

Arundel Bypass - Option 1

but !!

- in the form of the New Purple Route, with No Dual Carriageway, including a proposal for a free flowing A27 junction at Ford Road

My name is John Wheatley - I have lived and worked in Arundel over 30 years

- We, as residents of Arundel and those who travel past it every day, have a local problem with congestion on the A27.
- The congestion is due to a series of factors that when linked together, create a massive bottleneck, over a distance of approximately 1 mile, and the impact is felt by drivers for a further mile in both directions.
- It is however a resolvable issue and not one, in my view, that should be shaken off and pushed onto other places and people, who live a mile or two down the road, especially when in my view this would then significantly effect the local economy of the town.
- It does not feel fair that people living in parts of Torton Hill, along Ford Road and significantly in Binsted should suffer from the blight that this shift in road alignment would cause, when there are relatively simple mechanisms to resolve it at a much lower cost.
- The completion of a full grade separated junction at Crossbush, a new railway bridge, as offered by all options, plus a road link up to the existing A27 road bridge over the River Arun, will at a stroke remove, in my view, at least 70% of the problem that exists at present and any delays will appear minor in comparison, reducing journey time by no more than a minute longer than the other two options, due to the reduced speed alone.
- I therefore support the proposed existing Option 1 Route, but wholeheartedly believe that we do not want, or need a dual carriageway running past the town, even as proposed, at a speed of 40mph.
- I therefore also support the proposed 'New Purple Route', offered by Arundel Scate, which includes the full Crossbush grade separated junction, with the A27 widened from 7.3m up to 10m width, in place of a dual carriageway.
- Free flowing traffic, grade separated junctions (where possible and acceptable to the local community) are the answer over relatively short semi urban distances on the A27, not the upgrade of single carriageways into dual carriageways.
- And so, I also believe that the other 30% of the congestion problem is caused by the existence of Ford Roundabout, which slows down traffic well below 40mph and is therefore a contributor to the wider problem that causes any delay and as a proposed signal controlled junction will create a further barrier to cross flow traffic between Torton Hill, the A259 and the Town Centre, since it is the A27 that will be prioritised.
- This existing 75m diameter roundabout, has been built up on raised ground, over the stream and valley flowing down originally from Park Bottom, prior to 1970 and it creates a 'no go' area and barrier to residents wishing to, or as a result, having to walk, cycle or even drive around it, between Torton Hill and the Town Centre.

- I have drawn up proposals for an amended approach to this junction, creating a straightened, 10metre wide, free flowing A27, separated vertically from an underpass that re-establishes the original pre 1970's direct road and pedestrian link, between Ford Road and Maltravers Street.
- This proposal does not significantly raise the level of the A27, but lowers the new Ford Road link and footpath, downwards by at least 4m, to something approaching the original ground level and since there is a large area of existing roundabout and nearly 200 metres between the Town Cemetery on Ford Road and the last house on Maltravers Street, there is therefore room to limit gradients down to 1 in 20.
- I have now set up a website link (www.john@johnwheatleyarchitecture.com), from which you can download these proposals (click **POSTS**, then **click Ford Roundabout**), plus a dedicated Facebook Page (**Ford Roundabout- Option 1 - Arundel Bypass**), if you are interested to comment, or discover more about this proposal. Alternatively you can contact me on a new email **ford.roundabout@gmail.com**.
- Dont forget that it is not possible to phase Options 3 and 5A, since the whole route needs to be completed before any vehicles can use it.
- However Option 1, or the New Purple Route, plus my Ford Roundabout Option can be phased, with the consequence that the Option1 Crossbush junction and new rail bridge could be operational, well before Options 3 and 5A are fully completed. This also gives time, if necessary to reconsider the detail pf other future options that would significantly help the congestion and provide funds and benefits to the town directly, rather than pumping money into wide tarmac roads within existing ancient woodland.

Thank you.