

Current road issues:

- Pinch points along the A27 interrupt road traffic to slow or stop, particularly at busy times.
- The A27 is a barrier between parts of the town, with limited access for walking and cycling.
- The road bridge over the railway line is narrow, dangerous and in poor repair.
- A27 hold ups cause rat-running and air pollution in the town.

Key factors:

- A **40mph single** carriageway road can take similar numbers of vehicles to a **60mph dual** carriageway.
- A **wide single** carriageway road at Arundel will meet future needs based on actual traffic data.
- Hold ups at Arundel occur due to **interruptions of flow**, not lack of capacity. Eg the signal crossing at Arundel station backs up east-bound traffic to Ford roundabout and along Chichester Road, while west-bound traffic at Chichester Road is free-flowing.
- **Signals** at Crossbush cause the back up of west-bound traffic.

Benefits of proposed improvements:

- Remove all interruptions for **free flowing** traffic on the A27.
- Improve **safety** - wide single carriageway provides visibility and access in case of incidents.
- Improve **access** to railway station, by car, cycling and walking and easy access to Burpham, Warningcamp, Crossbush.
- Good **walking** access across town.
- Do not damage the South Downs **National Park** or its wildlife.
- Do not damage **villages and businesses** impacted by an offline dual carriageway, or lose trade in Arundel.
- Avoid generating more traffic at **Worthing and Chichester**.

Arundel Scate is a group of local residents looking for 21st century solutions to traffic issues at Arundel and the wider area.

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A27Arundel.org.uk

A27 Arundel Bypass



independent proposals with New Purple route

Outdated plans for a major dual carriageway road across the Arun Valley and through the South Downs National Park will seriously damage countryside, wildlife, village communities of Tortington, Binsted and Walberton and local businesses - and won't improve transport and access for Sussex.

There are real alternatives!
proposed by Arundel A27 Forum

Ford junction

The Ford junction is a huge area which allows a direct, **uninterrupted, wide single carriageway route** at 40mph to be created by removing the roundabout and providing an underpass for the continuation of Ford Road with Maltravers Street. The level of the A27 here would be less than a metre higher than the existing road at the roundabout. The underpass is at correct height and adapts existing drains with a balancing pond to avoid flooding.

In this design, slip roads are approximately allocated to enable the points of access available in the current arrangement. A significant area can be turned to green space and a walking link through the underpass parallels the existing underpass by the river.



New purple route

An **uninterrupted, 40mph, wide single carriageway** (5m lane) road continues from the east under a remodelled split-level junction, without signals, at Crossbush. The junction provides access to Arundel and Lyminster, as at present. Continuing over a new rail bridge and avoiding pinch points at 1) Warningcamp junction; 2) station; 3) bus stops; 4) signal pedestrian crossing; and 5) Causeway roundabout, to meet the existing road by the Fitzalan Road junction. The river bridge would be upgraded with marginal (if any) widening of Chichester Road.

As a two (or more) lane roundabout, Ford junction (6) is the remaining pinch point and is comparable to other roundabouts the length of the A27. However, this Ford junction can be improved with major remodelling.

For more details go to ArundelA27Forum.org.uk

