

AGENDA ITEM 5

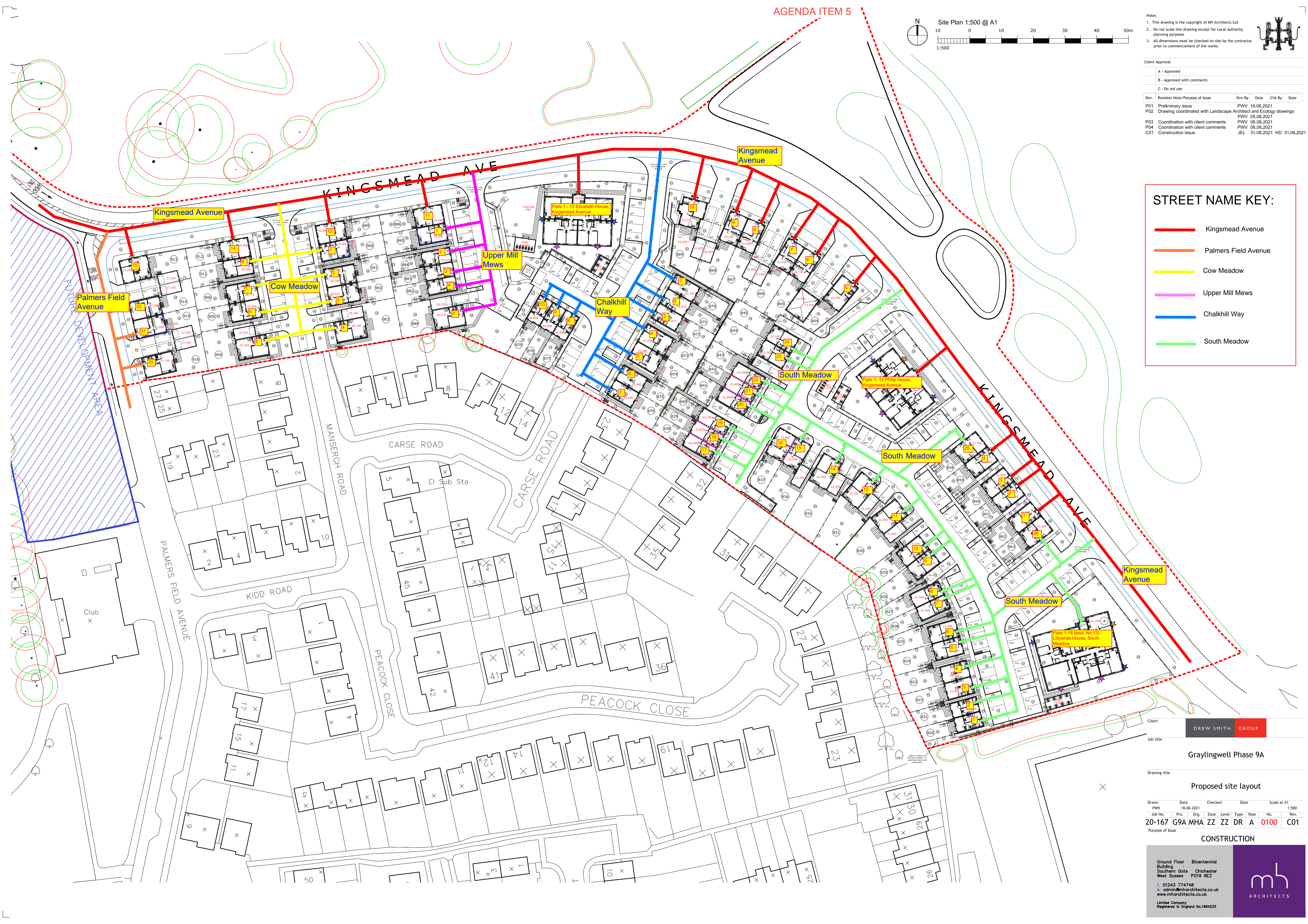
CCC REF:	SNN22/008	DESCRIPTION	Graylingwell Phase 9A plots		106	APPLICANT ADDRESS		Drew Smith House, Mill Court, The Sawmills, Durley, Southampton, Hants, SO32 2EJ		FEE	£ 1,351.31	APPLICANT CONTACT DETAILS	Paul Cleare, Drew Smith Ltd (on behalf of Vistry Homes) - 01489 861400 / 07706 350952 / Paul.Cleare@drewsmith.co.uk
Plot No.	Postal No.	Address	Address 2	City	Postcode	Type	Practical Completion Date	Date on NYB	Date on PAF	Planning Ref	Notes		
800				Chichester	PO19	Flat - Block A					Expected completion of all plots - Dec 2023 First occupations Sep. 2022		
801				Chichester	PO19	Flat - Block A							
802				Chichester	PO19	Flat - Block A							
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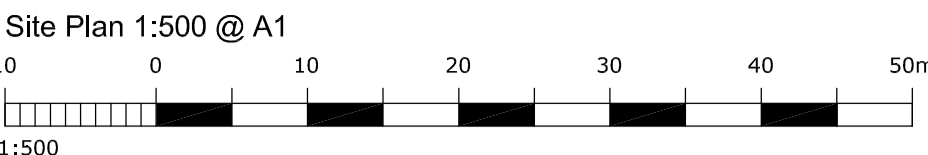
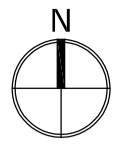
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915				Chichester	PO19	House					
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Notes

1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval

A - Approved
B - Approved with comments
C - Do not use

Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Chk By	Date
P01	Preliminary Issue	PWV	18.06.2021		
P02	Drawing coordinated with Landscape Architect and Ecology drawings	PWV	05.08.2021		
P03	Coordination with client comments	PWV	06.08.2021		
P04	Coordination with client comments	PWV	06.08.2021		
C01	Construction Issue	JEL	31.08.2021	HD	31.08.2021

STREET NAME KEY:

- Kingsmead Avenue
- Palmers Field Avenue
- Cow Meadow
- Upper Mill Mews
- Chalkhill Way
- South Meadow

Client: DREW SMITH GROUP

Job title: Graylingwell Phase 9A

Drawing title: Proposed site layout

Drawn	Date	Checked	Date	Scale at A1
PWV	18.06.2021			1:500

Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
20-167	G9A	MHA	ZZ	ZZ	DR	A	0100	C01

Purpose of issue: CONSTRUCTION

Ground Floor
Building
Southern Gate
West Sussex

Bicentennial
Chichester
PO19 8EZ

t: 01243 774748
e: admin@mharchitects.co.uk
www.mharchitects.co.uk

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CHICHESTER CITY COUNCIL

PLANNING REPORTS 16, 17, 18 & 19 OF 2022

Week 16

No committee items.

Week 17

CC/22/00894/FUL - Case Officer: Martin Mew

St Richards Hospital, Accident And Emergency Department Spitalfield Lane Chichester PO19 6SE

New main entrance extension for existing Outpatients and Emergency department, incorporating new external roof mounted plant and external works alterations.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R9TFHJERN1300>

Key issues:

- The existing recessed entrance is proposed to be replaced with a double height, glass box style, highly visible and easily accessible entrance, alongside internal alterations and associated small scale rooftop plant.
- The proposal would be an improvement both visually and practically, in terms of accessibility. It accords with the principles of good design. It would facilitate continued provision of necessary hospital services.
- There would be little impact beyond the site itself, given the scale, siting and nature of the works within the existing hospital site.

Recommendation: No objection.

Week 18

CC/22/00061/FUL and CC/22/00062/LBC - Case Officer: Emma Kierans

11 West Street Chichester West Sussex PO19 1QG

Change of use of first and second floors to form residential accommodation, with first floor rear extension and alterations to ground floor to form new domestic access and shop front.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R5K2U5ERJZS00>

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R5K2U8ERJZT00>

Key issues:

- This is a listed building within the city centre conservation area. It was previously incorporated into the House of Fraser department store, although it has retained the appearance of a separate building.
- The proposal would restore the function as a separate building, congruent to its appearance, and would provide a small shop unit suitable for commercial demand, as well as accommodation above. The site is sustainably located and the proposal accords with policy aims and planning principles.
- Although the building is listed, as part of a group, it has been extensively altered both internally and externally. The proposals would not harm the character of the building.

- The proposal reintroduces a decorative arched fascia signage feature, similar to that seen on the building in the 1920s (possibly retained into the mid-century), as well as a central shop door and separate side door. The original arch was placed centrally, giving a sense of symmetry to the building
- The proposal places the arch offset, in order to give greater importance and separation to the side door which provides the entrance to the residential dwelling on the upper floors. Whilst this is a reasonable design approach, the result is that the arch appears slightly misaligned on the building. This could be remedied with a slight adjustment, aligning the residential entrance door with the window above, and the centre of the arch with the centre of the two windows above it for a more cohesive design and appearance to the building frontage as a whole.

Recommendation: No objection in principle, however this is a prominently sited listed building in the conservation area. It is noted that no regard is had to the position of the first floor windows in the ground floor frontage positioning and, as a result, the prominent arch feature appears slightly misaligned on the building. A more cohesive appearance could be achieved with a slight adjustment, aligning the centre of the residential entrance door with the window above, and the centre of the arch with the centre of the two windows above it. This would reflect the rhythm of the upper floor in the floor below, giving a greater sense of order to the building frontage. Could the applicant be requested to consider such an amendment to the design?

CC/22/01075/ADJ - Case Officer: Alicia Snook

West Sussex County Council Northleigh House County Hall Tower Street

Reference: LTIP0332

Location: Brandyhole Lane, Chichester

Proposal: This improvement has surfaced from a planning condition requirement and it aims to reduce the amount of vehicles that use Brandy Hole Lane as a rat-run to avoid entering Chichester City Centre and the busy junction at Northgate Roundabout. This will also improve safety for pedestrians accessing the Copse walking route by installing a dropped crossing point.

[https://publicaccess.chichester.gov.uk/online-](https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RAOR5TER0ZU00)

[applications/applicationDetails.do?activeTab=summary&keyVal=RAOR5TER0ZU00](https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RAOR5TER0ZU00)

Please note: Confirmation has been received from CDC that the above is not a planning application, it was registered as such in error and has been deleted. The “proposal” is a potential WSCC highways scheme on which stakeholder views were being sought to inform a decision on taking the scheme forward for detailed consideration. The City Council considered this matter at its April planning meeting and responded as follows.

Chichester City Council would not support the proposal. This is for the following reasons:

- From the information provided, it is not clear that there is a problem to resolve. It appears that the vehicle movements the proposal would prevent would constitute legitimate use of the road, and not “rat running”.
- The road provides a useful and legitimate route between Lavant Road and Old Broyle Road connecting to the wider rural area east/north-east of Chichester. Stopping it up would extend motorists’ journeys, sending them through the centre of the city, around the Northgate roundabout and out again. This would unnecessarily increase city traffic, journey times and emissions and would be contrary to the “to, not through” principle of the Chichester Vision.
- If the road is unsuitable for anticipated increases in traffic, the highway authority must make improvements to render it suitable for the anticipated level of use.
- If this is not possible, an alternative route should be planned, connecting Lavant Road and Old Broyle Road in the vicinity of Brandy Hole Lane (i.e. north of the Northgate roundabout and south of Hunters Race) before the stopping up is decided.

- Making Brandy Hole Lane one-way would be preferable in terms of traffic circulation to losing it altogether. This should be considered prior to deciding on stopping up.
- Recent enquiries have been made regarding stopping up other residential streets which are much better served in terms of alternative routes and would therefore have much less of an impact on traffic. The response has been dismissal on the basis that stopping up should be a last resort and creates its own problems. It is not clear why Brandy Hole Lane should be treated as an exception.
- There is serious concern regarding worsening of vehicular permeability within the city and consequent slowing of journey times particularly as it relates to emergency vehicles and their access and response times, and the consequent risk to life. The significant additional time it would take for emergency vehicles to reach Brandy Hole Lane (and surrounding) residents, if such response vehicles are re-routed around Chichester rather than being able to drive in from either side, is a very serious potential problem should the scheme progress.
- It is noted that the road is a potential route between some rural residents and the hospital, and the decision to effectively design in a delay of a few minutes for those residents could have the most serious consequences and must therefore be thoroughly examined and justified.

Summary

- * A few years ago, Chichester District Council surveyed its residents and businesses and then produced a document setting out a “Vision” for the city.¹ Among much else, this calls for the area around the train and bus stations to become “*a key transport hub*”².
- * The Chichester Society has recently learned that the council is pressing ahead with long-standing proposals to re-develop the area in which the bus and train stations sit, as part of the “Southern Gateway” project. However, far from creating a “transport hub” or a “gateway” worth the name, the council is proposing to take away even the relatively good provision that now exists.
- * They are proposing to close the bus station and all its facilities, and replace it with a line of bus stops on a bleak stretch of road which is exposed to the elements, hidden from the train station down a confusing route which “designs in” conflict between pedestrians and vehicles, and pedestrians and cyclists. In addition, there would be no facilities other than the sorry public toilets that happen to already exist in a nearby multi-storey car park.^{3, 4}
- * This flies in the face of what residents and businesses told the council they wanted, and runs directly counter to the principle of seizing opportunities for good town planning when they arise.
- * All current deliberations seem to be taking place behind closed doors, to the exclusion of input from bus and train users and local residents - at precisely the time such input could make the most difference.
- * There is no evidence that the Council has yet considered any disability implications.
- * The proposal to close the bus station appears to be entirely financially driven. But even the financial assumptions seem questionable.



Chichester Bus Station

With walkway through to the train station (past the stairs on the left)

Google Streetview, Image Capture Jul 2021, © 2022 Google

¹ “Chichester Tomorrow - Your City Your Vision”. <https://www.chichester.gov.uk/CHttpHandler.ashx?id=29358&p=0>

² Vision Document, p.30.

³ This assumes that reports are correct that the stops are to be located on the Avenue de Chartres. If not correct, bus users and Chichester residents need to be brought out of the dark and told what is actually planned.

⁴ For a fuller discussion of problems of this location, see the commentary on the final page before the appendices, titled “*Designs for Chichester - The Worst of All ?*”

Keeping a Transport Hub in Chichester (contd.)



Chichester Bus Station As It Could Be

An Artist's Impression of One Possibility

The Bus Station Moved to Integrate Even More Closely with the Train Station

Picture credit: Andrew Bain



Harrogate

An Example of Upgraded Provision - With Chargers for Electric Buses

Picture credit "Kk70088". https://commons.wikimedia.org/wiki/File:Volvo_7900e.jpg

Chichester Transport Hub

Background Chichester District Council has produced a "Vision" document.⁵ Among much else, this aspires to "*Re-location or re-organisation of the bus station as a key transport hub*" (Page 30. Emphasis added).

In Chichester, in addition to the normal functions of any city transport hub, the area around the bus and railway stations also needs to work better as a gateway hub for sustainable travel into and out of the South Downs National Park – bringing together movements by bus and train, on foot and by cycle.⁶ This ties in with not only the Vision but also the District's Local Plan⁷ and aspirations of the Park Authority.^{8, 9} It would also complement developments happening within the Park; to the benefit of the overall local 'tourist economy'.¹⁰

Any transport hub worth the name must satisfy the following **core principles**:

- *There must be a bus station - not just stops spread along a road.* Otherwise passengers are exposed to the elements, and have to scurry about trying to find which stop their bus leaves from - often just missing it in the process.
- *There should be a comfortable waiting area which must include lavatories and would strongly benefit from a refreshment outlet (or outlets) as well.*
- *Logically, there are 3 possibilities for this bus station:*
 - A) It could be merged with the train-station to create a single, upgraded waiting area that better serves both bus and train passengers;¹¹
 - B) It could be immediately adjacent to the railway station (either at the north or south exit); or
 - C) It could be a short distance away (as the present bus station is).
- * *The Chichester Society sub-group has expressed a preference for option A) or B) (i.e. merged or adjacent) in order to gain the benefits of a highly integrated facility, and to leave the bus and garage area open for re-development, free of site constraints. (An artist's impression of one possibility*
- * *However, if relocation is not practical for some reason (bus turning circles may be an issue), any link between the bus and train stations should improve on what currently exists in the following ways. Any link should be (1) protected from the elements, (2) of generous width, (3) safe from traffic (to the maximum extent that existing constraints allow), (4) have gentle gradients (if any), (6) have a smooth floor surface (to allow for wheelchairs and wheeled luggage), and (5) be direct (so that passengers transferring between train and bus can clearly see where they need to go, and have to cover as little distance as possible getting there; distance being a particular concern for those travelling with children or heavy luggage).*
- On the "soft" side of things, recent worsening of bus services from 2019 onwards must be reversed. At present, services stop too early in the day.¹² Also, there are currently no *direct* services from the bus station to many residential areas of the city, nor to the new greenfield housing estates, nor to Midhurst or Petworth.¹³ All of this directly conflicts with the Vision aspiration for "*improved connectivity and later services*" (page 14). Contrary to all current government policy, it also deters people from using buses at all, and encourages them into cars.

In addition to the above, any re-design should:

- Feed into - and respond to – proposals for the Southern Gateway.
- *Anticipate* needing to provide *charging infrastructure for electric buses* as at Harrogate (see picture on cover page). This could include solar panels on the roof and/or battery storage.
- *Anticipate autonomous buses.* The technology is closer than might be thought. (See Fully Charged, YouTube episode: <https://www.youtube.com/watch?v=8Rp0J7xt7Qs> (20 minute viewing)).

⁵ "Chichester Tomorrow - Your City Your Vision", <https://tinyurl.com/3mmbcwx9>

⁶ Since Covid, mini cab services could also do with reinvigorating.

⁷ E.g. Local Plan Section 19.67 which relates to "*key strategic green infrastructure*" and talks about "*Maximising the potential for sustainable travel links to the city ... and the National Park, through improved public transport, and cycling and pedestrian routes*".

⁸ See the SDNP Local Plan 2014–33 (adopted July 2019): Figure 3.4; Section 3.70 ("*Chichester is the main gateway into the Coastal Plain ...*"); and Strategic Policy SD20, "Walking, Cycling and Equestrian Routes".

⁹ Other policies include the County's "Bus Service Improvement Plan" and the Government's "Bus Back Better" policy.

¹⁰ For example, the Park Authority plans to extend Centurion Way to meet the South Downs Way at Cocking Hill. The Southern Gateway is a natural starting point for non-motorised journeys to the southern end of Centurion Way.

¹¹ Possibly, the waiting-area facilities could also serve the wider public, as at Windsor Central Railway Station where "*most of the station ... has been converted into a tourist-oriented shopping centre*" (<https://tinyurl.com/3jpx9zsv>).

¹² E.g. Direct services from West Street to the houses in Graylingwell stop at 6:00 p.m. on weekdays.

¹³ Fuller details of local services follow at the end of this text, in Appendix 2.

Ideas for the bus station should not be too prescriptive too early. It is almost certainly simplest (and cheapest?) to retain and upgrade the existing bus station.¹⁴ On the other hand, moving the bus station close to - or merged with - the train station gives the advantages discussed above.

Future proofing: Once all buses using a bus station become electric, the lack of exhaust fumes means that passengers can climb aboard from within an enclosed, weather-protected building, rather than the draughty and rain-exposed buildings typical of traditional bus stations. This may start to create a case for retaining the locally listed bus garage to serve that purpose when the time comes. Alternatively, one could keep the provision at the present bus station area and simply cover over the forecourt space (i.e. where buses turn and passengers wait). Another possible future trend is that there could be more frequent running of smaller buses (of the size seen in the Fully Charged episode mentioned above).

No downgrading based on lack of vision! In spite of the responses to the Chichester Vision and despite earlier assumptions that no one would even think to downgrade provision, pressure is growing to close the bus station without providing a replacement.¹⁵ This pressure seems to come largely from the idea of putting housing on the current space. This would indeed help meet Chichester's demanding housing targets (in a sustainable city-centre location to boot). However, there is no need for a trade off. With modern building techniques - and a bit of vision - even if the bus station cannot be moved, there is nothing to stop the current waiting-and-turning area from being retained, with flats built over the top.

In short, there is no excuse for any proposals that would see just a bare line of bus stops plonked somewhere on an unwelcoming stretch of road like the Avenue de Chartres.

The motto "measure twice, cut once" seems to apply here. It would be worth taking time out to:

- Look at other cities and **analyse what makes for good practice** (and what makes for poor practice) in bus stations in general and integrated transport hubs in particular. (The analysis would likely include two criteria: visual appeal, and does the building actually function well as a bus station/hub).

The sub-group's preliminary discussions suggest that Peterborough bus station is not a thing of beauty but does function particularly well, as does Petersfield.¹⁶ Other examples may include Bath and Slough which look reasonably good (from certain angles). All these bus stations are closely linked to their railway stations. More design suggestions can be found on the Web. For example, at *Design Curial*.¹⁷

However, do suggestions like those on *Design Curial* suit Chichester? Or should we be looking to something more like Madrid Airport, with its warm wooden ceiling? (Pictured at right)

Or maybe something with a "living wall" - as found inside the Revelation Church (formerly Laura Ashley) next to Hargrove's Cycles (designed by a Chichester resident).



Above: Madrid Airport
(Picture credit: Diego Delso, delso.photo,¹⁸ License [CC-BY-SA](https://creativecommons.org/licenses/by-sa/4.0/legalcode)¹⁹)

- Consider a quieter lounge space, doubling as a work space for people with longer waits passing via the Chichester hub. Motorway services now have "business lounges", airports have "VIP lounges" and channel ferries have "trucker's lounges". Is there not a case for similar in a modern bus/rail interchange?

¹⁴ Retention/conversion will likely have a lower carbon footprint too, due to the "embodied carbon" locked up in the building.

¹⁵ Note, the Vision document very clearly asks for the bus station to be "re-located" or "re-organised" not "closed"!

¹⁶ It was reported "*I went to Petersfield by bus today. All the services terminate immediately outside the railway station having first called at stops in the town centre. At the station I found a large map of the area and a door marked 'Welcome to the Hub Transport and Tourism Information Office.' It was set up by the East Hampshire Community Rail Partnership and staffed by friendly volunteers. What could be simpler? Petersfield is also a gateway to the SDNP. I also visited the greatly improved, lottery funded Petersfield Museum reopened last year which is well worth a visit (but costs £8.)*"

¹⁷ <https://www.designcurial.com/news/the-worlds-10-best-designed-bus-stations-4290631/>

¹⁸ <http://delso.photo/>

¹⁹ <https://creativecommons.org/licenses/by-sa/4.0/legalcode>

HISTORY

A thumbnail history of buses in Chichester follows. This may prompt ideas for the present. Even if not, it's fun to reminisce.

- 1) In the early 1950's, all bus services went along the 4 main streets to bus stands on West Street, directed by a policeman on point duty at the Cross.
- 2) In 1956, Southdown Motor Services created a flagship bus station as a transport hub/interchange at Southgate. This has been described as *"a much-needed facility ... providing integrated transport and previously undreamt-of facilities for travellers such as a waiting room, toilets, a cafeteria and shops"*.²⁰
- 3) Two years later, in 1958, the railway station too was redeveloped.
- 4) Bus routings changed in the mid 1970's following the creation of the ring road and pedestrianisation of North Street and East Street. But all buses still called at West Street and South Street until 2019, when the routes were changed - apparently without much thought to the full spectrum of passenger requirements; it's ridiculous that someone travelling with suitcases from, say, Graylingwell has to get off at West Street and lug their cases down South Street to get to the both the bus and the train station!

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Notes:

- * **Basic misconception** The idea that bus stops along a road are good enough seems to stem from an assumption that all Chichester buses are local and have a frequent services. But Chichester buses also serve longer distances with less frequent services so that passengers have to wait; sometimes for some time, with children or weighed down with luggage.²¹
- * **Station vs Garage** There is some confusion between the bus station and the bus garage. The station is where passengers get on and off. The garage (across the road) is where buses park and are maintained. It's the bus station whose functions it is vital to retain for a true transport hub. The Bus Station is not on the Local List (of buildings of positive merit) whereas the bus garage is.²² There again, some appreciate the bus station architecture too; with thoughts ranging from saying it just needs sprucing up to the positively gushing.^{23, 24, 25,}

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TWO HEADS ARE BETTER THAN ONE

Another local group has been thinking about the bus station too.

In letters to the Chichester Observer (22 Feb 2022), they cover some of the ideas mentioned above and also bring other ideas to the table. They suggest:

- * A tourist information centre

Comment: This does seem a more appropriate location than in the Novium Museum, which is hidden away.

- * Bike Hire

Comment: At a recent presentation to the Chichester Society, the head of The Great Sussex Way (formerly Visit Chichester) said they were getting phone calls from bike hire companies just looking for an opportunity to move into Chichester.

This other group also expresses strong concern that the new provision seems to be shaping up in a way that would make things worse for the mobility impaired and those with a visual impairment.

They are also concerned with the way plans are being drawn up behind closed doors - seemingly with no regard to what the local community said when the Vision document was being drawn up, and demonstrably no input from the community since. The Chichester Society sub group can only say that it shares these concerns.

²⁰ Alan Green, "Transport of Delight". Chichester Local History Society Newsletter (<https://tinyurl.com/27jmybz8>).

²¹ E.g. Less frequent services connect with London Victoria for nationwide travel, and also leave for the holiday start-point of Gatwick and for student towns like Bournemouth and Bristol. On top of that, even local services can be infrequent, and hence a decent waiting room is still needed (e.g. at evenings or when there has been a breakdown, especially in winter).

²² Mainly for its *"thin shell pre-stressed concrete roof ... of great engineering interest"* <https://tinyurl.com/2p8krjus>.

²³ "Chichester's Bus Station is actually a rare survivor of its breed" Alan Green (Ibid.)

²⁴ "Chichester bus station. The brickwork! The windows! The serifed lettering! The cantilevered balcony! I love it all." <https://thebeautyoftransport.com/2016/05/18/the-bus-station-now-arriving-the-fall-and-rise-of-british-bus-station-design/>

²⁵ As an aside, if a revamped (or new) bus station stays on the present site, ideally a corridor should be created in what is now an unofficial route, through a shop, from the front of the building to the buses at the back. Present usage suggests that the official route, parallel to the railway track, is probably not well enough well aligned with the actual "desire line" and/or too narrow to feel entirely comfortable to use.

Designs for Chichester - The Worst of All ?

Appendix 1, which follows, lists other bus stations and transport hubs as sources of ideas for good design in Chichester. Pending further investigation, it is not known exactly how well things work at these other places. But it seems likely that, if the bus station were to be closed and bus stops placed on the Avenue de Chartres, Chichester would end up with a worse passenger experience than all of them.

This is because transferring passengers would have to travel across the station forecourt where private cars and taxis are constantly manoeuvring²⁶, and then either negotiate a path which is surely too narrow to take the increased number of pedestrian movements, or else negotiate a parallel nearby stretch of road where there is currently no pavement and cars drive in and out to access nearby flats and offices.²⁷

Further, if choosing to use this parallel route, before risking the cars, the pedestrian first risks coming into conflict with fast-moving bicycles.

Considering that some of these passengers will be accompanied by children who are, shall we say, under less than full control, this is a recipe for disaster.

After at last arriving at the bus stops, passengers (and their children) would then to wait uncomfortably close to a noisy, polluted and sometimes fast-moving stretch of road, which is exposed to rain and wind (notably the north wind in winter).

Admittedly, the route described above is the first section of a path already taken by some people heading into the city from the train station. But, if the bus stops were to be located on the Avenue de Chartres, the numbers of pedestrians using this path would increase significantly and, remembering that their movements would be two-way, severe pedestrian congestion must also be a concern. (Additionally, plans don't seem to have taken into account the "wave" of students who already use this route in the mornings and evenings).

Ultimately, at a time when the council is re-considering the whole of the "Southern Gateway" area, the opportunity should be taken to "design out" this kind of poor provision - not lock it in for generations.

Finally, if you're desperate for the loo but see a white van outside, under current operating procedure you will find you have to pee in the bushes! The van services all 4 cubicles at once (unlike at St Martins). This, of course, is hardly an insurmountable problem. Operating procedures can presumably be changed. But it does illustrate the advantages of harnessing local knowledge at all stages when considering new schemes.

In addition, the district council is separately considering plans to pedestrianise West Street, with consequent removal of the city-centre bus stops there. Any removal of these stops would result in further downgrading of the passenger experience (and so further encourage people into cars). If such a scheme were to go ahead, it would further strengthen the case to provide a proper hub interchange at the station.

Parting Thoughts and Further Reading

For a thoughtful but easy-to-read account of how this country keeps getting it wrong (and very occasionally right), see The Beauty of Transport blog entry titled "*The Bus Station Now Arriving (the fall and rise of British bus station design)*"²⁸

This contains a lament, which seems to apply perfectly to the present proposals, about bus stations being replaced with "*just a collection of bus shelters that happen to be in close proximity*", and adds the insight that "*... from the late 1980s onward, newly deregulated bus operators often weren't very interested in bus stations, while local councils weren't skilled up to look after them either. Faced with the decision between promoting local bus travel ... or several suitcases full of cold hard cash, both bus operators and local councils very often took the developers' money and ran.*"

²⁶ Forecourt area: <https://www.google.com/maps/@50.8321598,-0.7816401,3a,90y,5.02h,67.4t/data=!3m6!1e1!3m4!1s5bo2ZrwQBgf-EBx8QxYeVg!2e0!7i13312!8i6656>

²⁷ Connecting section of unacceptably poor standard for an official link https://www.google.com/maps/@50.8331781,-0.7813605,3a,90y,227.23h,72.61t/data=!3m6!1e1!3m4!1stZ_rxwDqbSG-lcg2Bh29wQ!2e0!7i16384!8i8192 (Link route at left. Proposed bus stop location on dual carriageway to the right).

²⁸ <https://thebeautyoftransport.com/2016/05/18/the-bus-station-now-arriving-the-fall-and-rise-of-british-bus-station-design/>

APPENDIX 1 - Other possible sources of ideas

Portsmouth Harbour (The Hard Interchange) – Connects Buses/Trains PLUS the Isle of Wight “Fast Cat” shuttle-ferry. The waiting area for the ferry is relatively warm and welcoming, and has what should be the minimum provision for any modern facility: *information screens* and “*a café, toilets and plenty of seating*”^{29, 30}

Amsterdam - Trains/Trams/Metro PLUS an ”underwater” Cycle Park with room for 4,000 bikes!³¹

Bath – Trains/Buses

Havant - Trains/Buses

Bristol, Temple Meads – Trains/Buses

Petersfield – Trains/Buses

London Victoria - Trains/Buses

Hammersmith - Tubes/Busses

Bangor Co Down, Northern Ireland – Trains/Buses

Belfast – Trains/Buses

Hastings – Trains/Buses

Newport, Isle of Wight - The bus station here does not connect with any railway station, but it was mentioned in discussions as being particularly user friendly. Also, people who have visited commented that, on the Isle of Wight, the bus system works particularly well. Such comments open a whole new ‘can of worms’, but it’s worth asking why buses aren’t felt to work equally as well around similarly rural Chichester.

²⁹ Tripadvisor: <https://tinyurl.com/4r5d26tt>

³⁰ 57-second YouTube walk-through at: <https://www.youtube.com/watch?v=grisD5QJugY>

³¹ <https://www.fastcompany.com/90675130/this-underwater-bike-parking-garage-is-also-a-habitat-for-aquatic-life>

APPENDIX 2 - Details of Buses from Chichester*

Bay 1: National Express Distance Coach Services. (No destination details visible in the bus station itself.

The National Express website is hardly more informative: <https://www.nationalexpress.com/en>)

Bay 2. No. 48 Cathedral/ Tesco & No. 600 City Centre.

Bay 3 “Please refer to timetables”

Bay 4. No. 600 Elmer / Bognor Regis

Bay 5. No. 51 Selsey

Bay 6. No. 55 Tangmere & No. 53 Witterings

Bay 7. No. 54 Cathedral/ Rogate/ Petersfield (except Sundays),

No. 56 Cathedral/ Old Bosham

No. 56 (except Sundays) No. 56 Market/ Charles Avenue (except Sundays)

Bay 8. No. 700 the East-bound “Coastliner”: Flansham Park/ Littlehampton

Bay 9 No. 700 the West-bound “Coastliner”: Havant, Portsmouth City Centre

Also: Southgate (opposite station): No. 53 Witterings

ALSO There is nothing to tell you at the bus station, but the following bus services leave from the Cathedral on West Street without ever calling in at the bus station. This leaves a fragmented bus service, and illustrates that greater integration is needed, centred on a hub interchange.

Stagecoach

No. 47 Parklands, East Broyle (except Sundays)

No. 50 Summersdale/ Graylingwell Park (except Sundays).

No. 60 Midhurst

Compass Bus

Compass Bus services are not shown on the Chichester Network map because they are not operated by Stagecoach. More integration in mapping is needed too !

Nos. 85/ 85a Arundel (NSu)

No. 99 Petworth (NSu)

* Local bus map available at: https://www.westsussex.gov.uk/media/13221/wsussex_county_map.pdf

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ADDENDUM

* Electric and Hydrogen Buses

To illustrate that electric/hydrogen buses are not on the far horizon but are here now – and are considered desirable under government policy - the government has a Zero Emission Bus Regional Area (ZEBRA) scheme to help councils and operators convert fleets from fossil fuels. This has recently completed its second round of funding grants. Authorities and operators should be on the look out for a third round.

Councils benefitting from previous rounds were (in the 1st round - Oct 2021):

Cambridgeshire and Peterborough Combined Authority, Kent, Leicester City, Milton Keynes Borough, and Warrington Borough

and (in the 2nd round - Mar. 2022):

Blackpool, City of York, Hertfordshire, Norfolk, North Yorkshire, Nottingham City, Oxfordshire, Portsmouth City Council & Hampshire County Council, South Yorkshire Mayoral Combined Authority, Greater Manchester Combined Authority, West Midlands Combined Authority, West Yorkshire Combined Authority

* Chichester Tomorrow – Your City Your Vision

This is the document which calls for a “key transport hub”. It states (on p.43) that it was created in a process which ran between 2016-17 and involved deliberations within a steering group, and then public consultation.

For the record, the Steering Group comprised: *Chichester District Council* (the leader at the time), *West Sussex County Council* (the leader), *Chichester City Council* (one councillor), *Chichester BID* (the chair), *Chichester Chamber of Commerce & Industry* (the Chair), *Visit Chichester* (the Chair), *Chichester Cathedral* (the Dean), *Chichester Festival Theatre* (the Director), *Pallant House Gallery* (the Commercial Director), *Novium Museum* (the Museum and Tourist Information Centre Manager), *Goodwood* (the Chief Executive), *University of Chichester* (the Deputy Vice-Chancellor), *Chichester College* (the Principal), *Stagecoach South* (the Managing Director), *Govia Thameslink Railway Ltd* (the Head of Environment).