

A27 Arundel Bypass

Welcome



Welcome to the Highways England
A27 Arundel Bypass public consultation.

Thank you for coming.

Today we are showing you the early designs to improve the A27 at Arundel and we would like to hear your views on our options.

We hope that you will find this exhibition useful in providing information on the scheme and that it helps to inform your response. Please sign in if you have not done so already.

At this exhibition you will find:

- a series of displays describing the options
- early drawings of the options
- copies of the consultation brochure
- technical documents
- summary documents on a range of topics for those wanting more detail
- questionnaire for you to complete
- members of the project team on-hand to answer any questions.

Further information is available in the consultation brochure.

A27 Arundel Bypass How can I have my say?

Causeway
Roundabout
West



The consultation runs for 8 weeks, from
Tuesday 22 August – Monday 16 October.

Complete the questionnaire:

- at one of our events
- online: www.highways.gov.uk/a27arundel
- send it to us at: **FREEPOST A27 ARUNDEL**

If you have any queries, speak to one of the project team, or
contact us:

- email: A27ArundelBypass@highwaysengland.co.uk
- telephone: **0300 123 5000** (24 hours)

To find out more, visit: www.highways.gov.uk/a27arundel

A27 Arundel Bypass

What is the A27 Arundel Bypass scheme?

- The A27 Arundel Bypass scheme is identified within the Government's 2015 to 2020 Road Investment Strategy (RIS).
- It has a budget of £100 million to £250 million, and is part of a wider investment programme along the A27 corridor, including Worthing and Lancing and East of Lewes.
- The scope is a new dual carriageway bypass to link the two existing dual carriageway sections of the road.

What are our objectives for this scheme

- Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned growth.
- Reduce congestion, travel time and improve journey time reliability along the A27 at Arundel.
- Improve the safety of travellers along the A27 and across the wider local road network.
- Improve accessibility 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.

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Why are improvements needed?

The A27 is the only east-west major route south of the M25:

Serves a population of over 750,000 and a large number of businesses.

The A27 is used by both local traffic and through traffic:

Population growth and economic activity will produce more traffic in the future.

The single carriageway road and junctions cannot cope with existing traffic flows:

During peak times this often results in long queues.

Due to congestion, some traffic diverts to use less suitable alternative routes:

North: B2139 through the South Downs National Park and local villages and towns (Houghton, Amberley, Storrington).

South: B2233 through Eastergate, Barnham, Yapton and Climping.

Above average accidents on the A27:

68 collisions with casualties in 5 years (2010-2015).

Drivers on the A27 have experienced congestion for many years and will continue to do so:

With the additional pressures from planned developments and traffic growth, congestion is expected to worsen in the future.

There are high levels of car use and there are no plans to significantly improve public transport.

As there is no evidence to suggest there will be any significant switch from road to other types of transport, there is an urgent need to improve the A27 at Arundel.

Without improvement, the congestion and delay on the A27 through Arundel will increase in the future.

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The options

Improving the A27 at Arundel would:

- considerably reduce queuing and delays
- improve journey times, air quality and road safety
- remove traffic from less suitable routes within the South Downs National Park
- help businesses to reduce their costs, support expansion and provide new employment opportunities
- support the growth of tourism.

There are 3 options:

Option	Description
Option 1	New dual carriageway from Crossbush junction south of current A27 to the south-west of Arundel railway station, joining the A27 east of Ford Road. New bridge over river Arun alongside the existing bridge. From Ford Road roundabout with traffic signals, the existing A27 would be widened to dual carriageway.
Option 3	New dual carriageway from Crossbush junction south of the current A27 over Ford Road, then going north through the South Downs National Park and Tortington Common/Binsted Woods, re-joining the existing A27 at a new junction near Havenwood Park.
Option 5A	New dual carriageway from Crossbush junction south of the current A27 over Ford Road and continuing west, before going north through the South Downs National Park and Binsted Woods, re-joining the existing A27 at a new junction near Yapton Lane.

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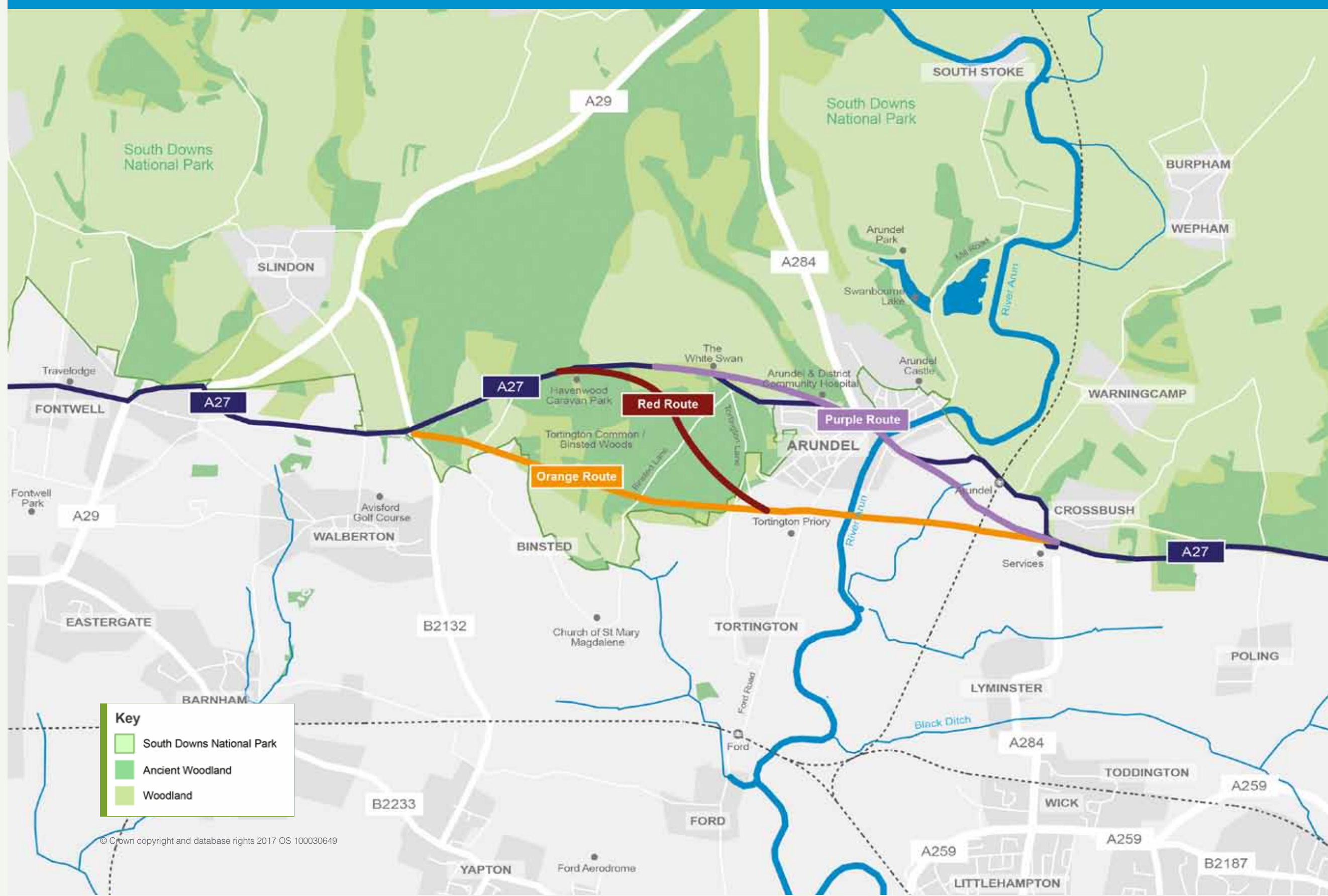
What are the environmental and design considerations?

We are committed to minimising the environmental impact of our road network and to protecting and enhancing the quality of the surrounding environment. In developing our options, we have considered a range of community and environmental issues including but not limited to:

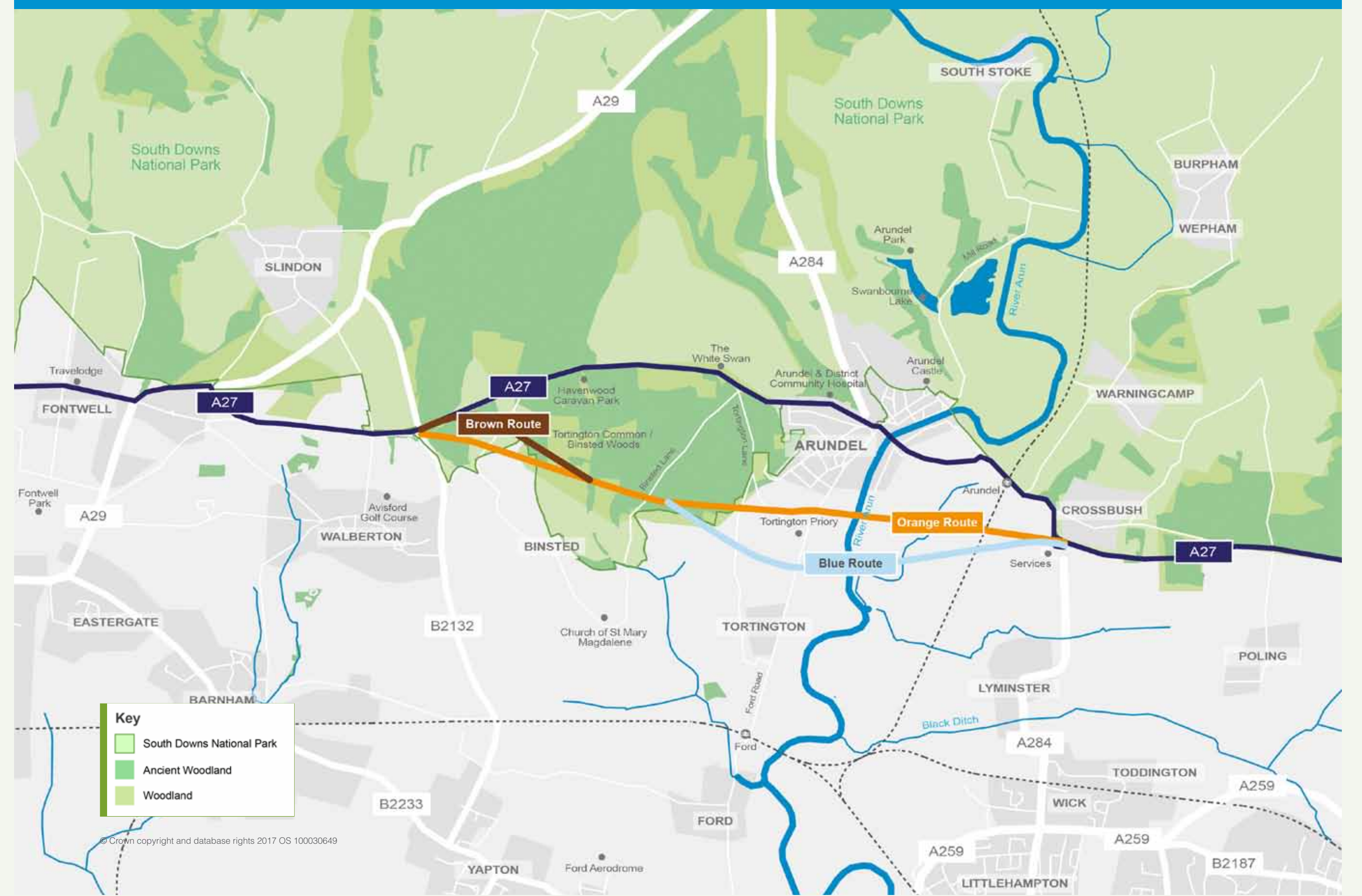
Consideration	Description
National Park	The South Downs National Park (SDNP) is a nationally designated landscape and we will seek to design a scheme that is as sensitive as possible to the area.
Ancient woodland and veteran trees	Tortington Common/Binsted Woods is a woodland area, with relatively undisturbed soil that has existed since 1600 AD. It produces communities of plants and animals that depend on the stable and rare conditions. Ancient woodland and veteran trees are protected by national planning policy.
Scheduled monuments and Heritage assets	Arundel Castle, Tortington Priory and the remains of a Roman Road found near Havenwood Park (not yet designated).
Floodplain	Both coastal and river flooding are possible, with the area being covered by 2 different flood zones. We will design the scheme to ensure that there is no adverse impact on flood risk or reduced flood defence protection.

A27 Arundel Bypass Options not taken forward

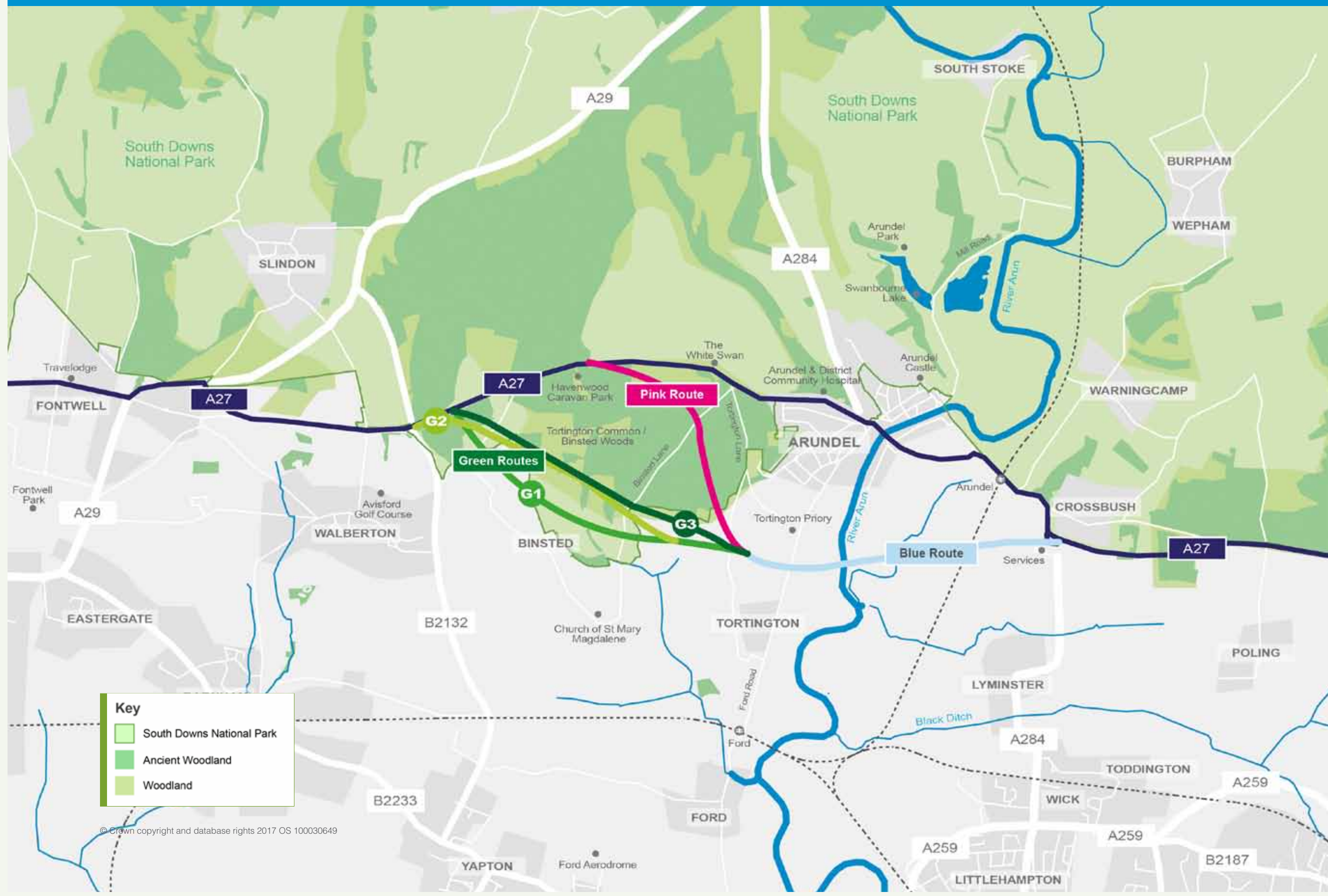
Scheme Assessment Report 1985



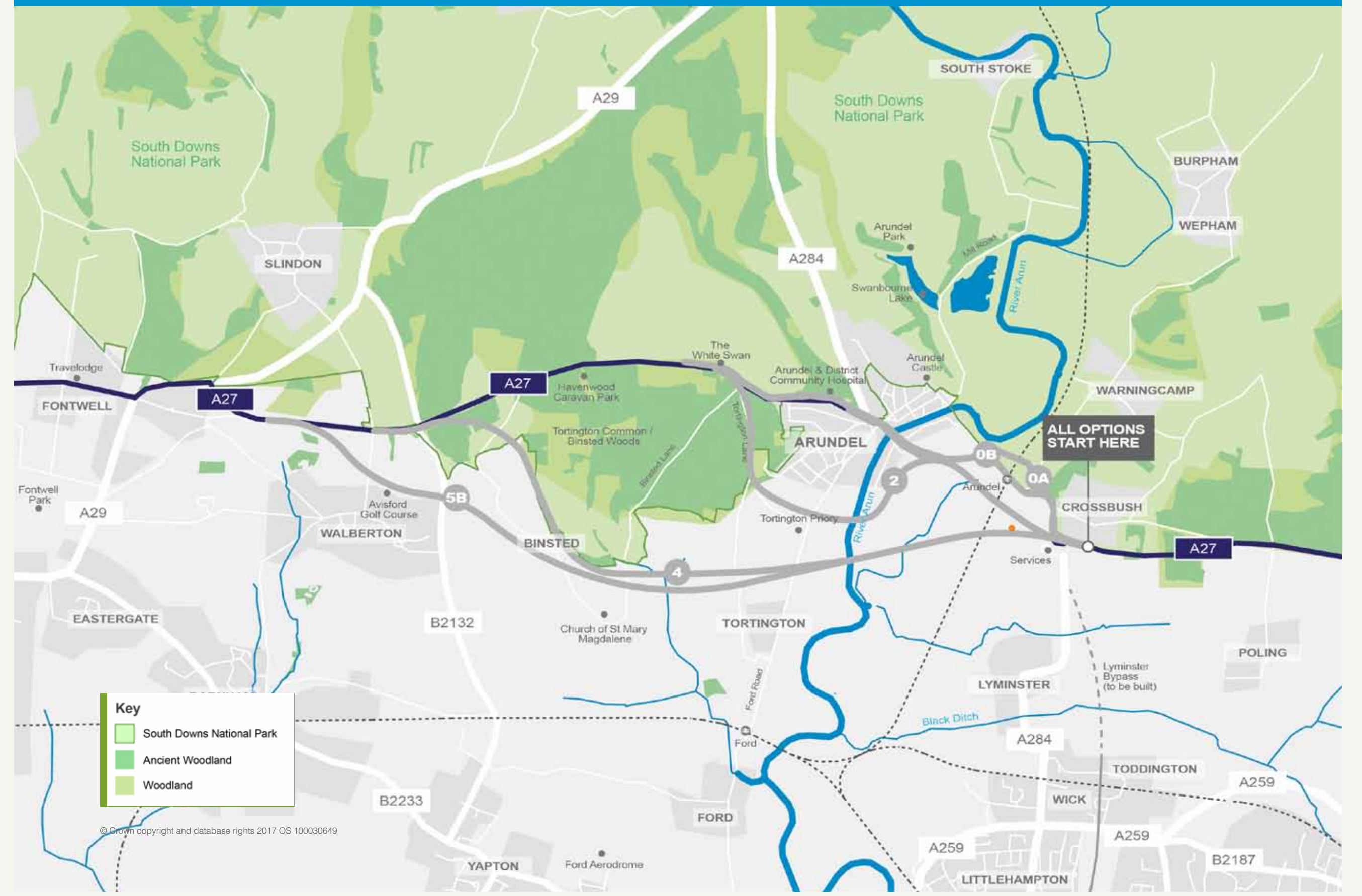
1991 consultation



1993 preferred route



Recently discounted options 2015-2017



Option	Reason for rejection
Early discarded options 2015-16	
Option 2	Would have come closer to the built up area of Arundel. Routing included sharp bends which would affect visibility, safety and journey times and extend the route length.
Option 4	Provided no additional benefit and not as cost effective.
Recently discarded options 2016-17	
Option 0A	Did not meet the scheme objectives (a dual carriageway is required to accommodate traffic now and in the future).
Option 0B	The impact on properties and heritage sites.
Option 5B	Significantly exceeded the allocated budget, and provided less value for money.

There has been some local interest in tunnelling and a wide single lane carriageway, known as the “new Purple Route”, but these have also been discounted:

- Tunnelling - not affordable
- New Purple Route: traffic flows in Arundel are too high for a single carriageway to be a viable long term solution.

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How will your response be used?

All views and comments will help us to:

- fully consider any potential impacts on the community and environment.
- develop the final scheme design incorporating your responses, where applicable.
- ensure the final Environmental Statement for the planning application considers impacts and mitigation you have told us about, where appropriate.

What happens next?

Season	Milestone
Winter 2017/18	We will produce a <i>Public Consultation Report</i> to document the feedback received.
Winter 2017/18	Preferred Route Announcement.
Spring 2018	We will publish a <i>Statement of Community Consultation</i> setting out the process for the statutory public consultation.
Spring 2018	Statutory public consultation on details of the preferred route.
2019	We will submit a Development Consent Order (DCO) planning application – required for all <i>Nationally Significant Infrastructure Projects</i> .
2019-20	The Planning Inspectorate will evaluate the scheme and DCO application.
2020	The Planning Inspectorate will give a recommendation to the Government. The Government will decide whether to give the scheme consent.
2020	If planning consent is granted by the Government, construction will commence.
2023	New road will open for traffic.

Opportunities to have your say 

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Thank you

Thank you for taking the time to visit this exhibition. Please fill in the questionnaire to tell us what you think.



At one of our events

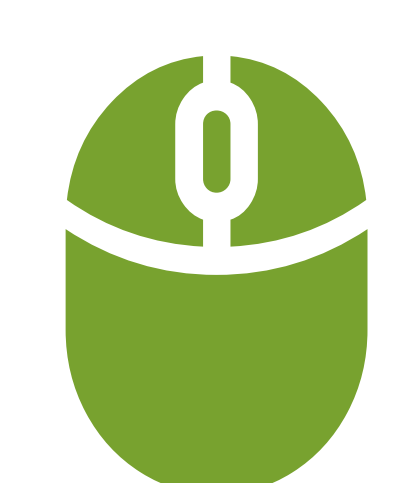


Online: www.highways.gov.uk/a27arundel



Post: **FREEPOST A27 ARUNDEL**

If you have any queries, speak to one of the project team, or contact us:



Email: A27ArundelBypass@highwaysengland.co.uk



Call: **0300 123 5000***

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.