A27 Arundel Improvements

May 2016 Stakeholder Meeting Report

1 INTRODUCTION

1.1 Overview

1.1.1 A stakeholder meeting for the Highways England A27 Arundel improvements scheme was held on Thursday 12 May 2016 in the Hilton Avisford Park Hotel. The event formed part of a wider plan to engage stakeholders in the early development of the A27 Arundel improvements scheme. The meeting was undertaken by Highways England and WSP | Parsons Brinckerhoff to inform stakeholders of progress to date and the current and future processes the scheme will progress through.

1.2 Background to the Stakeholder Meeting

1.2.1 A feasibility study was undertaken by Parsons Brinckerhoff on behalf of the Department for Transport in 2014 for the A27 corridor to identify the opportunities and case for future investment solutions. The scope of the study covered the A27 from its junction with the M27 in the west and its junction with the A259 in the east. The study highlighted the single carriageway areas of the A27 as areas for investment, namely Arundel, Worthing–Lancing and East of Lewes. The A27 Corridor Feasibility Study can be found here: https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports and a summary of the report can be found here: https://www.gov.uk/government/publications/a27-corridor-feasibility-study-overview.

1.2.2 Following the feasibility study, the Roads Investment Strategy issued by the Government in December 2014 included the proposal to invest around £350 million to improve the A27.

1.2.3 Previously, a stakeholder meeting for the A27 Arundel improvements scheme was held in July 2015. The purpose of this meeting was to bring together key local stakeholders to communicate and engage with them about the current state of the project, discuss the scheme objectives and explore views on the different improvement concepts. Stakeholders who attended included those invited to the Reference Group of the A27 Feasibility Corridor Study with the addition of local parish council representatives, residents groups and large landowners directly affected by potential road improvements.

1.3 Aims of the meeting

1.3.1 The aims of the 2016 stakeholder meeting were to re-engage with those who attended the previous stakeholder meeting in July 2015 to give an update on progress and to inform the stakeholders of the processes through which Highways England must operate. It also provided an opportunity to ask for stakeholder input on key transportation considerations in order to validate current data.

1.3.2 This report documents the process and outcomes of this second Arundel Stakeholder Meeting.

1.4 Venue, date and agenda

1.4.1 The event was held at the Avisford Park Hilton Hotel, Yapton Lane, Arundel on 12 May 2016 from 14:00 – 16:30.

1.4.2 The invitees were sent an initial email invitation giving contextual information about the meeting and its purpose; also included were logistical details for the venue. Attached to the invitation was the report of the previous event and the scheme objectives. An agenda was sent out to all those who confirmed attendance one week before the event (see Appendix A – Agenda of the event).

1.5 Structure of meeting

1.5.1 The event had four main parts:

- An introductory presentation by the Highways England Project Manager, Abi Oluwande, which also included the main processes through which all Highways England schemes must go through.
- A presentation by WSP | Parsons Brinckerhoff, led by Colin McKenna, which covered the refinements that had been made to the objectives in order to reflect local concerns and issues following the last meeting, a review of comments made last time and the actions or considerations taking place in order to address them, and short presentations on the various streams of technical work undertaken so far.
- A workshop session during which stakeholders were asked to highlight on plans key pedestrian routes, cycle paths, rat-runs

and other problems. Separately stakeholders were also asked to input their ideas for public consultation (channels, venues, groups, etc.).

- To close there was a Q&A and feedback session, followed by a brief summary of the next steps.

1.5.2 During the presentations, attendees were asked to respond to a series of questions anonymously, using a Turning Point automated response system, which requires participants to select their response or preference from a list of options using a handheld device; they are then able to see the overall results in real time.

2 ATTENDEES

2.1 General

2.1.1 Invitations were sent to those listed in Table 1. The list of organisations includes those who were invited to previous events, and also includes those who were suggested at the last stakeholder meeting. Furthermore, West Sussex County Council and local MPs were asked to comment upon the list and suggest additional stakeholders to invite. West Sussex County Council recommended a small list of local businesses that should be included.

2.1.2 Due to this event having a wider list of stakeholders than the previous meeting, it was requested that one representative from each organisation attend.

2.1.3 In total, 29 individuals attended the meeting, representing 27 different organisations. Table 1 shows who attended from the invitees.

Table 1: Invited groups and attendees

Invited Groups	Attended?
South Downs National Park Authority	Yes
South Downs Society	Yes
Coast to Capital LEP (Local Enterprise Partnership)	Yes
CPRE Sussex	Yes
WSCC (West Sussex County Council)	Yes
Campaign for Better Transport	Yes
Arun District Council	Yes
SSALC (Surrey and Sussex Association of Local Councils)	Yes
Horsham District Council	Yes
Environment Agency	Yes
Coastal West Sussex Partnership	No
GTR/ Southern Railway	No
MP Arundel and South Downs	Yes
Arundel Town Council	Yes
Ford Parish Council	Yes

Invited Groups	Attended?
Arundel Bypass Neighbourhood Committee	Yes
Norfolk Estates	Yes
Angmering Park Estate	Yes
Lyminster and Crossbush Parish Council	No
Arundel SCATE (South Coast Alliance for Transport and the Environment)	Yes
National Trust Slindon Estate	Yes
Sussex Police	No
Sussex Enterprise	No
Sussex Wildlife Trust	No
SUSTRANS	No
Action in Rural Sussex	No
Walberton Parish Council	No
West Sussex Fire and Rescue	No
South East Coast Ambulance Service	Yes
Sussex Partnership NHS Foundation Trust	No
Freight Transport Association	No
Stagecoach	No
Compass Travel	No
Forestry Commission	No
Arun Business Partnership	Yes
British Hose Society	Yes
MP for Bognor Regis and Littlehampton	Yes
Wildfowl and Wetland Trust Centre	No
Arundel Chamber of Commerce	No
Historic England	No
Park Farm – Farm and Livery Yard	Yes
C.J. Lock and Partners (Blakehurst Farm)	Yes
Pallant of Arundel (Specialist Foods and Wines)	No
Comfortkeepers	No

Invited Groups	Attended?
Cycle Touring Club	No
Ramblers Association (Arun-Adur Ramblers)	No
SCATE (South Coast Alliance for Transport and Environment)	Yes
MAVES (Mid-Arun Valley Environmental Survey)	No
Arundel Bypass Support Group	Yes
Bognor Regis Regeneration Board	Yes

3 MEETING

3.1 Registration

3.1.1 On arrival, stakeholders signed-in to the event and were provided with a name badge and directed to their table. Stakeholders were pre-assigned to one of five tables in order to ensure groups had a balance of interests.

3.2 Highways England introduction and overview of process

3.2.1 Project Manager, Abi Oluwande, presented the first part of the meeting, which covered the process through which Highways England schemes must go through to develop and implement a road scheme. This presentation included an overview of where the A27 Arundel project currently is in the process, showing that the scheme is currently at Stage 1 of 7 (having already completed Stage 0 in 2015). As part of the next stage, stakeholders were informed that there would be a non-statutory public consultation in spring 2017 (stage 2), and the public would be able to submit comments at this point.

3.2.2 The Development Consent Order process was also briefly introduced. It was highlighted that the Development Consent Order process would start in Stage 3, and during this period there would be a statutory public consultation and another opportunity for the public to make comments.

3.3 Review of scheme objectives and previous comments.

3.3.1 In the next section of the meeting Colin McKenna from WSP | Parsons Brinckerhoff recapped the scheme objectives. These had been circulated with the initial invitation, but this element gave the opportunity for stakeholders to have a final review. It was highlighted how the comments and points raised at the previous meeting were taken into consideration.

3.3.2 The presentation also identified the key areas of concern raised during the previous meeting and the responses and considerations that designers are undertaking in order to address these concerns were shared.

3.4 Technical work

3.4.1 This session was facilitated by Colin McKenna of WSP | Parsons Brinckerhoff.

3.4.2 Firstly, Jonathan Legg presented the work that WSP | Parsons Brinckerhoff's environmental team has been working on since the last meeting. The different types of survey that have been undertaken were explained. It was noted by Jonathan Legg that the surveys at this stage are appropriate for the stage and therefore are very high level.

3.4.3 The Key Designated Environmental Constraints were presented on a plan. Two plans were available on each table as well so it could be clearly seen by everyone. Each of the environmental constraints was briefly described.

3.4.4 Andy Merritt of WSP | Parsons Brinckerhoff explained the traffic modelling currently being developed. The modelling is being used to assess the scheme options and the models cover a wide area, including Worthing-Lancing, the A259 and areas of the South Downs National Park to the north of the A27.

3.4.5 Sarah Speirs from WSP | Parsons Brinckerhoff discussed the stakeholder engagement undertaken in the project so far, and the future plans including the non-statutory public consultation which will take place in spring 2017.

3.5 Workshop session

3.5.1 Sarah Speirs from WSP | Parsons Brinckerhoff introduced the workshop session which requested stakeholders to share their local knowledge in order that WSP | Parsons Brinckerhoff can validate some of their data.

3.5.2 Plans were provided on each table, and in groups participants were asked to highlight the following:

- rat-runs
- significant areas of pedestrian crossing
- cycle routes and bridleways
- other problems along the route.

The outputs from this session are in Section 4.

3.5.3 Furthermore, stakeholders were asked for their suggestions for effective public consultation. In particular, the following areas were highlighted for suggestions: venues, who should be consulted, and how they should be consulted (channels).

3.5.4 Highways England and WSP | Parsons Brinckerhoff team members circulated during the workshop sessions and sat with the groups in order to discuss the different ideas and concerns stakeholders highlighted during the workshop.

3.6 Q&A session

3.6.1 The Q&A session was chaired by Highways England Project Manager, Abi Oluwande. Appendix B has a list of questions raised in the meeting.

3.7 Next steps

3.7.1 Abi Oluwande, the Highways England Project Manager for the scheme gave brief information about the progression of the scheme, highlighting the next step for stakeholders would be non-statutory public consultation in spring 2017. It was also advised that new information would be put on the A27 Arundel website when available, and following the meeting a report would be produced and shared with stakeholders via email and on the website. Furthermore, the Q&A section of the website would be updated to incorporate the content of the meeting.

4 FEEDBACK

4.1 Workshop outputs

4.1.1 Table 2 contains the written responses from stakeholders. Some were written directly on the plans and others were written on post-it notes and attached to the plans. Some were also put forward in discussion with members of the WSP | Parsons Brinckerhoff team. The responses have been categorised by theme and annotations to the plans have been combined and are presented in the drawing in Appendix C.

The comments below were copied directly from the material stakeholders were given and are as close as possible to the original text.

Table 2: Written comments from workshop session

1. Comments referring to public consultation: ***location***
Arundel C of E Primary School, Jarvis Road, Town Hall, Football club, Museum, Norfolk Hotel
Consultation events – Arundel, Fontwell, Littlehampton, Angmering, Barnham, Walberton
Where/Who Include the villages – in Walberton Village Hall
2. Comments referring to public consultation: ***who to consult***
Must cover a large enough area. Should go down to coast, & as far e/w as Chichester & Worthing.
Need to consult communities affected as well as Arundel - e.g. Storrington, Pullborough, Steyning, Houghton Bridge Amberley (nr. SDNP [South Downs National Park])
Churchill Haulage Chichester consultees – manage grain silos working on this route
Landowners – estates, residents, businesses, SDNP [South Downs National Park], Town Council + District +county + MP, churches, village organisations
Include South Downs Society and local environmental knowledge groups e.g. MAVES [Mid-Arun Valley Environmental Survey], and

groups e.g. Arundel SCATE [South Coast Alliance for Transport and the Environment]
Should include group consultation like WI [acronym used by stakeholder, assumed to be Women's Institute], ask them to make a comment.
Must consult users of countryside e.g. people from Middleton come walking in Binsted.
3. Comments referring to public consultation: ***how to consult***
Town Council website, Arundel.org, Arundel Community Network, Facebook/ Twitter
Include online consultation method
Internet consultation important.
What they need is a caravan going to villages. E.g. travelling exhibition. Some villagers can't get to main towns
4. Comments referring to public consultation: ***other***
PA system needed at events
Time of day - business hours, plus some out of hours & weekend openings, must have consultation in a lot of areas.
Long enough time for public consultation - 12 weeks minimum.
Notifications must be a long run-up not 2 weeks before it happens.
Include online option as serious option not just for comparison – favoured by Arundel-SCATE [South Coast Alliance for Transport and the Environment], CPRE Sussex [Campaign to Protect Rural England], South Downs Society, C.B.T [Campaign for Better Transport], etc.
Include near-online options such as modified purple route & red route as well as old preferred route
5. Comments referring to the plans
Rat-running through Storrington, Amberley, Houghton Bridge (not on maps) + Pullborough and Steyning

Implications on journey time changes when all schemes considered
Understand impacts of induced traffic on local communities
Need link from Park Farm access over cutting option would put traffic into housing estate (40 tonners). Need parallel access road down to junction with Ford Road or onto A27 further back
No difference of effect on SSSI [Sites of Special Scientific Interest] from either online or offline routes
What happens at Ford is key has to help pay for major improvements to pay for it.
Very few people cycle
People don't cycle in Arundel, just in park area/ through woodland (recreation cycling)
Tunnel at Fontwell is too far away
(Junction with Jarvis Road- crossing) cricket club related in summer
(Ford Road Roundabout) general movement btwn 2 halves of town to access services
(Causeway/train station) station (tunnel but safety concerns)

4.1.2 In addition to the comments above (Table 2) the stakeholders also identified various rat-runs, cycle paths, bridleways, and pedestrian crossing areas. This information has been collated into the plans in Appendix C.

4.2 Feedback buttons

4.2.1 Feedback was recorded instantly through the use of a Turning Point automated response system. The questions asked and responses given (by the number of stakeholders) are presented below.

Question 1: In what capacity are you here today?	
Local authority representative	9
Business representative	2

Environmental interest group	3
Community group	4
Road user group – cyclists, pedestrians, motorists, freight, buses, equestrian	1
Representing hospitals, colleges, or other organisations with property interests alongside the A27	4
Other	4
Question 2: Do you have additional comments you would like to add at this stage in the scheme development?	
Yes	6
No	19

Where stakeholders answered 'yes', they were then asked to elaborate and these questions and comments have been incorporated with the Q&A in Appendix B.

Question 3: Which <u>one</u> of the following is your key priority for the A27 Arundel improvement scheme?	
Environment	5
Traffic congestion	15
Economy	5
Road safety	1
Other	2

Question 4: Pick your top three outstanding concerns in order of priority (Results show the number of times that each concern was identified)	
No improvement likely	7
Impact on noise and air quality	8
Impact on the historic setting of Arundel	7

Impact on the South Downs National Park	10
Provision for sustainable modes (walking and cycling)	6
Disruption during construction	9
Impact on local economy	10
Effectiveness of scheme	12
Cost of scheme	3
Other	4

Question 5: How useful have you found today's event?	
Very useful	3
Useful	10
Not very useful	15
Don't know	0

4.2.2 Further feedback on the meeting from stakeholders was given at the end of the event. Stakeholders had voiced their frustration at not being able to see the scheme options, but confirmed that it was better to meet rather than not at all.

4.3 Using the feedback

4.3.1 The feedback gathered from this event helps to identify the issues of most concern to stakeholders in order that communications about the scheme can be focused accordingly. This includes the compilation of frequently asked questions and answers, which is shared on the A27 Arundel website and will be updated using the issues arising from this event.

4.3.2 The collection of data regarding local transport considerations will be used to ensure that local concerns are taken into account during the design of the options.

4.3.3 The ideas for public consultation will help guide the engagement process, to ensure it is appropriate for local stakeholders and that it will

be an effective process. The comments will feed into the Public Consultation Strategy for the informal (non-statutory) consultation at Stage 2.

During the presentation there were concerns raised about the legibility of slides and some stakeholders unable to hear all the presenters. In order to address these comments, at the following A27 Worthing-Lancing meeting, print-outs of slides were provided, text on slides was made more succinct, and a PA system was set-up.

5 SUMMARY AND NEXT STEPS

5.1 Summary

5.1.1 This report has documented the outcome of the A27 Arundel Stakeholder Meeting held in Arundel on the 12 May 2016. There were 29 attendees representing 27 organisations, excluding Highways England and WSP | Parsons Brinckerhoff representatives.

5.1.2 The purpose of the event was to meet with stakeholders and inform them of the processes Highways England schemes must progress through; to recap and review comments from the previous stakeholder meeting; to present progress to date and update stakeholders on technical work completed; run a small workshop session in order to gather local knowledge; and to inform stakeholders of the next steps.

5.2 Next steps

5.2.1 There will be a number of smaller stakeholder meetings as Highways England and WSP | PB continue to work with technical and statutory stakeholders to develop the options. Some landowners may also be contacted as we continue surveys and assessments.

5.2.2 The website will continue to be updated with scheme progress and people will be able to sign up for updates or contact the project team with any queries. There will be a non-statutory public consultation in spring 2017 and we will involve key stakeholders in advance.

5.2.3 In addition, Paul Benham (Regional Sponsor for the South East) advised stakeholders that Route Strategies Round Two is currently being prepared and input from stakeholders is welcomed and should be sent to Paul in the first instance. Paul can be contacted via his email address: Paul.Benham@highwaysengland.co.uk.

Appendix A: Agenda of the Event

Time	Duration	Description
14:00 – 14:10	10 mins	Registration
14:10 – 14:20	10 mins	Safety moment Introductions Purpose of the meeting
14:20 – 15:00	40 mins	Scheme objectives Review of last year's comments on scheme concepts Technical work undertaken since last meeting
15.00 – 15:10	10 mins	Tea or coffee
15:10 – 15:50	40 mins	Workshop Session
15:50 – 16:00	10 mins	Voting session on priorities and concerns
16:00 – 16:20	20 mins	Questions
16:20 – 16:30	10 mins	Next steps

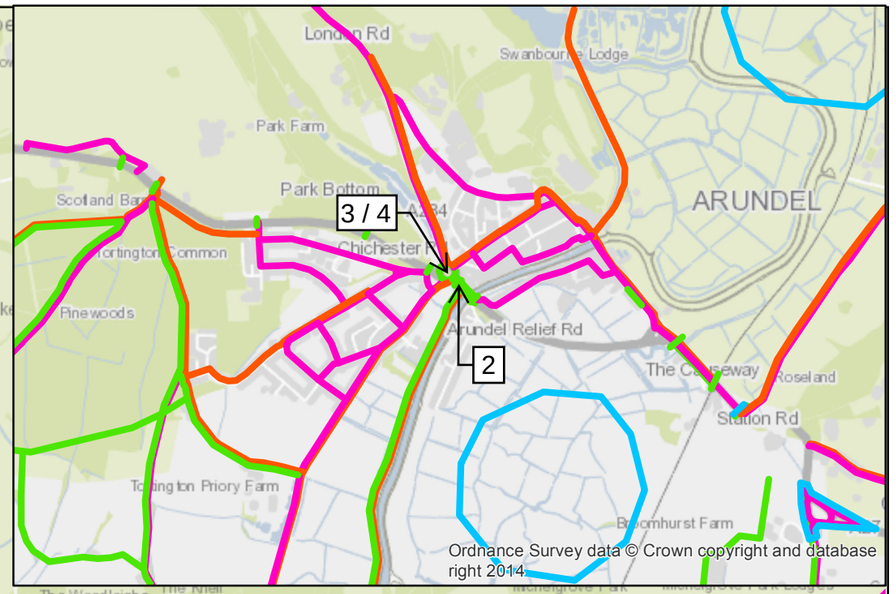
Appendix B: Q&A summary from the event

Q: Why isn't a northern bypass being considered at Arundel?
A: A northern bypass was ruled out during the feasibility study due to the constraints. It would require a longer route and have greater impacts on the town centre. The relief of the land north of Arundel also poses further complications. It would also have a significant impact on the South Downs National Park. Overall, the northern bypass does not present value for money.
Q: When will public consultation be?
A: The informal non-statutory public consultation will be held in early 2017.
Q: There has been a large increase of HGVs due to the new incineration plant at Ford, is the modelling taking this into account?
A: We are using the national database to estimate future growth in HGV trips. We also review development plans in order to refine this number.
Q: Will the schemes achieve the objectives even if the options are under budget?
A: Yes, currently the estimates show that we will be able to meet the objectives whilst keeping some headroom in the budget.
Q: How will a new road impact the flood plain and the flood defences in the area?
A: We are currently assessing the impact to the flood plain and flood defences as part of our option identification. This investigation will continue into the later stages of the project.
Q: Could you clarify what is meant by online and offline options?
A: The online options would involve work along the existing road only. Offline options would include a bypass. There are options which combine both improvements along the existing road and smaller bypass sections.
Q: What will the speed limit be on the bypass option?
A: The bypass speed limit will be 70mph. However, the speed limit would be reduced if the standard of the alignment needs to be reduced.
Q: How accessible to everyone will the Traffic Data Collection Report be?
A: A summary with simplified data will be available for ease of use.
Q: How many times in the past have you got the traffic modelling wrong?
A: We always work with the best data available, and whilst it is not possible to

always be accurate, we are mostly within a limited margin of error and it is the best estimate we can achieve.
Q: As the stakeholders didn't find the event useful, what will you take away from it?
A: We are sorry that we could not share any further information on options at this time, however the event has been useful for us. We will listen to the concerns raised and use this to better plan our future events.
Q: Why can't we be like Chichester and narrow down the options? Let's take out the options that are going through Binsted.
A: Chichester has fewer options as they are in a more advanced stage than the Arundel scheme.
Q: We're concerned about Highways England's decision impacting our local plan. Have you considered the A259 developments in your modelling? What year is your base model?
A: 2015 is the base year. We then check traffic capacity and junction performance against our forecasts at opening year, 15 years later and 2041.
Q: Your scheme development is slowing down our work for the Local Plan. It's frustrating if your plans end up conflicting with ours.
A: The scheme must move through the Project Control Framework stages in order to ensure the correct governance and processes are followed in order to evaluate the options.
Q: In the past Arundel and Worthing-Lancing schemes were always considered together. Are they still linked?
A: They have separate budgets and business cases but we consider the schemes together by assessing the whole corridor.
Q: Will there be another meeting before the public consultation?
A: We will update with the information we can share on the website but a further meeting is not envisaged at the moment before we undertake public consultation in the next stage of the project. In the next stage we will meet with stakeholders again, separately to the informal non-statutory public consultation.
Q: Will the content of the meetings be available to the wider public?
A: Yes, the stakeholder reports will be put on the website and an email sent to stakeholders with the reports. The reports will contain the slides used in the presentation.

Appendix C: GIS Plans

1. Pedestrian crossing obsolete but still used.
2. Underpass not sufficiently used.
3. Markings on roundabout wrong – put eastbound traffic in left lane too early.
4. Traffic not getting away from r'bout quick enough causes queues to build up E/W.
5. Accident Black Spots.
6. Ford Rd HGVs/ Buses can't get through (shouldn't) – conflict with parked cars.
7, 8, 9 & 10. Blue – dangerous crossing A27 + hard to cross A27 in a car at 10. More traffic will make it worse.
11. Blocked footpath
12. Loss of connectivity with BINSTED option. + loss of beauty even If paths kept open.



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DO NOT SCALE

Metres 0 3,750

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KEY:

Stakeholder Identified Issue

- Significant Pedestrian Routes Crossing the A27
- Significant Routes for Cyclists
- Rat-run
- Other Problems

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATON

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction

Maintenance / Cleaning

Use

Decomissioning / Demolition

Rev.	Date	Description	By	Chk'd	App'd
P01.1	---	First Issue	---	---	---

Drawing Status: WORK IN PROGRESS
Suitability: S0

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Client: Working on behalf of highways england

Project Title: REGIONAL INVESTMENT PROGRAMME A27 ARUNDEL

Drawing Title: FIGURE 1 STAKEHOLDER IDENTIFIED ISSUES ARUNDEL

Scale	Drawn	Checked	Aproved	Authorised
1:50,000	CD	KM	RB	RB
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Appendix D: Presentation Slides

Road Investment Programme Major Projects

A27 Arundel Improvements

Abi Oluwande, Project Manager – Highways England
Colin McKenna, Technical Lead - WSP | PB
Sarah Speirs, Communications Lead - WSP | PB

12th May 2016

Introduction

Abi Oluwande, Highways England

Public Safety Notices

- Emergency exits
- First aid

Agenda

Time	Duration	Description
14:00 – 14:10	10 mins	Registration
14:10 – 14:20	10 mins	Safety moment Introductions Purpose of the meeting
14:20 – 15:00	40 mins	Scheme objectives Review of last year's comments on scheme concepts Technical work undertaken since last meeting
15.00 – 15:10	10 mins	Comfort break
15:10 – 15:50	40 mins	Workshop Session
15:50 – 16:00	10 mins	Your feedback on priorities and concerns
16:00 – 16:20	20 mins	Questions
16:20 – 16:30	10 mins	Next steps

Purpose of the meeting

- Overview of the processes
- Progress update on technical work
- Review of your feedback
- For you to contribute your knowledge on local movements
- To hear your ideas for public consultation (scheduled for 2017)
- For you to give any further comments or concerns you have at this stage.

Stakeholder activity

July 2015 – Stakeholder Engagement Meeting

Explained:

- Outcome of the A27 Feasibility Study
- Why a northern bypass or a tunnel are not viable options
- Why public transport improvements will not reduce growth in traffic demand sufficiently

We received your feedback on:

- Objectives
- Concepts (i.e. outline options)

Sought input on design issues:

- Pros and cons of concepts discussed

Outline Scheme Development Programme

Corridor analysis	2014/15
Confirm priority locations for intervention	2014/15
High level appraisal of intervention options and their broad impacts	2014/15
Develop improvement concepts and involve stakeholders in the process	2015/16
Develop scheme options and evaluate in detail	**2015/16**
Public consultation on options	2017
Decision on preferred route option	2017
Further detailed analysis of impacts and business case	2017/18
Statutory process – Development Consent Order (DCO)	2019/20
Start of works	2021
Open for traffic	2023

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Project Control Framework (PCF)

0 Strategy, shaping and prioritisation	Identification and prioritisation of potential transport issues
	Shaping, investigation and assessment of the viability of transport scheme solutions to the problem, including road network solutions
	The initiation of a major roads project (if deemed the most viable solution to the transport issue)
1 Option identification	Identify options to be taken to public consultation
	Assess options in terms of environmental impact, traffic forecasts and economic benefits
	Refine the cost estimate of options (including an allowance for risk)
2 Option selection	Carry out public consultation including exhibitions
	Analyse comments received and select a preferred option
	Refine the cost estimate for preferred option (including allowance for risk)
	Refine the environmental impact assessment, traffic forecasts, and economic benefits following public consultation if required
	Produce an outline business case
	Announce the preferred route
3 Preliminary design	If early contractor involvement procurement method selected, appoint contractor
	Carry out surveys (such as topographical, geotechnical, environmental)
	Undertake consultation, complete consultation report and resolve or rebut outstanding issues
	Complete and freeze the preliminary design of the preferred route
	Prepare orders (Planning Act 2008 or Highways Act 1980) as appropriate
	Complete the environmental assessment and prepare the environmental statement
	Agree initial target cost with ECI contractor (if applicable)

Current stage within **Options Phase**

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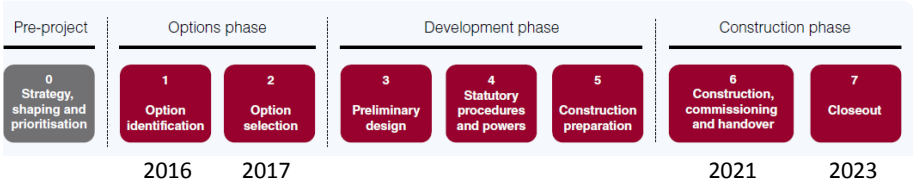
PCF process


Pre-project
Options phase
Development phase
Construction phase
0 Strategy, shaping and prioritisation
1 Option identification
2 Option selection
3 Preliminary design
4 Statutory procedures and powers
5 Construction preparation
6 Construction, commissioning and handover
7 Closeout
2016
2017
2021
2023

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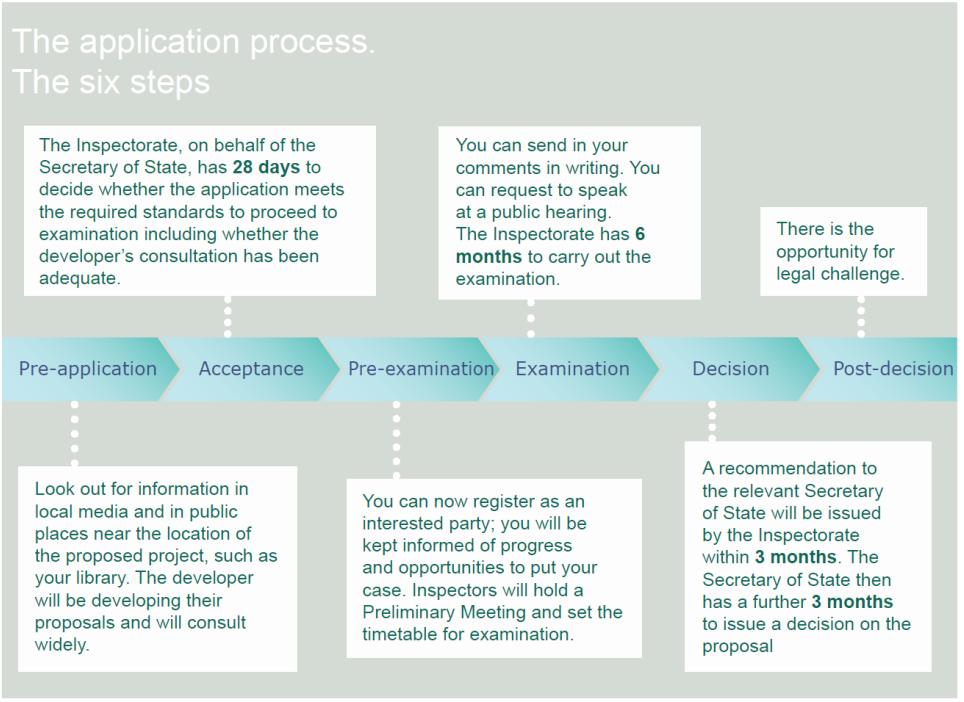
The application process.
The six steps
The Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed to examination including whether the developer's consultation has been adequate.
You can send in your comments in writing. You can request to speak at a public hearing. The Inspectorate has 6 months to carry out the examination.
There is the opportunity for legal challenge.
Pre-application
Acceptance
Pre-examination
Examination
Decision
Post-decision
Look out for information in local media and in public places near the location of the proposed project, such as your library. The developer will be developing their proposals and will consult widely.
You can now register as an interested party; you will be kept informed of progress and opportunities to put your case. Inspectors will hold a Preliminary Meeting and set the timetable for examination.
A recommendation to the relevant Secretary of State will be issued by the Inspectorate within 3 months. The Secretary of State then has a further 3 months to issue a decision on the proposal

Scheme concepts and objectives

Colin McKenna, WSP | PB

Concepts

Option	Pros	Cons
Online	Reduced land take Reduced impact on ancient woodland Reduced impact on the historic setting of Arundel	Difficult to construct Continuing severance Impact on property
Offline (Bypass)	Reduces severance in the town Improved air quality in town Decreased congestion in town Improved journey time reliability	Impact on the historic setting of Arundel Impact on views from the SDNP and from Arundel town Land take Impact on ancient woodland

Or a combination of both.

Scheme objectives

1. To enhance the **capacity**, **connectivity** (including all modes of transport) and the **resilience** provided by the A27 route in order to contribute positively to strengthening the local and regional economic base, facilitating housing allocations within the Local Plans and promoting economic growth.

2. To improve the **safety** and **personal security** of travellers along the Arundel section of the A27 route for all road users including vulnerable road users.

Scheme objectives

3. To improve **road safety** and **reduce dis-benefits** to communities and vulnerable road users on the wider local road network caused by longer distance traffic avoiding congestion on the A27.

4. To **reduce the community severance** caused by the A27 through Arundel by improving links between:

- local communities, including for vulnerable road users;
- local services and facilities, particularly for tourism;
- access to railway stations and bus services; and
- access to the South Downs National Park, particularly for more sustainable modes of transport.

Scheme objectives

5. To deliver a **high standard of design** for any A27 improvement that reflects the quality of the landscape and setting of Arundel, and **minimises the adverse environmental impact** of new construction, including habitat loss and taking into account the following:

- planning for climate change;
- working in harmony with the environment to conserve natural resources and encourage bio-diversity;
- protecting and enhancing countryside and historic and archaeological environments; and
- reducing air and noise pollution.

6. Recognising that any improvement would have a **significant impact on the SDNP**, and have regard to the **purposes and special qualities** of the National Park that the SDNP authority is seeking to preserve in designing and evaluating improvement options.

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Your comments on concepts

From the stakeholder meeting
July 2015

Your comments

Your concerns	Response by designers
Land take (AONB, residential, farmland, ancient woodland, villages)	Considering options which minimise disturbance and minimise land take wherever possible.
Environment (noise, air quality, SDNP, ancient woodland, biodiversity)	Undertaking a range of surveys in order to assess current baseline conditions. Assessing options in line with the SDNP's seven special qualities. Ensuring options that do not impact on ancient woodland are investigated.

Your comments

Your concerns	Response by designers
Disruption during construction	If an online option is identified through this stage as a preferred option, extra work will be carried out in order to ensure minimal disruption during the construction phase.
Severance	Severance will be reduced if an offline option is identified as a preferred option. The combination and online options will include ample provision of crossing locations at key areas in order to reduce severance. Severance will be assessed more thoroughly at Stage 2 in line with guidance, in order to ensure that any preferred option will reduce community severance.

Your comments

Your concerns	Response by designers
Cost	Based on estimates we believe all options are within the allocated budget range.
Congestion and journey times	All options will reduce congestion on the A27. An offline option will decrease congestion in the town significantly. All options will also improve journey time reliability. The schemes along the A27 are being considered together, in order to achieve a consistent approach.

Your comments

Your concerns	Response by designers
Sustainable transport provision	For all options, sustainable measures will be provided. Provision for non-motorised users (pedestrians, cyclists, horse riders) will be implemented for all options. Our research into rail provision confirmed that there are no planned capacity increases large enough to accommodate the increasing demand on the A27.
Economic impact	All options will reduce congestion and improve journey time reliability, therefore ensuring more efficient journeys and resulting in economic gain for the area. The 'honeypot' characteristics of Arundel are taken into consideration in all the options.

Technical Studies

Some of the technical study work undertaken in 2015/16

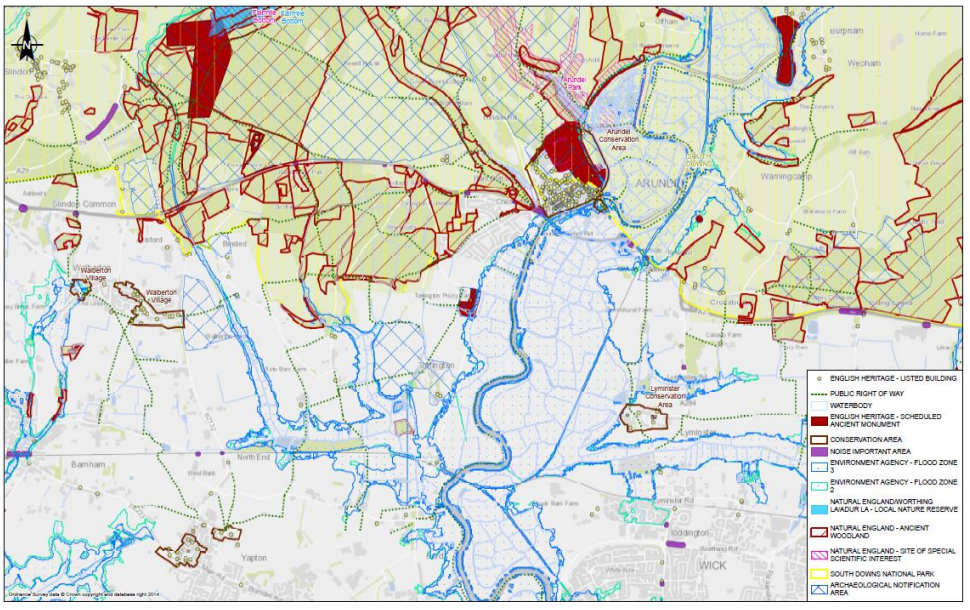
Environmental work

Environmental surveys completed

- Phase 1 ecology survey
- Arboricultural walkover survey
- Landscape walkover survey
- Heritage walkover survey
- Geology, soils and contaminated land walkover
- Noise survey

- Air quality surveys are on going and will be used as part of the assessment at the next PCF Stage.

Key designated environmental constraints



Traffic modelling

- Traffic Data Collection Report
- Strategic modelling
  - Use of West Sussex County model
  - Mobile phone data
  - Roadside interview data
- Induced demand
- Detailed junction models

Engagement

- Draft Communications Plan.
  - Sets out how stakeholders will be involved at this stage.
  - Early engagement with stakeholders.
    - Process and timescales.
  - On going communication with stakeholders.
- Consultation Strategy.
  - Public consultation on preferred options (early 2017).

Table Exercise

Sarah Speirs, WSP |PB

Table exercise

Using the plans provided please annotate them to show the following:

- Significant pedestrian routes crossing the A27 - green highlighter
- Significant routes for cyclists - orange highlighter
- Roads currently subject to rat-runs - pink highlighter
- Other problems – please specify - blue highlighter

- Ideas for good public consultation next year - post-it notes (who, where and how).

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Your priorities and concerns

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Questions and answers

Next steps

Outline Scheme Development Programme

Corridor analysis	2014/15
Confirm priority locations for intervention	2014/15
High level appraisal of intervention options and their broad impacts	2014/15
Develop improvement concepts and involve stakeholders in the process	2015/16
Develop scheme options and evaluate in detail	2015/16
Public consultation on options	**2017**
Decide on preferred route option	2017
Further detailed analysis of impacts and business case	2017/18
Statutory process – Development Consent Order (DCO)	2019/20
Start of works	2021
Open for traffic	2023

A27 Arundel improvements website

- http://www.highways.gov.uk/roads/road-projects/a27-arundel-improvement/

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Thank you for attending