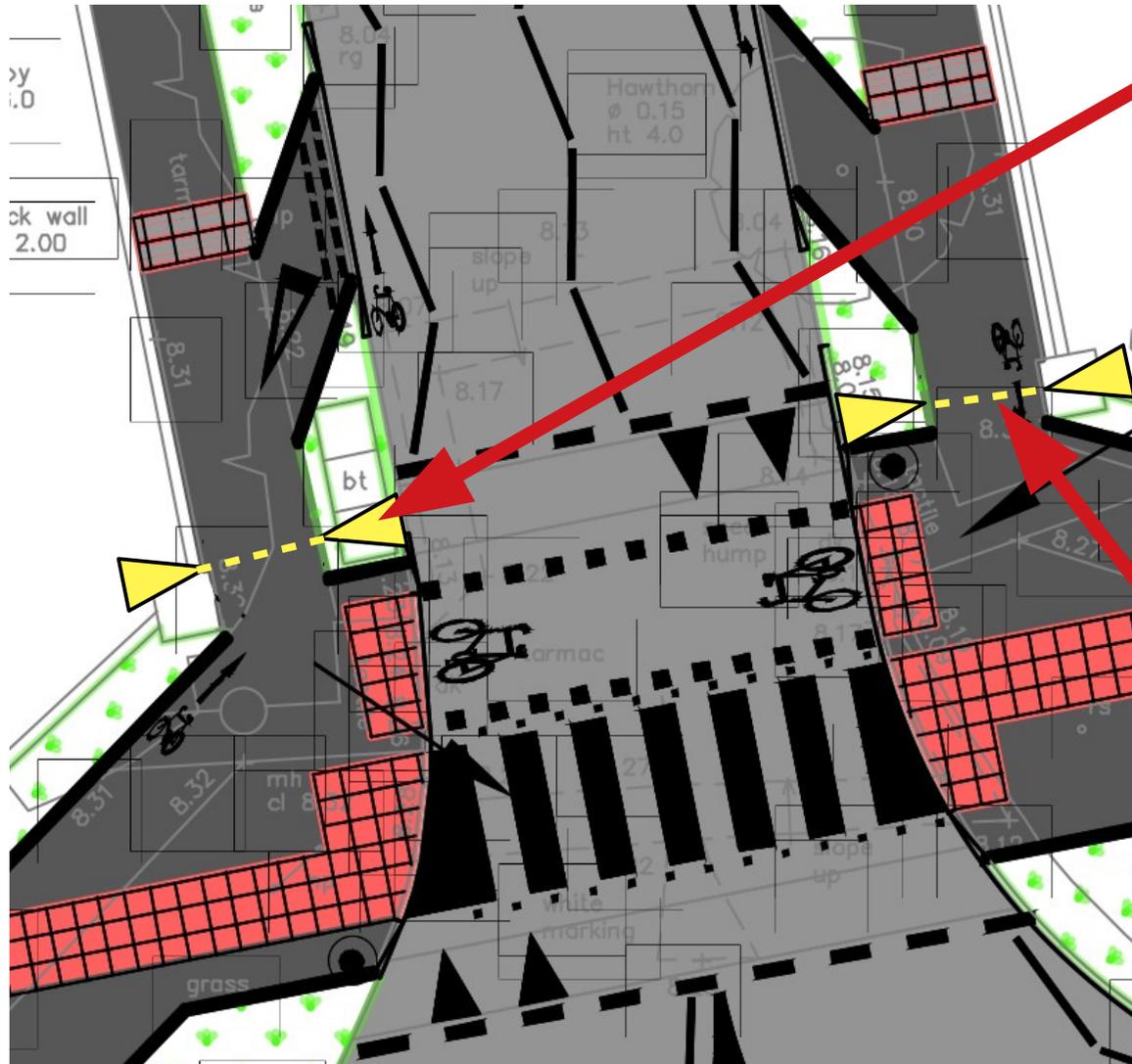
2.0 metres = Actual width

1.29 metres = Effective width with allowances for vertical features following LTN 01/12 guidelines

3.0 metres = The DfT minimum effective width for shared use cycle tracks/pavements (2.5m effective width only considered suitable for remote locations)

Width is **43%** of DfT minimum

Q4) Siting a cycle track along existing narrow pavements will unacceptably disadvantage many pedestrians. Why do many sections of cycle track shown in the plans fall below the DfT LTN 01/12 minimum specified widths for shared use tracks?



1.48 metres = Actual width

0.98 metres = Effective width with allowances for vertical features following LTN 01/12 guidelines

3.0 metres = The DfT minimum effective width for shared use cycle tracks/pavements (2.5m effective width only considered suitable for remote locations)

Width is **33%** of DfT minimum

1.45 metres = Actual width

0.95 metres = Effective width with allowances for vertical features following LTN 01/12 guidelines

3.0 metres = The DfT minimum effective width for shared use cycle tracks/pavements (2.5m effective width only considered suitable for remote locations)

Width is **32%** of DfT minimum

Q4) Siting a cycle track along existing narrow pavements will unacceptably disadvantage many pedestrians. Why do many sections of cycle track shown in the plans fall below the DfT LTN 01/12 minimum specified widths for shared use tracks?

This page contains clips from DfT LTN 01/12 which is the current guideline document Shared Use Routes for Pedestrians and Cyclists.

In places the proposed shared path are only 1/3rd of the recommended minimum widths.

7.35 Note here that 3 metres is the preferred minimum *effective* width, and this will be the *actual* width where the route is not bounded by vertical features (see Figure 7.6).

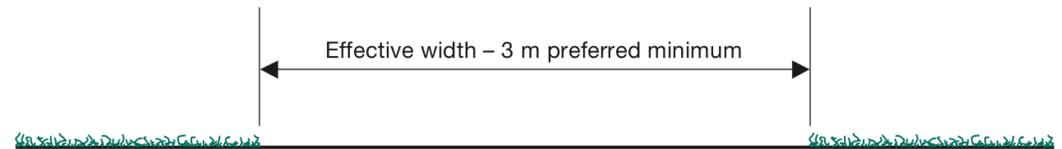
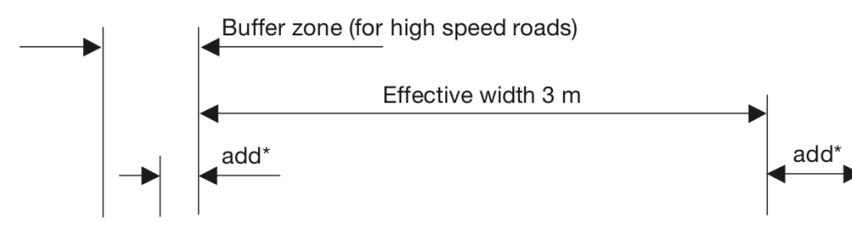


Figure 7.6 Unsegregated shared use route

7.36 Figure 7.7 shows an example of unsegregated shared use alongside a typical urban carriageway. In this case, the vertical edge features create the need for additional width – see Table 7.4. Where a route (segregated or otherwise) passes alongside a high speed road, it is recommended that the clearance to the kerb is increased as shown to provide a buffer zone. Paragraph 7.60 gives more advice on high speed roads and buffer zones.



* See Table 7.4

Table 7.5 Minimum widths summary

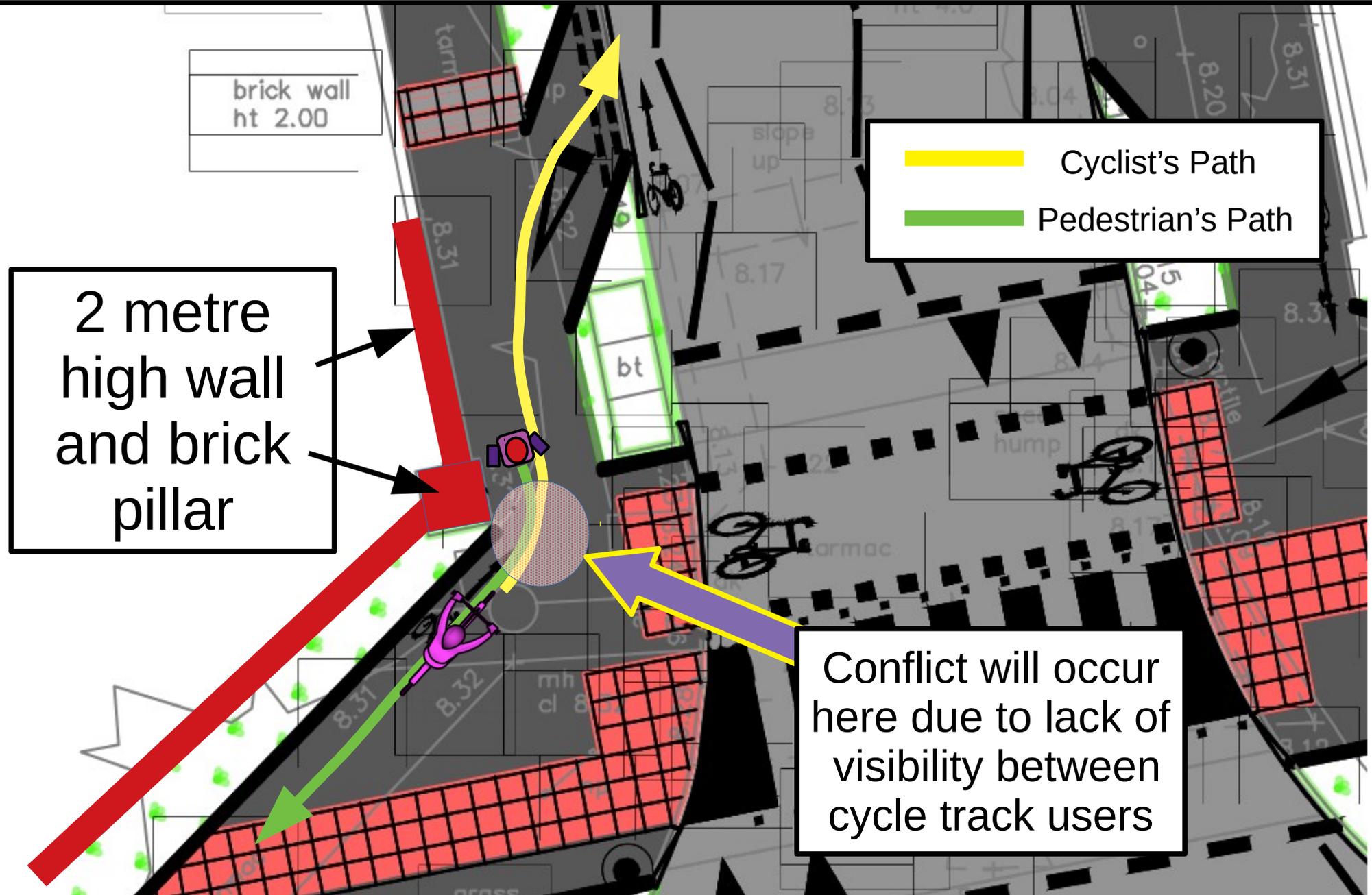
Type		Minimum widths
Unsegregated shared use		3 m preferred (effective)*
Segregated shared use	Pedestrian path unbounded on at least one side, e.g. segregated by white line	1.5 m (actual)
	Pedestrian path bounded on both sides	2 m (actual)
	One-way cycle track	2 m preferred (effective)*
	Two-way cycle track	3 m preferred (effective)*

* Additional width is needed where there are edge constraints – see Table 7.4

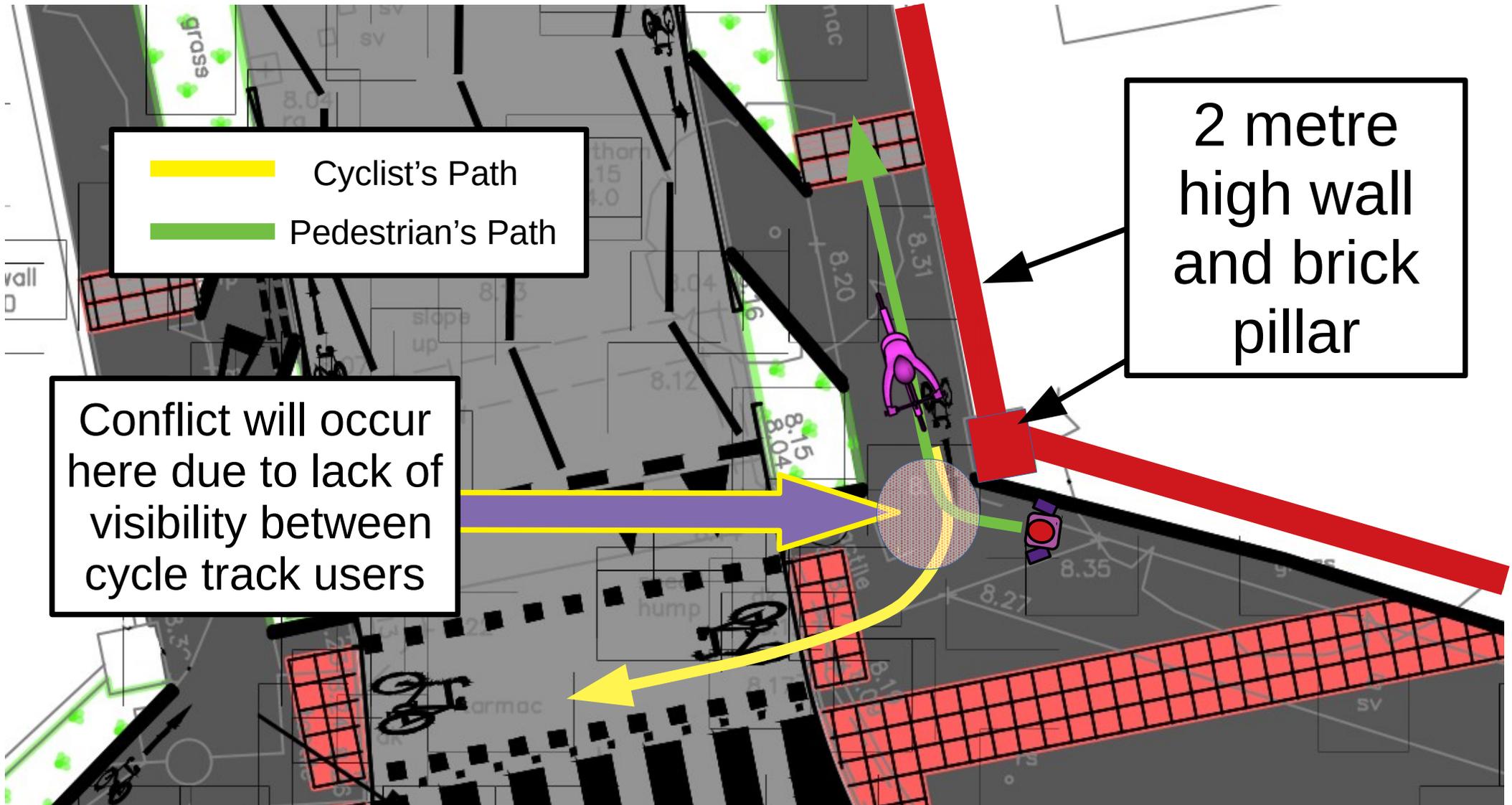
Table 7.4 Additional clearances to maintain effective widths for cyclists

Type of edge constraint	Additional width required to maintain effective width of cycle track in mm
Flush or near-flush surface	No additional width needed
Kerb up to 150 mm high	Add 200
Vertical feature from 150 to 600 mm high	Add 250
Vertical feature above 600 mm high	Add 500

Q5) Brick Wall and Cycle Track Geometry Cause Dangerous Bind Corners



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The photos below show the visibility issues where the proposed tracks will run. The plans indicate cyclists are expected to cycle around these pillars potentially into the paths of pedestrians

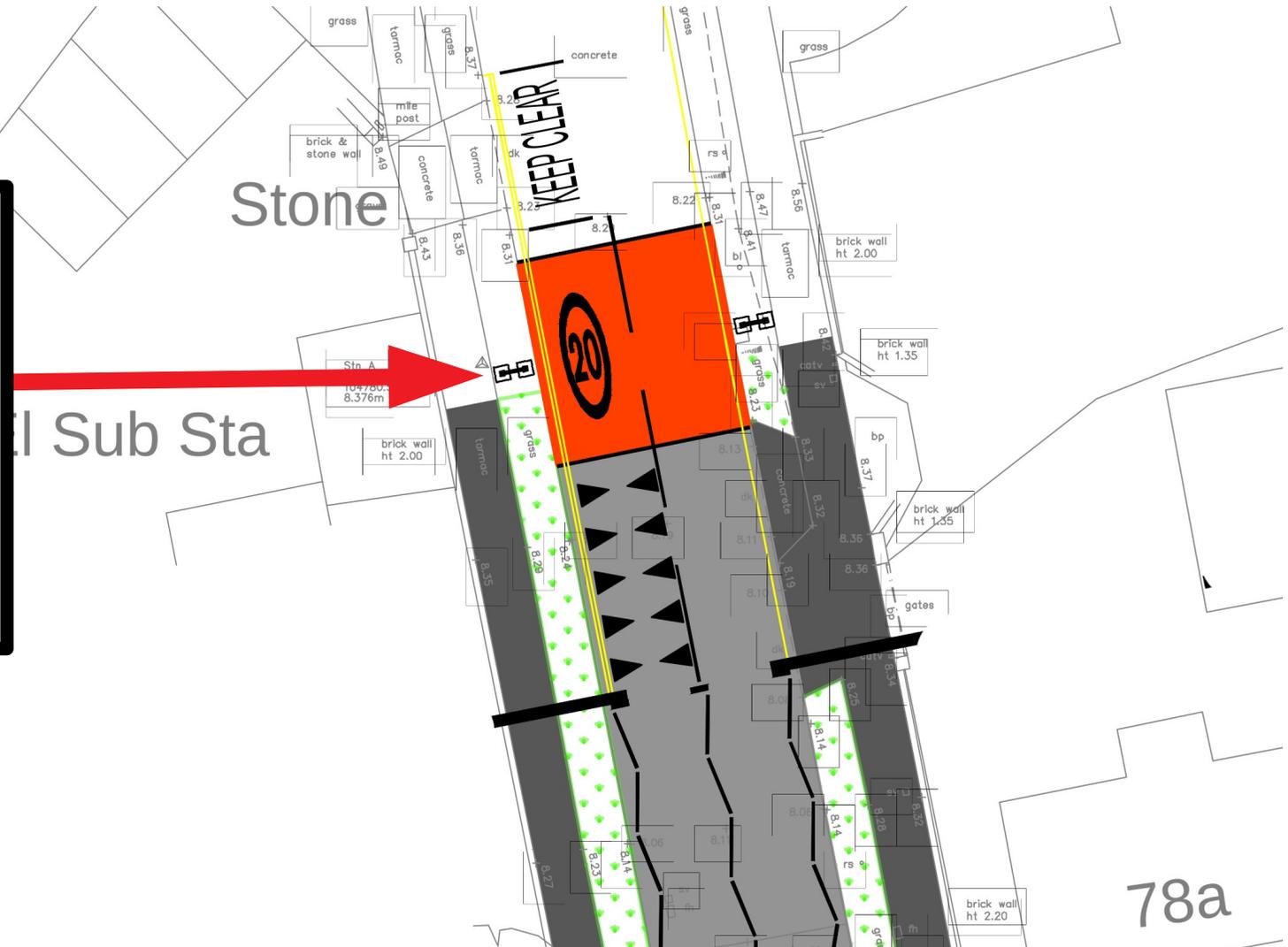


Q6) Is the speed limit at the mini roundabout to remain 20 MPH?

ChiCycle strongly support a Twenty is Plenty Zone that is as large as possible. We strongly recommend the the whole of Westgate, Parklands and the mini roundabout remain inside the existing Twenty is Plenty Zone.

We are concerned that the Twenty is Plenty Zone is only indicated as starting some way North along Sherborne Rd?

**Is this a
continuation
or the
beginning of
the Twenty is
Plenty Zone?**



Q7) The toucan crossing on the roundabout's northern limb is unacceptably close to the roundabout. The plans indicate the give way line will be moved forward into the middle of the roundabout lane to give the appearance the toucan-crossing has greater separation from this junction than it really has. Does moving the give way line into the roundabout really give satisfactorily separation between the crossing and roundabout?

The white lines shown on the image to the right are taken from an aerial photograph

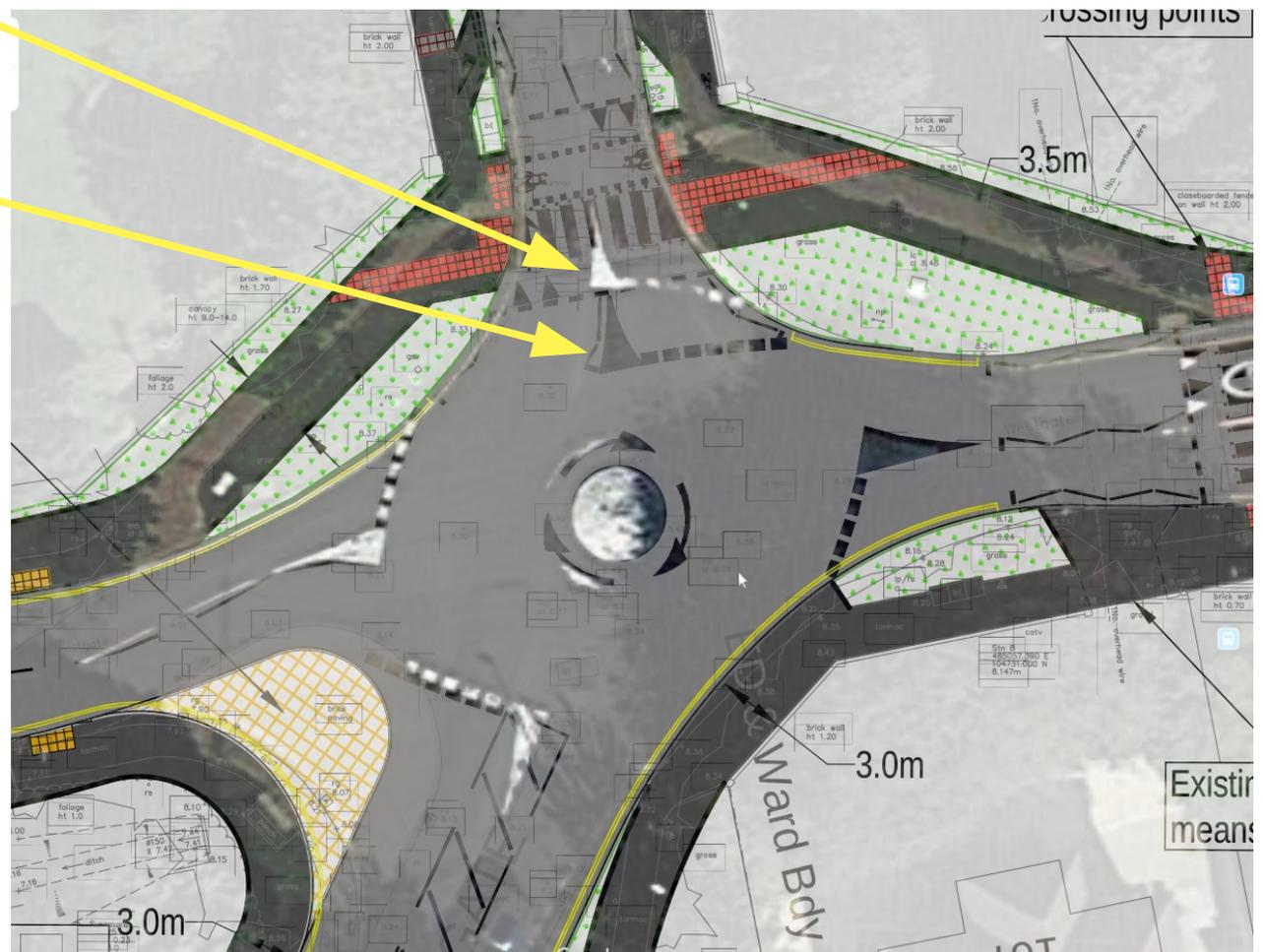
The dark lines shown are from drawing 19183-WGSR-SK002-P4 - Revised Layout.pdf

The two images have been merged to give a composite image.

As can be seen the give way markings have been moved away from the existing speed table that is to be repainted as a toucan crossing.

The distorted shape of the roundabout now appears like a swashed rugby ball.

Is this flattened geometry really acceptable as a workable roundabout arrangement?



Conclusion

The proposed plans for the Sherborne-Rd/Westgate mini roundabout focus mainly on removing cycles from the road to increase motor-vehicle traffic flow.

ChiCycle have the opposite perspective. We believe it is in the best public interest that motor-vehicle traffic volume and speed should be decreased in this residential area. A reduction in traffic will make cycling in the road appealing to everyone on our quiet streets. This will allow pedestrians to confidently walk on the existing pavements without experiencing conflict with fast, two-way cycle traffic being relocated onto the pavement.

New residents of the WoC development should not be encouraged to use Parklands and Westgate as a rat-run for motor-vehicle journeys. However, new residents will be extremely welcome to enjoy convenient cycling through our quiet streets and to walk on our friendly and inviting pavements.

ChiCycle recommend filtering traffic at Parklands and Westgate so that these routes are blocked to through motor-vehicle traffic. Rising bollards could be fitted to allow public transport and public service vehicles to continue transiting these streets.

There is no reason to modify the Sherborne-Rd/Westgate roundabout unless the intention is to increase motor-vehicle traffic flow through Parklands and Westgate. This is highly undesirable. It would be far better to retain the existing roundabout layout but significantly reduce motor-vehicle traffic in the neighbourhood as an alternative.

Forcing cycles onto substandard shared use pavements with severely restricted forward visibility at corners will inevitably cause frequent injuries and make walking and cycling unpleasant.

ChiCycle oppose moving cyclists onto pavements at this mini roundabout because it will represent a significant reduction in provision for local pedestrians, particularly for our vulnerable community members.

Mark Record (on behalf of ChiCycle)