

FW: Fishbourne Road East was presented as a "...

Subject: FW: Fishbourne Road East was presented as a "very" quiet street in the recent NMU workshops. However, WSCC traffic data contradicts this
From: A27 Designated Funds
<A27DesignatedFunds@highwaysengland.co.uk>
Date: 30/04/2021, 13:18
To: "recordm@btinternet.com" <recordm@btinternet.com>
CC: A27 Designated Funds <A27DesignatedFunds@highwaysengland.co.uk>

Dear Mr Record

Thank you for your email and apologies for getting back to you so late. I have taken your email into account and immediately looked into the matters raised but failed to get back to you soon after.

Your comments have been passed onto our colleagues in WSP and traffic data has been double checked again. The observation regarding the quiet road was made on the basis of two site visits in 2019 and one in 2020, and also 2009 (3rd to 19th August) data for ATC site 90004581. This suggested very low daily weekday flows (c.300), but indeed ATC site 00004581 that you quote in your email has been missed. This is located at exactly the same spot and covers the same period (and on to 10th September) and indicates average weekday flows of c. 4,300. We also acknowledge the housing development that has since taken place on Clay Lane. With all this in mind, I would like to reassure you that we plan to undertake new traffic counts in the next design stage and this won't be overlooked to ensure information is captured accurately.

I trust the above addresses your concerns raised, but should you have any other questions or queries, please don't hesitate to get in touch.

Kind Regards

Adriana.

Adriana Chirovici
Project Manager
Regional Investment Programme South and East
Mobile: 07712 407 985
Tel: +44 300 470 1468
Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: <https://highwaysengland.co.uk/>

From: Mark Record <recordm@btinternet.com>
Sent: 24 February 2021 18:41
To: Adriana.Chirovici@highwaysengland.co.uk
Cc: Andrew Gould <andrewgould97@hotmail.com>; jp@thearchitectsdesign.co.uk; themabers@gmail.com; Ian Sumnall <iankosovo@aol.com>; lhicks@southbourne-pc.gov.uk; councillor.hunter@fishbourne-pc.gov.uk; Andy Mouland <andy.mouland@westsussex.gov.uk>; Roland Plumb <Roland.Plumb@westsussex.gov.uk>; Jamie Fitzjohn <Jamie.Fitzjohn@westsussex.gov.uk>; Simon Oakley

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<simon.oakley@westsussex.gov.uk>; Mike Magill <Mike.Magill@westsussex.gov.uk>;
smssharp@chichester.gov.uk; sballard@chichester.gov.uk;
keith.sinclair@parliament.uk; simon.pratt@sustrans.org.uk;
Louis.Devenish@sustrans.org.uk; bognorcycleforum@gmail.com; csday@me.com;
cdaguk@gmail.com; info@chichesteraccessgroup.org.uk; Gabby Adams
<gabrielle7adams@gmail.com>; Rupert Emerson <rupertemerson@hotmail.com>;
Julia Smith <stephenandjulia@hotmail.com>; Goodenough, Paul
<Paul.Goodenough@wsp.com>; A27 Designated Funds
<A27DesignatedFunds@highwaysengland.co.uk>; Louise Goldsmith
<louise.goldsmith@westsussex.gov.uk>; mneville@boshamvillage.co.uk;
jfulford@boshamvillage.co.uk; paul.wreyford@gmail.com; Ian Swann
<ISwann@Haemonetics.com>

Subject: Fishbourne Road East was presented as a "very" quiet street in the recent NMU workshops. However, WSCC traffic data contradicts this

Dear Adriana Chirovici,

On Friday the 5th of February 2021, I attended a virtual meeting hosted by Highways England about the proposed Chichester to Emsworth NMU scheme.

While making a presentation Helen Littler of wsp.com claimed that traffic data indicates Fishbourne Road East is a "very" quiet road suitable for cyclists to share with motor-vehicles. This is not a justifiable assessment when current guidelines for cycle infrastructure are considered.

Why has WSCC traffic count data been misrepresented in this way?

It is of particular concern that this will have mislead local councillors and other stakeholders.

The most recent traffic data (publicly) available for this road was recorded in August 2009. Since this date there has been significant housing development along Clay lane that feeds onto Fishbourne Road East. Therefore, it is unlikely that typical traffic volumes on this road will have declined since August/September 2009.

[West Sussex County Council](#) provide the following [traffic count data](#):
FISHBOURNE, FISHBOURNE ROAD EAST BY NO.29 Site Number: 00004581 Site Reference: C0123005L02
Vehicle Count Report August/September 2009.
Traffic volume ranged **between 5129 & 2452** Vehicles Per Day

DfT guidelines [LTN1/20](#) (Page 74) state that:

7.1.1 Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic, as shown in Figure 4.1. Most people, especially with younger children, will not feel comfortable on-carriageways with more than **2,500 vehicles per day** and speeds of more than 20 mph. These values **should be regarded as desirable upper limits** for **inclusive** cycling within the carriageway.

Of the 33 days when full daily traffic data was recorded at Site Reference: C0123005L02 during 2009, only two dates reported vehicle traffic counts below 2,500 vehicles per day! Sunday the 9th Aug and Sunday the 16th Aug. This shows that during the period of this survey the traffic volume on Fishbourne Road East was only appropriate for cycling in mixed traffic on 6% of these days. It should also be noted that on two days the traffic volume on this road exceeded 5,000 vehicles per day!

DfT guidelines [LTN1/20](#) (Page 74) contain the following comment on traffic volumes above 5,000 vehicles per day:

7.1.4..... At flows of above **5000** vehicles per day **few people will be prepared to cycle on-street**.....

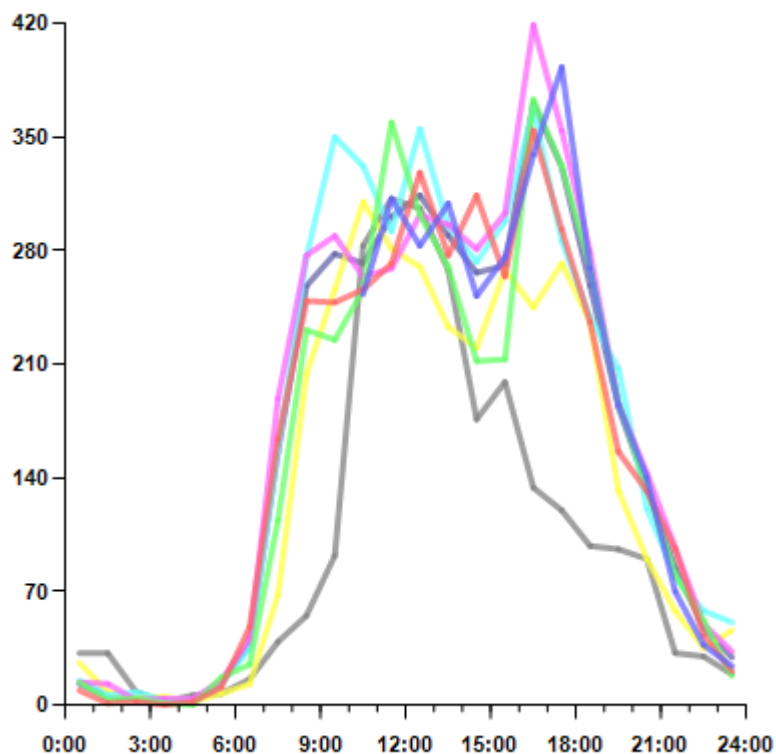
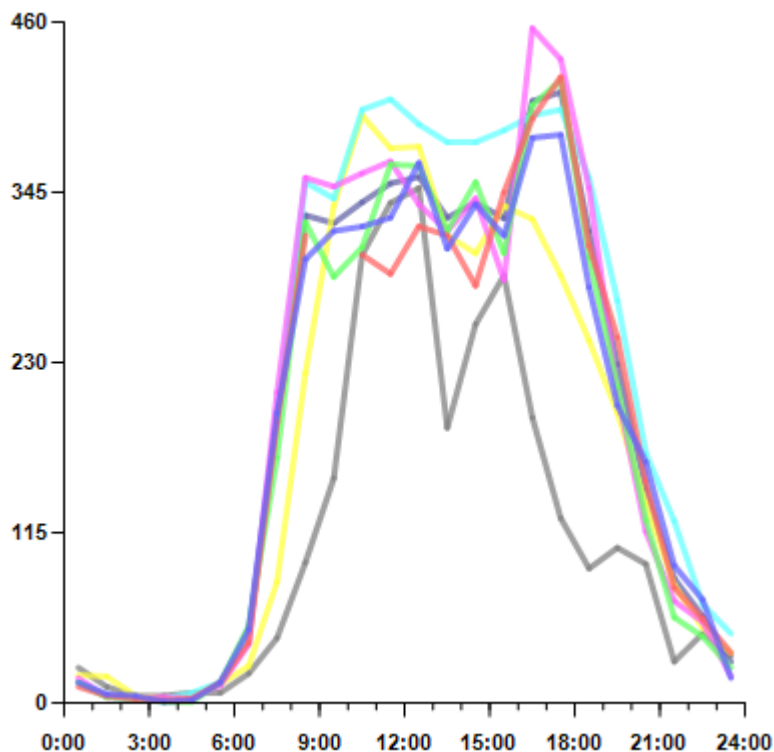
ChiCycle recommend that the project scope should be significantly expanded to allow adequate compliance with DfT guidelines. We feel the current proposals should be discarded because they fail to comply with the majority of relevant highway standards. It is reasonable to expect intervention on a national cycle way to allow minimum DfT recommendations to be met. It is not credible to dismiss intervention on this cycle route where traffic volumes can exceed 5000 vehicles per day using the pretext that this section is a very quiet street.

Thank you in advance for considering our guidance on how best to provide safe cycle infrastructure between Chichester and Emsworth.

Mark Record (Secretary of ChiCycle)

Example charts below show typical hourly traffic volumes on Fishbourne Road East during Aug/Sep 2009

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Areas on the chart with over 300 vehicles passing the counter each hour will have had on average more than one vehicle passing every 12 seconds. With cyclists competing for road space where cars are parked at the street edge narrowing the street, this is not a quiet environment allowing relaxed inclusive cycling.

--

Mark Record
22 Barton Rd
Chichester
West Sussex
P019 3LJ
tel 01243 781445

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