

Centurion Way – Chichester

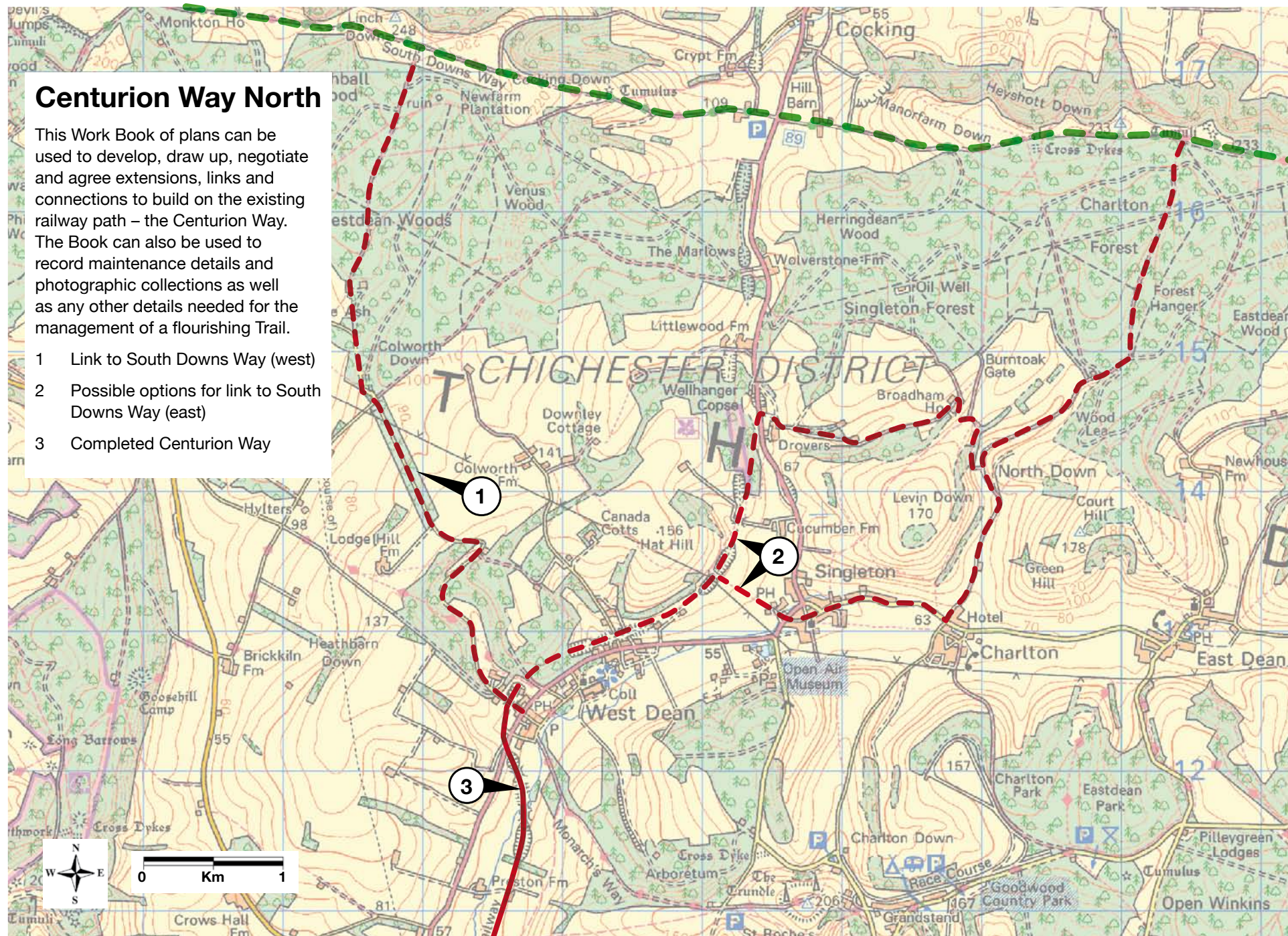
Work book of plans to show details of the Centurion Way, its links, and potential developments and enhancements from linking to the South Downs National Park all the way to the City Centre



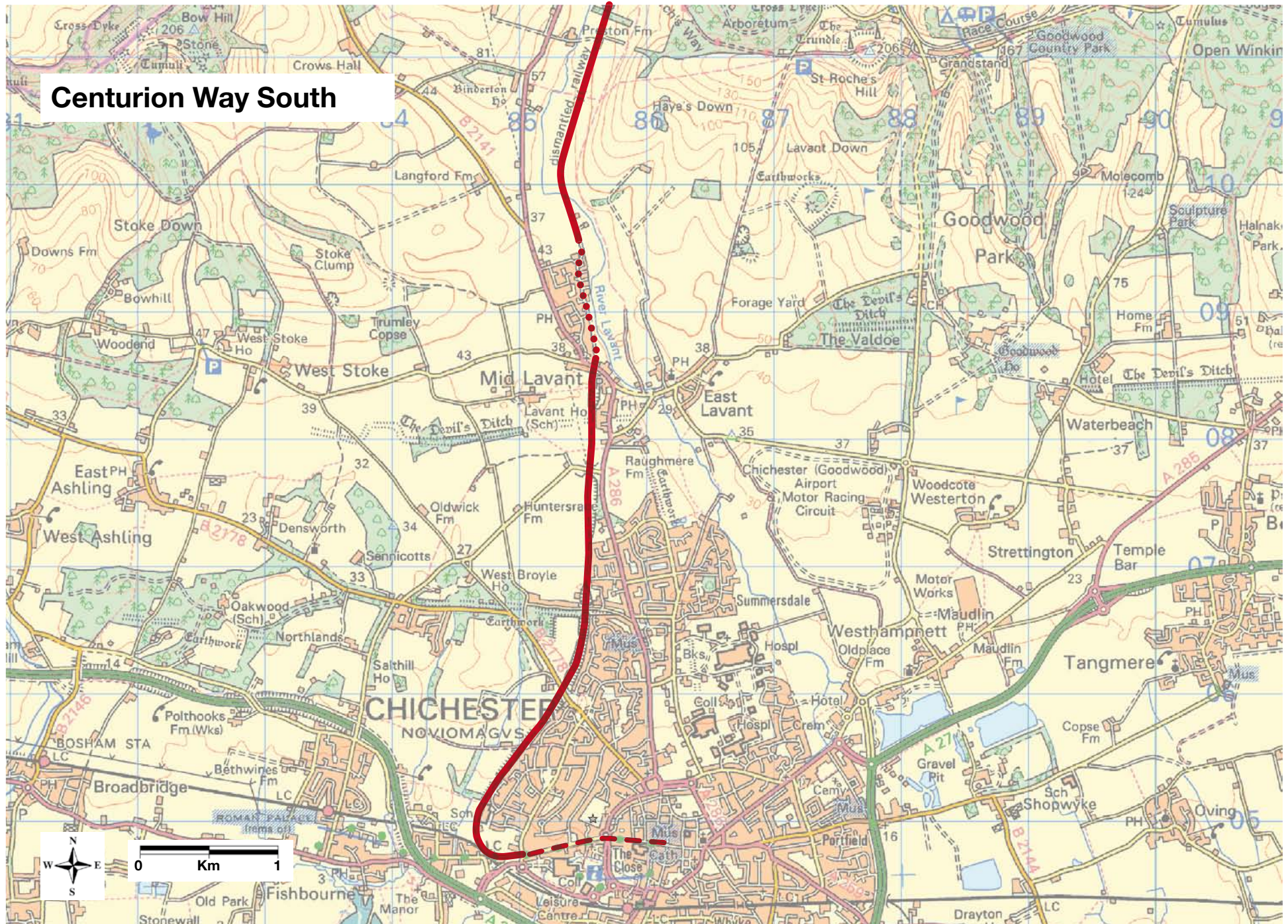
Centurion Way North

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.

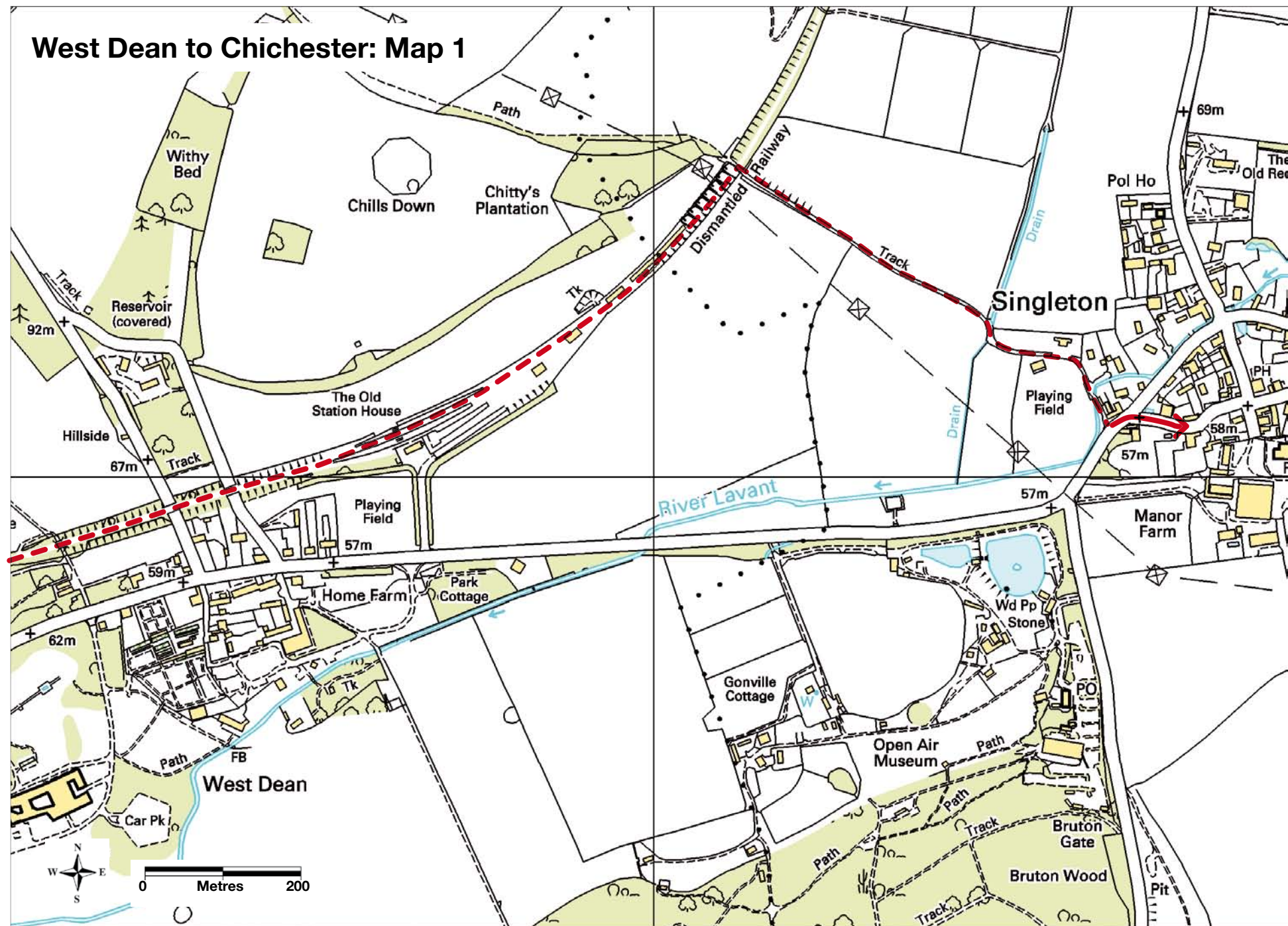
- 1 Link to South Downs Way (west)
- 2 Possible options for link to South Downs Way (east)
- 3 Completed Centurion Way



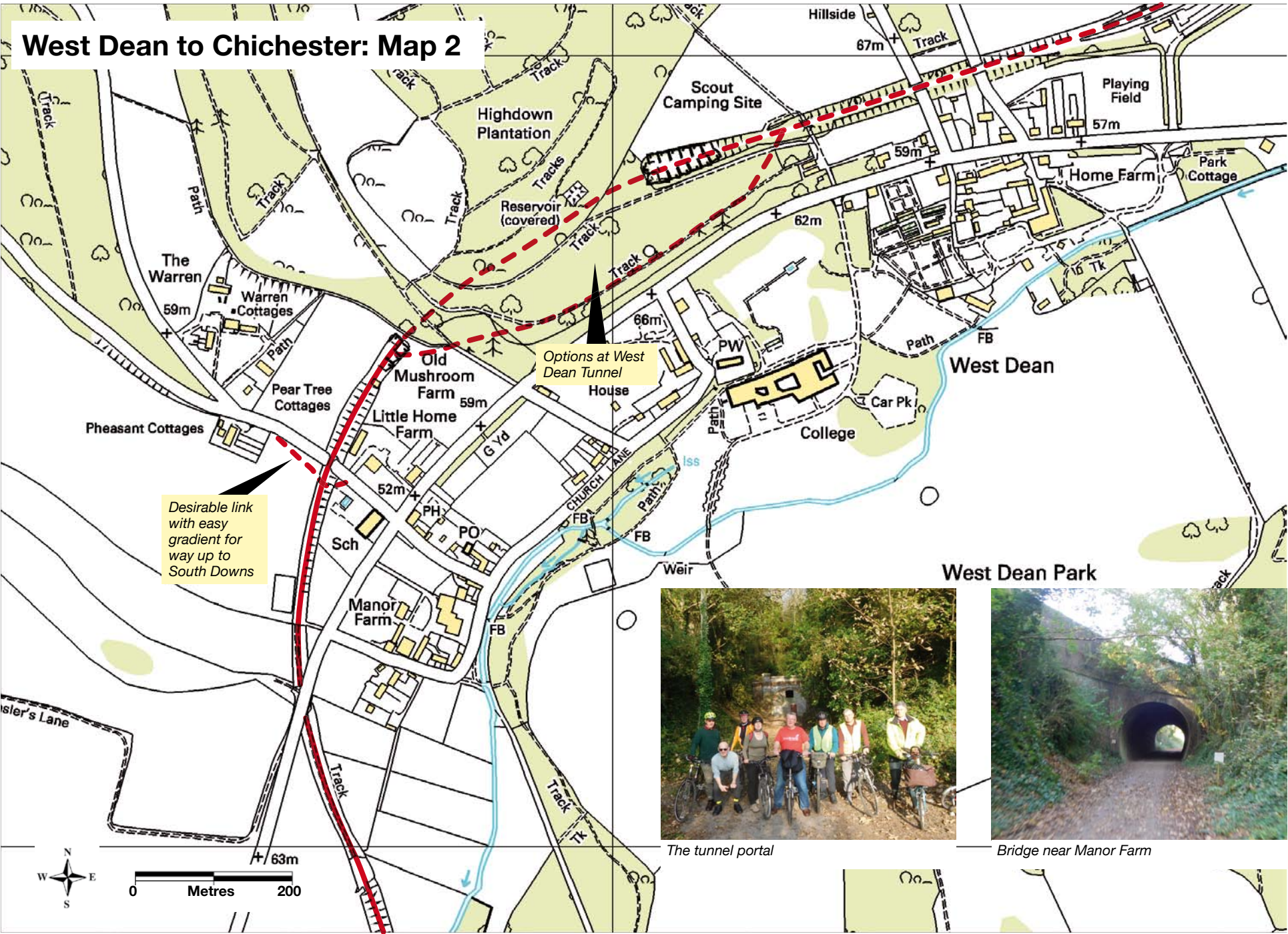
Centurion Way South



West Dean to Chichester: Map 1



West Dean to Chichester: Map 2

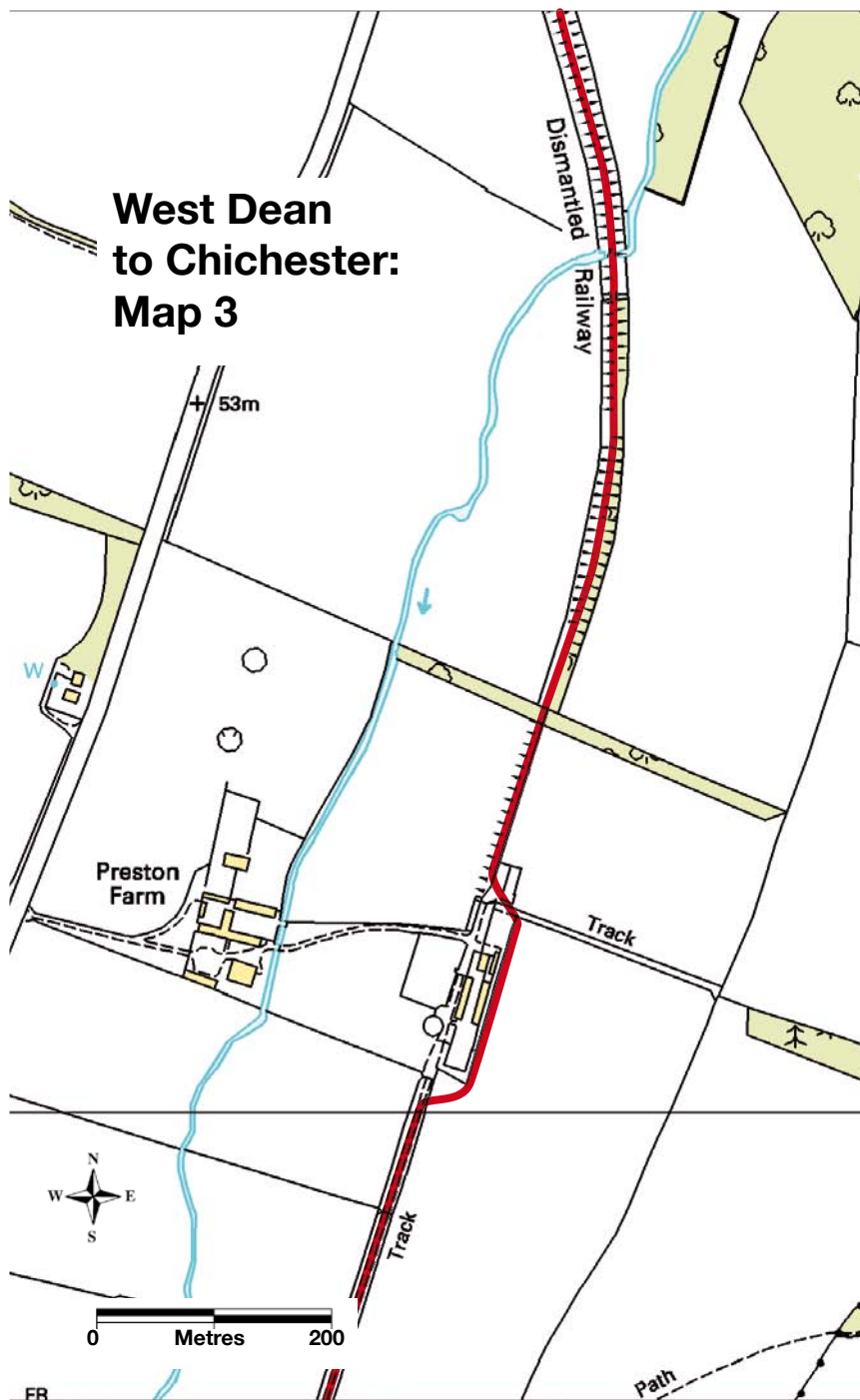


The tunnel portal

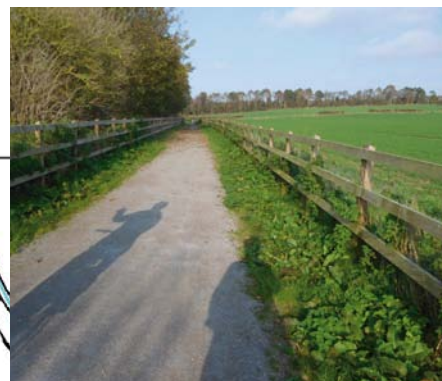
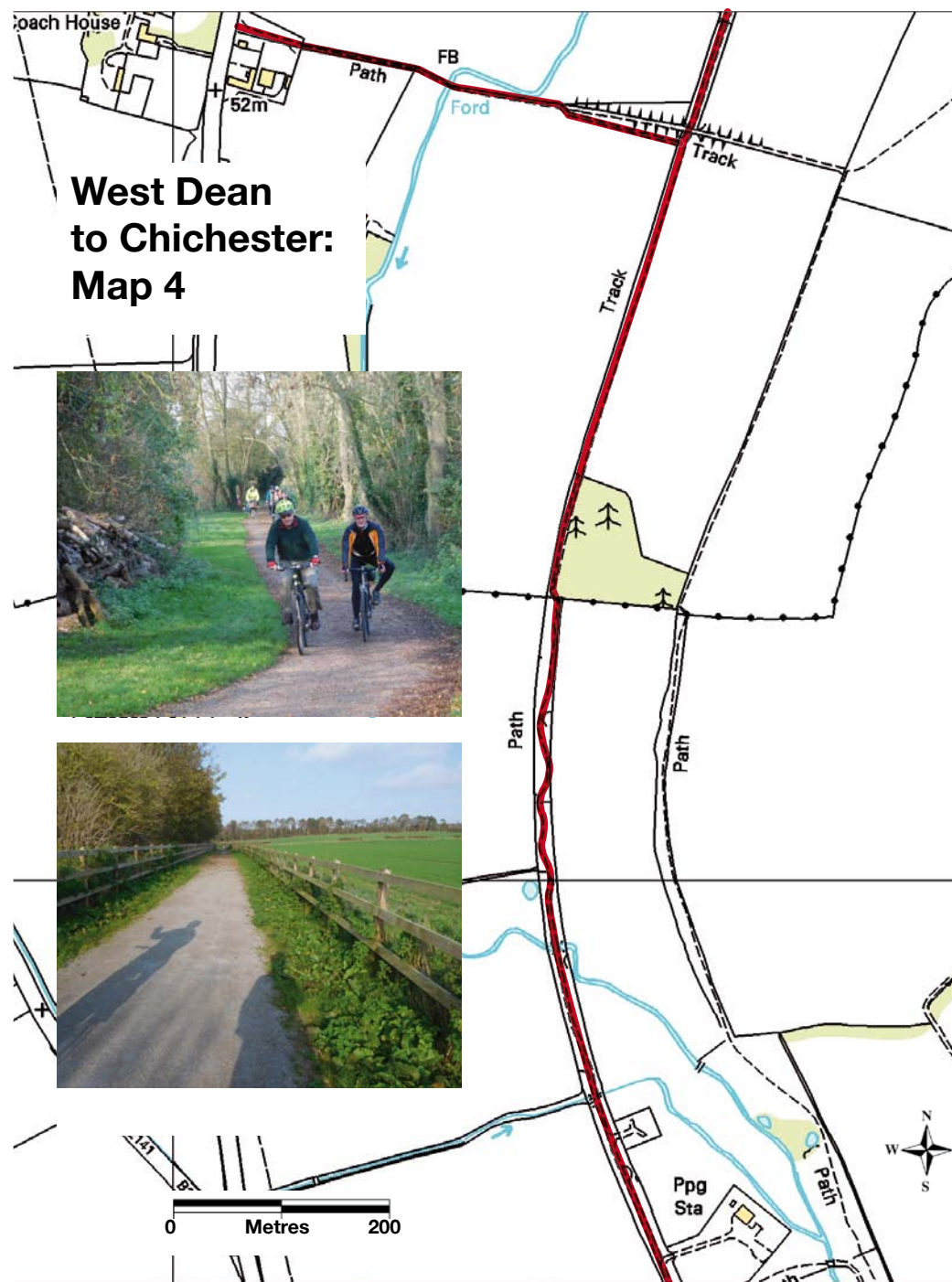


Bridge near Manor Farm

West Dean to Chichester: Map 3



West Dean to Chichester: Map 4



West Dean
to Chichester:
Map 5



West Dean
to Chichester:
Map 6

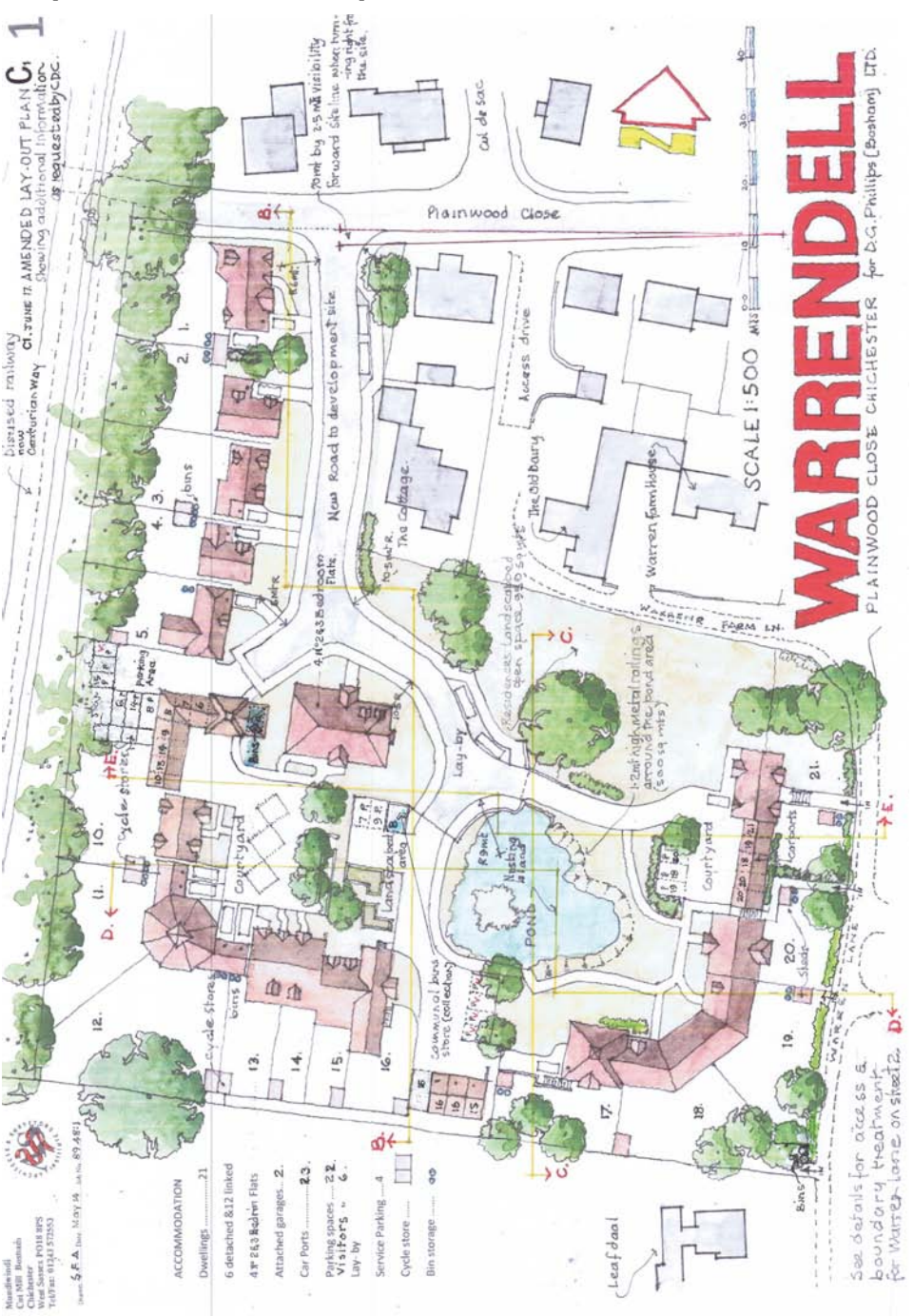




Chain gang



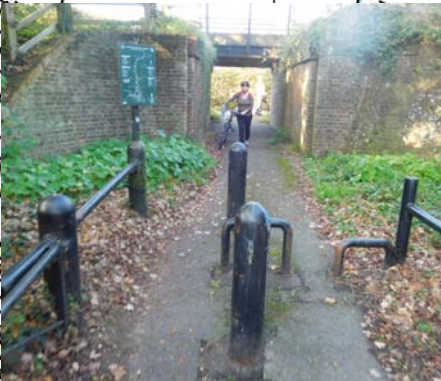
Map 7: Planned development at Plainwood Close



- Binding Margin -



West Dean to Chichester: Map 9



Bishop Luffa Close link



Neville Road link



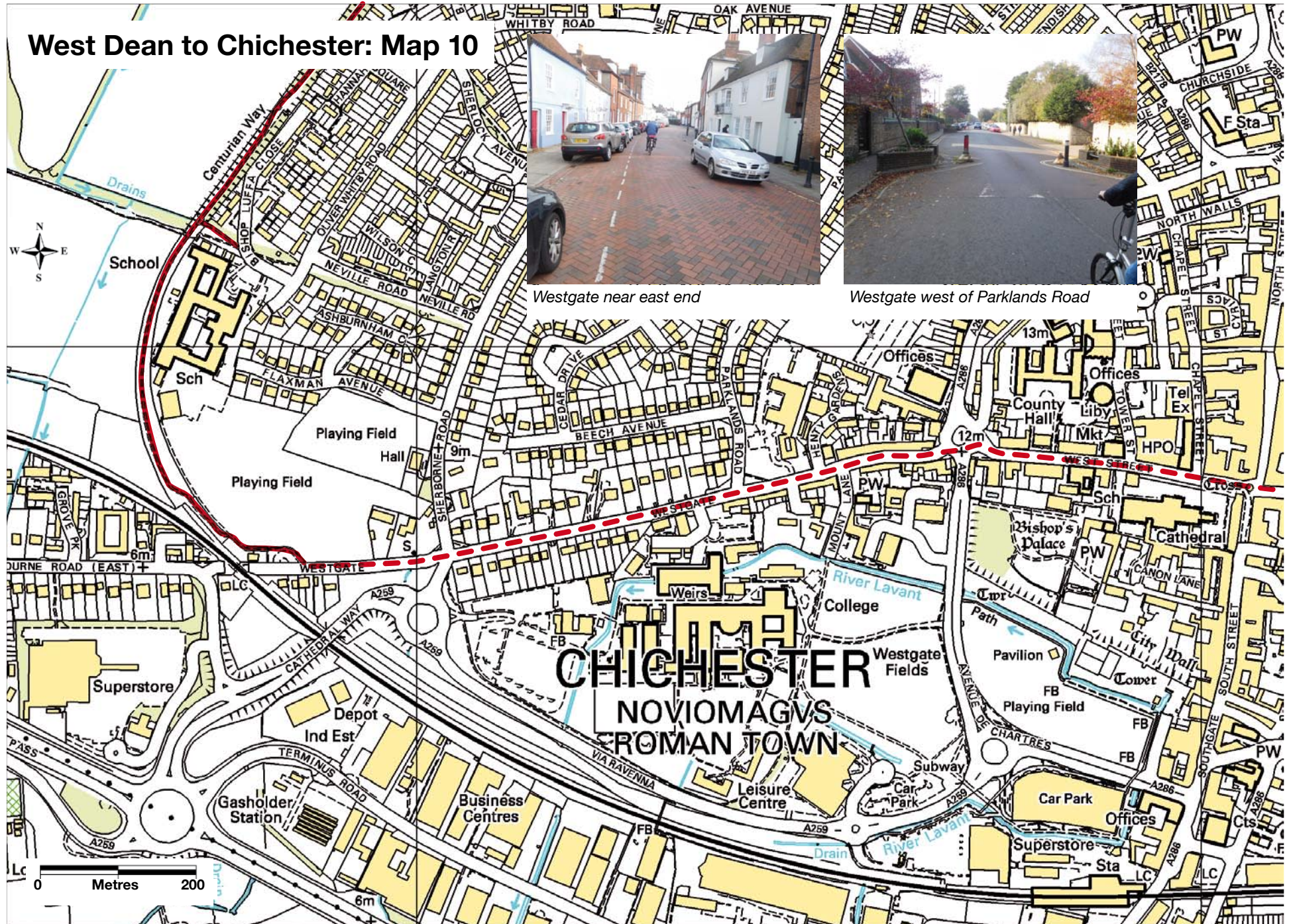
Footbridge



Ramp



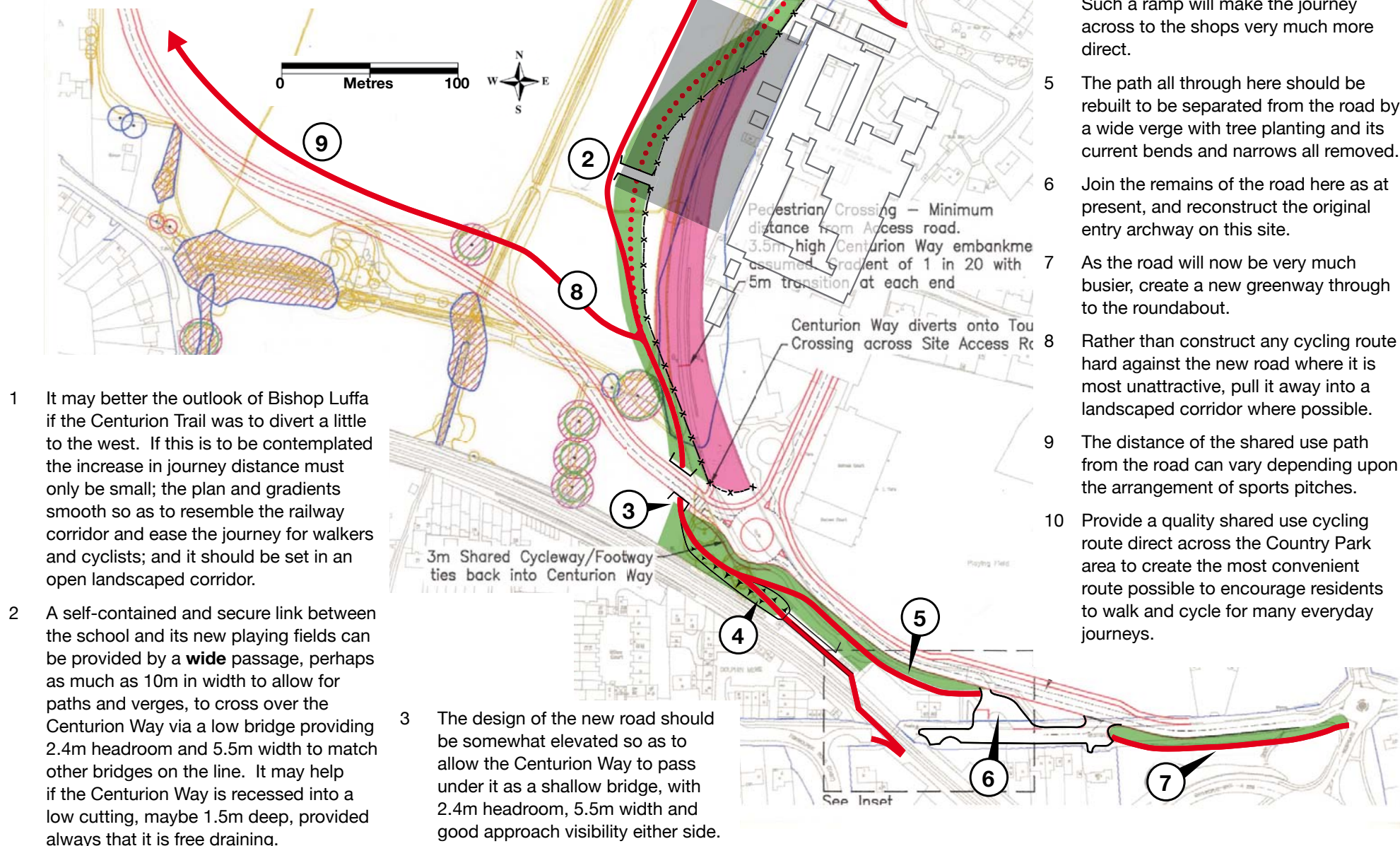
West Dean to Chichester: Map 10



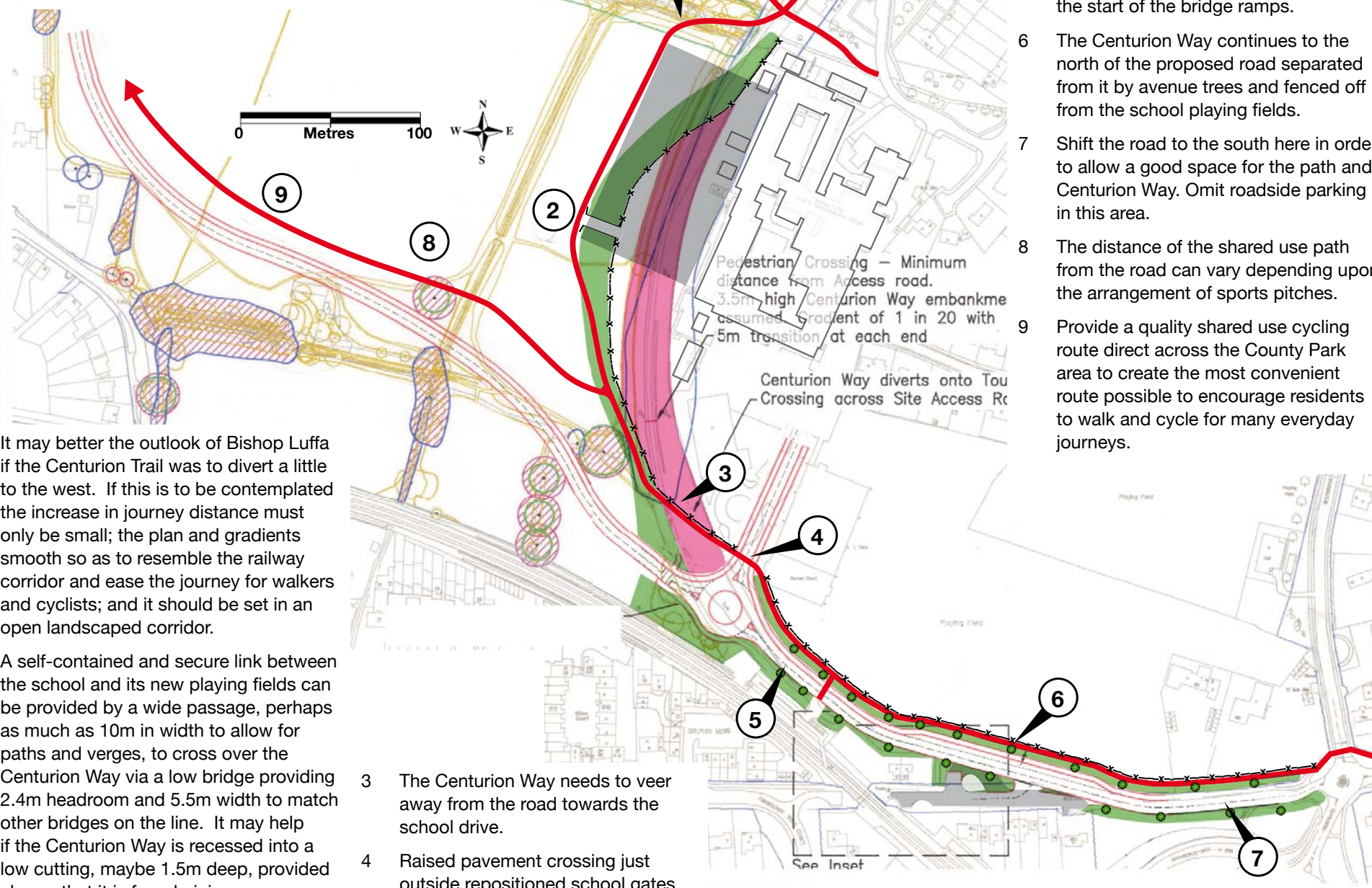
Details at Bishop Luffa School

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



Details at Bishop Luffa School Option 2: Centurion Way remains to north of proposed road



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.

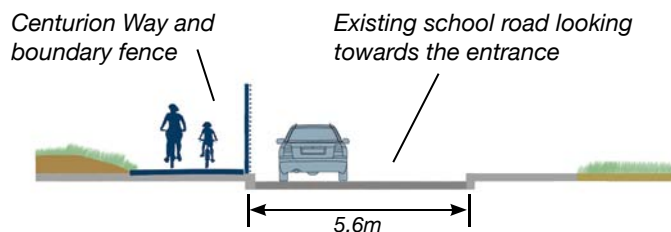
Westgate itself will have to be stopped up to through traffic otherwise the planned new road will simply funnel more traffic direct towards the City Centre. In these notes we suggest that this road closure is just to the east of Mount Lane.

Section 1

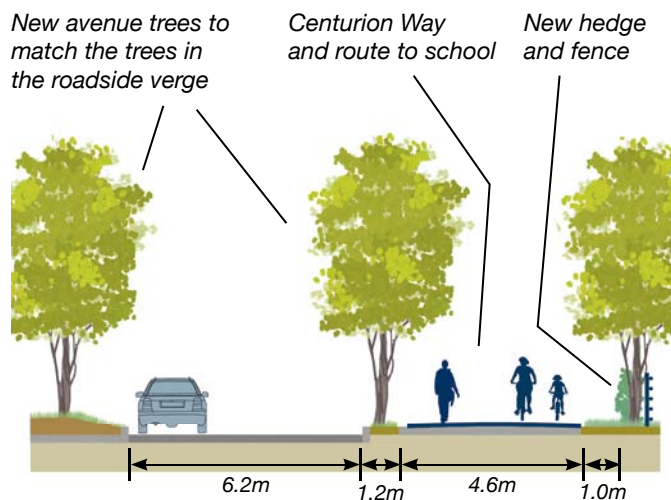
View along existing Centurion Way showing the school road fenced off to the right with the playing fields beyond. The two sections below show the existing and the proposed arrangements at this location

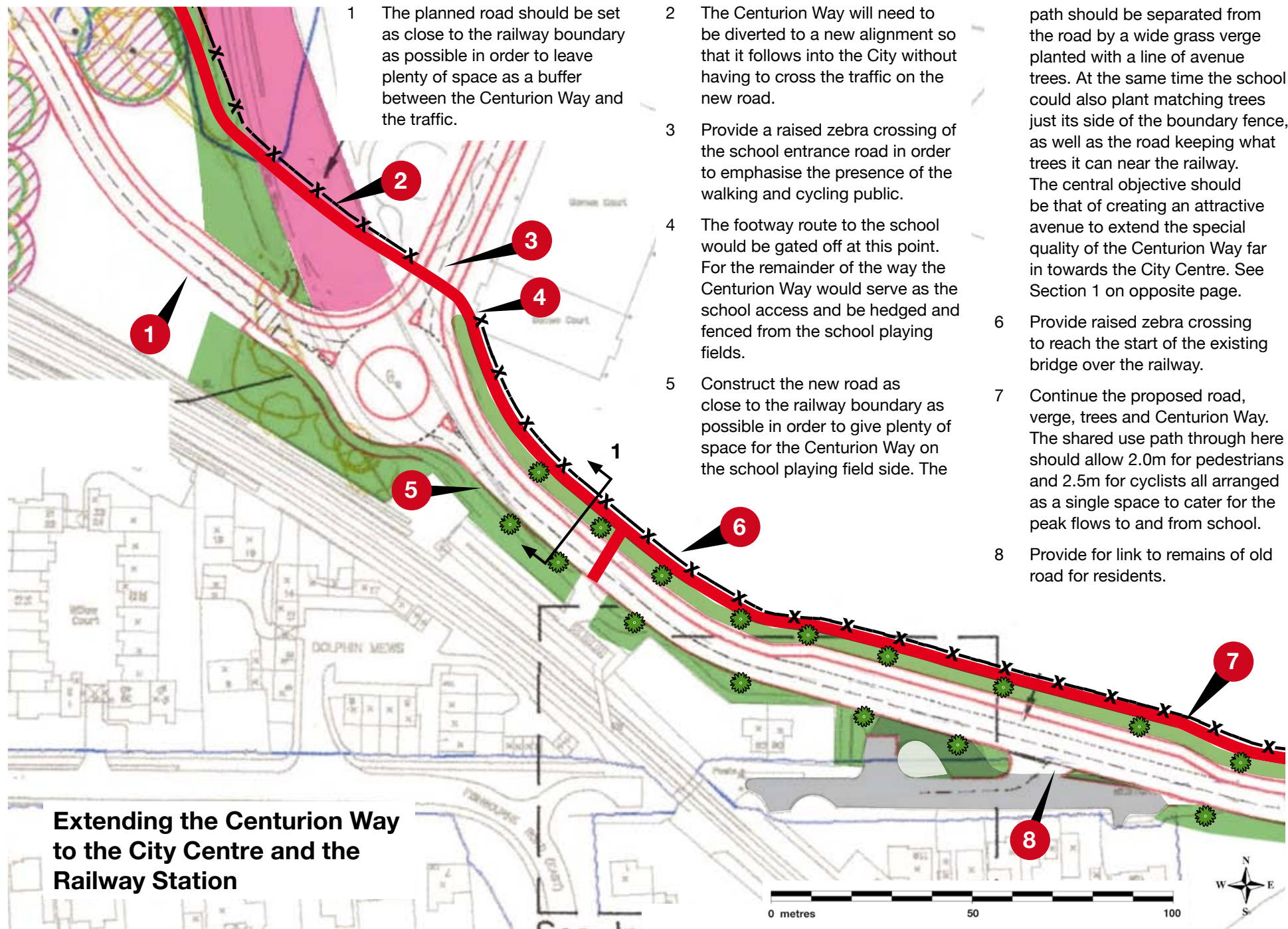


Existing arrangement of Centurion Way and school road

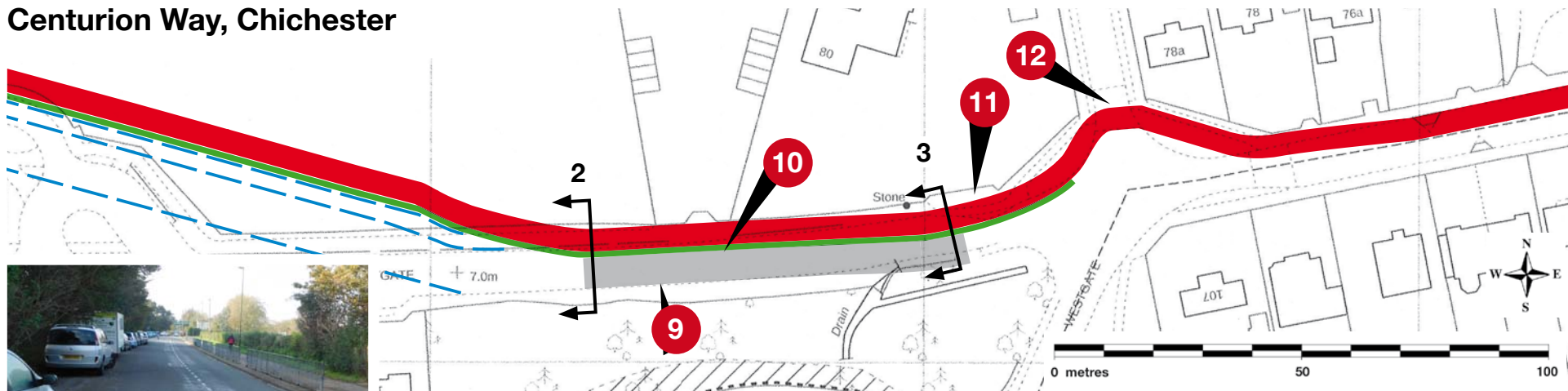


Proposed new road with extension of Centurion Way alongside the playing field hedge

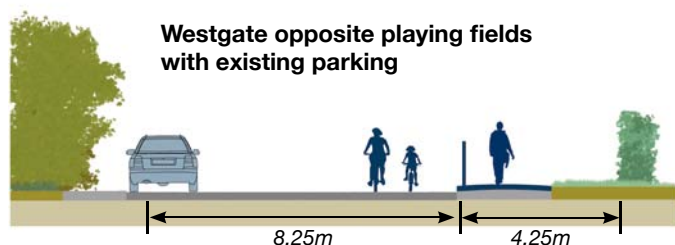




Centurion Way, Chichester

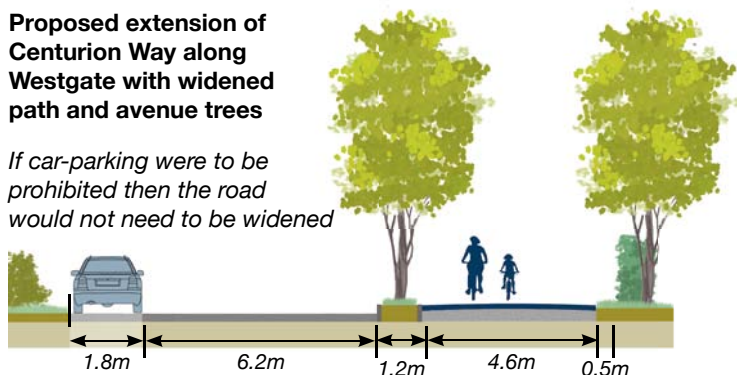


Section 2; View looking along Westgate towards the school entrance. Either the parked cars could be removed to allow space for the Centurion Way on the opposite side of the road, or it will need to be widened into the adjacent land

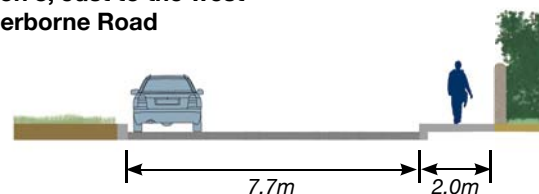


Proposed extension of Centurion Way along Westgate with widened path and avenue trees

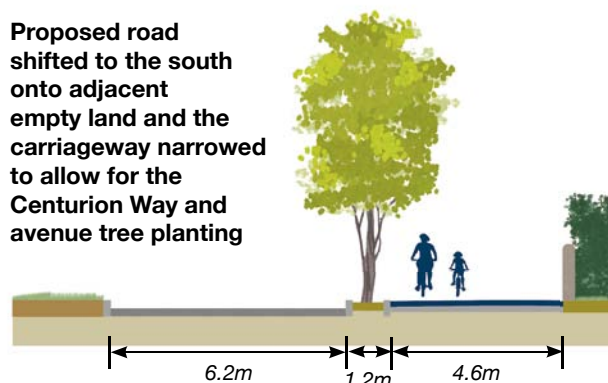
If car-parking were to be prohibited then the road would not need to be widened



Section 3; Just to the west of Sherborne Road



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



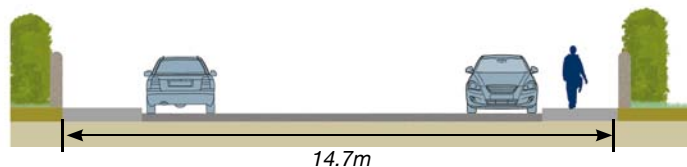
- 9 This section of Westgate is used for free parking. If this were to go then the road could be narrowed to create space for the Centurion Way. If it is to stay then they reconstruct the road a little to the south into the edge of the woodland rising up beside the cathedral way embankment. See Section 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

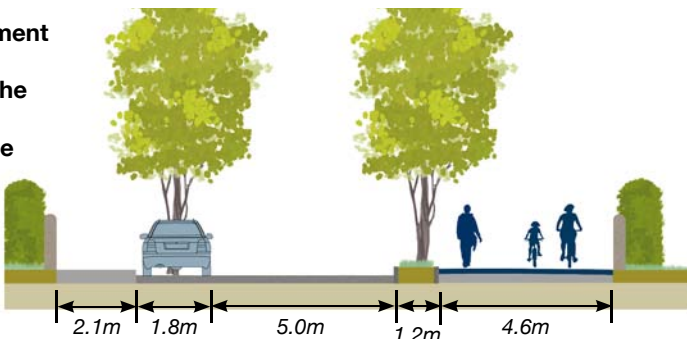
Section 4. Westgate east of Sherborne Road. Here the wide road is used as a car park when in fact it is the main approach to the historic City Centre. We show one line of parked vehicles removed and the carriageway narrowed to reflect the lower traffic volumes and speeds here



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



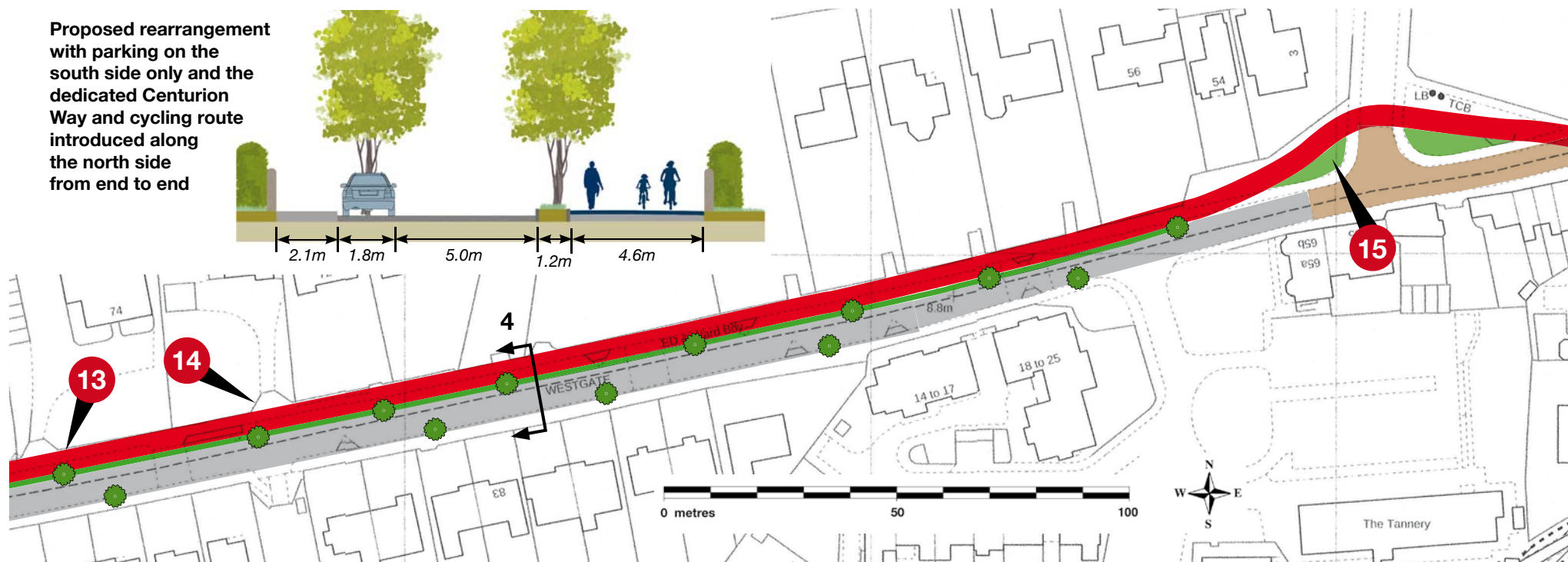
Proposed rearrangement with parking on the south side only and the dedicated Centurion Way and cycling route introduced along the north side from end to end



- 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.



Centurion Way, Chichester



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.

