

2016 Arun Transport Study for ALP

- Identified A27/A284 Ford Road junction and A27/The Causeway junction in Arundel as priority junctions that meet criteria in NPPF
- *“Ford Road level crossing and the Ford Road/Ford Lane junction are identified as significant risks due to increases of 168% and 95% respectively in the morning peak. It is noted Ford Road level crossing would be mitigated by the Ford Railway Bridge, tested as part of the Sensitivity Test for the Arundel Bypass and Ford Railway Bridge.”*

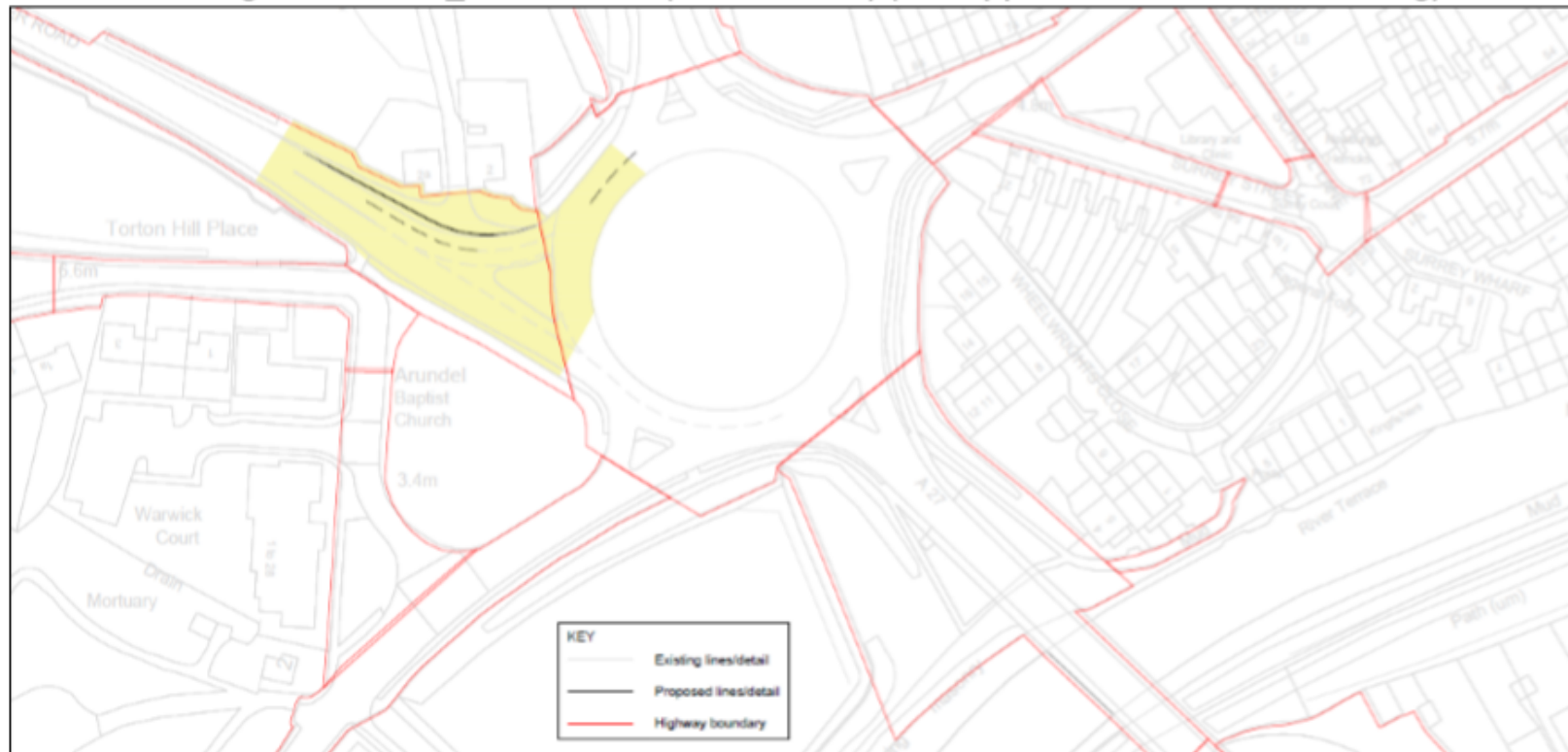
Key Map of Junctions Highlighting ‘Severe’ Capacity, Safety and Environmental Risk Locations



- Identifies Widening of the A27 (EB) at A27/A284 Ford Road Arundel and road marking additions at A27 (EB) and A27 (WB) at the A27/The Causeway as part of proposed mitigations to remove severe impacts
- Carried out sensitivity test for Arundel Bypass and Ford Railway Bridge in addition to proposed mitigations which showed some 'sever' capacity risks returning at some junctions due to traffic being attracted to A27 as a result of improved travel times, however likely to negate need for mitigations. The Railway Bridge along with congestion relief at A27/A284 Ford Road results in increased traffic, but would not be delayed, queuing traffic. Traffic flow at Yapton Lane level crossing decreased due to traffic re-routing to use new bridge.

10: A27 / A284 Ford Road, Arundel

SYSTRA Drawing No: 103800_D010 REV. - (First Version) (see Appendix F for formal drawing)



11: A27 / The Causeway (Arundel)

SYSTRA Drawing No: 103800_D011 REV. - (First Version) (see Appendix F for formal drawing)



2017 ADC report on transport matters to the ALP examination

- States that Policy T SP3 is designed to protect the lines of the road, including links to the A27, in general planning terms to enable effective implementation. The improvement schemes once applied will result in the severe impacts being removed.
- The Local Plan will be monitored to ensure the delivery of the transport schemes, and there is flexibility if schemes do not come forward at the right time.

- The impact of development in the Arun district on the A27 will be removed once mitigation has been applied.
- *"13. The Littlehampton to Arundel Green Link is a joint WSCC and ADC scheme. We need funding to progress the project from a feasibility study which has already been undertaken to detailed design to meet all planning regulations and to enable the project to be prepared for tendering. The estimated cost to develop the scheme to the Planning stage will be £400k. The estimated cost to deliver the actual scheme is £1.5m, although the scheme could be broken down and delivered in two phases.*

14. Work on this has already started and part of the WSCC cycle path scheme has already started on the A259 linking Felpham and Climping will provide a direct link to where the proposed riverside cycle path would start in Littlehampton, so potentially linking Felpham all the way to Arundel. proposed scheme will develop a cycleway between Littlehampton and Arundel on a public footpath of approximately 7km.

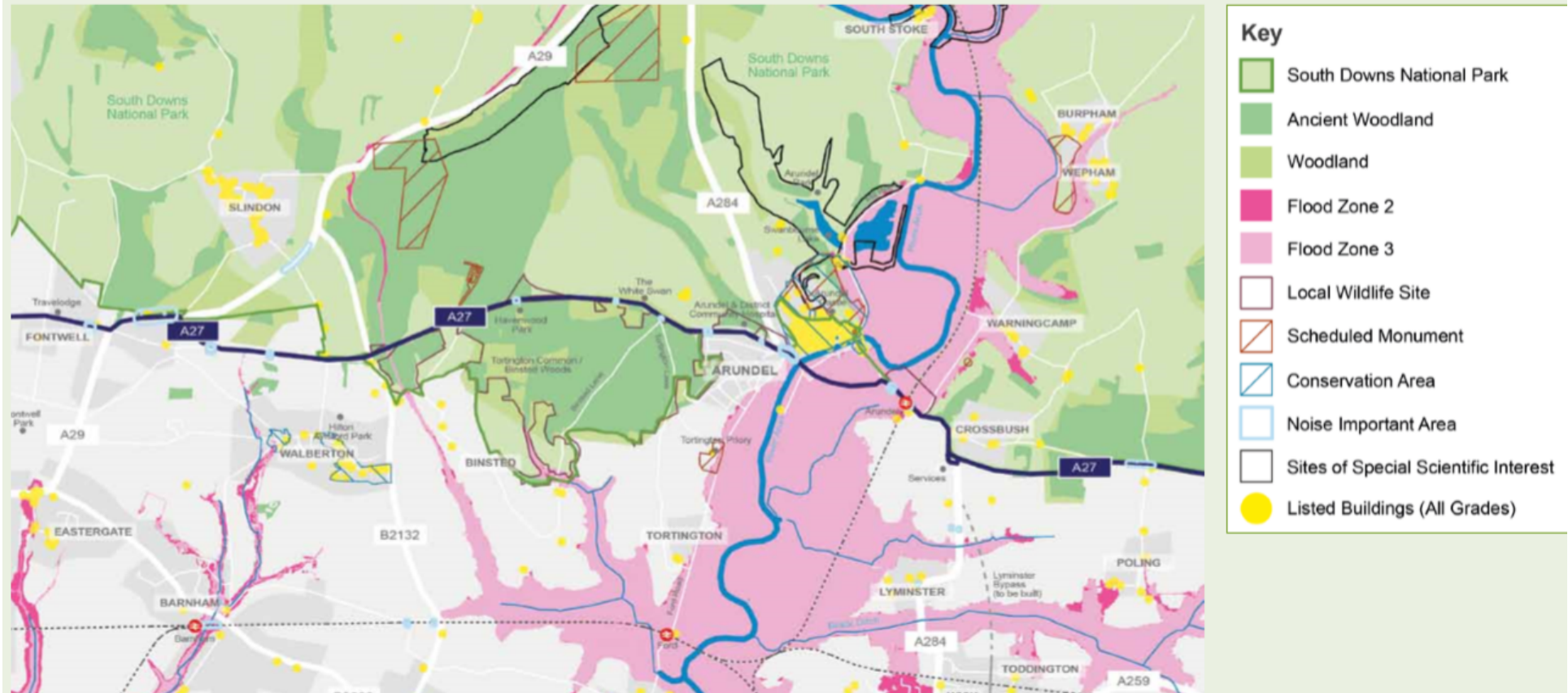
15. Further funding could be sought from development contributions once the scheme has been finalised."

2017 HA consultation on A27 bypass

- The A27 Arundel Bypass scheme is identified within the Government's 2015-2020 Road Investment Strategy
- The scope of the A27 Arundel Bypass scheme described as:
"The replacement of the existing single carriageway road with a dual carriageway bypass, linking together the two existing dual carriageway sections of the road."
- Identifies how people travel in Arundel area and recognises car is an important means of transport in the area:
71% currently in employment drive (or are driven) to work
10% walk
5% travel by train
4% cycle
2% travel by bus
1% travel by motorcycle
- Recognises that the scheme has to take into account National Park, Ancient Woodland and Veteran Trees, Scheduled Monuments and Heritage Assets, and the Floodplain (see map below)
- Provides three potential options, see from page 10 of original document onwards

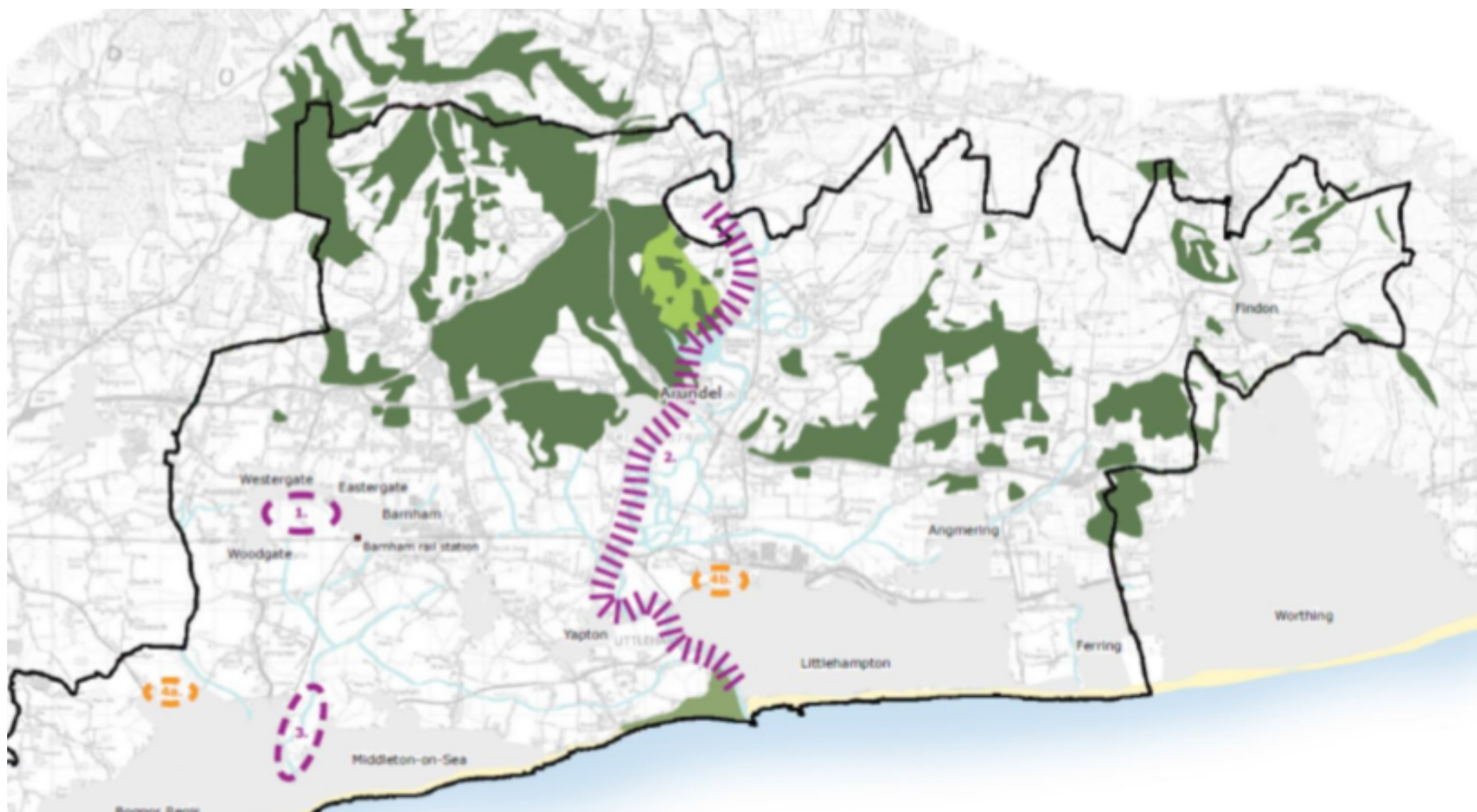
- Timetable expects new road to be open 2023

Figure 2: Environmental constraints



2016 and 2017 Arun Infrastructure Capacity Studies for ALP

- Recognises improvements to A27 needed and investment case for a dual carriageway bypass at Arundel (£175-£250m)
- A27/A284 and A27/The Causeway junctions in Arundel identified as priority junctions with significant amount of movement and development impacts could be very severe and potential showstoppers
- A27/A284 roundabout improvements identified in Infrastructure Delivery Plan to be secured through S106 £31,640 through development in Barnham/Eastergate/Westergate, £44,070 through development in Ford, £24,860 through development in Angmering North, £12,430 through development in Angmering South and East. Anticipated to be completed in line with development and assigned as essential priority
- Arundel to Littlehampton Green Corridor, see map below, identified as a £4.5 million Priority Green Infrastructure Project. Any development at this site will be required to contribute to the enhancement of access provision and habitats using the existing public rights of way on the top of the western flood bank of the river



2017 Statement of Common Ground on Ford strategic allocation for ALP

- The proposed allocation can be acceptably accommodated within the highway network and is not dependant on either a new bridge to replace Ford level crossing or the A27 Arundel bypass

2017 South Downs Local Plan Pre-Submission

- Identifies the Wildfowl and Wetlands Trust reserve at Arundel as a gateway location
- The Castle Park as forming a southern gateway
- Overall Arundel is an important gateway into the National Park