

A27 Arundel Bypass Report on Further Consultation

April 2020

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Executive summary

Context

The A27 Arundel Bypass scheme was identified within the Government's Road Investment Strategy 2015-2020 to help tackle congestion and other issues associated with the existing A27 around Arundel, West Sussex.

The existing A27 is dual carriageway on either side of Arundel, which can accommodate existing vehicle numbers and cater for future traffic growth. In contrast, the single carriageway section and junctions through the town act as a bottleneck costing commuters, residents, visitors and businesses valuable time and money. Long queues are commonplace and, with the local population planned to rise in future, congestion and delays are forecast to worsen if improvements aren't made.

A public consultation on three proposed options in autumn 2017 had led to Option 5AV3 being announced as the preferred route for the scheme in May 2018. However, new information was discovered as part of our work to develop the design of the preferred route, ahead of a formal application for a Development Consent Order from the Secretary of State for Transport.

We therefore decided to gauge views on revised options for the scheme based on the latest available information. We presented six revised options through a further public consultation between 30 August 2019 and 24 October 2019.

Purpose of this report

This report has been produced to document how the further consultation and further review period were completed, report the findings and outline our responses to the key themes that emerged.

The proposed options

Detailed technical work concluded that six options should be put forward for consideration as part of the further consultation:

- Cyan (Option 1V5)
- Beige (Option 1V9)
- Crimson (Option 3V1)
- Magenta (Option 4/5AV1)
- Amber (Option 4/5AV2)
- Grey (Option 5BV1)

Each option would support the housing and employment growth strategies of the host and surrounding local authorities and cater for traffic growth until at least 2041.

However, significant environmental sensitivities and national planning policy risks apply to all six options.

Of the six options put forward, Cyan (Option 1V5) and Beige (Option 1V9) were (and remain) broadly deliverable within the £100-250m budget initially allocated for the scheme within RIS1. We were still keen, however, to receive feedback on all six options, as the cost ranges published in the further consultation materials were early estimates and 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.

Further consultation arrangements

A variety of methods were used to raise awareness of the further consultation. These included a letter delivered to more than 78,000 properties in the region, local newspaper advertising, social media activity, email bulletins to people who had registered for updates about the scheme, and posters displayed in local libraries and community venues.

Ten staffed public exhibitions were held at different venues around the area, to give people the opportunity to ask specific questions of the project team. In addition, there were four unstaffed exhibitions, where people could view a sample of the further consultation material, without the ability to speak to the project team. A consultation brochure was produced to explain the options and summarise the detailed technical analysis that had been completed. These were available online, at the exhibitions and at deposit points.

The main mechanism for responding was via the Highways England project webpage (www.highwaysengland.co.uk/a27arundel). Paper copies of the consultation response form could also be submitted via Freepost or returned to a further consultation event, while people were also able to submit their feedback by letter or email.

During the further consultation period, some corrections were necessary to the technical documents that underpinned the principal further consultation materials. The primary further consultation materials were also corrected accordingly. These corrections were published from the 13 September (second of the eight-week further consultation).

These corrections were widely publicised, and anyone who had already submitted a response and wanted to alter their comments as a result of the corrections was given the opportunity to do so.

As part of our work to collate and review the responses to the further consultation, we identified some issues around the way certain pieces of information were presented. Following this, we undertook further reviews of the published documents and identified additional errors within the technical information that underpinned the principal further consultation materials.

While the corrections required to be made to the technical information did not alter our overall assessments of each of the options, people who took part in the further consultation were invited to consider the corrections and let us know if their opinions had changed as a result. The corrections were publicised online, via stakeholder emails, social media and a letter drop to the same distribution area that was originally notified of the further consultation. Printed copies of the corrected information were also available via local deposit points. This further review period took place between 3 February and 1 March 2020.

Effectiveness of further consultation

A total of 4,945 consultation response forms were completed during the further consultation period, comprising 4,245 online and 700 paper copies. Of these, 163 were submitted on behalf of an organisation. In addition, 113 other written responses were received via letter or email, 59 of which were submitted by individuals and 54 from organisations.

Two email response campaigns opposing the proposals were also launched during the further consultation: one in support of the 'Arundel Alternative' (a wide single carriageway option that was promoted locally) prompted 575 emails. The other, led by the Woodland Trust, objected to all of the proposed options put forward as part of the further consultation due to environmental impacts and prompted 1,449 emails.

The majority of respondents (91%) who completed the consultation response form found the further consultation materials useful to some extent in answering their questions about the A27 around Arundel. Thirty-eight per cent of respondents felt that the materials were useful, while a further 53% found them to be useful to a certain extent. Conversely, 9% of respondents did not find the materials useful.

More than 1,600 people attended the staffed exhibitions. Around two-thirds of those who visited an exhibition and completed the response form indicated that they found it to be very useful (22%) or useful (42%). In contrast, one fifth of respondents had not found the event to be useful in addressing their questions about the options (12% described it as 'not useful' and 8% as 'not at all useful').

Consultation response form analysis

The consultation response form included a series of closed ('tick box') and open (free-text) questions. Responses to free-text questions have been grouped thematically for analysis and reporting.

Analysis of the further consultation responses revealed a distinct polarisation of views between different sections of the community.

When asked to identify their preferred option if all are brought into an affordable range (Question B1), Beige (Option 1V9) and 'Do nothing' attracted the most support with 27% and 25% respectively. However, when these results were analysed

alongside respondents' free text comments (Question B10) an underlying preference for the wide single carriageway 'Arundel Alternative' became apparent in a high proportion of responses: 56% of those who selected Beige and added additional comments indicated a preference for the 'Arundel Alternative'. The same was true for around two-thirds of those who selected 'Do nothing'.

A local campaign that promoted the 'Arundel Alternative' encouraged supporters to choose either Beige (Option 1V9) or 'Do nothing' from the options presented and then explain their preference for a wide single carriageway with supplementary comments. The campaign also asked respondents to object to the four 'offline' options that would avoid Arundel town centre: Magenta (Option 4/5AV1), Amber (Option 4/5AV2), Grey (Option 5BV1) and Crimson (Option 3V1), with an emphasis on Magenta being the worst option of the four. The results seem to suggest that this campaign was effective in influencing responses of this nature.

Magenta (Option 4/5AV1) was the third most supported option from the responses to question B1, with 22% expressing support for it. Geographic analysis of individual respondents' postcodes indicated that much of this support came from people within Arundel itself. Respondents were also asked to rank their preferred options according to first, second and third preference (Question B8). The proportions of support were broadly consistent with Question B1.

Conversely, more than one-third (37%) of respondents selected Magenta as their least preferred option in response to Question B9. This was a significantly higher proportion than the next least preferred options: Cyan (Option 1V5), Beige (Option 1V9) and 'Do nothing', which accounted for 15%, 12% and 11% of responses, respectively.

Key stakeholders and organisations

As with individual responses, the views of organisations were also polarised to some extent. West Sussex County Council, Arun District Council and Arundel Town Council all favoured Magenta (Option 4/5AV1), as did the sitting constituency MP at the time of the further consultation. In contrast, Slindon Parish Council strongly opposed Magenta in favour of Crimson (Option 3V1) and Walberton Parish Council favoured either Option 1 variant (Cyan, Option 1V5, or Beige, Option 1V9), or Crimson.

The South Downs National Park Authority issued a holding objection to all six options on the basis that more information was needed about mitigation to inform an overall judgment. Other statutory environmental bodies, including the Environment Agency, Forestry Commission, Historic England and Natural England, expressed significant concerns about the potential impacts of each option, though suggested that the 'online' Option 1 variants (Cyan, Option 1V5, or Beige, Option 1V9) would be least damaging from an environmental perspective.

A series of organisation-specific questions were also included in the consultation response form (section D), to help us better understand the possible impacts of the options on the local economy and communities. In total, 163 respondents submitted a response form on behalf of an organisation. Key findings from these, which again highlighted the polarisation of views on the six options, were:

- The highest proportion of respondents (22%) felt that Magenta (Option 4/5AV1) would have the most significant impact on their organisation during construction, followed by Beige (Option 1V9) with 20%.
- 38% of respondents felt that Magenta would deliver most benefit for organisations, followed by Beige (Option 1V9) with 21%.
- Conversely, 28% of respondents felt that Magenta would least benefit their organisation, followed by Beige (21%).

Further review period responses

The further review period prompted 472 responses in total, comprised of 132 responses via the online questionnaire and 340 letters or emails. The analysis of these responses, and our responses to the key themes that emerged, is presented within a discrete section of this report.

The majority of online respondents (55%) had not changed their views of the options as a result of the corrections. When concentrating on a preferred option after reviewing the corrections, Magenta (Option 4/5AV1) and ‘Do nothing’ were most preferred with 30% and 29% of responses, respectively. Magenta was, however, also the least preferred option of 31% of respondents.

The main themes to emerge from analysis of the letters and emails were concerns about the process itself, including suggestions that some misleading information had not been corrected, support for the ‘Arundel Alternative’ and concerns about the impact of the scheme on climate change.

Next steps

The feedback received during the further consultation and further review period is being considered alongside other information about the route options, such as the extent to which they meet the scheme objectives, and is being used to help inform our decision on a new preferred route for the scheme.

More detailed design work will continue following our announcement of the new preferred route. A statutory consultation is then planned, before we submit an application for development consent.

1 Introduction

1.1 Purpose of this report

- 1.1.1 The further options consultation took place between 30 August and 24 October 2019.
- 1.1.2 This report documents the process by which we carried out further consultation on proposals to improve the A27 around Arundel, reports the feedback received from the further consultation and sets out our responses to the key themes that have emerged.
- 1.1.3 As part of our work to collate and review the responses to the further consultation, we identified some issues around the way certain pieces of information had been presented. Following further reviews, we identified errors within the technical information that underpinned the principal further consultation materials. We published the corrected information and held a further review period between 3 February and 1 March 2020, to give people the opportunity to let us know if their views on the options had changed as a result of the corrections.
- 1.1.4 Section 8 of this report details how we conducted this further review period, documents the feedback received and outlines our responses to the key themes that emerged.

1.2 Background to the further public consultation

- 1.2.1 The A27 Arundel Bypass scheme was identified within the Government's Road Investment Strategy 2015-2020 (RIS1), which set out how England's strategic road network should be improved to ensure that it can deliver the performance needed to support the nation in the 21st century.
- 1.2.2 The scope of the A27 Arundel Bypass scheme, as defined in RIS1, 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 location of the scheme is set out in **Figure 1-1**.

Figure 1-1: Scope of scheme



- 1.2.3 A preferred route for the proposed A27 Arundel Bypass, known as Option 5AV3, had been announced in May 2018 following an initial public consultation in autumn 2017. However, as part of our work to develop the design ahead of a formal application for development consent from the Secretary of State for Transport, new information was discovered about the options.
- 1.2.4 We therefore decided it was appropriate to gauge views on the revised options for the scheme based on the latest available information, which we presented through a further public consultation between 30 August and 24 October 2019.

1.3 Need for improvement

- 1.3.1 The A27 is the only major east-west trunk road south of the M25. Linking key coastal communities between Portsmouth and Eastbourne with each other and the rest of the Strategic Road Network (SRN), the route serves a combined population of more than one million people¹, as well as many businesses. West Sussex also attracts, on average, 17 million visitor days per year worth approximately £508 million to the local economy².
- 1.3.2 On either side of Arundel, the A27 dual carriageway has capacity to cater for existing traffic flows and space to accommodate future growth. In contrast, the single carriageway section of the A27 through Arundel creates a bottleneck which results in congestion and delays, costing commuters, businesses, communities and visitors valuable time and money.
- 1.3.3 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 through traffic as a result, while air quality is also a concern: nearby Storrington, for example, has been identified by the World Health Organisation as one of the poorest places for air quality in the UK³. There is also a significant amount of new housing and other development planned in Arun district and elsewhere along the south coast over coming years. Without improvement, the congestion and delays on the A27 through Arundel will continue to increase.
- 1.3.4 Road safety is an issue on this section of the A27: in the five-year period 1 January 2013-31 December 2017, 81 personal injury collisions, resulting in 121 casualties, were recorded between Crossbush junction to the east and the Fontwell (East) junction to the west.

¹ Based on 2011 Census population data for the following districts: Portsmouth, Havant, Chichester, Arundel, Worthing, Adur, Brighton and Hove, Lewes, and Eastbourne

² The GB Day Visitor Statistics 2015, VisitBritain

³ WHO report available from:

http://www.who.int/airpollution/data/aap_air_quality_database_2018_v12.xlsx?ua=1

- 1.3.5 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. Improving connectivity could help tackle this inequality.
- 1.3.6 The car is an important means of transport in the area. According to Census data⁴, 71% of Arun district residents in employment travel to work by car or van. With no significant plans for bus or rail improvements in the area, there is no evidence to suggest that there will be any significant switch from road to other modes of transport which would meet the overall future demand for travel.

1.4 Scheme objectives

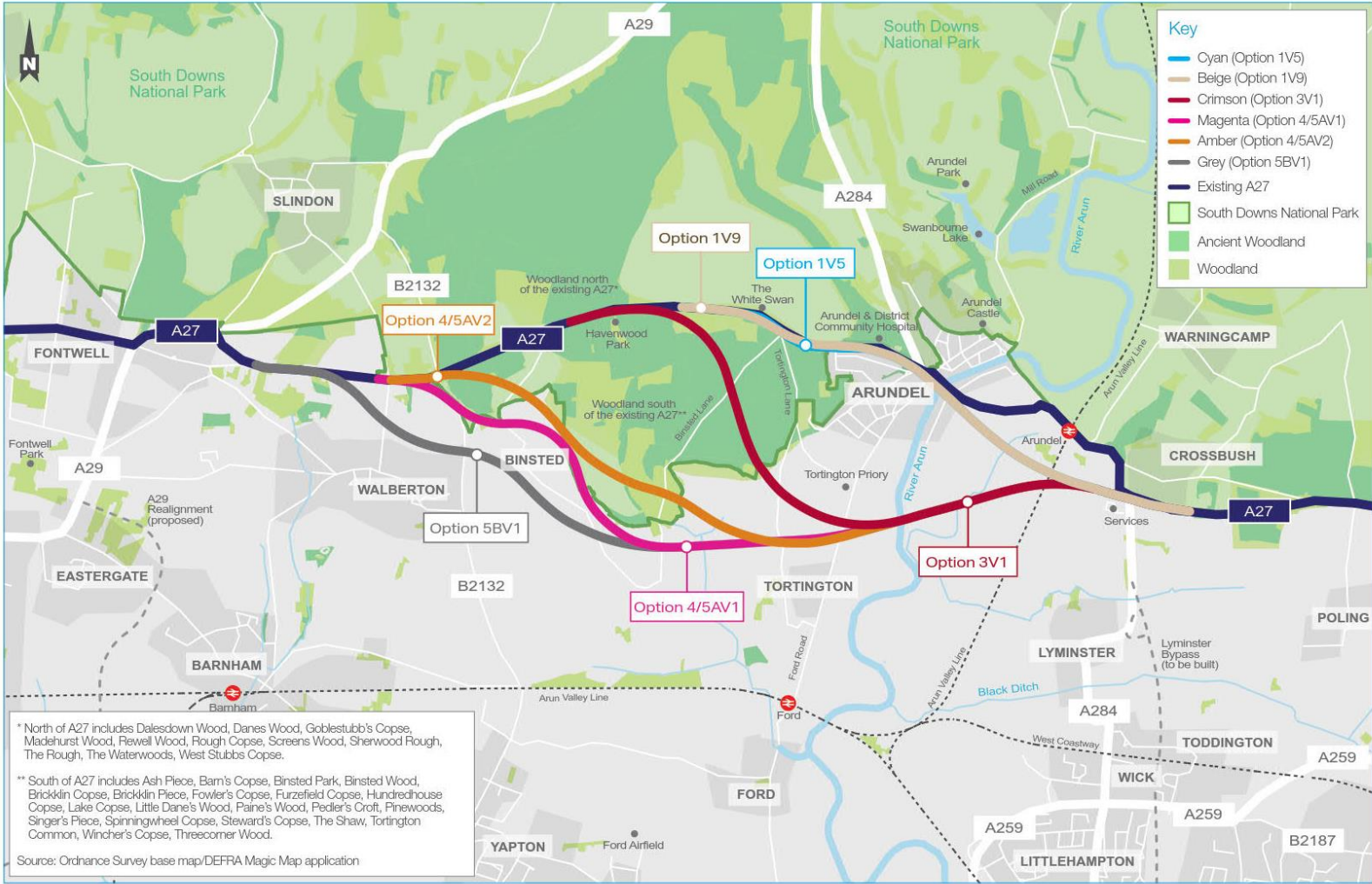
- 1.4.1 The A27 Arundel Bypass scheme objectives have been developed while working with local authorities, the South Downs National Park Authority, other environmental bodies, the emergency services and the Department for Transport (DfT). The objectives are to:
- Improve the safety of travellers along 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.

⁴ Method of travel to work, 2011 Census Nomis

1.5 The proposed options

- 1.5.1 After our intention to carry out further consultation was announced in October 2018, 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.
- 1.5.2 Our technical work concluded that six options should be put forward for consideration as part of the further consultation. These are shown in **Figure 1-2** and summarised in **Table 1-1**.
- 1.5.3 A technical reference number was assigned to each option, along with a colour for ease of reference. These colours were the primary means of referring to the options in the main further consultation materials. They would all feature a junction at Crossbush with access to and from the A27 in both directions, a new viaduct spanning over the River Arun and a bridge over the Arun Valley railway, and a speed limit of 70 mph (unless otherwise stated).
- 1.5.4 All options would support the local housing and employment growth strategies of the local authorities and cater for traffic growth until at least 2041. However, significant environmental constraints and national planning policy risks affect all six options.
- 1.5.5 For further details on the process that was followed to identify these six options, as well as the longer history of the scheme dating back to the 1980s, please refer to the final Scheme Assessment Report (available from the project webpage, www.highwaysengland.co.uk/a27arundel).

Figure 1-2: Scheme options overview map



This map is a diagrammatic representation. Not to scale.
 Contains public sector information licensed under the Open Government Licence v3.0. Contains, or is based on, information supplied by the Forestry Commission. © Crown copyright and database right 2018 Ordnance Survey [100021242].

Table 1-1: Summary of route options

Route option	Description
<p>Cyan (Option 1V5)</p>	<p>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 would extend over the Ford Road junction with no direct access to the local road network. Key features would include:</p> <ul style="list-style-type: none"> ▪ 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
<p>Beige (Option 1V9)</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ 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

	<p>width</p> <ul style="list-style-type: none"> ▪ 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 ▪ 50 mph speed limit would be needed in some sections ▪ 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
<p>Crimson (Option 3V1)</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ 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

	<p>local connector road to Binsted Lane</p> <ul style="list-style-type: none"> ▪ 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
<p>Magenta (Option 4/5AV1)</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ 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
<p>Amber (Option 4/5AV2)</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ New bridge over Binsted Rife ▪ 1.97km (approx.) would be located within the South Downs National Park and resulting in the loss

	<p>of 1.83 hectares (approx.) of ancient woodland</p> <ul style="list-style-type: none"> ▪ 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
<p>Grey (Option 5BV1)</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ 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

1.6 Funding the scheme

- 1.6.1 A budget of £100-£250 million was allocated to the scheme via RIS1. This budget remains available, although estimated costs have increased since the initial consultation for various reasons. New environmental surveys carried out in 2018, for example, indicated that more environmental mitigation would be needed than had previously been anticipated. Costs associated with constructing an embankment across the floodplain have also risen.
- 1.6.2 Two of the six options, Cyan (Option 1V5) and Beige (Option 1V9), put forward for consideration in the further consultation were confirmed to be broadly deliverable within the current budget, though we were keen to receive feedback on all six options as the cost ranges associated with the options are early estimates based on work done to date. The individual cost ranges, which were published in the further consultation brochure and supporting technical material, do not represent our final costs for the project and 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.
- 1.6.3 If there is an appropriate case to be made, we will explore options for securing additional funding in Road Period 2 (2020 - 2025), while also working with our suppliers to minimise scheme costs through value engineering and contractual efficiencies.

1.7 Other A27 schemes in the Road Investment Strategy

- 1.7.1 Other improvements along the A27 were also identified within RIS1. Two of these schemes were confirmed as committed for the roads period 2020-2025 within the Roads Investment Strategy 2 (RIS2), published in March 2020:
- **A27 East of Lewes:** Initial works started in early 2020. More information can be found at: www.highwaysengland.co.uk/a27-east-of-lewes
 - **A27 Worthing and Lancing:** More information can be found at: www.highwaysengland.co.uk/a27-worthing-and-lancing-improvement
- 1.7.2 A Chichester Bypass scheme identified in RIS1 was cancelled due to a lack of local support for the options. As set out in RIS2, improvements to the A27 at Chichester are now being considered as part of our 'RIS3 pipeline', which involves proposals for the next RIS going through the early stages of the development process so that they could enter construction during Road Period 3 (2025 – 2030). The A27 Lewes to Polegate scheme has also been set out in RIS2 as part of the RIS3 pipeline. Funding for construction of these schemes has not been committed.

2 Consultation approach

2.1 Further consultation period

2.1.1 We carried out an eight-week non-statutory further public consultation on the proposals for the A27 Arundel Bypass scheme between 30 August and 24 October 2019.

2.2 Further consultation purpose

2.2.1 The primary purpose of the further consultation was to seek the views of the local community, other key stakeholders, including elected representatives and statutory bodies, and all other interested parties, on the proposed options outlined in **Table 1-1**.

2.2.2 Although a preferred route for the scheme was initially announced in 2018, the further consultation demonstrated that we retained an open mind about the best long-term solution for the A27 around Arundel. The views collected through the further consultation, and summarised in this report, have helped to inform our decision-making on a new preferred route for the scheme.

2.2.3 In delivering the further consultation, we worked to ensure that all interested parties had an opportunity to influence the direction of the scheme and that prospective respondents received sufficient information about the proposals to submit informed responses. More information on the further consultation materials and primary communication channels can be found in section 2.5.

2.3 Collaboration and engagement with key stakeholders

2.3.1 We have continued to engage with stakeholders since the initial preferred route announcement, to inform the development of the scheme and plans for further consultation. We have established many regular forums to help facilitate this engagement:

- **A27 Steering Group:** comprised of officers representing Arun District Council and the South Downs National Park Authority as local planning authorities, West Sussex County Council as local highways authority and a number of statutory environmental bodies. The group met regularly ahead of the further consultation to discuss topics related to the wider A27 corridor, including Arundel.
- **A27 Arundel Bypass Focus Group:** included representatives from the same organisations as the Steering Group, but with a specific focus on the Arundel Bypass scheme. The group met on several occasions in the lead-up to the further consultation to discuss different aspects of the scheme, including the proposed options and discounted proposals.

Members offered advice to Highways England on plans for the further consultation, including the content of consultation materials.

- **Elected Representatives' Forum:** a regular meeting of local elected representatives to provide updates on scheme progress and maintain dialogue.
- **One-to-one meetings:** other meetings took place as necessary, including key statutory stakeholder organisations, local representative groups and the business community to provide updates on the progress of the scheme.

2.4 Approach to public consultation

2.4.1 An 'Approach to public consultation' document was prepared and published on the A27 Arundel Bypass project webpage (www.highwaysengland.co.uk/a27arundel) to outline our plans for the further consultation, including the different ways in which we would be publicising the further consultation and collecting feedback.

2.4.2 The document was developed in conjunction with Arun District Council and the South Downs National Park Authority as local planning authorities, and West Sussex County Council as local highways authority.

2.4.3 A copy of the document can be found in Appendix A for reference.

2.5 Overview of further consultation materials and channels for promotion

2.5.1 As summarised in **Table 2-1** and described in more detail in section 2.6.1 onwards, a suite of materials was produced to help prospective respondents understand the proposals and submit informed comments. Similarly, a variety of communications channels were utilised to raise awareness of the further consultation and encourage responses.

2.5.2 A large amount of technical information had been gathered about the scheme options and the primary further consultation materials sought to present this evidence in a clear, succinct and accessible way.

2.5.3 The technical detail which underpinned the main further consultation materials was also published in the Interim Scheme Assessment Report, Environmental Assessment Report and Combined Modelling and Appraisal Report, so that any respondents who wished to see more in-depth analysis had access to it. The further consultation materials, such as the consultation brochure, also included cross-references to the technical documents, where appropriate, to help respondents find more detail.

Table 2-1: Further consultation materials and channels

Material/channel	Purpose
Letters and emails	Advising residents, other landowners, businesses, elected representatives and other interested parties about the further consultation and means of responding
Brochure and consultation response form	Concise information about the options was presented via the main consultation brochure. The consultation response form was the main method of gathering feedback and could be submitted either online or in hard copy format
Public exhibition events	Provided an opportunity for residents, landowners, businesses and other interested parties to find out more about the options and discuss queries with members of our project team
Preview events	Provided an opportunity for landowners, elected representatives, businesses and community groups and other key stakeholders to find out more about the options prior to the public events
Landowner sessions	Provided an additional opportunity for landowners to find out more about the proposed options, including how they may impact their property
Deposit points	Made further consultation materials (brochures, response forms, posters and supporting technical reports) available in accessible locations around the area
Highways England website	All further consultation materials were available online via the A27 Arundel Bypass project webpage. Anyone registered to receive updates about the scheme received an email on the further consultation launch date inviting them to take part
Media activity	An initial press release was issued on the further consultation launch day, which prompted widespread press coverage and helped raise awareness of the further consultation. A media event was also held on the launch day, while a further release was issued on 14 October to encourage responses before the end of the further consultation period
Local media advertising	Raised awareness of the further consultation amongst the public, including those from a wider area, throughout the further consultation period
Social media	The further consultation was regularly publicised via Highways England’s Twitter and Facebook accounts

Material/channel	Purpose
West Sussex Youth Cabinet	Email and social media post informing members of the further consultation events and how they could respond
‘Fly-through’ videos	A short, computer-generated animation was produced for each option to help respondents visualise the proposals. The videos were shown at each event and also available on the scheme webpage
Satellite overview map	Large map showing each option overlaid on an aerial background, available at events and on the scheme webpage
Traffic flow ‘heat maps’	Colour-coded maps showing how each option is predicted to affect traffic flows in the future. These maps were available on the scheme webpage and at events

2.6 Letters and emails

- 2.6.1 More than 78,000 letters were delivered to properties across the local area, during the week of 19 August 2019. As well as raising awareness of the further consultation, including timescales and means of responding, the letter also explained how to find out more about the proposals. Details of the public events were included, along with information of locations where printed consultation materials could be collected. A copy of the letter is included in Appendix A.
- 2.6.2 In line with the initial consultation in 2017, the distribution area broadly followed local postcode boundaries (shown in **Figure 2-1**), to ensure those potentially affected by the scheme had the opportunity to comment. The area was identified in conjunction with local authorities, via the Focus Group.
- 2.6.3 Letters and emails were issued to elected representatives, landowners potentially affected by the scheme, businesses and community groups. As well as including similar information about the further consultation as the version referenced in section 2.6.1, these specific letters/emails also included an invitation to a preview event on the opening day of the further consultation period.
- 2.6.4 The landowner letter also included details of other specific sessions during the further consultation period for recipients to discuss their individual circumstances, and how the proposals may impact their property, with the project team. A further reminder letter about two remaining landowner-specific sessions was sent on 11 September 2019.

2.6.5 All previously contacted recipients were written to again from 13 September 2019, with details of a small number of corrections to further consultation materials and supporting technical information. More information on the corrections is included in section 2.9. Anyone who had already responded to the further consultation and wanted to alter their submission in light of the corrections was advised to contact the A27 Arundel Bypass project team. A small number of people took this opportunity.

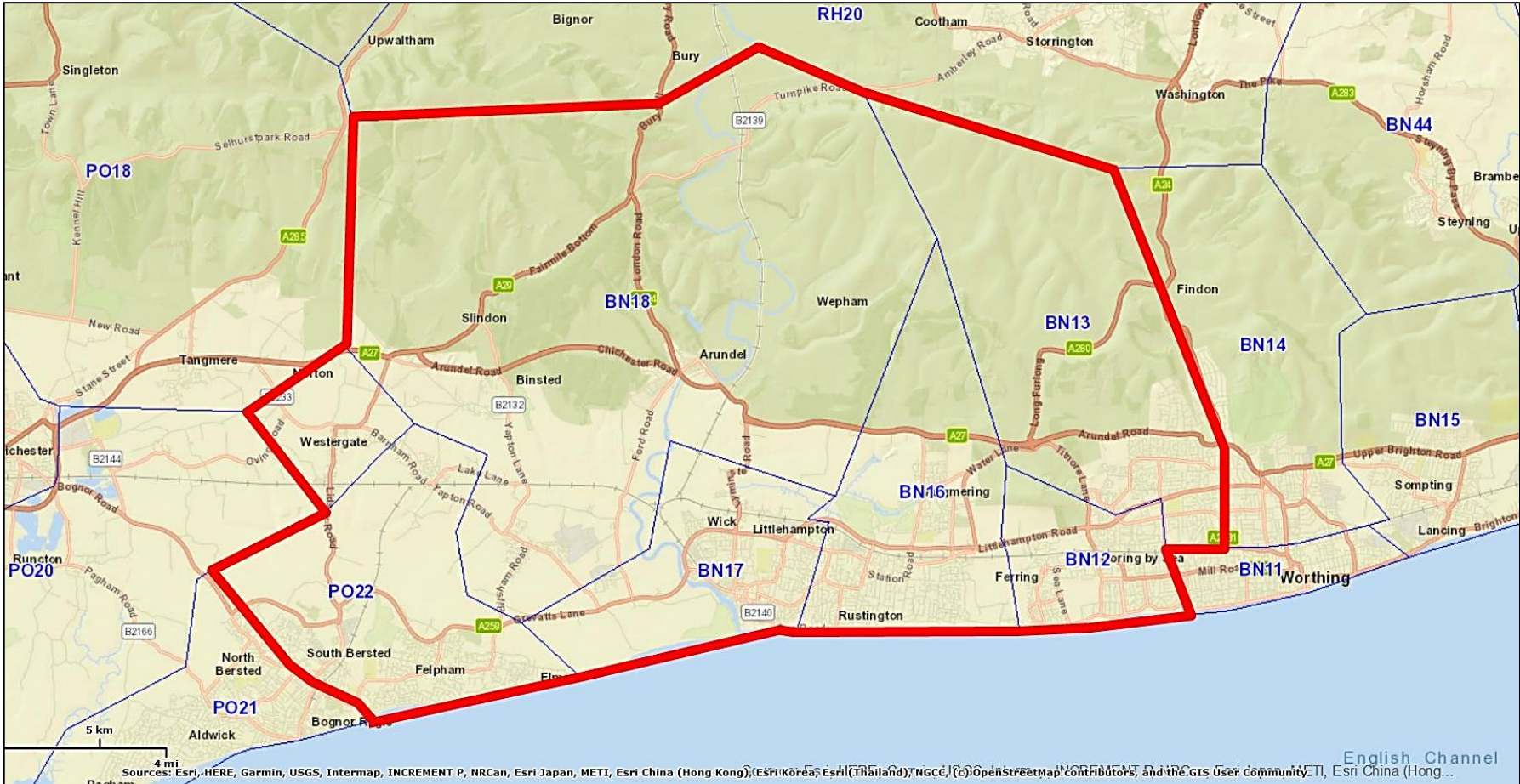
2.7 Primary consultation documents

- 2.7.1 The consultation brochure (included in Appendix A) explained the background to the further consultation, the need for improvements and presented the six options put forward for consideration. The brochure included maps to indicate the proposed alignments, and a summary of supporting technical information regarding traffic modelling and environmental impacts. Details of the planned further consultation events and methods for responding were also included.
- 2.7.2 A separate consultation response form sought respondents' views on the existing issues affecting the A27 at Arundel and the proposed options. The questions also sought feedback on the effectiveness of the further consultation. A variety of both closed questions (where respondents select their answer from a defined list) and open questions (which encourage free-text responses) were used, so that respondents had the opportunity to explain the reasons for their choices in more detail.
- 2.7.3 The online consultation response form was the main mechanism through which respondents could submit feedback to the further consultation. The response form was hosted on the Citizen Space portal and available via the A27 Arundel project webpage (www.highwaysengland.co.uk/a27arundel). Alternatively, consultees were able to submit a completed printed copy at one of the further consultation events, or return it via a dedicated Freepost address (Freepost A27 ARUNDEL). A copy of the consultation response form can be found in Appendix A.
- 2.7.4 Printed copies of the brochure and consultation response form could be collected at a number of deposit points around the area. See section 2.10 for more details.

2.8 Supporting technical information

- 2.8.1 The technical reports underpinning the primary consultation materials were also published online and made available at further consultation events and deposit points. The published reports included:
- Interim Scheme Assessment Report
 - Environmental Assessment Report
 - Combined Modelling and Appraisal Report

Figure 2-1: Further consultation letter distribution area



2.9 Updates and corrections to the further consultation documents

- 2.9.1 On 13 September 2019, we published an amended version of the consultation brochure to reflect some corrections that had been made to the supporting technical information. Letters and emails were sent to people who had previously been contacted about the further consultation, as outlined in section 2.6, to raise awareness of the corrections. The changes (which are listed in the errata letter, found in Appendix A) did not affect the overall impact assessments of the options. However, we published updated materials, including errata notes relating to both the Interim Scheme Assessment Report and Environmental Assessment Report, to ensure that consultees would have the full facts available when considering their response.
- 2.9.2 Updated printed copies of the brochure were supplied to all deposit points and were also available from subsequent further consultation events, along with the respective errata notes.
- 2.9.3 Anyone who had submitted a response by this point and wished to amend it as a result of the changes was encouraged to contact our project team who would help them do so. Only a small number of people asked to change their consultation response form.
- 2.9.4 Subsequent errors in the supporting technical information, in addition to the corrections detailed in the letter to residents and errata on 13 September, were identified after the further consultation period had ended. These primarily related to the presentation of environmental impact analysis in the Environmental Assessment Report and further consultation materials. While overall assessments of the options were unchanged, we held a further review period to give people the opportunity to let us know if their views on the options had changed as a result of the corrections to the technical information that underpinned the principal further consultation materials. See Section 8 for more details.

2.10 Further consultation events

2.10.1 Staffed public exhibitions

- 2.10.1.1 We held ten public exhibitions at venues across the area during the eight-week further consultation period, as set out in **Table 2-2**.

- 2.10.1.2 Venues were selected according to different criteria, including accessibility by different modes of transport, ease of access for disabled people, capacity, layout, availability on required dates and location in proximity to the A27. We ensured the exhibitions took place on different days of the week, including Saturdays, as well as during different times of the day, to allow as broad a range of people to attend as possible. The suitability of different locations was discussed with the Focus Group and members’ suggestions were taken into account.
- 2.10.1.3 The exhibitions were held as drop-in sessions, hosted by members of the project team. Highway design, traffic modelling and economics, land and property, environmental and engagement specialists were present to help ensure as many queries as possible could be addressed during the further consultation events.
- 2.10.1.4 At each public further consultation event, exhibition displays (shown in Appendix A) presented key information about the development of the scheme to date, details of the proposed options, traffic modelling results and environmental impact analysis, as well as next steps in the implementation process. A large satellite overview map of the options was annotated to help visitors understand the proposed changes, while ‘fly-through’ videos of each option were also played throughout.
- 2.10.1.5 The supporting technical reports and other materials, including printed copies of the traffic flow ‘heat maps’ were also available, along with copies of the consultation brochure and consultation response form.
- 2.10.1.6 The Highways England consultation van was used to visit different locations and broaden the reach of the further consultation. Space restrictions on the van meant that not all the event materials could be displayed, although key information was presented and staff used laptops and mobile devices to help visitors access other information on the A27 Arundel Bypass project webpage, when necessary.

Table 2-2: Staffed public exhibition details

Date	Time	Location
Friday 30 August	5.30pm–8pm	Cathedral Centre London Road, Arundel, BN18 9BA
Tuesday 10 September	3.30pm-8pm	The White Swan Chichester Road, Arundel, BN18 0AD
Wednesday 11 September	11am–1pm	Whiteways car park, South Downs National Park Bury Hill, Houghton, BN18 9FD

Date	Time	Location
		(consultation van)
Wednesday 11 September	3pm-6pm	Impulse Leisure Centre car park Spierbridge Road, Storrington, Pulborough, RH20 4PG (consultation van)
Saturday 14 September	10.30am–2.30pm	Fontwell Park Racecourse Arundel Road, Fontwell, Arundel, BN18 0SY
Thursday 19 September	2pm-8pm	Coronation Hall Reynold’s Lane, Slindon, BN18 0QT
Saturday 28 September	10am–5pm	Walberton Village Hall The Street, Walberton, Arundel, BN18 0PJ
Tuesday 1 October	2pm–8pm	Littlehampton Town Council, Manor House Church Street, Littlehampton, BN17 5EW
Tuesday 8 October	11am–2pm	Mill Road car park Mill Road, Arundel, BN18 9PA (consultation van)
Saturday 12 October	10.30am-4pm	Arundel Town Hall Maltravers Street, Arundel, BN18 9AP

2.10.2 Unstaffed exhibitions

- 2.10.2.1 As detailed in **Table 2-3**, we held four unstaffed exhibitions, where visitors could view further consultation materials and collect printed copies of the consultation brochure and response form. The exhibitions were held during the venues’ normal opening hours.

Table 2-3: Unstaffed exhibition details

Date	Location
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

2.10.3 Preview and landowner events

2.10.3.1 Invitation-only preview events were held separately for the media, elected representatives, landowners, statutory body officers, and business and community group representatives, on the further consultation launch day (Friday 30 August). As well as enabling the media to interview members of the project team, the previews gave other stakeholders the opportunity to view the proposals and ensure they could cascade information among their networks, to help raise awareness of the further consultation. Potentially affected landowners were invited to a separate session to discuss the proposals with a specific emphasis on the possible impact on their land.

2.10.3.2 Other landowner sessions were also scheduled during the further consultation period to increase the likelihood of interested landowners being able to attend. **Table 2-4** provides details of the invite-only exhibition events.

Table 2-4: Preview and landowner events

Date	Time	Invitees	Location
Friday 30 August	9.30am-11am	Media	Cathedral Centre, London Road, Arundel, BN18 9BA
	11.30am-1pm	Elected representatives and statutory bodies	
	1.30pm-3pm	Landowners	
	3.30pm-5pm	Businesses and community groups	
Tuesday 10 September	12.30pm-2.30pm	Landowners	The White Swan, Chichester Road, Arundel, BN18 0AD

Date	Time	Invitees	Location
Saturday 14 September	3.30pm-5.30pm	Landowners	Fontwell Park Racecourse, Arundel Road, Fontwell, Arundel, BN18 0SY
Saturday 12 October	11am-1pm	Landowners	Arundel Town Hall, Maltravers Street, Arundel, BN18 9AP

2.10.4 Elected Representatives' Forum

2.10.4.1 A special meeting of the project's Elected Representatives' Forum was held on Thursday 26 September, to enable members to find out more about the proposals and help them disseminate information to the communities they represent. Invitations were extended beyond the usual group membership to include other neighbouring authorities.

2.10.5 Deposit points

2.10.5.1 Copies of the consultation brochure and consultation response form were available at the deposit points (listed in **Table 2-5**), during their normal opening hours, throughout the further consultation period.

Table 2-5: Deposit point locations

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

2.11 A27 Arundel Bypass project webpage

2.11.1 Information about the further consultation was published on our project webpage: (www.highwaysengland.co.uk/a27arundel) with a link to the online consultation response form. This URL was included in all information released into the public domain. The website provided:

- Information on the scheme background
- Dates, times and venue information for the public further consultation events
- PDF versions of the consultation materials including the information presented at the public exhibition events (exhibition display panels, brochure, questionnaire, technical reports and more)
- 'Fly-through' videos
- A link to the online consultation feedback form
- Contact details for queries about the further consultation

2.12 Other publicity and advertising

2.12.1 A range of other communications channels were used to promote the further consultation more widely, and reach as many people who may have been interested in the scheme as possible. This included work to encourage responses from groups who may have been less accessible via more traditional channels:

- Posters displayed at deposit points and other locations in the local community (see Appendix A)
- Local press advertising: advertisements were published in both the West Sussex County Times and West Sussex Gazette, during the week commencing 2 September 2019. A copy of the advertisement is included in Appendix A
- Social media: the further consultation was regularly publicised via Highways England's Facebook and Twitter accounts

2.13 A27 Arundel Bypass project team contact details

2.13.1 The following details were provided for members of the public to contact us with any queries regarding the public further consultation:

- Email: A27ArundelBypass@highwaysengland.co.uk
- Telephone 0300 123 5000 (24 hours)
- Freepost A27 ARUNDEL

2.14 Response analysis and methodology

2.14.1 The further consultation exercise generated a considerable amount of data, including consultation response forms (submitted online and in paper format), as well as a large number of emails and letters. Our consultants ensured there was a robust process in place to manage the large number of responses received.

2.15 Consultation response forms

2.15.1 All online consultation response forms were processed directly through our Citizen Space portal.

2.15.2 All data contained in the paper consultation response forms was manually entered into an electronic dataset (spreadsheet), which could subsequently be interrogated and merged with the online response form data. Data entry staff adhered to a thorough and robust process to ensure maximum accuracy. The following quality checking procedures were employed:

- The data entry programme incorporated full range checks for each question, making it impossible for any numeric values to be present outside the specified range
- 100% verification – whereby closed question data was inputted twice by different operators and subsequently compared. Where inconsistencies were identified, the entries were checked against the original questionnaire and the correct data recorded
- Typing in verbatim responses to free-text responses
- Spot checks of data

2.15.3 The paper consultation response form data was subsequently combined with the online response form results to produce a single file containing all responses. Our consultants then conducted a series of logic and range checks on the data prior to analysis.

2.15.4 The combined dataset was analysed using SPSS, a statistical software package designed for the analysis of questionnaire data, along with Microsoft Excel and ArcGIS mapping software. The results of this analysis are presented in the series of tables, charts and maps which follow in subsequent sections.

2.16 Coding free-text responses

- 2.16.1 As mentioned in earlier sections, the consultation response form contained several open questions inviting free-text responses. Such data is complex to analyse and interpret but provides valuable insight into respondents' opinions. Free-text responses required further analysis through a process called 'coding' to identify common themes and enable the categorisation of comments into a series of 'codes'. The codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.16.2 The code frame is a list of the codes which represent the broad range of comments raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number.
- 2.16.3 The code frame underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

2.17 Managing letters and emails

- 2.17.1 The same coding methodology as above was applied to enable analysis of detailed responses submitted in the form of letters and emails. Responses were logged in a spreadsheet and assigned a unique reference number as they were submitted. The text was then coded, with the results analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.17.2 Ten organisations were identified as having submitted a separate written response, in addition to a completed consultation response form. In these instances, any responses that the organisation had provided to free text questions on the consultation response form were analysed alongside their other written response. If any comments were coded in the same way, the codes were de-duplicated and only counted once in the final analysis to avoid any inadvertent distortion of the results.

3 Consultation effectiveness

3.1 Introduction

- 3.1.1 The effectiveness of the methods used to publicise the further consultation is assessed in this section, in terms of reach, number of responses received and exhibition attendance. Feedback from respondents about the further consultation process, materials and exhibitions is also summarised.
- 3.1.2 The analysis includes responses to both closed questions, where respondents could choose one or more answers from a specific list, and open questions, when respondents could add any other comments. As described in section 2, the free text responses have been coded to enable detailed analysis, with the most frequently occurring themes included in the report. Our responses to these most frequently recurring themes can be found in section 7, while a full frequency table, showing the number of times all codes were used in this analysis, can be found in Appendix B.
- 3.1.3 Where percentages are included, they have been rounded to the nearest whole percentage point and, as such, may not always exactly equal 100.

3.2 Consultation response forms

- 3.2.1 A total of 4,945 completed consultation response forms were received during the further consultation period. As shown in **Table 3-1**, the majority (86%) of these were completed online. This total compares with 2,821 completed questionnaires that were returned in response to the 2017 consultation.
- 3.2.2 A small number of email responses were received after the further consultation period had closed, so were not taken into account. For paper response forms, an allowance of five days was given to take account of any delays in the postal service. We received one paper consultation response form after this period and therefore it is not included within the analyses for this report.

3.3 Other written responses

- 3.3.1 As well as the consultation response forms, 2,137 responses were received via letter or email. **Table 3-1** includes a breakdown of these responses.

- 3.3.2 Of these, 59 were from members of the public, while 54 were from stakeholder organisations/elected representatives, including businesses, community groups, statutory bodies and the sitting Member of Parliament for Arundel & South Downs at the time of the further consultation. More detail on responses received from members of the public can be found in section 6. Responses from stakeholder organisations/representative bodies are analysed in section 5.
- 3.3.3 Two email response campaigns were launched during the further consultation period objecting to the proposals: one entitled ‘Demand something better at Arundel’, which was linked with a local campaign to promote the ‘Arundel Alternative’, a wide single carriageway option along a similar alignment to the Option 1 variants that were put forward as part of the further consultation. The second email campaign was led by the Woodland Trust and opposed impacts on ancient woodland and other irreplaceable habitats. Both campaigns provided suggested responses for prospective respondents to supplement with additional comments.

Table 3-1: Number of consultation responses by format received

Response format	Number
Consultation response form – online	4,245
Consultation response form – hard copy (submitted by hand or via Freepost)	700
Other written response (letter or email)	113
Email based on ‘Demand something better at Arundel’ proforma	575
Email based on Woodland Trust proforma	1,449
Petition	1
Total	7,083

- 3.3.4 More information on, and analysis of, the campaign responses is included in section 6. The campaign emails have been analysed alongside other responses and the issues raised within them are dealt with in section 7 of this report.
- 3.3.5 We were aware of one petition in response to the proposals during the further consultation period. The number of signatures on the petition has not been included in our total of responses received, as we only include completed consultation response forms and individual other written responses within our analysis. However, the substantive issues raised in the petition have been considered and are addressed in section 7.

3.4 Type of respondent

3.4.1 Question A1 of the consultation response form asked respondents to indicate whether they were responding as an individual or in another capacity, such as an elected representative, or on behalf of a local business, community organisation, charity or statutory body. The results are shown in **Table 3-2**.

Table 3-2: Number of consultation response forms received by type of respondent (Question A1)

Type of respondent	Number	% (of those who responded)
Individual	4,564	98%
On behalf of a business/charity/ community organisation/ statutory body/ elected representative	112	2%
Multiple options selected	1	0%
Total (respondents who answered this question)	4,677	100%

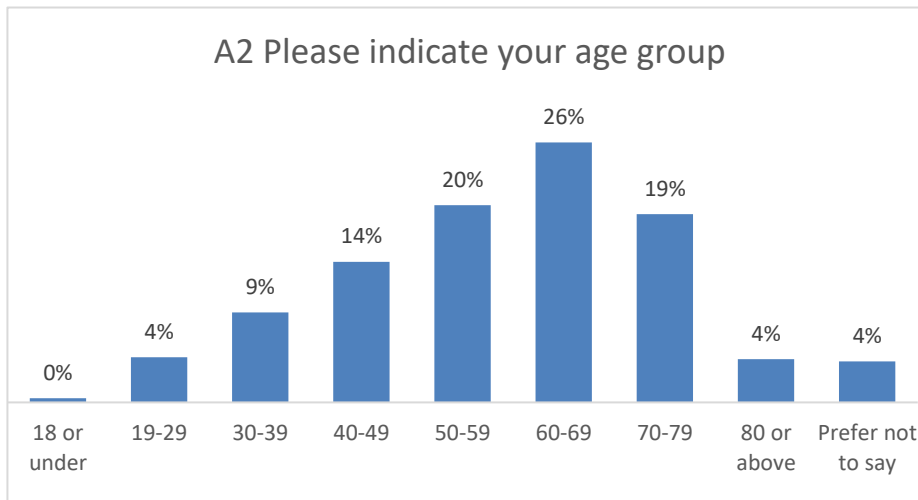
Note: 112 respondents stated that they were responding on behalf of an organisation in answer to this question. However, despite not indicating in answer to question A1 that they were responding on behalf of an organisation, a number of respondents went on to complete section D of the consultation response form. Where these answers represented the only submission on behalf of an organisation, they were accepted as the organisation's response. The final total of completed response forms on behalf of an organisation was 163.

3.4.2 Respondents were also asked to give an indication of their age (Question A2). As shown in **Figure 3-1**, almost two-thirds (65%) of the 4,910 respondents who answered the question were between the ages of 50 and 79.

3.4.3 The most recent Census data for the Arun district⁵ (**Figure 3-2**) shows that 37% of the adult population are aged 50-79. This indicates that an above average proportion of middle-aged to older groups responded to the further consultation, while younger groups were under-represented (for example, 13% of respondents were less than 39-years-old, compared to 40% across the district as a whole).

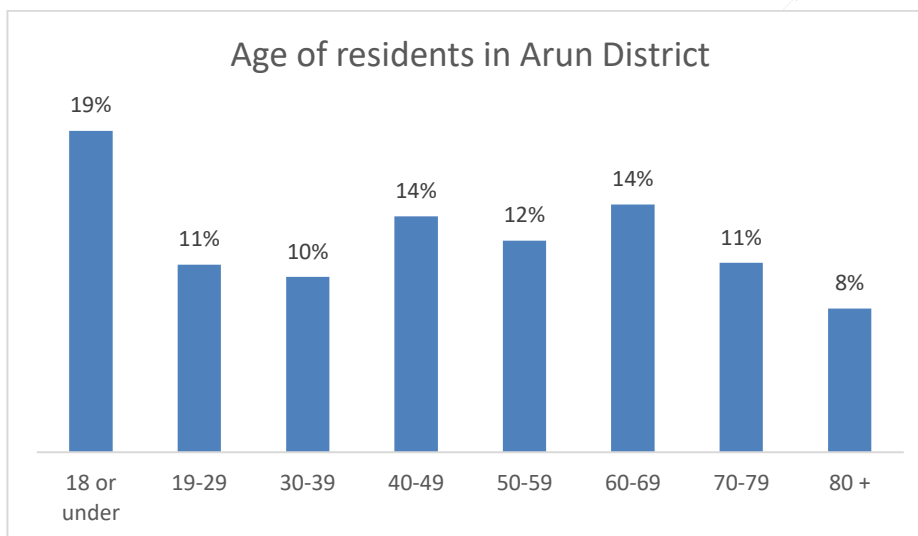
⁵ 2011 Census data taken from Nomis - <https://www.nomisweb.co.uk/>

Figure 3-1: Age of respondents



Base: all who provided a response (n: 4,910)

Figure 3-2: Age of residents in Arun District⁶



3.5 Postcode origin of consultation response form submissions

3.5.1 Respondents were asked to provide their postcode to enable geographic analysis of responses. A total of 4,887 respondents provided a postcode. As shown in **Figure 3-3** and **Figure 3-4**, the majority of responses were received from the local area. However, there was also significant interest in the further consultation across the wider region and elsewhere around the UK.

⁶ 2011 Census data taken from Nomis - <https://www.nomisweb.co.uk/>

Figure 3-3: Origin of individual responses by postcode (local)

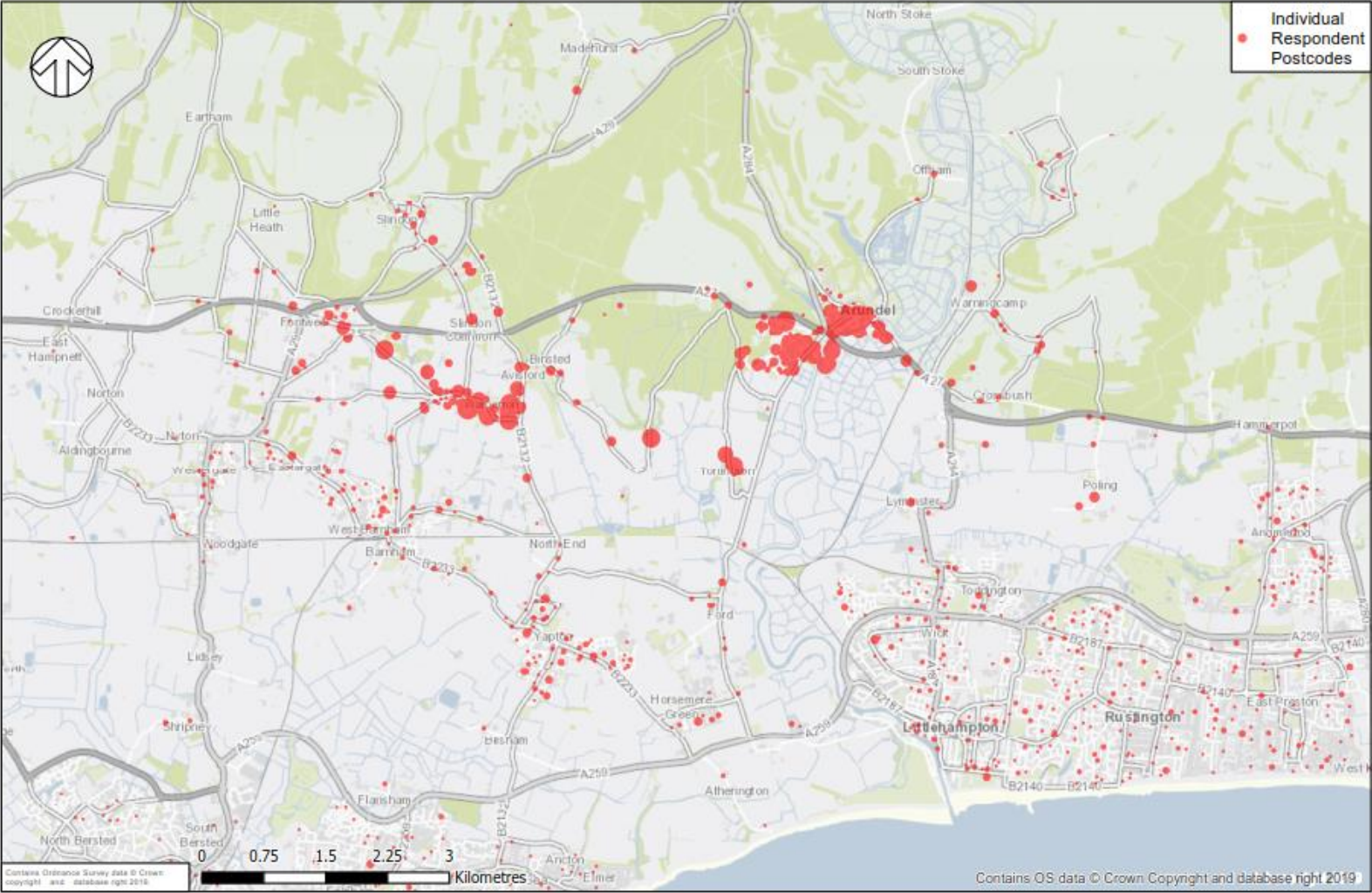
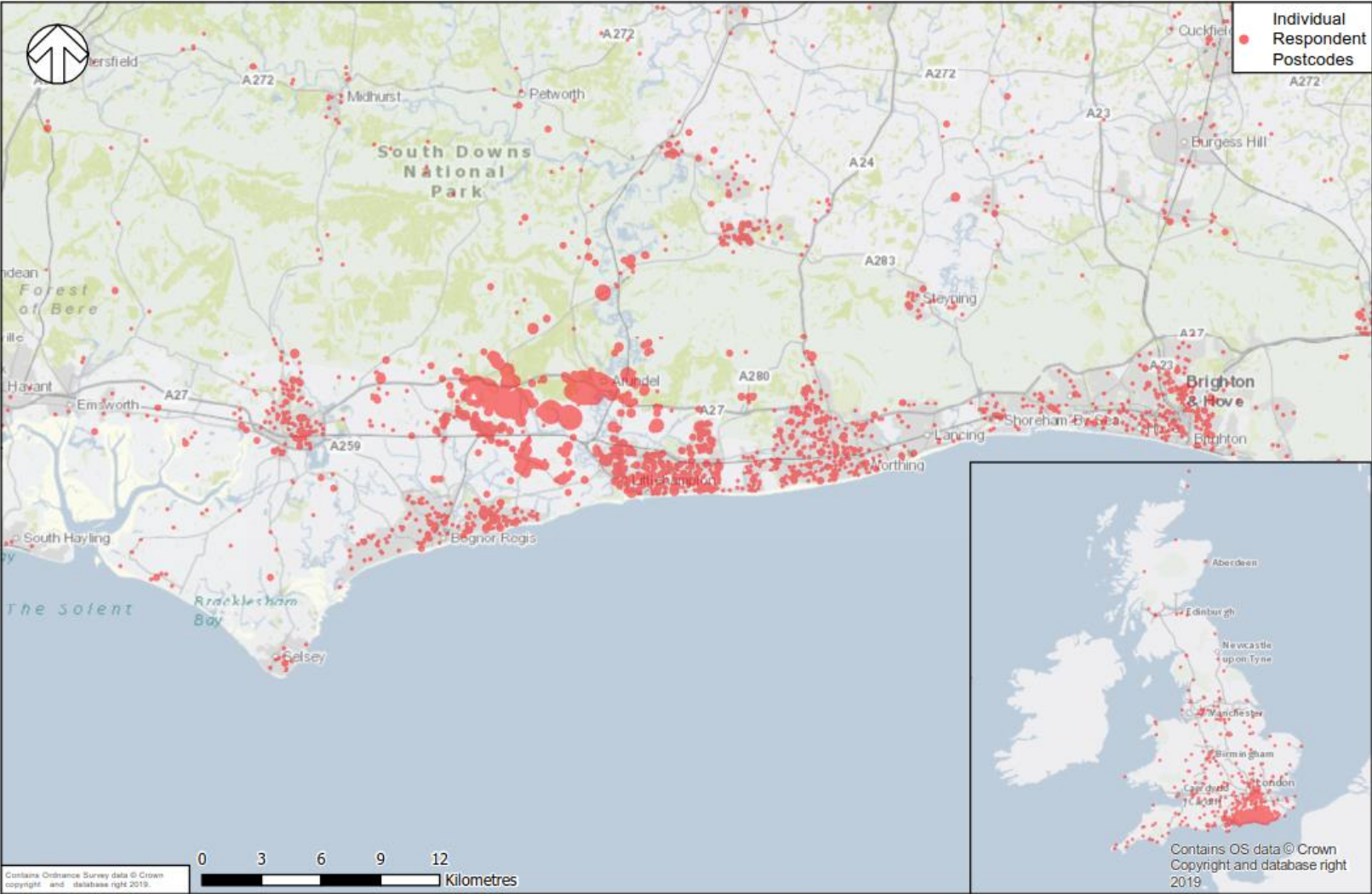


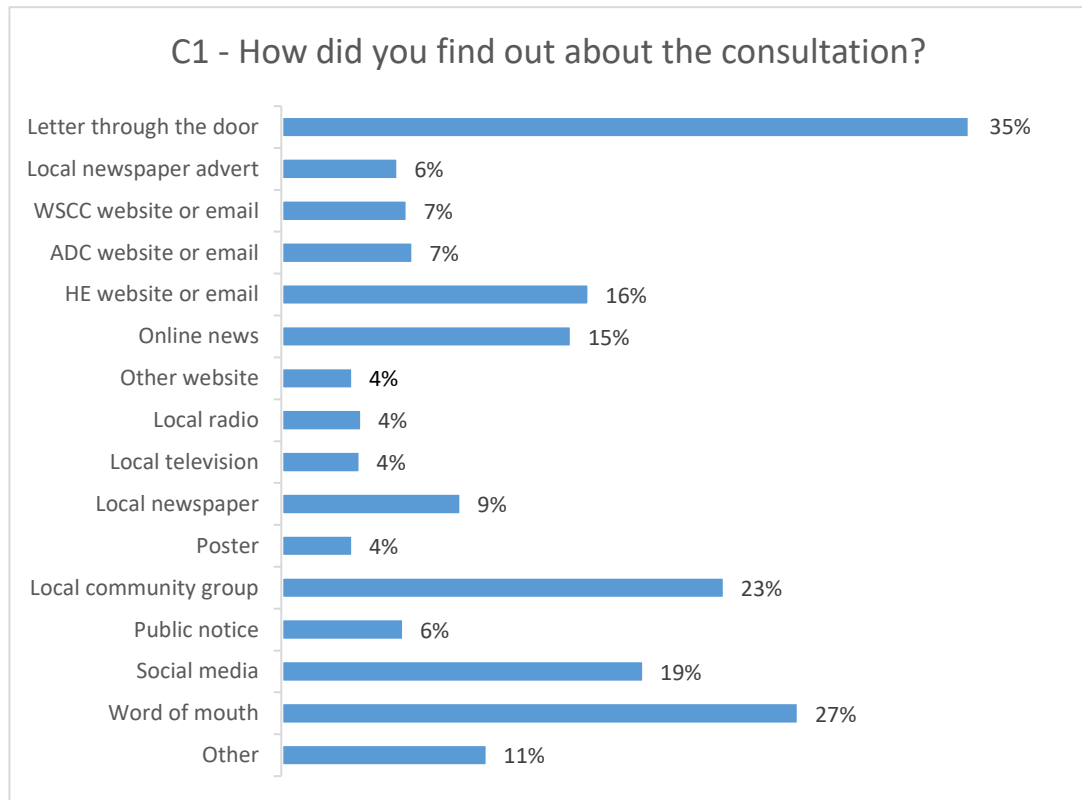
Figure 3-4: Origin of individual responses by postcode (regional)



3.6 Consultation awareness and communication methods

- 3.6.1 Question C1 of the consultation response form asked respondents how they found out about the further consultation. They were provided with a list of 15 options, plus 'other', and asked to tick all those relevant. The results are shown in **Figure 3-5** below. As respondents could select multiple options, the sum of percentages exceeds 100%.
- 3.6.2 As shown, the most effective means of communication was the mail drop: 35% (1,689 of 4,766 respondents) stated that they had found out about the further consultation through the letter they had received.
- 3.6.3 Word of mouth (27%; 1,270 respondents) and local community groups (23%; 1,088 respondents) also played a key role in raising awareness of the further consultation.
- 3.6.4 With regard to media, social media played the biggest role (19% found out about the further consultation through this channel; 890 respondents), compared to just 9% (442 respondents) via their local newspaper and 6% (287 respondents) through a newspaper advert. Additionally, 4% of respondents found out about the further consultation through either local radio (198 respondents) or local television (194 respondents).
- 3.6.5 The internet was also an important channel of communication, with 16% (755 respondents) having found out about the further consultation through Highways England's website or email, and 15% (713 respondents) via online news. West Sussex County Council's and Arun District Council's websites and emails were each mentioned by 7% of respondents (310 and 324 individuals, respectively). Other websites were mentioned as a source by 4% of respondents (176 respondents).
- 3.6.6 Posters (4%; 176 respondents) and public notices (6%; 301 respondents) were mentioned by relatively small proportions of respondents.

Figure 3-5: Communication sources



Base: all who provided a response (n: 4,766)

3.6.7 Eleven per cent of respondents (506 respondents) gave an ‘other’ answer to this question. This amounted to 548 individual comments and, of these, 508 referred to an information source while the remainder took the opportunity to make more general comments about the proposals.

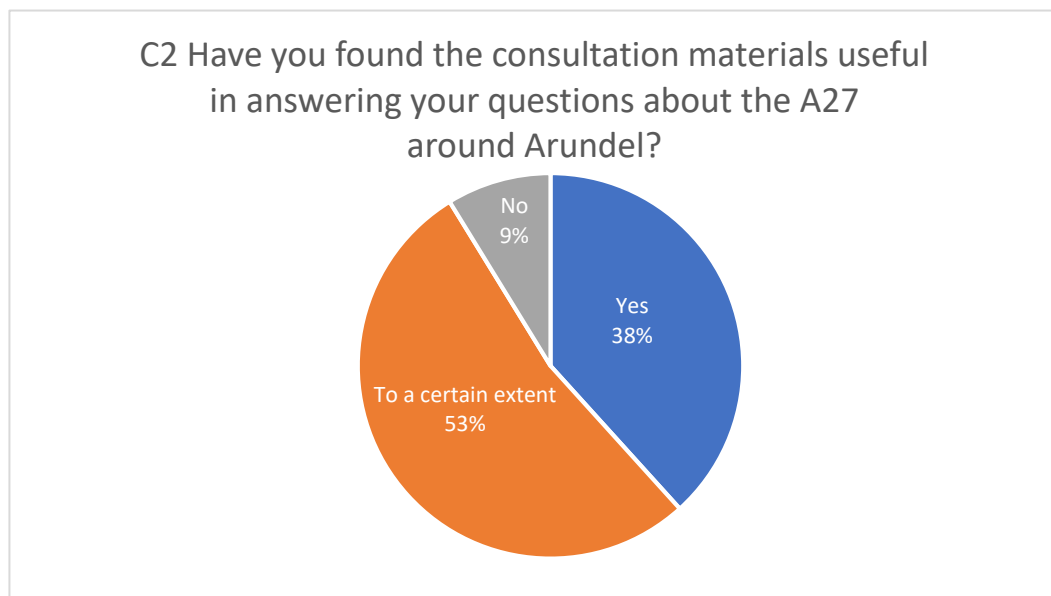
3.6.8 The most frequently cited ‘other’ sources of information were:

- Sussex Wildlife Trust (177 comments; 32% of all other comments)
- Other campaign/environmental/conservation group (68 comments; 12%)
- Parish Councils (47 comments; 9%)
- Arundel Bypass Neighbourhood Committee (37 comments; 7%)

3.7 Value of consultation materials

3.7.1 Regarding the usefulness of the further consultation materials, the vast majority of respondents (91%; 4,295 of 4,711 individuals who responded) found them beneficial to some extent. As shown in **Figure 3-6**, 38% (1,803 respondents) felt that the materials were useful in answering their questions about the A27 around Arundel and a further 53% (2,492 individuals) found them to be useful to a certain extent. Just 9% of respondents (413) held the opposite view.

Figure 3-6: Usefulness of further consultation materials



Base: all who provided a response (n: 4,711)

3.8 Exhibition attendance record and usefulness of events

3.8.1 The numbers of visitors at the public exhibitions were tracked with a manual tally clicker. The total number of attendees across all exhibitions recorded in this way was 1,609, as detailed in **Table 3-3**. Additionally, the further consultation preview events on 30 August were attended by 23 elected representatives, 17 landowners and 16 business and local community groups, respectively.

Table 3-3: Numbers of attendees at staffed public exhibitions

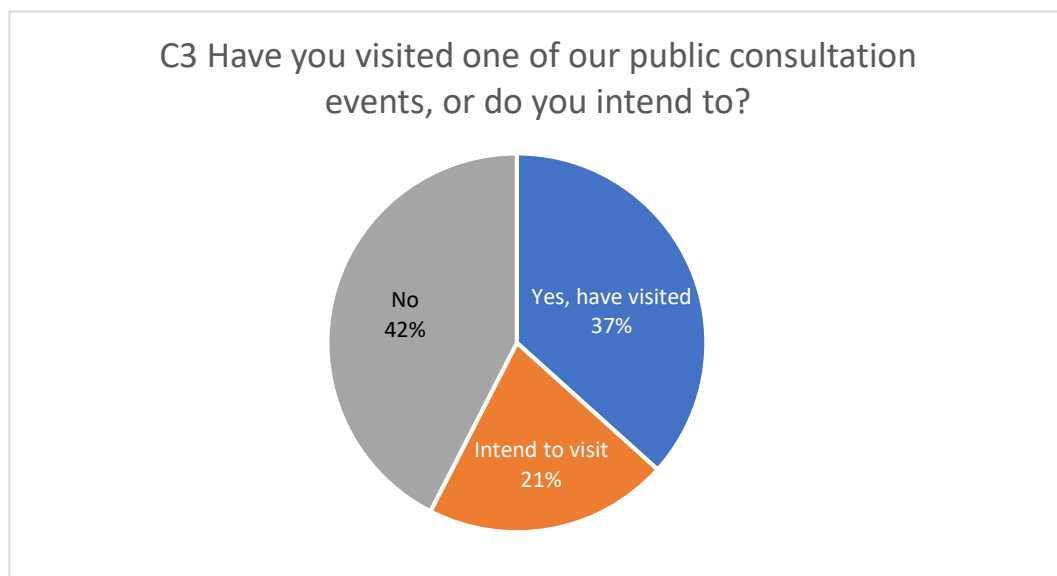
Date	Location	Estimated no. of attendees
Friday 30 August	Cathedral Centre London Road, Arundel, BN18 9BA	137
Tuesday 10 September	The White Swan Chichester Road, Arundel, BN18 0AD	230

Date	Location	Estimated no. of attendees
Wednesday 11 September	Whiteways car park, South Downs National Park , Bury Hill, Houghton, BN18 9FD (consultation van)	24
Wednesday 11 September	Impulse Leisure Centre car park Spierbridge Road, Storrington, Pulborough, RH20 4PG (consultation van)	32
Saturday 14 September	Fontwell Park Racecourse Arundel Road, Fontwell, BN18 0SY	112
Thursday 19 September	Coronation Hall Reynold's Lane, Slindon, BN18 0QT	150
Saturday 28 September	Walberton Village Hall The Street, Walberton, BN18 0PJ	393
Tuesday 1 October	Littlehampton Town Council – Manor House , Church Street, Littlehampton, BN17 5EW	220
Tuesday 8 October	Mill Road car park Mill Road, Arundel, BN18 9PA (consultation van)	94
Saturday 12 October	Arundel Town Hall Maltravers Street, Arundel, BN18 9AP	217
Total		1,609

3.8.2 Question C3 of the consultation response form asked respondents whether they had visited, or intended to visit, an A27 Arundel Bypass further consultation event.

3.8.3 At the time of responding to the further consultation, 37% (1,736 of 4,736 individuals who answered) reported having visited an exhibition, and a further 21% (989 individuals) stated that they intended to do so (see **Figure 3-7**). This is higher than the estimated total number of visitors to staffed exhibitions and may be at least partly explained by people who attended a preview event, landowner-specific session and/or visited an unstaffed exhibition. The remaining 42% of respondents (2,011 individuals) stated that they had not visited, nor did they intend to visit, a public further consultation event.

Figure 3-7: Attendance at further consultation events



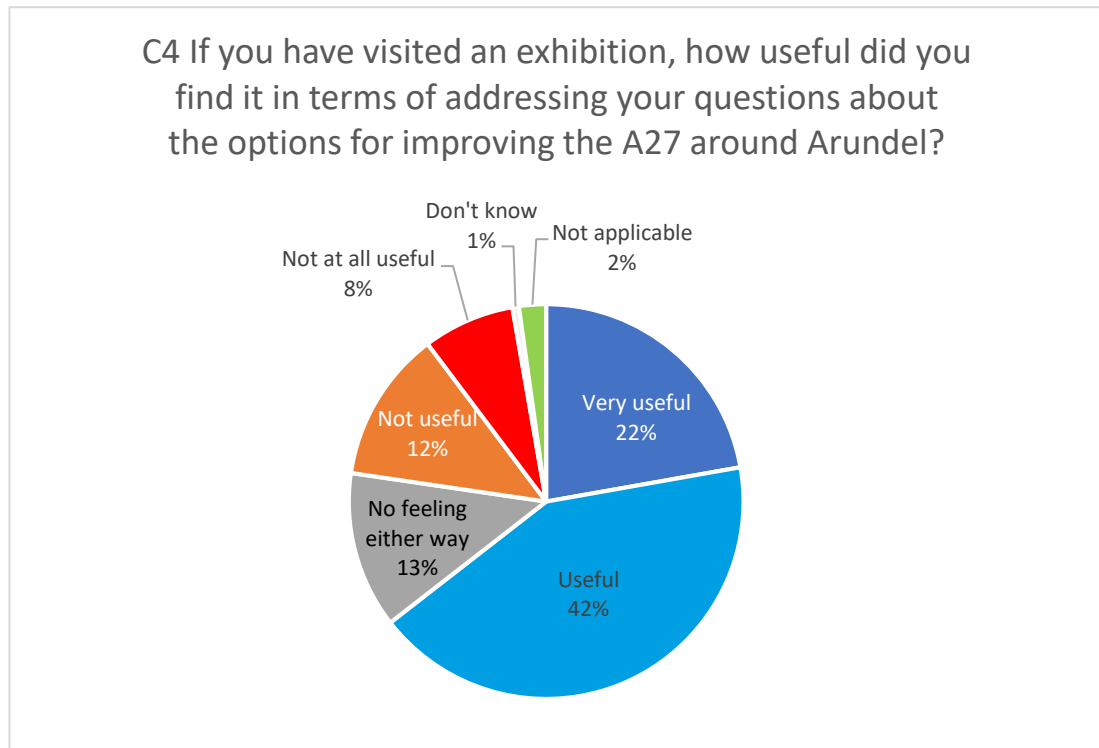
Base: all who provided a response (n: 4,736)

3.8.4 Those who had visited an exhibition were asked to say how useful they had found it to be in terms of addressing their questions about the options for improving the A27 around Arundel.

3.8.5 As shown in **Figure 3-8**, 64% (1,106 of 1,715 individuals) of those who had visited an exhibition considered it to be very useful (22%) or useful (42%).

3.8.6 In contrast, 20% (341 individuals) had not found the event to be useful in addressing their questions about the options presented (12% described it as 'not useful' and 8% as 'not at all useful').

Figure 3-8: Usefulness of further consultation events



Base: all who had visited an event and provided a response (n: 1,715)

3.8.7 Visitors to the staffed exhibitions raised a range of questions and comments, including:

- The need for further consultation and what information had changed since the initial consultation
- Concern over potential impacts on local communities
- Concerns regarding environmental sensitivities and potential impacts
- Polarised views on the status of the scheme, ranging from those who felt that it should proceed immediately to similar numbers who believed that none of the options were suitable
- Traffic modelling queries
- Why the 'Arundel Alternative' was not put forward as one of the options
- Other design-related questions

3.9 Project website visitors

3.9.1 The A27 Arundel Bypass project webpage received 11,986 visits during the further consultation period. Users spent an average of 4 minutes 49 seconds on the page.

3.9.2 The main project webpage linked through to the Citizen Space consultation page, on which there was an online version of the consultation response form. The Citizen Space landing page received 11, 353 visits during the further consultation period. Users spent an average of 7 minutes 48 seconds completing the online form.

3.10 Consultation launch press coverage

3.10.1 Media coverage regarding the launch of the further consultation was captured via Kantar Media. The media outlets which covered the launch included:

- BBC Radio Solent
- BBC Radio Surrey
- BBC Radio Sussex
- BBC South Today Breakfast
- Bognor Regis Post
- Heart Radio (Sussex and Surrey)
- Shoreham Today (online)
- The Argus (Brighton & Hove – including online edition)
- Worthing Today (online)

3.11 Social media

Highways England’s Facebook and Twitter pages were used to promote the further consultation. Over the course of the further consultation period, there were a total of 15 posts on the platforms. An example of the Facebook posts is included in **Figure 3-9**.

Figure 3-9: Screenshot of Facebook post promoting the consultation



3.12 Other comments about further consultation process and materials

- 3.12.1 Question C5 asked respondents if they had any other comments about the further consultation process or materials. This was an open question, allowing respondents to enter their free-text comments. As described in section 2, the comments have been read thoroughly and coded to allow them to be summarised and assessed.
- 3.12.2 In total, 1,492 respondents provided a response which has been analysed at Question C5. Many respondents mentioned multiple issues/comments in their response and each was coded as a separate comment. Some 2,974 comments have therefore been analysed to produce the results shown in the table below. The most frequently recurring coded comments are presented in **Table 3-4**. The percentages shown are based on the total number of comments.
- 3.12.3 The most frequently recurring coded comments about the further consultation process expressed concerns about the accuracy and format of the further consultation materials (12%; 355 comments and 6%; 175 comments, respectively). Conversely, 5% (135 coded comments) praised the further consultation materials.
- 3.12.4 Other commonly mentioned themes regarding the further consultation related to concerns over the further consultation process: 4% (103 comments) suggested the process had been poorly conducted, while 3% (99 comments) expressed concern of the extent of influence that campaigns opposing the proposals would have. A number of respondents took this as an opportunity to express other comments that they had about the scheme, rather than just referring to the further consultation process and materials.

Table 3-4: Additional comments on further consultation process/materials (Question C5)

Code description	No. of comments	Percentage of coded comments
Further consultation materials – misleading or incorrect information/ biased/leading questions	355	12%
Comments unrelated to scheme	177	6%
Further consultation materials (maps/visualisations/ materials) need to be larger/include more detail/in more formats (fly-throughs etc)	175	6%
Further consultation materials: informative/well-presented/ comprehensive	135	5%
Further consultation process: poorly conducted	103	4%

Code description	No. of comments	Percentage of coded comments
Further consultation process: concern that opinions won't be listened to/ anti-campaigners are more vocal and have more influence	99	3%
Questionnaire – too many yes or no questions/repetitive questions/ confusing	98	3%
Further consultation process: unhelpful staff/no local knowledge	93	3%
Concerns about climate change	83	3%
Process too long/too many consultations	75	3%
Support 'Arundel Alternative' (wide single carriageway)	73	3%
The sooner it happens the better/ get on with it	63	2%
Include 'Arundel Alternative' in consultation	60	2%
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	53	2%
Concerns about impact on local villages/communities	51	2%
Further consultation process: appreciate opportunity to comment/knowledgeable staff/good range of venues	46	2%

Base: total number of coded comments in response to this question (n. 2,974)

4 Views on the proposed A27 Arundel Bypass scheme

4.1 Introduction

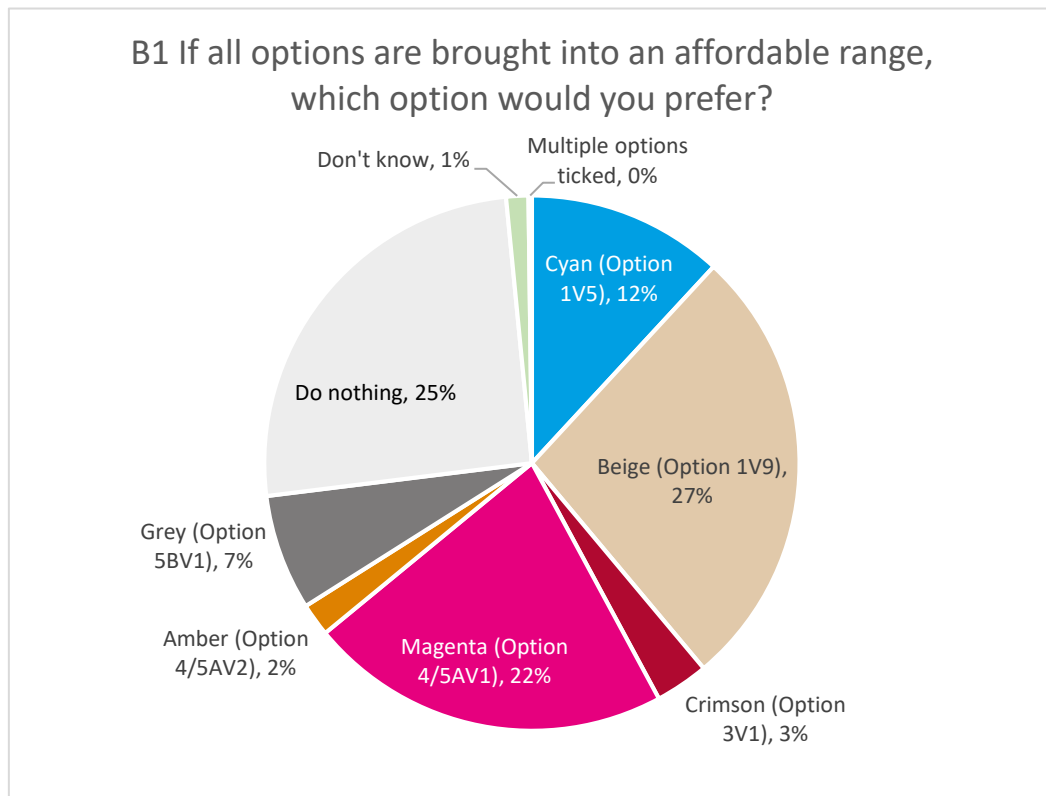
- 4.1.1 This section outlines the opinions of respondents set out on the consultation response form regarding the need for improvements to the A27 around Arundel, and includes analysis of the level of support and opposition for each of the options proposed.
- 4.1.2 The analysis includes the findings of both closed and open response (free text) questions. As described in section 2, open-ended verbatim data is complex to analyse and the comments have been coded to aid analysis and interpretation.
- 4.1.3 The most frequently recurring codes are included in this section, while a full frequency table, showing the number of times all codes were used in this analysis, can be found in Appendix B. Our responses to the most frequently recurring themes that emerged from these comments can be found in section 7.
- 4.1.4 Please note that percentages, where included, have been rounded to the nearest whole percentage point. As such, totals may not always exactly equal 100.

4.2 Preferred option – overall

- 4.2.1 At the beginning of section B of the response form, respondents were asked to state their preferred option, if all six options were brought into an affordable range (Question B1). As shown in **Figure 4-1** below, the greatest proportion (27% of 4,839 who responded to the question; equivalent to 1,307 individuals) expressed a preference for Beige (Option 1V9), followed by 'Do nothing' (25%; 1,230 respondents) and Magenta (Option 4/5 AV1, 22%; 1,061 respondents).
- 4.2.2 A further 12% of respondents (575 individuals) stated a preference for Cyan (Option 1V5), while relatively few expressed an overall preference for Grey (Option 5BV1, 7%; 339 respondents), Crimson (Option 3V1, 3%; 156 respondents) and Amber (Option 4/5 AV2, 2%; 96 respondents). Finally, 1% of respondents (65 individuals) stated 'don't know'. It should also be noted that 10 respondents who completed a paper response form ticked more than one option – shown as 'multiple options ticked' in the chart.

4.2.3 Overall, 39% of respondents (1,882 individuals) expressed a preference for an ‘online’ option (one of the Option 1 variants) which would most closely follow the route of the existing A27, with 34% (1,652 respondents) preferring one of the options that would avoid Arundel town centre.

Figure 4-1: Preferred option if all are brought into an affordable range



Base: all who provided a response (n: 4,839)

Note: percentages may vary due to rounding

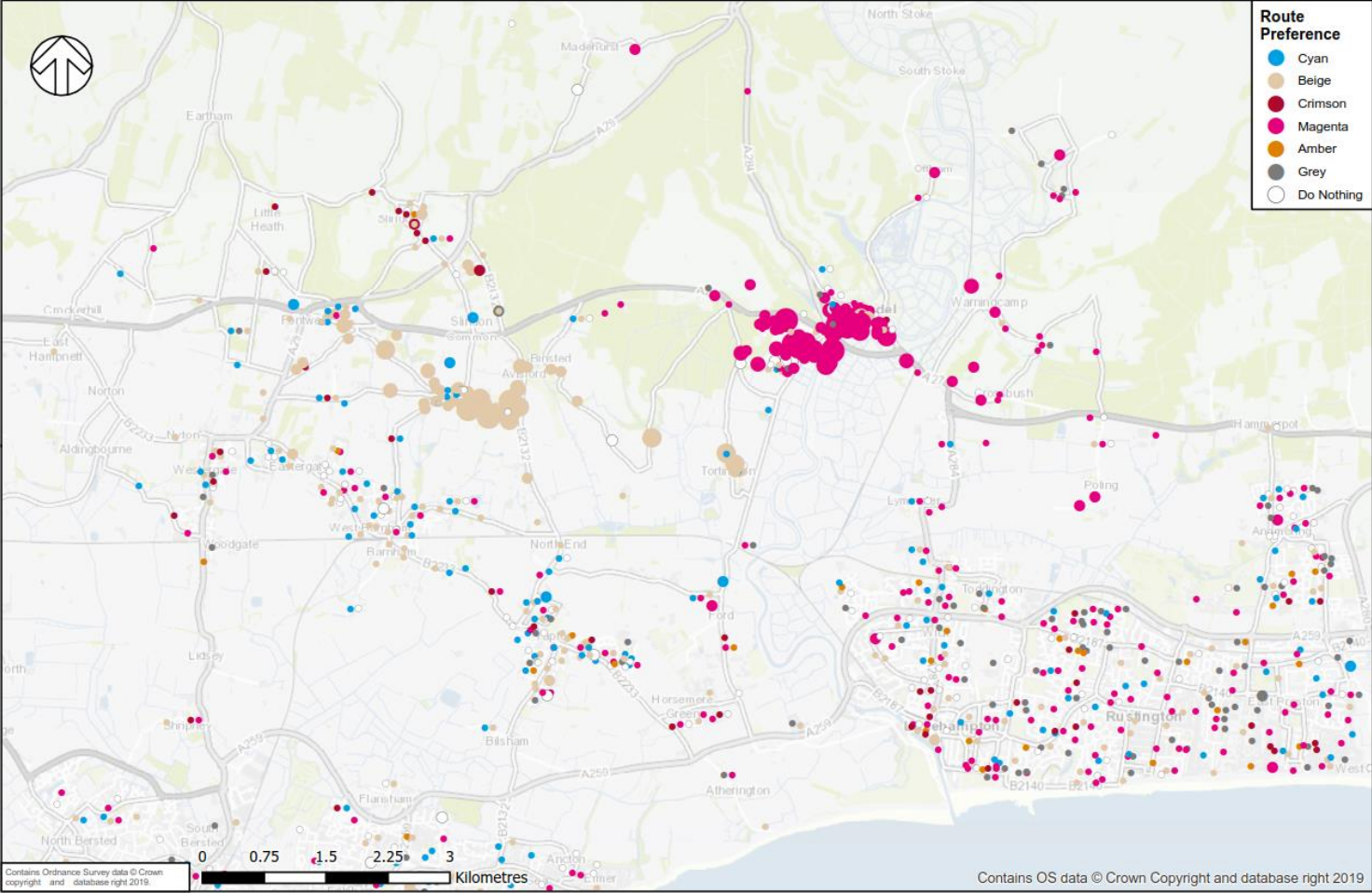
4.2.4 These responses have been analysed in conjunction with additional comments provided in response to question B10, which asked respondents to add any other comments on the proposed options. As explained above, the free text comments had been coded to aid analysis. The code frame that underpinned the analyses can be found in Appendix B.

4.2.5 This analysis showed that significant proportions of those who had shown a preference for Cyan (Option 1V5), Beige (Option 1V9) and ‘Do nothing’, instead supported the ‘Arundel Alternative’, a wide single carriageway proposal that has been promoted locally.

4.2.6 Of the coded comments in response to question B10, 46% of those who had selected Cyan in response to B1 (156 of 344 respondents), 56% of those who selected Beige (480 of 862 respondents) and 66% of those who selected ‘Do nothing’ (630 of 955 respondents), indicated support for the ‘Arundel Alternative’.

- 4.2.7 The 'Arundel Alternative' campaign, which was led by local groups including the Arundel Bypass Neighbourhood Committee, Arundel SCATE and Tortington Local Community, encouraged supporters to select either of the Option 1 variants (Cyan and Beige), or 'Do nothing', and then expand on the reasons for their selection in response to question B10. These results suggest that this campaign was effective in encouraging a significant number of responses.
- 4.2.8 In relation to the other options, the most frequently coded comment for those who selected Crimson (Option 3V1) as their preferred choice was due to their concerns on the impact of local villages or communities associated with the other proposals (13%; 11 of 87 respondents). The same proportion suggested it was the best of the six options.
- 4.2.9 The most frequently coded comment from respondents who selected Magenta (Option 4/5AV1) as their preferred option was related to their concerns about severance in Arundel (19%; 79 of 415 respondents). Another popular comment among those who selected this as their preferred option was related to concern over the 'online' options, and perceptions that they do not meet the need for a dual carriageway bypass around Arundel. This was referenced in 12% (49) of comments.
- 4.2.10 There were relatively few additional comments explaining respondents' reasons for selecting Amber (Option 4/5AV2) as their preferred option. However, 13% (5 of 38 respondents) who preferred Amber and provided further comments expressed concerns over the environmental impacts and, specifically, on biodiversity, habitats, animals and woodland of other options. This was also the most popular coded comment for those that selected Grey (Option 5BV1), with 15% (20 of 132 respondents who preferred Grey and provided additional comments).
- 4.2.11 Postcode analysis of individual responses to question B1 suggests a divergence of views between those in Arundel and elsewhere. As shown in **Figure 4-2**, Magenta (Option 4/5AV1) seemed to be the most supported solution of those near the town centre, while more significant levels of support for Beige (Option 1V9) appeared to emanate from Walberton, Binsted, Fontwell and Tortington.

Figure 4-2: Preferred option by postcode area

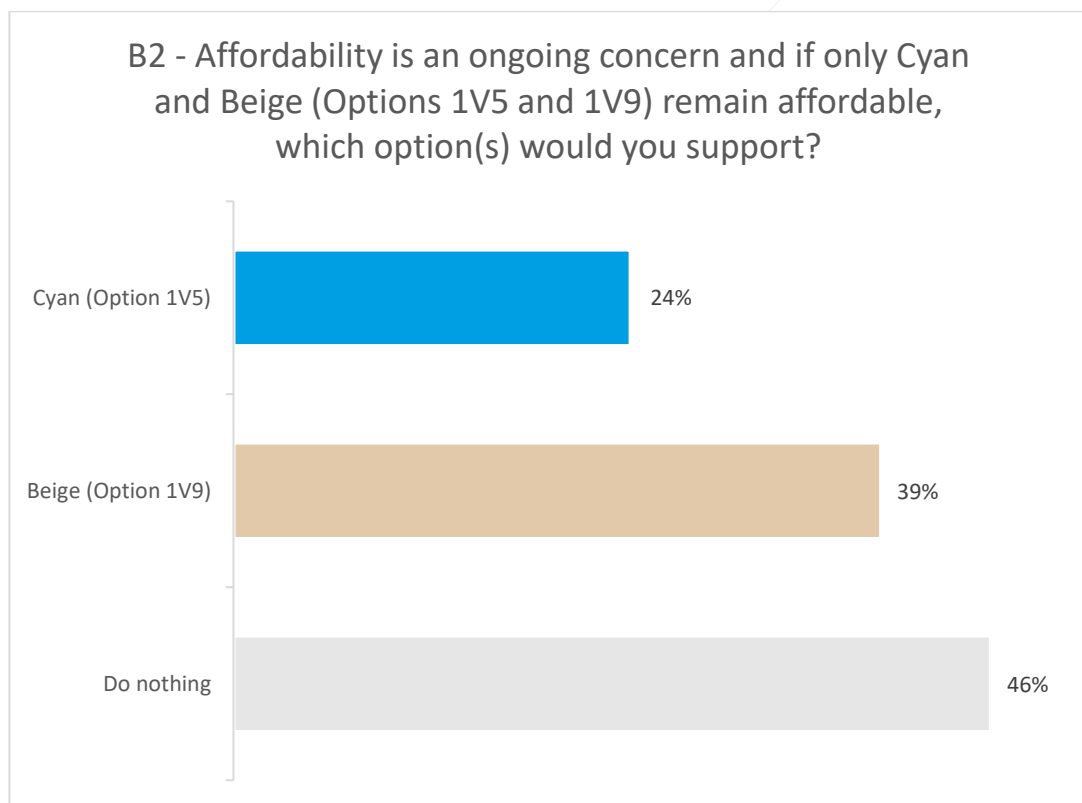


Note: coloured dots represent the most supported option within a postcode area (of individual consultation responses, from respondents who provided their postcode). Where the highest proportion of support within a postcode area was equal for more than one option, multiple dots are shown side by side.

4.3 Option 1 variant preference

- 4.3.1 Question B2 asked respondents to consider which of the two online variants they would prefer, should only Cyan (Option 1V5) and Beige (Option 1V9) be affordable.
- 4.3.2 As shown in **Figure 4-3**, there was stronger support for Beige (Option 1V9) at 39% (1,845 of 4,701 respondents who answered) than Cyan (Option 1V5) at 24% (1,132 respondents). However, the largest proportion of respondents (46%; 2,159 individuals) would prefer to 'Do nothing'.
- 4.3.3 It should be noted that respondents could select multiple options in response to this question and therefore the sum of percentages exceeds 100%. Further analysis showed that 6% (equivalent to 262 respondents) stated both Beige (Option 1V9) and Cyan (Option 1V5), while 1% (48 respondents) selected Beige (Option 1V9), Cyan (Option 1V5) and 'Do nothing'.

Figure 4-3: Preferred option if only Option 1 variants are affordable

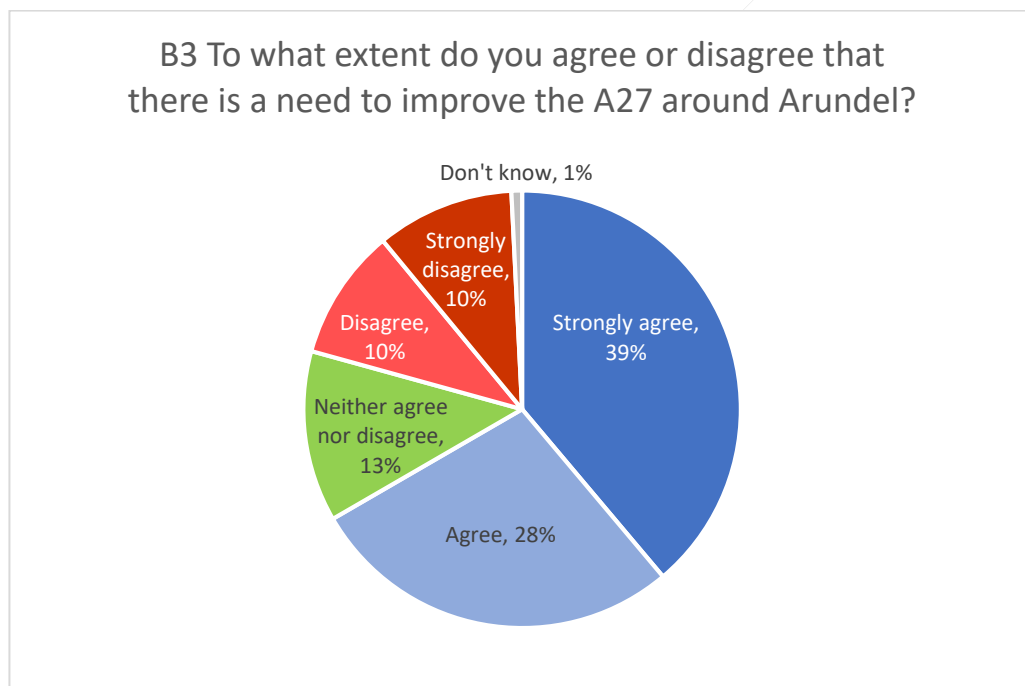


Base: all who provided a response (n: 4,701)

4.4 Need for improvement to the A27 around Arundel

- 4.4.1 Question B3 asked respondents to say how much they agreed or disagreed that there is a need to improve the A27 around Arundel. They were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree', plus 'don't know'.
- 4.4.2 Overall, 67% (3,220 of 4,832 respondents who answered) agreed that there is a need to improve the A27 around Arundel (39%; 1,878 respondents strongly agreed, and 28%; 1,342 respondents agreed with the statement).
- 4.4.3 In contrast, 20% (963 individuals) did not agree there is a need to improve the A27 around Arundel (10%; 470 respondents disagreed, 10%; 493 respondents strongly disagreed with the statement). As shown in **Figure 4-4**, a further 13% (611 respondents) gave a neutral response and 1% (38 respondents) answered 'don't know'.

Figure 4-4: Views on the need to improve the A27 at Arundel

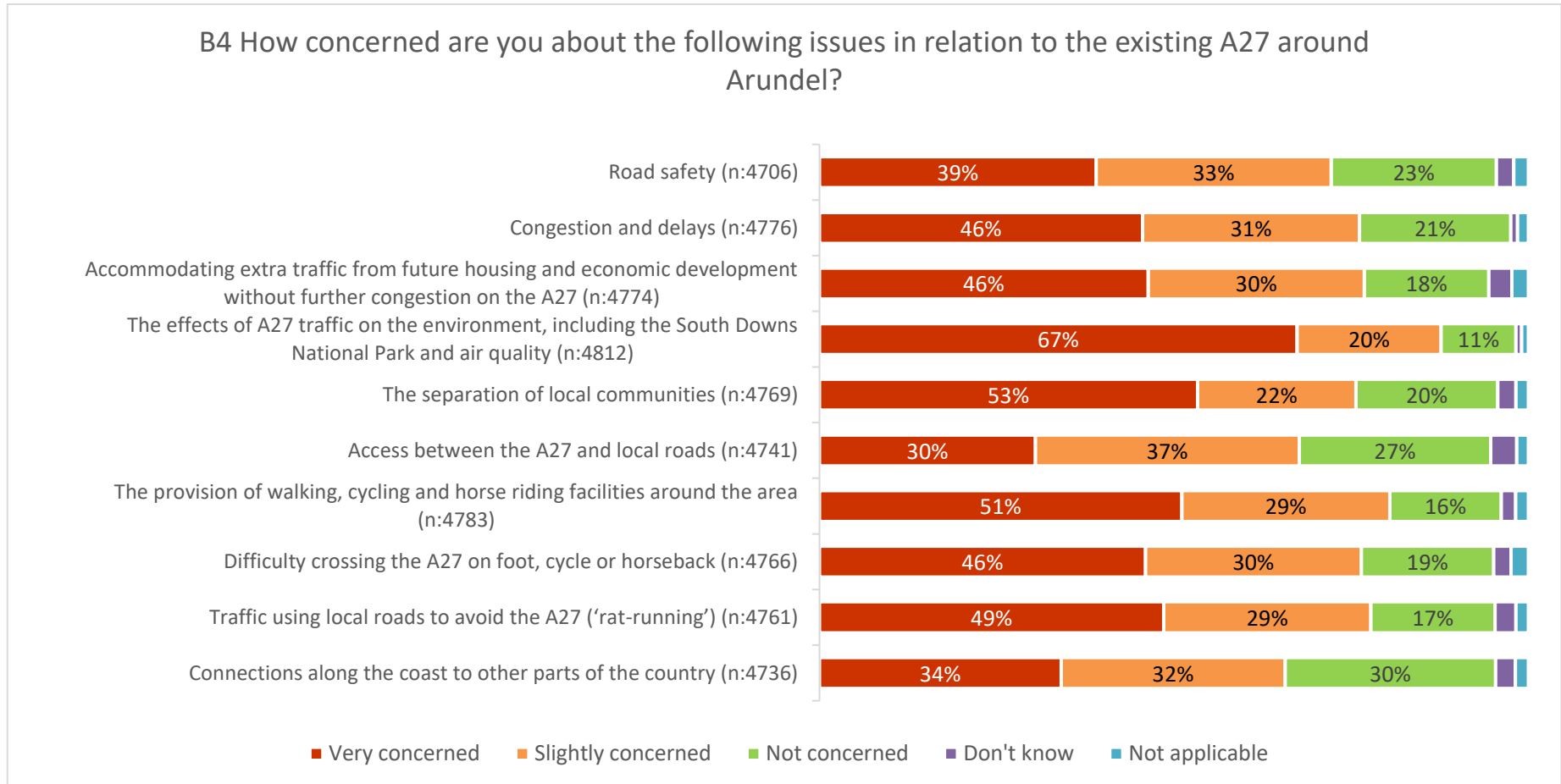


Base: all who provided a response (n: 4,832)

4.5 Existing issues

- 4.5.1 Respondents were asked to consider potential issues related to safety, congestion, severance, access, 'rat-running', environmental impacts, traffic growth and facilities for people walking, cycling and horse riding, and say how much of a concern they are in relation to the existing A27 around Arundel (Question B4). They were asked to respond using a fixed scale including 'very concerned', 'slightly concerned', 'not concerned', as well as 'don't know' and 'not applicable'.
- 4.5.2 Most respondents expressed some degree of concern with all of the potential issues raised. The full results are shown in **Figure 4-5** and the total level of concern ('very concerned' and 'slightly concerned') is presented in **Table 4-1**.
- 4.5.3 Of those who responded 88% (4,218 of 4,812 respondents) stated that they were concerned ('very concerned' or 'slightly concerned') about the effects of A27 traffic on the environment, including the South Downs National Park and air quality (67%; 3,242 respondents were strongly concerned, 20%; 976 respondents were slightly concerned). Following this, 80% (3,847 of 4,783 respondents) expressed some concern about the provision of walking, cycling and horse riding facilities around the area (51%; 2,445 respondents were very concerned; 29%; 1,402 respondents were slightly concerned).
- 4.5.4 Seventy-eight per cent of respondents (3,703 of 4,761 respondents) were concerned to some extent about 'rat running', ie traffic using local roads to avoid the A27. Seventy-seven per cent (3,669 of 4,774 respondents) were concerned about how it would accommodate extra traffic from future housing and economic development without creating further congestion on the A27, 76% (3,638 of 4,776 respondents) about congestion and delays, 76% (3,608 of 4,769 respondents) about the separation of local communities, and 76% (3,642 of 4,766 respondents) about the difficulty of crossing the A27 on foot, cycle or horseback.
- 4.5.5 Connectivity and access issues were considered less of a concern. Sixty-eight per cent of people (3,208 of 4,741 respondents) were concerned to some degree about access between the A27 and local roads. Similarly, 66% (3,110 of 4,736 respondents) were concerned about connections along the coast to other parts of the country.
- 4.5.6 Please note that the number of respondents who provided an answer in relation to each issue varied, which is why the total number of respondents is different.

Figure 4-5: Concerns related to the existing A27 around Arundel



Base: all who provided a response to each question (n: as shown). Please note that smaller percentages below 5% have not been labelled on the chart.

Table 4-1: Concerns related to the existing A27 around Arundel (total, Question B4)

Issue	Total concerned	n (all who provided a response)
The effects of A27 traffic on the environment, including the South Downs National Park and air quality	88%	4,812
The provision of walking, cycling and horse riding facilities around the area	80%	4,783
Traffic using local roads to avoid the A27 ('rat-running')	78%	4,761
Accommodating extra traffic from future housing and economic development without further congestion on the A27	77%	4,774
Congestion and delays	76%	4,776
The separation of local communities	76%	4,769
Difficulty crossing the A27 on foot, cycle or horseback	76%	4,766
Road safety	72%	4,706
Access between the A27 and local roads	68%	4,741
Connections along the coast to other parts of the country	66%	4,736

Note: percentages may vary due to rounding.

4.6 Other comments on existing issues

- 4.6.1 Respondents were asked to add any other comments they had regarding existing issues, using free text (Question B5). In total, 11,333 comments were coded in response to this question. **Table 4-2** shows the results of the most frequently mentioned coded comments.
- 4.6.2 The most common existing issue identified was the lack of bus services or public transport, with it being mentioned in 6% (625 of 11,333 comments) of comments. Following this, 5% (555 comments) would like to see this scheme as an opportunity to improve provision for pedestrians, cyclists and horse riders in the area. Three per cent of comments (284) identified the lack of cycle paths and footpaths along Ford Road as a key issue.
- 4.6.3 Though Question B5 asked specifically about existing issues, many respondents took the opportunity to refer to the proposed options and/or alternative solutions. Five per cent of comments (548) expressed concerns over the environmental impact on biodiversity, habitats, animals and woodland, while 4% (491 comments) expressed support for the 'Arundel Alternative'. Others registered concerns about climate change (4%; 456 comments) and the environmental impact in relation to air quality (3%; 333 comments).

Table 4-2: Other comments regarding existing issues (Question B5)

Code description	Number of comments	% of total
Lack of bus services/public transport	625	6%
Use this as an opportunity to improve walking/cycling/horse riding provision	555	5%
Concerns about environmental impact (biodiversity - habitats - animals, woodland)	548	5%
Support 'Arundel Alternative' (wide single carriageway)	491	4%
Concerns about climate change	456	4%
Concerns about environmental impact (air quality)	333	3%
Ford Road: current layout has lack of cycle paths and footpaths	284	3%
Concerns about impact on local villages/communities	270	2%
Concerns about environmental impact (general)	259	2%
Spend money on alternatives – eg improved public transport/invest in sustainable transport	257	2%

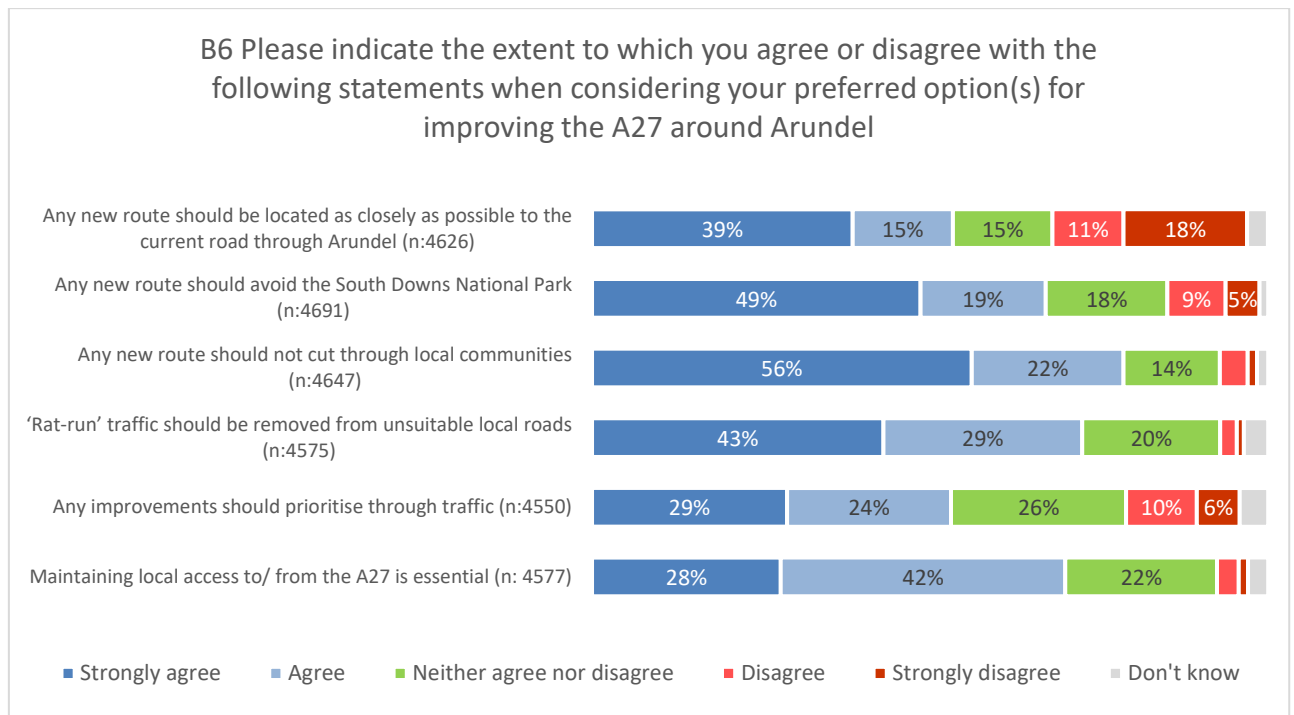
Code description	Number of comments	% of total
Concerns about environmental impact/destruction (countryside)	213	2%
Encourage a move away from car use	205	2%
Concerns about environmental impact (noise and vibration)	198	2%
New roads create more traffic	198	2%
Congestion/traffic flow (general)	194	2%

Base: total number of coded comments in response to this question (n. 11,333)

4.7 Principles that may have had a bearing on option preference

- 4.7.1 Respondents were then asked to say how much they agreed or disagreed with a series of statements when considering their preferred option(s) for improving the A27 around Arundel (Question B6). They were given a fixed five-point scale from ‘strongly agree’ through to ‘strongly disagree’, plus ‘don’t know’, with which to respond.
- 4.7.2 The full results are shown in **Figure 4-6** and the total levels of agreement (‘strongly agree’ and ‘agree’) and disagreement (‘disagree’ and ‘strongly disagree’) are presented in **Table 4-3**. Please note that percentages may vary due to rounding.
- 4.7.3 Of the principles presented in the consultation response form, respondents expressed greatest support for those linked to protecting local communities and access to the A27 and removing through traffic.
- 4.7.4 Seventy-nine per cent of people indicated that any new route should not cut through local communities (56%; 2,609 of 4,647 respondents strongly agreed, 22%; 1,044 agreed), while just 5% (254 respondents) disagreed with this statement. There was also strong support (72%; 3,316 of 4,575 respondents) for removing ‘rat run’ traffic from unsuitable local roads (43%; 1,972 strongly agreed, 29%; 1,344 agreed), with 3% (160 respondents) disagreeing with the corresponding statement.
- 4.7.5 Maintaining local access was also considered important: 70% (3,204 of 4,577 respondents) agreed that maintaining local access to/from the A27 is essential (28%; 1,278 strongly agreed, 42%; 1,926 agreed), while 5% (210 respondents) disagreed with this statement.

Figure 4-6: Factors considered when choosing a preferred option(s)



Base: all who provided a response to each question (n: as shown in the figure).

Please note that smaller percentages below 5% are not labelled on the chart.

Percentages may vary due to rounding.

- 4.7.6 Regarding the South Downs National Park, 67% of respondents (3,147 of 4,691 respondents) believed that any route should avoid the Park (49%; 2,279 strongly agreed and 19%; 868 agreed with the statement – note that percentages vary due to rounding). Fourteen per cent (639 respondents) disagreed, while 18% of respondents (845 individuals) expressed a neutral response.
- 4.7.7 Views were more polarised when considering how close the route should be located to the current A27 through Arundel. Overall, 53% of respondents (2,469 of 4,626) supported the statement (39%; 1,783 strongly agreed, 15%; 686 agreed) that any new route should be located as closely as possible to the current road through Arundel, while 29% (1,333) took the opposite view (11%; 486 disagreed, 18%; 847 strongly disagreed with the statement).
- 4.7.8 With regard to the principle of prioritising through traffic over local traffic, 53% (2,415 of 4,550 individuals) expressed support for the statement that any improvements should prioritise through traffic (29%; 1,312 strongly agreed and 24%; 1,103 agreed), while 17% (765 respondents) took the opposite view (10%; 475 disagreed and 6%; 290 strongly disagreed with the statement).

Table 4-3: Factors considered when choosing a preferred option(s) (Question B6)

Issue	Total agreement	Total disagreement	n (all who gave a response)
Any new route should not cut through local communities	79%	5%	4,647
'Rat-run' traffic should be removed from unsuitable local roads	72%	3%	4,575
Maintaining local access to/from the A27 is essential	70%	5%	4,577
Any new route should avoid the South Downs National Park	67%	14%	4,691
Any new route should be located as closely as possible to the current road through Arundel	53%	29%	4,626
Any improvements should prioritise through traffic	53%	17%	4,550

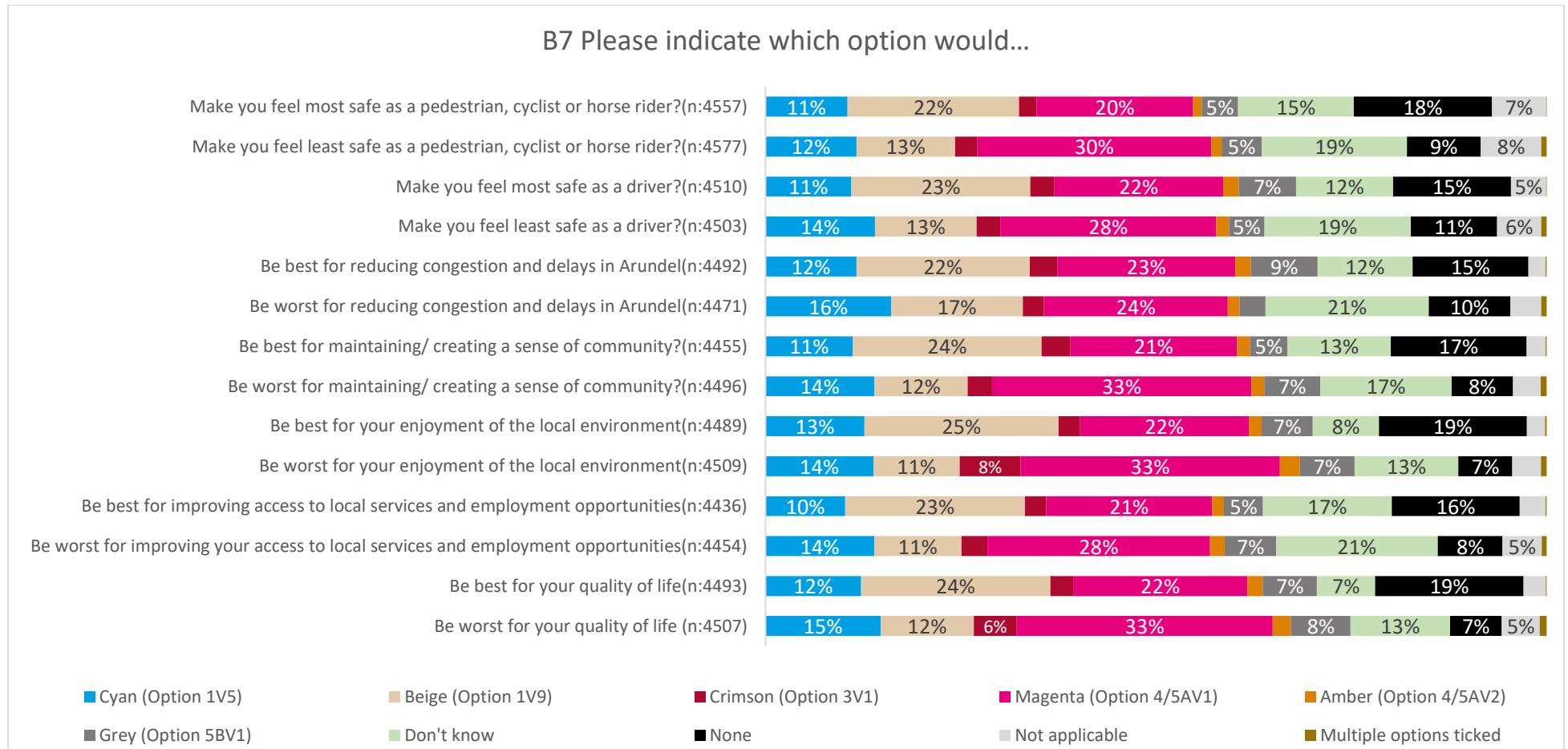
Note: percentages may vary due to rounding.

4.8 Perceived impacts

- 4.8.1 Further consultation respondents were asked a series of questions to establish views on perceived social, economic and environmental impacts of the six options (Question B7). This included aspects such as quality of life, access to employment and local services, sense of community, congestion and safety for different types of road users. In each case, they were asked to select the 'best' and 'worst' option. For example, the option that would be 'best' for their quality of life, and the option that would be 'worst' for their quality of life.
- 4.8.2 As shown in **Figure 4-7**, perceptions on some of the impacts listed were divided. **Table 4-4** shows the difference between positive and negative perceptions for each aspect listed in the response form. For example, 11% (479 of 4,557 respondents) identified Cyan (Option 1V5) as making them feel most safe and 12% (533 of 4,577 respondents) least safe as a pedestrian, cyclist or horse rider. The difference between the positive and negative aspect is therefore -1 percentage point, meaning there is a 1% more negative perception than positive.
- 4.8.3 Beige (Option 1V9) and Magenta (Option 4/5AV1) were generally associated with the most positive perceptions. For example, 23% (1,033 of 4,510) indicated that Beige would make them feel most safe as a driver, while 22% (975) thought the same about Magenta.

- 4.8.4 However, Magenta (Option 4/5AV1) was also associated with the most negative perceptions. For example, 28% (1,244 of 4,503 respondents) believed that Magenta would make them feel least safe as a driver and 30% (1,370 of 4,577) thought that it would make them feel least safe as a pedestrian, cyclist or horse rider.
- 4.8.5 Magenta (Option 4/5AV1) was consistent in receiving the most negative response for each of the impacts presented. For example, 33% (1,496 of 4,509 responses) considered it to be worst for their enjoyment of the local environment, while 33% (1,477 of 4,507 respondents) believed it would be worst for their quality of life.
- 4.8.6 Cyan (Option 1V5) received a similar weighting for being both the best and worst for each impact, with an average of 13%. There was a slightly stronger view that the option would have less impact on congestion (16%; 719 of 4,471 of responses) and a negative impact on quality of life (15%; 664 of 4,507).
- 4.8.7 On average, 6% selected Grey (Option 5BV1) for the impacts listed, though an above average 9% (384 of 4,492) considered that it would 'be best for reducing congestion and delays in Arundel' and 8% (344 of 4,507 respondents) thought it would 'be worst for your quality of life'.
- 4.8.8 Comparatively few respondents (between 2-3%) selected Crimson (Option 3V1) in each instance, except for 'be worst for your enjoyment of the local environment' (8%; 352 of 4,509) and 'be worst for quality of life' (6%; 248 of 4,507). Similarly, only between 1-3% of respondents selected Amber (Option 4/5AV2) for any of the impacts.
- 4.8.9 Nineteen per cent (855 of 4,493) of respondents selected 'none' of the options were best for people's quality of life. Similarly, up to 21% responded 'don't know' for each aspect.

Figure 4-7: Perceived social, economic and environmental impacts of the options



Base: all who provided a response to each question (n: as shown in the figure). Please note that smaller percentages below 5% are not labelled on the chart.

Table 4-4: Difference in perceived social, economic and environmental impacts of the options (positive – negative)

Difference between positive and negative (percentage points)	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)	Don't know	None
Make you feel most/least safe as a pedestrian, cyclist or horse rider?	-1	+9	-1	-10	0	0	-4	+8
Make you feel most / least safe as a driver?	-3	+10	0	-6	0	+3	-6	+4
Best/worst for reducing congestion and delays in Arundel	-4	+5	+1	-1	0	+5	-9	+4
Best/worst for maintaining/ creating a sense of community	-3	+12	+1	-12	0	-2	-4	+10
Best/worst for your enjoyment of the local environment	-1	+14	-5	-12	-1	0	-5	+12
Best/worst for improving your access to local services and employment opportunities	-4	+12	-1	-7	0	-2	-4	+8
Best/worst for your quality of life	-2	+12	-3	-10	0	-1	-6	+12
Average	-3	+11	-1	-8	0	0	-5	+8

4.9 Preferred options ranking

4.9.1 Towards the end of the questionnaire, respondents were again asked to consider their preferred options, should all options be brought into an affordable range (Question B8). The reason for including this question was to examine whether respondents had changed their opinions having reflected on their responses to the other questions. In contrast to the earlier question about option preference (B1), respondents were asked to state their first, second and third preferences. The results are presented in **Figure 4-8**.

4.9.2 The findings for the ‘first preference’ are very similar to those presented in section 4.2 in relation to Question B1.

4.9.3 **Table 4-5** details the difference between the two questions.

Table 4-5: Comparison between respondents’ first preference in B8 and their preference in B1

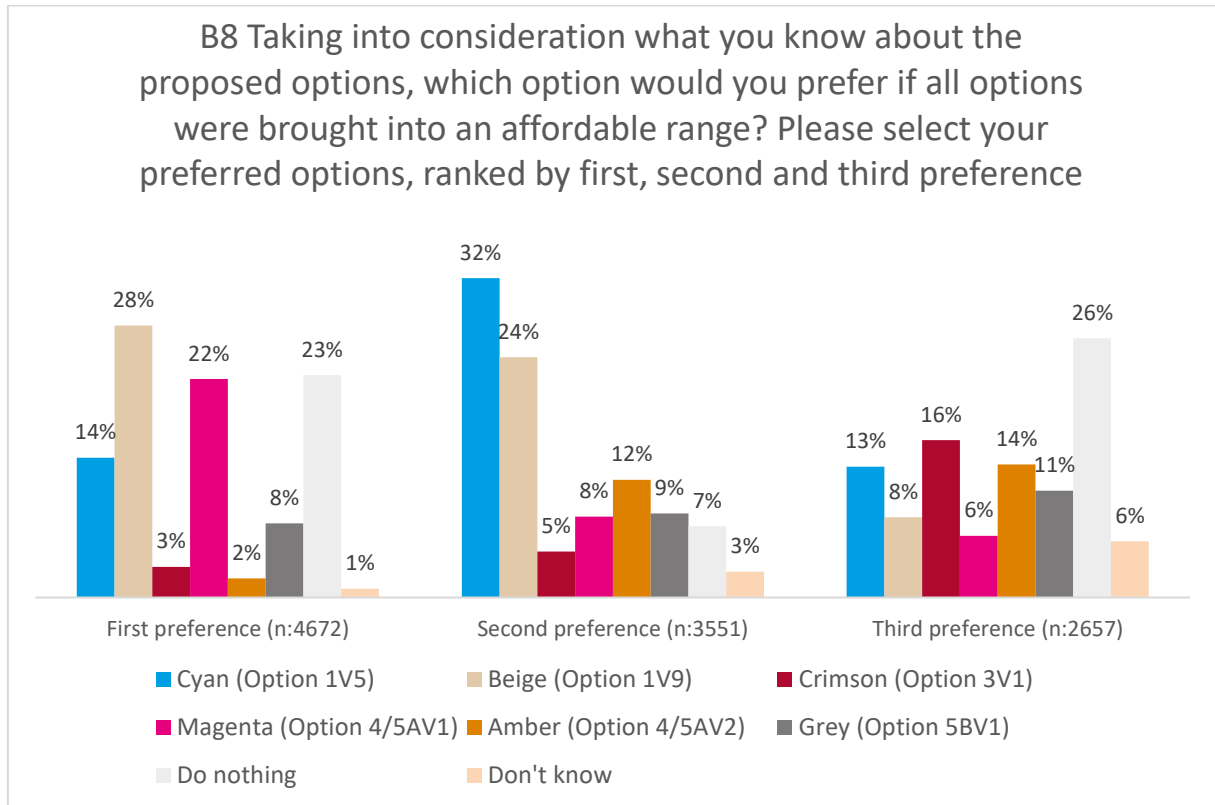
Option	Question B8	Question B1
Beige (Option 1V9)	28%	27%
Do nothing	23%	25%
Magenta (Option 4/5AV1)	22%	22%
Cyan (Option 1V5)	14%	12%
Grey (Option 5BV1)	8%	7%
Crimson (Option 3V1)	3%	3%
Amber (Option 4/5AV2)	2%	2%

4.9.4 It is noted that far fewer respondents provided a second (3,551) and third (2,657) preference than a first preference (4,672) and, in each case, percentages are based on all those who provided a response to the relevant question.

4.9.5 When asked about their second preference, a third of respondents (32%; 1,151 of 3,551) opted for Cyan (Option 1V5), and a quarter (24%; 866) for Beige (Option 1V5). The next most popular was Amber (Option 4/5AV2, 12%; 424), followed by Grey (Option 5BV1, 9%; 303), Magenta (Option 4/5AV1, 8%; 291) and Do nothing (7%; 257). Five per cent (166) of respondents cited Crimson (Option 3V1) as their second preference.

4.9.6 Regarding their third preference, a quarter of respondents (26%; 699 of 2,657) opted for ‘Do nothing’, followed by Crimson (Option 3V1, 16%; 424), Amber (Option 4/5AV2, 14%; 359) and Cyan (Option 1V5, 13%; 353). A further 11% (288) expressed a preference for Grey (Option 5BV1), 8% (216) Beige (Option 1V5) and 6% (166) Magenta (Option 4/5AV1).

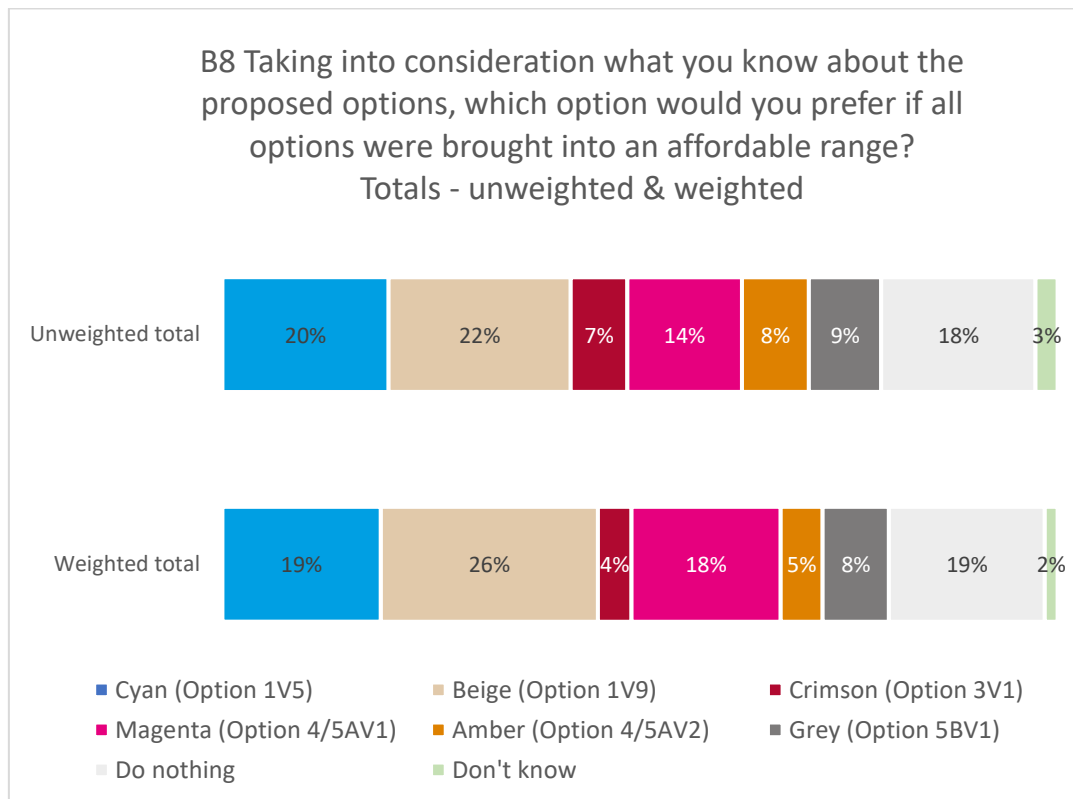
Figure 4-8: Preferred option if all options brought into affordable range (first, second and third preferences)



Base: all who provided a response to each question (n: as shown)

- 4.9.7 Looking at the sum of first, second and third preferences as a proportion of the overall total number of responses (10,880), the most preferred options were Beige (Option 1V9 – 22%), followed by Cyan (Option 1V5 – 20%) and ‘Do nothing’ (18%). These results are shown in **Figure 4-9**.
- 4.9.8 When weighting factors are applied to the data to differentiate between first, second and third preference, the results did not change significantly (also **Figure 4-9**). Applying a weighing factor of 10 to first preference, 5 to second preference and 1 to third preference identifies 26% of respondents in support of Beige (Option 1V9), followed by ‘Do nothing’ (19%) and Cyan (Option 1V5, also 19%), and then Magenta (Option 4/5AV1, 18%).
- 4.9.9 A further 8% expressed a weighted preference for Grey (Option 5BV1), 5% for Amber (Option 4/5 AV2) and 4% for Crimson (Option 3V1).

Figure 4-9: Preferred option if all options brought into affordable range (total unweighted and weighted)



Base: all who provided a response to each question (n: 10,880).

It is noted that 48 respondents selected multiple options on the paper questionnaire and have been excluded from this analysis.

4.9.10 The answers to the free text question of B10, which asked respondents to add any other comments about the proposed options, were categorised into themes and coded to help with the analysis. The results are shown in **Table 4-6**.

4.9.11 As can be seen from the table, it appears that underlying support for the 'Arundel Alternative' influenced a proportion of the responses, with the most frequently coded comment in support of this proposal (1,337 of 15,438 comments; 9%).

4.9.12 Concerns about environmental impacts in relation to biodiversity, habitats, animals, and woodland (875 comments; 6%), climate change (778 comments; 5%), impacts on local villages/communities (681 comments; 4%) and concerns about the environmental impact generally (403 comments; 3%) were also commonly coded.

Table 4-6: Most frequently recorded comments for question B10

Code description	No. of coded comments	Percentage of total
Support 'Arundel Alternative' (wide single carriageway)	1,337	9%
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	875	6%
Concerns about climate change	778	5%
Concerns about impact on local villages/communities	681	4%
Concerns about environmental impact (general)	403	3%
New roads create more traffic	346	2%
Concerns about environmental impact/destruction (countryside)	345	2%
Concerns about environmental impact (ancient woodland)	341	2%
Concerns about environmental impact (drainage and water – floodplains)	328	2%
Concerns about environmental impact (South Downs National Park)	314	2%
Should not be dualled (particularly through the town)/should be single carriageway only	296	2%
Concerns about environmental impact (air quality)	281	2%
Most affordable/cost effective/cheapest option	281	2%
Use this as an opportunity to improve walking, cycling, horse riding provision	281	2%
Lack of bus services/public transport	271	2%
Concerns about environmental impact (noise and vibration)	247	2%
Looks good/support/will help/provides a solution/the best of the six proposed options	236	2%
Do not support a particular option	232	2%

Base: total number of coded comments in response to this question (n. 15,438)

- 4.9.13 The responses to Question B10 were then analysed in conjunction with responses to Question B8 (which option would you prefer if all options were brought into an affordable range), to explore the reasons for people's selection.
- 4.9.14 Of those who cited a preference for Cyan (Option 1V5) and provided additional comments, 56% (832 of 1,481 respondents) indicated support for the 'Arundel Alternative'.
- 4.9.15 This trend continued with 59% (964 of 1,623 respondents) of those who had indicated a preference for Beige (Option 1V9) and 62% (930 of 1,496 respondents) of those who ranked 'Do nothing' within their top three choices, expressing support for the 'Arundel Alternative' in their response to B10.
- 4.9.16 For those who selected Crimson (Option 3V1) as one of their top three choices, 17% of respondents (66 of 378 people who provided comments) suggested that their concerns about the impacts of the other options on local villages or communities had influenced their views. Similarly, concerns about impacts on the village of Binsted (of other options) also featured prominently (12%; 47 people). Thirteen per cent (51) of people indicated support for the 'Arundel Alternative', while 13% (49 people) referred to it being the best of the six options.
- 4.9.17 The most common comment from respondents who selected Magenta (Option 4/5AV1) as either their first, second, or third choice referred to concerns about severance in Arundel (15%; 91 of 613 of respondents who provided comments at B10).
- 4.9.18 Severance was also a frequently cited concern by those who selected Amber (Option 4/5AV2) as one of their top three options, as mentioned by 12% of those who provided comments in response to Question B10 (45 of 374 respondents).
- 4.9.19 For those who ranked Grey (Option 5BV1) among their top three choices, the most frequently coded comment (55 of 412 respondents; 13% of those who provided comments) related to concerns about environmental impacts, and biodiversity, habitats, animals and woodland, specifically, of the other proposed options.
- 4.9.20 The proposed options that respondents who ranked Grey among their top three choices had most concerns about were Cyan (Option 1V5, 17%; 71 people) and Beige (Option 1V9, 19%; 80 people). There was less opposition for the other three options, with 7% (27 people) opposing Crimson (Option 3V1), 2% (10 people) opposing Magenta (Option 4/5AV1), and 3% (13 people) opposing Amber (Option 4/5AV2). Specific comments given in Question B10 included: '...the online options, particularly Cyan, would continue the Arundel traffic jams, which are so bad for the environment...' and '...Cyan and Beige options would be hugely detrimental for a whole host of environmental, health and community reasons.'

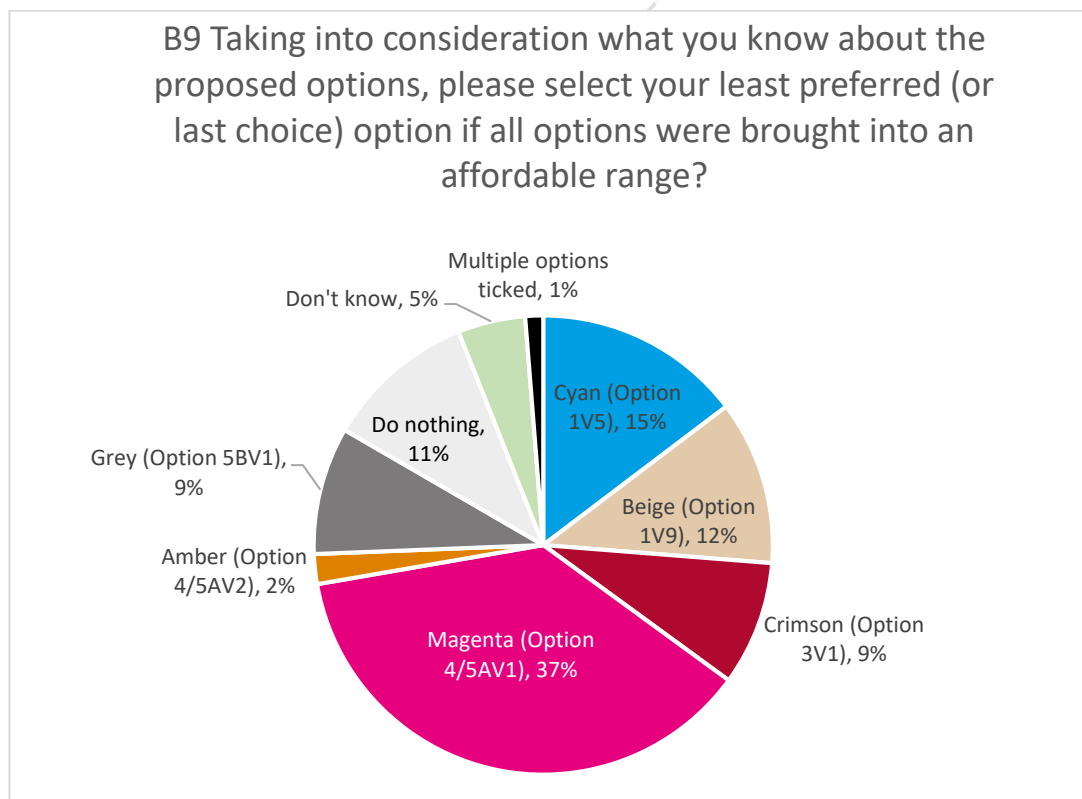
4.10 Least preferred option

4.10.1 Respondents were subsequently asked to consider their least preferred (last choice) option, should all options be brought into an affordable range (Question B9). The results are presented in **Figure 4-10**.

4.10.2 The results again demonstrated that respondent opinions were polarised:

- The largest single proportion of respondents (37%; 1,770 of 4,752) selected Magenta (Option 4/5AV1) as their least preferred option
- 15% (698) selected Cyan (Option 1V5) as their least preferred choice
- Beige (Option 1V9) had the third largest proportion of respondents (12%; 550)
- Around one in 10 respondents selected 'Do nothing' (11%; 505)
- Crimson (Option (3V1) and Grey Option 5BV1) were the least preferred options of 9% of respondents (416 and 427, respectively)
- Amber (Option 4/5AV2) was the last choice, with 2% (100) considering it to be their least preferred option

Figure 4-10: Least preferred option if all options brought into affordable range



Base: all who provided a response to each question (n:4,752)

4.10.3 A comparison of first preference, combined first/second/third preference (weighted) and last choice is shown in **Table 4-7**. This excludes respondents who selected multiple options. Section 4.9.8 explains the weighting factors applied to the data. In summary:

- There was a 16 percentage point difference (positive) in the proportion of respondents who identified Beige (Option 1V9) as their first choice (28%) and last choice (12%), and a 14 percentage point difference between those who selected Beige (Option 1V9) within their top three preferred options (26%, weighted) and their last choice (12%).
- There was a 16 percentage point difference (negative) in the proportion of respondents who identified Magenta (Option 4/5 AV1) as their first choice (22%) and their last choice (38%). The difference (negative) between those who selected Magenta (Option 4/5 AV1) within their top three preferred options (18%, weighted) and their last choice (38%) is higher at 20 percentage points.
- There was a 12 percentage point different (positive) in the proportion of respondents identifying ‘Do nothing’ as their preferred option (23%) and last choice (11%). This fell slightly to a difference of 8 percentage points when comparing those who selected ‘Do nothing’ within their top three preferred options (19%, weighted) and their last choice (11%).

Table 4-7: Difference in preference (most preferred – least preferred)

	First preference	Least preferred/ last choice	Difference (most preferred-least)	1st/2nd/ 3rd preference: weighted total	Least preferred/ last choice	Difference (weighted-least)
Cyan (Option 1V5)	14%	15%	-1	19%	15%	+4
Beige (Option 1V9)	28%	12%	+16	26%	12%	+14
Crimson (Option 3V1)	3%	9%	-6	4%	9%	-5
Magenta (Option 4/5AV1)	22%	38%	-16	18%	38%	-20
Amber (Option 4/5AV2)	2%	2%	0	5%	2%	+3

	First preference	Least preferred/ last choice	Difference (most preferred-least)	1st/2nd/ 3rd preference: weighted total	Least preferred/ last choice	Difference (weighted-least)
Grey (Option 5BV1)	8%	9%	-2	8%	9%	-1
Do nothing	23%	11%	+12	19%	11%	+8
Don't know	1%	5%	-4	2%	5%	-3
n	4,672	4,692		10,880	4,692	

Note: excludes respondents who selected multiple options

4.11 Comments about least preferred options

4.11.1 Analysis of responses to Question B9 about least preferred option were then compared with additional free text comments provided in response to B10, to better understand reasons for respondents' selections. More information on overall responses to Question B10 can be found from section 4.9.9 onwards. Of those who selected a least preferred option and provided additional comments explaining their reasoning, many indicated support for the 'Arundel Alternative' instead:

- 874 of 1,300 respondents (67%) who selected Magenta (Option 4/5AV1) as their least preferred option and provided comments
- 29 of 65 respondents (45%) who selected Amber (Option 4/5AV2)
- 89 of 257 individuals (35%) who selected 'Do nothing'
- 85 of 255 individuals (33%) who chose Grey (Option 5BV1)

4.11.2 In the case of Crimson (Option 3V1), environmental impact in relation to biodiversity, habitats, animals and woodland was a concern for 48% of those who provided additional comments (137 of 283 people). A high proportion of respondents (41%; 116 people) also indicated support for the 'Arundel Alternative'.

4.11.3 Similarly, other common comments as to why Magenta (Option 4/5AV1) was the least preferred route included concerns about climate change (473 respondents; 36%), and concerns about environmental impact, particularly in relation to biodiversity, habitats, animals and woodland (460 individuals; 35%).

4.11.4 Of those who selected either Cyan (Option 1V5) or Beige (Option 1V9) as least preferred option and provided additional comments, similar proportions indicated concerns regarding severance of Arundel as a reason for their choice: 15% (43 of 290 people) indicated this as a reason for their choice in relation to Cyan, while 16% (42 of 257 people) suggested it had a bearing on their selection of Beige as least preferred option.

5 Key stakeholder/other organisation responses

5.1 Introduction

5.1.1 This section of the report reviews the responses received from key stakeholders, elected representatives and other organisations, including statutory bodies, businesses, community organisations and charities.

5.1.2 These groups were invited to respond to a series of organisation-specific questions within the consultation response form (section D), as well as the earlier sections. Please note that this part of the report focuses on responses to section D only. Please refer to the preceding parts of the report for analysis of all responses to sections B and C of the consultation response form.

5.2 Written responses

5.2.1 Fifty-four responses were received from stakeholder organisations via letter or email during the further consultation period:

- Adur and Worthing Business Partnership
- Albitar Business Corporation
- AM Harriott & Son
- Ardent Consulting Engineers, commissioned by Linden Homes
- Arun Countryside Trust
- Arun District Bridleways Group
- Arun District Council
- Arundel, Angmering and Findon Labour Party
- Arundel Arboretum
- Arundel Bypass Neighbourhood Committee (ABNC)
- Arundel Riding Stables
- Arundel Town Council
- Bricycles, the Brighton and Hove Cycling Campaign
- Campaign for Better Transport – East Sussex
- Clymping Parish Council
- Coast to Capital Local Enterprise Partnership
- Coastal West Sussex Partnership
- CPRE Sussex
- Crossbush Service Station
- Elected representative
- Environment Agency

- Forestry Commission
- Freight Transport Association
- Friends of the Earth
- Historic England
- Horsham District Council
- Lewes and District Green Party
- Littlehampton Town Council
- Lyminster & Crossbush Parish Council
- MP for Arundel & South Downs (at the time of the further consultation)
- National Trust
- Natural England
- Norfolk Estate
- OneArundel
- Poling Parish Meeting
- Pulborough Parish Council
- Rogers Wildlife Rescue
- R.T. Page & Sons
- South Downs Local Access Forum
- South Downs National Park Authority
- South Downs Society
- South Stoke Parish Council
- St Mary's Binsted
- The Brewhouse at Arundel Ltd
- The British Horse Society
- The White Swan
- Transport for the South East
- Trustees of the Arundel Group of the Riding for the Disabled Association
- Walberton Parish Council
- Washington Parish Council
- West Chiltington Parish Council
- West Sussex County Council
- West Sussex Local Access Forum (WSLAF)
- Woodland Trust

- 5.2.2 These responses have been included in full, with the exception of any personal information, within Appendix D.
- 5.2.3 A total of 1,251 comments were coded from the stakeholder written responses. **Table 5-1** details the comments that were mentioned the most frequently.
- 5.2.4 As can be seen from the table, the majority of coded comments were in relation to the environment. Concerns about the environmental impact in relation to biodiversity, habitats, animals and woodland accounted for 5% (59) of coded comments, followed by concerns about the environmental impact in relation to the South Downs National Park, with 4% (45) of comments. Concerns about the environmental impact in relation to ancient woodland accounted for 3% (42 comments).
- 5.2.5 The exceptions were the codes ‘do not support this option’ and ‘looks good/support/will help/provides a solution/the best of the six proposed’, which both accounted for 3% of coded comments.

Table 5-1: Most frequently recorded stakeholder comments

Code description	No. of coded comments	Percentage of total
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	59	5%
Concerns about environmental impact (South Downs National Park)	45	4%
Do not support a particular option	43	3%
Concerns about environmental impact (ancient woodland)	42	3%
Concerns about environmental impact (landscape – visual)	35	3%
Looks good/support/will help/provides a solution/the best of the six proposed	33	3%
Concerns about environmental impact (drainage and water – floodplains)	29	2%
Concerns about environmental impact (air quality)	24	2%
Concerns about climate change	23	2%

Base: total number of coded comments from stakeholders (n. 1,251)

5.3 Summary of organisational consultation response form results

- 5.3.1 Businesses, charities, community organisations, statutory bodies and elected representatives were invited to respond to a series of organisation-specific questions within the consultation response form (section D). These responses are explored below. They were also able to complete sections B and C and are therefore included within the analysis shown in sections 3 and 4 – as such, responses to those sections are not considered in this section further.
- 5.3.2 In total, 163 respondents are considered to have submitted a consultation response form on behalf of an organisation. It is noted that not all 163 respondents answered all the Section D questions.
- 5.3.3 Fifty per cent (62 respondents) of those who answered Question D3 stated that they were responding as owners/partners of an organisation, 37% (46 respondents) as directors of one, as shown in **Table 5-2**.

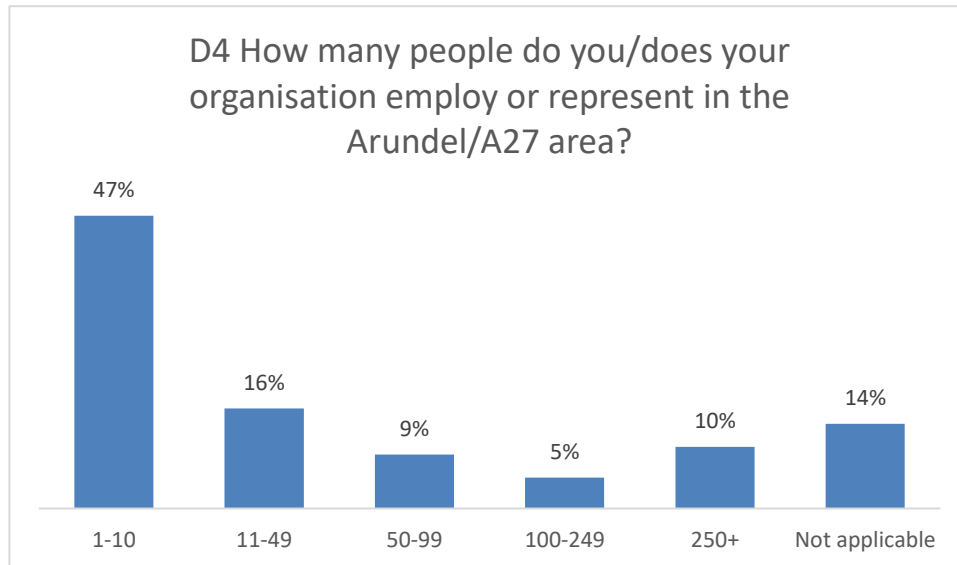
Table 5-2: Organisational capacity in which individuals responded (Question D3)

Response	No. of respondents	Percentage of total
Owner/partner	62	50%
Director	46	37%
Manager	12	10%
Other	5	4%
No response	38	N/A
Total	163	100%

Note: Percentages are based on all who gave a response (n:125)

5.3.4 Respondents were asked to say how many people their organisation employs or represents in the Arundel/A27 area (Question D4). Almost half (47%; 76 respondents) stated that their organisation represents up to ten people (**Figure 5-1**). A further 16% (26 respondents) responded on behalf of an organisation with 11-49 employees and 9% (14 respondents) with 50-99 staff. Fifteen per cent (24 individuals) responded on behalf of organisations which employ at least 100 staff in the Arundel area.

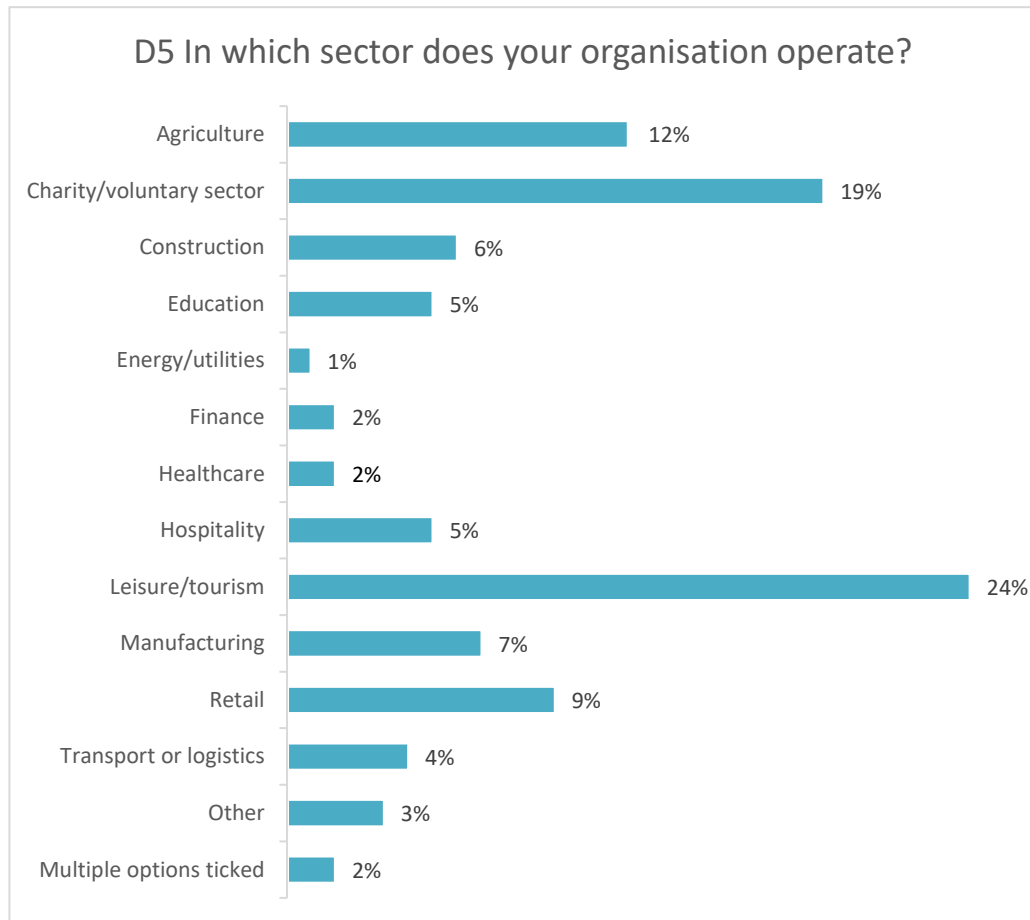
Figure 5-1: Size of organisation



Base: all who provided a response (n:162)

5.3.5 When asked which sector they operate within (Question D5, **Figure 5-2**), 24% (28 out of 118 respondents) identified as leisure/tourism organisations, 19% (22 respondents) within the charity/voluntary sector, 12% (14 respondents) agriculture and 9% (11 respondents) retail.

Figure 5-2: Sector of organisation



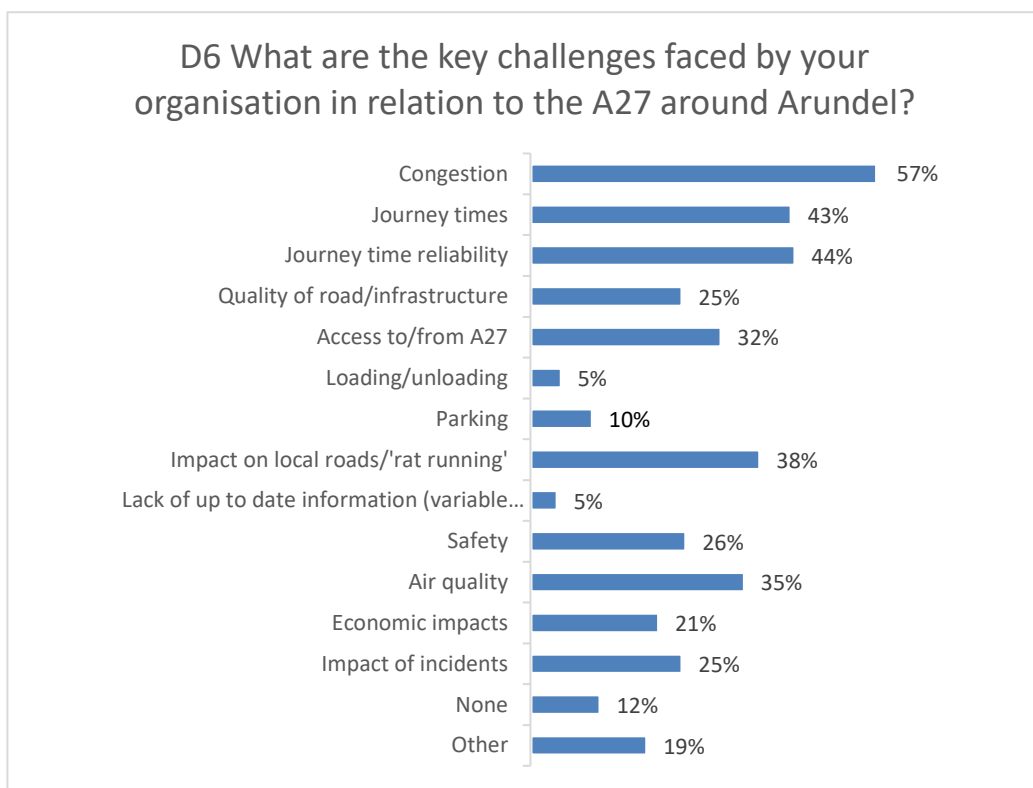
Base: all who provided a response (n:118)

5.4 Key challenges

- 5.4.1 Respondents were asked to identify the key challenges their organisation faces in relation to the A27 around Arundel (Question D6). They were presented with a list of 15 options, including 'other', and could select all relevant options. This means that the total of all percentages exceeds 100% as many respondents identified more than one challenge.
- 5.4.2 As shown in **Figure 5-3**, congestion was reported as a challenge for 57% (89 out of 155 respondents) of the organisations represented. This was followed by other traffic related issues, including journey time reliability (44%; 68 respondents), journey times (43%; 67 respondents) and the impact on local roads, and 'rat running' (38%; 59 respondents). Thirty-five per cent (55 respondents) mentioned air quality, and 32% (49 respondents) felt that access to/from the A27 presents a challenge for their organisation.

- 5.4.3 Road safety (26%; 40 respondents), the quality of the road and infrastructure (25%; 39 respondents) and the impact of incidents on the A27 (25%; 39 respondents) were highlighted as challenges by a quarter of respondents. A fifth (21%; 33 respondents) stated economic impacts. Comparatively few respondents referred to parking (10%; 16 respondents), loading/unloading (5%; 8 respondents) and the lack of up to date information (5%; 7 respondents) as challenges that their organisation faces.
- 5.4.4 More than one in 10 respondents (12%; 18 individuals) stated that their organisation does not face any challenges in relation to the A27 at Arundel, while 19% (30 individuals) gave 'other' answers.

Figure 5-3: Key challenges faced



Base: all who provided a response (n:155)

- 5.4.5 Respondents were then asked to provide more details on how the current issues with the A27 around Arundel affect their organisation (Question D7). This was an open question, requiring a free text response. There were 274 comments coded during the analysis of this question (from 115 respondents).
- 5.4.6 As can be seen from **Table 5-3** below, the most common coded answers were disruption to business journeys/deliveries and concerns about the impact on businesses, with 18 and 17 comments, respectively (6% of the total).

5.4.7 Other common issues raised were congestion/traffic flow in general (15 comments; 5%), concerns about environmental impact specifically air quality (12 comments; 4%), concerns about rat-running (10 comments; 4%), and congestion in Arundel (9 comments; 3%).

Table 5-3: Perceptions of how current issues associated with the A27 around Arundel affect organisations (Question D7)

Code description	No. of coded comments	Percentage of total
Disruption to business journeys/deliveries	18	6%
Concerns about impact on businesses	17	6%
Congestion/traffic flow (general)	15	5%
Unreliable journey times	14	5%
Comments unrelated to scheme	13	5%
Concerns about environmental impact (air quality)	12	4%
Concerns about rat running	10	4%
Congestion (Arundel)	9	3%
Concerns about environmental impact (noise and vibration)	8	3%
Concerns about impact on local villages/communities	8	3%
Negative impact of A27 on businesses	8	3%
Time lost for staff travelling to work	8	3%
Congestion (peak time)	7	3%
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	7	3%
Concern for safety issues/dangerous for pedestrians, cyclists and horse riders	6	2%
Congestion (Crossbush junction)	5	2%

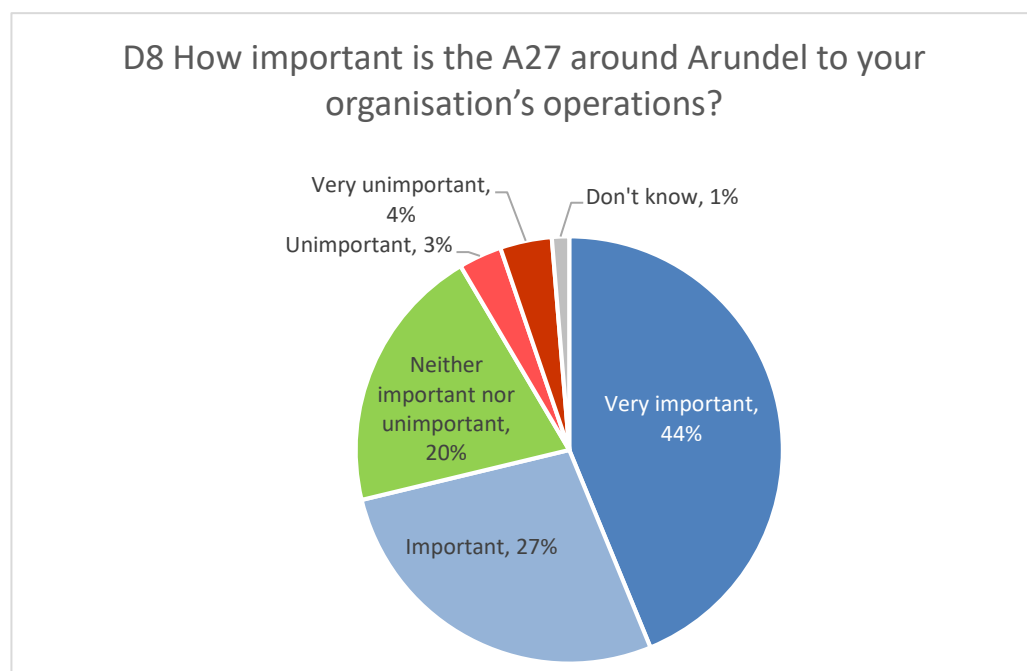
Code description	No. of coded comments	Percentage of total
Concerns about safety issues/dangerous (vehicles)	5	2%
Concerns about impact on tourism in the local area	5	2%

Base: Total number of coded comments in response to this question (n. 274)

5.5 Importance of the A27 around Arundel

- 5.5.1 Respondents were asked to consider the importance of the A27 around Arundel to their organisation’s operations (Question D8). For this, they were provided with a fixed five-point scale from ‘very important’ through to ‘very unimportant’, plus ‘don’t know’.
- 5.5.2 Seventy-one per cent of respondents (109 of 153 respondents) were of the view that the A27 is very important or important to their operations, while just 7% of respondents (11 individuals) did not consider it to be important (unimportant/very unimportant). The results are shown in **Figure 5-4** below.

Figure 5-4: Importance of A27 to organisation’s operations

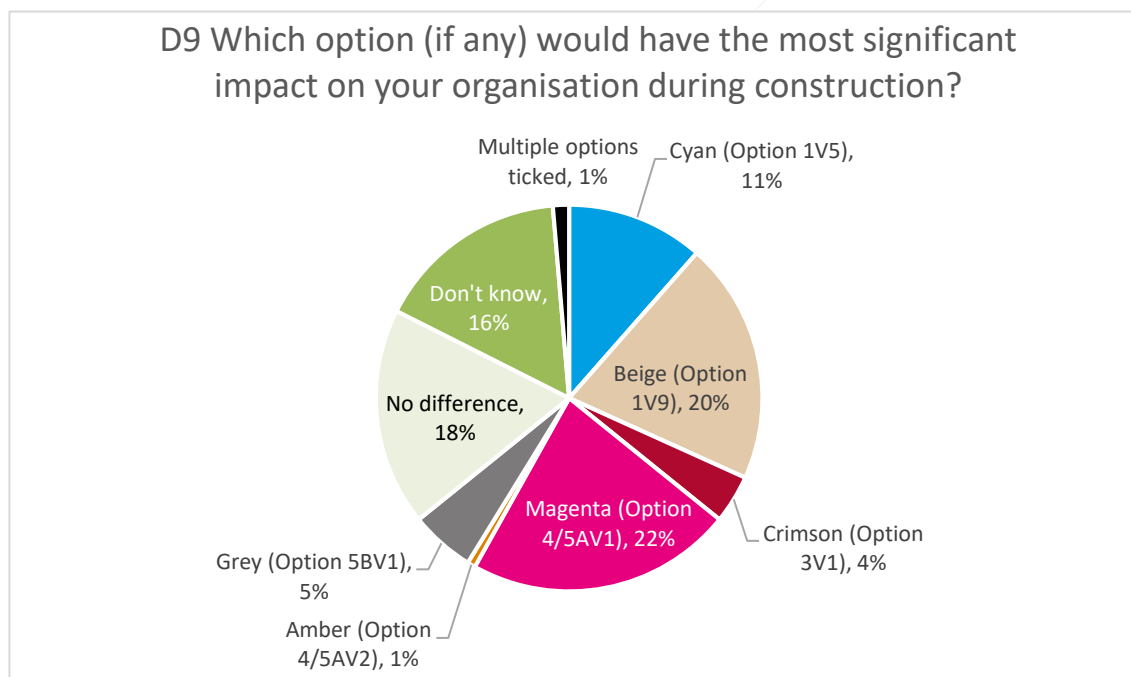


Base: all who provided a response (n:153)

5.6 Perceived impact during construction

- 5.6.1 Respondents were asked to consider which of the six options (if any) would have the most significant impact on their organisation during construction (Question D9).
- 5.6.2 Twenty-two per cent of respondents (33 of 148 individuals) identified Magenta (Option 4/5AV1) as the option that would have the greatest impact. A similar proportion (20%; 30 respondents) believed that Beige (Option 1V9) would cause the greatest disruption (**Figure 5-5**).
- 5.6.3 A further 18% of respondents (27 individuals) felt that there was no difference between the options in terms of how they would impact on their organisation, while 16% of respondents (24 individuals) answered 'Don't know'. Following this, 11% (17 respondents) identified Cyan (Option 1V5), 5% (8 respondents) Grey (Option 5BV1) and 4% (6 respondents) Crimson (Option 3V1) as the option that would have the most significant impact on their organisation during construction.

Figure 5-5: Option which would have most impact on organisation during construction



Base: all who provided a response (n:148)

- 5.6.4 In Question D10, respondents were given the opportunity to expand on their reasons for their response to Question D9. This was an open question, requiring a free text response. There were 248 comments coded during the analysis of this question (from 104 respondents).

5.6.5 As can be seen from **Table 5-4**, rather than explaining the reasons for their selection in D9, a number of respondents made references to construction impacts in general, as the most frequently recurring responses were concerns about the impact of disruption during construction (50 comments out of 248; 20%) and concerns about impact on business (26 comments; 10%). Other respondents gave more specific comments including concerns about environmental impact in relation to noise and vibration (11 comments, 4%) and concerns about the environmental impact in relation to biodiversity, habitats, animals and woodland (8 comments, 3%).

Table 5-4: Most frequently recorded comments to Question D10

Code description	Number of coded comments	Percentage of total
Concerns about impact of construction (disruption)	50	20%
Concerns about impact on businesses	26	10%
Concerns about environmental impact (noise and vibration)	11	4%
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	8	3%
Concerns about environmental impact (air quality)	7	3%
Concerns about impact on local villages/communities	6	2%
Will not improve congestion	6	2%
Accesses onto/from the A27 (not enough)	5	2%
Concerns about environmental impact (ancient woodland)	5	2%
Concerns about environmental impact (Binsted Woods)	5	2%
Disruption to business journeys/deliveries	5	2%
Concerns about environmental impact (landscape - visual)	4	2%

Code description	Number of coded comments	Percentage of total
Concerns about impact on tourism in the local area	4	2%
Comments unrelated to scheme	4	2%
Concerns about loss of land/gardens	4	2%
Support working together for longer term benefit	4	2%
Minimal disruption during construction	4	2%
Support 'Arundel Alternative' (wide single carriageway)	4	2%
Most disruptive option	4	2%

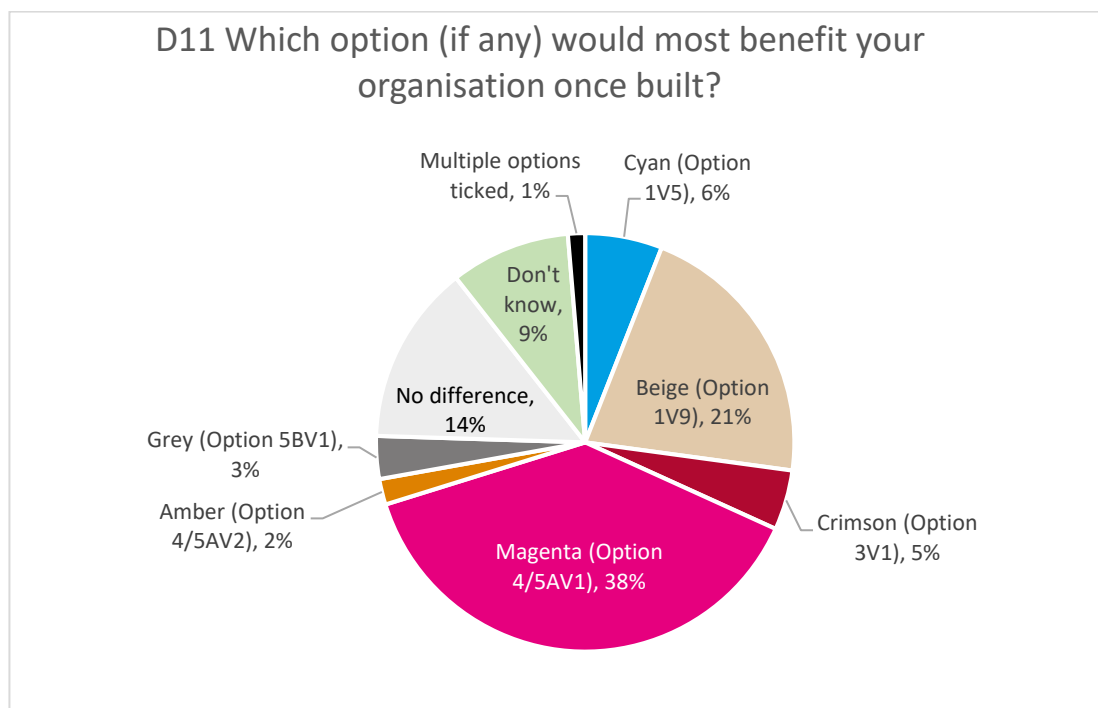
Base: Total number of coded comments in response to this question (n. 248)

- 5.6.6 When examining the coded results in Question D10 alongside responses to Question D9, concerns about construction impacts was coded most frequently (17 of 45 comments, 38%) among those who selected Beige (Option 1V9) under Question D9. Other comments related to concerns that it would not improve congestion (2 comments; 4%), concerns about congestion at Ford Road roundabout (4%) and concerns about the lack of accesses to/from the A27 (2 comments; 4%).
- 5.6.7 Of those who selected Magenta (Option 4/5AV1) under Question D9, concerns about construction impacts were again most frequently coded (16 of 86 coded comments; 19%). Other coded comments for this option related to:
- Noise and vibration (5 comments; 6%)
 - Impact on air quality (4 comments; 5%)
 - Impacts on biodiversity, habitats, animals and woodland (3 comments; 3%)
 - Impact on Binsted Woods (3 comments; 3%)
 - Concerns about the need for houses to be demolished (3 comments; 3%)

5.7 Greatest benefit

- 5.7.1 Respondents were asked to state which option (if any) would most benefit their organisation once built in Question D11.
- 5.7.2 The single largest proportion (38%; 56 of 147 respondents) felt that Magenta (Option 4/5AV1) would most benefit their organisation once constructed. Twenty-one per cent (31 respondents) identified Beige (Option 1V9) as the best option for their organisation. **Figure 5-6** shows the results.

Figure 5-6: Option which would most benefit organisation once built



Base: all who provided a response (n:147)

- 5.7.3 Respondents were asked to explain the reasons for their selection in Question D12. A total of 269 comments were coded. The most frequently recurring comments are shown in **Table 5-5**.

Table 5-5: Frequently coded comments for Question D12

Code description	No. of coded comments	Percentage of total
Less impact on businesses	19	7%
Will have greatest impact on traffic flow/congestion - general	15	6%
Less environmental impact (general)	11	4%
Most affordable/cost effective/cheapest option	10	4%

Code description	No. of coded comments	Percentage of total
Support 'Arundel Alternative' (wide single carriageway)	10	4%
Looks good/support/will help/provides a solution/the best of the six proposed	9	3%
Do not support scheme at all	8	3%
Least disruptive option	8	3%
Concerns about impact on businesses	7	3%
Less environmental impact (South Downs National Park)	6	2%
Concerns about environmental impact (general)	6	2%
Minimises impact on local villages/communities	6	2%
Less environmental impact - (biodiversity – habitats, animals, woodland)	5	2%
Less environmental impact (air quality)	5	2%
Best option for the community/residents (Arundel)	5	2%
Will reduce traffic in Arundel	5	2%
Comments unrelated to scheme	5	2%

Base: Total number of coded comments in response to this question (n. 269)

5.7.4 Reasons given for why respondents selected Cyan (Option 1V5) as the option that would most benefit their organisation included perceptions that it would:

- Have the greatest impact on traffic flow/congestion in general (3 of 16 coded comments; 19%)
- Alleviate/ease peak time traffic/congestion (1 comment; 6%)
- Have less impact on the South Downs National Park (1 comment; 6%)
- Have less impact on the visual landscape (1 comment; 6%)
- Have less impact on air quality (1 comment; 6%)

5.7.5 Respondents who selected Beige (Option 1V9) cited that:

- It would be the most affordable/cost effective/cheapest option (6 of 81 coded comments; 7%)
- Seven per cent (6 comments) also indicated support for the 'Arundel Alternative'.
- It would be the least disruptive option (3 comments; 4%).

5.7.6 Reasons respondents gave for selecting Crimson (Option 3V1) included that it would have:

- The greatest impact on traffic flow/congestion in general (2 of 18 coded comments; 11%)
- Less environmental impact in general (1 comment; 6%)
- Less impact on property/does not destroy property (1 comment; 6%)

5.7.7 Commonly coded comments given by those who selected Magenta (Option 4/5AV1) included that it would:

- Have less environmental impact in general (6 of 86 coded comments; 7%)
- Have the greatest impact on traffic flow/congestion in general (5 comments; 6%)
- Reduce traffic in Arundel (4 comments; 5%)
- Reduce accidents/improve road safety (4 comments; 5%)
- Be best for future growth/development/expansion (3 comments; 3%)

5.7.8 Those who opted for Amber (Option 4/5AV2) suggested:

- It would have the greatest impact on traffic flow/congestion in general (2 of 6 comments; 33%)
- It would minimise impact on local villages/communities (2 comments; 33%)
- Have less environmental impact in relation to biodiversity, habitats, animals, and woodland (1 comment; 17%)

5.7.9 Coded comments given by those who selected Grey (Option 5BV1) included that it would:

- Have the least impact on the South Downs National Park (1 of 7 coded comments, 14%)
- A positive impact on regional economy (1 comment, 14%)
- Reduce traffic in Arundel (1 comment, 14%)

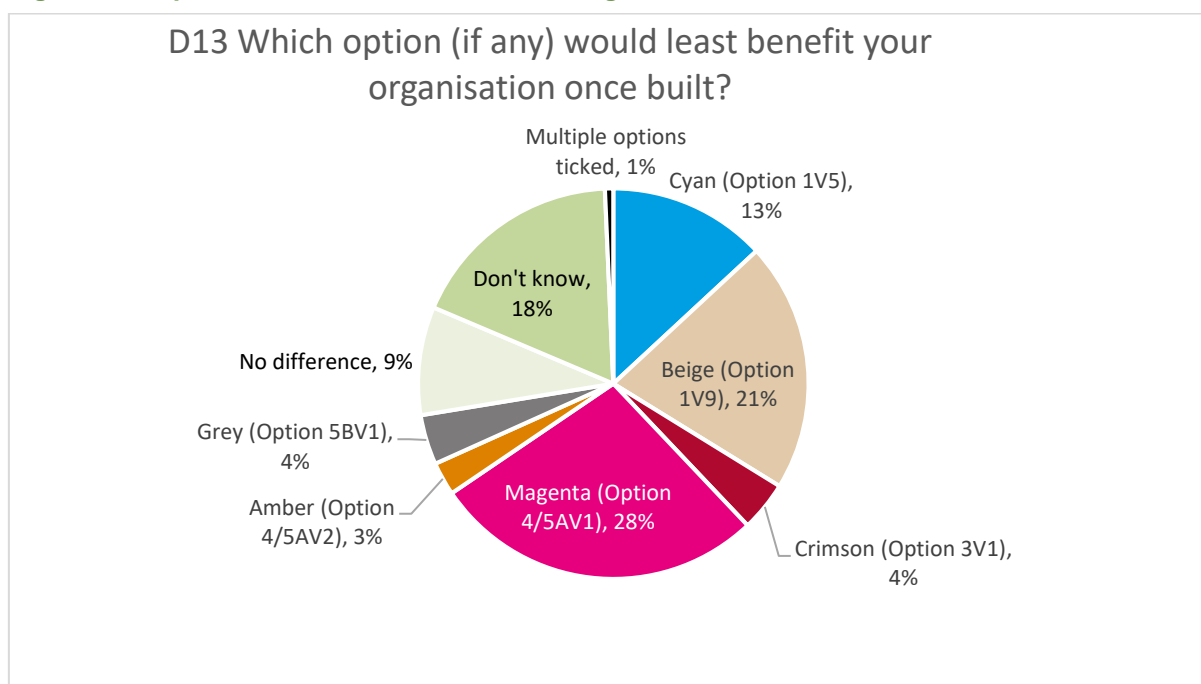
5.8 Least benefit

5.8.1 Respondents were next asked to state which option (if any) would least benefit their organisation once built (Question D13).

5.8.2 As with the findings presented in section 4, it was apparent that the views of those responding on behalf of organisations were polarised with regards to Magenta (Option 4/5AV1) and Beige (Option 1V9).

- 5.8.3 Although Magenta (Option 4/5AV1) was perceived to benefit the largest proportion of organisations (identified by 38% of respondents, as shown above in **Figure 5-6**), it was also felt to be of least benefit (once constructed) to the largest proportion of those responding on behalf of organisations – 28% (40 of 145 respondents), as shown in **Figure 5-7**. Similarly, while 21% of organisations responding felt that Beige (Option 1V9) would be of greatest benefit to them, the same proportion (30 respondents) were of the view that it would be of least benefit to them.
- 5.8.4 A further 18% (26) of organisations answered ‘Don’t know’, 9% (13) stated ‘no difference’ between the options, and 13% (19 individuals) thought Cyan (Option 1V5) would have the least benefit to their organisation.

Figure 5-7: Option which would least benefit organisation once built



Base: all who provided a response (n:145)

- 5.8.5 The difference between the proportion of respondents identifying each option as having the ‘most benefit’ and the ‘least benefit’ for their organisation is shown in **Table 5-6**.
- 5.8.6 As shown, the difference between the proportion who identified Magenta (Option 4/5AV1) as having the ‘most benefit’ and the ‘least benefit’ was 10 percentage points higher (16 respondents). The difference between the proportion who identified Cyan (Option 1V5) as having the ‘most benefit’ and the ‘least benefit’ was seven percentage points lower. There was no difference for Beige (Option 1V9), with it equally weighted at 21% each for most and least benefit.

Table 5-6: Difference in perceived benefits (most benefit – least benefit)

Option	Most benefit	Least benefit	Difference (most benefit-least benefit)
Cyan (Option 1V5)	6%	13%	-7
Beige (Option 1V9)	21%	21%	0
Crimson (Option 3V1)	5%	4%	+1
Magenta (Option 4/5AV1)	38%	28%	+10
Amber (Option 4/5AV2)	2%	3%	-1
Grey (Option 5BV1)	3%	4%	-1
Do nothing	14%	9%	+5
Don't know	9%	18%	-9
Multiple options ticked	1%	1%	0
n (by question)	147	145	N/A

5.8.7 Finally, respondents were asked to explain the reasons for their selection in Question D13. Of the 23 coded comments that were recorded from people who selected Cyan (Option 1V5) as the option that would least benefit their organisation:

- 13% (3 comments) had concerns over the option splitting the town of Arundel in two
- 9% (2 comments) felt that it would not meet the requirement for a proper dual carriageway bypass around Arundel
- 9% (2 comments) had concerns about its impact on Arundel in general
- 9% (2 comments) thought it would not improve traffic speed
- 9% (2 comments) had concerns about its impact on the South Downs National Park
- 9% (2 comments) had concerns over noise and vibration

5.8.8 Of the 51 coded comments from respondents who selected Beige (Option 1V9):

- 12% (6 comments) were about perceptions that the option would not improve congestion
- 8% (4 comments) were over concerns on air quality
- 6% (3 comments) related to concerns that it would not remove traffic from the town

6% (3 comments) were over concerns on the proposed through-about junction

- 6% (3 comments) had concerns about noise and vibration

5.8.9 Of 19 coded comments from respondents who selected Crimson (Option 3V1):

- 16% (3 comments) had concerns about the impact on biodiversity, habitats, animals and woodland
- 16% (3 comments) had concerns on the impact on ancient woodland
- 11% (2 comments) were related to concerns about impacts on drainage and water (floodplains)
- 11% (2 comments) had concerns on the impact of Binsted Woods.

5.8.10 Of 87 coded comments from respondents who selected Magenta (Option 4/5AV1):

- 6% (5 comments) were related to concerns about impact on biodiversity, habitats, animals and woodland
- 6% (5 comments) were about the possible impact on local villages/communities
- 5% (4 comments) were concerned about impacts on ancient woodland
- 5% (4 comments) thought that the option would be worst for the community/residents of Binsted

5.8.11 Of the four coded comments that were made by people who selected Amber (Option 4/5AV2), two expressed concerns about the impact the option would have on businesses, one suggested that this option would not improve capacity on the A27, and the other highlighted concerns about the impact the option would have on Arundel town centre and businesses.

5.8.12 There were five coded comments from those who chose Grey (Option 5BV1) as their least preferred option. Two comments related to concerns about impacts on businesses. Others related to concerns about noise and vibration (one comment), air quality (one comment) and future generations (one comment).

6 Other responses

6.1 Individual responses

- 6.1.1 During the further consultation period, 59 responses were received via letter or email from individuals. This total includes respondents who have been categorised as private landowners.
- 6.1.2 One member of the public submitted a supplementary written response in addition to a completed consultation response form. It was not possible to identify the form and so the written response was also accepted.
- 6.1.3 As with other free text responses, these were coded thematically to inform analysis. As shown in **Table 6-1**, the most commonly coded comment (5%; 19 of 386 comments) referred to individuals' preferred option. Of these 17 comments, 14 thought that Magenta (Option 4/5AV1) was the best option, followed by Cyan (Option 1V5) with two comments. Amber (Option 4/5AV2), support for an 'offline' route, and 'do nothing' received one comment each.
- 6.1.4 Comments relating to environmental impact on the countryside and rejection of the scheme overall were the next most frequently coded (4%; 15 comments). There were 14 comments towards options which individuals did not support. Of these, three comments were each made to Cyan (Option 1V5), Beige (Option 1V9) and Magenta (Option 4/5AV1), while two comments were made for Grey (Option 5BV1) and one comment each for Amber (Option 4/5AV2), the 'online', and the 'offline' options.
- 6.1.5 Other concerns regarding impacts on biodiversity and ancient woodland were also expressed by a number of respondents (4%; 14 coded comments and 3%; 12 coded comments, respectively).

Table 6-1: Most frequently recorded comments from individual written responses

Code description	No. of comments	% of comments
The best of the six proposed options	19	5%
Concerns about environmental impact/destruction (countryside)	15	4%
Do not support scheme at all	15	4%
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	14	4%
Do not support this option	14	3%
Concerns about environmental impact	12	3%

Code description	No. of comments	% of comments
(ancient woodland)		
New roads create more traffic	12	3%
Concerns about environmental impact (South Downs National Park)	10	3%
Encourage a move away from car use	9	2%
Further consultation materials – misleading or incorrect information/biased/leading questions	9	2%
Concerns about impact on businesses	6	2%

Base: Total number of coded comments by individuals (n. 386)

6.2 Campaign emails

6.2.1 'Demand something better for Arundel'


6.2.1.1 Hosted on the Action Network website (see **Figure 6-1**), the 'Demand something better for Arundel' campaign encouraged supporters to enter their personal details and write to Highways England to oppose the options put forward as part of the further consultation. Respondents were also encouraged to supplement the suggested text with their own comments.

6.2.1.2 The responses were submitted either directly via the Action Network site, or from the respondents' own email account. In total, 575 emails were linked to the campaign. In the cases where responses had been sent from individual email accounts, it was possible to identify the submissions as campaign responses because of the similarity of the email format and content.

6.2.1.3 The emails were coded thematically in the same way as other free text responses to the further consultation. Of the 3,901 coded comments, and as shown in **Table 6-2**, almost 90% related to six codes: concerns about climate change and other environmental impacts featured prominently, while similar proportions of coded comments related to support for the 'Arundel Alternative' and a lack of support for the scheme overall.

Figure 6-1: Demand something better for Arundel campaign website

Demand something better at Arundel



Urgent - we need your help before the 24th October.

Highways England are consulting on six options for a new A27 Arundel Bypass. Unfortunately, they haven't learnt from their past mistakes. All they have done is tweak their proposals for a highly damaging 70mph dual carriageway.

These proposals would destroy ancient woodland, damage the South Downs National Park and increase carbon emissions at a time of climate emergency.

We think Highways England should start taking responsibility for the impact they are having. They need to go back to the drawing board and come up with a low impact solution combined with investment in walking, cycling and public transport.

Please write a letter now to Highways England and object to their current plans. We have written some bullet points to get you started - it should only take you a few moments to complete.

Would you like to receive email updates from South Coast Alliance for Transport and the Environment (SCATE)? *

Yes, opt in to email updates
 No, do not opt in

Would you like to receive emails from Friends of the Earth about our campaigns and how you can get involved, including whether you can help with a donation?

Yes, opt in to email updates
 No, do not opt in

START WRITING

If you leave your details they will be stored securely by Action Network. If you opt into communications from either the creator of this action or from Friends of the Earth, your details will be used to enable those communications and will be held securely by the relevant organisations. You can unsubscribe from communications at any time. [Platform Privacy Policy](#), [Friends of the Earth privacy policy](#).

Table 6-2: Most frequently recorded comments from 'Demand something better for Arundel' emails

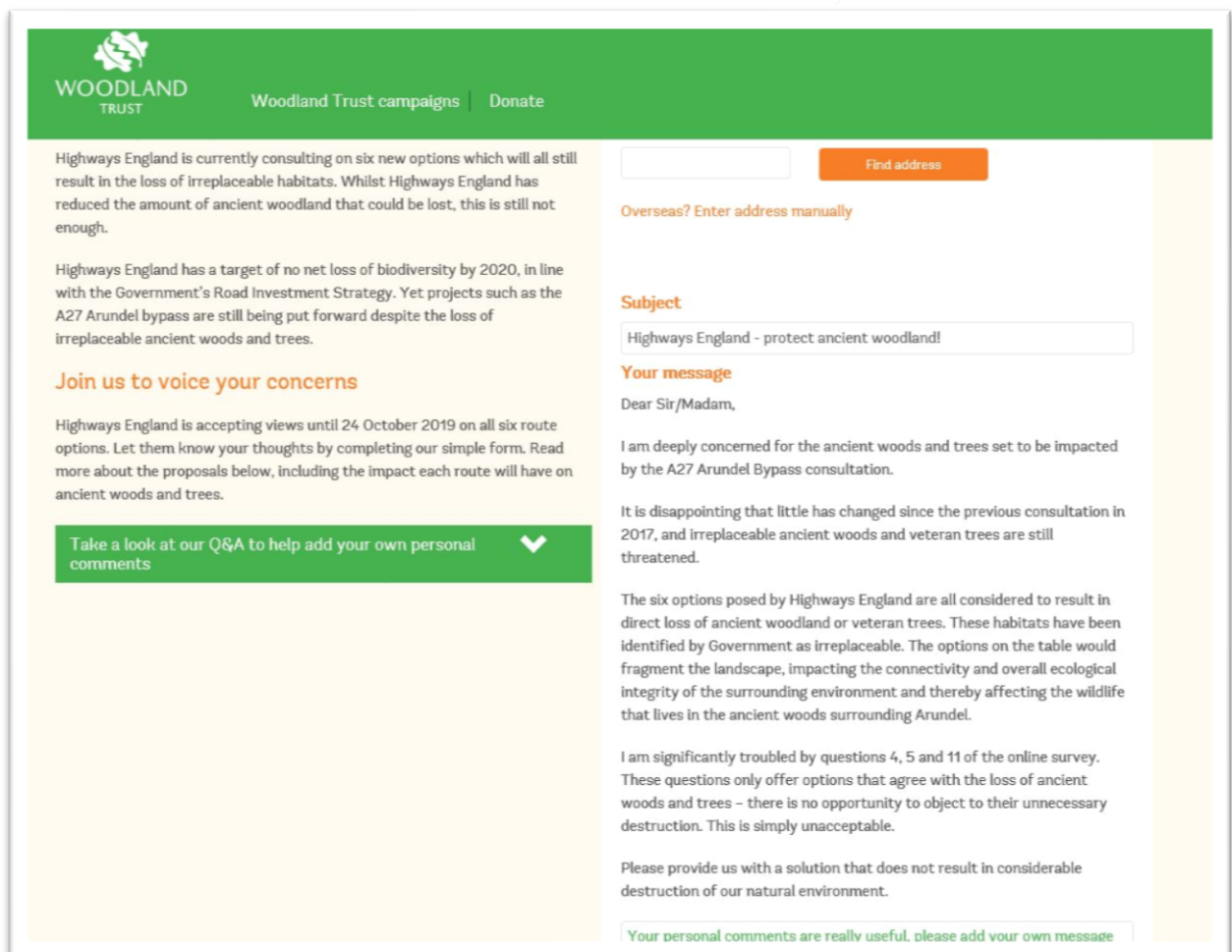
Code description	No. of comments	% of coded comments
Concerns about climate change	600	15%
Do not support scheme at all	581	15%
Spend money on alternatives – eg improved public transport/invest in sustainable transport	577	15%
Concerns about environmental impact (ancient woodland)	575	15%
Concerns about environmental impact (South Downs National Park)	569	15%
Support the 'Arundel Alternative' (wide single carriageway)	565	14%
Sub-total	3,467	89%
Other coded comments	434	11%
Total	3,901	100%

6.2.2 Woodland Trust

6.2.2.1 The Woodland Trust campaign encouraged supporters to email Highways England and oppose all six options put forward as part of the further consultation, primarily as a result of concerns regarding impacts on ancient woodland and other irreplaceable habitats (see **Figure 6-2**)

6.2.2.2 All 1,449 emails received were based on the standardised wording on the Woodland Trust website and resulted in 10,205 coded comments. As shown in **Table 6-3**, almost two-thirds of the coded comments were either directly related to concerns about environmental impact and/or contended that the environment should be prioritised. Other frequently coded comments related to suggestions for considering alternative routes (1,530 comments; 15%) and criticism of the further consultation materials (1,450 comments; 14%) as misleading or biased. Note that total percentages may exceed 100 due to rounding.

Figure 6-2: Woodland Trust campaign website



The screenshot shows the Woodland Trust website's consultation form. The header includes the Woodland Trust logo and navigation links for 'Woodland Trust campaigns' and 'Donate'. The main content area is divided into two columns. The left column contains introductory text about the consultation, a call to action 'Join us to voice your concerns', and a link to a Q&A page. The right column contains a form with fields for 'Find address', 'Subject', and 'Your message'. The 'Subject' field is pre-filled with 'Highways England - protect ancient woodland!'. The 'Your message' field contains a letter expressing concern about the impact of the A27 Arundel Bypass on ancient woodlands and trees, and a request for a solution that does not result in the destruction of the natural environment.

WOODLAND TRUST | Woodland Trust campaigns | Donate

Highways England is currently consulting on six new options which will all still result in the loss of irreplaceable habitats. Whilst Highways England has reduced the amount of ancient woodland that could be lost, this is still not enough.

Highways England has a target of no net loss of biodiversity by 2020, in line with the Government's Road Investment Strategy. Yet projects such as the A27 Arundel bypass are still being put forward despite the loss of irreplaceable ancient woods and trees.

Join us to voice your concerns

Highways England is accepting views until 24 October 2019 on all six route options. Let them know your thoughts by completing our simple form. Read more about the proposals below, including the impact each route will have on ancient woods and trees.

Take a look at our Q&A to help add your own personal comments

Find address

Overseas? Enter address manually

Subject

Highways England - protect ancient woodland!

Your message

Dear Sir/Madam,

I am deeply concerned for the ancient woods and trees set to be impacted by the A27 Arundel Bypass consultation.

It is disappointing that little has changed since the previous consultation in 2017, and irreplaceable ancient woods and veteran trees are still threatened.

The six options posed by Highways England are all considered to result in direct loss of ancient woodland or veteran trees. These habitats have been identified by Government as irreplaceable. The options on the table would fragment the landscape, impacting the connectivity and overall ecological integrity of the surrounding environment and thereby affecting the wildlife that lives in the ancient woods surrounding Arundel.

I am significantly troubled by questions 4, 5 and 11 of the online survey. These questions only offer options that agree with the loss of ancient woods and trees - there is no opportunity to object to their unnecessary destruction. This is simply unacceptable.

Please provide us with a solution that does not result in considerable destruction of our natural environment.

Your personal comments are really useful. please add your own message

Table 6-3: Most frequently recorded comments from the Woodland Trust emails

Code description	No. of comments	% of coded comments
Concerns about environmental impact (biodiversity – habitats, animals, woodland)	1,726	17%
Concerns about environmental impact (ancient woodland)	1,698	17%
Consider alternative route/location/timing	1,530	15%
Protecting the environment should be main priority	1,482	15%
Concerns about environmental impact (landscape – visual)	1,472	14%
Further consultation materials – misleading or incorrect information/ biased/leading questions	1,450	14%
Concerns about climate change	202	2%
Concerns about impact on future generations	75	1%
Sub-total	9,635	95%
Other coded comments	570	6%
Total	10,205	100%

6.3 Petition

6.3.1 A petition was started by the Arundel Bypass Neighbourhood Committee (ABNC) ahead of the initial A27 Arundel Bypass consultation, primarily in opposition to options that would affect Binsted village and surrounding countryside. The petition submitted to Highways England as part of ABNC’s response to the 2017 consultation contained 2,508 signatures.

6.3.2 The petition wording was updated ahead of the further consultation and re-started online via the ipetitions.com website. The revised aims of the petition were to:

- “Reject routes for the Arundel bypass which sever the Arun valley watermeadows, Tortington and Binsted and Walberton villages, our beautiful countryside and rural heritage. These big new roads will cause local species extinctions, wreck local rural communities, and make climate change worse.”
- “Recommend that another option, less damaging to countryside and villages, should be preferred by the Department for Transport: the Arundel Alternative, a short, wide-single carriageway bypass on the mainly online

alignment of Cyan or Beige - but not high-speed dual. The Arundel Alternative provides all we need to keep traffic sufficiently moving - and it doesn't cost the earth.”

- 6.3.3 The overall petition total had attracted 4,423 signatures as of 31 January 2020. However, this includes signatories to the original petition, with the first signature online dated as July 2016. It appears that the petition has also remained open online since the initial consultation, while 296 signatures were dated as having been added during the further consultation period.
- 6.3.4 The number of individual signatures has not been included in our total of responses received, as we only include completed consultation response forms and individually submitted responses within our analysis. However, the issues raised in the petition have been considered and are addressed in section 7.

7 Responses to issues raised

7.1 Introduction

- 7.1.1 We have considered all comments received through the further consultation. This section summarises the key themes that emerged from the 46,490 coded comments, from responses to the open questions within the consultation response form and letters/emails, along with our associated responses to these issues.
- 7.1.2 **Table 7-1** sets out our responses to the themes which were commented on at least 50 times, as identified through our analysis of all responses received. The themes that were commented on at least 50 times accounted for 93% of all coded comments. We have also sought to address other matters that were raised by key stakeholders. Please note that the range of comments made under each theme are reflected in the table below while a full frequency version, showing the number of times each code description was used in this analysis, can be found in Appendix B.
- 7.1.3 It is important to note that many of the issues raised require information that will only be available once a new preferred route has been selected and further design work is carried out. More information will therefore be available as the scheme continues to develop, and will be presented at statutory consultation before we submit our application for development consent.
- 7.1.4 A comprehensive breakdown of other issues raised, and our associated responses, can be found in Appendix C.

7.2 Most frequently raised issues

Table 7-1: Most frequently raised issues and our associated responses

Theme	Nature of comments received	Highways England response
'Arundel Alternative'	General support for this proposal	The 'Arundel Alternative', or 'New Purple Route' as it was previously known locally, has been suggested as a solution to the issues associated with the A27 around Arundel. It essentially consists of a wide single carriageway along a similar alignment as the Option 1 variants put forward as part of the further consultation.
	Why wasn't the 'Arundel Alternative' included as an option	As part of our work to prepare for further consultation, we carried out a review of the options previously consulted on, as well as previously discounted proposals. This included variations of a wide single carriageway solution based on feedback received as part of the 2017 consultation.
	(A27) should not be dual carriageway, particularly through the town/should be single carriageway only	Traffic assessments were carried out in accordance with guidance in the Design Manual for Roads and Bridges (DMRB) to determine whether a wide single, two-lane carriageway option would provide sufficient capacity to cater for future traffic volumes (please see Volume 5 Section 1 Part 3, TA46/97 of the DMRB for more information on this guidance). The data showed the level of traffic volume is considerably in excess of the maximum level of flow the DMRB advises would be economically justified and operationally acceptable for new rural roads.
	The further consultation was unfair as the 'Arundel Alternative' was not included	In addition, evidence indicates that single carriageways in general have poorer safety records. A report published by the Road Safety Foundation ⁷

⁷ Road Safety Foundation (July 2019) "How Safe are You on Britains Main Road Networks" [Available online] <https://roadsafetyfoundation.org/project/how-safe-are-you-on-britains-main-roadnetworks-eurorap-results-2019/>

Theme	Nature of comments received	Highways England response
		<p>has revealed that the number of fatal and serious crashes per billion kilometres on A road single carriageways in England, between 2015 and 2017, were more than three times as many as those recorded on A road dual carriageways. The accident rate used by COBALT, the computer program developed by the Department for Transport to assess accident impacts as part of the economic appraisal for a road scheme, for a modern wide single road with hard strip⁸, is more than twice as high as that of a modern dual carriageway road with hard strip.</p> <p>As a result, the proposal would not deliver the scheme objectives and was not put forward as part of the further consultation. Further information on alternative options and the sifting process can be found in the final Scheme Assessment Report available on our website.</p>
<p>Traffic data/ economic assessments</p>	<p>Why is the Worthing-Lancing scheme included in your assessments?</p>	<p>As set out in the Road Investment Strategy 2 (2020 – 2025), published in March 2020, A package of enhancements between Worthing and Lancing to improve the capacity and flow of traffic remain part of our committed work for Road Period 2.</p> <p>The scheme remained part of the RIS1 package of works at the time of further consultation and so, in line with Department for Transport (DfT) guidance set out in WebTAG and supplementary Highways England guidance, the traffic modelling information presented in the further consultation material therefore assumed that the scheme and other planned developments, such as the Lyminster Bypass, would proceed. However, we completed analysis to show how the traffic and economic assessments for the Arundel Bypass scheme would change if the Worthing and Lancing</p>

⁸ Hard strips are located at the edge of the carriageway adjacent to the verge and central reserve.

Theme	Nature of comments received	Highways England response
		<p>improvements were not to progress. The results of this analysis were published in section 12.9 of the Combined Modelling and Appraisal Report (ComMA) during the further consultation.</p>
	<p>Why has the traffic modelling changed?</p>	<p>Traffic modelling is undertaken in accordance with Department for Transport (DfT) guidance set out in WebTAG, and supplementary Highways England guidance. This covers all stages of modelling, including forecasting and economic appraisal. A suite of modelling reports is produced which set out the methods, inputs and outputs, and also any key assumptions or limitations. These reports are subject to detailed review, including analytical assurance processes, which ensures appropriate use of the information is made in scheme appraisal and decision making.</p> <p>We define stages of scheme development in our Project Control Framework (PCF) which is a joint Department for Transport (DfT) and Highways England approach to managing major projects. This framework sets out a consistent process by which updates to traffic modelling are planned and then carried out, from one stage to the next.</p> <p>Traffic modelling needs to be updated to reflect changes in guidance and inputs as a scheme progresses, such as updated DfT traffic growth factors, updated assumptions to reflect local changes in development (new housing and employment), changes to the certainty of other transport schemes within the local area, and a revised scheme opening year. In this case, updated traffic modelling also reflects the fact that the scheme options have continued to be developed and are different to those produced in previous stages of modelling.</p>
	<p>Why have benefit-cost</p>	<p>The level of scheme benefit has changed in comparison to the previous PCF</p>

Theme	Nature of comments received	Highways England response
	ratios increased when scheme costs have risen?	<p>Stage 2 economic assessment. This is due to a number of factors that include changes to the scheme design, updated traffic growth forecasts, changes in assumptions related to other transport schemes (such as the A27 Worthing and Lancing improvements), and housing and employment development.</p> <p>The inclusion of other A27 improvements, which is consistent with changes in transport forecasting guidance relating to scheme certainty, increases the level of economic benefit that would be realised by the A27 Arundel Bypass.</p>
Traffic	Concerns that improvements at Arundel will move the problem elsewhere along the A27 (particularly Chichester and Worthing and Lancing)/need to look at the A27 as a whole	<p>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.</p> <p>We acknowledge there are issues elsewhere along the A27 corridor that need addressing. As set out in the Road Investment Strategy 2, we remain committed to delivering improvements to the A27 at Worthing and Lancing in the roads period to 2025.</p> <p>A Chichester Bypass scheme identified in RIS1 was cancelled due to a lack of local support for the options. As set out in RIS2, improvements to the A27 at Chichester are now being considered as part of our 'RIS3 pipeline', which involves proposals for the next RIS going through the early stages of the development process so that they could enter construction during Road Period 3 (2025 – 2030). The A27 Lewes to Polegate scheme has also been set out in RIS2 as part of the RIS3 pipeline. Funding for construction of these schemes has not been committed.</p>
	Congestion around the	We recognise concerns about congestion around Arundel, the importance of

Theme	Nature of comments received	Highways England response
	area (includes comments on Arundel, Ford Road, Crossbush, Storrington)	the A27 to the area and the challenges that unpredictable travel times can present for different types of journey.
	Congestion during peak time	Forecast population growth in the area means these issues are expected to worsen in coming years in a 'do-nothing' scenario. Replacing the existing single carriageway section with a new dual carriageway will help resolve many of these issues.
	Unreliable journey times	The analysis we published as part of the further consultation showed that a high proportion of traffic is predicted to use a new bypass in preference to the existing road and other routes to the north and south of Arundel. As a result, in these circumstances, the performance of the transport network would improve.
	Traffic is only a problem at weekends/ occasionally/clears quickly	
	Existing road is adequate/fit for purpose/ no traffic issues	
	Concerns about 'rat-running'	Congestion around Arundel results in some drivers seeking less suitable alternative routes, away from the existing A27. The effect of the various scheme options on rat runs through a broad cross section of routes have been depicted using the traffic 'heat maps', which were published during the further consultation (see Appendix A), including the B2233 Yapton Road through Barnham.
	Not suitable for trunk route/heavy volumes of traffic	In addition, section 9.5 of the Interim Scheme Assessment Report set out the change in flows on local roads such as Yapton Lane and Ford Road for all of the scheme options. One of the key effects of the scheme is to reduce the overall level of rat running on local roads within the area of the scheme.

Theme	Nature of comments received	Highways England response
	Concern that the scheme will encourage too much future development	The scheme objectives include the need to improve capacity of the A27 whilst supporting local planning authorities to manage the impact of planned economic growth. Forecast population growth in the area means that congestion and delays associated with the A27 around Arundel are expected to worsen in coming years in a 'do-nothing' scenario.
	Impact of housing on traffic	Replacing the existing single carriageway section with a new dual carriageway would help alleviate many of these issues.
	Is not sufficient to meet future demand/need to accommodate future housing growth	The traffic modelling that was undertaken included the Department for Transport's traffic growth factors, assumptions on local changes in development (new housing and employment) and changes to the certainty of other transport schemes within the local area. The results showed that, whichever option were to be taken forward, the new road would operate within capacity in 2041 (at 85-90% capacity for Option 1V9, which includes the signalised 'through-about' junction; 45-60% for the other options).
	Need to accommodate new housing developments being built in wider area	
	New roads create more traffic	We accept that new roads do create more traffic. However, this is taken account of within the traffic modelling, where changes to trip patterns as a result of the scheme are considered. The impact of these new trips on the overall number of trips is very small. The traffic modelling that was undertaken for the scheme indicates that this creates around 70 new trips across each of the three-hour peak periods in the AM and PM in 2026, a 0.15% increase on overall numbers. Furthermore, this very marginal increase is across the whole modelled area, not just on the scheme section around Arundel.

Theme	Nature of comments received	Highways England response
	Concerns about the proposed 'through-about' junction/impact of traffic signals on journey times	<p>Congestion and delays around Arundel are already commonplace and, without improvements, these issues are expected to get worse.</p> <p>The traffic modelling that was undertaken included the Department for Transport's traffic growth factors, assumptions on local changes in development (new housing and employment) and changes to the certainty of other transport schemes within the local area. The results showed that, whichever option were to be taken forward, the new road would operate within capacity in 2041 (at 85-90% capacity for Option 1V9, which includes the signalised 'through-about' junction; 45-60% for the other options). Journey times are predicted to be between 6 and 11 minutes shorter. Where signalisation has been proposed, this is to ensure the junction operates effectively.</p> <p>A new dual carriageway bypass will also help ensure the local infrastructure can cater for the planned population growth in the area.</p>
	Traffic lights/pedestrian crossings slow down traffic	
Scheme funding	Insufficient funding available to deliver the scheme	<p>The Road Investment Strategy 1 (RIS1) budget allocated to the scheme at the time of the further public consultation was £100-£250 million. If there is an appropriate case to be made, we will explore options for securing additional funding in RIS 2 (2020 – 2025), while also working with our suppliers to minimise scheme costs through value engineering and contractual efficiencies.</p>
	Concerns that all options will be over budget	
	Offers poor value for money	<p>A range of factors will be considered as part of the process to identify a new preferred route for the scheme, including:</p> <ul style="list-style-type: none"> ▪ The extent to which the design meets the scheme objectives
	Waste of time and money	

Theme	Nature of comments received	Highways England response
	Affordable/cost effective	<ul style="list-style-type: none"> ▪ How well the chosen option fits with local plans and planning policy as set out in the National Networks National Policy Statement ▪ Build cost and the value for money that this would offer ▪ Stakeholder support and feedback from the public consultation <p>With specific reference to the economic assessments, 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, 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 relative BCR ranges for each option were published on page 29 of the consultation brochure (included within Appendix A).</p> <p>We also calculate an overall Value for Money assessment, which includes more than just the BCR and also takes account of all expected effects, risks and uncertainty. Our Value for Money assessment showed that each option would represent 'Medium' value for money.</p> <p>Highways England considers the full range of information in our appraisal of the options. This includes the level of benefit relative to its cost (BCR and value for money), the total amount of economic benefit, and the quantity of transport benefits (such as total reductions in delay and improved journey time). In general terms, the more expensive options achieve overall greater levels of benefit than the less expensive options.</p>

Theme	Nature of comments received	Highways England response
	<p>Why have scheme costs increased so much?</p>	<p>The estimated scheme costs have increased 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 been previously anticipated, while costs associated with constructing an embankment across the floodplain have risen.</p> <p>There has also been an associated increase in the construction duration, while changes to the overall scheme timeline have also added to costs and inflation. The cost ranges published as part of the further consultation were 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 of the new preferred option in such a way that seeks to deliver the best possible value for money in line with the needs of the scheme.</p>
<p>Environmental issues</p>	<p>Building a new bypass is inconsistent with efforts to reduce emissions and tackle the climate emergency</p>	<p>The PCF Stage 2 Environmental Assessment Report included an assessment of greenhouse gas (GHG) emissions. The GHG emissions are quantified for all vehicle movements across the entire traffic reference area (ie anywhere vehicle movement may change as a result of the project) using forecast data from the Department of Transport. The assessment considers the difference between implementing the scheme and doing nothing within that area. This results in the total road emissions due to the project, considered over an assumed 60-year lifespan of the scheme.</p> <p>In the specific case of the A27 Arundel Bypass project, GHG emissions estimates for the scheme options are set out in Table 14-28 of Chapter 14 of the Environmental Assessment Report. The assessment shows that GHG emissions will increase by 2041 for all options (relative to the ‘do minimum’). The projected increases in GHG emissions from each of the scheme options over the lifespan of the scheme would contribute to between 0.0011% and</p>

Theme	Nature of comments received	Highways England response
		<p>0.0016% of the total national UK emissions. While this increase may appear at odds with the need to get national emissions to net zero by 2050, the scheme is unlikely to hinder the government’s ability to meet these targets given the marginal contribution of the scheme to overall national UK emissions.</p> <p>The GHG assessment was produced before the government announced that no new petrol, diesel or hybrid cars will be sold in the UK beyond 2035. It is expected that the government announcement in late 2019 regarding the sale of petrol, diesel and hybrid cars, and potential future policies to encourage more zero emission vehicles, will change the future composition of the vehicle fleet. As such the assessment assumes that there is still low take-up of zero emission vehicles (as is currently the case) and therefore represents a conservative assessment.</p> <p>The Prime Minister announced that government is consulting on bringing forward the end to the sale of new petrol and diesel cars and vans from 2040 to 2035. This reflects the Independent Committee on Climate Change’s advice on what is needed in order for the UK to end its contribution to climate change by 2050. We’ll be supporting the wider government effort to make this transition as smooth as possible. We know innovation has a major role in the future of the road network. Earlier in 2019 we launched a competition, inviting bids from the UK’s most creative minds to develop the ‘digital roads’ of tomorrow. This calls for a fresh approach to designing, building and maintaining roads. The aim is to improve safety and air quality, make journey times more predictable and reduce construction cost.</p>

Theme	Nature of comments received	Highways England response
		<p>For more information on our approach to environmental protection and enhancement, please refer to 'Protecting the environment: our story so far', which is available from http://assets.highwaysengland.co.uk/Corporate+documents/Protecting-the-environment.pdf</p>
	Potential impacts on irreplaceable habitats	<p>Irreplaceable habitats are identified in Chapter 8 of the Environmental Assessment Report. The impacts on these habitats have been assessed and predicted losses of each are specified in Table 8-9 of the Environmental Assessment Report. The design of the preferred option will continue to be developed with the aim of avoiding or reducing potential impacts on irreplaceable habitats in line with relevant policy. Mitigation measures developed during PCF Stage 3 may further reduce any impacts.</p>
	Potential impacts on ancient woodland	<p>We understand concerns raised regarding options that result in ancient woodland loss. The design of the new preferred option will continue to be revised with the aim of avoiding ancient woodland loss.</p>
	Areas of woodland affected by the options – concerns regarding calculations	<p>The area of 'impacted woodland' for each option was presented in the consultation brochure. The area of 'impacted woodland' comprised areas of 'woodland loss' and areas of 'woodland at risk'. Definitions for these terms were also provided in the footnotes of the brochure.</p> <p>Woodland loss calculations were based on government-issued datasets (the National Forest Inventory, which comprises the same dataset as the Defra Magic Maps) and were updated based on field survey data. The government-issued datasets were used to perform these calculations as the use of official datasets allows access to the information by any member of the public.</p>

Theme	Nature of comments received	Highways England response
		<p>Our surveys identified that the Arundel Arboretum area was grassland (as stated in Chapter 8 of the Environmental Assessment Report), though the nationally-issued datasets do not reflect this. The survey results of the characteristics and condition of this area are also presented in the PCF Stage 2 Environmental Assessment Report.</p> <p>It is routine professional practice, to report desktop-based information, including publicly available mapping, as well as supplementary and more detailed field survey data results. Indeed, this is the case for most biodiversity values discussed in the PCF Stage 2 Environmental Assessment Report including, by way of example, ancient woodland.</p> <p>The area of woodland loss will continue to be assessed and refined through the design development process, and the areas are likely to change before the land requirements for the project are fixed by the end of PCF Stage 3.</p>
	<p>Irreplaceable habitats need to be protected/ concerns over biodiversity/habitat/ woodland impacts</p> <p>Concerns about destruction of the countryside</p>	<p>We recognise that the area around Arundel is very special in environmental terms and delivering any improvements to the road network here will present challenges. Extensive biodiversity survey work has been completed to better understand habitats, animal foraging and commuting patterns and overall ecological values of the area. Baseline survey reports were published within the Environmental Assessment Report appendices.</p> <p>We understand the concerns that have been raised. We're committed to</p>

Theme	Nature of comments received	Highways England response
	Protecting the environment should be the main priority	<p>managing our estate in a ‘wildlife-friendly’ way and will continue to refine the scheme design to minimise these potential impacts, and to develop environmental mitigation and enhancement options, where practicable.</p> <p>We have good experience from across the country (working with Natural England, since the start of Roads Period 1 we’ve produced a total of 41 management plans for Sites of Special Scientific Interest to help preserve protected habitats) and we look forward to working with the relevant statutory bodies and other key stakeholders to identify appropriate mitigation and enhancement measures as the project continues to develop.</p> <p>It’s also worth noting that the Secretary of State for Transport will need to be satisfied that the scheme addresses the requirements of the National Policy Statement for National Networks (NN NPS), which includes strong protection for environmental values.</p>
	Biodiversity/landscape severance concerns	The issue of severance is discussed in Chapters 7 and 8 of the Environmental Assessment Report.
	Concerns about the environmental impact on the Arun Valley	<p>With reference to biodiversity specifically, Table 8-9 sets out potential construction phase impacts and Table 8-10 addresses potential impacts during the operational phase.</p> <p>Highways England recognises that the Arundel area, including the Arun Valley, is an important location for biodiversity, partly because it sits at a strategic location between the Sussex Coastal Plain and the South Downs, providing connectivity for wildlife movements (eg seasonal migration movements or movements between foraging and sheltering areas), along the River Arun Valley and between wooded ecosystems, south and north of</p>

Theme	Nature of comments received	Highways England response
		<p>the scheme area.</p> <p>The PCF Stage 2 assessments have considered the implications of severance of connective links used by wildlife, and outlined potentially appropriate mitigation for any severance impacts, to a level of detail commensurate with option selection.</p> <p>It should be noted that connectivity is likely to be a species-specific issue (eg different species utilise different landscape attributes for connectivity depending on their ecology). Accordingly, this will be considered in more detail in PCF Stage 3.</p> <p>For example, the creation of structures and features to replace severed habitat connections will be required to mitigate the impact of habitat severance on protected species. These measures include the provision of wildlife crossing structures, underpasses and tunnels to establish and maintain connections between severed habitats and populations. Bespoke solutions are likely to be required for bats and hazel dormice to comply with the requirements of Natural England protected species licenses, and to ensure that Favourable Conservation Tests are satisfied.</p> <p>With regard to landscape severance, this is discussed within Chapter 7 for each of the scheme options where appropriate. Where possible, the design of the scheme options would firstly avoid, then, if this cannot be achieved, to reduce, and finally to replace (or remedy) any impacts. Where avoidance is not possible, measures such as planting, barriers or earth shaping could help to reduce, or possibly remedy, a potential adverse landscape and/or visual effect that would otherwise result from the scheme. In some</p>

Theme	Nature of comments received	Highways England response
		<p>instances, the scale, location, positioning and design of the road across the landscape will not be able to accommodate suitable mitigation and adverse effects will remain unchanged. In these areas, the opportunity to enhance the surrounding landscape would be explored during PCF Stage 3.</p> <p>The Environmental Assessment Report follows established guidelines and methodologies. The report also provides details on the study areas for each of the environmental topics and an indication of how much of the wider area (eg the Arun Valley) the assessment covers. The study area for each environmental topic is based on industry guidance.</p>
	<p>Ecological data were not provided for Magenta (Option 4/5AV1) or Grey (Option 5BV1)</p>	<p>Environmental Assessment Report Appendix 8-24: Review of Ecology Survey Coverage provides a summary of the ecology field survey information collected, and demonstrates that sufficient information has been collated to adequately understand the baseline conditions within the study area encompassing all options.</p> <p>The footprints of the Magenta and Grey options substantially overlap with the previous 2017 and 2018 study areas. Survey work carried out in 2017 and 2018 provide a robust baseline for ecological assessment; gaps in survey coverage are relatively small in comparison to where survey data has been collected.</p> <p>Additional walkover surveys were carried out over parts of the Magenta and Grey options from Public Rights of Way alongside desk-based study (refer to Appendix 8-24, Figure 5). From these additional surveys, a precautionary approach has been taken based on professional judgment, using knowledge and experience of similar schemes and survey data in assuming that species are likely to be present in un-surveyed adjacent land where habitat</p>

Theme	Nature of comments received	Highways England response
		conditions are suitable.
	Need for landscape scale assessment/ environmental net gain	<p>Our environmental assessments have been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and WebTAG processes, which are updated to contemporary standards and requirements via a series of Interim Advice Notes (IANs). There is no currently accepted methodology of conducting a landscape scale biodiversity assessment and current professional practice does not expect one to be undertaken. The Environmental Assessment Report produced during this stage of the project (PCF Stage 2) is considered proportionate and appropriate to an options selection process. The scope and methods for conducting a landscape scale assessment will be explored further during the next stage (PCF Stage 3).</p> <p>A provisional biodiversity net gain assessment is provided in Appendix 8-25 of the Environmental Assessment Report. This technical appendix also includes recommendations for future work. A further biodiversity net gain assessment will be undertaken as the scheme progresses.</p> <p>Due to the nature of the scheme, it will need to be authorised by way of a Development Consent Order (DCO) from the Secretary of State for Transport. This process requires both an Environmental Statement (or full Environmental Impact Assessment (EIA)) and a demonstration of how the scheme can meet the requirements of the relevant National Policy Statements. It is considered that this process allows for a robust assessment of the environmental impacts of the project.</p>
	Lack of information regarding biodiversity mitigation measures	The development of environmental management measures (avoidance, mitigation, offsets, compensation, and enhancements) has been developed to a conceptual level in the Environmental Assessment Report, appropriate

Theme	Nature of comments received	Highways England response
		<p>for the stage the scheme is at (PCF Stage 2). This follows DMRB guidance and Interim Advisory Notes (IANs) and is considered to be proportionate and appropriate to the current option selection stage of the project.</p> <p>We recognise that the area around Arundel is very special in environmental terms and, during PCF Stage 3, intend to take a landscape-led approach to balance the challenges of delivering improvements to the road network here as effectively as possible. These challenges include the need to reduce congestion and provide sufficient capacity on the A27 over the long-term, while minimising impacts on local communities and seeking to protect and enhance the quality of the surrounding environment, where possible. Once a new preferred route has been identified, we look forward to working closely with the relevant statutory bodies and other key stakeholders to inform our landscape-led approach and identify appropriate mitigation and enhancement measures as the project progresses.</p> <p>In the meantime, the development of the environmental management hierarchy and environmental constraints have been considered in the development of the current stage designs. A biodiversity mitigation approach document (EAR Appendix 8-12: Ecological Mitigation Approach) was prepared to outline the proposed approach to the next stage of the design of mitigation measures, which will be undertaken for the new preferred option at PCF Stage 3. This will include consideration of the appropriateness of implementing green bridges as part of the scheme.</p>
	Plant trees for mitigation	We considered the development of the environmental management hierarchy and environmental constraints in the development of the current stage designs.

Theme	Nature of comments received	Highways England response
		<p>Due to the nature of the scheme, it will need to be authorised by way of a Development Consent Order (DCO) from the Secretary of State for Transport. This process requires both an Environmental Statement (or full EIA) and a demonstration of how the scheme can meet the requirements of the relevant National Policy Statements. It is considered that this process allows for a robust assessment of the environmental impacts of project. Planting of vegetation (including trees) is considered as a potential mitigation measure in Chapter 7 (Landscape) to reduce the visual impact of the scheme (Section 7.8.3). A biodiversity mitigation approach document (EAR Appendix 8-12: Ecological Mitigation Approach) was prepared to outline a proposed approach to the next stage of the design of mitigation measures. Woodland creation was considered within Chapter 8 (biodiversity) of the Environmental Assessment Report.</p> <p>These PCF Stage 2 outline level mitigation measures will be further developed as part of PCF Stage 3, for inclusion in the Environmental Statement and application for a DCO.</p>
	<p>Impacts on the South Downs National Park (particularly setting and special qualities)/ wider visual/landscape concerns</p>	<p>We recognise the importance of the National Park and its special qualities, as outlined in the scheme objectives, and continue to engage with the South Downs National Park Authority to inform the development of the scheme and minimise/mitigate impacts as far as possible.</p> <p>Landscape and Visual Impact Assessment is one of a number of important environmental topics considered in the assessments, as set out in the Environmental Assessment Report. A range of other parameters (traffic and transport performance, benefit to cost ratio, safety etc) are also considered.</p> <p>The scope and methods for a bespoke assessment specific to the Special</p>

Theme	Nature of comments received	Highways England response
		<p>Qualities of the National Park were discussed with the South Downs National Park Authority. We subsequently prepared a specific assessment of the impacts of the scheme options on the special qualities of the National Park. The results of this assessment, which includes analysis of impacts on the Park’s setting and the wider visual landscape, are provided in Environmental Assessment Report Appendix 1-1.</p>
	<p>Concerns about air quality</p>	<p>An air quality assessment, which is the recognised means of assessing air quality impacts for road schemes, was completed in accordance with the requirements of DMRB and Highways England guidance. The results and conclusions have been presented in Chapter 5, and accompanying appendices, of the Environmental Assessment Report.</p> <p>As outlined in the consultation brochure, there would be no significant adverse effect during the operational phase of any route option. There would be a low risk of any option not complying with EU ambient air quality limit values and nitrogen dioxide concentrations would be expected to reduce within the Storrington Air Quality Management Area.</p>
	<p>Concerns about noise/vibration</p>	<p>A noise and vibration assessment was completed in accordance with the requirements of the Design Manual for Roads and Bridges (DMRB) and Highways England guidance.</p> <p>In accordance with the guidance, the results and conclusions have been presented in Chapter 11 and accompanying appendices of the Environmental Assessment Report.</p> <p>General mitigation measures will be further developed to reduce any impacts once the new preferred route has been identified and more detailed</p>

Theme	Nature of comments received	Highways England response
	<p>Concerns about impact on light pollution</p>	<p>design work progresses.</p> <p>Street lighting would only be used at junctions, rather than along the full length of the new route. Lighting is already in place at Crossbush and the existing Ford Road junction, and so no additional adverse effect would be expected. The use of modern lighting technology could lead to an improvement at these locations, although further analysis will be needed during the next stage of the scheme’s development.</p> <p>Chapter 7 of the Environmental Assessment Report addresses potential impacts on dark skies, which is a recognised special quality of the South Downs National Park. Each of the options is also assessed in more detail in the South Downs National Park Special Qualities Assessment (Environmental Assessment Report Appendix 1-1).</p> <p>The findings acknowledged that car headlights would introduce a potential adverse impact, but that mitigation, such as specific planting, could be used to reduce the impact. Further work on mitigation measures will be done once a new preferred route has been identified.</p>
	<p>Concerns about impacts on drainage/flood plain</p>	<p>Flood risks assessments have been completed to a level sufficient to inform PCF Stage 2 (option selection). Section 13.9 of the Environmental Assessment Report outlines potential effects of the scheme.</p> <p>The Environment Agency approved the hydraulic model in May 2018, which provides initial analyses of the impact of the Scheme within the floodplains affected. This will be used to inform the potential impact of the new preferred route on flood risk within the study area. In the meantime, we recognise that a suite of flood risk management measures will be required to ensure the</p>

Theme	Nature of comments received	Highways England response
	Embankment or viaduct across the flood plain	<p>overall level of flood risk is not increased as a result of the scheme.</p> <p>The environmental assessments conducted to date assumed that the route would be built on an embankment across the River Arun floodplain. The assumption of an embankment was made as it was both a lower cost option and a higher environmental impact option. The higher potential environmental impacts meant a conservative, precautionary approach was taken to the assessments. The scheme options could all alternatively be built with a partial or full viaduct across the flood plain.</p> <p>We acknowledge the views from the Environment Agency, Forestry Commission, Natural England and South Downs National Park Authority in relation to the preference for a viaduct, as opposed to embankment design solution, on the grounds of visual impact, as well as operational benefits in the mitigation/minimising of biodiversity severance. A decision on this will be taken once a new preferred route is confirmed and more detailed design work is undertaken.</p>
	Challenges of securing a licence for the scheme (particularly 'offline' options)	We acknowledge the concerns that have been raised relating to protected species and will work closely with Natural England and other relevant bodies as the scheme continues to develop.
	Concerns about cultural heritage impacts and wider landscape/visual issues	The assessment of cultural heritage, comprising buried heritage assets and above ground heritage assets and setting, follows Highways England/ Design Manual for Roads and Bridges (DMRB) guidance and is appropriate for this stage of the project. The PCF Stage 2 assessment considers six route options and, considering the number of heritage assets involved and the complexity, is necessarily largely quantitative.

Theme	Nature of comments received	Highways England response
		<p>It nevertheless provides results that align with Historic England’s conclusions regarding the least harmful route options. A qualitative and holistic approach with more detail on heritage assets and their significance will be assessed during PCF Stage 3 once there is a new preferred route, in accordance with the National Policy Statement for National Networks (Paragraph 5.127).</p> <p>This will consider a broad range of standard investigation, evaluation and mitigation measures to reduce or offset any adverse effects identified. In some instances, this may include design measures such as avoidance and screening of designated heritage assets from the scheme options.</p>
	Concerns about impacts on Binsted Wood Complex Local Wildlife Site	<p>We recognise concerns about the environmental impacts of the options, including on Binsted Wood Complex Local Wildlife Site. The Environmental Assessment Report provides assessments of these effects.</p> <p>More detailed work regarding necessary mitigation measures will be completed once a new preferred route has been identified.</p>
	Support the option that is best for the environment	<p>These comments were option-specific and have been noted as part of the process to determine the most appropriate option to take forward.</p>
	Less environmental impact	
	Less impact on biodiversity, habitats, woodland	

Theme	Nature of comments received	Highways England response
	Less impact on ancient woodland	
	Less impact on countryside	
	Less impact on the South Downs National Park	
	Less impact on air quality	
	Less impact on climate change	
Community impacts	Severance of Arundel/impacts on other local communities, including Binsted and Walberton	We understand the concerns that different sections of the local community have raised about existing and potential future severance issues. This is discussed in the Environmental Assessment Report (Chapter 12) recognising that all options have differing impacts on severance of local communities.
	Concerns for health/well-being	All options have an effect on health and wellbeing to varying extents. The likely significance of effect both in the construction and operations phase can be found in Chapter 12 of the Environmental Assessment Report, which sets out our assessment of the options' impacts on population and health, while Chapter 11 of the final Scheme Assessment Report presents a summary of social and distributional impact appraisal of the scheme options.
	Concerns about impact on quality of life	
	Concerns about impact on future generations	

Theme	Nature of comments received	Highways England response
	Concerns about the loss of land/gardens	<p>To a greater or lesser extent, all six options put forward for consideration have significant community and environmental sensitivities associated with them.</p> <p>We acknowledge that balancing these issues will not be easy, but we are committed to delivering the best long-term solution for the area. We look forward to continuing to work with the local authorities, other statutory bodies, community groups and others in order to do so.</p> <p>Ultimately, the scheme will be assessed against the legislative, regulatory and policy framework in force in the UK. Specifically, the National Policy Statement for National Networks provides the policy assessment framework for decision makers. This policy, together with the scheme objectives, and a suite of other considerations, will be brought together in the selection of a new preferred option.</p> <p>With regards to specific comments about impacts on property: we will continue to engage with landowners who may be affected by the scheme, once a new preferred route has been identified.</p>
	Concern about the need for houses to be demolished	
	Minimises impact on local villages/communities	
	Best option for the community/residents of Arundel	
	People/property should be given priority over the environment	
Sustainable transport solutions	Lack of public transport options (rail and bus)	We are supportive of an increase in public transport, but we are not aware of any plans that would have a significant impact on the traffic levels along the A27 which would negate the need for intervention.
	Investment needed in more sustainable modes	Public transport operators also depend on good infrastructure and an

Theme	Nature of comments received	Highways England response
	Encourage modal shift away from private car use	<p>improved A27 will help bus and coach operators to develop their services and will improve access to Arundel railway station.</p> <p>The scheme could present opportunities to improve provision for walking, cycling and horse riding. These opportunities, which would include potential safety enhancements, will be explored further in the next stage of the process, once a new preferred route has been identified.</p>
	Ford Road: current layout has lack of cycle/footpaths	<p>In line with our statutory duty, access will be maintained for pedestrians, cyclists and horse riders regardless of which option is taken forward. Some existing access routes may, however, need to be diverted.</p>
	Concerns about closure of existing walking, cycling and horse-riding facilities	<p>The scheme could also present opportunities to improve provision for walking, cycling and horse riding. These opportunities, which would include potential safety enhancements, will be explored further in the next stage of the process, once a new preferred route has been identified.</p>
	Use this as an opportunity to improve walking/cycling/horse riding provision	
	Safety is a concern for pedestrians, cyclists, horse riders	
Local economy	Concerns about impacts on businesses, including tourism	We continue to work closely with local business groups to inform the development of the scheme and understand that, as with other sections of the community, different views exist about the best long-term solution for the area. However, we remain confident that improving connectivity will help

Theme	Nature of comments received	Highways England response
		<p>boost productivity and make the area more attractive as a place to invest.</p> <p>We are also aware that pockets of deprivation exist around the area. Improving the local infrastructure will help tackle this inequality by making it easier for people to access employment opportunities across the area.</p> <p>With specific reference to construction impacts, we'll work closely with local stakeholders, including the business community, to plan the works and keep any disruption to a minimum.</p>
Construction	Concerns about impacts of construction	<p>We will develop construction methods, phasing and methodology in the future stages of the scheme's development. Working with local stakeholders, we will work to ensure that construction is carried out as efficiently as possible with the aim of minimising disruption. All road works will be carefully planned and managed to ensure road safety is maintained.</p> <p>We would estimate a three-year construction programme whichever option is taken forward.</p>
Further consultation	<p>Materials misleading/incorrect/poorly-conducted process</p> <p>Informative/well-presented</p> <p>Appreciate the opportunity to comment/knowledgeable staff/good range</p>	<p>Extensive analysis was completed ahead of this further consultation to assess the options and in-depth information was published about the proposed options. Presenting this level of information in a clear and concise way that enabled respondents to submit informed comments was challenging, but we are pleased that 9 out of 10 respondents who submitted a response form found the materials useful to some extent.</p> <p>Once corrections had been identified to the supporting technical documents during the further consultation period, we worked quickly to publicise updated further consultation materials and ensure that all consultees could</p>

Theme	Nature of comments received	Highways England response
	of venues	<p>access the latest information.</p> <p>We recognise that some concerns were raised about the further consultation materials and the way in which the process was conducted, while other respondents were very complimentary about the further consultation. Similarly, a high proportion of attendees found our staffed exhibitions helpful, although others were less satisfied.</p> <p>Overall, we believe that the extent of engagement demonstrates that the approach was successful, and we maintain the consultation process was robust, fair and valid.</p>
	Questionnaire too long/repetitive	
	Unhelpful staff/ no local knowledge	
	Concerns that opinions won't be listened to/ groups opposing a bypass have more influence	
Timescale	Process too long/too many consultations	<p>We understand that further consultation on options for the scheme may have been frustrating for some. Equally, we recognise the importance of the scheme to the area and have worked hard to make sure that the local community and other key stakeholders have had the opportunity to comment on the options, based on the latest available information, and in line with best practice.</p> <p>We will continue working to deliver the best long-term solution for the area and will continue to keep local stakeholders engaged in the project.</p>
	The sooner it happens, the better/get on with it	
	Something needs to be done/long overdue	
Scheme design	(Option 1 variants) do not meet the requirement for a dual carriageway	<p>We took a fresh look at the full range of possible route alignments, after announcing our intention to conduct further consultation on the options. These were grouped and sifted, according to compliance with the scheme objectives and legal and national planning policy tests, including</p>

Theme	Nature of comments received	Highways England response
	bypass/need a bypass	consideration of environmental impacts. Our technical work concluded that six options, including the two Option 1 variants, should be put forward for consideration as part of this further consultation.
	Makes sense to follow existing line of route	More detailed design work will begin once the new preferred route has been identified, and any negative impacts on the local road network will be assessed further during the next stage of the project, with mitigation proposals being developed accordingly.
	Consider alternative route/ location	
	Separate local/ through traffic	All the options have been designed to limit the number of junctions and accesses to prioritise the strategic function of the A27.
	Not enough accesses onto/from the A27	
	Need for traffic calming measures as part of proposals (eg no through road signs/ reduced speed limits/ speed cameras)	We note that West Sussex County Council recognised that the new preferred route design will need to be refined to ensure access routes are maintained and, in some cases, ensure any undesirable effects on the local road network are managed effectively. We look forward to working with the County Council as local highway authority to identify appropriate mitigation measures. The future use of the existing A27 is also dependent on which option is taken forward as the new preferred route, and will be confirmed during the next stage of scheme development.
	Concerns about lack of access at Ford Road/a junction is needed at Ford Road	We received feedback from the 2017 consultation expressing interest in having a new junction with Ford Road. With the exception of Beige (Option 1V9), which would involve replacing the existing Ford Road junction with a new 'through-about' arrangement, the options put forward in this further consultation did not feature such a junction. The scheme design is flexible enough, however, 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.

Theme	Nature of comments received	Highways England response
	Consider tunnelling	<p>We investigated the cost for a ‘cut and cover’ structure for Crimson (Option 3V1) and found it would add significant additional cost, which would be very unlikely to represent value for money. A bored tunnel would be even more costly.</p> <p>With regard to the environmental impacts, the impact of Crimson (Option 3V1) would remain significantly adverse as reported in the published Environmental Assessment Report, even with a cut and cover structure. This would be due to the impact on ancient woodland and the construction phase impacts on bats, breeding birds and terrestrial invertebrates.</p>
Safety	Concern about road safety issues	<p>Safety is a key priority for us at Highways England. In line with our scheme objective to improve the safety of travellers along the A27 and, consequently, the wider local road network, it is forecast that each of the options put forward as part of the further consultation would lead to fewer accidents.</p>
Won't reduce/will increase accidents	Will reduce accidents/improve road safety	
Other option-specific themes	Looks good/support/best of the six proposed options	
The worst option	The most logical/sensible option	
Do not support this option		

Theme	Nature of comments received	Highways England response
	Second preference	
	Has less of a negative impact than the other options	
	Will improve current situation	
	Do not support scheme at all	
	Least disruptive option	
Other	Comments unrelated to the scheme	These comments have been noted.

8 Further review period

8.1 Introduction

8.1.1 This section refers to the further review period that took place between 3 February and 1 March 2020. This gave people the opportunity to comment on the corrections to the technical information that underpinned the principal further consultation materials.

8.1.2 As well as setting out the reasons for the further review period in this section, we also explain how the period was publicised and present the results of our analysis of the responses received. Finally, we address the key themes that emerged from the responses received during this period.

8.2 Why a further review period was needed

8.2.1 As part of our work to collate and review the responses to the further consultation, we identified some issues with the way certain pieces of information had been presented during the further consultation. Following this, we conducted further reviews of the published documents and found some further information that required correcting, in addition to the corrections that had been announced on 13 September 2019 during the further consultation period.

8.2.2 While the overall conclusions of our assessments of the various options did not fundamentally change, we wanted to bring the corrections to the attention of those who took part in the further consultation. We also wanted to give people the opportunity to let us know if their views of the options had changed as a result of the corrected information.

8.3 The nature of the corrections

8.3.1 There were no changes to the designs of the six proposed options as a result of the corrections and no additional baseline data was added.

8.3.2 The majority were relatively minor technical corrections to the environmental topics contained within the cultural heritage, landscape and visual, biodiversity, and noise and vibration chapters of the Environmental Assessment Report (EAR). For example, the number of properties that would experience a moderate or greater noise level increase during the operational phase of Crimson (Option 3V1) was corrected from 379 to 326.

- 8.3.3 There were, however, also some corrections to the level of significance of effect reported on a particular topic – this was not due to the assessments undertaken, and their results, being at fault, but rather due to transcription errors. For example, existing dwellings on Fitzalan Road should have been included in the list of those that would experience significant adverse noise effects during the operational phase of Magenta (Option 4/5AV1).
- 8.3.4 Some corrections affected the population and health chapter, as well as the road drainage, water environment and climate change (greenhouse gases and vulnerability) chapters. No corrections were required to the air quality, materials, geology and soils, or major accidents and disasters environmental topics.
- 8.3.5 In many instances, the errors were replicated in summaries in other documents (eg the consultation brochure and the Interim Scheme Assessment Report) that drew information from the EAR chapters. In addition, a few minor changes affected the Local Roads Study document and Combined Modelling and Appraisal Report (ComMA).
- 8.3.6 Corrections were needed in the following documents:
- Combined Modelling and Appraisal (ComMA) Report
 - Consultation brochure, which presented a summary of supporting technical information
 - Environmental Assessment Report (EAR)
 - Chapter 6: Cultural Heritage (and Appendix 6.1)
 - Chapter 7: Landscape and Visual
 - Chapter 8: Biodiversity (and Appendices)
 - Chapter 11: Noise and Vibration
 - Chapter 12: Population and Health
 - Chapter 13: Road Drainage and Water Environment
 - Chapter 14: Climate – Greenhouse Gases
 - Chapter 15: Climate – Vulnerability to climate change
 - Chapter 19: Summary
 - Interim Scheme Assessment Report (SAR), including SAR Appendix F - Appraisal Summary Tables (ASTs)
 - Local Roads Study
 - South Downs National Park Special Qualities Assessment (Appendix 1-1 of the EAR)
 - Worthing and Lancing Sensitivity Technical Note

8.3.7 Errata documents were prepared in each instance to highlight where corrections were necessary and explain their effect. For ease of reference, the cultural heritage chapter of the EAR and some of the biodiversity appendices were re-issued in their entirety, due to multiple recurring corrections.

8.4 Review approach

8.4.1 While it was not possible to directly contact everyone who had submitted a response to the further consultation, as the response form did not seek personal information from respondents beyond their postcode, a range of channels were utilised to publicise the corrections and ensure that people had the opportunity to comment during the further review period.

8.4.2 Letters and emails

8.4.2.1 As outlined in section 2, more than 78,000 letters were delivered to properties across the local area (see Figure 2-1 for the letter distribution area) in the lead-up to the further consultation. The same number of letters were distributed across the same area from 31 January 2020, to help raise awareness of the corrected information and encourage those who had originally taken part in the further consultation to consider the corrections. As well as outlining the nature of the corrections, the letter also set out the timescales and methods for responding. A copy of the letter is included in Appendix E.

8.4.2.2 Emails were also issued to registered contacts on our database to invite them to consider the corrections and disseminate information about the further review period among their networks.

8.4.3 Highways England website

8.4.3.1 The project webpage (www.highwaysengland.co.uk/a27arundel) content was updated to reflect the further review period. All errata documents were published alongside the further consultation materials, for ease of reference. A link was also provided from the webpage to the Citizen Space online survey, for anyone who wished to respond.

8.4.4 Deposit points

8.4.4.1 As had been the case during the further consultation period, copies of the technical reports and associated errata documents were available throughout the further review period from local deposit points (see **Table 8-1**). The materials were available during the venues' normal opening hours. Posters were also provided to deposit points to further raise awareness (see Appendix G).

Table 8-1: Deposit point locations

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	Claimar Road, Rustington, BN16 2NL

8.4.5 Media activity

- 8.4.5.1 A press release regarding the further review period was issued to raise awareness. Local media outlets which covered the story included the Chichester Observer and Spirit FM.

8.4.6 Social media

- 8.4.6.1 Highways England’s Facebook and Twitter pages were used to promote the further review period and encourage responses, with regular posts on both platforms. An example of the Facebook posts is included in **Figure 8-1**.

Figure 8-1: Screenshot of Facebook post promoting the further review period



8.4.7 **A27 Arundel Bypass project team contact details**

8.4.7.1 The following details were provided for members of the public to contact us with any queries regarding the further review period:

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

8.4.8 **Managing responses**

8.4.8.1 The online response form, hosted on the Citizen Space portal and accessible via the A27 Arundel project webpage (www.highwaysengland.co.uk/a27arundel), was the main mechanism through which respondents could submit feedback. The form consisted of a series of closed questions (see Appendix F for a copy of the questions) which enabled respondents to confirm if they had responded to the further consultation, whether the errors had changed their views of the options and indicate their former and current preferred option.

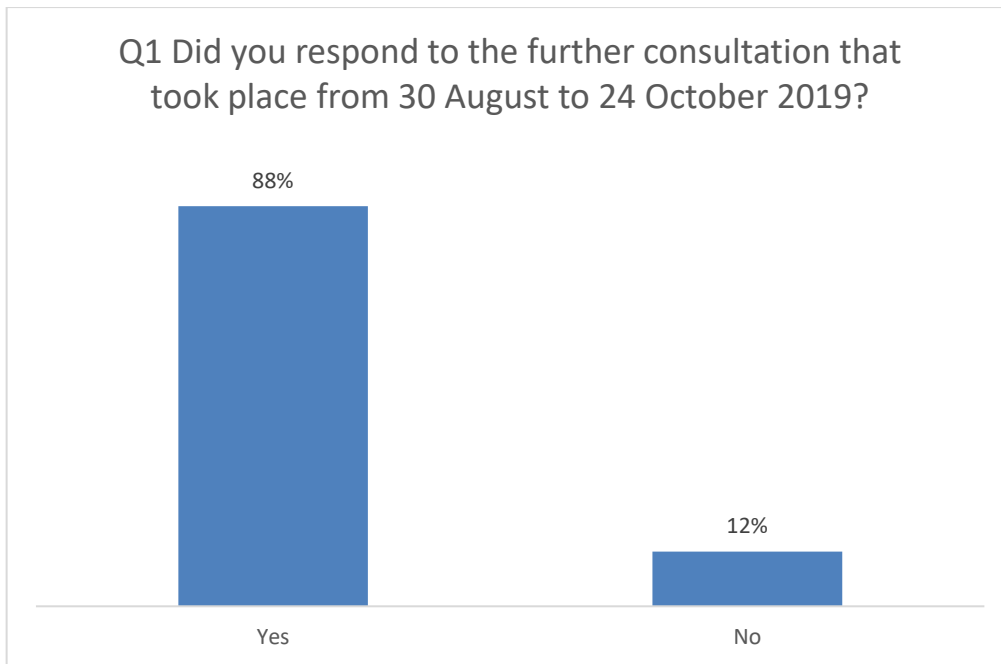
8.4.8.2 Letters and emails received before the further review period deadline of 11.59pm on 1 March were also accepted for consideration. Seven emails from members of the public that were received in the week following the deadline of 11.59pm on 1 March have not been included in the analysis.

- 8.4.8.3 Data generated during the further review period were managed in a similar way to the further consultation data. This process is described in detail in sections 2.14-2.17.
- 8.4.8.4 In summary, online responses were processed directly through the Citizen Space portal and analysed using Microsoft Excel and ArcGIS mapping software. The results of this analysis are presented in the tables, charts and maps below.
- 8.4.8.5 The free text responses received via letter or email were logged in a spreadsheet and assigned a unique reference number as they were submitted. The text was then coded in line with a bespoke code frame, with the results analysed quantitatively to identify the most frequently recurring areas of comment. The code frame used for this analysis can be found in Appendix H.

8.5 Response analysis

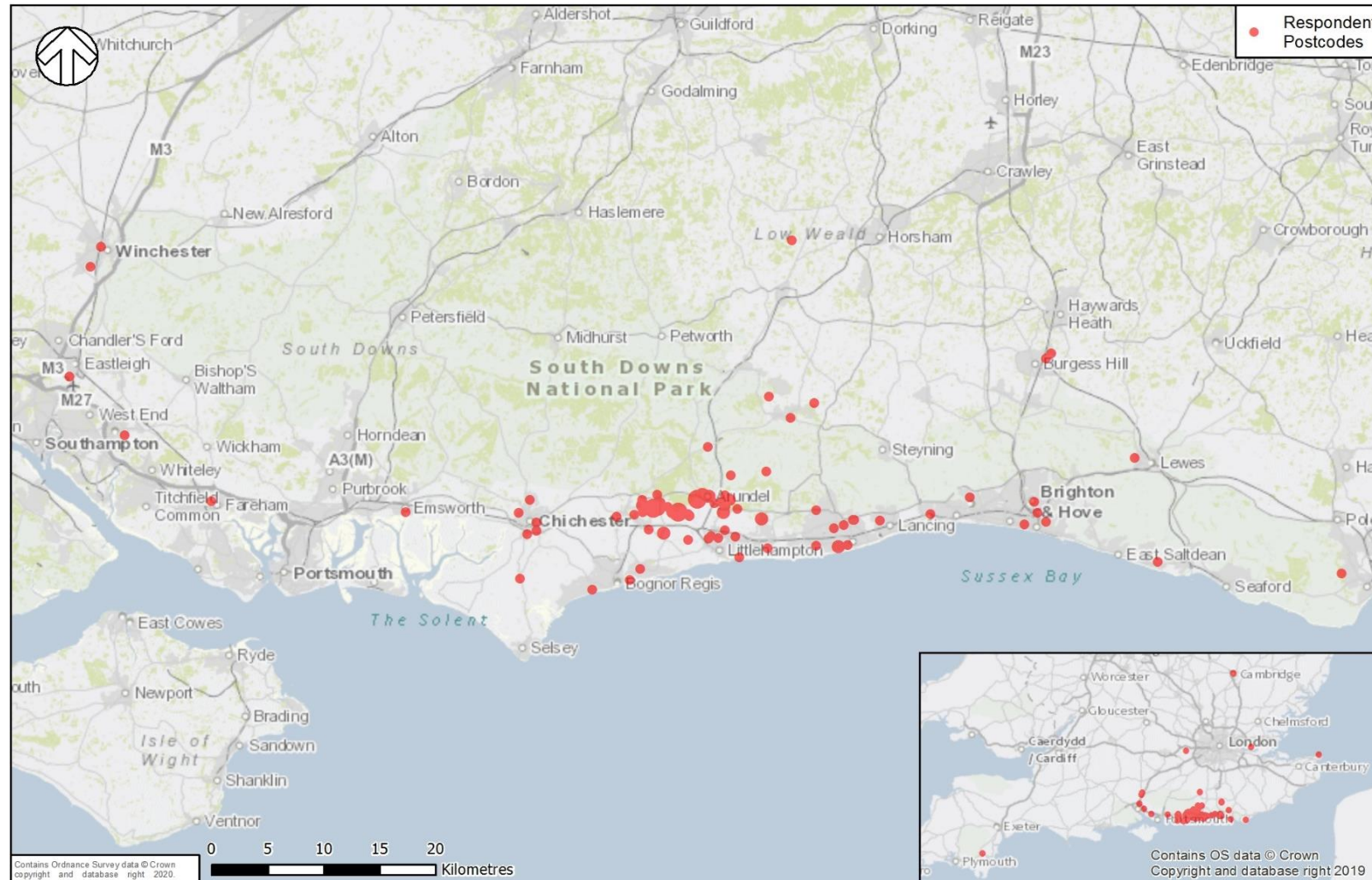
- 8.5.1 A total of 132 online forms and 340 other written responses were submitted during the further review period. This compared to 4,945 completed consultation response forms and 2,137 letters and emails received during the further consultation period.
- 8.5.2 The results of the responses received during the further review period are presented in section 8.5.4 onwards. Please note that percentages, where included, have been rounded to the nearest whole percentage point. As such, totals may not always exactly equal 100.
- 8.5.3 Fourteen respondents submitted multiple emails, which have all been included in our total number of responses. To avoid any inadvertent distortion of the results, the emails were analysed alongside each other and, if any comments were coded in the same way, the codes were de-duplicated and only counted once in the final analysis.
- 8.5.4 **Online response form**
- 8.5.4.1 Respondents were asked to provide their postcode to enable geographic analysis and all 132 respondents who completed the online form did so. As **Figure 8-3** shows, the majority of the online responses came from the local area, although there was also some interest from elsewhere.
- 8.5.4.2 The first question of the online form asked respondents whether or not they had responded to the further consultation. As **Figure 8-2** shows, 88% (116 of 132 respondents) had responded to the further consultation in 2019, whereas 12% (16 respondents) had not responded previously.

Figure 8-2: Numbers who responded to the 2019 further consultation



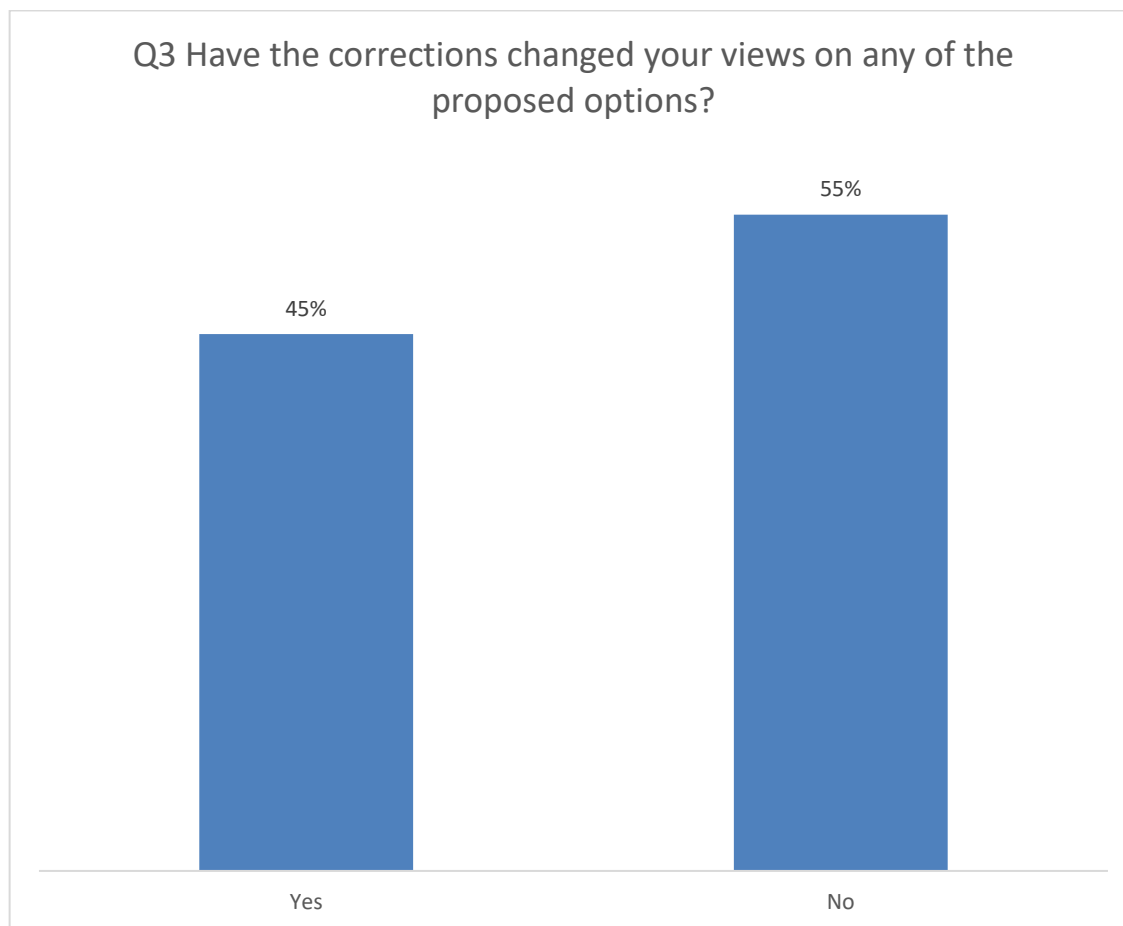
Base: all who provided a response (n.132)

Figure 8-3: Origin of online responses by postcode



8.5.4.3 Respondents were next asked if the corrections changed their views on any of the proposed options. **Figure 8-4** shows that just over half (55%; 73 of 132 respondents) had not changed their views. Conversely, 45% (59 respondents) had changed their views of the options in light of the corrected information.

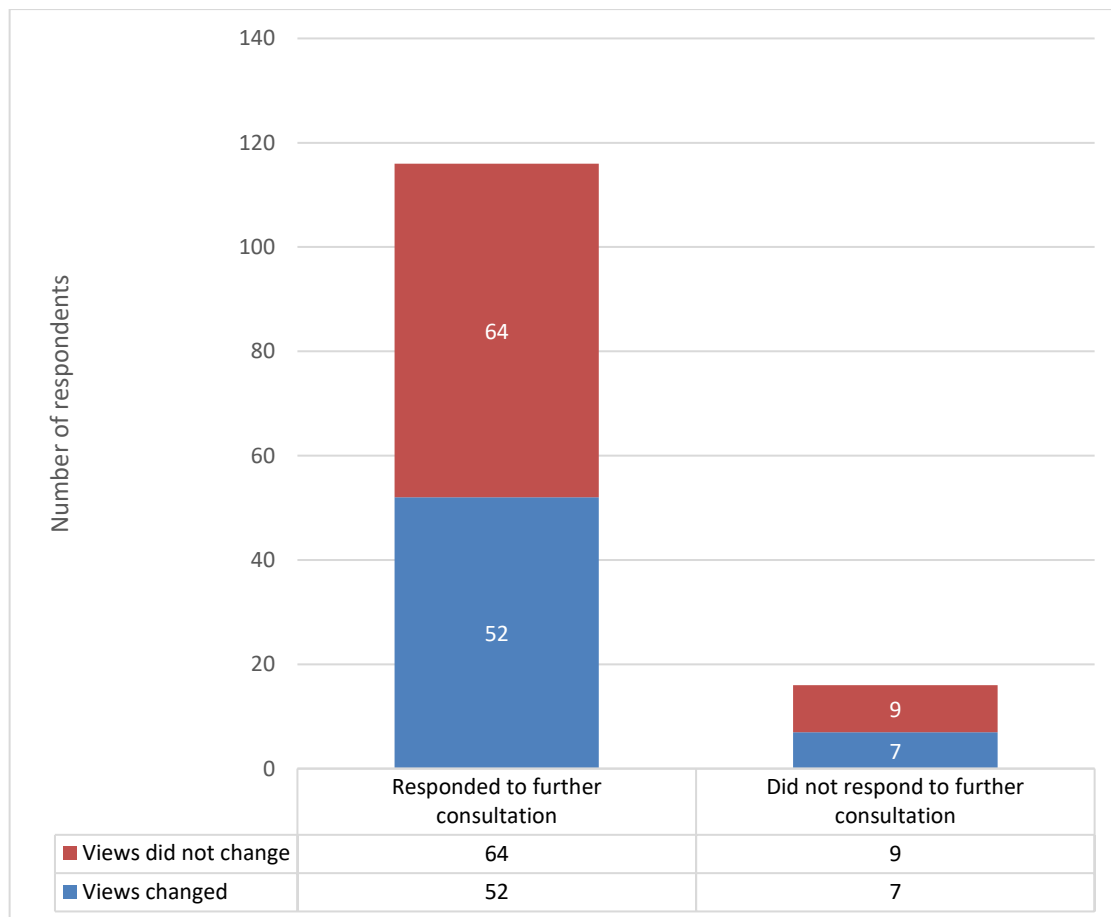
Figure 8-4: Number whose views of the options changed in light of the corrections



Base: all who provided a response (n.132)

8.5.4.4 Further analysis of responses to the first and third questions, as set out in **Figure 8-5**, showed that almost half (48%; 64 of 132 respondents) had responded to the further consultation and did not change their views of the proposed options as a result the corrections. Thirty-nine per cent (52 respondents) had responded in 2019 and changed their views on the options as a result of the corrections.

Figure 8-5: Comparison of responses to the first and third questions



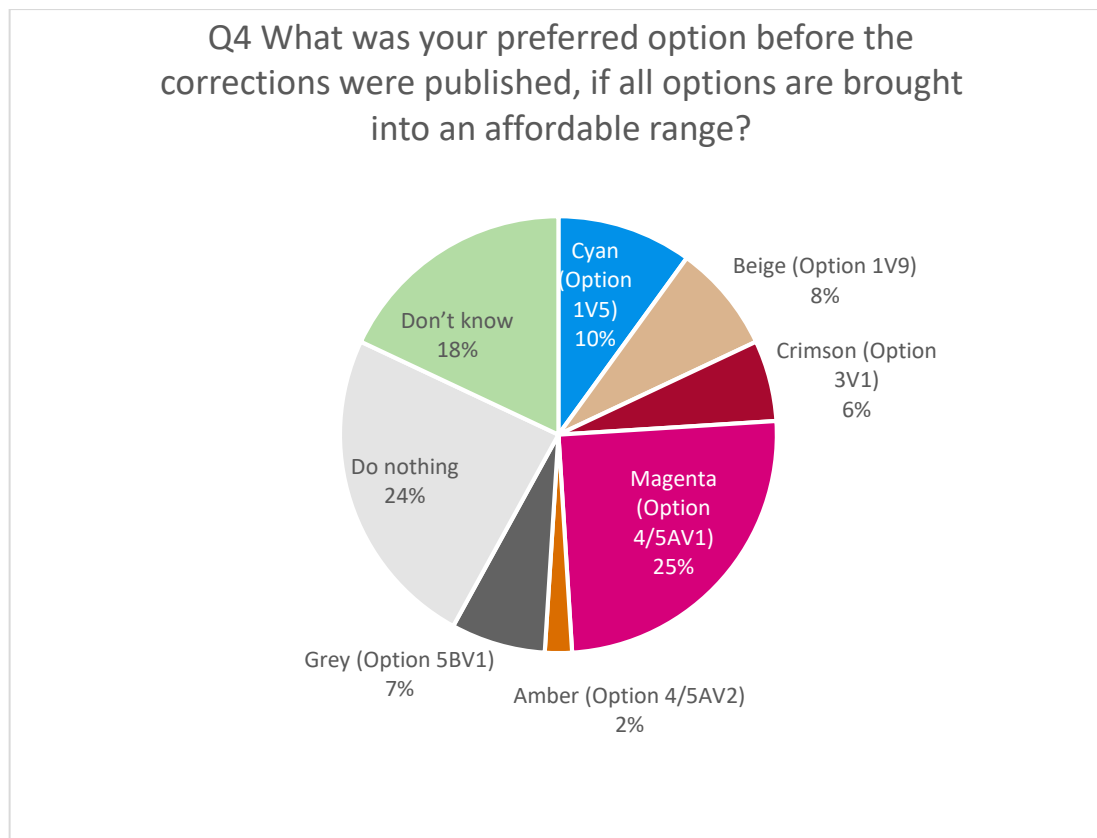
Base: all who provided a response to both questions (n. 132).

Note: percentages may vary due to rounding

8.5.4.5 The fourth question asked respondents to indicate what their preferred option had been before the corrections were published. **Figure 8-6** shows that 25% (25 of 100 respondents) selected Magenta (Option 4/5AV1), followed by ‘Do nothing’ with 24% (24 respondents) and ‘Don’t know’ (18%; 18 respondents). The latter may be at least partly explained by some respondents not being able to recall their previously preferred option.

8.5.4.6 A further 10% (10 respondents) had selected Cyan (Option 1V5) and 8% (eight respondents) Beige (Option 1V9). Grey (Option 5BV1), Crimson (Option 3V1) and Amber (Option 4/5AV2) accounted for 7% (seven respondents), 6% (six respondents) and 2% (two respondents), respectively.

Figure 8-6: Preferred option before the corrections were published

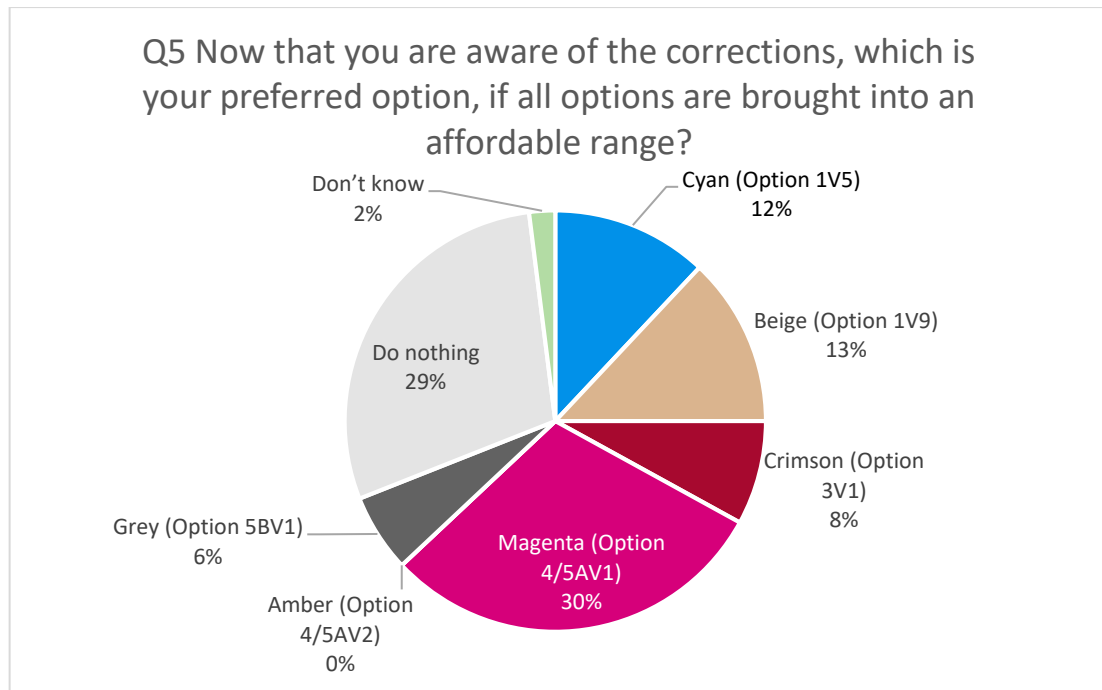


Base: all who provided a response (n.100)

8.5.4.7 The fifth question asked respondents to select their preferred option following the publication of the corrections. As shown in **Figure 8-7**, Magenta (Option 4/5AV1) and 'Do nothing' received the greatest proportion of responses, with 30% (33 respondents) and 29% (32), respectively. Beige (Option 1V9) accounted for 13% (14), followed by Cyan (Option 1V5) and Crimson (Option 3V1) with 12% (13) and 8% (9), respectively.

8.5.4.8 Six per cent of respondents (6) selected Grey (Option 5BV1), while 2% (2) chose 'Don't know'. No respondents selected Amber (Option 4/5AV2).

Figure 8-7: Preferred option now the corrections have been published



Base: all who provided a response (n.109)

- 8.5.4.9 Responses to the fourth and fifth questions were analysed together in order to better understand how people’s preferences had changed once they had reviewed the corrections. The results are shown in **Table 8-2** below. The cells shaded in light grey show no change in option preference (ie a respondent who originally preferred the Cyan option continued to support Cyan).
- 8.5.4.10 The highest proportions of responses involved no change: almost a quarter (23%; 22 respondents) of those who previously supported ‘Do nothing’ continued to do so, while the same was true of more than one-fifth of those who previously preferred Magenta (Option 4/5AV1; 21%; 20 respondents).
- 8.5.4.11 Where a change was apparent, the largest shift involved respondents who selected ‘Don’t know’ in response to the fourth question: seven of the 96 respondents (7%) who answered both questions changed from ‘Don’t know’ to ‘Do nothing’. Other changes included:
- Four respondents (4%) changed from ‘Don’t know’ to Cyan (Option 1V5)
 - Three (3%) switched from ‘Don’t know’ to Grey (Option 5BV1)
 - Three respondents (3%) who previously preferred Grey (Option 5BV1) changed to Magenta (Option 4/5AV1)
 - Two (2%) went from ‘Don’t know’ to Magenta (Option 4/5AV1)
 - The same number (two respondents; 2%) changed from Magenta (Option 4/5AV1) to both Beige (Option 1V9) and Crimson (Option 3V1)
 - Two respondents (2%) who previously preferred Cyan (Option 1V5) switched to Beige (Option 1V9)

Table 8-2: How respondents' preferred option changed

What was your preferred option before the corrections were published?	Now that you are aware of the corrections, which is your preferred option?							
	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)	Do nothing	Don't know
Cyan (Option 1V5)	6%	2%	1%	0%	0%	0%	0%	0%
Beige (Option 1V9)	1%	6%	0%	0%	0%	0%	1%	0%
Crimson (Option 3V1)	0%	1%	4%	1%	0%	0%	0%	0%
Magenta (Option 4/5AV1)	0%	2%	2%	21%	0%	0%	0%	0%
Amber (Option 4/5AV2)	1%	0%	0%	1%	0%	0%	0%	0%
Grey (Option 5BV1)	0%	0%	1%	3%	0%	3%	0%	0%
Do nothing	0%	1%	0%	0%	0%	0%	23%	0%
Don't know	4%	1%	0%	2%	0%	3%	7%	0%

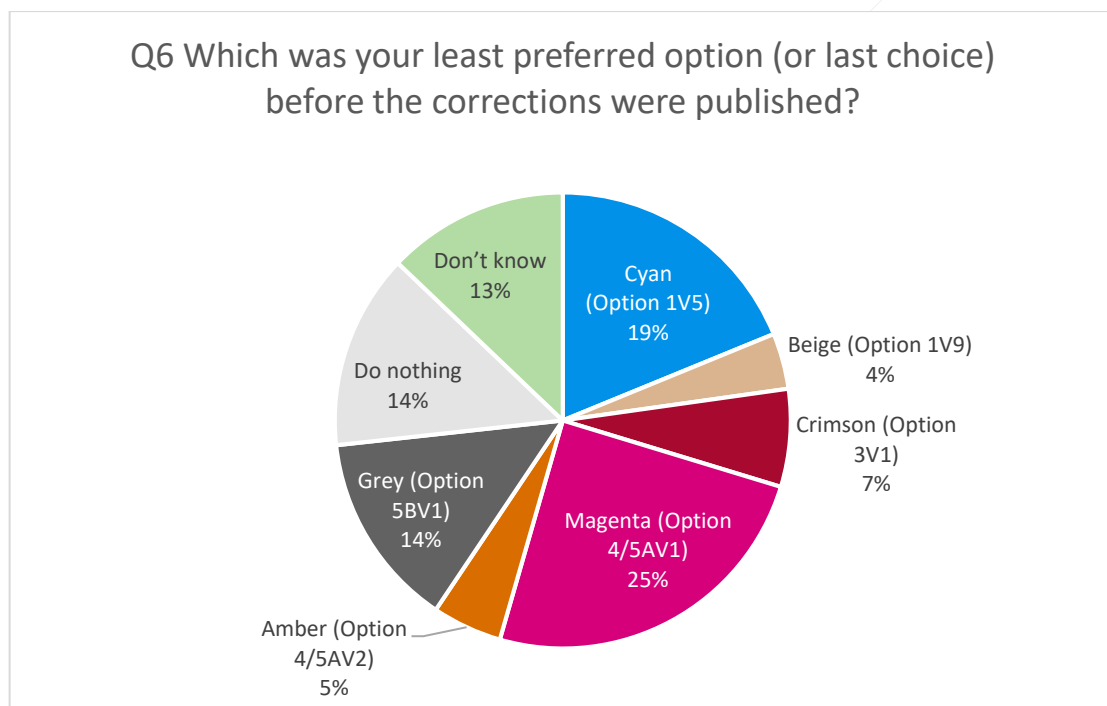
Base: all who provided a response to both questions (n. 96)

8.5.4.12 Respondents were asked what their least preferred option (or last choice) had been before the corrections had been published in the sixth question. **Figure 8-8** shows the results.

8.5.4.13 Magenta (Option 4/5AV1) accounted for the highest proportion of responses with 25%, equivalent to 26 of 103 respondents. This was followed by Cyan (Option 1V5) with 19% (20). Fourteen respondents (14%) selected both Grey (Option 5BV1) and ‘Do nothing’, while 13 (13%) chose ‘Don’t know’.

8.5.4.14 Seven respondents (7%) selected Crimson (Option 3V1) as their least preferred option before the corrections were published, followed by Amber (Option 4/5AV2; five respondents; 5%) and Beige (Option 1V9; four respondents; 4%).

Figure 8-8: Least preferred option (or last choice) before the corrections were published

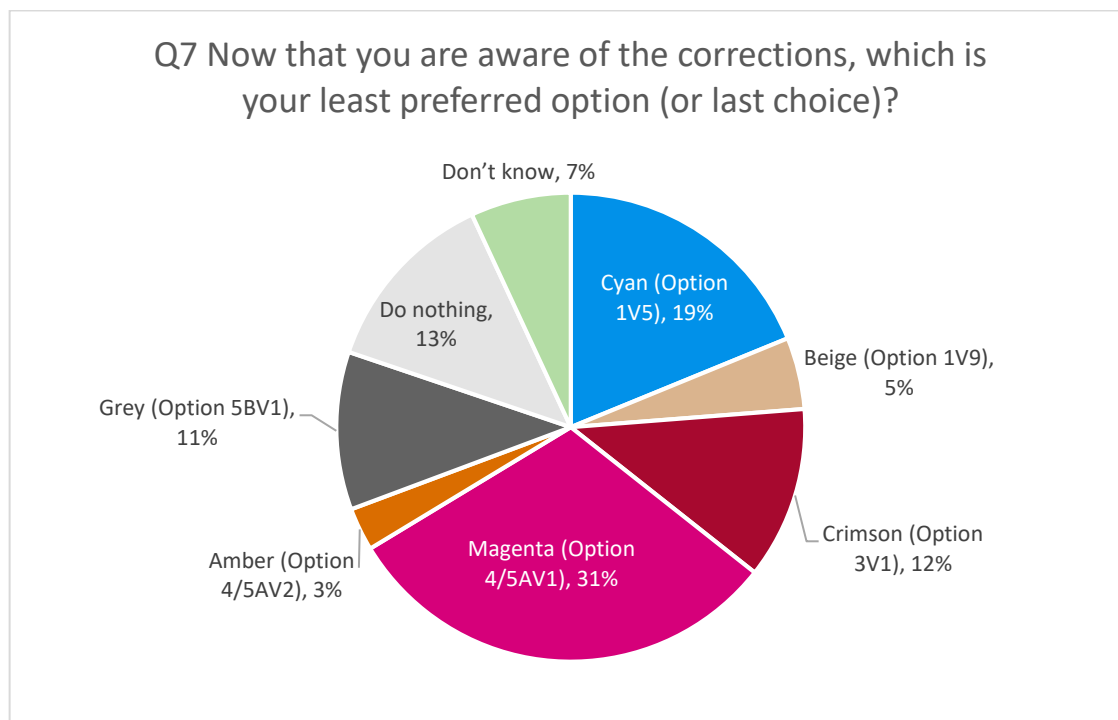


Base: all who provided a response (n. 103)

8.5.4.15 The last question asked respondents to indicate their least preferred option having reviewed the corrections. **Figure 8-9** shows the results and, as with further consultation responses, there was an apparent polarisation of views between preferred and least preferred options: having accounted for 30% of most preferred responses in Question 4, Magenta (Option 4/5AV1) attracted 31% (32 respondents) of least preferred responses.

8.5.4.16 Cyan (Option 1V5) followed with around one-fifth of responses (19%; 20 respondents) while ‘Do nothing’ and Crimson (Option 3V1) received similar proportions with 13% (14 respondents) and 12% (12 respondents), respectively.

Figure 8-9: Least preferred option (or last choice) now the corrections have been published



Base: all who provided a response (n. 104)

8.5.4.17 The results of sixth and seventh questions were compared to better understand how respondents' views on least preferred option had changed. The results of this are shown in **Table 8-3** below. The cells shaded in light grey show no change in least preferred option.

8.5.4.18 As can be seen from the table, changes were minimal, with the largest change coming from respondents who originally selected 'Don't know' switching to Crimson (Option 3V1). The views of four respondents out of 100 who answered both questions (4%) changed in this way. Other changes included:

- Two respondents (2%) switched from Amber (Option 4/5AV2) to Magenta (Option 4/5AV1)
- One (1%) changed from Amber (Option 4/5AV2) to Grey (Option 5BV1)
- One (1%) went from Cyan (Option 1V5) to Beige (Option 1V9)
- One (1%) changed from Cyan (Option 1V5) to 'Do nothing'
- One (1%) changed from Crimson (Option 3V1) to Magenta (Option 4/5AV1)

Table 8-3: How respondents' least preferred option (or last choice) changed

What was your least preferred option before the corrections were published?	Now that you are aware of the corrections, which is your least preferred option?							
	Cyan (Option 1V5)	Beige (Option 1V9)	Crimson (Option 3V1)	Magenta (Option 4/5AV1)	Amber (Option 4/5AV2)	Grey (Option 5BV1)	Do nothing	Don't know
Cyan (Option 1V5)	17%	1%	0%	0%	0%	0%	1%	0%
Beige (Option 1V9)	0%	4%	0%	0%	0%	0%	0%	0%
Crimson (Option 3V1)	0%	0%	6%	1%	0%	0%	0%	0%
Magenta (Option 4/5AV1)	0%	0%	0%	26%	0%	0%	0%	0%
Amber (Option 4/5AV2)	0%	0%	0%	2%	0%	1%	0%	0%
Grey (Option 5BV1)	1%	0%	1%	1%	0%	10%	1%	0%
Do nothing	0%	0%	1%	1%	0%	0%	12%	0%
Don't know	1%	0%	4%	1%	0%	0%	0%	7%

Base: all who provided a response to both questions (n. 100)

8.5.5 Key stakeholder/other organisation responses

- 8.5.5.1 Twenty-two key stakeholders and organisations submitted letters and emails during the further review period. As set out in the following list, these included elected representatives, statutory bodies, businesses, community organisations and charities:
- Arun District Council
 - Arundel Bypass Neighbourhood Committee (ABNC)
 - Arundel SCATE
 - Arundel Town Council
 - Badger Trust West Sussex
 - BeeBee Kennels
 - Bricycles, the Brighton and Hove Cycling Campaign
 - Elected representative
 - FuturEcoLogic Ltd, Worthing Climate Action Network, Green Tides
 - Historic England
 - OneArundel
 - Queensgate Capital Ltd.
 - Rudford Property Management Ltd.
 - Sompting Parish Council
 - South Coast Alliance for Transport and the Environment (SCATE)
 - South Downs National Park Authority
 - Sussex Wildlife Trust
 - Thames Crossing Action Group
 - The Wildfowl & Wetlands Trust
 - Transport Action Network
 - Transport Futures East Sussex (formerly Campaign for Better Transport)
 - Walberton Parish Council
- Note: two key stakeholders (ABNC and Walberton Parish Council) each submitted two responses
- 8.5.5.2 These responses have been included in full, with the exception of any personal information, within Appendix J.
- 8.5.5.3 A total of 181 comments were coded from the written responses from key stakeholders and other organisations. **Table 8-4** details the comments that were mentioned the most frequently.

8.5.5.4 As can be seen from the table, the most frequently recurring theme of comments related to the further review process itself, with 14 coded comments (8%) of the 181 total. Perceptions that there continued to be misleading/incorrect/missing information featured prominently (11 comments, 6%), as did suggestions that the errors were presented in a confusing way (10 comments, 6%).

8.5.5.5 Other comments key stakeholders made were similar to those received during the further consultation period, and included concerns about the impact on biodiversity, habitats, wildlife and woodlands (9 comments, 5%), concerns about impact on climate change (8 comments, 4%), concerns about the impact on landscape/visual (6 comments, 3%), concerns about the effect on towns/villages/communities (6 comments, 3%) and support the 'Arundel Alternative'/wide single carriageway (6 comments, 3%).

Table 8-4: Most frequently recorded stakeholder comments

Code description	No. of comments	% of comments
General concerns about the process	14	8%
There's still misleading/incorrect/missing information	11	6%
Errors presented in a confusing way	10	6%
Concerns about impact on biodiversity - habitats, wildlife, woodlands	9	5%
Concern about impact on climate change	8	4%
Discouraging people from responding	8	4%
Previous consultation was inadequate	8	4%
Not everyone who responded previously has been notified	7	4%
Concerns regarding assessment methods	7	4%
Concerns about impact on landscape/visual	6	3%
Concerns about the effect on towns/villages/communities	6	3%

Code description	No. of comments	% of comments
Support the 'Arundel Alternative'/wide single carriageway	6	3%
Re-run the consultation	6	3%
Concerns about impact on cultural heritage/ancient buildings	5	3%
Need to improve/invest in public transport/walking/cycling facilities	5	3%
People won't remember what information they used to come to their conclusions	5	3%
Support 'Do nothing'/oppose scheme	4	2%
Concerns about impact on ancient woodland	4	2%
Concerns about impact on air quality	4	2%
Preferred option hasn't changed following review of errata documents	4	2%
Support for Magenta (Option 4/5AV1)	3	2%
Will increase congestion/too much traffic already/new roads create more traffic	3	2%
Concerns regarding programme/timing of assessments	3	2%
National planning policy needs to be reconsidered	3	2%

Base: total number of coded comments from stakeholders (n. 181)

8.5.6 Individual responses

8.5.6.1 During the further review period, 304 individual respondents' submitted letters or emails. Twelve of these respondents submitted two letters or emails.

8.5.6.2 **Table 8-5** presents the most frequently coded comments. As with the key stakeholder/organisation responses, the highest proportions of coded comments related to the further review period process: 218 of the 2,077 total number of coded comments (10%) expressed concerns, while 168 comments (8%) felt that there had still been misleading/incorrect/missing information put forward. Similar proportions asked for a re-run of the consultation (150 comments, 7%) and thought the errors had been presented in a confusing way (143 comments, 7%).

8.5.6.3 Some respondents took the opportunity to state their support for the 'Arundel Alternative'/wide single carriageway (125 comments, 6%), while environmental concerns were also prominent: 108 comments (5%) related to concerns about the impact on climate change, while 99 comments (5%) raised concerns about impacts on biodiversity, habitats, wildlife and woodlands.

8.5.6.4 A number of comments were option-specific, with 82 comments (4%) supporting 'Do nothing' or opposing the scheme, and 33 comments (2%) in support of Magenta (Option 4/5AV1).

Table 8-5: Most frequently recorded comments from individual written responses

Code description	No. of comments	% of comments
General concerns about the process	218	10%
There's still misleading/incorrect/missing information	168	8%
Re-run the consultation	150	7%
Errors presented in a confusing way	143	7%
Support the 'Arundel Alternative'/wide single carriageway	125	6%
Concern about impact on climate change	108	5%
Concerns about impact on biodiversity - habitats, wildlife, woodlands	99	5%
Previous consultation	93	4%

Code description	No. of comments	% of comments
was inadequate		
Concerns about the effect on towns/villages/communities	92	4%
Not everyone who responded previously has been notified	89	4%
Support 'Do nothing'/oppose scheme	82	4%
Discouraging people from responding	77	4%
People won't remember what information they used to come to their conclusions	71	3%
Concerns about impact on landscape/visual	57	3%
Concerns about impact on air quality	49	2%
Waste of money/too expensive	47	2%
Will increase congestion/too much traffic already/new roads create more traffic	44	2%
Support for Magenta (Option 4/5AV1)	33	2%

Base: total number of coded comments from individuals (n. 2,077)

8.5.7 Responses to issues raised

8.5.7.1 We have considered all comments that were received through the further review period and **Table 8-6** summarises the key themes that emerged from the 2,258 coded comments, along with our associated responses.

8.5.7.2 The table sets out our responses to the themes which were commented on at least 10 times, as identified through our analysis of all responses received. The themes that were commented on at least 10 times accounted for 96% of all coded comments. We have also sought to address other matters that were raised by key stakeholders. Please note that the range of comments made under each theme are reflected in the table below while a full frequency version, showing the number of times each code description was used in this analysis, can be found in Appendix H. A comprehensive breakdown of other issues raised, and our associated responses, can be found in Appendix I.

8.5.7.3 It is important to note that many of the issues raised require information that will only be available once a new preferred route has been selected and further work is carried out. More information will therefore be available as the scheme design continues to develop, and will be presented at statutory consultation before we submit our application for development consent.

Table 8-6: Most frequently raised issues during the further review period and our associated responses

Theme	Nature of comments received	Highways England response
Further review period/consultation process	Concerns about the process/not everyone who responded last time has been contacted	We have been committed to a fair and transparent public consultation on the options for improvements to the A27 around Arundel from the outset, in order to help inform our decision making on the best long-term solution for the area.

Theme	Nature of comments received	Highways England response
	Errors presented in a confusing way	<p>This commitment underpinned our decision to conduct the further review process, once it unfortunately became clear that corrections were needed to some of the technical information that had been published as part of our further consultation.</p> <p>We published extensive details of the errors, encouraged respondents to consider the corrections and let us know if their views on the options had changed as a result. An individual errata note was published for each document that needed correcting. All errors and corrections were detailed, including cross references to the original documents, to make it as easy as possible for respondents to identify where corrections had been made. Rather than discouraging responses, we made it clear that any responses we received during the further review period would be considered alongside all responses that had been submitted during the further consultation period. The largely technical nature of the corrections meant that the overall conclusions of our assessments had not changed. This report (and its appendices) demonstrates that all responses to both the further consultation and review period have been taken into account and will inform the decision-making process in terms of which option is taken forward for further development.</p> <p>While it wasn't possible to directly contact all respondents to the further consultation to notify them of the corrections, we took all reasonable steps to publicise the further review period. Our promotional activities included issuing a letter to more than 78,000 properties, online and social media activity, and encouraging local media to help raise awareness. We also made printed reference copies of the errata documents available at a</p>
	Further review period won't change outcome	
	Discouraging people from responding	

Theme	Nature of comments received	Highways England response
		<p>number of accessible deposit points in the local area.</p> <p>Some respondents indicated as part of their submission that they had not received a notification of the further review period directly from Highways England. As these respondents were still able to submit their views, we remain satisfied that our strategy for publicising the further review period was effective.</p>
	<p>Misleading/incorrect information is still presented</p>	<p>We are confident that the errata documents published as part of the further review period were comprehensive and included all material corrections required to ensure consultees are were to provide an informed response. Prior to publishing the corrections, an independent assurance review of the materials was undertaken to provide additional confidence.</p> <p>Some respondents questioned the calculation of woodland figures, in particular, but these accurately reflected the data on which they were based. This is described in more detail on page 160.</p>
	<p>Inaccurate scheme description</p>	<p>Each of the proposed options was presented as a dual carriageway to replace the existing single carriageway section, and text descriptions were supplemented with maps and ‘fly-through’ videos. We are therefore satisfied that respondents had access to sufficient information about the proposals on which to base their responses.</p>
	<p>12-week consultation is needed</p>	<p>As a Government-owned company, we abide by the Cabinet Office’s consultation principles. There has been no mandatory requirement for 12-</p>

Theme	Nature of comments received	Highways England response
	<p>Previous consultation was inadequate</p>	<p>week public consultations since 2012 and the eight-week further consultation was longer than our usual non-statutory options consultation period, in recognition of the extent of local interest in this scheme. We also published Project Control Framework Stage 2-depth analysis as part of the further consultation, whereas our options consultations are usually based on Stage 1 data. This therefore provided more information to consultees than is usually available at this stage of scheme development.</p> <p>The four-week period chosen for the further review period was considered to reflect a proportionate approach, given the limited scope of the exercise. Whilst this period was shorter than the main further consultation period, the further review exercise was much narrower in scope (as it only related to the published corrections and focused on those consultees who had already provided a response). Given this, and the fact that four weeks reflects statutory minimum timescales for consultations under, for example, the Planning Act 2008, we considered that consultees had sufficient time to review the materials and provide an informed response.</p> <p>There has been a good level of engagement with both the further consultation and subsequent review period. A statutory consultation will be held on more detailed design proposals for the new preferred route before we submit an application for the necessary consents. We look forward to receiving further comments on the proposals at that stage</p>
	<p>People won't remember what information they used to come to their conclusions</p>	<p>All responses to both the further consultation and subsequent further review period have been considered. While we were keen to understand how respondents' views may have changed as a result of the corrections, we have not sought to identify any correlation between responses, or replace</p>

Theme	Nature of comments received	Highways England response
		any further consultation responses with submissions received during the further review period. No submissions were therefore excluded if a respondent was unable to confirm the option preference they stated during the further consultation.
Environmental issues	Concerns about impact on the South Downs National Park	We recognise the importance of the National Park and its special qualities, as outlined in the scheme objectives, and continue to engage with the South Downs National Park Authority to inform the development of the scheme and minimise/mitigate impacts as far as possible. This will continue to apply to the new preferred route selected.
	Concerns about impact on biodiversity, habitats, wildlife, woodlands	<p>We recognise that the area around Arundel is very special in environmental terms and delivering any improvements to the road network here will present challenges. Extensive biodiversity survey work has been completed to better understand habitats, animal foraging and commuting patterns and overall ecological values of the area. Baseline survey reports were published within the Environmental Assessment Report appendices.</p> <p>Measures to improve the ecological performance, or further limit and mitigate any adverse ecological effects, will be considered during the next stage of the scheme’s development.</p>
	Concerns about impact on cultural heritage in relation to conflating distance with impact upon setting	The Cultural Heritage Appendix 6-1 (Gazetteer) provides a list of assets within the study areas of each route option. The assessment of impacts in Chapter 6 of the Environmental Assessment Report considers designated heritage assets beyond the 1km study areas for each option. The numerous assets within the historic town of Arundel that lie just outside the study areas for the four ‘offline’ routes are included in the assessment. This assessment does not merge the different route option impacts with the proximity to a

Theme	Nature of comments received	Highways England response
		<p>specific heritage asset.</p> <p>The method of assessment follows Highways England guidance and is appropriate for this stage of the project. It provides results that align with Historic England’s conclusions regarding the least harmful route options. This corrected information does not affect the overall conclusions of the assessment of the relative performance of the options (both offline and online) in terms of cultural heritage impacts.</p> <p>The Environmental Assessment Report chapter is a Project Control Framework Stage 2 options appraisal of six route options and, for this reason and considering the number/complexity of heritage assets involved, the assessment is necessarily largely quantitative. Professional judgment is also used in the assessment to review and sense-check the results of this assessment. Professional judgment and review of the revised Environmental Assessment Report confirmed that the results of the assessment are reasonable and align with the views of Historic England. A holistic approach with more detail will be undertaken when appropriate and feasible in the next stage of scheme development.</p>
	<p>Impact on Tortington Priory barn and other designated assets</p>	<p>Both the Tortington Priory scheduled monument and Grade II* listed Priory Barn were assessed for all four ‘offline’ route options, and either a large or moderate adverse effect was reported in each case. This assessment is presented in the Environmental Assessment Report.</p> <p>Regarding concerns of other designated assets, the Environmental Assessment Report Chapter 6 is a high-level options appraisal of six route options. Professional judgment, in line with Historic England settings</p>

Theme	Nature of comments received	Highways England response
		<p>guidance, has been used to identify those designated heritage assets that would potentially experience a significant environmental effect from the proposed scheme.</p> <p>A more detailed settings assessment (and consideration of potential mitigation measures) will be undertaken for designated heritage assets potentially affected by the scheme, as part of the next stage of scheme development.</p>
	<p>Historic landscape character assessment was inadequate</p>	<p>All six route options would cross a number of post-medieval historic landscape character areas identified from historic map regression. Generally, the heritage significance of these non-designated landscapes is low (according to Design Manual for Roads and Bridges scales of significance).</p> <p>While historic landscape is a material consideration, and the impact upon the historic landscape is assessed in the Environmental Assessment Report, the low significance of the asset type, coupled with the fact that all route options would cross numerous such landscapes, means that a detailed impact assessment of each individual landscape is not warranted at this stage. A more detailed assessment will be undertaken in PCF Stage 3 of the new preferred option. This is in line with national policy, which states that the level of detail should be proportionate to the assets' importance and sufficient to understand the potential impact of the proposal on their significance.</p>
	<p>Assessment of setting should have been</p>	<p>The Environmental Assessment Report cultural heritage chapter is necessarily largely quantitative given the number of assets involved and the</p>

Theme	Nature of comments received	Highways England response
	undertaken	<p>fact that the project is at option selection stage. It is, however, sufficient for the purposes of comparing the likely environmental impact of each route, ranking the routes in terms of levels of harm, and for determining a new preferred route option. The level of detail is appropriate for PCF Stage 2 and should be proportionate to the assets' importance and sufficient to understand the potential impacts.</p> <p>A settings assessment, following Historic England guidance on setting, would entail a detailed study of the hundreds of designated heritage assets potentially affected and is neither feasible nor warranted for preliminary options selection, ranking options, and ultimately determining which route is preferred in terms of least harm to the historic environment. A detailed settings assessment will therefore be considered during the next stage of scheme development.</p>
	No detailed assessment of archaeological notification areas	<p>The numbers of Archaeological Notification Areas (ANAs) affected by each route option is clearly stated throughout Chapter 6 of the Environmental Assessment Report. The impact of all proposed options on buried heritage assets is also clearly stated in the chapter and was also dealt with in the errata documents.</p> <p>ANAs have not been singled out for a more detailed impact assessment in respect of buried heritage. This is because these are not heritage assets, but areas where archaeological potential has been recognised by the county authority. There are standard means of 'mitigating' (offsetting) the impact on such remains, both within and outside ANAs, and the Environmental Assessment Report chapter recognises a slight adverse effect following the implementation of such a programme. A more detailed assessment</p>

Theme	Nature of comments received	Highways England response
		<p>(including consideration of mitigation measures) of the new preferred option will be undertaken for the potential of buried heritage assets within and beyond the ANAs during the next stage of the project.</p>
	<p>Concerns about climate change/carbon emission assessments</p>	<p>The PCF Stage 2 Environmental Assessment Report included an assessment of greenhouse gas (GHG) emissions. The GHG emissions are quantified for all vehicle movements across the entire traffic reference area (ie anywhere vehicle movement may change as a result of the project) using forecast data from the Department of Transport. The assessment considers the difference between implementing the scheme and doing nothing within that area. This results in the total road emissions due to the project, considered over an assumed 60-year lifespan of the scheme.</p> <p>In the specific case of the A27 Arundel Bypass project, GHG emissions estimates for the scheme options are set out in Table 14-28 of Chapter 14 of the Environmental Assessment Report. The assessment shows that GHG emissions will increase by 2041 for all options (relative to the ‘do minimum’). The projected increases in GHG emissions from each of the scheme options over the lifespan of the scheme would contribute to between 0.0011% and 0.0016% of the total national UK emissions. While this increase may appear at odds with the need to get national emissions to net zero by 2050, the scheme is unlikely to hinder the government’s ability to meet these targets given the marginal contribution of the scheme to overall national UK emissions.</p> <p>The GHG assessment was produced before the government announced that no new petrol, diesel or hybrid cars will be sold in the UK beyond 2035. It is expected that the government announcement in late 2019 regarding the sale</p>

Theme	Nature of comments received	Highways England response
		<p>of petrol, diesel and hybrid cars, and potential future policies to encourage more zero emission vehicles, will change the future composition of the vehicle fleet. As such, the assessment assumes that there is still low take-up of zero emission vehicles (as is currently the case) and therefore represents a conservative assessment.</p> <p>The Prime Minister announced that government is consulting on bringing forward the end to the sale of new petrol and diesel cars and vans from 2040 to 2035. This reflects the Independent Committee on Climate Change’s advice on what is needed in order for the UK to end its contribution to climate change by 2050. We’ll be supporting the wider government effort to make this transition as smooth as possible. We know innovation has a major role in the future of the road network. Earlier in 2019 we launched a competition, inviting bids from the UK’s most creative minds to develop the ‘digital roads’ of tomorrow. This calls for a fresh approach to designing, building and maintaining roads. The aim is to improve safety and air quality, make journey times more predictable and reduce construction cost.</p> <p>For more information on our approach to environmental protection and enhancement, please refer to ‘Protecting the environment: our story so far’, which is available from http://assets.highwaysengland.co.uk/Corporate+documents/Protecting-the-environment.pdf</p>
	Concerns about woodland calculations	The area of ‘impacted woodland’ for each option was presented in the consultation brochure. The area of ‘impacted woodland’ comprised areas of ‘woodland loss’ and areas of ‘woodland at risk’. Definitions for these terms

Theme	Nature of comments received	Highways England response
		<p>were also provided in the footnotes of the brochure.</p> <p>Woodland loss calculations were based on government-issued datasets (the National Forest Inventory, which comprises the same dataset as the Defra Magic Maps) and were updated based on field survey data. The government-issued datasets were used to perform these calculations as the use of official datasets allows access to the information by any member of the public.</p> <p>Our surveys identified that the Arundel Arboretum area was grassland (as stated in Chapter 8 of the Environmental Assessment Report), though the nationally-issued datasets do not reflect this. The survey results of the characteristics and condition of this area are also presented in the PCF Stage 2 Environmental Assessment Report.</p> <p>It is routine professional practice, to report desktop-based information, including publicly available mapping, as well as supplementary and more detailed field survey data results. Indeed, this is the case for most biodiversity values discussed in the PCF Stage 2 Environmental Assessment Report including, by way of example, ancient woodland.</p> <p>The area of woodland loss will continue to be assessed and refined through the design development process, and the areas are likely to change before the land requirements for the project are fixed by the end of PCF Stage 3.</p>
	<p>Biodiversity errors</p> <p>Specific references to</p>	<p>The aquatic ecology field surveys included investigations for great crested newts and other amphibious species. Surveys were undertaken for great crested newts as they are a European protected species.</p>

Theme	Nature of comments received	Highways England response
	<p>frogs, toads and omitted habitats.</p>	<p>Field surveys conducted in 2017 for great crested newts recorded incidental sightings of common frog (para 2.4.1.5 of Appendix 8-13). Common frog (<i>Rana temporaria</i>) is not on Section 41 of the Natural Environment and Rural Communities Act 2006. Section 41 provides a list of the living organisms and types of habitat which are considered of principal importance for the purpose of conserving biodiversity. Therefore, frog surveys are not undertaken as standard in order to inform an Environmental Assessment.</p> <p>Possible impacts on common toad are considered in Chapter 8 of the Environmental Assessment Report using desk study data, including that supplied by the Mid-Arun Valley Environmental Survey (MAVES, now Arun Countryside Trust). Toads are identified as being present within the vicinity of the proposed scheme options (Table 8-7). Data supplied by the Mid Arun Valley Environmental Survey (MAVES, now Arun Countryside Trust) indicate further common toad populations and breeding sites adjacent to the proposed alignment for Magenta (Option 4/5AV1) (Paragraph 8.6.4.97 and 8.6.4.98). No specific toad surveys were conducted (Paragraph 8.6.4.103) as (with the exception of Natterjack toads) toads are not listed on Section 41 of the Natural Environment and Rural Communities Act 2006. Incidental sightings of toads are referred to within Appendix 8-13 from other ecological surveys. Toad presence has been assessed using a habitat suitability approach rather than direct field surveys. Potential impacts on toads are assessed in Table 8-9 (Construction phase potential impacts).</p>
	<p>Concerns about impact on bats</p>	<p>Bat surveys have been undertaken as part of the fieldwork associated with the Environmental Assessment Report, in accordance with the requirements of the Design Manual for Roads and Bridges (DMRB), Bat Conservation Trust and Defra/Highways England guidance.</p>

Theme	Nature of comments received	Highways England response
		<p>In accordance with the guidance, the results and conclusions have been presented in Chapter 8 and accompanying appendices of the Environmental Assessment Report.</p> <p>Information on general mitigation measures considered in the assessment are provided in section 8.8. Detailed mitigation and compensation proposals will be produced for the new preferred option at PCF Stage 3 (Preliminary Design).</p>
	Concerns about noise impacts	<p>A noise and vibration assessment was completed in accordance with the requirements of the Design Manual for Roads and Bridges (DMRB) and Highways England guidance.</p> <p>In accordance with the guidance, the results and conclusions have been presented in Chapter 11 and accompanying appendices of the Environmental Assessment Report.</p> <p>General mitigation measures will be further developed to reduce any impacts once the new preferred route has been identified and more detailed design work progresses.</p>
	Wrong noise assessment	<p>The Environmental Assessment Report included the Worthing-Lancing (WL) improvement scheme in accordance with the DMRB. The purpose of the Environmental Sensitivity Testing Technical Note was to highlight where assessments were changed by excluding the WL traffic model.</p> <p>The noise assessment in the Environmental Sensitivity Testing Technical Note stated that, without the Worthing Lancing scheme, additional properties</p>

Theme	Nature of comments received	Highways England response
		<p>in Slindon may experience a significant adverse effect from Magenta (Option 4/5AV1) and Grey (Option 5BV1) (Table 6-4 and Table 6-5).</p> <p>The noise and vibration chapter of the Environmental Assessment Report stated that 'Existing properties within Binsted' and 'Existing properties within Tortington' would experience a significant adverse effect in terms of noise impacts during the operational phase (Table 11-21 and Table 11-25). Slindon was not identified as experiencing significant adverse noise impacts (Table 11-21 and 11-25) when Worthing-Lancing traffic was included in the assessment.</p> <p>Chapter 12 (Population and health) of the Environmental Assessment Report (Paragraphs 12.10.5.31 and 12.10.7.31) stated that existing properties in Binsted and Tortington are 'anticipated to experience significant adverse noise effects during operation, which could result in negative health outcomes for residents of these properties.' Noise-related health impacts associated with Slindon are not specifically stated. These findings were summarised in Table 12-42, where negative effects were identified for Magenta (Option 4/5AV1) and Grey (Option 5BV1).</p>
	Need for a landscape scale assessment	Our environmental assessments have been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and WebTAG processes, which are updated to contemporary standards and requirements via a series of Interim Advice Notes (IANs). There is no currently accepted methodology of conducting a landscape scale biodiversity assessment. At this stage, a landscape scale assessment will not be undertaken. The Environmental Assessment Report produced during this stage of the project (Project Control Framework Stage 2) is considered proportionate and appropriate to

Theme	Nature of comments received	Highways England response
		<p>an options selection process. The scope and methods for conducting a landscape scale assessment will be explored further during the next stage (PCF Stage 3).</p>
	<p>Concerns about impacts on the badger population</p>	<p>We received additional information during the further review period on the presence of foraging badgers along Ford Road. This data will be incorporated into the environmental assessments undertaken at PCF Stage 3, although it is expected to confirm the results of field surveys undertaken to date.</p> <p>Badger is not a threatened species and populations are resilient and able to recover in the long term (with provision of replacement habitat) and therefore the results of the assessment would not be materially affected by this information.</p>
	<p>Concerns about flooding</p>	<p>Flood risks assessments have been completed to a level sufficient to inform PCF Stage 2 (option selection). Section 13.9 of the Environmental Assessment Report outlines potential effects of the scheme.</p> <p>The Environment Agency approved the hydraulic model in May 2018, which provides initial analyses of the impact of the Scheme within the floodplains affected. This will be used to inform the potential impact of the new preferred route on flood risk within the study area. In the meantime, we recognise that a suite of flood risk management measures will be required to ensure the overall level of flood risk is not increased as a result of the scheme.</p>
	<p>Local air quality benefits</p>	<p>An air quality assessment, which is the recognised means of assessing air quality impacts for road schemes, was completed in accordance with the requirements of DMRB and Highways England guidance. The results and</p>

Theme	Nature of comments received	Highways England response
		<p>conclusions have been presented in Chapter 5, and accompanying appendices, of the Environmental Assessment Report.</p> <p>As outlined in the consultation brochure, there would be no significant adverse effect during the operational phase of any route option. There would be a low risk of any option not complying with EU ambient air quality limit values and nitrogen dioxide concentrations would be expected to reduce within the Storrington Air Quality Management Area.</p>
<p>‘Arundel Alternative’</p>	<p>General support for the ‘Arundel Alternative’/ wide single carriageway</p>	<p>The ‘Arundel Alternative’, or ‘New Purple Route’ as it was previously known locally, has been suggested as a solution to the issues associated with the A27 around Arundel. It essentially consists of a wide single carriageway along a similar alignment as the Option 1 variants put forward as part of the further consultation.</p> <p>As part of our work to prepare for further consultation, we carried out a review of the options previously consulted on, as well as previously discounted proposals. This included variations of a wide single carriageway solution based on feedback received as part of the 2017 consultation.</p> <p>Traffic assessments were carried out in accordance with guidance in the Design Manual for Roads and Bridges (DMRB) to determine whether a wide single, two-lane carriageway option would provide sufficient capacity to cater for future traffic volumes (please see Volume 5 Section 1 Part 3, TA46/97 of the DMRB for more information on this guidance). The data showed the level of traffic volume is considerably in excess of the maximum level of flow the DMRB advises would be economically justified and operationally acceptable for new rural roads.</p>

Theme	Nature of comments received	Highways England response
		<p>In addition, evidence indicates that single carriageways in general have poorer safety records. A report published by the Road Safety Foundation⁹ has revealed that the number of fatal and serious crashes per billion kilometres on A road single carriageways in England, between 2015 and 2017, were more than three times as many as those recorded on A road dual carriageways. The accident rate used by COBALT, the computer program developed by the Department for Transport to assess accident impacts as part of the economic appraisal for a road scheme, for a modern wide single road with hard strip¹⁰, is more than twice as high as that of a modern dual carriageway road with hard strip.</p> <p>As a result, the proposal would not deliver the scheme objectives and was not put forward as part of the further consultation. Further information on alternative options and the sifting process can be found in the final Scheme Assessment Report available on our website.</p>
	Slow moving traffic has more capacity	<p>A number of single carriageway variants have been considered as part of the optioneering exercise for the A27 Arundel Bypass scheme, the outcome of which is set out in Section 7.4 of the Interim Scheme Assessment Report.</p> <p>Using DMRB TA46/97, the capacity for a single carriageway has been estimated as 1,320 vehicles per hour. This compares to peak hour flows of up to 1,343 and 'do nothing' forecast year 2041 peak hour flows of up to</p>

⁹ Road Safety Foundation (July 2019) “How Safe are You on Britains Main Road Networks” [Available online] <https://roadsafetyfoundation.org/project/how-safe-are-you-on-britains-main-roadnetworks-eurorap-results-2019/>

¹⁰ Hard strips are located at the edge of the carriageway adjacent to the verge and central reserve.

Theme	Nature of comments received	Highways England response
		<p>1,515 vehicles per hour, reported in the May 2018 Scheme Assessment Report. These exceed the TA46/97 estimate of capacity for a WS2, and therefore this further indicates that a WS2 road would not be operationally acceptable.</p> <p>The assessment carried out is consistent with the previous conclusions in relation to the limited potential of improved single carriageway road standards on the A27 at Arundel. The data shows that flow forecasts, for 2026 and 2041, would exceed the capacity of a wide single carriageway (WS2) and that a WS2 road would not be economically justified or operationally acceptable. A WS2 trunk road would therefore not deliver one of the key Scheme objectives i.e., 'reduce congestion, reduce travel time, and improve journey time reliability along the route' (Interim Scheme Assessment Report, Paragraph 2.2.1.1). As a result, single carriageway options were not proposed for further consideration.</p>
Community impacts	Concerns about the impact on villages	We understand the concerns that different sections of the community have raised about existing and potential future severance issues. Chapter 12 of the Environmental Assessment Report sets out our assessment of the options' impacts on population and health, while Chapter 11 of the final Scheme Assessment Report presents a summary of social and distributional impact appraisal of the scheme options.
	Properties affected by previous preferred route announcement	We have been in regular dialogue, and will continue to engage, with landowners affected by the scheme on a case-by-case basis.

Theme	Nature of comments received	Highways England response
	Impacts on the new properties at Walberton (Avisford Grange) have not been assessed	<p>During the options selection stage, we are required to identify the zone of influence and identify 'other developments' within this zone. The assessment of inter-project cumulative effects will be undertaken in later stages of the project in accordance with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>Grey (Option 5BV1) is the only option that would have a direct impact on part of the development at Avisford Grange. If this option is taken forward as the new preferred route, an alternative access to the development would most likely be required.</p> <p>A Cumulative Environmental Assessment will be undertaken at PCF Stage 3 for the new preferred option.</p>
Sustainable transport	Encourage a move away from car use	We are supportive of an increase in public transport, but we are not aware of any plans that would have a significant impact on the traffic levels along the A27 which would negate the need for intervention.
	Invest in more sustainable transport solutions	Public transport operators also depend on good infrastructure and an improved A27 will help bus and coach operators to develop their services and will improve access to Arundel railway station.
	Need to improve walking/cycling facilities	The scheme could present opportunities to improve provision for walking, cycling and horse riding. These opportunities, which would include potential safety enhancements, will be explored further in the next stage of the process, once a new preferred route has been identified.

Theme	Nature of comments received	Highways England response
<p>Traffic and economic assessments</p>	<p>Inclusion of Worthing-Lancing scheme in calculations</p>	<p>As set out in the Road Investment Strategy 2 (2020 – 2025), published in March 2020, A package of enhancements between Worthing and Lancing to improve the capacity and flow of traffic remain part of our committed work for Road Period 2.</p> <p>The scheme remained part of the RIS1 package of works at the time of further consultation and so, in line with Department for Transport (DfT) guidance set out in WebTAG and supplementary Highways England guidance, the traffic modelling information presented in the further consultation material therefore assumed that the scheme and other planned developments, such as the Lyminster Bypass, would proceed. However, we completed analysis to show how the traffic and economic assessments for the Arundel Bypass scheme would change if the Worthing and Lancing improvements were not to progress. The results of this analysis were published in section 12.9 of the Combined Modelling and Appraisal Report (ComMA) during the further consultation.</p>
	<p>Concerns about ‘rat-running’</p>	<p>Congestion around Arundel results in some drivers seeking less suitable alternative routes, away from the existing A27. The effect of the various scheme options on rat runs through a broad cross section of routes have been depicted using the traffic ‘heat maps’, which were published during the further consultation (see Appendix A), including the B2233 Yapton Road through Barnham.</p> <p>In addition, section 9.5 of the Interim Scheme Assessment Report set out the change in flows on local roads such as Yapton Lane and Ford Road for all of the scheme options. One of the key effects of the scheme is to reduce the overall level of rat running on local roads within the area of the scheme.</p>

Theme	Nature of comments received	Highways England response
	<p>Will increase congestion/already too much traffic/new roads create more traffic</p>	<p>The traffic modelling that was undertaken included the Department for Transport’s traffic growth factors, assumptions on local changes in development (new housing and employment) and changes to the certainty of other transport schemes within the local area. The results showed that, whichever option were to be taken forward, the new road would operate within capacity in 2041 (at 85-90% capacity for Option 1V9, which includes the signalised ‘through-about’ junction; 45-60% for the other options). Journey times are predicted to be between 6 and 11 minutes shorter.</p> <p>We accept that new roads do create more traffic. However, this is taken account of within the traffic modelling, where changes to trip patterns as a result of the scheme are considered. The impact of these new trips on the overall number of trips is very small. The traffic modelling that was undertaken for the scheme indicates that this creates around 70 new trips across each of the three-hour peak periods in the AM and PM in 2026, a 0.15% increase on overall numbers. Furthermore, this very marginal increase is across the whole modelled area, not just on the scheme section around Arundel.</p>
	<p>Consider the A27 as a whole</p>	<p>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.</p> <p>We acknowledge that there are issues elsewhere along the A27 corridor that need addressing. As set out in the RIS2, we remain committed to delivering improvements to the A27 at Worthing and Lancing in the roads period to 2025.</p>

Theme	Nature of comments received	Highways England response
		<p>A Chichester Bypass scheme identified in RIS1 was cancelled due to a lack of local support for the options. As set out in RIS2, improvements to the A27 at Chichester are now being considered as part of our 'RIS3 pipeline', which involves proposals for the next RIS going through the early stages of the development process so that they could enter construction during Road Period 3 (2025 – 2030). The A27 Lewes to Polegate scheme has also been set out in RIS2 as part of the RIS3 pipeline. Funding for construction of these schemes has not been committed.</p>
	<p>Journey time savings do not justify the expense</p>	<p>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 relative BCR ranges for each option were published on page 29 of the consultation brochure (included within Appendix A).</p> <p>We also calculate an overall Value for Money assessment, which includes more than just the BCR and also takes account of all expected effects, risks and uncertainty. Our Value for Money assessment showed that each option would represent 'Medium' value for money.</p>
	<p>Current road is fit for purpose</p>	<p>The dual carriageway on either side of Arundel has the capacity to carry existing traffic flows and accommodate future traffic growth. However, the single carriageway sections are not able to accommodate the demand during peak periods, resulting in congestion. The main congestion points are</p>

Theme	Nature of comments received	Highways England response
		<p>at the Ford Road roundabout, the section between the Causeway roundabout and Crossbush, and the approaches to Crossbush junction.</p> <p>Forecast population growth in the area means that these issues are expected to worsen in coming years in a 'do-nothing' scenario. Replacing the existing single carriageway section with a new dual carriageway will help resolve many of these issues.</p>
	<p>Flow forecasting needs to take account of climate change, reduced car ownership and increase in electronic communication</p>	<p>Traffic forecasting and appraisal has been undertaken in accordance with guidance set out within Department for Transport's (DfT) WebTAG document. The traffic forecasts have taken account of a host of socio-demographic factors, which include best current forecasts of how car ownership and demographics may affect traffic growth within the area of the proposed scheme. In addition, a range of sensitivity tests to account for the uncertainties around the travel demand and supply assumptions, captured within the uncertainty log, have also been undertaken.</p>
<p>Scheme design</p>	<p>Consider tunnelling</p>	<p>We investigated the cost for a 'cut and cover' structure for Crimson (Option 3V1) and found it would add significant additional cost, which would be very unlikely to represent value for money. A bored tunnel would be even more costly.</p> <p>With regard to the environmental impacts, the impact of Option 3V1 would remain significant adverse as reported in the published EAR, even with a cut and cover structure. This would be due to the impact on ancient woodland and the construction phase impacts on bats, breeding birds and terrestrial invertebrates.</p>

Theme	Nature of comments received	Highways England response
	Viaduct needed across the floodplain	<p>The environmental assessments conducted to date assumed that the route would be built on an embankment across the River Arun floodplain. The assumption of an embankment was made as it was both a lower cost option and a higher environmental impact option. The higher potential environmental impacts meant a conservative, precautionary approach was taken to the assessments. The scheme options could all alternatively be built with a partial or full viaduct across the flood plain.</p> <p>We acknowledge the views from the Environment Agency, Forestry Commission, Natural England and South Downs National Park Authority in relation to the preference for a viaduct opposed to embankment design solution on the grounds of visual impact, as well as operational benefits in the mitigation/minimising of biodiversity severance. A decision on this will be taken once a new preferred route is confirmed and more detailed design work is undertaken.</p>
	Support for fly-over in preference to junctions	These comments were option-specific and have been noted as part of the process to determine the most appropriate option to take forward.
Planning policy	Scheme planning should be integrated and take a holistic approach	These comments have been noted. The scheme has been, and continues to be, developed and promoted in the context of current national and local policy.
	National planning policy needs to be reconsidered	Accommodating forecast traffic growth as a result of committed development is part of the rationale for the proposals, while the local economy is reliant on a functioning transport network, of which the A27 is a key component.

Theme	Nature of comments received	Highways England response
Need for the scheme	Scheme should be abandoned	<p>Congestion and delays around Arundel are already commonplace. Forecast population growth in the area means that these issues are expected to worsen in coming years in a 'do-nothing' scenario. Replacing the existing single carriageway section with a new dual carriageway will help resolve many of these issues.</p> <p>The analysis we published as part of the further consultation showed that a high proportion of traffic is predicted to use a new bypass in preference to the existing road and other routes to the north and south of Arundel. As a result, congestion would improve.</p>
Construction	Impacts on local businesses/charities	We'll work closely with local stakeholders, including the business community, to plan the works and keep any disruption to a minimum.
Option-specific comments	<p>Support/oppose a specific option</p> <p>Support for Crimson (Option 3V1)</p> <p>Support for Magenta (Option 4/5AV1)</p> <p>No change in option preference following review of errata documents</p>	These comments were option-specific and have been noted as part of the process to determine the most appropriate option to take forward.
Timescale	Progress/decision needed ASAP/long	We understand that further consultation on options for the scheme may have caused frustration for some. Equally, we recognise the importance of the

Theme	Nature of comments received	Highways England response
	overdue	scheme to the area and have worked hard to ensure that the local community and other key stakeholders have had the opportunity to comment on the options, based on the latest available information.
	Concerns regarding programme/timing of assessments	We will continue working to deliver the best long-term solution for the area.
Other	Concerns about impacts of littering	<p>The collection of litter under Defra guidelines is the responsibility of the local authority. We work with these local authorities to enable them to access our network whenever we have closures or traffic management in place.</p> <p>Under our normal operations, we always clear as a priority items that are likely to be a safety risk.</p> <p>We try and work closely with local known sources of litter (such as fast food outlets) to reduce the levels of possible litter from these sources and they often amend their packaging to aid this.</p>
	Arundel railway bridge needs replacing	The condition of bridges/structures and other assets on the existing A27 would be considered as part of an agreement with West Sussex County Council during the next stage of scheme development.

9 Summary and next steps

9.1 Feedback summary

- 9.1.1 There was a high level of interest in the further consultation, with more than 7,000 responses received in total. Almost 5,000 consultation response forms alone were submitted, compared to just over 2,800 for the initial consultation in 2017.
- 9.1.2 Analysis of the responses showed that there continues to be strong support for the principle of improvements to the A27 around Arundel, with around two-thirds of respondents (67%) either agreeing or strongly agreeing with the need to improve the road.
- 9.1.3 However, the results also demonstrated a distinct polarisation of views between different sections of the community as to the best way of delivering improvements. Of the options presented, Beige (Option 1V9) and 'Do nothing' received the most support, although analysis of supplementary free text comments suggested that this may have been influenced by an underlying preference for a wide single carriageway option, promoted locally as the 'Arundel Alternative'. Magenta (Option 4/5AV1) appeared to be well supported by respondents from Arundel itself, although it was also unpopular elsewhere, with more than a third of respondents (37%) selecting it as their least preferred option.
- 9.1.4 The polarisation of views was also evident among stakeholder groups: Magenta (Option 4/5AV1) was the clear preference of the local authorities. In contrast, while statutory environmental bodies expressed significant concerns about all of the options, they were united in the view that an 'online' option 1 variant would, in all likelihood, be least impactful from an environmental perspective.
- 9.1.5 A number of corrections were identified to the supporting technical information that underpinned the primary consultation materials, after the further consultation period had concluded. These corrections were published and a total of 457 respondents took the opportunity to comment during a further review period (14 respondents each submitted two emails, bringing the total number of responses received during this period to 472).
- 9.1.6 The comments received during the further review period reinforced the polarisation of views that was apparent from further consultation responses, although concerns were also raised about the nature of the process.

9.2 Next steps

- 9.2.1 We are grateful for all feedback received during this further consultation and thank all respondents for their valuable contribution. The feedback received is being considered alongside other information about the route options, such as the extent to which they meet the scheme objectives, and is being used to help inform our decision on a new preferred route for the scheme.
- 9.2.2 We acknowledge that there are significant challenges associated with delivering any scheme in this area. We look forward to working closely with the relevant statutory bodies, and other key stakeholders, to further develop the scheme and ensure we deliver the best long-term solution to the challenges associated with the A27 around Arundel.
- 9.2.3 A statutory consultation on the new preferred route will take place once further development of that route has taken place, and before we submit our application for development consent.