

2018 Logo Design by Paul Vincent.





**Centurion Way Archway by Richard Farrington  
(unfortunately no longer in place and the new railway bridge has replaced this view)**



**Centurion Way in Summer by Peter Wood**

# **“Friends of Centurion Way” Community Group Dossier**

## **Prepared January 2018**

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## **A Introduction to Centurion Way**

Centurion Way is a 5.5 mile (9km) walking and cycling route from Chichester to West Dean that follows the track of the old Chichester to Midhurst railway. See map overleaf.

It is a nationally important pathway and asset in its present form. It is regarded as one of the most used and safest dedicated off-road paths for people on foot, on bikes, in wheelchairs and mobility scooters to access the countryside in the whole of West Sussex. It is a valuable commuter route as well as being of prime importance for leisure and tourism. The route currently commences from the west end of Westgate (about half a mile west of Chichester Cathedral) and is a hard surfaced route along the former Chichester to Midhurst railway line, alternating between cuttings and embankments all the way to the tunnel at West Dean where the route ends.

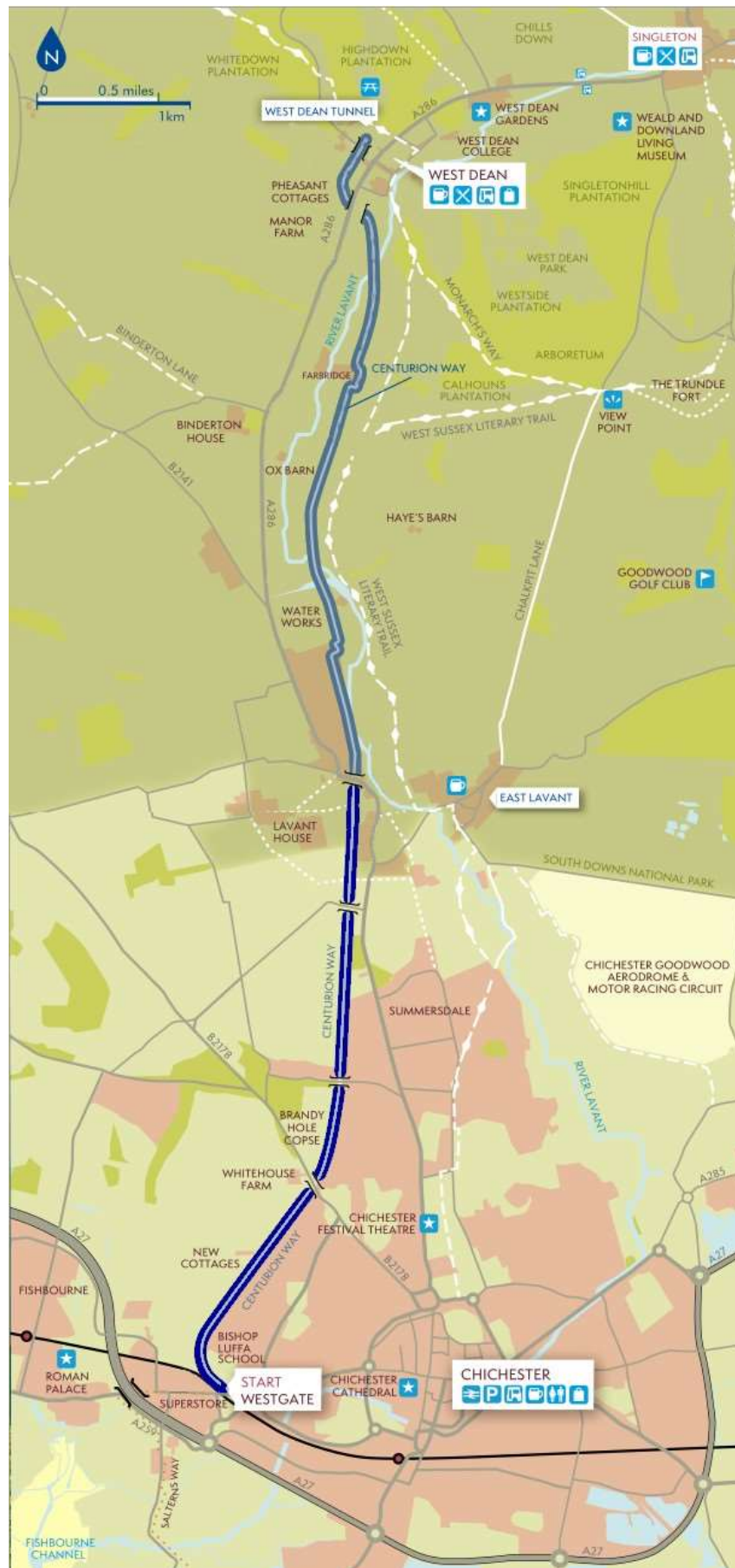
It serves not only the immediate community in the west and north of Chichester - residents from all over the city and wider area, including visitors and tourists join the Centurion Way at the start of this uninterrupted safe route, which currently leads from the west end of Westgate, Chichester up to West Dean, with further plans to extend the pathway north into the South Downs National Park.

The route is widely used by many by large numbers of people:-

- Runners
- Dog-walkers
- Walkers (tourists and local)
- Cyclists (tourists and local)
- Leisure and pleasure (families, the elderly, teenagers, young children)
- Shoppers (accessing the City, stations, Tesco's)
- Commuters (from Lavant, Summersdale, Somerstown, Parklands, Fishbourne)
- People with limited mobility (using walking aids, mobility scooters)
- People with disabilities (using guide dogs)
- Learning to Cycle - young children and used by CDC for their courses for adult returners to cycling (<http://www.chichester.gov.uk/article/23975/Cycling-upcoming-events>)
- Wheels for Wellbeing
- Scouts from 5<sup>th</sup> Chichester – night hiking
- Youth Group at Chichester Community Church – evening cycle rides
- Baptist Church, Chichester – young people's events
- Chichester Half-Marathon organized by Children on the Edge
- Bishop Luffa School "The Big Walk"



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## **B. History and Legal Status**

### **History**

The Chichester to Midhurst railway was opened in 1881 to improve access to London. The line included 3 tunnels and 3 stations, at Lavant, Singleton and Cocking, the most notable being Singleton given its proximity to Goodwood Racecourse

Passenger services were withdrawn in 1935 with freight services continuing until 1951 when lack of maintenance caused an embankment to collapse in Midhurst and through services stopped. The line north of Lavant was closed completely in 1957. The section between Lavant Station and Chichester was used for general freight until 1968, then sugar beet only until 1970, then from 1972 gravel from south of Hunters Race, until this ceased in 1991. The last passenger train was run for supporters by heritage railway enthusiasts who were working to take over the whole line. Their attempt was rebuffed by some residents of Lavant and Summersdale and supported by others further north, but the tracks were removed in 1993. Subsequently, walks along the line of the railway as far as possible, from Lavant to Midhurst including the Singleton tunnel and a return journey by an open-top 1920s bus, were enjoyed by many, thanks to the railway enthusiasts.

In 1994, West Sussex County Council (WSCC) purchased the disused line south of Hunters Race Lane while Chichester District Council (CDC) purchased the line at Lavant including the Station and yard to use for housing. At this time, WSCC commissioned a feasibility study by Sustrans - the sustainable transport charity - on establishing a walking/cycling route. Funding for the project also came from English Partnerships, Chichester District Council (who donated their section of track bed north of Hunters Race Lane) and Tarmac Quarry Products Limited (who allowed the use of additional land to enhance the scheme and gravel from their Lavant Pit as a base for the path).

The name Centurion Way was suggested by a local schoolboy from Bishop Luffa School and is based on the fact that the path crosses the course of a Roman road. Sculptures relating to aspects of local history were provided as points of interest in association with the South East Arts Board. At its northern end, the completed path leads into a network of quiet roads and bridleways leading on towards the South Downs Way. At its southern end, the path comes out very close to Chichester city centre (along Westgate) and joins the South Coast Cycle Route in Chichester (Route 2 of the National Cycle Network).

The initial section of Centurion Way south of Lavant was opened in September 1995. In October 2000, Sustrans in conjunction with Sussex Downs Conservation Board and the County and District Councils, completed a second study into the path, investigating a possible extension northwards to connect with West Dean, Singleton and the South Downs Way. The section between Binderton and West Dean was completed in 2001 with the Lavant to Binderton section opening in April 2002. Finally, a further stretch of the Centurion Way up to the West Dean tunnel was opened in December 2015 by the South Downs National Park Authority.



## **Current Land Ownership - in the area of present concern to Friends of Centurion Way**

The northern section just south from the A286 at Mid Lavant to Hunters Race is owned by CDC.

The main length of the route from Hunters Race down to the railway crossing at the start of Centurion Way is owned by WSCC. From Brandy Hole Lane to the railway line at its southern tip, Centurion Way abuts the White House Farm (WHF) development site to the west and the established built-up housing areas of Chichester to the east.

Heading north, at the start of Centurion Way to the east lies the land of Bishop Luffa School (part of the adjoining land on which the school buildings sit is owned by the Church Commissioners and the rest by WSCC).

## **Highway Status of Centurion Way**

Centurion Way has never been defined as a public right of way, but has gained Public Highway Status through use and is identified as a public highway on the highway record. (Correspondence with WSCC on 7/12/17.)

In addition, the WHF developers' representatives have confirmed (email dated 12 December 2017) that WSCC have also advised them that:-

*"a Section 247 [Town & Country Planning Act 1990] application would be needed to divert Centurion Way. This is a statutory process which includes an order being made and published with a 28 day consultation period. Until this is completed, the route cannot be diverted."*

## **C. Current Status**

The planning application for the overall development of WHF includes a drawing Vectos 10013/A/32 version B which shows the SAR (Southern Access Road) to the new development - Appendix B. In order to build the road, the developers, Miller Homes and Linden Homes, will need to purchase land from Network Rail (a narrow ransom strip), from WSCC (part of Centurion Way and part of the Bishop Luffa School site) and possibly the Church Commissioners.

Planning permission granted to developers for Phase 1 of the development (750 dwellings) included only a Northern Access onto Old Broyle Road, with the intent that all traffic would use that access. That application was approved by CDC after WSCC raised no objections to having only a Northern access. The approval of CDC and the lack of objection by WSCC caused considerable public disquiet, which continues. Onsite work has started with the removal of hedges on Old Broyle Road for the construction of the roundabout onto the B2178 during 2018.

The Phase 2 Planning Application (850 dwellings) is expected to include the Southern Access Road (SAR) and talks between the developers' agents, WYG, and CDC are believed to be ongoing.

After approving the Phase 1 planning application, the ongoing public concern over the lack of a SAR and total dependence on the Northern Access until Phase 2, persuaded CDC to belatedly seek earlier implementation of the SAR. The developers through their agent, WYG, agreed to have the SAR constructed and opened to the public by the completion of the 225<sup>th</sup> dwelling (Planning Committee, 11 November 2016), subsequently amended to the 250<sup>th</sup> dwelling, expected to be in December 2021. (Report and Update presented to CDC Planning Committee – 15<sup>th</sup> November 2017)

The developer, via their public relations agent BECG has continued to emphasize that this agreement is not legally binding (Email from BECG dated 12 December 2017) and this has implications for both the SAR timeline and the future of Centurion Way.

A commercial land deal for the minimum land area required to build the SAR is required, and discussions have been underway for some time with an initial target completion date of July 2017, but as yet unconcluded, between the developers, Network Rail, WSCC, Bishop Luffa School Academy Trust and the Diocese.

However, clearly detailed discussions predicated on the diversion of Centurion Way are already taking place without community consultation. Correspondence between Bishop Luffa and CDC dated 5 July 2017 (Appendix F) clearly references in para 2 the school's understanding at that time that the *"the land within the diverted Centurion Way will be handed over to the School for sole use"*, noting that *"That is why the diversion and its accompany secure boundaries were agreed. However, this is not the developers' view and we are in discussion."*

### **Further Complication**

Notwithstanding the ongoing insistence from the developer and WSCC that any consultation in relation to Centurion Way will be handled in the Phase 2 application, there are already draft plans, kindly shared with the Friends of Centurion Way group by the developer (Appendix B). This details a diversion of Centurion Way at its southern end greatly in excess of that required for the SAR, as shown on the Vectos drawing10013/A/32 version B, and various options for how the cycle/foot path emerge from Centurion Way, along the SAR to join with the principle cycle path into Chichester along Westgate.

This cycle route has been identified as one of the key sustainable access routes to and from the southern part of the development with some limited proposals currently put forward by Vectos on behalf of the WHF developers (and is under separate discussion with local community groups).

### **Latest Update**

In December 2017, BECG on behalf of the developers confirmed in writing to the Friends of Centurion Way that:-

*"There is no legal requirement for Linden Homes and Miller Homes to deliver the Southern Access as part of Phase 1 of the development. However, recognising the importance of a*



*southern access to Chichester's residents, Linden and Miller remain committed to delivering the southern access at as early a stage as reasonably possible.*

*Chichester District Council presented an update to the Planning Committee in November 2017 regarding White House Farm timescales. Miller and Linden circulated this to CLG invitees prior to their second meeting that same month.*

*This updates states that:*

*"...it now appears that the Southern Access road may be available for use by construction traffic by March 2021 and full residential traffic by December 2021. Applying the Council's Housing Trajectory this appears likely to coincide with occupation of some 250 dwellings built under phase 1, that is a similar number to that predicted in the Development Delivery Timeline presented to the Planning Committee at its meeting on 11 November 2016." This is due to continuing confidential commercial discussions. On behalf of Miller and Linden I reiterate that there will be opportunities for consultation on any proposed diversion of Centurion Way, if it is required as part of Phase 2 of the White House Farm development."*

There is clear slippage of the timetable and the verbal commitment made to CDC in November 2016 in relation to the SAR timeline – and no intention to consult on Centurion Way until Phase 2 plans of the WHF development, by which time, the land deal and detailed plans are likely to have become more firmly set in stone, and could even be documented as part of the legally binding land deals that are already under discussion.

The Friends of Centurion Way oppose this approach and are concerned that any secret land deals and detailed planning will prejudice and disadvantage any community opposition to the legal process to apply to the Secretary of State for a future Section 247 stopping up order and/or application to divert Centurion Way.

## **D. Formation of the Friends of Centurion Way and Objectives**

The Friends of Centurion Way community group has been set up under the leadership of local residents to launch a community campaign with the primary objective **to enhance and preserve the Centurion Way path for everyone** - cyclists, pedestrians and community users.

The objectives of this initiative through the Friends of Centurion Way are:-

- to preserve and enhance the Centurion Way pathway for everyone
- to oppose any diversion of Centurion Way
- to safeguard existing wildlife and the nature corridor that the Centurion Way provides between the Downs and Chichester Harbour including the habitats of the dyke and the chalk streams
- to safeguard the value of the path in its historic context, given its origin and maintain the feel as a former railway line, complete with cuttings and embankments
- to improve and enhance the cycling infrastructure along the route (noting other local cycling links with the SDNPA, Fishbourne, the Salterns Way and into Chichester)

- to offer a design proposal for the Southern end of Centurion Way that can meet the needs of the WHF developers, Bishop Luffa School, WSCC, CDC as well as protecting access for local residents, cyclists, pedestrians, tourists and people with disabilities
- to ensure that a significant diversion of Centurion Way is not approved to the detriment of the user groups noted above
- to promote safe and confident cycling in and out of Chichester using the Centurion Way
- to influence commercial and planning decisions and the proposed cycling and pedestrian infrastructure design in order to enhance and preserve the Centurion Way route as a local amenity

The group has been pleased to engage with experts in cycle design (drawing on the support of any available expert input including John Grimshaw, formerly of Sustrans, who worked on the original Centurion Way route and design). The group believes that there are affordable design alternatives that can meet the competing needs of the school, developers and community and thereby avoid an unhelpful and costly PR debate as part of any future consultation process.

The Group is committed to taking all steps to protect the route and feel of the path, including objecting via due process through whatever legal means – including listing the path as a community asset (to be protected from development), listing the path as an Open Space and lobbying the Secretary of State should future plans be submitted to stop up the highway and/or divert its route.

The Group has to date collected over 340 supporters on their Mailing List for the Centurion Way in order to support the application to nominate the path as a community asset, which was filed with Chichester District Council, on 21st December 2017.

## **E. Executive Overview**

Background: The future of Centurion Way is uncertain. The southern end is at quantifiable risk from the SAR (Southern Access Road) into the WHF development. The small diversion strictly required for that would be acceptable, but a major re-routing would not.

Draft plans which the Developers have shown us show the path being routed down a long detour to make room for sports pitches on the west side of Centurion Way, where it abuts the Bishop Luffa site to the east, with the absorption of that section of Centurion Way into the land used by the school.

The Friends of Centurion Way are working to prevent this long section of path from being downgraded over an unnecessarily long diversion, thus worsening conditions for all current users. Whatever changes need to be made, the path must retain its character as a greenway and disused railway line, and be the best design possible for all users, whatever their choice of transport - walking, scooting, cycling or mobility scooter - and whatever their journey - be it in and out of Chichester and to local shops like Tescos, or striking further out to Lavant, West Dean and the South Downs National Park.



We worry that any re-routing will be longer and less attractive, and therefore impractical for people with disabilities and people travelling with mobility scooters, pushchairs and small children, who currently enjoy an attractive, quiet and direct route in and out of the city.

Without expert input, a poor design of Centurion Way could lead not only to a major diverting of the route, but also blind bends, insufficient width and thoughtless location of the path alongside the busy link road.

There are other options. John Grimshaw CBE, a recognised expert and former Chief Executive of Sustrans, who helped design and negotiate the Centurion Way in the 1990s is helping Friends of Centurion Way with an alternative, achievable plan with minimal diversion, which can enhance the area for the good of all users. Further work on this solution could provide the separate access Bishop Luffa seeks to the new playing fields, whilst increasing the land available to the school, and retaining a reasonable routing for Centurion Way. An initial draft workbook detailing the route, and possible design options is attached at Appendix G.

Our plans aim to secure continuing daily use of this wonderful route whether you walk, cycle, use a wheelchair, drive a mobility scooter, or push small children in a push chair.

## **F. Details and Analysis of Specific Community Issues**

In this dossier, the Friends of Centurion Way highlight the major issues and community considerations that have been raised, and that must be carefully taken into account and reflected in any re-design of the Centurion Way route.

Addressing all these issues is a *de minimis* requirement of our community. The opportunity over and above this, remains to enhance Centurion Way and its onward route into the city centre for the benefit of all users - as a key plank of meeting the developer/CDC/WSCC promise to the community that this development can bring benefits in terms of infrastructure investment, sustainable transport solutions and to ensure that the development becomes an accepted and integrated part of Chichester.

References are made to relevant supporting documentation listed in the Appendices.

### **1. Diversion of the existing Centurion Way path and route**

Given the WHF development proposals and associated land deals, this places the southern end of Centurion Way at risk, through a potentially significant diversion of the Centurion Way as part of a land deal, involving Bishop Luffa School, the Diocese, WSCC and the developers of the WHF housing development site.

### **2. Access Issues**

Centurion Way is a key access route to the city centre for people with disabilities (physical limits to their ability to walk far and fast), or those with limited mobility (who rely on a mobility scooter).

Current users of the path will face an extended journey - the only plans shared to date create a 3-sided diversion around and between new fenced playing fields. This is estimated to add 750m to a north/south journey and detour off the attractively landscaped route of the old railway line.

Usage counts on the path during November 2017 – January 2018 have established there are a number of people with disabilities who rely on the path - those who are registered disabled, perhaps facing sight, mobility or other major health issues such as recovery from strokes. There are users with guide dogs, mobility scooters and walking aids.

Centurion Way is a safe and popular route for parents and grandparents with pushchairs or small children - either on foot or on scooters/tricycles. They feel very safe on Centurion Way as they access the shops at Tescos and enjoy the natural amenities, whether on foot or on bikes.

Having to walk a longer distance could deter the daily shopper on foot, perhaps with a shopping trolley, or anyone with small children, who would currently walk down the path and over the bridge to Tesco's.

If a diversion and routing along the SAR is the outcome of the WHF development, dog walkers from Parklands/Westgate/Fishbourne who at present can enjoy a quiet route from Sherborne Road/Westgate onto the traffic-free and open access of Centurion Way, are unlikely to continue to use a road route that has an urban feel and detour between playing fields, just to re-access the original Centurion Way route. This would make a two way 1km walk along a busy road feel most unattractive before dogs could be let free to run off the lead.

As Appendix A of user comments attests, there are also many elderly residents in Parklands and to the north that use Centurion Way for their "daily constitutional", dog walking, or for access to Tesco's, the shops and city centre, and the benefit of this community resource in combating social isolation, enjoying nature and getting out and about, must not be underestimated.

In relation to this group of users, the fear is that especially those with mobility issues, who are time constrained or who cannot manage the additional detour, will simply resort to cars or other transport for their daily run to Tesco's or into town, if the journey becomes too long or unattractive. Furthermore, our fear is that other isolated and vulnerable members of our community will simply not bother to get "out and about". This was the case when a small footpath alongside Central School was shut for house building. Elderly residents had to revert to taking taxis to get into the City as the longer route was impossible for them to walk.

Those people who rely on guide dogs will have to pay for the additional training of their guide dogs to take them along the new route. This is a cost that the owner of the guide dog has to bear when needing to go to new places or when new road layouts are configured. This extra financial burden will fall on the many partially sighted users of the path who rely



on their dogs to guide them. This could well apply several times to users as they negotiate temporary diversions that might have to be put in place while the new road is being built and then again when the new route is open to the public.

**The Chichester Access Group** has agreed to carry out a site visit and to provide the Friends of Centurion Way with a list of bullet points that they would like to raise with regard to the extension.

They have pointed out that the needs of all different sorts of groups must be taken into account:

- People with sight problems
- People with hearing problems
- People who use walking sticks
- People who use mobility scooters
- People who use guide dogs
- People who use mobility scooters and guide dogs
- People with cognitive impairments

There are concerns about extra length being added to the path which could bring about higher levels of fatigue for people who have disabilities. Also the addition of a busy road to the area with a possible Toucan crossing will change the ease of access for users with cognitive impairments. A safe, quiet area will become inevitably much more of a challenging environment once the new road goes in.

There are concerns about gradient and a recommendation of 1:14 is seen as the most appropriate.

**Wheels for Wellbeing** has used Centurion Way and the adjoining car park at Bishop Luffa School to encourage people of all abilities to enjoy access to cycling. Their Mission Statement is "Removing barriers to cycling Since 2007 they have worked with thousands of disabled children and adults who face barriers to taking part in any physical activity. Informed by life-changing personal experience of disabled trustees, staff and volunteers, we're determined to show that anyone can enjoy cycling, given the right equipment, support and environment."

The project is hoping to expand more into West Sussex to enable more disabled members of our society to enjoy the freedoms we take for granted. They brought their bespoke design trikes and bikes to Bishop Luffa in 2016 and Centurion Way is key to the success of their project. We hope that improved use can be made to the beginning of Centurion Way being made more accessible to disabled users who need easy access to the path. The metal barriers near the northern access to Bishop Luffa School make it quite tricky for bespoke-design trikes to get through, so access to the southern end of the path is essential. The trikes do need to be unloaded in a safe place and need a wide, easy access to the path.

### **3. Cycling Safety**

The current configuration of Centurion Way with its southern safe access, offers a very safe environment for parents to take their children to learn to cycle or for youngsters to be allowed off on their own cycle adventures up the path as far as the Iron Fort.

Currently people park at the end of Westgate and cycle from there, and the route to the Centurion Way is relatively safe and quiet not just from its off-road start point, but actually from the Sherborne Road/Westgate roundabout, a further 250m closer to the city centre.

Any changes to Centurion Way must not place cyclists, school children or other users at risk from traffic or other obstacles.

### **4. WSCC Walking and Cycling Strategy**

WSCC Highways are responsible for supporting and implementing a newly adopted Walking and Cycling strategy. Walking and cycling are key to people's health and Centurion Way is considered to be one of the key walking and cycling paths in the county, with the advantage of currently offering direct access to the City Centre, and if well planned, it could continue to offer access to large numbers of pedestrians from Parklands, Somerstown, Summersdale and the new WHF Development. Good design will allow the creation of new paths and routes to link future communities and enable healthy living.

The new SAR is being created to serve a new development and it is key that the new residents of WHF are given the highest quality walking and cycling links to connect to the station and city. If residents are given shared use paths where pedestrian and cyclist conflict is not avoided, there will not be the necessary uptake of walking and cycling. We refer to the recent December 2017 issue of the Chichester Society Newsletter which cites tensions between people on bikes and on foot that have been caused by the new shared use path on the side of Broyle Road. This newsletter is not yet on-line but the Society has given us a link to their lead article which evidences the difficulty of shared use paths in Chichester. <http://chichestersociety.org.uk/wp-content/uploads/2018/01/Walkers-and-cyclists-at-odds.jpg>

We envisage that the best level of segregated and protected cycle paths should be built so that there is no conflict with pedestrians. Putting cyclists together with pedestrians is not a long-term sensible solution, yet this is what the developers have so far proposed. Going forward both WSCC and CDC should be pushing for higher quality infrastructure fit for the coming century not a 1980s solution of putting these different users into a shared space and asking cyclists to give way at every junction off the spine road.

### **5. Bishop Luffa Pupil Road Safety and Safeguarding**

#### **Road Safety**

Currently, Bishop Luffa has a pupil capacity of 1400 schoolchildren in year 7 upwards. These pupils travel to and from school on buses (from throughout the area which currently park in

Westgate West), on foot from the surrounding residential areas, from the city centre (bus and train station) and on foot and by bicycle from the north and west using Centurion Way with a northern access into the school site or a southern access into the school site from Westgate for pupils on foot. Pupils on bikes are expected to access the school via the residential roads of Parklands due to the danger of the buses and parents' cars accessing Westgate and the turning circle on the school grounds used to drop off or pick up their children.

The addition of the SAR greatly raises the risk for those Bishop Luffa school children walking to school, given the increase in traffic in the area and in the west of Chichester that will result from WHF, if proper infrastructure is not in place. There are several key points that infrastructure and transport design must address:-

- to take account of pupil movements, and transport to and from school, noting the travel corridors and pattern of school journeys made to and from Bishop Luffa
- to minimise road traffic and traffic movements in the vicinity of Bishop Luffa school - by keeping through traffic off residential roads (ie discouraging rat-running in Parklands and along Westgate)
- to provide safe and segregated cycling and walking routes for schoolchildren completely separate from vehicular traffic all along the western end of Westgate

Bishop Luffa has a Travel Plan, which was put together in 2004 and which has been kindly supplied to Friends of Centurion Way. It notes that the School is aware that the Centurion Way is an important pedestrian and cycle route and makes reference to the Centurion Way being '*a good travel solution for bicycles in most weather conditions*'. The School has committed to updating the details of the 2004 Travel Plan once a final timeline is in place for any associated changes that the WHF development will cause.

The Friends of Centurion Way have encouraged the School to be more pro-active in regards to updating their Travel Plan and not to wait until after the WHF Development plans are on the table. There are opportunities to work with the local community (Chichester Cycle Forum, Parklands Residents' Association, Westgate Residents' Association, Living Streets, ChiCycle and WSCC employees as well as outside experts such as Transport Initiatives) to push for the best quality of designs that do not involve shared-use paths putting cyclists and pedestrians together in shared-use space alongside a busy road. An improvement to the area and enhancement by continuing the Greenway into Westgate would seem a worthwhile objective that we would hope the School would strive for, for the benefit of the whole local community and for its pupils.

The Friends of Centurion Way are pleased to hear that Bishop Luffa has just announced its intention to upgrade the Travel Plan and that they recently shared the principles enshrined in their 2004 Travel Plan (email of 5<sup>th</sup> January 2018) namely:

- *Encourage the use of safer routes to school*
- *Endeavour to reduce road casualties*
- *Where possible increase car-sharing and increase the use of effective public transport*

- *A realistic attempt to reduce congestion near our school and also the effects of pollution*
- *Support, improve and encourage better levels of health and fitness with staff and pupils*
- *Raise awareness about the impact of transport on our environment*
- *Encourage where possible, more students to cycle to school in all seasons and provide a better and more secure modern storage facility for their bikes*

The school has already insisted in current discussions with CDC, WSCC, the Diocese and the developers that any future changes to the Centurion Way must reflect these basic principles.

However, the Friends of Centurion Way point out that the proposed diversion of Centurion Way cannot enhance safety, as users will be forced to cross the SAR and walk or cycle alongside a busy road. This will:-

- increase the risk of road casualties,
- increase congestion close to the school,
- increase pollution close to the school,
- encourage more people to get into their cars due to the extension of the path, making it more difficult for people with heavy shopping or with mobility issues,
- not improve and encourage better levels of fitness and better levels of physical or mental health, as it takes away a key part of a local path that many people rely on for fitness and well-being,
- negatively impact the environment of Centurion Way and remove the start of the County's key walking and cycling path which the community has enjoyed since 1995.

### **Pupil Safety and Safeguarding**

The Friends of Centurion Way are wholly supportive of wider pupil safety and understand that appropriate safeguarding measures must be in place to govern pupil activity and security on any part of a school site. This does not however justify the closure and diversion of a public highway and community asset both to the detriment of the local community and to its own pupils. A balanced outcome that meets the needs of all interested parties must be the desired result of any changes and new infrastructure in the vicinity of both Bishop Luffa School and the Centurion Way.

The Friends of Centurion Way are supportive of the fact that any changes to the school site configuration should include the installation of proper fenced boundaries (notwithstanding the current open access and direct sight into the current playing fields adjoining Westgate). However, no site can be made entirely secure and the adoption of an up-to-date Travel Plan and effective policies and procedures plays the largest part in protecting the safety of pupils on site and in the future, when they will not be behind fenced facilities. We believe that from a physical perspective, this can best be achieved by either a footbridge (preferable) or tunnel link within the school perimeter to provide access to the new school playing field facilities proposed to the west of Centurion Way.

We note there are many positive precedents nationally and locally for secondary schools based across multiple sites across entire towns or with additional playing field facilities

located away from the main school site. Under the proposed plans and land deals, Bishop Luffa are receiving an enhanced and extended site (both in terms of facilities and site area) with additional access to community playing fields and facilities directly adjacent.

In Chichester, The Prebendal School, a primary, has its young pupils walking round to the playing fields along a main road, escorted by teaching staff. A footpath runs right through the sports facilities and two sides of the fields have open access to the pavement and road. Another Chichester primary, Central CE Academy, in Orchard Street, has its pupils cross the public footpath to access their playing field on part of the Brewery Field. The public walk, exercise their dogs and people congregate in warm weather on the other part of the field.

Other notable examples include Worth School (Appendix C photo) which has a footbridge from the school site over a public road for pupils to access its playing fields securely.

Appendix D details innovative examples of footbridge or overpass access designs – which are secure and attractive.

## **6. Loss of a Key Wildlife Corridor**

White House Farm currently provides a corridor for wildlife between the South Downs and Chichester Harbour. But, once the considerable housing development on the farm takes place, Centurion Way alone will provide this. As well as a thoroughfare for wildlife, however, the 5 mile path provides a 40 acre nature reserve, a valuable habitat in its own right. This is illustrated by a survey of Brandy Hole Copse, which adjoins Centurion Way, carried out in 2014 by the Sussex Biodiversity Centre.

Mature oaks and ash provide a habitat for nesting birds, many insects and a roosting place for bats. In addition to Blackbirds, Chaffinches and Robins, larger birds such as Greater Spotted Woodpecker, Green Woodpecker and Rooks benefit from the insect life these trees harbour and Buzzards scan the path for voles and young rabbits.

There are many plants that provide food for butterflies. Ivy attracts Red Admiral, Peacock and Comma butterflies and dense clumps of ivy are vital for butterflies such as the pale yellow Brimstone that hibernate over winter. The brambles that edge the path provide shelter for field mice and slow worms.

The constantly changing floral display throughout the year makes Centurion Way the ideal place to appreciate the seasons, from Bluebells in spring to Greater Stitchwort, Jack-by-the-Hedge and Honeysuckle in the summer. It is an environment that should be preserved.

*<http://www.chichester.gov.uk/article/25403/Brandy-Hole-Copse-local-nature-reserve> and the Brandy Hole Management plan is here:*

*<http://www.chichester.gov.uk/CHttpHandler.ashx?id=4763&p=0>*

The Friends of Centurion Way will be working on a more detailed Briefing Paper to consider the impact on the natural surroundings of the diversion of Centurion Way. We consider these issues so important that more work will be dedicated to this over the coming months.



We are keen to highlight the importance of wildlife and easy access to nature for residents' mental health. Many people we spoke to on the path referred to their need to get out into the fresh air and countryside for "refreshment" and "rejuvenation". The wildlife corridor was referred to as a "green lung" that not only provided fresh air for the City but also great amenity value as it is seen as a place where residents come to relax and de-stress. By running the path alongside a road and between sports pitches, this natural aspect and amenity value will be lost with a subsequent impact on residents' and visitors' mental well-being.

We are keen to carry out surveys into the wildlife and different species that the path protects. We have registered our concerns with the Bat Conservation Trust and have had a supportive response from the Sussex Bat Group (Email dated 22 January 2018) noting that:-

*"The path is tree lined and looks very suitable for foraging and commuting although the trees may not be suitable for roosting bats. A survey undertaken some years ago, beside this track, but over a kilometre to the north revealed a lot of bat activity, mostly pipistrelles foraging and commuting.....we would hope that the existent Centurion Way is left intact for bats at the southern end."*

We also reference the Ecological Mitigation Strategy Report dated June 2015 prepared by the Environmental Dimension Partnership Ltd on behalf of the WHF developers, which provides detail on the ecological features of the development and detailing mitigation strategies for the impact of the development.

The wildlife corridor is all the more relevant given that Chichester District Council in its Concept Statement ( <http://www.chichester.gov.uk/CHttpHandler.ashx?id=21924&p=0>) protected the western corridor of the site for the important role it plays in acting as a wildlife corridor:

Development Principle 3 in CDC's Concept Statement that the Council put together, prior to the Masterplan being drawn up, states that

*"The masterplan should provide for protection of the most sensitive ecology on western side of the development location as well as a buffer along the Centurion Way."*

This document makes no mention of the diversion of Centurion Way. We quote from Section 7.2.1 of the Document which states:

*"The site provides high quality green corridors on the western and eastern edges and these must be retained and enhanced for wildlife including the use of buffer zones, reduced lighting and disturbance"*

The Friends of Centurion Way find it difficult to understand how the re-routing of the path can be carried out if Centurion Way has a duty to be **retained and enhanced** for wildlife. Will the route simply become part of Bishop Luffa School for them to manage **to retain and enhance** for wildlife, leaving the path users diverted round the outside of the playing fields?

We are keen to ensure that the Concept Statement is adhered to properly.

## **7. Access to South Downs National Park Area (SDNPA)**

Under the SDNPA plans to extend the path for 2018 and beyond, current proposals are to enhance the northern end of the Centurion Way, by extending the path beyond West Dean east up to Midhurst and west to join the South Downs Way. This is currently part of a major funding application which would greatly enhance the value of the Centurion Way as a national pathway and linking cycle route, providing access to/from the SDNPA with a corresponding link and resultant increase in economic revenue through visitor tourism, cycle tourism and other spend in Chichester. Even at present, rambling, running and cycling groups can be seen travelling along Centurion Way, into the city centre to take a break, buy lunch or visit the city, and this is to be encouraged.

There is no logic to enhancing the northern end of the route whilst downgrading the southern end of the route, which must remain attractive, well-designed and maintained, allowing cyclists and hikers to enjoy the rural feel from the start of the path right to the end.

The Friends of Centurion Way has pursued the idea of requesting the SDNPA to include the Centurion Way in its boundary.

The SDNPA has responded in an 8/11/2017 email in broad support of efforts to maintain and enhance Centurion Way, noting:-

*“Any decision to change the boundary of the National Park rests with the Secretary of State and Ministers at DEFRA, not the National Park Authority. These things tend to take many years, decades even – the establishment of the South Downs National Park along its current boundary took 20 years. If the group decides to pursue boundary changes this should be through DEFRA and not through us.*

*We hope to submit a funding bid for Centurion Way north of West Dean sometime next year. As part of the application, we will have to identify risks to the project. I would hope that by the time we are developing our bid there will be greater clarity around proposals for an alternative start to the route and that a high quality solution has been agreed.*

*We will want to be able to make a strong business case for the economic benefits of the route as a tourism asset and so we are very interested in seeing a successful outcome of the discussions. We would be pleased to comment on any alternative designs produced by John Grimshaw when you are ready to share these.”*

A response from Natural England dated 18/12/17 notes that

*“As for designating an extension to a National Park, this generally arises following representation by a National Park Authority (and in partnership with other organisations) to the Department of Environment, Food and Rural Affairs to make the claim that an area qualifies as meeting the criteria for the National park. This is usually many years in the planning. If the Minister then agrees to the extension, then they appoint Natural England to undertake the consultation and designation of the land as part of the park as a special*

*project. Extending an area as national park would not be done as a response to a proposed development.*

The Friends of Centurion Way have already formally requested that options including an extension of the SDNPA be investigated in order to protect the path and have formally contacted SDNPA to enquire about how to commence this process.

## **8. Poor Access to other Cycle Routes**

The bigger picture is that Centurion Way currently provides the main, safe north/south cycle access into Chichester and this provides the opportunity to link up with other cycle commuter routes – west/east along the Chemroute (Chichester/Fishbourne/Emsworth route), south along the Salterns Way to the Witterings and most importantly into the City Centre itself.

If the start of the route is poor we expect to see detours being taken and less people using Centurion Way preferring to access the north of the city via the city streets. Effectively the beginning of the route will lose its attractiveness in a similar way that it has lost its Archway (pictured at the beginning of the Dossier) - the sculpture created by Richard Farrington which has since fallen into neglect and been taken down and is currently being stored in West Sussex's Drayton Depot awaiting restoration.

The junction with the new SAR risks becoming so unattractive that a route through Parklands will be considered easier or less risky, becoming the preferred cycle route. This will make the current links between the Salterns Way and Chemroute and the route onwards into the city more problematic and less attractive.

## **9. Traffic Volumes**

Chichester District Council and the WHF developers have more statistics available about traffic volumes, but the WHF development will bring far greater traffic volumes into Chichester and into the west of Chichester and surrounding areas.

Key points of road traffic build up will be:-

- the SAR as it flows from WHF past the entrance to Bishop Luffa and into the main city arteries. We note that local community groups and residents' associations continue to campaign that this access for through traffic should join the College roundabout not the Westgate/Sherborne mini-roundabout.
- Volumes of traffic around the new entrance to Bishop Luffa, possibly backing up.
- Numbers of pedestrians and cyclists exiting the Centurion Way onto the SAR. Excellent design with segregated cycleway and green verges is the preferred safety design here.
- In the section of Westgate between the Sherborne Road mini roundabout and the southern entry to Bishop Luffa, we understand that an am peak hour two way flow of over 500 vehicles per hour is projected for 2029. This is compared with negligible road traffic at

present, except at school opening times. *(Noted by local resident: in email dated 15 February 2015)*

## **10. Missed Opportunity: Lack of Expert Design Input**

It has been noted by residents and supporters of the Friends of Centurion Way that to date, there has not been significant investment in ambitious or aesthetic design and that the opportunity is being missed to be innovative or transformational in the designs for access to and from the WHF development. This has been borne out by what has been shared of the latest Vectos plans for Centurion Way and the connections to the principal cycle route along Westgate (Appendix B)

Feedback from the public presentation held at the Assembly Rooms on 29 November 2017 (which focused on phase 1) detailed plans which form the basis for the planning reserved matters, but these revealed a number of design shortcomings which have been commented on:-

- lack of segregated cycle or pedestrian paths from the roads in the development - lacking the greenways separation that makes those routes both safer and more pleasant for those not travelling in a vehicle;
- shared cycle/pedestrian paths being the norm not the exception;
- lack of east/west cycle connections through WHF to the Centurion Way, east into the City and west towards Fishbourne;

We are aware that local community groups and residents' associations continue to push for detail on the SAR route, and the transport infrastructure that will support the roads and cycle ways into Chichester, to encourage residents (current and new) to walk and cycle, thereby keeping traffic volumes and road safety risks down. Whilst this detail technically forms part of phase 2, there are ongoing concerns that plans presented earlier continue to show:-

- the opposed link of the SAR into the Westgate/Sherborne Road roundabout not directly into the College roundabout
- that the measures for connecting Centurion Way and the design of the cycle lanes and traffic calming measures along Westgate appear to be superficial enhancements to the existing scheme and will have little effect on increasing the numbers of cyclists who will feel safe using the cycle routes in and out of the city centre or to its facilities including train and bus station.

If the land deals proceed, predicated on proposals to stop up or significantly divert the Centurion Way, with WSCC as the selling landowner, the opportunity to plan for an enhanced Centurion Way and enhanced cycle/pedestrian access for the benefit of all of Chichester, will have been lost.

## **G. MORE EXTENSIVE PROPOSALS and RECOMMENDATIONS**

The Friends of Centurion Way are wholeheartedly opposed to the stopping up or diversion of Centurion Way. This group is however not seeking to oppose the WHF development rather to highlight the uniqueness of the Centurion Way as a community asset and to work with all interested parties, land owners and design specialists to seek:-

- a listing of the Centurion Way as a community asset (application submitted 21/12/17) which protects the asset from development and provides the opportunity for the land to be purchased by the community in the event of a proposed sale).
- commitment by WSCC (the current landowners of Centurion Way) to ensure that any sale of the land to the developers protects the path in its current format and links appropriately with a cycle and access route to the city centre
- commitment by CDC (as the local planning authority) to ensure that any interim planning discussions or formal Reserved Matters applications protect and enhance the path
- support from the SDNPA to ensure the southern part and access to the Centurion Way is not downgraded, just as applications are worked on to enhance and extend the northern part of the route into the heart of the South Downs
- engagement from the Diocese and from Bishop Luffa Governors to look for a development solution that can meet the needs of the community alongside the desire of the school to enhance its facilities and provide enhanced educational provision to its pupils
- a commitment from Miller and Linden Homes to invest in the best design available for Centurion Way and its connecting cycle and footpaths from WHF into the city centre, segregating pedestrians and cyclists from road traffic and each other
- full engagement and consultation with design experts as well as the local community to find the best possible design for the infrastructure changes required to support the WHF development.

In particular, early and preliminary consultation has been undertaken by the Friends of Centurion Way (a not-for-profit group with no funding or grants) with John Grimshaw, the original designer of the Centurion Way pathway, and other design experts (including Mark Strong of Transport Initiatives). This has already resulted in a number of alternative proposals that could preserve continuity of the path, whilst:-

- keeping it junction free for users
- maintaining the look and feel of the former railway line including the existing minimum corridor width of 24 metres with a path width of 3 metres
- incorporating a gradual rise to the Centurion Way up and over the new SAR via a bridge linking to the railway and pedestrian bridge on the north side with a single slope down from the middle of the conjoined bridges into Westgate
- maintaining full access to Centurion Way from Westgate during any SAR construction works,



Extracts from a work-in-progress workbook of initial mapped drawings and design prepared by John Grimshaw is attached at Appendix G. This details a number of more specific design features including a footbridge link from the existing Bishop Luffa site over to the new playing fields site. This would afford safe access for pupils and prevent onlookers having line of sight into the school site or playing fields. There are a number of precedents for this approach and some imaginative images are shown at Appendix C and D.

John Grimshaw has also kindly written an article for publication in March 2018 in the Chichester Society newsletter about the Centurion Way. In this article, by one of the UK's leading cycle route designers, we are left in no doubt that there are alternatives and designs that can enhance the environment for all users and lead to a betterment of the wider area.

This newsletter is provided free of charge for all Councillors and can be viewed from later in the year on the web here: <http://chichestersociety.org.uk/past-newsletters/> Alternatively membership of the Chichester Society can be applied for here: <http://chichestersociety.org.uk/join-chisoc/> in order to receive a hard copy of the article.

## **H. WHY THIS IS SO IMPORTANT TO CENTURION WAY USERS AND THE LOCAL COMMUNITY**

Appendix A details a selection of comments from members of the public who have written in support of the campaign by the Friends of Centurion Way to protect and enhance the current pathway.

**Reading this is a very powerful explanation of just how important the current path is to our community.**

Supporters of the Friends of Centurion Way include users of the path (from near and far) in addition to local residents that are worried about the impact of the WHF development on local traffic volumes, road safety and the downgrading of a flagship and high-grade cycle and footpath that so immediately links the urban to the countryside. This is a particular blow - given that preserving and enhancing this path could play a key part in the sustainable transport plans for integrating this large development into the infrastructure and heart of Chichester and its community.

There is an ongoing and growing list of local groups with whom the Friends of Centurion Way is in contact, as part of building awareness of the current proposals:-

- WHF Developers - Linden Homes and Miller Homes
- Chichester City Council
- Chichester District Council
- West Sussex County Council
- South Downs National Park Authority

- Natural England
- Chichester MP (Gillian Keegan)
- Diocese of Chichester
- Parklands Residents' Association
- Westgate Residents' Association
- Westhampnett and Church Road Residents' Association
- Graylingwell Park Residents' Association
- Newtown Residents' Association
- Pallants Residents' Association
- Southern Gateway Residents' Association
- Summersdale Residents' Association
- Whyke Residents' Association
- Orchard Street and Old Somerstown Area Residents' Association
- East Broyle Residents' Association
- The Chichester Society
- Chichester Observer
- Chichester Post
- Spirit FM
- BBC Sussex
- Sustrans
- CTC Bognor Regis and Chichester (Cycling UK)
- The Ramblers
- Chichester Walking Group
- Chichester Natural History Society
- Chichester U3A
- Sussex Wildlife Trust
- South Down Velo
- Biking Belles
- Solent Pirates Youth Cycling Club

We have plans to connect with other interested parties in the wider area as the path not only serves the immediate community but draws users from a much wider geographical area in Sussex and the South East.

## I. HOW YOU CAN GET INVOLVED

- Join the Friends of Centurion Way Community Group and email Sarah Sharp on [sarah.ccc13@gmail.com](mailto:sarah.ccc13@gmail.com) to show your support
- Attend your next Friends of Centurion Way Meeting and get involved in community activities, meetings and events
- Give us any feedback on this dossier - all comments and suggestions or revisions welcome. We have drawn information from many sources and many public bodies and authorities are involved in planning for the area. Any information provided in this Dossier is true and correct to the best of our knowledge, but if you or your Organization wish to challenge or rebut or correct any of the facts in the Dossier, we would be most grateful for your feedback and any extra information you can provide the Friends of Centurion Way with.
- Follow our website on <http://www.centurionway.org.uk/> which has an up to date list of events and information
- Support our Awareness Raising and Fundraising events or make a direct donation of any size to the Friends of Centurion Way by emailing [pledgefunds@centurionway.org.uk](mailto:pledgefunds@centurionway.org.uk).
- Write a letter to the Chichester Observer [letters@chiobserver.co.uk](mailto:letters@chiobserver.co.uk)
- Contact your local councillors (you can find your local councillors at <http://chichester.moderngov.co.uk/mgMemberIndex.aspx?bcr=1>)
- Write to your Member of Parliament.

## K. CONCLUSION

Friends of Centurion Way is a not-for-profit campaign group that is without the resources to commission professional reports, detailed design input etc and relies on the goodwill and generous time and input of its Friends and Supporters in taking steps to preserve and enhance the path, including researching the compilation of this ongoing Dossier. As a voluntary group, production and editing of this dossier has been an enormous undertaking, and although every care has been taken, we apologise for any errors or inaccuracies which may have inadvertently been overlooked in this work-in-progress.

We invite you to get involved, and to work with us to preserve and enhance Centurion Way for the benefit of all users and the wider community of Chichester and beyond.

## Appendix A: User Comments, Memories and Community Submissions in Support

"I am totally supportive of everything the Friends of CW stand for and as a mobility scooter user know very well the value of a pathway out of the city and access to nature and freedom from pollution. Now I no longer drive, neither does my husband, who is severely sight impaired, it is difficult to get to your meetings at the moment as it is dark so early and I don't like going out too far on the buggy at night. I used to access the Centurion Way from the Bishop Luffa end when we lived in central Chichester but now we have moved to the north of the City it is easier for me to get to it via Brandy Hole Lane. When the lighter evenings arrive I should be able to get to meetings more easily but please let me know if there is anything I can do to support you in the meantime and I would certainly want to be considered a Friend and supporter." 6/12/17 email

It is apparently possible to put in a population the size of Midhurst onto the edge of the city and not be able to put in a proper cycle path because of the difficulty involved with removing a few parking spaces. So the needs of some current residents to park on a road outweigh the future needs of the city to function and offer safe, sustainable routes to hundreds of people. We can't do this. Or rather we can and we are. We are contemplating increasing our population by 30% without a proper, joined up, coherent cycle network. And, oh yes, we muck up the end of Centurion Way to boot. Our best flagship cycle path. 24/11/17

*Dog Walker- I live by Westgate and use Centurion Way and the fields every day to walk my dog. I need access from the city to a nearby open and safe space to walk with the dog and hate walking along roads with traffic! Even after WHF I will need to get to the planned country park space along Centurion Way, else I will have to jump in my car simply to drive to get to a place to walk from! 24/11/17 email*

Resident 18/11/17 We bought our house next to Centurion Way 20 years ago in large part because of the excellent amenity. Both our children learned to cycle on it and we all loved adventures to the "Fairy Woods" (Brandy Hole Copse). The new connection to West Dean has allowed us direct traffic free access for the Apple Affair, Chilli Fiesta etc.

To the south I regularly access Fishbourne, The Isle of Wight, The Witterings and Tesco. It is also a direct link home after the weekly South Down Velo Saturday club ride. Please preserve it. We look forward to the connection to The South Downs Way National Park, Midhurst and beyond.

Supporter "I agree wholeheartedly that the Centurion pedestrian/cycleway is an invaluable asset. I think above all else it gives families the opportunity to walk out

together knowing that it is safe for the toddlers whether they are walking or taking their first teetering pedals on their bikes, and it is a joy to see them all out together.

Until I got grandchildren I didn't appreciate the need to separate them from the live traffic by more than just a pavement running along the side of a road. This provides three essentials, firstly the inexperienced youngster is safe, they are away from the exhaust pipes of the traffic which is at their level and thirdly it provides relaxation for the parents, and grandparents. I will never forget a fatal accident we had when a little tot on a tricycle got their back wheel off the kerb and fell into the path of oncoming traffic, so don't tell me it doesn't happen! "

**We moved to this address when I was five, having previously lived a little further along the track. Mum and Dad built the new house themselves, from the ground up, beginning when I was two. They're still living there now, 53 years later.**

**When we first lived here, the school had not been built. (There was a pond where its gymnasium now stands... We used to sail toy boats there.) The other thing that was different was Centurion Way. In those days it was a railway line. In the summer there were trains carrying sugar-beet. Later, there were trains carrying gravel; and once I saw a steam train carrying lots of happy, waving people. When there were no trains coming, my friends and I would walk along the tracks, jumping from one sleeper to the next and picking blackberries. I saw my first nightingale there!**

**Every weekend in the summer my mother would take us across the little railway line and over the fields, and we'd walk all the way to Dell Quay. As a teenager, I used to do this several times a week. That was before they built the "new A27", of course. It's not so easy to find the route now. And soon there will be houses in the fields where we walked.**

**When the old railway was turned into a cycle path, we were all delighted. Change is often ill received - the human psyche loves the status quo! - but this change turned a quaint place into a fantastic amenity. My kids learnt to ride their trikes on Centurion Way, as did my sister's children. When they grew older we made family excursions along the track all the way to Lavant on our bicycles.**

**My kids sat their exams at Lavant House School - and all they had to do to get there was cycle from Gran-ma's house along Centurion Way. There were no roads involved at all! Likewise, we could safely send them on shopping errands. All they had to do was jump on their bikes, cycle along to the southern end of Centurion Way, cross "the big railway" (as it is known in our family!) and ride a further 100 yards to Tesco's.**

*My sister and I and our kids still sometimes cycle on Centurion Way - it's a nice, safe, quick way to get to the Downs - and my parents still use it regularly.*

*At her age, my mother does not want to have to follow a detour all the way around the field in order to get to the supermarket. And my father, when he walks the dog, does not want to have to follow some round-about route amongst houses.*

*Moreover, this route should not be moved, merely at the whim of developers and the school, because it is part of Chichester's history. The route is not arbitrary; it follows the old railway.*

**"It seems to me that there is an easy solution to Bishop Luffa's problems. They should build a nice wooden footbridge over the cycle path."**



I use the Centurion Way to reach West Dean from my home in Hunston on a regular basis.

As a family we use the path for bicycle rides to Lavant and beyond, and my son uses the path daily to get to and from Bishop Luffa.

My son uses Centurion Way to travel to and from school (Bishop Luffa) safely. Without that path, the road is very dangerous to cross with very fast moving traffic at the top of the road. In addition, we have taken many a family bike ride down that path which offers a safe environment for my younger daughter away from busy roads.

*I use the path for cycling mainly and have always found in a useful and safe way to get exercise and to the downs. I am very concerned to read that it may be moved and am sure there are ways that the path can be left in place and access for the school to any playing fields allowed.*

**I use the centurion way nearly every day as I attempt to get my young baby to sleep! I am new to the area and love how people say hello to each other on the path. It is a vital part of this lovely community.**

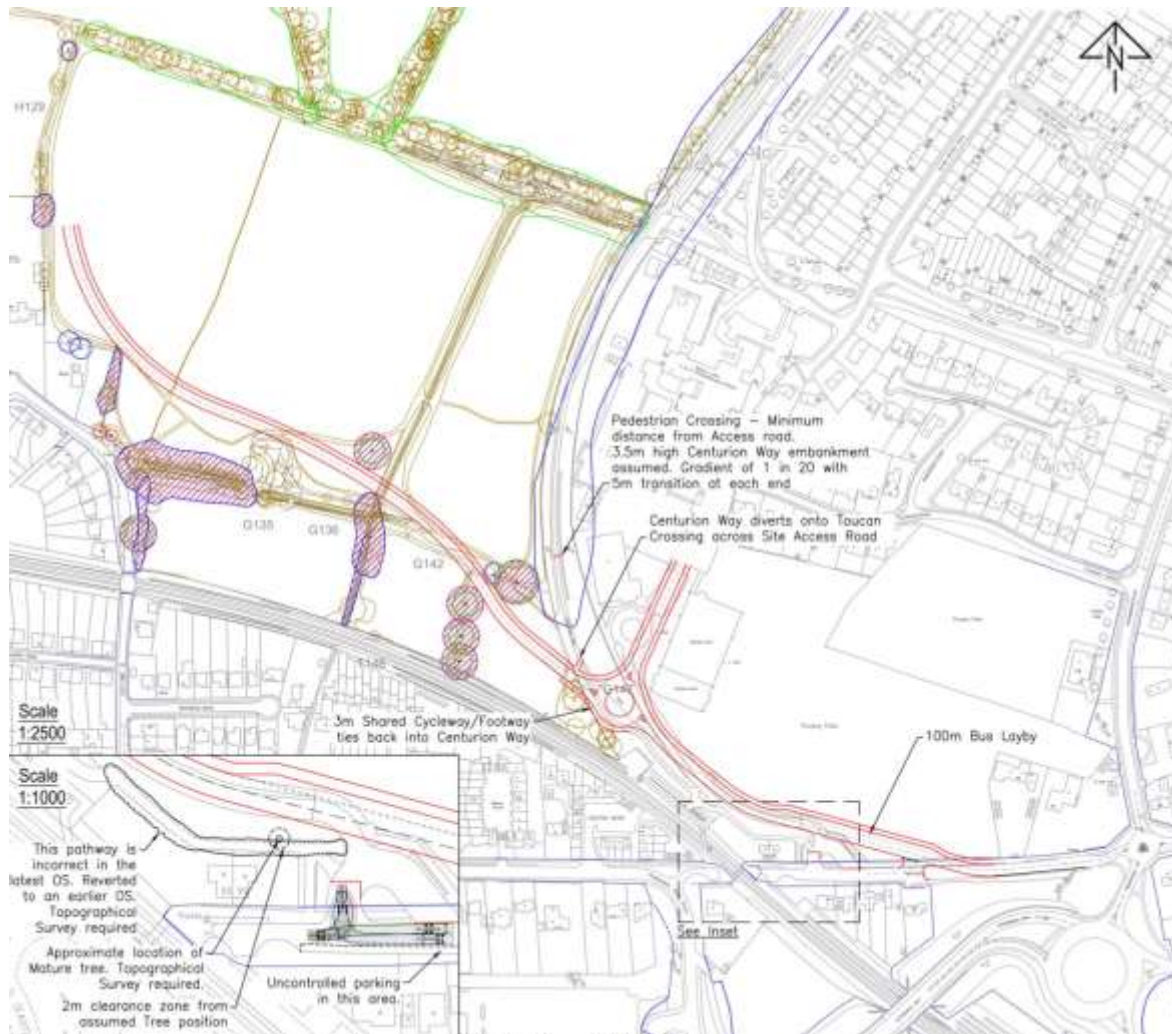
I run regularly on this path and love the fact that you can be in open countryside within a mile or so of the city. I remember as a child (living in Felpham) how amazing it was to come over to Chichester and cycle the path as a family, and now I'm lucky enough to live right next to it. It's a fantastic resource to have right there and we would hate to see anything happen to the pathway we know and love.

*"Until recently, I actually did not have very many photos of the Centurion Way. I guess the reason I did not take pictures of this beautiful place is that I took it for granted. To quote the German-Turkish author Emine Sevgi Ozdamar (referencing a friend who taught Urban Studies at a university in Paris), the Centurion Way is part of "my personal map of Chichester". It is both familiar and special.*

*I used to walk home along the Centurion Way from my secondary school (Bishop Luffa) and cycle along it with my family and friends. After being cooped up in school for an entire day, it was my personal bliss to be able to get out into the countryside for a little while and to soak up the sun and sit on the bridge over the stream at Whitehouse Farm (sadly the bridge has now gone and the stream has been straightened out).*

*Although I always had a foreboding that Whitehouse Farm would be built on, I never imagined that this part of the Centurion Way would no longer exist. Like most people, I only try to capture images of that which is transient, what one might lose. Photos are memories. But they are no replacement for the Real Thing.*

## APPENDIX B – MAP 1

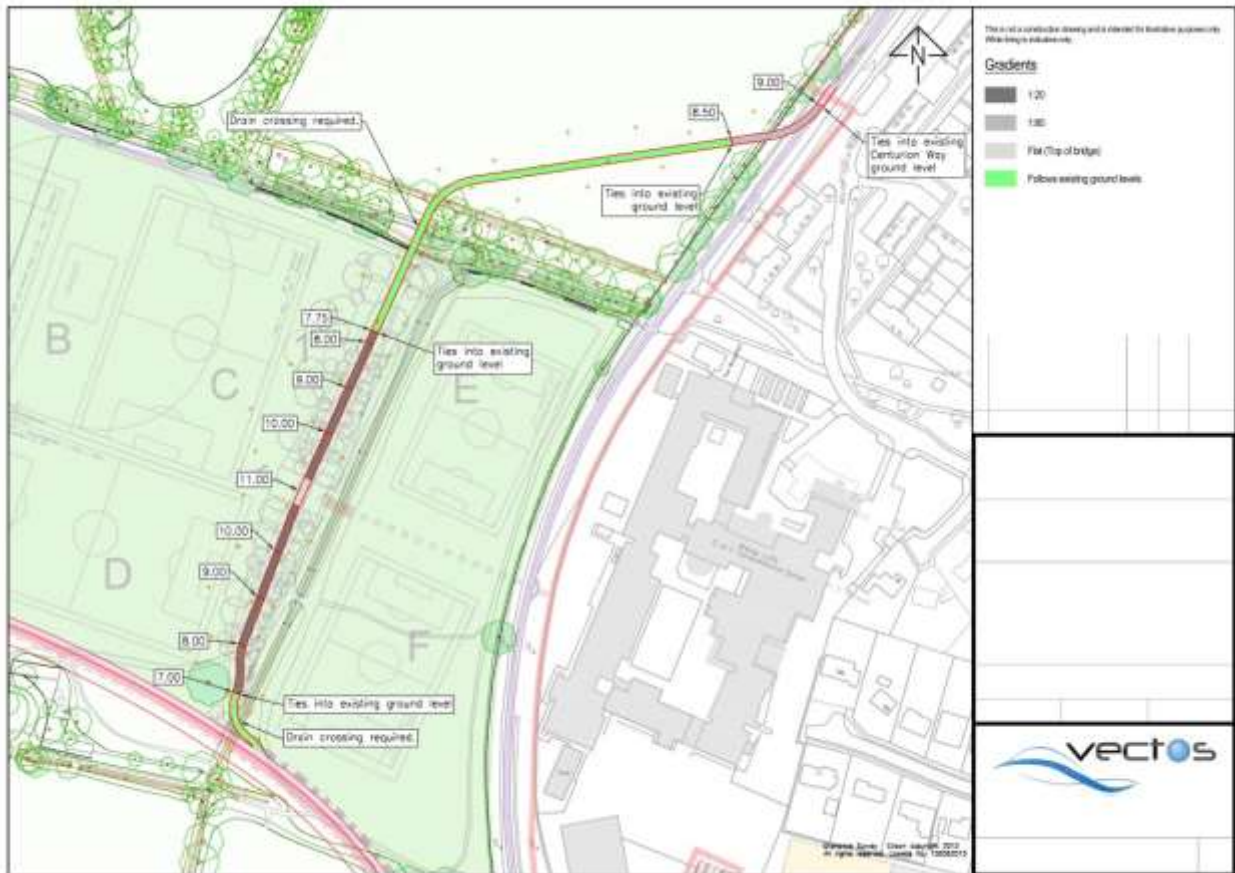


Vectos Plan dated 12/12/14 Plan No. 110013/A/32 revision B showing minimal diversion of Centurion Way required for Southern Access Road while giving Bishop Luffa access to the new playing fields over a crossing.

This provides the opportunity for an extension of the pedestrian railway bridge over the road not a pedestrian crossing.

NB Local residents do not accept the joining of the Southern Access Route into the Westgate/Sherborne roundabout (as this plan incorrectly shows), given the volume of traffic, school children, pedestrians and cyclists expected to use this junction.

## APPENDIX B – Map 2



Vectos Draft Plan dated 8/11/16 Plan No. 110013/A/80 showing widest diversion of Centurion Way between new community and Bishop Luffa playing fields.

The Friends of Centurion Way totally oppose diverting from the original route before the proposed Southern Access Road has to be crossed.



## Appendix C - Photo images Footbridge and Overpass Access



Secure footbridge at Worth School, over Paddock Hurst Road



Photo: Forest Parks forever.org

## Appendix D - Illustrative Images of Bridges and Imaginative Design



<http://www.beaverbridges.co.uk>

<http://www.cyburbia.org/gallery/showphoto>

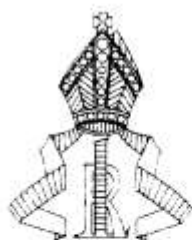
## **Appendix E: Reference List of Other Studies completed regarded Cycling and Infrastructure within Chichester**

Friends of Centurion Way invite the authorities, all interested parties and the community to take account of all the studies and work that has been undertaken to-date, in relation to solving Chichester's transport and infrastructure challenges, and to insist that excellent, market-leading design is used to enhance Centurion Way and its sustainable transport links into Chichester and beyond.

- November 2017 – preliminary work carried out by John Grimshaw CBE, Greenways & Cycle Routes, founder of Sustrans and involved in original construction of Centurion Way in 1994. See Appendix G.
- September 2017 - Road Space Audit report commissioned by WSCC is published. Further commentary invited by the public during consultation up to October 2017.
- February 2017 - Infrastructure Review of White House Farm Development carried out by Paul Basham Associates, commissioned by West Sussex County Council
- December 2016 – Technical Note offering an Alternative Approach to Chichester Town Centre: Cycle Review or Proposals, prepared by Phil Jones Associates, transport planning consultants
- October 2016 - Cycling Infrastructure Workshop held at St Paul's Church, Chichester with attendees from Phil Jones Associates, Transport Initiatives, Dr Rachel Aldred from the University of Westminster
- October 2017 Cycling Summit held in Horsham with the speakers joined by Public Health and West Sussex officers
- 2016 West Sussex Cycling and Walking Strategy adopted. Discussed by WSCC Environmental Services Select Committee in February 2015.



## Appendix F: CORRESPONDENCE WITH CDC DATED 5 JULY 2017



NT/NCR

Joanna Bell  
Development Manager (Majors)  
Development Management – Majors & Business  
Chichester District Council  
East Pallant House, 1 East Pallant  
Chichester PO19 1TY

# Bishop Luffa School

Bishop Luffa Close Chichester West Sussex PO19 3LT  
A CHURCH OF ENGLAND TEACHING SCHOOL  
Chichester Diocesan Board of Education

A charitable company limited by guarantee registered in England and Wales

01243 787741 • 01243 531807  
Head: Mr N C Taunt MA(Oxon)  
www.bishopluffa.org.uk  
registered number 8749379



5 July 2017

Dear Jo

West of Chichester development Phases 1 & 2

Thank you for your request for an update on our view of the West of Chichester site development.

Discussions are beginning to concentrate on the detailed planning timing and commercial discussions relating to works affecting Bishop Luffa School. Issues remain, as follows:

1. Timing. I outlined the timing issues in my email to you of 13 April. We have made it clear to developers that work on the Southern access road cannot begin on the Bishop Luffa School site until both the land allocated to the school and that allocated for joint school/community use has been equipped with appropriate drainage, levelled, prepared, seeded and established for at least two full seasons, and ready for use by the School. These issues have not yet been resolved beyond Andy Evans of Miller Homes saying that he would investigate a more realistic time-plan.
2. Distinction between new school lands and the joint school/community use lands has not been finalised. We have worked on the understanding that the land within the diverted Centurion Way (Fields E & F on the Vectos plan of 9 July 2014, updated 8 November 2016) will be handed over to the School for sole use. Only the lands to the West of the diverted Centurion Way would be jointly used by school and community. That is why the diversion and its accompanying secure boundaries were agreed. However, this is not the developer's view and we are in discussion.
3. The planned bus layby. We believe that the current design of the layby for buses carrying Bishop Luffa pupils is insufficient and unsafe for pupils. There should be a hard separation between the layby and the main road, which will, in due course, be likely to take a considerable volume of traffic both at rush hour times and throughout the day.
4. The entrance to the school site requires detailed planning. The proposed outline plan does not take into account the volume of school traffic from staff and parents nor the difficulty of vehicles turning around to go back to the Southern entrance. We believe a road running along the East side of the existing MUGA, as proposed by our architect, would facilitate access and keep children safe by keeping children and vehicles separate.

Thank you for inviting our comments. We did not receive a final copy of your previous report. We would be happy to receive both that and this latest one, in strictest confidence, or to receive only the passages relating to the Bishop Luffa land.

With best wishes

Yours sincerely



Nick Taunt  
Headteacher



Registered office: Bishop Luffa Close West Sussex PO19 3LT

# Centurion Way – Chichester

Work book of plans to show details of the Centurion Way, its links, and potential developments and enhancements from linking to the South Downs National Park all the way to the City Centre



ChiCycle and Greenways & Cyclerroutes Limited

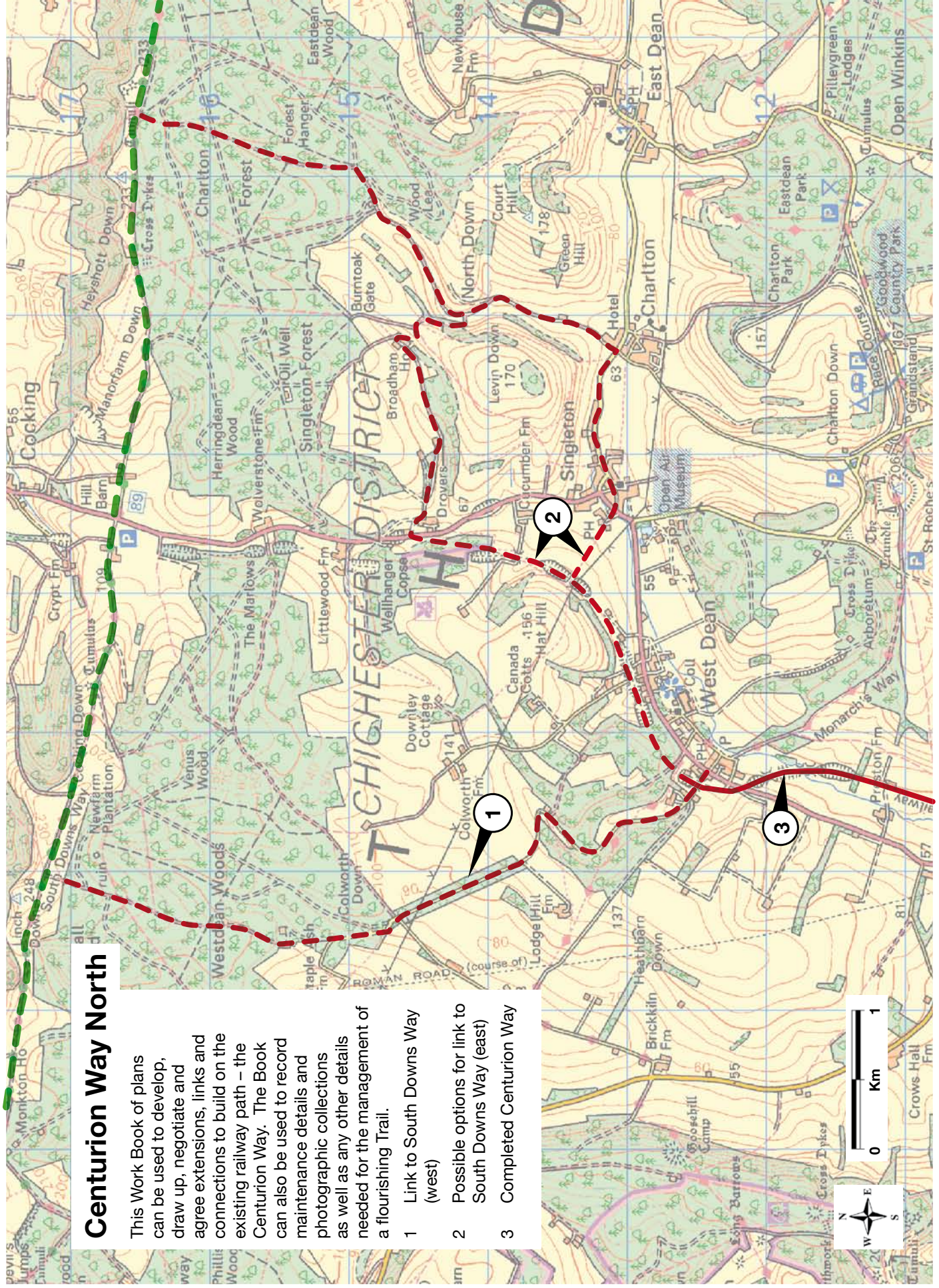
November 2017



## Centurion Way North

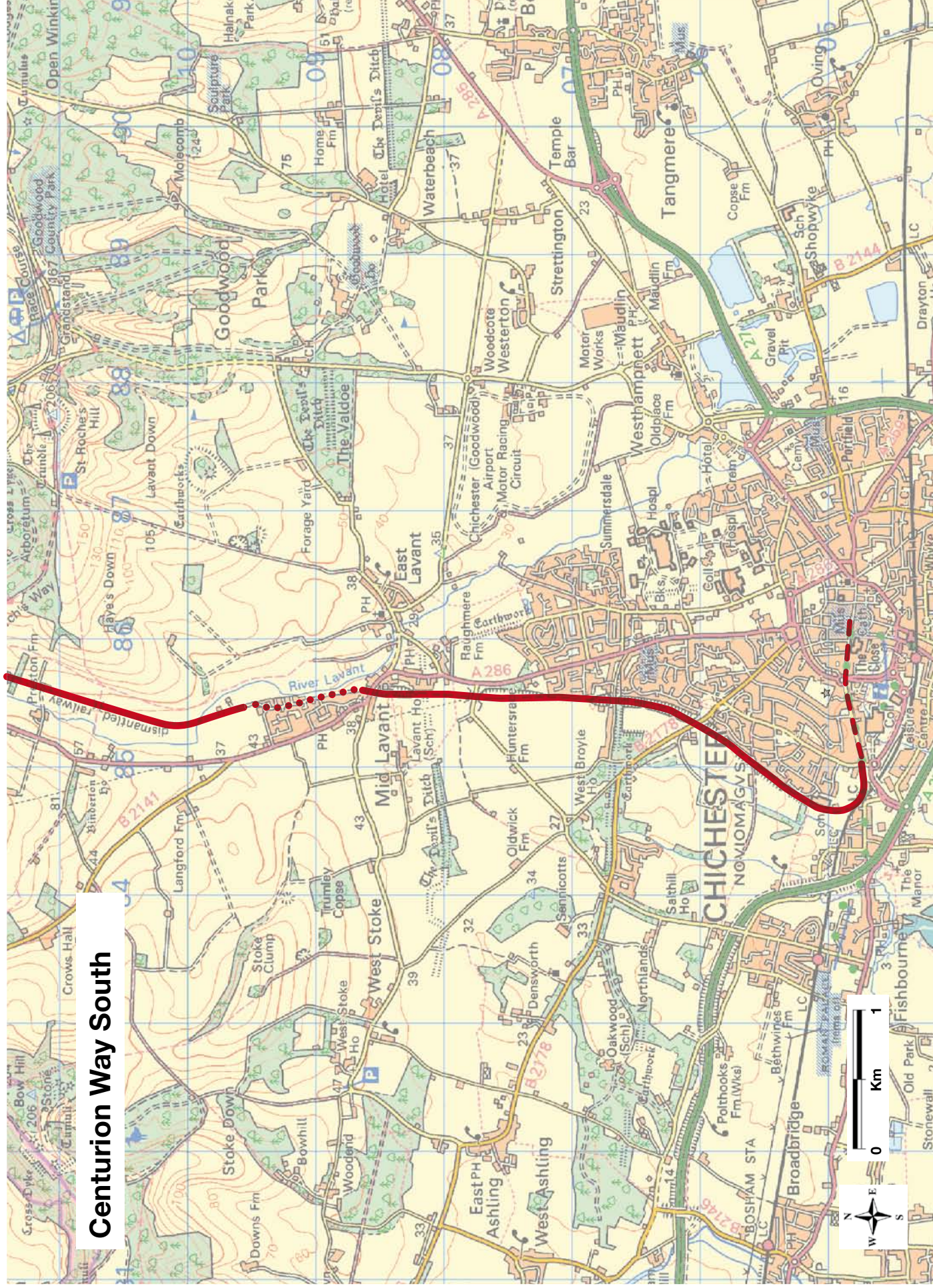
This Work Book of plans can be used to develop, draw up, negotiate and agree extensions, links and connections to build on the existing railway path – the Centurion Way. The Book can also be used to record maintenance details and photographic collections as well as any other details needed for the management of a flourishing Trail.

- 1 Link to South Downs Way (west)
- 2 Possible options for link to South Downs Way (east)
- 3 Completed Centurion Way



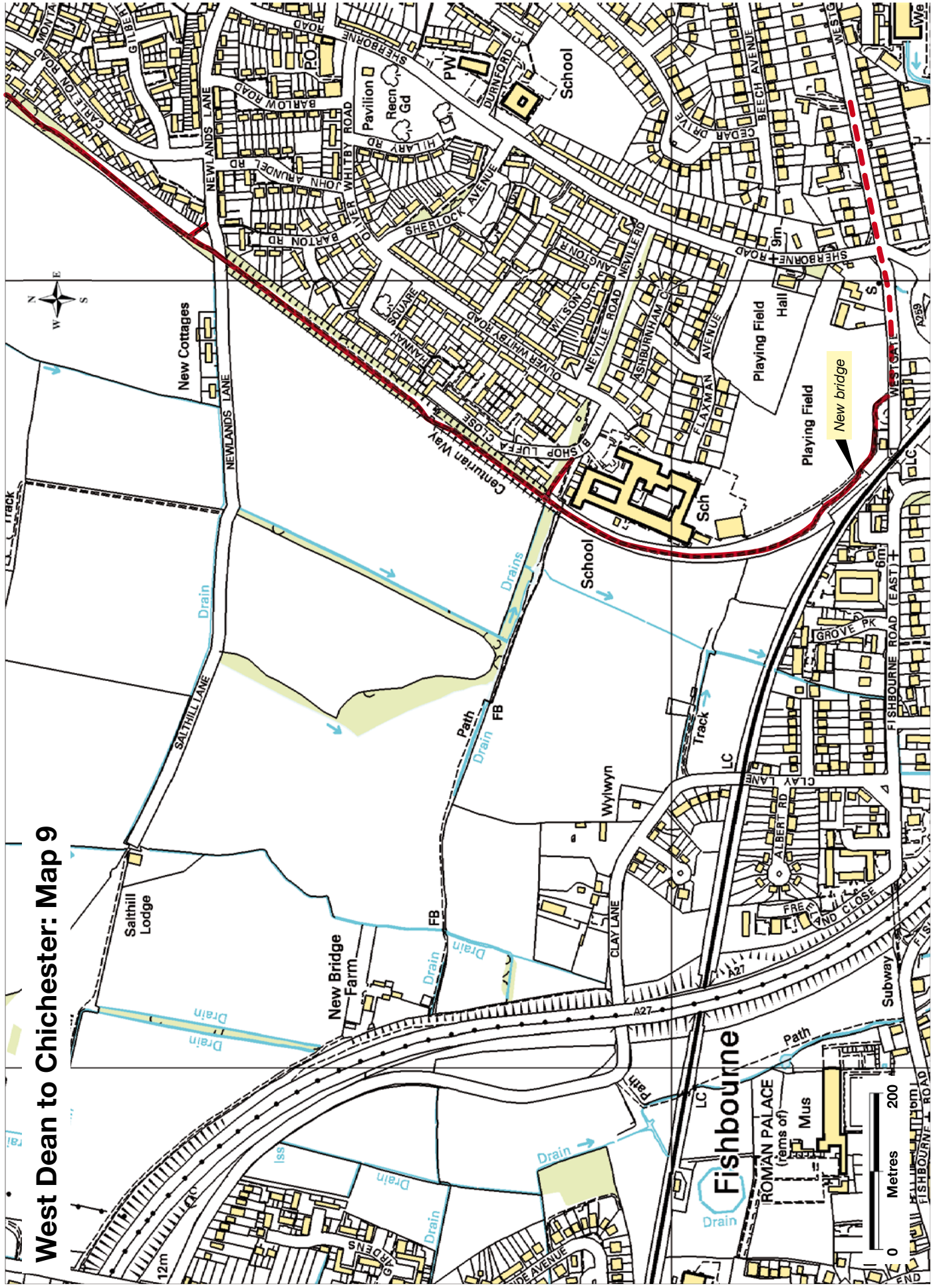


## Centurion Way South





## West Dean to Chichester: Map 9



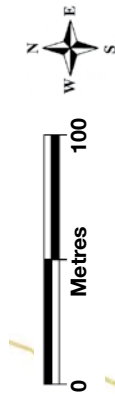






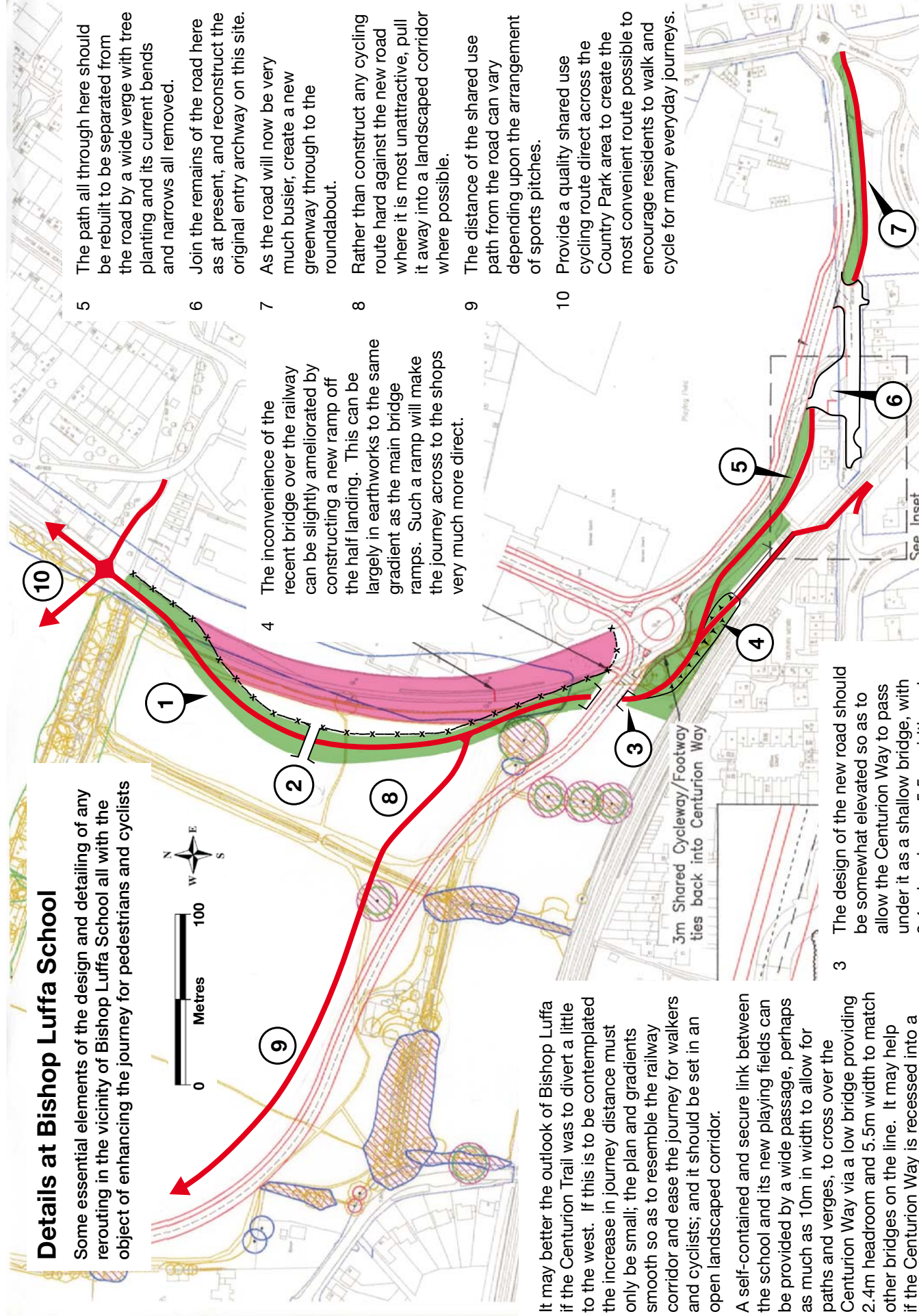
## Details at Bishop Luffa School

Some essential elements of the design and detailing of any rerouting in the vicinity of Bishop Luffa School all with the object of enhancing the journey for pedestrians and cyclists



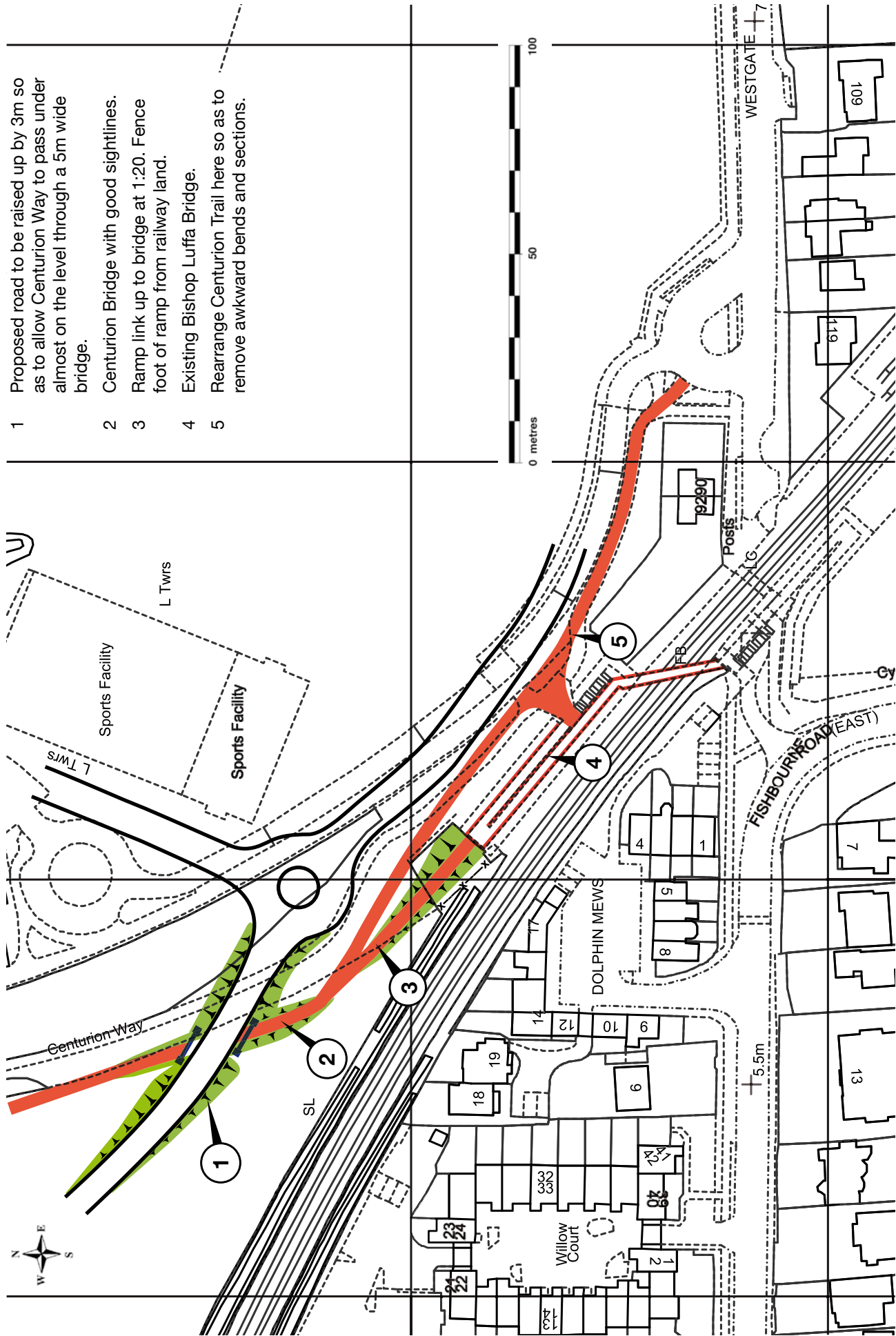
- 1 It may better the outlook of Bishop Luffa if the Centurion Trail was to divert a little to the west. If this is to be contemplated the increase in journey distance must only be small; the plan and gradients smooth so as to resemble the railway corridor and ease the journey for walkers and cyclists; and it should be set in an open landscaped corridor.
- 2 A self-contained and secure link between the school and its new playing fields can be provided by a wide passage, perhaps as much as 10m in width to allow for paths and verges, to cross over the Centurion Way via a low bridge providing 2.4m headroom and 5.5m width to match other bridges on the line. It may help if the Centurion Way is recessed into a low cutting, maybe 1.5m deep, provided always that it is free draining.

- 3 The design of the new road should be somewhat elevated so as to allow the Centurion Way to pass under it as a shallow bridge, with 2.4m headroom, 5.5m width and good approach visibility either side.

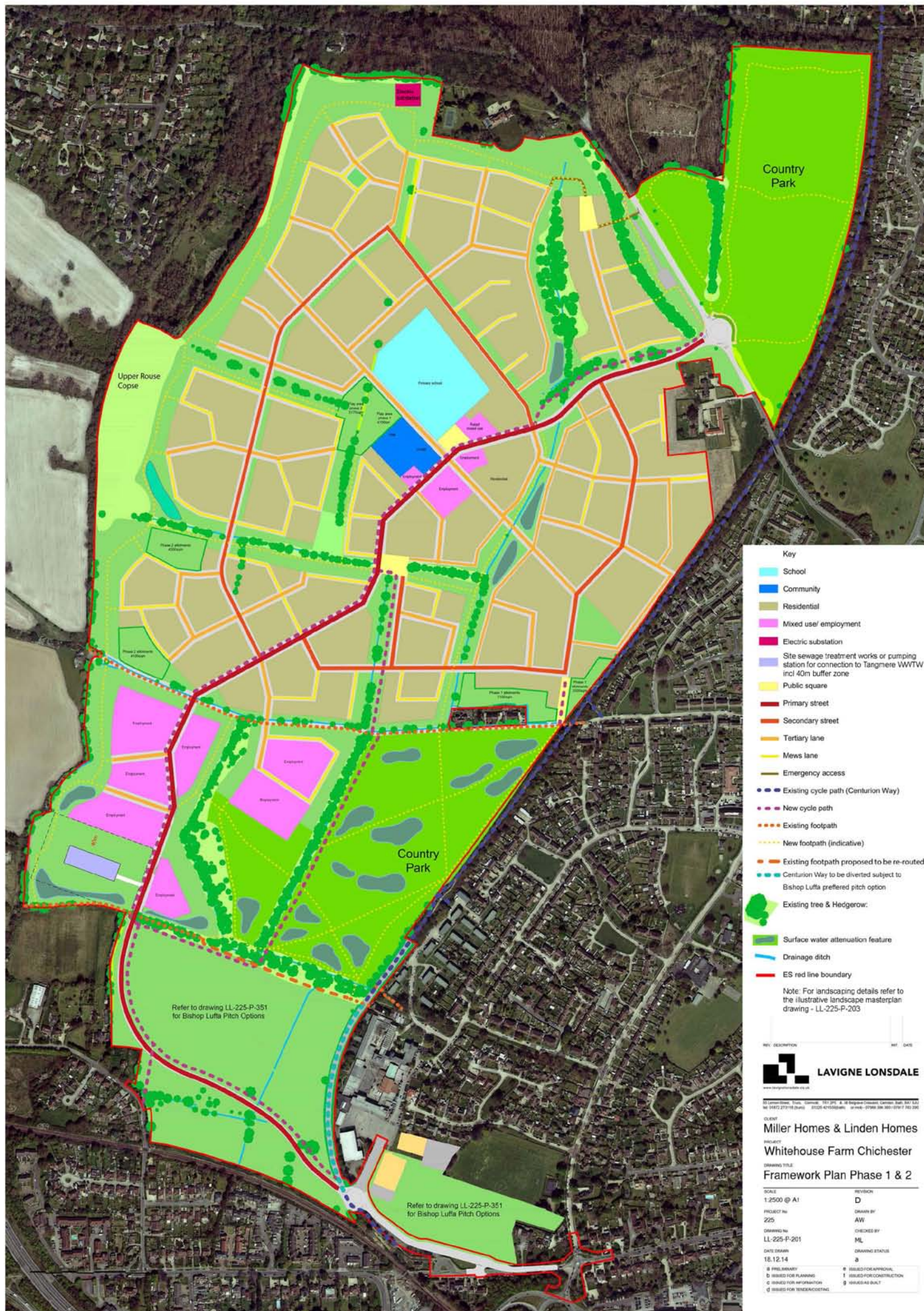


- 4 The inconvenience of the recent bridge over the railway can be slightly ameliorated by constructing a new ramp off the half landing. This can be largely in earthworks to the same gradient as the main bridge ramps. Such a ramp will make the journey across to the shops very much more direct.
- 5 The path all through here should be rebuilt to be separated from the road by a wide verge with tree planting and its current bends and narrows all removed.
- 6 Join the remains of the road here as at present, and reconstruct the original entry archway on this site.
- 7 As the road will now be very much busier, create a new greenway through to the roundabout.
- 8 Rather than construct any cycling route hard against the new road where it is most unattractive, pull it away into a landscaped corridor where possible.
- 9 The distance of the shared use path from the road can vary depending upon the arrangement of sports pitches.
- 10 Provide a quality shared use cycling route direct across the Country Park area to create the most convenient route possible to encourage residents to walk and cycle for many everyday journeys.

# Detail at Bishop Luffa Bridge Approach







- Key**
- School
  - Community
  - Residential
  - Mixed use/employment
  - Electric substation
  - Site sewage treatment works or pumping station for connection to Tangmere WWTW incl 40m buffer zone
  - Public square
  - Primary street
  - Secondary street
  - Tertiary lane
  - Mews lane
  - Emergency access
  - Existing cycle path (Centurion Way)
  - New cycle path
  - Existing footpath
  - New footpath (indicative)
  - Existing footpath proposed to be re-routed
  - Centurion Way to be diverted subject to Bishop Luffa preferred pitch option
  - Existing tree & Hedgerow
  - Surface water attenuation feature
  - Drainage ditch
  - ES red line boundary
- Note: For landscaping details refer to the illustrative landscape masterplan drawing - LL-225-P-203

**LAGVINE LONSDALE**

33 Corporation Road, Chichester, PO19 1QY. Tel: 01243 771111. Fax: 01243 771112. Email: info@lagvine-lonsdale.co.uk

**CLIENT**  
Miller Homes & Linden Homes

**PROJECT**  
Whitehouse Farm Chichester

**DRAWING TITLE**  
Framework Plan Phase 1 & 2

SCALE 1:2500 @ A1	REVISION D
PROJECT No. 225	DRAWN BY AW
DRAWING No. LL-225-P-201	CHECKED BY ML
DATE DRAWN 15.12.14	DRAWING STATUS A
<ul style="list-style-type: none"> <li>ISSUED FOR APPROVAL</li> <li>ISSUED FOR PLANNING</li> <li>ISSUED FOR INFORMATION</li> <li>ISSUED FOR TENDERING</li> </ul>	<ul style="list-style-type: none"> <li>ISSUED FOR APPROVAL</li> <li>ISSUED FOR CONSTRUCTION</li> <li>ISSUED AS BUILT</li> </ul>



