Friends of Centurion Way Infrastructure Steering Group Handout



Friends of Centurion Way aim to "preserve and enhance" the southern end of Centurion Way to ensure this is preserved as a community asset, bringing benefits to current Chichester residents and the new residents of the Whitehouse Farm development.

We have over 500+ supporters to date, representing the local community and users of the path. We have an active Facebook account and an informative website www.centurionway.org.uk, containing a comprehensive dossier of the issues and opportunities, as well as draft conceptual plans from the original designer of Centurion Way, that offer much bolder and beneficial ideas than the Vectos draft plans to date.

Extracts from these conceptual plans are attached to show the quality of design that could be developed to preserve the path and create a safe, segregated pedestrian and cycle route at the southern end alongside the new Southern Access Road and along Westgate right into town, using the section 106 monies now being allocated.

We urge all parties to consider bolder plans for the transport links and road changes that are now necessary and to allocate the section 106 monies to create lasting solutions for Chichester residents.

Friends of Centurion Way believe:

- There is no need for a material diversion at the Southern end of the path
- The needs of the developers, CDC, WSCC, Bishop Luffa Academy and the community, ie present and future users of Centurion Way, are not mutually incompatible
- The inspirational design concepts of John Grimshaw can provide solutions to the Centurion Way interface into Westgate and the city centre
- Bold, innovative design using the section 106 monies can provide a win-win solution for safe, segregated links between Whitehouse Farm and the city centre

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Crossing across Site Access Rc 8

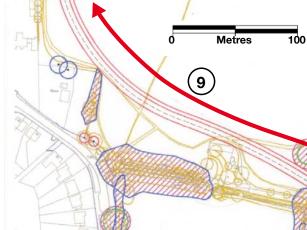
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Details at Bishop Luffa School Option 1: Underpass and ramp to bridge

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



- 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.
- 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.

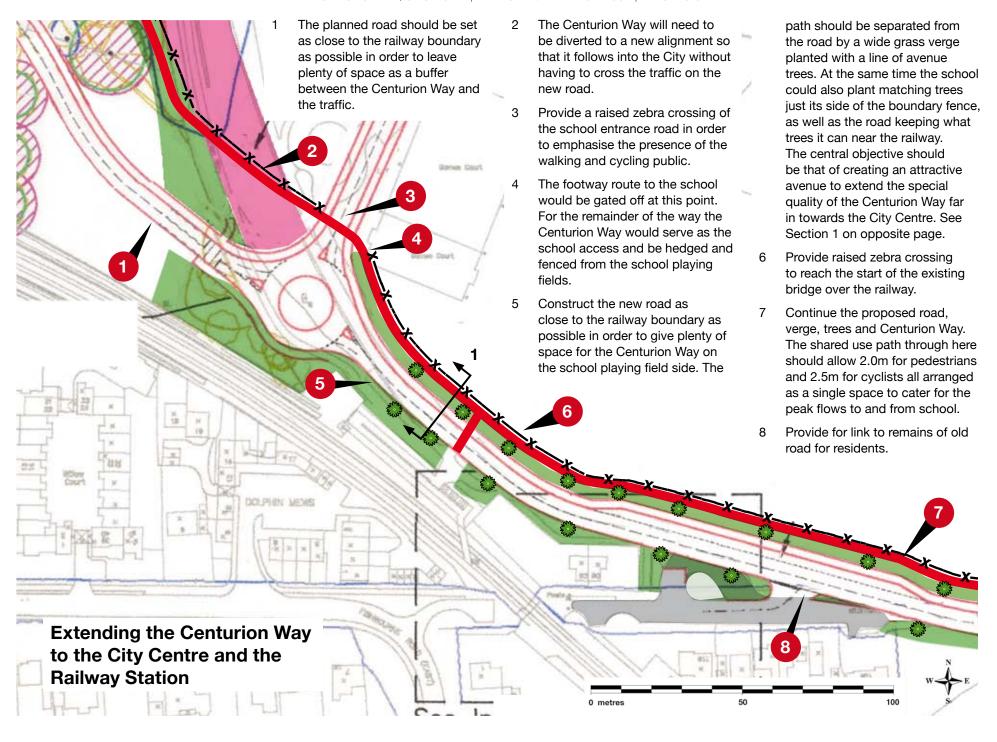
- 4 The inconvenience of the recent bridge over the railway can be slightly ameliorated by constructing a new ramp off the half landing. This can be largely in earthworks to the same gradient as the main bridge ramps. Such a ramp will make the journey across to the shops very much more direct.
 - The 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.
 - 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.

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.

3m Shared Cycleway/Footway

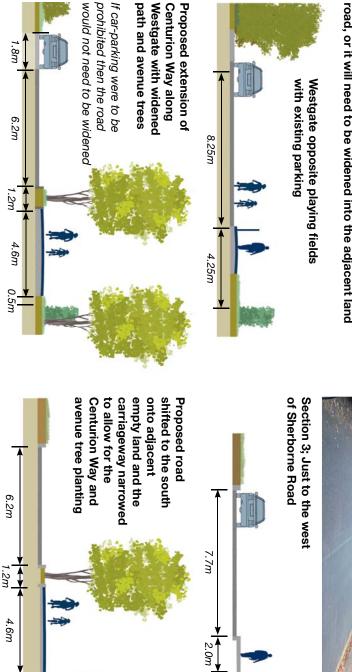
ties back into Centurion Way

8



Centurion Way, Chichester 0 metres 50 8

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



- 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.
- 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.