

## Report to Cabinet

12 October 2017

By the Leader of the Council

**DECISION REQUIRED**



**Horsham  
District  
Council**

Not Exempt

### **A27 Arundel Bypass – Consultation response**

#### **Executive Summary**

In August 2017, Highways England published a consultation paper outlining three potential options for a new road bypass on the A27 around Arundel. Although the new road layout is not located in Horsham District, the new road infrastructure will have an impact on traffic flows on roads and the local environment in Horsham District. This report sets out the proposed response from Horsham District Council to this consultation. On balance the Council favours option 5A as this will have the greatest reduction in traffic flows and enhancements to air quality in Horsham District.

#### **Recommendations**

Cabinet is recommended

- i) To agree the content of the consultation response to be submitted to Highways England by 16 October 2017.

#### **Reasons for Recommendations**

- i) To take account of the issues raised in the Highways England consultation and to enable the Council to be fully transparent in our response to the proposed options.

#### **Background Papers**

A27 Arundel Bypass Public Consultation - Have Your Say  
West Sussex County Council Select Committee Report 28 September 2017

**Wards affected:** Amberley, Parham, Storrington and Sullington, Washington, Wiston, Steyning, Bramber, Upper Beeding

#### **Contact:**

Dr Chris Lyons, Director of Planning, Economic Development & Property ext 5401

Barbara Childs, Head of Strategic Planning and Sustainability ext 5181

## **Background Information**

### **1 Introduction and Background**

- 1.1 In August 2017, Highways England published a consultation paper outlining three potential options for a new road bypass on the A27 around Arundel. Although the new road layout is not located in Horsham District, the new road infrastructure will have an impact on traffic flows on roads and the local environment in Horsham District. This report sets out the proposed response from Horsham District Council to this consultation.

### **2 Relevant Council policy**

- 2.1 The corporate plan identifies the need to implement the Horsham District Planning Framework, and to ensure that people and the environment in Horsham District are protected from pollution. The key policies in the Horsham District Planning Framework which relate to this report are:
- Policy 39, which seeks to ensure that all new development which takes place can be supported by adequate infrastructure, such as roads and schools.
  - Policy 24, which sets out the need to protect the quality of the District's environment, including minimising the emission of air pollutants.

### **3 Details**

- 3.1 Highways England is consulting on three options (options 1, 3 and 5A) to provide a dual carriageway between the existing dual carriageway sections of the A27 either side of Arundel. The public consultation began on 22 August and ends on 16 October 2017. The proposed routes are shown on the map in Appendix 1 of this report.
- 3.2 Horsham District Council is a consultee in the decision-making process. Technical assessments of the proposals have been published by Highways England and these have been reviewed to inform preparation of a response to the consultation. The letter setting out the Council's proposed response is attached as Appendix 2 to this report.
- 3.3 In the Council's response to the consultation, the letter first sets out the District's relationship to the A27, and the impact of traffic congestion on our residents. In particular the high number of car journeys that arise on the A283 to avoid congestion on the A27 is highlighted. The consequence of this heavy traffic is also set out, with further detail provided on the designation of the Air Quality Management Area in Storrington.
- 3.4 Three different options have been proposed by Highways England. The first route (option 1) is directed through Arundel using what is broadly the existing route. Option 3 is routed to the south of Arundel. Option 5A is routed to the south of Arundel but follows a wider 'arc'.
- 3.5 Having reviewed the County Council's assessment of the modelling of the different options in the consultation document, it became clear that option 5A will have the most significant reduction in the number of vehicles using the A283. This will

therefore have the greatest positive impact on Horsham District in terms of reducing traffic flows and improving air quality in Storrington. In addition, this option will also speed up journey times on the A27 itself and is therefore likely to have a beneficial impact on the wider economy by reducing hours to businesses that are currently lost to road congestion. However, it is recognised that there will be an environmental cost to new roads schemes, which will need to be mitigated.

- 3.6 The letter notes that there have been other consultations by Highways England on enhancements to the A27 in the past year, both around Chichester and in the Worthing / Lancing area. Whilst this Council supports these bypass proposals in isolation, it is also suggested in the response that it may be beneficial to examine whether it may be possible to achieve a comprehensive solution to ease congestion in this section of the A27 as a whole. Although there are significant national budgetary constraints in relation to road schemes, a single scheme, rather than the 'piecemeal' solutions that have been proposed to date may have the potential to deliver a more innovative and cost effective solution which could be future proofed to take into account the predicted level of new housing development.

## **4 Next Steps**

- 4.1 Following consideration of this report, the consultation response will be sent to Highways England prior to the close of the consultation on 16 October 2017.
- 4.2 Once all consultation responses have been analysed by Highways England, a Preferred Route will be announced by the Secretary of State in winter 2017/18. Further 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.

## **5 Views of the Policy Development Advisory Group and Outcome of Consultations**

- 5.1 This is a report from the Leader who does not have a Policy Development Advisory Group. A copy of the draft letter from the Leader has been circulated to all Members and Parish and Neighbourhood Councils. Any comments received will be reported at the Cabinet meeting

## **6 Other Courses of Action Considered but Rejected**

- 6.1 A course of action which could have been taken is not to respond to this consultation. This would not however give the Council the opportunity to set out its views on the proposals, and provide further detail to Highways England as to the impact that the proposals will have on those who live and work in the District.

## **7 Resource Consequences**

- 7.1 There are no financial consequences arising from this report

## **8 Legal Consequences**

- 8.1 There are no legal consequences arising from this report.

## **9 Risk Assessment**

9.1 There are no specific risks arising from this report.

## **10 Other Considerations**

10.1 There are no crime & disorder; human rights or equality & diversity impacts arising from this report. Should the Arundel bypass proposals be implemented there is the potential for this scheme to improve air quality in the Storrington area. This will have a positive impact on the environmental sustainability of the village.