

A27 Arundel Bypass

Facilities for walking, cycling and horse riding (non-motorised users)

Introduction

This note describes our understanding of the needs of non-motorised users (NMUs) as they use or cross the A27, and the impacts the new infrastructure may have on the public rights of way network. It sets out the context for the facilities we would provide for each of the 3 bypass options, and how they connect would with the existing footpaths, bridleways and cycle paths.

Whilst outlining the context for funding to improve and maintain the strategic road network (SRN), the 2015 Road Investment Strategy (RIS) also states:

“The government is committed to improving active travel options, such as cycling and walking. Too often the SRN often acts as a barrier to these activities, so we are committed to improving access through building new bridges, crossings and cycle paths.”

We have prepared a baseline review of the current facilities and identified the need for linkages between different local communities and facilities, taking into account opportunities and proposals contained within the:

- West Sussex Walking and Cycling Strategy 2016-2026
- Arun Local Plan
- Arundel Neighbourhood Plan.

These findings and proposed linkages have been discussed with the local authorities.

What facilities are currently provided?

Figure 1 shows the current network of public rights of way in the area affected by our proposals.

What changes are we proposing to make to these facilities?

The proposed changes are described for each of the 3 Arundel Bypass options below. Detailed drawings are on display at the public exhibitions and on our website www.highways.gov.uk/a27arundel.

Option 1

Figure 2 provides an overview of the facilities for non-motorised users proposed as part of Option 1.

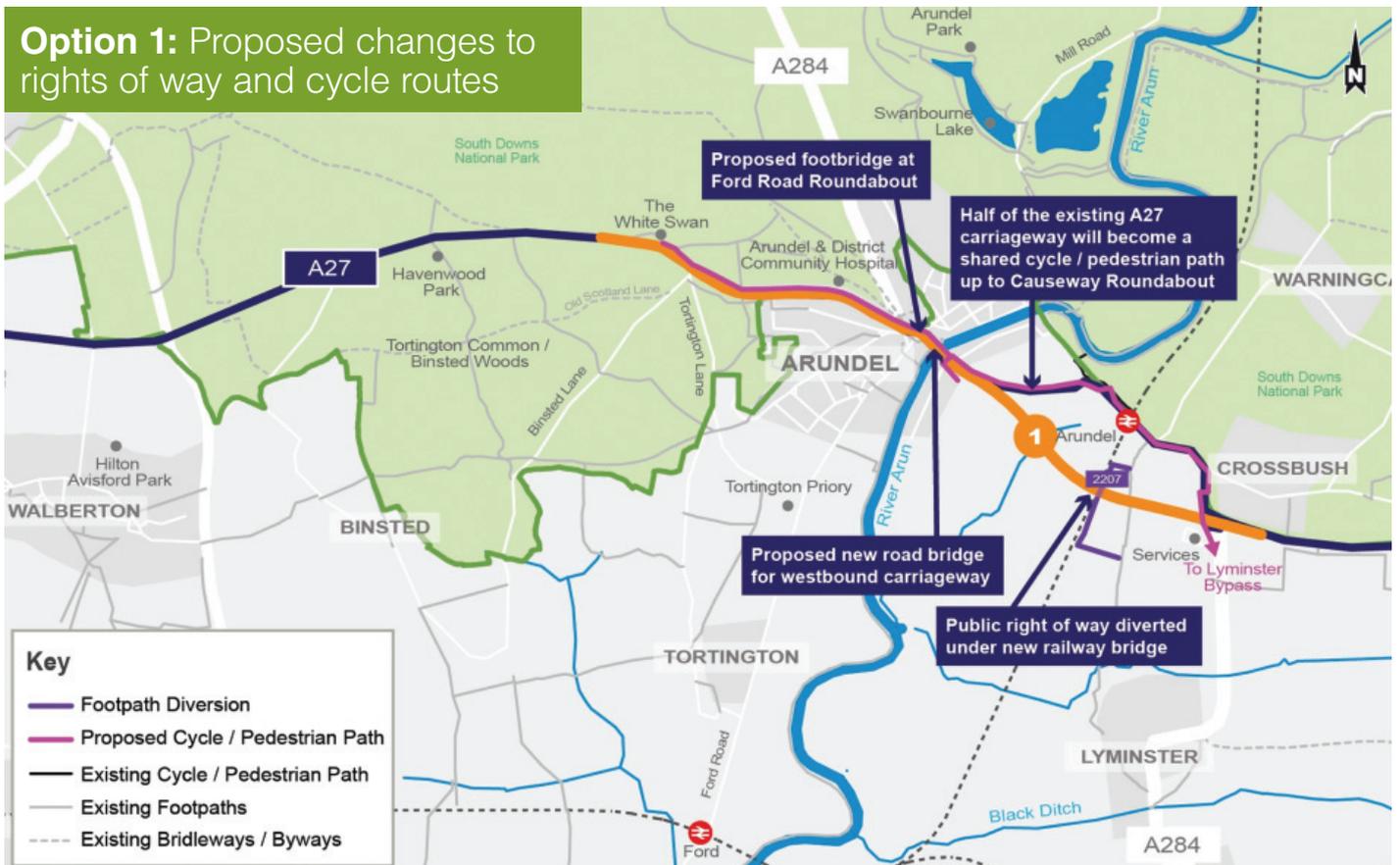
We anticipate that, by the time of construction of the A27 Arundel Bypass, the Lyminster Bypass will be complete which would connect with the A284 south of Crossbush junction. A pedestrian and cycle path will be provided alongside the new Lyminster Bypass. We will work with West Sussex County Council and Arun District Council to explore a jointly funded scheme to link this path to the new facilities we would provide in connection with our scheme.

Figure 1: Existing facilities for pedestrians, cyclists and equestrians



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Figure 2: Option 1: Proposed changes to rights of way and cycle routes



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We propose to provide a pedestrian and cycle path along the bypassed section of the existing A27 from Crossbush to the Causeway. This would connect with the existing cycle and pedestrian route that runs from Arundel Station to Queen Street.

A footbridge and dedicated pedestrian and cycle crossing facilities would be incorporated at the new signal controlled Ford Road junction to allow people to access the new path or cross the A27.

From Ford Road junction, the proposed pedestrian and cycle path would continue along the widened A27 as far as The White Swan Pub. The new road would be in a wider cutting and a one-metre verge strip would separate the path from the edge of the carriageway. Pedestrians and cyclists could then use the Old Scotland Lane bridleway (via Binsted Lane) as a link to Binsted and Walberton. The lane, however, would need some surface and drainage improvements if it was to be part of a recommended route.

Footpath 2207 between Lyminster and Arundel would continue to be available for pedestrians but it would be diverted to share a path alongside the railway, allowing it to go under the new road bridge proposed as part of Option 1 to enable pedestrians to cross the new A27 Arundel Bypass.

Diverting the A27 away from Station Road will make it easier for vehicles to turn into and out of Arundel Station and we would discuss with West Sussex County Council and the public transport operators what further enhancements may be desirable to improve access into the station so that it could function better as a public transport hub for Arundel and as a gateway for visiting the South Downs National Park.

Option 3

Figure 3 provides an overview of the facilities for non-motorised users proposed as part of Option 3.

The same arrangements would apply for pedestrians and cyclists as per Option 1 for links between Crossbush junction, Arundel Station and Ford Road roundabout. However, Option 3 would allow the whole of the existing A27 through Arundel to be

downgraded to a local road and for a pedestrian and cycle path to be provided within the width of the current A27 highway limits (this would be subject to discussion with West Sussex County Council). As with Option 1, this would allow a connection with Binsted and Walberton via the Old Scotland Lane bridleway.

Option 3 would cross the River Arun, its floodplain and Ford Road at an elevated level. The structure would allow for a footpath and cycleway to be provided along Ford Road (although such an improvement would be for West Sussex County Council to develop, in connection with new housing development in Ford as outlined in the Arun Local Plan). This is not shown on Figure 3.

The Arundel Neighbourhood Plan also describes the intention to provide an improvement to the towpath between Arundel and Littlehampton to provide a signed pedestrian and cycle path. Our structure over the River Arun would allow sufficient space under the bridge for a good standard of pedestrian and cycle route to be provided.

Four existing footpaths (3403, 3404, 342, 347) would be diverted between Tortington and Old Scotland Lane. Where the route crosses Old Scotland Lane bridleway, the proposal is for a wide bridge to give pedestrians, cyclists and horse rider's easy access over the bypass at this point.

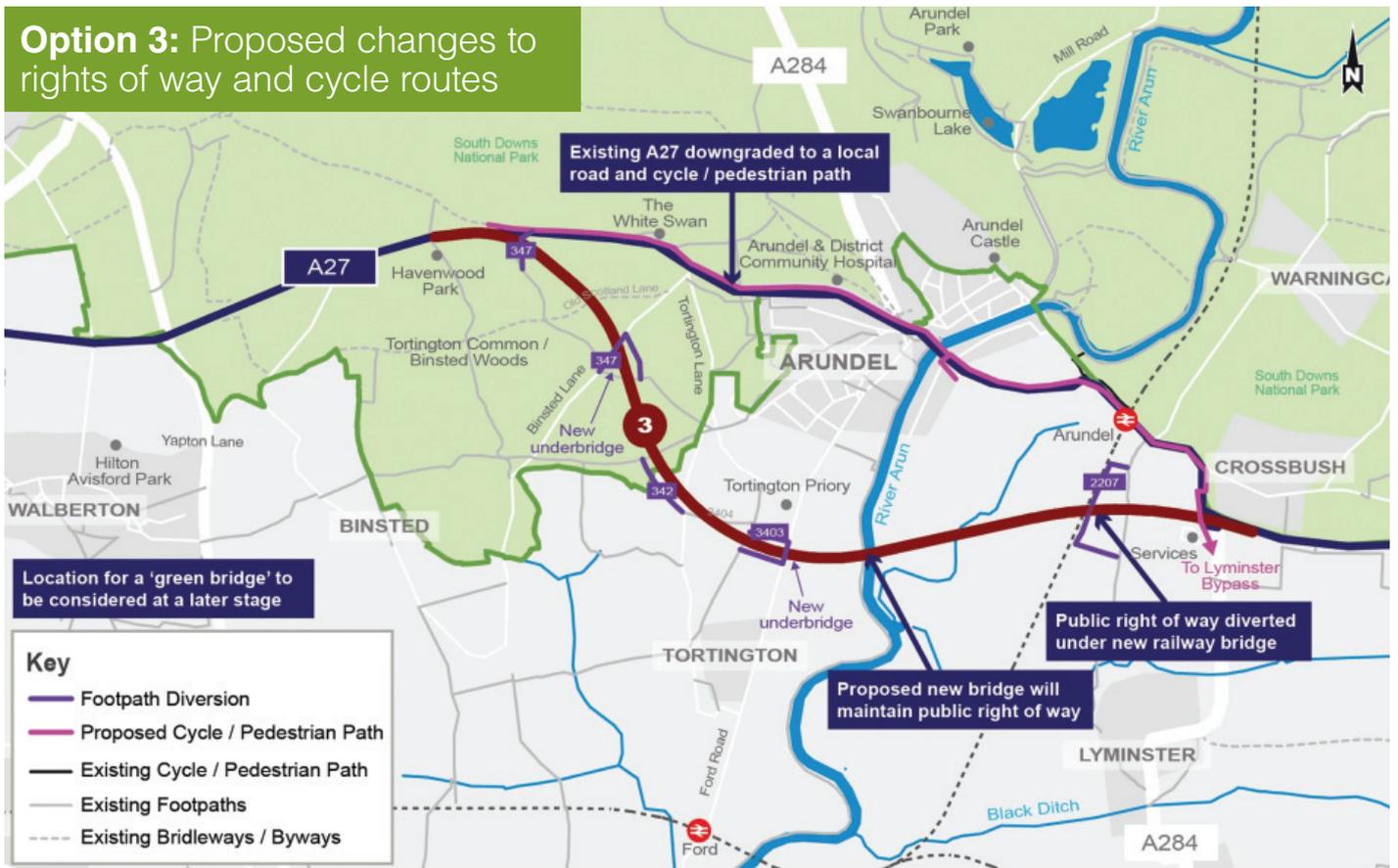
As a part of Option 3, a 'green bridge' will be considered. This is for nature conservation purposes and the precise location will be guided by this consideration.

Figure 4 provides an overview of the proposed facilities for non-motorised users as part of Option 5A.

The same arrangements would apply for pedestrians and cyclists as per Option 3 between Crossbush and Ford Road where the two route options begin to separate.

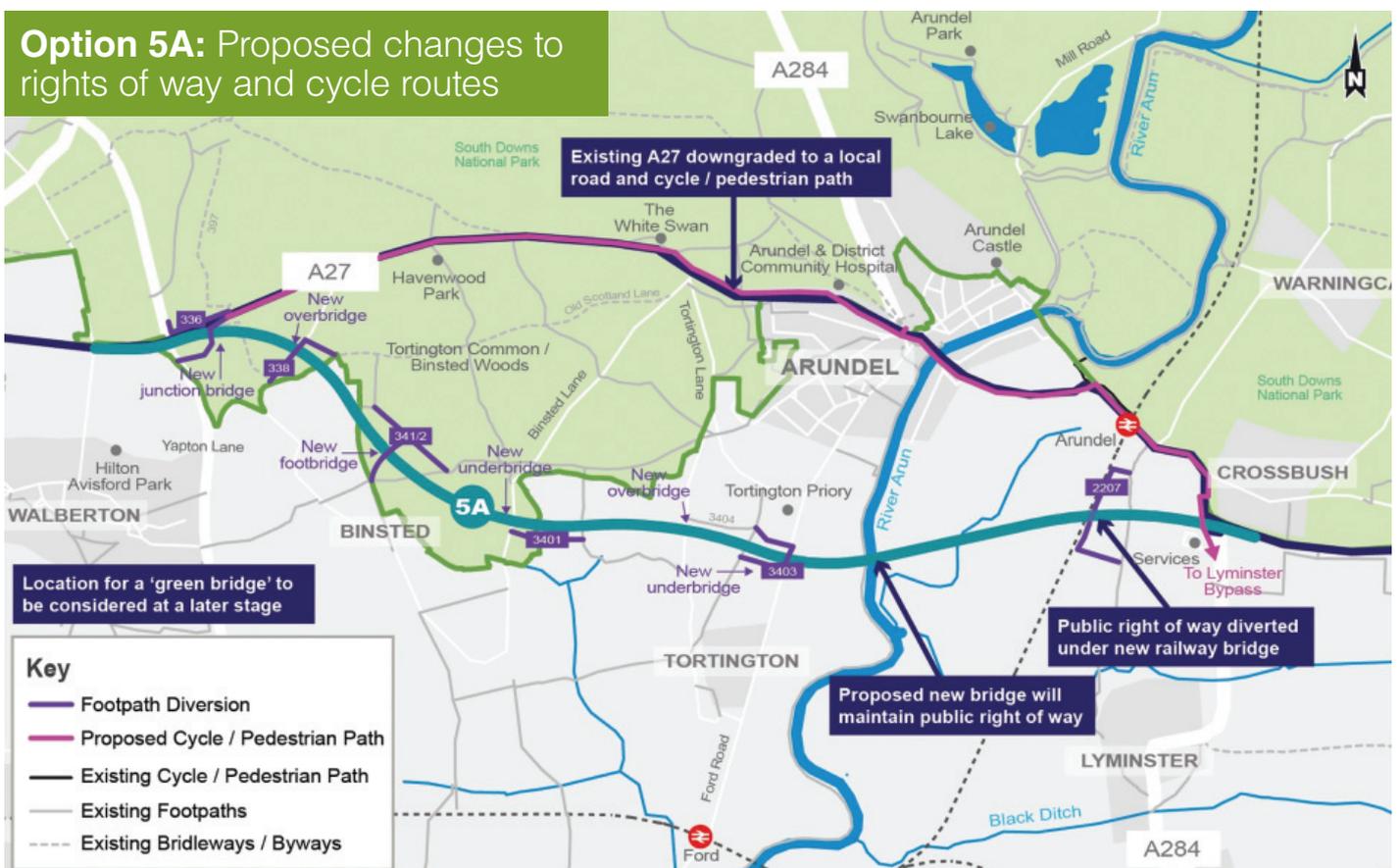
Footpath 3403 would be diverted using footpath 3404 and short section of rural lane. Further west between Binsted Lane and Tortington Lane, footpath 3401 would be diverted on the south side of the new

Figure 3: Option 3: Proposed changes to rights of way and cycle routes



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Figure 4: Option 5A: Proposed changes to rights of way and cycle routes



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bypass to Binsted Lane. Pedestrians would use a new footway alongside Binsted Lane to return to the footpath network north of the bypass.

To the south of Tortington Common/Binsted Woods, two footpaths (341 and 342) would be severed by the new bypass. The proposal is to divert one or both of them in the vicinity of the new A27 so they can share a footbridge over the new bypass.

The western end of Old Scotland Lane bridleway would be diverted to join Binsted Lane north of the bypass. Binsted Lane would cross above the A27 on a wide bridge which would allow cyclists, pedestrians and equestrians to have their own path separate from the carriageway as far south as the existing junction of Old Scotland Lane with Binsted Lane.

Where the new route joins the existing A27, a junction would be provided for vehicular access to Arundel to and from the west. This would involve a bridge over the new A27 where it curves into and joins the existing dual carriageway. A bridleway link (336) would be severed but a path would be provided throughout this new junction connecting Yapton Lane (B2132) north and south, and bridleway 397 to the north of the A27.

As a part of Option 5A, a 'green bridge' will be considered. This is for nature conservation purposes and the precise location will be guided by this consideration.

Horse riding

We have not shown any new facilities for horse riders within the scheme drawings, but we would welcome any comments on this topic. We are in discussion with the rights of way team at West Sussex County

Council and South Downs National Park officers to see what additional facilities may be required.

What happens next?

As a part of the A27 Arundel Bypass consultation we want to ensure that we clearly understand the needs of all road users. Please tell us what you think about our ideas and if there is anything you think we have missed. We will consider all the comments and suggestions received and where possible make improvements to better meet local needs.

How will these improvements be funded?

The new facilities outlined in this document will be funded as part of the A27 Arundel Bypass scheme. We will also be looking at the funding available for local authorities and other organisations to improve or provide routes that connect with or enhance our new facilities, through a funding source known as Designated Funds. These are funds set up as part of the RIS to complement routine maintenance and management of the strategic road network or major improvements in order to meet the strategy objectives set for walking, cycling, safety, integration and environment.

Further information

On the project website:

www.highways.gov.uk/a27arundel

the *Non-Motorised Users Context Report* provides further details.