

Current A27 issues at Arundel:

- Pinch points slow road traffic at busy times.
- The road limits walking and cycling access at Arundel.
- The bridge over the railway is narrow, dangerous and in poor repair.
- Hold ups cause rat-running and air pollution in the town.

Key factors:

- Stopping distances mean a **40mph single** carriageway road will take similar numbers of vehicles to a **60mph dual** carriageway and far more than 70mph.
- A **wide single** carriageway road at Arundel will meet future needs based on actual traffic data rather than speculative traffic growth.
- Hold ups at Arundel are due to **interrupted flow** arising from pinchpoints, such as signals at the station and Crossbush junction, not lack of capacity.
- A27 congestion at **Worthing** is far worse than Arundel, but plans are to keep it as single carriageway. Arundel should not be considered in isolation.
- The **Climate and ecological emergency** means we must not build bigger roads that generate more traffic and more carbon emissions.

Benefits of proposed improvements:

- Remove all interruptions for **free flowing** traffic on the A27.
- Improve **safety** as wide single lanes provide visibility and access.
- Cut **rat-running** within Arundel.
- Improve cycling and walking **access** across town and to the railway station, and easy car access for Burpham, Warningcamp and Crossbush.
- Do not damage the South Downs **National Park** or its wildlife.
- Minimise **flood risk**.
- Do not damage **villages and businesses** or lose trade in Arundel.
- Minimise **new traffic** and carbon emissions.
- Are **deliverable** and could tie in public transport improvements.

*Published by Arundel Scate on behalf of a coalition with other local groups.
For more information see www.ArundelAlternative.org.
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Arundel Bypass



Outdated plans for a dual carriageway across the Arun Valley watermeadows and through the South Downs National Park would destroy our countryside, wildlife, village communities and local businesses, generating more traffic and carbon emissions in a climate emergency.

There is an Alternative

Arundel Alternative



This locally developed proposal is an **uninterrupted, 40mph, wide single carriageway** road. From the east, it continues under a remodelled Crossbush junction, removing signals which cause holdups to the east. Access to Arundel and Lyminster is via existing roads. The new road continues over a new rail bridge, bypassing pinch points at 1) Warningcamp junction; 2) rail station; 3) bus stops; 4) signal pedestrian crossing; and 5) Causeway roundabout, which cause holdups to the west at Chichester Road and Ford roundabout. The new road meets the existing route by Fitzalan Road junction. The river bridge is upgraded and Chichester Road has marginal (if any) widening.

With two lanes, Ford roundabout (6) is comparable to other roundabouts along the A27 with some flow limitations, but it is not a key source of holdups.

You can respond to Highways England's A27 Arundel Bypass consultation and call for the Arundel Alternative.

Ford roundabout

As a large space, there are several options for shaping the area to improve traffic flow and walking and cycling access. These may include:

Keeping the roundabout: *reconfiguring lane space* would enable vehicles to leave at the A284 junction more easily. Restricting access at Maltravers Street junction would limit town through-traffic and improve roundabout flow. *Walkways* can be expanded around the roundabout and a *footbridge* provided across Chichester Road.

Remodelling for a through road: (see illustrative potential layout) where the new single carriageway continues across the junction with an *underpass* linking Ford Road and A284. The A27 would be raised less than a metre and space turned to a green area. *Safe walking and cycle links* through the underpass parallel the existing river-side pedestrian underpass.



Further transport measures

The Arundel Alternative and any Ford roundabout schemes should be implemented alongside further measures. These include walking and cycling links to Ford station, planned infrastructure on West Coastway rail, improvements to bus services to Worthing, Littlehampton and Chichester. Together, these transport improvements benefit ALL residents and business, not only those with access to a car.