



Highways England
FREEPOST A27 ARUNDEL

Our Ref: NL/sjq

Please ask for:
Mr Nigel Lynn
01903 737600

Dear Sir/Madam

A27 Improvement Scheme at Arundel – Further Consultation Response

Thank you very much for the opportunity to respond to your Further Public Consultation exercise.

A special meeting of the Full Council took place on 10 October 2019 at which Councillors had a full debate on the Highways England Consultation.

Arun District Council confirms that it is overwhelmingly in support of improvements to the A27 at Arundel for the reasons set out in the Highways England document, in particular around the positive economic impact on Arundel, the surrounding area and its contribution to the wider strategic transport network.

There is also overwhelming support from the Council for an offline solution. Of the options put forward by Highways England the Council supports Option 4/5V1, Magenta. This is seen as providing the best balance in terms of least impact on residents and least loss of ancient woodland, whilst achieving the overall aims of the project.

There is no support for routes 1V5, 1V9, 4/5V2 and %BV1 (Cyan, Beige, Amber and Grey). Whilst there is limited support for Crimson, as this could deliver a number of the improvements needed, the Council recognises the environmental impact on areas designated as ancient woodland. It was therefore not seen as the best route.

The Council has considered a number of other factors and would strongly urge Highways England to consider the following:

- a) To consider all potential opportunities on any preferred route corridor, which would further reduce the impact upon residents and the environment. I know that you will be undertaking this as part of your work leading to Stage 3 and beyond, but officers will be available to discuss any and all opportunities to limit the impact of the Improvements to residents and the environment. It follows that b) will be the focus of your ongoing work but this issue has been a key “ask” for many years and iterations of Bypass proposals; it is perhaps more important now than ever before.
- b) To construct any bypass and consequential embankment, viaducts and bridges to the highest possible architectural standard and to take appropriate account of any potential flooding issues.

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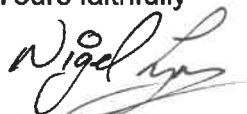
- c) To consider amending any 'off-line' preferred route to provide a junction between the proposed A27 Bypass and Ford Road to improve accessibility to and from communities (existing and proposed) south of the South Coast Mainline Railway and the residential amenity of residents in Ford Road, Arundel. The issue of a junction with Ford Road is seen by all as critical to the wider area. A southbound junction would to reduce rat-running, provide for the extra traffic generated by new development to the south and allow for HGVs to get onto the trunk network sooner, as well as providing resilience and relief to the A259. A northbound access/egress arrangement is not supported, as this would compound the current congestion at the north end of Ford Road.
- d) The Council would welcome further investigation into the routing of Footpath 2207 at Crossbush, with the potential for an on-line footbridge rather than a diversion that is routed close to the Arun Valley Railway. It is unclear why the crossing of FP2207 over the new road at Crossbush has been dealt with in the proposals by way of a diversion (under the railway bridge). Other crossings have been provided with a footbridge; this seems a location where a footbridge could span the cutting with minimal intrusion into the views, as well as avoiding directing users towards a potentially dangerous location.
- e) The Council would encourage Highways England to consider using the port of Littlehampton and the River Arun to barge aggregate and other construction materials to the construction site.
- f) The Council would encourage Highways England to support, through their 'Designated Funds', the creation of a cycleway between the South Downs National Park via Arundel to the coast, along the River Arun and improved parking for commuters, tourists and residents at Ford Railway Station.

With regard to these issues, I will expand upon them as follows:

- e) It seems to be a sensible matter to consider using the River to help reduce the carbon footprint of the scheme and to save some traffic congestion on roads local to the construction site.
- f) The use of your designated Funds towards supporting a riverside north/south cycleway would be very much welcomed in many ways; for the benefit of commuters, visitors to the South Downs National Park, and residents and visitors generally.

In summary, I would again thank you for the opportunity to respond to your Further Public Consultation and confirm that Arun District Council's preferred option, with overwhelming support, is for Option 4/5AV1 (the Magenta route). I would also say that there is continuing officer availability to help provide the best outcome for the District as a whole.

Yours faithfully



Mr Nigel Lynn
Chief Executive