

Our ref: A3032

Andrew Jackson
Senior Project Manager RIP(SE)
National Highways
Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ
www.highwaysengland.co.uk

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Dear Cllr Vawer

A27 Arundel Bypass Stakeholder Engagement

Thank you for your email of 14 February 2022 with subject 'Questions concerning the Arundel Bypass proposals' and attached Residents Questions document.

We appreciate the Parish Council engaging in the Statutory Consultation and welcome the engagement and meetings we have had with members throughout; your feedback will help us to further refine our proposals ahead of submission of our application later in the year.

To take your questions in turn;

1	Traffic	
	<p>a. Why has National Highways apparently not taken into account fully the impact of westbound 'rat running' motorists using unsuitable minor roads through Walberton - including the village's two Conservation Areas - to avoid the forecast congestion at the Fontwell East and Fontwell West roundabouts?</p>	<p>The traffic model includes all roads within the study area, including local roads within the vicinity of the scheme, such as the those through Walberton itself. In response to the consultation, we are reviewing the design proposals and examining potential refinements to the design and additional mitigation measures to the wider network to reduce the level of "rat-running" vehicles. These measures are being assessed as part of the next iteration of the design and the model results shown in the Statutory Consultation do not yet take into account these potential refinements to the design.</p>
	<p>b. How far back are the queues predicted to extend at the Fontwell roundabouts at peak times following the opening of the new bypass?</p>	<p>This issue has been considered and will be reported in further detail as part of the Traffic Assessment Report which will be produced as part of the DCO application.</p>

	c. Why has National Highways not provided forecasts for increased traffic along:	
	i. ... Eastergate Lane?	Traffic volumes within the listed roads have been examined, although not specifically reported in the consultation brochure. As part of the ongoing design refinement discussed above, we are reviewing the impact on these roads to ensure a holistic approach to dealing with the concerns that have been raised during the consultation. Further details will be provided in the Traffic Assessment Report which will be produced as part of the DCO application.
	ii. ... Barnham Lane?	See above
	iii. ... Lake Lane, including HGV movements to access horticultural and haulage businesses?	See above
	d. At what point does a percentage increase in traffic along narrow lanes become unacceptable from a Highways point of view?	The scheme is looking to minimise impacts on local roads and mitigation measures are being developed to reduce traffic travelling on narrow rural roads, including those impacts on the local network around Walberton.
	e. What effect will the opening of the Lyminster Bypasses North and South have on:	The traffic model includes the Lyminster Bypass schemes; i.e. that the scheme will be opened and in place before the A27 Arundel Bypass opens. We have not tested the impact of the Lyminster Bypass in isolation.
	i. ... the forecast increase in northbound traffic on the A284 to Crossbush?	See comment on answer to question 1(b).
	ii. ... southbound traffic using the A284 from Crossbush, for example to access the A259?	See comment on answer to question 1(b).
	f. Has National Highways taken into account the huge increase in traffic on Ford Road anticipated as a result of housing and industrial developments?	We have reviewed all planning applications within the district and taken this into account when producing our traffic forecasts. In accordance with DfT TAG guidance, only those developments that are more than likely to happen, as defined and described in the DfT TAG Unit M4, Table A2 (page 33), are taken into account. Where such developments are assessed as more than likely to occur, we have included the traffic generation in our forecasts.

	<p>g. Has National Highways taken into account the volume of HGV traffic that will result if the proposed high-volume waste incinerator is built on the Ford Airfield site?</p>	<p>We have been monitoring the planning application for the proposed waste incinerator at Ford. As per the latest information we have, the waste incinerator (planning application no. WSCC/011/21) was withdrawn by the applicants in November 2021. As it was withdrawn before any planning committee decision, there is no right to appeal.</p> <p>Given the above, we would not take it into account (using the DfT guidance above) in our traffic modelling.</p>
	<p>h. When the proposed bypass is opened, what proportion of the forecast traffic will be vehicles – motorcycles, cars, light trucks, HGVs, buses and coaches – that are powered 100% by electricity?</p>	<p>Our air quality modelling takes account of electric vehicles within the future fleet mix, and this is accounted for through the future breakdown of vehicles apportioned to the Euro Emissions Standard (Euro 1 to Euro 7).</p> <p>In terms of traffic volumes, the traffic model itself does not reflect changes in the vehicle fleet and treats vehicles equally, in terms of calculating journey time, delay, etc.</p>
	<p>i. How will ‘detrunking’/downgrading the existing A27 prevent eastbound vehicles including HGVs using the existing road to access destinations to the south of the proposed new Arundel bypass, including via Yapton Lane (Walberton) and Ford Lane (Arundel)?</p>	<p>The Scheme does not prevent eastbound traffic using the de-trunked A27 and destinations to the south of the bypass would be accessed as per existing arrangements, with the exception of Tye Lane which would only be used to access the new bypass westbound.</p>
2	Environment / ecology	
	<p>a. What steps will National Highways take to protect water voles whose habitats will be destroyed by the bypass, during the construction and operational phases?</p>	<p>Land has been identified within the draft Order Limits for the establishment of new water vole habitat to mitigate any significant effects associated with construction and operation. These new habitat areas will be</p>

		established prior to construction activity commencing to ensure that water vole populations are relocated in good time.
	b. What steps will National Highways take to protect the numerous bat species whose habitats and flightpaths will be destroyed by the bypass, during the construction and operational phases?	The Preliminary Landscape and Environmental Masterplan (PEIR, Volume 3, Figure 2.1) highlights the new habitat that will be provided to mitigate lost habitat as a result of construction. This is designed to integrate the Scheme within the environment and provide habitat connectivity. In addition, green crossings have been provided in the form of two bat underpasses and two green mixed use bridges to reduce impacts on existing bat flight lines.
	c. What are the mitigation measures proposed to protect the rare bat species in Binsted Valley?	As mentioned in the previous response, green structures are being provided to mitigate impacts on bat flight paths. At Binsted Rife, a bat underpass is being provided to maintain existing flight paths. The bat underpass has been designed with respect to the bat species found in this location, with respect to the underpass dimensions.
	i. Have these been tested and proven to be effective elsewhere?	The efficacy of bat mitigation is continually being researched, but design of the bat underpass has been based on known characteristics of affected bat species.
	ii. If so, in what timescale?	
	d. What steps will National Highways take to protect the Great Crested Newts whose habitats will be destroyed by the bypass, during the construction and operational phases?	No evidence of great crested newt has been found in any of the ponds or ditches that have been surveyed.
3	Pollution	
	a. Why is the route proposed by National Highways unacceptably close to:	
	i. Walberton & Binsted Primary School?	The environmental assessment included as part of the preliminary environmental information published at statutory consultation includes the assessment of noise and air quality within specified distances of the Scheme alignment and affected road network. Air quality predictions undertaken for the Scheme to date indicate that air quality

		<p>will be within relevant air quality objective values which have been developed to be protective of all members of society, including children. Therefore, the air quality during the operational phase of the Scheme at Walberton and Binsted CE Primary School, Walberton Community Playcentre, Walberton Pre-School Nursery and Walberton Recreation Ground are predicted to be within relevant air quality objective values.</p> <p>The assessment of noise presented within the preliminary environment information highlights the noise impacts in the absence of any specific noise mitigation. Noise mitigation is being considered as part of the design development process and our preliminary proposals for noise mitigation are included in Volume 3, Figure 2-1 (Preliminary Landscape and Environmental Masterplan) of the preliminary environmental information report (PEIR). A noise barrier is currently proposed between Tye Lane and Yapton Lane south of the Scheme, which would ameliorate any increase in noise levels predicted for these receptors.</p> <p>The preliminary assessments will shortly be updated using refined traffic data as part of the assessment work for the Scheme Environmental Statement. Full results, including figures where appropriate, will be provided showing air quality and noise levels with and without the Scheme and the change.</p>
	ii. Walberton Community Playcentre?	See above
	iii. Walberton Pre-School Nursery?	See above
	iv. and Walberton Recreation Ground?	See above
	b. What will be the impact on air quality for the village of Walberton in percentage change terms?	<p>The preliminary assessment as reported in the preliminary environmental information does not provide percentage changes at specific locations. Data on specific receptors will provided in the Environmental Statement as part of the DCO application. However, the preliminary assessment has identified that it is unlikely that the operation of the Scheme will result in any exceedance of air quality thresholds. This is largely due to the low</p>

		pollutant concentrations experienced within the study area.
	i. In particular, what will be the impact for Walberton and Binsted Church of England school?	As above, detailed calculations will be presented in the Environmental Statement submitted as part of the DCO application.
	c. Why does the western end of the proposed route not run in the Binsted Rife valley northwards from St Mary's Church?	The Scheme based on the Grey Route crosses the Binsted Valley south of the Church of St Marys. The use of the rife corridor for road infrastructure is unlikely to be acceptable and it is an important planning consideration that the route is outside the National Park where an alternative exists.
4	Design	
	a. Why does the proposed new Arundel bypass not include a junction at Ford Road?	<p>Feedback during the consultation and dialogue with stakeholders regarding the scheme proposals, has suggested that a junction at Ford Road should be included as part of the Scheme. This possibility is currently the subject of ongoing options appraisal. However, initial findings suggest that its inclusion as part of the Scheme is not justified. Should further options appraisal conclude that a junction at Ford Road is required as part of the Scheme, a further targeted consultation will be undertaken on that proposed inclusion. Detail on the options appraisal undertaken and its conclusions will be presented in the Environmental Statement.</p> <p>We are continuing to work with Arun District Council (ADC) and West Sussex County Council (WSCC) technical officers to discuss options for a potential junction, the local planning context and possible alternative delivery/ funding mechanisms.</p>
	b. Why is Mill Road not closing as was previously suggested?	Mill Road is largely a residential road so it has stayed open to continue to provide access from the north and south.
	c. Will the road crossing from Mill Road (Slindon) to the northern, diverted, section of Tye Lane (Walberton) be reinstated?	The current Scheme does not propose to reinstate the Mill Road connection to Tye Lane. Currently Tye Lane only provides access onto the new A27 bypass. There is no connection to Walberton via Tye Lane which removes the need to provide this connection.

	<p>d. The northern section of Copse Lane is a Restricted Byway. Will the deviation proposed by National Highways maintain that public right-of-way status and be suitable for year-round use by horse-drawn carriages, equestrians, cyclists and pedestrians?</p>	<p>The current Scheme does not propose to change the public-right of way status of the northern section of Copse Lane. We will review this in consultation with the WSCC and the SDNP.</p>
	<p>e. On what grounds is National Highways proposing a 50mph speed limit only west of St Mary's Church in Binsted?</p>	<p>The Western end of the Scheme is designed for a 50mph speed limit because of exceptional environmental constraints which we have sought to avoid. The reduction in design speed has allowed the use of different road geometry and enabled the new road to tie back into the existing A27 earlier. The other sections of the Scheme either don't have these exceptional environmental constraints or changing the road geometry would not avoid the exceptional constraints and therefore has been designed for the national speed limit (70mph) in line with the intention that the strategic road network should operate at the national speed limit.</p>
	<p>i. How will that speed limit be enforced?</p>	<p>Speed limits will be enforced by the police, and NH continue to engage with the police to ensure any requirements regarding enforcement are understood and incorporated into the design.</p>
<p>5 Construction</p>		
	<p>a. During any period of closure of Yapton Lane for bridge construction works, where will Compass Bus route 85/85A, Arundel to Chichester, be diverted?</p>	<p>It is not the intention to close the north half of Yapton Lane during bridge construction except for short durations to enable the bridge beams to be lifted into place. Yapton Lane will be kept open. If an online solution is chosen, vehicles will be diverted onto a temporary at grade alignment to the east of Yapton Lane (very similar to the layout of the offline alignment). For significant craneage to lift in beams or other rare occurrences, if Yapton Lane has to be shut then a diversion route will be agreed with the affected parties.</p>
	<p>i. Will the bus be unable to stop in Walberton Village during this period?</p>	<p>Yapton Lane will stay open during the works except for the situation described above.</p>

	<p>b. The Yapton Lane construction compound will be active for the whole of the construction period.</p> <p>i. How will National Highways construction vehicles travel to the compound when Yapton Lane north is closed?</p>	<p>On the very rare occasion it is closed, it is the intent to use Yapton Road South for staff vehicles entering the compound. Larger works vehicles if required in this period will be able to continue through the temporarily closed temporary road if required Yapton Lane South. It is not the intention to allow construction traffic through the street at Walberton.</p>
	<p>ii. How will rat-running through Walberton to access the compound be prevented?</p>	<p>In addressing the specific question, this can be achieved through different measures. The Haulage Route and construction phase management plan will be agreed with the host authorities which will set the operating routes. These delivery routes will be enforced to all suppliers and preventative measures could be installed at the compound entrance.</p> <p>Rat running through The Street will not be a natural route for any construction traffic due to Yapton Lane North remaining open.</p>
<p>6 Finances</p>		
	<p>a. Why was National Highways permitted to retain contractors (£320 million to Bam Nuttall, Aecom and Mace) prior to the scheme being approved to proceed?</p>	<p>The contract has been awarded to BAM Nuttall to deliver the A27 Arundel Bypass Scheme, the contract is split into Stages with only the current Development Phase works (pre-construction) being agreed. The Regional Delivery Partnerships (RDP) procurement model, which provides early contractor involvement for Schemes, will help National Highways achieve their efficiency targets. This is now standard practice for the Regional Investment Programme (RIP) and not unusual.</p> <p>Prior to proceeding to construction the Scheme will need to have been provided consent by the Secretary of State for Transport through the Development Consent Order (DCO) process, meet National Highways governance requirements and be approved to proceed.</p>
	<p>b. What will the total cost incurred if the scheme is not permitted to proceed?</p>	<p>There are several variables which would impact on the cost incurred if the Scheme were not to proceed, in particular it would be very dependent on when this was to occur.</p>

	c. What will be the total cost if the scheme is permitted to proceed?	<p>There hasn't been an update to the cost estimate for the Scheme for the Statutory Consultation. This will be undertaken following the incorporation of Consultation feedback and finalising the preliminary design, though we are still anticipating that the Scheme cost will fall within the range of £320m - £455m as presented during the 2019 consultation.</p> <p>The Development Consent Order submission will include updated BCR and VfM assessments for the Scheme.</p>
7	Omissions	
	a. What is the overall predicted effect on journey time from:	<p>The traffic model is undergoing further refinement and the forecasting results are subject to change (including taking account of induced traffic effects). We currently do not intend to release further information over and above what has been released in the consultation brochure.</p> <p>However, this issue will be addressed as part of the Traffic Assessment Report which will be produced as part of the DCO application.</p>
	i. ... Worthing to Chichester?	As above
	ii. ... Lancing to Emsworth?	As above

If you require any further information on the project, please contact us via email at A27ArundelBypass@highwaysengland.co.uk. Alternatively, you can contact our Customer Contact Centre. They are available 24 hours a day by phone: 0300 123 5000 or by email: info@highwaysengland.co.uk.

To help us identify and make improvements to our responses, I would be very grateful if you could please take our feedback survey by clicking [here](#).

Yours sincerely



Andrew Jackson
Senior Project Manager, A27 Arundel Bypass
A27ArundelBypass@highwaysengland.co.uk