

Report to Councillor Joy Dennis, Cabinet Member for Highways & Transport

November 2021

Chichester: Westgate, Avenue de Chartres and Orchard Street – Proposed Traffic Regulation Order & Westgate, Orchard Street, Avenue de Chartres, North Walls, West Street and Sherborne Road - Proposed pedestrian crossings places and road humps

Report by Director of Highways Transport & Planning

Electoral Divisions: Chichester South & Chichester West

Summary

Permission has been granted for a mixed residential development on land west of Chichester. To improve sustainable transport provision a raft of highway improvements have been proposed on the existing highway network in the vicinity of the development site to promote priority for pedestrians and cyclists and to provide sustainable transport links from the development to the city centre.

The package of Traffic Regulation Orders (TRO), pedestrian crossing places and road humps associated with these highway improvements were advertised. During the statutory consultation five supportive comments and 30 objections were received which have been summarised in Appendix C to this Report.

Recommendations

That the Cabinet Member for Highways & Transport authorises the Director of Law & Assurance to make the Traffic Regulation Order and allow for the installation of the pedestrian crossing places and roads humps as advertised, as set out in section 2 of the report.

Proposal

1 Background and context

- 1.1 Permission has been granted for a development on land west of Chichester known as Whitehouse Farm. The development will include new homes, community centre, medical centre, primary school and recreational spaces. The primary access will be from the new roundabout junction on Old Broyle Road.
- 1.2 To help support a modal shift towards more sustainable transport and promote priority for pedestrians and cyclists a raft of highway improvements are being introduced on the existing highway network in the vicinity of the development site to provide sustainable transport links from the development to the city

centre. This includes the provision of a number of signalised crossing points to reduce vehicle speeds and improve road safety for other road users and a dutch style roundabout junction giving pedestrians and cyclists priority over motorists.

2 Proposal details

2.1 To facilitate the highway works associated with Phase 1 of this development the proposals are to:

- (i) install five parallel pedestrian/cycle crossing facilities on flat top humps at the new dutch roundabout junction of Westgate, Orchard Street, Avenue de Chartres, North Walls and West Street; and
- (ii) install a parallel pedestrian/cycle crossing on a flat top hump on the Avenue de Chartres 38 metres south of the Tollhouse Close junction; and
- (iii) install a parallel pedestrian/cycle crossing on a flat top hump on Westgate 32 metres east of the Sherborne Road roundabout junction; and
- (iv) install a parallel pedestrian/cycle crossing on a flat top hump on Sherborne Road 15 metres north of the Westgate roundabout junction; and
- (v) install two zebra pedestrian crossing facilities on Sherborne Road one on an extended flat top hump located 16 metres south of the Durnford Close junction and one located 11.5 metres south of the Oak Avenue junction; and
- (vi) install a flat top hump on Westgate Link Road 28 metres south of the Westgate roundabout junction to provide an uncontrolled pedestrian crossing point; and
- (vii) introduce a loading bay on the north side of Westgate west of the Orchard Street roundabout junction, for loading by any vehicles 8.00am – 5.00pm Monday to Saturday; and
- (viii) introduce a 20mph speed limit on lengths of Avenue de Chartres, Orchard Street roundabout and Orchard Street from the Avenue de Chartres at a point 195 metres south of the Orchard Street roundabout junction, northwards to Orchard Street at a point 30 metres north of the roundabout junction.

2.2 The Orders, crossing installations and road humps are proposed so as to avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising, for improving the amenity of the area through which the roads run and for facilitating the passage on the road of any class of traffic (including pedestrians)

2.3 TRO plan SU8504NEN in Appendix A shows the proposed new parking and waiting restrictions

2.4 Drawing Nos. TRO-100 Sherborne Road Traffic Orders and WGOS-160 Westgate/Orchard Street Proposed Dutch Style Roundabout 20mph Traffic Regulation Order in Appendix B1 & Appendix B2 show the locations of the pedestrian crossings places and road humps and the extent of the 20mph speed limit

3 Other options considered (and reasons for not proposing)

- 3.1 The proposed package of off-site highway works in connection with this development has been carefully considered and designed to address issues and concerns raised during the planning process.
- 3.2 Councillor Sharp requested the uncontrolled pedestrian crossing point on Westgate Link Road be upgraded to a signalised crossing. This was not required through the planning permission process and S106 agreement so there are insufficient developer funds available for the design and implementation of it as part of this scheme. The mechanism to assess the viability of this crossing location would be via an application for a Community Highway Scheme.
- 3.3 It was originally intended to designate a longer loading bay on the north side of Westgate for loading only at any time. As Westgate is within a Controlled Parking Zone it was considered that this would create unnecessary parking displacement. The loading bay was reduced in length to accommodate vehicles servicing businesses in the vicinity whilst retaining residential parking provision at evenings and weekends

4 Consultation, engagement and advice

- 4.1 The local members Councillor Sarah Sharp (Chichester South) and Councillor Julian Joy (Chichester West) were consulted and approved that the proposed TRO should be subject to the statutory consultation.
- 4.2 An extended 28 day statutory consultation period ran between 8th July 2021 and 5th August 2021 due to COVID 19 restrictions. Between these dates copies of the Notice, Order plan, scheme drawings, draft Order and statements of reasons were available to view on the WSCC website, a Notice was advertised in the Chichester Observer newspaper and Site Notices were placed on lamp columns along the affected roads. Notification of the consultation was sent directly to a range of stakeholders including the Police and bus companies.
- 4.3 Sussex Police were consulted and expressed no objection to the proposals.
- 4.4 During the statutory consultation 5 comments of support were received and objections from 28 individuals plus 2 groups, Chi Cycle and Friends of Centurian Way. The individual objections are summarised in Appendix C to this report together with comments from the Director of Highways Transport and Planning. The objections from Chi Cycle and Friends of Centurian Way are in Appendices C(i) and C(ii).

5 Finance

- 5.1 The proposal represents good value because there is no capital funding as the developer has funded the TRO and will be undertaking the highway works at their own expense. The developer has deposited a surety bond to cover the estimated costs of the highway works and lining works included in the S278 Highways Agreement. Should the developer default on the highway works the bond will cover the costs of any works to ensure WSCC do not have to fund them.
- 5.2 Once the highway works are satisfactorily completed there will be a standard 12-month maintenance period. After 12 months, maintenance of the highway

lining will revert to WSCC and will be met from the Highways Maintenance budget which for the current financial year is £9.866m.

5.3 The proposal will be processed within existing staff resources.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the proposed TRO not be made the risks to the County Council are that there would be a failure to properly implement measures agreed as necessary through the planning process to support cycling infrastructure	To install the proposed restrictions to mitigate a predicted increase in vehicular traffic and to support cycling and walking.
Should the proposed TRO be made the risks to the County Council are that existing road users may not like the changes to the highway infrastructure	The highway improvement package associated with this development has been planned to integrate the new development into the local community whilst also promoting more sustainable forms of transport

7 Policy alignment and compliance

- 7.1 The introduction of the proposed restrictions is in accordance with the Road Traffic Regulation Act 1984 and causes no conflict with the Human Rights Act or the Crime and Disorder Act. Sussex Police has been consulted and raised no concerns in this respect.
- 7.2 There is social value to this scheme. The proposed restrictions are intended to promote more sustainable forms of transport by improving facilities for cyclists and pedestrians and comply with the aims of the West Sussex County Council Transport Plan.
- 7.3 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal. It is acknowledged that shared use infrastructure is a compromise solution but there is insufficient highway land to create standalone facilities in this location.

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Appendices

Appendix A – TRO Plan

Appendix B1 – Drawing TRO-100

Appendix B2 - Drawing WG0S-160

Appendix C – Consultation response summary

Appendix C(i) FoCW

Appendix C(ii) ChiCycle

Background papers

None