

# Public Document Pack

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10 October 2019

## Environment, Communities and Fire Select Committee

A meeting of the committee will be held at **2.00 pm** on **Monday, 21 October 2019** at **County Hall, Chichester**.

**Tony Kershaw**  
Director of Law and Assurance

**The meeting will be available to view live via the Internet at this address:**

<http://www.westsussex.public-i.tv/core/portal/home>

### Agenda

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|---------|--|
| 2.00 pm | <b>1.       Declarations of Interest</b>   |
|         | Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt please contact Democratic Services before the meeting. |
| 2.01 pm | <b>2.       Urgent Matters</b>   |
|         | Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances, including cases where the Committee needs to be informed of budgetary or performance issues affecting matters within its terms of reference, which have emerged since the publication of the agenda.             |
| 2.02 pm | <b>3.       Minutes of the last meeting (To Follow)</b>  |
|         | The Committee is asked to agree the minutes of the meeting of the Committee held on 20 September 2019 – to follow.   |
| 2.03 pm | <b>4.       Response to Highways England's Further Non-statutory Consultation on Options for the A27 Arundel Bypass (Pages 5 - 66)</b>   |
|         | Report by Lee Harris, Executive Director Place Services and  |

Matt Davey, Director for Highways, Transport and Planning.

The report sets out the County Council's draft response to Highways England's consultation options for the A27 at Arundel.

The Committee is asked to preview and consider the content of the draft and provide the Cabinet Member for Highways and Infrastructure with comments and observations.

4.35 pm      5.      **Requests for Call-in**

There have been no requests for call-in to the Select Committee and within its constitutional remit since the date of the last meeting. The Director of Law and Assurance will report any requests since the publication of the agenda papers.

4.36 pm      6.      **Forward Plan of Key Decisions** (Pages 67 - 82)

Extract from the Forward Plan dated 8 October.

An extract from any Forward Plan published between the date of despatch of the agenda and the date of the meeting will be tabled at the meeting.

The Committee is asked to consider whether it wishes to enquire into any of the forthcoming decisions within its portfolio.

4.40 pm      7.      **Possible Items for Future Scrutiny**

Members to mention any items which they believe to be of relevance to the business of the Select Committee, and suitable for scrutiny, e.g. raised with them by constituents arising from central government initiatives etc.

If any member puts forward such an item, the Committee's role at this meeting is just to assess, briefly, whether to refer the matter to its Business Planning Group (BPG) to consider in detail.

4.41 pm      8.      **Date of Next Meeting**

The next meeting of the Committee will be held on 7 November at 10.30 am at County Hall, Chichester. Probable agenda items include: -

- Electric Vehicle Strategy
- Exploitation Strategy
- Highways Maintenance Contract – Update
- Restructure of Highways, Transport and Planning
- Review of Major Projects Cost Estimating

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 23

October.

**To all members of the Environment, Communities and Fire Select Committee**

### **Webcasting**

Please note: this meeting may be filmed for live or subsequent broadcast via the County Council's website on the internet - at the start of the meeting the Chairman will confirm if all or part of the meeting is to be filmed. The images and sound recording may be used for training purposes by the Council.

Generally the public gallery is not filmed. However, by entering the meeting room and using the public seating area you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

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## **Environment, Communities and Fire Select Committee**

**21 October 2019**

### **Response to Highways England's Further Non-statutory Consultation on Options for the A27 Arundel Bypass**

**Report by Director of Law and Assurance**

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#### **Summary**

The Cabinet Member for Highways and Infrastructure proposes to take a decision in October 2019 on the Council's response to the Highways England consultation on options for the A27 Arundel Bypass. The proposed decision was first published in the Forward Plan in August 2019. The draft report for the proposed decision is attached.

#### **Focus for scrutiny**

The Committee is invited to:

- a) Consider and comment on the extent to which the proposed response addresses the issues raised through the consultation.
- b) Consider the robustness of the assumptions made in preparing the Council's analysis of each of the six assumptions.
- c) Consider how well the proposed response has been guided by the West Sussex Transport Plan objective to improve the quality of life for West Sussex residents by:
  - promoting economic growth
  - tackling climate change
  - providing access to services, employment and housing
  - improving safety, security and health

The Chairman will summarise the output of the debate for consideration by the Committee.

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#### **Details**

The background and context to this item for scrutiny are set out in the attached reports (listed below), including resource and risk implications, Equality, Human Rights, Social Value, Sustainability and Crime and Disorder Reduction Assessments.

**Tony Kershaw**

Director of Law and Assurance

**Contact Officer:** Ninesh Edwards: [ninesh.edwards@westsussex.gov.uk](mailto:ninesh.edwards@westsussex.gov.uk)

**Appendices**

Appendix 1: Response to Highways England's Further Non-statutory Consultation on Options for the A27 Arundel Bypass – Draft Decision Report

**Background papers**

None

<b>Roger Elkins, Cabinet Member for Highways &amp; Infrastructure</b>	<b>Ref No:</b>
<b>October 2019</b>	<b>Key Decision: Yes</b>
<b>Response to Highways England's Further Non-statutory Consultation on Options for the A27 Arundel Bypass</b>	<b>Part I</b>
<b>Report by Lee Harris, Acting Chief Executive and Matt Davey, Director for Highways, Transport and Planning</b>	<b>Electoral Division(s): Arundel &amp; Courtwick, Fontwell</b>
<p><b>Summary</b></p> <p>In March 2015, the Government published its first Roads Investment Strategy (RIS1), which included a commitment to improve the A27 at Arundel towards the end of Roads Period 1 (2015-20).</p> <p>In 2017, Highways England consulted on three options for the A27 Arundel Bypass and in May 2018, it announced that its preferred route was a modified version of Option 5A. Following more detailed surveys and technical work that resulted in changes to the design of the scheme, Highways England decided to conduct further non-statutory consultation on options in autumn 2019.</p> <p>The County Council is only a consultee in the decision-making process. Technical assessments of the proposals have been published by Highways England and these have been reviewed by officers to inform preparation of a Consultation Response (attached as Appendix B) that includes comments on the transport, economic, social and environmental impacts of the options.</p> <p>Overall, it is considered that the environmental impacts of Option 4/5AV1 (Magenta), if appropriately mitigated, are likely to be significantly outweighed by the substantial transport, economic and social benefits of this option over the longer term. Therefore, provided that a detailed and high quality package of environmental mitigation measures is delivered as part of the scheme, Option 4/5AV1 (Magenta) should be the County Council's preferred option for an Arundel Bypass. This is because it is the best performing option and it represents the best fit with the strategic outcomes that the Authority is seeking for the A27.</p> <p>However, even though they do not offer the best balance between traffic, economic and social benefits and environmental impacts, it is considered that Options 4/5AV2 (Amber) and 5BV1 (Grey), if appropriately mitigated, would also deliver the County Council's strategic objectives and, therefore, they should be the County Council's second and third preferences respectively.</p> <p>Once all consultation responses have been analysed by Highways England, a Preferred Route will be announced in 2020. Statutory consultation on the Preferred Route will then take place as part of the Development Consent Order process. Following examination, the decision to grant development consent will be taken by the Secretary of State.</p>	

Separate consultations have already taken place on improvements to the A27 at Chichester, and Worthing and Lancing.

### **West Sussex Plan: Policy Impact and Context**

The County Council's West Sussex Transport Plan 2011-26 identifies improvements to the A27 trunk road and complementary public transport improvements to address the current bottlenecks at Chichester, Arundel, and Worthing as the highest priority. Submitting a County Council response to the consultation on options is expected to help facilitate the implementation of an A27 Arundel Bypass by demonstrating that the scheme is supported by a key local stakeholder.

### **Financial Impact**

There are no financial implications in making this response.

### **Recommendations**

That the Cabinet Member for Highways and Infrastructure approves the Consultation Response (Appendix B) for submission to Highways England.

## **Proposal**

### **1. Context**

- 1.1 In March 2015, the Government published its first Roads Investment Strategy (RIS1), which included a commitment to improve the A27 at Arundel towards the end of Roads Period 1 (2015-20).
- 1.2 The County Council's West Sussex Transport Plan 2011-26 identifies improvements to the A27 trunk road and complementary public transport improvements to address the current bottlenecks at Chichester, Arundel, and Worthing as the highest priority. The Plan states that improvements are needed to increase capacity, improve reliability and safety and to increase the competitiveness of local businesses and attract investment.
- 1.3 In 2017, Highways England consulted on three options for the A27 Arundel Bypass and in May 2018, Highways England announced that its preferred route was a modified version of Option 5A. Following more detailed surveys and technical work that resulted in changes to the design of the scheme, Highways England decided to conduct further non-statutory consultation on options for the Bypass.
- 1.4 In August 2019, Highways England began consulting on six options; Option 1V5 (Cyan), Option 1V9 (Beige), Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber), and Option 5BV1 (Grey). Each of the options would achieve the Government's ambition of providing a dual carriageway although only Option 3V1 (Crimson); Option 4/5AV1 (Magenta); Option 4/5AV2 (Amber); and Option 5BV1 (Grey) would provide a bypass of Arundel. The public consultation began on 30 August and ends on 24 October 2019.



- 1.5 The County Council's Consultation Response will be approved by the Cabinet Member for Highways and Infrastructure and submitted to Highways England before the consultation closes.
- 1.6 The County Council is only a consultee in the decision-making process. Feedback from local stakeholders will inform decisions by Highways England and the Secretary of State about how to proceed with the project. Once all consultation responses have been analysed by Highways England, a Preferred Route will be announced in 2020. The County Council will continue to support the development of the design for the preferred option to ensure that the impacts of the scheme are effectively managed. Statutory consultation on the Preferred Route will then take place as part of the Development Consent Order process. Following examination, the decision to grant development consent will be taken by the Secretary of State.
- 1.7 The County Council acknowledges that many local stakeholders hold strong and sometimes conflicting views about how the A27 at Arundel should be improved. Some local groups are in favour of specific options proposed by Highways England and other groups consider that alternative options should be considered. Therefore, it is requested that due consideration be given by Highways England to the contents of all consultation responses before a Preferred Route is announced.
- 1.8 Consultation took place in summer 2016 on five options to improve the A27 at Chichester. This resulted in no Preferred Route being selected by Highways England and the scheme being cancelled by the Secretary of State. Although the County Council is continuing to press Highways England for a solution that will meet local stakeholder aspirations, the scheme does not form part of the 'Do Minimum' reference case for the A27 Arundel Bypass.
- 1.9 Separate consultation on proposals to improve the A27 at Worthing and Lancing took place between 19 July and 12 September 2017. As the scheme was not well supported, it is currently paused. However, it remains part of the Highways England programme and the County Council is working with other local stakeholders to develop a solution that will meet local stakeholder aspirations. The scheme for Worthing and Lancing has been included in the Do Minimum reference case for the A27 Arundel Bypass so the economic appraisal assumes that the scheme will go ahead. Therefore, the options for A27 at Arundel should be seen as part of a broader set of proposals for the A27 route in West Sussex. However, a sensitivity test has been provided by Highways England to show how the A27 Arundel Bypass options would perform if the scheme does not go ahead.

## **2. Scheme Objectives**

- 2.1 Highways England has stated that the 'objectives' for the A27 Arundel Bypass Scheme are to:
  - To improve the safety of travellers along A27 and consequently the wider local road network;
  - Ensure that customers and communities are fully considered through the design and delivery stages:

- Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned growth;
- Reduce congestion, reduce travel time and improve journey time reliability along the A27;
- Improve accessibility for all users to local services and facilities;
- Deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high quality design; and
- Respect the South Downs National Park (SDNP) and its special qualities in our decision making.

2.2 The objectives for the scheme align closely with the aims of the West Sussex Transport Plan. Therefore, the County Council's consideration of the proposals has assessed whether and how each one meets Highway England's objectives.

2.3 The Cabinet Member is invited to consider the proposals against Highways England's objectives and also against the following strategic outcomes that accord with the West Sussex Transport Plan and which should guide the County Council's response to any proposals for its improvement:

- facilitate economic growth, including the delivery of housing and commercial development that is key to economic growth;
- improve regional connectivity of the West Sussex coast to widen customer and labour markets and facilitate regeneration;
- protect and mitigate impacts on the local environment including those that are remote from the improvements;
- provide capacity to accommodate traffic growth;
- be future-proofed to cater for future change, including in vehicle technology;
- use Intelligent Transport Systems to manage impacts on the West Sussex community;
- improve road safety; and
- be influenced by the duration, intensity and repetitiveness of construction.

### **3. The Options**

3.1 The six options include improvements to the A27 at Arundel by providing a dual carriageway between the existing dual carriageway sections. The options are summarised in Table 1. Highways England's consultation brochure, which is included as Appendix A, includes a more detailed description of the options.

**Table 1: Highways England's options for the A27 Arundel Bypass<sup>1</sup>**

<b>Option</b>	<b>Description of proposals</b>
Option 1V5 (Cyan)	4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The viaduct extends over the Ford Road junction with no direct access to the local road network.
Option 1V9 (Beige)	4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The junction at Ford Road would be a traffic signal controlled 'through-about'. This option is likely to require a 50mph speed limit to operate safely.
Option 3V1 (Crimson)	6km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of Havenwood Park.
Option 4/5AV1 (Magenta)	7.2km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of the existing B2132 Yapton Lane and Shellbridge Road junction.
Option 4/5AV2 (Amber)	6.9km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and would end just west of existing B2132 at Yapton Lane and Shellbridge Road junction.
Option 5BV1 (Grey)	8km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and end east of the A27/ A29 Fontwell (east) roundabout.

- 3.2 Although other options were examined earlier in the design process, they were subsequently discounted by Highways England after an assessment of their performance using key selection criteria, including compliance with key policy tests, the scheme objectives and environmental, economic, social and engineering factors. The options presented for consultation are the best performing of the range of options considered. Therefore, this report and the Consultation Response are limited to the options published for consultation by Highways England.

#### **4. Stakeholder Engagement**

- 4.1 The public consultation is being supported by a series of exhibitions at locations in the local area throughout the consultation period. Letters have been sent to local residents to publicise the consultation and the events.

<sup>1</sup> Highways England (2019): A27 Arundel Bypass: Consultation Brochure

- 4.2 As the public consultation is being conducted by Highways England, the results of the consultation are not available to inform the County Council's assessment of the proposals and its response to the consultation.

## **5. Technical Assessment**

- 5.1 To inform the County Council's response to the consultation, various technical reports have been reviewed by officers. The main reports are the Interim Scheme Assessment Report (ISAR), Combined Modelling and Appraisal Report (ComMAR), and the Environmental Assessment Report (EAR).
- 5.2 The following paragraphs take account of the review of technical assessments and set out the assessment of the transport, economic, and environmental impacts of the options; where appropriate, reference is also made to their social impacts. They are followed by the overall assessment of each option.

### ***Transport Assessment***

- 6.2 The A27 Transport Model has been developed using traffic data collected in 2015 and used to forecast conditions in 2026, 2041 and 2051. It takes account of planned development and committed schemes and is an appropriate tool to use to assess the relative performance of the options at this stage of the project, including the impact on the local highway network. Highways England should work with the County Council at the next stage of the project to ensure that local roads are adequately represented and also work with local stakeholders to ensure that the modelling information is well understood.
- 6.3 Each of the options would provide journey time savings through reduced congestion and improved journey speeds when compared to the 'Do Minimum' reference case, which are expected to be very beneficial. This will help to attract traffic from the local road network to A27 as traffic currently uses these less suitable routes (including through the SDNP and along the coast) to avoid congestion on A27 at Arundel. All of the options would have a beneficial impact in this respect. All of the options are also expected to result in fewer accidents over the appraisal period.
- 6.4 Although the overall traffic performance of the options varies, there is relatively little difference between the impacts of the options on journey times and accidents in the short term. However, Option 1V9 (Beige) would not provide sufficient highway capacity to cater for traffic growth and over the longer term, the transport benefits of this option would erode as congestion returns to the A27 (leading to rat-running and peak spreading; i.e. peak period conditions will extend into other parts of the day). Option 1V5 (Cyan); Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber) and Option 5BV1 (Grey) would all provide sufficient capacity for long term traffic growth.
- 6.5 The places and associated communities that are expected to benefit from traffic relief vary significantly between the options. Option 1V5 (Cyan) and Option 1V9 (Beige) would increase the volume of traffic passing through Arundel and the part of SDNP immediately west of Arundel, whereas Option

3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber), and Option 5BV1 (Grey) would reduce the volume of traffic passing through Arundel and the part of SDNP immediately west of Arundel. These options would divert this traffic further south, before re-joining A27 at a point west of Arundel variously affecting Tortington, Binsted and Walberton and their associated communities. The impacts on communities should be considered and weighed up against the economic and environmental impacts of the options and may affect the overall balance of impacts.

- 6.6 The community severance impacts (i.e. the separation of residents from the services they use by new or improved roads or changes in traffic flow) vary significantly between the options. Option 1V5 (Cyan) and Option 1V9 (Beige) are expected to have slight adverse impact on community severance as traffic flow will increase in Arundel. Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber), and Option 5BV1 (Grey) are expected to have a slight beneficial impact on community severance as they will reduce traffic flow in Arundel and new community severance effects of these routes will affect smaller communities of Tortington, Binsted and Walberton.
- 6.7 Whichever option is selected as the preferred route, the design will need to be refined to ensure that access routes are maintained and, in some cases, to ensure that undesirable effects on the local road network, such as creation of new rat-runs, are effectively managed. This should take place at the next stage once a preferred option has been selected.
- 6.8 Although the options include some improvements to facilities for Non-Motorised Users (NMUs), opportunities to maximise the facility of off-road access are available in all options. This can be achieved, as a minimum, by providing new infrastructure (i.e. crossings) that is suitable for use by as many modes of transport as possible and up-grading the status of public footpaths to public bridleways or even restricted byways to provide a coherent network of routes. It can also be achieved by ensuring that grade separated crossings of the A27 are available to as many modes of transport as possible. This will help to improve safety for PROW and road users leading to improved health, leisure and community benefits of each option as well as facilitating access to employment and services.
- 6.9 Therefore, new facilities for NMUs on the bypassed section of A27 and new connections between Arundel and Ford, the proposed A284 Lyminster Bypass, and along the River Arun should be included in the design of the preferred route; such matters should be discussed with the County Council at the next stage of the project. However, it is not considered that the facilities for NMUs in the design of each option should be a significant factor in determining the County Council's route preference, as this should be based on the overall impacts, such as those listed for community severance in paragraph 6.6.
- 6.10 It is recognised that some local stakeholders would like to see a junction between Ford Road and an A27 Arundel Bypass, principally to reduce traffic on other routes. However, other stakeholders are concerned that this could lead to increase use of Ford Road as an access to/from Arundel. Highways England has not included this junction within the design of Options 3V1 (Crimson), 4/5AV1 (Magenta), 4/5AV2 (Amber) or 5BV1 (Grey) at this stage

and intend to decide on its inclusion at the next stage of the project. The 2018 Arun Local Plan does not require the delivery of an A27 Arundel Bypass or a junction with Ford Road, so it is not needed to deliver currently planned development. However, a junction between Ford Road and A27 Arundel Bypass could facilitate future development and, therefore, Highways England should be encouraged to ensure the design is future-proofed to accommodate a Ford Road junction at some point in the future.

### ***Economic Assessment***

- 6.11 The economic benefits have been calculated by Highways England based largely on savings in travel time and improving journey time reliability. The options also have the potential to generate a series of 'wider economic impacts' resulting from improved productivity and business agglomeration; improved access to markets (customers and labour); regeneration; and facilitating planned housing and commercial development.
- 6.12 Highways England have set out the economic benefits of the options in the ComMAR, which shows the impact of the options in monetary terms compared to the 'Do Minimum' reference case. The total Present Value of Benefits (PVB) (excluding wider impacts) over the 60-year appraisal period are shown in Table 2. The majority of the benefits of each option are from travel time and accident savings as a result of providing additional highway capacity through provision of a dual carriageway and improved junctions. The benefits of options 1V5 (Cyan) and 1V9 (Beige) are significantly smaller than the other options.
- 6.13 An assessment of wider economic impacts (the factors identified in paragraph 6.11) has also been carried out which demonstrates that each option would provide substantial wider economic impacts. The wider economic impacts over the 60 year appraisal period are shown in Table 2. Option 1V9 (Beige) does not perform as well as the remaining options as congestion is likely to reoccur in the long term; therefore, the wider economic impact performance of this option is a concern. Although the wider economic impact performance of the other options varies, they are all beneficial and these benefits should be weighed up against the environmental impacts of each option to determine whether the economic benefits outweigh the environmental impacts.

**Table 2: WSCC ranking based on economic impact appraisal<sup>2</sup>**

<b>Impacts</b>	<b>1V5 (Cyan)</b>	<b>1V9 (Beige)</b>	<b>3V1 (Crimson)</b>	<b>4/5AV1 (Magenta)</b>	<b>4/5AV2 (Amber)</b>	<b>5BV1 (Grey)</b>
Present Value of Benefits	£226.40m	£220.68m	£264.31m	£280.84m	£304.35m	£294.07m
Wider Economic Benefits	£60.36m	£45.89m	£85.93m	£71.82m	£72.84m	£84.40m

<sup>2</sup> Highways England (2019): Combined Modelling and Appraisal Report – Table 14-18  
Adjusted BCR (including Wider Economic Impacts)

Present Value of Benefits (including Wider Economic Benefits)	£286.76m	£266.57m	£350.24m	£352.66m	£377.19m	£378.47m
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- 6.14 The area that is expected to benefit most from an A27 Arundel Bypass is Arun District. However, it should be noted that the economic appraisal indicates that Worthing Borough and Adur District would not benefit over the 60 year appraisal period. This is understood to be due to additional traffic exacerbating congestion in Worthing and Adur where congestion on A27 is already a concern. The County Council remains committed to improving the A27 in Worthing and Lancing. In responding to the 2017 consultation on A27 Worthing and Lancing improvements, the County Council called for a more substantial set of A27 improvements and is working with Highways England to achieve this.
- 6.15 The Government has set out a clear ambition<sup>3</sup> to increase the number of homes as part of its strategy to address issues in the housing market. Local plans prepared by the Local Planning Authorities set out plans to deliver new homes and allocate sites for development that will come forward over a fifteen year period. Future housing delivery is planned to increase by 48% in the coastal West Sussex area compared to past housing completions<sup>4</sup>. Housing delivery has historically been constrained by an infrastructure deficit as infrastructure investment has not kept pace with economic growth in the sub-region. As all the options are forecast to have a transformational impact on traffic conditions on the A27 in the short term, they are likely to assist in narrowing the gap between planned and the objectively assessed need for housing. However, over the long term Option 1V9 (Beige) is likely to result in highway infrastructure capacity becoming a constraint on future development.

### ***Environmental Assessment***

- 6.16 Highways England has set out the environmental impacts of the proposals in an Environmental Assessment Report (EAR). It should be recognised that due to the sensitive environment and previous issues with this scheme, Highways England has undertaken more extensive surveys to inform the EAR than would usually be the case at this stage of the project. This should be welcomed and is generally expected to improve understanding of the environmental impacts of the options to inform decision-making.
- 6.17 The options all involve construction of a new road across the Arun floodplain and, to varying degrees of severity, they would result in habitat loss and habitat severance that would adversely affect rare and protected species including but not limited to dormice, badger, bats and reptiles. Option 1V5 (Cyan), Option 1V9 (Beige), Option 3V1 (Crimson), Option 4/5AV1 (Magenta) and Option 4/5AV2 (Amber) would have adverse impacts on woodland

<sup>3</sup> DCLG (2017): Fixing our broken housing market

<sup>4</sup> Coastal West Sussex & Greater Brighton (2015) Background Paper: Housing Market

including designated Ancient Woodland, which is irreplaceable. Option 1V5 (Cyan), Option 1V9 (Beige), Option 3V1 (Crimson) and Option 4/5AV2 (Amber) would also either create new or exacerbate existing habitat severance of woodland including designated Ancient Woodland. It is acknowledged that it will not be possible to mitigate some of the ecological impacts and this should be taken into account in weighing up the benefits and impacts of the options.

- 6.18 The options all have adverse landscape and visual amenity impacts, to varying degrees of severity, either directly or on the setting of SDNP and up to ten landscape character areas during the construction and operational phases of the scheme. The sensitivity of these landscape character areas varies. In most cases, the significance and magnitude of the effects would reduce over time as mitigation measures become established. However, the effects on landscape and visual amenity should be taken into account in weighing up the benefits and impacts of the options.
- 6.19 Neither the EAR nor the consultation material include the design of mitigation measures, which is disappointing given that each option would have major adverse environmental impacts and these measures appear to have been identified to inform the cost estimates.
- 6.20 Table 3 includes a summary of the environmental impact appraisal of the options. The impact categories are those used in the appraisal process, in line with DfT's Transport Appraisal Guidance (i.e. WebTAG), which are slightly different to the categories used in Environmental Impact Assessment. These categories have been used as they summarise the environmental impacts taking both the construction and operational stages of the scheme into account. This is appropriate because, at this stage of the project, the purpose is to select between alternative options rather than assess the suitability of the environmental mitigation strategy (as this has not been presented for any of the options and will be addressed at the next stage of the project). In reaching conclusions about the options, these impacts should be weighed up against the traffic and economic impacts, which are largely beneficial.

**Table 3: Summary of Highways England's environmental impact appraisal<sup>5</sup>**

<b>Impacts</b>	<b>1V5 (Cyan)</b>	<b>1V9 (Beige)</b>	<b>3V1 (Crimson)</b>	<b>4/5AV1 (Magenta)</b>	<b>4/5AV2 (Amber)</b>	<b>5BV1 (Grey)</b>
Noise (NPV <sup>6</sup> )	-£5.1m	-£5.4m	-£2.0m	-£0.9m	-£0.9m	-£1.7m
Air quality (NPV <sup>2</sup> )	-£6.9m	-£2.7m	-£7.7m	-£7.5m	-£6.6m	-£7.1m
Greenhouse gases (NPV <sup>2</sup> )	-£10.7m	-£7.7m	-£13.5m	-£9.6m	-£8.1m	-£6.5m
Landscape	Moderate adverse	Moderate adverse	Large adverse	Large adverse	Large adverse	Large adverse

<sup>5</sup> Highways England (2019): Interim Scheme Assessment Report – Appendix F Appraisal Summary Tables

<sup>6</sup> Net Present Value



Townscape	Moderate adverse	Moderate adverse	n/a	n/a	n/a	n/a
Historic environment	Slight adverse	Slight adverse	Large adverse	Moderate adverse	Moderate adverse	Moderate adverse
Biodiversity	Large adverse	Large adverse	Very large adverse	Large adverse	Very large adverse	Large adverse
Water environment	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

6.21 Table 3 includes details of the greenhouse gas and air quality impacts of the options. However, the assessment has made no allowance for improvements in vehicle emissions beyond 2030 resulting from the switch to electric vehicles. Accordingly, it is considered that Highway England have overestimated the greenhouse gas and air quality impacts of the options and, therefore, the following assessment and balancing of environmental impacts is based on their relative differences.

6.22 To inform the County Council's conclusions about the options, they have been ranked based on the environmental impacts summarised in Table 3. Unless specified, this exercise has been conducted based on the information presented by Highways England in the EAR and ISAR. The conclusions of this exercise are set out in Table 4 below and paragraphs 6.23-6.30.

#### *Option 1V5 (Cyan)*

6.23 Option 1V5 (Cyan) is the best or joint best option for landscape, visual, historic environment and biodiversity impacts, the joint second best option for townscape, the fourth best option for noise impacts, the third best option for air quality, and fifth best option for greenhouse gas impacts. Overall, this option has:

- worse environmental impacts than Option 1V9 (Beige), principally due to worse air quality and greenhouse gas impacts;
- similar impacts to Option 4/5AV1 (Magenta) provided that amendments (outlined in paragraph 6.20) are made to the design of this option, principally because greater noise and townscape impacts are counterbalanced by the greater landscape, visual and historic environment impacts of Option 4/5AV1 (Magenta); and
- less environmental impact than Option 4/5AV2 (Amber), Option 5BV1 (Grey) and Option 3V1 (Crimson).

#### *Option 1V9 (Beige)*

6.24 Option 1V9 (Beige) is the best or joint best option for landscape, visual, historic environment, biodiversity and air quality impacts, the joint second best option for townscape and greenhouse gas impacts, and the fifth best option for noise impacts. Overall, this option is likely to have the lowest environmental impacts.

#### *Option 3V1 (Crimson)*

- 6.25 Option 3V1 (Crimson) is the joint best option for townscape impact, the third best option for the historic environment, the joint second best option for landscape, visual and biodiversity impacts, and the sixth best option for air quality and greenhouse gas impacts. Overall, this option has the worst environmental impacts overall of all the options, principally because of the very large adverse impact on biodiversity.

*Option 4/5AV1 (Magenta)*

- 6.26 Option 4/5AV1 (Magenta) is best or joint best for noise, townscape and biodiversity impacts and the joint second best option for landscape and visual amenity. As the environmental assessment has not taken into account the presence of a well preserved medieval pottery kiln, it is considered that the assessment of historic environment impact has been underestimated and is likely to be joint third best for historic environment impacts. However, if the impacts on this feature can be mitigated through a minor realignment, which appears possible, this option would be joint second best for historic environment impacts. It is also the fourth best option for air quality and fifth best option for greenhouse gas impacts. Overall, provided that the impacts on the medieval pottery kiln can be successfully mitigated, this option has:
- worse environmental impacts than Option 1V9 (Beige), principally due to greater air quality and greenhouse gas impacts;
  - similar impacts to Option 1V5 (Cyan), principally because greater landscape, visual and historic environment impacts are counterbalanced by the greater noise and townscape impacts of Option 1V5 (Cyan); and
  - less environmental impact than Option 4/5AV2 (Amber), Option 5BV1 (Grey) and Option 3V1 (Crimson).

*Option 4/5AV2 (Amber)*

- 6.27 Option 4/5AV2 (Amber) is the best or joint best option for noise and townscape impacts, the joint second best option for landscape, visual, historic environment, biodiversity and air quality impacts, and the third best option for greenhouse gas impacts. Overall, this option has:
- worse environmental impacts than Option 1V9 (Beige), Option 1V5 (Cyan) and Option 4/5AV1 (Magenta), principally due to greater landscape and visual impacts than Option 1V9 (Beige) and Option 1V5 (Cyan) and greater biodiversity impacts than Option 1V9 (Beige), Option 1V5 (Cyan) and Option 4/5AV1 (Magenta);
  - less environmental impact than Option 5BV1 (Grey), principally because the greater biodiversity impact is outweighed by the greater noise and historic environment impacts (as outlined in paragraph 6.22) of Option 5BV1 (Grey); and
  - less environmental impact than Option 3V1 (Crimson).

*Option 5BV1 (Grey)*

- 6.28 Option 5BV1 (Grey) is best or joint best for townscape and biodiversity impacts, the joint second best option for landscape, visual and noise impacts. However, it is considered that the noise and townscape impacts are likely to

be underestimated, because the environmental assessment has not taken account of impacts on planned development, including the Avisford Grange development of c200 dwellings, which would be encroached by this option.

- 6.29 Furthermore, the assessment of impacts on the historic environment has not taken into account, including: (a) the severance of Binsted as a historical settlement into three parts, isolating its most ancient and historically important building, St Mary's Church; and (b) severance of the view along the Binsted Rife valley by crossing this very visible feature of the local historical landscape in an open area. These impacts are unlikely to be mitigated, so the historic environment assessment is also likely to be underestimated and is more likely to be 'large adverse'.
- 6.30 Overall, taking account of the underestimated townscape, noise and historic environment impacts, this option has:
- worse environmental impacts than Option 1V9 (Beige), Option 1V5 (Cyan), principally due to greater noise, landscape, visual and historic environment impacts and Option 4/5AV1 (Magenta), principally due to greater noise impact, and Option 4/5AV2 (Amber) because the greater noise and historic environment impacts outweigh the greater biodiversity impact of Option 4/5AV2 (Amber);
  - less environmental impact than Option 3V1 (Crimson).

**Table 4: WSCC ranking based on overall environmental impact appraisal**

<b>Overall assessment</b>	<b>1V5 (Cyan)</b>	<b>1V9 (Beige)</b>	<b>3V1 (Crimson)</b>	<b>4/5AV1 (Magenta)</b>	<b>4/5AV2 (Amber)</b>	<b>5BV1 (Grey)</b>
Rank based on overall environmental assessment	2 <sup>nd</sup>	1 <sup>st</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>

- 6.31 The impacts of all the options are contentious due to their impacts on woodland, including Ancient Woodland which is irreplaceable, and the SDNP, which are both protected by the National Policy Statement for National Networks. A summary of the impacts on woodland, including Ancient Woodland, and SDNP is included in Table 5 below. It is acknowledged that impacts which occur outside the boundary may negatively affect the setting of the SDNP, so the summary provided in Table 5 can only be taken as very simple indicator of potential impacts on SDNP.

**Table 5: Summary of impacts on woodland and SDNP**

<b>Impact</b>	<b>1V5 (Cyan)</b>	<b>1V9 (Beige)</b>	<b>3V1 (Crimson)</b>	<b>4/5AV1 (Magenta)</b>	<b>4/5AV2 (Amber)</b>	<b>5BV1 (Grey)</b>
Woodland area (of which Ancient Woodland in brackets) (ha)	8.37 (1.95)	7.44 (1.09)	20.57 (9.05)	3.51 (0.4)	5.33 (1.83)	1.49 (0)

Length of road within SDNP (km)	1.92	1.93	2.28	0.74	1.97	0
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- 6.32 As Ancient Woodland and National Parks are protected by National Policy, the impacts on these designations should be considered in the selection of a preferred option. The option that would have least overall impact on both Ancient Woodland and SDNP is Option 5BV1 (Grey). However, as outlined in paragraph 6.30, when considered against a range of environmental characteristics, this option has worse environmental impacts overall than Option 1V9 (Beige), Option 1V5 (Cyan), Option 4/5AV1 (Magenta) and Option 4/5AV2 (Amber). Therefore, there is a need to weigh up the environmental impacts overall as well as take account of the specific impacts on Ancient Woodland and the SDNP. These should be taken into account in the balancing of economic and social benefits and environmental impacts.
- 6.33 In accordance with Government policy and expressed aspirations, every effort must be taken to ensure biodiversity net gain is achieved through this project, in line with the Biodiversity Net Gain Assessment. The feasibility of the following measures should be investigated in developing a detailed and high quality package of environmental mitigation measures: extensive landscaping/screening; translocation of soils from Ancient Woodland to create new compensatory habitats; creation of 'green bridges' to maintain connectivity between Ancient Woodland; extensive noise mitigation; and new facilities for NMUs. Although it is not possible to replace Ancient Woodland, it is considered that it should be possible to mitigate this loss to an acceptable level, provided that sufficient land can be identified to create replacement woodland; of the options that require this, this would be most achievable for Option 4/5AV1 (Magenta).
- 6.34 An embankment would have significant detrimental impacts on landscape and visual amenity, local hydrology, reduce the flood capacity of the floodplain, sever ecological networks, and result in a significant increase in mitigation and compensatory habitat creation costs. Therefore, the environmental impacts of a viaduct, particularly on landscape and visual amenity, the water and historic environments and biodiversity, including habitat severance effects, are likely to be less than an embankment. Arundel is a sensitive location with a long-standing history of difficulty in securing the delivery of a bypass, principally due to the environmental impacts. Therefore, highway improvements on this scale should include the highest standard of environmental mitigation. The County Council is leading by example by including a viaduct in its planned A284 Lyminster Bypass (north). For these reasons, Highways England should be encouraged to seek additional funding for a viaduct, provided that it can be demonstrated that the additional benefits would outweigh the costs and that this would not cause delay to the project.

### ***Overall Assessment of the Options***

- 6.35 The following paragraphs sets out the overall technical assessment of each option and their relative performance when compared to the other options. The consultation form provides the opportunity for consultees to indicate the options that are their first, second or third preference and the option that is

their least preferred or last choice. Therefore, they also identify whether the County Council should express a preference for each option.

*Option 1V5 (Cyan)*

- 6.36 Option 1V5 (Cyan) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This would result in substantial economic benefits of £286.76m although these are noticeably smaller than Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber) and Option 5BV1 (Grey). However, this option would substantially increase the volume of traffic in Arundel (by around 65% compared to the Do Minimum scenario), exacerbating noise issues for a large community (daytime noise levels in 2041 will be increased for 1861 households and reduced for 129 households) and result in a slight adverse impact on community severance. This option would also require the second largest area of woodland and Ancient Woodland, and is the fourth largest length of road within the SDNP.
- 6.37 The environmental impacts of Option 1V5 (Cyan) are expected to be similar to Option 4/5AV1 (Magenta) once suggested amendments are made to the design to reduce its historic environment impacts. However, the traffic, economic and social benefits of Option 1V5 (Cyan) are substantially less due to smaller travel time and accident savings and a greater impact on community severance. The impacts on Ancient Woodland and SDNP are also greater.
- 6.38 The environmental impacts of Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are greater than Option 1V5 (Cyan) but their impacts on Ancient Woodland and SDNP are less. Furthermore, the traffic, economic and social benefits of Option 1V5 (Cyan) are substantially less than these options due to smaller travel time and accident savings. On balance, it is considered that the greater traffic, economic and social benefits of Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are likely to outweigh their environmental impacts to a greater degree than Option 1V5 (Cyan).
- 6.39 Therefore, Option 1V5 (Cyan) does not perform as well as other options and it should not be a preferred option.

*Option 1V9 (Beige)*

- 6.40 Option 1V9 (Beige) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. However, this option would substantially increase the volume of traffic in Arundel (by around 66% compared to the Do Minimum reference case), exacerbating noise issues for a large community (daytime noise levels in 2041 will be increased for 1816 households and reduced for 135 households) and result in a slight adverse impact on community severance. Furthermore, this option provides the lowest level of highway capacity of the options combined with a lower speed limit, so congestion is likely to reoccur by 2041. Therefore, although this option would result in substantial economic benefits of £266.57m, these are noticeably smaller than Option 1V5 (Cyan), Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber) and Option 5BV1 (Grey) and are likely to be less beneficial

over the longer term. This option would have the lowest overall environmental impact even though it requires the third largest area of woodland and is the third largest length of road within the SDNP.

- 6.41 The environmental impacts of Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are greater than Option 1V9 (Beige) but their impacts on Ancient Woodland and SDNP are less. However, the traffic, economic and social benefits of Option 1V9 (Beige) are substantially less than these options due to smaller travel time and accident savings. On balance it is considered that the greater traffic, economic and social benefits of Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are likely to outweigh their environmental impacts to a greater degree than Option 1V9 (Beige).
- 6.42 Therefore, Option 1V9 (Beige) does not perform as well as other options (principally because it would not deliver long-term benefits) and it should not be a preferred option.

*Option 3V1 (Crimson)*

- 6.43 Option 3V1 (Crimson) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This option would substantially reduce the volume of traffic in Arundel (by around 85% compared to the Do Minimum reference case) although it would negatively affect the community in Tortington (daytime noise levels in 2041 will be increased for 1103 and reduced for 405 households) and the setting of the nationally important Tortington Priory Scheduled Monument. This option would result in substantial economic benefits of £350.24m and a slight beneficial impact on community severance. This option would require the greatest loss of woodland and Ancient Woodland and is the largest length of road within SDNP. Option 3V1 (Crimson) would have the greatest environmental impact overall.
- 6.44 Therefore, although Option 3V1 (Crimson) would result in the greatest traffic, economic and social impacts, it is unlikely to satisfy the requirements of National Policy (because other options would result in less impact on Ancient Woodland and SDNP). For these reasons, Option 3V1 (Crimson) should not be a preferred option.

*Option 4/5AV1 (Magenta)*

- 6.45 Option 4/5AV1 (Magenta) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This option would substantially reduce the volume of traffic in Arundel (by around 85% compared to the Do Minimum reference case). However, it would negatively affect the communities of Tortington, Binsted and Walberton (daytime noise levels in 2041 will be increased for 1064 and reduced for 466 households). This option would result in substantial economic benefits of £352.66m that are noticeably greater than Option 1V5 (Cyan) and Option 1V9 (Beige) and also have a slight beneficial impact on community severance.

- 6.46 Provided that an amendment is made to the design to reduce historic environment impacts as mentioned in paragraph 6.26, the environmental impacts of this option (as summarised in Table 3) are less than Option 1V9 (Beige) and although they are similar to Option 1V5 (Cyan), Option 4/5AV1 (Magenta) would result in less Ancient Woodland loss and includes a shorter length of road within SDNP. The alignment would have less impact on the historic settlement of Binsted and cross the Binsted Rife in a less prominent location than Option 5BV1 (Grey).
- 6.47 Although the economic benefits of Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are greater than Option 4/5AV1 (Magenta), they have worse environmental impacts and Option 4/5AV2 (Amber) would have greater impacts on Ancient Woodland. These greater environmental impacts are unlikely to outweigh the additional traffic, economic and social benefits to the extent that they perform better than Option 4/5AV1 (Magenta).
- 6.48 Overall, of the options available, Option 4/5AV1 (Magenta) offers the best balance between traffic, economic and social benefits and environmental impacts, taking account of impacts on Ancient Woodland and SDNP. This is because it is the second best option for environmental impacts and impacts on Ancient Woodland and SDNP whilst also being third best option for economic benefits.
- 6.49 Therefore, Option 4/5AV1 (Magenta) performs better than the other options and it should be the preferred option.

*Option 4/5AV2 (Amber)*

- 6.50 Option 4/5AV2 (Amber) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This option would substantially reduce the volume of traffic in Arundel (by around 84% compared to the Do Minimum reference case). However, it would negatively affect the communities of Tortington, Binsted and Walberton (daytime noise levels in 2041 will be increased for 1064 and reduced for 466 households). This option would result in substantial economic benefits of £377.19m that are noticeably greater than Option 1V5 (Cyan) and Option 1V9 (Beige). The environmental impacts of this option are greater than Option 1V9 (Beige), Option 1V5 (Cyan) and Option 4/5AV2 (Magenta) and would result in greater loss of Ancient Woodland and length of road in SDNP.
- 6.51 The alignment of Option 4/5AV2 (Amber) would have less impact on the historic settlement of Binsted than Option 4/5AV1 (Magenta) and Option 5BV1 (Grey) and cross the Binsted Rife in a well-screened location. As it is considered that the noise, townscape and historic environment impacts of Option 5BV1 (Grey) have been underestimated, Option 4/5AV2 (Amber) is preferable to Option 5BV1 (Grey).
- 6.52 Overall, although Option 4/5AV2 (Amber) does not offer the best balance between traffic, economic and social benefits and environmental impacts, principally due to greater impacts on Ancient Woodland and SDNP, it is the second best option.

*Option 5BV1 (Grey)*

- 6.53 Option 5BV1 (Grey) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This option would substantially reduce the volume of traffic in Arundel (by around 84% compared to the Do Minimum scenario). However, it would negatively affect the communities of Tortington, Binsted and Walberton (Highways England figures indicate that daytime noise levels in 2041 will be increased for 1249 but this is likely to be an underestimate and reduced for 527 households). This option would result in substantial economic benefits of £378.47m that are noticeably greater than Option 1V5 (Cyan) and Option 1V9 (Beige). The environmental impacts of this option are greater than Option 1V9 (Beige), Option 1V5 (Cyan), Option 4/5AV2 (Magenta) and Option 4/5AV2 (Amber) but would result in no loss of Ancient Woodland or length of road in SDNP.
- 6.54 Overall, Option 5BV1 (Grey) does not offer the best balance between traffic, economic and social benefits and environmental impacts because it is considered that the noise, townscape and historic environment impacts have been underestimated. The alignment would also sever the historic settlement of Binsted into three sections and cross the Binsted Rife in a prominent location. Therefore, Option 5BV1 (Grey) is the third best option.

**Conclusions**

- 6.55 The West Sussex Transport Plan identifies improvements to the A27 together with complementary improvements to public transport at Chichester, Arundel and Worthing as its highest priority. The poor performance of A27 disrupts businesses, residents and visitors to West Sussex on a daily basis. Traffic levels are forecast by the Department for Transport to grow in the future predominantly due to population growth and reducing costs of driving<sup>7</sup>. There is uncertainty about the rate of traffic growth and DfT have set out a range of possible future scenarios.
- 6.56 However, the fact that growth is expected in all scenarios suggests that there continues to be a case for addressing congestion at key existing bottlenecks. Highways England has also assessed the performance of the options in a low growth scenario (i.e. if traffic grows at a lower rate) and these results indicate that the benefits are still likely to outweigh the costs in all cases. The County Council is working with public transport providers, notably Network Rail, to bring forward public transport improvements but we acknowledge Highways England's conclusion that there is no evidence to suggest that these are likely to result in a significant reduction in demand on the A27. Therefore, without improvements to the A27 at Arundel, congestion will grow at peak times, resulting in greater rat-running and 'peak spreading'; i.e. peak period conditions will extend into other parts of the day.
- 6.57 The County Council has identified championing the West Sussex economy as one of its highest priorities. In a recent survey by the Coastal West Sussex Partnership of 377 companies, 90% said that the A27 in West Sussex is important to their company and 51% said that congestion is a major problem

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<sup>7</sup> DfT 2018: Road Traffic Forecasts



for their company. Therefore, significant weight should be given to the potential economic benefits of improving the A27 and it is necessary to take a long term view on the environmental impacts, some of which will reduce as mitigation measures become established.

- 6.58 The benefits of the options take into account the effects of the planned A27 Worthing and Lancing and A284 Lyminster Bypass schemes. Without the A27 Worthing and Lancing and A284 Lyminster Bypass schemes, the traffic and economic benefits of all the options are expected to reduce but still outweigh the costs. As the County Council remains committed to the delivery of these schemes, potential uncertainty about their delivery is not a justifiable reason not to proceed with one of the options for an A27 Arundel Bypass. Furthermore, this potential uncertainty should not be a determining factor in the decision about which option to pursue, as this should be based on an assessment of the impacts (positive and negative) and the views of local stakeholders.

*Preferred Option and Preferences*

- 6.59 The only option that is unlikely to achieve the ambition of the West Sussex Transport Plan to improve the A27 is Option 1V9 (Beige) because it would not provide sufficient highway capacity to cater for traffic growth and over the longer-term, with congestion forecast to return by 2041.
- 6.60 Overall, it is considered that the environmental impacts of Option 4/5AV1 (Magenta), if appropriately mitigated, are likely to be significantly outweighed by the substantial traffic, social and economic benefits of this option over the longer term. Therefore, provided that a detailed and high quality package of environmental mitigation measures is identified and delivered as part of the scheme, Option 4/5AV1 (Magenta) should be the County Council's preferred option for an A27 Arundel Bypass. This is because it is the best performing option and it represents the best fit with the strategic objectives that the Authority is seeking for the A27.
- 6.61 However, even though they do not offer the best balance between transport, economic and social benefits and environmental impacts, it is considered that Options 4/5AV2 (Amber) and 5BV1 (Grey), if appropriately mitigated, would also deliver the County Council's strategic objectives and, therefore, they are preferable to the other three options; 1V5 (Cyan), 1V9 (Beige) and 3V1 (Crimson). Therefore, Option 4/5AV2 (Amber) should be the County Council's second preference and Option 5BV1 (Grey) should be the third preference.

*Need for Additional Funding*

- 6.62 It is acknowledged that the budget range for the A27 Arundel Bypass in the Roads Investment Strategy (2015-20) is £150-250m. The deliverability of Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber), and Option 5BV1 (Grey) is dependent upon additional funding being secured. The cost of delivering major highway improvements in this area should reflect that there is a need to provide the highest standard of design, including environmental mitigation. Although this cannot come at any cost, it is considered that the design of the scheme should be determined by what is needed to deliver Highway England's objectives (paragraph 2.1), rather

than what is affordable. The County Council should support Highways England in seeking the additional funding to deliver Option 4/5AV1 (Magenta), as the County Council's preferred option.

#### *Consultation Response*

- 6.63 A consultation response (attached as Appendix B) has been prepared that takes account of the transport, economic, environmental, and overall assessments of the options (as summarised in Section 5) and reflects the overall conclusion set out above.

### **Factors taken into account**

#### **7. Consultation**

- 7.1 Consultation has taken place with the teams in the Directorate for Highways, Transport & Planning. The responses received have informed the technical assessment and the preparation of the draft Consultation Response.
- 7.2 The draft Consultation Response will be considered by the Environment, Communities and Fire Select Committee at its meeting on 21 October 2019 and feedback from the Committee will be taken into account in finalising the Consultation Response.

#### **8. Resource Implications and Value for Money**

- 8.1 There are no resource implications in making this response other than officer time in preparing the response, which has been identified within existing service plans.
- 8.2 The County Council is not expected to make a financial contribution towards the cost of implementing the A27 Arundel Bypass Scheme.

#### **9. Legal Implications**

There are no legal implications for the County Council in making this response.

#### **10. Other options considered by the County Council**

The other option considered was to not provide a response to the consultation. However, the delivery of improvements to the A27 at Arundel is one of the County Council's strategic priorities and, therefore, it is important that the Authority continues to engage positively in the process and that it responds to the consultation.

#### **11. Risk Implications and Mitigations**

There are no identifiable risks to the Council in making this response.

**12. Equality and Human Rights Assessment**

There are no equality and human rights implications in making this response as it is a response to a consultation by an external organisation.

**13. Social Value and Sustainability Assessment**

There are no identifiable social value and sustainability implications in making this response.

**14. Crime and Disorder Reduction Assessment**

There are no identifiable Crime and Disorder Act implications in making this response.

**Lee Harris**

Acting Chief Executive

**Matt Davey**

Director for Highways,  
Transport and Planning

**Contact:** Darryl Hemmings, Transport Planning and Policy manager  
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**Appendices**

A – A27 Arundel Consultation Brochure  
B – WSCC Consultation Response

**Background Papers**

None

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# A27 Arundel Bypass

Further public consultation

Have your say

30 August to 24 October 2019



# A27 Arundel Bypass

Further public consultation

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# Introduction

## Investing in your roads

At Highways England, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and most importantly safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A27 Arundel Bypass is part of this investment: by reducing congestion in the area, the scheme will improve journeys along the corridor between Brighton and Portsmouth, which would provide benefits for the local and regional economy.

In this brochure, we explain our six proposed options for the A27 Arundel Bypass scheme, based on the latest available information, and set out how you can give us your feedback during our public consultation.

All consultation materials, including supporting technical documents are available from  
**[www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)**

## How to respond

We're holding a public consultation on our proposals. We'd like to hear what you think, so please share any views, ideas or local knowledge that you may have. The consultation is open for eight weeks, between 30 August and 24 October 2019, and there are lots of ways to have your say. Why not fill in the consultation response form online or come along to one of our public consultation exhibitions? Full details of how you can respond are below.

Your comments will help us better understand the local area and any potential impacts our proposals may have on the community. We will listen to everyone's feedback and consider all comments before we select a preferred option.

Please respond using one of the following methods by **11:59pm on 24 October 2019**. Responses received after this time may not be considered.

- **Online:** complete the consultation response form online via **[www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)**
- **Freepost:** complete the consultation response form and return it to **Freepost A27 ARUNDEL**
- **In person:** complete the consultation response form and hand it to a member of staff at a public exhibition

If you have any questions, or would like the information in a different format, please contact us by:

- **Email:**  
**[A27ArundelBypass@highwaysengland.co.uk](mailto:A27ArundelBypass@highwaysengland.co.uk)**
- **Telephone: 0300 123 5000 (24 hours)**



Agenda Item 4  
Appendix A  
**Public exhibitions**

You can find out more about the options at our staffed public consultation exhibitions, where the project team will be on hand to answer your questions.

Date	Location	Time	Address
Friday 30 August	Cathedral Centre	5.30pm-8pm	London Road, Arundel, BN18 9BA
Tuesday 10 September	The White Swan	3.30pm-8pm	Chichester Road, Arundel, BN18 0AD
Wednesday 11 September	Whiteways car park, South Downs National Park (our consultation van will be on-site)	11am-1pm	Bury Hill, Houghton, BN18 9FD
Wednesday 11 September	Impulse Leisure Centre car park, Storrington (our consultation van will be on-site)	3pm-6pm	Spierbridge Road, Storrington, Pulborough, RH20 4PG
Saturday 14 September	Fontwell Park Racecourse	10:30am-2.30pm	Arundel Road, Fontwell, Arundel, BN18 0SY
Thursday 19 September	Coronation Hall, Slindon	2pm-8pm	Reynold's Lane, Slindon, West Sussex, BN18 0QT
Saturday 28 September	Walberton Village Hall	10am-5pm	The Street, Walberton, Arundel, BN18 0PJ
Tuesday 1 October	Littlehampton Town Council – Manor House, Littlehampton	2pm-8pm	Manor House, Church Street, Littlehampton, BN17 5EW
Tuesday 8 October	Mill Road car park (near Arundel Castle), Arundel (our consultation van will be on-site)	11am-2pm	Mill Road, Arundel, BN18 9PA
Saturday 12 October	Arundel Town Hall	10:30am-4pm	Maltravers Street, Arundel, BN18 9AP

We will also hold unstaffed exhibitions, where visitors can view some consultation materials and collect printed copies of the consultation response form. These exhibitions will be held at the locations below, during the venues' normal opening hours. All consultation materials are available from [www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)

Date	Location	Address
Monday 16 - Tuesday 17 September	Bognor Regis Town Hall	Clarence Road, Bognor Regis, PO21 1LD
Wednesday 25 September	Storrington Library	Ryecroft Lane, Storrington, Pulborough, RH20 4PA
Wednesday 9 October	Yapton Village Hall	Main Road, Yapton, BN18 0ET
Monday 14 - Friday 18 October	Arun Civic Centre	Maltravers Road, Littlehampton, BN17 5LF



## Locations to collect consultation material

You can find copies of the brochure and consultation response form at the following deposit points throughout the consultation period (30 August to 24 October 2019), during the locations' normal opening hours. Reference copies of supporting technical documents will also be available.

Location	Address
Angmering Library	Arundel Road, Angmering, Littlehampton, BN16 4JS
Arundel Library	Surrey Street, Arundel, BN18 9DT
Arundel Town Hall	Maltravers Street, Arundel, BN18 9AP
Bognor Regis Library	69 London Road, Bognor Regis, PO21 1DE
East Preston Library	The Street, East Preston, Littlehampton, BN16 1JJ
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA
Rustington Library	Claigmar Road, Rustington, BN16 2NL

## About the A27 Arundel Bypass

The A27 Arundel Bypass scheme is identified within the Government's 2015-2020 Road Investment Strategy (RIS1), which states that England's strategic road network requires upgrading and improving to ensure it can deliver the performance needed to support the nation in the 21st century.

A budget of between £100-£250 million has been allocated to the scheme. The scope of the A27 Arundel Bypass scheme described in the Road Investment Strategy is: *"the replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road"*.

The 'existing single carriageway road' proposed to be replaced lies within to the six-kilometre section of the A27 from the A284 Crossbush junction (east of Arundel) to the west of Yapton Lane (west of Arundel). The A27 currently goes through the South Downs National Park and Arundel crossing the River Arun and the railway line.

## Background to the further consultation

In May 2018, we announced a preferred route for the proposed A27 Arundel Bypass, known as Option 5AV3, following public consultation in autumn 2017. We then began developing the design as part of our work towards submitting an application for consent from the Secretary of State. This included looking at alternatives for minimising impacts on protected ancient woodland and biodiversity at the western end of the route.

We discovered new information during the course of this work. We therefore want to understand your views on the revised options for the scheme based on the latest available information, which we are presenting through this further consultation.

Views received during this consultation will be important in helping us to ensure that we find the best long-term solution for the area.

Inside this brochure, you will find details of the six proposed improvement options for the A27 around Arundel. You'll also find information explaining how we have developed the options, along with a summary of key benefits and impacts.

Figure 1: Scope of scheme






## Agenda Item 4

### Appendix A

Please note that this consultation brochure contains only summary information regarding the proposals. For more detail, please refer to the supporting technical documents:

 *Environmental Assessment Report (EAR)*,  
 *Interim Scheme Assessment Report (Interim SAR)* and the  *Combined Modelling and Appraisal Report (ComMA)*, which are available from [www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)

You will see the  icon throughout this brochure indicating where more detailed technical information is available.

### Other A27 schemes in the Road Investment Strategy

Although the A27 Arundel Bypass scheme is part of a wider programme of investment, it is a standalone scheme and would bring about significant benefits to the area. Other improvements along the A27 were also identified within the Road Investment Strategy (RIS1). The current position of these other A27 schemes is:

■ **A27 East of Lewes:** In summer 2017, a preferred route was announced and since then the preliminary design for this scheme has been developing. Public information exhibitions for both junctions and shared use paths were held in March and July 2019, respectively. Works are planned to start from spring 2020. More information can be found at: [www.highwaysengland.co.uk/a27-east-of-lewes](http://www.highwaysengland.co.uk/a27-east-of-lewes)

■ **A27 Worthing and Lancing improvements:** The current scheme is paused and remains part of the RIS1 package of works. As set out in our Delivery Plan Update 2019-20, the scheme is under review in order to best meet the needs of the local stakeholders. More information can be found at: [www.highwaysengland.co.uk/a27-worthing-and-lancing-improvement](http://www.highwaysengland.co.uk/a27-worthing-and-lancing-improvement)

■ **A27 Chichester Bypass:** The scheme is no longer part of the RIS1 package of works. As set out in our Delivery Plan Update 2019-20, it has been stopped as agreed with the Department for Transport. More information can be found at [www.highwaysengland.co.uk/projects/a27-chichester/](http://www.highwaysengland.co.uk/projects/a27-chichester/)

### Why we need this scheme

- The A27 is the only major east-west trunk road south of the M25. It links many of the towns and cities along the south coast, including Portsmouth, Chichester, Arundel, Brighton and Hove, Lewes and Eastbourne, serving a combined population of more than one million<sup>1</sup> people, as well as a large number of businesses.
- The smooth running of this road plays a key part in the region's success. West Sussex attracts, on average, 17 million visitor days per year, worth approximately £508 million to the local economy<sup>2</sup>.
- On either side of Arundel, the A27 is a dual-carriageway with capacity to carry existing traffic flows and more able to cope with future traffic growth. The single carriageway section of the A27 through Arundel creates a bottleneck that holds up traffic, costing commuters, businesses, communities and visitors valuable time and money.
- Congestion around Arundel results in some drivers seeking alternative routes which are less suited to higher traffic flows. Residents in local towns and villages are affected by increases in through traffic, while air quality is also a concern, most notably in Storrington which was identified by the World Health Organisation as one of the poorest places for air quality in the UK<sup>3</sup>.
- The A27 currently has a poor safety record, with a higher than average accident rate for rural A-roads<sup>4</sup>.

<sup>1</sup> Based on census 2011 population data for these districts; Portsmouth, Havant, Chichester, Arundel, Worthing, Adur, Brighton and Hove, Lewes, and Eastbourne.

<sup>2</sup> The GB Day Visitor Statistics 2015, VisitBritain.

<sup>3</sup> WHO report available here [http://www.who.int/airpollution/data/aap\\_air\\_quality\\_database\\_2018\\_v12.xlsx?ua=1](http://www.who.int/airpollution/data/aap_air_quality_database_2018_v12.xlsx?ua=1) with further information about air quality from WHO accessible here <https://www.who.int/airpollution/en/>

<sup>4</sup> In the latest 5-year period (1 January 2013 to 31 December 2017) there have been 81 personal injury collisions, resulting in 121 casualties, recorded between Yapton Lane to the east and Crossbush junction to the west.



- Relatively poor transport connectivity in the area has contributed to pockets of deprivation by restricting access to employment opportunities. For example, Littlehampton has some of the highest levels of deprivation in the country, partly because local people have reduced access to employment (especially higher paid, higher value jobs) than elsewhere in the region<sup>5</sup>. Improving connectivity could help tackle this inequality.

## Scheme objectives

Our scheme objectives have been developed while working with the local authorities, the South Downs National Park Authority, other environmental bodies, the emergency services and the Department for Transport (DfT).

The scheme objectives are to:

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



*One scheme objective is to reduce congestion and reduce journey time along the A27*

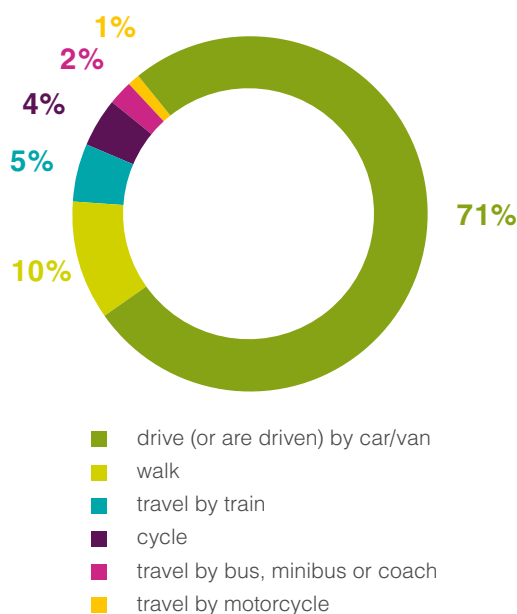
<sup>5</sup> For more detail see the Combined Modelling and Appraisal Report (ComMA).

## How people travel in the Arundel area

There is relatively low use of public transport, walking and cycling in the area. This means that even a significant increase in these modes of transport would be unlikely to solve the problems of queuing and congestion on the A27 through Arundel. Furthermore, planned population increases during the coming years, would likely make these issues worse.

The car is an important means of transport in the area. Arun District residents travel to work using the following transport modes<sup>6</sup>.

### Mode of travel



## Review of alternative transport options

### Bus

There are no significant plans for bus improvements in the area. With the relatively low proportion of bus use in the area, there is no current evidence to suggest that bus services could accommodate the overall future demand for travel.

### Rail

There have been two studies about rail infrastructure investments for the south coast corridor. One study looked at infrastructure investment priorities for railways from London to the south coast, and the other explored opportunities to improve the Coastway rail service. Neither study recommended improvements in the area as a priority, nor found that the improvements would offer good value for money. We understand that Network Rail is currently assessing options for West Coastway and Arun Valley line enhancements, although we have no current evidence to suggest that there would be any significant switch from road use to rail use (along the A27 corridor between Chichester and Brighton) that would meet the overall future demand for travel.

## Route options

### Route option development



After announcing in October 2018 our intention to carry out further consultation, we took a fresh look at the full range of possible route alignments. These were grouped by corridor (or similar route alignments) and then sifted according to compliance with the scheme objectives and legal and national planning policy tests, including consideration of environmental impacts.

Our technical work concluded that six options should be put forward for consideration as part of this further consultation. These are shown in [Figure 2](#). For ease of reference, we have assigned a colour to each option.

All options would support the local housing and employment growth strategies of the local authorities and cater for traffic growth until at least 2041<sup>7</sup>. However, there are significant environmental constraints and national planning policy risks that affect all six options as outlined in the following pages.

<sup>6</sup> Method of travel to work 2011 Census Nomis (Nomis is a service provided by the Office for National Statistics, providing free access to detailed, up-to-date UK labour market statistics from official sources). 6% 'work from home' and 1% were categorised as 'other'.

<sup>7</sup> 2041 would be 15 years from the scheme opening date which is currently planned for 2026. The 15-year timeframe is Highways England standard for scheme design performance assessments.

For further details on the process we followed to identify these six options, please see the  *Interim Scheme Assessment Report (Interim SAR)*. For more information on the longer history of the scheme dating back to the 1980s, please see  *Interim Scheme Assessment Report (Interim SAR)* which is available on our website.

## Funding the scheme

As outlined on page 5, a £100-£250 million budget remains allocated to the scheme. However, the estimated costs have increased since the consultation in 2017 due to a number of factors. For example, new environmental surveys carried out in mid/late 2018 indicated that further environmental mitigation would be needed than had previously been anticipated, while costs associated with constructing an embankment across the floodplain have risen.

There has also been an associated increase in construction duration, while changes to the overall scheme timeline have also added to costs and inflation<sup>8</sup>. The cost ranges published within this consultation are early estimates based on work done to date and as such do not represent our final costs for the project. We will continue to develop our design in such a way that seeks to deliver the best possible value for money in line with the needs of the scheme.

For more info on costs, including benefit to cost ratios, please see page 28 and 29.

## Route descriptions


Key features of all options would include:

- A new viaduct spanning over the River Arun and a bridge the Arun Valley Railway.
- A junction at Crossbush with access to and from the A27 in both directions.


- A speed limit of 70 mph (in its current design, the Beige option - 1V9 - would need a 50 mph speed limit in some sections).
- An embankment across the River Arun floodplain, although all routes could alternatively be built with a viaduct. A decision on this will be taken once a preferred route is confirmed and more detailed design work is undertaken.

Please refer to the  *Interim Scheme Assessment Report (Interim SAR)* for more information.

## Ford Road junction

We received feedback from the 2017 consultation expressing interest in having a new junction with Ford Road. The options put forward in this further consultation do not feature such a junction, but we have not discounted this idea. The scheme design is flexible enough that each of the offline options could include a junction at Ford Road. As a result, this will be considered further during the next design stage, once we have identified a new preferred route. Please refer to our  *Interim Scheme Assessment Report (Interim SAR)* for more information.

## Walking, cycling and horse riding

Access would be maintained for pedestrians, cyclists and horse riders across all six options, although some existing routes would need to be diverted. More detail can be found in the  *Interim Scheme Assessment Report (Interim SAR)*.

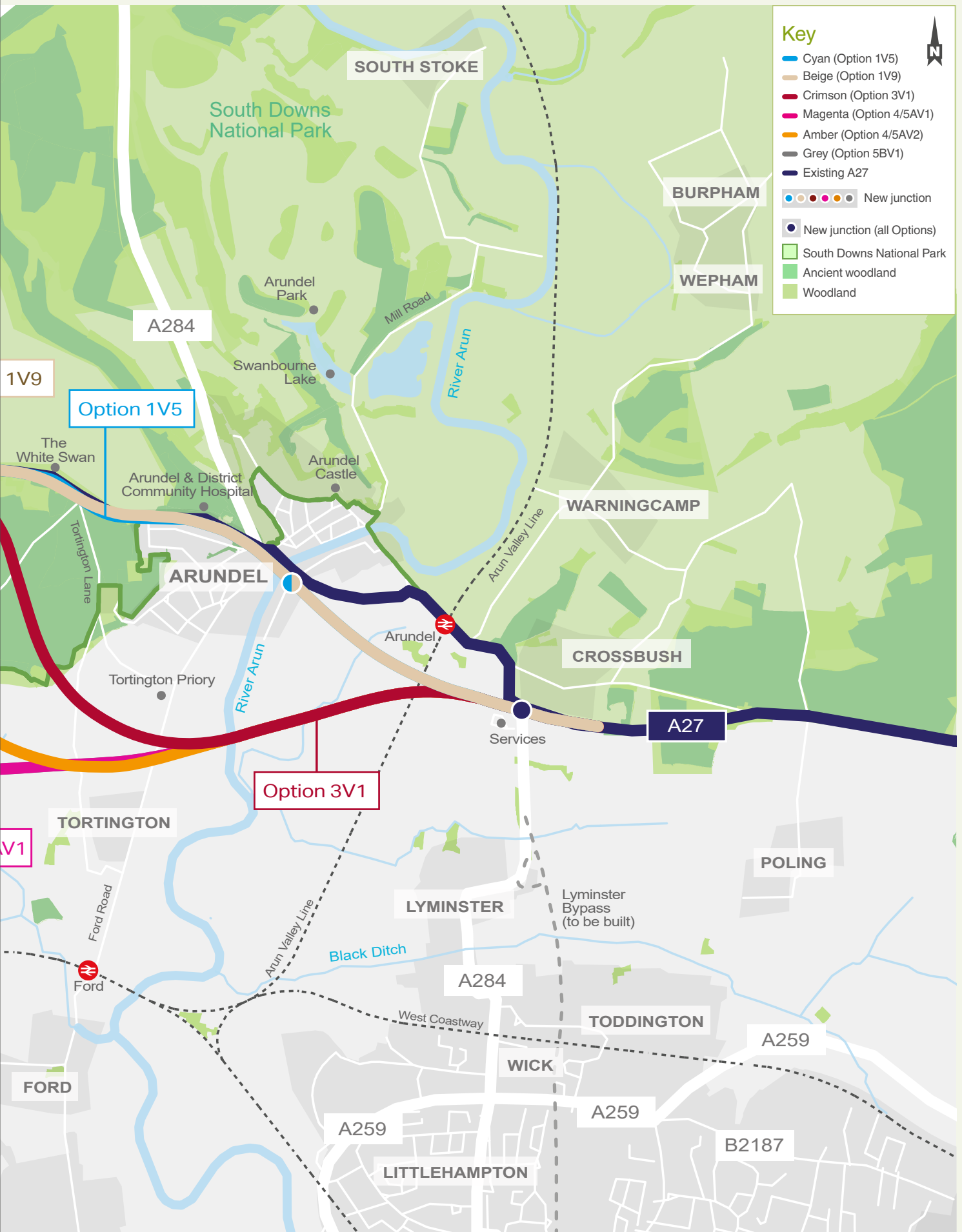
<sup>8</sup> Ideas of areas where costs could be reduced are set out in the *Interim Scheme Assessment Report (Interim SAR)*.



Agenda Item 4  
Appendix A  
**Figure 2: Scheme options**







#### Cyan (Option 1V5)

Cyan (Option 1V5) would feature 4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The viaduct extends over the Ford Road junction with no direct access to the local road network. Key features would include:

- 2.5km (approx.) of dual two-lane carriageway to the south of the existing A27 east of the River Arun
- 2.0km (approx.) of dual two-lane carriageway west of the River Arun
- New access to Arundel and District Community Hospital off the A284
- 1.92km (approx.) of the existing single carriageway within the South Down National Park replaced with dual carriageway and resulting in the loss of 1.95 hectares (approx.) of ancient woodland
- Fitzalan Road would be realigned to pass under the A27 and connect to the existing A27 at a new junction
- The existing A27 junction with Jarvis Road would be closed. Alternative access would be from the existing local road network
- Properties fronting the existing A27 would have their current access closed and alternative access provided by new local roads joining a new junction near Long Lane, with the side road passing over the A27. The new junction would have access to/from the A27 in both directions
- 2.2km (approx.) of the existing A27 between Ford Road roundabout and Crossbush junction returned to the local road network, subject to agreement with West Sussex County Council

#### Beige (Option 1V9)

Beige (Option 1V9) would feature 4.5km (approx.) of new dual two-lane carriageway between Crossbush and the existing transition between single and dual carriageway to the west of Arundel. The junction at Ford Road would be a traffic signal controlled 'through about'. Key features would include:

- 2.4km (approx.) of dual two-lane carriageway to the south of the existing A27 east of the River Arun
- 2.1km (approx.) of dual two-lane carriageway west of the River Arun with reduced cross section width
- A left-in, left-out junction to Arundel and District Community Hospital using the eastbound carriageway
- Fitzalan Road would be realigned to pass under the A27 and connected to the existing A27 at a new junction
- The existing A27 junction with Jarvis Road would be closed. Alternative access would be from the existing local road network
- A left in, left out junction at Tortington Lane using the westbound carriageway
- 1.93km (approx.) of the existing single carriageway within the South Downs National Park replaced with dual carriageway and resulting in the loss of 1.09 hectares (approx.) of ancient woodland
- Properties fronting the existing A27 would have their current access closed and alternative access provided by new local roads joining a new junction near Long Lane, with the side road passing over the A27. The new junction would have access to/from the A27 in both directions
- 1.9km (approx.) of the existing A27 between Ford Road roundabout and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

#### Crimson (Option 3V1)

Crimson (Option 3V1) would feature 6km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of Havenwood Park.

Key features would include:

- 2.28km (approx.) would be located within the South Downs National Park and resulting in the loss of 9.20 hectares (approx.) of ancient woodland
- A new junction to the east of Havenwood Park with the side road passing over the A27 with westbound access to the A27 and eastbound access from the A27
- The existing access to Havenwood Park would be closed and alternative access provided by a new local connector road to Binsted Lane
- 4.0km (approx.) of the existing A27 between the proposed junction (east of Havenwood Park) and the Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

### Magenta (Option 4/5AV1)

Magenta (Option 4/5AV1) would feature 7.2km (approx.) of new dual two-lane carriageway bypass located to the south of the existing A27. Starting in the east at Crossbush and ending just west of the existing B2132 Yapton Lane and Shellbridge Road junction. Key features would include:

- New bridge over Binsted Rife
- 0.74km (approx.) of the route would be located within the South Downs National Park and resulting in the loss of 0.40 hectares (approx.) of ancient woodland
- A full movement junction with the existing A27 and B2132 Yapton Lane and Shellbridge Road, with the side road passing over the A27
- Closure of the existing junctions with the A27 at Mill Road and Tye Lane
- Closure of Hedgers Hill Road as a through route other than for pedestrians, cyclists and horse riders
- 6.1km (approx.) of the existing A27 between the B2132 junction at Yapton Lane and Shellbridge Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

### Amber (Option 4/5AV2)

Amber (Option 4/5AV2) would feature 6.9km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and would end just west of existing B2132 at Yapton Lane and Shellbridge Road junction. Key features would include:

- New bridge over Binsted Rife
- 1.97km (approx.) would be located within the South Downs National Park and resulting in the loss of 1.83 hectares (approx.) of ancient woodland
- New junction with the existing A27 at Binsted Lane east of Walberton, with the A27 passing under Binsted Lane. This allows for westbound access to the A27 from Binsted Lane and eastbound access from the eastbound carriageway of the A27 to Binsted Lane
- Closure of Hedgers Hill Road as a through route other than for pedestrians, cyclists and horse riders
- Closure of the existing junctions with the A27 at Mill Road and Tye Lane
- A left-in, left-out junction at Shellbridge Road using the eastbound carriageway
- A left-in, left-out junction at Yapton Lane using the westbound carriageway
- 6.2km (approx.) of the existing A27 between the B2132 junction at Yapton Lane and Shellbridge Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

### Grey (Option 5BV1)


Grey (Option 5BV1) would feature 8km (approx.) of new dual two-lane carriageway located to the south of the existing A27. The proposed route would start in the east at Crossbush and end east of the A27/ A29 Fontwell (east) roundabout. Key features would include:

- New bridge over Binsted Rife
- New junction with the existing A27 at Tye Lane to the north of Walberton (with the A27 continuing via an underpass) enabling westbound access onto the A27 and an eastbound access from the A27. Closure of Tye Lane south of the proposed route
- 6.6km (approx.) of the existing A27 between the junctions with Tye Lane and Mill Road and Crossbush junction, returned to the local road network, subject to agreement with West Sussex County Council

# Comparing the routes

## How the options compare: benefits and impacts

A high-level summary<sup>9</sup> of the benefits and impacts of the six options is presented below.

For more details on any of the following content, please refer to the  *Interim Scheme Assessment Report (Interim SAR)*, *Combined Modelling and Assessment Report (ComMA)* and *Environmental Assessment Report (EAR)*.


If you have different views or local information we should be aware of, please tell us in your response to the consultation.

## How the options compare: traffic

All our options have been tested in the same way, based on the latest available information, so that their performance can be compared<sup>10</sup>. We compared how well they cope with the expected

traffic levels in 2041 taking account of all known developments in the area and anticipated economic growth<sup>11</sup>.

Figure 3 on page 18 shows how each of the options would affect the number of vehicles using the local road network in 2041<sup>12</sup> relative to a 'do minimum'<sup>13</sup> scenario. It shows that a high proportion of traffic would use a new bypass in preference to the existing road and other routes to the north and south of Arundel. The traffic flows are measured as Annual Average Daily Traffic (AADT) flow – the daily total flow of vehicles (in both directions) averaged across the year, but we also test how peak time traffic would be affected.

We also tested a 'do minimum' scenario. This showed that if the existing A27 is not improved, motorists who currently use local roads to avoid delays would continue to do so. For more information about the traffic modelling work, please see the  *Combined Modelling and Appraisal Report (ComMA)*.

More information is also contained within the 'traffic heat maps' available on our website: [www.highwaysengland.co.uk/a27arundel](http://www.highwaysengland.co.uk/a27arundel)

## Benefits and impacts

Objective	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
Improve the safety of travellers along the A27 and consequently the wider local road network	For the Cyan and Beige options, traffic which currently uses local roads to avoid congestion would use the improved A27 instead, leading to fewer accidents. However, the benefit would be lower than the Magenta, Amber and Grey options. For the Crimson option, safety improves to a similar degree as the Cyan and Beige options. The impact is less than the Magenta and Amber options due to the shorter bypass section. For the Magenta, Amber and Grey options, there are significant safety benefits, with the Amber option providing the greatest improvements, as traffic is diverted from the local roads onto the new A27. Accidents avoided are calculated over a 60-year period (from opening in 2026 to 2085) compared to a 'do minimum' <sup>14</sup> scenario where 55,484 accidents would occur.					
	411 ACCIDENTS AVOIDED	397 ACCIDENTS AVOIDED	379 ACCIDENTS AVOIDED	527 ACCIDENTS AVOIDED	727 ACCIDENTS AVOIDED	676 ACCIDENTS AVOIDED
Throughout the design and delivery stages, the scheme should ensure that customers are fully considered	Visual, noise and severance impacts on communities will be mitigated, where possible, but all options would have significant impacts on different communities. For further details, please refer to 'How the options compare: environmental assessment' on page 24.  All options would have an impact on agricultural land with the Cyan and Beige options taking the least amount of agricultural land. The Grey option would take the most agricultural land, followed by the Magenta, Amber and Crimson options. We will work closely with affected landowners to mitigate the impacts and provide accommodation works through agreement. The Magenta and Grey options would also affect the golf course at Avisford Park. The approximate number of residential properties located within 50m of the scheme footprint are illustrated below.					
	120 RESIDENTIAL PROPERTIES	142 RESIDENTIAL PROPERTIES	3 RESIDENTIAL PROPERTIES	29 RESIDENTIAL PROPERTIES	21 RESIDENTIAL PROPERTIES	41 RESIDENTIAL PROPERTIES
	36-month construction timeframe	34-month construction timeframe	36-month construction timeframe	32-month construction timeframe	32-month construction timeframe	36-month construction timeframe

<sup>9</sup> This information is indicative not exhaustive. For details on how the preferred route will be selected, please see the Interim Scheme Assessment Report (Interim SAR).

























<sup>10</sup> Our analysis is based on the latest available information and results are subject to change, as the scheme continues to progress through our Project Control Framework.

<sup>11</sup> In line with Highways England guidance, the traffic modelling presented in the brochure assumes that planned developments (such as the Lymminster Bypass and Worthing and Lancing scheme) proceed. However, given the uncertainty around the future of these schemes, a number of people have asked us how the traffic and economic assessments would change if this scheme did not progress. The results of this analysis are set out in the Combined Modelling and Appraisal Report (ComMA) available on our website.

<sup>12</sup> 2041 would be 15 years from the scheme opening date, which is currently planned for 2026. The 15-year timeframe is Highways England standard for scheme design performance assessments.

<sup>13</sup> 'Do minimum' refers to a scenario where the A27 Arundel Bypass scheme would not go ahead, but this scenario does take into consideration other non-A27 Arundel Bypass improvements that have been considered as part of the traffic forecasts (e.g. Worthing and Lancing scheme and Lymminster Bypass).

<sup>14</sup> See footnote 13 above.

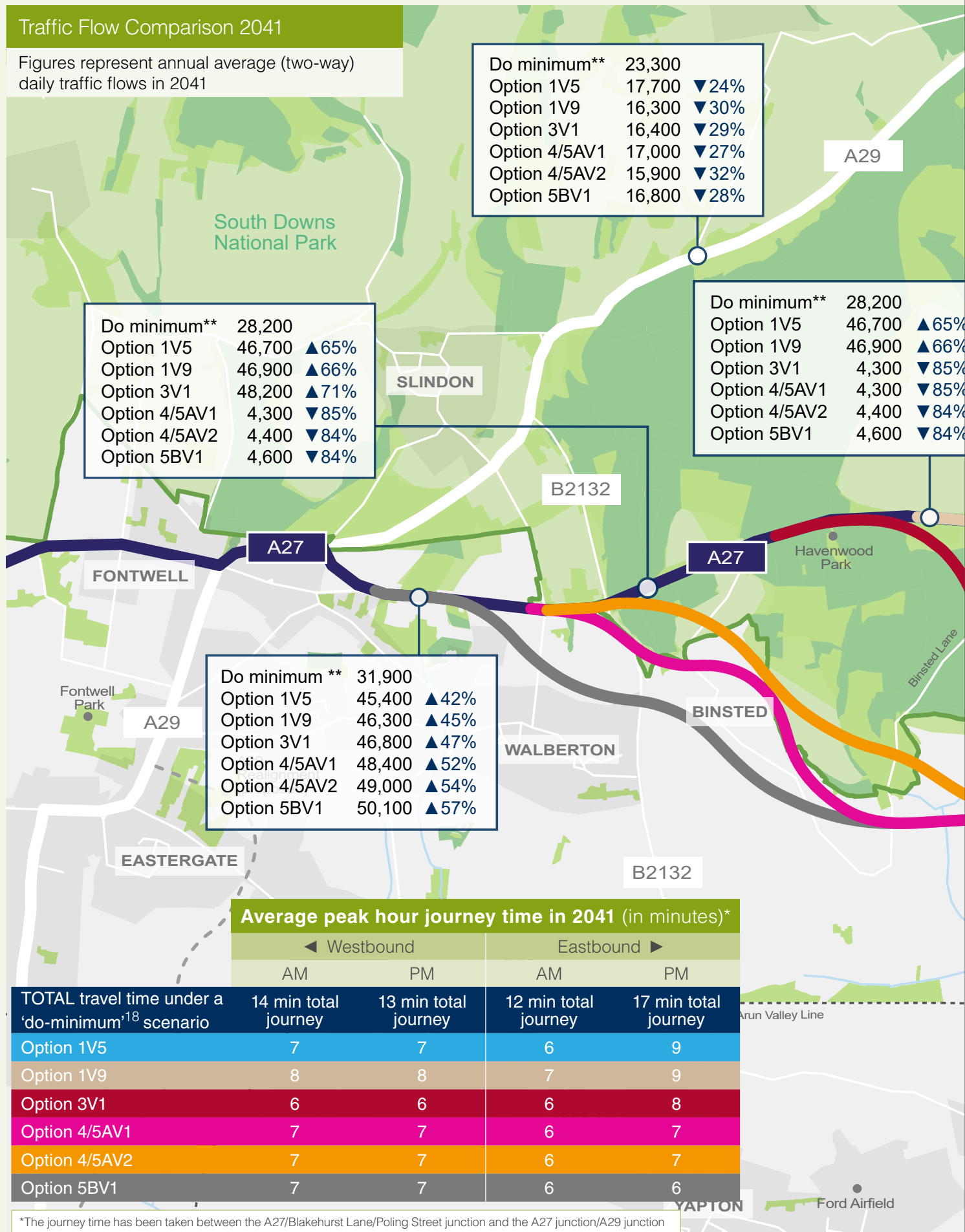
Objective	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
Improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth	The Cyan option journey time savings would reduce business costs, save time and provide business and employment opportunities throughout the wider area.	The Beige option would be close to capacity by 2041, making congestion and delays more likely from that point. All other impacts/benefits similar to the Cyan option.	Remaining options are, as per the benefits for the Cyan option, although these options would provide additional journey time savings that aid business efficiency particularly in the longer term.			
	 Route would operate at around <b>45-60%</b> capacity in 2041	 Route would operate at around <b>85-90%</b> capacity in 2041	 Route would operate at around <b>45-60%</b> capacity in 2041	 Route would operate at around <b>45-60%</b> capacity in 2041	 Route would operate at around <b>45-60%</b> capacity in 2041	 Route would operate at around <b>45-60%</b> capacity in 2041
Reduce congestion, reduce travel time <sup>15</sup> and improve journey time reliability along the A27	 <b>6-8</b> minutes saved	 <b>4-8</b> minutes saved	 <b>6-9</b> minutes saved	 <b>6-10</b> minutes saved	 <b>6-10</b> minutes saved	 <b>6-11</b> minutes saved
Improve accessibility for all users to local services and facilities	All options would attract traffic onto the A27 and off the local road network, which would improve accessibility to local services and reduce congestion in Arundel. The Beige option would provide more direct access from Arundel onto the A27 than the other options, although the Ford Road roundabout would become congested after 2041.  For the Cyan option, a new access to the hospital would be built. For the Beige option, access to the hospital would be away from the new A27 dual carriageway, making it slightly less accessible than the Cyan option. For the Crimson, Magenta, Amber and Grey options access to the hospital remains unchanged.					
Deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design	All six options would have significant potential environmental impacts with the potential to adversely impact biodiversity, heritage features, landscape, soils, noise and hydrology. These impacts could be both direct (such as loss of habitat area) or indirect (such as edge effects and fragmentation of woodland areas). However, some impacts can be mitigated and compensated through design and construction phase environmental management. The design development process takes into account environmental considerations through numerous iterations – from initial concept through to detailed design. Further detail can be found in the Environmental Assessment Report (EAR). Each option would impact <sup>16</sup> woodland to a varying degree, as shown below:					
	 Impacting <b>8.37</b> hectares of woodland	 Impacting <b>7.44</b> hectares of woodland	 Impacting <b>20.57</b> hectares of woodland	 Impacting <b>3.51</b> hectares of woodland	 Impacting <b>5.33</b> hectares of woodland	 Impacting <b>1.49</b> hectares of woodland
Respect the South Downs National Park (SDNP) and its special qualities in our decision-making <sup>17</sup>	Reducing congestion on the A27 is likely to reduce traffic on other less suitable routes through the South Downs National Park. However, the scheme could have impacts on landscape, biodiversity, tranquillity, farming and enterprise, recreation and learning, heritage and communities. The South Downs National Park Authority has been engaged from an early stage of the design for the scheme and would continue to be involved in the process. The design of the preferred option would incorporate best practice mitigation measures to minimise any potential effects on the National Park.					
	The additional lanes and additional traffic would generally result in an increase in existing effects on the special qualities of the National Park.		The new route corridor would require land take from the National Park. The new transport corridor and introduction of traffic in these otherwise tranquil areas would introduce a range of new effects on the special qualities of the National Park and its setting.		There would be less direct impact on the National Park as the route is outside the National Park boundary, but its setting and views from within the National Park may be affected.	
	 <b>1.92km</b> within the SDNP	 <b>1.93km</b> within the SDNP	 <b>2.28km</b> within the SDNP	 <b>0.74km</b> within the SDNP	 <b>1.97km</b> within the SDNP	 <b>0km</b> within the SDNP

<sup>15</sup> For information on start and end points for these journeys see map on page 18.

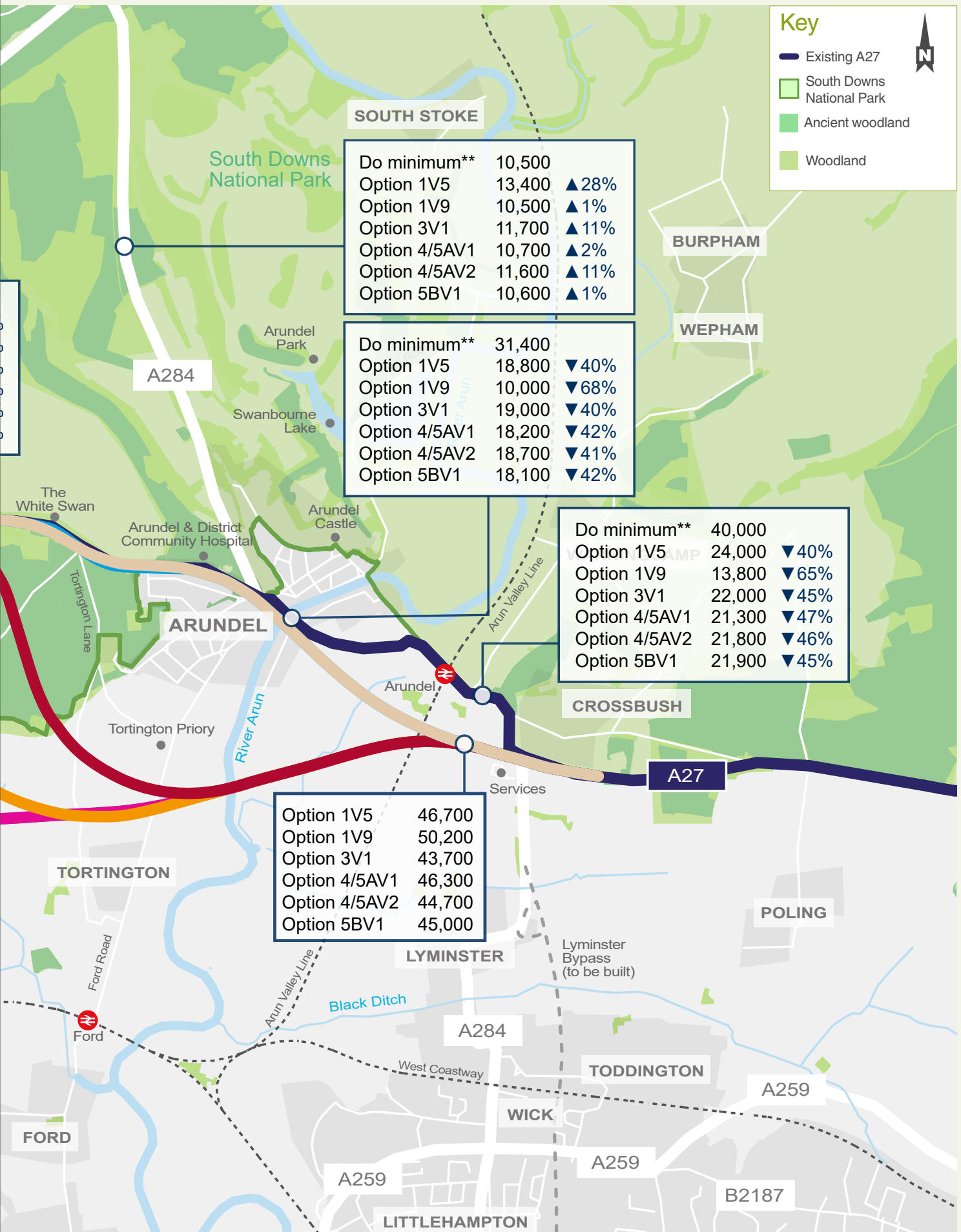
<sup>16</sup> Impacted woodland includes all woodland areas identified by the National Forest Inventory. Loss of woodlands is assumed within the scheme footprint. Woodlands at risk is woodlands within 15 meters of the scheme footprint. See Arboriculture Report (an appendix to the EAR) for further details.

<sup>17</sup> The special qualities include; diverse, inspirational landscapes and breath-taking views; a rich variety of wildlife and habitats including rare and internationally important species; tranquil and unspoilt places; an environment shaped by centuries of farming and embracing new enterprise, great opportunities for recreational activities and learning experiences, well-conserved historical features and a rich cultural heritage; and distinctive towns and villages and communities with real pride in their area. Further information can be found in the South Downs National Park Special Qualities Assessment which is available as an appendix in the EAR.



**Figure 3: Annual average daily traffic (AADT)**

<sup>18</sup> 'Do minimum' refers to a scenario where the A27 Arundel Bypass would not go ahead, but the scenario does take into consideration other non-A27 Arundel improvements that have been considered as part of the traffic forecasts (e.g. Worthing and Lancing and Lyminster Bypass)




## Environmental context

### Recognising the special nature of Arundel and the South Downs National Park

We are committed to minimising the environmental impact of our road network and protecting and enhancing the quality of the surrounding environment.

We recognise that the area around Arundel is very special in environmental terms and delivering any scheme here would present particular challenges.


When considering what improvements might be possible to the A27 in the area, we have carefully considered a range of significant environmental values and features, as set out in the  *Environmental Assessment Report (EAR)*<sup>19</sup>. Some examples of the environmental values and features of the area include:

#### ■ South Downs National Park

The South Downs was designated a National Park in 2009 in recognition of its significant ecological, biological, cultural and scenic value.

We have a legal duty to have regard to the twin purposes of the National Park:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park.
- To promote opportunities for the understanding and enjoyment of its special qualities.

Work has been done to assess the impact of the scheme on South Downs National Park special qualities. Please refer to the appendix in the  *Environmental Assessment Report (EAR)*.

#### ■ Ancient woodland and veteran trees

Ancient woodland and veteran trees are protected by national planning policy. There is ancient woodland to both the north and south of the existing A27. The soils in these areas have been relatively undisturbed for centuries.

We recognise that ancient woodland is irreplaceable and plants and animals in these areas depend on the stable and rare conditions that an ancient woodland provides.

In the meantime, high-level provision has been made for environmental mitigation and compensation measures within our scheme cost estimates. The scale of any new woodland creation and potential suitable locations will progress further once a preferred option has been confirmed.

#### ■ Protected and notable species and habitats

The area around Arundel provides an array of wildlife habitats that support rich and varied biodiversity features. Many rare and protected species and notable plant species are found in the area, including:

- Amphibians and reptile species
- Badgers
- Bats
- Birds (including breeding and wintering bird species)
- Hazel dormice
- Plant species
- Terrestrial invertebrate species
- Water voles
- Fish and aquatic invertebrates



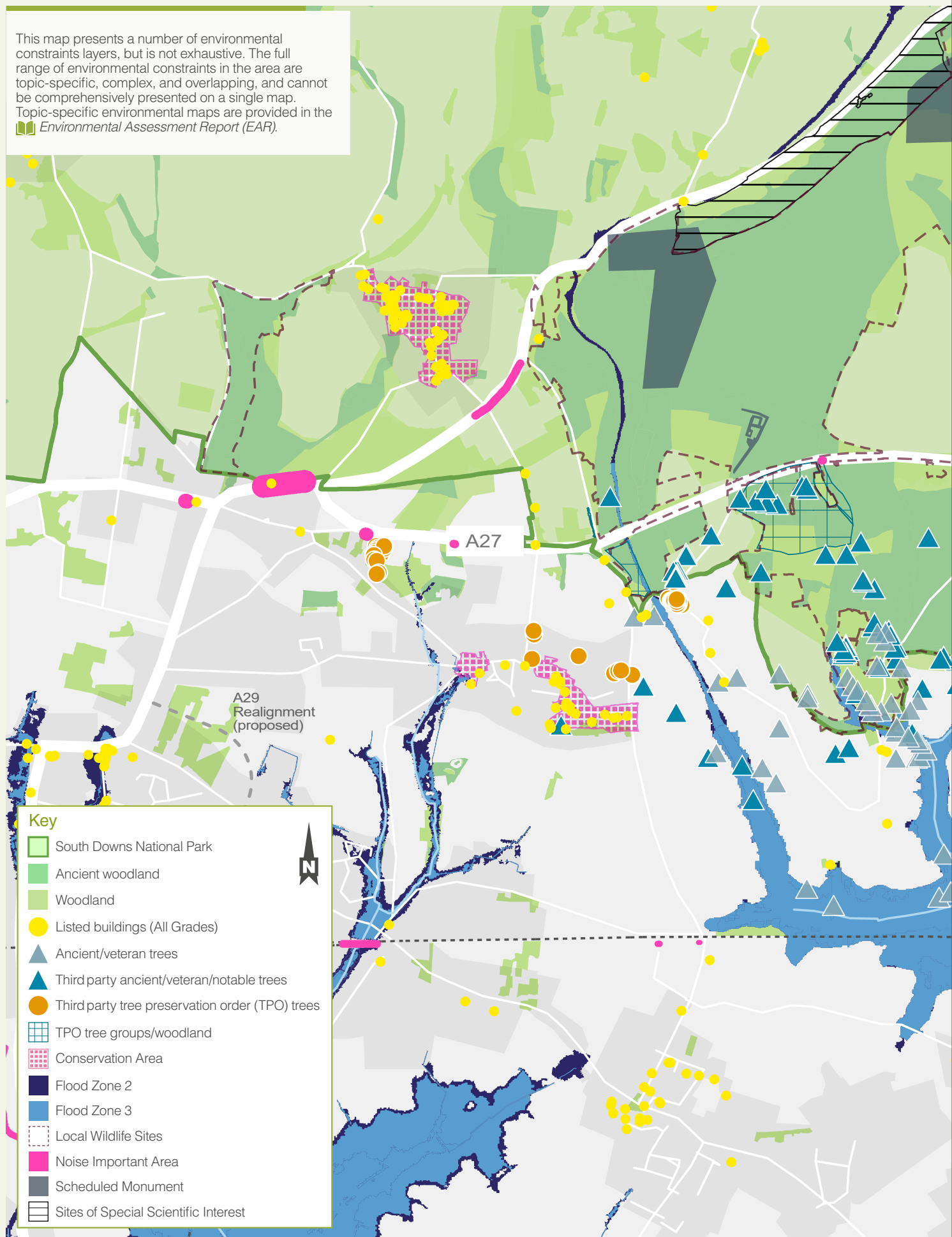


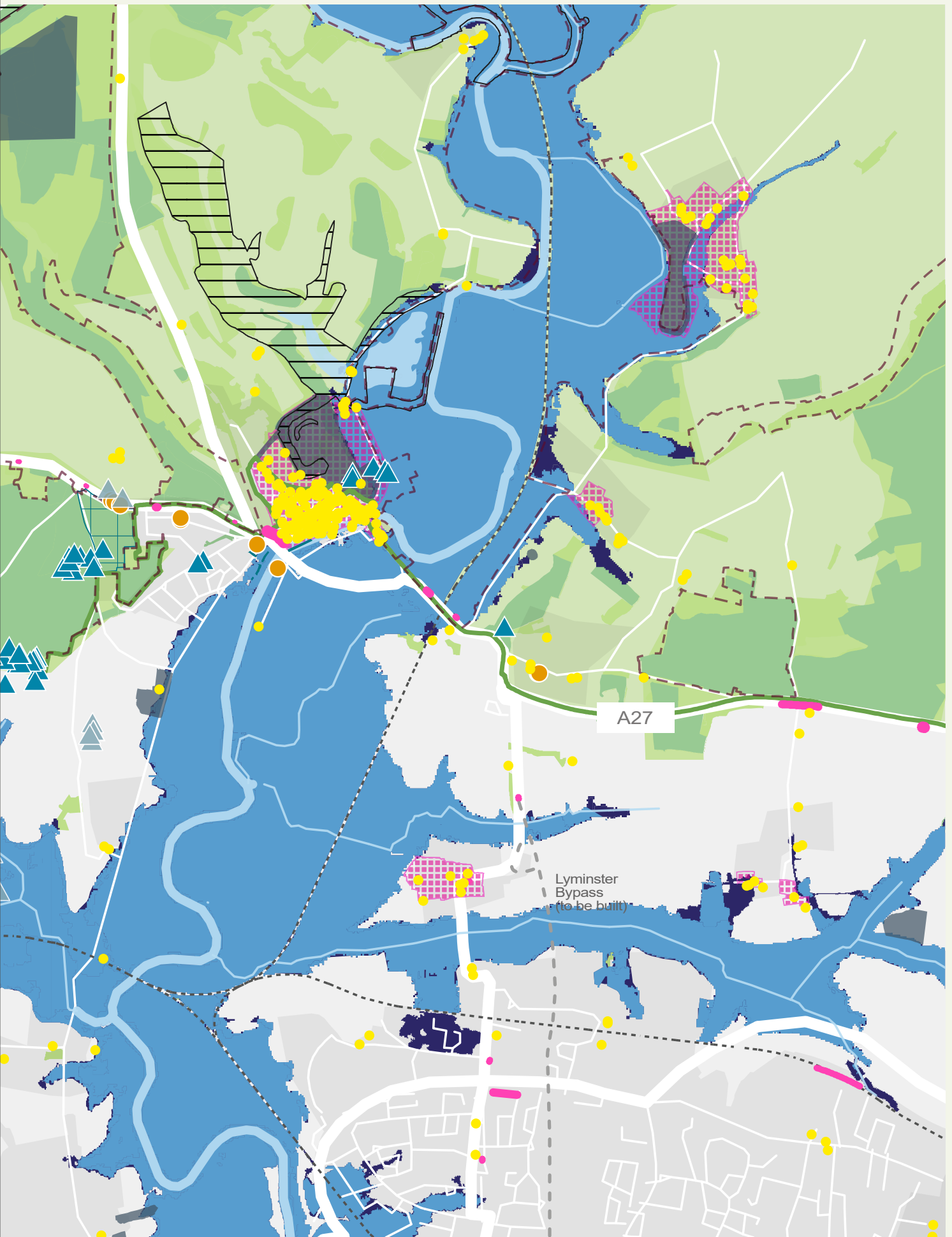
Key label	Definition
South Downs National Park	National Parks are areas of relatively undeveloped and scenic landscape that are designated under the National Parks and Access to the Countryside Act 1949. The South Downs National Park was designated in 2009 covering 1600km <sup>2</sup> from Winchester (in the west) to Eastbourne (in the east).
Ancient woodland	Woodland that has existed since at least 1600 AD. It is given national level of protection under planning regulations.
Woodland	A habitat where trees are the dominant plant form.
Listed buildings (All Grades)	Listing marks a building's special architectural and historic interest and brings it under the consideration of the planning system, so it can be protected for future generations. There are three gradings in order of the level of interest: Grade I, Grade II* and Grade II.
Ancient/veteran trees	<p>Trees that have been surveyed using a standard, industry-recognised approach (BS 5837).</p> <p>Ancient: A tree that has passed beyond maturity and is old, or aged, in comparison with trees of the same species. Characterised by biological, cultural or aesthetic features of interest.</p> <p>Veteran: A tree that has the biological or aesthetic characteristics of an ancient tree but is not ancient in years compared with others of the same species. A veteran tree may not necessarily be particularly old but, due to the rigours of life, may exhibit signs of ancientness.</p>
Third party ancient/veteran/notable trees	<p>Tree data that has been sourced through other means such as a desk study or provided by another organisation.</p> <p>Ancient: as per description above.</p> <p>Veteran: as per description above.</p> <p>Notable: Trees generally recorded as such based upon their maturity, size (height and/or girth) and importance within the local environment. Notable trees do not necessarily have to be particularly old and nor do they have to exhibit any veteran characteristics.</p>
Third party tree preservation order (TPO) trees	<p>Arboricultural features that were present at the time the Order was made and identified on a plan are protected by a Tree Preservation Order (TPO)<sup>20</sup>. A TPO is afforded by a local planning authority under the Town and County Planning Act 1990. TPO data was provided by Arun District Council.</p> <p>Trees: Individual trees that merit protection in their own right.</p>
TPO tree groups/woodland	<p>TPO definition as above.</p> <p>Tree Groups: A group of trees that display similar arboricultural features either aerodynamically, visually or for containing similar biodiversity value. A group category is used where the individual category is not appropriate and the overall impact or quality of the group merits protection.</p> <p>Woodland: A woodland may contain some trees that lack individual merit, all trees within a woodland are protected and made subject to the same provisions and exemptions. In addition, trees and saplings which grow naturally or are planted within the woodland area after the Order is made are also protected by the Order.</p>
Conservation Area	Area designated by Local Planning Authority that is of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.
Flood Zones	<p>Flood Zone 2: land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.</p> <p>Flood Zone 3: land having a 1 in 100 or greater annual probability of river flooding; or a 1 in 200 or greater annual probability of sea flooding.</p>
Local Wildlife Sites	Area of land that has been identified and selected locally, using robust, scientifically-determined criteria and detailed ecological surveys for its nature conservation importance.
Noise Important Area	Noise Action Planning Important Areas for roads and railways provide a framework for the local management of the important areas.
Scheduled Monument	An historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport.
Site of Special Scientific Interest	Providing statutory protection for the best examples of the UK's flora, fauna, or geological or physiographical features. These sites are also used to underpin other national and international nature conservation designations.

<sup>20</sup> More information about tree preservation orders and trees in conservation areas can be found here <https://www.gov.uk/guidance/tree-preservation-orders-and-trees-in-conservation-areas>

**Figure 4: Environmental constraints**

This map presents a number of environmental constraints layers, but is not exhaustive. The full range of environmental constraints in the area are topic-specific, complex, and overlapping, and cannot be comprehensively presented on a single map. Topic-specific environmental maps are provided in the *Environmental Assessment Report (EAR)*.





This map is a diagrammatic representation. Not to scale.  
Contains OS data © Crown copyright and database right 2019 Ordnance Survey [100021242].

	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)
<b>Air quality</b>	<p><b>Construction:</b> There is potential for temporary adverse impacts from dust emissions within 200 metres of the road. There would be no significant adverse effect.</p> <p><b>Operation:</b> There would be low risk of non-compliance with EU ambient air quality limit values. Reductions in dust emissions would be achieved.</p>		
<b>Cultural heritage</b> <sup>21</sup>	<p><b>Construction:</b> Moderate adverse significance of effect for all heritage assets with exception of Lyminster Conservation Area which is neutral. Slight adverse significance of effect on below-ground archaeology.</p> <p><b>Operation:</b> Slight adverse significance of effect for all heritage assets.</p>		
<b>Landscape</b>	<p><b>Construction:</b> Slight adverse effect on the following landscape character areas: Western Downs, Downland and Arundel landscape area.</p> <p><b>Operation:</b> Slight adverse effect on; Central Downs and Downland Arun Valley landscape character areas. Moderate adverse effect on Angmering Upper Coastal Plain and Littlehampton to Worthing fringes.</p>		
<p>The following assessment refers to effects on Landscape Character Areas as defined by Natural England<sup>22</sup>.</p> <p>Operation refers to summer 2041, when the new road is expected to have been in place for 15 years.</p>	<p><b>Construction:</b> Very large adverse effect on Arundel landscape character area. Large adverse effect on Lower Arun Valley landscape character area. Slight adverse effect on Fontwell Upper Coastal Plain landscape character area. Neutral on Chichester to Yapton Coastal Plain landscape character area.</p> <p><b>Operation:</b> Large adverse effect on Arundel landscape character area. Moderate adverse effect on Lower Arun Valley landscape character area. Neutral adverse effect on Fontwell Upper Coastal Plain landscape character area.</p>		
<b>Biodiversity</b>	<p><b>Construction:</b> Large adverse effect for Binsted Wood Complex LWS, Rewell Wood Complex LWS, ancient woodland, deciduous woodland HPI. Moderate adverse effect for wood pasture and parkland HPI, coastal and floodplain grazing marsh HPI, bats, hazel dormice, terrestrial invertebrates, barn owl, protected and notable plants. Very large adverse effect for ancient and veteran trees.</p> <p><b>Operation:</b> Moderate adverse effects for bats. Slight beneficial effects for Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>		
<p>LWS: Local Wildlife Sites</p> <p>HPI: Habitat of Principal Importance.</p> <p>SSSI: Site of Special Scientific Interest</p>	<p><b>Construction:</b> Very large adverse effect for Binsted Woods LWS, ancient woodland, deciduous woodland HPI, bats, terrestrial invertebrates. Large adverse effect for Rewell Wood Complex LWS and floodplain grazing marsh. Moderate adverse effect on birds/breeding (woodland). Moderate adverse effect on dormice, protected and notable plants. Moderate adverse effect on water vole.</p> <p><b>Operation:</b> Very large adverse effect for bats. Slight beneficial effects for Arundel Park SSSI and Fairmile Bottom SSSI. Large adverse effect for Binsted Wood Complex.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>		

<sup>21</sup> A list of the relevant remaining heritage assets can be found in the Environmental Assessment Report (EAR). A full list of all relevant listed buildings can be found in the EAR.

<sup>22</sup> Natural England's LCA definition <https://www.gov.uk/guidance/landscape-and-seascape-character-assessments>





	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
e works. Best practice mitigation would be included in construction environmental management plans to address these impacts.			
n nitrogen dioxide concentrations would occur within the Storrington Air Quality Management Area. There would be no significant adverse			
<p>erse ngton Priory d one Grade ffects in of heritage ects on all -ground e course of 4385).</p> <p>se significance ssets.</p>	<p><b>Construction:</b> Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* listed building. Slight adverse significance of effect on setting for the remainder of the heritage assets. Neutral effects on setting for Lyminster Conservation Area. Slight adverse significance of effect on below ground archaeology for remaining Grade II listed buildings and other heritage assets.</p> <p><b>Operation:</b> Moderate adverse significance of effect for Tortington Priory Scheduled Monument and one Grade II* listed building. Slight adverse significance of effect for the remainder of the Grade II listed buildings.</p>	<p><b>Construction:</b> Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* and two Grade II listed buildings. Neutral effects for the remainder of the heritage assets. Slight adverse effects on below-ground archaeology for all heritage assets.</p> <p><b>Operation:</b> Moderate adverse significance of effect for the Tortington Priory Scheduled Monument and one Grade II* and two Grade II listed buildings. Neutral for the remainder of the Grade II listed buildings.</p>	<p><b>Construction:</b> Moderate adverse significance of effect on setting for Tortington Priory Scheduled Monument and one Grade II* and eight Grade II listed buildings. Neutral effect on the remaining Grade II listed buildings. Slight adverse significance of effect on the setting for Walberton Village and Walberton Green Conservation Areas. Moderate adverse significance of effect on below-ground archaeology for all heritage assets.</p> <p><b>Operation:</b> Moderate adverse significance of effect for the Tortington Priory Scheduled Monument and one Grade II* and eight Grade II listed buildings. Neutral effect on the remaining Grade II listed buildings. Slight adverse significance of effect for Walberton Village and Walberton Green Conservation Areas.</p>
Arun Valley, Central Downs, Angmering Park and Angering Upper Coastal Plain. Neutral effect on Littlehampton to Worthing fringes local			
Neutral adverse effect on the following landscape character areas; Chichester to Yapton Coastal Plain, Western Downs, Angmering Park,			
<p>e adverse ey landscape verse effect on per Coastal er area. Slight ster to Yapton character</p> <p>se effect on scape character effect on cter area. on Fontwell scape</p>	<p><b>Construction:</b> Very large adverse effect on Lower Arun Valley landscape character areas. Large adverse effect on Arundel landscape character area and Fontwell Upper Coastal Plain. Slight adverse effect on Chichester to Yapton Coastal Plain landscape character area.</p> <p><b>Operation:</b> Large adverse effect on Lower Arun Valley landscape character area. Moderate adverse effect on Arundel landscape character area. Large adverse effect on Fontwell Upper Coastal Plain landscape character area.</p>		<p><b>Construction:</b> Very large adverse effect on Lower Arun Valley landscape character area. Large adverse effect on Arundel and Fontwell Upper Coastal Plain landscape character area. Slight adverse effect on Chichester to Yapton Coastal Plain landscape character area.</p> <p><b>Operation:</b> Large adverse effect on Lower Arun Valley landscape character area. Moderate adverse effect on Arundel landscape character area. Moderate adverse effect on Fontwell Upper Coastal Plain landscape character area.</p>
<p>e adverse Complex deciduous estrial erse effect for WS, coastal marsh HPI, d), hazel otable plants. on barn owl</p> <p>verse effects effects for Fairmile erse effect on LWS.</p> <p>d operation sity features or neutral.</p>	<p><b>Construction:</b> Very large adverse effect on ancient and veteran trees. Large adverse effect for Binsted Woods Complex LWS, coastal and floodplain grazing marsh HPI, bats, protected and notable plants. Moderate adverse effect on ancient woodland, traditional orchard HPI, aquatic ecology, hazel dormice, barn owl and water vole.</p> <p><b>Operation:</b> Very large adverse effects for bats. Moderate adverse effects on barn owls. Large adverse effect on Binstead Wood Complex LWS. Slight beneficial effects on Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>	<p><b>Construction:</b> Very large adverse effect for Binsted Woods Complex LWS, ancient woodland, ancient and veteran trees, deciduous woodland HPI, wood pasture and parkland HPI, bats, terrestrial invertebrates. Large adverse effects on coastal and floodplain grazing marsh HPI, hazel dormice, protected and notable plants. Moderate adverse effect on aquatic ecology, water vole, barn owl and birds/breeding (woodland).</p> <p><b>Operation:</b> Large adverse effects for bats. Moderate adverse effects on barn owls. Slight beneficial effects on Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>	<p><b>Construction:</b> Very large adverse effect on ancient and veteran trees. Large adverse effects on coastal and floodplain grazing marsh HPI, and protected/notable plants. Moderate adverse effect on aquatic ecology, bats, hazel dormice, barn owl and water vole.</p> <p><b>Operation:</b> Moderate adverse effect on bats, barn owls. Slight beneficial effects for Arundel Park SSSI and Fairmile Bottom SSSI.</p> <p>All other construction and operation phase effects on biodiversity features would be slight adverse or neutral.</p>

	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)
<b>Geology and soils</b>	<p><b>Construction:</b> Slight adverse effect of direct land take (best and most versatile agricultural land). Moderate adverse effect on soil resources affecting social, economic or environmental services.</p> <p><b>Construction:</b> Slight adverse effects for changes in ground level resulting in geological or geomorphological contaminated land. Potential effects associated with the exposure of contaminated land to adjacent site user</p> <p><b>Operation:</b> Potential effects associated with the exposure of contaminated land to end-users and maintenance</p>		
<b>Noise and vibration</b>	<p><b>Construction:</b> Approximately 427 properties within 100m with potential for significant effects.</p> <p><b>Operation:</b> Significant adverse effects on existing dwellings:</p> <ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ North of Ford Road roundabout</li> <li>■ On Fitzalan Road</li> <li>■ On Ford Road</li> </ul>	<p><b>Construction:</b> Approximately 429 properties within 100m with potential for significant effects.</p> <p><b>Operation:</b> Significant adverse effects on existing dwellings:</p> <ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ North of Ford Road roundabout</li> <li>■ On Fitzalan Road</li> <li>■ On Ford Road</li> <li>■ South of A27 (west of Ford Road roundabout)</li> </ul>	<p><b>Construction:</b> Approximately 429 properties within 100m with potential for significant effects.</p> <p><b>Operation:</b> Significant adverse effects on existing dwellings:</p> <ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ On Fitzalan Road</li> <li>■ On Ford Road</li> <li>■ In Tortington</li> <li>■ South of A27 (west of Ford Road roundabout)</li> </ul>
<b>Population and health</b>	<p><b>Construction:</b> Moderate adverse effects due to permanent requirement for demolitions or land from private construction works. Adverse effects for temporary alteration of views in the landscape due to construction works for temporary impacts on health outcomes from construction dust. Negative effects on health outcomes from</p> <p><b>Construction:</b> Slight adverse permanent effect due to requirement of community land or facilities (or access to) for construction purposes. Large adverse permanent effect due to requirement of agricultural land or access.</p> <p><b>Operation:</b> Moderate adverse effects on permanent road and public right of way diversions or closures which outcomes resulting from air quality improvements and access to active travel opportunities. Negative impacts</p> <p><b>Operation:</b> Beneficial effects to permanent alteration of views in the landscape due to the new bypass (altering the views from the road for vehicle travellers).</p>		
<b>Water environment</b>	<p><b>Construction:</b> Slight adverse temporary risk of pollution effect due to works within proximity to the River Arun and neutral effect to ordinary watercourses. Slight adverse temporary effect related to pond dewatering of Secondary A Aquifers<sup>23</sup>.</p> <p>Neutral effect to the physical character and content of water bodies (hydro morphological) and ecological quality of ordinary watercourses and flooding with appropriate measures adopted during construction.</p> <p><b>Operation:</b> Neutral permanent effects for flooding, pollution, impacts to physical character and content of water management measures would be developed in consultation with the relevant statutory environmental bodies</p>		

	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
to large	<b>Construction:</b> Moderate adverse effect of direct land take (best and most versatile agricultural land). Moderate adverse effect on soil resources affecting social, economic or environmental services.		
l change – this can include embankment creation or cuttings. Slight adverse effects for construction workers potentially exposed to s is neutral.			
ce workers is neutral.			
ately 24 with potential	<b>Construction:</b> Approximately 70 properties within 100m with potential for significant effects.	<b>Construction:</b> Approximately 76 properties within 100m with potential for significant effects.	<b>Construction:</b> Approximately 98 properties within 100m with potential for significant effects.
verse effects	<b>Operation:</b> Significant adverse effects on existing dwellings:	<b>Operation:</b> Significant adverse effects on existing dwellings:	<b>Operation:</b> Significant adverse effects on existing dwellings:
ssbush	<ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ In Tortington and Binsted</li> <li>■ South of A27 (west of Ford Road roundabout)</li> </ul>	<ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ On Fitzalan Road</li> <li>■ In Tortington and Binsted</li> <li>■ South of A27 (west of Ford Road roundabout)</li> <li>■ Slindon</li> </ul>	<ul style="list-style-type: none"> <li>■ East and south of Crossbush</li> <li>■ On Fitzalan Road</li> <li>■ South of A27 (west of Ford Road roundabout)</li> <li>■ Tortington, Binsted and Walberton</li> </ul>
Ford Road			
assets for construction purposes. Moderate adverse effects for temporary changes to walking, cycling and horse riding journeys due to works (altering the views from the road for vehicle travellers). Neutral effects for temporary requirement of development land. Neutral effects on construction noise and access to active travel opportunities.			
y adverse requirement ilities (or on purposes. ut effect due rural land or	<b>Construction:</b> Neutral effect on community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access.	<b>Construction:</b> Slight adverse permanent effect due to requirement of community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access.	<b>Construction:</b> Neutral effect on community land or facilities (or access to) for construction purposes. Moderate adverse permanent effect due to requirement of agricultural land or access.
h result in changes in journey length or severance. Moderate adverse effects on permanent changes in amenity. Positive effects on health s on health outcomes resulting from changes in noise levels.			
ent alteration e due to the views from llers).	<b>Operation:</b> Adverse and beneficial effects to permanent alteration of views in the landscape due to the new bypass (altering the views from the road for vehicle travellers).		
verse temporary risk of pollution effect due to works in close proximity to the River Arun and main rivers. Neutral effect to ordinary erse temporary effect related to pond dewatering of Secondary A Aquifers.			
ical character and content of water bodies (hydro morphological) and ecological quality of ordinary watercourses and flooding with opted during construction.			
water bodies (hydro morphological) on the assumption that flood management measures can be successfully implemented. These flood s. Slight adverse permanent effect related to pond dewatering of Secondary A Aquifers.			

## How the options compare: environmental assessment

The table on pages 24 to 27 summarises results from the  *Environmental Assessment Report (EAR)* and reflects the latest available information at this stage of the scheme. For full details, including the extent of impacts outlined below, please refer to the  *EAR and Interim Scheme Assessment Report (Interim SAR)*.

The environmental assessments conducted to date assume that the route would be built on an embankment across the River Arun floodplain. The routes could alternatively be built with a viaduct. A decision on this will be taken once a preferred route is confirmed and more detailed design work is undertaken. These assessments also assume the A27 Worthing Lancing improvements progresses<sup>24</sup>.

### Environmental mitigation

We continuously strive to manage the potential environmental impacts of all of our schemes via an environmental management hierarchy: avoid, minimise, mitigate, offset and compensate. Opportunities for environmental enhancement will also form an important part of the management regime.

We intend to manage the potential adverse environmental impacts of this scheme through our design process (to avoid and minimise impacts) and by introducing specific impact mitigation measures during construction and operation. We recognise that some elements, such as ancient woodland, are irreplaceable and cannot be offset. We are also committed to monitoring and reviewing the effectiveness of all environmental management measures.

Specific mitigation and compensation measures which could be implemented include<sup>25</sup>:

- Green bridges and oversized structures (like culverts) to facilitate safer animal crossings of the A27
- Habitat creation to provide compensation for habitats affected by the scheme

- Planting of suitable vegetation to mitigate landscape impacts
- Flood management measures to avoid changes to flood characteristics
- Screening to mitigate impacts on cultural heritage setting

Provision has been made for environmental mitigation and compensation measures within our scheme cost estimates.

We will continue to engage with statutory environmental bodies and other key stakeholders to develop the full environmental mitigation strategy, once a preferred route is identified.

## Economic assessment

All our road schemes must demonstrate how the costs of the scheme compare to the benefits. This is known as the Benefit to Cost Ratio (BCR). As set out by the Department for Transport (DfT), benefits include journey time savings and safety improvements, while costs include the funding needed to develop the scheme, maintenance and construction fees and the purchase of any land required.

The final Value for Money assessment includes more than just the BCR and also takes account of all expected effects, risks and uncertainty. Taking into account all impacts, risk and uncertainty, no option significantly outperforms the other options in terms of value for money.

### Funding the scheme

Two of the six options are broadly deliverable within the current budget that has been allocated for the scheme through the Road Investment Strategy. We are still keen to receive feedback on all six options during the consultation since the cost ranges published within this consultation are early estimates based on work done to date and as such do not represent our final costs for the project. We will continue to develop our design in such a way that seeks to deliver the best possible value for money in line with the needs of the scheme.

<sup>24</sup> In line with Highways England process, the environmental assessments presented in this brochure assume that planned developments (such as the Lymington Bypass and the Worthing and Lancing scheme) proceed. However, given the uncertainty around the future of the Worthing and Lancing scheme, we have received queries about how the assessment would change should the scheme not progress. The results of the environmental assessments excluding Worthing and Lancing are set out in the Environmental Sensitivity Testing Technical Note. This will be published by 13th September.

<sup>25</sup> For more information refer to Environmental Assessment Report (EAR).



## Costs and benefits

	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)
<b>Cost range (million)</b>	£200 - £295m	£195 - £290m	£255 - £380m	£280 - £405m	£290 - £420m	£320 - £455m
<b>BCR<sup>26</sup></b>	1.7 - 2.5	1.6 - 2.3	1.7 - 2.4	1.5 - 2.2	1.6 - 2.3	1.5 - 2.1
<b>Value for Money</b>	Medium	Medium	Medium	Medium	Medium	Medium

## Compliance with National Networks National Policy Statement (NN NPS)

The A27 Arundel Bypass meets the criteria of being a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and therefore must be authorised by the Secretary of State by way of a Development Consent Order (DCO). A DCO is a statutory instrument which will contain the necessary powers for us to construct, operate and maintain the scheme and replaces the need to obtain planning permission and a number of other consents. A DCO can also include a number of associated powers, including in relation to compulsory acquisition. More information is available in our planning policy summary on our website or from the Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk>

Because the project is a NSIP, the primary policy document against which the Secretary of State must assess the scheme is the National Networks National Policy Statement (NN NPS). While the scheme aligns with many of the NN NPS policies, there are also policies which it may conflict with, including:

- **5.133: Heritage** – ‘Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm.’

- **5.151: National Park** – ‘The Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest.’
- **5.154: National Park** – ‘The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation...’
- **5.169: Minerals Safeguarding Area** – ‘Applicants should safeguard any mineral resources on the proposed site as far as possible.’
- **5.32: Ancient woodland** – Requires the Secretary of State to not grant development consent for any developments that would result in the loss or deterioration of irreplaceable habitats including Ancient woodland, unless the need for and benefits of development in that location clearly outweigh the loss.

Any scheme which conflicts with NN NPS policy carries a greater risk of being refused consent and therefore not being delivered. We will consider the NN NPS when selecting the preferred option, undertaking further detailed design and proceeding to prepare an application for consent.

<sup>26</sup> Combined Modelling and Appraisal Report (ComMA).

# Consultation feedback

## Your views are important

We would like to hear your views about the options presented. The consultation runs for eight weeks from **30 August to 11.59pm on 24 October 2019**. Responses received after this time may not be considered.

Details of how to submit your response to the consultation can be found on page 3 of this brochure.

## What happens after the public consultation?

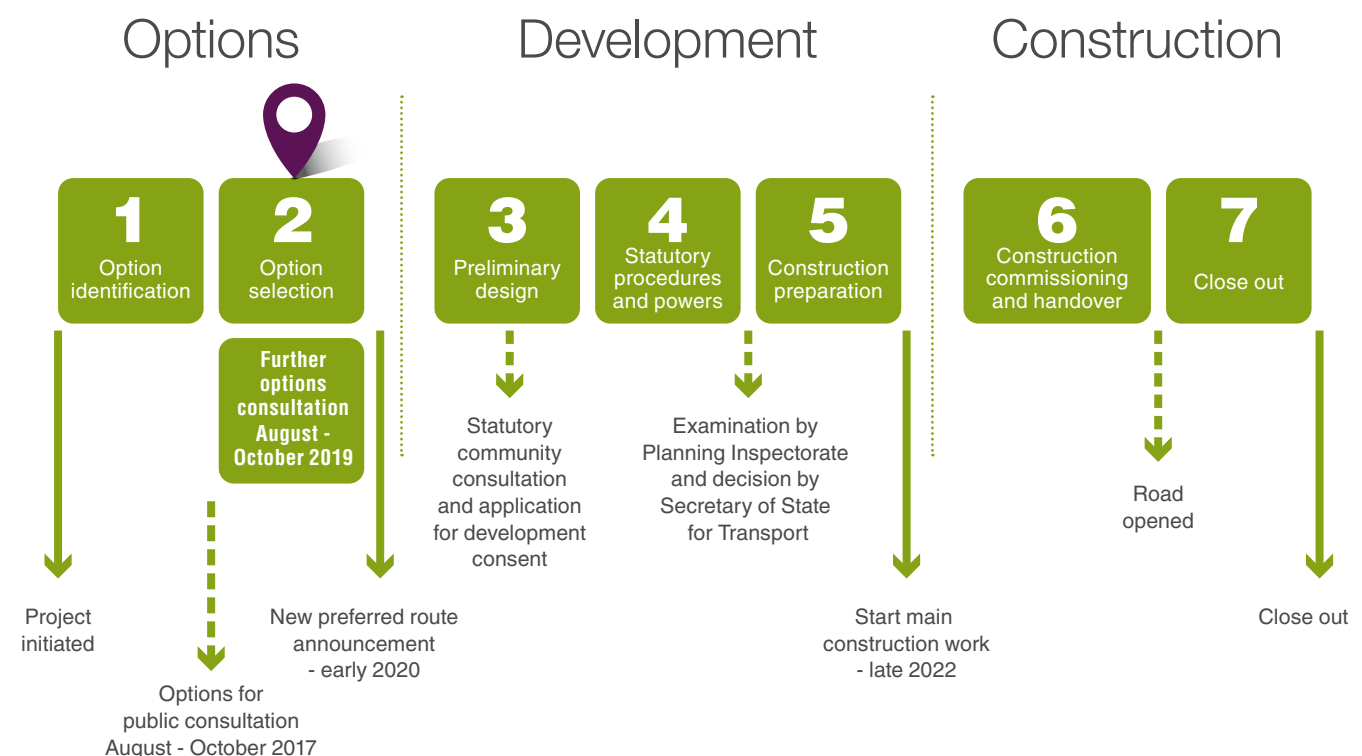
All responses and comments received during the public consultation will be considered and summarised in our Public Consultation Report, which will be published on our website. We will carefully consider the responses alongside several factors to determine our preferred route for the scheme.

## Another opportunity to have your say

Following a preferred route announcement, we will develop detailed proposals. This will include further surveys and investigations to allow us to design the scheme in more detail.

There will be a further opportunity to have your say on the design of this preferred route during further public consultation prior to any application for consent.

## Timeline





## Agenda Item 4

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

### Appendix A

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

Dear Highways England,

**Re: West Sussex County Council Response to Further Consultation on Options for A27 Arundel Bypass**

Thank you for the opportunity to respond to the further consultation on options for the A27 Arundel Bypass. For many years, West Sussex County Council (WSCC) has campaigned for a long-term solution to the daily problems on the A27 at Chichester, Arundel, Worthing & Lancing which contribute to poor economic performance and pockets of deprivation on the West Sussex Coast. Consulting on options is a positive step forward towards the delivery of an A27 Arundel Bypass.

Highways England is requested to have regard to the contents of this Consultation Response before selecting a preferred route for the A27 Arundel Bypass.

This consultation response includes selected questions from Highways England's Consultation Questionnaire and provides a supporting rationale for the County Council's responses. At the end of the letter are also some general comments that Highways England is also requested to take into account whichever option is selected.

In preparing this Consultation Response, a draft version was scrutinised at a meeting of the County Council's Environment, Communities and Fire Select Committee on 21 October 2019, before being approved by the Cabinet Member for Highways and Infrastructure.

**Consultation Questions and WSCC Responses**

*Question B1. If the all options are brought into an affordable range, which option would you prefer? (Please tick one option)*

WSCC response: Magenta (Option 4/5AV1)

Rationale

Option 4/5AV1 (Magenta) would have beneficial traffic impacts by reducing congestion and attracting traffic to the A27 from parallel local roads that are used as rat-runs. This option would substantially reduce the volume of traffic in Arundel. However, it would negatively affect the communities of Tortington, Binsted and Walberton. This option would result in substantial economic benefits that are noticeably greater than Option 1V5 (Cyan) and Option 1V9 (Beige) and also have a slight beneficial impact on community severance.

The environmental assessment has not taken into account the presence of a well preserved medieval pottery kiln that would be affected by this option although it appears likely that it could be successfully mitigated. Provided that an amendment is made to the design to reduce its historic environment impacts, the environmental impacts of this option are less than Option 1V9 (Beige) and although they are similar to Option 1V5 (Cyan), Option 4/5AV1 (Magenta) would result in less Ancient Woodland loss and includes a shorter length of road within SDNP. The alignment would have less impact on the historic settlement of

Binsted and cross the Binsted Rife in a less prominent location than Option 5BV1 (Grey).

Although the economic benefits of Option 4/5AV2 (Amber) and Option 5BV1 (Grey) are greater than Option 4/5AV1 (Magenta), they have worse environmental impacts and Option 4/5AV2 (Amber) would have greater impacts on Ancient Woodland. These greater environmental impacts are unlikely to outweigh the additional traffic, economic and social benefits to the extent that they perform better than Option 4/5AV1 (Magenta).

Overall, of the options available, Option 4/5AV1 (Magenta) offers the best balance between traffic, economic and social benefits and environmental impacts, taking account of impacts on Ancient Woodland and SDNP. This is because it is the second best option for environmental impacts and impacts on Ancient Woodland and SDNP whilst also being third best option for economic benefits.

Therefore, Option 4/5AV1 (Magenta) performs better than the other options and it is WSCC's preferred option.

*Question B2. The scheme budget is currently £100-250m. Affordability is an ongoing concern and if only Cyan and Beige (Options 1V5 and 1V9) remain affordable, which option(s) would you support? (Please tick all that apply)*

WSCC response: Do Nothing

#### Rationale

The cost of delivering major highway improvements in this area should reflect that there is a need to provide the highest standard of design, including environmental mitigation. Although clearly this cannot come at any cost, the County Council considers that the design of the scheme should be determined by what is needed to deliver its strategic objectives, rather than what is affordable.

*Question B8. Taking into consideration what you know about the proposed options, which option would you prefer if all options were brought into an affordable range (through securing additional funding, value engineering and contractual efficiencies)? Please select your preferred options ranked by first, second and third preference: (If you have only one or two preferred options, please select accordingly)*

WSCC response:

First preference – Option 4/5AV1 (Magenta)

Second preference – Option 4/5AV2 (Amber)

Third preference – Option 5BV1 (Grey)

#### Rationale

Overall, it is considered that the environmental impacts of Option 4/5AV1 (Magenta), if appropriately mitigated, are likely to be significantly outweighed by the substantial traffic, social and economic benefits of this option over the longer term. Therefore, provided that a detailed and high quality package of

environmental mitigation measures is identified and delivered as part of the scheme, Option 4/5AV1 (Magenta) is the County Council's preferred option for an A27 Arundel Bypass. This is because it is the best performing option and it represents the best fit with the strategic objectives that the Authority is seeking for the A27.

Even though they do not offer the best balance between transport, economic and social benefits and environmental impacts, it is considered that Options 4/5AV2 (Amber) and 5BV1 (Grey), if appropriately mitigated, would also deliver the County Council's strategic objectives and, therefore, they are preferable to the other three options; 1V5 (Cyan), 1V9 (Beige) and 3V1 (Crimson).

The alignment of Option 4/5AV2 (Amber) would have less impact on the historic settlement of Binsted than Option 5BV1 (Grey) and cross the Binsted Rife in a well-screened location. As it is also considered that the noise, townscape and historic environment impacts of Option 5BV1 (Grey) have been underestimated, Option 4/5AV2 (Amber) is preferable to Option 5BV1 (Grey).

Therefore, Option 4/5AV2 (Amber) is WSCC's second preference and Option 5BV1 (Grey) is WSCC's third preference.

### **General WSCC Comments**

Highways England is also requested to take into account the following comments:

#### A27 Transport Model

The A27 Transport Model is considered to be an appropriate tool to use to assess the relative performance of the options at this stage of the project, including the impact on the local highway network. However, Highways England should work with the County Council at the next stage of the project to ensure that local roads are adequately represented and also work with local stakeholders to ensure that the modelling information is well understood.

#### Highway Design

Whichever option is selected as the preferred route, the design will need to be refined to ensure that access routes are maintained and, in some cases, to ensure that undesirable effects on the local road network, such as creation of new rat-runs, are effectively managed. This should take place at the next stage once a preferred option has been selected.

#### Ford Road Junction

It is recognised that some local stakeholders would like to see a junction between Ford Road and an A27 Arundel Bypass, principally to reduce traffic on other routes. However, other stakeholders are concerned that this could lead to increase use of Ford Road as an access to/from Arundel. Highways England has not included this junction within the design of Options 3V1 (Crimson), 4/5AV1 (Magenta), 4/5AV2 (Amber) or 5BV1 (Grey) at this stage and intend to decide on its inclusion at the next stage of the project. The 2018 Arun Local Plan does not require the delivery of an A27 Arundel Bypass or a junction with Ford Road, so it is not needed to deliver currently planned development. However, a

junction between Ford Road and A27 Arundel Bypass could facilitate future development and, therefore, Highways England should be encouraged to ensure the design is future-proofed to accommodate a Ford Road junction at some point in the future.

#### Facilities for Non-Motorised Users

Although the options include some improvements to facilities for Non-Motorised Users (NMUs), opportunities to maximise the facility of off-road access are available in all options. This can be achieved, as a minimum, by providing new infrastructure (i.e. crossings) that is suitable for use by as many modes of transport as possible and up-grading the status of public footpaths to public bridleways or even restricted byways to provide a coherent network of routes. It can also be achieved by ensuring that grade separated crossings of the A27 are available to as many modes of transport as possible. This will help to improve safety for PROW and road users leading to improved health, leisure and community benefits of each option as well as facilitating access to employment and services. Therefore, new facilities for NMUs on the bypassed section of A27 and new connections between Arundel and Ford, the proposed A284 Lyminster Bypass, and along the River Arun should be included in the design of the preferred route; such matters should be discussed with the County Council at the next stage of the project.

#### Economic Assessment

The benefits of the options take into account the effects of the planned A27 Worthing and Lancing and A284 Lyminster Bypass schemes. The County Council remains committed to the delivery of these schemes, so potential uncertainty about their delivery is not considered to be a justifiable reason not to proceed with one of the options for an A27 Arundel Bypass. Furthermore, this potential uncertainty should not be a determining factor in the decision about which option to pursue, as this should be based on an assessment of the impacts (positive and negative) and the views of local stakeholders.

#### Environmental Assessment of Historic Environment Impacts

The environmental assessment has not taken into account the presence of a well preserved medieval pottery kiln that would be affected by Option 4/5AV1 (Magenta) although it appears likely that it could be successfully mitigated. Please contact the County Council in due course for further details.

#### Environmental Mitigation Package

The County Council is disappointed that details of the environmental mitigation measures for each option have not been provided as each option would have major adverse environmental impacts and these measures appear to have been identified to inform the cost estimates. The County Council is aware that some local stakeholders will not be satisfied that this information has not been published and also that no clear explanation has been given for this omission. Therefore, we encourage Highways England to explain its rationale for this decision in due course.

In accordance with Government policy and expressed aspirations, every effort must be taken to ensure biodiversity net gain is achieved through this project, in



line with the Biodiversity Net Gain Assessment. The feasibility of the following measures should be investigated in developing a detailed and high quality package of environmental mitigation measures: extensive landscaping/screening; translocation of soils from Ancient Woodland to create new compensatory habitats; creation of 'green bridges' to maintain connectivity between Ancient Woodland; extensive noise mitigation; and new facilities for NMUs. Although it is not possible to replace Ancient Woodland, it is considered that it should be possible to mitigate this loss to an acceptable level, provided that sufficient land can be identified to create replacement woodland.

An embankment would have significant detrimental impacts on landscape and visual amenity, local hydrology, reduce the flood capacity of the floodplain, sever ecological networks, and result in a significant increase in mitigation and compensatory habitat creation costs. Therefore, the environmental impacts of a viaduct, particularly on landscape and visual amenity, the water and historic environments and biodiversity including habitat severance effects are likely to be less than an embankment. Arundel is a sensitive location with a long-standing history of difficulty in securing the delivery of a bypass, principally due to the environmental impacts. Therefore, highway improvements on this scale should include the highest standard of environmental mitigation. The County Council is leading by example by including a viaduct in its planned A284 Lyminster Bypass (north). For these reasons, Highways England are encouraged to seek additional funding for a viaduct, provided that it can be demonstrated that the additional benefits would outweigh the costs and that this would not cause delay to the project.

#### Need for Additional Funding

It is acknowledged that the budget range for the A27 Arundel Bypass in Roads Investment Strategy (2015-20) is £150-250m. The deliverability of Option 3V1 (Crimson), Option 4/5AV1 (Magenta), Option 4/5AV2 (Amber), and Option 5BV1 (Grey) is dependent upon additional funding being secured. The cost of delivering major highway improvements in this area should reflect that there is a need to provide the highest standard of design, including environmental mitigation. Although this cannot come at any cost, it is considered that the design of the scheme should be determined by what is needed to deliver Highway England's strategic objectives, rather than what is affordable. The County Council will support Highways England in seeking the additional funding to deliver Option 4/5AV1 (Magenta), as the County Council's preferred option.

I hope that this information is helpful.

Yours faithfully,

Roger Elkins

Cabinet Member for Highways & Infrastructure

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# Forward Plan of Key Decisions

## Explanatory Note

The County Council must give at least 28 days' notice of all key decisions to be taken by members or officers. The Forward Plan includes all key decisions and the expected month for the decision to be taken over a four-month period. Decisions are categorised in the Forward Plan according to the [West Sussex Plan](#) priorities of:

- Best Start in Life
- A Prosperous Place
- A Safe, Strong and Sustainable Place
- Independence in Later Life
- A Council that Works for the Community

The Forward Plan is updated regularly and key decisions can be taken daily. Published decisions are available via this [link](#). The Forward Plan is available on the County Council's website [www.westsussex.gov.uk](http://www.westsussex.gov.uk) and from Democratic Services, County Hall, West Street, Chichester, PO19 1RQ, all Help Points and the main libraries in Bognor Regis, Crawley, Haywards Heath, Horsham and Worthing.

**Key decisions** are those which:

- Involve expenditure or savings of £500,000 or more (except decisions in connection with treasury management); and/or
- Will have a significant effect on communities in two or more electoral divisions in terms of how services are provided.

The following information is provided for each entry in the Forward Plan:

<b>Decision</b>	The title of the decision, a brief summary and proposed recommendation(s)
<b>Decision By</b>	Who will take the decision
<b>West Sussex Plan priority</b>	See above for the five priorities contained in the West Sussex Plan
<b>Date added to Forward Plan</b>	The date the proposed decision was added to the Forward Plan
<b>Decision Month</b>	The decision will be taken on any working day in the month stated
<b>Consultation/Representations</b>	Means of consultation/names of consultees and/or dates of Select Committee meetings and how to make representations on the decision and by when
<b>Background Documents</b>	What documents relating to the proposed decision are available (via links on the website version of the Forward Plan). Hard copies of background documents are available on request from the decision contact.
<b>Author</b>	The contact details of the decision report author
<b>Contact</b>	Who in Democratic Services you can contact about the entry

For questions about the Forward Plan contact Helena Cox on 033022 22533, email [helena.cox@westsussex.gov.uk](mailto:helena.cox@westsussex.gov.uk).

**Published: 8 October 2019**

## Forward Plan Summary

### Summary of all forthcoming executive decisions in West Sussex Plan priority order

<b>Decision Maker</b>	<b>Subject Matter</b>	<b>Date</b>
Cabinet Member for Highways and Infrastructure	A27 Arundel Bypass: response to a further consultation by Highways England	October 2019
Director of Highways, Transport and Planning	A29 Realignment Scheme - award of design contract	October 2019
Director of Highways, Transport and Planning	Award of Contracts for Highway Maintenance Services	November 2019
Director of Highways, Transport and Planning	Concessionary Travel Scheme - award of bus pass manufacture and administration contract	November 2019
Acting Chief Executive	Worthing Public Realm Works - Adur and Worthing Growth Programme	November 2019
Acting Chief Executive	Eastern Gateway, Crawley Growth Programme- Award of Build Contract	December 2019
Acting Chief Executive	Worthing Community Hub Award of Contract	November 2019
Cabinet Member for Environment	Electric Vehicle Strategy	December 2019
Acting Chief Executive	Appointment of design team - Horsham Blue-light Centre	October 2019
Cabinet Member for Corporate Relations	Endorsement of bids to Coast to Capital LEP: West Sussex Full Fibre Programme	October 2019
Acting Chief Executive	Award of Contract for Self Service Library Kiosks	November 2019
Cabinet Member for Fire and Rescue and Communities	Review of Library Offer	November 2019
Cabinet Member for Environment	Reduction in Funding for Recycling Credits	November 2019

## A Prosperous Place

### Cabinet Member for Highways and Infrastructure

<b>A27 Arundel Bypass: response to a further consultation by Highways England</b>	
<p>The A27 Arundel Bypass has been included in the Government's Roads Investment Strategy (2015-20). In late summer 2019, Highways England will be undertaking a further non-statutory consultation on options for providing an A27 bypass at Arundel to meet the Government's aspirations. This further consultation will supersede the 2017 consultation on options and is taking place as further surveys and technical work have resulted in substantive changes to the options. The Cabinet Member for Highways and Infrastructure will be recommended to approve the County Council's response to the consultation.</p>	
<b>Decision By</b>	Mr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A prosperous place
<b>Date added to Forward Plan</b>	14 August 2019
<b>Decision Month</b>	October 2019
<b>Consultation/ Representations</b>	<p>Environment, Communities and Fire Select Committee on 21 October 2019</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Darryl Hemmings Tel: 033 022 26437
<b>Contact</b>	Judith Shore 033 022 226052

**Director of Highways, Transport and Planning**

**A29 Realignment Scheme - award of design contract**

The proposed A29 Realignment Scheme will deliver a 4.34km road to the east of Eastergate, Westergate and Woodgate villages. The new road alignment will provide the highway infrastructure needed to support the planned strategic development of the area by providing access to land for residential and commercial development. The new road will also alleviate traffic congestion along the existing A29, notably at the Woodgate level crossing which causes delays on to a key access route into Bognor Regis.

Subject to the approval of the Transport Business Case by the Coast to Capital Local Enterprise Partnership (C2CLEP), the County Council will enter into a Funding Agreement with the C2CLEP for the entire scheme, which will be delivered in at least two phases. This decision relates to phase one between the A29, Fontwell Avenue and the B2233, Barnham Road.

In February 2019, the Cabinet Member for Highways and Infrastructure [delegated authority](#) to the Director of Highways and Transport to tender, procure and award the services of design and build and contract administration from the approved list of contractors on the Highways and Transport Frameworks.

Following the competitive tender exercise, the Director of Highways, Transport and Planning will be asked to award the design and build and contract administration contract to the selected contractor.

<b>Decision By</b>	Matt Davey - Director of Highways, Transport and Planning
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	18 July 2019
<b>Decision Month</b>	October 2019
<b>Consultation/ Representations</b>	Public consultation took place between 26 February – 26 April 2019  Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Elaine Martin Tel: 033 022 24105
<b>Contact</b>	Judith Shore Tel: 033 022 26052

**Director of Highways, Transport and Planning****Award of Contracts for Highway Maintenance Services**

Highways maintenance services contracts are used to deliver a range of statutory highways maintenance services.

In January 2019, the Cabinet Member for Highways and Infrastructure approved the commencement of a procurement process for a new Highways Maintenance Term Contract or set of contracts and [delegated authority](#) to the Director of Highways and Transport to finalise the terms of and award the Highway Maintenance Term Contract, or set of contracts at the conclusion of the procurement process.

The Director of Highways, Transport and Planning will be asked to award contracts for:

1. Highway maintenance services contract - core services
2. Drainage cleansing maintenance contract
3. Hedge and grass maintenance contract
4. Carriageway and footways resurfacing
5. Carriageway surface dressing and carriageway and footway treatments
6. Infrastructure improvements – planned works

<b>Decision By</b>	Matt Davey - Director of Highways, Transport and Planning
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	12 September 2019
<b>Decision Month</b>	November 2019
<b>Consultation/ Representations</b>	<p>Environment, Communities and Fire Select Committee – 7 November 2019  Cabinet Member for Highways and Infrastructure  Executive Director Place Services  Director of Finance and Support Services  Director of Law and Assurance</p> <p>Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Peter Smith Tel: 033 022 25356
<b>Contact</b>	Judith Shore 033 022 26052



**Director of Highways, Transport and Planning**

<b>Concessionary Travel Scheme - award of bus pass manufacture and administration contract</b>	
<p>The Council has a statutory responsibility as a Travel Concession Authority to administer a Concessionary Travel Scheme that provides free bus travel to eligible older and disabled persons.</p> <p>The West Midlands Combined Authority (WMCA), which comprises 18 local authorities and four Local Enterprise Partnerships, has awarded Smartcard framework agreements following an extensive European procurement. The benefits include:</p> <ul style="list-style-type: none"> <li>• Competitive dialogue has allowed WMCA to select the best service</li> <li>• Local Authority partners don't need to undertake their own procurement</li> <li>• Economies of scale due to a shared service</li> <li>• Option for a long-term arrangement</li> <li>• Easy and cost-effective upgrade options built in</li> </ul> <p>The Director for Highways, Transport and Planning will be asked to approve the direct award of a bus pass manufacture and administration services contract under the West Midlands Combined Authority Framework.</p>	
<b>Decision By</b>	Matt Davey - Director of Highways, Transport and Planning
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	2 September 2019
<b>Decision Month</b>	November 2019
<b>Consultation/Representations</b>	<p>Cabinet Member for Highways and Infrastructure Director of Law and Assurance Director of Finance and Support Services</p> <p>Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Nicholas Thomas Tel: 033 022 26718
<b>Contact</b>	Judith Shore Tel: 033 022 26052

**Acting Chief Executive****Worthing Public Realm Works - Adur and Worthing Growth Programme**

The approved Adur and Worthing Growth Programme identified public realm improvements in Worthing town centre to support the development of the regeneration sites and the town's future economy. A £12m programme of 8 public realm schemes between the station and the seafront was identified. West Sussex County Council (WSCC) committed £5m of growth funding to deliver the first phases of the programme. Worthing Borough Council (WBC) are committing to fund the remainder of the schemes through CIL, s106 contributions and direct developer contributions.

Portland Road was identified as the first phase with South Street following on later. Following the working up of the preliminary designs for Portland Road the detailed costs to deliver the scheme rose from the initial options appraisal estimate of £1m to £2.7m. This was based on extensive public consultation and work with the Worthing Town Centre Improvements Project Board. Portland Road is still deliverable within the WSCC committed growth funding, but the increased cost of Portland Road had an implication on the phasing of the public realm package and what the WSCC capital can deliver within this.

Following a public realm board meeting on 6th June it was decided that the initial South Street preliminary design work should be paused, with the exception of the completion of a bus operational study, and pushed back to later in the phasing plan when CIL money will become available. The remaining preliminary design funds were instead diverted to complete the detailed design work for Portland Road to get it ready for contract tender and procurement and delivery.

The remaining capital allocated to the public realm programme will allow WSCC to bring forward the Railway Approach scheme in the public realm package phasing plan and deliver it (estimated at £1.3m to deliver) instead of South Street (estimated at £4m to deliver).

Railway Approach is a pivotal scheme in the public realm package outside of Worthing Station. It will improve the accessibility of the station and links through to the town centre enhancing the resident and visitor experience of Worthing and help to provide a greater sense of place on arrival.

WBC committed to forward fund part of the design costs for Railway Approach so that design work could start immediately.

The Acting Chief Executive will be asked to give authority to proceed with the procurement for delivery of the Portland Road public realm scheme and to proceed with the design of the Railway Approach public realm scheme.

<b>Decision By</b>	Lee Harris - Acting Chief Executive
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	13 May 2019
<b>Decision Month</b>	November 2019
<b>Consultation/Representations</b>	Local Business Design Workshop Sep 2018, Stakeholder workshop Oct 2018, Public Exhibitions and consultation January - February 2019

## Agenda Item 6

	Representation concerning the proposed decision can be made to the Acting Chief Executive via the author or service contact, by the beginning of the month in which the decision is due to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Patrick Griffin Tel: 03302224562
<b>Contact</b>	Monique Smart Tel: 033 022 22540

### Acting Chief Executive

<b>Eastern Gateway, Crawley Growth Programme- Award of Build Contract</b>	
<p>In August 2017 the Leader approved the Crawley Growth Programme (ref report: <a href="#">LDR04 (17.18)</a>) and following approval of the business case by the West Sussex Local Enterprise Partnership, delegated authority to the Executive Director Economy, Infrastructure and Environment (now Director of Place Services) to progress the projects. In February 2019, the Executive Director, Economy, Infrastructure and Environment approved the commencement of the tender process to secure a design and build Contractor through the WSCC Highways Design and Build framework. In July 2019 The Executive Director Place Services approved the award of the design contract (stage 1) <a href="#">OKD12 (19/20)</a> for the Crawley Eastern Gateway project to Volker Fitzpatrick Limited.</p> <p>The Acting Chief Executive will now be asked to approve the build contract through the WSCC highways framework.</p>	
<b>Decision By</b>	Lee Harris - Acting Chief Executive
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	12 September 2019
<b>Decision Month</b>	December 2019
<b>Consultation/ Representations</b>	<p>A full engagement exercise took place in June/July 2018.</p> <p>Representations concerning this proposed decision can be made to the Acting Chief Executive via the author or officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Marie Ovenden Tel: 033 022 23854
<b>Contact</b>	Monique Smart Tel: 033022 22540

## A Strong, Safe and Sustainable Place

### Acting Chief Executive

Worthing Community Hub Award of Contract	
<p>This decision is subject to the approval of the decision by the Cabinet member for Safer, Stronger Communities on the Worthing Community Hub to approve the allocation of funds and commencement of a procurement process to allow the building works required to create a Community Hub in Worthing, based on the agreed detailed designs in the building currently known as Worthing Library and to delegate authority to the Executive Director of Place Services.</p> <p>The Acting Chief Executive will be asked to award the contract to the successful bidder in accordance with the Council's Standing Orders on Procurement and Contracts.</p>	
<b>Decision By</b>	Lee Harris - Acting Chief Executive
<b>West Sussex Plan priority</b>	A Strong, Safe and Sustainable Place
<b>Date added to Forward Plan</b>	9 April 2019
<b>Decision Month</b>	November 2019
<b>Consultation/ Representations</b>	Representations concerning this proposed decision can be made to the Executive Director of Place Services, via the author or officer contact, by the beginning of the month in which the decision is due to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Lesley Sim Tel: 0330 022 24786
<b>Contact</b>	Erica Keegan Tel: 033 022 26050

**Cabinet Member for Environment**

<b>Electric Vehicle Strategy</b>	
<p>Under the Automated and Electric Vehicles Bill, the government has announced plans to ban new petrol and diesel cars by 2040 and the Office for Low Emission Vehicles aims for all vehicles to be low-emission by 2050.</p> <p>The County Council needs to start preparing for this transition so that residents and businesses are able to take advantage of the opportunities on offer.</p> <p>This strategy will set out the County Council's vision for electric vehicles across the county and the interventions to deliver this vision.</p> <p>The strategy has been developed with guidance from a cross-party Members' Executive Task and Finish Group.</p> <p>The Cabinet Member for Environment will be asked to approve the Electric Vehicle Strategy.</p>	
<b>Decision By</b>	Mrs Urquhart - Cabinet Member for Environment
<b>West Sussex Plan priority</b>	A Strong, Safe and Sustainable Place A Prosperous Place
<b>Date added to Forward Plan</b>	18 July 2019
<b>Decision Month</b>	December 2019
<b>Consultation/ Representations</b>	<p>Public Pre-Engagement Consultation (residents' survey) December 2018 - January 2019 Public consultation on strategy - September 2019 Environment, Communities and Fire Select Committee, 7 November 2019 Internal consultation with County Council Officers</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member Environment, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Ruth O'Brien Tel: 033 022 26455
<b>Contact</b>	Judith Shore Tel: 033 022 26052

# A Council that works for the Community

## Acting Chief Executive

Appointment of design team - Horsham Blue-light Centre	
<p>West Sussex County Council and its partners are delivering a programme of transformational capital projects to deliver efficiencies in the use of the public estate across the County. The County Council is now in a position to progress a project to deliver a new operational fire station and blue-light training centre in Horsham through its detailed design phase and into Planning.</p> <p>A procurement tender process is underway to appoint an appropriate contractor to progress the design. The contract is due to start in September 2019. In accordance with the delegated authority approved by Cabinet Member Decision FR22 (18/19), dated 21<sup>st</sup> March 2019, the Executive Director of Place Services will be asked to award and enter into a contract for the provision of design services with the most economically advantageous bidder.</p>	
<b>Decision By</b>	Lee Harris - Acting Chief Executive
<b>West Sussex Plan priority</b>	A Council that Works for the Community
<b>Date added to Forward Plan</b>	18 July 2019
<b>Decision Month</b>	October 2019
<b>Consultation/ Representations</b>	<p>External and internal stakeholders.</p> <p>Representation can be made via the officer contact.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Nick Burrell Tel: 033 022 23881
<b>Contact</b>	Suzannah Hill Tel: 033022 22551

## Cabinet Member for Corporate Relations

### Endorsement of bids to Coast to Capital LEP: West Sussex Full Fibre Programme

The County Council recognises the strategic importance of next generation connectivity that can facilitate the delivery of future public services and improve the local economy. Ultrafast (gigabit) broadband is the next generation of connectivity, capable of delivering speeds of 1Gb (1000Mb) or more using pure optical fibre. In partnership with all district and boroughs (through the West Sussex Full Fibre Programme Board), the County Council is working to make this infrastructure more readily available and have agreed to use funding from the business rate retention pilot for a West Sussex Full Fibre Programme.

The Programme is bidding for additional funding to support two projects:

1. The County Council is leading the "Converged Fibre Connectivity" bid to the Coast to Capital Local Enterprise Partnership's (LEP) Growth Deal funding. This will connect public sector sites in the first instance and also provide an open access duct and/or fibre spine that connects Crawley (including Manor Royal), Horsham and Haywards Heath to the Burgess Hill Fibre Exchange (BHFX) and link to the Brighton Digital Exchange and the Brighton 5G Fibre Ring. This should lower the cost of private investment in the roll out of full fibre network for residents and businesses.

2. The County Council is also supporting the "Gigabit Coast" project led by Adur and Worthing Councils which will connect a number of council assets to create or enhance the digital public realm in Worthing.

If successful, these bids, will require match funding from councils of up to £1.65 million per project directly or via the business rates retention pilot and both need endorsement by the West Sussex Full Fibre Programme Board.

The Cabinet Member is asked at this stage to endorse match funding for the 'converged fibre connectivity' (project 1.above) from the business rates retention pilot held within the Cabinet Member's capital programme provision if (i) the Growth Deal funding is awarded to the bid and (ii) if agreed by the West Sussex Full Fibre Programme Board.

<b>Decision By</b>	Mr Lanzer - Cabinet Member for Corporate Relations
<b>West Sussex Plan priority</b>	A Council that works for the Community
<b>Date added to Forward Plan</b>	30 July 2019
<b>Decision Month</b>	October 2019
<b>Consultation/ Representations</b>	District and Borough partners and LEP members through bids.  Representation can be made via the officer contact from the beginning of the month in which the decision is to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Sarah Bazen Tel: 033022 22374
<b>Contact</b>	Suzannah Hill Tel. 033 022 22551



**Acting Chief Executive**

<b>Award of Contract for Self Service Library Kiosks</b>	
<p>When visiting the West Sussex Library Service residents regularly use self-service kiosks to transact a range of library services.</p> <p>In order to provide modern, longer term services procurement (decision ref: OKD10 19/20) is currently underway for Self Service Library kiosk replacement in West Sussex libraries. An allocation of £1m is included in the 2019/20 – 2023/24 capital programme for the replacement of kiosks.</p> <p>Following the completion of the procurement process, the Acting Chief Executive seeks to award the Contract for the Self-Service Library Kiosks to the preferred bidder.</p>	
<b>Decision By</b>	Lee Harris - Acting Chief Executive
<b>West Sussex Plan priority</b>	A Council that Works for the Community
<b>Date added to Forward Plan</b>	21 August 2019
<b>Decision Month</b>	November 2019
<b>Consultation/Representations</b>	Representations concerning the proposed decision can be made to the Executive Director Place Services by the beginning of the month in which the decision is due to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Lesley Sim Tel: 0330 022 24786
<b>Contact</b>	Erica Keegan Tel: 033 022 26050

## Strategic Budget Options 2020/21

### Cabinet Member for Fire and Rescue and Communities

Review of Library Offer	
<p>To consider reviewing service levels and forms of service delivery for library services in areas of reduced demand. Options will include:</p> <ul style="list-style-type: none"> <li>a. reducing opening hours, removing the rural Mobile Library service and other logistical changes</li> <li>b. Using the Community Hubs programme to accelerate options to share space and bring services together under one roof so that services in communities are maintained more economically</li> </ul> <p>Relevant community and staff consultation will be undertaken and wherever possible staff savings will be through natural turnover. The service priority will be to protect and support those most vulnerable in our communities.</p> <p>The Cabinet Member for Safer Stronger Communities will be asked to approve options from those which are developed.</p>	
<b>Decision By</b>	Mrs Russell - Cabinet Member for Fire and Rescue and Communities
<b>West Sussex Plan priority</b>	A Strong, Safe and Sustainable Place
<b>Date added to Forward Plan</b>	30 July 2019
<b>Decision Month</b>	November 2019
<b>Consultation/Representations</b>	<p>Service users, elected members and staff and the Environment Communities and Fire Select Committee.</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member for Safer, Stronger Communities via the author of officer contact by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Lesley Sim Tel: 0330 022 24786
<b>Contact</b>	Erica Keegan - 033022 26050

**Cabinet Member for Environment****Reduction in Funding for Recycling Credits**

Recycling credits are payments made to waste collection authorities by the County Council to support initiatives to increase recycling of waste where disposal costs for residual waste are achieved. The Council is committed to reduce the amount of residual waste and increase recycling.

The Government has published its Waste and Resources Strategy which confirms the intent to require that food waste be collected and treated separately by 2023.

The County Council has no legal obligation to pay recycling credits to District and Borough councils save in accordance with the criteria set out in Regulations. The Cabinet Member for Environment took the [decision](#) to reduce aggregate recycling rate payments by £1m (from £5.6m to £4.6m in total) in 2019/20. The District and Borough councils were given notice that further reductions may follow depending on progress towards a higher performing service and on the County Council's overall financial position.

Progress towards a comprehensive collection service review is slow albeit the County Council has maintained its offer to work with and help fund trialling separate food waste collections. Some progress has been made with some of the collection authorities.

The Cabinet Member for Environment will be asked to approve further changes to the funding arrangements with District and Borough councils whilst meeting the requirements of the recycling credit provisions under the Environmental Protection (Waste Recycling) Payments (England) Regulations 2006.

The options under consideration include removal of all credits except those that meet the above requirements over one or more years and a partial reduction where credits can be shown to provide an incentive to improved performance.

<b>Decision By</b>	Mrs Urquhart - Cabinet Member for Environment
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added to Forward Plan</b>	30 July 2019
<b>Decision Month</b>	November 2019
<b>Consultation/Representations</b>	<p>District and Borough Councils in West Sussex Environment, Communities and Fire Select Committee, 20 September 2019</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member Environment, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Steve Read Tel: 033 022 22654
<b>Contact</b>	Judith Shore Tel: 033 022 26052

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