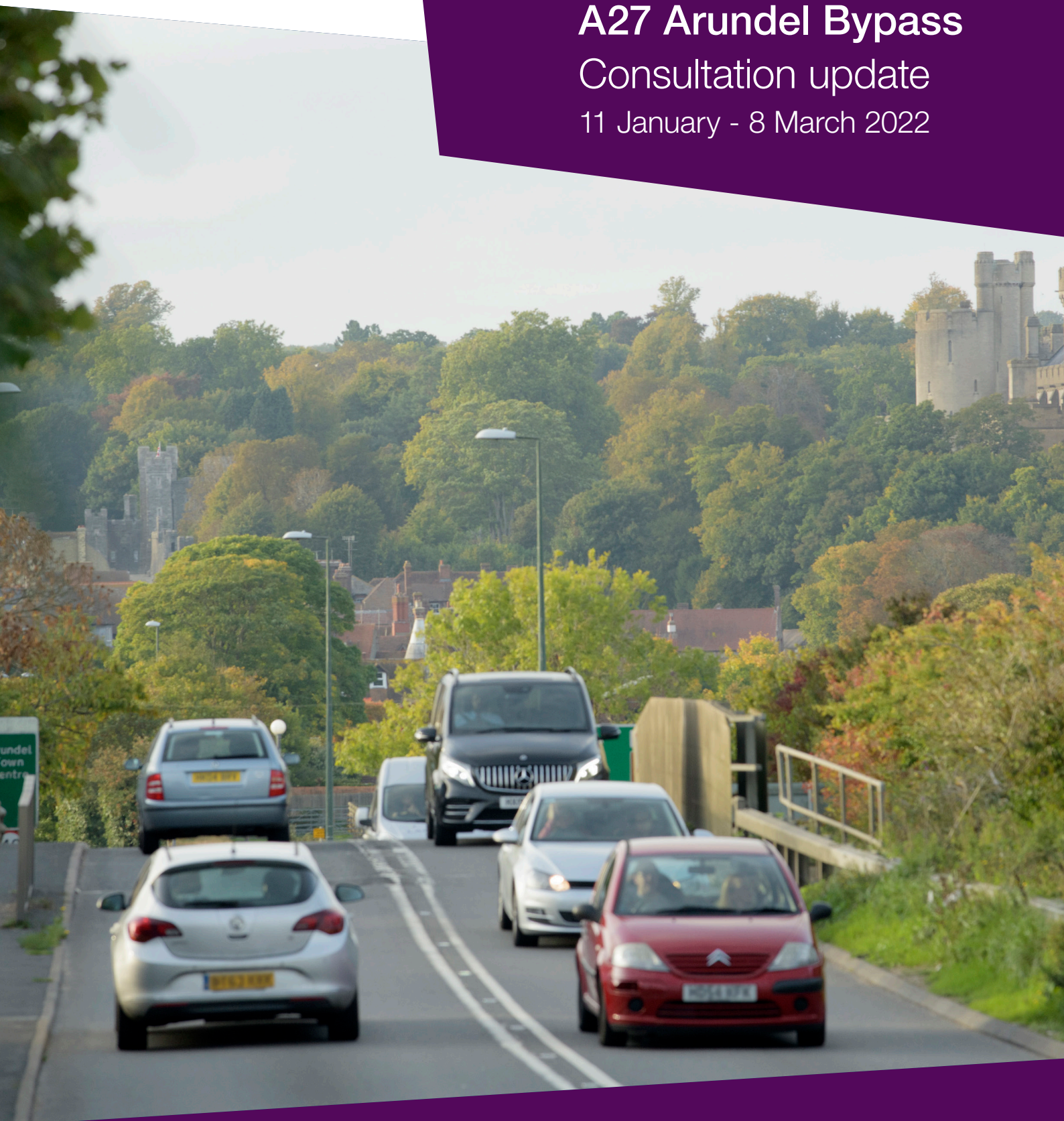


A27 Arundel Bypass

Consultation update

11 January - 8 March 2022



Statutory Consultation update

This Statutory Consultation Update presents an overview of the comments received in response to our consultation which ran from 11 January - 8 March 2022, including the numbers of responses we received. We asked for feedback on proposals for the A27 Arundel Bypass, the key benefits of the Scheme and its environmental effects.

We will also produce a more detailed Consultation Report, which will be submitted with our Development Consent Order application to build the Scheme. You can find out more about the next steps for the Scheme at the end of this document.

The objectives of the Scheme are to:

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

Delivering reliable journeys, keeping communities connected and improving safety.

The A27 connects many coastal communities and serves a combined population of more than one million people; it is essential to those who live and work in the area. Communities use the road to access services such as schools, hospitals and shops, and businesses rely on it to deliver goods and services.

Currently, the single carriageway section of the A27 through Arundel is highly congested, which leads to severe delays and unpredictable journey times. This makes it difficult for people to commute to work and access local services and for businesses to operate efficiently and transport supplies.

The A27 at Arundel forms part of a strategic road corridor for visitors and tourists making journeys to local attractions: the tourism industry is a key economic activity for West Sussex. Currently, the high levels of congestion and unreliable journey times hold back the potential for the tourism sector to flourish.

The A27 experiences an above average number of accidents compared with other rural A-roads. A high number of accidents are reported each year on the existing route between Crossbush Junction and Fontwell East Junction and figures are expected to increase further as predicted traffic levels grow into the future.

We want to play a part in solving these problems and deliver on the Government's commitment for the A27 Arundel Bypass which involves replacing the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road.

We are proposing a new dual carriageway which will be about 8 kilometres long, located to the south of the existing A27. In the west, the Scheme will tie-in to the east of the A27/A29 Fontwell (east) roundabout to the west of Arundel. In the east, the Scheme will tie-in at Crossbush junction.



The Statutory consultation

From 11 January to 8 March 2022, we held a public consultation to understand your views on our proposals for the Scheme. We held two different types of public consultation events at 11 different venues. The consultation events took place in a variety of venues near the proposed route as well as in the National Highways engagement van. Members of the team were available at all events to explain the proposals and answer questions.

We placed information about the proposed options and questionnaires at deposit points in various locations close to the Scheme. These were also made available on our website and were posted directly to residents and stakeholders affected by the Scheme.

We advertised the public consultation in local newspaper and media outlets. We also issued a consultation flyer, newspaper ads, social media posts, email notifications and letters advertising the consultation.

We received **4,229 responses to the consultation** through our dedicated channels. People responded by:

- Completing the online feedback form
- Completing a paper copy of the feedback form, or writing a letter, and posting it to us via our Freepost address
- Emailing the dedicated Scheme email address

People took part in our consultation in a number of ways:

- We had **4,412 visitors to our Scheme web page**
- We had **3,836 visitors to our virtual consultation room**
- More than **1,100 people visited our in-person events** where they were able to find out more about the designs for the Scheme, speak directly to the National Highways team and share their feedback.

Initial Consultation findings

When respondents were asked if they thought they would be impacted by the Scheme, some said it would improve their commute times and holiday journeys to the south coast and there would be less congestion in and around Arundel. However, others shared concern that the Scheme could increase congestion in Walberton and on local roads and some said we should design the Scheme so that there would be less congestion through Walberton.

At the same time there was concern about:

- The impacts the road would have on the environment, trees and woodland, including on the South Downs National Park
- The impact on people's health
- Pollution and noise

People asked if the design could include landscaping and tree planting to positively contribute to the environment. Some respondents said more detailed information on environmental impacts would help them to make more informed decisions.

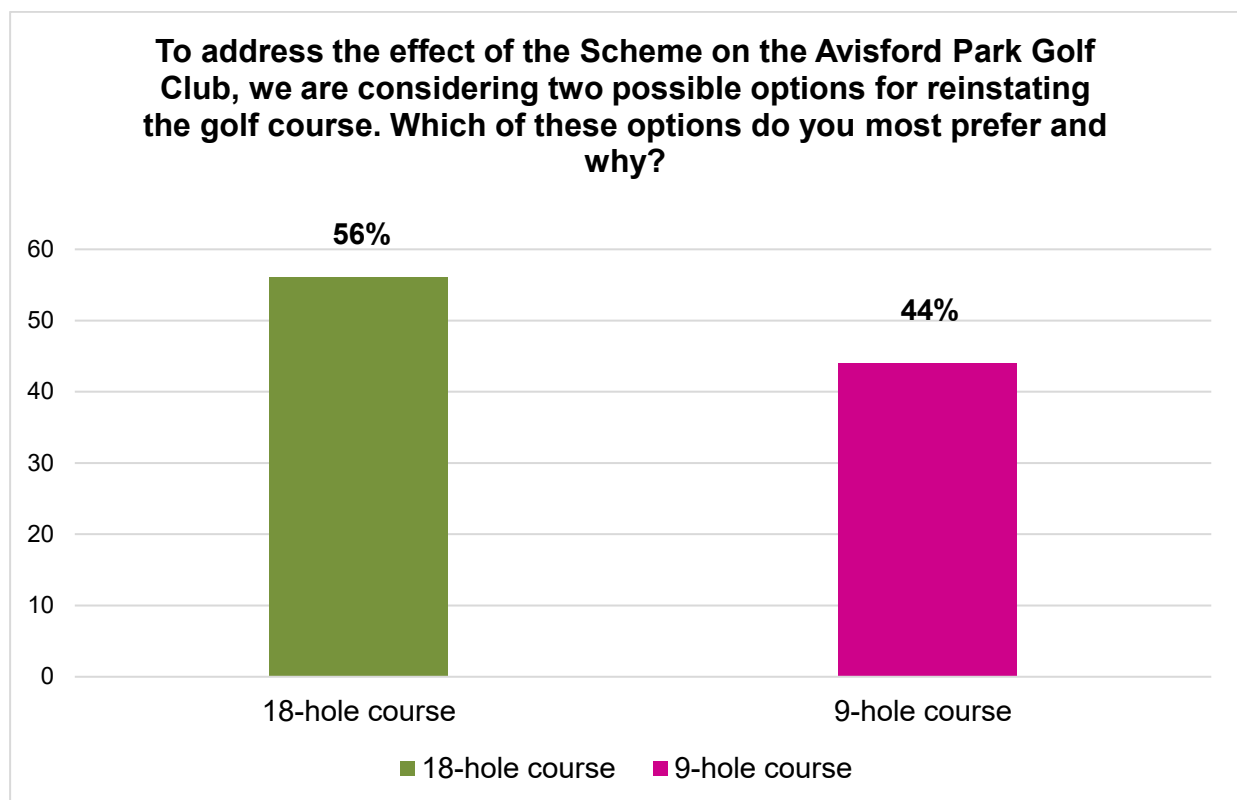
Respondents suggested different changes to the Scheme's design and also sought clarity on how many properties would need to be demolished to build it. There were also suggestions for several locations that could be used for environmental enhancements, such as the woodland between Arundel and Binsted, Oakcroft Meadow area, the Greenpower Education Trust, areas around Fordingbridge and the fields adjacent to Yapton Lane.

Some suggested that the Scheme should consider including a junction at Ford Road. Other respondents were unclear on the process for confirming the Grey route as the preferred route in 2020, with some responses showing a preference for the Magenta route or the "Arundel Alternative".

We have included graphs below to demonstrate the answers we received where we asked people to pick an option. The rest of the questions we asked at this consultation were free text questions and therefore we have presented the themes that emerged in this report.

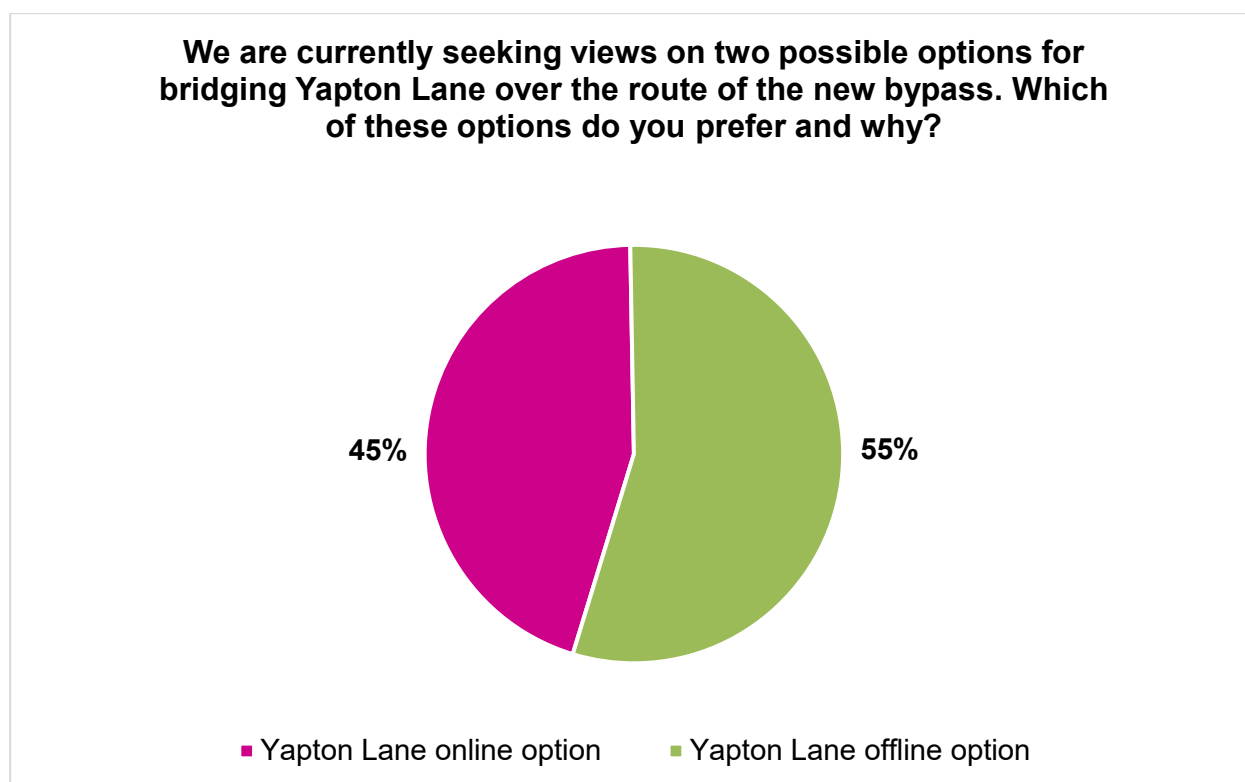
Golf course options

When we asked about the two possible options for reinstating the golf course at Avisford Park Golf Club, most respondents chose not to answer or did not state a preference. However, of those who did state a preference, 56% preferred the 18-hole course option and 44% preferred the nine-hole option.



Yapton Lane options

When asked about the two bridging options for Yapton Lane over the route of the Scheme, 55% of respondents who answered the question preferred the option where Yapton Lane bridges the Scheme with a cutting of approximately 4 metres, without a junction – this is known as the ‘offline’ option, and 45% preferred a junction with the Scheme passing under Yapton Lane, with a cutting at a depth of approximately 8 metres – this is known as the ‘online’ option.



In relation to the existing A27, which will be detrunked, respondents suggested reducing lane widths and dedicating the space created to pedestrians, cyclists and horse riders – and requested improvements to cycling and walking links between Crossbush and Arundel. Others called for the speed limit to be reduced on the existing A27 and across the Scheme, to make it safer for non-motorised users.

When asked for any further comments, some respondents wanted the Scheme to be built as soon as possible. Others expressed concern regarding potential impacts on communities including Walberton and queries were also raised over the cost of the Scheme. Some respondents said the Scheme would benefit people travelling through West Sussex on the A27, those in and around Arundel, and villages including Bury, Pulborough, Storrington, Amberley and Houghton.

Next steps

1. We're continuing to work through the comments we received in detail and we are considering some design changes based on the feedback. We're also taking into account the outcomes of our detailed discussions with local authority councillors and officers, environmental organisations, community groups, landowners and other stakeholders. If changes to the design are necessary, we will consider whether further consultation on those changes is required. We will continue to keep you informed if this happens.
2. Once analysis of all consultation feedback is complete, we will produce a detailed Consultation Report which will be submitted with our Development Consent Order (DCO) planning application to build the Scheme.
3. Whilst we will not be providing individual responses to all comments received during the consultation, the Consultation Report will explain how the comments and feedback received have shaped the further development of the Scheme being applied for.
4. You will be able to fully understand how your comments have been taken into account in the proposals for the Scheme once the Consultation Report is published on the Planning Inspectorate (PINS) website (infrastructure.planninginspectorate.gov.uk/projects/south-

[east/a27-arundel-bypass/](#). This will happen once the application has been accepted by the Planning Inspectorate.

5. Once the application is accepted by the Planning Inspectorate, on behalf of the Secretary of State, an Examining Authority will consider the application and any representations over a period of six months – the Examination. There will be opportunities throughout this period for members of the public and consultees to provide further comments on the Scheme and participate in the Examination.
6. The Examining Authority will then be given three months to report its recommendation to the Secretary of State, who has a further three months to make a final decision on whether to grant a DCO for the Scheme.

Thank you

We would like to thank everyone again who participated in the statutory consultation. The number of responses we received has shown us that there is a high level of interest in the proposals for improvements to the existing A27 in relation to the A27 Arundel Bypass scheme. We are committed to developing and delivering a Scheme which brings significant benefits to the local area, the community and its road network users.

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