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**October 2015**



# A27 ARUNDEL IMPROVEMENTS STAKEHOLDER MEETING JULY 2015

*Highways England*

3511134AIM – PTG / PIN - 551523

***Draft***



# **A27 Arundel Improvements Stakeholder Meeting July 2015**

**3511134AIM – PTG / PIN - 551523**

**Prepared for**  
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## **1 INTRODUCTION**

### **1.1 Road Investment Strategy**

1.1.1 The Roads Investment Strategy (RIS) issued by the Government in December 2014 included the proposal to invest around £350 million to transform the A27, with potential for a new bypass at Arundel to complete the 'missing link' It also includes further improvements around Worthing, Lancing and some improvement east of Lewes. These schemes will improve the operation of the A27, supporting the development of local economies by mitigating the impact of several notorious congestion hotspots.

1.1.2 The A27 Corridor Feasibility Study (<https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports>) was published in March 2015. In the accompanying leaflet it was explained that the next stage was to *“develop and assess a range of options to inform consultation with key stakeholders” and “engage more widely with local stakeholders on the A27 improvements at Arundel and Worthing / Lancing.”*

1.1.3 In relation to Arundel the scheme is intended “to develop 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.”

### **1.2 Background to the Stakeholder Meeting**

1.2.1 Highways England considers information from local users and organisations that rely on the strategic road network (SRN) to be vital to develop the best possible option for the SRN.

1.2.2 The purpose of this Stakeholder Meeting was to bring together key local stakeholders to communicate and engage with them about the current state of the project. These comprised stakeholders invited to the Reference Group of the A27 Feasibility Corridor Study with the addition of local authority representatives, MPs, residents groups and large landowners directly affected by potential road improvements. The Event was also aimed at capturing the views of the key stakeholders about such improvement concepts as well as scheme objectives against which any scheme should be assessed.

1.2.3 To keep the meeting manageable in terms of space and purpose only one representative of each stakeholder organisation was therefore invited, together with one member and one officer from each relevant Local Authority, West Sussex County Council and the South Downs National Park Authority to ensure equal representation amongst stakeholders.

1.2.4 This report documents the process and outcomes of the event which covered the A27 Worthing/Lancing Improvements scheme.

### **1.3 Report structure**

1.3.1 This report provides a summary of the event and is set out as follows:

- Section 2: Attendees
- Section 3: Meeting (i.e. structure and findings of the meeting)

- Section 4: Feedback
- Section 5: Summary and next steps
- Appendices

#### **1.4 Venue, date and agenda**

1.4.1 The event was held at the Avisford Park Hilton Hotel, Yapton Lane, Arundel on 16th July 2015 from 7.00pm to 9.30pm.

1.4.2 The invitees were sent an agenda (see Appendix A – Agenda of the event) and a briefing note containing the contextual information of the study and logistical details, including directions on how to get to the venue.

#### **1.5 Structure of meeting**

1.5.1 The event was structured into four main parts:

- An introductory presentation
- An active session for attendees - which included an individual exercise, a breakout session (with attendees split into three groups) and a comment session.
- A question and answer session
- A summary of the event and explanation of the next steps.

1.5.2 The event was facilitated by a WSP I PB member of staff with no involvement in the scheme: Lynne Ceeney. The Event was introduced by Paul Harwood of Highways England and Colin McKenna of WSP I PB. The facilitation of the breakout groups and note taking was carried out by Highways England and WSP I PB staff. Attendees were asked to be open and honest in their comments with the safeguard that individual comments made would not be attributed in the note of the meeting.

1.5.3 Details of the breakout groups, facilitators and note-takers are provided in Appendix B – Breakout groups, facilitators and note-takers.

1.5.4 Instructions were provided for the attendees on a presentation slide at the start of each exercise/breakout session to detail their purpose and desired outcomes. A copy of the presentation material (excluding the “Design Concepts” slide) is included in Appendix C – A27 Arundel improvements presentation.

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**2 ATTENDEES****2.1 General**

- 2.1.1 Invitations to the event were sent out to 28 different organisations and local authorities. These organisations covered a wide range of public organisations/ services and private enterprises. A list of the organisations and local authorities invited to attend is included in Appendix D – List of organisations and local authorities invited.
- 2.1.2 Of those invited, 26 individuals attended representing 22 organisations. Tony Dixon of Ford Enterprise Hub attended as an observer. A list of attendees and the breakout groups they were a part of is included in Appendix B.

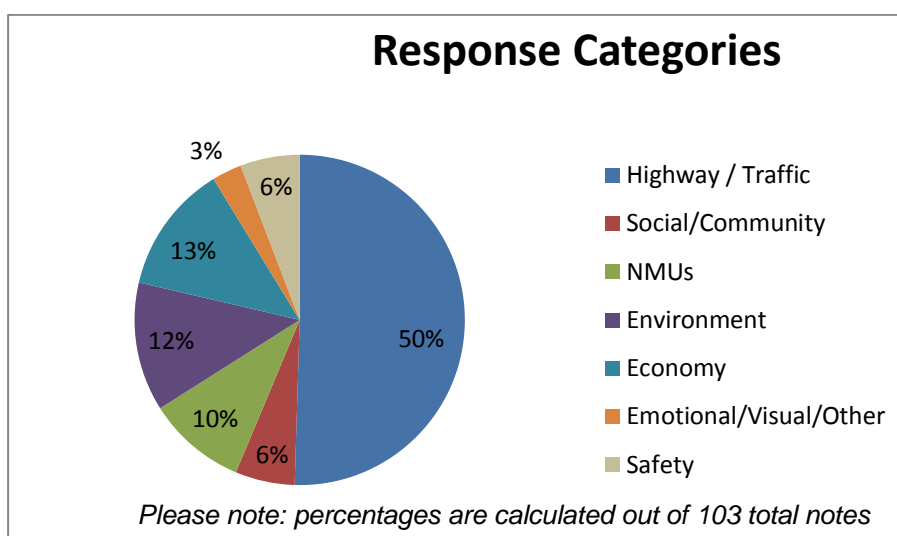
### 3 MEETING

#### 3.1 Individual exercise

3.1.1 Following the introductory presentation, stakeholders were asked to write down on a Post-it note: "What don't you currently like about the A27 and what needs to be fixed?"

3.1.2 A total of 103 notes were collected and divided into categories: Highway / Traffic, Social/Community, Non-Motorised Users (NMUs), Environment, Economy and Emotional/Visual/Other. The breakdown of responses is shown in Figure 3-1.

3.1.3 As illustrated, half of the comments regarded concerns and issues with the state of the A27 and the traffic issues associated with this.



**Figure 3-1: Individual exercise responses (breakdown by category)**

3.1.4 Some of the issues highlighted in terms of highway / traffic included rat running through nearby routes and congestion, resulting in a negative impact on the local economy and the environment.

3.1.5 Individual responses can be found in Appendix E – Detailed responses from individual exercise.

#### 3.2 Breakout session

3.2.1 Colin McKenna from WSP | Parsons Brinckerhoff presented the different design concepts currently being considered and explained that they were currently only indicative. Attendees were divided into three groups and asked to discuss advantages and disadvantages of each concept and report back after the discussion

3.2.2 The detailed responses from this session are included in Appendix F – Detailed responses from breakout session.

### **3.3 Comment session**

3.3.1 After the breakout session, attendees were shown three posters:

- Objectives of the improvements
- List of stakeholders invited
- Design considerations

3.3.2 They were asked to add (using Post-It notes) what objectives, stakeholders and design considerations they felt were missing from the posters.

3.3.3 The detailed responses from this session are included in Appendix G– Stakeholder suggestions. Appendix H also includes suggestions received after the event by email.

### **3.4 Question and answer session**

3.4.1 This session was chaired by Paul Harwood from Highways England and the floor was opened to general questions.

3.4.2 Questions were raised during this section of the meeting and respective answers are included in Appendix H– Q&A. Appendix I also includes questions raised in other parts of the event.

### **3.5 Summary and next steps**

3.5.1 Paul Harwood closed the meeting by explaining the next steps of the scheme, primarily the analysis of traffic survey data and further option development, and informed stakeholders that a further meeting could be expected later in the year.

## 4 FEEDBACK

### 4.1 General

4.1.1 A feedback form was distributed to all at the end of the event (Appendix –I Feedback).

4.1.2 10 forms were returned completed. Overall there was a good level of satisfaction with the event:

- “Did you find this meeting useful?” - 100% of respondents agreed or somewhat agreed.
- “Did you find this meeting interesting?” - 80% of respondents agreed.
- “Did you find this meeting well organised?” - 90% of respondents agreed

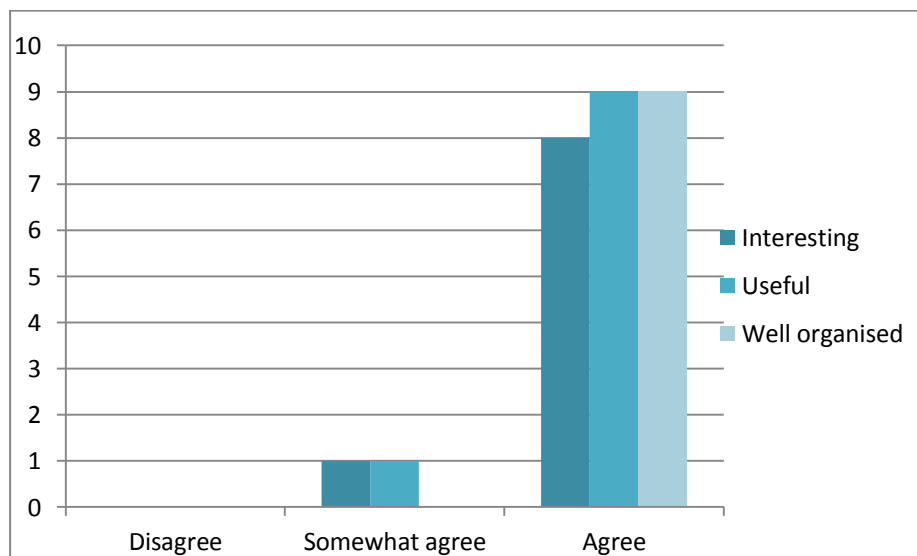


Figure 4-1: Feedback

4.1.3 Six comments were also made. The detailed feedback provided by the attendees is included in Appendix I.



## **5 SUMMARY AND NEXT STEPS**

### **5.1 Summary**

- 5.1.1 This report documents the outcome of the A27 Arundel Stakeholder Meeting held in Arundel on the 16<sup>th</sup> of July 2015. There were 26 attendees representing 22 organisations, excluding Highways England and WSP | Parsons Brinckerhoff.
- 5.1.2 The event included an individual exercise, a breakout session, a comment session and a question and answer session.
- The individual exercise focussed on identifying the current issues that stakeholders have with the A27 as well as what they felt needed improvement.
  - The breakout session consulted on the different concepts currently being considered and asked stakeholders to provide their opinion, including advantages and disadvantages of each option.
  - The comments session allowed attendees to provide further suggestions on scheme solutions and comment on current objectives for the scheme. Attendees were also able to suggest other stakeholders that should be included in the communication list.
  - The questions and answer session provided delegates with an opportunity to debate any general queries relating to the scheme.

### **5.2 Discussion**

- 5.2.1 Feedback from the meeting showed a high level of satisfaction with the usefulness, interest and organisation of the meeting.
- 5.2.2 The points made concerning the problems of the existing A27 at Arundel are covered within the findings of the A27 Feasibility Study. The severance effect of the road, cutting off the southern part of the town from the town centre, the lack of cycling facilities and the rat-running that occurs to avoid Arundel, however, were issues given more prominence at the meeting than in the Study report.
- 5.2.3 The case made by Highways England and contained within the A27 Feasibility Study for improving the A27 route through Worthing and Lancing was challenged by at least one attendee who considered that public transport improvement options should be considered before or alongside road improvement options.
- 5.2.4 The range of comments made on the design concepts will provide a useful input for next stage of scheme development and could provide a useful reference for future discussion with stakeholders when they have been considered in more detail by the design team.

### **5.3 Next steps**

- 5.3.1 Following this meeting, stakeholders' comments will be considered during option development. In particular note will be taken of where one concept has been preferred to another by a majority of stakeholders.
- 5.3.2 The stakeholders' comments have also pointed up areas where further explanation may be necessary for future engagement and communication purposes.

- 5.3.3 Another workshop will be scheduled for later in the year to update stakeholders on option development following the traffic surveys and seek further design comments.

## APPENDIX A – AGENDA OF THE EVENT




### Agenda

#### **A27 Arundel Stakeholder Meeting**

16<sup>th</sup> July 2015 – 6.30pm to 9.30pm  
Avisford Park Hotel, Arundel

- 
- |   |                           |
|---|---------------------------|
| 1 | Welcome and Introductions |
|---|---------------------------|
- 
- |   |   |
|---|---|
| 2 | A27 Feasibility Study and Current Work<br>Presentation by Highways England and Consultants WSP   Parsons Brinckerhoff |
|---|---|
- 
- |   |  |
|---|--|
| 3 | Sticky Note Exercise<br>'What you don't like about the A27 and what needs fixing?' |
|---|--|
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|---|----------------------------|
| 4 | Workshop Exercise Briefing |
|---|----------------------------|
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|---|------------------|
| 5 | Workshop Session |
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- |   |   |
|---|---|
| 6 | Opportunity to Inspect the Workshop Outputs |
|---|---|
- 
- |   |            |
|---|------------|
| 7 | Next Steps |
|---|------------|
- 
- |   |                             |
|---|-----------------------------|
| 8 | Question and Answer Session |
|---|-----------------------------|
- 
- |   |                  |
|---|------------------|
| 9 | Close and Thanks |
|---|------------------|
-

## APPENDIX B – BREAKOUT GROUPS, FACILITATORS AND NOTE-TAKERS

A 	B 	C 
Facilitator Peter Phillips (Highways England) Note taker Alex Blyth (WSP PB)	Facilitator Stephen Gee (WSP PB) Note taker Tom Beasley (WSP PB)	Facilitator Andrew Merritt (WSP PB) Note taker Nigel Easey (WSP PB)
Iain Reeve - Coast to Capital LEP	Andy Beattie SDNPA	Steve Ankers - South Downs Society
Mike Elkington - WSCC	Norman Dingemans - SDNPA	Jamie Fielding - Environment Agency
Pieter Montyn - WSCC	Kathleen Covill - Natural England	Caroline Wood - Coastal West Sussex Partnership
Chris Todd - Campaign for Better Transport	Karl Roberts - Arun District Council	Peter Knight - Norfolk Estates
Caroline Harriott - Lyminster and Crossbush Parish Council	Cllr Ricky Bower - Arun District Council	Nick Herbert - MP Arundel and South Downs
Kay Wagland - Arundel SCATE	Cllr Mr Trevor Ford - Ford Parish Council	Derek Waller - Advisor to Nick Herbert MP
Anna Budge - National Trust Slindon Estate	Sylvia Verrinder - SSALC	Bill Treves - Arundel Bypass Neighbourhood Committee
David Johnson - CPRE Sussex	Paul Harding - GTR / Southern Railway	Mayor James Stewart - Arundel Town Council
	Nigel Draffan - Angmering Park Estate	Sue Wallsgrove – Walberton Parish Council

## APPENDIX C – ARUNDEL IMPROVEMENTS PRESENTATION



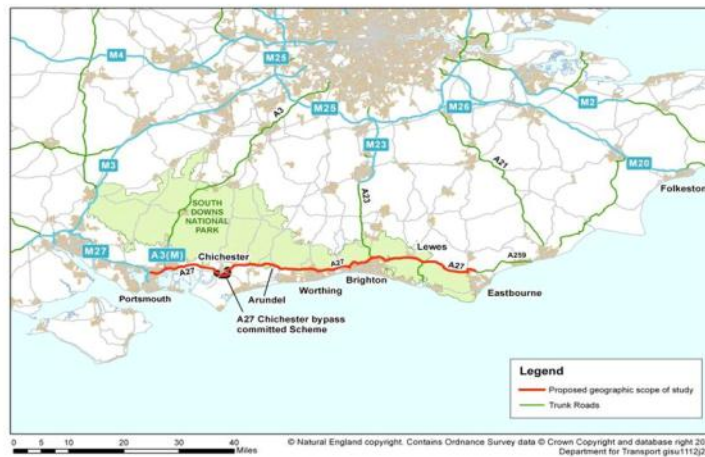
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### A27 Feasibility Corridor Study

- We wish for you to speak as freely and open as possible – Any comments will not to be attributed to individuals and organisations.
- Please turn your mobiles off

highways england WSP PARSONS BRINCKERHOFF

## A27 Feasibility Corridor Study



## A27 Feasibility Corridor Study

- There are existing capacity constraints due to the single carriageway section through Arundel, worsened by constrained capacity at the Ford Roundabout and Crossbush junctions.
- The current demand exceeds the theoretical capacity of a single carriageway roadway in Arundel.
- Future growth will result in the demand further exceeding capacity through Arundel, and this section of the A27 will act as a constraint to the planned growth in housing and employment in the corridor.
- The A27 results in severance through the town of Arundel.
- Hence, there IS a case for intervention at Arundel.

## A27 Feasibility Corridor Study

- Collection of evidence on a range of transport, land-use, economic and social characteristics of the area
- Confirmation of the key hot spots creating congestion and unreliability and their impacts
- Strategic consideration of what interventions would be deliverable and cost effective



## A27 Improvements

- **Public transport considered in SoCoMMS Improving Public Transport on its own was rejected as an option.** "Whilst this approach can be successful in increasing the use of bus and rail services, it will have limited effect on the overall use of private vehicles within the corridor."
- **Rail - Southern expects continued steady demand growth in the corridor (2% per annum by volume) but has no immediate plans for a 'step change' in capacity or service delivery. Network Rail has been consulted and has no plans to significantly increase the capacity of the rail network in the area.**
- **If there were significant improvements to rail this would only reduce traffic growth by a small amount**
- **Buses Consultation with the various Local Authorities along the corridor indicates that they do not expect major roads based public transport investment.**
- **Arundel has a high proportion of through traffic**




7

## Roads Investment Strategy

- A new dual carriageway bypass to link together the two existing 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.

8

## Process of Developing a Major Road Scheme

- Corridor analysis
- Confirm priority locations for intervention
- High level appraisal of intervention options and their broad impacts
- What fell out and the reasons for that
- Develop improvement concepts and involve stakeholders in the process 
- Develop scheme options and evaluate in detail
- Public consultation on options
- Decide on preferred route option
- Further detailed analysis of impacts and business case
- Statutory process
- Scheme delivery

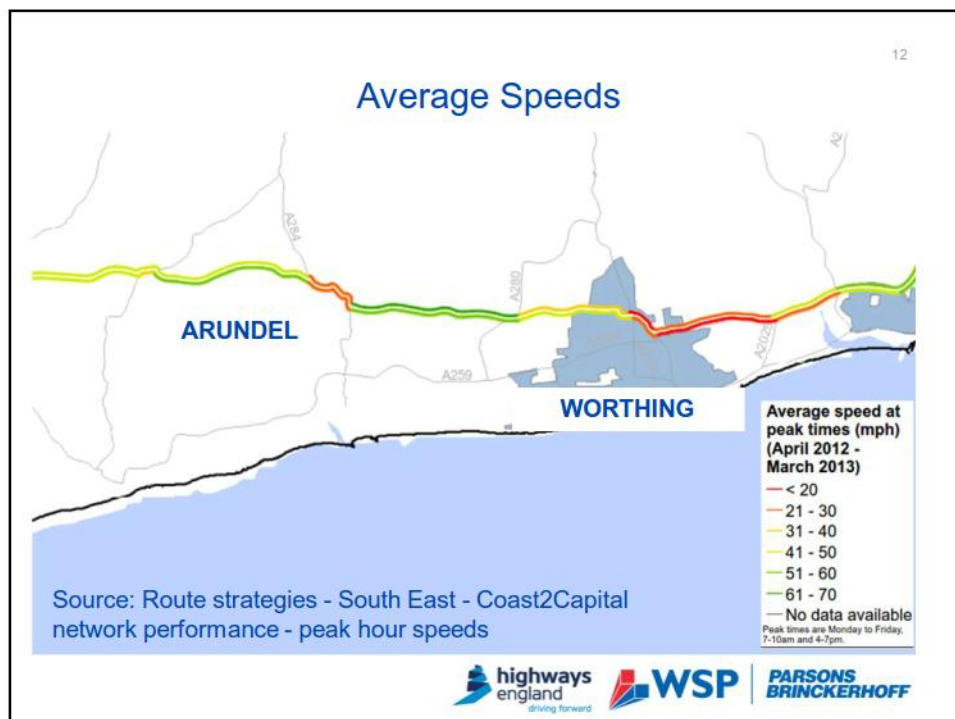
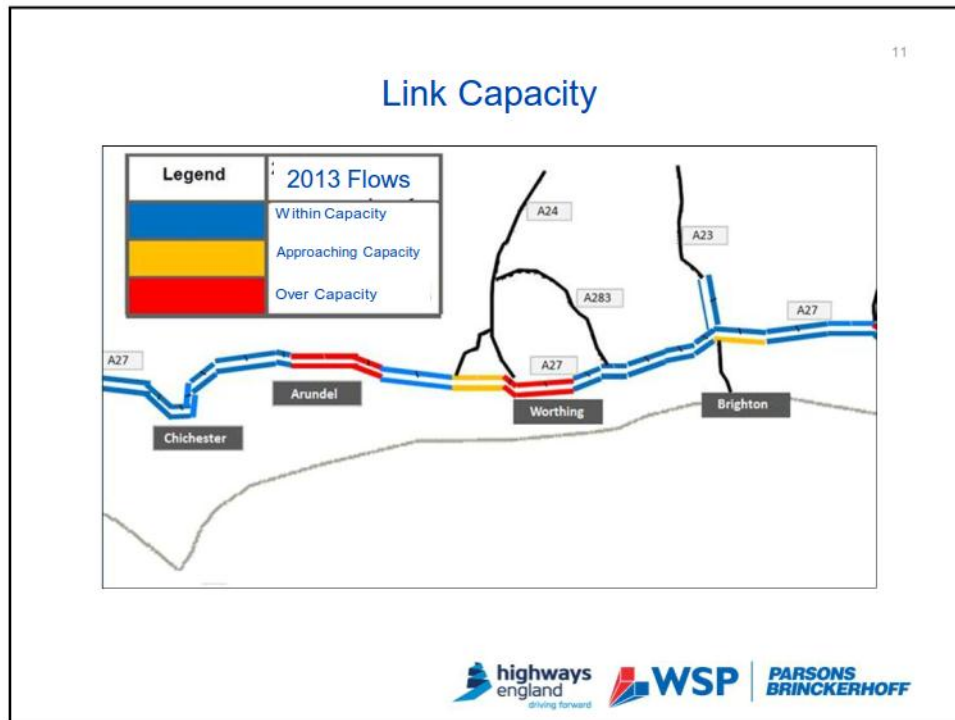


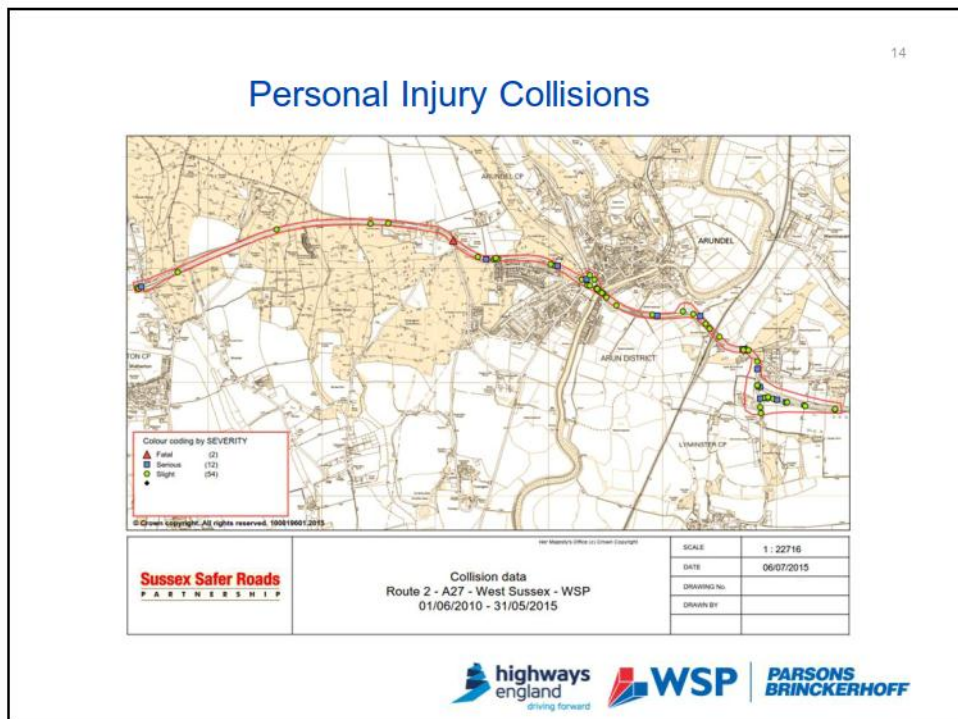
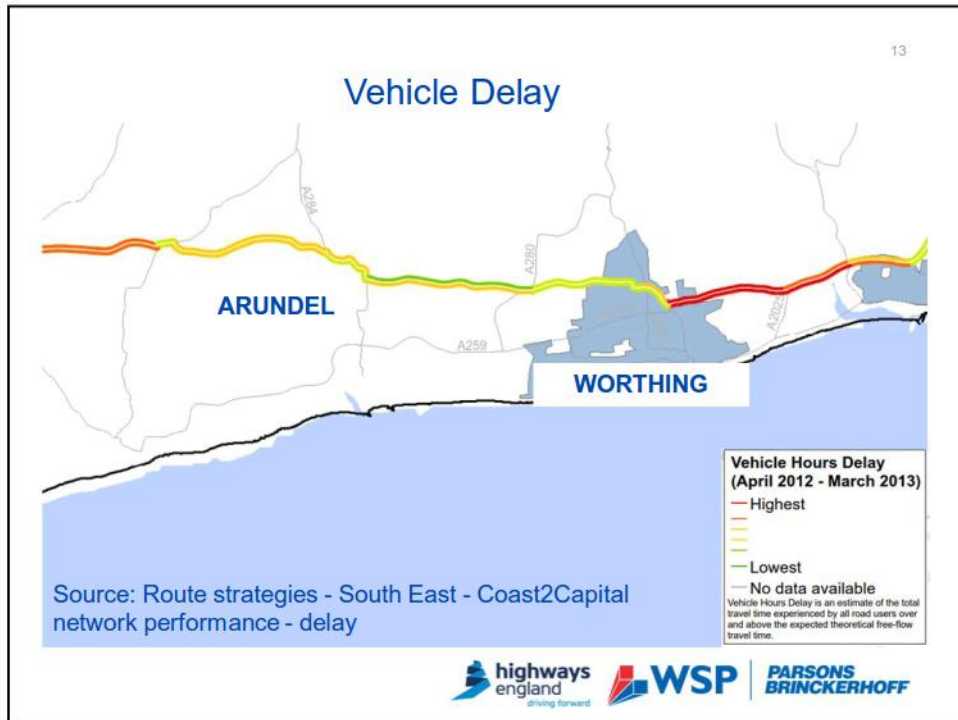
## CURRENT WORK

10

## Topics Being Considered

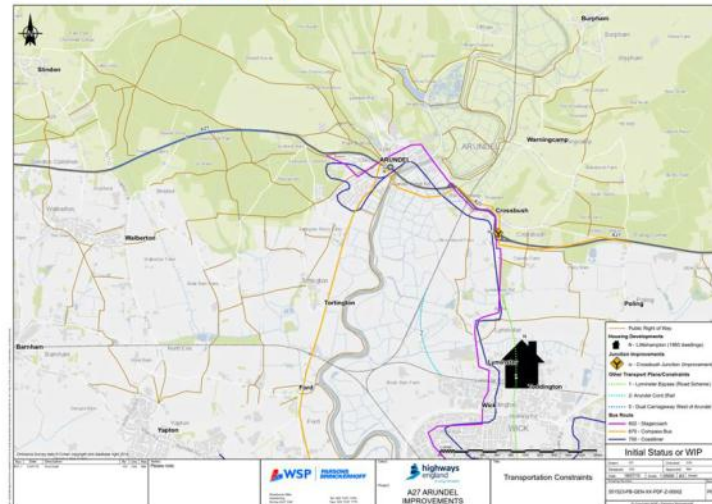
- Air Quality
- Noise and Vibration
- Landscape and Visual
- Water and Flood Risk
- Ecology
- Arboriculture
- Effects on All Travellers
- Heritage and Archaeology
- Access
- Economy / Business
- Capacity
- Design / Aesthetics
- Road Safety
- Congestion
- Cost
- Buildability





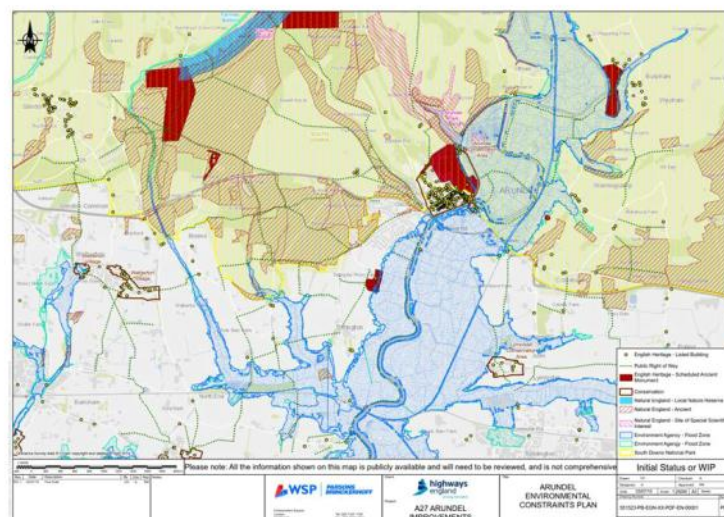
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## Development Constraints



16

## Environmental Constraints



17

### Environmental Work Undertaken for Concepts Stage

- **Scoping Exercise** undertaken to establish methodologies for assessing environmental impacts of the scheme.
- **Detailed desk studies** to establish the environmental constraints within the proposed scheme area -newly identified constraints will be added.
- **Site walkovers** undertaken to further establish constraints and confirm desk study results (on-going).
- **Specialist liaison** with stakeholders, such as South Downs National Park, to identify constraints and discuss mitigation (on-going).

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### Examples of Current Assessment Work

- **Landscape visual impact assessment** – site walkovers re views
- **Ecology** – Site walkovers re habitat and species baseline.
- **Heritage and Archaeology** – Site walkovers re heritage assets.
- **Flood Risk Assessment** –impacts to flood plain and water quality.
- **Air Quality and Noise** –existing baseline data and sensitive locations.
- **Arboriculture** – Site walkovers to establish the potential impact on the existing woodland.



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## A27 Stakeholder Workshop Exercise 1

- Write down on post it notes what you currently don't like about the A27 and what needs to be fixed?



20

## A27 Stakeholder Workshop Brief

- Thinking about what you know about the current situation on the A27 in this area and the issues and aspirations you just highlighted, please can you:
- Consider the A27 improvement concepts that are currently identified for further investigation (see materials on your table)
- Discuss the pro's and cons for each. We have identified some themes to help (see the cards on the table) but feel free to add your own.
- Agree the positive contributions that your group thinks are key for each concept and flag potential concerns about each one.
- Capture your group's key thoughts on the flipcharts – guideline: 3 pros and 3 cons for each concept
- Note any further information you think would be needed to evaluate the concept when it is further developed
- Identify a spokesperson to feed back the key points in 2 -3 minutes
- Your flipchart will be on display at the end of the meeting for everyone to read and will be written up as part of the findings of the meeting

## A27 Stakeholder Workshop Brief

- Thinking about what you know about the current situation on the A27 in this area and the issues and aspirations you just highlighted, please can you:
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- Discuss the pro's and cons for each. We have identified some themes to help (see the cards on the table) but feel free to add your own.
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- Identify a spokesperson to feed back the key points in 2 -3 minutes
- Your flipchart will be on display at the end of the meeting for everyone to read and will be written up as part of the findings of the meeting

## A27 Stakeholder Workshop

- If you haven't already done so please look at the Stakeholder List and suggest who else would be added and the best ways of keeping in touch.
- And Comment on Objectives and propose broad success measures

## Objectives of the scheme

**The draft objectives have been developed to guide the emerging proposals:**

1. Capacity/connectivity – Regional/local economy/assist development
2. Safety Security – A27
3. Safety security – wider road network
4. Reduce Community severance
5. Deliver Environmental goals and low carbon economy
6. Guided by South Downs National Park principles in considering route choice
7. Guided by South Downs National Park principles in design/mitigation



## Stakeholders invited to this workshop

Action in Rural Sussex (AIRS)	Horsham District Council
Angmering Park	Lyminster and Crossbush Parish Council
Arun District Council	MP Arundel and South Downs
Arundel Neighbourhood Committee	Natural England
Arundel SCATE	Norfolk Estates
Arundel Town Council	Slindon Estate
Campaign for Better Transport	South Downs National Park Authority
Coast to Capital LEP	South Downs Society
Coastal West Sussex Partnership	Sussex & Surrey Association Local Councils
CPRE Sussex	Sussex Wildlife Trust
Environment Agency	SUSTRANS
Ford Parish Council	Walberton Parish Council
GTR / Southern Railway	West Sussex County Council
Historic England	

## A27 Stakeholder Workshop

→ **Next Steps**

## A27 Stakeholder Workshop

→ Questions and Answers

**APPENDIX D – LIST OF ORGANISATIONS AND LOCAL AUTHORITIES INVITED**

Invitees		Attendance	
		YES	NO
1	Action in Rural Sussex (AIRS)		X
2	Angmering Park Estate	X	
3	Arun District Council	X	
4	Arundel Bypass Neighbourhood Committee	X	
5	Arundel South Coast Alliance for Transport and Environment (SCATE)	X	
6	Arundel Town Council	X	
7	Campaign for Better Transport	X	
8	Campaign for Protection of Rural Environment (CPRE) Sussex	X	
9	Coast to Capital Local Economic Partnership (LEP)	X	
10	Coastal West Sussex Partnership	X	
11	Environment Agency	X	
12	Ford Parish Council	X	
13	GTR / Southern Railway	X	
14	Historic England		X
15	Horsham District Council		X
16	Lyminster and Crossbush Parish Council	X	
17	MP for Arundel and the South Downs	X	
18	National Trust (Slindon Estate)	X	
19	Natural England	X	
20	Norfolk Estates	X	
21	South Downs National Park Authority	X	
22	South Downs Society	X	
23	Sussex & Surrey Association Local Councils	X	
24	Sussex Police		X
25	Sussex Wildlife Trust		X
26	SUSTRANS		X
27	Walberton Parish Council	X	
28	West Sussex County Council	X	

**Highways England Staff in attendance**

Paul Harwood, Regional Lead, Economic Development

Peter Phillips, Asset Manager, West Sussex

Tom Beasley, Project Manager

### **Apologies**

Valerie Stephens, Senior Project Manager, Area 4

Abi Oluwande, Project Manager, A27 Major Projects

**APPENDIX E – DETAILED RESPONSES FROM INDIVIDUAL EXERCISE**

Comments from individual exercise “What I don’t like / What needs fixing”
Highway / Traffic (52 comments)
Focus on Arundel – Worthing & Lancing will be worse if Arundel dualled
Too much traffic and lack of road infrastructure to cope with increase in local housing
Traffic levels in towns and cities along A27
Rat running – dispersed traffic trying to avoid Arundel via A259, Amberley / Storrington
Crossbush Junction needs sorting with Highways England and WSCC communicating with each other
Congestion – which leads to pollution, lack of reliability/certainty regarding journey times
Poor journey time reliability – businesses have a low opinion of the area
Arundel Bypass needs building before Lymminster Bypass or else Crossbush Junction will be a grid locked car park
Don't like that surrounding area comes to a standstill at present when there is a road accident
Unpredictable travel time
Change from single to dual carriageway
Use of road as local transport route mixed with trunk road function
Poor roundabout design (Ford Road)
Impact on surrounding roads of drivers avoiding the A27 because of congestion concerns
Lack of spare capacity to cope with incidents. The road has poor resilience
Amount of traffic
Hold ups due to poor design of Crossbush Junction (too many traffic lights)
Minor hold ups of rush hour
Visible incompleteness of existing dual carriageway before Arundel
Rat running leading to greater usage. A27 to Yapton via Walberton – Tortington Lane
Until all the hot spots are resolved the A27 will not be a real strategic route Chichester/Arundel/Worthing/East of Lewes
Totally unable to cope at the rush hour period
Congestion – delays – knock-on effect on Worthing and Chichester will create bottlenecks if all are not bypassed
Uncertainty of journey times
HGVs use local small roads to access A27 (Ford Road / Ford Lane)
It impacts upon journey times by train. Car and Train overall journey time
Look at Fontwell A29 junction because of future development and realignment of A29 south of A27
Missing the knock-on effect of delays leading to high even over capacity use of local roads
A27 used to avoid M25 delays – A27 only E.W route south of M25
Unreliability
Negative impact on surrounding villages– congestion
Hot spots Crossbush. Hospital Hill into Arundel

Congestion in and around Arundel needs resolution urgently
Don't want M27 A27(M) in West Sussex or East Sussex
Rat running through villages (e.g. Storrington)
Rat running through Arundel town
Need to facilitate movement of through traffic
Congestion which will get worse with development planned
Lack of lane definition at Ford roundabout. People cut each other up. Overall increase of travel time
Issues at Crossbush Lane skipping approaching lights. Traffic build up heading east. Issues of Arundel congestion on inland routes i.e. Storrington
Age and condition of railway and river bridges
Congestion at Arundel
Not sufficient for current and future traffic
Stop/start nature of the whole A27
Need to improve traffic flow at Arundel at rush hour
Need to decide if A27 is to be a strategic trunk road or a local access road. The two are not compatible
Rat running when accidents occur at Walberton
Heavy traffic through Arundel
It will only get worse and looks half finished
Worst spots on A27 – i) Lyons Park ii) Chichester Roundabouts iii) Lewes Junctions iv) East of Lewes v) Worthing Junctions vi) Arundel vii) Eastleigh Junction
Fontwell Roundabout is going to be made a pinch point so speeding it up at Arundel and slowing it down further down the line
This is not an objection to improving the A27 at Arundel but it is important to model the impact of any changes on the rest of the A27 and the south coast railway
<b>Social/Community (6 comments)</b>
Severance – current A27 divides the local community (physical separation)
Severance of routes and splitting communities (wider A27)
Severance to Arundel – impact on the community cohesion and health
Splitting of communities
Don't like the severance issues for local communities
Split the town in two
<b>Non-motorised Users (NMU) (10 comments)</b>
Lack of cycle path on A27 at Arundel. Cycle path needs to be included in planning
Lack of a direct / quick rail connection from Brighton to Arundel means A27 is only option
Problems accessing some services by foot and cycle
Poor quality walkways and crossings
Lack of cycle / reasonable walking path along existing bypass

No cycling / walk facilities
Lack of bus stop space near station and poor access to station
Don't like limited provision for NMUs and Access issues
Railway level crossings (Ford Road and Yapton delays)
Opportunity should be taken to improve access to the national park for walkers, cyclists
<b>Safety (6 comments)</b>
Dangerous junctions with vehicles crossing (between Fontwell and Arundel)
Poor safety record caused by out of date and complicated alignments
Traffic drives too fast along A27 approaching and leaving Arundel
Negative impact on surrounding villages – road safety
Safety concerns for pedestrians and cars
Accidents on the road
<b>Environment (13 comments)</b>
Increased air pollution from queuing traffic
Noise
It is far too close to Arundel and wrecks its historic setting
Congestion on A27 diverts traffic through the National Park as much as Storrington = Air quality poor
Negative impact on surrounding villages – pollution – congestion – road safety
Rat running through National Park
Knock on effect on surrounding villages rat running
Pollution and noise
Pollution from traffic in Storrington (drive up because A27 congested)
Pollution from Traffic at Arundel
Any improvements should have regard to the visual and other impacts on National Park – both positive and negative
Noise pollution, water pollution, flooding at Fontwell, Wildlife.
Need to stop rat running through Arundel and SDNP
<b>Economy (13 comments)</b>
Economic cost of delays
Unreliable journey times leading to loss of productivity
Residents concerned about new housing. If we can't deal with existing traffic, how can we cope with growth?
Impact on trade? Surely hold-ups sever people from Arundel
Congestion bad for business in the region
A27 congestion is bad for business in Arundel and Littlehampton
Economic impact of delays on business and delivery of goods
New Road Development attracts more residential and industrial development thereby increasing road capacity – back to square one.

Damage to local economy
Unreliable / congestion = disruptive for visitors and business investment
Business won't invest because of the poor connectivity across A27
The unreliability impacts on business locally and more broadly across West Sussex – ability for people to get to work and recruitment
Affects attendance at sporting and other events e.g. Festival
<b>Emotional/Visual/Other (3 comments)</b>
Demonising of the road – peak periods are quite short and it is free flowing fairly well off peak
People overstate the problem about traffic delays
Impact of the A27 on Castle Views – made worse if offline options progress



**APPENDIX F – DESIGN CONCEPTS FOR A27 IMPROVEMENTS AND – DETAILED RESPONSES  
OF BREAKOUT SESSION**

Detailed Responses – Breakout Session				
Concepts		Group A	Group B	Group C
Online	Pros	<ul style="list-style-type: none"> <li>• Less environmental impact</li> <li>• Cheapest solution</li> <li>• Less disruption during scheme delivery</li> <li>• Severance mitigated</li> </ul>	<ul style="list-style-type: none"> <li>• Cheaper</li> <li>• Less severe accidents</li> </ul>	<ul style="list-style-type: none"> <li>• No land take of housing</li> </ul>
	Cons	<ul style="list-style-type: none"> <li>• Won't address capacity</li> <li>• Still delays</li> <li>• Pressure on bridge</li> <li>• New severance issues</li> </ul>	<ul style="list-style-type: none"> <li>• Not long term</li> <li>• Large disruption to Arundel</li> <li>• Doesn't solve problems</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on view</li> <li>• Split</li> <li>• Noise</li> <li>• Lack of speed throughout</li> </ul>
Blue – an off-line concept for Route to avoid Station Hill	Pros	<ul style="list-style-type: none"> <li>• A284 links</li> <li>• Safer local access</li> <li>• Severance mitigated</li> <li>• Improved flow</li> <li>• Improved NMU access</li> </ul>	<ul style="list-style-type: none"> <li>• Cost cheaper</li> <li>• Less SDNP impact</li> </ul>	<ul style="list-style-type: none"> <li>• Not as much land take</li> <li>• View</li> <li>• Traffic speed (40)</li> <li>• All offline = flood defences and energy gen</li> <li>• Good design leverage of funding</li> </ul>
	Cons	<ul style="list-style-type: none"> <li>• Increased severance if dual carriageway</li> <li>• Visual impact</li> <li>• Ford roundabout still constrained</li> </ul>	<ul style="list-style-type: none"> <li>• Grater visual impact</li> <li>• Doesn't solve problem</li> <li>• Same impact as online</li> <li>• Severance</li> </ul>	<ul style="list-style-type: none"> <li>• View</li> <li>• Split</li> <li>• Noise</li> </ul>
Red – an Off-line concept for a Route close to the urban area	Pros	<ul style="list-style-type: none"> <li>• Best for townscape and setting</li> <li>• Improved travel times</li> <li>• Improved reliability</li> <li>• Crossbush Junction</li> <li>• Decreased rat running</li> </ul>	<ul style="list-style-type: none"> <li>• Cheaper than larger options</li> <li>• Mitigate wetlands</li> </ul>	<ul style="list-style-type: none"> <li>• On edge of SDNP could inc. flood defence</li> <li>• offset traffic (rat running) through SDNP.</li> <li>• Reduced severance</li> <li>• All offline = flood defences and energy gen</li> <li>• Good design leverage of funding</li> </ul>

	Cons	<ul style="list-style-type: none"> <li>• Loss of ancient woodland and national park</li> <li>• Walking routes along river</li> <li>• Noise (for residents)</li> <li>• Landscape (town)</li> <li>• Impact on Tortington Priory and other business</li> <li>• Additional traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Increase flood risk</li> <li>• Greater engineering needed</li> <li>• Visual impact, too close – housing noise</li> <li>• Reduced flexibility for Arundel expansion</li> </ul>	<ul style="list-style-type: none"> <li>• Edge of town</li> <li>• Goes through SDNP</li> <li>• Goes through Binsted Woods SNCP</li> <li>• Near Tortingtons</li> </ul>
Pink – the former Pink/Blue route	Pros	<ul style="list-style-type: none"> <li>• Reduced severance along existing route</li> <li>• The linking in of the A27 onto existing line provides the opportunity to downgrade and landscape part of the existing superseded Return of existing A27</li> <li>• Decreased rat running</li> </ul>	<ul style="list-style-type: none"> <li>• Less visual impact</li> <li>• Less noise and light pollution</li> <li>• Easy access to Ford Road</li> </ul>	<ul style="list-style-type: none"> <li>• Less disruption</li> <li>• Traffic away from town</li> <li>• Does not go through Binsted / Walberton least property damage</li> <li>• Reduced severance</li> <li>• All offline = flood defences and energy gen</li> <li>• Good design leverage of funding</li> <li>• Some opportunity to landscape part of redundant existing A27</li> </ul>
	Cons	<ul style="list-style-type: none"> <li>• Loss of recreational spaces (flood plain)</li> <li>• Impact on Woodland</li> <li>• Impact to Ford Road</li> <li>• Additional Traffic</li> </ul>	<ul style="list-style-type: none"> <li>• SDNP impact</li> <li>• Ancient woodland impact</li> </ul>	<ul style="list-style-type: none"> <li>• Woodland replanted through SDNP</li> <li>• Near Tortington Manor</li> </ul>
Brown – further out and longer Than the Pink route above	Pros	<ul style="list-style-type: none"> <li>• Decreased rat running</li> <li>• Minimal SDNP impact</li> <li>• Furthest from town</li> <li>• Even more opportunity to landscape superseded A27</li> </ul>	<ul style="list-style-type: none"> <li>• Least visual impact on Arundel</li> <li>• Less noise and light on Arundel</li> <li>• Access to Ford</li> <li>• Least impact on woodland</li> <li>• Least flood impact</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic away from town</li> <li>• Less of SDNP taken</li> <li>• Reduced severance</li> <li>• All offline = flood defences and energy gen</li> <li>• Good design leverage of funding</li> <li>• Further opportunity to landscape redundant A27</li> </ul>
	Cons	<ul style="list-style-type: none"> <li>• Greater ecological impact</li> <li>• Through town of Binsted</li> <li>• Taking business away from town</li> </ul>	<ul style="list-style-type: none"> <li>• Binsted disruption / destruction</li> <li>• Cost high</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on Binsted and Walberton</li> </ul>

**APPENDIX G – STAKEHOLDER SUGGESTIONS AND FURTHER COMMENTS**

Stakeholders' Suggestions
<b>Other stakeholder suggestions</b>
Arundel Chamber of Commerce: Ian Fenwick, Chairman
Ford Enterprise Hub: Tony Dixon, Eco-town Promoter
Major landowners: including Anne Harriott, Broomhurst Farm
Network Rail
Rural West Sussex Partnership
Parish Councils: including Storrington
Walberton Ward, Arun District Council: Cllr. Paul Dendle
<b>Objectives</b>
Promote safe and attractive access for vulnerable road users – to the national park, to work, leisure shops etc.
Encompass flood alleviation improvements into the choice of route and design
NPPF section of flood design
What are the key guiding principles for A27 Improvements; trunk road v local access? Through traffic from where to where? i.e. vision
Minimise impact on surrounding villages and local roads
Business confidence to invest in the area – economic impact of investment of A27
Quality design
Facilitate benefits for non-car users
No matter what, the national park will be impacted, whether Arundel itself, areas to the North or new land take
Incorporate flood defences for Arundel into the road designs. Innovation will be key.
Improvements to wider road network to link with objectives
Draft objectives need clarifying
Increasing road capacity draws out new journeys. Current capacity limitation inhibits unnecessary trips and encourages alternatives to single car occupancy trips
Link between delivery of A27 improvement has direct effect on delivery of local planning authority housing numbers i.e. no improvement = impossible to deliver housing numbers
Use of word 'guided' is wrong. Possibly 'have regard' might be better
Not to offer further attractions for developers of housing to infill up to new bypass
Respond to modelling of changing use and development of road transport. E.g. Google cars and changing nature of demographics
Not to encourage additional road use, particularly more long distance and heavy commercial traffic
Improve biodiversity and minimise existing habitat loss
Review number of junctions
Objective should not include increasing capacity. There is not necessarily correlation with traffic levels and economic development or housing nos. There is correlation with pollution, env destruction and carbon emissions.
Should follow transport hierarchy
Support the wider economic development of coastal Sussex through improved reliability of transport

Alongside these objectives need to ensure new development is focussed on public transport and designed to minimise car use and traffic generation
Reduce air and noise pollution and reduce carbon emissions
NPPF travelling by car, should be kept to minimum
Consider wider network implications
Define SDNP “principles” – SDNP management plan and special qualities would be more specific. Define “environmental goals”
Look for environment – all enhancement
Combine 2+3 Combine 6+7. Add journey time reliability and resilience. 5 – which environmental goals?
<b>Stakeholders' Suggestions received after the event by e-mail</b>
<b>Other stakeholder suggestions</b>
Network Rail
Angmering Parish Council
Arun District Association of Local Councils – Sylvia Verrinder (Chairman)

## APPENDIX H – QUESTION AND ANSWER SESSION

Q&A Session Details
<p>Q1. Local Strategic Statement (produced in conjunction with LEP) makes point of Local Plan development being linked to infrastructure. Therefore, without road (A27) housing cannot be built, which means Local Plan cannot be achieved.</p> <p>A1. <i>Aware of issue. However, Highways England is not required to meet demand and there are ways of reducing demand and catering for travel demands in other ways.</i></p>
<p>Q2. What is meant by Safety-Security objective?</p> <p>A2. <i>Road safety and personal safety and security.</i></p>
<p>Q3. Will there be access to traffic survey data, in particular the Origin and Destination of road users?</p> <p>A3. <i>An update will be provided at the next stakeholder meeting.</i></p>
<p>Q4. How wide is the coverage of the traffic model?</p> <p>A4. <i>The model covers Worthing and Lancing as well as Arundel and covers parallel routes such as the A259 and alternative routes through the Downs.</i></p>
<p>Q5. What proportion of road traffic uses Arundel, and what proportion is through traffic?</p> <p>A5. <i>A previous study showed the proportion of through traffic to be high and over 80%.</i></p>
<p>Q6. Is Highways England looking at future driver and travellers' behaviour?</p> <p>A6. <i>Highways England is guided by national traffic forecasts in looking at this issue.</i></p>
<p>Q7. Why were RSIs carried out? Is there not a less disruptive way?</p> <p>A7. <i>The number of RSIs was minimised as much as possible. Mobile phone data will also be used; however it does not give journey purpose. Hopefully in the future we will be able to minimise this still further.</i></p>
<p>Q8. How will we consider wider impacts to the network (i.e. National Trust owns land at Slindon; how would this be impacted)?</p> <p>A8. <i>All relevant issues will be considered.</i></p>
<p>Q9. Concern raised that RSI locations do not cover wide enough area.</p> <p>A9. <i>Highways England considers to have sufficient locations for their purpose. Sites agreed with local authorities and SDPN authority.</i></p>
<p>Q10. Can slides be distributed, in particular the section on process and programme?</p> <p>A10. <i>As many slides as possible will be circulated with the report of the meeting subject only to blight considerations.</i></p>
Questions raised in other parts of the event
Introductions to scheme (presentation by Paul Harwood and Colin McKenna)
<p>Q11. Regarding the diagrams showing link-flow capacity of the A27, are these based on capacity now or following planned developments?</p> <p>A11. <i>CM advised these were taken from counts in 2013 prior to development.</i></p>

Q12. How do accident figures compare to norms?

A12. CM advised that clusters showed accident sites above the norm.

Q13. Development constraints map missing a number of strategic developments in Arun District Council's Local Plan (e.g. Littlehampton, Barnham, Eastergate and Westergate) that may affect transport infrastructure.

A13. The map will be kept up-to-date on advice from the local planning authorities.

#### **What don't you like about the A27? (Lynne Ceeney)**

Q14. Is this exercise just for Arundel or wider A27?

A14. The focus is on Arundel, but can be as wide as you would like.

Q15. Why are we starting from premise that there is a need for improvement on the A27?

A15. The premise is that there is a case for improvement but this has to be demonstrated in detail and through the process.

Q16. Is there scope for considering subsequent consequences on the local network if A27 is improved?

A16. The traffic model will consider traffic re-assignments and we will discuss these and their impact with the local authorities.

Q17. Do we need to mention points already raised in presentation?

A17. No, no need.

#### **Discussion of concepts (Colin McKenna)**

A18. In response to a clarification request over the Pink-Blue route – this would go through Tortington Common (not Binsted Woods).

Q19. How will each route affect property?

A19. This would be the subject of further work.

Q20. Where will entrance and exit junctions be (i.e. Ford Road)?

A20. Again this will be the subject of further consideration.

Q21. Binsted will be badly affected by one of the routes, so what is the point of returning existing route to nature?

A21. A point to consider – thank you.

Q22. What are indicative road speeds?

A22. These will be determined by the final alignment but the starting point for design would be the National Speed Limit.

Q23. What is life span of each option (i.e. for those on flood plain, how would these affect flood risk?)

A23. For further consideration in scheme development.

Q24. Will there be modelling / forecasting that considers changes in travel behavioural patterns?

A24. Highways England is guided by National Traffic Forecasts.

## APPENDIX I – FEEDBACK

### Feedback Form

#### A27 Arundel Stakeholder Meeting

16<sup>th</sup> July 2015 – 7:00pm to 9:30pm

Hilton Avisford Park Hotel, Arundel

Name (optional)	
Organisation (optional)	

Q1. Did you find this meeting:

	Disagree	Somewhat agree	Agree
Useful			
Interesting			
Well organised			

Q2. Do you have any suggestions/comments/any other feedback?

Detailed Feedback					
Number of forms returned 10 (43% OF TOTAL)					
Form	Signed?	Did you find the meeting:			Comment
		Useful	Interesting	Well organised	
1	Yes	Agree	Agree	Agree	None
2	Yes	Agree	Agree	Agree	None
3	Yes	Agree	Agree	Agree	None
4	Yes	Agree	Agree	Agree	None
5	Yes	Agree	Agree	Agree	Food! Or tell us that there will not be food, so we can make our own arrangement. "Refreshments is ambiguous!
6	Yes	Agree	-	-	Bigger issues with the constraints for consideration of A27. Still assuming that major trunk road should be dwelled as far as possible. No modelling of traffic use in future – 10/20/30 years ahead
7	Yes	Agree	Agree	Agree	Possibly do it earlier in the day as national organisations are not always local. Provide a little more information that is not sensitive ahead of time.
8	Yes	Somewhat agree	Somewhat agree	Agree	Take notice of local feedback and WSCC ADC Highways liaise very closely to ensure road infrastructure is there to cope with increase in population and new roads align with each other
9	Yes	Agree	Agree	Agree	A chance to hear what the options are and to make a point or too; interesting to know other points of view even if not agreed. Keep it moving and keep consulting.
10	Yes	Agree	Agree	Agree	Very interesting and lively discussion
One of the stakeholders told the organisers he was pleased with the organisation and the contribution made by those attending.					