

From: [Richard Burrett](#)
To: [Mark Record](#)
Cc: [PL Planning Applications](#)
Subject: RE: ChiCycle concerns over the A29 realignment scheme
Date: 29 June 2021 00:34 02
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
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[image006.png](#)
[image007.png](#)
[image008.png](#)

Dear Mr Record,

Thank you for your message, which I have read with interest and passed on to the County Council's Planning Team. Please note that I will only be in a position to take a final view and decision on this application at the Planning and Rights Of Way Committee meeting once I have heard all of the relevant arguments and considered all of the relevant material considerations.

I would, however, like to reassure you that I will read all representations which have been sent to me in advance of the Committee meeting, and will take their contents into account when deciding on how to vote at the meeting itself.

With best regards,

Richard Burrett
West Sussex County Councillor, Pound Hill Division.
Chairman, West Sussex County Council Planning and Rights Of Way Committee.

From: Mark Record <[REDACTED]@[REDACTED].com>
Sent: 28 June 2021 08:37
To: Richard Burrett <richard.burrett@westsussex.gov.uk>
Subject: ChiCycle concerns over the A29 realignment scheme

Dear Councillor Richard Burrett,

[ChiCycle](#) have recently been made aware of the A29 realignment scheme for the land to the north of Eastergate and north-west of Barnham (reference [WSSCC/052/20](#)). We are concerned that such a large amount of money is being focused on providing for unsustainable motor vehicle use during a period of urgent climate crisis. We are also disappointed the proposed walking and cycling infrastructure is of limited scope and of poor quality.

We would be grateful if you will consider the following concerns before attending the Planning and Rights of Way Committee on Tuesday, 29th June 2021.

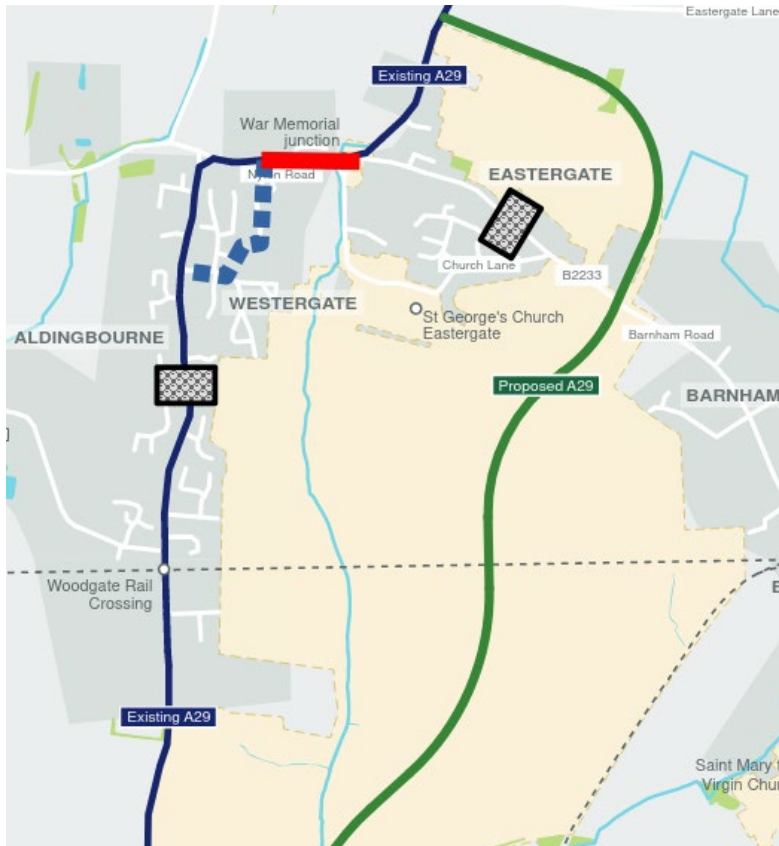
Thank you for all your work in local government,

Mark Record (Secretary for ChiCycle)

1) If the proposed A29 realignment scheme is considered essential, this additional road construction can only be justified if its environmental impact is offset through encouraging sustainable transport use and local living habits in other locations. Construction of the new route must be met with a parallel intervention to reduce traffic in the residential areas that carry the existing A29 sections that will be bypassed. Failure to implement such traffic reduction measures will result in both the old and the new roads carrying intolerable volumes of traffic well into the future.

ChiCycle recommend private motor vehicles should be restricted (filtered) from travelling through the Westergate section of the existing A29 and the Eastergate Section of the A2233. These traffic reductions should be implemented as soon as the new road is completed. However, pedestrians, local buses, cyclists and emergency vehicles should retain through passage along these streets. This intervention will bring daily traffic volumes through Westergate down from 13,000 vehicles per day to below 2,500. DfT consider that roads carrying 2,500 vehicles a day, with 20 MPH speed restrictions, to have acceptably low volumes of traffic for most people to feel safe while cycling. Not only will such changes permit a significant modal shift towards using sustainable transport but they will permit patterns of healthy local living to become established in these communities. Similar transport interventions have been successfully implemented in the Netherlands resulting in a far higher proportion of journeys made using environmentally responsible modes of transport.

An illustration of where traffic filters could be introduced to improve community living around the old (existing) A29 is shown below:



= Private motor traffic filter



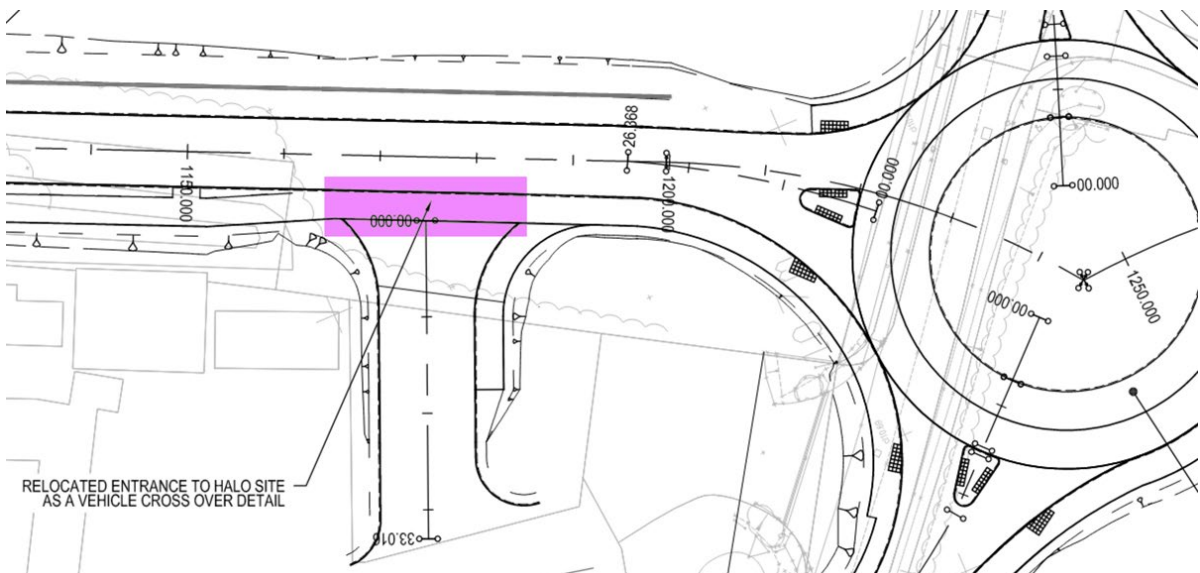
= Traffic calmed area



= Existing route where road priority is modified to favour sustainable modes of transport

The A29 realignment scheme should not be accepted unless there are agreed plans to convert the previous route of the A29 into a low traffic zone.

2) The proposed cycle track crossing of the new access to the Fordingbridge Industrial Estate (Halo) site is unsafe and ignores DfT standards for cycle safety. The area of concern is highlighted in purple and shows the cycle track running adjacent to the carriageway over the mouth of a junction!



A two way cycle track is shown crossing a side road junction to the industrial estate. The cycle track is not set back from the carriageway and this type of design is not permitted by the DfT cycle design guidelines because it is unsafe!

[LTNI/20](#) page 106 classifies types of priority crossings for cycle tracks at side roads. Where a cycle track runs adjacent to the carriageway and maintains priority this is described as "Priority crossing with no set back". [LTNI/20](#) states that:

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.**

It is also stated that:

10.5.12 In all cases, **it is preferable in safety terms that cycle tracks crossing side roads are one way in the direction of traffic on the main carriageway.** Drivers are less likely to be aware of cyclists travelling in the other direction when turning into and out of the side road. Nevertheless, these conflicts can be managed by making the crossing conspicuous and reducing the speed of turning traffic.

If the WSCC design anticipates cyclists must give way to traffic using the industrial estate side road junction, then this type of cycle crossing is termed a "Non-Priority Cycle Crossing". [LTNI/20](#) states that for this type of cycle crossing:

10.5.33 Where cyclists need to give way, the point at which they cross the minor arm **should be set well back from the edge of the major carriageway** so that they are able to ascertain when vehicles are about to turn into the junction. The **desirable minimum set back distance is 10m**, or the tangent point if the corner radius exceeds 10m. It should be measured from the kerbline of the nearside diverging lane if present (see Figure 10.18).

The cycle crossing shown in the plans fails to comply with this DfT guidance for cycle crossings leading across side roads. ChiCycle strongly recommend rejecting this design in favour of an alternative that safely complies with DfT infrastructure standards.

3) Plans for the A29 realignment scheme illustrate urban infrastructure where shared use cycle tracks are not considered acceptable. Current government policy and DfT standards state shared pavements are unsuitable for new infrastructure intended for urban areas. With the rapidly increasing population density, it is not credible that this is an arterial road where there will be few pedestrians using the pavement.

Plans indicate that one of the primary high level or strategic outcomes is to:

To enable delivery of new homes in Arun District supporting delivery of around 11,400 new dwellings and 104,000m² of commercial development on permitted or planned development sites in this part of Arun District;

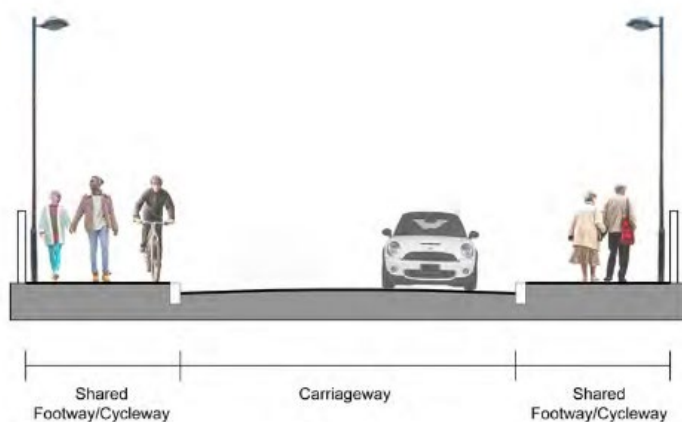
Therefore, it seems probable this area will quickly become a busy urban area as the strategic developments reach completion. [Gear Change](#) (the current national policy on walking and cycling) states within its summary principles appendix that:

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.

On page 31 the [Gear Change](#) policy document also stresses that:

We will not fund or part-fund any scheme that does not meet the new standards and principles described in theme 1 and in the Appendix. We will not allow any other agency or body to fund such schemes using any of our money. This includes schemes delivered through pots such as the Transforming Cities Fund.

The illustration below is taken from the projects exhibition banner. It shows that the proposed scheme will use urban shared use cycle tracks that are unlikely to meet current national standards set by the DfT.



4) Plans show additional widths at fixed objects are not employed at vertical features such as lamp posts adjacent to the cycle way. This results in cycle track effective widths below those acceptable for shared use cycle tracks according to the DfT.

LTN1/20 states that:

Additional width at fixed objects

5.5.4

Where a cycle track is bounded by a vertical feature, people will not be able to use the entire width as they will naturally be wary of riding immediately next to walls and kerbs. Designers should provide additional width as shown in Table 5-3.

Table 5-3 shows 500mm additional width where the edge of the path is constrained by a tall vertical feature (such as a lamp-post):

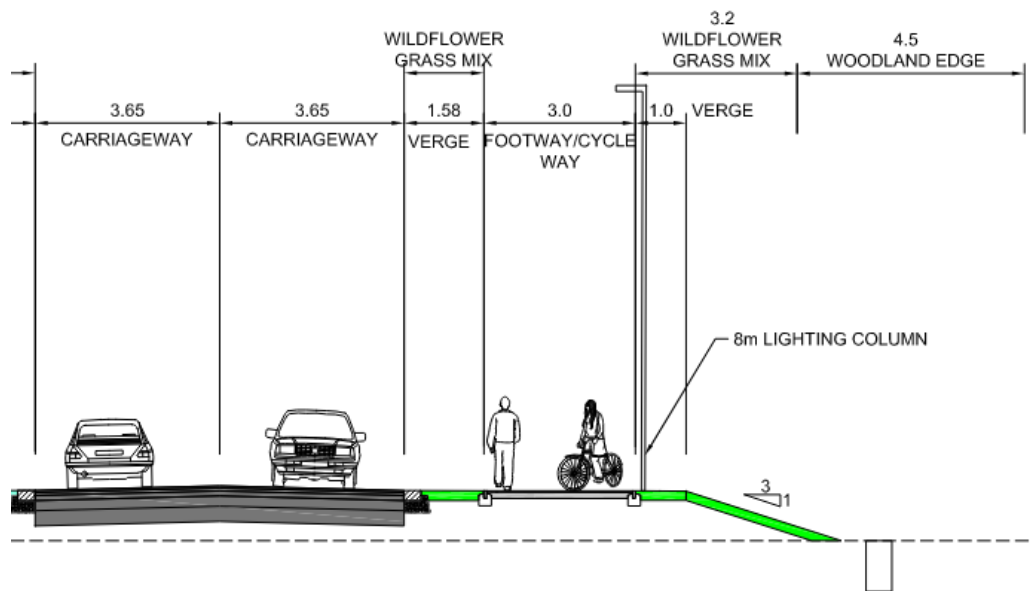
Type of edge constraint	Additional width required to maintain effective width of cycle track (mm)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	No additional width needed
Kerbs 61mm to 150mm high	200
Vertical feature from 151mm to 600 mm high	250
Vertical feature above 600 mm high	500

Where shared use is acceptable, LTN1/20 recommends widths as follows:

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

In the cross section taken from drawing Cross Sections Sheet 2 of 3 (update).pdf, the lamp posts are shown flush with the edge of the cycle-track. This results in an effective track width of only 2.5 metres, significantly below minimum DfT standards.



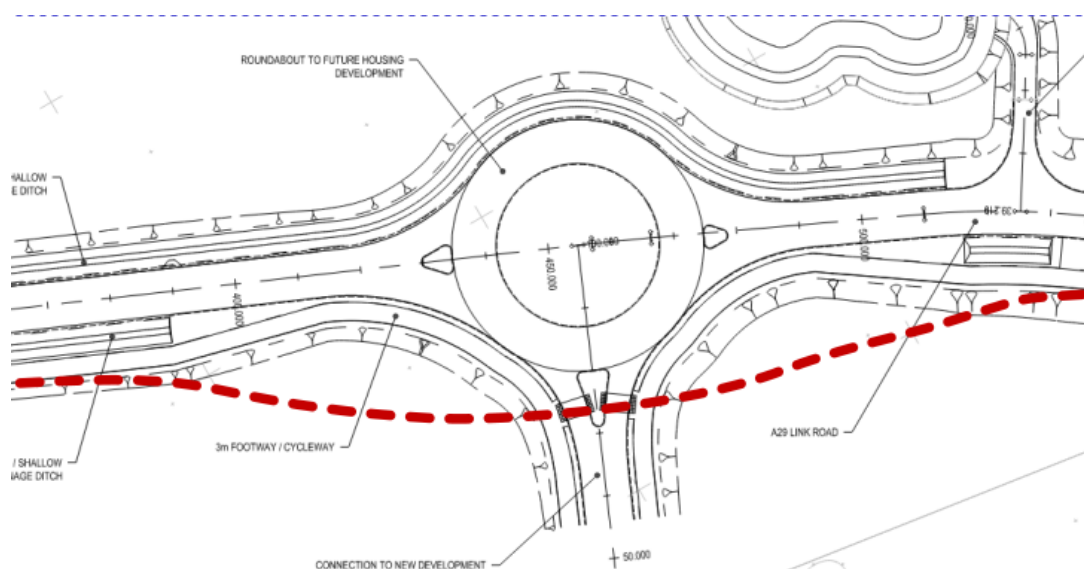
ChiCycle feel that shared use tracks are not appropriate in this urban environment but if they are employed, they should at least meet the minimum widths recommended by current DfT standards.

5) [Gear Change](#) and [LTN1/20](#) share the same Summary Principals. Principal 18 states that:

18. Cycle routes must flow, feeling direct and logical.

Users should not feel as if they are having to double back on themselves, turn unnecessarily, or go the long way round. Often, cycling schemes – when crossing a main road, for instance – require cyclists to make a series of ninety-degree turns to carry out a movement that a motor vehicle at the same location could do without turning at all. Schemes should be based on a proper understanding of how people actually behave rather than how they might be expected to behave.

The design of the cycle track around the roundabout (shown below) will force pedestrians and cyclists to first turn in towards the carriageway and then turn out again in the opposite direction through over 90 degrees. This happens twice, on both sides of the roundabout arms crossing. This leaves cyclists heading parallel with the carriageway with the arm leaving the roundabout. When this point is reached, cyclists are expected to make an acute 90 degree to get over the crossing. They presumably are expected to get off their bikes and walk as the crossing provided is not suitable for cycling. The traffic island in the middle of the arm leaving the roundabout looks too narrow even for a standard bike. It is certainly too narrow for cargo bikes or tandems. ChiCycle feel that crossings should be provided that are suitable for cyclists. The illustration below shows the desire line a cyclist would choose to follow in comparison to the path provided by the proposed scheme.



6) Cycle tracks should be provided on both sides of the road. As the A29 is likely to carry an average daily traffic flow of 13,000 vehicles, it will be difficult with heavy traffic for cyclists to cross the road to reach the cycle track if they start their journey from the opposite side of the street. Indeed, West Sussex County Council recommend installing cycle tracks on either side of the road for this very reason. The [WSCC cycling design guide](#) states on page 19:

3.2.6 Such paths must generally cater for cyclists travelling in both directions. There should be an aim, where it is possible, for them to be provided on both sides of the carriageway to prevent the need for cycle users to have to cross the carriageway and back again. Paths should be set back away from the roadside as far as possible to reduce the possibility of cycle users being dazzled by car headlights at night.

ChiCycle recommend both footways and segregated cycle facilities should be provided on either side of A29 realignment scheme.

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