

WESTGATE IMPROVEMENT SCHEME

WESTGATE RESIDENTS ASSOCIATION RESPONSE

“THE WESTGATE IMPROVEMENT SCHEME”

The Traffic Advisory Group (TAG) was requested to examine the Vectos’ “Westgate Improvement Scheme” and to report to the committee on the effect that this scheme and other adjacent proposed changes included in the s106 document, would have on local residents. TAG was also asked to consider the facilities for pedestrians and cyclists.

Summary of Conclusions and Recommendations

- 1) Proper consultation with residents must take place to ensure the opportunity to manage existing traffic speeding and volume issues in Westgate and to enhance sustainable transport planning for the future, in particular with relation to the Whitehouse Farm (WHF) development.
 - 2) Westgate RA wish to work with the CDC (Planning Authority) and WSCC (Highways Authority) and urge these authorities to use their influence and powers to insist upon outstanding and future-proof design.
 - 3) Due consideration should be paid to the Westgate Traffic Principles (Section 8) which have residents’ support, and which provide parameters against which to measure road / transport design.
1. “Westgate Improvement Scheme” Vectos drawing no. 1100113 A 50 Rev B2 (page 5)
 - a) The Westgate Residents Association (WGRA) considers the Vectos drawing no. 1100113_A_50 Rev B2 “Westgate Improvement Scheme” (WIS) does not provide support for a sustainable transport system to Whitehouse Farm
 - b) The WIS removes some of the existing traffic calming measures. It does not provide significantly improved or additional traffic calming measures to reduce the speed and volume of through traffic using Westgate.

Recommendation 1: The objectives of the WIS should be reviewed. None of the existing traffic calming measures should be removed and meaningful improvements must be made to reduce the speed and volume of through traffic.

2. Provision for Cyclists

- a) The WGRA supports the concept that Westgate is the main entry route for pedestrians and cyclists to the City from the west and the provision of a safe cycle route and pedestrian path along the whole length of Westgate must be a priority.
- b) Westgate is also part of the South Coast Cycle route, the proposed ‘ChEmroute’ cycle route as well as being the main route for cyclists approaching Chichester from Fishbourne, Tesco and White House Farm via Centurion Way.
- c) The current provision for cyclists is inadequate and unsafe. A cycle path which separates cyclists, from pedestrians, and vehicular traffic should be provided.

- d) Provision of a separate cycle route through the eastern “narrows” of Westgate is not possible without major changes. Detailed investigation must be carried out on all options including provision of shared space by traffic reduction, one-way traffic or partial road closures.
- e) A plan for a cycle route along Westgate was included in a workbook drawn up by John Grimshaw (the original designer of Centurion Way) for the Friends of Centurion Way. It is included (page 11 and 12) as an example of what could be possible

Recommendation 2: Plans must be drawn up to provide a separate cycle route along the length of Westgate where possible, with a comprehensive review of options for shared space in the eastern “narrows”

3. The Chichester Parking Management Scheme (PMS)

- a) WGRA supports the recommendations of the PMS for Westgate.
- b) Plans for double yellow lines along the north side of Westgate provide opportunity for a separate cycle path to be installed along this section of the road.

Recommendation 3: Support the proposed WSCC Parking Management Scheme.

4. 'Westgate/Sherborne Road Mini Roundabout Improvements. Vectos Drawing no. 110013/A/70 (page 6)

- a) This plan may be acceptable for phase 1 of the Whitehouse Farm development, but it seems a missed opportunity to change this roundabout twice as:
- b) It will NOT have adequate capacity to cope with increased traffic associated with WHF Phase 2 and the building of the Southern Access Road. See paper by Dominic Smith (WSCC Highways Department) with public pack for planning application 14/014301/OUT November 2016.
- c) Planning for the Southern Access Road to join directly on to the Cathedral Way Roundabout and NOT Westgate (this as a WGRA 'Red Line') will require significant changes to the road layout west of the junction.(page 8)

Recommendation 4: Support this plan for Phase 1 but lobby the Infrastructure Steering Group (ISG) for the start of improved planning for the Southern Access Road as soon as possible'

5. “Proposed Westgate/Orchard Street Signalised Junction”. Vectos Drawing no. 11013/A/74 (page 7)

- a) The present roundabout at this junction works well for vehicles and pedestrians. There are safety issues for cyclists.
- b) A traffic light design is now included in the Vectos' plans. While this would help cyclists, it could be an expensive way to address cycling safety if no traffic calming enhancements are made to the cycle route along Westgate or through the Westgate “Narrows”, as it will not be possible for cyclists to safely access this junction from the west (South Coast Cycle Route, Fishbourne, Tesco and White House Farm)

- c) The signalized junction proposed by Vectos is strongly opposed by the West Walls Residents' Association and will inconvenience vehicles from Tollhouse Close and College Drive who will have to make a long northerly detour in order to travel south.
- d) Traffic lights will cause waiting traffic on Westgate and West Street with increased pollution.

Recommendation 5: Alternative, possibly cheaper, solutions for this junction must be urgently considered. Planning options coordinated with the Chichester Road Space Audit proposals, could offer schemes which have not been previously evaluated. Any sums saved could be diverted and invested in improved traffic calming and cycle lanes along Westgate

6. Environment

- a) Westgate is a primarily residential road. Via Ravenna was opened in the 1980s to reduce through traffic on Westgate. Any changes must enhance, not cause any deterioration, in the local environment for residents.
- b) Westgate is already used by pedestrians and cyclists to/from the city, Centurion Way, and other cycle routes. It is a key and pleasant thoroughfare, and future design must enhance this for all users - increased traffic will make it less attractive for pedestrians and cyclists.
- c) Residents have taken over responsibility for the current planters and any changes must not detract from Westgate as a "green" road.
- d) The eastern end of Westgate (the "Narrows") is a conservation area. It is one of the premier cityscapes in Chichester. The houses are 200+ years old, some wooden framed, most do not have foundations and shake when heavy vehicles go past. Air pollution is currently a problem and should be reduced.

Recommendation 6: Greater care must be taken that any changes enhance the built and green environments for residents and road users and protect this important heritage area.

7. Signage

- a) Westgate is currently subject to a speed limit of 20mph and a weight restriction of 7.5 tons.
- b) Minimal signage is present at the entrance to Sherborne Road South near the Cathedral Way Roundabout and at the A286 roundabout. "20" roundels are painted on the road where the surface is tarmac but not in the red block area.
- c) The existing signs are easy to miss and there should be repeater speed limit signs at the entrance to Westgate from the Sherborne Road Roundabout and on the bend in the "Narrows".
- d) The signs on the pole at the A286 roundabout should be re-ordered with the "20" at the bottom.

Recommendation 7: Signage should be reviewed to improve conformity with existing speed limits. This solution is low-cost, high impact.

8. The Westgate Principles

These principles were developed and adopted in 2016 by the Westgate RA to provide a baseline against which any traffic design changes should be assessed.

Westgate Residents Association Principles for determining local traffic issues:

- 1) Should there be a clash of traffic planning outcomes, the safety, parking and travel needs of residents in Westgate and area are to have priority over the convenience of visitors and those passing through the neighbourhood
- 2) Ensure no link to Westgate from the Whitehouse Farm southern access road
- 3) Reduce and eventually eliminate "rat running" along Westgate
- 4) Minimise air pollution and noise
- 5) Create and maintain safe walkways, routes and crossings for pedestrians and cyclists
- 6) Physically separate routes for pedestrians, cyclists and vehicles
- 7) Retain roadside permit parking for residents at the eastern end of Westgate
- 8) Safeguard Westgate's character by protecting its visual and heritage qualities
- 9) Minimise travel inconvenience for residents in Westgate and adjoining roads
- 10) Maintain safe access to dwelling entrances
- 11) Legally enforce traffic management systems, supported by IT and deterrents.

Recommendation 8: Any proposed changes must be assessed against the Westgate Principles with proper consultation.

9. Consultation

The WGRA works with the Residents Associations in Parklands and West Walls because changes in one street will alter traffic flows (volumes and speeds) in another. Proper modelling and planning of traffic flows, and real consultation on proposed changes must take place with all residents before they are endorsed.

Richard Brownfield, John Davies, Julia Smith

June 2019

APPENDICES To assist understanding, plans are attached on following pages:

Page 5: Westgate Improvement Scheme

Page 6: Mini roundabout at junction of Westgate with Sherborne Road

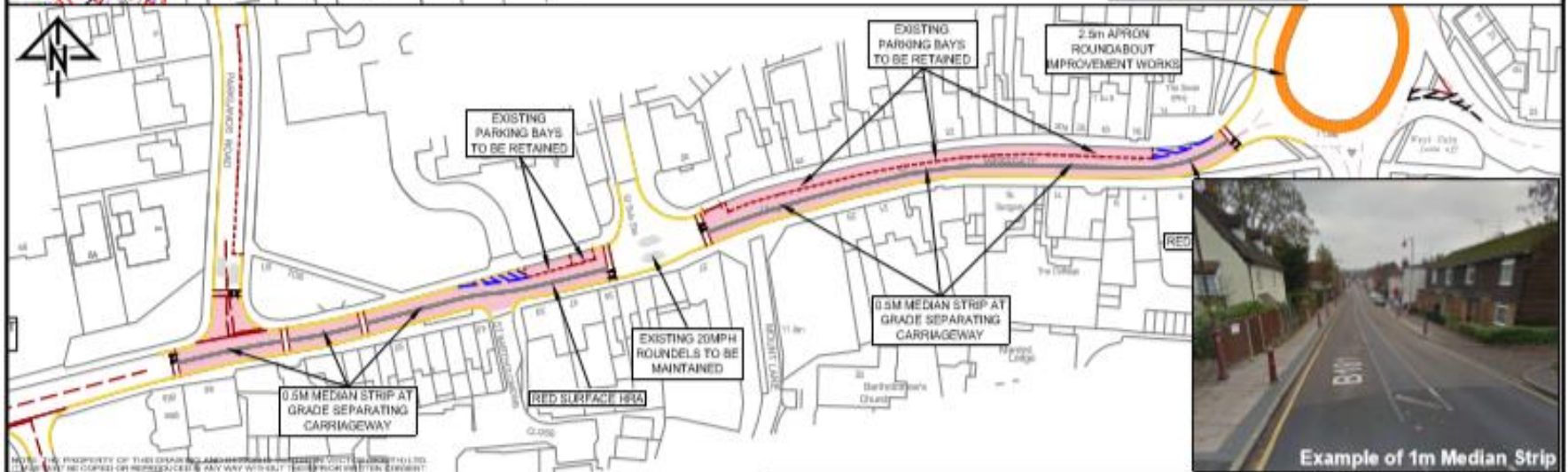
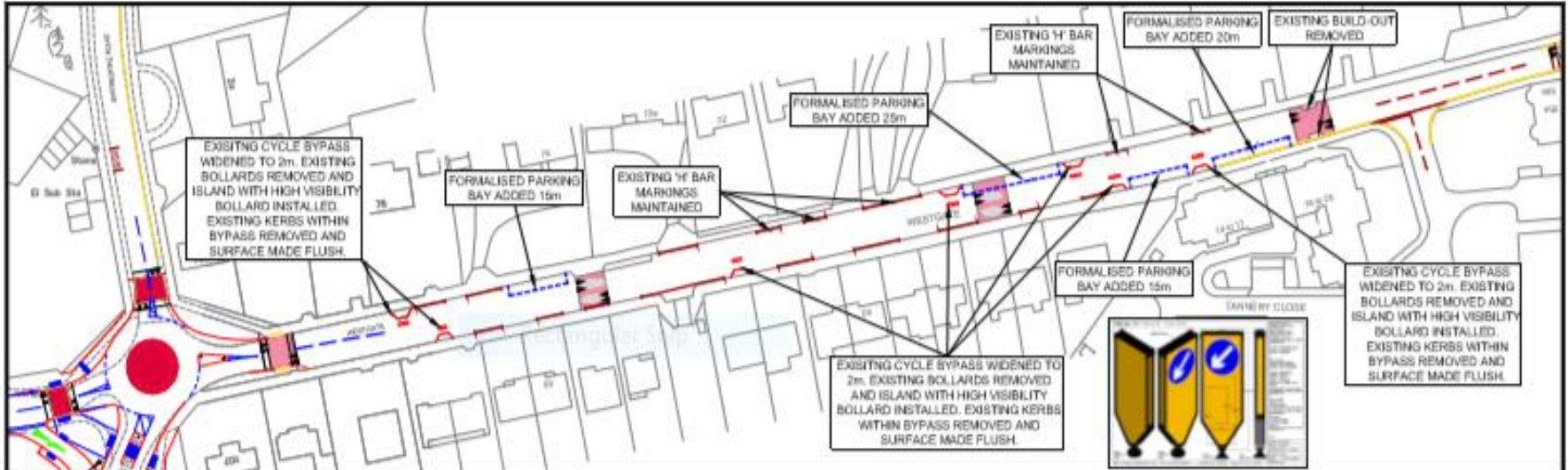
Page 7: Proposed signalized junction at Westgate and Orchard St

Page 8: Southern Access Road link to Sherborne Road junction

Page 9: Vectos' advisory cycle routes through Parklands to/from Whitehouse Farm

Page 10: Sherborne Road proposed traffic calming

Pages 11 & 12: Plan for cycle route on Westgate by John Grimshaw for 'Friends of Centurion Way'



NO	DETAILS	ISSUED	REVISED	DATE
A	Second option changes	AP	ID	24.11.14
B	Third option changes	AP	ID	04.12.14
B1	Priority markings added, Central roundabout added	AP	ID	27.02.15
B2	Cycle bypass improvements, give ways removed, eastern section surfacing to red surface 180A.	AM	MMCC	26.01.16

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- While lining is indicative only.

Legend:

- Existing Markings Shown in Red
- Proposed Marking Shown in Blue

Chichester

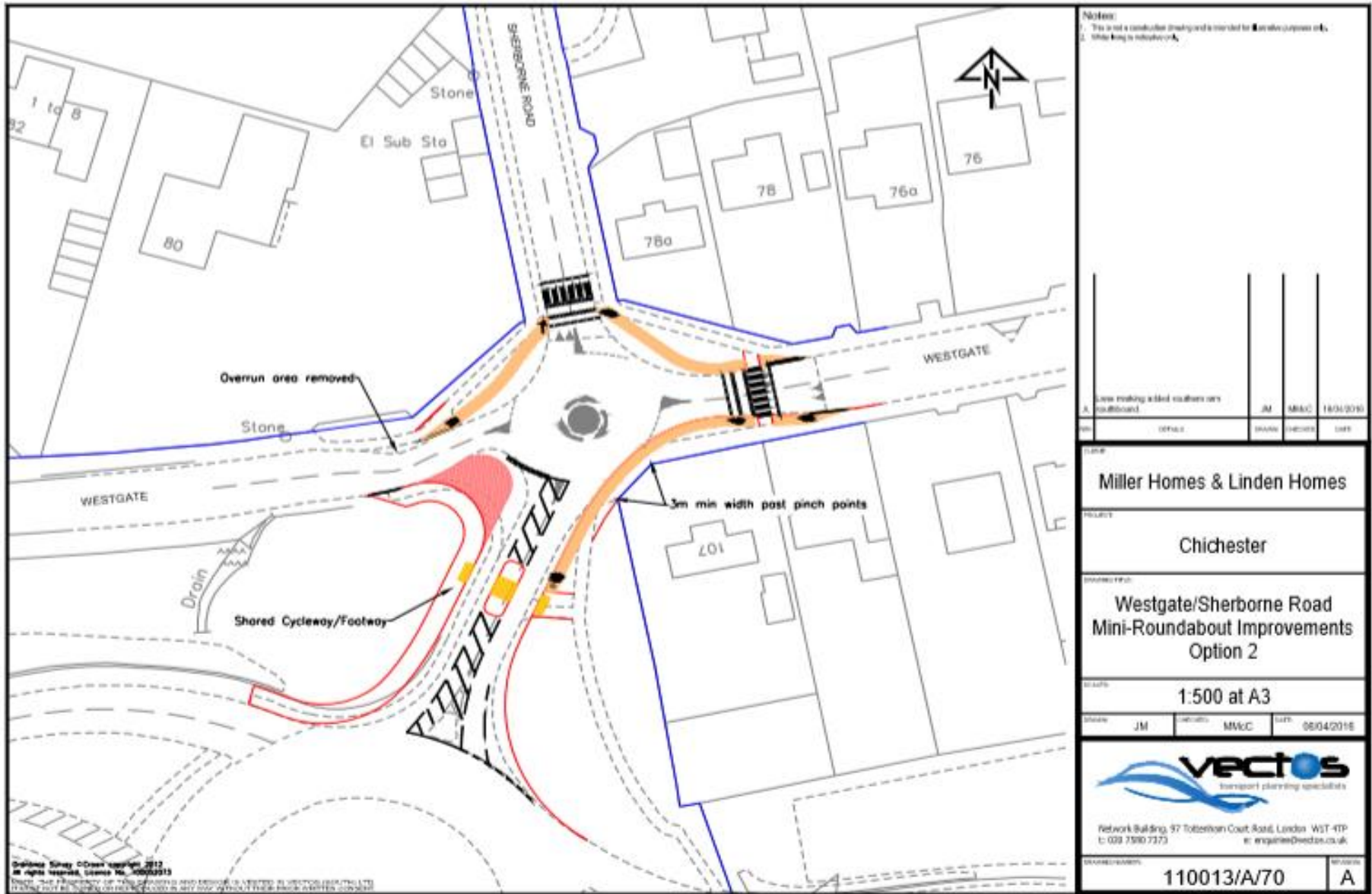
Westgate Improvement Scheme

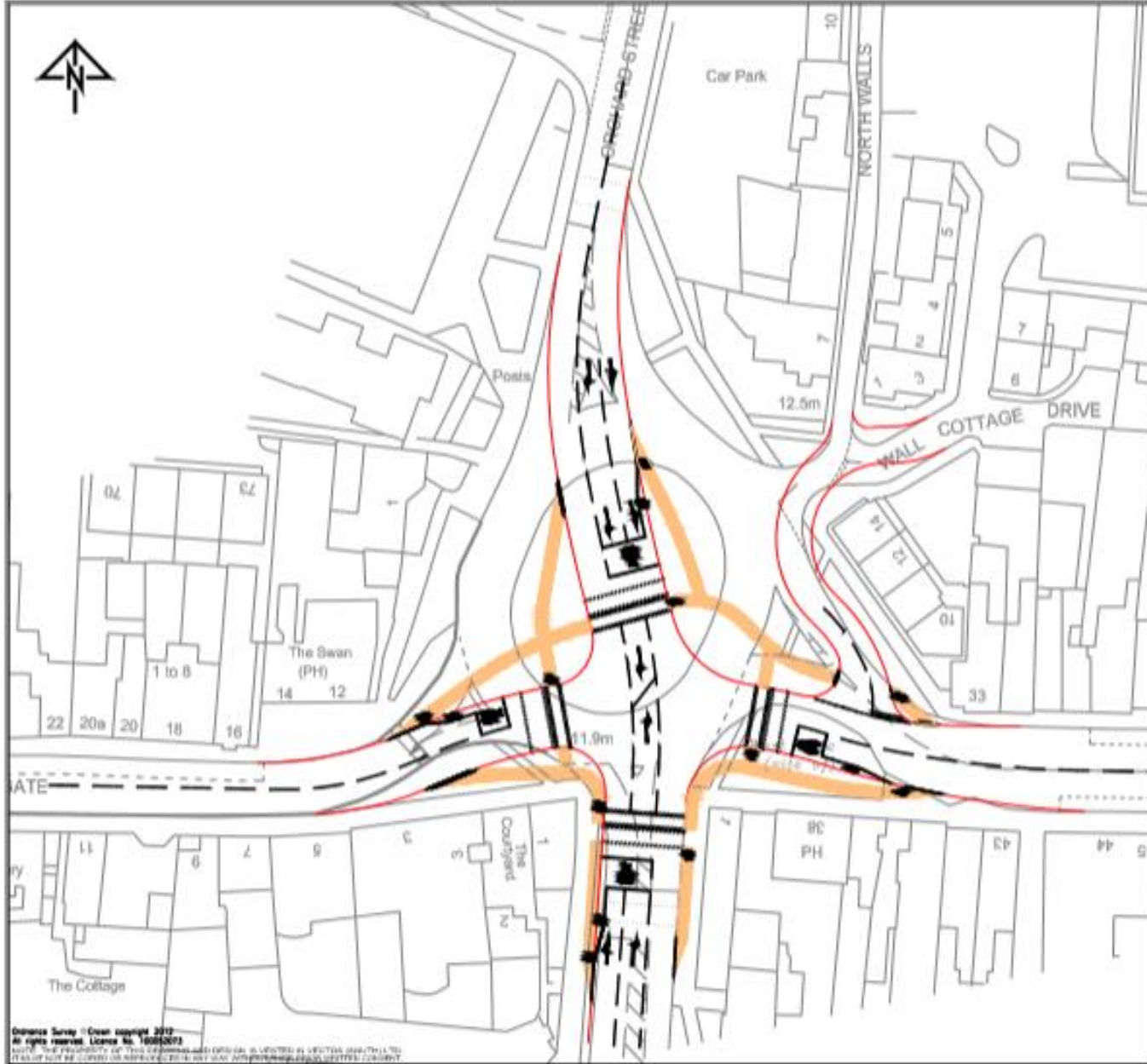
ISSUED	REVISED	DATE	SCALE
AP	ID	30.10.14	1:2000 at A3

Miller Homes & Linden Homes

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PROJECT NUMBER	REVISION
110013_A_50	B2

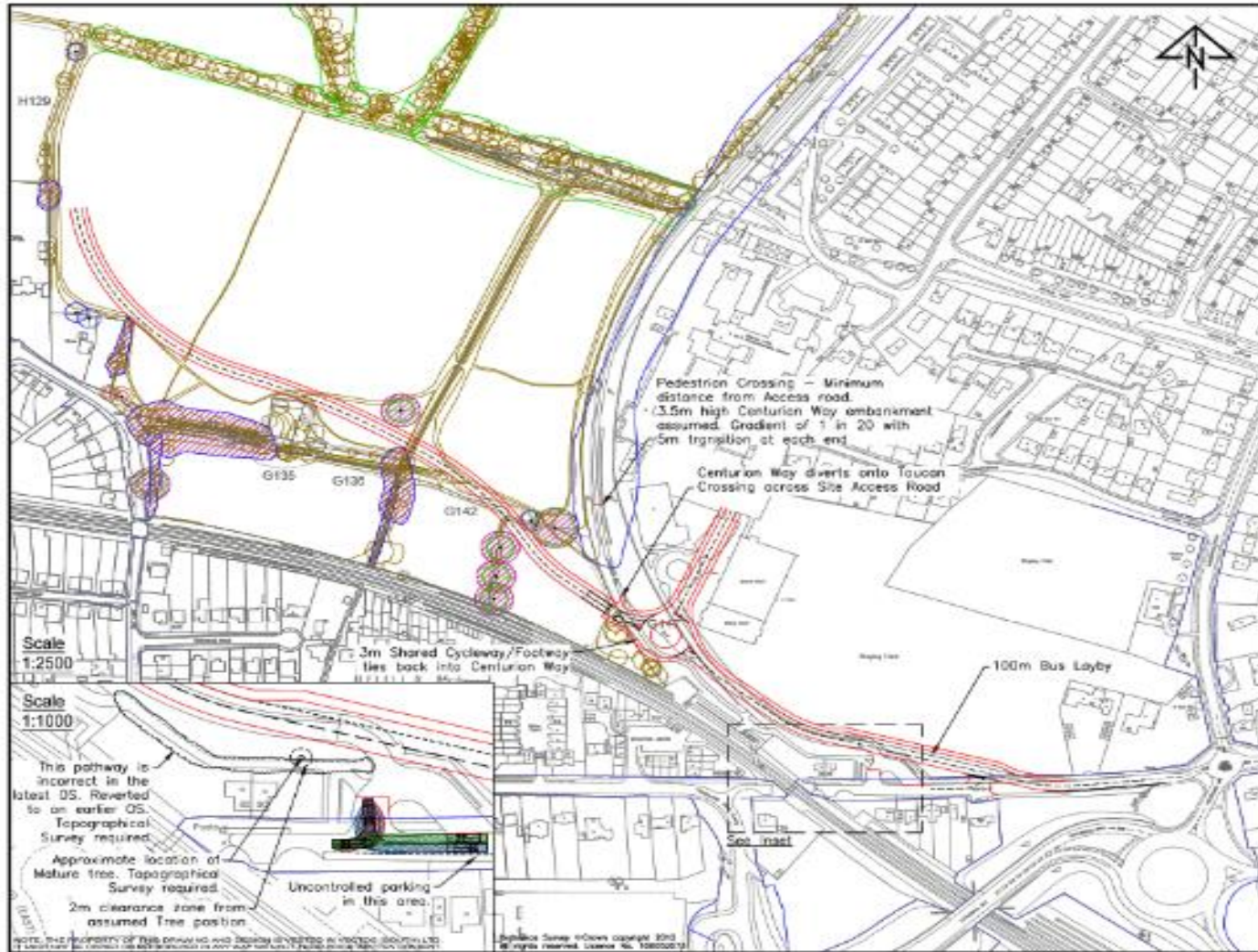




Notes:
 1. This is not a construction being put in place by the highway authority.
 2. View King's initiative only.

DATE	REVISED	BY	DATE
Miller Homes & Linden Homes			
Chichester			
Proposed Westgate/Orchard Street Signalised Junction Option 4			
1:500 at A3			
DATE	BY	PROJECT	DATE
08/10/2016	MMcC		
Network Building, 57 Tottenham Court Road, London W1P 0TP t: 020 7590 7373 e: enquiries@vectors.co.uk			
PROJECT & SITE	110013/A/74		REVISED
			1

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Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. Where lines are red, they are indicative only.

Key
 — Highway Boundary

B	Roundabout moved away from MUGA.	JM	MM&C	12/12/2014
A	East of roundabout - footway on south side road removed. West of roundabout - footway moved to northern side of road (location outlines retained). Tarmac paving to take Centurion Way across Site Access Road.	JM	MM&C	29/07/2014

DATE	08/07/2014	20/08/2014	04/09/2014	04/09/2014
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Chichester

Southern Site Access Roundabout Option 2

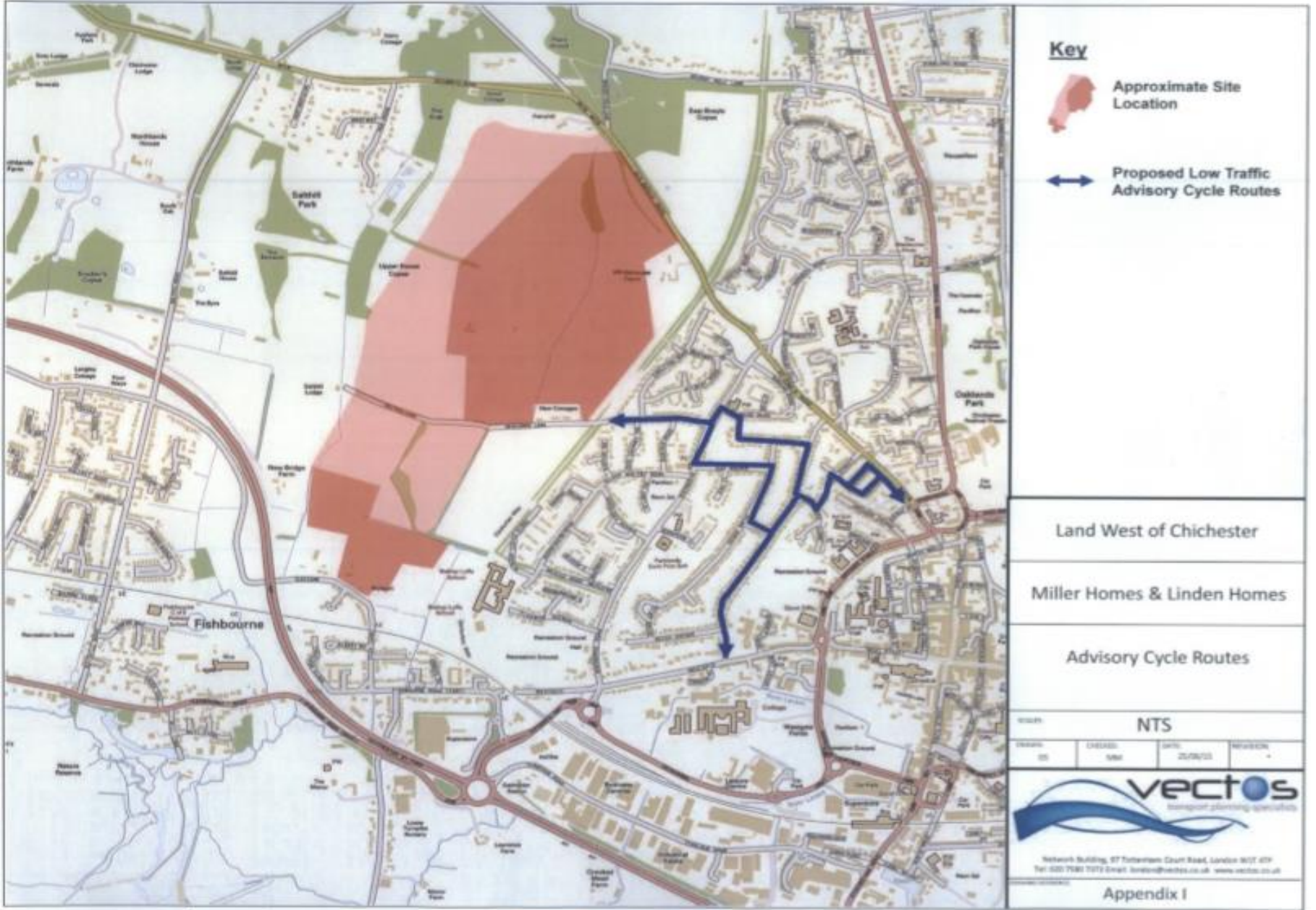
As shown at A3

DATE	JM	08/07/2014	MM&C	20/08/2014
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PROJECT NO	110013/A/32	REVISION	B
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Key

-  Approximate Site Location
-  Proposed Low Traffic Advisory Cycle Routes

Land West of Chichester

Miller Homes & Linden Homes

Advisory Cycle Routes

NTS

DATE	ISSUED	BY	REVISION
05/11/23	1/01	25/06/23	1



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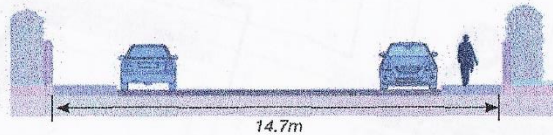
Appendix I

Centurion Way, Chichester

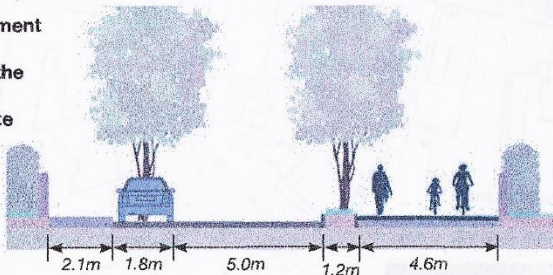
Section 4. Westgate east of Sherborne Road. Here the wide road is used as a car park when in fact it is the main approach to the historic City Centre. We show one line of parked vehicles removed and the carriageway narrowed to reflect the lower traffic volumes and speeds here



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

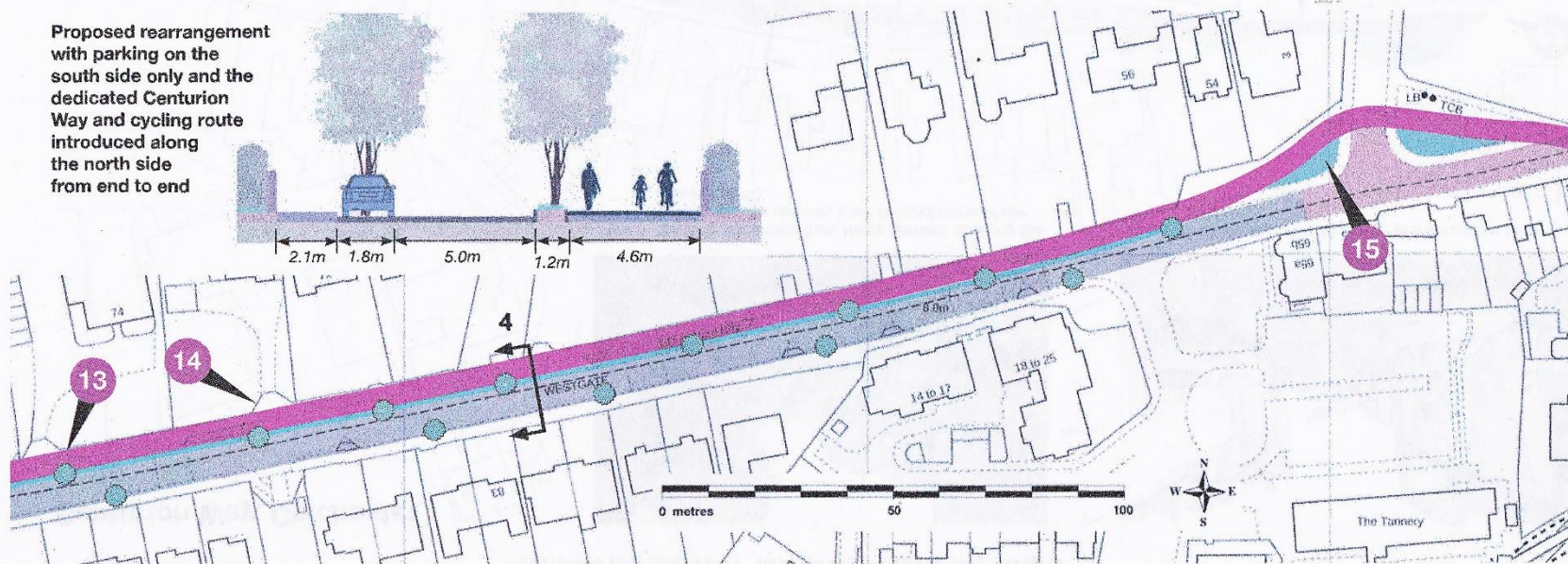


13 As Westgate will need to be closed to through traffic – to protect residents and the City Centre – it can be remodelled to take the Centurion Way along its whole length as a tree lined avenue. Section 4 shows this on the north side of the existing road with space gained by limiting parking to just 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

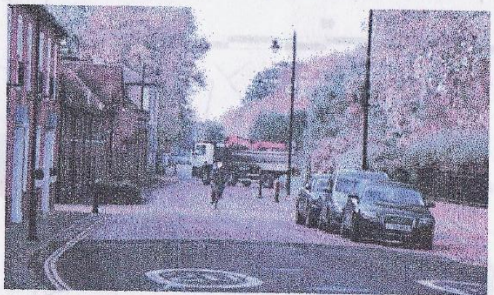
through with a 1.2m wide verge for avenue trees. In addition trees should be planted at intervals along the car park side as well.

- 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.

Binding Margin



Centurion Way, Chichester



View 5 Looking westwards from Henty Gardens showing the road already paved with brick in anticipation of low flows of traffic



View 6 Looking east from Mount Lane showing the brick surfacing

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.