

A27 Western Manhood Community Workshop Friday 14th July 2017 Bracklesham Barn

Cllr. Chris Charter welcomed those present and introduced Ash Pal the facilitator who had been provided by West Sussex County Council. The meeting was advised that representatives from Earnley Parish Council, Birdham Parish Council, East Wittering and Bracklesham Parish Council, West Itchenor Parish Council and West Wittering Parish Council had met to discuss the Build a Better A27 and the bullet points listed below were the agreed principles from this meeting. Which your elected representatives considered the important issues for the communities of the Western Manhood Peninsula and the Parish Council's wished to obtain the residents views on these principles.

1. Acceptable to the greatest number of people

- The previous options would have damaged the area
- Because it is a peninsula we need access to the A27
- 75% of the Districts visitor beds are on the Manhood Peninsula
- Difference between users of the A27 and the residents
- Consider holding a referendum on the end result - the meeting thought a majority of 60% would be fair
- Widest possible consensus you might end up with a fudge
- Thriving tourist economy - need to get people on/off the peninsula
- Horticultural/agricultural industry
- The Peninsula provides major economic benefits for the whole District
- Must not sacrifice the interests of the peninsula for the trunk road
- 46% of the users of the A27 are through traffic
- Never going to find a solution that suits everyone
- Re use of the Crossrail machinery
- The solution must have a material improvement
- Local Plan review is currently taking place 10,000+ new homes will feed onto the A27

2. Separate through traffic from local traffic

- Need to maintain the six multi access onto the A27 due to the geography of the area
- Speed up through traffic via strong separation
- Consider reinstating the Selsey Tram
- Improve cycle paths
- The rail crossings affect the flow of the A27
- Lack of resilience in the peninsula
- Buses are expensive and regularly get delayed by beach traffic on A286
- If there is a traffic incident on the A27 there is no viable alternative
- Current consultation documents will have a direct affect on A27: Southern Gateway, Chichester Vision and Local Plan
- Total separation is only way. Needs smooth efficient interchanges for local to through traffic
- Slip roads equal weak separation. New Road equals a strong separation

3. Minimise negative impact on the landscape and natural habitat

- Protect the SPAs, SSIs and Ramsar sites
 - Air quality issues on the A27/roundabouts
 - New roads are not precluded from going through a national park
 - Need to reduce noise pollution
 - The peninsula is very flat and therefore the design engineers need to be very creative and conceal any improvements - Havant bypass is a good example of this
 - Consider tunnels and cuttings
 - Havant Bypass (the section A27 between Warblington and Fishbourne) is a good example of strong separation
4. Minimise disruption for businesses, agricultural and tourism
- Mainly covered in items 1&2
 - Tourism is a sensitive business in the works make it difficult to access the area for a number of years then the tourists will get somewhere else and it is not likely that they will come back this will affect the wider area not just the Manhood Peninsula
5. No adverse effect to local journey times and ease of access for local traffic to and from the A27 and Chichester/Manhood Peninsula
- Any solution must not make it worse in the long term
 - The provision of alternative road would bring the current road back within its design capacity
 - None of the previous options would have significantly improved the journey time
 - Consider separating public transport, other user groups cyclist, riders
6. Provision of a suitable diversion route to ensure resilience of the Strategic Network
- There is currently no suitable alternative route a single point of failure affects the whole of the A27 and the local area
 - Because of the geography of the area with the harbour and the inlets there is no alternative route on the peninsula
 - The new proposal must improve the safety and reduce the deaths on road
 - The Chichester bypass is the only stretch of the A27 with no alternative route.
 - 1000+ students commute off the peninsula daily to attend secondary school and college
 - Chichester Bypass is in the top 10% of worst roads in England
7. Take account of major events and beach traffic
- Specific data to the area should be used and it should not deal with averages
 - Consider the provision of a northern toll route - although concern was expressed that this would mean that less people would use it
 - Highways England first objective is to improve through traffic
 - Major event traffic should be more controlled by council than event organisers
8. A long-term solution, not a short-term fix
- Absolutely - unanimous