



Safe roads, reliable journeys, informed travellers

A27 ARUNDEL, WORTHING & LANCING, POSITION STATEMENT

Highways Agency

A27 Arundel, Worthing & Lancing, Position Statement

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1 A27 ARUNDEL, WORTHING & LANCING, POSITION STATEMENT**1.1 Purpose of this position statement**

1.1.1 This position statement is to advise of the current position with the following schemes:

- A27 Arundel improvement; and
- A27 Worthing & Lancing improvement.

1.2 Background

1.2.1 In 2014, the Department for Transport (DfT), commissioned a A27 corridor feasibility study to meet the following objectives:

- Identify and assess the case, deliverability and timing of specific infrastructure investments that best address existing and future priority problems on the A27 corridor;
- Understand the balance of benefits and impacts from potential individual investment proposals and any additional benefits or impacts from potential packages of investment in the national and local transport networks; and
- Evidence, where possible, the wider economic impacts from the transport investment in the corridor.

1.2.2 In December 2014, the Government announced the Road Investment Strategy: Investment Plan, drawing upon the conclusions of the feasibility study to announce:

“We are therefore announcing an investment package worth around £350 million and consisting of the following:

- *A27 Arundel bypass – a new dual carriageway bypass to link together the two existing dual carriageway sections of the road. The starting point will be the previous preferred route, subject to consultation with the National Park Authority, local government and the public on this, and alternative options.*
- *A27 Worthing and Lancing improvements – improvements to the capacity of the road and junctions along the stretch of single carriageway in Worthing and narrow lane dual carriageway in Lancing. The extent and scale of the improvements, including the option of full dualling, are to be agreed in consultation with West Sussex County Council and the public.”*

1.3 Overall timetable

1.3.1 The timetable for these schemes is detailed within the Highways England Delivery Plan, published March 2015, <https://www.gov.uk/government/publications/highways-england-delivery-plan-2015-2020>.

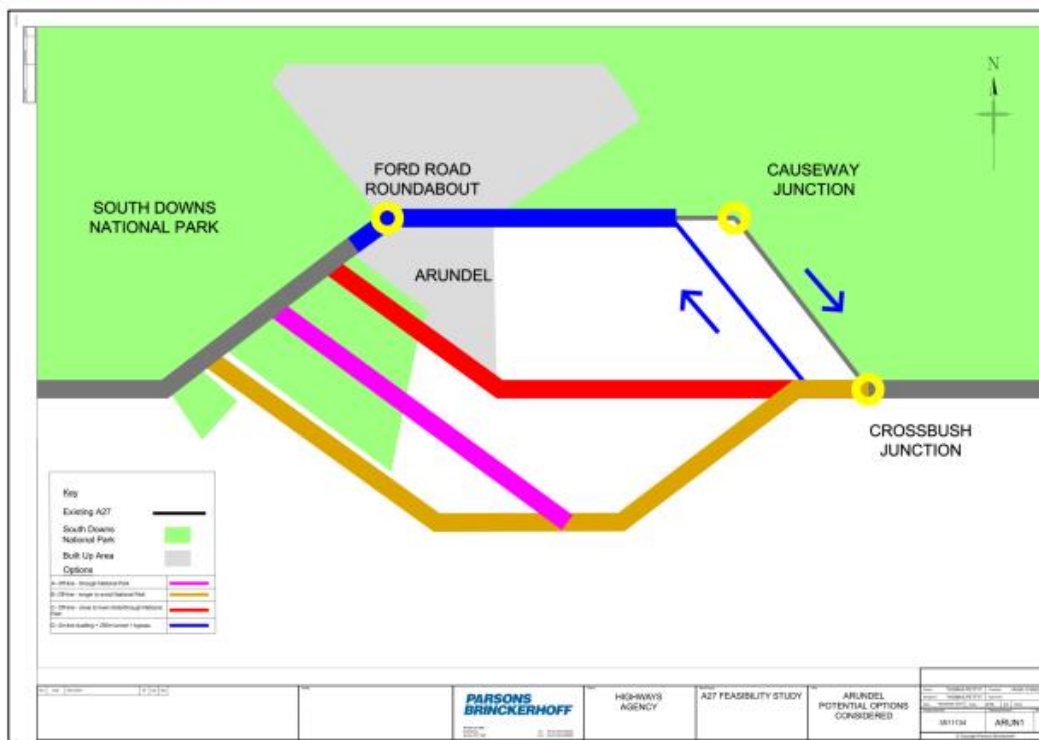
1.4 Consultation

1.4.1 The schemes are likely to be considered to be Nationally Significant Infrastructure Projects (NSIP) and therefore it is expected that applications will be made for Development Consent Orders (DCO).

1.4.2 For a DCO application, pre-application consultation is required.

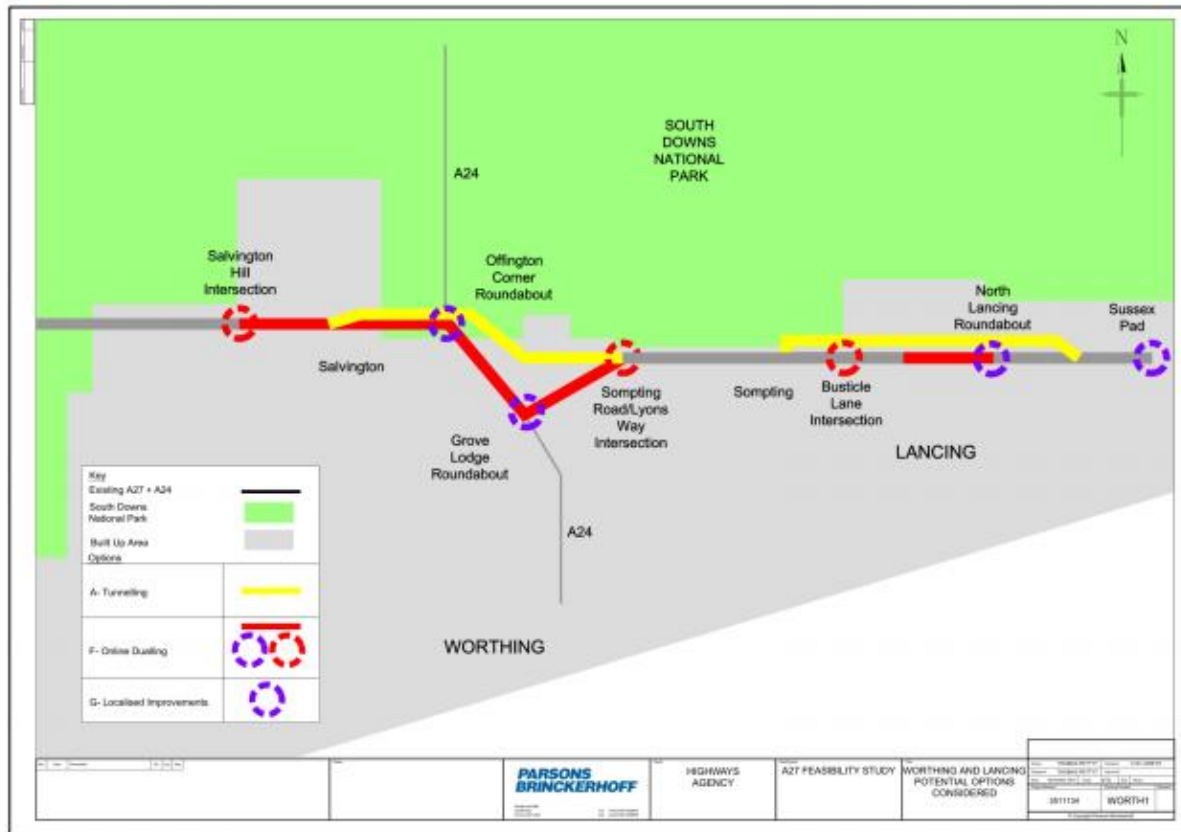
- 1.4.3 Indeed it is considered that early involvement of local communities, local authorities and statutory consultees can bring significant benefits to all parties.
- 1.4.4 Some engagement has already taken place with the local highway authority and local planning authorities. Following the general election purdah period, it is intended to widen stakeholder engagement.
- 1.4.5 A meeting took place with the highway authority, West Sussex County Council, in January 2015 to discuss the extent of the traffic model to be developed. A meeting with Local Planning Authorities affected by the projects and West Sussex County Council was held in March 2015, to discuss the potential scheme objectives and options and how they align with those of the emerging local plans and the South Downs National Park's position statement for the A27.
- 1.5 A27 corridor Feasibility Study, figures of options**
- 1.5.1 For information, the figures of options from the A27 corridor Feasibility Study, for Arundel and Worthing-Lancing, are provided below.
- 1.5.2 The A27 corridor Feasibility Study, was published in March 2015:
<https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports>

Figure A-1: Arundel Options



A27 corridor Feasibility Study, figure of options for Arundel

Figure A-2: Worthing and Lancing Options



A27 corridor Feasibility Study, figure of options for Worthing and Lancing