

ChEmRoute Engagement Proposal



Document prepared by Chichester and District Cycle Forum and the Bournes Forum Working Group for ChEmRoute Consultation (Fishbourne Parish Council, Bosham Parish Council, Chidham and Hambrook Parish Council, Southbourne Parish Council)

Date: 29/9/20

Contents

Summary.....	3
Introduction.....	3
Appraisal of Option A of A27 NMU Link Improvements Package Chichester to Emsworth.....	4
LTN1/20 compliance.....	4
Speed limits	5
Costs	5
Our Alternative Approach	6
What does our Scheme Look Like?.....	7
Conclusion	10
Appendices	11
Appendix A: Section Plan.....	11
Appendix B: Plans	14
Appendix C: Feedback from members of the public.....	15
Fishbourne Parish Council Feedback.....	15
Southbourne Parish Council Feedback.....	19
Comments received by Mike Magill, Bourne Ward County Councillor, WSCC	20
Bosham Parish Council Feedback.....	22
The Village Magazine: Correspondence	23
Other Feedback	25

Summary

The purpose of this document is to:

- Engage with Highways England (HE) as a foundation for on-going consultation in relation to the A259 NMU development project
- Respond to the HE/WSP Feasibility Study
- Propose an alternative approach to the project

We seek a solution for all users of the A259/NCN2 (National Cycle Network 2), a scheme which will provide safe journeys now and for the coming decades. To achieve this we believe a holistic approach is the best way forward.

Introduction

The Feasibility Study undertaken by WSP on behalf of HE is flawed. It has provoked negative reactions from both local users and residents who mainly object to the shared two-way cycle and footpath. It is encouraging that HE is seeking a solution that performs best in terms of:

- space availability
- LTN1/20 guidance
- offers best value for money

...but **Safety** must also be included as a top priority.

We are proposing an alternative solution to Option A. Rather than a “corridor” connecting Emsworth to Chichester we believe that the A259 should be viewed as a route linking individual parish communities.

Since this is a predominantly urban route there is an opportunity to provide:

- well-designed continuous separated cycle lanes on both sides of the road
- associated infrastructure (as recommended in LTN1/20)
- a route accessible to all and meeting the requirements of the Equality Act

This can be achieved by:

- reducing the speed of motorised traffic
- prohibiting on-street parking in cycle lanes
- further reducing the speed and widths of lanes (calming strategies) at the “pinch points”

Appraisal of Option A of A27 NMU Link Improvements Package Chichester to Emsworth

Option A of the WSP feasibility study is a shared path 2.5 to 3.5 m wide running most of the way from Emsworth to Chichester. This is a shared two-way cycle lane and footpath.

LTN1/20 compliance

Option A fails to meet the new government guidelines on cycle infrastructure (LTN 1/20) that are now in force. The summary principles are laid out in section 1.6, core principles in section 4.

1. **Summary principle 2: “On urban streets physically separate cyclists and pedestrians. Cyclists must be treated as vehicles.”** 8.3 km of the route is urban, defined as carriageway directly bordered by properties on at least one side of the road. 2.95 km is rural. Going East from Emsworth roundabout to Westgate (the Orchard Street roundabout in Chichester) there are 214 vehicle exits, 100 pedestrian crossing points and 36 public road junctions, including roundabouts. Going West, there are 190 vehicle exits, 96 pedestrian crossing points and 36 public road junctions. This is not an interurban route. One of the main reasons shared paths do not work in an urban environment is that car drivers cannot see approaching cyclists as they pull out of driveways or side roads. This is a potential safety risk as illustrated in the picture below. There is the additional risk from cyclists coming from an unexpected direction against the normal flow of traffic.



Centurion Way has been quoted as a successful combined route for pedestrians and cyclists. However, Centurion Way has few access points, is a recreational route and there are no houses or side turnings along this route.

2. **Summary principle 16: “No dismount signs”, 18: “Cycle routes must flow” and 19: “Cycle schemes must be easy and comfortable to ride”.** In Option A of the feasibility study there are numerous places at which cyclists will have to stop, dismount and give way at side roads. This contravenes principles 16, 18 and 19. Cyclists should have the same priority as cars when travelling in the direction of the main road so they do not have a disjointed stop/start journey.
3. **Summary principle 5: “Cycle routes for all types of cycle use, at least 2 metres wide”.** The shared path width stated in Option A is 2.5 m to 3.5 m. Included in this width are two-way cycle lanes plus a pedestrian pavement. It contravenes principle 5 on cycle lane width which needs to be 2 m per

lane. Two 2 m cycle lanes plus a 1.5 m pedestrian pavement adds up to 5.5 m. So it is at least 2 m too narrow to accommodate cycles and pedestrians even before you have added buffer zones for vertical walls and separation from fast moving traffic. There is the road space to permit LTN 1/20 compliant 1.5 m to 2 m dedicated cycle lanes for approximately 90% of the route without having to share with pedestrians.

4. **LTN1/20 page 188 'Creating Cycle Tracks'. Public consultation is a mandatory requirement for conversions carried out under the 1984 Cycle Tracks Act.** None of the parish councils were consulted, nor were any cycling forums. **3.3 Stakeholder Participation** LTN1/20 requires consultation of key stakeholders.
5. **Core Principle 4.2.2: "When people are travelling by cycle, they need routes that are ... Direct"**. Option A of the feasibility study includes two diversions that are indirect. If you are travelling East from the A27 underpass in Emsworth, it diverts you into Emsworth Square. The direct route is straight across the roundabout to Lumley Road. The second diversion is to miss out Fishbourne altogether and take you round the back down Emperor Way and Roman Way.
6. **Core Principle 4.2.2: "When people are travelling by cycle, they need routes that are ... Safe"**. Between 2014 and 2018, 40% of the accidents on this stretch of the A259 involved cyclists, yet traffic flow data showed that cyclists accounted for just 2% of the journeys. A cyclist killed in 2019 was travelling into Fishbourne. There was no cycle lane provision at the location she died. There is still none in Option A. Option A is not safe for several reasons:
 1. lack of visibility for cars pulling out of their driveways or side roads
 2. it is inconvenient, meaning that many cyclists will stay on the main carriageway and not use the shared path provided
 3. it is dangerous to have a shared path
 4. road crossings are required seven times on a return journey

Speed limits

In the feasibility study it is argued that speed reductions are not possible on the A259 as it is used as a diversion in case the A27 is blocked. This was a primary reason for rejecting Option B (cycle lanes on both sides of the road require speeds of 30mph, or 20mph in the narrow sections). However, when the A27 is blocked, the A259 is congested and speed limits are irrelevant to traffic flow. For example, when one lane of the A27 was blocked Westbound on 9 Sept 2019, the A259 slowed to such an extent that 82% of the traffic was doing less than 20 mph. This is empirical proof that a 20 mph speed limit will have no material effect on traffic flow on the rare occasions when the A259 is used as a diversion for the A27.

Costs

Costs were another reason for rejecting Option B, yet no costing appraisal was shown for cycle lanes on both sides of the road.

Our Alternative Approach

In promoting an alternative approach we have based it on **Five Design Principles**:

- 1. A Continuous Segregated Cycle Route and associated infrastructure complying with LTN 1/20.**
This would include:
 - a stepped cycle path on both sides of the road to provide physical separation between all road users (vehicles, cyclists and pedestrians)
 - a segregated cycle way is the only safe way with the current vehicle volumes using the road. Our aim is to make cycling more enjoyable for less experienced users as well as commuting cyclists
 - protected, coloured and clearly delineated road surface to encourage cycling on cycle lanes rather than on the road
 - drains carefully considered and adjusted where necessary so as not to cause an obstacle to cyclists
 - priority for cyclists at driveways and side roads
- 2. Reduction in Speed Limits.** It is essential through the short stretches of the route at pinch points to reduce the speed limit to 20 mph, prohibit overtaking and use traffic calming measures to mark the entrance to these. Also reduce speed limits from 40 mph to 30 mph through all the local communities to increase safety as well as reducing noise and air pollution. The road passes through many residential areas, over 500 properties front onto this road. The 'Bosham Straight' could be reduced to 40 mph if need be. These speed reductions will enable all users to value the linked communities and attractive surroundings along the route which skirts the Chichester Harbour AONB. If necessary the A259 should be downgraded to a B road if the regulations require this in order to introduce the traffic calming and speed reductions.
- 3. All Road Users Treated Equally.** The road space must be redesigned to accommodate all road users and meet the requirements of the Equality Act. Therefore, it must be safe and accessible to pedestrians, cyclists, cargo bikes, vehicles, buses, mobility scooters, wheelchair users, dog walkers, blind and hearing impaired users and other disabled users. As set out in the proposed revisions to the Highway Code, priority must be accorded to the most vulnerable road users.
- 4. Parking.** On-street parking and loading/unloading must be prohibited in cycle lanes. Currently parked vehicles frequently block existing cycle lanes and pavements, forcing cyclists and pedestrians into fast-moving traffic. Parking restrictions must be enforced. Alternative dedicated parking provision is required for properties that do not have a driveway.
- 5. Reimagining and Redesigning the A259.** Reimagining the A259 not as a high-speed vehicle corridor bisecting villages, but as a local space connecting communities. Redesign of signage and street furniture for a village context.

What does our Scheme Look Like?

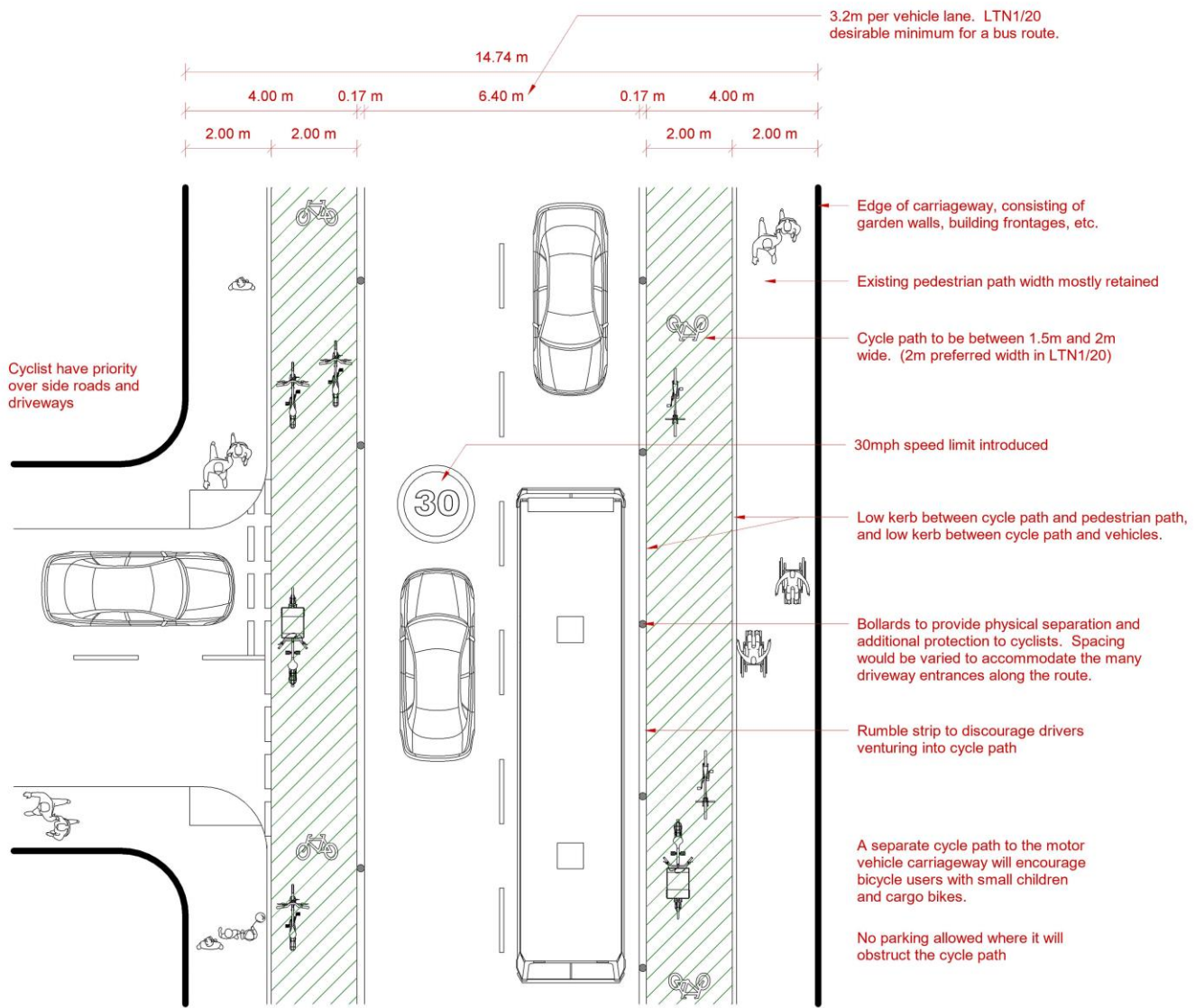
Next we show what our scheme will look like if designed following these Five Principles. The first picture, taken near Gordon Road in Hermitage, shows the current situation with no cycle lanes.



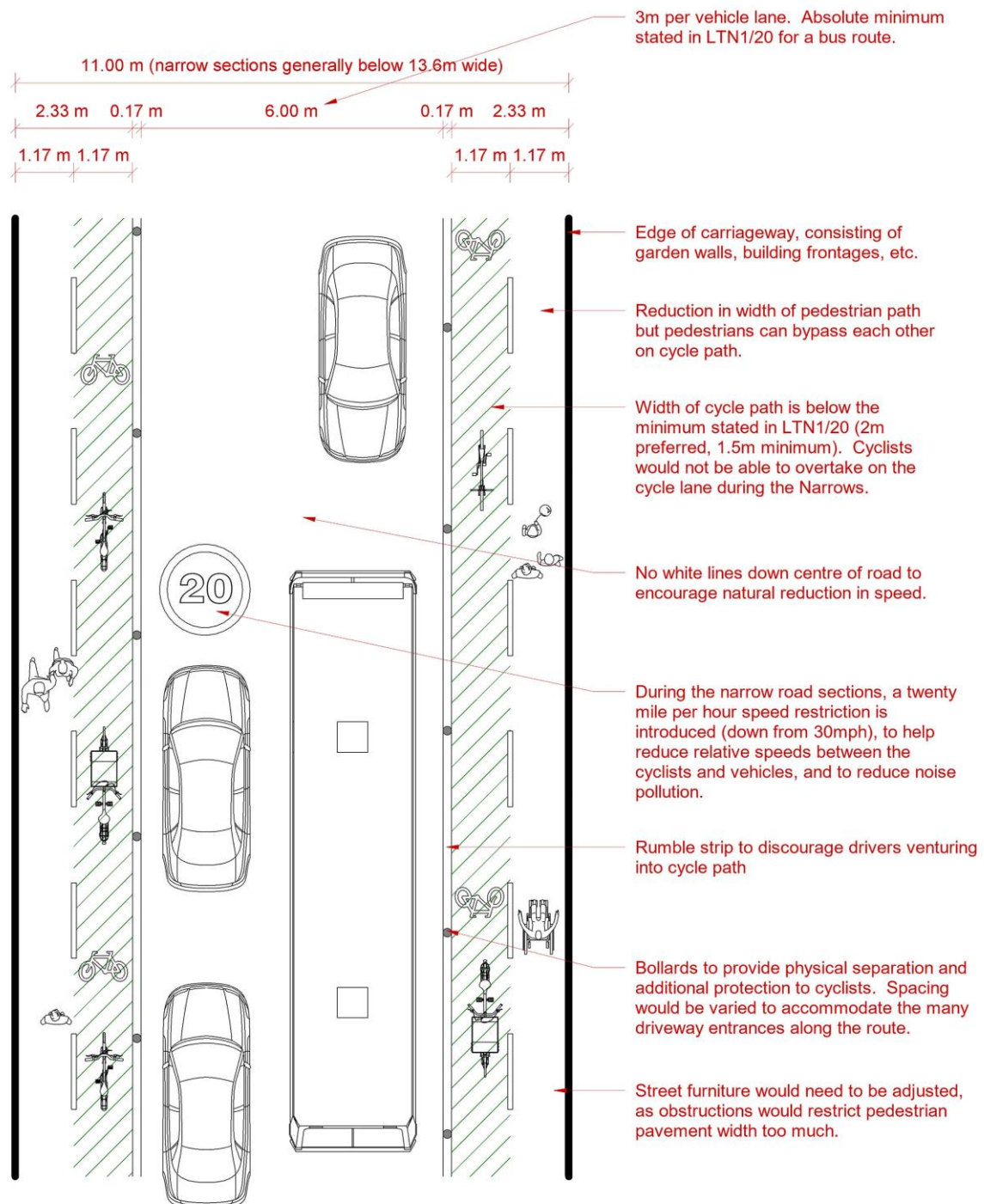
The next picture shows a conceptual image of segregated cycle lanes, separated from the footpath.



The plan view shows a conceptual LTN 1/20 compliant cycle route where road width allows (14.74m total width and above)



The next plan shows an example of one of the pinch points with segregated cycle, pedestrian and vehicle lanes which can be provided for by reducing lane widths, speeds and prohibiting overtaking. The pinch points are all about 11m, under the required width for full-width cycle lanes.



We accept that in these short stretches (only about 10% of the total route) the desired standards set out in LTN 1/20 cannot be met, but as that guidance firmly states such exceptions are permitted rather than jettison an entire route which is otherwise good {Section 22 page 13}. Two of the pinch point sections are also gateways to Southbourne and Fishbourne. Our designs allow for the continued use of the road by all sizes of vehicles, essential when traffic is diverted due to temporary closure of the A27.

The pinch points that have been identified are as follows (all measurements are approximate):

- Past the Sussex Brewery in Hermitage, Emsworth – about 11m wide and 190m long.
- Just before Tuppenny Barn near Hermitage – about 11.1m wide and 120m long
- By the Golden Chopstick in Southbourne – 11.4 to 10.6m at narrowest and 180m long
- By Pottery Lane in Nutbourne – about 11.4-11m at narrowest and 150m long
- Near Old Park lane in Fishbourne – 10.87m at narrowest and only 30m or so long. This is a dangerous pinch point because of the corner of the building forming the side of the road.
- In Fishbourne, just West of the Woolpack pub – 10.4 at narrowest and about 11m otherwise

The proposal is to have smooth continuous lightly segregated cycle lanes on both sides of the road running all the way from the Cross in Chichester to the A27 underpass to the West of Emsworth. Where it is narrow, four 20 mph traffic calmed zones would be set up in Hermitage, Southbourne, Nutbourne and Fishbourne. There would always be a separate pavement for pedestrians in built up areas. Even in the pinch points, cycle lanes would continue straight on, on both sides of the road and be marked as separate from the footpath.

Conclusion

LTN1/20 is acknowledged as a game-changer. Our ambition is for a safe, continuous segregated cycle route in both directions between Emsworth and Chichester.

With careful research, design and consideration of the wider context of the A259, this project can deliver a series of revitalised village centres, providing far more than an enhanced cycle track.

It is understood that HE is operating within a limited budget but the project should not be constrained by lack of funds. It is recommended that all efforts are made to identify additional funding sources to broaden the scope of the project.

The situation around the scheme is complex with several types of road user and stakeholders. A full and transparent consultation with the public is required. C&DCF and the Bournes Forum Working Group must be an integral part of that consultation process.

This proposal is designed to be a foundation for future communication and cooperation with HE. The local residents, Parish Councils, cyclists (and those who would cycle if it was perceived to be safe) and pedestrians who live, work and commute along the A259, look forward to working together with HE, WSCC and CDC for the benefit of the whole community.

Appendices

Appendix A: Section Plan

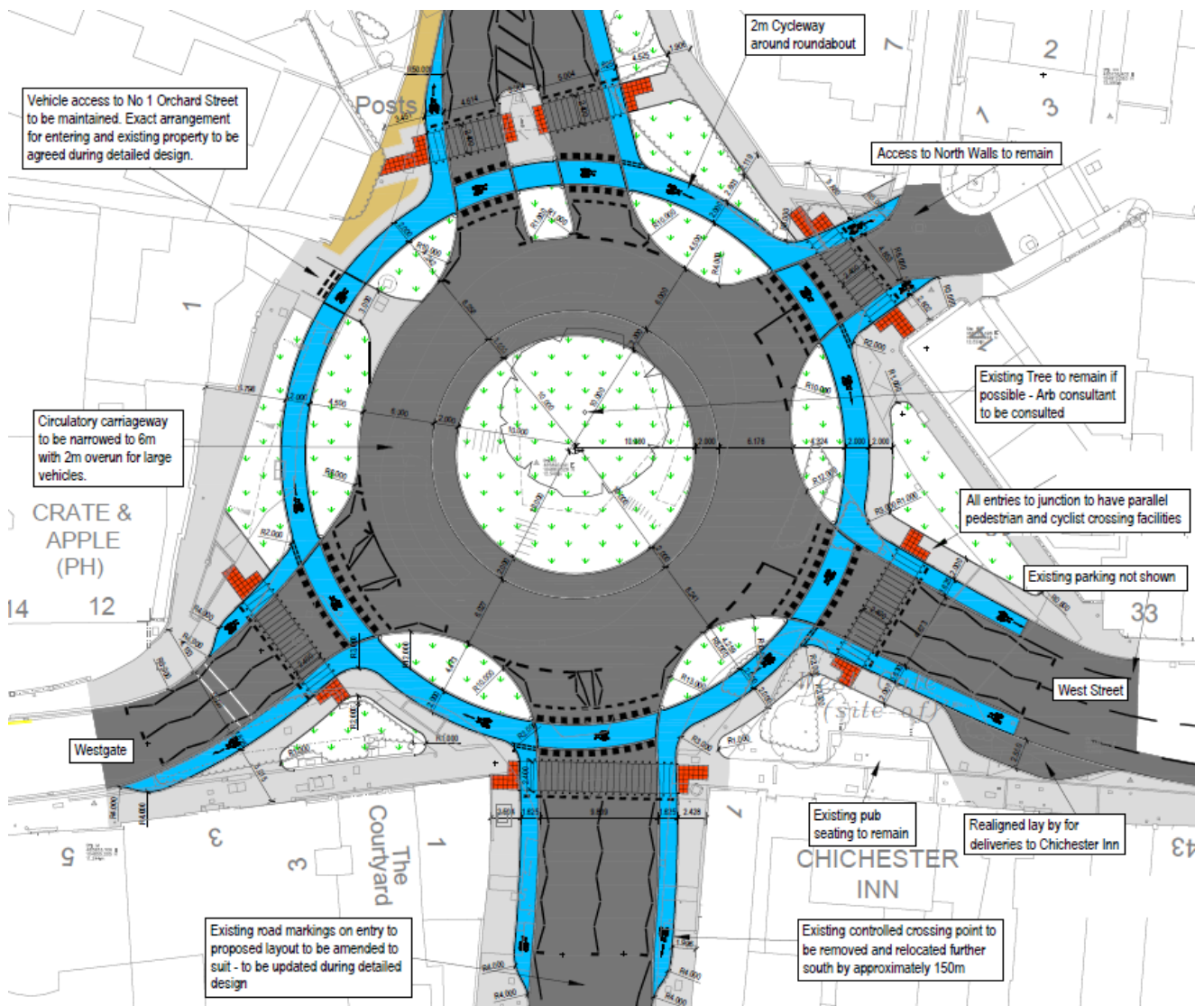
Section	Existing Infrastructure	Proposed
1) Havant Road	1.5m cycle lanes	2m mandatory cycle lanes. Improve markings at junctions so it is clear that cyclists have priority over side roads. Continue cycle lanes on both sides of the road right up to the Emsworth roundabout.
2) Emsworth High St	None. Quiet route	This is a detour. Not part of the direct route.
3) Emsworth Roundabout to Southbourne Farm shop	<p>No cycle lane at all up to Lumley rd.</p> <p>Narrow fast road with almost no cycle lanes.</p> <p>Critical fail for safety</p>	<p>1.5 to 2m wide mandatory cycle lane on both sides of the road for the short section from Emsworth roundabout to Lumley Rd.</p> <p>A traffic-slowing gateway after Lumley Road indicates you are entering the first 20 mph traffic calmed zone. This would also form a “gateway to West Sussex”. The 20 mph zone goes from Lumley Rd to Thorney Rd and is calmed due to the narrowness of the road. Brick paving/ different coloured tarmac, speed reducing islands, planters or similar traffic calming measures all indicate this is now 20mph. Cycle lanes feed smoothly into the gateway from both ends, and continue through the 20mph zone, separated from the cars by steel bollards and a slightly raised stepped kerb. Due to the width restrictions, the cycle lanes and pedestrian pavement would only be about 1.2m wide but clearly marked as separate areas on a smooth pavement that slopes down to the road.</p> <p>At Thorney Rd, the 20mph zone ends and 2m wide mandatory cycle lanes restart on both sides of the road and continue to the Southbourne village sign. A 30mph limit would be in force for this section.</p> <p>At the narrows in Southbourne after Garsons Rd there would be another traffic calmed 20mph zone to cater for narrow car lanes (approx 3m each) with the remaining space equally divided between a pedestrian-only footpath and cycle lanes on both sides of the road (approx 2.5m split in two). Again, the cycle lane and footpath are separated from the car traffic by steel bollards and a slightly raised stepped kerb. The cycle lane and footpath are clearly shown as separate by markings on the pavement.</p>
4) Southbourne Farm shop to Farm Lane	<p>1.5m advisory cycle lanes that cars park in regularly.</p> <p>Critical fail for safety</p>	2m mandatory cycle lanes on both sides of the road separated by a solid white line rumble strip. Parking strictly prohibited.

5) Farm Lane to Broad Rd	<p>Cycle lane tapers out to nothing. Cars park in cycle lane.</p> <p>Critical fail for safety</p>	<p>2m mandatory cycle lanes on both sides of the road up to start of built up area in Nutbourne. Just before Pottery Lane, at the first of the driveways, a gateway marks the 20 mph traffic calmed zone through Nutbourne. The 20 mph zone ends just after the Barleycorn at Broad Road with another gateway. Again there would be marked cycle lanes, and separate footpaths on both sides of the road, separated from the car traffic.</p>
6) Broad Rd to Cutmill Creek	<p>1.5m advisory cycle lanes.</p> <p>Critical fail for safety</p>	<p>2m mandatory cycle lanes on both sides of the road separated from the main road by solid white line rumble strip.</p>
7) Cutmill Creek to Old Bridge Rd 'The Bosham Straight'	<p>2.5m shared use path on S side only. Cyclists heading East required to cross the main Rd,</p>	<p>New 2m off-road cycle lanes on both sides of the road separated from the road by 1m of grass verge. Cyclists would no longer be required to cross the road if heading East. Keep the existing 2.5m shared path on the South side for pedestrians only.</p>
8) Old Bridge Rd to Brooks Lane	<p>Quiet side road running parallel to main road. Cyclists heading East required to cross the main Rd to access this. No cycle lane for cyclists heading West until you get to the shared path</p>	<p>Continue the 2m mandatory cycle lane on the carriageway right up to the Bosham roundabout on both sides of the road. Cyclists heading East follow a new marked 2m cycle lane up Penwarden Rd. On the South side, a new on-carriageway 2m mandatory cycle lane is needed for cyclists heading West.</p>
9) Brooks Lane to Hillier Garden Ctr	<p>Westbound: No cycle lane at all on this dangerous section</p> <p>Eastbound 2m shared path</p>	<p>2m mandatory cycle lane marked on widened shared path on North side. New 2m cycle lane on South side.</p>
10) Hillier Garden ctr to Salthill Rd	<p>1.5m cycle lanes.</p> <p>Critical fail for safety</p>	<p>2m cycle mandatory lanes on both sides of the road</p>
11) Emperor Way/Roman Way	<p>2.5m shared use path to Salthill Road, then Roman Way and another shared use path past the Roman palace.</p>	<p>Emperor and Roman Way is a detour back route and is indirect if going into Fishbourne. Instead, cyclists to continue straight through Fishbourne.</p> <p>At a suitable location just before Blackboy Lane, a gateway marks the start of the Fishbourne 20mph traffic-calmed zone. The 20mph zone ends at the A27 underpass. Cycle lanes continue through the traffic calmed zones and are separated from the motorised traffic by steel bollards. There would still be a narrow pedestrian-only footpath on both sides of the road. Infrastructure is needed to assist cyclists heading West from the A27 underpass to cross the A259 and enter the traffic calmed zone.</p>

<p>12) Fishbourne Rd East to Orchard St roundabout</p>	<p>None-quiet route.</p>	<p>Continue 2-way segregated cycle lane on North side of the road as it comes out of the A27 underpass along Fishbourne Rd East. This continues all the way to the bridge over the railway.</p> <p>In Westgate up to Sherbourne Rd, past Bishop Luffa School, put 2m mandatory segregated cycle lanes on both sides of the road. On the direct line along Westgate, a raised platform for the cycle lane and a pedestrian zebra crossing gives priority over any motorised traffic.</p> <p>Sherbourne Rd to Parklands Rd: Follow the Road Safety Audit's recommendation of removing parking on the North side only. This allows space for a 1.5m - 2m wide segregated cycle lane on both sides of the road while keeping existing traffic calming.</p> <p>In the 20mph zone from Parklands Rd to the Orchard St roundabout, this would be a shared cycle/car space: It is 20 mph with brick paving traffic calming already in place. Keep residential parking unchanged. A new Dutch style roundabout would replace the existing Orchard St roundabout. (See appendix B).</p>
<p>13) Orchard St roundabout to Cross</p>	<p>20mph zone</p>	<p>From the Orchard St roundabout to the Cross, West St is a quiet 20 mph road. With additional traffic calming such as brick paving this could continue as a shared space.</p>

Appendix B: Plans

The picture below is the 'Dutch-style' roundabout that was recently proposed for the Westgate/ Orchard St roundabout near the Crate and Apple. It represents a good solution to this busy roundabout at the Eastern end of Chemroute. All the roundabouts along the route will need redesigning with cyclists in mind.



Appendix C: Feedback from members of the public

Comments from Residents along the Route

Fishbourne Parish Council Feedback

Correspondence received from members of the public by Fishbourne Parish Council in connection with ChEmroute. Names and Email addresses have been removed in line with GDPR.

1. Received 11.07.2020: I urgently request you pass on my concerns as a resident in Salthill Road I am very concerned about the increase risk to all of a proposed change of footpath to areas of the A259. We cycle regularly but yet do not think this proposed change will help cyclists and it will endanger those walking.
2. Received 14.07.2020: I had heard that a new “off road” cycle path was planned to be made between Chichester and Emsworth and applaud this as the existing cycle path doesn’t exist in numerous places, but I now understand that “off road” means on pedestrian pavement ! This is totally unacceptable for the following reasons, pavements should be exclusively for pedestrian use only, residents have the right to walk with safety at all times. I am partially sighted and a shared path frightens me, this also applies to the young and vulnerable and elderly people who will not feel safe on a shared path, also cyclists riding across the mouths of driveways is dangerous. If this proposal goes ahead, this will lead to conflict and anger for both pedestrian and cyclists. I fully support the prospect of a dedicated cyclist only path, but I am appalled at the possibility of a shared path, which should not even be contemplated.
3. Received 13.07.2020: A new scheme for a Chichester to Emsworth Cycle Route potentially threatens to reduce the level of provision for both pedestrians and cyclists alike. Putting cyclists on the pavements through the Southbourne and Harbour Villages will threaten vulnerable pedestrians who will be forced to contend with high speed two way cycle traffic while walking locally. Cyclists will be unable to progress quickly along the route because of conflict with pedestrians. People leaving their properties will have difficulty seeing cyclists on pavements approaching from both direction. This seems like a recipe for frequent accidents along the route. ChiCycle fear changes to the A259 will encourage larger volumes of motor vehicle traffic. Removal of the existing cycle lanes also seem likely to result in higher traffic speeds. We have listed a number of reasons why we feel it is unsatisfactory for the cycle scheme to relocate cyclists onto the existing pavements on the Chicycle website.
4. Received 25.07.2020 : I am writing to highlight the ridiculous, dangerous and waste of tax payers money plans regarding the proposed shared use of pavements for pedestrians and cyclists between Emsworth and Chichester along the A259. The proposed plans state they intend to:-
 - Making the network safer;
 - Improving user satisfaction;
 - Supporting the smooth flow of traffic;
 - Encouraging economic growth;
 - Delivering better environmental outcomes;
 - Helping cyclists, walkers and other vulnerable users of the network;
 - Achieving real efficiency;
 - Keeping the network in good condition.

How can a shared cycle/pedestrian use scheme deliver any of these plans apart from being the cheapest but most dangerous and impractical solution to promote more people to exercise, commute and take pleasure from these activities.

The south coast attracts not only elderly residents and visitors but also foreign tourists not familiar with our road direction of travel or highway code. This route also follows part of the national rail network again attracting cyclists from outside of the region and the UK.

So, the risks of accident are high and the stress levels of having to avoid other people on other forms of transport to be more aware of cyclists, e-scooters, mobility scooters and pedestrians to avoid collisions.

It is being nationally reported that more people are taking to cycling during the Covid-19 crisis and as more people remain on furlough or lose their jobs cycling and walking is a way to de-stress, get a better perspective on life and get and remain fit.

With elderly people walking, the use of mobility scooters, blind and deaf people, and the increasing and annoyance of e-scooters who are going to also travelling at speeds of 15mph along these pavements this plan is destined to cause significant risk of serious injury, potential loss of life and a less safe, satisfying and efficient travel network. Existing cycle lanes have already been changed to accommodate the building work at Saxon Corner and now cyclists have to give way to traffic at junctions...

We have already had a recent and tragic cyclist death on the A259 at Nutbourne of a local resident near the junction of a side road onto the main road which feels like a sign of things to come.

So this will also fail the support of smooth flow of traffic, not encourage economic growth as businesses realise the roads are inefficient and risky to use, will promote more traffic to travel more quickly on the road as they don't have to be aware of cyclists on road based cycle lanes generating more pollution and not deliver a better environmental outcome.

It won't certainly help cyclists, walkers and other vulnerable users of the network as per the reasons and common sense stated above and the network is already in poor condition and when repairs or upgrades are made it will hinder walkers, cyclists and other vulnerable who will have to use the road more to get around.

5. Received 25.07.2020. I cycle commute on part of this route (from Bosham to Chichester) every day. My son (12 ½) commutes to school in Chichester some days too. My journey then continues by bike out the other side of Chichester. As a family we use this route for leisure as well.

I hope that we can have a segregated route in as many places as possible, shared use paths are very dangerous for cyclists and people using them by other modes of transport be that by foot, child scooter, running, children learning to ride, visually impaired people (I meet two people with guide-dogs most morning) school children larking about with their friends, people hard of hearing, frail people who may be frightened of cyclists (a former colleague now 94 walks this route when he can), pregnant ladies, happy couples arm in arm, you get the picture, a whole demographic of people.

A lot of my route is shared use and in this day and age with many people wearing headphones it is very difficult when approaching a slower user when they cannot hear you. I am not a speedy cyclist when I am commuting, I often ride a cargo bike. Much of the route is disjointed and ill thought out and generally inelegant, I cross two shared use bridges (One over the railway, one over the A27) both put cyclists and pedestrians in to conflict and unnecessary situations.

Any proposed new infrastructure has to be safe for all and thus used by all, much criticism is levelled at some cyclists for not using 'provided' infrastructure.

With the huge pressure to build more houses it is really vital we get this project right now for fear we will never have another chance again.

6. Received 28.07.2020. We are both retired and stopped cycling a few years ago mainly due to the lack of security we felt using roads. Walking into Chichester along Emperor Way has now become a major challenge with inconsiderate cycling, unfortunately we now prefer to use our car.

We fully support the movement to increase cycling lanes along the A259, but this must not be at the expense of the safety of pedestrians of all ages and abilities. We are deeply concerned that pavements could become as dangerous as 'Smart motorways', damaging the credibility of the Conservatives.

The current proposed alterations to the Highway Code does not address the main dangers of cycling on pavements. My Suggestions for consideration are:-

- 1) Visibility jackets for pedestrians as well as cyclists.
- 2) Mandatory pavement lighting or pedestrians as well as cyclists having lights at night.
- 3) Minimum overtaking distance of pedestrians by cyclists. e.g. 1 metre.
- 4) Identity on bikes.
- 5) Mandatory bells on bikes. (as it used to be!)
- 6) Insurance for all pavement users.
- 7) Increased use of public CCTV.

We are concerned the A259 cycle ways are being discussed fully with cycling groups but not with residents who it will have the greatest impact. Please will you ensure that the relevant Ministers are made aware that we do not expect our Taxes to be used by Highways England on inappropriate conversions of pavements making them dangerous for all users.

7. Received 28.07.2020 . Ref: A27 Designated Funds Feasibility Study for the Chichester to Emsworth NCN2 [A259] cycle route.

We fully support the movement to increase cycling lanes along the A259, but this must not be at the expense of the Safety of residents of all ages and abilities. We are deeply concerned that pavements could become as dangerous as 'Smart motorways', damaging the credibility of the work to provide safer cycle routes.

The proposed alterations to the Highway Code hardly address the main dangers of cyclists and powered scooters being allowed to cycle on pavements with pedestrians. Proposed alterations to the roadway should be delayed until:-

- 1) An enforceable Highway Code to safely protect the interaction of pedestrians, wheelchair users, cyclists and powered vehicles.
- 2) A scheme is available to safely separate cycles and pedestrians.
- 3) The scheme can be fully discussed with all road users and residents (not just cycling groups).

8. Received 2.8.2020. I am writing to object to the plans to locate a shared pedestrian and cycle link through Fishbourne on the existing north side pavement, which would pass residential housing. I

would like to know how a shared path can operate with many racing cycles using the current route reaching speeds of 30mph?

This will certainly endanger local residents emerging from their properties, and also cause conflict with people using the pavement if they stray into the path of the cyclists.

In our particular instance at Blakes Cottages, the proposed path is to be 3.5 metres but is currently only 2.5 metres, this would eat into our parking lay-by at the front at the very least, and narrow the road at this point; the plans do not appear to show this. Additionally this would be a threat to people alighting from their vehicles on the pavement.

I would like to suggest that maintaining and improving the current cycle way would be more beneficial, with traffic calming measures installed instead through the villages, as traffic speeds through at all times of the day and night.

1) It would be better to install traffic calming measures to benefit cyclists and residents alike in Fishbourne.

2) If the current scheme progressed, would cycles be compelled to use the dual purpose route?

9. Received 4.8.2020. I cycle from Emsworth to work in Chichester regularly and would be very keen to see an improved cycle route, and therefore welcome the fact that funding has been approved. However, what has been proposed is not an improvement, in fact it would make things much worse and much more dangerous. Please ensure that the scheme is re drawn to follow LTN1-20 : https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904088/cycle-infrastructure-design-ltn-1-20.pdf

One which does not:

- Put cyclists on pavements (this is vital – pavements are for pedestrians.)
- Disappear and reappear
- Take unnecessary detours
- Force cyclists to give way or dismount
- Force cyclists to cross the A259

At present the majority of cyclists do not use the intended cycle route at various points, for example:

- They do not cross the busy road at Cutmill to use the pavement and then cross back again just before the roundabout, preferring the risk of staying on the fast stretch of road
- They do not use the pavement from Bosham to Fishbourne as it is narrow and bumpy
- They do not take the detour around the back of the Roman Palace (this is slower and further and used by pedestrians), preferring to ride through Fishbourne on the A259, which was deliberately narrowed when the ill-conceived cycle route was built.

I hope you can use your influence to produce a good sensible scheme in line with the guidance quoted above and I look forward to hearing confirmation that you will.

Southbourne Parish Council Feedback

Correspondence received from members of the public by Southbourne Parish Council in connection with ChEmroute. Names and Email addresses have been removed in line with GDPR.

1. Received 15.7.20. I am writing to respond to the information which was delivered to my door yesterday concerning the proposal to change the pavements of the A259 road into two-way cycle tracks with a maximum speed of 20 miles per hour.

I would like to ask for your help please as a resident on the A259. As you are no doubt aware, the "cycle tracks" alongside the A259 only exist for short distances en-route between Emsworth and Chichester – they just ' peter-out' to zero width at the many places where the space was not available to provide the necessary width for a cycle to proceed safely. The term "cycle track" is a misnomer for the paltry attempt which exists in bits alongside the A259 at present.

I know from a lot of experience as a pedestrian enjoying walking on the pavements how disconcerting it can be when a cyclist appears from behind, without warning, alongside me. Any slight sideways movement by either the pedestrian or the cyclist could result in a collision, and the pedestrian moving at 3 m.p.h. is likely to be the most inconvenienced - or injured of the two. I am now 91 years of age (I have not driven a car for ten years).

I believe that the only way to ensure safety is to provide a mechanical barrier between the space (a) designated for cyclists and (b) for the pedestrians, so that there can be no cross-over between them.

Such a dangerous situation exists in Chichester on the pedestrian pathway which leads from Chichester Railway Station alongside the Multi-Storey Car Parks on the way to the Waitrose store, and beyond towards the Leisure Centre. The ground is marked with a white line to separate the space for pedestrians from that for cyclists; but there is no mechanical barrier to prevent cyclists from riding onto the pedestrian section, or vice-versa.

The fact that very few bicycles are equipped with bells (or claxons!) means that the pedestrian has no warning of a cyclist approaching from behind. A speed of 20 m.p.h. may be suitable for cyclists alone but would be much too high when sharing the same space with pedestrians.

In many sections of the A259 there is inadequate width already for a person with a push chair and holding the hand of a primary school child being brought home on the pavement. The addition of two way cycle traffic to the existing space would make the journey home from primary school significantly more dangerous.

I ask you, please, to help to ensure that the plan does not go ahead as it appears at present, and to ensure that there is adequate space for the cyclists and the pedestrians to be separated by a mechanical barrier – before any construction plans are started.

2. Received 19.7.20. I wish to register my objection to the proposed scheme to change pavements into two-way cycle tracks. I cannot imagine who ever dreamed up such a ridiculous scheme, clearly they have no regard for the safety of pedestrians. I would urge you to use whatever powers you have to fight this on behalf of the local community.
3. Received 31.7.20. It has been brought to my attention that Highways England are planning to initiate a pavement cycle scheme along the A259 between Emsworth and Chichester.

In my opinion, it is one of the most ridiculous and dangerous suggestions that I have heard in a very long time. The volume of cyclists currently using the A259 is considerable and to have this many of them sharing a pavement with pedestrians seems to me to be many accidents waiting to happen. The pavement is currently used by a mixture of both able bodied and disabled people some of whom are parents with young children and some are elderly pedestrians who would be terrified at the thought of competing for space with fast moving cyclists. Furthermore, pedestrians with dogs could cause another problem as the dogs would be very nervous of cyclists arriving behind them unannounced. Even on bridleways, many cyclists do not make walkers aware that they are approaching. Currently the road carries a number of both proficient sports cyclists together with a large number of hobby cyclists so there is an extreme range of bike handling ability.

Surely, the cyclists should be kept on the road rather than on a pedestrian pavement? Perhaps the current cycle tracks could be improved and vehicles should not be allowed to park on them. Why is there this urge to make pedestrians share with cyclists? Soon you will be having the pedestrians sharing the highway?!!

Please, please think again about this scheme as I strongly believe that it will cause considerable difficulty for the local population and will lead to unnecessary injuries and possibly deaths?

Comments received by Mike Magill, Bourne Ward County Councillor, WSCC

1. We wish to declare our strong opposition to the proposed development affecting the A259 East (?West) of Chichester, detailed in the Highways England report commissioned from WSP

This plan will greatly increase risk of injury to pedestrians, whilst only slightly improving safety for cyclists. The proposal creates a two-way 20mph+ track shared by pedestrians and cyclists which will severely restrict pedestrian use especially for children, the elderly and people with disabilities, especially hearing loss.

We note that consultation was solely undertaken with cyclists' groups, which unsurprisingly supported the proposals. Neither pedestrian users nor motorists' groups were asked for comment.

For cyclists, it seems that most accidents have involved motorists turning into or out of side roads and driveways, which will be unchanged, with fewer caused by motorists driving too close to cyclists, which is the only category which is likely to be mitigated.

For pedestrians, however, their accidents mainly occurred whilst crossing the road, which will be unchanged. In addition, however, they will be subject to cyclists travelling rapidly in both directions, many in groups and usually passing closely with no warning of their approach. This already happens even though cycling on pavements is disallowed. It is rare that cycles have bells, and even rarer for them to be used appropriately for this purpose. Only very occasionally are polite warnings of approach made. Traffic noise usually drowns out any potential warning from mechanical/tyre noise made by cyclists.

The only safe option for all users is to separate pedestrians from cyclists, but there is little spare width in the highways under consideration, with many parked cars, parking or bus-stop bays and other similar hazards such as narrow pavements and overhanging shrubs. At the moment, of course, even pedestrians have to walk in the road to pass one another. Also, street furniture such

as BT cabinets, telegraph poles and lamp posts - together with their associated underground cabling - would be very expensive and disruptive to move in order to obtain this Nirvana, however.

The report makes no assessment of pedestrian risk, and offers no suggestions as to how to protect pedestrians against injury from cyclists. Our only hope so far is that the end of the Covid crisis and the warm dry weather will herald a return to previous lower levels of cyclists.

This type of shared, 2-way usage fails to meet UK safety standards and should not be allowed.

2. The proposals by Highways England for a cycle route linking Emsworth to Chichester A259 has recently come to our attention. Whilst Roy is a regular cyclist on this road and would very much welcome improvements for cyclists, many Nutbourne residents have severe reservations concerning some of these proposals.

In the introduction to the report para. 1.3.5 (page no. 14), the objectives clearly set out to increase both walking and cycling. Approximately three hundred pages of the report go into great detail from the cyclist's point of view; there are scarcely two or three sentences concerning walking and pedestrians. Page 251 claims that the scheme will benefit pedestrians. It makes no attempt to justify this claim beyond stating that pedestrians will benefit from the "street lighting" and a "kerb level" (page 252). It ignores the fact that throughout the length of the whole cycle way, there is already ample street lighting and kerbs on the vast majority of the existing pedestrian pavements.

The Cycling Level of Service (CLOS) analysis for Link 5 for Nutbourne (page 111) indicates several areas which are "critical". For non-"critical" areas, it is unclear which categories have been selected in the analysis table. It is therefore not possible to assess whether these scores have been properly calculated. There seems to be many inaccurately allocated scores.

Nutbourne residents are deeply worried about combining pedestrians and cyclists on the same track. The prospect of large numbers of two-way, fast moving, lycra-clad cyclists combining on a shared 3.5m track with mothers with prams, toddlers in hand and dog on lead, gives rise to great concern. Mobility scooters are common in this link 5 and is another worrying aspect.

Nutbourne residents are again deeply worried about the removal of the lit crossing "refuge" (plan on page 192) adjacent to the Old Nutbourne Post Office. There are hundreds of residents (including 46 Park homes in Nutbourne Park and the 55 residences in the new Meadow View development) who regularly use this crossing to access bus-stops, shops etc.

The report identifies the loss of parking as "two cars"; this should be at least "six cars" (plan on page 192).

The fact that the west-going cyclists will be inches away from the east-going, fast moving HGVs etc. often in excess of 50 mph will be an accident waiting to happen. This danger will be increased by the drainage requirements which will require the 3.5m track to slope towards the main carriageway. This is particularly relevant in view of the Highways' refusal to even consider our application for a TRO to 30 mph (see thread below from Rob Torrance, WSCC Traffic Engineer).

Page 245 states: "Where the speed limit is 40 mph or greater, cyclists may be uncomfortable with vehicles passing close by the edge of the shared footway. A verge or buffer zone 0.5m or greater is recommended in these locations". No such buffer has been included on the plan on page 192.

Bosham Parish Council Feedback

1. Received 25.7.20. I have sent the following email to Mr Elliott of Highways England. I hope you may be able to help support a proper fit for purpose safe cycle route for all users and leave the pavements for the safe passage of non-cyclists. Time is of the essence:

Dear Mr Elliott

I understand you may be the contact for the proposed shared use cycle path on the A259 in West Sussex between Chichester and Emsworth.

I cycle commute on part of this route (from Bosham to Chichester) every day. My son (12 ½) commutes to school in Chichester some days too. My journey then continues by bike out the other side of Chichester. As a family we use this route for leisure as well.

I hope that we can have a segregated route in as many places as possible, shared use paths are very dangerous for cyclists and people using them by other modes of transport be that by foot, child scooter, running, children learning to ride, visually impaired people (I meet two people with guide dogs most morning) school children larking about with their friends, people hard of hearing, frail people who may be frightened of cyclists (a former colleague now 94 walks this route when he can), pregnant ladies, happy couples arm in arm, you get the picture, a whole demographic of people.

A lot of my route is shared use and in this day and age with many people wearing headphones it is very difficult when approaching a slower user when they cannot hear you. I am not a speedy cyclist when I am commuting, I often ride a cargo bike.

Much of the route is disjointed and ill thought out and generally inelegant, I cross two shared use bridges (One over the railway, one over the A27) both put cyclists and pedestrians in to conflict and unnecessary situations.

Any proposed new infrastructure has to be safe for all and thus used by all, much criticism is levelled at some cyclists for not using 'provided' infrastructure.

With the huge pressure to build more houses it is really vital we get this project right now for fear we will never have another chance again.

As a side issue I am currently Vice-chairman of Bosham Parish Council.

Please can we enter a dialogue over the plans and be consulted?

The Village Magazine: Correspondence

This monthly magazine (delivered to all residents of the villages along the ChEmRoute) includes a Correspondence Page. Below are the letters printed in the August Issue.

Dear Village Magazine readers,



I have recently given up my car and now only travel by bicycle, feel fitter, wealthier and have no regrets, though after reading the very positive messages regarding cycling in last

month's magazine I felt compelled to share the findings of the feasibility study produced for a cycle path from Chichester to Emsworth which local cycling groups have acquired after a freedom of information request was made.

This study put forward two proposals. Option A, putting cyclists onto pavements and Option B which is broadly in line with Chemroute, a project put forward by a team of local residents. Option B keeps pavements for pedestrians and has a new separated cycleway on the road. It is a more attractive option for all road users which can include some traffic calming through the villages that would give relief to residents from speeding traffic. Option B was discounted on the grounds of cost and not developed into a

full proposal. I feel that judgement should be reconsidered following the announcements being made by central government in the past few weeks.

There is a brief summary of what IS being proposed to go forward to detailed planning stage as Option A. It appears to ignore the minimum standards set out in the guidelines for highway planners for a road of this type. Much of the A259 between Emsworth and Chichester will remain and will include a diversion through Emsworth town and around Fishbourne. Most of the rest of the route will be put onto the pavement on the northern side of the A259. This plan would put many vulnerable people in our community at risk from fast cyclists, ebikes and probably scooters traveling in both directions. Those who wish to ride to work, school, between villages and town centres will find they have to give way to cars at 18 side roads between Emsworth and Bosham just as a pedestrian would.

There are a host of reasons why cyclists should not be travelling in two directions on the footpath for the safety of the whole community. Bike headlights would dazzle oncoming drivers and commuter cyclists would probably not use it anyway. Those living on the northern side of

A259 would have to emerge from their drives and gateways with fast-moving cycles passing in both directions and still then negotiate getting onto the road.

In a post Covid19 world with a climate emergency the plan being considered does not protect the most vulnerable pedestrians nor the cyclist. It will not enhance the lives of those who live on this route nor does it encourage people to get out of their cars to help to reduce carbon output or improve the environment.

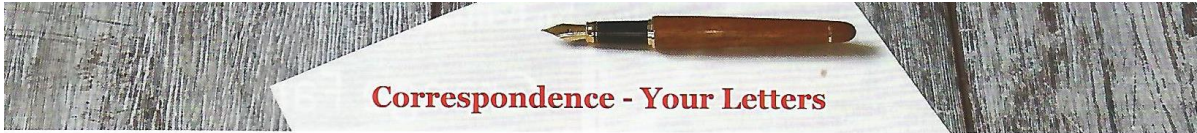
If you feel strongly about wishing to understand the real facts then I would urge you to contact your parish councillors urgently.

Gabrielle Adams



Your letters continued on page 17...

Content deadline 10th of the month: info@thevillagemagazine.co.uk



Correspondence - Your Letters

...Your letters continued from page 15

Cycle Lanes

I read both of the articles regarding cycling and the provision of cycle ways in last month's magazine.

They paint a very positive picture that cycling provision is going to be much improved. However as someone who now no longer owns a car and uses cycling to get around, I am unconvinced.

Groups known as Chicycle and Chichester District cycle forum have grave concerns that all of this money will not deliver the cycle lanes we so badly need. According to the feasibility study, which we have had to prize out of the authorities by means of a public information request, in most cases cyclists will simply be put on the pavement and I believe that people who walk along these pavements are unaware that this is the case. Not only that but diversions through Emsworth and Fishbourne remain. Cyclists will also have to cross all of the adjoining roads to the A259 in the same way a pedestrian would, thus slowing cycle journeys. Rides to Chichester for work, school or shopping will end up considerably longer than they are now. Hard to see how this is an attractive option, it's very likely that most cyclists will continue to use the road to avoid all this inconvenience.

I do hope you will see the importance of getting this message over while there is still time for pedestrians and cyclists who live on or use the route to Chichester from Emsworth and vice versa to express their views and lobby for reconsideration of the proposals.

Name withheld

Cycling Route

While fully in support of more and safer cycle tracks in our area I am somewhat concerned by the suggestion that the A259 pavements will be re-engineered to make two way cycle tracks. Anyone who has walked on the pavements in the area - Southbourne is my area - will know how narrow they are and also how narrow the A259 is already for traffic. Clearly many parts of the A259 will not be suitable for this proposed scheme.

Other ways to give local cyclist and pedestrians safety as they go about their preferred way of locomotion need to be investigated before making further plans.

However I do support safer and more plentiful cycle routes but with sensible decision making at the heart of them.

Name withheld

Cyclists on Pavements

Having recently heard that Highways England is planning a cycle scheme where the A259 pavements are to be re-engineered into 2 way cycle tracks with a design speed of 30 kph, I feel that the safety of both cyclists and pedestrians will be compromised by this strange approach.

Surely the most obvious approach is to put the cycle lanes onto the actual road and to provide clear demarcation lines between cars and cyclists? In fact this already exists on stretches of the A259 and works very well.

Reducing pavement widths for pedestrians or attempting to share the same path with cyclists does not seem to be neither safe nor fair to either pedestrians or cyclists.

Fishbourne Resident



A259 Pavement Plan

Being now in my 80s and much enjoying being out and about on pavements and elsewhere I am most fearful of sharing with cyclists.

Slightly impaired eyesight, hearing and balance are problems for many folk.

At present if a cycle whizzes past (no bell of course to give a warning) I am aware it could precipitate a fall. Please keep pedestrians and cyclists apart!

Name withheld

A259 Cycle Tracks

My wife and I are elderly residents in New Road, Southbourne, and we cannot believe that they plan to re-engineer the A259 pavements into two-way 20mph cycle tracks!

Surely, in law, the pavements are only for use by pedestrians and should remain so.

How will children, elderly and vulnerable residents be able to walk safely, when cyclists are on the pavements coming both ways at the same time at 20 mph? This can only lead to accidents! Even if they keep to the speed limit!

Also, we residents will have to leave our

driveways safely, avoiding the cyclists, to go to the local doctors surgery, the pharmacy and the shops.

The A259 already has proper cycle lanes in the roadway and, may be, could be improved, if necessary, to satisfy those campaigning for bike route improvements between Chichester and Emsworth.

We are totally against this highly dangerous plan.

By all means improve the A259 roadway for cyclists, but not at the cost of losing the rights of pedestrians and their safety.

Name withheld

Cycle Routes and Plan for Chichester area

I am constantly dismayed by the failed attempts by Chichester DC's and West Sussex CC's failed attempts to make cycling safer. Safer for all; pedestrians, road users and cyclists.

Mixing pedestrians and cyclists is NOT safe anymore than mixing vehicular traffic with cyclists or pedestrians. We all want and need safe routes. Marking off the edge of a road with a line is NOT creating a safe cycle track. Sharing a footpath amongst pedestrians and cyclists is not creating a safe cycle track either. Cyclists with the added weight of a bike with its sharp protrusions still represent a serious weapon if they run into a human at 12 - 15 mph. Pedestrians are unpredictable: older people don't hear a bell nor do they walk in straight lines but wonder unpredictably, children are totally unpredictable and dog walkers, especially those with long retractable leads, are an outright danger to cyclists. Now we read that CDC is cooing about

another 'great' plan for a new cycle route from Chichester to Emsworth. But it will use mostly existing footpaths, so sharing with pedestrians.

We need to encourage more people to cycle. It keeps people fit taking strain from the NHS, takes strain off public transport and strain off the roads whilst saving masses of pollution. So, by building proper cycle tracks exclusively for cycles is a massive win win for everyone.

Remember that if the electric scooter trials are successful, we could see another form of transport needing to use these cycle tracks too.

So please rethink the policies and start creating real cycle lanes and stop wasting money on ideas that keep no one happy. It is 2020 and pedestrians need safe footpaths, cyclists need safe cycle tracks and vehicles need safe roads. They do not mix.

Kind Regards: Terry Farrell

Your letters continued on page 50..

Other Feedback

More comments on the cycle route proposals



ChiCycle

At the start of the year ChiCycle were closely involved with organising community cycle rides campaigning for improvements to the A259 for cyclists. The urgency for improvement was emphasised by Gina McWilliam's untimely

death while riding her bicycle in Fishborne.

In March, 2019 we became aware of the Chichester to Emsworth Cycling Improvement Feasibility Study with an initial meeting being held at WSCC County Hall. Several of us asked to attend that Meeting (even as only spectators): We were refused admission on the grounds of it being a "high level discussion".

On the May 5th the Chichester District Cycle Forum spoke in a Zoom virtual meeting to Simon Elliott of Highways England. We were eager to hear about the progress of the feasibility study for cycling improvements between Chichester to Emsworth. There were misgivings when Simon explained the option being most strongly favoured was removal of the existing cycle lanes and installation of a new arrangement, where cyclists travelling in both directions and pedestrians share a single 2.5 metre pavement.

Initially the results of the Feasibility Study were not made public. The Chichester District Cycle Forum made a freedom of information request resulting in a copy being released with the financial details redacted.

The Feasibility Study document that was released shows that the existing cycle lanes in the road will be removed and cyclists will be relocated onto a single narrow pavement. This seems unlikely to be a satisfactory solution. All the national guidelines and specifications for building cycle routes recommends against putting cyclists onto pavements in towns and villages. www.chicycle.co.uk

Objection to using pavements for cycle tracks

I wish to register my objection to the proposed scheme to change pavements into two-way cycle tracks.

I cannot imagine who ever dreamed up such a ridiculous scheme, clearly they have no regard for the safety of pedestrians.

I am appalled that someone with a clear lack of intelligence should be in a position to put forward such a stupid scheme.

I would urge you to use whatever powers you have to fight this on behalf of the local community. Southbourne resident

Dear editor,

The proposed new 'safe' cycle route between Emsworth and Chichester along the A259.

This plans to do away with the pavements and turn them into a two-way cycle lane 'shared' with pedestrians. This idea could only be dreamed up by someone who never gets out of their car!

For pedestrians this would be very dangerous. Granted, for most of the route there are often more cyclists than pedestrians but at pinch points pedestrians would be very vulnerable. For cyclists, having to watch out for pedestrians, vehicles in driveways AND give way at road junctions this would turn a 40 minute ride into an hour or more of weaving, stopping, bell-ringing and gear-changing, not to mention the frequent clipping and unclipping your feet from the pedals.

What is needed are clear, uninterrupted single cycle lanes on both sides of the road. These need to be smooth, kept free of debris and potholes and clearly indicate the right of way at road junctions - exactly the same as motor traffic. In addition, there should be no parking across cycle lanes.

Otherwise, even as a 74 year old cyclist, I would prefer that cycle lanes be dispensed with altogether and I become a regular road user.