



A27 Chichester Bypass Improvement Scheme Report on Public Consultation February 2017

This consultation report reflects the views of the consultation on the A27 Chichester bypass scheme which took place between 14 July and 22 September 2016.

It does not reflect any subsequent views expressed by our stakeholders.

Highways England 3 March 2017

A27 Chichester Bypass Improvement Scheme

Report on Public Consultation

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Report on Public Consultation

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February 2017

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Glossary

AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Areas
BCR	Benefit Cost Ratio
CDC	Chichester District Council
DCO	Development Consent Order
DfT	Department for Transport
EA	Environment Agency
HE	Historic England
NE	Natural England
MMSJV	Mott MacDonald Sweco Joint Venture
PCF	Project Control Framework
RIS	Road Investment Strategy
SEBs	Statutory Environmental Bodies
SLR	Stockbridge Link Road
SRN	Strategic Road Network
WSCC	West Sussex County Council

Executive Summary

Context

Highways England's Project Control Framework sets out the methodology for delivery of a major highways scheme. The process is split into 8 stages, of which this scheme is currently in Stage 2, as follows:

- **Stage 0** (Strategy, Shaping and Prioritisation) – problem definition, scheme requirements and strategic business case;
- **Stage 1** (Option Identification) – option identification and sifting out of options that are likely to perform less well compared to others;
- **Stage 2** (Option Selection) – detailed option assessment and selection of the Preferred Option, including detailed public consultation of the options;
- **Stage 3** (Preliminary Design) – scheme development including design of the Preferred Option in sufficient detail to produce draft orders and preparation of the Environmental Assessment;
- **Stage 4** (Statutory Procedures and Powers) – gaining authority to construct the scheme through the normal statutory processes as laid down in legislation;
- **Stage 5** (Construction Preparation) – procurement of the construction contractor and detailed design of the scheme;
- **Stage 6** (Construction) – construction of the scheme;
- **Stage 7** (Handover and Close-Out) – project close out.

The development of improvements to the A27 Chichester Bypass were announced as part of the 2013 Spending Review (SR13) where the improvements were described as '*Upgrading 6 junctions on the existing 3.5m bypass*' and confirmed in the Road Investment Strategy (RIS) in December 2014 where the improvements were described as '*upgrading the four junctions on the Chichester Bypass*'. The scheme has its roots in the 2000 South Coastal Multi-Modal Study and proposals for improvements had been developed over a number of years but had most recently been stopped in 2010.

With the announcement of funding for the scheme, the Highways Agency (predecessor to Highways England) decided to revisit the historic options and to assess whether there were other possible options, given the feedback from previous Public Consultations and the passage of time, to ensure that there was a robust decision making process in place for the scheme and that all potential options had been robustly reviewed for deliverability and affordability.

Report Purpose

The purpose of this report is to provide a summary of the Public Consultation held in 2016 and the responses gathered during the process. The report presents how the public were informed of the Public Consultation events, how the options identified were presented, the responses received from members of the public as well as statutory stakeholders and other bodies, as well as a consideration of the consultation responses. These responses then

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assist in identifying the Preferred Option as well as design requirements as the scheme approaches statutory consultation and Development Consent Order application.

Presented Options

Following the completion of Stage 1 a shortlist of six options was produced, Options 1, 2, 3, 4, 5 and 6, which included online and offline solutions as well as a hybrid of both. Those six options were then taken forward for assessment in Stage 2. During a Value Management Workshop in Stage 2 an additional sub-option of Option 2 was identified, with an alternative Stockbridge Link Road running adjacent to the existing A27 to minimise the impact on Chichester Harbour Conservancy and its Area of Outstanding Natural Beauty (AONB), named Option 2A.

In February 2016, an Interim Review of all the sifted options was undertaken reflecting on the detailed information gathered through Stage 2. From this, it was decided to exclude new bypass options namely Option 4, Option 5 and Option 6 as they were found to significantly exceed the upper threshold of Highway England's £250m scheme indicative budget range in the Road Investment Strategy (RIS). At the same time, Option 2A was excluded as it was found to be inferior to Option 2 in both economic and environmental terms. Two additional options, Option 1A and Option 3A, were also introduced as part of this review to examine alternatives that could offer value at the lower end of the budget range and can contribute to meeting the project objectives and to overcome issues identified with Option 3 respectively.

This led to five options being presented at Public Consultation, Option 1, 1A, 2, 3 and 3A, all of which involved online improvements as defined within the Road Investment Strategy 2015 scope of "upgrades to four junctions on the Chichester bypass", with Option 2 also featuring a new link road to replace lost movements at some of the junctions.

Consultation Arrangements

The Public Consultation period ran from the 14th July 2016 to the 22nd September 2016, a period of 10 weeks. During this time 16 events open to the public were held across the Chichester area in addition to 3 events directed at Members and Local Authorities, Parishes and Key Stakeholders. These events were held in the north, south, east, west and the centre of Chichester to provide all local communities with an opportunity to visit a suitable public exhibition from each side of the city and the surroundings. An additional event was held in Bognor Regis due to high levels of interest in the scheme from that area.

To publicise the consultation Highways England engaged a number of channels of communication. A letter of invitation to the exhibitions was sent to 55,500 households and businesses within the local and wider Chichester community, as well as updates to the Highways England, West Sussex County Council and Government websites. An early warning press release and a scheme media pack was also issued to the local print and radio media, and a full colour half page right hand side advert was placed in the Chichester Observer series of local newspapers. A poster campaign was used, displaying at 100 community hotspots, identified by Chichester District Council's Community Engagement Officer. Throughout the consultation monthly newsletters were published that provided an

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update on the progress. These newsletters were distributed to key stakeholders as well as being published on the Highways England A27 Chichester Bypass Improvement Scheme website.

The consultation material consisted of a consultation brochure and questionnaire, exhibition boards available to view at the events, and a number of technical reports available at exhibitions, with key documents being available on the Government consultation website. A 3D visual representation of what each option could look like in 2035 was also displayed at the exhibitions, as well as being available online.

Effectiveness of the Public Consultation

The Public Consultation exhibitions received 5,388 visitors over the 16 events, with 73% of attendees coming from PO20 and PO19 post codes, predominantly covering the Manhood Peninsula and Chichester. The Highways England A27 Chichester Bypass Improvement website recorded 20,740 unique page views, and the Government's A27 Chichester Bypass Improvement Scheme website recorded 16,908 unique page views.

Questionnaire responses for the consultation were received either in hard copy (i.e. a paper consultation survey or letter relating to the consultation) or electronic form (online consultation survey or email relating to the consultation). Both hard copy and electronic responses were then collated into a single data source, which was then analysed to provide the charts, tables and text found in this report.

A total of 4,869 responses were received during the consultation period.

Questionnaire Response Analysis

The questionnaire response indicated that 93% of respondents, considered that congestion was a problem on the A27 Chichester Bypass, with 2% not thinking it to be an issue and 5% not providing a response, which was reflected in the next question regarding issues causing concern in which 87% were concerned or very concerned with the level of congestion.

The most common comment received on the options presented was on accessibility, with over 1,900 comments received on the subject. These comments mainly focused on the restriction of right turns at the Stockbridge and Whyke junctions, and the proposed modifications to the Shopwhyke Lakes housing development, which would close access from Oving East and remove traffic signals on the Oving Road. The only option to achieve positive comments on accessibility was Option 1A, where the existing Stockbridge and Whyke roundabouts are retained.

Another common topic for comments was on traffic lights. The majority of which were concerned with the operational aspects of the traffic lights, although a few recognised the benefits of traffic light controlled movement. These comments were mostly on Options 1, 3 and 3A, which convert the Stockbridge and Whyke junctions into traffic signal controlled cross-roads.

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Option 2, includes the construction of a new link road and concerns were raised about the impacts on the environment, cultural heritage and landscape, although its overall benefits for traffic on the Bypass were recognised by a proportion of the responses.

When the responses were broken down by junction for all options, there was a significant number of concerns related to across at the Stockbridge and Whyke junctions, for options where these are presented with restricted movements or closed.

When asked to choose a Preferred Option, 47% of respondents chose not to select one of the five options and instead selected “No Option”. The next largest response was Option 2 with 31% of respondents selecting this option. Beyond this, there were 6% in favour of Option 1A, 4% for Option 1, 3% for Option 3, 2% for Option 3A and 7% did not respond. There was also a section for respondents to suggest alternative improvements, where some 56% of all respondents suggested a new bypass option. This was higher amongst those who selected “No Option”, where 85% proposed a Northern Bypass option as an alternative improvement to be considered.

89% of respondents agreed or agreed to a certain extent that the consultation materials provided were useful in answering their questions, with 68% of respondents either agreeing or agreeing to a certain extent that the public exhibitions were helpful in addressing their question.

Summary of Responses from Local Organisations

50% of the Local Authorities and Parishes didn't favour any of the five options in their response, requesting the reinstatement of the Northern Bypass options while 33% were in favour of Option 2. One supported Option 1A and two authorities were not able to indicate their preference at this stage, calling for more analysis of all options and details on mitigations required.

56% of local businesses or business groups consulted were in favour of Option 2, while 19% were in favour of Option 3. The remainder requested the reinstatement of the Northern Bypass options or said that their preference was for “No Option”.

Other factors concerning the Public Consultation

In the lead up to the Public Consultation and during it, there were five notable campaign groups established. “Chichester Deserves Better” ran a campaign against a Northern Bypass, Options 4 and 5, in conjunction with the local media. In response to this, there were two groups set up, “Best4Chichester” and “Chi Needs New Bypass” which both campaigned for a Northern Bypass route. “No Option is an Option” was established during the Public Consultation and was against all the proposed options, with some within the group for a Northern Bypass, and some for an alternative improvement or more integrated measures. “Chichester Moves On” also opposes all the options presented at the consultation, as well as a new bypass, instead wanting an integrated transport system.

Two petition groups emerged from the campaign groups which had conflicting objectives. The first was against the introduction of a Northern Bypass. The second group were asking

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for a Northern Bypass to be introduced. Each opposing group's petition continued after the formal consultation close date.

Conclusion

Of the five options presented, Option 2 gained the most support by a considerable margin, 31% of respondents compared to 6% for Option 1A, the next most supported option. Option 2 was also the most supported of the presented options from local groups, with 33% of Local Authorities and Parishes in favour of Option 2 and 63% of the local business groups consulted. In contrast to this 56% of respondents and 50% of the Local Authorities and Parishes supported a new offline bypass, or at least requested their reinstatement as options.

1. Introduction

1.1. Scheme background

The Chichester Bypass is a stretch of dual carriageway, approximately 5.5km long, located south of Chichester. The existing A27 Chichester Bypass has five at-grade roundabouts at Fishbourne Road (A259), Stockbridge Road (A286), Whyke (B2145), Bognor Road (A259) and Portfield, and a traffic signal controlled junction with Oving Road (B2144). Congestion and extensive queuing occurs daily at most of the junctions along the bypass, especially during the seasonal peaks.

The A27 Chichester Bypass improvement has a long history dating back to the 2000 South Coastal Multi-Modal Study. Following several iterations, the scheme was included in the 2013 Whiter Paper, *Investing in Britain's Future*, and in the Government's *2015-2020 Road Investment Strategy (RIS)*. Within the RIS, Highways England has committed to upgrading four junctions on the existing A27 Chichester Bypass.

The assessment carried out to identify potential options for improvements follows current Department for Transport (DfT) guidance which consists of two Stages. In Stage 1, a list of over 20 potential options, ranging from road-based solutions to public transport measures, were investigated for their viability to address the problems currently experienced by road users in the area.

In Stage 2, following further appraisal and comparison of the options in traffic, environment and economic terms, a final set of five options were retained as contenders for the Preferred Option.

These final five options were then presented at the scheme's Public Consultation, which took place over a 10 week period, between 14 July 2016 and 22 September 2016.

1.2. Scheme objectives

Highways England worked in partnership with West Sussex County Council (WSSCC) and Chichester District Council (CDC) to develop the project objectives and to ensure the options brought forward, and presented at the Public Consultation, contribute to meeting the local requirements where possible. The objectives of the A27 Chichester Bypass Improvement Scheme are listed below:

Transport

- Improve capacity on the A27 Chichester Bypass and local road network
- Improve journey time reliability for road users in the area and beyond on the strategic road network

Safety

- Improve road safety during construction, operation and maintenance for all involved, including:
 - Road workers

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- All road users
- All other stakeholders

Community and environment

- Addressing existing Air Quality Management Areas (AQMA) and ensure no further AQMAs are created as a result of the scheme
- Address existing noise important areas and ensure no further noise important areas are created as a consequence of the scheme

Economic

- Improve capacity and support the growth of the regional economy by:
 - Facilitating timely delivery of the scheme to enable provision of housing demand, in line with the Chichester Local Plan
 - Improving connectivity with local roads, including for non-motorised users
 - Improving accessibility to tourist attractions

1.3. Public Consultation objectives

The objectives of the Public Consultation were shared with the local authorities in advance of the consultation start. These were:

- Fully consult with the local and wider community and stakeholders
- Present the case for improving the A27 Chichester Bypass
- Present the short-listed options for the A27 Chichester Bypass Improvement Scheme
- Evaluate and measure any concerns the community may have, and to correct any misunderstandings regarding the options, or the Development Consent Order (DCO) process, where they arise
- Understand the views of the community regarding the scheme options presented, and to provide the project team with insight that will help in recommending a Preferred Option
- Measure the success of the consultation communications, to understand lessons learnt, and to help guide future consultation / engagement strategies for the next Project Control Framework (PCF) Stage.

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1.4. The purpose of this report

This report presents the summary of:

- How the public were informed of the Public Consultation events
- How the options identified were presented at the Public Consultation
- The responses received from the statutory stakeholders and public, over the Public Consultation period
- The consideration of the consultation responses

The responses received during the consultation period will assist in identifying the Preferred Option, as well as the design requirements that would need to be considered as the scheme progresses towards the statutory consultation, and the DCO application.

2. Consultation Arrangements

2.1. Proposed options

Highways England has developed and assessed options since 2014 that have the potential to contribute towards meeting the project objectives, as outlined in Section 1.2. The initial development phases identified over 20 options, including road-based solutions and alternatives, to ensure all possible opportunities for improvements were given due consideration in terms of identifying impacts and benefits.

Following the completion of Stage 1 (the Options Identification stage of Highways England's Project Control Framework - PCF) a shortlist of six options were produced, which included both online and offline solutions. Those six options were then taken forward for assessment in Stage 2 (Options Selection of PCF). Subsequently, Option 2A was also developed to examine an alternative link road proposal running parallel to the existing bypass to minimise impacts on sensitive areas around Chichester, such as the Chichester Harbour Conservancy AONB and its associated landscape and ecological designations.

An Interim Review was undertaken in February 2016, reflecting on the detailed information gathered throughout this Stage. This recommended that consideration of the offline options (northern Options 4 and 5 and southern Option 6) be discontinued. The alternative Option 2A was also discounted at this point, as it was found to be inferior in its performance in comparison to Option 2.

The project team therefore progressed with the remaining three options that demonstrated a good level of performance in contributing to meeting the project objectives, as well as aligning with the scheme definition as published in the Road Investment Strategy: i.e. *'upgrades to four junctions on the Chichester Bypass'* and the allocated budget range.

Subsequently, two additional options were added to the assessment that were variants of the original Options 1 and 3, to further explore alternatives that sit at the lower end of the budget range and overcome some identified issues in Option 3.

The final five options that were then presented at the Public Consultation, are summarised in Table 2.1.

Table 2.1: Summary of proposed options

Option	Description
Option 1	<ul style="list-style-type: none"> Upgrades to four junctions: Grade separation at Fishbourne and Bognor junctions, cross-roads with restricted access under traffic signals at Stockbridge and Whyke. Access restrictions at Oving and minor amendments at Portfield from Shopwhyke Lake housing development proposal.
Option 1A	<ul style="list-style-type: none"> Upgrades to four junctions: Grade separation at Fishbourne and Bognor junctions, access restrictions at Oving with modifications, minor amendments at Portfield. No proposed works at Stockbridge and Whyke.
Option 2	<ul style="list-style-type: none"> Upgrades to four junctions: Grade separation at Fishbourne and Bognor junctions, closure of Stockbridge and Whyke by elevating side roads on overbridges. Access restrictions at Oving and minor amendments at Portfield from Shopwhyke Lake housing development proposal.

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Option	Description
	<ul style="list-style-type: none"> A new single carriageway road to the south of the bypass to compensate for lost access at Stockbridge and Whyke and improve connectivity to local villages.
Option 3	<ul style="list-style-type: none"> Upgrades to four junctions: At grade junction improvements with traffic signals at Fishbourne, Stockbridge, Whyke and Bognor junctions. Restricted access at Stockbridge and Whyke. No modifications to Oving and Portfield from Shopwhyke Lake housing development proposal.
Option 3A	<ul style="list-style-type: none"> Upgrade to four junctions: At grade junction improvements with traffic signals at Fishbourne, Stockbridge, Whyke and Bognor junctions. Restricted access at Stockbridge and Whyke. Bognor junction is grade separated and a third lane is introduced along mainline between Fishbourne and Bognor in each direction. No modifications to Oving and Portfield from Shopwhyke Lake housing development proposal.

During the development of the options, a local housing development called ‘Shopwhyke Lake’, which is located in close proximity to the Oving and Portfield junctions to the south-east of the Bypass, received an approved application to proceed. This has direct access to the A27 Chichester Bypass. The options retained in the process recognised this, and featured modifications to the junctions as proposed by the new development in some instances.

2.2. Consultation events

On 30 June 2016, Highways England announced that the Public Consultation would take place over a 10 week period, between the 14 July 2016 and 22 September 2016.

The following types of exhibitions were held during the consultation period:

- Members’ and Local Authorities’ briefing;
- Parish council event;
- Key stakeholders’ event;
- Public exhibitions.

All the venues used for the Public Consultation were chosen in collaboration with WSCC and CDC. It was agreed that the venues should be selected based on geographical location, ensuring that a Chichester north, south, east and west base was covered in this respect, as well as a central Chichester venue, in order to provide all local communities with an opportunity to visit a suitable public exhibition from each side of the city and the surroundings.

A list showing the types, dates and locations of all non-public events can be seen in Table 2.2 below.

Table 2.2: List of Members, Local Authorities, parish council and key stakeholder events

Date	Event type	Venue	Time
18 July 2016 (Mon)	Members and Local Authorities briefing	Chichester Assembly Rooms	10:00 – 12:00
18 July 2016 (Mon)	Parish Event	North Street, PO19 1LQ	15:00 – 19:00
22 July 2016 (Fri)	Key stakeholders’ event		10:00 – 20:00

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Table 2.3 shows the dates and locations of all public exhibitions.

Table 2.3: List of public exhibitions

Date	Venue	Time
25 July 2016 (Mon)	Chichester Assembly Rooms, North Street, PO19 1LQ	10:00 – 20:00
01 August 2016 (Mon)	Fishbourne Centre, Blackboy Lane, PO18 8BE	10:00 – 19:00
02 August 2016 (Tue)	Fishbourne Centre, Blackboy Lane, PO18 8BE	10:00 – 19:00
06 August 2016 (Sat)	North Mundham Community Centre, School Lane, PO20 1LA	10:00 – 14:00
09 August 2016 (Tue)	Chichester Baptist Church, Sherborne Road, PO19 3AW	10:00 – 19:00
10 August 2016 (Wed)	Chichester Baptist Church, Sherborne Road, PO19 3AW	10:00 – 19:00
19 August 2016 (Fri)	Boxgrove Village Hall, The Street, PO18 0EE	10:00 – 19:00
20 August 2016 (Sat)	Boxgrove Village Hall, The Street, PO18 0EE	10:00 – 14:00
30 August 2016 (Tue)	Lavant Memorial Hall, Pook Lane, PO18 0AH	10:00 – 19:00
31 August 2016 (Wed)	Bognor Regis Arena Sports Centre, Westloats Lane, P021 5JD*	10:00 – 19:00
02 September 2016 (Fri)	Lavant Memorial Hall, Pook Lane, PO18 0AH	10:00 – 19:00
05 September 2016 (Mon)	The Selsey Centre, Manor Road, PO20 0SE	10:00 – 20:00
09 September 2016 (Fri)	Bracklesham Barn, Beech Avenue, PO20 8NU	10:00 – 19:00
10 September 2016 (Sat)	Bracklesham Barn, Beech Avenue, PO20 8NU	10:00 – 14:00
14 September 2016 (Wed)	Chichester Assembly Rooms, North Street, PO19 1LQ	10:00 – 20:00
15 September 2016 (Thu)	Chichester Assembly Rooms, North Street, PO19 1LQ	10:00 – 20:00

* the event on 31 August 2016 at the Arena Sports Centre was added during the consultation period in response to request from members of public.

The exhibitions were hosted by Highways England (project team, senior members, and property team), Mott MacDonald Sweco Joint Venture (MMSJV) (project team, senior members, communications team, environment team) and Jacobs (traffic modelling and economics team), to ensure that queries raised during the consultation events could be addressed appropriately.

2.3. Publicising the consultation

In preparation for the consultation, Highways England implemented a targeted communications strategy to promote the consultation to the Local Authorities, key stakeholders and the general public. All key activities are outlined in the subsections below.

2.3.1. Media engagement

An early warning press release and a scheme media pack was issued to the local print and radio media, in advance of the consultation period.

The consultation dates were announced in advance in a press release. Media engagements were also held at several public information events and a good number of media interviews. As consultations neared the end date, reminder news releases were also issued.

Full media plan for the consultation is here:

<http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=35034606>

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2.3.2. Online engagement

Dedicated web pages were set up in advance of the consultation period on the Government website and Highways England websites, at the following addresses:

- www.highways.gov.uk/roads/road-projects/a27-chichester-improvement/
- www.gov.uk/government/consultations/a27-chichester-bypass-improvement-scheme

2.3.2.1. Highways England A27 Chichester Bypass Improvement Scheme website

The Highways England A27 Chichester Bypass Improvement Scheme website provided the following information:

- Scheme background
- Newsletters / press updates
- Details on the Public Consultation, including a link to the Government website where the consultation material was presented
- Details of the Public Consultation (exhibitions, how to respond to the consultation, where the Public Consultation material could be found)
- An email registration system, which invited users to enter their email address, and in return receive email updates when new information was published on the site

The web page address was included in all information released into the public domain.

2.3.2.2. Government website

The consultation was also hosted on the Government website, which provided details on the Public Consultation activities, and consultation material (Section 2.4). The website also published a link to the online version of the consultation questionnaire (Appendix D), hosted by 'SurveyMonkey'.

2.3.2.3. A27 Action webpage

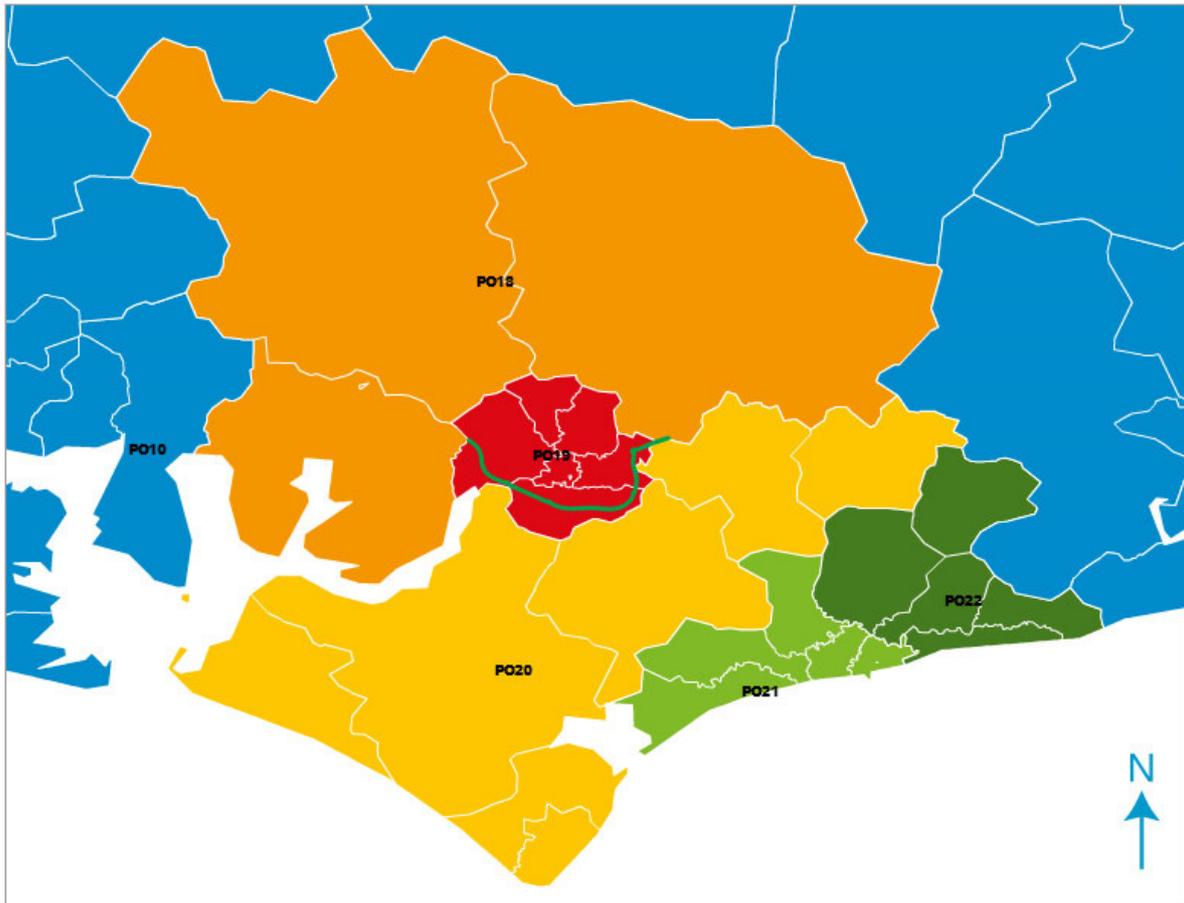
WSCC also updated the 'A27 Action' webpage, www.westsussex.gov.uk/campaigns/a27-action, to include information about the Public Consultation, as well as links to the Government and Highways England websites.

2.3.3. Residential letters

A letter of invitation to attend any exhibition event was issued in advance of the consultation period to 55,500 households and businesses within the local and wider Chichester community, for postcodes PO18, PO19, PO20, PO21 and PO22 as illustrated on the map in Figure 2.1. The letter contained the times and location of the events, as well as all online channels of communication.

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Figure 2.1: Residential letter drop distribution area



Letters were also issued to landowners whose property and/or land would be affected by one of proposed five options. The letter included information on how Highways England would work with them if the option that affected their property was selected.

2.3.4. **Poster campaign**

An A4, four colour poster was displayed at 100 community 'hotspots' identified by CDC's Community Engagement Officer. The poster informed interested parties of the scheduled exhibitions.

2.3.5. **Advertising campaign**

A full colour, half page right hand side advert was placed in the Chichester Observer series of local newspapers. The advert, which highlighted the forthcoming consultation period, was published on the Thursday two weeks, and one week, ahead of the consultation period, as this day of the week was considered to have the highest readership uptake due to the paper's inclusion of a local 'Jobs' section.

2.3.6. **Newsletters**

Monthly newsletters were published that provided an update on the progress of the Public Consultation. The newsletters were distributed to the scheme's stakeholder database, and

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were also published on the Highways England A27 Chichester Bypass Improvement Scheme website.

2.3.7. Information deposit sites

Consultation brochure deposit sites were established at community hotspots during the consultation period, at the following locations:

- Chichester City Council Offices, North Street, PO19 1LQ
- Chichester Library, Tower Street, PO19 1QJ
- Chichester District Council, East Pallant, PO19 1DY
- Chichester Tourist Information Centre, Tower Street, PO19 1QH
- West Sussex County Council Office, County Hall, PO19 1RQ
- Witterings Library, East Wittering, PO20 8BT
- Selsey Library, School Lane, PO20 9EH

The deposit sites provided an opportunity for members of the public, who were not able to attend one of the public exhibitions, or access the online sites hosting the consultation, to examine the consultation brochure and deliver feedback by completing a consultation questionnaire and leaving it in the deposit box provided. Freepost envelopes were also supplied, allowing interested parties to post their completed questionnaires at their convenience, during the consultation period.

2.3.8. Hard-to-reach groups

The identification of local and wider community hard-to-reach groups was completed in conjunction with the CDC community engagement officer. Those hard-to-reach groups identified were then informed of the Public Consultation events and communications activities, and offered additional opportunities if requested.

2.3.9. Additional communication channels

The following communication channels were publicised as an alternative method for interested parties to contact the project team:

- E-mail: A27ChichesterBypassImprovements@highwaysengland.co.uk; or, info@highwaysengland.co.uk
- Telephone: Highways England Customer Contact Centre 0300 0123 5000.

All responses received via the Customer Contact Centre during the consultation period were recorded by the customer care team.

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2.4. Consultation material

2.4.1. Public Consultation brochure and questionnaire

A consultation brochure was produced that provided concise information about the project, including the scheme background, a summary of the five options presented and the assessment of their impacts and benefits. The brochure also included the consultation questionnaire (Appendix D), which was used to understand the assessment priorities for the consultees, and their Preferred Option. It also helped measure the success of the consultation to guide future engagement with the local and wider communities.

Interested parties were encouraged to complete the questionnaire, and provide their views and opinions regarding key aspects of the consultation. The brochure and questionnaire were available at the exhibition events, as well as the Public Consultation website in electronic format (2.3.2.1) and community information deposit sites (see section 2.3.7).

2.4.2. Exhibition boards

The Public Consultation exhibition boards were designed to inform attendees about the scheme objectives, background, options identified, the results of assessments, the Public Consultation process, as well as to explain what happens next in the DCO process and next stages. A copy of the consultation boards can be found in Appendix E.

2.4.3. Technical reports and other documents available

Relevant technical reports (such as Traffic Forecasting, and Local Model Validation) and scheme specific documents (including Appraisal Summary Tables, and Assessment of Implications on European Sites) were made available at the exhibitions, and used as supplementary information to the exhibition boards. The list of reports and documents are summarised in Table 2.4.

Table 2.4: List of technical reports available at the Public Consultation

Name of report	Description
Traffic and Economic Reports	
Traffic Forecasting Report	<ul style="list-style-type: none"> – Presents the traffic forecasts required for operational, economic, and environmental appraisal – Discusses the differences with previous forecasts, where appropriate – Details and justifies all assumptions required in the forecasting process – Discusses the sensitivity of the forecasts to planning and network assumptions
Local Model Validation Report	<ul style="list-style-type: none"> – Demonstrates that the model accurately reproduces an existing, independently observed, situation – Summarises the accuracy of the base from which the forecasts are to be prepared
Economic Assessment Report	<ul style="list-style-type: none"> – Provides a summary of the transport modelling process – Details the data and justifies the assumptions used in the economic assessment – Reports the monetised costs and benefits in both geographical and temporal terms as appropriate – Combines the monetised costs and benefits for each assessed option in standard economic appraisal tables, to produce economic performance indicators

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Name of report	Description
Appraisal Summary Table	<ul style="list-style-type: none"> – Provides a concise, across-the-board overview of the impacts of a scheme option, taking account of all the economic, social, environmental, and financial impacts of an intervention as set out in the Treasury Green Book – Enables an assessment to be made as to the overall value for money an option
Environmental Reports	
Assessment of Implications on European Sites	<ul style="list-style-type: none"> – Provides sufficient objective evidence to demonstrate that the requirements of Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) have been satisfied, including consideration of possible requirements for Appropriate Assessment – Provides a basis for consultation with the appropriate nature conservation body
Extended Phase 1 Habitat Surveys	<ul style="list-style-type: none"> – Identifies the baseline ecological features that occur within the area of the proposed options, to facilitate assessment of impacts and information requirements for mitigation
Flood Risk Appraisal (FRApp)	<ul style="list-style-type: none"> – Presents the FRApp which was carried out for the proposed options – The FRApp was completed as a preliminary study to assess flood risk to ensure that the Preferred Option selected met the requirements of the National Planning Policy Framework, and that it can be designed to be resilient to flooding and the effects of climate change, and will not increase flood risk elsewhere
Water Framework Directive (WFD)	<ul style="list-style-type: none"> – Considers the proposed scheme options for the A27 Chichester Bypass Improvement Scheme against the WFD status and objectives for water bodies in the study area
Environmental Study Report (ESR)	<ul style="list-style-type: none"> – Provides stakeholders and the public with an accessible document which: <ul style="list-style-type: none"> i.) Describes and reports the environmental assessment activities ii.) Provides a clearly auditable trail of assessment decisions iii.) Provides clear information on environmental mitigation to be implemented by a project
Environmental Study Report Summary	<ul style="list-style-type: none"> – Produced as a non-technical summary to the full ESR
Other documents	
Frequently Asked Questions	<ul style="list-style-type: none"> – Summarised questions that were tailored to answer the most popular subjects, as well as areas of concern

2.4.4. Visualisation

Videos providing visual representations of each of the proposed options were produced to support the Public Consultation activities. The videos and imagery were indicative of what the scheme may look like in 2035 in each option scenario, based upon design data and traffic forecasting data available at the time of production.

The videos were shown at the exhibitions, and were also made available to the public via YouTube (Table 2.5).

Table 2.5: Links to visualisations

Option name	URL
Option 1	https://youtu.be/zacNZ1rOba8
Option 1A	https://youtu.be/CGROsxbg4e0
Option 2	https://youtu.be/tHnJPlbb4m8

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Option name	URL
Option 3	https://youtu.be/gV4wRxj9fno
Option 3A	https://youtu.be/gXg6Mgp0upY

3. Effectiveness of the Public Consultation

3.1. Exhibition attendance record

Attendees at the exhibitions were asked to provide their name, address, postcode, and organisation (if applicable), so that pertinent information to record attendance during the consultation period could be gathered.

The attendance over the 10 week consultation period is summarised in the sub-sections below.

3.1.1. Members, parish councils and stakeholder events

As mentioned in Section 2.2, special events were held at the Chichester Assembly Rooms on the 18 and 22 July 2016, for the WSCC and CDC local authority members, parish councils and key stakeholders.

The members' briefing event included a presentation that discussed the history of the five proposed options (their estimated costs, cost benefit ratio, traffic models and critical environmental factors), and was followed by a preview of the public exhibition.

The parish council and stakeholder events included a preview of the exhibition, but did not include a briefing session.

The members', parish council, and stakeholder events were private, with attendance being admitted by invitation only. The attendance numbers were as shown in Table 3.1.

Table 3.1: Number of visitors at the members', Parish Council and stakeholder events

Date	Event Name	Time	Number of attendees
18/07 (Mon)	Members and Local Authorities briefing	10:00 – 12:00	35
18/07 (Mon)	Parish Event	15:00 – 19:00	21
22/07 (Fri)	Stakeholders Event	10:00 – 20:00	35

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3.1.2. Public events

Public Consultation exhibitions were held at the venues summarised in Section 2.2. A total of 5,388 visitors attended the various events, as shown in Table 3.2.

Table 3.2: Number of visitors at the public events

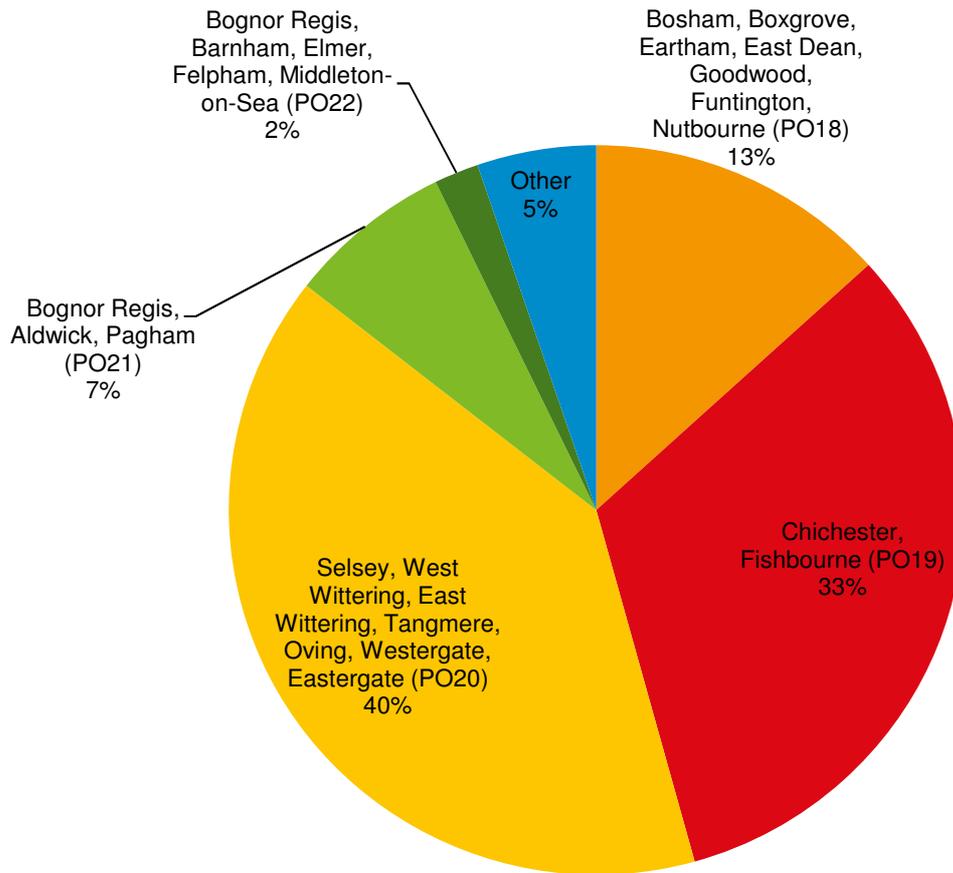
Date	Venue	Number of Attendees
25/07 (Mon)	Chichester Assembly Rooms	433
01/08 (Mon)	Fishbourne Centre	275
02/08 (Tue)	Fishbourne Centre	507
06/08 (Sat)	North Mundham	478
09/08 (Tue)	Chichester Baptist Church	230
10/08 (Wed)	Chichester Baptist Church	254
19/08 (Fri)	Boxgrove Village Hall	278
20/08 (Sat)	Boxgrove Village Hall	164
30/08 (Tue)	Lavant Memorial Hall	244
31/08 (Wed)	Arena Sports Centre	181
02/09 (Fri)	Lavant Memorial Hall	275
05/09 (Mon)	The Selsey Centre	610
09/09 (Fri)	Bracklesham Barn	521
10/09 (Sat)	Bracklesham Barn	258
14/09 (Wed)	Chichester Assembly Rooms	417
15/09 (Thu)	Chichester Assembly Rooms	263
Total		5,388

A breakdown of attendees, based on postcodes, are summarised in Figure 3.1 and Figure 3.2.

As seen in Figure 3.1, the majority of those attending the exhibitions were from the Portsmouth 'PO' postcode. Of these, 33% and 40% attendees came from the PO19 and PO20 postcodes, in the city of Chichester and villages to the south, respectively in the Manhood Peninsula. It can also be seen that the events held in the vicinity of the Manhood Peninsula attracted more visitors from the PO20 post code.

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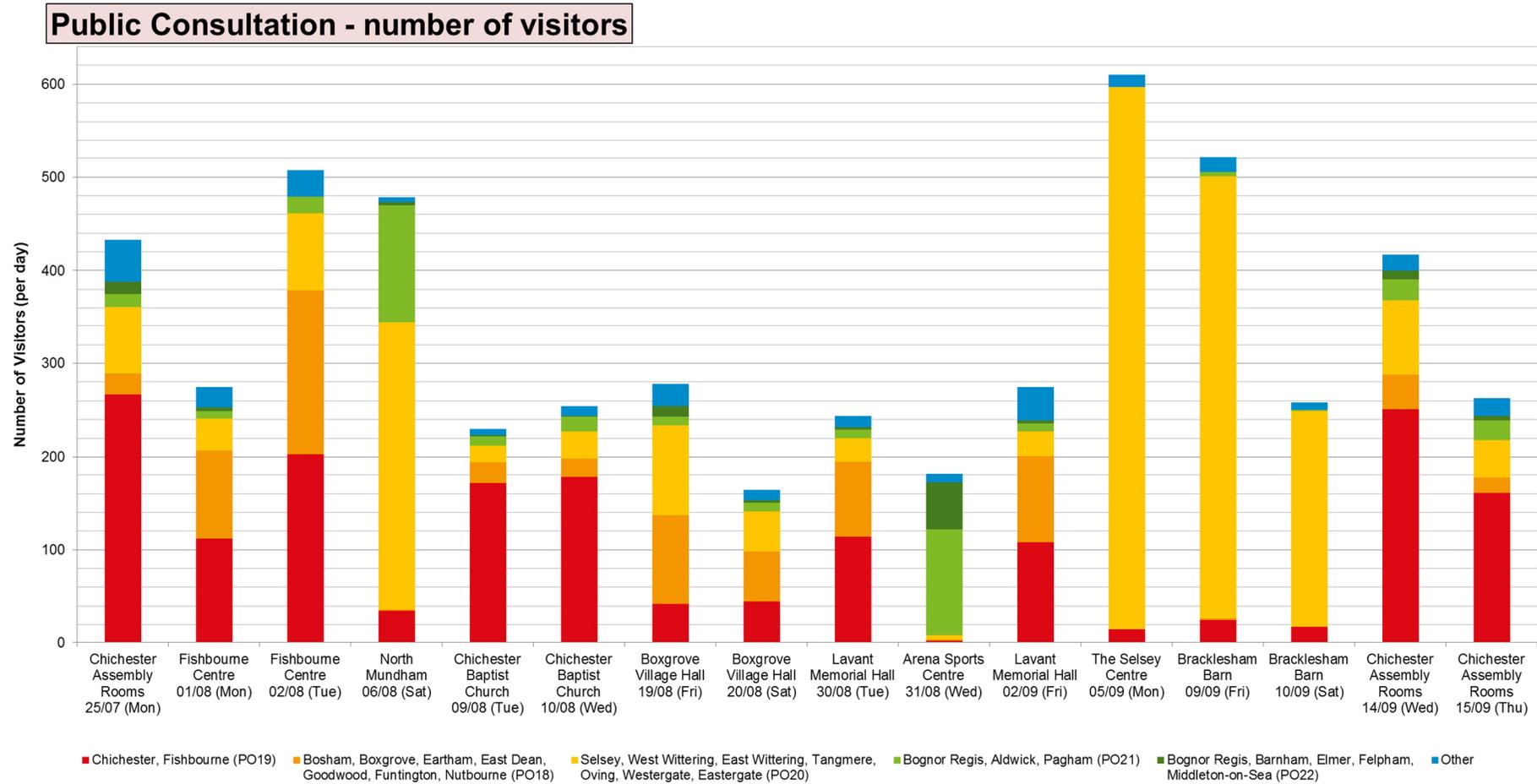
Figure 3.1: Public Consultation events attendance (total breakdown by postcode)



Number of attendees = 5388

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Figure 3.2: Public Consultation events attendance (per event and breakdown by postcode)



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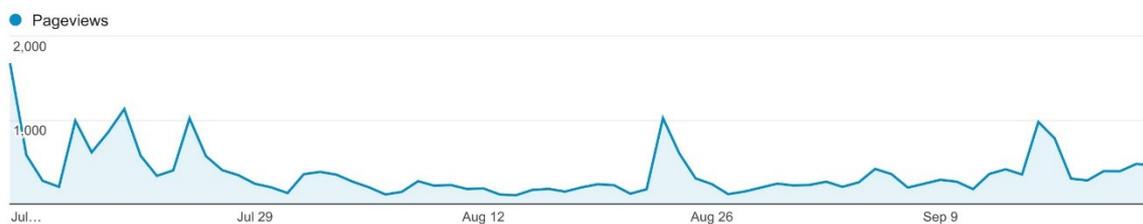
3.2. Website hits

The number of web hits on the Highways England A27 Chichester scheme website and the Government's A27 Chichester Bypass consultation website, were measured to help understand their effectiveness. The results are summarised below.

3.2.1. Highways England website

Figure 3.3 presents the daily number of website hits on Highways England's A27 Chichester Bypass Improvement Scheme website. A total of 26,253 page views (of which 20,740 were unique page views) was recorded over the consultation period.

Figure 3.3: Highways England website hits (14 July – 22 September 2016)



Source: Google Analytics (2016)

It can be observed that the website hits reached 1,000 when the consultation commenced and the two first public exhibition events took place.

3.2.2. Government website

Figure 3.4 presents the daily number of website hits on the Government's A27 Chichester Bypass Improvement Scheme website. The number of page views for both Highways England and the Government websites were similar, with a total of 23,053 page views (of which 16,908 were unique page views) being recorded over the consultation period.

Figure 3.4: Government (consultation) website hits (14 July – 22 September 2016)



Source: Google Analytics (2016)

It can be seen from Figure 3.4 that the profile of the number of visitors follow a similar trend to that of the Highways England website visitors. There was an observed increase in website visitors towards the end of the Public Consultation period.

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3.3. Analysis methodology

3.3.1. Data collection

Questionnaire responses for the consultation were received either in hard copy (a paper consultation survey, or a letter relating to the consultation) or electronic form (online consultation surveys, or email relating to the consultation). Hard copy responses were collected by post, at the exhibition events, or from the designated deposit sites. Electronic responses were gathered via the online service, as well by email.

3.3.2. Methodology/database

Both hard copy and electronic responses were manually entered into a database. The data was used to give both qualitative and quantitative outputs, which were expressed as charts, tables, and text to provide an overview of the response.

3.3.3. Ambiguous responses

Where a response was unclear, such as ticking two contradictory boxes in a question requiring one response, no data was recorded.

3.3.4. Duplicate responses

It was possible for multiple paper responses to be submitted by a single respondent, or for a single respondent to provide both an electronic and hard copy response. When duplicate responses were identified (where the name and address for two or more responses were exactly matched) the duplicate entry was removed.

3.4. Rates of response

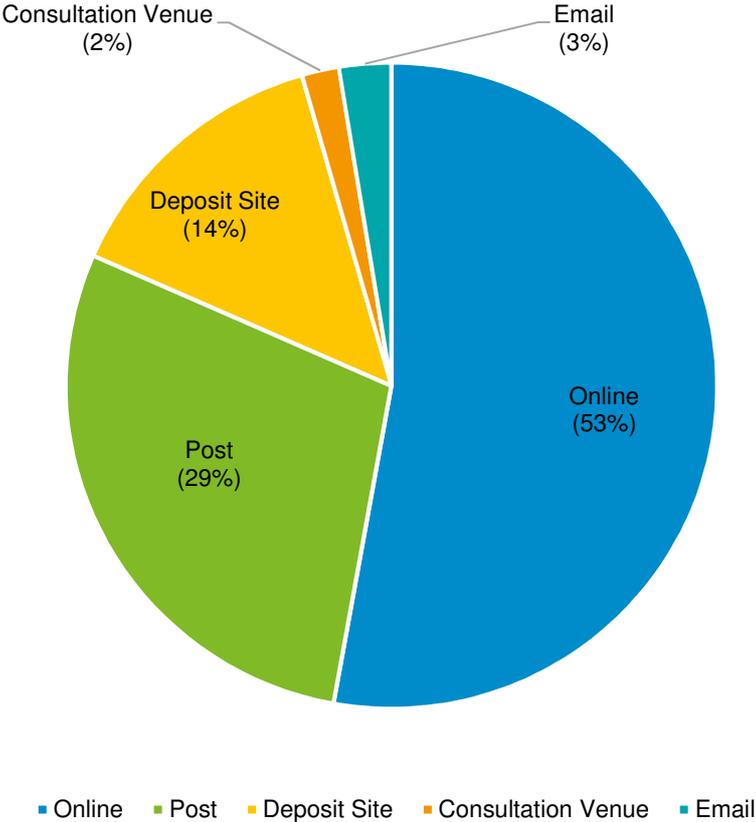
A total of 4,869 responses were received during the consultation period. Of those responses, 2,699 (55%) were completed using electronic methods (online questionnaire and email response), while 2,170 (45%) were completed using hard copy methods (consultation questionnaire sent by post, returned to the deposit sites, questionnaires completed at the exhibitions, and consultation specific letters). The breakdown of response type can be seen below;

- 2,573 were online questionnaires
- 1,400 were by post
- 680 were by Deposit Site
- 90 were by Consultation venue
- 126 were email responses

Figure 3.5 shows a breakdown of the electronic and hard copy responses.

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Figure 3.5: Breakdown of responses (by method)

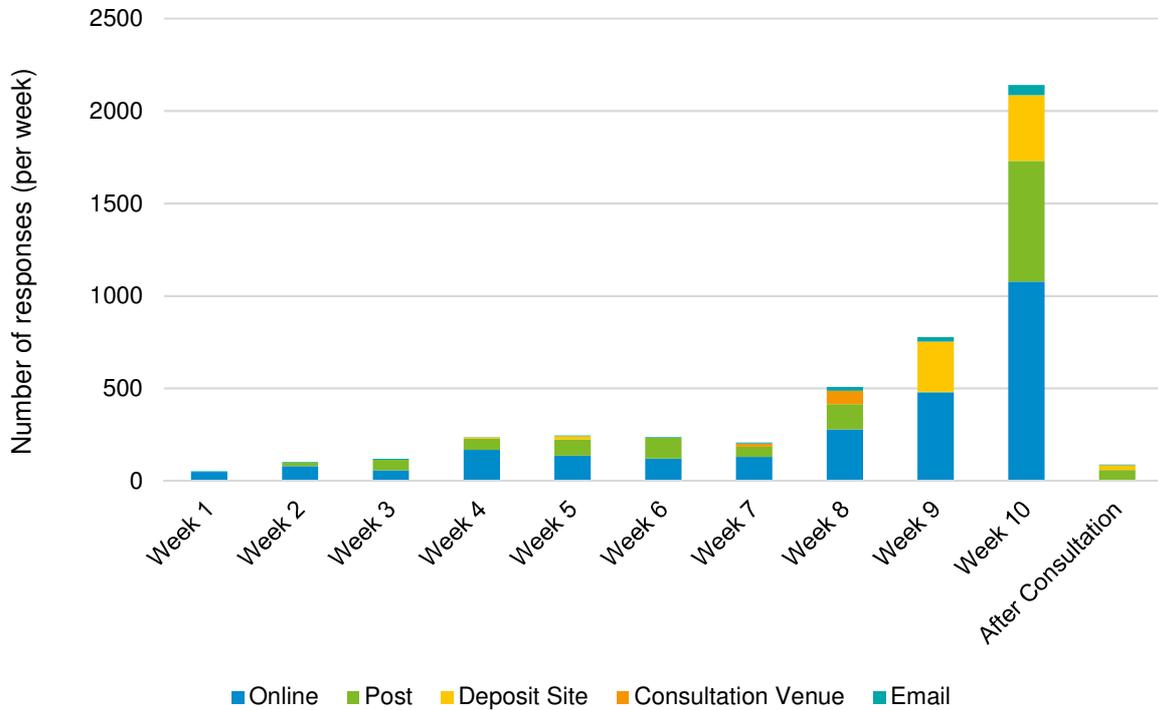


Number of response = 4869

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Figure 3.6 shows the number of responses received by week and method. The chart shows that 60% of the responses were received in the final two weeks of the consultation.

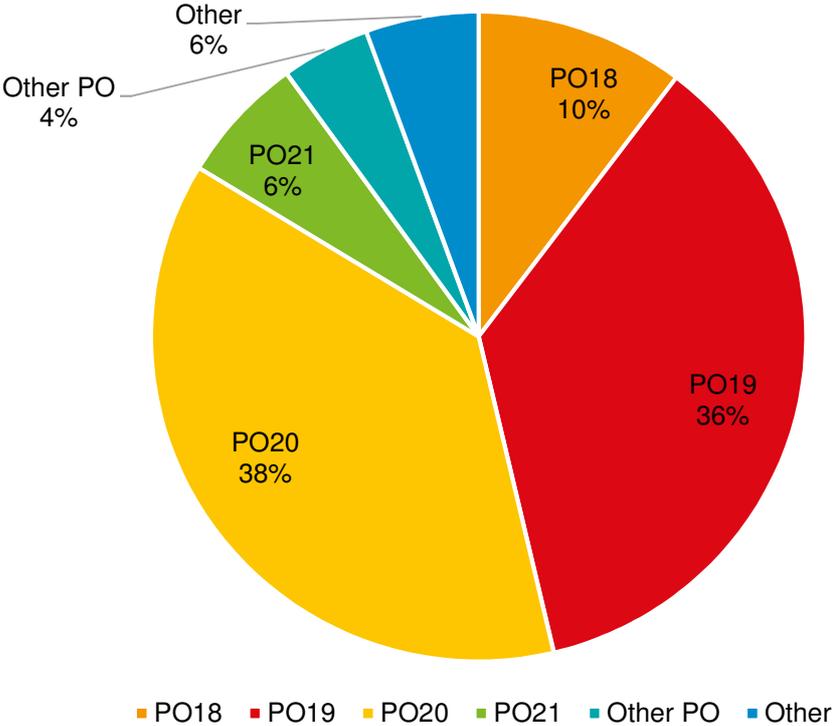
Figure 3.6: Breakdown of responses per week and method



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Of the 4,869 responses, 4,629 provided a full or partial postcode. Of these, 94% (4,372) live in a Portsmouth PO postcode. 90% (4,170) live in the letter drop distribution area postcodes of PO18, PO19, PO20 and PO21 (local communities within and around the Chichester district). The results are graphically represented in Figure 3.7. The Post Code areas can be seen in Figure 2.1.

Figure 3.7: Breakdown of responses (by postcode)



4. Questionnaire Response Analysis

4.1. Introduction

All figures are quoted as a percentage of the total number of responses (4,869), unless stated otherwise.

4.2. Part A: About the Scheme

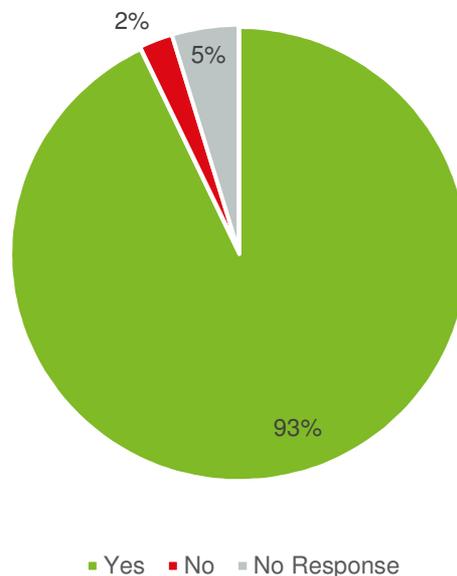
Part A of the questionnaire asked respondents for their:

- Views on issues around the existing A27 Chichester Bypass
- Views on the proposed options
- Preferred Option

4.2.1. A1: Do you think there is a problem with congestion on the A27 Chichester bypass?

As represented in Figure 4.1 below, 93% of respondents considered that congestion was a problem on the A27 Chichester bypass, 2% did not think it to be an issue, while 5% did not provide a response.

Figure 4.1: A1: Do you think there is a problem with congestion on the A27 Chichester bypass?



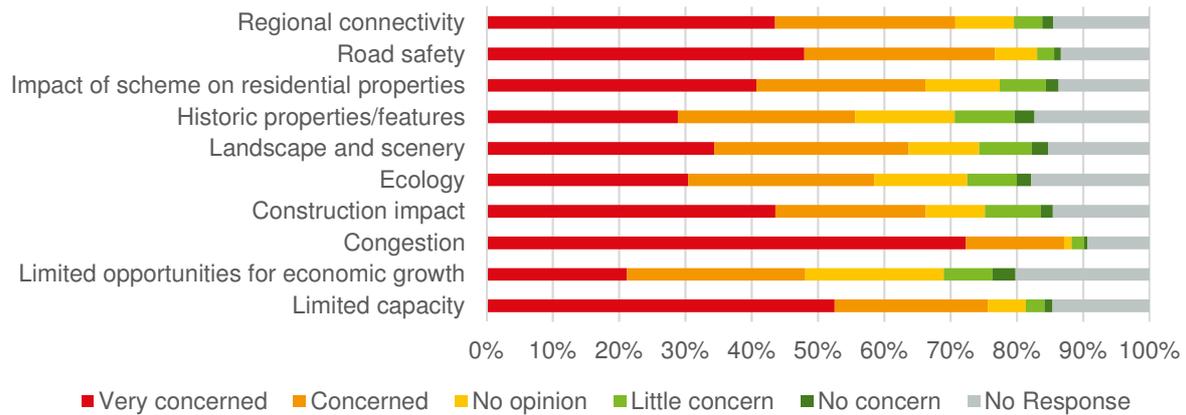
4.2.2. A2: Which issues around the A27 Chichester bypass scheme are you most concerned about?

Ten issues were presented, inviting the respondent to rank each issue in order of concern, ranging from 'Very concerned' to 'No concern'. For each issue around 700 respondents gave no response.

Figure 4.2 shows the breakdown of the responses given for each issue.

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Figure 4.2: A2: Which issues around the A27 Chichester bypass scheme are you most concerned about?



Congestion was the issue that most respondents were concerned about, the total number of either 'Very concerned' or 'Concerned' votes was 87%. The 'Limited opportunities for economic growth' raised the least concern with 'Very concerned' and 'Concerned' totalling 47% of the responses.

4.2.3. A3: Please refer to the 5 schemes that start on page 4 of this brochure. If you think a scheme will help achieve one or more of the objectives below, please tick the appropriate box. If you think an option will not achieve one or more of the objectives, please put a cross in the appropriate box.

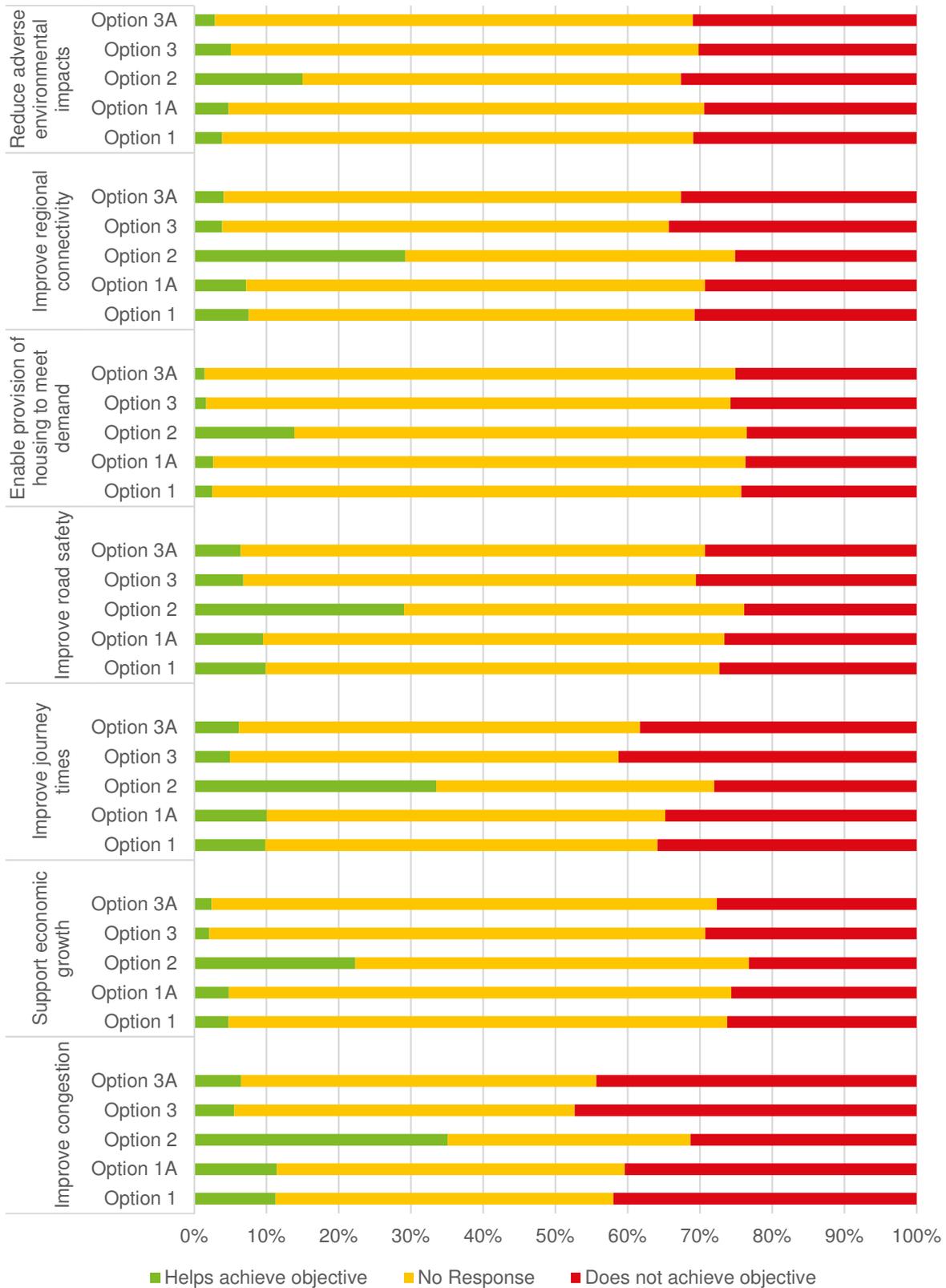
Question A3 invited respondents to either agree or disagree with the suggestion that the individual options would achieve each of the following seven objectives:

- Improve congestion
- Support economic growth
- Improve journey times
- Enable provision of housing to meet demand
- Improve regional connectivity
- Improve road safety
- Reduce adverse environmental impacts

Respondents were also informed that they did not have to put either a tick, or a cross in every box. Figure 4.3 compares the responses for each option against each project objective.

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Figure 4.3: A3: Please refer to the 5 schemes that start on page 4 of this brochure. If you think a scheme will help achieve one or more of the objectives below, please tick the appropriate box. If you think an option will not achieve one or more of the objectives, please put a cross in the appropriate box.



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Figure 4.3 shows that the responses were most positive towards Option 2, where the positives marginally outweigh the negatives in four out of the seven objectives. For the other four options, the response was largely negative for each objective.

4.2.4. A4: Do you have any comments on the schemes?

Question A4 gave respondents the opportunity to provide an opportunity to comment on any aspect of the options not covered elsewhere in the consultation questionnaire.

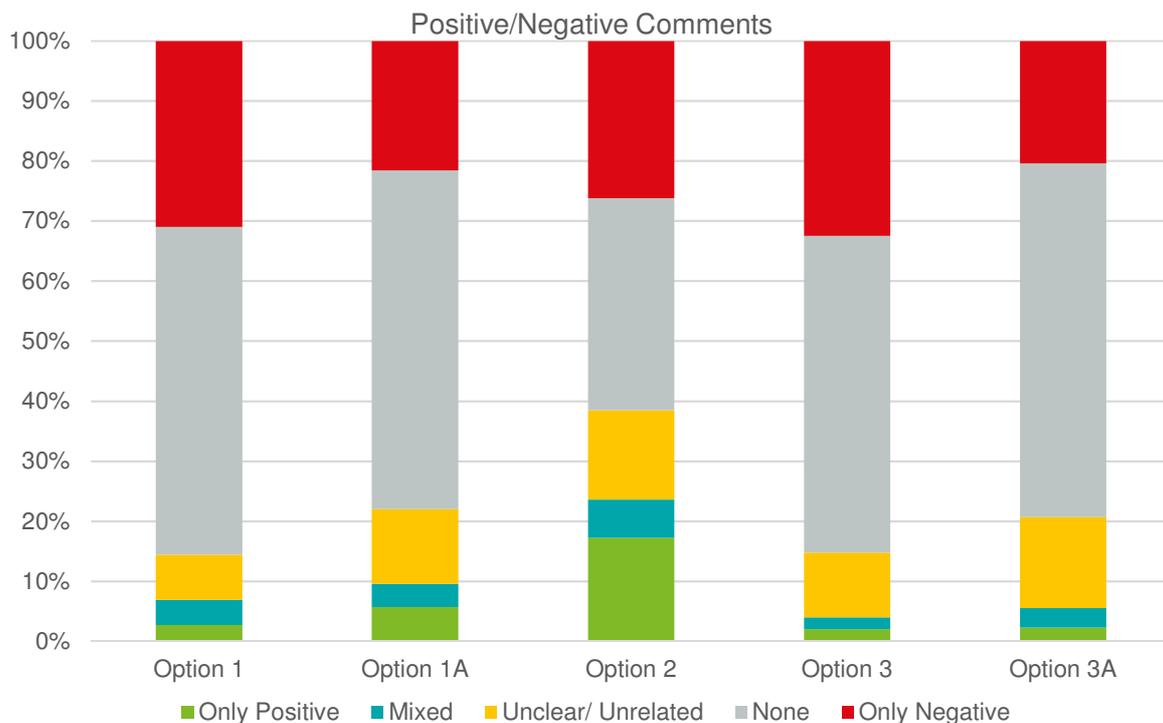
Figure 4.4 provides an overview of whether the comments for each option were 'positive', 'negative', 'mixed', 'other' or if 'no comment' was provided.

A comment was regarded as 'positive' or 'negative', if every statement written about that option was either positive or negative.

'Mixed' comments were those that contained both positive and negative statements. Even if the number of positive comments outweighed the number of negative comments it would still be regarded as mixed, as it was not possible to quantify the importance each respondent gave to different aspects of the option.

If the entire comment did not contain a statement that could be interpreted as positive or negative, then it was considered to be unclear or unrelated, for example, if a response asked a question, or if the comment related to something outside the scope of the scheme, such as the reliability of trains. If it was not possible to fully understand a comment provided, then it was also added to this section.

Figure 4.4: A4: Do you have any comments on the schemes?



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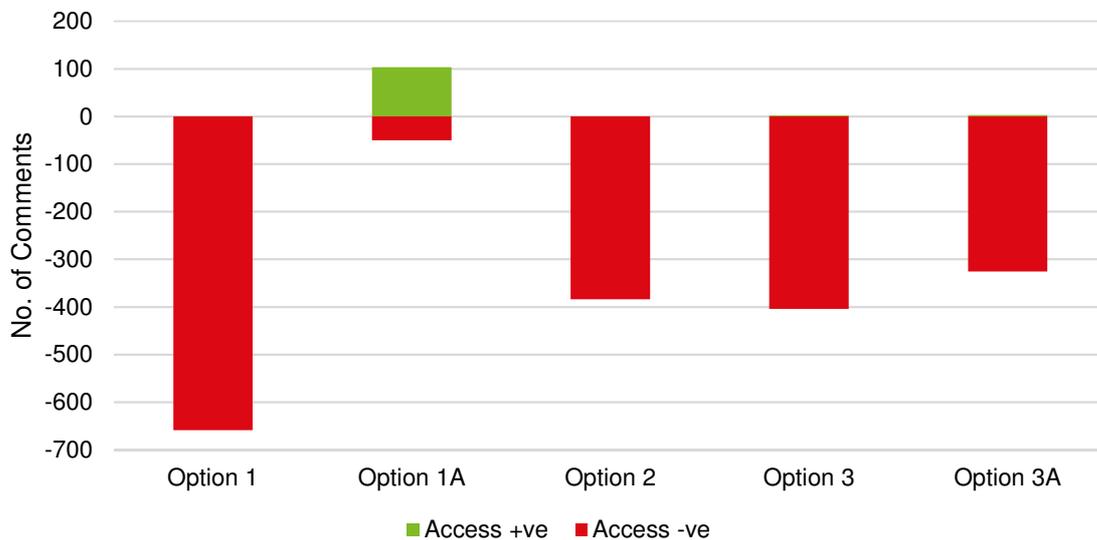
The results show that Option 3 received the largest number of negative comments (1620), closely followed by Option 1 (1508). Option 2 received the largest number of positive comments (826) followed by Option 1A (276). A breakdown of the key positive and negative comment topics for all options is provided below.

4.2.5. Key comment topics

4.2.5.1. Accessibility

The topic of 'accessibility' was the most common issue gleaned from the comments section, with over 1,880 comments on this subject being recorded. The comments mainly focused on the restriction of right turns at the Stockbridge and Whyke junctions, and the proposed modifications to the Shopwhyke Lakes development, which would close access from Oving East and remove traffic signals on the Oving Road. Figure 4.5 shows that for all options, except for Option 1A, the response to accessibility was negative.

Figure 4.5: A4: Comments on accessibility



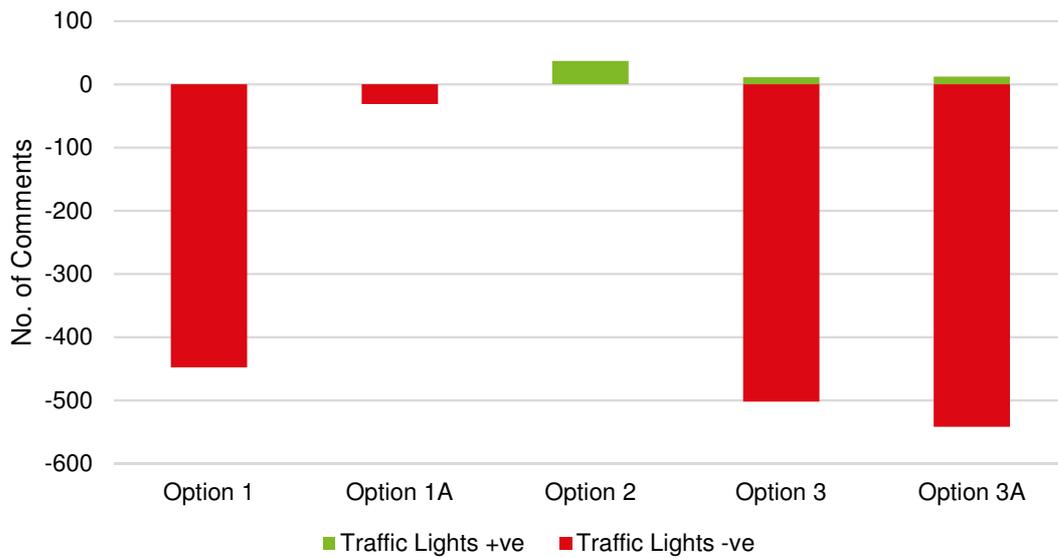
Option 1A shows that respondents had mixed interpretations regarding what the minor developments at the Oving Road junction would mean for accessibility, with positive comments highlighting that full access was preserved, and negative ones emanating from a concern that right hand turns could be restricted.

4.2.5.2. Traffic lights

Approximately 1,280 comments were received on the topic of 'traffic lights', the majority of which were negative. However, a few comments recognised the benefits of traffic light controlled movement. Figure 4.6 shows the proportion of positive and negative comments regarding traffic lights for each option. Some of the positive comments seen in Option 2, are typically the result of there being no traffic lights at the key junctions for that option.

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Figure 4.6: A4: Comments about traffic lights

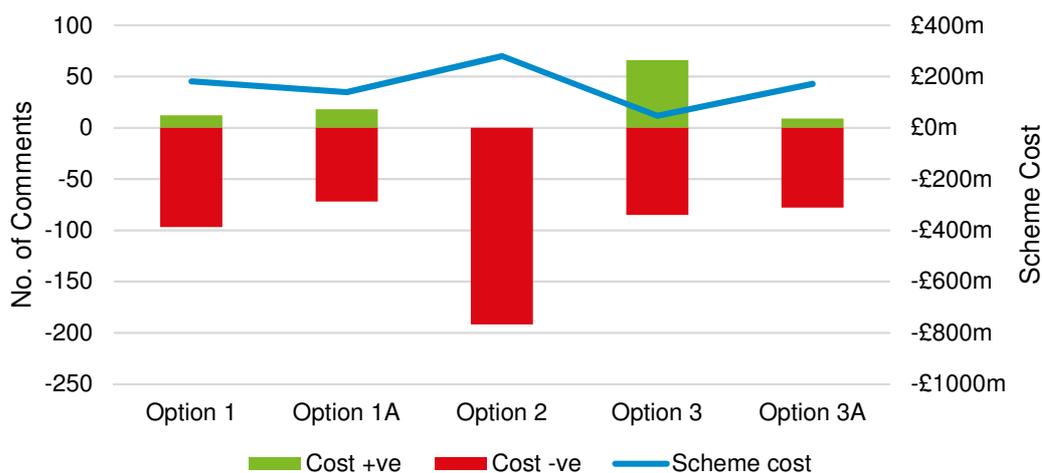


4.2.5.3. Scheme cost

In general, the number of negative comments about each option corresponded to its cost, as show in Figure 4.7. The largest number related to Option 2 as being the most expensive, followed by Option 1. There were more negative comments on Option 3 than Option 1A, referring to its minimal nature in intervention, despite being the least expensive and having the largest Benefit to Cost Ratio (BCR) of the five options.

The number of positive comments also related to the respondent's perceived value for money, suggesting that a specific option offered either good value, or was cheaper than an alternative option.

Figure 4.7: A4: Comments on Cost, Value for Money and Cost Benefit Ratio



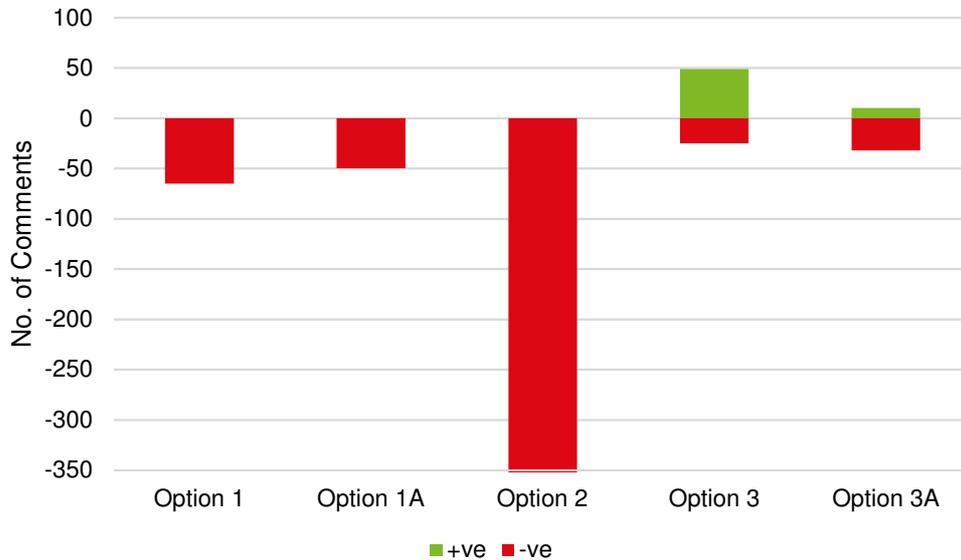
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4.2.5.4. Environmental, cultural heritage and landscape impact

Figure 4.8 shows that respondents were most concerned about impacts on the environment, cultural heritage, and the landscape in Option 2.

Option 3 received the highest number of positive comments regarding these issues.

Figure 4.8: A4: Comments regarding the environment, cultural heritage, and the landscape



4.2.5.5. Pedestrian and cycle facilities

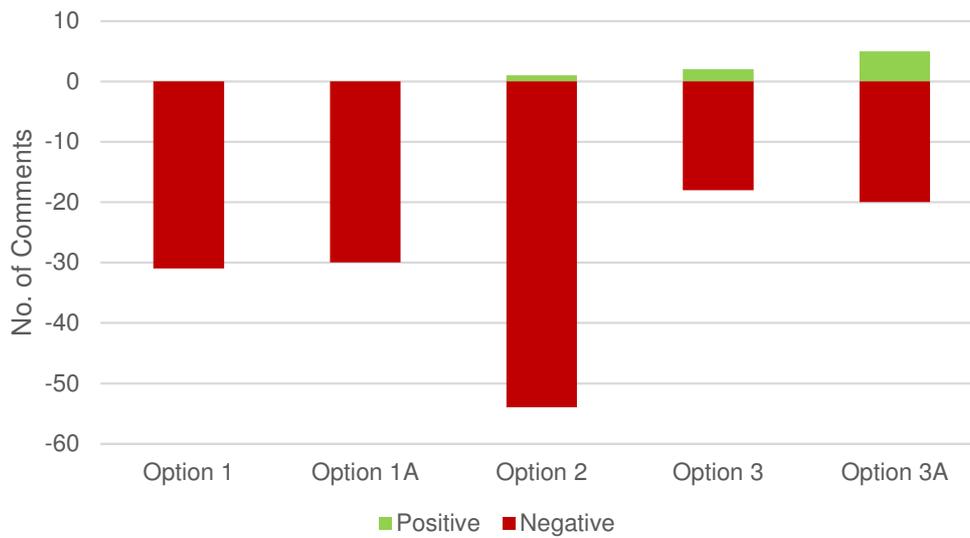
Although minimal in numbers, concerns about the lack of pedestrian and cycle facilities, at this stage in development, were prevalent in the comments. The respondents generally showed interest in maintaining existing facilities and requesting further provisions to be included where possible with more details presented on layouts.

Although the intention at this phase was to collect views primarily on the road infrastructure, it is apparent that the population of Chichester, particularly those just to the south of the A27, would also desire alternative methods to the A27 and local roads for reaching the city.

The analysis of the comments provided by respondents are represented below. In addition, Figure 4.23 included later on, shows the potential for a marked increase in pedestrian access from the housing areas just south of the A27 directly in to the city. When respondents were asked about their travel habits in question B4, walking and cycling featured strongly after driving, before use of public transport. The data therefore indicates interest in NMUs (Non-Motorised Users) provisions, such as pedestrians, cyclists and horse riders, but demand for this aspect may need to be considered differently.

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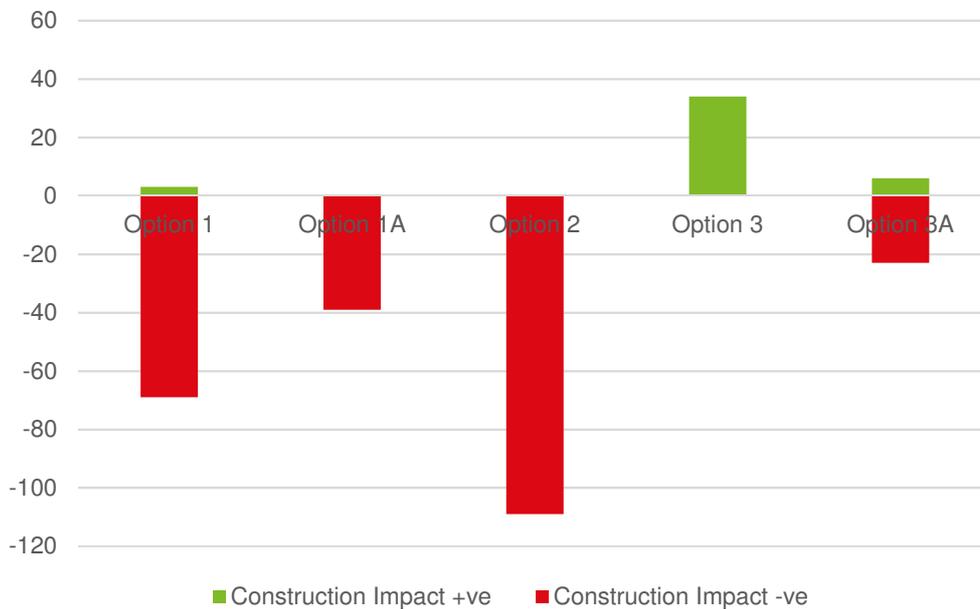
Figure 4.9: Comments regarding pedestrian and cycle facilities by option.



4.2.5.6. Construction

The construction duration and the impact it would have on traffic and noise, was a key concern within the comments received. Comments also mentioned the loss of housing, the uncertainty of improvements by developer and the loss of tourism. The positive and negative comments on construction related aspects for each option is presented in Figure 4.10 below.

Figure 4.10: Comments regarding construction impacts by option.



4.2.6. Option response by junction

With regards to comments made about specific junctions, Figure 4.11 shows that proposed improvements to the Stockbridge and Whyke junctions were least favourable amongst respondents.

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Figure 4.11: A4: Junction responses by option

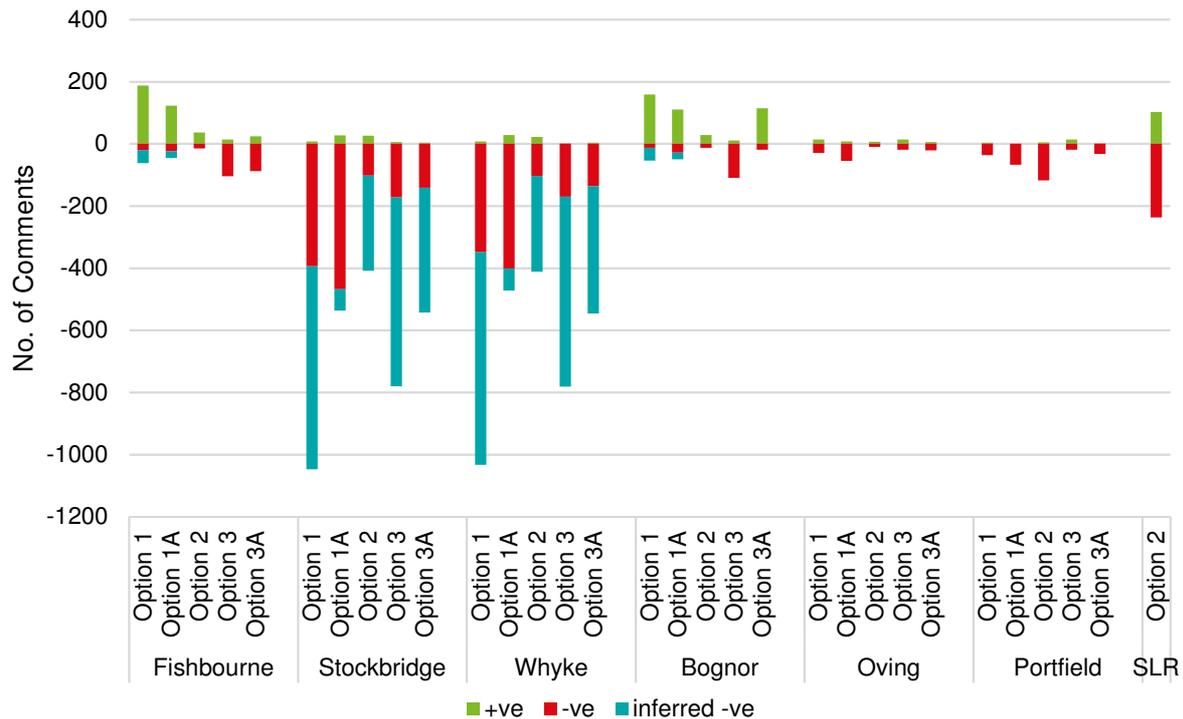


Figure 4.11 includes inferred information about the junction responses, for example if a respondent had made a negative comment about restricted right turn movements, or the inclusion of traffic light signalised junctions, but not made mention of a junction then this can be inferred from the option containing the features commented on.

The results show that the most responses related to the Stockbridge and Whyke junctions, and many of these comments were about access. The most positive comments were seen in Option 1.

4.2.7. A5: Part 1: Tell us your Preferred Option

Question A5 asked for the respondent to tick a box to express their Preferred Option. 47% of respondents chose not to select one of the five options, and instead selected the 'No Option' box.

The next largest response was Option 2, with 31% of respondents selecting this option.

Option 3A was the least chosen option.

A chart showing these responses can be seen in Figure 4.12

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Figure 4.12: A5: Tell us your Preferred Option

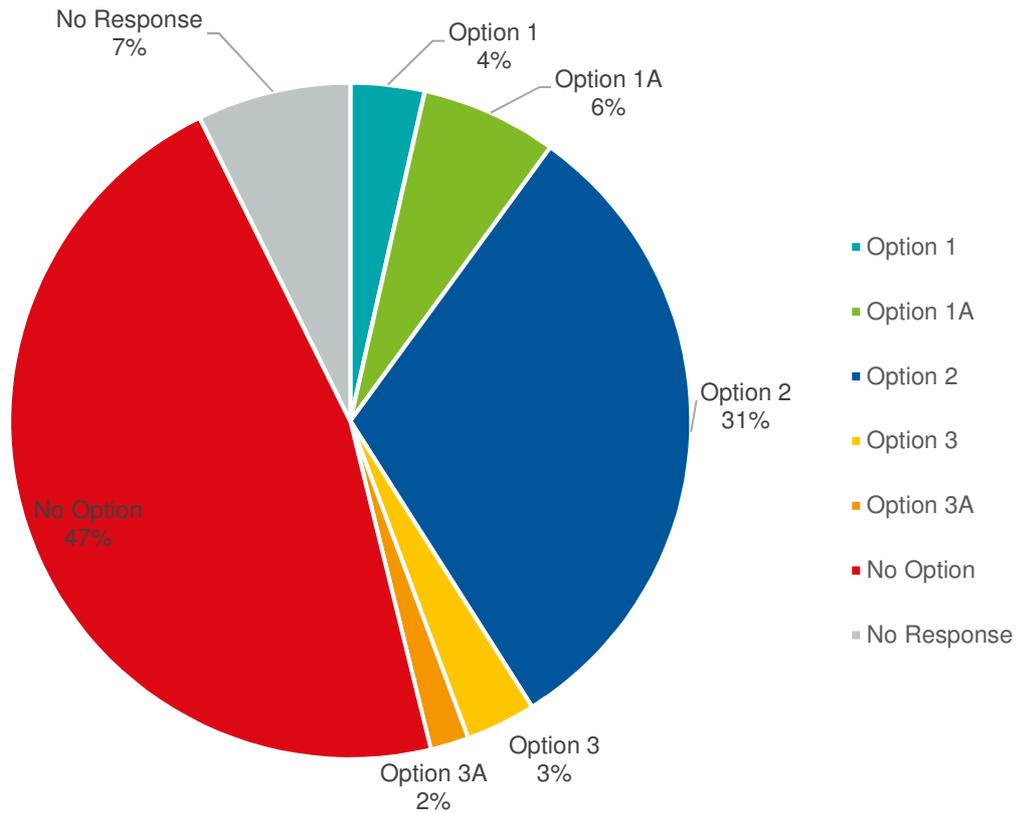
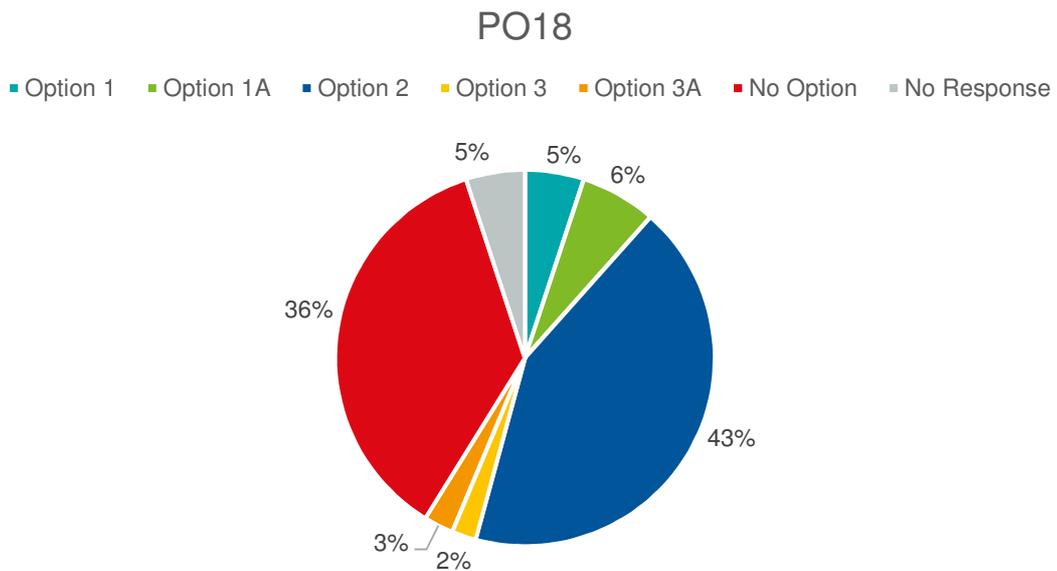


Figure 4.13 shows a breakdown of respondents by the four foremost postcode sectors. When placed on a map (Figure 4.14) geographical differences emerge with Chichester and the Manhood Peninsula (PO19, PO20 and PO21) preferring to select No Option over all the options presented, while PO18 preferred Option 2 over all the options.

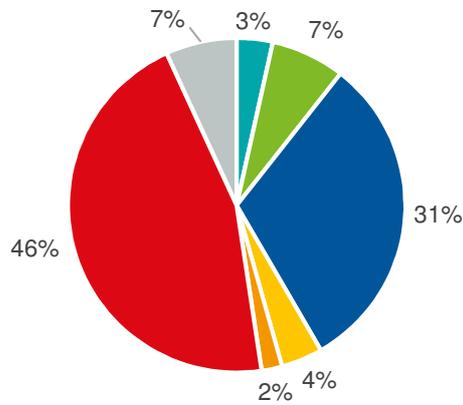
Figure 4.13: A5: Tell us your Preferred Option (by postcode)



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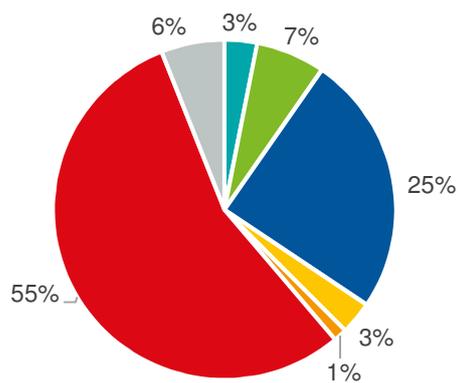
PO19

■ Option 1 ■ Option 1A ■ Option 2 ■ Option 3 ■ Option 3A ■ No Option ■ No Response



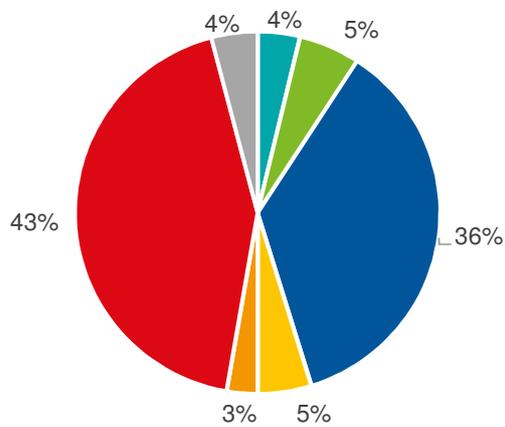
PO20

■ Option 1 ■ Option 1A ■ Option 2 ■ Option 3 ■ Option 3A ■ No Option ■ No Response



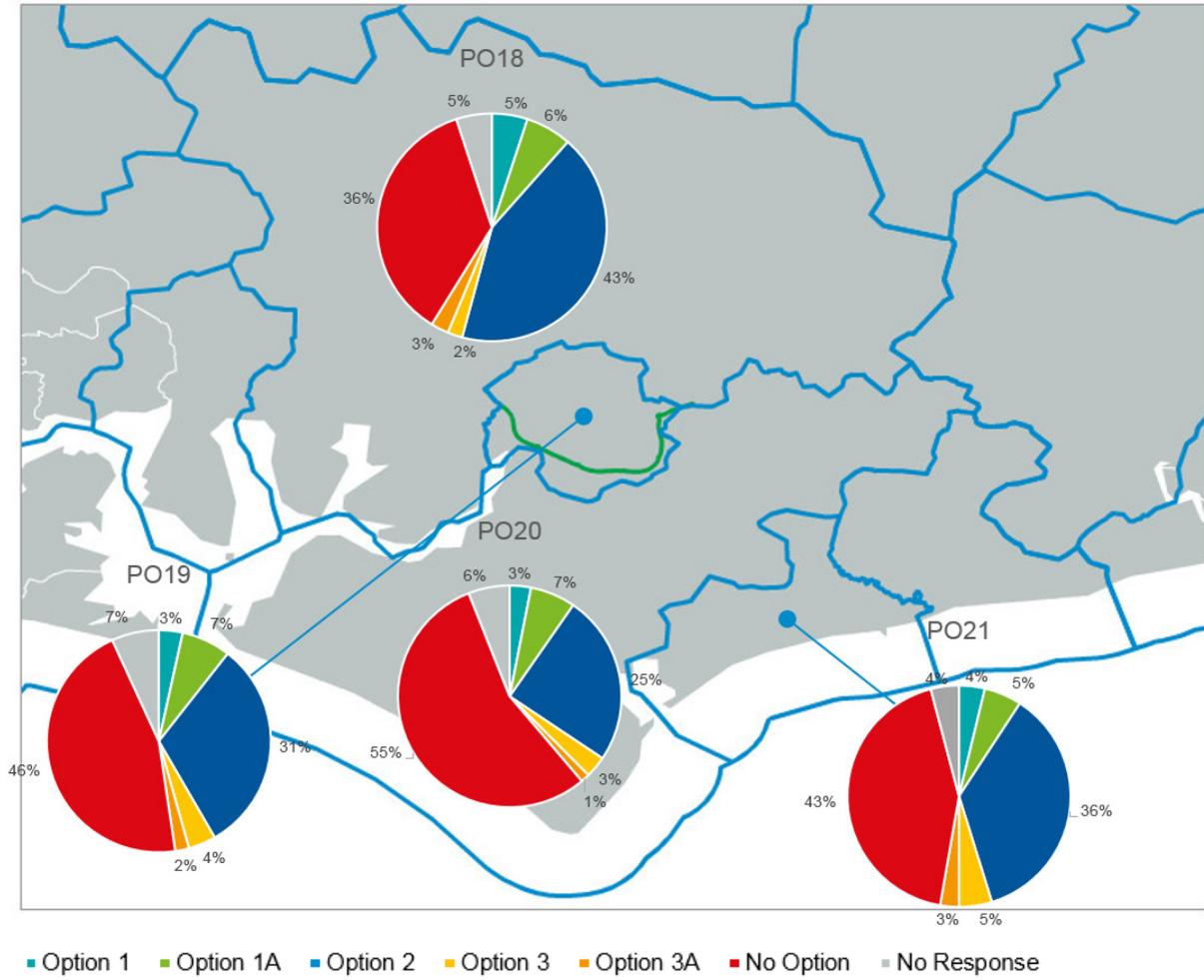
PO21

■ Option 1 ■ Option 1A ■ Option 2 ■ Option 3 ■ Option 3A ■ No Option ■ No Response



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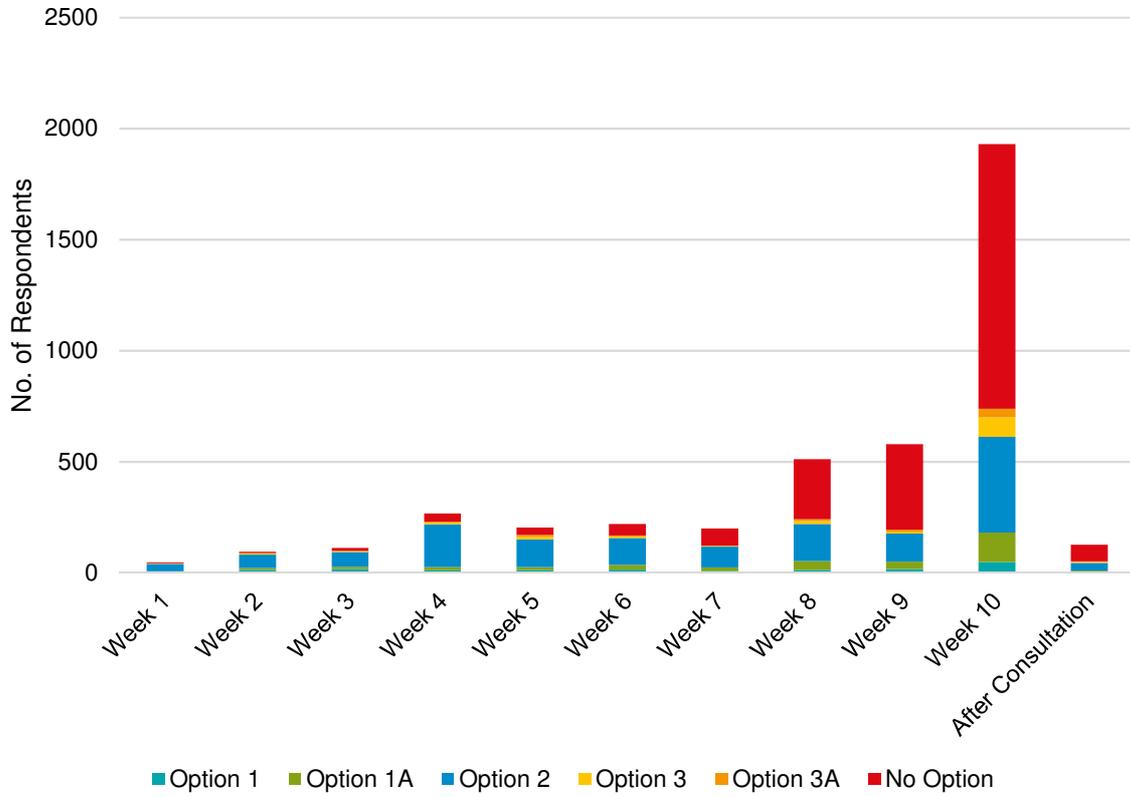
Figure 4.14: A5: Tell us your Preferred Option (by postcode map)



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Figure 4.15 shows the number of responses received in favour of each option by week.

Figure 4.15: Breakdown of Preferred Option response by week



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4.2.8. A5: Part 2: Alternative improvements to be considered

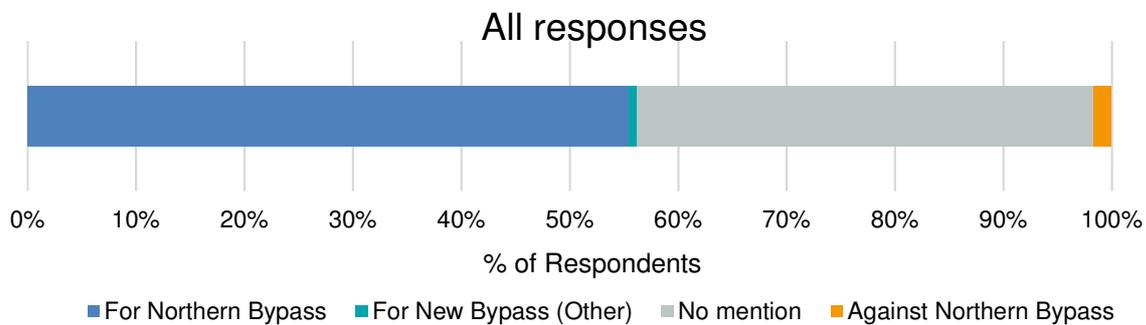
Question 5 also presented an opportunity for interested parties to provide an open ended response, in relation to alternative improvements they thought Highways England should consider to resolve the scheme objectives.

56% of comments requested a completely new bypass to be implemented with a common reference being made to the two options to the north of Chichester that had previously been discounted, while conversely 1.7% of respondents indicated that they will not favour a new bypass. This is illustrated in Figure 4.16 below.

Figure 4.17 shows that while most of these comments were made by respondents who had selected 'No Option', or had not selected an option, there was also a significant number of respondents who selected one of the five options and also stated that they would prefer a northern option.

Figure 4.18 shows the location of those respondents who would be in favour of a Northern Bypass, while Figure 4.19 shows the location of those potentially against a Northern Bypass. Both Figures reveal there is an apparent north / south divide regarding this subject. However, this was not a question included in the consultation questionnaire, as the potential options for a new bypass were discontinued earlier in the assessment and therefore the percentage split of potential support or otherwise for these may not be representative.

Figure 4.16: A5: % all of Respondents referring to a new bypass



Other alternative improvements indicated in responses were:

No's	Comments
141 Respondents	improvements should be made to public transport and cycle facilities
56 Respondents	indicate objection to restricting right turns at junctions
26 Respondents	there should be additional traffic lights
19 Respondents	there should be fewer traffic lights
213 Respondents	improvements should be made the Portfield Roundabout
42 respondents	introduction of speed limits
Other suggestions (less than 10 Respondents)	<ul style="list-style-type: none"> - consideration of holiday traffic - provision of acoustic barriers - suggestion of a toll to increase funding - concerns about congestion caused by level crossings

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Figure 4.17: A5: Proportion of respondents that refer to a new bypass (by Preferred Option)

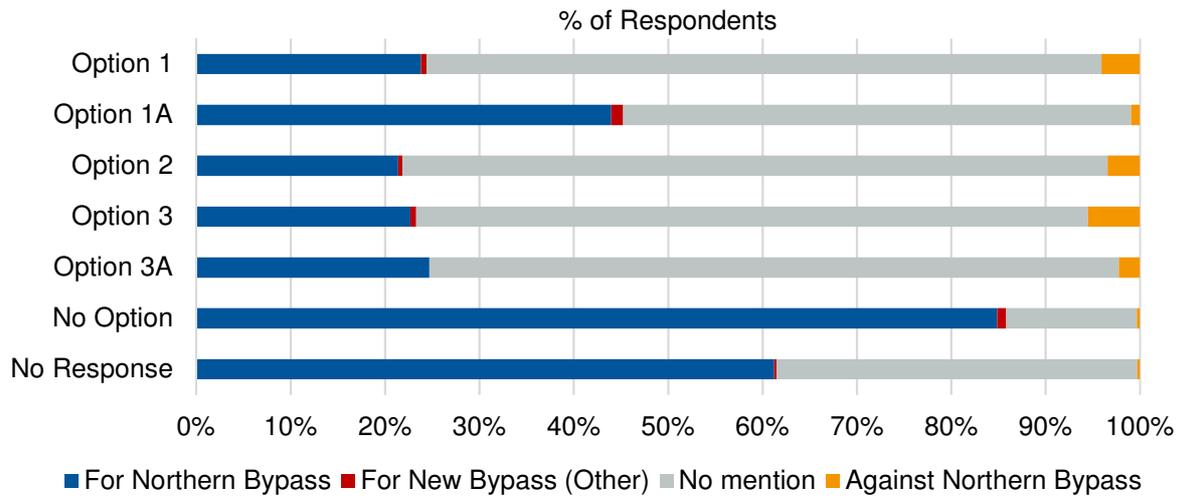
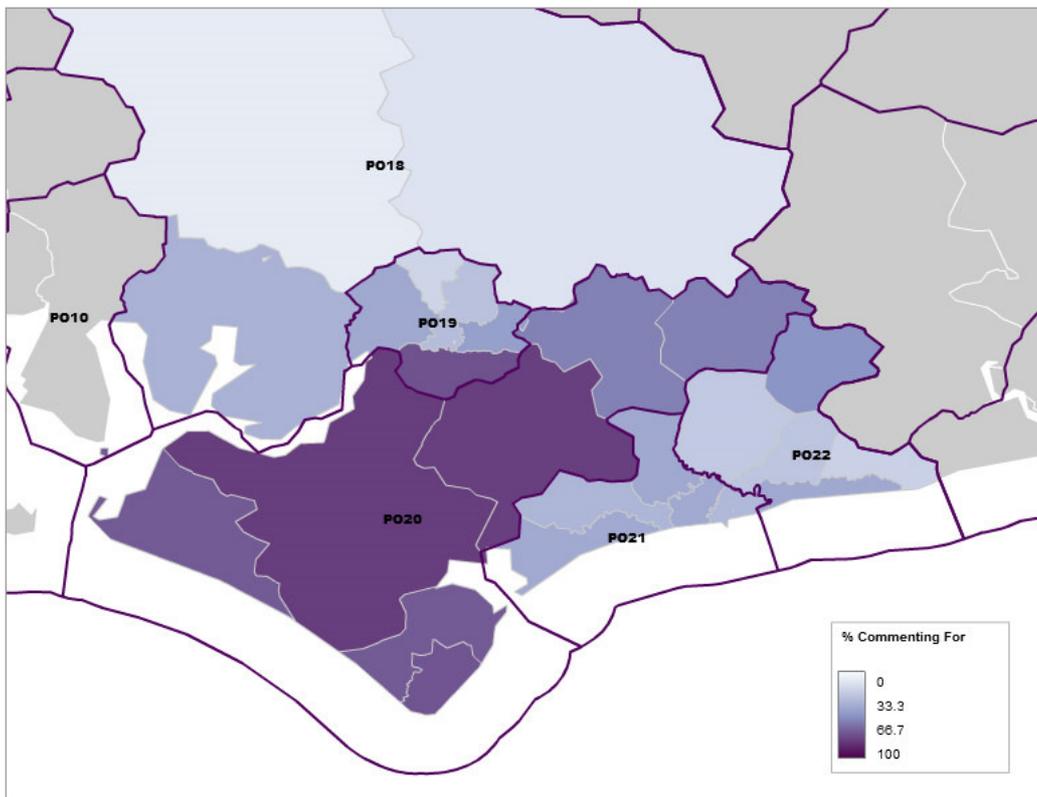
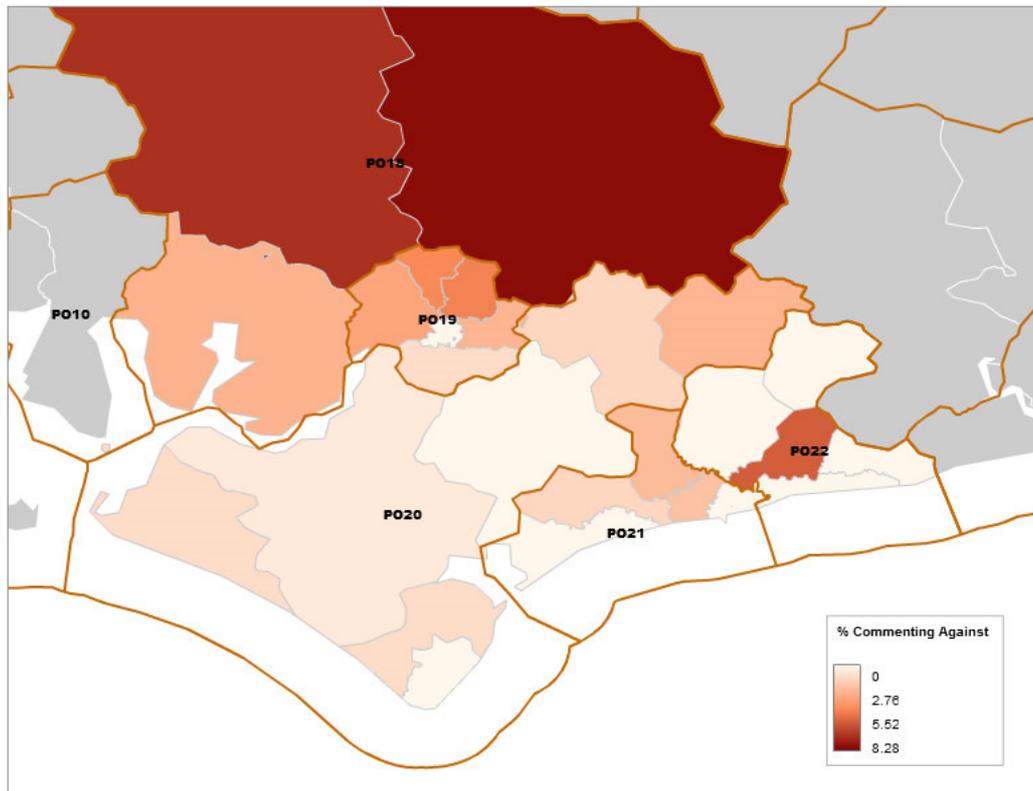


Figure 4.18: A5: Location of comments in favour of a Northern Bypass



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Figure 4.19: A5: Location of comments against a Northern Bypass



4.3. Part B: About the consultation

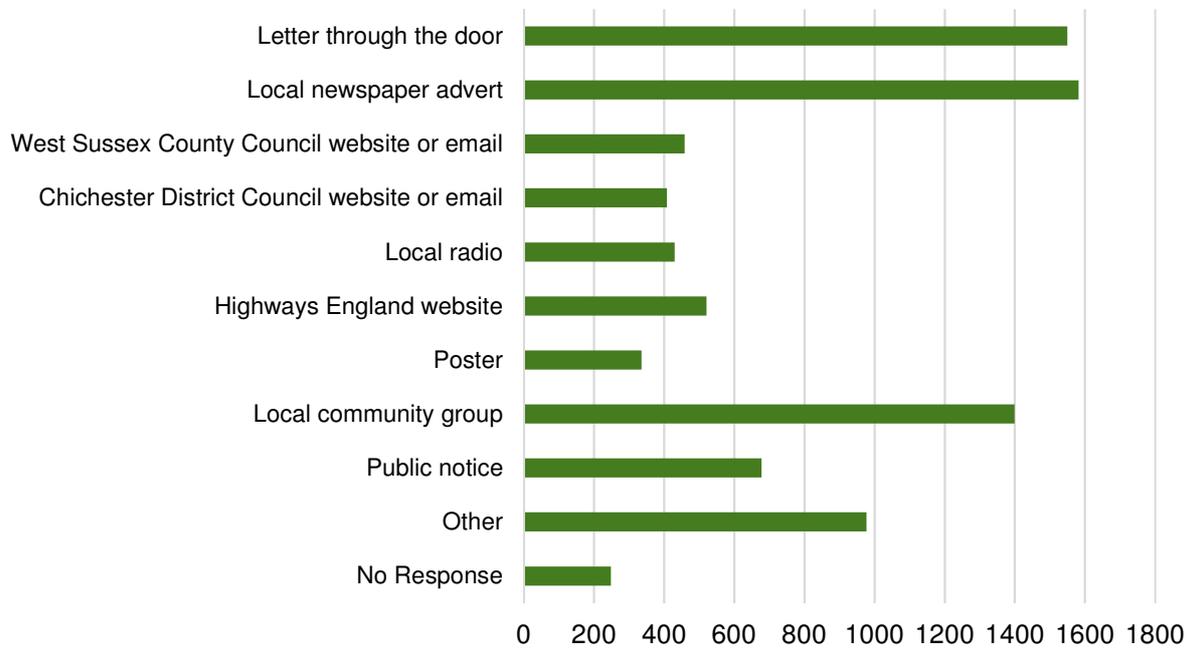
The Public Consultation aimed to:

- Fully consult with the local and wider community and stakeholders
- Present the case for improving the A27 Chichester Bypass
- Present the short-listed options for the A27 Chichester Bypass Improvement scheme
- Evaluate and measure any concerns the community may have and to correct any misunderstandings of the options or process where they arise
- Understand the views of the community on the scheme options presented and provide the project team with insight that will help in recommending a Preferred Option
- Measure the success of the consultation communications, to understand lessons learnt, and to help guide future consultation / engagement strategies for the next Project Control Framework Stage.

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4.3.1. B1: How did you find out about the A27 Chichester Bypass Improvement Scheme consultation?

Figure 4.20: B1: How did you find out about the A27 Chichester Bypass Improvement Scheme consultation?



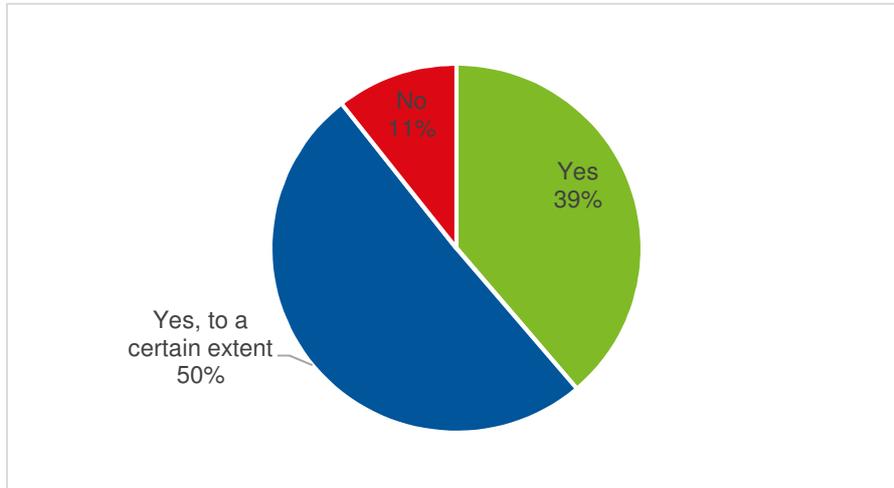
The majority of consultation respondents were made aware of the Public Consultation activities having either received the residential letter, which was sent to 55,500 households and businesses within the local and wider Chichester community, or having seen an advert in the local newspaper.

A large number of respondents also found out about the consultation via their 'local community group', which demonstrates the high levels of local interest in the scheme. It is understood that many communities undertook local activities, such as parish council and local community meetings to discuss the five options and their local impact, during the consultation period.

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4.3.2. B2: Have you found the consultation materials useful in answering your questions?

Figure 4.21: B2: Have you found the consultation materials useful in answering your questions?

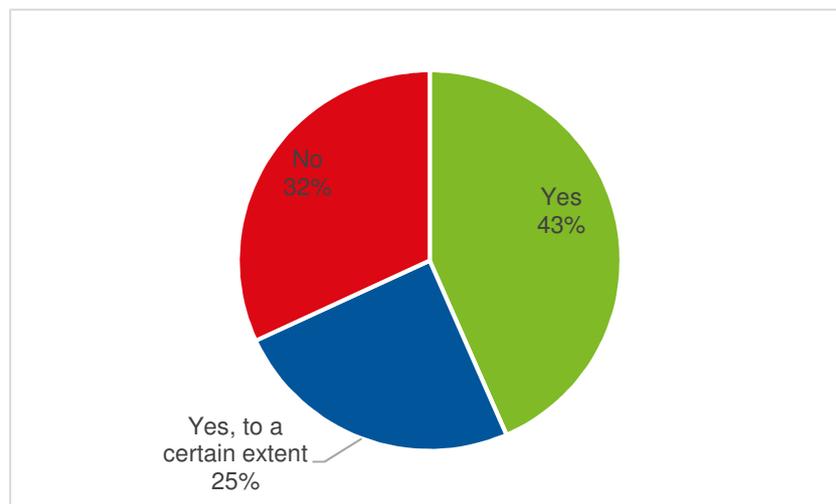


89% of respondents either agreed, or agreed to 'a certain extent' that the consultation materials provided were useful in answering their questions.

11% of respondents disagreed when asked if the consultation materials were useful.

4.3.3. B3: Have you found any of our public exhibitions helpful in addressing your questions?

Figure 4.22: B3: Have you found any of our public exhibitions helpful in addressing your questions?



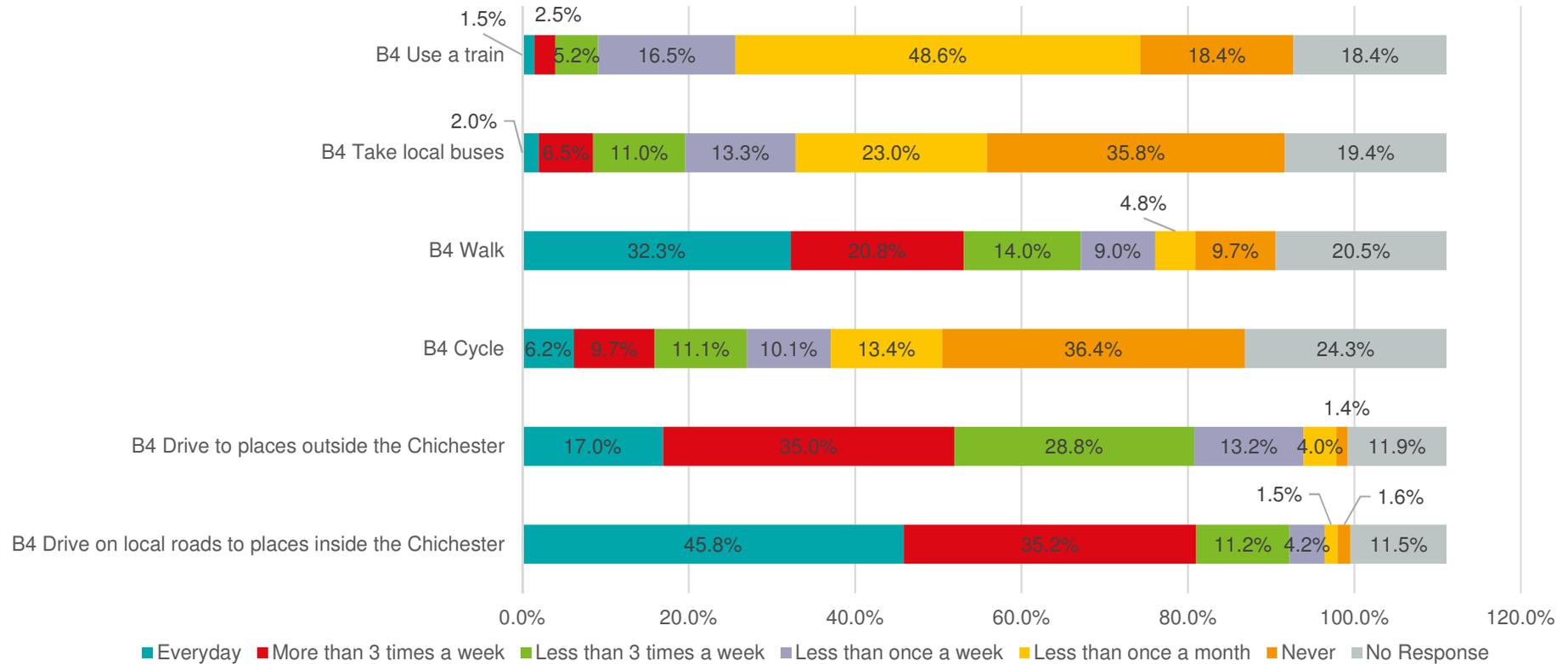
68% of respondents either agreed, or agreed to 'a certain extent' that the public exhibitions were helpful in addressing their questions.

32% did not find the public exhibitions helpful in addressing their questions.

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4.3.4. B4: Please tell us about your travel habits.

Figure 4.23: B4: Please tell us about your travel habits



The majority of respondents use public transport modes (67% train, 58.8% bus) either less than once a month or not at all.

The majority of respondents who drive either every day or more than 3 times a week, do so mainly to places outside Chichester using A27 (52%), or inside Chichester using local roads (81%).

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4.4. Part C: Equality and Diversity

To ensure we met with Highways England’s diversity guidelines, an equality and diversity section was added to the questionnaire. The results from this section were used to monitor the effectiveness of Highways England’s aim of consulting with the whole community. The information will not be used for any other purposes, and the results will not identify individuals.

4.4.1. C1: Respondent Age

Figure 4.24: C1: Respondent Age

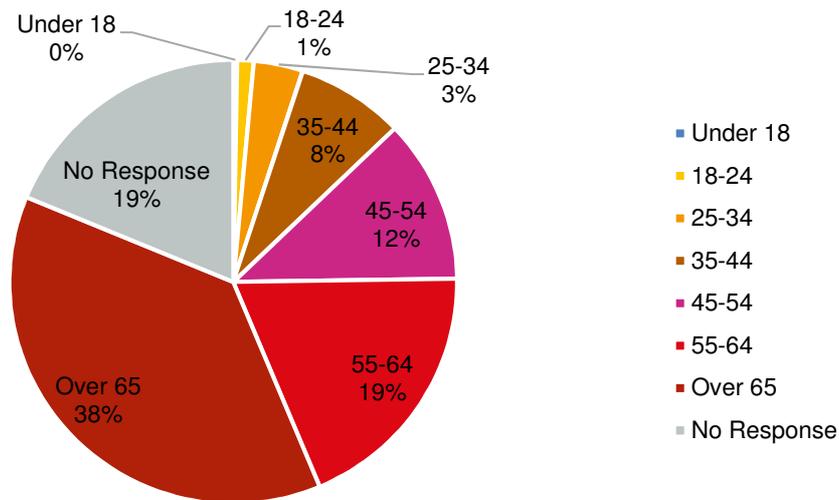


Table 4.1 below shows a comparison between the age group of respondents and the 2011 Chichester census data. The age banding of respondents has been adjusted to align with the 2011 census data.

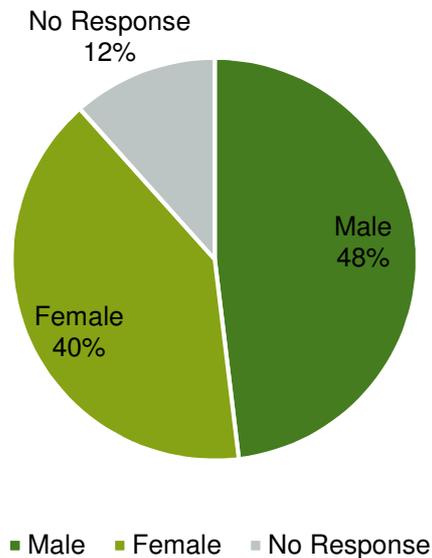
Table 4.1 Comparison between respondent age and 2011 Chichester census

	Age Range				No Response	TOTAL
	0-18 years	18-44 years	44-65 years	65+ years		
A27 Respondents	0	12%	31%	38%	19%	100%
2011 Census data	18.6%	28.9%	28%	24.4%	0%	100%

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4.4.2. C2: Gender

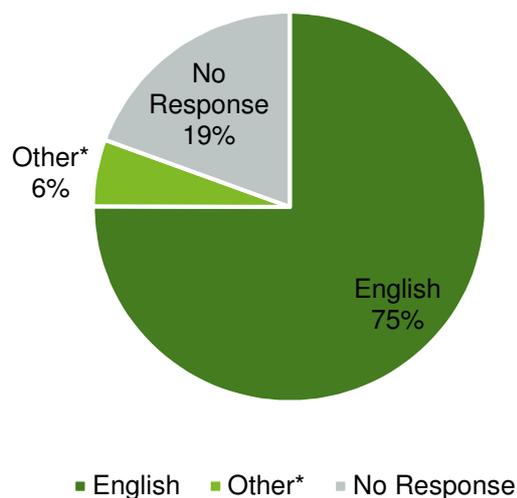
Figure 4.25: C2: Respondent Gender



By comparison to the above graph, the 2011 census revealed that the population of Chichester was split between 54,401 males and 59,393 females, which equates to 47.8% males and 52.2% females.

4.4.3. C3: Ethnic Group

Figure 4.26: C3: Respondent Ethnic Group



93.01% of the Chichester district population are White British, which is the highest level in West Sussex. The Chichester District also has the lowest percentage of Black and Ethnic Minority residents in West Sussex with 6.99%. See Table 4.2 for a further breakdown.

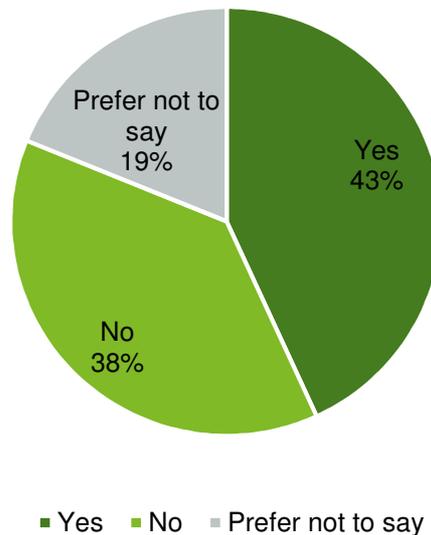
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Table 4.2: Breakdown of Respondents Ethnic Groups

Nationality	Responses	Nationality	Responses
English	3669	Pakistani	3
Welsh	41	Indian	5
Scottish	65	African	1
Irish	27	Caribbean	1
Dutch	1	Indian Ocean Creole	1
British	10	Chinese	3
Prefer not to say	7	Other ethnic background	26
British or mixed British (other)	79	No response	949

4.4.4. C4: Religion and Faith

Figure 4.27: C4: Does the respondent follow a religion or faith



Of those who answered 'Yes' there was an option to provide details of their religion or faith. As only 18% of respondents provided this detail no further analysis was undertaken.

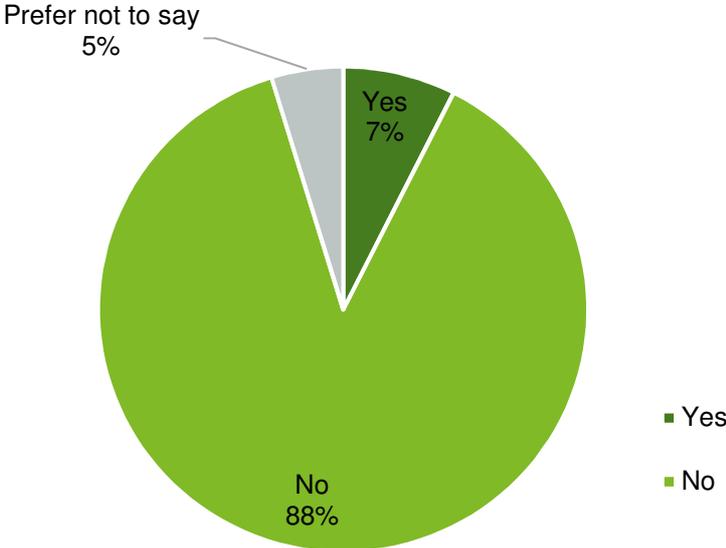
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4.4.5. C5: Disability

The 2011 census shows that the Chichester district is in line with county, regional and national averages in terms of daily activities that are limited due to a long term health problem or disability, with 7.3% of people having their day-to-day activities being 'limited a lot'.

Question C5 asked whether respondents considered themselves to have a disability. 88% responded 'No', 5% did not respond and 7% said 'Yes'. This figure is similar to the percentage provided by respondents of the 2011 census.

Figure 4.28: C5: Respondents considered to have a disability



5. Summary of responses from local organisations

This section provides a summary of comments and supported options from the local organisations that responded to the consultation, following the informal and formal stakeholder engagement, as explained in 2.2.

5.1. Responses from Local Authorities and Parishes during the consultation period (14 July 2016 to 22 Sep 2016)

Table 5.1: Responses from Local Authorities and Parishes

Organisation	Supported option	Comments
West Sussex County Council (WSSC)	Not indicated	"before making a recommendation to the Secretary of State, Highways England should satisfy themselves that they have not discounted options that would perform better against the strategic objectives for the scheme".
Chichester District Council	Option 2	"qualified support" while also asking for further justification for discounting the new bypass options
Arun District Council	No Option	"The council is disappointed that it does not have the opportunity to comment on a Northern Bypass."
Birdham Parish Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Bognor Regis Town Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Boxgrove Parish Council	Option 2	
Chichester City Council	Option 1A	
Clymping Parish Council	Option 2	
Donnington Parish Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Earnley Parish Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Fishbourne Parish Council	Not indicated	"Before a Preferred Option can be chosen, much greater detail is needed about the design of environmental mitigation measures, particularly for the most severe adverse environmental impacts."
Hunston Parish Council	No Option	"The parish council urges Highways England to undertake further investigations including provision for a northern route."
Lavant Parish Council	Option 2	
North Mundham Parish Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Pagham Parish Council	No Option	Request that the Northern Bypass is reinstated as an option for consideration.

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Organisation	Supported option	Comments
Sidlesham Parish Council	No Option	Request that Option 5 (Northern Bypass) is reinstated as an option for consideration.
West Itchenor Parish Council	Option 2	
Westhampnett Parish Council	Option 2	

50% of the Local Authorities and Parishes requested the reinstatement of the Northern Bypass options, while 33% were in favour of Option 2 with one indicating support for Option 1A. The remainder were not able to support to an option at this stage without further analysis on all options.

5.2. Responses from Statutory Environmental Bodies

Table 5.2: Responses from Statutory Environmental Bodies (SEBs)

Organisation	Supported option	Comments
Chichester Harbour Conservancy	No Option	The Conservancy objects to all the consulted options.
Environment Agency (EA)		The EA have raised concerns about flood risk, ground water and contaminated land and biodiversity.
Historic England		Concerns about undervaluation of assets, impact on Fishbourne Conservation Area, size of study area, and buried archaeological remains.
Natural England		The effect of the Stockbridge link road on the Area of Outstanding Natural Beauty.
South Downs National Park		All options require lighting assessment. Options 1,1A and 2 require assessment for interruption of views and retention of Saltern's way access.

5.3. Responses from local businesses

Table 5.3: Responses from local businesses

Organisation	Supported option	Comments
Adur and Worthing Business Partnership	No Option	
Bognor Regis Regeneration Board	Option 2	
Chichester Chamber of Commerce and Industry (CCCI)	Option 2	64% of members preferred Option 2
Fishbourne Developments Ltd	Option 2	
Haines Boatyard	No Option	Requested that Highways England should consider other options that are not currently part of the consultation.
Hanbury properties (Chichester)	Option 3	
JMP Consultants	Option 2	
Kingsbridge Estates	Option 2	
Park holidays UK Ltd /Rural and Urban Planning Consultancy	option 3	

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Organisation	Supported option	Comments
POPE Building Services	No Option	Request that the Northern Bypass is reinstated as an option for consideration.
Rolls Royce	Option 2	
Drayton Manor	Option 3	
Goodwood Estate	Option 2	
West Sussex Growers Association & Goodwood Estate Company Limited	Option 2	
Chichester Free School	Option 2	
North Mundham Primary School	No Option	Request that the Northern Bypass is reinstated as an option for consideration.

56% of local businesses or business groups consulted were in favour of Option 2, while 19% were in favour of Option 3.

The remainder requested the reinstatement of the Northern Bypass options or said that their preference was for “No Option”.

5.4. Other organisations

Table 5.4: Responses from other organisations

Organisation	Supported option	Comments
The A36/A350 Corridor Alliance	No Option	
Bricycles	Not indicated	“Highways England has totally overlooked the benefits of walking, cycling and public transport for local journeys.”
Campaign for Better Transport – East Sussex	No Option	Support the submission of their ‘parent’ organisation, Campaign for Better Transport.
Campaign to Protect Rural England Sussex Branch	No Option	“An additional study needs to be made as to the impact of recent planning approvals at Shopwhyke, as there may be a case for greater investment at the Portfield Roundabout in due course.”
Chichester Harbour Trust	No Option	
Chichester Ship Canal Trust	Not indicated	“We wish Highways England to be aware, as a charitable organisation operating within the Chichester District, of our grave concern regarding the plan for a Stockbridge Link Road (SLR) with its bridge over the navigable part of the Canal as proposed in Option 2.”
Church of England Pensions Board	Not indicated	Benefits of a Northern Bypass are cited, as well as concern over Option 2 restricting access and causing bottlenecks at other junctions.

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Organisation	Supported option	Comments
Coastal West Sussex Partnership	Option 2	"In our view, Option 2 is the only option that will sufficiently improve capacity and journey times, decrease congestion and is most likely to offer the most benefit to the West Sussex coast for the medium to longer term. However, there is also a need to recognise that adverse environmental impacts of the option can be adequately mitigated."
Manhood Peninsula Partnership	Not indicated	The Manhood Peninsula Partnership cannot collectively support – or comment upon - any particular option, because many of the partners are statutory consultees in the planning and decision making processes, and will be responding on individual matters via their respective organisations.
National Trust	Not indicated	"The National Trust only wishes to comment on Option 2 of the consultation as the other proposals do not affect our interests." The Trust was granted in the past a covenant over land of which part of the proposed new Stockbridge link road proposed within Option 2 would cross. "The Trust considers at this very early stage that such a proposal would engage the terms of the covenant and that consent will need to be sought from ourselves at some future date, if this option is taken forward. "
Pagham and District Residents' Association	Northern Bypass	"A version of the Northern Bypass should be brought forward for active consideration again. Current proposals will require further investment even in the short / medium term as their shortcomings are proven."
The South Downs Society	Other	"It is not this Society's belief that the aim should be to create a 70 mph expressway. It would be our strong expectation that such a road would induce yet more traffic, increasing its contribution to climate change, potentially encouraging traffic to cross the national park to access it, diverting custom and thus the prospect of investment from the parallel, competing railway, and adding to the obvious traffic problems on the A27 further east."
Southern Gateway Residents Association	Northern Bypass	"We put it to you; is it really worth spending £280M on a scheme which is so devastating in its effect upon the city and which will only be good to 2035? We urge you to dismiss Option 2 outright and reopen the case for the northern alternative. Not only will a new Northern Bypass cause far less hardship, it will take less far less time to build and, more importantly, be fit for purpose beyond 2035."
The Chichester Society	Other	The Executive Committee recognises the A27 is a key South Coast through-route of regional and national status and therefore supports those options which include new flyovers at the Fishbourne and Bognor junctions.

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Organisation	Supported option	Comments
Western Hospital NHS Foundation Trust	Option 2	"It is difficult to get people off the peninsula and as doctors we are not allowed to live in Witterings because we can not guarantee getting to the hospital within 30 minutes. The bypass to join to the Fishbourne roundabout is much appreciated especially as it allows direct transfer to Portsmouth for major trauma and acute cardiac events. I therefore suggest Plan 2 should be the strongly preferred option despite its cost."
West Sussex Growers' Association	Option 2	"Option 2 is the only option that improves capacity, journey times, road safety and decreases congestion and environmental impacts. The proposed new Stockbridge link road will improve the flow of local traffic to the South of the A27 and the diversion of Vinnetrow Rad onto a new roundabout on the A259 will also improve matters."
Church Commissioners for England	Option 2	"If the opportunity to secure funding for Option 2 in this funding cycle, then this is our preferred scheme as it the most strongly future-proofed, reducing the need to potentially seek future funding for improvement (which becomes increasingly unlikely if another option is successful in this round of funding). Option 2 provides the greatest opportunity to reduce congestion and improve journey time reliability that will be important to our economic growth in the local and wider area as traffic volumes increase in future years. The Stockbridge link road will also importantly act a secondary southern orbital route, reducing the need for local traffic to use the A27 trunk road to access other radial roads into Chichester."

6. Other factors concerning the Public Consultation

6.1. Campaign groups

The below table provides details of the campaign groups that were created in response to the introduction of the scheme.

Table 6.1: Local Campaign Groups

Campaign Group	Position	Comments
Chichester Deserves Better	Option 2	"It is public knowledge that, as a group, we have opposed a Northern Bypass and, despite much publicity around calls for the reintroduction of this option, we will continue to do so."
No Option is an Option	None of the proposed options	This group has been setup in opposition of the proposed A27 upgrade Option 2, which is one of the options being proposed by Highways England.
Best4Chichester	Pro-Northern Bypass	"There is only one answer to the long term traffic problems of our City: that we, as most places of our size on the Strategic Road Network, need a proper bypass that separates through and local traffic. A Northern Bypass is the only sensible choice."
Chichester Moves on	Opposes all five options as well as the suggestion of a northern route.	"We want to invest instead in an integrated transport system for Chichester and the areas around, to make this a better, safer, greener place for residents and workers"
Chi Needs New Bypass	Pro-Northern Bypass	"Representing the views of people all over Chichester and surrounding areas who believe the only sensible option is for a new Northern Bypass. CHINNBY not NIMBY!"

6.2. Petitions

There was a petition dating from December 2015 which opposed the northern bypass to the north of Chichester <http://www.ipetitions.com/petition/chichester-deserves-better>. Over 4,000 signatures were submitted at the time of writing (January 2017).

A further petition calling for the inclusion of a northern bypass was opened during the public consultation <https://petition.parliament.uk/petitions/165748>. Over 3,900 signatures were submitted at the time of writing (January 2017).

7. Conclusions

The Public Consultation process received a large amount of responses. In total 5,388 visitors attended the public consultations and 4,869 respondents completed a questionnaire or provided a response via letter or email. This rate of response demonstrates the high level of local interest in the scheme.

From the results obtained, 93% of respondents agreed that congestion is a problem on the A27 Chichester bypass which confirms that there is a need for intervention. Similarly, congestion was also referred to as the issue that most concerned respondents. Of the five options presented at the Public Consultation, respondents felt that Option 2 would best contribute to meeting the scheme objectives.

The written feedback from the residents and stakeholders indicate preference or support in various degrees for the options considered. Option 2, with 31%, garnered the largest proportion of support from the five options presented, while Option 3A was the least supported option with 2% support. The other options feature in between this range as illustrated in Figure 4.12.

Further analysis of the stakeholders' responses shows that 56% of businesses or business groups consulted were in favour of Option 2, while Option 3 features as the second most popular choice with 19% support. Also 33% of Local Authorities and Parishes expressed support for Option 2 without a clear indication of support for the other options, except Option 1A in one occasion.

As detailed within this report, there is also a 'No Option' response emerging from the feedback that features strongly in the responses received. When asked to express their preference in terms of the options, 47% of respondents chose not to select one of the five options, and instead selected the 'No Option' box.

From the additional comments received, 85% of the 'No Option' responses and 56% of the overall responses commented that a new bypass should be implemented, with a common reference being made to the two options to the north of Chichester that had previously been discounted. Also 25% of the local businesses said that their preference for 'No Option' or requested the reinstatement of the Northern Bypass options.

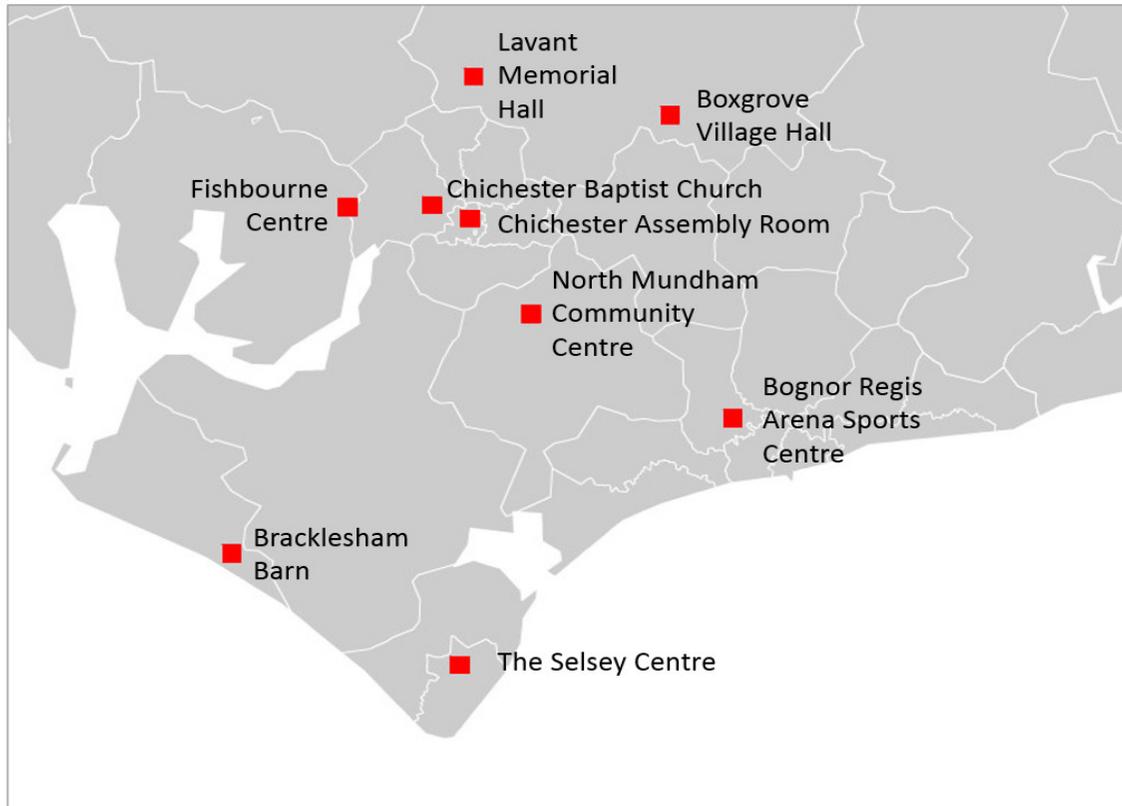
50% of the Local Authorities and Parishes also opted for 'No Option' or requested the reinstatement of the Northern Bypass options. West Sussex County Council did not indicate a preference of any of the options and requested for further investigation on all options, including the previously discounted options, before one can be selected. Chichester District Council indicated 'qualified preference' for Option 2 while asking for further justification for discounting the new bypass options.

The 'No Option' response appears to be the leading preference expressed in the consultation, however 93% of respondents agreed that there is a congestion problem on the A27 Chichester Bypass, hence confirming a desire for an intervention.

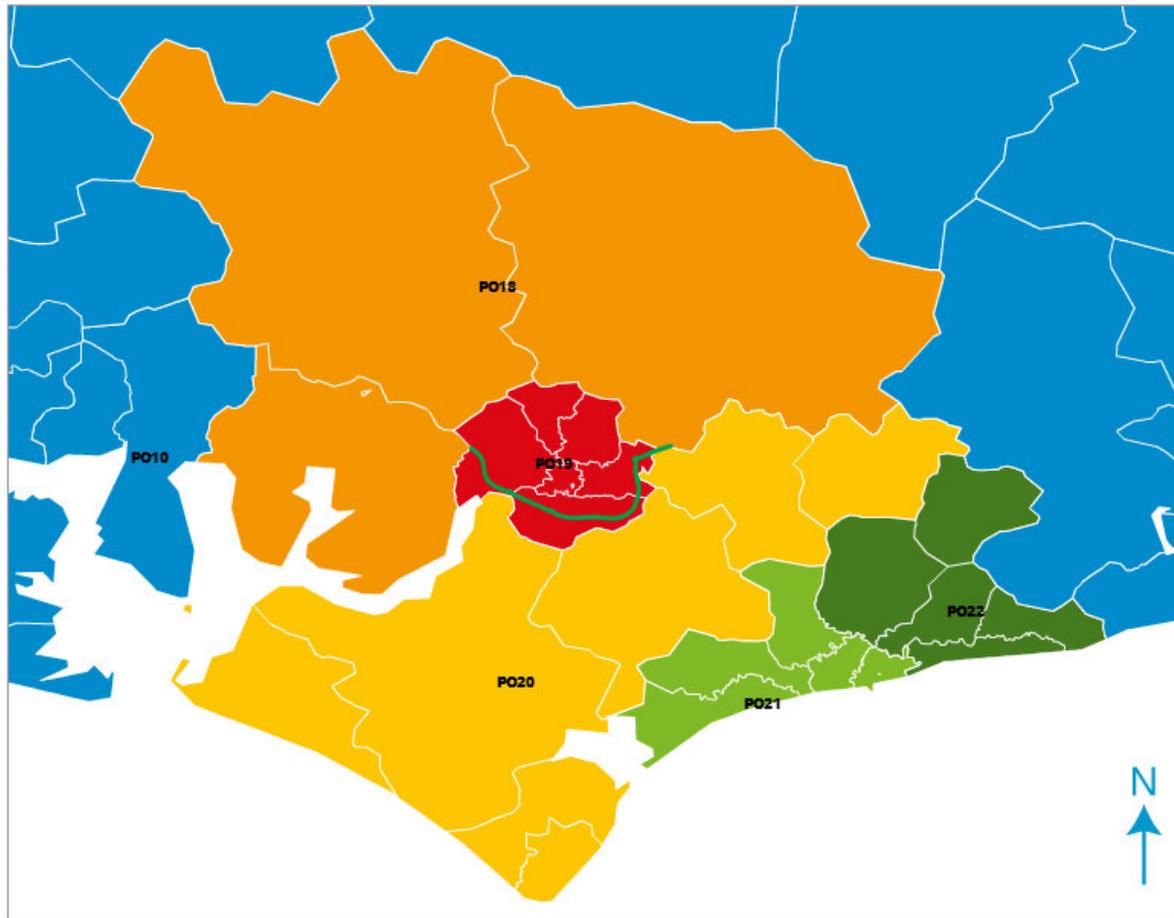
A27 Chichester Bypass Improvement Scheme Report on Public Consultation

89% of respondents either agreed, or agreed to 'a certain extent' that the Public Consultation materials provided were useful in answering their questions. In addition, 68% of the respondents either agreed, or agreed to 'a certain extent' that the public exhibition events were helpful in addressing their questions, which indicates that the objectives of the Public Consultation have been fulfilled.

Appendix A Exhibition Venue Locations



Appendix B Postcode map around the A27 Chichester Bypass



Source: Based on Google Earth (2016)

**A27 Chichester Bypass Improvement Scheme
Report on Public Consultation**

Appendix C Exhibition attendance by event and postcode

	25/07 (Mon) Chichester Assembly Rooms	01/08 (Mon) Fishbourne Centre	02/08 (Tue) Fishbourne Centre	06/08 (Sat) North Mundham	09/08 (Tue) Chichester Baptist Church	10/08 (Wed) Chichester Baptist Church	19/08 (Fri) Boxgrove Village Hall	20/08 (Sat) Boxgrove Village Hall	30/08 (Tue) Lavant Memorial Hall	31/08 (Wed) Arena Sports Centre	02/09 (Fri) Lavant Memorial Hall	05/09 (Mon) The Selsey Centre	09/09 (Fri) Bracklesha m Barn	10/09 (Sat) Bracklesha m Barn	14/09 (Wed) Chichester Assembly Rooms	15/09 (Thu) Chichester Assembly Rooms	Total
Bosham, Boxgrove, Eartham, East Dean, Goodwood, Funtington, Nutbourne (PO18)	22	95	176	1	23	20	95	53	81	1	93	0	2	0	37	16	715
Chichester, Fishbourne (PO19)	267	112	203	35	171	178	42	45	114	2	108	15	25	18	251	161	1747
Selsey, West Wittering, East Wittering, Tangmere, Oving, Westergate, Eastergate (PO20)	72	34	82	308	18	29	97	43	25	5	26	582	474	231	80	41	2147
Bognor Regis, Aldwick, Pagham (PO21)	14	8	18	126	10	16	9	9	9	114	9	0	4	1	23	21	391
Bognor Regis, Barnham, Elmer, Felpham, Middleton-on-Sea (PO22)	13	4	0	3	1	1	11	3	3	50	3	0	0	0	9	5	106
Other	45	22	28	5	7	10	24	11	12	9	36	13	16	8	17	19	282
Total	433	275	507	478	230	254	278	164	244	181	275	610	521	258	417	263	5388

Appendix D Consultation Brochure



A27 Chichester Bypass Improvement Scheme We want to hear your views

July - September 2016

About us

Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, we became a government company in April 2015.

Summary

We are consulting on different scheme proposals to improve the A27 Chichester bypass in West Sussex. There are important choices to be made, and your views will help us and the Secretary of State for Transport decide which option to take forward.

We want to hear your views

We're carrying out a public consultation to obtain feedback on the proposed options for the A27 Chichester Bypass Improvement Scheme. Views and comments received during the public consultation will be considered and summarised in our public consultation report. After taking your views into account, we will present the public consultation report to the Secretary of State for Transport who will make the final decision and issue a Preferred Route Announcement, which is expected in early 2017.

The consultation will run for 10 weeks, from 14 July until 22 September 2016.

For full details of the scheme please refer to our web page www.highways.gov.uk/a27chichester



Chichester bypass



You can use the following methods to contact us or to respond to the public consultation:

- complete the questionnaire at the back of this brochure and send to us via the freepost envelope provided

You can also:

- attend a public consultation event and complete a questionnaire
- complete the consultation questionnaire online at www.highways.gov.uk/a27chichester
- email info@highwaysengland.co.uk
- call **0300 123 5000** (9.00am - 5.00pm, Monday to Friday)

Chichester and the A27

The A27 Chichester bypass is a stretch of dual carriageway of just over 3 miles (5.5km) located south of Chichester. The Chichester bypass has 5 roundabouts at Fishbourne Road (A259), Stockbridge Road (A286), Whyke Road (B2145), Bognor Road (A259), and Portfield (A258). There is also a traffic signal controlled junction at Oving Road (B2144).

Congestion and extensive queuing occur daily at most of the junctions along the bypass, especially during the seasonal peaks.

The traffic volumes and congestion on the bypass also have an impact on air quality and noise in the surrounding areas of Chichester. As a consequence, Chichester District Council has declared air quality management areas (AQMA) at the Stockbridge Road junction, St Pancras and Orchard Street. Some sections of the A27 around Chichester are also identified as noise important areas by the Department for Environment, Food and Rural Affairs.

Scheme history

The A27 Chichester bypass improvement has a long history dating back to the 2000 South Coast Multi Modal Study. Following a number of iterations, the scheme was included in the 2013 White Paper *Investing in Britain's Future* and the 2014 *Road Investment Strategy*.

We have developed a number of options to help improve capacity along the bypass, while supporting the planned development growth, particularly housing, within The Chichester Local Plan.

In the government's 2014 announcement of the *2015-2020 Road Investment Strategy*, Highways England has committed to upgrading 4 junctions on the bypass. However, the initial development phases investigated all alternatives to ensure all possible opportunities for improvements were given due consideration.

A consultation on 6 options – 3 upgrading the existing route, 2 new routes to the north and a hybrid option containing existing elements and a new route to the south – planned for March 2016 was postponed. This was because after detailed consideration of these options, the available budget and the criteria set out in the government's *2015-2020 Road Investment Strategy*, we discounted new route options as not being viable and are focusing on improvements along the route of the existing A27. This consultation will ensure we consult on options that provide the best possible solution for the budget available.

Regional and national benefits

The A27 Chichester bypass is included in the government's *2015-2020 Road Investment Strategy*, which states that England's strategic road network requires upgrading and improving to ensure it can deliver the performance needed to support the nation in the 21st century. The A27 Chichester bypass improvement scheme is part of a programme of investments in the area, including schemes in Arundel as well as Worthing and Lancing.

The Chichester Bypass scheme aims to:

- improve capacity and support the growth of regional economies
- improve road safety
- reduce adverse environmental impacts
- improve journey time reliability on the strategic road network
- facilitate timely delivery of the scheme to enable provision of housing to meet demand, in line with the Chichester Local Plan and in line with the *Highways England Delivery Plan*
- improve regional connectivity
- improve accessibility to areas with tourist activity

Benefits for Chichester

We have worked in partnership with West Sussex County Council and Chichester District Council to develop the following objectives and to ensure the option brought forward meets local requirements.

Transport

- Improve capacity on the A27 Chichester bypass and local road network
- Improve journey time reliability for road users in the area and beyond

Safety

- Improve road safety during construction, operation and maintenance for all involved, including:
 - road workers
 - all road users
 - all other stakeholders

Community and environment

- Address existing AQMAs and ensure no further AQMAs are created as a result of the scheme

- Address existing noise important areas and ensure no further noise important areas are created as a consequence of the scheme

Economic

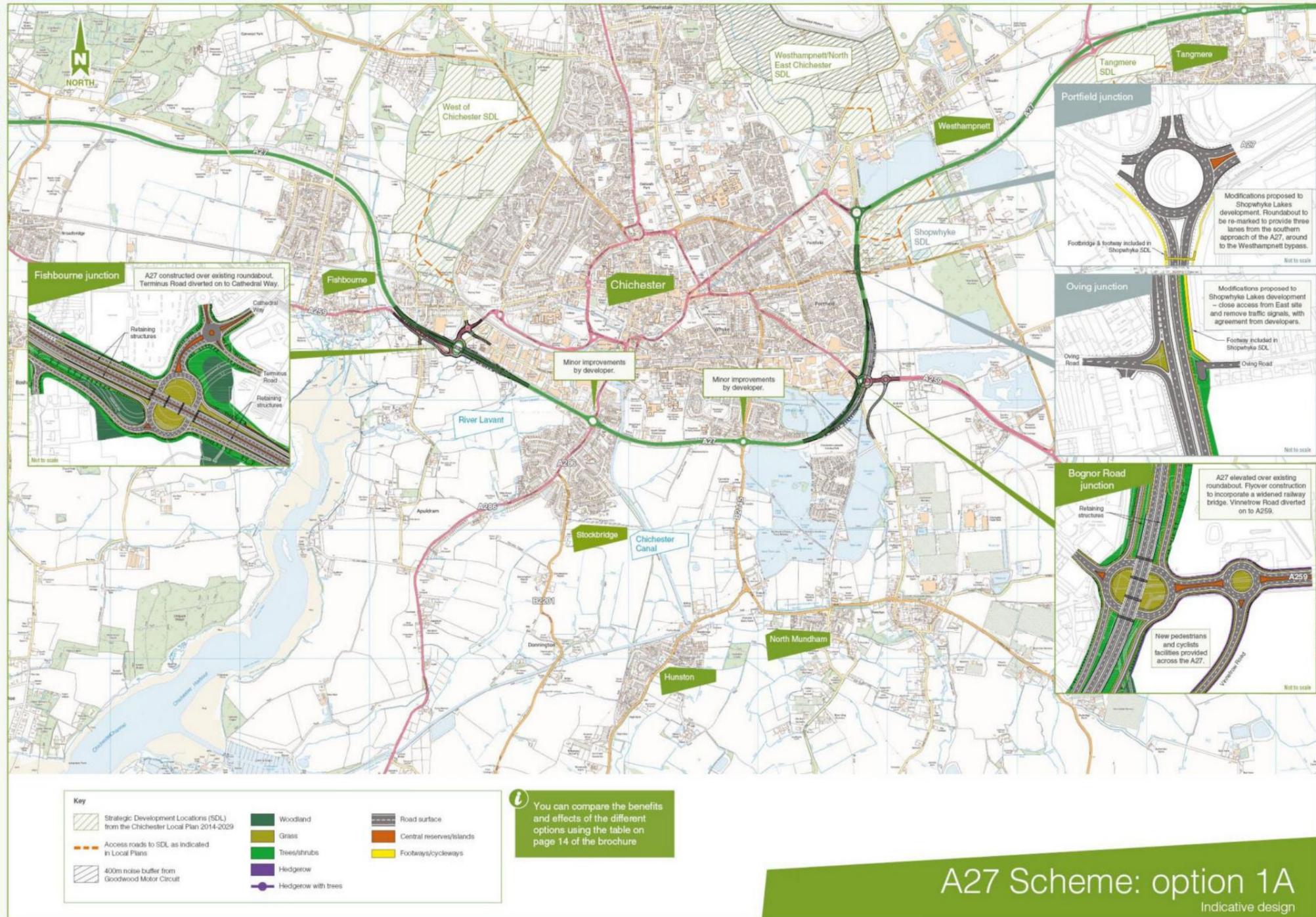
- Improve capacity and support the growth of the regional economy by:
 - facilitating timely delivery of the scheme to enable provision of housing demand, in line with the Chichester Local Plan
 - improving connectivity with local roads, including for non-motorised users
 - improving accessibility to tourist attractions

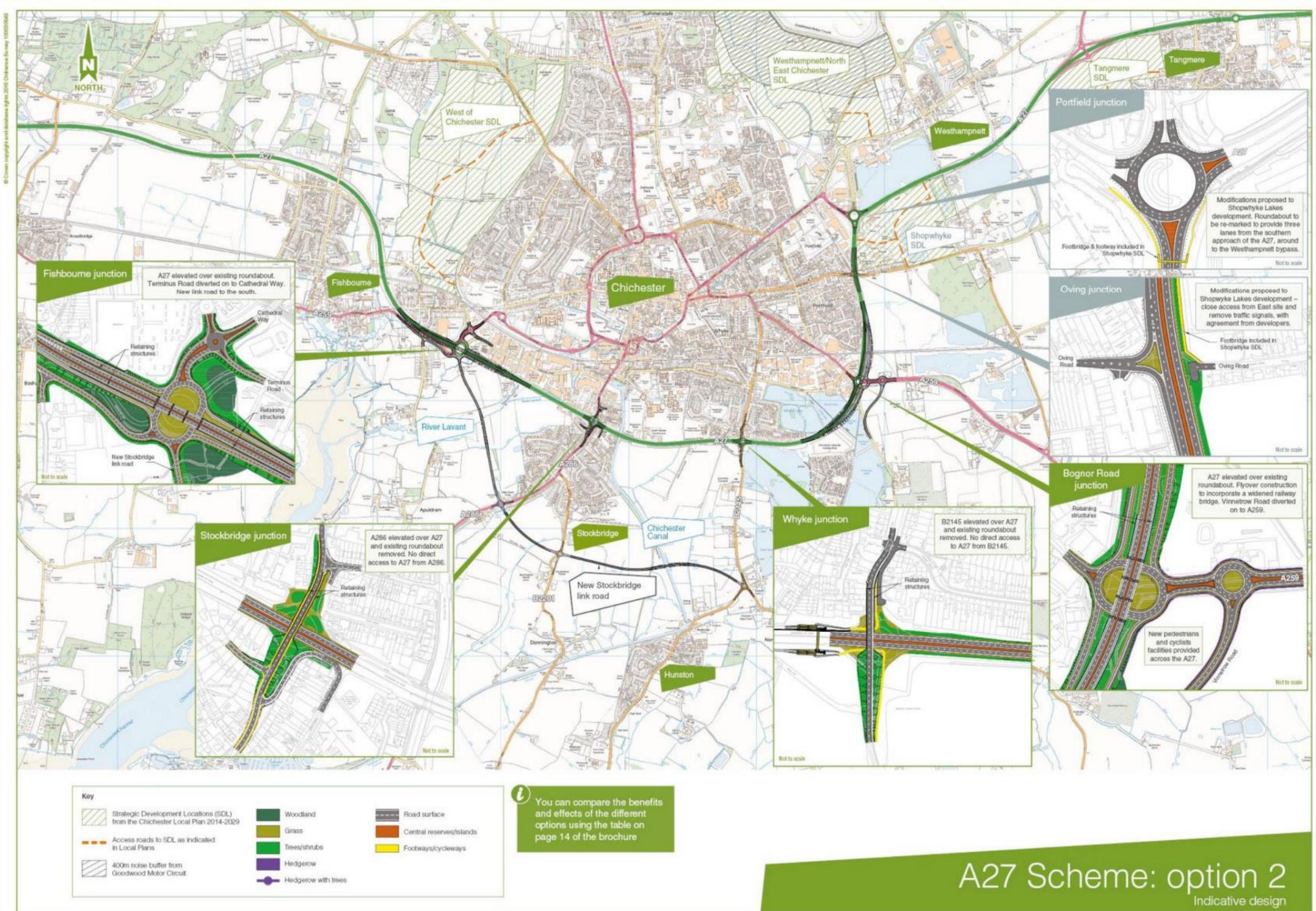
The proposed options

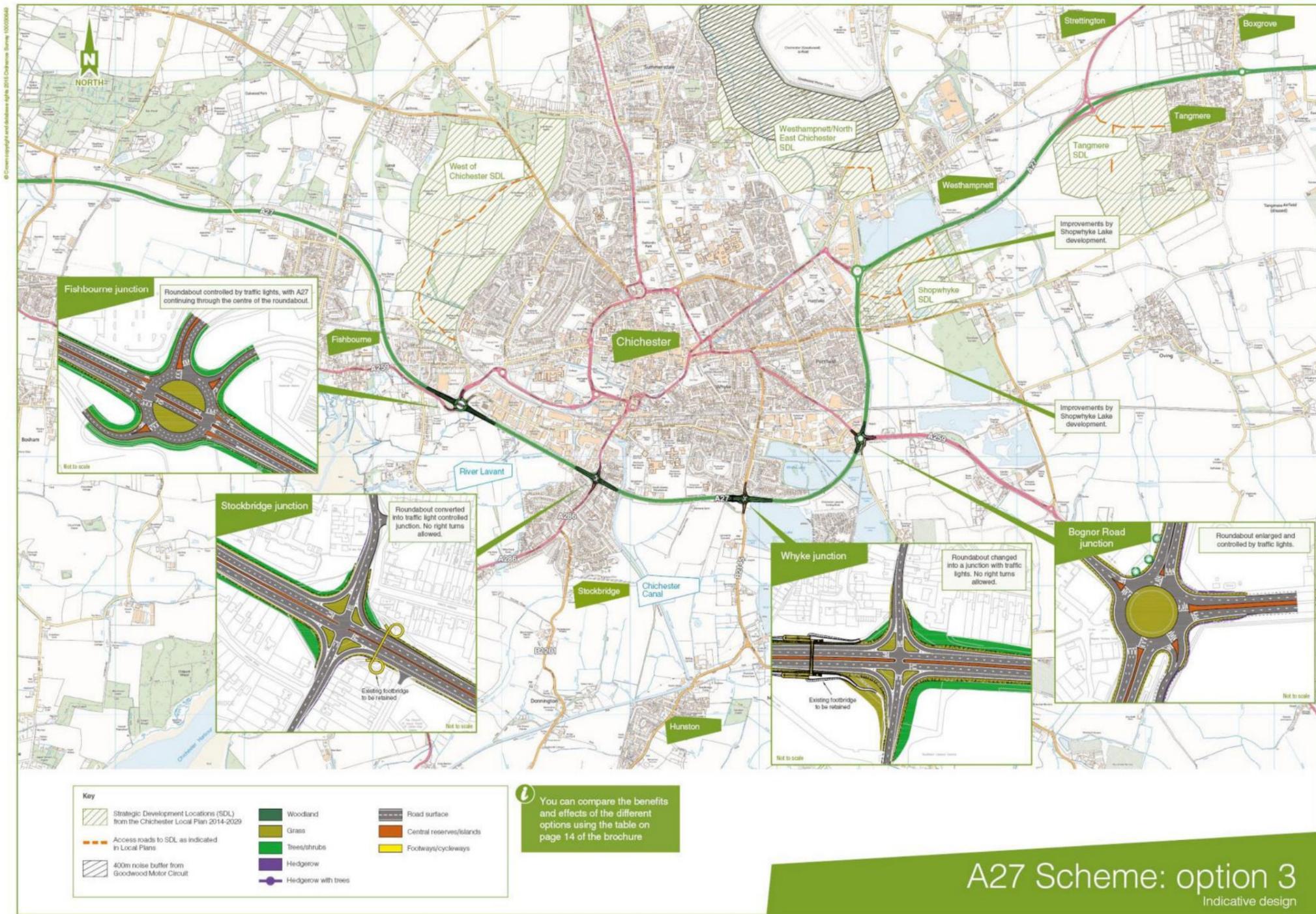
Since 2014, we have been developing and assessing options that have the potential to address the issues identified on the A27 Chichester bypass. To inform the option development process we have met with local authorities, statutory environmental bodies, emergency services, business groups and utility companies to understand the constraints, local priorities and their development plans.

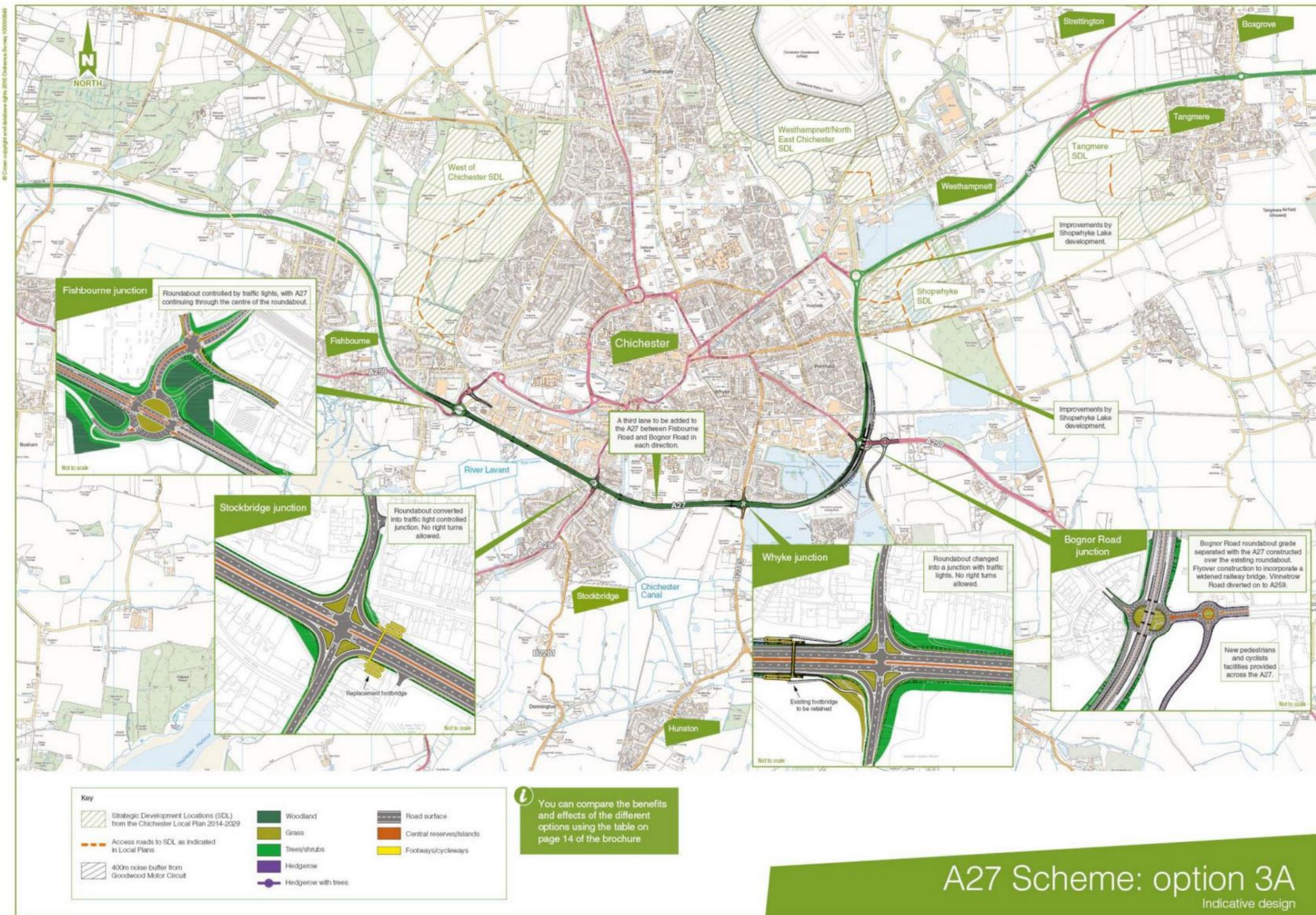
We considered over 20 options that had the potential to achieve our national, regional and local objectives. These were shortlisted to 6 options based on the Department for Transport's (DfT) criteria. The shortlisted options were those considered most likely to achieve the scheme's objectives. Following further consideration of budget and the criteria in the *2015-2020 Road Investment Strategy*, we have retained 5 options which are improvements to the existing road.

We have assessed each of the short-listed options with regards to their economic, traffic, safety, environmental and community impacts. The assessment has also taken into account the significant growth and development plans for the region.









The benefits and effects of the different options

Glossary	
AQMA - Air Quality Management Area	Flood Zone 2 - Areas with a 1%-0.1% chance of river flooding, or a 0.5%-0.1% probability of sea flooding, in any one year
NO ₂ - Nitrogen Dioxide	Flood Zone 3 - Areas with a >1% or greater chance of river flooding, or a >0.5% greater chance of sea flooding in any one year
SNCI - Site of Nature Conservation Importance	
SLR - Stockbridge link road	

Feature	Option 1	Option 1A	Option 2	Option 3	Option 3A
Air quality	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.	Not significant adverse effects as there would be improved air quality in the St Pancras AQMA, although several properties in the Stockbridge AQMA would experience a deterioration in air quality, with increased NO ₂ levels.	Not significant beneficial effects as there would be an overall benefit to air quality, with several properties in the St Pancras AQMA experiencing benefits from reduced NO ₂ levels.	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.
Cultural heritage	Significant adverse effects on Fishbourne Conservation Area and the setting of 4 Grade II Listed buildings, and the AoNB from the proposed flyover at Fishbourne junction.	Significant adverse effects on Fishbourne Conservation Area and the setting of 4 Grade II Listed buildings, and on the AoNB from the proposed flyover at Fishbourne junction.	Significant adverse effects on Fishbourne and Chichester Conservation Areas, the setting of 5 Grade II Listed buildings, and the AoNB from the proposed flyover at Fishbourne junction.	No significant effects upon the historic environment anticipated.	Significant adverse effects on Chichester Conservation Area.
Landscape	Significant adverse effects due to proposed flyovers at Fishbourne and Bognor junctions.	Significant adverse effects due to proposed flyovers at Fishbourne and Bognor junctions.	Significant adverse effects due to proposed SLR and flyovers at Fishbourne, Stockbridge, Whyke and Bognor junctions.	Only limited effects anticipated.	Significant adverse effects due to proposed flyover at Bognor junction.
Nature conservation	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI.	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI.	Significant adverse for effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI. There would be loss of hedgerow and other habitat from the creation of the SLR.	Would not have a direct or indirect effect on designated sites within the study area.	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI.
Geology and Soils	There is contaminated land associated with the historic landfills along the route of the A27 between Bognor and Portfield junctions, and the historic fuel depot at Bognor junction.				
Materials	Effects associated with the transportation of materials and imports of primary aggregates and/or fill material, and exports of surplus waste material have been identified for all route options.				
Noise and vibration	There would be an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	There would be an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	There would be an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	Lower potential for changes to noise levels, due to the limited scale of the improvement works.	There would be an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.
Effects on all travellers	Not significant adverse effects on public rights of way and drivers due to construction works being carried out while the A27 remains open. However, any loss of public rights of way or crossing facilities would be replaced where possible, to reduce severance caused by the A27. Safety is a primary consideration when designing new non-motorised user facilities.				
Community and private assets	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 5 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 5 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 20 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, although no buildings would be lost.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 2 buildings.
Road drainage and water environment	There are areas of Flood Zone 3 along the proposed route at Stockbridge and Portfield junctions, with Flood Zone 2 located at Whyke, Bognor and Portfield junctions. Finished road levels would therefore ensure no flooding of the carriageway and no blockage of flow paths that may increase flooding elsewhere. Potential effects on water quality would be managed by pollution prevention and best practice construction methods.				
Construction duration	41 months	23 months	41 months	15 months	27 months
Construction costs (millions)	£182m	£139m	£280m	£47m	£172m
BCRs (benefit to cost ratio)	2.5	2.5	2.7	4.1	2.3
Value for money	High	High	High	High	High
Average peak journey change on A27 (minutes)	-4 mins 23 secs	-2 mins 58 secs	-5 mins 40 secs	-2 mins 55 secs	-4 mins 5 secs
On local routes (minutes)	-1 mins 22 secs	-1 mins 9 secs	-2 mins 10 secs	-0 mins 22 secs	-1 mins 14 secs

Your views are important

We would like to understand your views on the options presented, and whether you think there are other viable alternatives that meet the objectives set for us, based on your knowledge of the area. You can find out more about the options at the formal public consultation exhibitions where our team of experts will be on hand to answer your questions. Although there will be other opportunities to comment on and influence the proposals, this is a key opportunity for you to comment on the future direction of the scheme. We will review and consider all comments received.

Details of public exhibitions

Meet staff from Highways England to learn about the proposed schemes:

Date	Location	Time	Address
Monday 25 July	Chichester Assembly Rooms	10:00am - 8:00pm	Chichester City Council The Council House, North Street, Chichester, PO19 1LQ
Monday 01 August	Fishbourne Centre	10:00am - 7:00pm	Blackboy Lane, Fishbourne, Chichester, PO18 8BE
Tuesday 02 August	Fishbourne Centre	10:00am - 7:00pm	Blackboy Lane, Fishbourne, Chichester, PO18 8BE
Saturday 06 August	North Mundham Community Centre	10:00am - 2:00pm	School Lane, North Mundham, Chichester, PO20 1LA
Tuesday 09 August	Chichester Baptist Church	10:00am - 7:00pm	Sherborne Road, Chichester, PO19 3AW
Wednesday 10 August	Chichester Baptist Church	10:00am - 7:00pm	Sherborne Road, Chichester, PO19 3AW
Friday 19 August	Boxgrove Village Hall	10:00am - 7:00pm	The St, Boxgrove, Chichester, PO18 0EE
Saturday 20 August	Boxgrove Village Hall	10:00am - 2:00pm	The St, Boxgrove, Chichester, PO18 0EE
Tuesday 30 August	Lavant Memorial Hall	10:00am - 8:00pm	Pook Lane, Lavant, Chichester, PO18 0AH
Wednesday 31 August	Bognor Regis Arena Sports Centre	10:00am - 7:00pm	Westloats Lane, Bognor Regis, PO21 5JD
Friday 02 September	Lavant Memorial Hall	10:00am - 8:00pm	Pook Lane, Lavant, Chichester, PO18 0AH
Monday 05 September	The Selsey Centre	10:00am - 8:00pm	Manor Road, Selsey, Chichester, PO20 0SE
Friday 09 September	Bracklesham Barn	10:00am - 7:00pm	Beech Avenue, Chichester, PO20 8NU
Saturday 10 September	Bracklesham Barn	10:00am - 2:00pm	Beech Avenue, Chichester, PO20 8NU
Wednesday 14 September	Chichester Assembly Rooms	10:00am - 8:00pm	Chichester City Council The Council House, North Street, Chichester, PO19 1LQ
Thursday 15 September	Chichester Assembly Rooms	10:00am - 8:00pm	Chichester City Council The Council House, North Street, Chichester, PO19 1LQ

Public viewing places

You can also find this brochure and a drop point for surveys from 14 July 2016 until 22 September 2016 at the following community locations:

Location	Address
Chichester City Council Offices	North Street, PO19 1LQ
Chichester Library	Tower Street, PO19 1QJ
Chichester District Council	East Pallant, PO19 1DY
Chichester Tourist Information Centre	Tower Street, PO19 1QH
West Sussex County Council office	County Hall, PO19 1RQ
Witterings Library	East Wittering, PO20 8BT
Selsey Library	School Lane, PO20 9EH

How will you use my response?

All views and comments received help us to:

- make sure potential impacts on the community and environment have been fully considered
- ensure the final scheme design is updated with all relevant responses where applicable
- ensure the final environmental statement takes into account impacts or mitigation measures that you have told us about
- record how we have considered feedback to develop the scheme further within our consultation report

What happens after the public consultation?

We will review the responses and report our findings and conclusions to the DfT. Should the DfT find that there is a compelling case for the

scheme and a suitable option, they will announce a preferred route.

Following a preferred route announcement we will develop detailed proposals for the scheme. This will include surveys and investigations to allow us to design the proposals in more detail. We will consult further on these detailed proposals and you will have additional opportunity to influence their development. After this consultation, we will apply for a Development Consent Order (DCO).

The application for a DCO will be examined by the independent Planning Inspectorate. During the examination, the Planning Inspectorate will ask for representations from interested parties and this provides another opportunity for you to have your say. After this examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who makes the final decision on the scheme. Only once the DCO is granted will we be given consent to construct the scheme. This consent will also allow us to compulsorily purchase any land required.

Full public consultation on the scheme options	Dates
The preferred route is announced by Minister for Roads	End of 2016
The preferred route designed in more detail	2017 (dates to be confirmed)
Full public consultation on the preferred route	2017 (dates to be confirmed)
An application is sent to Planning Inspectorate	2017/2018 (dates to be confirmed)
Start of works (if planning consent is granted)	2019
Works complete and open for traffic	2021-2023 (depending on which option is selected)



Contact information

You can use the following methods to contact us or to respond to the public consultation:

- complete the questionnaire at the back of this brochure and send to us via the freepost envelope provided

You can also:

- attend a public consultation event and complete a questionnaire
- complete the consultation questionnaire online at www.highways.gov.uk/a27chichester
- email info@highwaysengland.co.uk
- call **0300 123 5000** (9.00am - 5.00pm, Monday to Friday)



A27 Chichester bypass improvement scheme questionnaire

The consultation will run from 14 July to 22 September 2016. The closing date for responses is 11.59pm on 22 September 2016. Please complete your contact details below. If you would prefer not to give these details, please provide your postcode only.

Name: _____

Address: _____

Postcode: _____

Telephone (optional): _____

Email (optional): _____

Organisation (if applicable): _____

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary. All personal details will be deleted at the end of the survey analysis period.

About the scheme

A1. Do you think there is a problem with congestion on the A27 Chichester bypass? Please tick ✓

Yes No

A2. Which issues around the A27 Chichester bypass scheme are you most concerned about?

	Very concerned	Concerned	No opinion	Little concern	No concern
Limited capacity					
Limited opportunities for economic growth					
Congestion					
Construction impact					
Ecology					
Landscape and scenery					
Historic properties/features					
Impact of scheme on residential properties					
Road safety					
Regional connectivity					

**A27 Chichester Bypass Improvement Scheme
Report on Public Consultation**

A3. Please refer to the 5 schemes that start on page 4 of this brochure. If you think a scheme will help achieve one or more of the objectives below, please tick the appropriate box. If you think an option will not achieve one or more of the objectives, please put a cross in the appropriate box. You do not have to put a tick or cross in every box.

	Improve congestion	Support economic growth	Improve journey times	Enable provision of housing to meet demand	Improve regional connectivity	Improve road safety	Reduce adverse environmental impacts
<i>Example</i>	✗	✓		✓		✓	✗
Option 1							
Option 1A							
Option 2							
Option 3							
Option 3A							

A4. Do you have any comments on the schemes? Please note them below:

Scheme option	Comments
Option 1	
Option 1A	
Option 2	
Option 3	
Option 3A	

A5. Tell us your preferred option (please tick one):

Scheme option	Please tick one
Option 1	
Option 1A	
Option 2	
Option 3	
Option 3A	
No option	

Please share your views on any alternative improvements we should consider.

About the consultation

B1. How did you find out about the A27 Chichester bypass improvement scheme consultation (please tick as many as required)?

- Letter through door
- Local newspaper advert
- West Sussex County Council website or email
- Chichester District Council website or email
- Local radio
- Highways England website
- Poster
- Local community group
- Public notice
- Others (please state) _____

B2. Have you found the consultation materials useful in answering your questions?

Yes To a certain extent No

B3. Have you found any of our public exhibitions helpful in addressing your questions?

Yes To a certain extent No

B4. Please tell us about your travel habits.

How frequently do you:	Every day	More than 3 times a week	Less than 3 times a week	Less than once a week	Less than once a month	Never
Drive on local roads to places inside the Chichester district?						
Drive to places outside the Chichester district?						
Cycle						
Walk						
Take local buses						
Use a train						

Thank you for completing this consultation questionnaire.

You can submit your completed questionnaire:

- online at: www.highways.gov.uk/a27chichester
- in the freepost envelope provided at the community drop points
- or you can drop it off at any of the public exhibitions or public viewing places listed on page 16 of this brochure

Your views help shape the scheme. All consultation questionnaires received are formally recorded and in accordance with data protection your personal details are used solely in connection with the consultation process.

Equality and diversity

To ensure we are meeting our diversity guidelines please help us by filling in the following section of this questionnaire. You are not obliged to complete this; the information will only be used by Highways England to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose and in publishing the results individuals will not be identified.

C1. Age

Under 18 18-24 25-34 35-44 45-54 55-64 Over 65

C2. Gender

Male Female Prefer not to say

C3. Please tick which group you consider you belong:

British or Mixed British
 English Irish Scottish Welsh Other (specify if you wish)

South Asian
 Bangladeshi Indian Pakistan Other (specify if you wish)

Black
 African Caribbean Other (specify if you wish)

East Asian
 Chinese Japanese Other (specify if you wish)

Mixed
 Please specify if you wish

Any other ethnic background
 Please specify if you wish Prefer not to say

C4. Do you follow a religion or faith?

Yes No If 'yes', specify if you wish Prefer not to say

C5. Do you consider yourself to have a disability?

Yes No If 'yes', specify if you wish Prefer not to say

A27 Chichester Bypass Improvement Scheme Report on Public Consultation

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

If you have any queries relating to the A27 Chichester improvement scheme, please do not hesitate to contact us at **A27ChichesterBypassImprovements@highwaysengland.co.uk**

For the latest information and updates, please visit our website
www.highways.gov.uk/a27chichester

This document is also available on our website at
www.gov.uk/highways

If you have any queries relating to Highways England, you should contact the information line on
0300 123 5000

or alternatively email
info@highwaysengland.co.uk

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR39/16**

Highways England, Creative S160127

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Appendix E Exhibition Boards



Appraisal methodology

How we assessed and predicted existing and future traffic flows

A new traffic demand model was developed specifically for the current A27 Chichester Bypass Improvement Scheme. It took into account the following:

- Travel patterns collected from anonymised mobile phone data.
- Traffic counts on all major roads measured including some from West Sussex County Council in 2014.
- Journey times measured on all routes to/from and through Chichester in 2014.
- Department for Transport (DfT) demand data in 2014.

The traffic model has been developed in accordance with industry standards (known as WebTAG). We assess each option based on:

- Traffic forecasts for the 2020 (opening year), 2035 (design year) and 2041 (future year).
- An 'uncertainty log' to capture potential housing and economic growth from West Sussex County Council, Chichester District Council, other local authorities and private enterprises.
- DfT assumptions of overall traffic growth.
- Variable demand modelling to take into account increase in road users after scheme completion unrelated to growth or existing demand to WebTAG standards.



Appraisal methodology

How we completed our economic assessment

Economic benefits come from:

- Reduction in journey times.
- Reduction in accidents.
- Reduction in vehicle operating costs.



Economic disadvantages can be caused by:

- Construction delays.
- Increased journey times.
- Changes in indirect taxation.

An economic assessment was undertaken to quantify the costs and benefits of each option.

An Economic Assessment Report (EAR) is produced to present:

- Evidence of which options provide good value for money, expressed as Benefit to Cost Ratio (BCR).
- Evidence of improved economic efficiencies for road users (e.g. commuters and business) and transport providers.
- Evidence of improved reliability in relation to journey times.

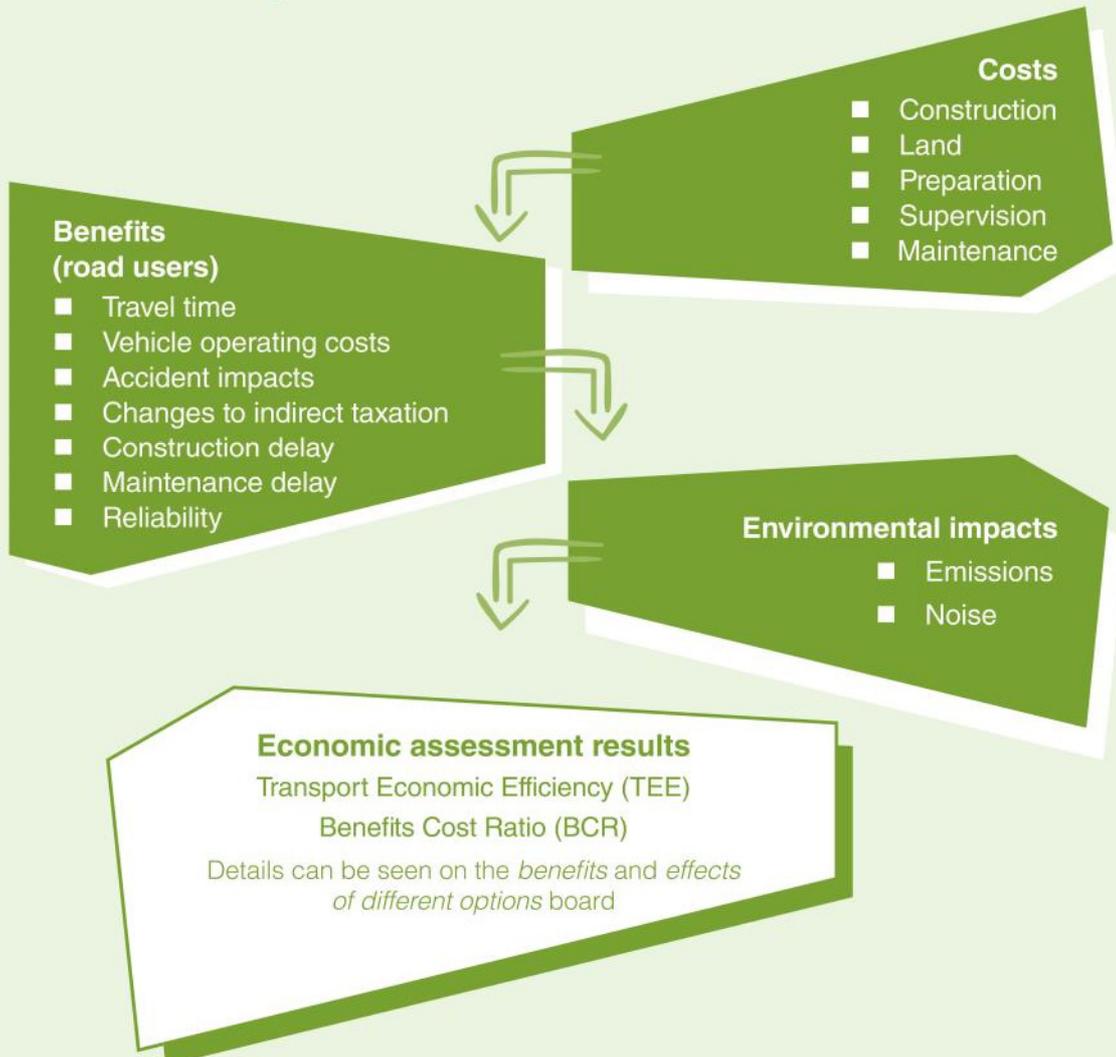
The EAR provides a comparative, quantifiable analysis of options based on an option-level BCR.

We assess the potential economic impact of each option over a 60 year period.



Appraisal methodology summary

How we completed our economic assessment





Environmental assessment methodology

How we assessed environmental effects and mitigation

Air quality	We have carried out air quality modelling to assess traffic volumes, patterns and changes and how these could affect key receptors. We have also considered the Area Quality Management Areas at Stockbridge, St Pancras and Orchard Street.
Cultural Heritage	We have considered the important archaeology and heritage features of the area, such as Fishbourne Palace and Roman Roads, Chichester Dykes, Boxgrove Priory, Goodwood Estate, and the numerous listed buildings.
Landscape	We have assessed all the landscapes, such as the South Downs National Park and Chichester Harbour Area of Outstanding Natural Beauty, and key viewpoints such as the Trundle and Chichester Cathedral.
Nature conservation	We have carried out extended habitat surveys, which have identified key habitat types and protected species, to enable targeted surveys in the next stage. Potential impacts on the designated sites in Chichester Harbour and further away have been considered.
Geology and soils	This has assessed the underlying geology and soils that could be affected. We have identified any areas of potential contaminated land, such as the historic landfills along the A27 and the former fuel depot at Bognor roundabout.
Materials	We have assessed potential effects associated with the transportation of materials and imports of primary aggregates and/or fill material. Exports of surplus waste material have been identified for all route options.
Noise and vibration	This relates to traffic patterns, volumes and type of vehicles. We have carried out noise modelling and produced noise contours to show changes in noise that could be expected as a result of the options, and suggested proposed mitigation measures such as noise barriers and low noise road surfacing.
Effects on all travellers	We have assessed potential impacts on non-motorised users (pedestrians, cyclists, equestrians and vulnerable users) and the facilities that they use. This will enable alternative and enhanced access routes to be provided, where required.
Communities and private assets	Our assessment has identified potential effects on residential and commercial property, communities and agricultural land. We have also carried out an economic assessment of the potential impacts of the scheme.
Road drainage and the water environment	We have assessed potential effects on the River Lavant, Chichester Canal, Chichester Harbour, the lakes and rifes to the south and east, and the important chalk aquifer. Our assessment has considered flood risk and the Lavant Flood Alleviation Scheme, water quality and ecology.



Appraisal methodology

How we appraised environmental effects and mitigation

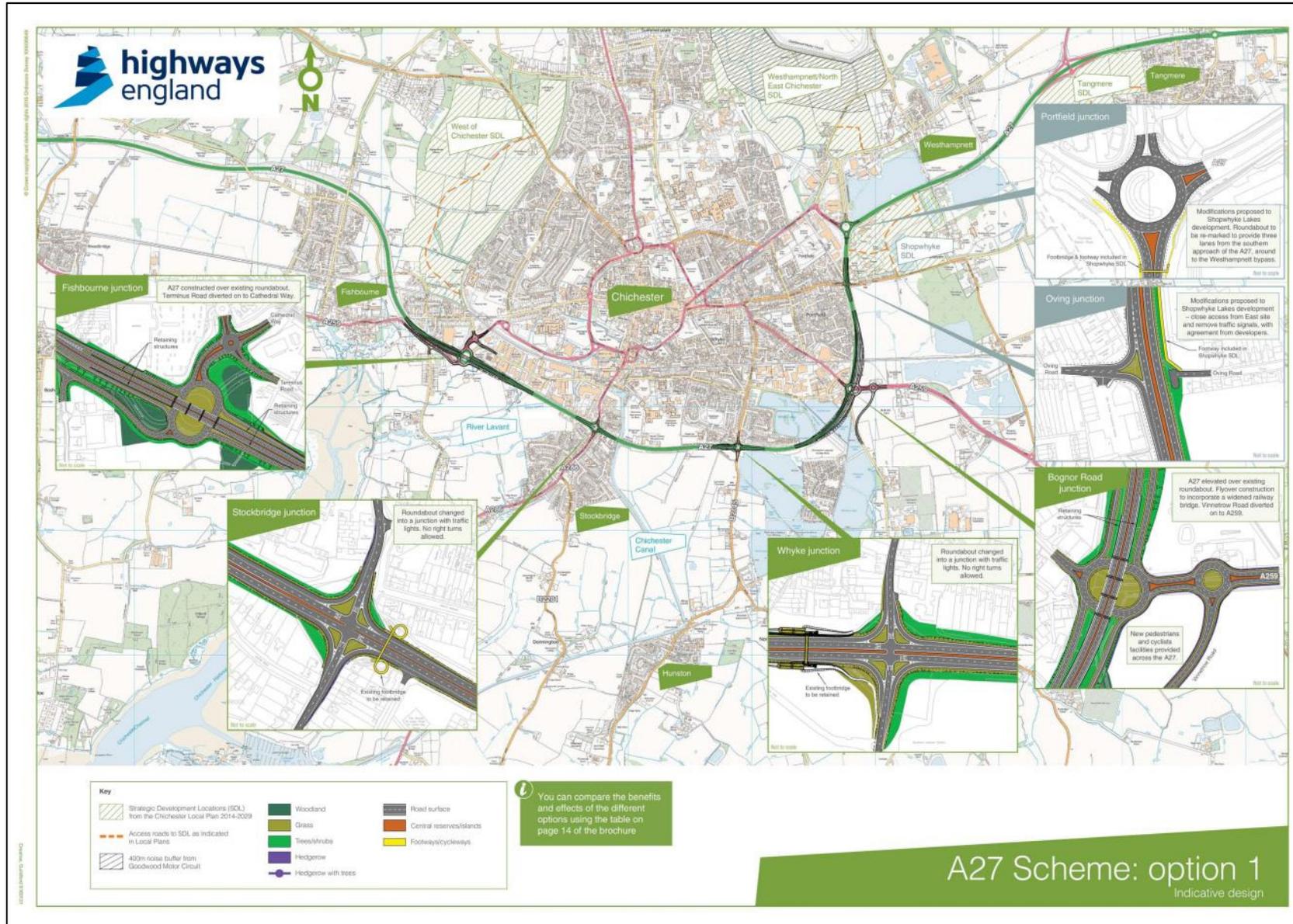
Project stages	Options development					Construction	
	Options identification	Options selection	Preliminary design	Statutory procedures and powers	Construction preparation	Construction, commissioning and handover	End
	Environmental Scoping Reports	Environmental Study Reports	Environmental Impact Assessment				
Environmental assessment at each stage	<p>Assessed the long-list of 20 options, determining which environmental topics needed to be considered further in Stage 2. No topics were scoped out and assessments have been carried out for all 10 topics summarised in the 'How we appraised environmental effects up to this stage' board.</p>	<p>Environmental Study Report produced for the short-listed options. This is summarised in the 'How we appraised environmental impact and mitigations' board and also available on our website for the A27 Chichester Scheme.</p> <p>An initial assessment of potential effects on the European Designated Conservation sites in Chichester Harbour, and further afield for potential effects on bats, was also carried out. This will inform the assessment to be carried out in the next stage.</p> <p>We also produced WebTAG worksheets, and Appraisal Summary Tables, which provide environmental information to inform the economic assessment of the options.</p>	<p>A full Environmental Impact Assessment (EIA) will be carried out for the preferred option. This will be submitted alongside the Planning Application or Development Consent Order application.</p> <p>A full assessment of the potential effects on the European Designated Conservation sites in Chichester Harbour and further afield for potential effects on bats will be carried out if required.</p> <p>Outline Environmental Management Plans will be produced, this takes the environmental mitigation from the EIA and ensures it feeds through to site works and design.</p> <p>We will consider any relocation of protected species that may be required.</p>	<p>During the period when the Planning Application or Development Consent Order application is being determined, we will continue discussions with Statutory Environmental Bodies about proposed mitigation measures and other licensing arrangements. We will also continue ecological surveys during this time.</p> <p>The Outline Environmental Management Plan will be updated to form the Construction Environmental Management Plan.</p>	<p>Advanced environmental site works, such as trapping and relocation of protected species, or advanced planting would be carried out. We would also continue ecological surveys during this time. Discussions with Chichester District Council's Environmental Health Officers would continue, to agree any limits on noise levels during construction.</p>	<p>Environmental control of the works would be via the Construction Environmental Management Plan, which would place strict controls on methods and timings of works.</p>	<p>Post-construction monitoring would continue, to satisfy any conditions in the Planning Permission/ Development Consent Order.</p> <p>The Construction Environmental Management Plan would be updated to a Handover Environment Management Plan, to ensure maintenance of any mitigation measures.</p>

Traffic and economic appraisal methodology shown on other displays

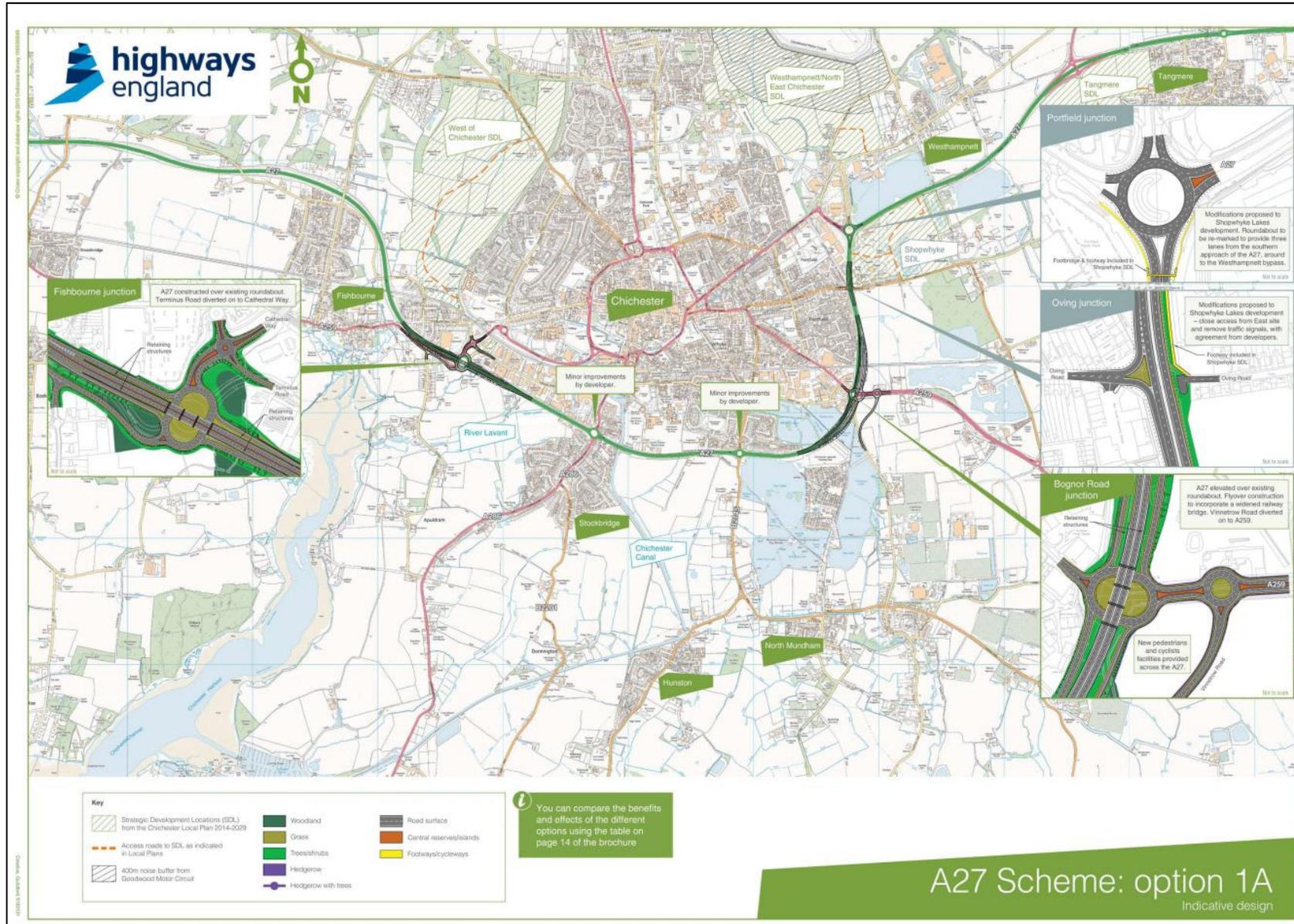
Options siting

Current stage consultation

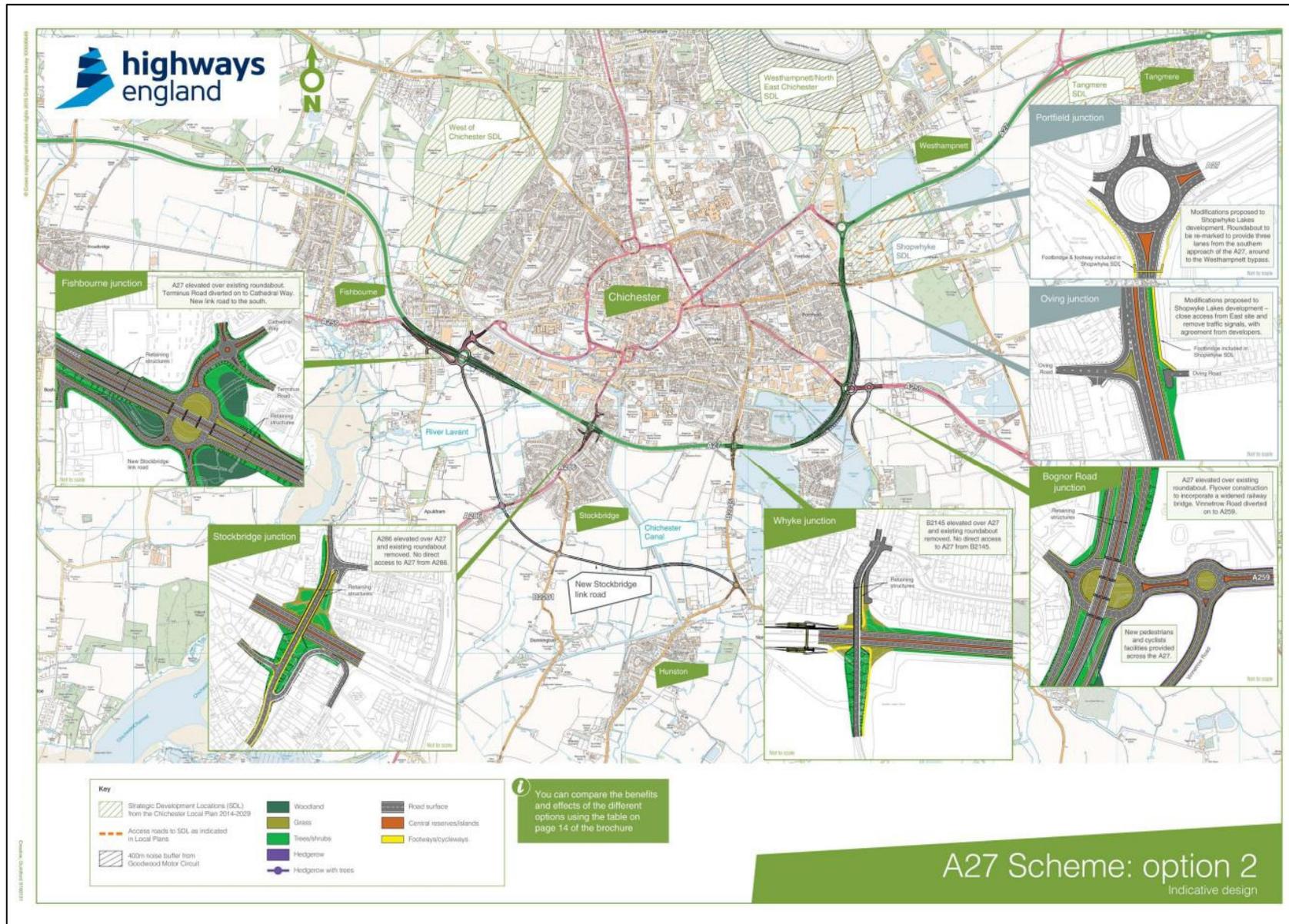
A27 Chichester Bypass Improvement Scheme Report on Public Consultation



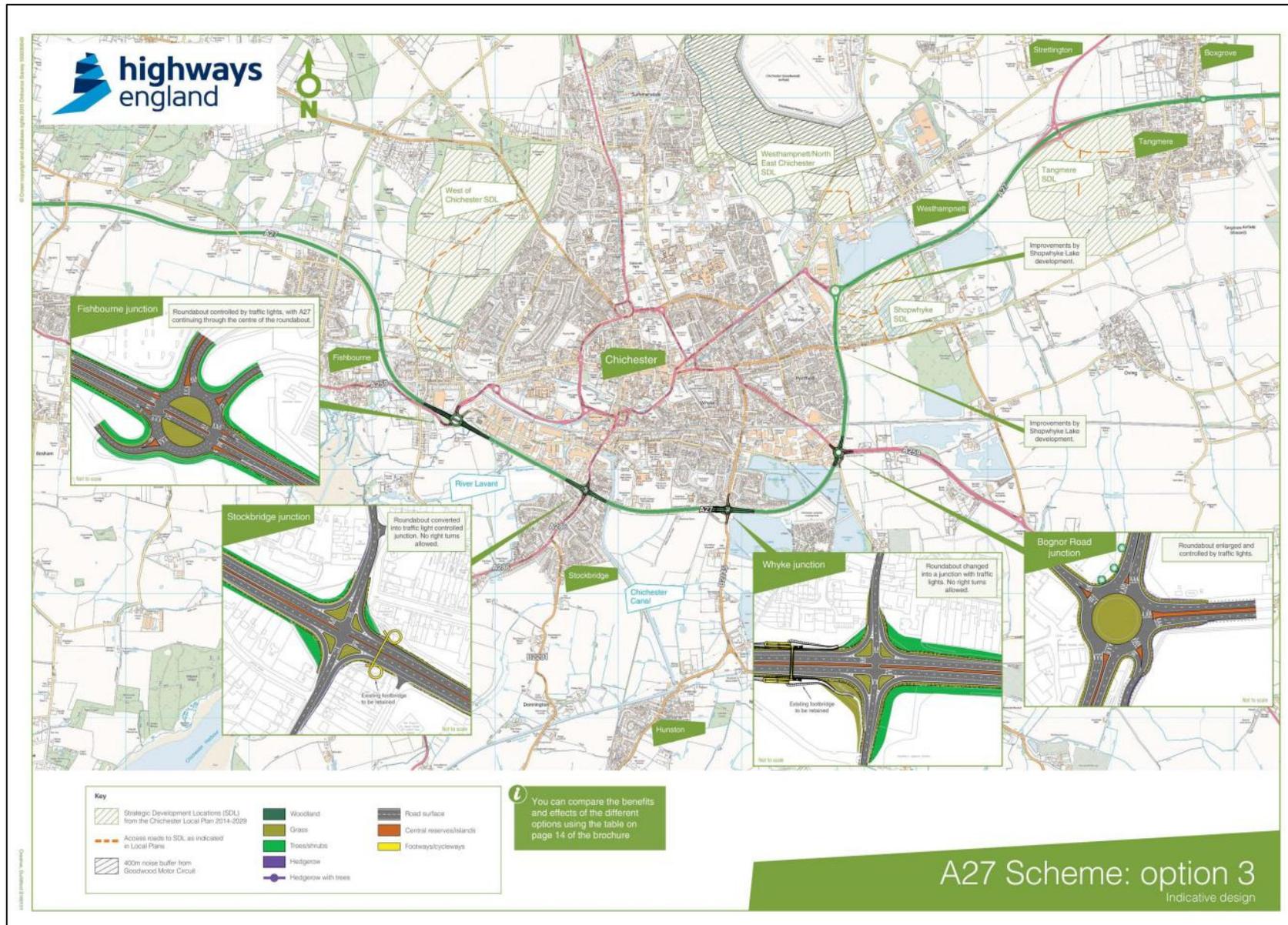
A27 Chichester Bypass Improvement Scheme Report on Public Consultation



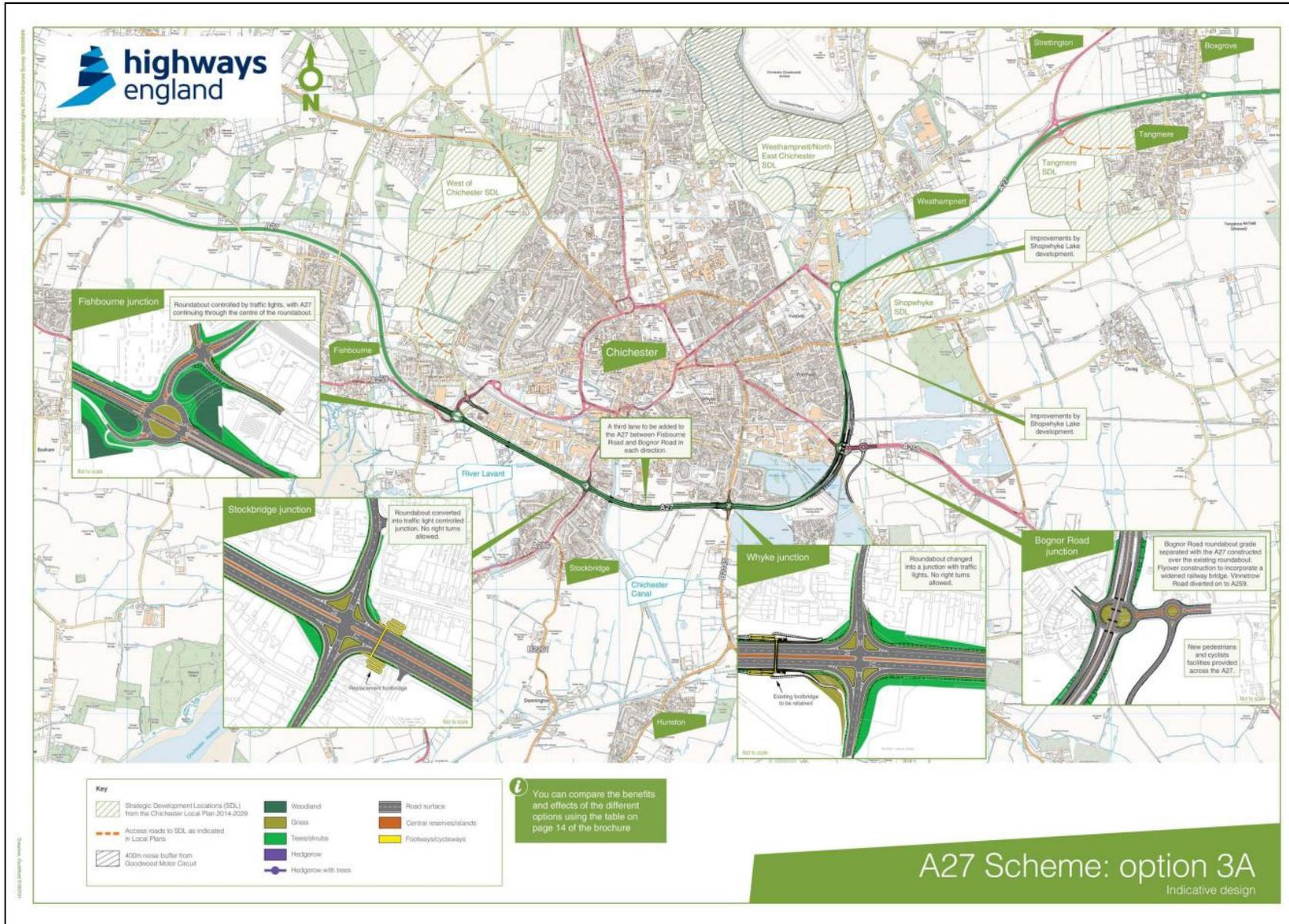
A27 Chichester Bypass Improvement Scheme Report on Public Consultation



A27 Chichester Bypass Improvement Scheme Report on Public Consultation



A27 Chichester Bypass Improvement Scheme Report on Public Consultation



A27 Chichester Bypass Improvement Scheme

Report on Public Consultation



The benefits and effects of the different options

Feature	Option 1	Option 1A	Option 2	Option 3	Option 3A
Air quality	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.	Not significant beneficial effects as several would be improved air quality in the St Pancras AQMA, although several properties in the Stockbridge AQMA would experience a deterioration in air quality, with increased NO ₂ levels.	Not significant beneficial effects as there would be an overall benefit to air quality, with several properties in the St Pancras AQMA experiencing benefits from reduced NO ₂ levels.	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.	Not significant beneficial effects as several properties in the St Pancras AQMA would experience improvements, however there would be a deterioration in air quality at Stockbridge AQMA, where NO ₂ levels would slightly increase.
Cultural heritage	Significant adverse effects on Fishbourne Conservation Area and the setting of 4 Grade II Listed buildings, and the AoNB from the proposed flyover at Fishbourne junction.	Significant adverse effects on Fishbourne Conservation Area and the setting of 4 Grade II Listed buildings, and on the AoNB from the proposed flyover at Fishbourne junction.	Significant adverse effects on Fishbourne and Chichester Conservation Areas, the setting of 5 Grade II Listed buildings, and the AoNB from the proposed flyover at Fishbourne junction.	No significant effects upon the historic environment anticipated.	Significant adverse effects on Chichester Conservation Area.
Landscape	Significant adverse effects due to proposed flyovers at Fishbourne and Bognor junctions.	Significant adverse effects due to proposed flyovers at Fishbourne and Bognor junctions.	Significant adverse effects due to proposed SLR and flyovers at Fishbourne, Stockbridge, Whyke and Bognor junctions.	Only limited effects anticipated.	Significant adverse effects due to proposed flyover at Bognor junctions.
Nature conservation	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI.	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI.	Significant adverse effects on Chichester Gravel Pits and Leythorne Meadow SNCI, and Fishbourne Meadow SNCI. There would be loss of hedgerow and other habitat from the creation of the SLR.	Would not have a direct or indirect effect on designated sites within the study area.	Significant adverse effects on Chichester Gravel Pits SNCI.
Geology and Soils	There is contaminated land associated with the historic landfills along the route of the A27 between Bognor and Portfield junctions, and the historic fuel depot at Bognor junction.				
Materials	Effects associated with the transportation of materials and imports of primary aggregates and/or fill material, and exports of surplus waste material have been identified for all route options.				
Noise and vibration	There would an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	There would an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	There would an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.	Lower potential for changes to noise levels, due to the limited scale of the improvement works.	There would an overall reduction in noise levels, due to the implementation of mitigation measures such as noise screening and thin course road surfacing, which can reduce noise levels.
Effects on all travellers	Not significant adverse effects on public rights of way and drivers due to construction works being carried out while the A27 remains open. However, any loss of PRow or crossing facilities would be replaced where possible, to reduce severance caused by the A27. Safety is a primary consideration when designing new non-motorised user facilities.				
Community and private assets	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 5 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 5 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 20 buildings.	Significant adverse effects are anticipated in terms of community severance and private assets, although no buildings would be lost.	Significant adverse effects are anticipated in terms of community severance and private assets, with the anticipated loss of 2 buildings.
Road drainage and water environment	There are areas of Flood Zone 3 along the proposed route at Stockbridge and Portfield junctions, with Flood Zone 2 located at Whyke, Bognor and Portfield junctions. Finished road levels would therefore ensure no flooding of the carriageway and no blockage of flow paths that may increase flooding elsewhere. Potential effects on water quality would be managed by pollution prevention and best practice construction methods.				
Construction duration	41 months	23 months	41 months	15 months	27 months
Construction costs	£182 million	£139 million	£280 million	£47 million	£172 million
BCRs (benefit to cost ratio)	2.5	2.5	2.7	4.1	2.3
Value for money	High	High	High	High	High
Average peak journey change on A27 (minutes)	-4 mins 23 secs	-2 mins 58 secs	-5 mins 40 secs	-2 mins 55 secs	-4 mins 5 secs
On local routes (minutes)	-1 mins 22 secs	-1 mins 9 secs	-2 mins 10 secs	-0 mins 22 secs	-1 mins 14 secs

Glossary

AQMA - Air Quality Management Area
 NO₂ - Nitrous Oxide
 SNCI - Site of Nature Conservation Importance
 SLR - Stockbridge link road
 Flood Zone 2 - Areas with a 1%-0.1% chance of river flooding, or a 0.5%-0.1% probability of sea flooding, in any one year
 Flood Zone 3 - Areas with a >1% or greater chance of river flooding, or a >0.5% greater chance of sea flooding in any one year

Created: 24/06/2020

A27 Chichester Bypass Improvement Scheme Report on Public Consultation



Results of the traffic modelling

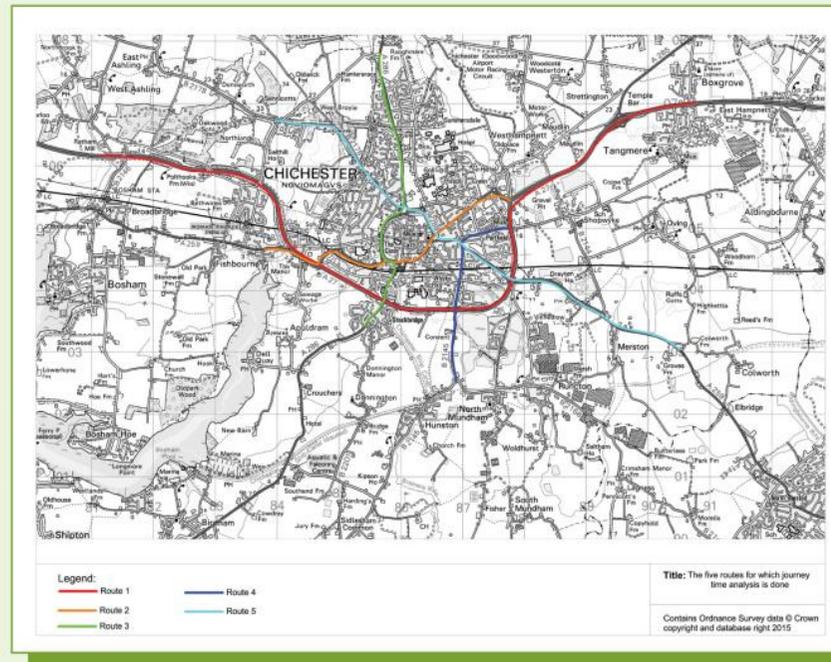
We identified 4 different types of trips for vehicles travelling on the A27 Chichester Bypass:

- 12% **local trips**, with an origin *and* destination within the Chichester district.
- 42% **other local trips**, with an origin *or* destination within the Chichester district.
- 36% **through traffic**, with an origin *and* destination outside the Chichester area and travelling on the A27 throughout the district.
- 10% of **other through traffic**, with an origin and destination outside the Chichester area, and travelling on the A27 for part of their journey.

A summary of the journey time changes along 5 different routes (see map), showing the average improvement in 2035, compared to the 'do-minimum' scenario:

Route	Distance (miles)	2014 journey time (minutes)	Journey time under 'do minimum' scenario (minutes)	Difference from 'do-minimum' journey time (minutes)				
				Option 1	Option 1A	Option 2	Option 3	Option 3A
Route 1	7.8	13.6	17.0	-26%	-17%	-33%	-17%	-24%
Route 2	2.8	10.6	13.4	-23%	-26%	-14%	-12%	-17%
Route 3	3.2	10.0	11.6	-2%	+6%	-21%	+2%	-3%
Route 4	2.0	6.8	7.8	-1%	+10%	-20%	+1%	-3%
Route 5	5.0	12.5	14.9	-14%	-17%	-19%	-2%	-15%
Average saving (All Routes)				-13%	-9%	-21%	-5%	-12%
Average saving (Routes 2 – 5)				-10%	-7%	-19%	-2%	-9%
Maximum saving				-26%	-26%	-33%	-17%	-24%

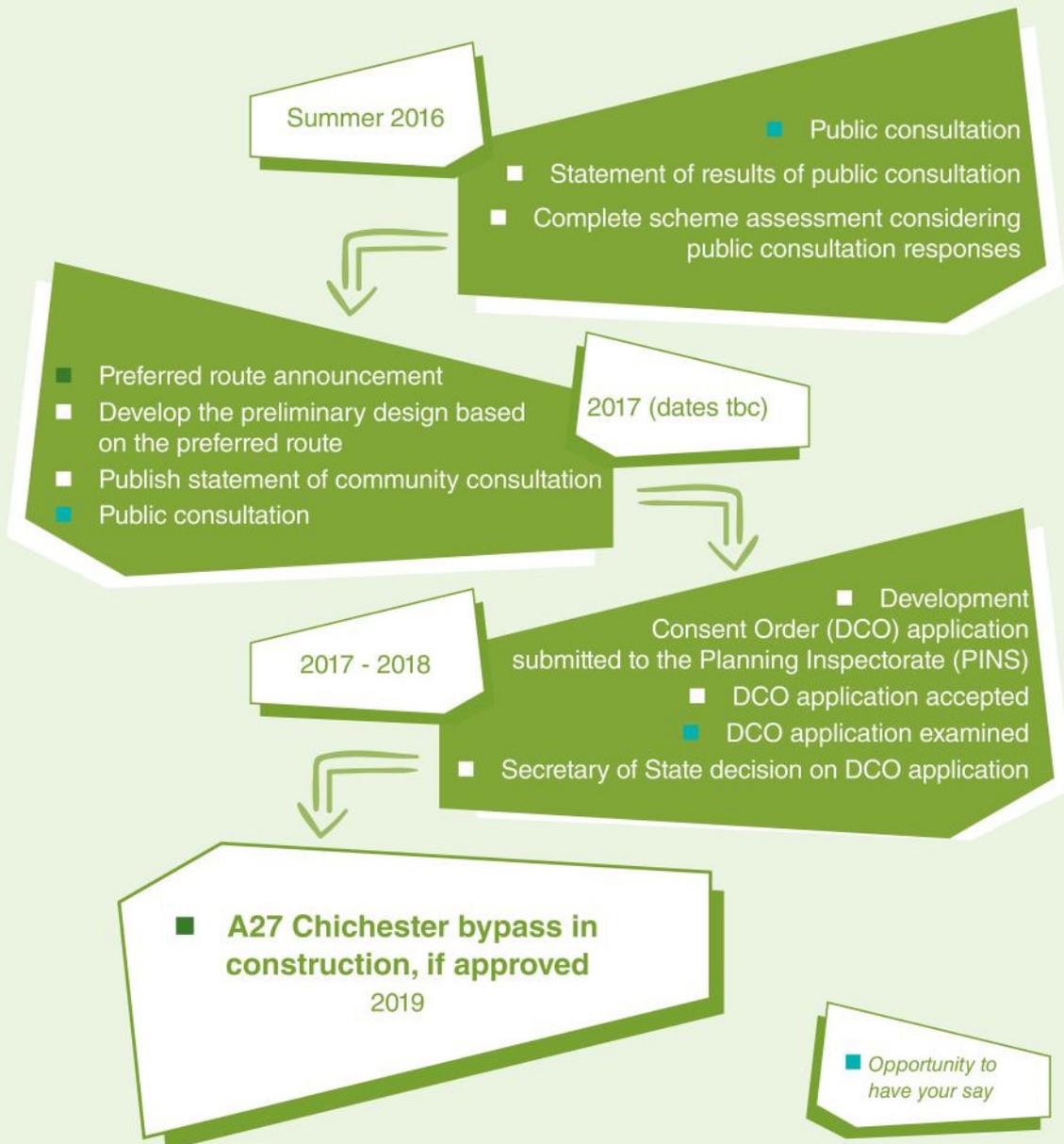
- The 'do-minimum' scenario reflects journey times should no scheme be built. It includes the works to Portfield and Oving junctions as part of the committed Shopwyke Lakes development.
- Times given are an unweighted average of AM and PM peak periods in both directions.
- Negative figures indicate a decrease in journey time (shown in green), positive figures indicate an increase (shown in red).



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What happens next



Graphic: Outline 01/02/16