

Appendix 3: NH and WSCC informed appraisal of the alternative Chemroute design published by Chichester and District Cycle Forum (Cycle Forum), The Bournes Forum Working Group for Chemroute consultation (Fishbourne Parish, Bosham Parish Council, Chidham and Hambrook Parish Council and Southbourne Parish Council:

Cycle Forum et al proposal:	NH commentary:
Create segregated cycle lanes and separate footpaths (with vehicle lanes narrowed to 3.0m	<ul style="list-style-type: none"> • Current cycle lanes often too narrow (1.5m or less) • Wands/armadillos have to be placed on inside of white line • Less suitable for mobility bikes/cargo bikes than shared use path • Risk of cyclists being struck by HGV wing mirrors or being hit from behind • Current traffic flows are c. 13-15,000 per day – so we consider the journey time benefits of cycle lanes far outweighed by the safety benefits of shared use paths • Doesn't leave enough width for footways which comply with Inclusive Mobility
One-way shared use routes where segregation not possible	<ul style="list-style-type: none"> • One-way cycle routes marked on footways cannot be enforced • Would effectively become a 3.0m shared use path • No space for such paths on either side within the highway boundary
Traffic calming and 20mph limit on all narrow sections	<ul style="list-style-type: none"> • The A259 will remain both a heavily trafficked artery for local residents and businesses and a strategic diversion route for the A27 • There are frequent sections where the highway corridor is 11.0m or narrower • Available funding does not allow scope for land acquisition or diversion of underground utilities • The extent of traffic calming required to achieve WSCC's Speed Limit Policy (max. average speeds of 24 mph) is not practical over all narrow sections • All 40mph sections in built up areas proposed for reduction to 30mph

	<ul style="list-style-type: none"> • Hermitage to Southbourne too straight/long to implement 20 mph zone, but scope for smaller zones at both ends would be investigated with WSCC at the next design stage • However, 20 mph zones proposed for Fishbourne and Nutbourne (not proposed in feasibility design)
Cycle priority over side roads and parity with vehicles throughout	<ul style="list-style-type: none"> • Visibility on most side roads does not achieve LTN1/20 guidelines • Without sufficient visibility we cannot give cycles priority over side roads • Safety must always take precedence over ease/directness • Cyclists won't need to stop at all side roads

Key considerations for NH technical team:

Suitability for all – paramount in option appraisal/design

Inclusive Mobility (DfT, 2005) identifies the *minimum acceptable* footway width as 1.5m (2.0m preferred) which allows space for a wheelchair and walker to pass

Hierarchy of users – new Highway Code puts pedestrians at the top

Existing shared use paths within residential areas are common, including **several sections on National Cycle Network Route 2** (e.g. Hythe, Hamble, Rottingdean)