

Consultation Response Summary - CHS1802

	Objection/Comments	Comments from Director of Highways & Transport
	<p><u>8 residents of Chichester, Felpham & Bosham</u></p> <p>If introduced the Sunday cycling prohibition should only apply during shop opening/trading hours</p>	<p>The period of operation of the TRO is proposed to align with that which currently exists. Varying the times on Sunday, would of necessity result in more words making the signing more complicated comprehend whilst traveling at speed and possibly confusing to cyclists. It would result in an increase in the size of the sign adding to "sign clutter" and adding to the environmental impact in the historic City Centre</p>
	<p><u>40 residents of Chichester, The Witterings, Bognor Regis, Birdham, Bath and Tunbridge Wells</u></p> <p>Objections raised on the following grounds:</p> <ul style="list-style-type: none"> • Pedestrian area is wide and it should be quite possible for pedestrians and cyclists to mix safely as per Dft Guidance 'Cycling in Pedestrian Areas' TAL 9/93 	<p>The pedestrian area is approximately 10 to 15metres in width which isn't particularly wide and with the various elements of street furniture and planting etc; the effective width is somewhat less.</p> <p>Advisory Leaflet 1/93 steers highway authorities to consider making provision for cyclists in pedestrianised areas. The County Council has previously responded to this in introducing a traffic regulation order permitting cycling in off peak times. TAL 1/93 is an advisory leaflet that makes reference to Local Road Note 1 – 87 " Getting the Balance Right" In this case it is considered locally that due to the changing nature of the activities served by the pedestrian precinct, the balance is no longer quite right.</p>

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	<ul style="list-style-type: none"> • Order will discourage cycling so does not accord with Local Cycling and Walking Infrastructure Plan • No evidence of injury accidents to justify perceived danger and safety reason for proposing the Order. However, there is a proven risk to cyclists using alternative routes due to a lack of alternative safe cycling infrastructure • does not support cycling as a sustainable mode of transport 	<p>At peak times, pedestrian numbers are such that the precinct can become quite congested. The increase in the level of Sunday Trading and events going on in the Town has raised concern within the local community about pedestrian safety.</p> <p>The West Sussex Walking and Cycling Strategy 2016 – 2016 is a policy document produced with the intention to promote both walking and cycling and enable funding of schemes of which the City has been a beneficiary. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need. In this instance a higher priority is proposed for walkers during peak times.</p> <p>There have been no recorded accident in the latest 5 year period but there is certainly a perceived danger. However the City Centre is located within a 20mph Zone and the roads around the precinct are suitable for unsegregated cycling.</p> <p>The proposal will only apply to one day and is promoted to support walking within the City. Much of the infrastructure around the city supports multi- modal access to the City Centre. In terms of sustainable modes of transport there are conveniently located bus stops, provision for access for cyclists and there are cycle racks to secure cycles so that that cyclist can enjoy the shops, cafes and other facilities within the City Centre</p>
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	<ul style="list-style-type: none">• cycling serves as a mobility aid as per Wheels for Wellbeing Guide for Inclusive Cycling Report 2017. No evidence of an EIA being carried out	<p>"Wheels for Well Being" is a guide to developing infrastructure geared to improving access for cyclists with mobility issues. It is not a prescriptive document to prevent the highway authority better regulating cycling where communities identify a need.</p> <p>It recognises that a system of blue badges for cyclist would be useful but that is not permitted within current legislation so it is not possible to make a distinction between able and mobility impaired cyclists. There are however reasonable alternative routes within the 20mph Zone around the pedestrian precinct for all cyclists that ordinarily use the precinct as a through route on a Sunday between 09:30 and 17:30</p> <p>A formal Equalities Impact Assessment was not been undertaken at design stage. The existing Prohibition of Cycling Order has not identified any adverse effect on those with protected characteristic under the Equalities Act. Consequently none could be reasonably anticipated in extending the Order to encompass Sundays. . It would have been impracticable to undertake a formal survey prior to public advertisement due to the personal nature of the information needed to ascertain any likely impact. However, the approach taken is to undertake statutory consultation with stakeholders, including cycling organisations, and to publically advertise the proposals. Any comments or objections received about the proposals raising Equality Act issues have been assessed in relation to the protected characteristics and reported to the County Local Committee in Section 7 of the report for consideration when making its decision on whether to implement the proposed Order.</p>
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	<ul style="list-style-type: none"> • suggest that cycling should be allowed at any time in the precinct or that the hours of the cycling prohibition reduced to encourage commuters to cycle • proposed cycling prohibition applies outside of Sunday trading hours • dismounting is an inconvenience to cyclists 	<p>There no proposal at the present time to adjust or remove the existing TRO as it is applied Monday to Saturday. That would need to be the subject of a separate TRO Application.</p> <p>The timing of the proposed order is to align with that which currently exists. Varying the times would make the signing more complicated and possibly confusing to cyclists. It would of necessity increase the size of the sign increasing the environmental impact in the historic City Centre.</p> <p>Dismounting is something that cyclist are trained to do and are required to do in many locations.</p>
	<p><u>Cycling Forum, Cycling UK & Bike Networks</u></p> <ul style="list-style-type: none"> • Will restrict access for disabled cyclists who use cycling as a mobility aid and also older cyclists and children. No evidence of an EIA to assess the impact on those with protected characteristics. 	<p>The primary purpose of the pedestrian precinct is to provide a commodious environment in which people to shop and use the City Centre facilities. It will include people with limited mobility and other protected characteristics wanting to use this area as pedestrians, wheel chair and motorised buggy users. There is special provision made for all cyclists to access the pedestrian precinct and cycle racks to secure bicycles to whilst shopping or using other City Centre facilities.</p> <p>The use of the pedestrian precinct by cyclists as a through route is a secondary purpose and there are both reasonable provisions to do this at certain times of the day and reasonable alternative routes when the prohibition of cycling will be in operation.</p>

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	<ul style="list-style-type: none"> No evidence of casualty/crash data caused by cycling in the pedestrianised area. DfT Guidance TAL 9/93 indicates no detriment to pedestrians permitting cycling in pedestrianised areas as informed by Study PR15 Cycling in Pedestrian Areas 	<p>A formal Equalities Impact Assessment was not been undertaken at design stage. The existing Prohibition of Cycling Order has not identified any adverse effect on those with protected characteristic under the Equalities Act. Consequently none could be reasonably anticipated in extending the Order to encompass Sundays. . It would have been impracticable to undertake a formal survey prior to public advertisement due to the personal nature of the information needed to ascertain any likely impact. However, the approach taken is to undertake statutory consultation with stakeholders, including cycling organisations, and to publically advertise the proposals. Any comments or objections received about the proposals raising Equality Act issues have been assessed in relation to the protected characteristics and reported to the County Local Committee in Section 7 of the report for consideration when making its decision on whether to implement the proposed Order.</p> <p>There have been no recorded accident in the latest 5 year period but there is certainly a perceived danger. However the City Centre is located within a 20mph Zone and the roads around the precinct are suitable for unsegregated cycling.</p> <p>TAL 1/93 is an advisory leaflet that makes reference to Local Road Note 1 – 87 “ Getting the Balance Right” In this case it is considered locally that due to the changing nature of the activities served by the pedestrian precinct the balance is no longer quite right. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need</p>
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	<ul style="list-style-type: none"> • There is a proven risk to cyclists using the alternative cycling routes in Chichester • The Order extends beyond shop opening hours • Council should be promoting sustainable transport • Leisure cycling should be actively encouraged for health and fitness 	<p>There has been considerable investment around the City Centre to improve access and safety for cyclist and the alternative routes are on comparatively low volume roads low speed roads within the 20mph Zone</p> <p>The timing of the proposed Traffic Regulation Order (TRO) is to align with that which currently exists. Varying the times would make the signing more complicated and possibly confusing to cyclists. It would of necessity increase the size of the sign increasing the environmental impact in the historic City Centre</p> <p>The West Sussex Walking and Cycling Strategy 2016 – 2016 is a policy document produced with the intention to promote both walking and cycling and enable funding of schemes of which the City has been a beneficiary. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need. In this instance a higher priority is proposed for walking, a sustainable form of transport, during peak times.</p> <p>Ditto Above</p>
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