



# **ChiCycle Objection to Planning Application 22/01485/OUTEIA Phase-2 of the West of Chichester Development (Part 1)**

ChiCycle object on grounds that the Transport Assessment makes misleading claims about the quality of proposed transport infrastructure. It also exaggerates the scheme's potential to stimulate modal shift towards sustainable travel.

This document explains in five sections why the proposed walking and cycling provision is inadequate to support key objectives outlined within the Transport Assessment and why the proposal represents a severe reduction in provision for existing residents who currently walk and cycle.

The "Design and Provide" transport philosophy is intended to:

- ◆ Help reduce CO2 emissions from the transport sector
- ◆ Prevent under-provision of walking and cycling infrastructure or public transport services; and
- ◆ Reduce the risk of planning and developing underutilised or stranded assets

To achieve these objectives, it is necessary for the scheme to follow appropriate national and guidelines. In our opinion, the Transport Assessment must be revised to provide a more realistic account of the local scheme's compliance with required highways standards.

This objection has been prepared on behalf of ChiCycle by:

Mark Record (secretary for ChiCycle)  
22 Barton Rd  
Chichester  
PO19 3LJ  
29<sup>th</sup> August 2022

# **(1) The Transport Assessment makes misleading claims that the proposed walking and cycling infrastructure meets local and national standards**

(1.1) A significant proportion of the proposed spine road cycle provision consists of shared use urban pavements. This is incorrectly claimed to be in line with LTN 1/20 guidelines. Transport Assessment paragraph 7.3.12 states:

*7.3.12 Pedestrian and cyclist links, by means of segregated and/or **shared use cycleways**, will be facilitated along the southern access road and the primary spine route through the site **in line with LTN1/20**.*

However, LTN1/20 paragraph 1.6.1 makes it clear that shared use pavements are not considered an appropriate design choice for urban streets. LTN1/20 Summary Principle No2 states:

***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. Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces **distinct tracks for cyclists should be made**, using sloping, pedestrian-friendly kerbs and/or different surfacing.*

In addition, LTN1/20 paragraph 5.5.3 stresses how segregated routes for cycling should be provided unless the provision can alternatively be situated where there are few pedestrians and where there are also few houses fronting a street.

*5.5.3 Where a route is also used by pedestrians, **separate facilities should be provided for pedestrian and cycle movements**. However, away from the highway, and alongside busy interurban roads with **few pedestrians** or **building frontages**, shared use might be adequate (see Chapters 6 and 8). Such facilities should be designed to meet the needs of cycle traffic, however – including its width, alignment and treatment at side roads and other junctions. Conversion of existing footways to shared use should only be considered **when options that reuse carriageway or other (e.g. verge) space have been rejected as unworkable***

No indication is given that alternative spine road routes have been considered. Therefore, provision of a low traffic neighbourhood that would enable inclusive cycling in the carriageway at Westgate, has not been convincingly rejected as unworkable.

(1.2) Transport Assessment paragraph 11.3.3 makes further misleading statements claiming the transport scheme follows standards set out in the LTN 1/20:

*11.3.3 The creation of the **shared cycle/pedestrian** way on the western side of the spine road has been principally engineered to facilitate a continuous, cycle friendly route, which requires no crossings of the primary access road to majority of the residential pockets at the Phase 2 scheme as well as the local centre at the consented Phase 1 Scheme, which includes the primary school, community centre and local shopping parade.*

*11.3.4 The design of this **share use** pathway has been **tailored to meet the technical requirements and standards set out in the LTN 1/20 Cycle Infrastructure design**. Crossing points will also be introduced along the Spine Road at suitable locations with raised tables for vehicles to prioritise the movements of pedestrians and cyclists. Street furniture and lighting have also been set back to the edges of the shared path to prevent them being an obstruction to cyclists and pedestrians*

As previously highlighted in point 1.1, LTN1/20 does not recommend shared use pavements as an appropriate design choice for urban streets.

Indeed, LTN1/20 paragraph 6.5.4 gives further explanation why shared use pavements are inappropriate while other alternatives remain feasible:

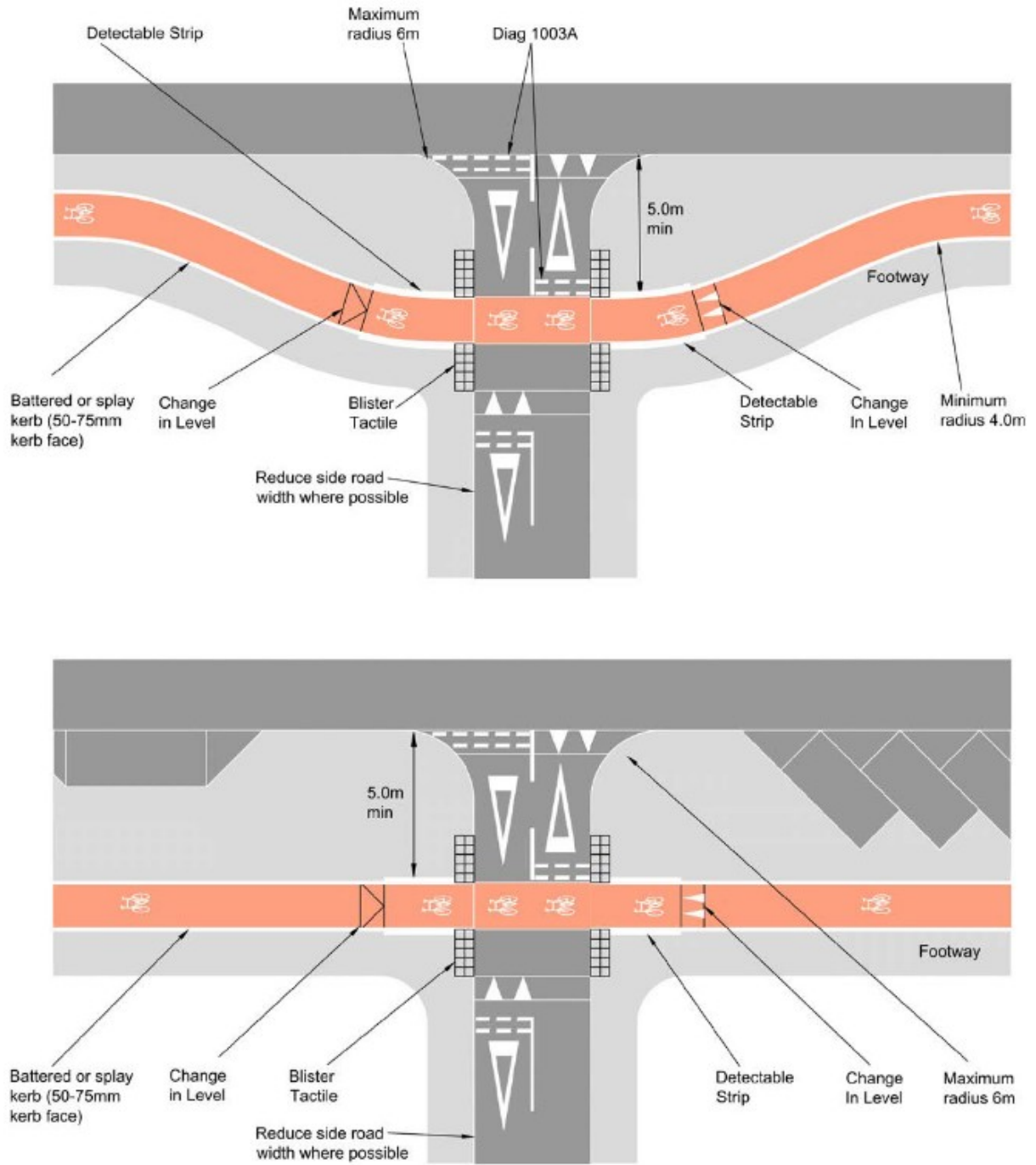
*6.5.4 In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally **not favoured by either pedestrians or cyclists, particularly when flows are high**. It can create **particular difficulties for visually impaired people**. Actual conflict may be rare, but the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. **This adversely affects the comfort of both types of user, as well as directness for the cyclist.***

(1.3) Proposed side road crossings fail to follow appropriate standards. LTN1/20 section 10.5 covers design of priority junctions where cycle-ways cross side roads. Two way cycle-ways that maintain priority at side roads are not considered safe unless the cycle crossing is “set back” a minimum of 5 metres from the main axis kerb-line. LTN1/20 paragraph 10.5.24 states:

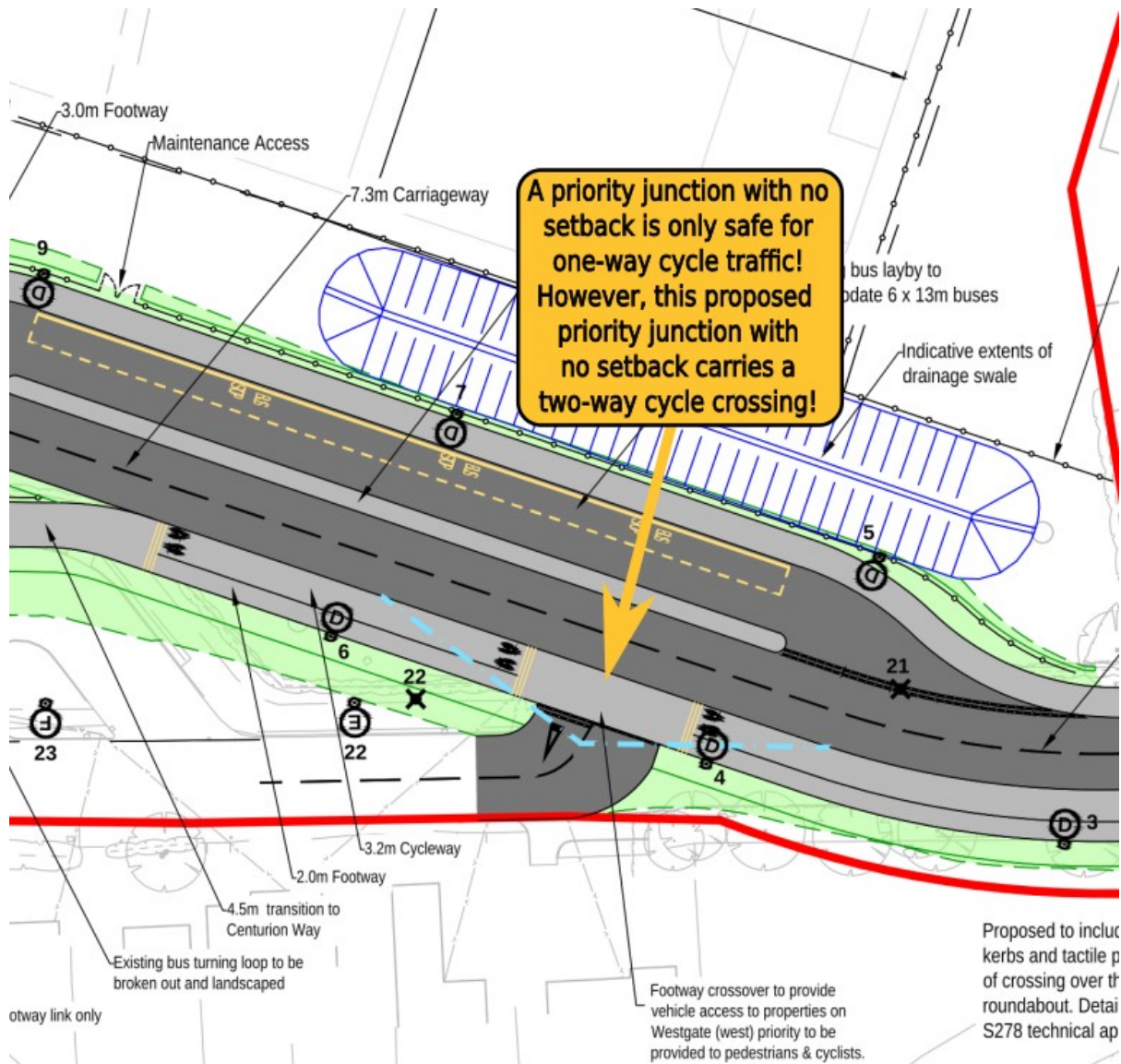
*Design priority, no setback 10.5.24 **This approach is suitable for one way tracks travelling in the same direction as the adjacent traffic lane**, as shown in figure 10.17. Drivers must give way to cyclists when leaving the side road, but there is no priority for cyclists over traffic turning in.*

The proposed cycleway leaves two way cycle-traffic running flush over the mouths of side road junctions with no setback. This will cause unacceptable risks of collision between cyclists and the motor vehicles turning into the junctions. LTN1/20 Figure 10.15 shows the recommended layout for a two-way cycle track to safely cross a side road:

**Figure 10.15: Full set back, marked priority (bent-out) crossing**



(1.4) Planning application 22/01485/OUTEIA proposes an additional two-way priority cycle crossing at Westgate. This crossing will have no setback as it crosses the mouth of the side road junction. This failure to adhere to LTN1/20 guidance will cause unacceptable risk of collision between cyclists and motor vehicles turning into the junction. The following diagram highlights the issue:



As previously highlighted in point 1.3, priority crossings that run flush over the mouths of side roads are only considered suitable for carrying single direction cycle tracks.

It is therefore misleading to claim the proposed crossings will be compliant (or in line with) with LTN1/20 standards.

(1.5) The proposed spine road cycle route fails to deliver provision for cycling that is “*at least as direct – and preferably more direct – than that available for private motor vehicles*”. This is dispute this being the core LTN1/20 design principle of directness.

LTN1/20 Figure 1.1: Core design principles advise against making cyclists stop and give way at side roads. The following illustrative advice is given:



**DON'T** This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.

Indeed, the West Sussex cycling design guide also specifies how cycleways along new development spine roads should give priority to cyclists by means of stepped cycle tracks. West Sussex cycling design guide paragraph 2.2.6 states:

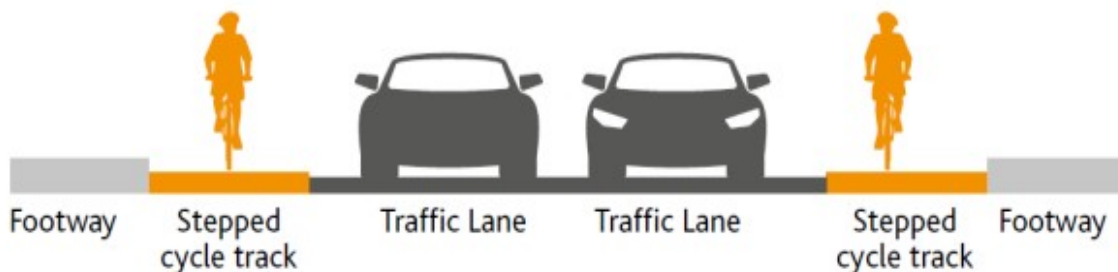
*2.2.6 Along such roads, sometimes referred to as spine roads, **the minimum provisions for cycle users are stepped cycle tracks** (sometimes called hybrid cycle lanes, terraced or similar) on each side of the road. **This also applies to smaller sites where these will ultimately form a larger overall development meeting these criteria.** Table 2a sets out the minimum level of cycle infrastructure provision.*

WSCC cycling design guide continues to recommend stepped cycle tracks as the minimum provision for developments with over 500 dwellings. Table 2a states:

*Where **spine road** serves a development of greater than **500 dwellings** and connects to existing highway or primary distributor road at both ends, **stepped cycle tracks are to be provided throughout on both sides of the carriageway***

WSCC cycling design guide also provides a cross section diagram of an appropriate stepped cycle track implementation (shown below):

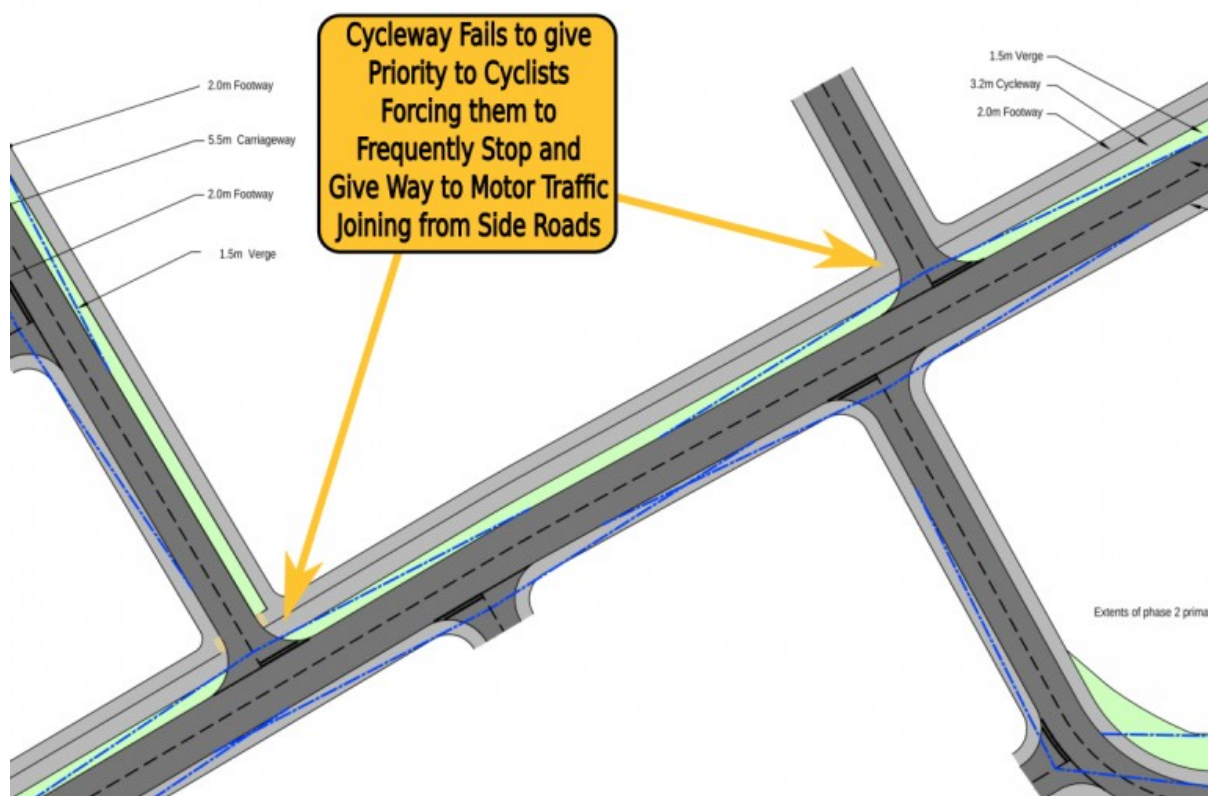
### Stepped cycle tracks



**Diagram 4: Stepped cycle track**

Despite guidance given from both LTN1/20 and the West Sussex cycling design guide that cycle-ways should maintain priority, the proposed spine road cycle-route will force cyclists to give way to traffic at side roads.

The following diagram highlights where planning application 22/01485/OUTEIA fails to give priority to cyclists. This will make the cycle-way of little use for commuters as cars will stop at the give way markings blocking the progress of people cycling to work or school on a bike:



## **(2) The Transport Assessment makes misleading claims that the proposed walking and cycling provision is adequate to handle sustainable travel demands**

(2.1) Transport Assessment paragraph 11.2.1 states:

*...Conversion of the existing Westgate/Sherborne Road mini roundabout into a staggered crossroads junction with new parallel crossings installed along all arms to ensure the **safe** crossing of pedestrians and **cyclists** offering **onwards linkages to the cycle route along Westgate into City Centre**.*

Transport Assessment paragraph 11.5.4 also states:

*11.5.4 It is considered that the proposed walking and cycling infrastructure **is suitable to accommodate demand** and desire lines, thereby maximising access*

The following points refute both statements.

(2.2) The proposed Westgate/Sherborne junction crossings and shared use pavements are not considered adequately safe. The Stage 1 Road Safety Audit highlights visibility criteria for cyclists/pedestrian visibility and paragraphs 3.4.1 & 3.4.2 highlight the following problems:

### **3.4.1 PROBLEM**

*Location: 3L (Drawing no. JUB\_SR\_DR\_C\_001 P02) – Proposed raised crossing point on Sherborne Road.*

*Summary: **Restricted visibility could lead to vehicle to pedestrian / cyclist collisions.***

*The southern pedestrian / traffic inter-visibility splay is obstructed by vegetation and trees. **Restricted visibility could lead to vehicle to pedestrian / cyclist collisions.***

### **RECOMMENDATION**

*It is recommended that **there should be no physical obstruction of the visibility splay** and additionally, that the splay should be periodically maintained to retain visibility.*

### **3.4.2 PROBLEM**

*Location: 3M (Drawing no. JUB\_SR\_DR\_C\_001 P02) – Proposed shared used footway /*

*cycle-way leading to Sherborne Road.*

*Summary: **Restricted visibility could lead to vehicle to pedestrian / cyclist collisions.***

*The proposed shared use route passes a **brick wall**, approaching the junction with Sherborne Road, where **cyclist/pedestrian inter-visibility may be restricted. Restricted visibility could lead to cyclists to pedestrian collisions.***

### **RECOMMENDATION**

*It is recommended that a buffer should be introduced between the wall and the proposed shared route to achieve inter-visibility.*



(2.3) ChiCycle consider the poor quality shared use pavements proposed for the Westgate/Sherborne-Rd junction to be unsuitable for cycling. Sadly, WSCC/CDC rejected requirements for the scheme to comply with national standards. Instead they “used their judgment” to grant advanced approval for the proposed sub standard shared pavements and crossings through issuing (TRO) CHS9038RC.

Nonetheless, County Highways Team Manager Steven Shaw has repeatedly stressed that the shared pavements are only considered suitable for a small minority of cyclists.

In an email to ChiCycle dated Wed, 7 Jul 2021, Steven Shaw explained:

*The **majority** of cyclists **shall continue to cycle on the carriageway** along Westgate and **additional measures are proposed to assist with this**. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction*

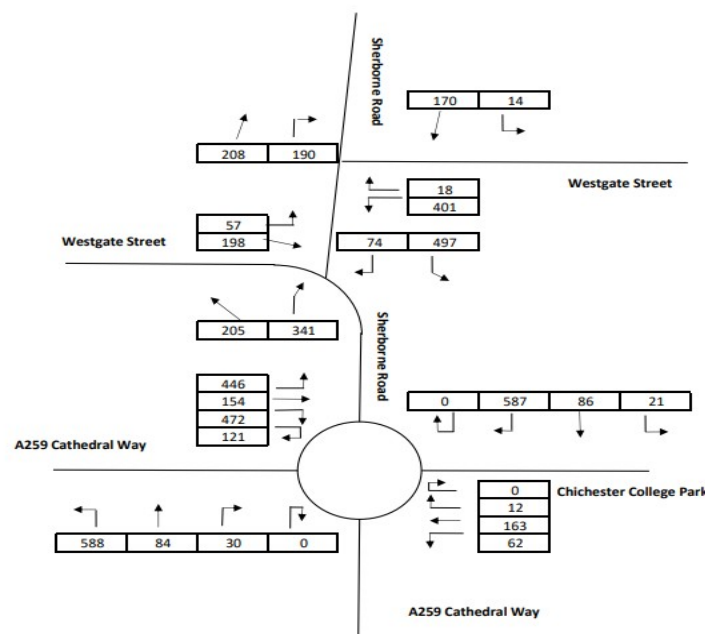
TRO CHS9038 Appendix C includes repeated assurances from the WSCC Director of Highways and Transport stating:

*...The **majority** of cyclists shall continue to cycle on the carriageway along Westgate **and additional measures are proposed to assist with this**.*

Further examples of similar LHA statements are included in this document’s appendix.

The Transport Assessment predicts peak PM traffic volumes at the southern end of Sherborne RD (combined two way hourly flows) of 1,140 motor-vehicles per hour! The following diagram from the Transport Assessment (volume 2 appendix) illustrates the intense volume of traffic predicted at this location:

PM Peak traffic movements as per Option 1 / 1A



The daily traffic flow at the southern end of Sherborne Rd will regularly exceed **10,000** motor-vehicles per day once the proposed staggered spine road junction is installed. This is at least double the traffic volume where DfT advise few people will remain prepared to cycle on-street!

Indeed LTN1/20 states in paragraph 7.1.4:

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

DfT's guidance is that few people will be prepared to cycle in these high volumes of motor-traffic. WSCC also claim cyclists riding in the carriageway will constitute the majority of those using the junction. If both these points are accepted, this clearly demonstrates the proposed cycle route has limited capacity for only a few cyclists.

Therefore, the Transport Assessment claim that the proposed cycle provision is suitable to accommodate demand is particularly misleading.

(2.4) The Westgate/Sherborne-Rd junction already carries two national cycle routes and is a key transport node for the majority of walking and cycling journeys made on the western side of Chichester. It forms part of the only realistic walking and route from the city to the Fishbourne Tesco Supermarket. The surrounding area contains an FE college, several schools and at least two children's nurseries.

Severely reducing provision for walking and cycling at this location, by introducing additional heavy traffic from a busy spine road, is a complete anathema to the Design and Provide transport philosophy that demands "sustainable transport at its cornerstone".

(2.5) The proposed pedestrian and cyclist's movement plan illustrated within Transport Assessment Appendix A show no cycling connections whatsoever leading either into the city centre or towards the station!

However, Transport Assessment paragraph 11.1.8 states:

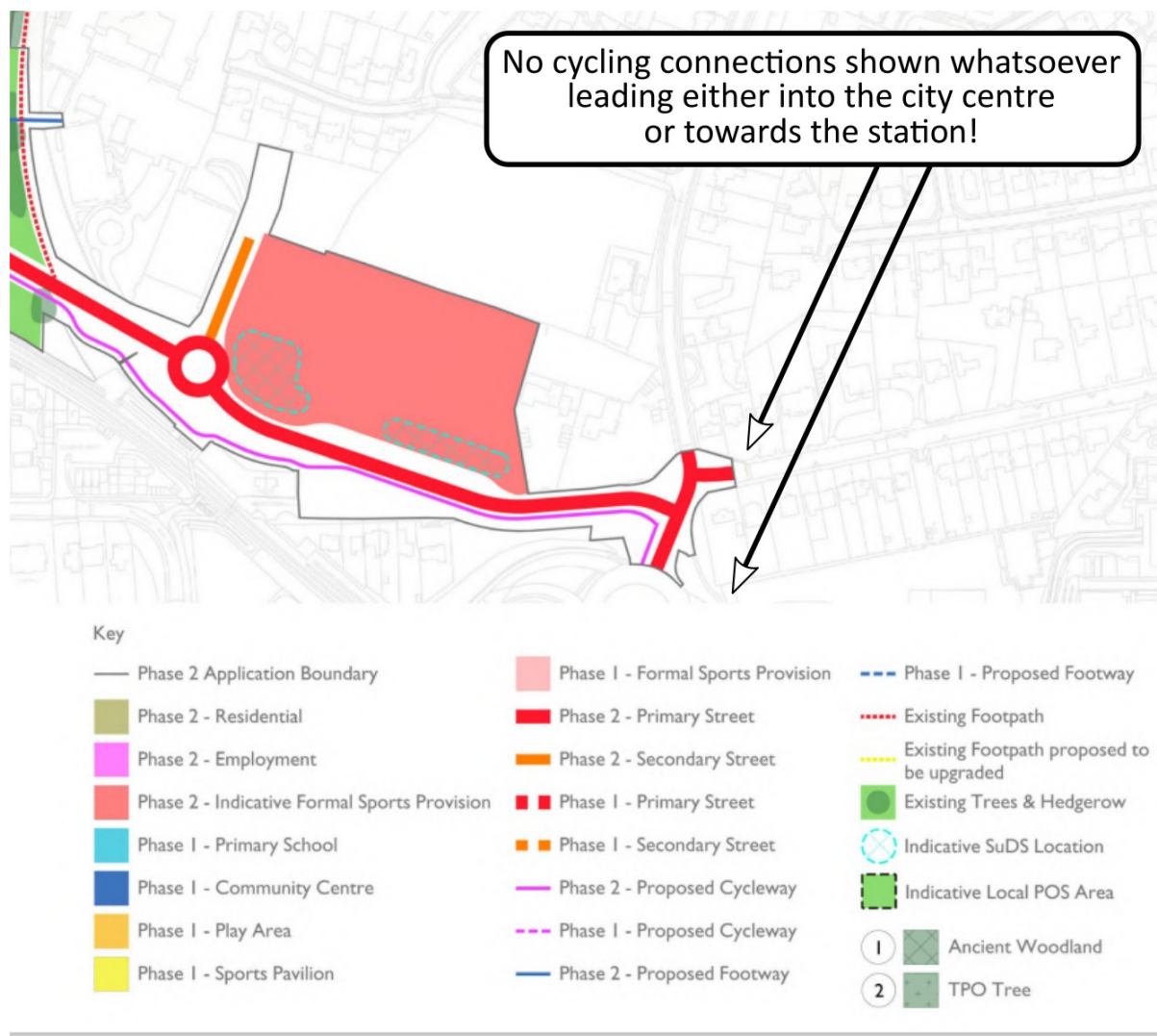
*11.1.8 The proposed pedestrian and cyclist's movement plan is illustrated within Appendix A with an abstract shown in Figure 11.1 below. **As can be seen** [sic] the propose walking and cycling routes have not been designed in isolation from the surrounding area; they have been designed to link to existing routes into the city which were identified in the adopted West Chichester Infrastructure Statement and the consented Phase 1 scheme as the best routes to provide access to Chichester's services.*

At the junction of Sherborne-Rd and Westgate, the only cycle connection shown leads into the North West quadrant of the College roundabout. This is not a suitable location for inclusive cycling because the road crossings are extremely hazardous. The following screen clip taken from the Transport Assessment Appendix A shows there are no cycle routes leading into the city centre or towards the station:



Cycle movements are shown in purple. It can be seen none of these lead into the city!

The following screen clip shows no cycle routes are indicated from the junction between Sherborne-Rd and Westgate, leading either into the city centre or towards the station. This clip is also taken from the Transport Assessment Appendix A:



The diagrams shown above are the ones actually recommended in the Transport Assessment itself as illustrations of the proposed development's excellent walking and cycle links with the surrounding area.

This causes ChiCycle concern that the proposed development fails to offer reasonable opportunities for sustainable transport.

### **(3) Developers and LHA agree “Design and Provide” is the appropriate transport philosophy**

The Transport Assessment has acknowledged “Design and Provide” is the appropriate transport philosophy to adopt. It is also recognised that this approach requires adequate provision for sustainable modes of transport. Indeed, paragraph 6.3.2 contains the following statement:

*6.3.2 The key further considerations set out in the LHA response include:*  
· *Agreement on the “Design and Provide” approach which seeks to design a development proposal with **sustainable transport at its cornerstone** with a subsequent goal of reducing offsite highway impact; [ChiCycle’s emphasis]*

### **(4) The Transport Assessment makes unrealistic predictions about substantial reductions in private motor-vehicle use**

(4.1) The Transport Assessment contains an unrealistic claim that a modal shift of 15% can be achieved merely by advertising alternatives to private motor car use! Although, ChiCycle have no objection to developers promoting sustainable transport using travel plans, we doubt these soft measures could create anywhere close to a 15% modal shift unless accompanied by significant improvements to the local walking and cycling infrastructure.

Studies of the impact of soft measures conducted by the DfT, reinforce ChiCycle’s concerns. Without support from other interventions, soft measures alone are unlikely to succeed.

Indeed, DfT report Smarter Choices – Changing the way we travel (Published 24 June 2005) notes in its summary:

*...those experienced in the implementation of soft factors locally usually **emphasise that success depends on some or all of such supportive policies** as re-allocation of road capacity and other measures to improve public transport service levels, parking control, traffic calming, pedestrianisation, cycle networks, congestion charging or other traffic restraint, other use of transport prices and fares, speed regulation, or stronger legal enforcement levels. [ChiCycle’s emphasis]*

As shown in sections No1 and No2, the infrastructure proposed to support sustainable travel is poor quality. Indeed, the new Westgate/Sherborne-Rd staggered junction represents a severe reduction in provision for both walking and cycling.

Nonetheless, the Transport Assessment paragraphs 7.6.2 & 7.6.4 include the highly optimistic claim that soft measures (advertising sustainable travel) will generate a 15% modal shift:

*7.6.2 The Phase 2 FTP has been developed in compliance with WSCC guidance 'Transport for New Developments – Transport Assessments and Travel Plans' to meet the Local Authority's aims to reduce the need to travel and discourage unnecessary car usage.*

*7.6.4 To be consistent with the approved "umbrella" document, **a mode shift of 15% is proposed within the Phase 2 FTP**. To achieve this, a comprehensive package of physical and behavioural measures is proposed in a bid to reduce the number of solo car journeys and thus a positive mode shift towards noncar travel. Such measures encompass: [ChiCycle's emphasis]*

- Inclusion of a travel section within the main website of the site displaying travel direction to/from the site not only by road, but by public transport and other travel modes. This will include links to obtain maps and timetables for local services, transport operators, taxi companies and journey planners;*
- A Travel Information Pack will also be developed and made available to prospective residents, employees and visitors of the site to advise on the preferred route of travel, local walking/cycling routes together with public transport information and contact details for local taxi firms and mini-bus hire;*
- Display travel plan posters within a communal area that can be easily accessed by all users to the site providing the latest travel information on walking/cycling routes and public transport services;*
- Provision of walking and cycling maps as well as personal travel planning advice to all prospective residents and employees onsite;*

(4.2) The Transport Assessment anticipates a **7%** reduction in baseline traffic volumes based on WSCC introducing a recent package of measures [presumably soft measures] to promote behavioural change in transport use. ChiCycle believe this is an unrealistic estimate. Recent WSCC initiatives to encourage sustainable travel form part of a long continuum of similar interventions. It is unreasonable to predict WSCC most recent sustainable travel initiative will suddenly deliver a step change of 7% modal share including an equal corresponding drop in local motor traffic volumes. ChiCycle note that recent Census figures show our local population is increasing. Even if our transport modal share is moving in favour of sustainable travel, our increasing population size puts an upwards pressure on the total number of journeys being made, offsetting reductions in motor-vehicle use due to modal change.

Transport Assessment paragraphs 8.3.7 to 8.3.10 explain how the baseline traffic figures are adjusted to include this **7%** predicted reduction in traffic.

- 8.3.7 It is noted that as part of the Local Transport Plan, WSCC has developed an integrated package of measures and initiatives to promote behaviour changes and mode shift in favour of sustainable transport options, thereby reducing future travel demand arising from housing and economic growth in Chichester.
- 8.3.8 To reflect this, a 7% reduction was applied to the baseline traffic in the Vectos TA to account for the introduction of the Smarter Choices Measures (SCM) in the City by WSCC. This approach is consistent with the methodology adopted in the strategy modelling undertaken by Chichester District Council (CDC) and WSCC and was considered appropriate by the LHA for trips to/from Chichester City centre by 2031.
- 8.3.9 In view of this, a similar approach has been adopted for the purposes of this study. The forecast 2021 baseline traffic has been subsequently adjusted to account for the 7% reduction in vehicle movements as a result of the sustainable transport initiatives and demand management measures brought forward by the West Sussex Local Transport Plan as well as the long-term impact of the current pandemic.
- 8.3.10 The forecast year 2035 baseline traffic will be established by combining the forecast committed development traffic with the adjusted 2021 peak period traffic and will account for sustainable travel measures brought forward by the West Sussex Local Transport Plan. Thus, in summary the 2035 Baseline flows, from which the development impact will be compared with, will include the following:

Year 2035 Baseline Traffic = Forecast 2021 Peak Hour Flow + 7% Reduction to account of SCM + Committed Development Traffic

(4.3) The Transport Assessment also predicts a permanent reduction of **10%** in private car use due to the Covid 19 pandemic.

ChiCycle would love to see this kind of reduction in local motor-vehicle use, but we feel it is unrealistic to anticipate this level of reduction without significant improvements in infrastructure to support this type of behavioural change.

Transport Assessment paragraphs 9.6.4 to 9.6.6 explain how the report's traffic figures are adjusted to predict a 10% reduction in motor-vehicle use post Covid 19:

9.6.4 It is also noted that recent control measures introduced nationally as a result of the Covid 19 pandemic appear to have resulted in major behavioural change that has resulted in more home working that is likely to result in subsequent permanent long-term changes even after these measures are lifted. These changes in travel pattern are discussed in the Royal Town Planning Institute document titled "Plan the World We Need", which was released in June 2020, that in section 3.1 states the following:

*"In the UK during April, 39% of those in employment reported working only from home, while 6% both worked from home and travelled to work. This contrasts with 5% of the workforce who reported working mainly from home during 2019."*

9.6.5 The Department for Transport (DfT), in conjunction with Ipsos MORI, published All change? Travel tracker – Wave 1 summary for the Department for Transport in June 2020. This summary document presents analysis and headline figures from a UK-wide survey commissioned by the DfT and undertaken during May-June 2020. The survey explored whether participants would use more sustainable travel or return to pre-lockdown travel and makes the following statement in this regard:

*"Thinking about the future more generally, the survey suggests that there could be some positive behavioural impacts from a sustainability perspective. There is a high degree of self-reported willingness to change behaviour in response to the long-term threat. Many say they are willing to do a range of things to reduce their contribution to climate change, reflecting a recognition that the long-term posed by climate change is as serious as coronavirus in the long-term (63% agree, 15% disagree)."*

9.6.6 Thus, given these changes in travel trends it is considered reasonable to apply a further 10% reduction to the residential and employment vehicle trips (i.e. as set out in **Table 9.11** and **Table 9.12**) to take account of this, with the consequent reduction in development traffic summarised in **Table 9.13** and **Table 9.14** below.

(4.4) The Transport Assessment outlines multiple factors and then attributes unrealistic future modal shifts to each factor. It is claimed Phase 2 FTP will result in a 15% modal shift, WSCC Transport Plan contributes another 7%, and increased working from home post Covid another 10% shift. Combined these factors results in a 35.6% predicted modal shift within the development. This is not a plausible prediction of sustainable travel uptake for a development with poor walking and cycling connectivity into the city!



## **(5) Conclusion**

Section No1 has shown that the Transport Assessment greatly exaggerates compliance with sustainable transport standards.

The Transport Assessment also claims the scheme has adequate capacity to support future walking and cycling demand. However, section No2 demonstrates, contrary to this claim, that the schemes actual capacity for walking and cycling will be limited. In particular the most critical local node for walking and cycling at Westgate/Sherbourne-Rd will be severely impacted by intense traffic created by the proposed staggered junction design.

Section No3 highlighted how successful implementation of the “Decide and Provide” philosophy demands sustainable transport to be made the cornerstone of project development. However, sustainable transport has clearly not received adequate design attention within this project.

The Transport Assessment makes unrealistic predictions about substantial modal shifts towards sustainable travel. Section No4 shows multiple factors within the Transport Assessment are attributed towards unrealistically high predictions of future modal shift. When these claims are combined they result in an implausible 35.6% predicted modal shift within the development.

It is unrealistic for the Transport Assessment to indicate such a substantial uptake in sustainable travel when construction of the development’s own spine road will sever the cities only viable westwards heading routes for walking and cycling.

The Divide and Provide transport philosophy is intended to “prevent under-provision of walking and cycling infrastructure”. Entirely contrary to this objective, the proposed scheme severely restricts residents transport opportunities irrespective of whatever modes of transport they choose to use in the future.

The Transport Assessment must be revised to give a realistic account of the scheme’s non-compliance with expected highways standards. It must also accurately reflect the serious impact these deficiencies will have on local travel.

## **Appendix**

The following copies of emails and documents show examples of WSCC statements previously assuring residents that the sub-standard shared pavement and crossings, pre-approved through (TRO) CHS9038RC, will leave the majority of cyclists continuing to cycle on the carriageway along Westgate and that additional measures are proposed to assist with this.

The following email was received from WSCC on Wednesday 7<sup>th</sup> July 2021 by Mark Record (Secretary of ChiCycle) regarding concerns that ISG Westgate/Sherbourne Mini Roundabout plans contravene the Equality Act 2010

<b>Subject:</b>	RE: ChiCycle are concerned that ISG Westgate/Sherbourne Mini Roundabout plans contravene, the Equality Act 2010
<b>Date:</b>	Wed, 7 Jul 2021 11:47:41 +0000
<b>From:</b>	Steven Shaw <Steven.Shaw@westsussex.gov.uk>
<b>To:</b>	Mark Record <recordm@btinternet.com>
<b>CC:</b>	Andrew Howick <andrew.howick@westsussex.gov.uk>, Henry Moyo <henry.moyo@westsussex.gov.uk>

Dear Mark,

Thank you for your recent email sent on behalf of ChiCycle and for making me aware of your views and concerns about the proposed highway works at the junction of Westgate/Sherborne Road.

These highway works have had a substantial amount of engagement and have progressed significantly. I understand the main concern you have is in relation to the appropriateness of a shared pedestrian/cycle route in this location and its potential impact upon more vulnerable pedestrians. Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings.

The majority of cyclists shall continue to cycle on the carriageway along Westgate and additional measures are proposed to assist with this. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction. Due consideration has been given through the design of the highway works to all road users including those that are more vulnerable to ensure that the scheme is appropriate for all; irrespective as to their level of mobility. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and further RSAs will be undertaken at each relevant stage (Stage 2 Detailed Design & Stage 3 Scheme Completion) and acted upon as necessary. Through the implementation of the detailed design all appropriate signing, lining and tactile paving shall be provided to ensure consideration has been given to all reasonable safety measures.

In terms of consultation the proposed highway works were originally part of the West of Chichester Phase 1 Outline Planning Consent and were therefore subject to statutory public consultation through the planning process. Additionally, the detailed design of the highway works have been considered by the Infrastructure Steering Group which was set up as a requirement of the outline planning consent. This group was formed of relevant officers and Councillors from West Sussex County Council (WSCC) and Chichester District Council (CDC) and representatives of the relevant Residents Associations in the local area and was also attended by other interested groups such as Friends of Centurion Way and Bishop Luffa School. The purpose of this group was to ensure that representatives of the relevant residents associations were fully aware of the proposals and the detailed design and so they could share this information with the local residents. This level of consultation with the local groups is significantly more than would ordinarily be undertaken for Section

278 developer highway works elsewhere in the County.

I have provided the attached report you provided to the relevant engineers and the developers consultants working on these highway works so that all the relevant designers are aware and can take into account the concerns you have raised as the highway works proceed.

Regards

**Steven Shaw BA (Hons) MSc MCIHT**

County Highways (Development Management) Team Manager

County Highways Team, Planning Services

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The following email was sent by Sarah Quail (Chair of WGRA) to WSCC County Councillor Joy Dennis (Cabinet Member for Highways and Transport) on the 1<sup>st</sup> December 2021. It highlights promises previously made to the community about the West of Chichester development's shared pavement scheme at the Junction of Westgate and Sherborne Road.

**From:** sq.westgate@gmail.com <sq.westgate@gmail.com>

**Sent:** 01 December 2021 22:42

**To:** joy.dennis@westsussex.gov.uk

**Cc:** 'Julian Joy' <Julian.Joy@westsussex.gov.uk>; Andrew Kerry-Bedell <andrew@get-consultants.co.uk>; Clare Apel <clare.apel@btinternet.com>; John-Henry Bowden <j-hbowden@outlook.com>; Richard Plowman <r.plowman@chichestercity.gov.uk>; 'Ian Swann' <ISwann@Haemonetics.com>; mark.record@chicycle.co.uk; 'Sec WGRA' <sec.wgra@gmail.com>; 'Julia and Stephen Smith' <stephenandjulia@hotmail.com>; Adrian Moss <adrian@adrianmoss.org>; 'Steven Shaw' <Steven.Shaw@westsussex.gov.uk>

**Subject:** TRO/CHS9038/RC and Westgate, Chichester

County Councillor Mrs Joy Dennis  
Cabinet Member for Highways and Transport  
West Sussex County Council  
County Hall  
Chichester  
PO19

1 December 2021

Dear Councillor Dennis

I am writing on behalf of Westgate Residents' Association, Chichester (WGRA) in response to the ongoing application for TRO/CHS9038/RC on Westgate which we understand has now been passed by West Sussex County Council (WSCC) for approval on 8 December unless a prior call-in procedure is initiated.

The decision can be found at <https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?Id=1405> and was taken by the WSCC Cabinet Member for Highways and Transport, and we believe there are clear grounds for a call-in based on the fact that not all the relevant information was presented to the Cabinet Member or the Committee.

**Background**

WGRA participated proactively in the Infrastructure Steering Group consultation (in 2020/21) as part of the s106 discussions in Phase 1 of the local Whitehouse Farm development (WHF). These discussions related to possible improvements for Westgate and Sherborne Road (and the mini roundabout at the south end of Sherborne Road) given the increased volume of traffic anticipated from Phase 1 of WHF and went forward in the referenced TRO.

The developers proposed a revised mini roundabout design to better cope with traffic and as part of this, they proposed creating a shared walking and cycling path around the roundabout on the pavement, as well as an additional tiger crossing at the bottom of Sherborne Road.

In summary, it was clear from the outset that there was insufficient width for two-way cycling and pedestrians, given the narrow width, blind corners, and driveway access. However, the prevailing argument for this design was that it would enhance the crossing safety for inexperienced cyclists etc. and we were assured this would be an alternative route *i.e.*, that on-road provision would remain. Westgate is a key national cycle route and offers pleasant access into and out of the city along a residential road with a mini roundabout that is generally accessible except at rush hours.

WGRA opposes the principle of shared pavements but accepted the Phase 1 design on clear conditions which were lodged in our formal comments to the TRO (our letter dated 19 August 2021 is attached) seeking an assurance that this off road / on pavement cycle provision was not a substitute for on-road cycling provision, which is the primary route for commuting, leisure and confident cyclists, who do not want to weave up and down pavements and past pedestrians. We also flagged that these design changes in phase 1 should NOT set the bar for phase 2 future changes to the infrastructure - playing to a long-held fear that by getting cyclists off the roadway, this would enable the developers to argue in Phase 2 that this roundabout/ junction has more capacity as cyclists have off-road provision. This has not been addressed.

A number of residents also wrote in a personal capacity to highlight the insufficient width of the proposed shared pathway and that, given the blind corners and use of the pavement by elderly, young, vulnerable and disabled residents, that this design was unsuitable. There was also much commentary that the shared paths did not comply with LTN1/20 (the new design standards).

**WGRA have grounds for complaint that due process has not been followed, that a full picture has not been presented to the WSCC Cabinet and that not all the relevant information has been considered. In particular, we summarise the following misleading events:**

1 In the appendix of consultation responses to the TRO (appendix C at <https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?Id=1405>), WGRA's letter is simply omitted. This very clear letter and the conditionality that on-road cycling revision should be provided for was not included or commented upon. As the lead residents' association and the road most directly affected by this TRO, to ignore the commentary from an association representing c. 250 households was wholly misleading.

2 The commentary response to all the written TRO objections to the narrow width and blind corners is the same – that parts of the design do comply with the minimum widths of LTN1/20 but a reduction in these widths can be justified using a Highways England standard CD143 ([https://www.standardsforhighways.co.uk/dmrb/search/9b379a8b-b2e3-4ad3-8a93-ee4ea9c03f12\\_as\\_at\\_March\\_2021](https://www.standardsforhighways.co.uk/dmrb/search/9b379a8b-b2e3-4ad3-8a93-ee4ea9c03f12_as_at_March_2021)) which provides that you can create a shared path of less than minimum width in certain cases to provide for walking, cycling and horse-riding along TRUNK ROADS AND MOTORWAYS! Westgate is a residential road, so to quote an inappropriate standard was wholly misleading:

3 The Department for Transport Manual for Streets and LTN1/20 do not support the use of shared paths in urban areas, yet this TRO response relied on these provisions to create a shared path in a busy area on a pavement that is much used by residents. It is also the throughfare for Bishop Luffa School with its 1500 students. This was not clarified for the committee - the clear provisions of LTN1/20 for a minimum width of roughly 3 metres have not been mitigated and the unsuitability of shared paths in urban areas has been ignored.

4 One of our residents who wrote in a personal capacity (comment no.17) specifically asked about on-road provision for cyclists – noting that this is the desire line for commuting, leisure, and confident cyclists. It is also part of the wider Highways England investment in ChEm route. The response was (sic):

*The design at the north east and north west corners are in line with guidance in LTN 1/20. The available shared use width is 3.06m on the (western side) and 3.18m on the eastern side. However, the existence of walls on the bends leaves effective widths of 2.5m at these locations. CD 143 Table E/3.4 states that a minimum effective width of 3m for an unsegregated shared footway/cycleway. This can be reduced in accordance with clause E/3.5 which permits a minimum width of 2.0m where there are less than 200 users per hour. Whilst 3m or more would be ideal, and effective width of 2.5m still provides effective service, taking into account the constraints that exist.*

*It is acknowledged that experienced cyclist will continue to use the carriageway. Specific signing for this will does not seem possible to erect. (sic)*

This response confirms a situation where WSCC have acknowledged that experienced cyclists (of which there are many) will continue to use the carriageway but the design makes no provision for this, and the commentary suggests that no signing for this

will be possible. How can this be?

Since the original s106 consultation WGRA has become increasingly concerned about the unsuitability of a shared path in this location, given the risks to pedestrians, young people, and elderly residents. However, the grounds for a call-in are that not all relevant information was presented to the Cabinet Member for Highways and Transport.

**WGRA seeks councillor support that a call-in on the decision is made based on the points above and that relevant information has been omitted that has not been considered by the committee. Specifically WGRA requests the councillors and the Cabinet Member for Highways and Transport to agree that:-**

- The WGRA response to the TRO application be included on the corrected published record, responded to and presented to the assessing Cabinet member for consideration.
- The Cabinet member should invite the officers to explain how WGRA's letter came to be omitted from the record.
- The Cabinet member should invite the officers to explain how CD143 – a provision for trunk roads and motorways – can be relevant on a residential road to justify a reduced width in this case. As cited, it is wholly misleading.
- The Cabinet member should invite the officers to explain how LTN1/20 which rejects shared pathways in urban areas can support this scheme in the vicinity of a school with 1500 pupils and on a key national cycle route.
- The TRO should be clarified to note that the shared pavement design is to provide alternative cycle provision at the roundabout and that signage or other measures must be included to continue to support on-road cycling provision, *i.e* , to preserve the position in line with government guidance that the main throughfare for cyclists remains on the carriageway in the absence of a compliant segregated safe route.

WGRA also wonders if you or your fellow-committee members have done a site visit and walked along Westgate and down to the mini roundabout to inspect the site for themselves, particularly at school closing time which is roughly 2pm each day to see for yourselves the volume of pedestrians, cyclists and cars that this design is meant to mitigate. It is a short and pleasant walk from County Hall along Westgate. This is a residential road which was meant to be relieved of through traffic some forty years ago by the Via Ravenna to the south.

In conclusion, WGRA and residents in the area supported this TRO only on the basis that this created alternative provision for cycling at the junction, and a red line remains for our community **that shared pathways on pavements can never provide the only acceptable solution for cyclists and pedestrians at this junction**. Steps must be taken to continue to provide for on-carriageway safe cycling and provide residents and the community with an assurance that in Phase 2 of the WHF development, these Phase 1 adjustments are not used to justify improved provision for cyclists or that the capacity of this roundabout/junction has been increased by the "removal" of cyclists from the carriageway.

We hope that you can support the call-in and review of the TRO on this basis. I should also place on record that we are shocked that our views seem to have been buried in this process.

Yours sincerely

Sarah Quail

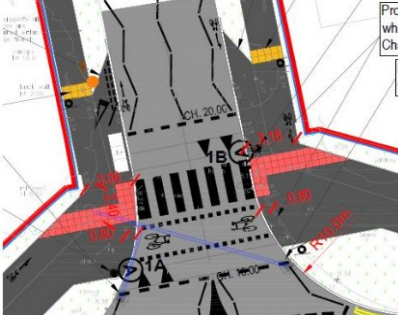
Mrs Sarah Quail  
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TRO CHS9038 has granted advanced permission to the West of Chichester's Phase 2 scheme to relocate cyclists onto unsuitable shared use pavements around the junction of Westgate and Sherbourne Rd. All 26 individuals objecting to this scheme raised issues of unsuitable shared use pavements. Comments from Director of Highways & Transport repeatedly claim that the majority of cyclists shall continue to cycle on the carriageway along Westgate. The following copy of APPENDIX C – CHS9038 has relevant comments highlighted in red.

APPENDIX C - CHS9038  
 Consultation Response Summary

Object/Comments	Comments from Director of Highways & Transport
<p>1 Resident of Old Broyle Road</p> <p>Objects to the introduction of two parallel crossings at the Sherborne-Rd/Westgate mini roundabout. This will:</p> <p>Lead to collisions between pedestrians and cyclists as the pavements are too narrow and the sight lines, often obstructed by brick walls, are inadequate</p> <p>Lead to antagonism between pedestrians and cyclists at a time when we should be encouraging people out of their cars and onto their feet/bikes</p> <p>Set a precedent for the remaining links between the West of Chichester Development and the City, particularly along the proposed route of the Southern Access Road</p> <p>At particular risk of injury are school children going to Bishop Luffa and people with restricted mobility. Moreover, plans that have recently been released towards the imminent construction of the West of Chichester Development Phase Two Southern Access Road, show that the spine road for this 1,600 new home development will directly connect at the location of the existing Sherborne Rd mini roundabout requiring virtually all cycle traffic to be transferred onto the existing pavements!</p> <p>This is completely unacceptable and the TRQ should be rejected.</p> <p>What is needed are segregated paths for pedestrians and cyclists that meet official design standards.</p>	<p>The mini roundabout in its current format was seen as a barrier for less confident cyclists. Allowing the shared facility to provide off road facilities at a 4-arm junction for less experienced cyclists especially those children attending Bishop Luffa is seen as beneficial in encouraging more children to cycle and achieve a reduction in school drop off and pick traffic.</p> <p>The available shared use width is 3.06m on the (western side) and 3.18m on the eastern side. LTN 1/20 Table 6-3 of 3.0m which the design adheres to for up to 300 cycles per hour. However, the existence of walls on the bends leaves effective widths of 2.5m at these locations. CD 143 Table E/3.4 states that a minimum effective width of 3m for an unsegregated shared footway/cycleway. This can be reduced in accordance with clause E/3.5 which permits a minimum width of 2.0m where there are less than 200 users per hour. Whilst 3m or more would be ideal, and effective width of 2.5m still provides effective service, taking into account the constraints that exist. The available width in these locations ensures <b>intervisibility</b> between cyclists and pedestrians at the bends.</p> <p>See the General Arrangement Drawing Number WGSB-100 Rev P2 and clip below.</p>
	 <p>Cyclists are expected to be moving slowly on the shared use footway/cycleways. Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings.</p> <p>There are short lengths of shared facilities on the eastern approach to the mini roundabout (along Westgate) where cyclists transition from off to on-carriageway and vice versa. These lengths of shared facility are short (approx. 25m each) and it is expected that cyclists speeds will be very low on these two sections - cyclists will be making the transitions in order to use the parallels crossing.</p> <p>The majority of cyclists shall continue to cycle on the carriageway along Westgate and additional measures are proposed to assist with this. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction. Due consideration has been given through the design of the highway works to all road users including those that are more vulnerable to ensure that the scheme is appropriate for all; irrespective as to their level of mobility. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and further RSAs will be undertaken at each relevant stage (Stage 2 Detailed Design &amp; Stage 3 Scheme Completion) and acted upon as necessary. Appropriate signing, lining and tactile paving have been provided through detailed design consideration has been given to all reasonable safety measures.</p>
<p>2 Resident of Walnut Avenue</p> <p>the creation of sub standard shared cycle tracks around the Sherborne-Rd/Westgate junction (TRQ items iii &amp; iv) should be strongly opposed for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Cyclists will round sharp blind corners when riding on narrow pavements directly into the paths of oncoming pedestrians. Because this design element particularly discriminates against young, vulnerable, disabled and elderly pedestrians, it contravenes the Equality Act 2010.</li> <li>2. The appropriate legal procedures for conversion of pedestrian footways on existing pavements, into shared use cycle tracks, are not included or adhered to in Traffic Regulation Order CHS9038RC.</li> <li>3. There has been inadequate consultation with disability groups over the proposed conversion of urban pedestrian footways into shared use cycle tracks. 5.</li> </ol>	<ol style="list-style-type: none"> <li>1. The available shared use width is 3.06 on the (western side) and 3.18m on the eastern side (see attached extract). The minimum width is therefore in accordance with LTN 1/20 Table 6-3 of 3.0m which the design adheres to for up to 300 cycles per hour. This ensures <b>intervisibility</b> between cyclists and pedestrians at the bends and/or the parallel crossing.</li> <li>2. Procedures for converting footways to shared use with cyclists have been followed. The procedure does not require the making of an order. However, as mentioned in section 1 above, consultation with various interest groups was carried out as part of the planning and detailed design processes. The principle of these highway works were agreed through the granting of outline planning consent (CC/14/04301/OUT) by Chichester District Council (CDC) in April 2018. This planning application, which included the works to the junction of Sherborne Road and Westgate, was subject to the statutory consultation period by CDC and was ultimately</li> </ol>

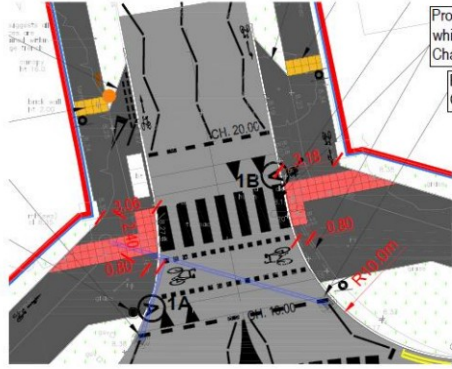
<p>The proposed cycle crossings are only half the width required by the Department for Transport (DfT) for connection with two way facilities.</p> <p>4. Give way markings will be painted on the shared use pavements forcing cyclists to look simultaneously forward, behind themselves and also sideways as they approach each and every driveway that exists across the pavements. It is unlikely cyclists lacking confidence can successfully perform such a demanding all round observation while balancing a bike riding on narrow pavements. However, WSCC claims this infrastructure is primarily intended to meet the needs of this type of cyclist.</p> <p>5. Parallel cycle crossings require drivers to see cyclists approaching crossings who intend to cross the road. However, in the proposed scheme, cyclists are expected to cycle along narrow shared use tracks running alongside the carriageway. As cyclists reach the crossings they may choose either to make an abrupt 90° turn into the road and over the crossings or otherwise continue along the pavement without turning. In this situation, it will be impossible for drivers to pre-empt the actions of the cyclist in proximity to the crossings and for them to safely react. Cyclists will also be expected to look both forwards at approaching motor traffic and simultaneously look back behind themselves to assess both the presence and intention of vehicles making complex manoeuvres around a mini roundabout. This is not something a majority of cyclists can do in comfort and safety. The situation is worsened by the absence of separation strips between the shared use cycleway and the carriageway. This will leave virtually zero time between cyclists initiating a turn and transitioning onto the</p>	<p>determined by CDC in a planning committee public meeting. Additional consultation with relevant interested local groups was undertaken through the Infrastructure Steering Groups; referred to in more detail below.</p> <p>3. The developers are obliged to deliver these works through a Section 106 legal agreement. As part of this legal agreement the developer (Linden &amp; Miller Homes) were also required to set up an Infrastructure Steering Group (ISG). This group consisted of representatives of local Residents Associations, officers of both West Sussex County Council and Chichester District Council and local elected Councillors and representatives of the relevant Residents Associations in the local area and was also attended by other interested groups such as Friends of Centurion Way and Bishop Luffa School. The purpose of this group was to comment on the detailed design matters and to ensure that the local community was aware of the proposals. Representatives of Westgate Residents Association have attended all ISG meetings and played an active part in engaging with the process and proposed designs of highway works. In terms of engagement, the ISG meeting is over and above what would normally occur through developer related highway works in the County and all residents associations in the locality have been kept up to date as the designs have developed.</p> <p>4. Where cycleway run parallel to the carriageway, when they join the carriageway, the cyclists should look out for traffic on the road, give way and join when it is safe to do so. The give way marking are not dissimilar to other cycle facilities elsewhere in the county that have performed satisfactorily.</p> <p>5. On the western arm of the mini roundabout, hatched road marking have been provided to segregate cyclists from motorists. The same arrangement exists on the Westgate arm. Such layouts are common in West Sussex when cycleways parallel to the carriageway end and cyclists re-join the carriageway. These have performed satisfactorily. Speeds will also be low in the vicinity of parallel crossings. Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in</p>
<p>carriageway at the crossing. 8. Pavements proposed for conversion to shared use cycle tracks are significantly below minimum DfT widths for shared use.</p> <p>6. Inappropriate road markings are proposed within parallel crossing control areas. This does not comply with standards within the DfT Traffic Signs Manual 2019.</p> <p>7. If individuals/groups are making these decisions who neither cycle or walk, they will not realise that the days of respect of car drivers passing cyclists and cyclists passing pedestrians is depleted. Unless all road &amp; Pavement users are policed and treated equally, unfortunately someone within the community is at risk of being hurt or disrespected and made to feel that they do not belong, ostracised or are not able to use these facilities with confidence. The biggest concern is that what is presently proposed allows the cars to be safe, but not the cyclist and pedestrians.</p> <p>8. Once again it feels that the car rules, and totally contradicts any effort to reduce emissions within residential areas. Surely more should be done to consider future residents and future generations.</p> <p>This is an opportunity to develop something really beautiful and functional for all users, considering the environment whilst also joining up roads, footpaths and cycle routes. In turn it will provide fantastic local leisure facilities, tourism, help people's wellbeing and provide a long term investment for future generations and all people.</p>	<p>association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings. Two road safety audits carried out, one at the planning application stage and the other at detailed design stage, did not raise concerns about this aspect of the scheme.</p> <p>6. Road markings within the controlled areas will be omitted.</p> <p>7. As mentioned in section 1 above, there was consultation that led to granting of outline planning consent (CC/14/04301/OUT) by Chichester District Council (CDC) in April 2018. This planning application, which included the works to the junction of Sherborne Road and Westgate, was subject to the statutory consultation period by CDC and was ultimately determined by CDC in a planning committee public meeting. At detailed design stage, an Infrastructure Steering Group was formed that included local councillors, residents associations, cycle groups etc that had input into the design.</p> <p>8. Both at the planning stage and detailed design stage, consideration of the needs of all road users was taken and a balance amongst competing needs arrived at, including that of the young and less confident cyclists. The mini roundabout in its current format was seen as a barrier for less confident cyclists. The introduction of the parallel crossings is seeking to give pedestrian and cyclists priority over motor vehicles.</p>
<p>3 Resident of Colworth</p> <p>The new proposals in IRQ/CHS9038/RG are certainly a backward step and dangerous for cycling along this road. The proposed shared walkway will be too narrow especially at the</p>	<p>See section 1 &amp; 2 above.</p>
<p>end of school when the pavement will be flooded with students from Bishop Luffa. Their second concern is that cyclists will be at risk at every one of the many driveway and road exits they must cross where they should instead be given priority.</p>	
<p>4 Resident of Westgate</p> <p>Are very concerned that you are expecting to shoehorn existing levels of walking and cycling onto the narrow pavements which are not wide enough. This is the only viable and busy route for pedestrians into and out of the city centre. We already fear a collision with pedestrians every time we exit our driveways onto Westgate between Sherborne Road and Parklands Road. The conversion of the pavement into shared use with cycle tracks will only enhance the dangers. How can residents be expected to see cyclists approaching before exiting their driveways. We have enough problems looking over the roofs of parked cars to spot cyclists on the road now. Surely the pavement is not legally wide enough to accommodate a shared track, we have disability groups with wheelchairs, some with Canine Partner dogs as well as Guide dogs and the One Step Nursery uses double buggies to get along the pavements. They walk a Canine Partner dog and need the space for the dog to walk comfortably and not be frightened by cyclists rushing by.</p> <p>The junction of Sherborne Road and Westgate is a dangerous corner already as you are not able to see people coming around the corner.</p> <p>The Chicycle idea of a link road onto the A27 which is only 200 metres from the designated Southern Access Road anyway, would steer traffic away from this area and only allowing Public Service buses, cyclists and pedestrians to use the road leading up to the Sherborne Rd from Bishop Luffa</p>	<p>Cyclists are expected to be moving slowly around on the shared use footway/cycleways. Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings.</p> <p>Motorists exiting driveways will also need to do so at appropriate speeds that take into account mixed use nature of the shared use footway/cycleway.</p> <p>The majority of cyclists are expected to continue to cycle on the carriageway along Westgate and additional measures are proposed to assist with this. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction. Due consideration has been given through the design of the highway works for all road users including those that are more vulnerable to ensure that the scheme is appropriate for all; irrespective as to their level of mobility. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and further RSAs will be undertaken at each relevant stage (Stage 2 Detailed Design &amp; Stage 3 Scheme Completion) and acted upon as necessary. Appropriate signing, lining and tactile paving have been provided through detailed design consideration has been given to all reasonable safety measures.</p>



	School, would keep the traffic away from what will only become a rat run into Chichester centre. Surely this would calm the cycling area for road use and allow the pedestrians to be safe on the pavements.	
5	Resident of Chichester  The proposed shared cycle path does not meet the DfT minimum requirements and therefore will endanger both pedestrians and cyclists. How can it be that an authority can make this sort of proposal in the certain knowledge that accidents may occur at these shared points. While the need to make things easier for residents to walk and cycle instead of using cars is an excellent objective it has to be done within guidelines and be safe for all users. This proposal does not do that so on that basis they strenuously object to this proposal and implore WSCC to think again.	See section 1 above
6	Resident of Fletcher Avenue  Objects to some aspects of the plans at the Sherborne-Rd/Westgate mini roundabout. It is not appropriate to put cyclists onto the pavement and particularly because of the very poor visibility at the corners which will cause a significant collision risk between the two. As this is predictable the Council will find it hard to defend any claims for compensation for the inevitable injuries that will occur between cyclists and pedestrians and the potential for serious injury is high. The solution is simple and national guidance should be followed. There need to be properly separated cycle lanes on the road carriageway or significantly widened pavements with clear segregated cycling lanes. Further, the width (length) of the proposed slightly elevated Parallel crossing humps is totally inadequate for dual use at 1.125 metres and should be at least double this width.	Please see section 1 above  The width of pedestrian crossing is 2.4m on the Sherborne Road arm, whilst that for the cyclists is 1.8m. The Zebra crossing located west of the mini roundabout is 3.2m wide, which complies with guidance in Traffic Signs Manual Chapter 6.  See the General Arrangement Drawing Number WGSB-100 Rev P2.
7	2 Residents/business owners in Westgate  Cars can cross the pavement in or out of our business premises up to around 100 times per day. This is not a figure that can be reduced as most of our patients are either elderly or have conditions which necessitate arriving by private car or taxi. Therefore the need for a clear exit/entrance is imperative and we object strongly to the idea of using the existing pavements outside our properties for bicycles as well. This is a very dangerous plan as there is not enough visibility from the driveways. The cycle lane proposed on the pavement from the west into Sherborne Road round a blind bend is also a very bad idea considering the amount of elderly people, disabled people and dog walkers who currently use the pavement. This will become a very hazardous area.  The overall plan is in our opinion is poorly designed, highly dangerous to motorists, cyclists and pedestrians. We have lived in Chichester for most of our lives and the impact of this proposal to such an historic part of our city seems incredibly sad. Being residents in this road we are well aware that 20mph and HGV limits are never seemingly enforced. In summary we are asking you to please consider the alternative plan for a S&B link straight into the College roundabout which would keep traffic from the new development out of Westgate and Parklands to a greater extent.	Cyclists are expected to be moving slowly around on the shared use footway/cycleways. Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings.  Motorists exiting driveways will also need to do so at appropriate speeds that take into account mixed use nature of the shared use footway/cycleway.  The majority of cyclists shall continue to cycle on the carriageway along Westgate and additional measures are proposed to assist with this. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction. Due consideration has been given through the design of the highway works to all road users including those that are more vulnerable to ensure that the scheme is appropriate for all; irrespective as to their level of mobility. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and further RSAs will be undertaken at each relevant stage (Stage 2 Detailed Design & Stage 3 Scheme Completion) and acted upon as necessary. Appropriate signing, lining and tactile paving have been provided through detailed design consideration has been given to all reasonable safety measures.
8	Resident of Haywards Heath  Objects to the current proposals on Westgate, Westgate Roundabout and Avenue De Chartres. The proposed configuration at the junction of Westgate and Sherborne road is not sufficient. No proper thought has been put in for the provision of cyclists here, the current proposed two-way cycle crossing on the northern side is only 1.5m wide, where it ought to be 3 or more metres wide. In addition to this the visibility onto Sherborne Road is not sufficient. Agrees that cyclists should have priority here, however the current plans are not sufficient at providing priority to cyclists safely. The proposed dutch style roundabout at Westgate Roundabout as currently proposed is terrible. The concept of providing a dutch style roundabout here is good as it seems there are plans for many cycle routes crossing through here so it may be justified, however the current design of it not at all sufficient. If the cycle lane could be segregated from the main carriageway on the merge and diverges onto the circular cycleway then it would be better since those wanting to join the circular cycleway would not be blocking pedestrians, and those exiting would not have to give way to pedestrians whilst blocking the circular cycle track, as well as motorists unsure if they need to give way to these cyclists as technically they entered the crossing but not crossing (as they are turning). This TRQ is also lacking a one-way order for the circular cycle track which would be required They are not against this becoming a dutch style roundabout, but just that the current plans are horrifically terrible for everyone. The proposed parallel crossing on Avenue De Chartres along with the other changes along Avenue De Chartres are not great either. If the parallel crossing was put inline with the current Public Footpath then it would provide a more direct route for pedestrians (and future cyclists if it is permitted to cycle on the PROW). The lanes northbound through the parallel	As mentioned section 6 above, the pedestrian crossing width is 2.4m and that for the cyclists is 1.8m, which meets the requirements of cyclists expected to use the facility. The widths are in line with Traffic Signs Manual Chapter 6.  A TRQ for a cycle lane is only required where it is a contraflow cycle lane. A Cycle Track Order is only required to convert a footpath into a cycle track Per the Highway Code Rules 76-78 cyclists must still abide by the clockwise movement of traffic using the roundabout  Pedestrians on the PROW will be encouraged to go straight across the A286 if the zebra crossing was in line with the PROW, thus raising safety concerns. There is also a culvert in this location that will be impacted by dynamic loading at the ramp location.  Reducing the northbound carriageway to a single carriageway will affect road capacity and is likely to result in unacceptable queuing.

	<p>crossing should be reduced to a single lane prior to the crossing, this would both provide more room in the refuge in the middle (from 2.5m to upto 4.7m), which should be no less than 3m anyway. This would also improve safety greatly as it would not be possible to overtake on the crossing. By doing this it would also open up more room on the far side of the crossing allowing the cycleway to be segregated from pedestrians and then provide the bus stop in a layby, it also ought to be considered to have a mountable kerb in the central reserve along here to allow emergency vehicles to pass stationary traffic if required.</p> <p>In all areas dropped kerbs should also be provided in front of pedestrian crossings, allowing cyclists to use their provision in the areas adjacent to crossings.</p>	
9	<p>Resident of Chichester</p> <p>Strongly in favour of improving infrastructure to enable more people to make journeys safely by cycling and walking. However schemes MUST be designed in line with the best available guidance - and should as a minimum certainly meet the Department for Transport's own guidance. Therefore strongly objecting to the existing plans for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Cyclists will round sharp blind corners when riding on narrow pavements directly into the path of oncoming pedestrians. Because this design element particularly discriminates against young, vulnerable, disabled and elderly pedestrians, it contravenes the Equality Act 2010.</li> <li>2. Westgate is the only viable walking and cycling route carrying pedestrians and cyclists from the city centre onto National Cycle Route No2 (South Coast Route), National Cycle Route No88 (Centurion Way) and onto</li> </ol>	<p>See section 1 and 2</p>
	<p>Salterns Way. It is a main route used by Bishop Luffa staff and students to walk and cycle to school, for Chichester College staff and students to get into college, for parents and toddlers to access First Steps Nursery, for parents and children to reach Parklands Nursery School/Parklands Infant School, for shoppers and shop-staff to reach the Tesco Hyper market. The proposed narrow shared use pavements are not adequate to carry even existing volumes of rush hour pedestrian and cycle traffic yet this infrastructure is also intended to serve the additional sustainable transport needs of 1,600 new homes. The proposed provision for walking and cycling at Sherborne-Rd/Westgate junction must be redesigned to conform to at least minimum DfT standards for walking and cycling.</p> <ol style="list-style-type: none"> <li>3. The appropriate legal procedures for conversion of pedestrian footways on existing pavements, into shared use cycle tracks, are not included or adhered to in Traffic Regulation Order CHS9038RC.</li> <li>4. There has been inadequate consultation with disability groups over the proposed conversion of urban pedestrian footways into shared use cycle tracks.</li> <li>5. The proposed cycle crossings are only half the width required by the Department for Transport (DfT) for connection with two way cycle facilities.</li> <li>6. Give way markings will be painted on the shared use pavements forcing cyclists to look simultaneously forward, behind themselves and also sideways as they approach each and every driveway that exits across the pavements. It is unlikely cyclists lacking confidence can successfully perform such a demanding all round observation while balancing a bike riding on narrow pavements. However, WSCC claim this infrastructure is primarily intended to meet the needs of this type of cyclist.</li> <li>7. Parallel cycle crossings require drivers to see cyclists approaching crossings who intend to cross the road. However, in the proposed scheme, cyclists are expected to cycle along narrow shared use tracks running alongside the carriageway. As cyclists reach the crossings they may choose either to make an abrupt 90° turn into the road and over the crossings or otherwise continue along the pavement without turning. In this situation, it will be impossible for drivers to pre-empt the actions of the cyclist in proximity to the crossings and for them to safely react. Cyclists will also be expected to look both forwards at approaching motor traffic and simultaneously look back behind themselves to assess both the presence and intention of vehicles making complex manoeuvres around a mini roundabout. This is not something a majority of cyclists can do in comfort and safety. The situation is worsened by the absence of separation strips between the shared use cycleway and the carriageway. This will leave virtually zero time between cyclists initiating a turn and transitioning onto the carriageway at the crossing.</li> <li>8. Pavements proposed for conversion to shared use cycle tracks are significantly below minimum DfT widths for shared use.</li> <li>9. Inappropriate road markings are proposed within parallel crossing control areas. This does not comply to standards within the DfT Traffic Signs Manual 2019.</li> </ol>	<p>The procedure for converting footways into shared facilities does not require to be supported by a TRQ. However, as mentioned above, WSCC carried out extensive consultations with various interest groups that included relevant officers and Councillors from West Sussex County Council (WSCC) and Chichester District Council (CDC) and representatives of the relevant Residents Associations in the local area and was also attended by other interested groups such as Friends of Centurion Way and Bishop Luffa School. The purpose of this group was to ensure that representatives of the relevant residents associations were fully aware of the proposals and the detailed design and so they could share this information with the local residents. This level of consultation with the local groups is significantly more than would ordinarily be undertaken for Section 278 developer highway works elsewhere in the County.</p> <p>Cycle logos and turn left or right signs will be removed from the controlled zone.</p>
	<ol style="list-style-type: none"> <li>7. Parallel cycle crossings require drivers to see cyclists approaching crossings who intend to cross the road. However, in the proposed scheme, cyclists are expected to cycle along narrow shared use tracks running alongside the carriageway. As cyclists reach the crossings they may choose either to make an abrupt 90° turn into the road and over the crossings or otherwise continue along the pavement without turning. In this situation, it will be impossible for drivers to pre-empt the actions of the cyclist in proximity to the crossings and for them to safely react. Cyclists will also be expected to look both forwards at approaching motor traffic and simultaneously look back behind themselves to assess both the presence and intention of vehicles making complex manoeuvres around a mini roundabout. This is not something a majority of cyclists can do in comfort and safety. The situation is worsened by the absence of separation strips between the shared use cycleway and the carriageway. This will leave virtually zero time between cyclists initiating a turn and transitioning onto the carriageway at the crossing.</li> <li>8. Pavements proposed for conversion to shared use cycle tracks are significantly below minimum DfT widths for shared use.</li> <li>9. Inappropriate road markings are proposed within parallel crossing control areas. This does not comply to standards within the DfT Traffic Signs Manual 2019.</li> </ol>	<p>Appropriate signs and road markings, including zig zag markings are provided in the design to indicate to both motorists and cyclists that they are approaching a crossing point. The layout where cyclists use facilities parallel to the carriageway and then cross the road in appropriate places is common in the UK and has been shown to work without concern. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and a further RSA2 was undertaken at Detailed Design. A further Stage 3 RSA will be carried out after construction and will be acted upon as necessary</p> <p>See section 9.3 above</p>
10	<p>3 Residents of Summersdale Road</p> <p>Oppose the proposed conversion of the Sherborne Road/Westgate pavements into shared use cycle tracks. The</p>	<p>See section 1 above</p>

	<p>basis for our objections are outlined below.</p> <ol style="list-style-type: none"> <li>1. Cyclists will round corners with virtually zero forward visibility directly into the path oncoming pedestrians.</li> <li>2. The proposed width of sections of the shared cycle tracks are well below minimum widths recommended by DfT. Shared use cycle tracks are inappropriate in this location according to current guidelines.</li> <li>3. Conflict between cyclists and pedestrians will be inevitable on both the north east and north west pavement of this roundabout.</li> <li>4. Conflict between cyclists and pedestrians is inevitable at blind corners at the north east and north west pavements of the roundabout at the junction of Sherborne Road and Westgate.</li> <li>5. It is unrealistic to shoehorn existing levels of walking and cycling onto existing pavements through their conversion to shared use cycle tracks.</li> <li>6. These problems will be compounded by a separate proposal for a road from a new 1600 house development which will join the the Sherborne Road/ Westgate Roundabout.</li> </ol> <p>They believe the above proposal raises significant safety concerns and risk of injury for pedestrians, including mothers with young children attending the local day nursery, elderly pedestrians, children attending Bishop Luffa school, patients attending the orthopaedic clinic in Westgate and all users of the most important walking route into the centre of Chichester. These safety issues will also have a detrimental effect on pedestrians confidence in and use of this valuable walking route to and from Chichester.</p>	<p>The shared facility in both the north east and north west have been widened to more than 3m to improve <u>intervisibility</u> between pedestrians and cyclists. With low cyclist speeds expected, conflict concern is reduced. The scheme has been subjected to both stage 1 and 2 road safety audits and the auditors did not raise concerns about the layout.</p>
11	<p>Resident of Chichester</p> <p>Having shielded most of last year it's now nice to get out</p>	<p>The scheme was developed to also cater for the young and less confident cyclists</p>
	<p>walking again. They are a pensioner and you sure are making life difficult for us old folk to get out it's hard enough on the uneven pavements without you letting bikes speed along them .big accidents awaiting to happen and that before a little ice ..fill in the potholes and leave the bikes on the roads</p>	<p>who use the junction. Whilst appreciate that a wider shared facility is ideal, a compromise scheme that balances the needs of all users has been developed following consultation with various interest group both at the outline planning application stage and the detailed design stage. Please see sections 1 and 2. The scheme has been subject to two road safety audits by independent road safety engineers and their recommendations acted upon.</p>
12	<p>Resident of St Pancras</p> <p>Objects to plans in <u>TRQ/CHS9038/RC</u> to reduce pavement/pedestrian space for cycle lanes. Would much rather the roads were used for cycle lanes and road space and speeds were reduced for motorised vehicles. To encourage healthier and more environmentally friendly modes of transport.</p>	<p>See section 1 &amp; 2</p>
13	<p>Resident of Durnford Close</p> <p>As a disabled electric scooter user &amp; having a Canine Partner dog who helps me to remain independent, we regularly use Sherborne Road &amp; Westgate to access the GP Surgery the Vet, &amp; the City Centre &amp; Train Station. The paths in Chichester are poor in general, being hazardous to negotiate, &amp; Westgate in particular is narrow. The plan to make this dual purpose for use by pedestrians &amp; cyclists is crazy, &amp; dangerous for all concerned. This would cause major problems for not only myself &amp; my dog, but also several blind residents&amp; their Guide Dogs, and anyone with young children(prams/buggies)&amp; elderly pedestrians in particular. This cannot be allowed to happen .</p>	<p>The scheme was developed to also cater for the young and less confident cyclists who use the junction. Whilst appreciate that a wider shared facility is ideal, a compromise scheme that balances the needs of all users has been developed following consultation with various interest group both at the outline planning application stage and the detailed design stage. Please see sections 1 and 2. The scheme has been subject to two road safety audits by independent road safety engineers and their recommendations acted upon.</p>
14	<p>Resident of <u>Wyke Lane</u></p> <p>While having a number of beneficial features, the overall</p>	<p>See section 1 and 2</p>
	<p>result is a "dog's breakfast". An extensive re-think is needed.</p> <ol style="list-style-type: none"> <li>1) Shared use of pavements by cyclists and pedestrians is never desirable (and arguments that the shared use is only for unconfident cyclists, and that confident cyclists can continue using the road don't cut the mustard)</li> <li>2) In this case the problem of shared use is exacerbated by the fact that: <ol style="list-style-type: none"> <li>2a) There is an essentially blind bend on the proposed shared path;</li> <li>2b) Movement is proposed to be allowed in two directions; and</li> <li>2c) The pavement width is too narrow for comfortable single-direction movement, let alone two-direction movement.</li> </ol> </li> </ol> <p>Suggest <u>WSSCC</u> act in conjunction with CDC, and press the developers to make Phase 2 a "low-car" development? This seems entirely consistent with the developers' initial claims that Whitehouse Farm is a sustainable location, and hence should need less car movements than the typical new estate.</p>	<p>The Phase 2 is currently being consulted upon and <u>offsite</u> highway works will be developed taking into account the consultation results.</p>
15	<p>Resident of Cleveland Road</p> <p>strongly oppose the shared use of pavements for both cyclists and pedestrians on the grounds that they are extremely dangerous putting lives at risk and are the cause of conflict between both groups. They also contravene Government guidelines of best practice.</p>	<p>See section 1 and 2</p>
16	<p>Resident of Charlotte Avenue</p> <p>Concerned about the design of this scheme as it has a high possibility of creating conflicts and accidents between pedestrians and cyclists.</p> <p>As a regular cyclist, and frequent pedestrian, they are well aware that shared pavements help protect cyclists but are</p>	<p>See section 1 and 2</p>

	<p>also a danger to pedestrians due to the excessive speed and weaving in and out undertaken by many cyclists. The proposal includes blind corners and sharing of existing narrow pavements that will further disadvantage pedestrians- esp. those walking with children or older and infirm pedestrians. It's great that the needs of cyclists are being thought of, but unfortunately this scheme poses all sorts of danger to pedestrian health and well-being.</p>
<p>17 Resident of Westgate</p> <p>Objects to the order number TRO/CHS9038/BC. They are a local resident, average cyclist but do use my bike to get in and out of town and to commute to work at Chichester Festival Theatre. They use the bike network to do so, as well as cycling for social purposes to the west and up Centurion Way. Object to the shared paths around the Sherborne Road junction as:-</p> <ul style="list-style-type: none"> <li>- In breach of government LTN/120 as of insufficient width</li> <li>- Dangerous given the corners and convergence of pupils, old people (many live on this road) and cyclists.</li> <li>- Shared paths are not recommended for urban areas</li> </ul> <p>At present the cycle path along Westgate is far from perfect but at the mini roundabout it is possible with relative ease except at peak flow times to cycle along this national cycle route without interruption. It is not reasonable to push all cyclists off road onto a shared and dangerous pavement and adults like me need on road provision not to cut across traffic and cross weaving around pedestrians and the many school pupils. If you insist on proceeding with this alternative provision for</p>	<p>The design at the north east and north west corners are in line with guidance in LTN 1/20. The available shared use width is 3.06 on the (western side) and 3.18m on the eastern side. However, the existence of walls on the bends leaves effective widths of 2.5m at these locations. CD 143 Table E/3.4 states that a minimum effective width of 3m for an unsegregated shared footway/cycleway. This can be reduced in accordance with clause E/3.5 which permits a minimum width of 2.0m where there are less than 200 users per hour. Whilst 3m or more would be ideal, and effective width of 2.5m still provides effective service, taking into account the constraints that exist.</p> <p>It is acknowledged that experienced cyclist will continue to use the carriageway. Specific signing for this will does not seem possible to erect.</p>
<p>cyclists (taking advantage of the new pedestrian crossing points) then please can you support on road cycling by appropriate signage and road markings that allow the moderate cyclist to stay safely on the road.</p>	
<p>18 Resident of Kings Avenue</p> <p>Concerned about the proposal to encourage cyclists to use shared crossings at Westgate when heading into Chichester from the Centurion way or Fishbourne. This is a route they use frequently and regularly and would not want to ride on the pavement at these points particularly as they involve blind bends on a narrow path, a plan which does not conform to DT</p>	<p>See section 1 and 2</p>
<p>standards and would be dangerous to cyclists and pedestrians. Riding on the road and crossing over the mini roundabout is preferable at the moment, but fear for the safety of all users if a link road severs the centurion way and creates a large increase in traffic. Hope if such a link is built, a dedicated cycle Lane is part of the plan and that the integrity of the Centurion way is maintained</p>	
<p>19 Resident of Wiston Avenue</p> <p>Concerned over the inappropriate conversion of Westgate and Sherborne road pavements into shared use cycle tracks. They regularly cycle from Westgate to Tesco and to get onto the Salterns Way and are currently able to do this both safely and quickly, but they fear this will no longer be possible via the Southern Access Road. My main objections are as follows,</p> <ol style="list-style-type: none"> <li>1. At school pick-up time it is already dangerous with parents focussed on their children and not on vulnerable traffic such as cyclists. A cycle track that is seriously undersized for 2-way traffic and to be shared with pedestrians is asking for conflict. The cycle track has clearly been designed to fall far short of the minimum DT widths for shared use. With a wall on one side and lampposts on the other, the track clearly needs to be of a width GREATER than the minimum recommended width, not narrower.</li> <li>2. The blind corners at Sherborne Rd are also asking for conflict. This seems to be a standard for Chichester as they regularly have to cycle shared use paths with blind corners every few metres. It does beg the question, does anyone involved with district planning actually use a bicycle for transport?! Surely there has never been a more urgent time to get less cars on the</li> </ol>	<p>Allowing the shared facility to provide off road facilities at a 4-arm junction for less experienced cyclists especially those children attending Bishop Luffa is seen as beneficial in encouraging more children to cycle and achieve a reduction in school drop off and pick traffic</p> <p>See section 1 and 2</p> <p>See section 1 and 2</p>

	<p>road and start tackling pollution.</p> <p>3. The crossing on the south side of the roundabout is already far too close to the Avenue De Chartres roundabout. Cars come off of the roundabout at speeds greatly in excess of the 20 mph speed limit and pedestrians and cyclists regularly have to rely on the sympathy of understanding car drivers who stop to let them cross. The plans show that this crossing is to be moved NEARER to the AdC roundabout! The AdC cycle track along the south side of the college is extremely useful for both cyclists and pedestrians, providing the quickest route from Parklands to the train station. Also, many college students use this crossing on their way to Tesco at lunch time.</p> <p>There are multiple other points that are <del>dissatisfactory</del> with this TRQ but these are the ones most pertinent to myself. It is a shame that this development has not been seen as an opportunity to look at how best to encourage more cycle and pedestrian journeys, rather than discourage them. Brighton and London, seem to be far more forward-looking with an awareness of the importance of reducing traffic and acknowledging the essential environmental development that must take place to address the climate crisis.</p>	<p>The crossing on the south side of the roundabout is proposed to be a zebra crossing, with road markings and Belisha Beacon, whereby pedestrians will have priority over vehicles. The Dutch-style roundabout has been designed with concentric cycleways that will slow southbound vehicles exiting the roundabout.</p>
21	<p>Resident of Westgate</p> <p>From your plans it seems that you propose to:</p> <ol style="list-style-type: none"> <li>1. Build a Southern Relief Road (SRB), from the small roundabout at the west end of Westgate.</li> <li>2. Disrupt the Centurion Way Cycle Path with the SRB.</li> <li>3. Have shared footpaths and cycling in Westgate.</li> </ol> <p>Objects to those 3 proposals, because:</p> <ol style="list-style-type: none"> <li>1. A 15metre bridge could be built from the Avenue de Chartres roundabout to Fishbourne Road East, thus</li> </ol>	<p>These proposals are mitigation associated phase 1.</p> <p>The proposals traffic scheme for the Westgate/Sherborne Road junction involve converting short lengths of footway on the junction approaches to the mini roundabout. The scheme will include:</p> <ul style="list-style-type: none"> <li>Two raised parallel crossings, one on the Westgate arm and the other on Sherborne Road</li> <li>A raised zebra crossing on the southern approach to the mini roundabout</li> </ul> <p>The greater length of Westgate does not form part of the mini roundabout traffic works.</p>
	<p>preventing heavy, site-bound traffic from mixing with traffic from 2 residential areas, and school traffic, as the main entrance to Bishop Luffa School seems to be from Fishbourne Road East.</p> <p>2. Centurion Way is a very successful local amenity which allows the safe movement of pedestrians and cyclists, avoiding any traffic, from Fishbourne as well as the North and West if Chichester. It also allows access to the very expensive bridge crossing the railway, about 50metres from its southern end. The SRB would appear to disrupt this and make life difficult and dangerous for pedestrians and cyclists. Any increase in the length of Centurion Way would probably stop many, or even most, people from using it, increasing journey time and personal risk.</p> <p>3. The Westgate footpaths are not wide enough for pedestrians and cyclists, according to government recommendations. They have been knocked over twice in 10 years by cyclists on the footpath. The road is wide enough currently for cars to be parked on either side, and for there still to be (really badly planned and executed) gaps for cyclists around the planters. With improved traffic calming measures, and an enforced speed limit (currently 20mph), Westgate could be less attractive as a rat run, still provide parking, and be safe for cyclists, and keep the footpaths solely for pedestrians.</p> <p>4. The footpaths at the narrow, east end of Westgate are even narrower, are flush with the road surface, and have metal bollards on the south side. These constraints would mean that cyclists would have to use the road.</p>	<p>The footway on the eastern approach to the roundabout has been assessed and it works for mixed use. The traffic scheme was developed through the planning process which resulted in its approval at a planning committee meeting by Chichester District Council. Further at detailed design, consultations were carried out with various interest groups and it was subject to two road safety audits. Their input was acted upon. See also sections 1 and 2 above.</p>
22	<p>Resident of Chichester</p> <p>They are registered blind and strongly oppose to the above. It is fairly hazardous walking the area as it is at the moment, on several occasions they have had near misses with cyclists</p>	<p>The scheme is trying to achieve a number of things within the existing constrains of the land available in the public highway. Allowing the shared facility to provide off road facilities at a 4-arm junction for less experienced cyclists especially those children attending Bishop Luffa is seen as beneficial in encouraging more children</p>
	<p>who do not make you aware of their presence. They travel at speed and have total disregard for pedestrians. In my opinion it would be safer for the cyclists to have their own cycle path separate from pedestrians to make sure people with disabilities can get out and about without being in constant fear of being knocked down or injured.</p>	<p>to cycle and achieve a reduction in school drop off traffic. There is insufficient space to provide a segregated facility.</p>
23	<p>Resident of Fishbourne</p> <p>Object to the proposed plans contained within this TRQ consultation regarding 2 parallel crossings at Sherbourne Road &amp; the Westgate mini roundabout. They will direct cyclists to use the pavement putting them directly into the path of pedestrians. The "blind corners " enroute making this extremely dangerous for both users.</p> <p>In addition the existing pavements &amp; the proposed cycle crossings do not meet the specified Department for Transport minimum width for two way shared use cycle tracks. Strongly urge you to reconsider this plan which will inevitably lead to conflict, accidents, personal injury, and potential deaths .</p> <p>It will deter those of us who use this route into the city centre either by walking and / or cycling which is not in the best interest of our health nor that of the environment.</p>	<p>See sections 1 and 2.</p>
24	<p>Resident of Sherborne Road</p> <p>Strongly objects to the proposed plans contained within this TRQ consultation regarding 2 parallel crossings at Sherbourne Road &amp; the Westgate mini roundabout. They will direct cyclists to use the pavement putting them directly into the path of pedestrians. The "blind corners " enroute making this extremely dangerous</p>	<p>The available shared use width is 3.06 on the (western side) and 3.18m on the eastern side (see attached extract). The minimum width is therefore in accordance with LTN Table 6-3 of 3.0m which the design adheres to for up to 300 cycles per hour.</p>

<p>for both users. In addition the existing pavements &amp; the proposed cycle crossings do not meet the specified Department for Transport minimum width for two way shared use cycle tracks. Strongly urge you to reconsider this plan which will inevitably lead to conflict, accidents, personal injury , and potential deaths . It will deter those of us who use this route into the city centre either by walking and / or cycling which is not in the best interest of our health nor that of the environment.</p>	<p>Local Transport Note 1/20 states that shared use can be appropriate in certain situations and paragraph 6.5.6 lists one of these as being, "...At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities...". This context is considered to be what is being proposed at the junction of Sherborne Road/Westgate but Parallel/Tiger crossings are proposed rather than Toucan crossings. The shared use facilities are short and do not lend themselves to high cycle speeds.</p> <p>The majority of cyclists shall continue to cycle on the carriageway along Westgate and additional measures are proposed to assist with this. The shared pedestrian cycle route provides a safe means of access for those less confident cyclists and this route provides a safer means of negotiating the junction. Due consideration has been given through the design of the highway works to all road users including those that are more vulnerable to ensure that the scheme is appropriate for all; irrespective as to their level of mobility. A Stage 1 Road Safety Audit (RSA) has been undertaken at planning stage and further RSAs will be undertaken at each relevant stage (Stage 2 Detailed Design &amp; Stage 3 Scheme Completion) and acted upon as necessary. Appropriate signing, lining and tactile paving have been provided through detailed design consideration has been given to all reasonable safety measures.</p>
<p>25 Resident of Chichester Objects to the planned conversion of the pavement at the junction of Westgate and Sherbourne road and shares Chi Cycles views Is especially concerned with the following points 1) Cyclists will round sharp blind corners when riding on narrow pavements directly into the paths of oncoming pedestrians. Because this design element particularly discriminates against young, vulnerable, disabled and elderly pedestrians, it</p>	<p>See sections 1 and 2</p>
<p>Contravenes the Equality Act 2010. 2. 8) Pavements proposed for conversion to shared use cycle tracks are significantly below minimum <u>DU</u> widths for shared use. 9) Inappropriate road markings are proposed within parallel crossing control areas. This does not comply to standards within the <u>DU</u> Traffic Signs Manual 2019. As a cyclist and pedestrian, they recommend that the council follow the advice in the <u>Dept</u> for Transport 2008(manual for streets) and follow its hierarchy for users. So traffic volumes are reduced for the safety of cyclists and pedestrians.</p>	
<p>26 Resident of Orchard Street They are a cyclist who does not own a car and regularly need to cycle, walk and use public transport in the area of the <u>TRQ</u>. They are in favour of some of the proposed developments in the <u>TRQ</u> such as the Dutch style roundabout at the Orchard St./Westgate junction, and the introduction of new pedestrian crossings. The Dutch style roundabout(<u>DSR</u>) is particularly welcome and would like to propose that a similar <u>DSR</u> be introduced at the Sherborne Road/Westgate junction only a few hundred metres away, to resolve the issues at that junction, see below. Another suggestion is to plant trees all the way round the cycle and pedestrian route of the <u>DSR</u> in such a way that they are trained to make a canopy over the route to distinguish it further. Since the <u>DSR</u> at the Orchard Street/Westgate junction will require 20mph limits at its entrances, they suggest that <u>WSCC</u> take this opportunity to extend that limit along the whole of Orchard Street. When the pop-up cycle lanes and 20mph limits were trialed in the summer of 2020 one of the positive</p>	<p>See sections 1 and 2.</p> <p>Extension of the 20mph to be considered by West Sussex County Council outside of the development <u>offsite</u> scheme.</p> <p>Landscaping suggestions have been noted. However, space will not allow for planting that will form a canopy over the concentric cycleways. Landscaping proposals on the Dutch-Style Roundabout include retention of the existing mature tree, shrubs and planters outside visibility splays.</p>
<p>outcomes reported by some motorists was the slowing of traffic around the Northern gyratory which involved 20mph entry from Orchard Street. Currently we have a 20mph stretch in the middle of Orchard Street for limited periods of weekdays outside Central Junior School when in session, activated by flashing lights. Given that Orchard Street has been designated an Air Quality Management Area (<u>AQMA</u>) for several years, slowing the traffic to 20mph throughout the street thus obviating the opportunity for acceleration and deceleration which exacerbates air pollution, would be a welcome improvement. There is also evidence that 20mph limits actually reduce pollution - <a href="https://www.20splenty.org/20mph_limits_improve_air_quality">https://www.20splenty.org/20mph_limits_improve_air_quality</a> As a resident of Orchard Street, they strongly dispute the statement by Chichester District Council that the air quality no longer qualifies the street as an <u>AQMA</u>. Our argument is that the air quality monitors used do not measure certain highly hazardous particulates, the levels designated as dangerous are EU levels which are below those designated hazardous by the World Health Organisation, and our experience of living on the street is that the traffic, the number of HGVs, and the speed of most vehicles have all increased. One of the problems with the <u>TRQ</u> outlined below is the proposed shared use of narrow footpaths by pedestrians and cyclists. The pop-up cycle lanes went some way to alleviating this problem, giving cyclists more safe designated space such that they did not need to resort to cycling on pavements, as happens now in Orchard Street because there is not enough space. In parts of Orchard Street the pavements are so narrow that there is not enough space for buggies/wheelchairs/mobility scooters and a single pedestrian to pass without resorting to walking in the dangerous busy road. A solution for this would be to make the whole of Chichester's inner ring road, of which Orchard Street forms a significant part, one way. With only one lane of</p>	

<p>traffic there would be adequate space for safe separate lanes for cyclists and pedestrians including those with buggies/wheelchairs/mobility scooters. This is a radical suggestion, but given the likelihood of more housing developments and therefore increased population and traffic, in the context of the climate crisis, we need to prepare for a very different future.</p> <p>They are also concerned about the development of the Southern Access Road for the Whitehouse Farm estate. The spine road of this estate will inevitably attract more vehicles onto the neighbouring residential roads where we live, causing worsening air pollution, congestion and more hazards for pedestrians and cyclists. With this and the climate crisis in mind, since we know we have to reduce carbon emissions urgently, they recommend that the spine road be reserved for clean public transport (buses) only, with clear safe, sufficiently wide and separated cycle and pedestrian lanes to give the estate residents easy access to the city. As a last resort other clean, ie electric vehicles, could be allowed access.</p> <p>Supports the views of both Chi Cycle and Friends of Centurion Way</p>	
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