

RESPONSE FOR DONNINGTON PARISH COUNCIL TO A27 CHICHESTER BYPASS IMPROVEMENT SCHEME CONSULTATION JULY 2016

Donnington Parish Council met on 12th September 2016 and considered the five options presented by Highways England in the Consultation Brochure “A27 Chichester Bypass Improvement Scheme”. The meeting unanimously agreed that **none** of the 5 options presented were acceptable and consider that Highways England should reinstate the plans for a Northern Bypass. In the terms described in the Consultation Brochure, Donnington Parish Council support “**No option**” in anticipation that the overwhelming case for a Northern Bypass prevails.

Donnington Parish Council has reached this decision based on:

1. Written and verbal communication with Parishioners.
2. Opinion from Parishioners at a specially organised meeting
3. Evidence provided by Highways England, online and in the Consultation Brochure.
4. Discussions with Highways England, both at consultation events and by telephone.

The Parish Council considered both Local and Regional impact and also the extent to which the options meet the stated aims of the project. The justification for our position is set out below.

Regional

- All of the options fail to perform the basic function of a bypass – allowing through traffic unimpeded progress around a city and its local traffic.
- All of the options would inflict difficulties for between 15 and 41 months during construction. In contrast, development of a Northern route will result in less interference with existing A27 traffic during the build, and therefore will cause a fraction of the disruption, whilst solving the problem for the long term.
- The benefit to cost ratio for the withdrawn Option 5 (Northern Route) is 2.9 whilst for Option 2 the BCR is worse: 2.7.
- Highways England modelling shows the Option 2 ‘link road’ is likely to require upgrading to a dual carriageway by 2035, just 12 years after the construction has finished.ⁱ This cost has not been factored into the benefit to cost ratio and as a result, this error makes Option 2 appear misleadingly cost effective and will lead to further disruption, noise and pollution for Donnington.
- The Northern route is many times safer. The financial benefits of reduced casualties on Option 5 is £73.6M against a mere £8.4M for Option 2.
- The negative accident benefits for Option 1 and 3A predict a higher number of accidents and fatalities.ⁱⁱ This must be considered unacceptable and in direct conflict with the aim of improving road safety.ⁱⁱⁱ
- All the options will result in negative noise benefits.^{iv} In contrast there are positive noise benefits for a Northern bypass and a greater reduction in pollution than the options offered.ⁱⁱ
- The options presented do not allow full separation of local and through traffic, all retain the Portfield roundabout if not other barriers to flow. Therefore, these improvements will still compromise the A27 as a strategic route, whilst also impeding local movements and increasing journey distances.^v A Northern bypass however, would allow separation of

through traffic, therefore achieving an unobstructed strategic route.

- It is not clear that induced demand has been adequately considered by Highways England.

Local

- Four out of the five options restrict access to the A27 at the Stockbridge junction. This will create needless additional traffic on the A27, encourage rat running of vehicles trying to join/leave the A27 in the right direction and drive traffic wanting to go eastbound / access Donnington from the A27 into Chichester City itself. This does not meet the stated objective of improving connectivity with local roads, and instead by restricting access will do the opposite and drive needless traffic onto the local network.
- Four out of the five options will result in a deterioration in the air quality at the Stockbridge junction, which is already a designated Air Quality Management Area (AQMA) Therefore, these options are in direct opposition of the stated aim to address existing AQMAs.
- All of the options inflict significant disruption on the Parish during the development phase, yet offer little or no long term benefits to the Parish itself.
- The available data in the consultation material shows little consideration for pedestrian and cyclists crossing the A27. In particular, there is limited segregation between cyclists/pedestrians and traffic.
- Four out of the five options force traffic for the Witterings beach to take convoluted routes, and direct the traffic unnecessarily into the city centre due to restricted movements at junctions.
- Option 2 in particular would be detrimental for the Parish. It would:
 - Dissect the Parish and change its character forever.
 - Destroy 20 dwellings.
 - Destroy Stockbridge House, a listed building unique to the Parish and to Chichester.
 - Destroy the ambiance of Canal South of the Parish, a Site of Nature Conservation importance. It would be a scar on the view painted from Poyntz Bridge by Turner.
 - It will impose a noisy and unsightly flyover on the Parish.
 - Create a new road over agricultural land in the Parish, permanently harming Chichester Harbour's Area of Outstanding Nature Beauty.
 - Inadequate consideration has been given to the impact of the level crossing at Chichester Railway Station. This will create delays and tailbacks to the new flyover.
 - Overall, option 2 would be a travesty, subjecting Donnington to the noise and pollution of being so close to the A27, but without the benefit of the ability to access this strategic regional road, without first completing a convoluted journey away from the desired direction of travel.

It cannot be overstated how strong opinion is in Donnington. Two meetings have been held in the Parish regarding this issue. One attracted 170 attendees, the other 300. At both meetings support was overwhelming for 'No Option' and in favour of a Northern Route. The turnout and consistency of opinion are considered by the Parish Council to be exceptional.

As discussed above, none of the proposed options meet the stated aims of the Chichester Bypass Scheme as set out in the Consultation Brochure.

A Northern Bypass fully meets all of those aims, and meets them for the long term. At a cost of £307.80 million against £280.2 million for Option 2, this additional 10% investment provides a long term solution to the existing daily congestion and extensive queuing.

Accordingly, Donnington Parish Council rejects all the options and strongly urges Highways England to heed the overwhelming evidence in favour of a Northern Bypass and seek the small additional budget required to fix the A27's problems around Chichester once and for all. Anything other than a Northern Bypass will be a conspicuous waste of public money due to the inability to solve the problem fully, whilst also creating further issues for the local road network.

ⁱA27 Chichester Bypass, Traffic Forecasting Report, Highways England, Updated 27 July 2016, page 49

ⁱⁱ A27 Chichester Bypass, Economic Assessment Report, Highways England, Updated 27 July 2016, page 83

ⁱⁱⁱ A27 Chichester Bypass, Economic Assessment Report, Highways England, Updated 27 July 2016, page 50

^{iv} A27 Chichester Bypass, Economic Assessment Report, Highways England, Updated 27 July 2016, page 32

^v A27 Chichester Bypass, Economic Assessment Report, Highways England, Updated 27 July 2016, page 40