



Area Transport Strategy for Chichester

Spatial Context

- 7.40 Chichester District is the largest in the County, with coastal areas including Chichester Harbour AONB and the Manhood Peninsula to the south as well as a large rural area of the district, most of which is within the South Downs National Park. The District has borders with Hampshire and Surrey.
- 7.41 The City of Chichester is the County town of West Sussex. The City attracts large numbers of visitors each year, due to its historical and national importance. The centre has long been an established area for shopping and a centre for business. The City is also becoming a thriving place for students with a popular University and College, attracting students from across the country.
- 7.42 Chichester District has a mixed economy, with Chichester City having strengths in the tourism, business, educational and public sectors, while northern parts of the District have strengths in self-employed professionals and small businesses. On the Manhood Peninsula, there are strengths in the tourism, agriculture and horticulture sectors.
- 7.43 The population of the District in 2018 was estimated to be 120,800 which is forecast to increase by 13.5% to 137,100 by 2043. Some areas within the District, such as Tangmere have a high proportion of young families, however most of the area has a higher proportion of older residents. For the 65+ age group the forecast population is expected to increase from 32,500 to 49,700 (52.6%) over the period 2018-2043²⁶.
- 7.44 The Chichester Local Plan seeks to balance the economic, social and environmental dimensions of sustainable development of the District. The Local Plan allocates land for housing and commercial development up to 2029 and identifies infrastructure improvements that are needed to support sustainable development of the area. Sites are allocated to accommodate 7,388 dwellings between 2012 and 2029. The Chichester

²⁶ WSCC: [West Sussex Life](#) (accessed May 2021)

Local Plan is being reviewed in parallel with the development of this Plan and will be taken into account as appropriate.

Transport Context

- 7.45 The A27 is the only major route for traffic going east-west. The A27 severs the City from the surrounding hinterland including the Manhood Peninsula and Chichester Harbour to the south.
- 7.46 The West Coastway provides rail connections to Portsmouth/Southampton and Brighton via Worthing and London via the Arun Valley Line. Rail services on West Coastway are typically slow and uncompetitive with travelling by private car.
- 7.47 The local bus network is extensive around the District, with Chichester bus station also provides services to neighbouring areas and districts, including the Manhood Peninsula. However, bus services in some rural areas are not frequent and do not provide an attractive alternative to travelling by private car. Also, where congestion occurs on bus routes such as at the A27 junctions, buses currently have very little or no priority over general traffic.
- 7.48 There are a number of cycle facilities within the City, with National Cycle Network Route 2 providing a connection to the west. Routes such as Salterns Way and Centurion Way provide access to areas to the south and north of the City. However, there are gaps in the cycle network and users tell us that the infrastructure does not always meet user needs.
- 7.49 Chichester City centre has a large pedestrianised area within the historic walls of the City. There are aspirations for further pedestrianisation but potential for conflict with other modes of transport, particularly buses.

Key Issues

- 7.50 Travel behaviour in Chichester is a mix of private car, public transport and some active travel use but private car usage is dominant. Public transport and active travel modes are not seen as viable options for many journeys due to the cost of city centre parking, compared to public transport fares. The current key transport issues in Chichester are:
- Congestion on the A27 and A259 during peak periods (not limited to AM and PM peak hours);
 - Congestion on A285 Westhampnett Road and A286 Chichester Ring Road which can interact with operation of A27;
 - Limited routes to the Manhood Peninsula;
 - Further tourist congestion during peak summer periods;
 - Rat-running on residential and rural routes to avoid congestion on A27;
 - Level crossing delays at Southgate, Basin Road & Whyke Lane
 - Traffic related air quality management areas within the District in Chichester and Midhurst;
 - Bus journeys times are slow at peak times due to congestion
 - Rail services to Brighton and the Solent cities can be slow and some trains lack modern facilities;

- Limited opportunities to use active travel modes from Manhood Peninsula and Midhurst; and
 - Gaps in the cycle network.
- 7.51 In 2016, Highways England consulted on five options for improving the A27 at Chichester. However, none of the options were well supported and the scheme was cancelled. In 2020, the Government included the A27 Chichester scheme in its Roads Investment Strategy 2020-25 (RIS2) as a scheme to be developed for delivery in a future RIS, subject to affordability, value for money and deliverability.
- 7.52 The Chichester Local Plan includes a requirement to improve six junctions on the A27 Chichester Bypass to mitigate the impacts of development. Some of these improvements are also needed to mitigate the impacts of development in Arun District. The timing of these improvements will depend on the timing of development so is subject to commercial decisions by developers. The junctions to be improved are:
- A27/A286 Portfield junction (recently completed)
 - A27/Oving Road junction (planned for construction late 2021)
 - A27/A259 Fishbourne Road junction
 - A27/A286 Stockbridge Road junction
 - A27/B2145 Whyke Road junction
 - A27/A259 Bognor Road junction
- 7.53 In the future, it is anticipated that some of the current transport issues will worsen if background traffic also grows as forecast. Therefore, interventions are needed in Chichester that will reduce car travel at peak times. If such interventions are not delivered or are not successful, then the following locations on the highway network are likely to require capacity improvement in the future to mitigate the impacts of development and background traffic growth:
- A285 Westhampnett Road
 - A286 Chichester City ring road
 - A286 Birdham Road
 - A259 Bognor Road

Transport Strategy for Chichester

- 7.54 Our transport strategy for the Chichester area in the absence of a central Government funded major scheme for A27 Chichester is to improve the performance of the A27 through junction improvements at Chichester that help to keep traffic moving in the short term as planned development takes place. We will revisit this strategy in light of the Chichester Local Plan review and make changes, if necessary, in response to planning decisions. In parallel we will work with partners to develop plans and build consensus for a major A27 improvement to come forward through the Government's Roads Investment Strategy in the medium term that will separate conflicting strategic and local trips, reduce accidents and ensure capacity is closer matched to demand. The A259 between

Chichester and Bognor Regis will be improved including infrastructure for active travel and shared transport modes as planned strategic developments takes place to improve network efficiency. In order to facilitate the shift to electric vehicles and address the current air quality issues in Chichester, we will initially facilitate the introduction of on-street charging infrastructure in the City where communities rely on on-street parking.

- 7.55 Our strategy is to enable local living by making active travel increasingly realistic and attractive for short distance journeys within existing communities and between towns such as Chichester, Selsey, Bognor Regis and the Bourne area, particularly on corridors where strategic development is planned. On routes within existing urban areas we will increase space for active travel in the A286 Chichester ring road and A285 Westhampnett Road corridors. In the medium term we will develop additional priorities identified in Chichester LCWIP and explore the potential for improve crossings of the A27 and the West Coastway Line to address community severance and improve access to the South Downs and coast.
- 7.56 Where opportunities to provide dedicated space for shared transport are limited such as routes to the Manhood Peninsula and Bourne area, our strategy is to use traffic signal technology to give priority to shared transport where services operate frequently. This infrastructure could support the introduction of a DDRT service connecting rural communities with the City, linking various planned strategic developments as they come forward, subject to commercial considerations by the operators.
- 7.57 Our strategy for improving the transport network infrastructure will be supported by our approach to managing the road network through use of on-street parking and traffic management techniques to manage demand in Chichester City. This will also be supported by behavioural initiatives to tackle inappropriate traffic speeds and use of unsuitable rural routes.
- 7.58 In the long term once infrastructure for active travel and shared transport has been improved to cater for short distance trips we will work with strategic partners to reconfigure West Coastway services to deliver faster rail services between Chichester, Worthing Brighton and the Solent cities.

Short term (2022-27) priorities for the Chichester area

- On-street electric vehicle charging infrastructure in Chichester
- A27 junction mitigation measures
- A259 National Cycle Network Route 2/‘Chemroute’ improvements
- A259 Chichester to Bognor Regis corridor enhancement (including shared transport and active travel facilities)
- A286 Chichester City ring road improvements (including active travel facilities)
- Strategic Transport Investment Programme Oving Road cycle route
- A285 Westhampnett Road improvements (including shared transport and active travel facilities)

- DDRT and other shared transport services between Chichester, Havant, Bognor Regis and Littlehampton (connecting strategic developments in Chichester and Arun Districts, and Havant Borough)
- Air Quality Action Plan measures in Chichester

Medium term (2027-32) priorities for the Chichester area

- A27 Chichester major scheme
- LCWIP priorities
- On-street electric vehicle charging infrastructure in remaining areas

Long term (2032-36) priorities for the Chichester area

- LCWIP priorities
- Reconfigured West Coastway services
- Potentially, local highway capacity improvements (subject to need)

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