

New Monks Farm Sustainable Transport Issues

Road widths within site – 6.5m and 5.5m

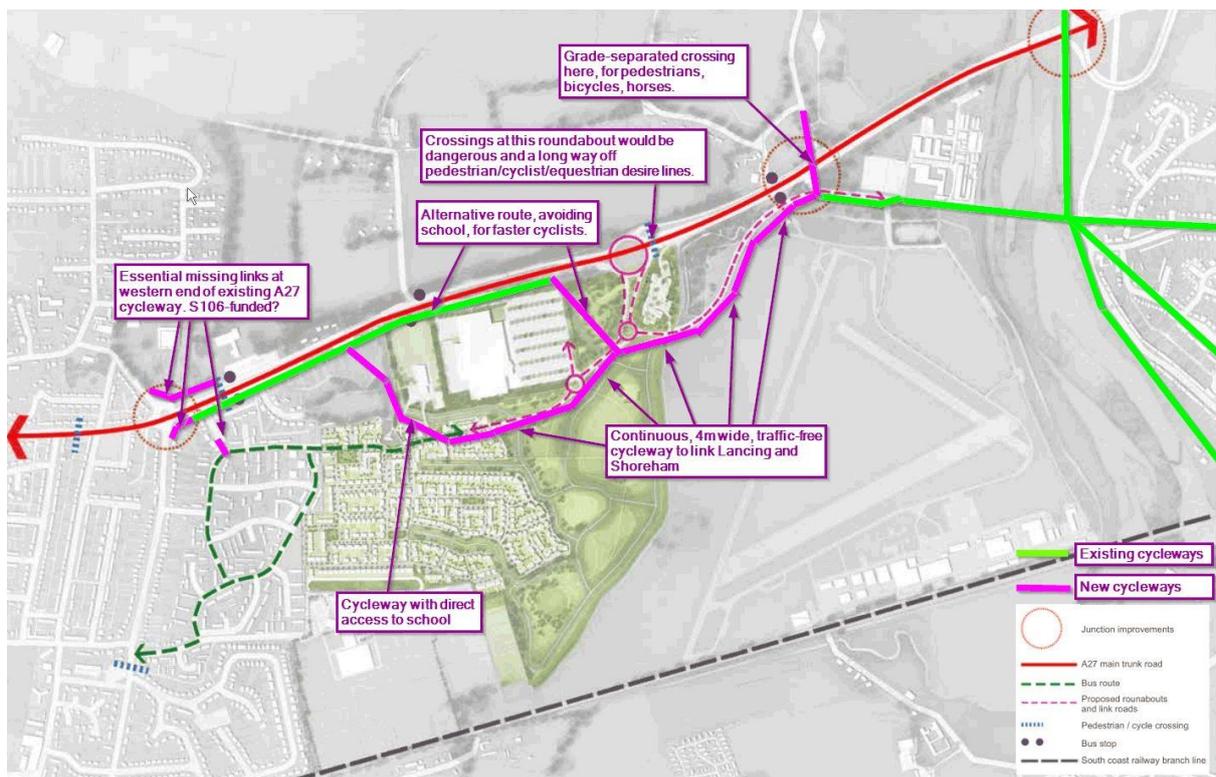
Low density development so harder to support bus services (approx. 32 homes / hectare)

Cycle provision on New Monks Farm

1. No assessment of suitability of cycle facilities or whether they meet standards in IAN 195/16 – they don't in most instances
2. Retained facilities alongside A27 listed as an improvement – question does it make sense to have facilities alongside the A27 east of the A27 roundabout? Probably not

A27 roundabout and linkages

1. Design of crossings and linkages is sub-standard with sharp turns – these could easily be eased, for example by building path across roundabout (and away from traffic) rather than staying close to its edge. Better still, produce a design that obviates the need for any crossings at the roundabout such as below.



Ikea

1. Who will use 10 cycle parking spaces on northern side of Ikea when no access from the north? Should be relocated to a more accessible location
2. Access into site convoluted from west for pedestrians and cyclists

3. Buses should have priority access onto site with stops outside main entrance with real time info on display visible from inside or in adequately sized shelter

Housing estate

1. Treatment of roads generally not too bad with 20mph speed limit and raised tables
2. Generally reasonable connectivity within the site
3. No cycle short cuts provided with only footpaths between shared spaces being bonded gravel (and occasionally tarmac) – wider shared paths in tarmac or bonded gravel should be provided (will be used by children anyway, if not adults)
4. Couldn't find residential bridge plans but these are listed as for pedestrians – would offer good cycle connectivity but should be widened from their current 2m width (assumed) which is much too narrow – a minimum of 4m wide bridges are needed
5. Cycle parking not provided for visitors and that for residents is within garages or in a shed in the rear gardens – these need to be more accessible

Country Park

1. Path surface is self-binding gravel and will erode and not the best surface for cycling
2. Path width is only 2m (at least WSCC have questioned this, although they mention some paths being 4m wide but this is not shown on the plans!)
3. Bridge width is only 2m between two parapets / sides so effective width is only 1m. This is much too narrow – a minimum of 4m wide bridges are needed
4. No way to bypass car park for country park – have to cycle through it if doing a northern loop – this needs to change as don't want children cycling through the car park with vehicles reversing
5. No decent routes through Country Park from housing estate to Shoreham

Links to Shoreham

1. Paths are 3m wide, some with 1m separation from road, but no separation from road west of Ikea to housing estate and east of travellers site
2. Path east of Shoreham Pad is only 2.4 wide on south side of road
3. Crossing points have no space for turning and cannot be to standards – central islands also only 2m in depth so would be tight for standard bikes and would not accommodate non-standard bikes or bikes with trailers taking children. Crossing point widths only 2.4m in most instances so difficult for families to negotiate together
4. Access onto and off the paths is awkward and could be dangerous as cyclists will have to slow quite quickly (potentially in traffic) to make awkward manoeuvre onto paths which will be even more difficult if people are waiting to cross
5. No priority over any side routes such as Ikea access or across travellers' site entrance – no reason not to have priority over traveller's site entrance and potentially airport access road too

6. There are 6 crossing stages going from the housing development to Old Shoreham Road – 8 in the reverse direction. In addition, the path runs through a bus stop outside Ikea – could move the route onto the southern side and then there would be a maximum of two crossings depending on origin (see design above) (possibly 3 if using faster route described above on uncontrolled crossing with central island). Would need to give priority across country park car park entrance or route the path behind it
7. From the design shown on the plans, it is clear that these paths could be littered with obstructions in the form of lamp columns and give way and other signage. Even if not directly in the path, there is a chance they will be placed too close to it. Some of the signs are shown without the minimum required 0.5m clearance from the edge of the path.

Shoreham Pad diversion

1. Section in the National Park is sub-standard as tarmac only 3m wide and too close to the fence to be considered a 3m wide path – should be minimum 4m width here and bends should be eased along with better access onto it from Coombes Road
2. Section in Adur is even worse with 2.5m of tarmac next to wall so effective width is only 2m – this is dangerous with groups of cyclists, pedestrians including children and dogs all mixing here – at least a 4-5m width is needed for this section as per design standards
3. Sharp turn onto the path from the Toll Bridge needs easing and visibility improving
4. A far better solution would be an underpass (or bridge) at Shoreham Pad where the existing crossing is (see diagram above)