

A27 Arundel Bypass

Approach to public consultation

August 2019

Introduction

We operate, maintain and improve England's motorways and major A-roads, the strategic road network. We care about your journey and we want to make sure all our major roads are more dependable, durable, and most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

Our proposed improvements to the A27 around Arundel would improve journeys by replacing the existing single carriageway road with a new dual carriageway, linking the two existing dual carriageway sections either side of the town.

We'll be seeking views on our proposals to develop the A27 Arundel Bypass and we want to ensure you know how we'll do this. That's why we've produced this document which outlines our approach to the consultation, including the different ways we'll collect feedback. It also provides details about how you can take part and how feedback will be used to influence our proposals.

To make sure we approach our consultation in the very best way, we've developed this document in conjunction with relevant local authorities and the South Downs National Park Authority.

About the previous non-statutory consultation

The initial non-statutory public consultation for the project was completed between August and October 2017, to seek views on three options to improve the A27 at Arundel.

During the consultation period:

- 2,062 people attended exhibitions and stakeholder meetings.
- 2,821 people completed questionnaires.
- 7,135 responses were received via letter or email.

Of the written responses, 132 were from key stakeholders while there were also two petition email response campaigns, co-ordinated by Friends of the Earth and the Woodland Trust. These received 737 and 5,748 signatories, respectively.

The consultation showed that Option 5A was the favoured option amongst local authorities, businesses groups, political representatives and consultation respondents who completed the questionnaire.

However, many of those that wrote objection emails attributed to Friends of the Earth and The Woodland Trust, and all of those (2,508) that signed the petition on behalf of Arundel Bypass Neighbourhood Committee (ABNC), rejected Option 5A.

About the further consultation

In May 2018, we announced a preferred route for the proposed A27 Arundel Bypass, known as Option 5Av3, following public consultation in autumn 2017. We then began further developing the design as part of our works towards submitting a formal planning application, the process of which is outlined on page 10. This included looking at options for minimising impacts on protected ancient woodland and biodiversity at the western end of the route. We also considered enhancements to alternate options.

We discovered new information during this work. Given the significant environmental sensitivities in the area around Arundel, even relatively minor design changes can have an important impact on overall route assessments. We therefore want to understand your views on the options for the scheme based on the latest available information, which we're presenting through this further consultation.

Following this further consultation, we will consider the responses alongside all other relevant evidence, before deciding on, and announcing, a new preferred route for the scheme.

The scheme

Background

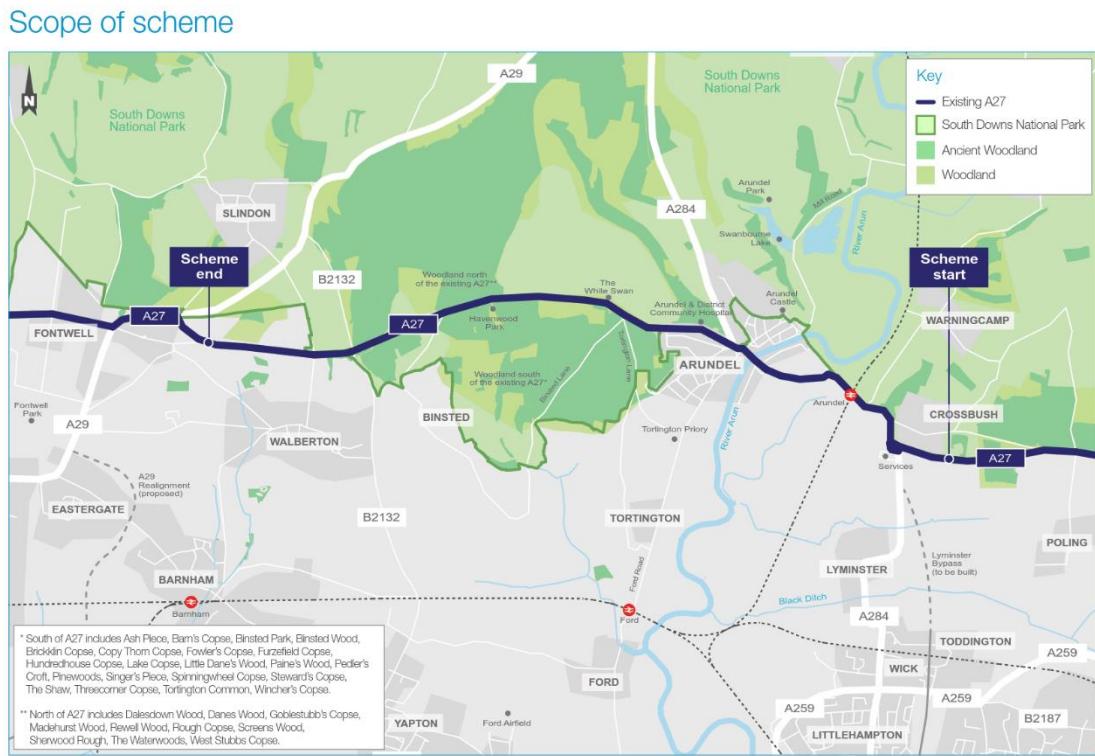
In December 2014, the Department for Transport (DfT) published the first Road Investment Strategy 2015-2020 (RIS1), which lists the schemes to be delivered by Highways England during this period.

In response to the Road Investment Strategy announcement, we developed our Delivery Plan (Highways England Delivery Plan 2015-2020) which detailed how the key strategic outcomes sought for the Road Investment Strategy would be delivered.

The A27 Arundel Bypass is one of more than 100 major schemes being progressed nationally as part of the Highways England Delivery Plan 2015-2020.

This project explores solutions for replacing the existing A27 single carriageway road, which lies between the A284 Crossbush junction (east of Arundel), and extends to the west of Arundel, with a new dual carriageway. Figure 1 below shows the scheme location.

Figure 1 - Scheme location



Need for the scheme

- The A27 is the only major east-west trunk road south of the M25. It links many of the towns and cities along the south coast, including Portsmouth, Chichester, Arundel, Brighton and Hove, Lewes and Eastbourne, serving a combined population of more than 1 million¹ people, as well as a large number of businesses.
- The smooth running of this road plays a key part in the region's success. West Sussex attracts, on average, 17 million visitor days per year, worth approximately £508 million to the local economy².
- On either side of Arundel, the A27 is a dual-carriageway with capacity to carry existing traffic flows and more able to cope with future traffic growth. The single carriageway section of the A27 around Arundel creates a bottleneck that holds up traffic, costing commuters, businesses, communities and visitors valuable time and money.
- Congestion around Arundel results in some drivers seeking alternative routes which are less suited to higher traffic flows. These alternatives include the B2139 through the South Downs National Park, disrupting the otherwise tranquil nature of the Park. Residents in local towns and villages are affected by increases in through traffic, while air quality is also a concern, most notably in Storrington which was identified by the World Health Organisation as one of the poorest places for air quality in the UK³.
- The A27 currently has a poor safety record, with a higher than average accident rate for rural A-roads⁴.
- Relatively poor transport connectivity in the area has contributed to pockets of deprivation by restricting access to employment opportunities. For example, Littlehampton has some of the highest levels of deprivation in the country, partly because local people have reduced access to employment (especially higher paid, higher value jobs) elsewhere in the region⁵. Improving connectivity could help tackle this inequality.

¹ Based on census 2011 population data for these districts; Portsmouth, Havant, Chichester, Arundel, Worthing, Adur, Brighton and Hove, Lewes, and Eastbourne.

² The GB Day Visitor Statistics 2015, VisitBritain

³ WHO report available here http://www.who.int/airpollution/data/aap_air_quality_database_2018_v12.xlsx?ua=1 with further information about air quality from WHO accessible here <https://www.who.int/airpollution/en/>

⁴ In the latest 5-year period (1 January 2013 to 31 December 2017) there have been 81 personal injury collisions, resulting in 121 casualties, recorded between Yapton Lane to the east and Crossbush junction to the west.

⁵ For more detail see the Combined Modelling and Appraisal Report (ComMA).

Objectives

The high-level objectives for the scheme were developed while working with the relevant local authorities, the South Downs National Park Authority, other environmental bodies and the emergency services over a two-year period prior to the first non-statutory public consultation. They are to:

- Improve the safety of all travellers along the A27 and consequently the wider local road network.
- Ensure that customers and communities are fully considered throughout the design and delivery stages.
- Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth.
- Reduce congestion, reduce travel time and improve journey time reliability along the A27.
- Improve accessibility for all users to local services and facilities.
- Deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design.
- Respect the South Downs National Park and its special qualities in our decision-making.

Approach to Public Consultation

The purpose of the Approach to Public Consultation is to explain what you can expect from us and to outline the details of the consultation process. The Approach to Public Consultation will be included on the scheme webpage and copies will be available locally at libraries and Arundel Town Hall (as listed on page 7) once the consultation is launched.

Public consultation is an important part of the delivery of this scheme and provides people with a real opportunity to influence our proposals. It also allows us the opportunity to help people fully understand the scheme and resolve concerns. It's not the only time we'll be consulting about this scheme. We will consult again once the new preferred option for the scheme has been selected to help further inform the design ahead of an application for a Development Consent Order (DCO) to proceed with the scheme. Find out more about the DCO process on page 12.

Why and when will we consult?

Your comments will help us better understand the local area and any potential impacts our scheme may have on road users and the local community. We will listen to everyone's views and we'll consider your opinions before we select a preferred option for the scheme.

Options for the scheme will be consulted on between 30 August 2019 – 24 October 2019.

A number of exhibitions will be held so you have the opportunity to meet our team and ask questions about the proposals.

Table 1 shows our proposed exhibition dates and locations. Details of these exhibitions will be confirmed in advance of the consultation starting.

Table 1: Proposed public exhibitions

Date	Location	Address	Time
Friday 30 August	Cathedral Centre, Arundel	London Road, Arundel, BN18 9AY	17.30-20.00
Tuesday 10 September	The White Swan	16 Chichester Road, Arundel, BN18 0AD	14.00-20.00
Wednesday 11 September	Whiteways Car Park (South Downs National Park – consultation van)	Bury Hill, Houghton, BN18 9FD	11.00-13.00

Wednesday 11 September	Impulse Leisure Centre, Storrington (consultation van)	Spierbridge Road, Storrington, Pulborough, RH20 4BG	15.00-18.00
Saturday 14 September	Fontwell Park Racecourse – Premier Grandstand	Fontwell Avenue, Fontwell, Arundel, BN18 0SX	10.30-16.00
Thursday 19 September	Coronation Hall, Slindon	Reynold's Lane, Slindon BN18 0QT	14.00-20.00
Saturday 28 September	Walberton Village Hall	The Street, Walberton, Arundel, BN18 0PJ	10.00-17.00
Tuesday 1 October	Littlehampton Town Council – Manor House	Church Street, Littlehampton, BN17 5EW	14.00-20.00
Tuesday 8 October	Arundel Town Centre – Mill Road Car Park (consultation van)	Mill Road, Arundel, BN18 9PA	11.00-14.00
Friday 12 October	Arundel Town Hall	Maltravers Street, Arundel, BN18 9AP	10.30-16.00

Additional information about the scheme, including the options we are consulting on and associated benefits, will be included in our public consultation brochure.

Copies of the brochure will be available locally at deposit points when the consultation is launched and via the scheme website: www.highwaysengland.co.uk/a27arundel Please see Table 2 for the deposit point locations.

Table 2: Deposit point locations

Arundel Town Hall	Maltravers Street, Arundel, BN18 9AP
Arundel Library	2 Surrey Street, Arundel, BN18 9DT
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA
Angmering Library	Arundel Road, Angmering, Littlehampton, BN16 4JS

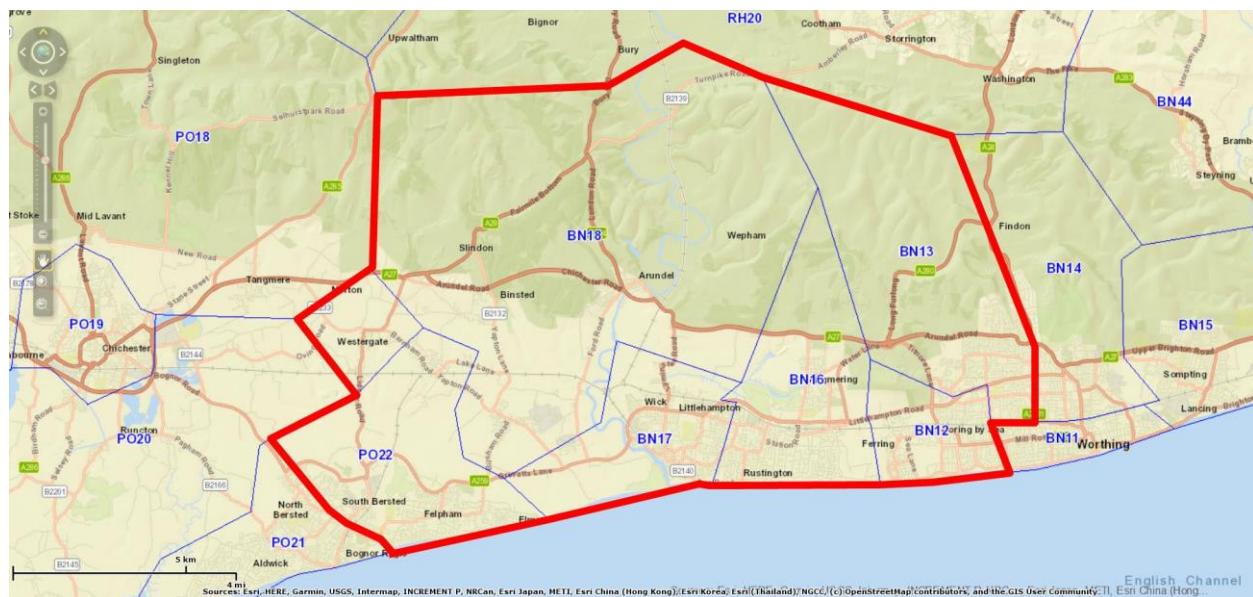
Rustington Library	Claigmar Road, Rustington, Littlehampton, BN16 2NL
East Preston Library	The Street, East Preston, Littlehampton, BN16 1JJ
Bognor Regis Library	69 London Road, Bognor Regis, PO21 1DE

Who will we consult?

Working with the local highway and planning authorities (West Sussex County Council, Arun District Council and South Downs National Park Authority), we have developed a consultation target area for the distribution of our consultation materials. This is based on who we jointly think will be interested in or affected by our proposals. We'll let people living/working in this area know about our consultation by posting information in advance.

We will also work with the local authorities to identify groups who are traditionally hard to reach to ensure that reach all those who could be affected by our proposals (e.g. we will be engaging with the West Sussex Youth Cabinet).

Figure 2 – Consultation Area: Letter Distribution



How will we consult?

We will use the following methods to promote our public consultation

Table 3: Channels for consultation

Method	Detail
Public consultation exhibitions	Exhibitions at local venues where members of the team will be available to answer questions about the proposals. Visitors to the exhibitions will be able to submit their consultation responses if they choose to.
Scheme webpage	A full summary of the scheme, the public consultation brochure and the online response form, available at: www.highwaysengland.co.uk/a27arundel
Consultation letter	At the start of the consultation period, a letter will be delivered to all homes and businesses in the locality of the proposed scheme, containing information on public exhibitions, details of how to respond to the consultation and where to find more information.
Public consultation brochure	A public consultation brochure containing details of the exhibitions will be available locally at the public exhibitions, deposit points, upon request and in other formats.
Council and community / area forum briefings	We'll speak to local councils and community / area forums affected or interested in our scheme.
Elected Representatives' Forum	This forum enables Highways England to update elected community representatives on scheme progress and maintain an ongoing dialogue.
Consultation response	Comments can be submitted online by completing the online response form at www.highwaysengland.co.uk/a27arundel or in writing to the following freepost address: Freepost A27 ARUNDEL, or by visiting a consultation exhibition. All responses must be received by midnight 24 October 2019.
Media	Adverts will be placed in local newspapers to promote the launch of the consultation. Press releases detailing the public consultation period

	and how the community and road users can get involved will be issued.
Social media	The public consultation will be advertised on Highways England's official Twitter channel. Other channels are being considered, including Facebook.

What will happen to the consultation responses?

All responses received during the public consultation will be recorded and analysed. The content of each response will be categorised and broken down by sentiment, themes and respondent profile – helping us understand your comments and why you have made them. Where it is possible to do so, we will use your feedback to help influence the scheme design or to help identify ways to address concerns about the impacts of the scheme.

We'll summarise our findings in a public consultation report which will explain our analysis and how it influenced our proposals.

Environmental information

An Environmental Assessment Report is being prepared to assess the potential environmental effects of the scheme options, and will be ready to view at the start of the consultation period. Environmental input to the scheme development has been ongoing. Environmental constraints analyses and design changes have been considered throughout the design process to avoid or reduce the potential for adverse environmental impacts associated with the scheme.

The Environmental Assessment Report will outline the environmental impact mitigation measures that would be implemented during construction and operation to reduce the potential adverse environmental impacts arising from the scheme. Potential impact mitigation measures will also be outlined within the consultation brochure.

The complete report will be available to view and download via the consultation website, with copies also available at our public consultation exhibitions and at several accessible locations around the area, including local libraries and Arundel Town Hall.

Once a preferred route has been confirmed, a detailed impact mitigation strategy will be developed in parallel with the ongoing design process.

Application process and scheme development

The A27 Arundel Bypass scheme has been classified by the Secretary of State as a Nationally Significant Infrastructure Project (NSIP) due to the size of the project. To build an NSIP scheme we must obtain a Development Consent Order (DCO). A DCO is a comprehensive instrument that combines planning permissions with powers necessary to develop complex infrastructure schemes, such as powers to buy land.

We will undertake a statutory public consultation, where we will then prepare and lodge the DCO application with the Planning Inspectorate, who will check and decide whether to accept the application.

A pre-examination stage follows this, where the public will be able to register with the Planning Inspectorate and provide a written summary of their views on the application. The Planning Inspectorate then has six months to carry out the formal examination. During this stage, people who have registered will be invited to provide more detail of their views in writing.

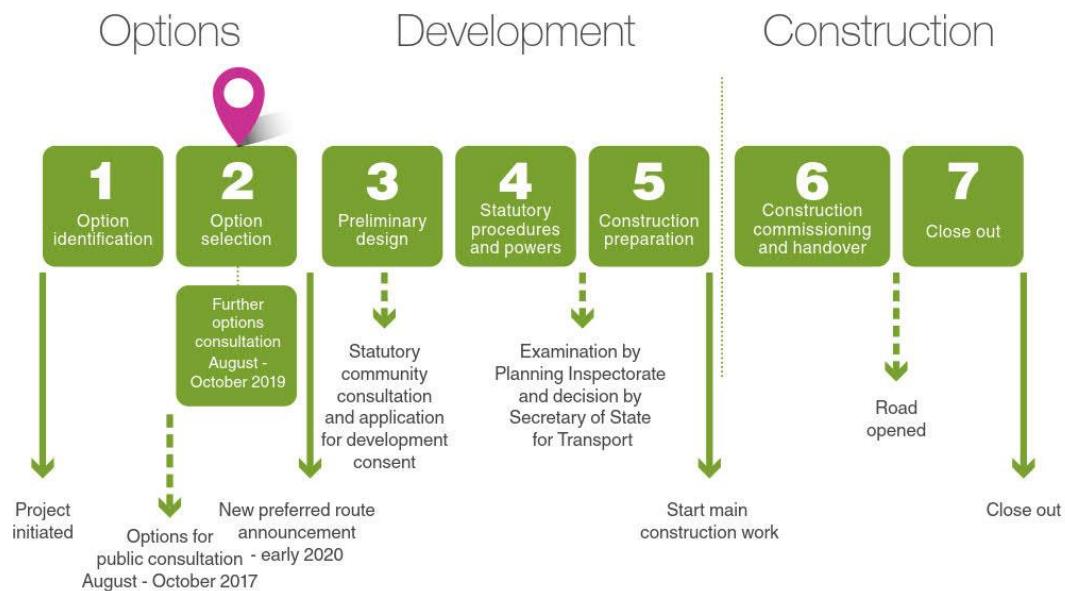
At the end of the examination stage, the Planning Inspectorate prepares a report on the application to the Secretary of State for Transport, including a recommendation on whether to grant development consent. The Secretary of State of Transport then makes the decision on whether to grant or refuse development consent.

If we do not obtain consent from the Secretary of State for Transport, then the scheme cannot be delivered.

More information is available from the Planning Inspectorate website:
www.infrastructure.planninginspectorate.gov.uk.

The process for this is outlined in the graphic on the following page.

Figure 3 – Scheme timeline and milestones



For more information visit our scheme webpage where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling: 0300 123 5000 (24 hours) or emailing: A27ArundelBypass@highwaysengland.co.uk