

A27

North Mundham Parish Council's Proposed Response

Suggested improvements to the current route	Initial assessment by the transport consultant team on the impact on the traffic flow around the A27 at Chichester	Support the suggestion	Maybe support the suggestion but with further mitigations such as environment, landscape, etc.	Do not support the suggestion
	2	0	0	1
1. Small enhancements to the network				
Traffic light management – adjusted to meet traffic needs, white line changes, marginal widening of junctions or roads.	2	0	0	1
2. Package of junction improvements on existing A27 between Fishbourne and Portfield junctions				
Enhanced roundabouts including hamburger (road through middle of roundabout) or traffic lights on roundabouts.	3	0	0	1
Traffic lights instead of roundabouts.	3	0	0	1
Flyovers at junctions (to split through and local traffic).	3	0	0	1
Underpasses at junctions (to split through and local traffic).	3	0	0	1
No left/right turn at selected junctions.	3	0	0	1
Widening of road – particularly at approach to junctions.	3	0	0	1
3. Smart roads using technology to manage traffic				
Electronic signs.	3	0	0	1
Traffic lights with 'smart' phasing, for example, priority for buses or HGVs.	3	0	0	1
Queue and incident detection to inform signs or diversions.	3	0	0	1

None of these suggestions will compensate for the fact that the capacity of the existing road is inadequate. Underpasses are unlikely to be cost-effective, and flyovers are unacceptable on grounds of landscape impact and atmospheric and noise pollution. Previous options have shown that options improving through flow at junctions can only be achieved at the expense of constraints on local traffic. All of these suggestions are likely to result in restrictions on access between settlements south of the A27 and Chichester, and access to and from the A27 for traffic from the Manhood peninsula and the City.

Recent road works have shown that no solution based on changes to the current route could be achieved without near-paralysis of both through and local traffic for many months.

We note that plans for large numbers of additional houses south of the A27 will only exacerbate the problem. In that context some of these proposals might make sense as an improvement to the existing road, but only after the underlying problem of lack of capacity on the A27 has been addressed by the provision of an alternative route for through traffic.

Suggestions recommended NOT to be taken forward (on current route) and the reason why	
Fully tunnelled route on the existing route.	Engineering feasibility and cost likely to rule this out but selected extended underpasses could be possible.
Fully elevated route for whole Chichester stretch of A27 (flyover).	Environmental impact significant for whole route but could be considered for small areas of the route

Suggested new routes

New **local** road south of the city to segregate traffic accessing the Manhood Peninsula from A27 through-traffic at Fishbourne junction.

Initial assessment by the transport consultant team on the impact on the traffic flow around the A27 at Chichester

3

Support the suggestion



Maybe support the suggestion but with further mitigations such as environment, landscape, etc.



Do not support the suggestion



New **multi-purpose** route south of the city between Fishbourne junction and A259 Bognor Road east of existing A27 junction.

4



New **strategic** route north of the city between A27 west of Fishbourne junction and near Tangmere without junctions giving access to Midhurst and north Chichester and traffic from A27 through traffic.

5



New **multi-purpose** route north of the city between A27 west of Fishbourne junction and near Tangmere with junctions giving access to Midhurst and north Chichester and traffic from A27 through traffic.

5



New **local** route north of the city between the A27 west of Fishbourne and Temple Bar. Utilising and improving some existing local roads.

4



New **multi-purpose** route north of the city between A27 west of Fishbourne and near to the A27 Portfield junction.

5



Suggestions recommended NOT to be taken forward and the reason why

New multi-purpose route south of the city between Fishbourne via A259 to the east to Temple Bar/Tangmere (with or without junctions).	Expected benefits do not outweigh environmental impact and engineering challenges.
Upgrading of existing minor routes on Manhood Peninsula to provide east/west access.	Relatively limited benefits with increased HGVs through communities.
New local route to the north of the city to A286 from the A27 west of Fishbourne to segregate traffic accessing the A286 Lavant/ Midhurst and north Chichester from A27 through traffic.	Expected benefits do not outweigh environmental impact and could result in diversion of traffic through Chichester centre and local communities.
Routing traffic through the city centre.	Counter to local transport policy with environmental and safety impacts plus impact on communities.

First suggestion does not provide a solution to the problem. The concept has already been overwhelmingly rejected when it was presented as Option 2 in the previous consultation. It only provides a better route for the Manhood peninsula for traffic to and from the west, and will encourage through traffic to 'rat-run' using totally unsuitable roads further east.

Second suggestion - it is difficult to see how this can be achieved without widespread disruption to the existing community. It proposes an even longer route than the existing A27, and fails to provide any segregation between local and through traffic. It does not provide any mitigation for the existing Portfield junction.

Third suggestion - a realistic solution which should provide a good cost/benefit ratio.

Fourth suggestion - another realistic solution, but addition of another junction may reduce safety benefits.

Fifth suggestion - shorter distance may tempt through traffic to take this route, which will result in another route with all the disadvantages of the existing A27. Of no use to existing local traffic south of the city.

Sixth suggestion - difficult to see the benefit of this compared with the fourth suggestion, since it does not alleviate the Portfield junction problem and would appear to run through an area already planned for housing development.

Walking, cycling, public transport and other improvements

A package of transport schemes is needed as part of work to address the traffic problems, congestion and environmental. Walking, cycling, public transport and other improvements can help to address some of issues of the A27, but alone will not be able to address the congestion and traffic flow without other improvements on the current road or on new routes.

A wide range of measures are potentially available to complement any improvements on existing road or new routes to best meet the requirements for a better A27, including improvements to walking, cycling and public transport. The package could also include parking and traffic management, planning for new developments – housing and business – technology improvements and measures to improve freight and HGV movements.

Walking, cycling, public transport and travel information

- Improved pedestrian and cycle crossings of the existing A27.
- Wider major improvements in pedestrian and cycle routes on routes into Chichester and the Manhood Peninsula.
- Improved use of public space for pedestrians, bus stops, signage and urban realm improvements.
- Priorities for buses at the A27 junctions.
- Improved bus stops and facilities, e.g., shelters at all stops, seating and real-time passenger information.
- Enhanced bus service frequencies on key routes to the Witterings, Selsey and Bognor Regis.
- Park and ride to service Chichester centre.
- Integrated public transport ticketing and service between buses and trains, especially in the evenings.
- Encourage use of walking, cycling and public transport by working with schools, colleges and businesses.
- Improved local transport information online, including access to real-time information of bus and rail services and parking.

All of these suggestions would be desirable improvements, but even if all of them were implemented they would have no discernible impact on the problems of the existing A27.

Parking, traffic management, freight and development issues

Changes to parking management in the city centre e.g. managing short and long-stay parking and providing real-time information on parking space availability.



Traffic management to improve traffic flow on surrounding roads, e.g., signage improvements, 20mph zones.



Safety improvements through design changes, improvements in visibility and lighting, and maintenance improvements.



Providing priority for local HGV and goods vehicles at junctions approaching the A27.



Restrictions to HGV and goods vehicles routes and times to priorities junctions to limit HGV use to main roads only.



Electric vehicle charging points at car parks, supermarket, service stations and work places.



Work with developers to reduce car use and encourage use of walking, cycling and public transport on new developments.



While most of these suggestions may provide a marginal improvement in the quality of life for local residents, even taken in totality they will do nothing to alleviate the problems of the existing A27. We remain very uneasy at any suggestion to prioritise HGVs and good vehicles at junctions, because we do not believe it can be managed without detriment to the flow of other traffic.

Please make sure that you take the time to submit your comments, it is vitally important.....

<https://haveyoursay.westsussex.gov.uk/highways-and-transport/build-a-better-a27/>