

Comment for planning application WSCC/052/20

Application number

WSCC/052/20

Name

Adam Bell

Address

FLAT 2, PHOENIX COURT, MARINE DRIVE WEST, 9, MARINE DRIVE WEST, BOGNOR REGIS, PO21 2QA

Type of Comment

Objection

Comments

In respect of the cycling provision provided by this scheme, whilst it is useful that extra provision is being made, however what is proposed is not in line with West Sussex County Council's own Cycling Design Guide introduced last year which states that ideally segregated cycle lanes separate from pedestrians should be provided, and that these should be on both side of a road, to prevent the need for cyclists to cross the carriageway and back again. Bearing in mind the existence of a roundabout shown on Sheet 2 of the Site Plan, to cater for future development, this is an important factor to consider. More importantly, the provision is also contrary to the DfT LTN 1/20 Cycle Infrastructure design document which states that a segregated cycle only path should be provided of at least 3m in width. Page 47 of LTN 1/20 also states "Unguarded hazards (e.g. fixed objects, steep drops or water hazards) should not be permitted within 4.5m of the route where they would lie in the path of an out-of-control cycle". It would seem the plans include a shallow ditch between the path and the new road which would not be acceptable. It is good that generally the shared use path is kept 5m away from the road edge, as that reduces the issues caused to cyclists by glare from oncoming car headlights, as well as providing an element of safety. However, for the final section with the new roundabout on the B2233, there is only a 1m separation when there would seem to be space to have a wider gap, and therefore this should be adjusted. Sheet 1 of the Site Plan for the first section from the old A29 indicate that lighting columns will generally be placed right on the edge of the shared use path - the images imply half on and half off the path. For the rest of the route, the lighting columns move to the other side of the path, nearer to the road. Sheet 4 for the section joining the B2233 the columns are shown in the path itself. As well as introducing a hazard on the path, this also means an effective reduction in useable width when several cyclists are passing in opposite directions, due to the need to ensure handlebars avoid the lighting column. For the entire length of the route, the lighting columns should be at least 1m away from the path edge. It is vital that there is only grass on either side of the path, to avoid vegetation creep, and also to reduce future maintenance costs. If shrubs/trees are planted within 2m of the path edge, then rapidly the edge of the path can get covered over reducing the available width, resulting in plants then taking root through the tarmac, as has already been seen in places along the new Flansham to Climping path along the A259 which was only built 2 years ago. It is not clear what cyclists heading north are supposed to do when they get to Fontwell Avenue, as the shared use path simply becomes a footpath. There needs to be a blending of the path onto the road section or some way of making it clear that cyclists have to re-join the carriageway. The road also crosses Footpath 318. A number of cyclists already use that path in view of the lack of safe north-south crossings. Whilst generally they would be more likely to use the path alongside the new A29, there is scope for upgrading FP318 to allow equestrian use by upgrading the surface.

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Attachments