

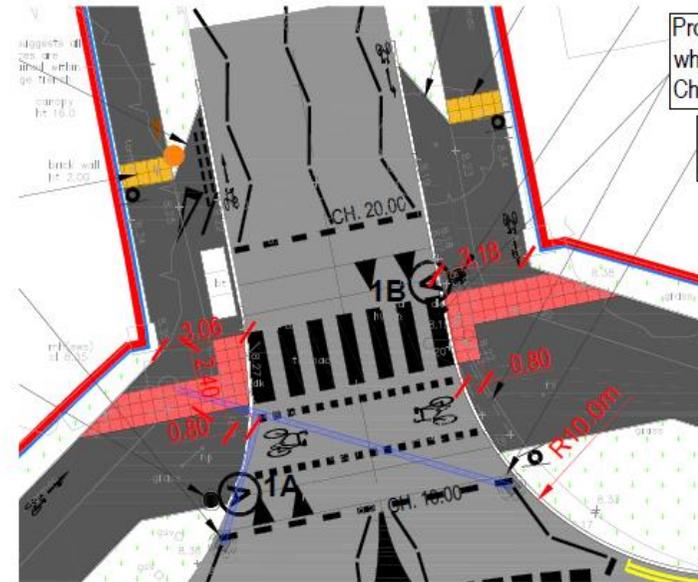
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Consultation Response Summary

	<b>Objection/Comments</b>	<b>Comments from Director of Highways &amp; Transport</b>
1	<p>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> <ul style="list-style-type: none"> <li>• Lead to collisions between pedestrians and cyclists as the pavements are too narrow and the sight lines, often obstructed by brick walls, are inadequate</li> <li>• 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</li> <li>• 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</li> </ul> <p>At particular risk of injury are school children going to Bishop Luffa and people with restricted mobility.</p> <p>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 TRO 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 intervisibility between cyclists and pedestrians at the bends.</p> <p>See the General Arrangement Drawing Number WGSR-100 Rev P2 and clip below.</p>

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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.

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

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		<p>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>
2	<p>Resident of Walnut Avenue</p> <p>the creation of sub standard shared cycle tracks around the Sherborne-Rd/Westgate junction (TRO 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 intervisibility 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, ss 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>

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<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 a 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>
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	<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>
3	<p>Resident of Colworth</p> <p>The new proposals in TRO/CHS9038/RC 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 section1 &amp; 2 above.</p>

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	<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</p>	<p>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>

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	<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.</p>	
5	<p>Resident of Chichester</p> <p>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.</p>	<p>See section 1above</p>
6	<p>Resident of Fletcher Avenue</p> <p>Objects to some aspects of the plans at the Sherbourne-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.</p> <p>Further, the width (length) of the proposed slightly elevated Parallel crossing humps s is totally inadequate for dual use at</p>	<p>Please see section 1 above</p> <p>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.</p> <p>See the Genral Arrangement Drawing Number WGSR-100 Rev P2.</p>

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	1.125 metres and should be at least double this width.	
7	<p>2 Residents/business owners in Westgate</p> <p>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 Sherbourne 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.</p> <p>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.</p> <p>Being residents in this road we are well aware that 20mph and HGV limits are never seemingly enforced.</p> <p>In summary we are asking you to please consider the alternative plan for a SAR link straight into the College roundabout which would keep traffic from the new development out of Westgate and Parklands to a greater extent.</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 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>
8	<p>Resident of Haywards Heath</p> <p>Objects to the current proposals on Westgate, Westgate</p>	<p>As mentioned section 6 above, the pedestrian crossing width is 2.4m and that for</p>

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<p>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.</p> <p>The proposed dutch style roundabout at Westgate Roundabout as currently proposed it 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 motorist unsure if they need to give way to these cyclists as technically they entered the crossing but not crossing (as they are turning). This TRO 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.</p> <p>The proposed parallel crossing on Avenue De Chartres along with the other changes along Avenue De Chartres are not great either.</p> <p>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</p>	<p>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.</p> <p>A TRO 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</p> <p>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.</p> <p>Reducing the northbound carriageway to a single carriageway will affect road capacity and is likely to result in unacceptable queuing.</p>
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	<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. 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>	
<p>9</p>	<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>

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<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</li> </ol>	<p>The procedure for converting footways into shared facilities does not require to be supported by a TRO. 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>
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	<p>primarily intended to meet the needs of this type of cyclist.</p> <p>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.</p> <p>8. Pavements proposed for conversion to shared use cycle tracks are significantly below minimum DfT widths for shared use.</p> <p>9. Inappropriate road markings are proposed within parallel crossing control areas. This does not comply to standards within the DfT Traffic Signs Manual 2019.</p>	<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>

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	<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 intervisibility 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>

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	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	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.
12	Resident of St Pancras  Objects to plans in TRO/CHS9038/RC 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.	See section 1 & 2
13	Resident of Durnford Close  As a disabled electric scooter user & having a Canine Partner dog who helps me to remain independent, we regularly use Sherborne Road & Westgate to access the GP Surgery the Vet, & the City Centre & Train Station. The paths in Chichester are poor in general, being hazardous to negotiate, & Westgate in particular is narrow. The plan to make this dual purpose for use by pedestrians & cyclists is crazy, & dangerous for all concerned. This would cause major problems for not only myself & my dog, but also several blind residents& their Guide Dogs, and anyone with young children(prams/buggies)& elderly pedestrians in particular. This cannot be allowed to happen .	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.
14	Resident of Whyke Lane  While having a number of beneficial features, the overall	See section 1 and 2

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	<p>result is a "dog's breakfast". An extensive re-think is needed.          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)          2) In this case the problem of shared use is exacerbated by the fact that:          2a) There is an essentially blind bend on the proposed shared path;          2b) Movement is proposed to be allowed in two directions; and          2c) The pavement width is too narrow for comfortable single-direction movement, let alone two-direction movement.          Suggest WSCC 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 offsite highway works will be developed taking into account the consultation results.</p>
<p>15</p>	<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>
<p>16</p>	<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.          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>

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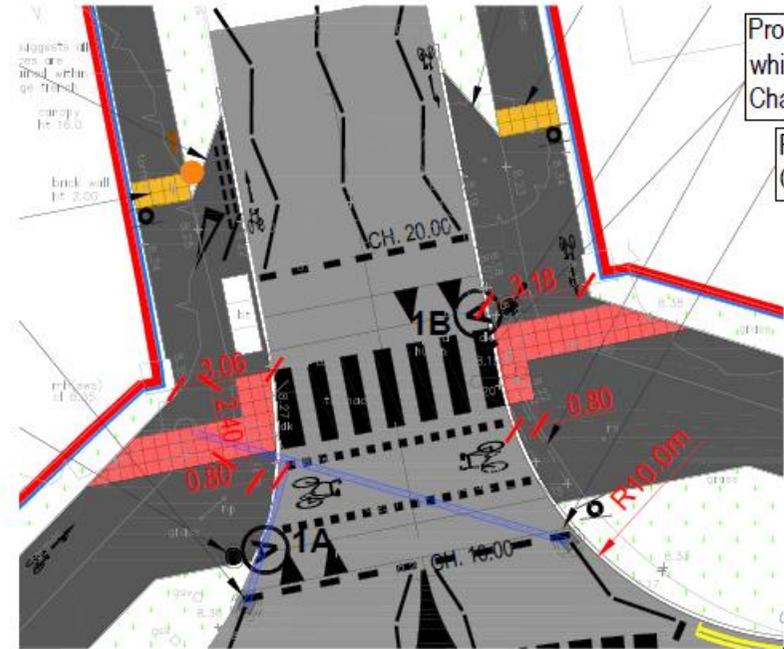
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	<p>also a danger to pedestrians due to the excessive speed and weaving in and out undertaken by many cyclists. The proposal includes blind corners and sharing of existing narrow pavements that will further disadvantage pedestrians- esp. those walking 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</p>	<p>Resident of Westgate</p> <p>Objects to the order number TRO/CHS9038/RC. 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.</p> <p>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.</p> <p>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.</p> <p>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>

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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.



18 Resident of Kings Avenue

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

See section 1 and 2

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	<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</p>	<p>Resident of Wiston Avenue</p> <p>Concerned over the inappropriate conversion of Westgate and Sherbourne road pavements into shared use cycle tracks. They regularly cycle from Westgate to Tesco and to get onto the Saltern's 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.</p> <p>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 DfT 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 Sherbourne 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>

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	<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 dissatisfactory with this TRO 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>
<p>21</p>	<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 (SRR), from the small roundabout at the west end of Westgate.</li> <li>2. Disrupt the Centurion Way Cycle Path with the SRR.</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>

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	<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 of Chichester. It also allows access to the very expensive bridge crossing the railway, about 50metres from its southern end. The SRR 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>
<p>22</p>	<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 constraints 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>

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	<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 TRO 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. 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>See sections 1 and 2.</p>
24	<p>Resident of Sherborne Road</p> <p>Strongly objects to the proposed plans contained within this TRO 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>

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	<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</p>	<p>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>

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	<p>contravenes the Equality Act 2010. 2.</p> <p>8) Pavements proposed for conversion to shared use cycle tracks are significantly below minimum DfT widths for shared use.</p> <p>9) Inappropriate road markings are proposed within parallel crossing control areas. This does not comply to standards within the DfT Traffic Signs Manual 2019.</p> <p>As a cyclist and pedestrian, they recommend that the council follow the advice in the Dept 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>	
26	<p>Resident of Orchard Street</p> <p>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 TRO. They are in favour of some of the proposed developments in the TRO such as the Dutch style roundabout at the Orchard St./Westgate junction, and the introduction of new pedestrian crossings. The Dutch style roundabout(DSR) is particularly welcome and would like to propose that a similar DSR 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 DSR in such a way that they are trained to make a canopy over the route to distinguish it further.</p> <p>Since the DSR at the Orchard Street/Westgate junction will require 20mph limits at its entrances, they suggest that WSCC take this opportunity to extend that limit <u>along the whole of Orchard Street</u>. When the pop-up cycle lanes and 20mph limits were trialled 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 offsite 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>

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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 (AQMA) 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 - [https://www.20splenty.org/20mph\\_limits\\_improve\\_air\\_quality](https://www.20splenty.org/20mph_limits_improve_air_quality)

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 AQMA. 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 TRO 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

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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.

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.

Supports the views of both Chi Cycle and Friends of Centurion Way