

# A27 Arundel Bypass

## Design and Development Summary

### Introduction

This summary describes how we are developing the A27 Arundel bypass scheme.

### What are the objectives for the A27 Arundel Bypass project?

Various road improvements have been considered for Arundel since 1985. The full record of past and discarded options is set out in Annex A of the brochure.

The A27 Arundel Bypass scheme is identified in the Government's 2015-2020 Road Investment Strategy with an allocated budget of £100-£250 million. The scope of the project is defined as the: *"replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road"*.

There are various specific objectives for the scheme, including: enabling economic growth; reducing congestion; improving safety; improving accessibility to local services; minimising environmental impacts; and respecting the South Downs National Park's special qualities.

We have considered various options that could achieve these objectives within the project's budget. Having considered options put forward in the past and new ones, we have now identified 3 options for further investigation and consultation.

### How did we select these 3 options?

The scheme costs are used in the business case to check whether the scheme represents good

value for money. As part of the business case, an economic cost-benefit analysis is undertaken in which journey time savings, vehicle operating costs, accident reduction, and maintenance costs over 60 years are compared to the construction costs, and discounted to a base year for comparison. This information is presented along with an assessment across a range of environmental impacts including noise, air quality, landscape and social impacts of the options. The Technical Appraisal Report summarised this information.

The 3 options set out in the brochure are those we identified as most suitable in terms of meeting project objectives, budget and value for money.

During the option selection phase, we have worked with key stakeholders including local authorities, the South Downs National Park Authority, the Environment Agency, Natural England, Historic England, the emergency services, public transport operators and special interest groups. This has helped us understand the wide range of possible issues, risks and constraints to be considered.

### What standards do we have to follow when developing the designs?

We take a consistent approach to the design standards for new motorways and trunk roads, as set out in the Design Manual for Roads and Bridges (DMRB). It is approved by the Department for Transport (DfT) as the set of requirements to which all designs should conform.

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

The DMRB demonstrates the need for any new bypass in Arundel to be built to dual carriageway standard (two lanes in each direction), due to the level of traffic forecast for the opening year (2023).

In designing facilities and improvements for pedestrians, cyclists and equestrians we also follow DMRB standards. We also liaise with local authorities and the South Downs National Park Authority to help support the local network of footpaths, bridleways and byways. More details on this topic is provided in the A27 Arundel Bypass: Facilities for walking cycling and horse riding [non-motorised users (NMUs)] summary note.

### What happens next?

We are now consulting on the 3 options that best meet the scheme objectives, budget and value for money requirements. This consultation is taking place at an early stage of scheme development to gather feedback from the public on these options before deciding on which option to take forward.

After the consultation, we will consider and summarise your comments and responses in our Public Consultation Report, which we will submit to the DfT. We will also report on all the technical work done to date. This will then inform the decision on the preferred route. We will then publish a Preferred Route Announcement, which will set out the scheme that is to be taken forward. It may include some amendments to the initial proposals in light of the consultation feedback.

As the scheme progresses, we will develop a preliminary design for the preferred route and look at whether there are any opportunities to refine and improve it. For example, we will develop more detailed proposals for: environmental mitigation; facilities for pedestrians, cyclists and horse riders<sup>1</sup> and designs for bridges and other structures. These preliminary designs will be presented at the statutory public consultation in spring 2018.

Table 1 outlines the project next steps:

**Table 1: Project next steps**

Project next steps	Timescale
After considering your feedback alongside that from our stakeholders and partners, we will publish a Public Consultation Report.	Winter 2017/2018
Preferred Route Announcement.	Winter 2017/2018
Statement of Community Consultation will be published setting out the process for the statutory public consultation.	Spring 2018
Statutory public consultation on details of the preferred route.	Spring 2018
We will submit a Development Consent Order (DCO) planning application – required for all Nationally Significant Infrastructure Projects (NSIPs).	2019
The Planning Inspectorate will evaluate the scheme and DCO application.	2019-2020
A recommendation will be given to the government by the Planning Inspectorate. The government will decide whether to give the scheme consent.	2020
If planning consent is granted by the government then construction will commence.	2020
New road will open for traffic.	2022

<sup>1</sup> For details on our initial proposals for pedestrians and cyclists, please see our *A27 Arundel bypass: Facilities for walking, cycling and horse riding [non-motorised users (NMUs)] summary note*.