

## **Appendix 1: WSCC Proposals for the A259 Chichester to Bognor Regis Corridor Scheme:**

The emerging scheme is intended to make local bus services more reliable and a more attractive transport choice, and make active travel a more realistic, attractive, and safe option for journeys along the corridor. This could lead to a reduction in short-distance car journeys along the corridor, if more journeys are made by public transport, cycling and walking. The emerging scheme is also expected to improve the junctions for all road users to improve road safety and reduce congestion.

The scheme would provide improvements between the A27/A259 Bognor Rd junction and the A29 Shripney Rd/A259 Charles Purley Way (Felpham Relief Road) junction (and north to Shripney Lane).

The types of improvements that we are considering along the route includes:

- Two-way segregated cycle tracks.
- Smaller sections of shared use (i.e. for walking and cycling) path where space is limited.
- Signal controlled crossings for pedestrians and cyclists.
- Pedestrian and cyclist priority across side road junctions, which could be via raised tables.
- Dedicated bus-only lanes, both northbound and southbound, along some sections of the route.
- Bus gates where buses receive their own traffic signal to give them priority over other traffic.
- Quiet routes that utilise existing low-traffic roads parallel to the A259, which are shared with all road users.
- Junction improvements to improve safety for all users and reduce congestion, including the A259 Bognor Rd/Drayton Lane junction and signalisation of the A259 Chichester Rd/A259 Gladius Way (North Bersted bypass) junction.
- Upgrading bus laybys to include real time passenger information display boards, shelters and better paths to improve accessibility and safety.

The scheme is at an early stage of development and is likely to depend on securing Government grant funding, so it is expected to be several years before construction could commence.