

TRO Team  
County Council  
The Grange  
Tower Street  
Chichester  
PO19 1RH

  
Friends of Centurion Way.  


3<sup>rd</sup> August 2021

Dear West Sussex County Council TRO Team,

FOCW is committed to ensuring that CW remains a safe connected route from Chichester to the Downs and the routing along Westgate is therefore vital for commuting, leisure and vulnerable cyclists and walkers. We would like you to consider the following comments and objections to Traffic Regulation Order (TRO) CHS9038RC.

A key need is for a safe, desire line cycle route with priority over traffic on this currently quite street.

A parallel crossing is needed to the south of the roundabout on Sherborne road.

FoCW **fully support** the following five items within order CHS9038RC.

- (i) install five parallel pedestrian/cycle crossing facilities on flat top humps at the new Dutch style roundabout junction of Westgate, Orchard Street, Avenue de Chartres, North Walls and West Street;
- (ii) install a parallel pedestrian/cycle crossing on a flat top hump on the Avenue de Chartres 38 metres south of the Tollhouse Close junction.
- (v) install two zebra pedestrian crossing facilities on Sherborne Road one on an extended flat top hump located 16 metres south of the Durnford Close junction and one located 11.5 metres south of the Oak Avenue junction;
- (vii) introduce a loading bay on the north side of Westgate west of the Orchard Street roundabout junction, for loading by any vehicles 8.00am – 5.00pm Monday to Saturday;
- (viii) introduce a 20mph speed limit on lengths of Avenue de Chartres, Orchard Street roundabout and Orchard Street from the Avenue de Chartres at a point 195 metres south of the Orchard Street roundabout junction, northwards to Orchard Street at a point 30 metres north of the roundabout junction.

FoCW recommend the following item **should be improved** by changing the crossing type on the hump to a parallel controlled crossing as described in section 17 of the DfT Traffic Signs Manual Chapter 6.

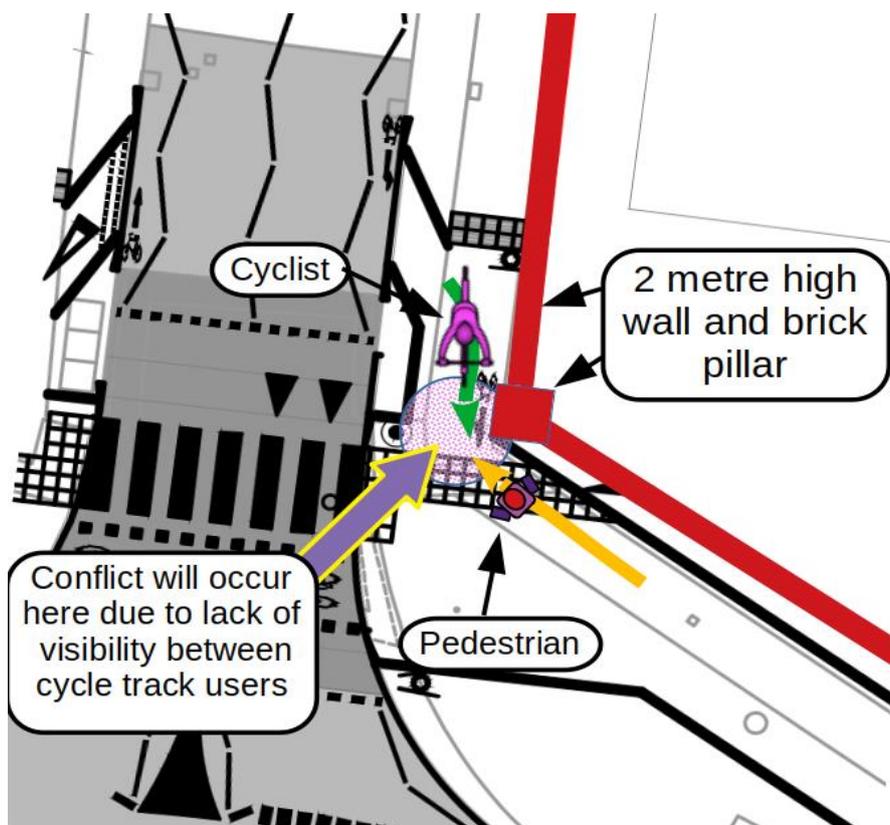
(vi) install a flat top hump on Westgate Link Road 28 metres south of the Westgate roundabout junction to provide an uncontrolled pedestrian crossing point.

FoCW **oppose** the following two items within order CHS9038RC.

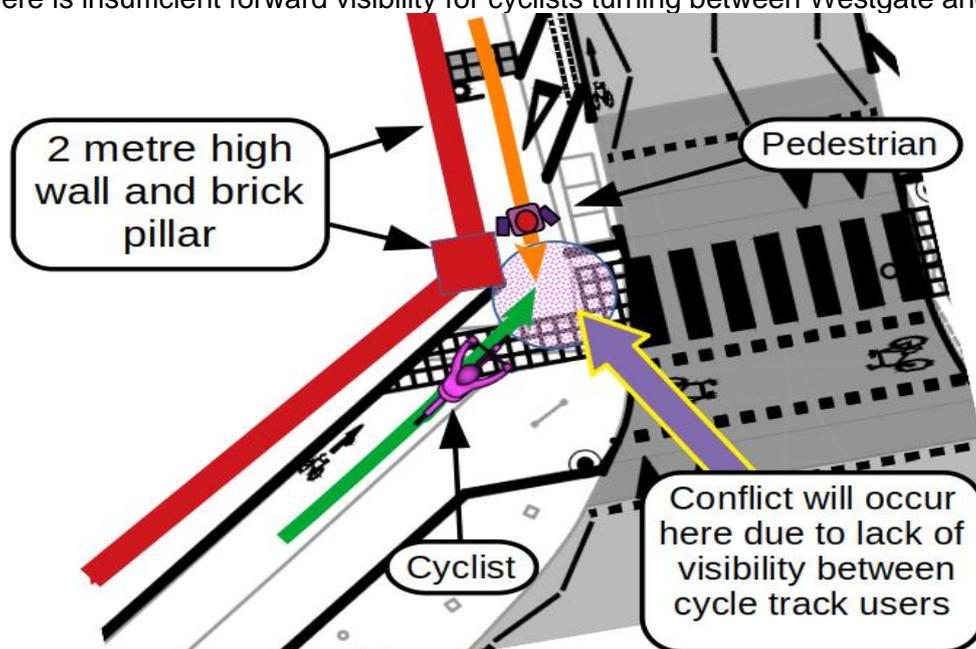
- (iii) install a parallel pedestrian/cycle crossing on a flat top hump on Westgate 32 metres east of the Sherborne Road roundabout junction;
- (iv) install a parallel pedestrian/cycle crossing on a flat top hump on Sherborne Road 15 metres north of the Westgate roundabout junction.

FoCW object to items (iii), (iv) (humps with parallel crossings) for the following reasons.

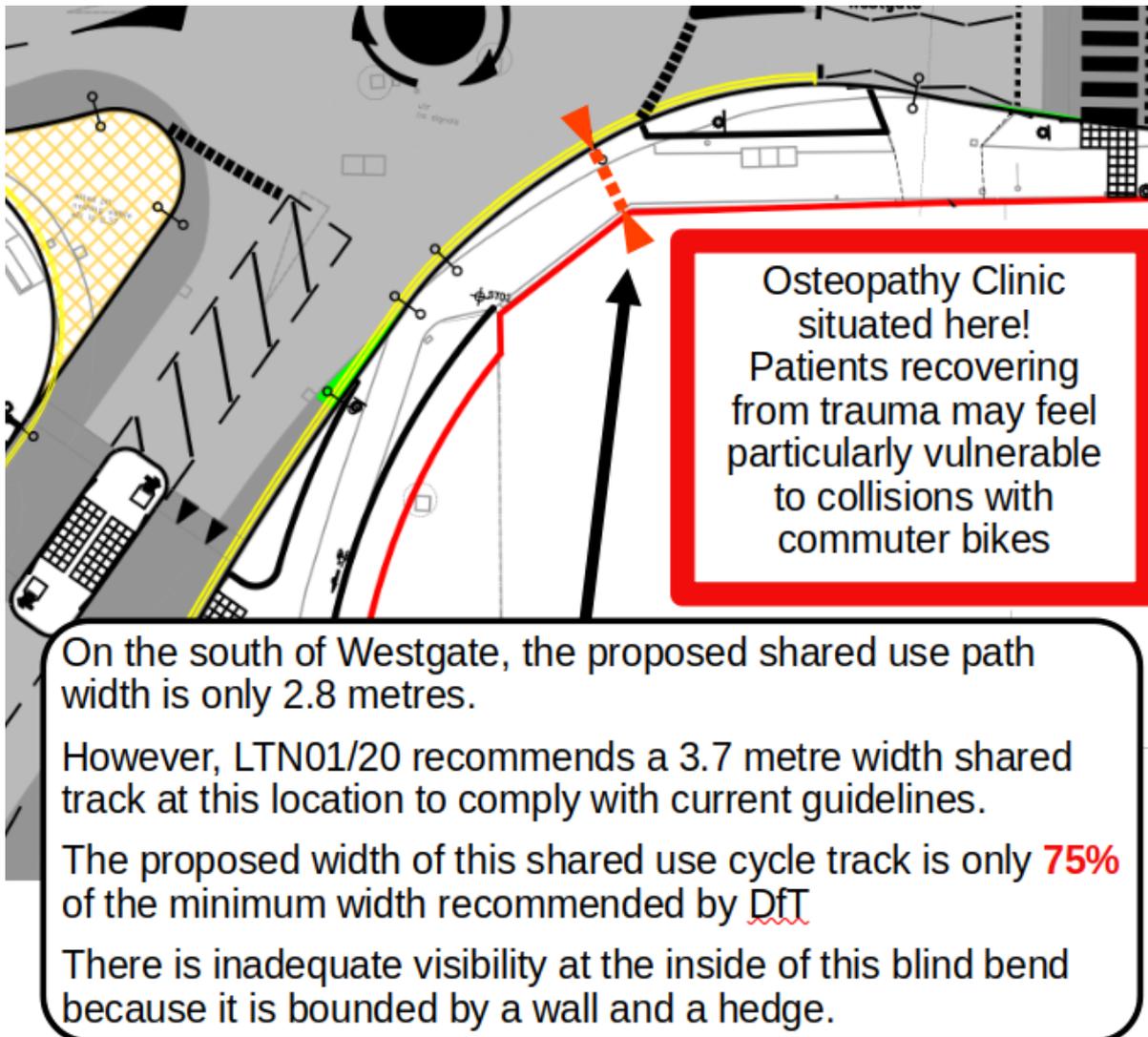
(1). There is insufficient forward visibility for cyclists turning between Sherborne Rd and Westgate. This is a safety issue as cyclists are likely to collide with pedestrians at the blind corner.



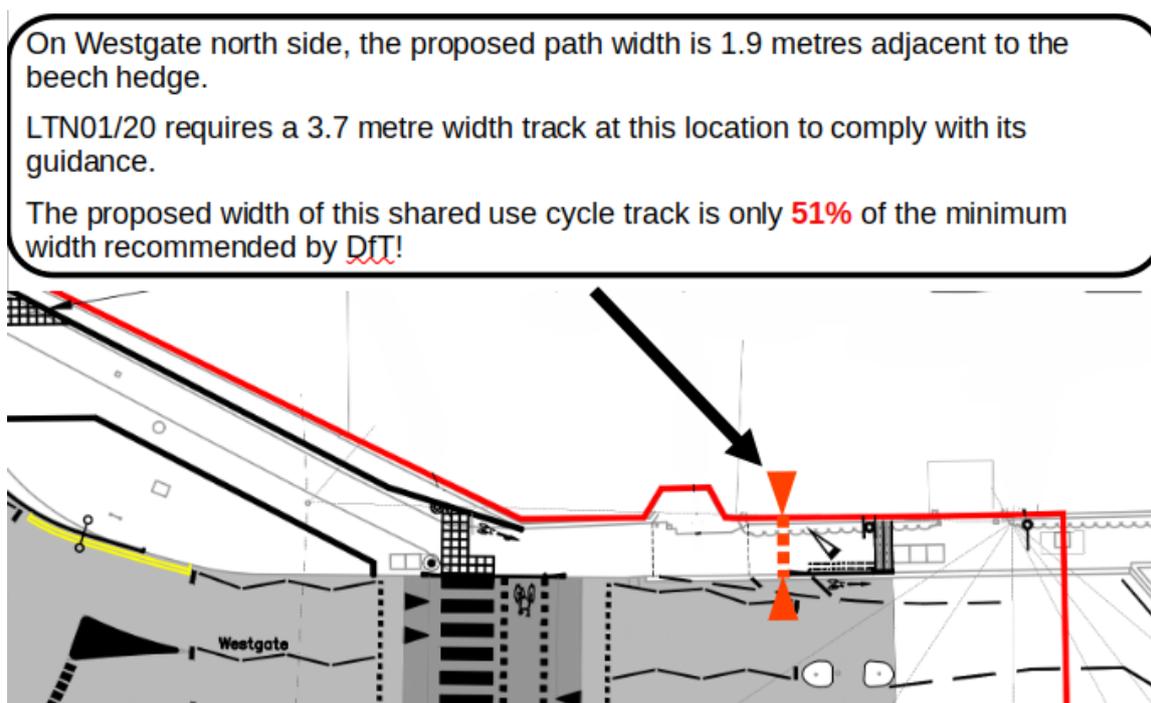
(2). Similarly, there is insufficient forward visibility for cyclists turning between Westgate and Sherborne Rd.



(3). On the South-East quadrant of the Westgate roundabout, two way cycle traffic will be directed onto a shared use cycle track running on a narrow pavement. This creates a blind bend where cyclists and pedestrians are likely to collide. The issue is compounded by vehicles leaving and entering a blind access way to a busy osteopathy clinic (No 107 Westgate). At this location the shared use cycle track has inadequate width for cycles to turn 90 degrees onto the parallel crossing. To enable cyclists to safely turn onto the parallel crossing a Jug Handel arrangement would be needed as described in LTN1/20 section 9.3.4



(4). On the North-East quadrant of the Westgate roundabout cyclists are directed to ride on a shared use cycle track on a narrow pavement. The cycle track rounds a blind corner because the inside of the track is bounded by a tall brick wall and thick hedges. A blind driveway exit on the blind bend makes the situation even less safe. There is insufficient space for cyclists to turn onto the parallel crossing because a Jug Handel arrangement has not been provided as described by LTN1/20 section 9.3.4

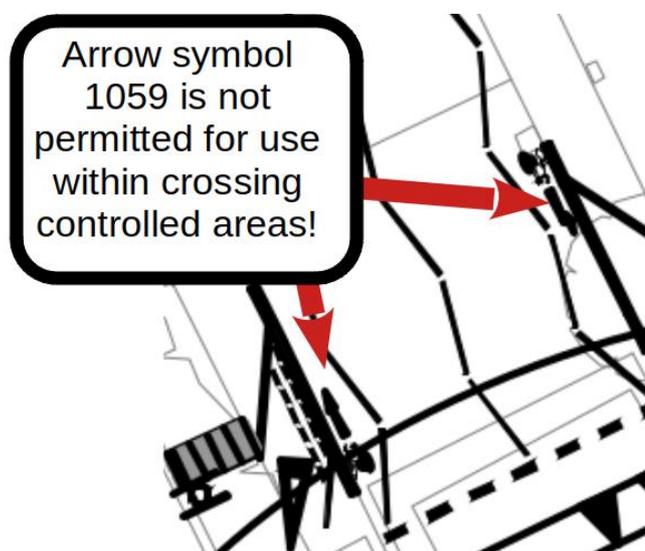


(5). Two way cycle crossing widths are below the minimum widths given in DfT Traffic Signs Manual Chapter 6 section 17.2.6.(6). Inappropriate road markings are proposed within the parallel crossing control areas. DfT Traffic Signs Manual Chapter 6 section states:

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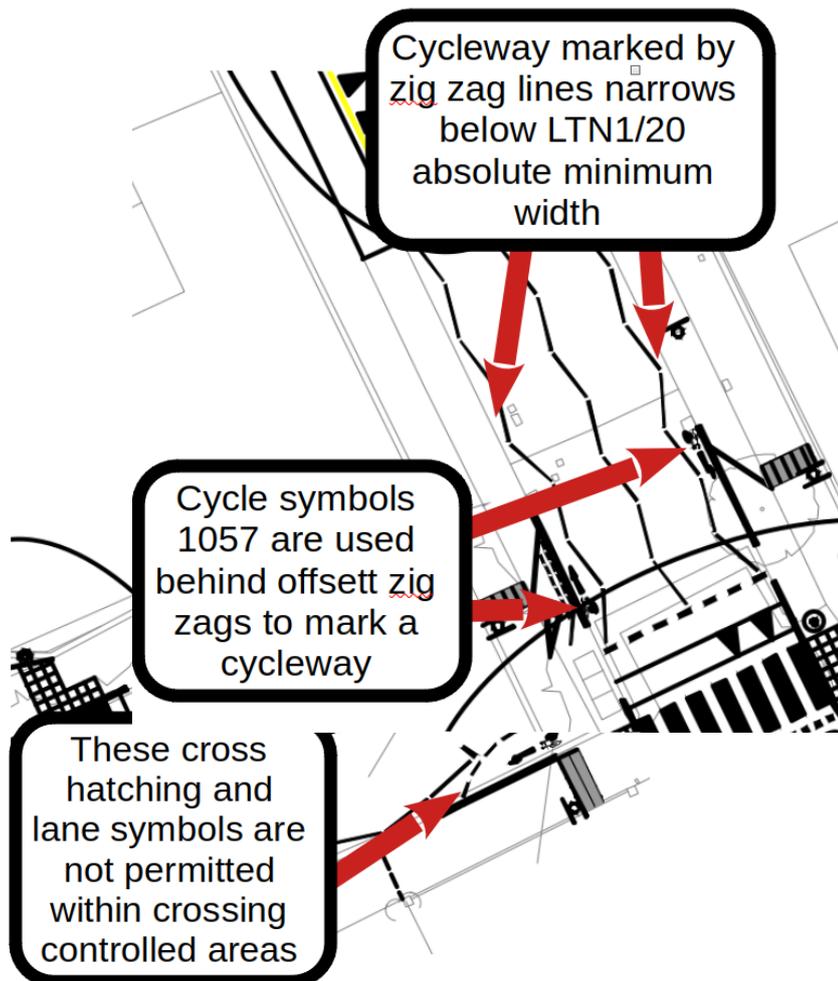
*15.8.16. Markings to diagrams 1029 (S11-4-18) and 1062 (S11-4-33) may be used at or near a crossing. The use of diagram 1062 is described in Chapter 5.*

**15.8.17. No other marking may be used within the controlled area**, except hatched and chevron markings in the circumstances described in 15.8.4 and the cycle symbol to diagram 1057 where the zig-zags are off-set from the kerb to allow cycling.



Hatched, chevron or edge of carriageway markings are not permitted between the outside carriageway kerbs and the outer zig zag lines that mark out crossing controlled areas. Please see DfT Traffic Signs Manual Chapter 6 section 15.8.4.

(7). DfT Traffic Signs Manual Chapter 6 section 15.8.17 explains that cycle symbol 1057 may only be used if the zig zags are offset to mark a cycleway. The absolute minimum width for the cycle lane width at any constraints is 1.5 metres. This requirement is given in LTN1/20 in table Table 5-2: Cycle lane and track widths. The proposed cycle lanes marked out by the offset zig zag markings are shown to taper to near zero width which does not meet LTN1/20 specification.



(8). Several disabled residents frequently use these pavements while relying on guide dogs and assistance dogs. Conversion of these footways into shared use cycle tracks is likely to cause significant disadvantage to these people.

Thank you for considering our comments and objections,

Ian Swann, Chair

on behalf of the Friends of Centurion Way