

West of Chichester Strategic Housing Development

Cycle Strategy for Phase 1

Introduction

This Cycle Strategy has been prepared in support of the first stage reserved matters application for the Primary Infrastructure and SANGs in relation to the outline approved mixed use development on Land West of Chichester.

The purpose of this strategy is to outline the key elements of the submitted proposals which directly contribute towards the cycle strategy for phase 1 of the site which was granted outline planning permission in April 2018 (ref 14/04301/OUT). It should be read in conjunction with the Route Plan (ref CB_70_068_931) produced to support this strategy document.

The Cycling Strategy for the site has been prepared with regard to the parameters set by the approved outline planning application, which includes the route of a proposed 'cycleway'. The cycle strategy for the site also has had regard to local and national sustainable travel guidance, including the West Sussex Walking and Cycle Strategy 2016-2026, the Sustrans Handbook for Cycle-Friendly Design and London Cycling Design Standards.

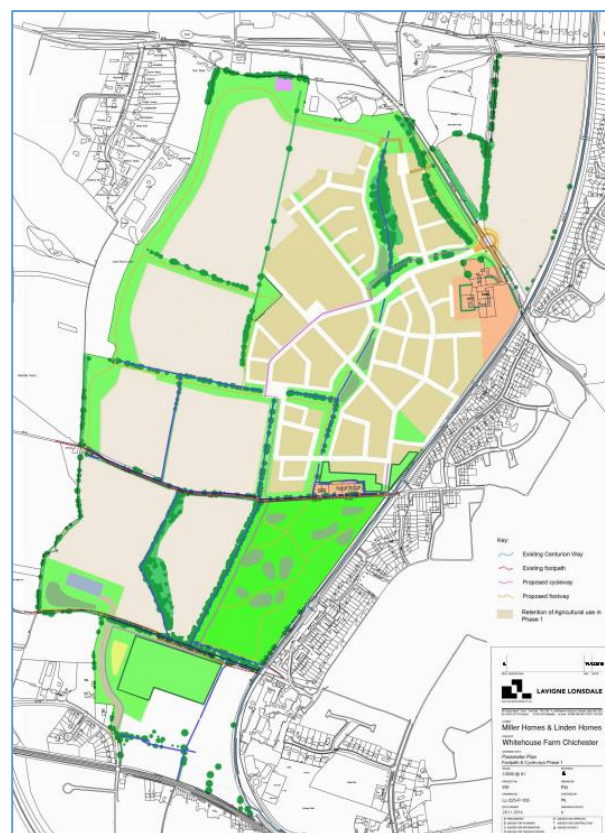


Figure 1 - Approved Footpaths and Cycle routes plan for Phase 1

It should be noted that the detailed proposals currently under consideration are only the first elements of the road, footway and cycleway infrastructure that will come forward. Further details of



additional infrastructure will come forward in association with the subsequent reserved matters applications for the residential parcels and local centre.

Cycle Network

Two key types of cycle route have been identified within and around the site - recreational routes (shown in Green) which are principally for leisure use and utility routes (shown in blue) which will principally be used by commuters and those wishing to access key facilities and services. The Cycle Route Plan prepared in support of this cycle strategy identifies the key cycle routes through the site and how they link up to recognised off-site advisory routes to provide convenient and safe links to the surrounding area. In addition to the identified routes will be 'Cycle Friendly Roads' which will predominately consist of low speed residential estate roads which will feed into the main dedicated cycle routes, details of which will come forward in future Reserved Matters applications for the residential stages of development.

As can be seen from the plan, the routes have not been designed in isolation from the surrounding area; they have been designed to link to existing routes into the city which were identified at the outline stage as the best routes to provide access to Chichester's services. A series of highways improvement works, for example to Westgate road, have already been secured via the Legal Agreement relating to the outline application which will

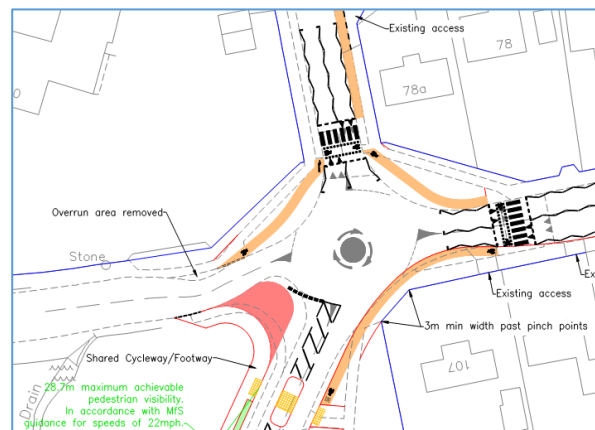


Figure 2 - Example of Off-site cycle improvements to Westgate/Sherborne Road mini-roundabout.

improve these routes and increase their attractiveness to cyclists.

A cycle/foot path (shown on the Cycle Route Plan) between the end of the primary access road in the centre of the site and the north western corner of the southern country park will connect the centre of the site with Newlands Lane. The details of this link will come forward in future Reserved Matters Applications.

From Newlands Lane and Old Broyle Road there is safe cycle access onto Centurion Way which provides direct access to roadside cycle lanes to the south of the site and into the centre of Chichester.



Alternatively, there are a number of roads from Newlands Lane which are classified by West Sussex County Council as low traffic, cycle friendly roads which provide alternative routes into the north of the city centre.

At the northern access point, the route links to the Western Green Link recreational route which provides an attractive circular route around the site which ultimately links to Newlands Lane. It is not envisaged that cyclists will join Old Broyle Road at the northern access point as the main routes into Chichester City Centre (as detailed on the route plan) are via the shared cycleway, Newlands lane and then onto the city centre via one of the identified advisory routes. For the majority of journeys into the city centre from the site, this will be the safest and most direct route into the city.

Links to Centurion way have been utilised where feasible in recognition of its importance as a north-south route for access to facilities and its popularity as a recreational route providing access to the South Downs to the north.

As set out in the Framework Travel Plan approved at the outline stage, cycling, along with other sustainable modes of travel, will be promoted by the appointed Travel Plan Coordinator. Promotion measures will include:

- Distribution of travel information 'Welcome Packs' to all future residents, parents and teachers and employees of the site which will include details of local cycle routes;
- Promote national travel initiatives (such as the Governments Cycle2Work scheme which provides tax savings for employees who purchase a bike for their journey to work) and promote site-wide 'Bike to Work' days; and

Display of Travel Plan posters and leaflets in reception areas, public notice boards and communal areas.

Cycling and the Suitable Alternative Green Spaces (SANGs)

As can be seen from the cycle plan, the identified recreational routes utilise the Western Green Link and western half of the County Park. Where cycling is permitted within these SANGs areas the path has been widened to facilitate cycle access and reduce conflict between path users. It is envisaged that these routes will provide an attractive environment for all users to enjoy.

However, the SANGs principle purpose is to provide an attractive space for dog walking, as an alternative to walking on the ecologically sensitive Chichester Harbour Special Protection Area. This means priority must be given to pedestrians and particularly dog walkers within these areas, and particularly the Country Park which must be designed to allow dogs to be let off the lead. As such, it is a requirement that the Country Park be secure, with swing gates, to prevent dogs inadvertently leaving the site when off of the lead. Cyclists will also be encouraged to be particularly cautious and give way to pedestrians within the SANG's areas to minimise risk to dogs and their owners. Secure cycle parking is provided at the main entrances to the Country Park to provide the option for people to travel by cycle to the park before enjoying the park on foot.

On-site Cycle Infrastructure

The on-site cycle infrastructure has been designed to encourage cycling and provide safe and convenient routes to on and off-site services and facilities. It principally consists of the main shared cycle/pedestrian way along the length of the primary access road, which will link to key onsite facilities and recognised off-site routes to give people a viable alternative to travelling by motor vehicle to work, facilities and services.

Along the Primary Access Road, the northern pavement is designated as a shared cycle/pedestrian way of three metres in width. To further improve its utility for cyclists (and pedestrians), the crossings will be raised tables for vehicles and at grade with the

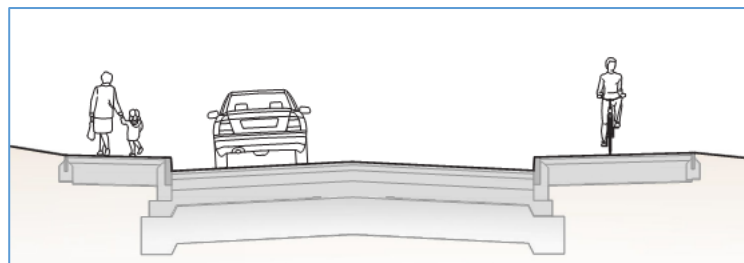


Figure 3 - Typical section of roadway showing 3-metre-wide shared cycle/pedestrian path on right.

footway/cycleway and will provide priority for pedestrians and cyclists. These features follow the principles outlined in page 21 of the Sustrans Handbook for Cycle Friendly Design (2014) and section 3.5.3 of the London Cycling Design Standards. Features, such as street lights, have also been set back to the edges of the shared path to prevent them being an obstruction to cyclists and pedestrians.

The northern side of the spine road has principally been chosen for the shared cycle/pedestrian way as it facilitates the creation of a continuous, cycle friendly recreational route which requires no crossings of the primary access road. A subsidiary benefit is that, by being located on the northern



side of the road, it facilitates easy access to the local centre, which includes the primary school, community centre and local shopping parade.

Creation of a shared cycle/pedestrian route on both sides of the road was also considered but it was ultimately decided that it would be unnecessary and undesirable. This was because it would result in a considerable increase in the total width of the carriage way (pavement edge to pavement edge) creating a very hard landscape that would appear unattractive and potentially encourage faster road speeds. Furthermore, it was considered unnecessary as the road would continue to remain permeable through the use of carefully located crossing points.

Crossing points will also be incorporated into the road, the details of which will be submitted with later Reserved Matters for adjacent phases. The crossing points will be designed to cater for cyclists as well as pedestrians. Suitable secure parking facilities will also be provided at the local centre, school and employment spaces.

The internal road layout and cycle infrastructure of the various residential parcels, which are subject to further reserved matters applications, will mostly comprise quieter residential roads which are more suitable for cyclists and will link onto the primary access road.

Together, the onsite cycle infrastructure has been designed to make cycling an attractive and safe alternative to using the motor car to access local facilities and services.

Summary

This Cycle Strategy has demonstrated how the cycle routes through the sites have been designed to provide direct links to local services and facilities both on and off site. Furthermore, it has detailed how the routes have been designed to make cycling onsite an attractive proposition for future residents through the incorporation of appropriate infrastructure to make cycling safe and convenient. Overall, it shows that the site will provide good access to the city centre and key facilities by bicycle, in accordance with policy 15 of the Chichester Local Plan.

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