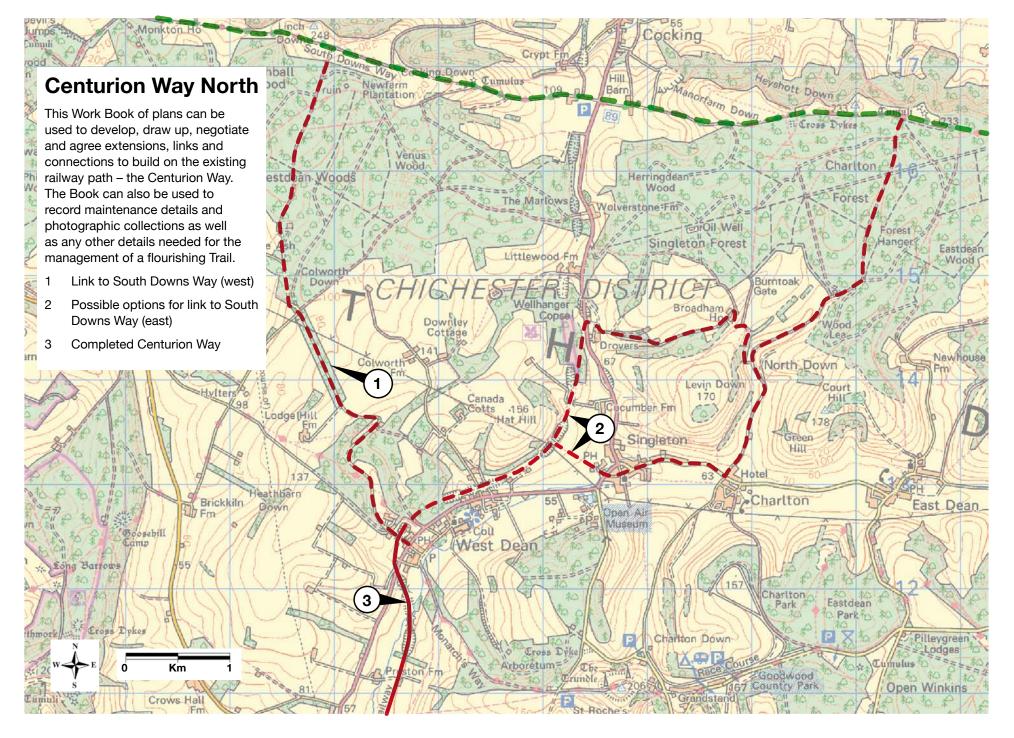
Centurion Way – Chichester

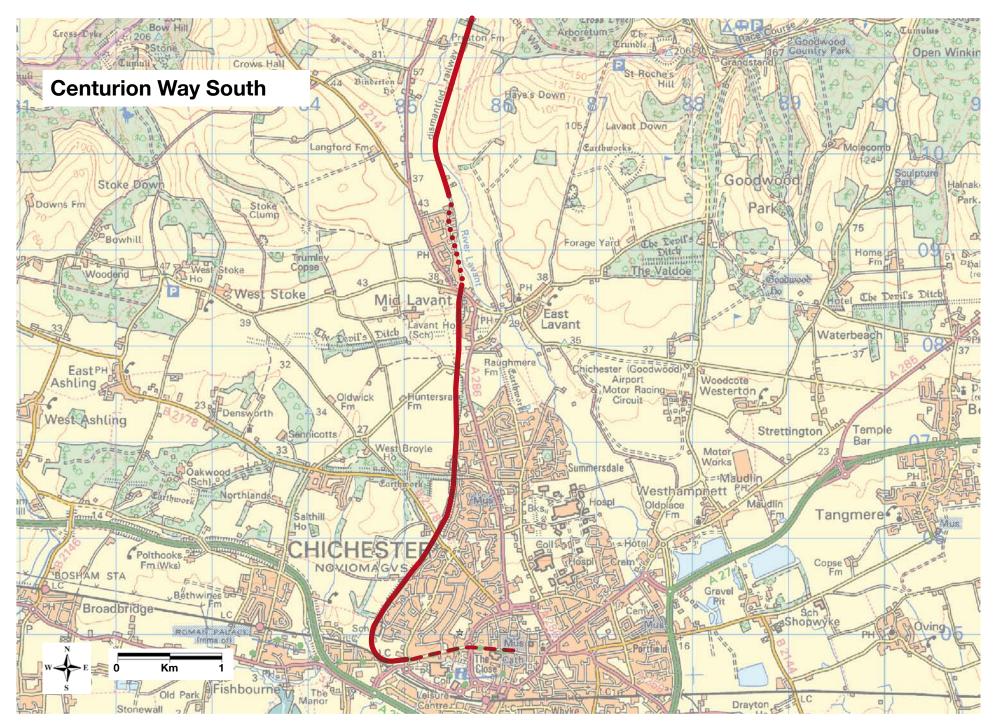
Work book of plans to show details of the Centurion Way, its links, and potential developments and enhancements from linking to the South Downs National Park all the way to the City Centre

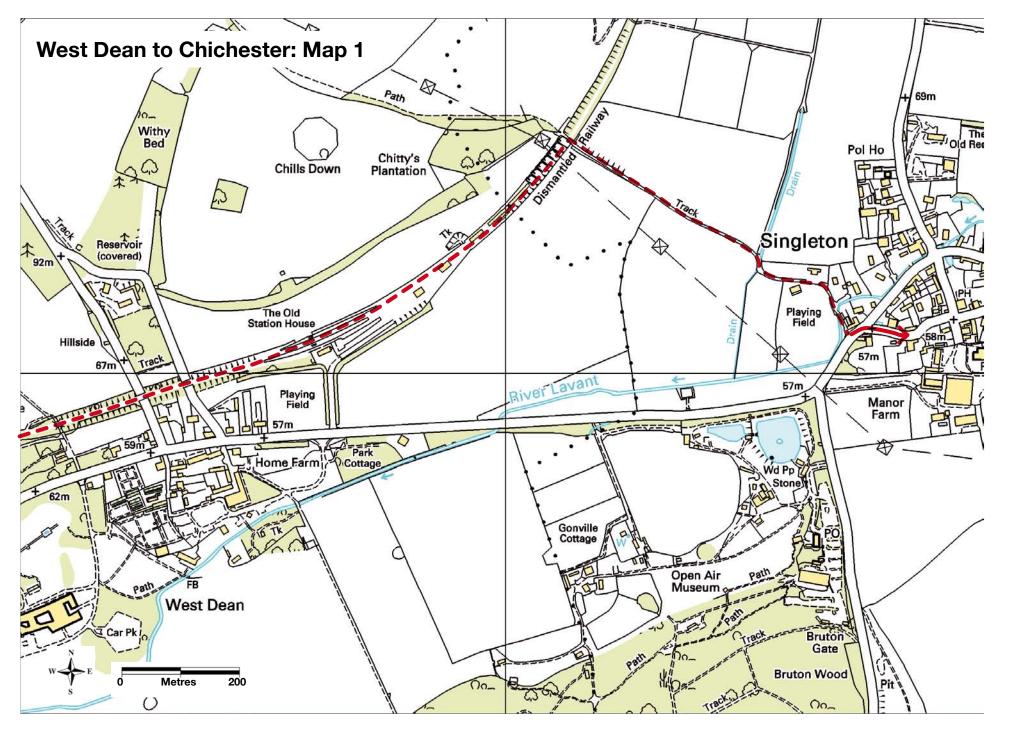


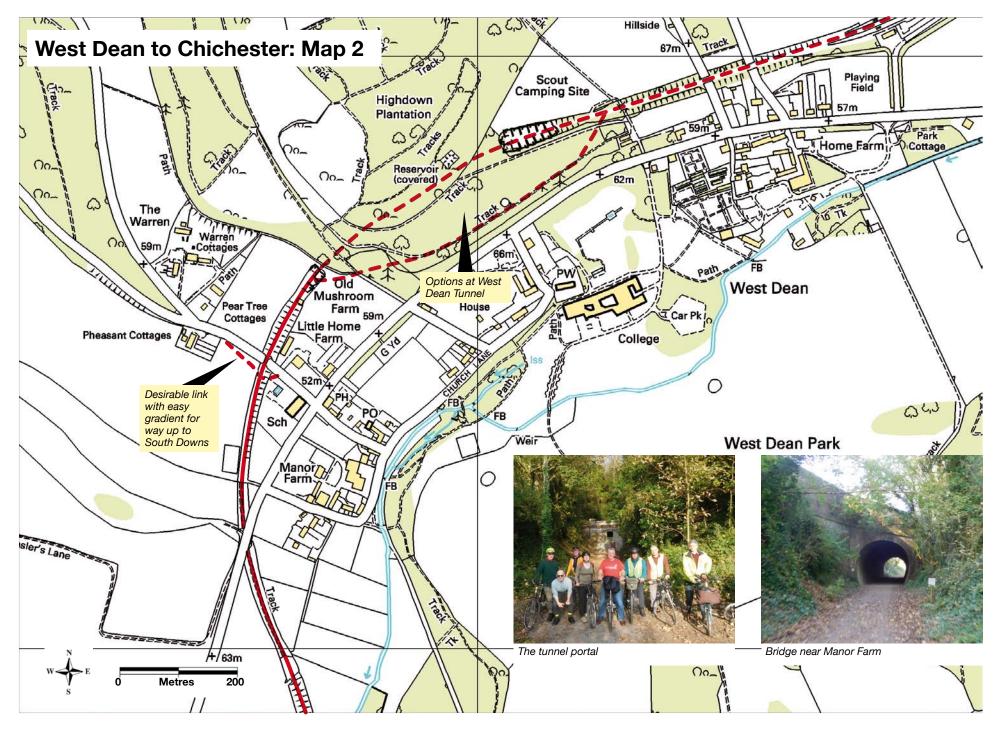
ChiCycle and Greenways & Cycleroutes Limited

Revised March 2018



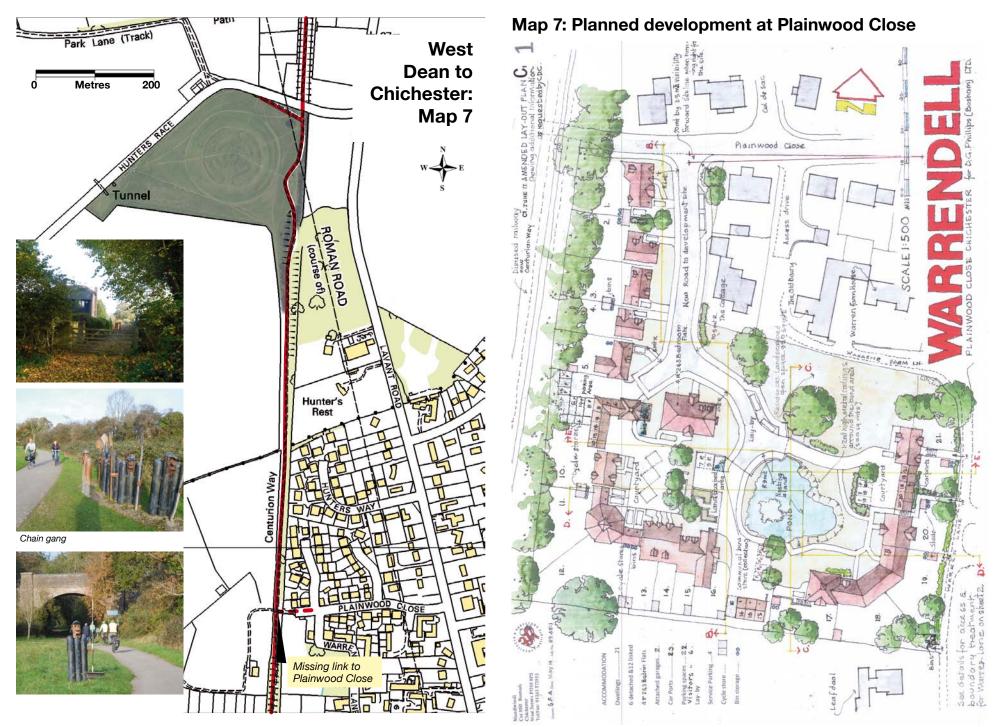






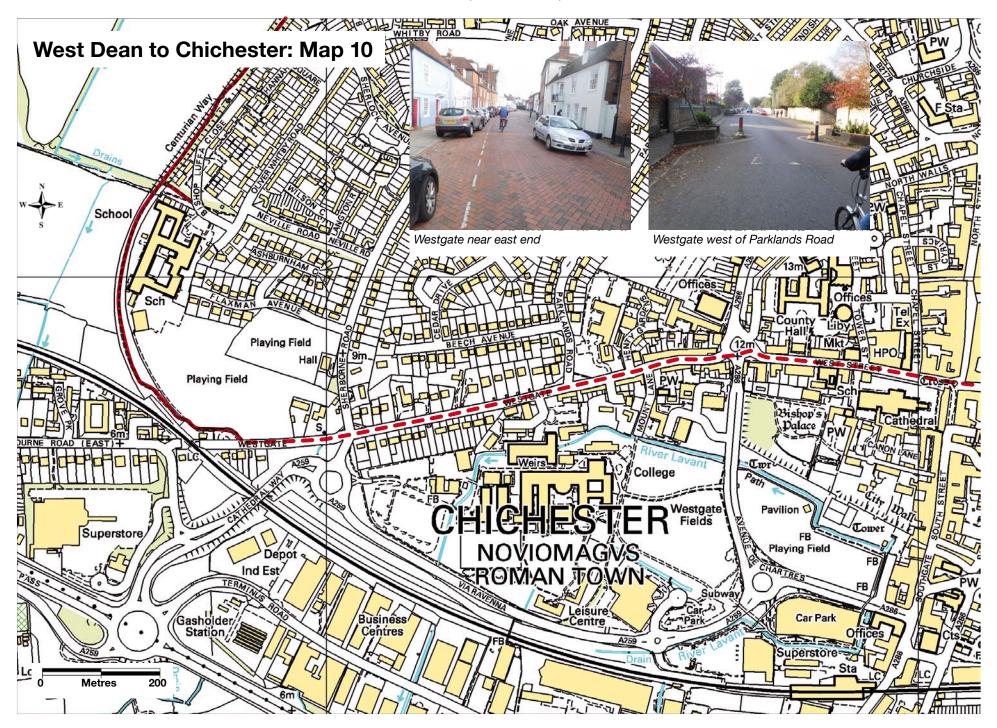












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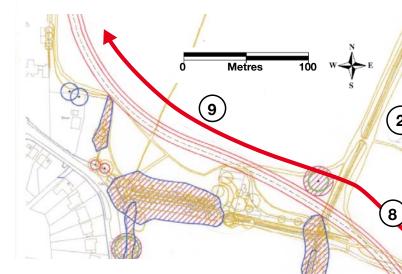
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Details at Bishop Luffa School Option 1: Underpass and ramp to bridge

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.

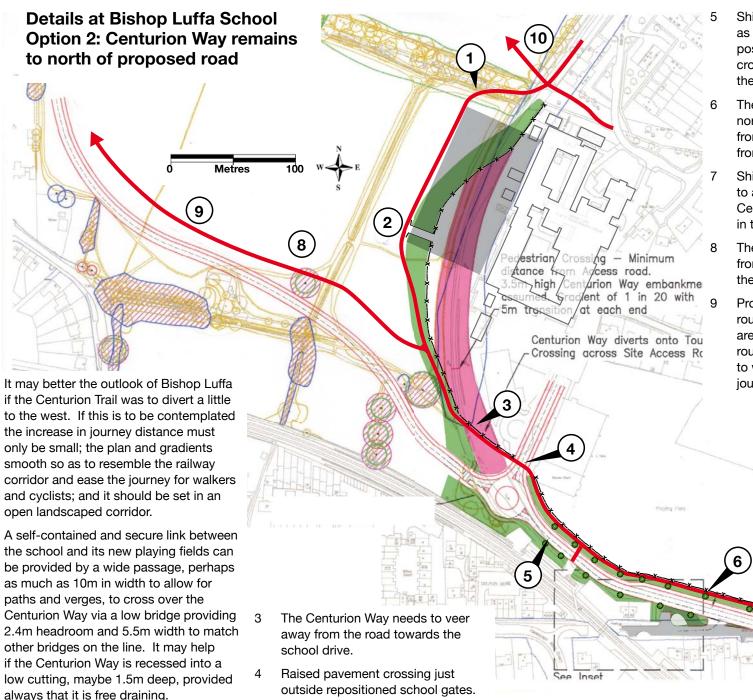
3m Shared Cycleway/Footwayties back into Centurion Way

3

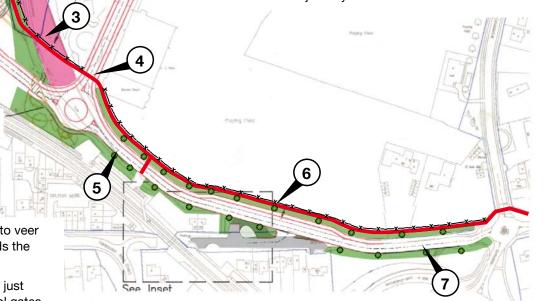
3

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. 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.

- 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.
- Join the remains of the road here as at present, and reconstruct the original entry archway on this site.
- As the road will now be very much busier, create a new greenway through to the roundabout.
- 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.



- Shift the location of the proposed road as close to the railway boundary as possible and provide a raised zebra crossing to link the Centurion Way to the start of the bridge ramps.
- The Centurion Way continues to the north of the proposed road separated from it by avenue trees and fenced off from the school playing fields.
- Shift the road to the south here in order to allow a good space for the path and Centurion Way. Omit roadside parking in this area.
- The distance of the shared use path from the road can vary depending upon the arrangement of sports pitches.
- Provide a quality shared use cycling route direct across the County Park area to create the most convenient route possible to encourage residents to walk and cycle for many everyday journeys.



2

Extending the Centurion Way to the City Centre and the Railway Station

The best way of ensuring that a good number of the new residents in any western development walk and cycle to the city and the station will be to provide them with a direct route from the new development through the Country Park and to extend the Centurion Way as a high quality dedicated route from the Bishop Luffa school all the way to the centre.

These notes show the Centurion Way extended along the north side of Westgate to achieve this purpose, all as a part of the proposed development's access works.

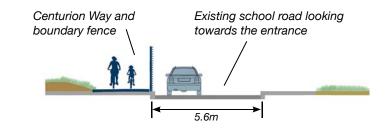
Westgate itself will have to be stopped up to through traffic otherwise the planned new road will simply funnel more traffic direct towards the City Centre. In these notes we suggest that this road closure is just to the east of Mount Lane.

Section 1

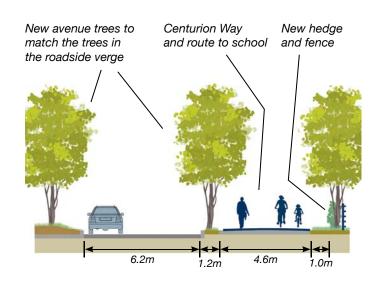
View along existing Centurion Way showing the school road fenced off to the right with the playing fields beyond. The two sections below show the existing and the proposed arrangements at this location

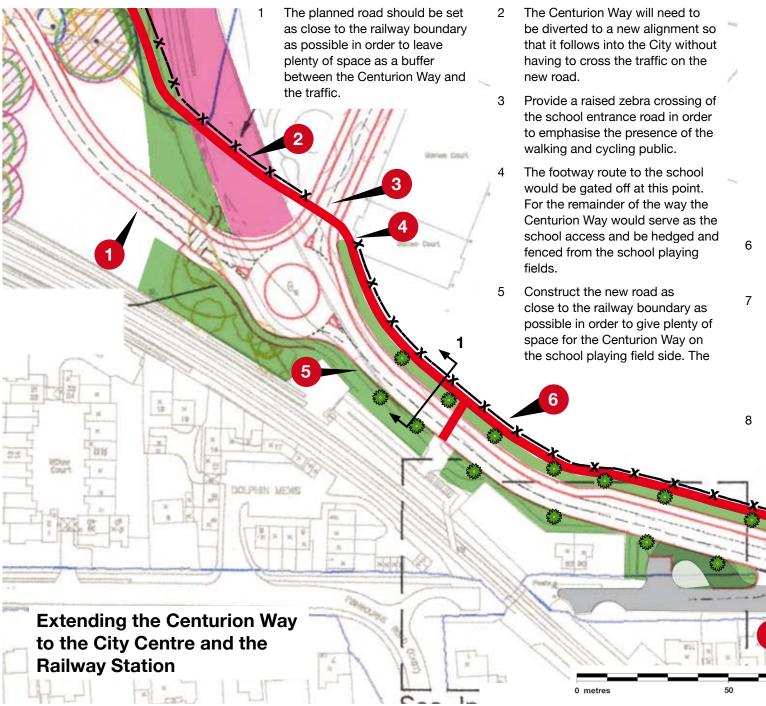
Existing arrangement of Centurion Way and school road





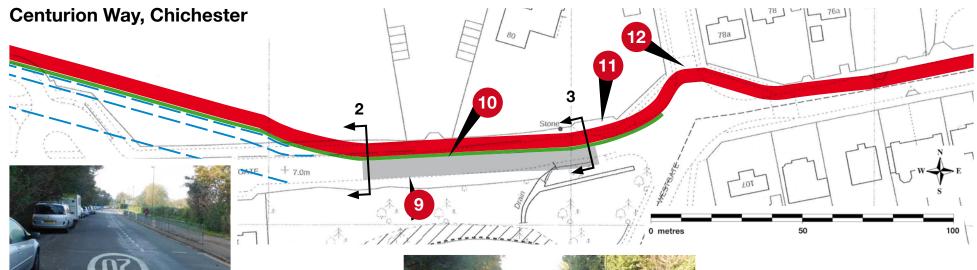
Proposed new road with extension of Centurion Way alongside the playing field hedge



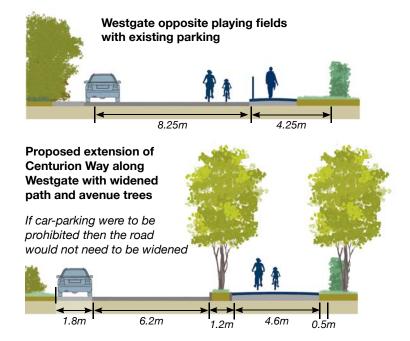


path should be separated from the road by a wide grass verge planted with a line of avenue trees. At the same time the school could also plant matching trees just its side of the boundary fence, as well as the road keeping what trees it can near the railway. The central objective should be that of creating an attractive avenue to extend the special quality of the Centurion Way far in towards the City Centre. See Section 1 on opposite page.

- 6 Provide raised zebra crossing to reach the start of the existing bridge over the railway.
- 7 Continue the proposed road, verge, trees and Centurion Way. The shared use path through here should allow 2.0m for pedestrians and 2.5m for cyclists all arranged as a single space to cater for the peak flows to and from school.
- Provide for link to remains of old road for residents.

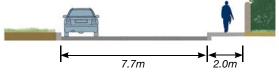


Section 2; View looking along Westgate towards the school entrance. Either the parked cars could be removed to allow space for the Centurion Way on the opposite side of the road, or it will need to be widened into the adjacent land





Section 3; Just to the west of Sherborne Road



1.2m

4.6m

Proposed road shifted to the south onto adjacent empty land and the carriageway narrowed to allow for the Centurion Way and avenue tree planting

6.2m

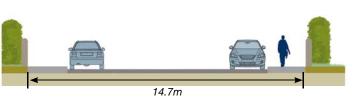
- 9 This section of Westgate is used for free parking. If this were to go then the road could be narrowed to create space for the Centurion Way. If it is to stay them reconstruct the road a little to the south into the edge of the woodland rising up beside the cathedral way embankment. See Section 2.
- 10 Provide a careful detail at each neighbour's entrance so as to ensure the uninterrupted continuity of the path, and priority for pedestrians and cyclists.
- 11 Approaching the Sherborne Road junction, Westgate will need to be moved some 2.5m to the south in order to make space for the Centurion Way. See Section 3.
- 12 Utilise the existing raised pavement crossing of the main road but uprate it to a zebra style.

Centurion Way, Chichester

Section 4. Westgate east of Sherborne Road. Here the wide road is used as a car park when in fact it is the main approach to the historic City Centre. We show one line of parked vehicles removed and the carriageway narrowed to reflect the lower traffic volumes and speeds here

Existing Westgate east of Sherborne Road looking back towards the school, showing car parking on both sides of the road



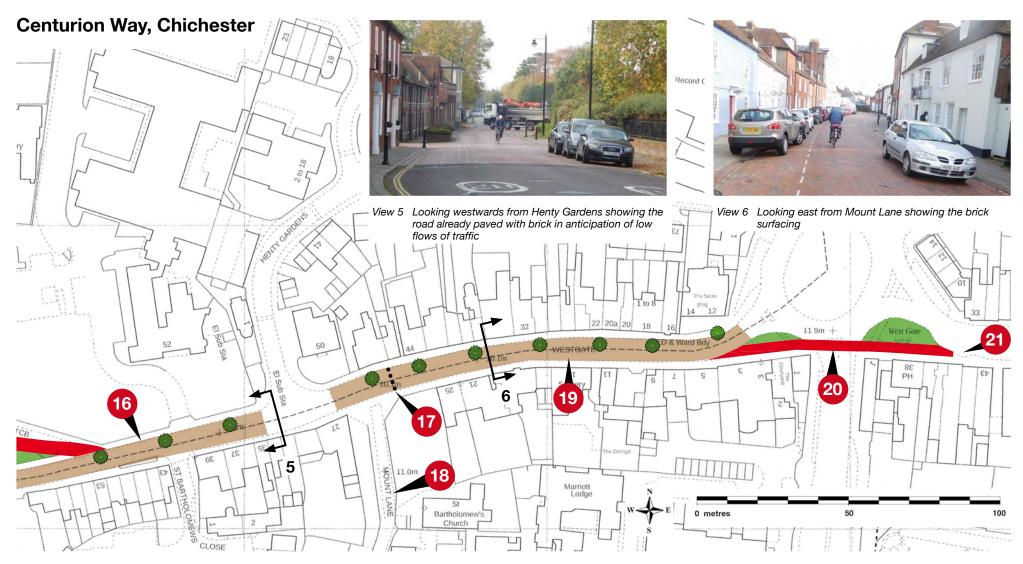


13 As Westgate will need to be closed to through traffic - to protect residents and the City Centre - it can be remodelled to take the Centurion Way along its whole length as a tree lined avenue. Section 4 shows this on the north side of the existing road with space gained by limiting parking to just the one side as all the properties on the north side of the road have a drive into their front grounds. The unloved bollards and build outs are removed and space created for the 4.6m wide path to continue all

through with a 1.2m wide verge for avenue trees. In addition trees should be planted at intervals along the car park side as well.

- 14 Provide access links for all neighbours.
- 15 At Parklands road the Centurion Way could be arranged to take advantage of the additional space in order to make a short interlude from running beside the road. Define the crossing of Parklands Road with priority for the Centurion Way.





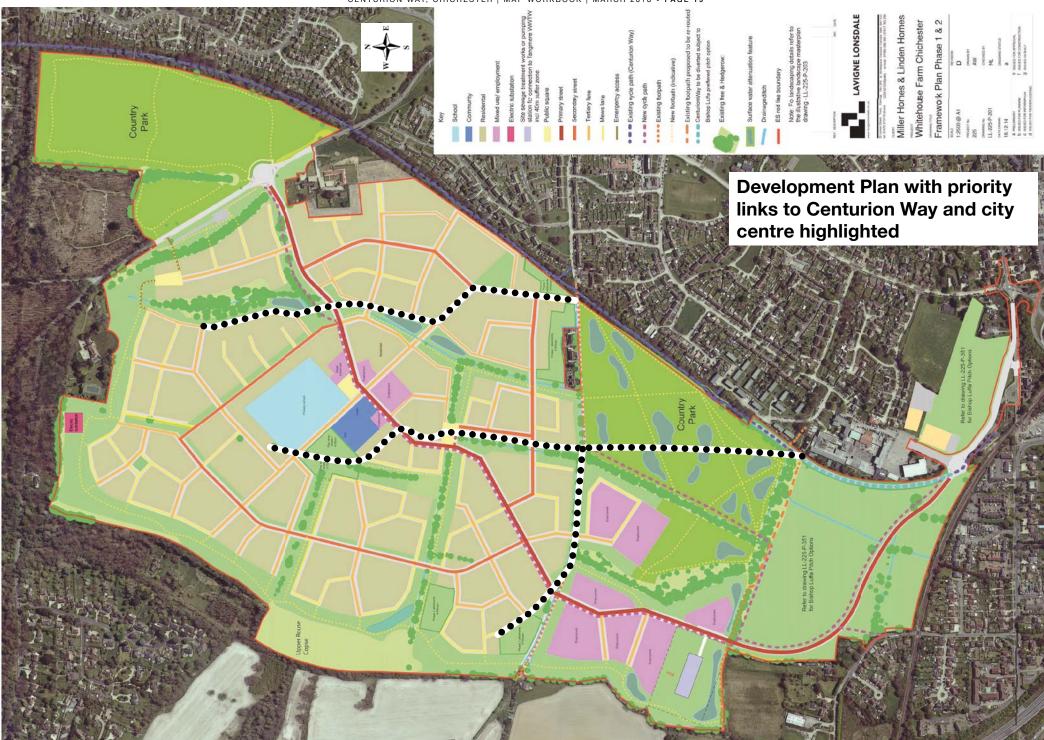
- 16 This section of Westgate will be very lightly trafficked as it will serve a small catchment if the way is closed off beyond Mount Lane. We can take advantage of its brick surface (see view 4) to direct cyclists down the road. Continue through with tree planting as shown in the picture.
- 17 Close the road to all traffic here, except emergency services.
- 18 Mount Lane leads to the existing path and cycle track to the Railway Station
- 19 Westgate is again paved here and cyclists can use the road which will have very little traffic. If possible

continue with the tree planting to enhance the walking experience.

20 This roundabout is a problem for non-motorised travellers. But there is space to cut straight through the existing landscaping to a single stage light controlled crossing of Avenue de Chartres to make a safe and direct route through to West Street and the City Centre.

21 The final part of the journey is on the road and footway and the traveller is soon rewarded with sight of the Cathedral and the central market cross.

CENTURION WAY, CHICHESTER | MAP WORKBOOK | MARCH 2018 • PAGE 19



CENTURION WAY, CHICHESTER | MAP WORKBOOK | MARCH 2018 • PAGE 20