

A259 CHICHESTER TO BOGNOR REGIS TRANSPORT IMPROVEMENT SCHEME

PROPOSALS DESCRIPTION

Map 1 A27 Bognor Road roundabout to A259 north of Green Lane

Location	Potential measures
A27/A259 Bognor Road roundabout, southeast quadrant.	<ul style="list-style-type: none"> • 'Parallel' priority cycle and pedestrian crossing of Vinnetrow Road • Two-way segregated cycleway and footway on south side of A259 from Vinnetrow Road heading east • Potential to investigate extension or upgrade to current A27 bridge at next design stage • Opportunity to provide seating and cycle repair station
A27/A259 Bognor Road roundabout to recently constructed Fuel Depot junction	<ul style="list-style-type: none"> • Two-way segregated cycleway and footway on south side of carriageway • Bus lane with signalised bus gate with vehicle detection to minimise bus delay • Existing dual carriageway to be retained
A259 recently constructed Fuel Depot junction to Brick Kiln Garden Centre and Restaurant	<ul style="list-style-type: none"> • Two-way segregated cycleway and footway on south side of carriageway • Opportunity to provide a footway linking bus stop on northern side of A259 to Fuel Depot entrance • Traffic signals at Fuel Depot and Springfield Park entrances to be fitted with vehicle detection to minimise bus delay • Pedestrian and cycle signal crossings of A259/Fuel Depot and A259 Springfield Park junctions • Potential for pedestrian and cycle priority at entrances to Brick Kiln Garden centre • Existing dual carriageway to be retained
A259 Brick Kiln Garden Centre to North of Green Lane	<ul style="list-style-type: none"> • Two-way segregated cycleway and footway on south side of carriageway • Opportunity to provide seating area and cycle repair station • Localised carriageway widening to create bus lane • Existing dual carriageway to be retained

Map 2 A259 north of Green Lane to Chichester Food Park

Location	Potential measures
A259 North of Green Lane to Green Lane/A259 westbound entrance	<ul style="list-style-type: none"> • Start of bus Lane at north of Green Lane, south side of carriageway • Start of two-way segregated cycleway and footway section north of Green Lane, south side of carriageway • Existing on-carriageway cycle provision on Green Lane retained, with surface improvement • Low level lighting on Green Lane to be considered • Existing dual carriageway retained • Review of 'Public Right of Way' A259 crossing at next design stage
A259 Green Lane to A259/B2144 Drayton Lane roundabout	<ul style="list-style-type: none"> • Two-way segregated cycleway and footway on south side of carriageway • Carriageway widening to create eastbound bus lane • Existing dual carriageway to be retained

Map 3 A259 north of Drayton Lane roundabout to Groves Farm/Summer Berry site entrance

Location	Potential measures
A259/B2144 Drayton Lane roundabout	<ul style="list-style-type: none"> • Two-way segregated cycleway and footway on south side of carriageway • Potential to investigate crossing point of A259 and new footway to link to bus stop and 'Little Street' on northern side of carriageway at next design stage • Potential for pedestrian and cycle priority at entrance to Chichester Food Park • Some carriageway widening to create bus lanes on both A259 approach arms and exits

Location	Potential measures
A259/B2144 Drayton Lane roundabout to Marsh Lane (west)	<ul style="list-style-type: none"> Two-way segregated cycleway and footway on southern side of carriageway, linking to recently installed signal crossing Two-way segregated cycleway and footway on northern side of carriageway from recently installed signal crossing to Marsh Lane (east) junction Relocated bus stop on southern side of carriageway Closure of the Marsh Lane (West) priority junction, pedestrian and cycle access only
A259 Marsh Lane (east) to Groves Farm/Summer Berry site entrance	<ul style="list-style-type: none"> New carriageway link between Marsh Lane (East) and Marsh Lane (West) arms to maintain access for residents and emergency vehicles Shared-use cycleway/footway on northern side of carriageway from Marsh Lane (east) junction to Abelands House due to highway width constraint Two-way segregated cycleway and footway on north side of carriageway continuing east of Abelands House junction Right turns to properties on northern side of A259 carriageway to be removed to improve safety with turn around at Drayton Lane roundabout Potential to upgrade existing layby on southern side of carriageway to latest standards to improve safety to be considered at next design stage

Map 4 A259 entrance to Groves Farm/Summer Berry site to westbound Layby west of Yeomans Honda showroom

Location	Potential measures
Junction of A259 Bognor Road and Colworth (west)	<ul style="list-style-type: none"> Two-way segregated cycleway and footway on north side of carriageway Junction layout reconfigured to reduce conflict with vehicles, pedestrians and cyclists, with short section of one-way link closed to vehicles and new slip road provided to main junction Potential to provide cycle detection sign

Location	Potential measures
A259 between Colworth (west) and Marshalls Mercedes Benz	<ul style="list-style-type: none"> Upgraded footway link to existing bus stop on southern side of carriageway Low level lighting to be considered on former section of single-way carriageway and off-carriageway section behind Marshalls Mercedes Benz showroom
A259 between Marshalls Mercedes Benz and a point west of Colworth (east) junction	<ul style="list-style-type: none"> Two-way segregated cycleway and footway on northern side of carriageway Review of 'Public Right of Way' A259 crossing at next design stage Potential to upgrade existing laybys to latest standards to improve safety to be considered at next design stage Opportunity to provide seating and cycle repair station in this section

Map 5 A259 west of Yeoman Honda's showroom to west of Babsham Lane

Location	Potential measures
A259/Colworth (east) junction	<ul style="list-style-type: none"> Two-way segregated cycleway and footway on northern side of carriageway Junction layout reconfigured to improve safety
A259 between Colworth (east) junction and start of Babsham Lane	<ul style="list-style-type: none"> Mix of two-way segregated cycleway and footway with shared-use footway/cycleway on north side of carriageway due to highway boundary constraints Options for low level lighting along lane southeast of Elbridge Farm to be considered at next design stage

Map 6 A259 west of Babsham Lane to North Bersted roundabout

Location	Potential measures
A259 start of Babsham Lane to A259/Babsham Lane junction	<ul style="list-style-type: none"> Mix of shared-use footway/cycleway and quiet route/mixed traffic pedestrian and cycle provision Potential location of new junction on westbound side of A259 serving proposed West of Bersted development Potential to widen Babsham Lane to be considered at next design stage

Location	Potential measures
A259/Babsham Lane junction to A259/B2259 North Bersted roundabout	<ul style="list-style-type: none"> • Shared-use footway/cycleway on east side of carriageway • Carriageway widening to create southbound bus lane • Existing pedestrian and cycle signal crossing to be retained with additional shared-use footway/cycleway on west side of carriageway continuing to south of North Bersted Roundabout • Additional quiet/mixed traffic and shared-use footway/cycleway route continuing via Babsham Lane
A259/B2259 North Bersted roundabout	<ul style="list-style-type: none"> • Shared-use footway/cycleway facilities around northern, western and eastern sides of roundabout • Proposed signalisation of roundabout • Pedestrian and cycle signal crossing on A259 Gladius Way arm, potential for signal technology to ensure queues do not tail back to roundabout • Northbound bus lane to be provided • Potential to provide crossing detection sign on Elbridge Avenue arm • Potential for pedestrian and cycle priority at Loats Lane • Onward cycle route continues to Rowan Way via existing paths and wayfinder signing

Map 7 Rowan Way (west) to Addison Way

Location	Potential measures
Junction of Rowan Way (west) and North Bersted Street	<ul style="list-style-type: none"> • 'Parallel' priority foot and cycle crossing linking to existing off-carriageway cycle route to/from Bartons Primary School and route towards A259 Chichester Road • Shared-use footway/cycleway on north side of Rowan Way, due to highway boundary constraint, with further investigation required at next design stage

Location	Potential measures
Junction of Rowan Way and North Bersted Street to Addison Way	<ul style="list-style-type: none"> Mainly two-way segregated cycleway and footway and short sections of shared-use footway/cycleway where highway width is constrained on northern side of carriageway Potential to provide seating and cycle repair station in this section Existing shared-use footway/cycleway on south side of carriageway to be retained

Map 8 Rowan Way/Addison Way to west of A259 Bognor Regis Retail Park entrance

Location	Potential measures
Addison Way to A259 Gladius Way roundabout	<ul style="list-style-type: none"> Two-way segregated cycleway/footway on north side of Rowan Way
A259 Gladius Way roundabout	<ul style="list-style-type: none"> 'Parallel' priority foot and cycle crossing on Rowan Way (west) arm Two-way segregated cycleway and footway on southern side of roundabout
A259 Gladius Way roundabout to Bognor Regis Retail Park	<ul style="list-style-type: none"> Mix of two-way segregated cycleway and footway and shared-use footway/cycleway on south side of Rowan Way Potential to provide seating area and cycle repair station in this section Potential for wider bridge arrangement for cycle and pedestrian path at Aldingbourne Rife to be investigated at next design stage

Map 9 A259 Rowan Way west of Bognor Regis Retail Park to north and south of A259/A29 Oldlands Way roundabout

Location	Potential measures
A259 Rowan Way/Bognor Regis Retail Park to A29/A259 Oldlands Way roundabout	<ul style="list-style-type: none"> Mix of two-way segregated cycleway and footway and shared-use footway/cycleway on southern side of carriageway New 2-stage pedestrian and cycle signal crossing of A259 to link to Caravan Park
A29/A259 Oldlands Way roundabout	<ul style="list-style-type: none"> Shared-use footway/cycleway around roundabout Potential for pedestrian and cycle signal crossings on Steyning Way and A29 Shripney Road (south) to be considered at next design stage

Location	Potential measures
A29/A259 Oldlands Way roundabout/A29 Shripney Road (South) to Frensham Avenue junction	<ul style="list-style-type: none"> • Shared-use footway/cycleway on both sides of A29 Shripney Road (south) towards Bognor Regis • Carriageway widening/central reserve narrowing to create northbound bus lane • Existing dual carriageway to be retained
A29/A259 Oldlands Way roundabout to A29 Shripney Road (North)	<ul style="list-style-type: none"> • Shared-use footway on both sides of A29 Shripney Road (north) towards Shripney • Carriageway widening/central reserve narrowing to create southbound bus lane with bus gate • Existing dual carriageway to be retained

Map 10 A29/A259 Shripney Road roundabout to A29 Shripney Lane junction

Location	Potential measures
A29/A259 Shripney roundabout	<ul style="list-style-type: none"> • Shared-use footway/cycleway around eastern, southern and western sides of roundabout • New 2-stage pedestrian and cycle signal crossing on southern arm • Potential for pedestrian and cycle signal crossings on Saltbox and Lidl arms to be investigated at next design stage • Opportunity to provide seating area and cycle station
A29/A259 Shripney roundabout to A29 Shripney Lane junction	<ul style="list-style-type: none"> • Shared-use footway on western side of A29 Shripney Road (north) towards Shripney to be extended to Shripney Lane • Northbound merge lane width to be reduced to accommodate extension of shared-use facility on western side of A29 Shripney Road