

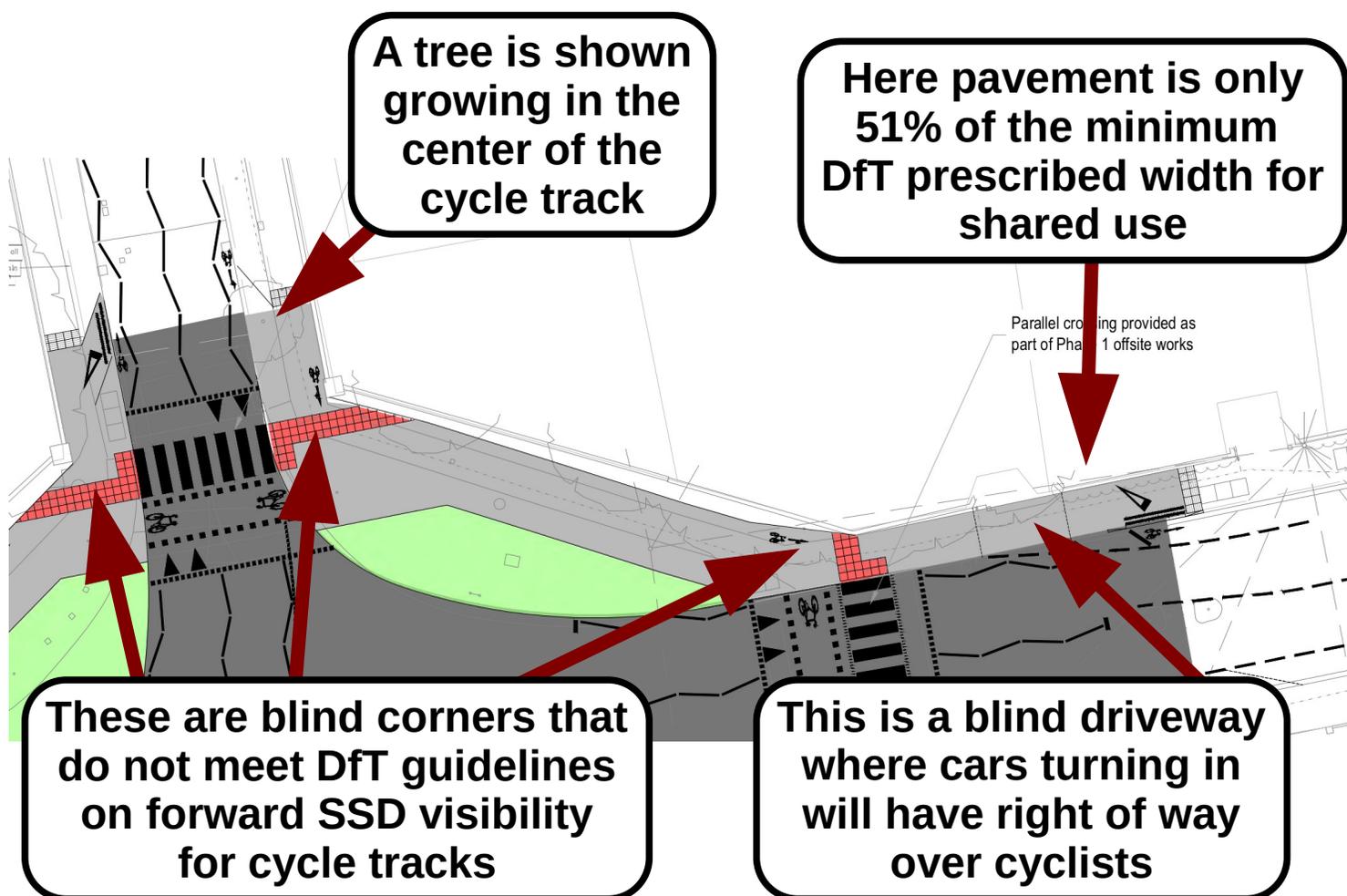
ChiCycle Concerns over West of Chichester Southern Access Road Proposals

[Gear Change \(National Policy on Cycling and Walking\)](#) and [LTN1/20](#) share Summary Principals

Summary Principal No2 States:

2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

However, the proposed cycle provision runs on urban pavements at Sherborne Rd and Westgate.



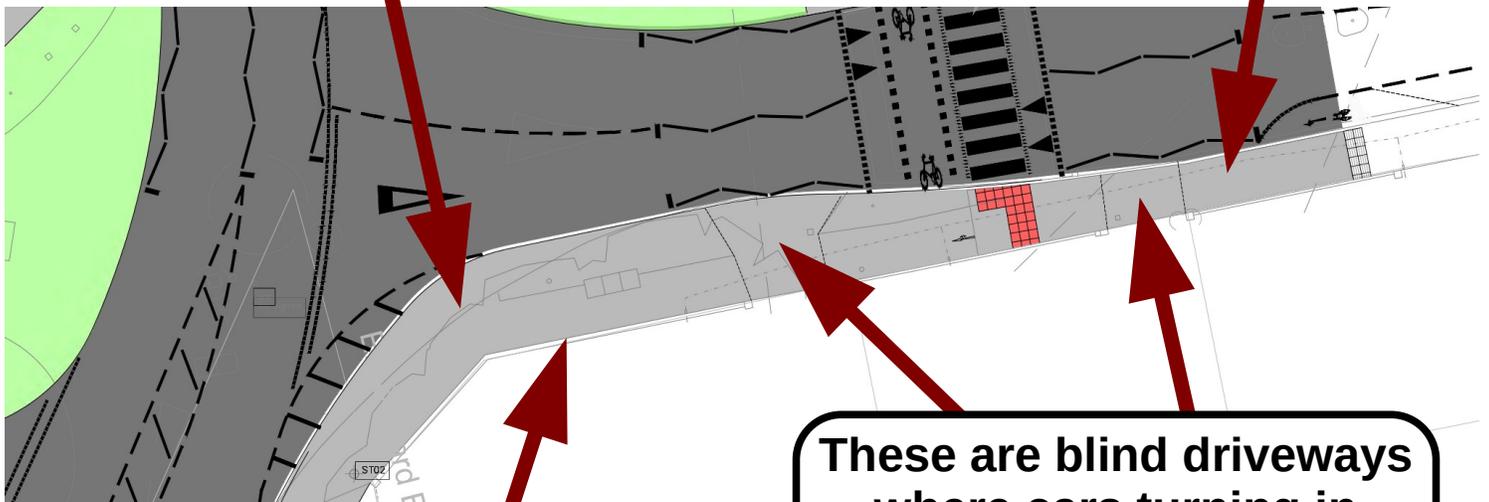
ChiCycle Concerns over Westgate Shared Pavement Proposals

LTN1/20 5.9.3 States:

5.9.3 Table 5-7 Objects such as walls, fences and trees should not be sited close to the cycle track on the inside of bends as this will potentially affect the visibility.

This is a blind corner that does not meet DfT guidelines on forward SSD visibility for cycle tracks

Here pavement is only 62% of the minimum DfT prescribed width for shared use



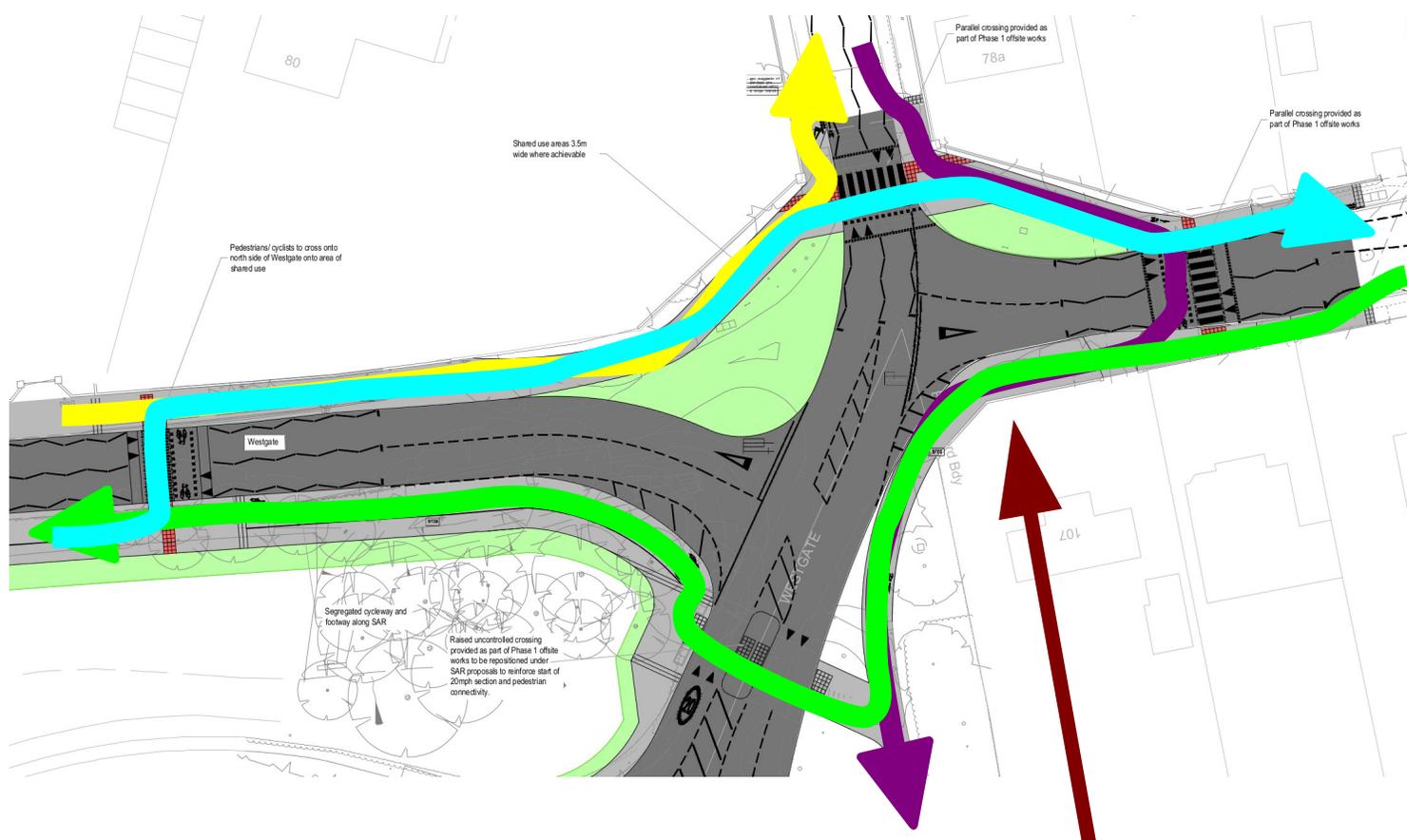
An osteopathy clinic is located here with patients accessing the pavement at a blind exits. Two way cycle traffic on this pavement is particularly inappropriate

These are blind driveways where cars turning in will have right of way over cyclists

ChiCycle Concerns over Westgate Shared Pavement Proposals

Staggering the junction between West and East sections of Westgate creates a convoluted poorly connected route for cyclists using this route.

The diagram below illustrates some of the issues created for cyclists created by staggering the junction.

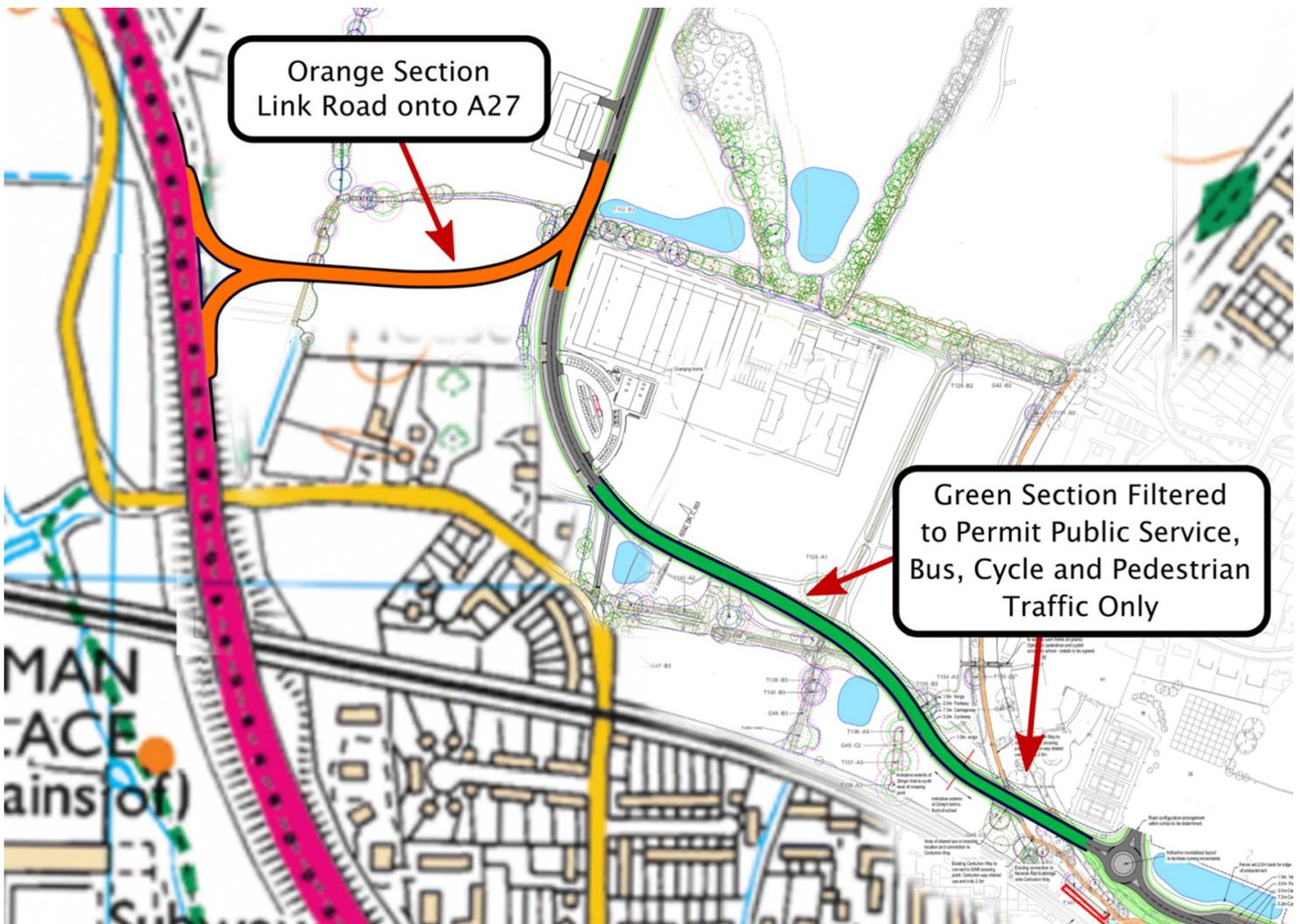


This is a blind corner that does not meet DfT guidelines on forward SSD visibility for cycle tracks

Is it desirable or necessary to lead this busy road into and through a residential area used as the city's main East West walking and cycling route?

The Southern Access Road runs relatively close to the A27 before making a lengthy passage away from a main road, across national cycle ways, through Bishop Luffa school, to then join onto an existing quiet cycle street before causing conflict with pedestrians and cyclists at Sherbourne Rd. Might a better option be to join the spine road directly to the A27 as has been done using two junctions at the Shopwyke estate?

A potential alternative solution is illustrated below.



Sustrans explain what is meant by Low Traffic Neighbourhoods that are discussed in the national policy on walking and cycling (Gear Change)

What is a low traffic neighbourhood?

A low-traffic neighbourhood (LTN) is a scheme where motor vehicle traffic in residential streets is greatly reduced.

This is done by minimising the amount of traffic that comes from vehicles using the streets to get to another destination. This is often referred to as 'through-traffic' or 'rat-running'.

Private motorised vehicles still have easy access to all homes and businesses without driving directly through the neighbourhood.

This opens up networks of streets so people can safely travel through the area on foot, bicycle, by wheeling or by bus. Emergency vehicles can also be prioritised to reach their destinations quicker.

Traffic is reduced by using temporary or permanent barriers called "modal filters".

These can include putting up bollards or planters. Or they can be camera operated.

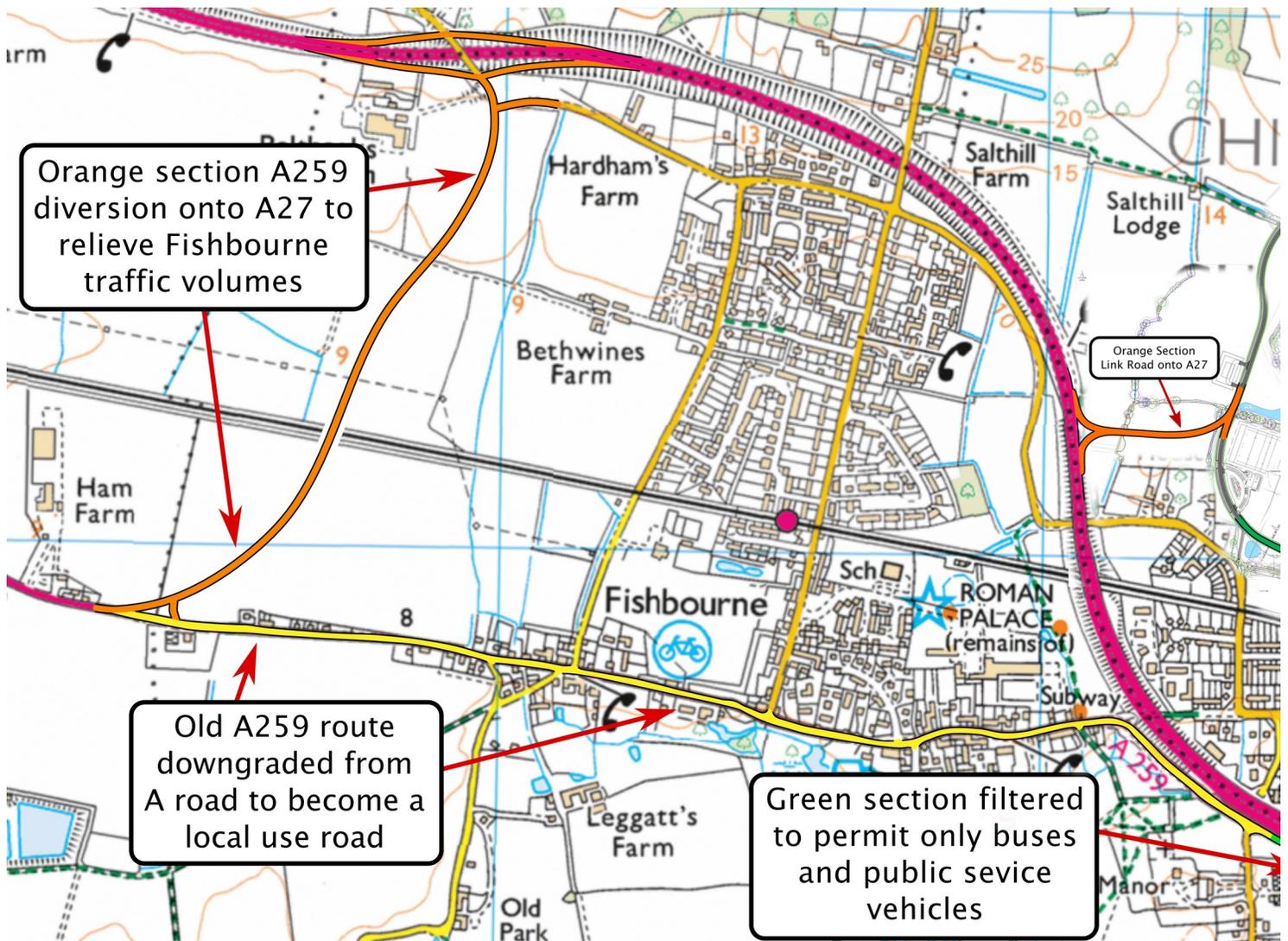
Residents and businesses still have access to the neighbourhood by motor vehicle using different routes, but through-traffic is greatly reduced.

What would Fishbourne, Parklands and Westgate look like if national policies NPPF, Gear Change, Climate Emergency Demands for Decarbonising our City and DfT Manual for Streets design philosophies were applied to our streets?

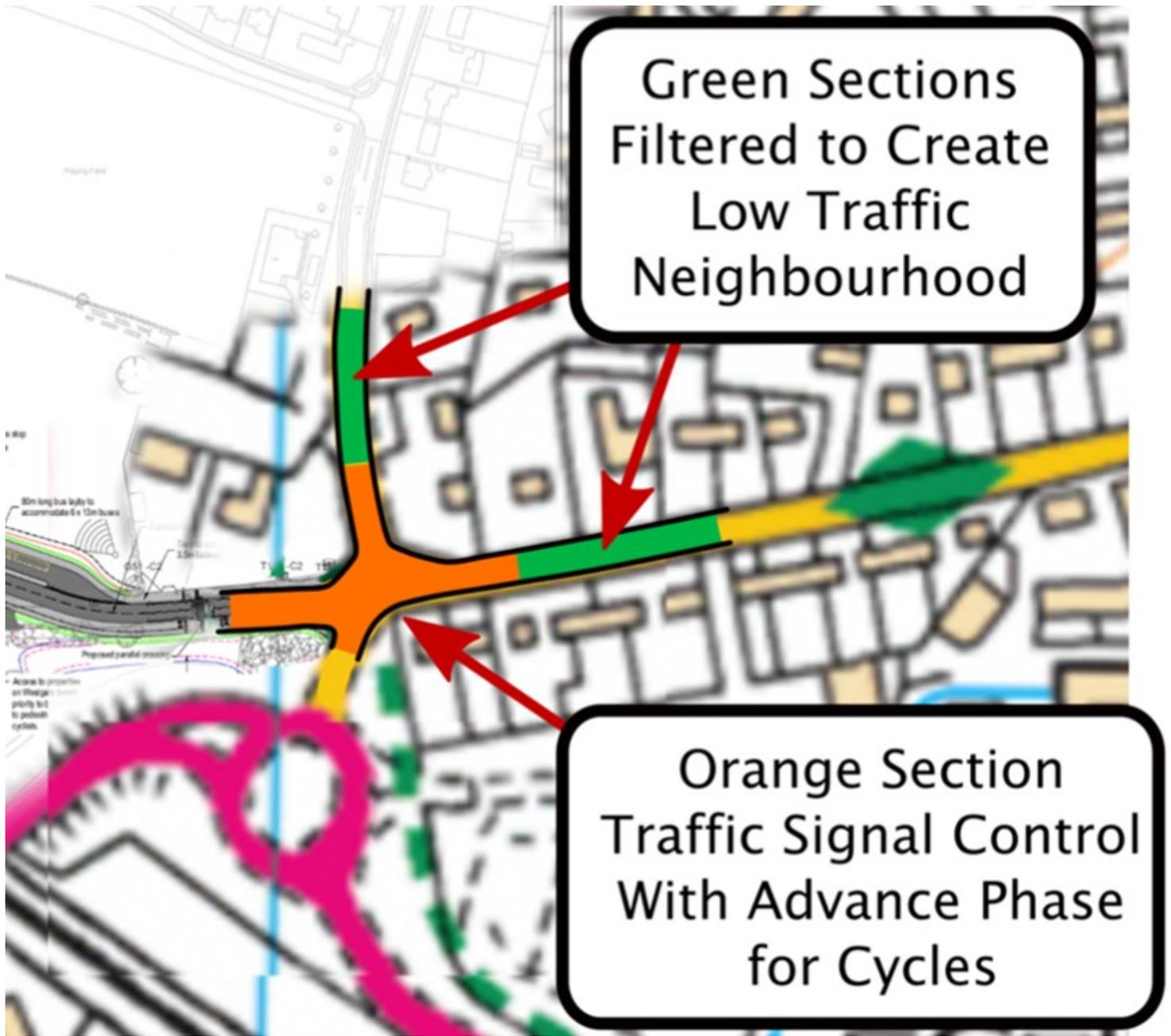


Relatively simple town planning interventions could turn Fishbourne, Parklands and Westgate into appealing low traffic communities .

Slip roads leading from an existing highway bridge onto the A27 could bypass existing A259 traffic currently routed through Fishbourne. This will also allow new residents of the West of Chichester Development an easy access onto the strategic road network



Maintaining the alignment of East and West sections of Westgate can provide an acceptable through route for cyclists. Filtering traffic to create a Low Traffic Neighbourhood will allow this route to become a viable cycle way



Stepped cycle ways on either side of the road would link acceptably to allow a continuous route

Other problems exist with the Southern Access Road cycle and pedestrian provision. Some of these issues have potential for improvement.

This replicates similar failures of the Northern Access Road where priority was promised for cyclists but is not provided! According to the DfT cyclists can not have priority over cars turning in at this type of cycle crossing.



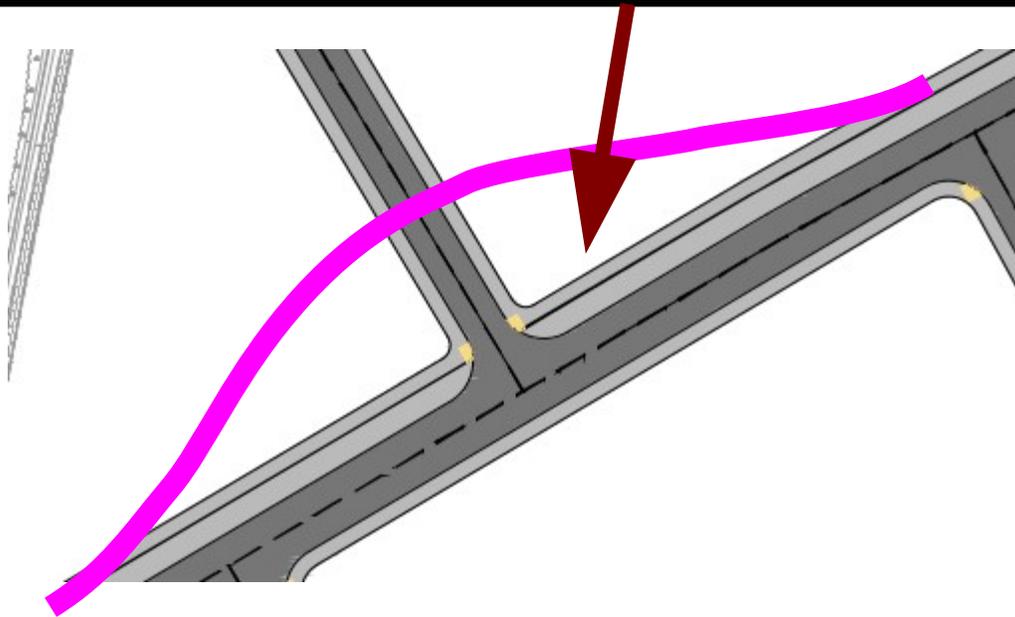
LTN1/20-10.5.24

This approach is suitable for one way tracks traveling in the same direction as the adjacent traffic lane, as shown in figure 10.17. Drivers must give way to cyclists when leaving the side road, but there is no priority for cyclists over traffic turning in.

Joining the cycle way to the end of the vestigial remnant of the original road may be a better option than running a track flush over this side road access

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LTN1/20-10.5.24

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Consider “bending out” the footway and cycle track as recommended by DfT LTN1/20 in Figure 10.15: Full set back, marked priority (bent-out) crossing. Purple line indicates ChiCycles recommended route for pedestrians and cycles.

How will the cycle track and footway be segregated?