

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

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Dear Cllr Vawer

Walberton Parish Council, A27 Arundel Bypass Mitigation list and Questions (Discussed 03/02/22 at Fontwell Racecourse)

Thank you for meeting with us on 3 February 2022 at our statutory consultation event at Fontwell Racecourse regarding interim Statutory Consultation questions.

We appreciate the concerns you've raised and offer below a series of responses.

1. In relation to an indicated 42% increase in traffic through The Street and concerns about rat-running through Lake Lane, I wanted to confirm that the traffic figures presented are based on initial modelling - these early results will be investigated, developed and tested further. The model results shown in the Statutory Consultation do not yet take into account any design changes to the scheme (or mitigation measures in the wider network) which are looking to reduce the level of "rat-running" vehicles. These are being prepared at the moment, in response to the consultation, and will be assessed as part of the next iteration of the design.
We recognise the 42% increase going through The Street is an issue and we are investigating potential mitigation measures in discussion with WSCC.
2. In relation to your concerns about HGV and other traffic diverted via the centre of Fontwell Village to access Fordingbridge Engineering and other properties, this issue is recognised and understood. The current Fordingbridge access/egress cannot be retained onto the A27 due to the safety issues caused by its close proximity to the new Tye Lane slip road merge. The junction at the westbound A27 and Arundel Road will be reviewed to establish if this could be reconfigured to provide a safe layout with the A27 diverge slip road open.
3. In relation to your query about the Fontwell roundabouts being over capacity, there would be some localised increases in congestion when the Scheme is in place, with vehicle volumes passing between the Fontwell Roundabouts increasing by between 9% and 10%, or approximately 4,400 vehicles per day.

In particular, evening traffic travelling westwards through the Fontwell Roundabouts would experience an increase in delay of approximately three minutes, due to the attractiveness of the A27 corridor and re-routing of traffic from other local roads.

As part of our review of the 42% through The Street, we are exploring mitigation measures that would potentially help reduce the impact on Fontwell.

Through our initial work on Route Strategies, National Highways has identified the roundabouts at Fontwell and Boxgrove as operating over capacity, causing delays to strategic traffic. With possible forthcoming improvements, such as the A27 Bypass, being considered nearby, these junctions remain a priority for potential future improvement.

4. In relation to the Yapton Lane overbridge, your preference is noted and this will inform the option selection process. The level of the mainline between Tye Lane and Yapton Lane will be reviewed as part of the design development process using the recently acquired geotechnical survey information and ground water levels. It was noted that the early results showing high ground water levels are likely to make the offline option preferable. Depth of cutting is a complex issue and if the primary concern is noise and visual impact, there may be alternate mitigations that are more appropriate.
5. In relation to Binsted Bridge, the present solution is a new bridge which is 8m high for the realigned Binsted Lane, with the road slightly below ground level. The selected option being consulted on in this location is not in deep cutting or in a tunnel due to the poor ground conditions and the need to maximise an efficient earthworks profile.
6. We have noted your concerns in relation to the proposed Yapton Lane site compound; these concerns will be explored.
 - The compound will be used as the base for our construction staff in the western half of the scheme and this will increase the volume of cars and van traffic. Materials required for the construction of the Yapton Lane overbridge and adjacent structures will also need to travel south down Yapton Lane from the A27.
 - In order to minimise the traffic on the local road network, the main construction traffic for earthmoving operations will travel on a haul road, along the line of the bypass route and not via Yapton Lane.
 - Prior to construction of the compound, National Highways will carry out a pre-condition survey of the local roads to agree the traffic management and traffic safety proposals with WSCC (the Highway Authority for the local road network). This will include consideration of access onto Yapton Lane.
7. We have noted your wish to retain an 18 hole golf course at Avisford Park. The options taken to consultation are informing sporting facility provision and will require further examination, in addition to further contact with the owner and operator of the facility. Once these negotiations are more developed we will be able to provide more information. This will not be a simple issue and resolution is not anticipated until well after Statutory Consultation.

8. We have noted your pointing out that our current consultation shows a drop in A29 southbound traffic via Slindon Common of 18%, whereas this figure was a 28% drop in the 2019 consultation. There are a number of possible factors that may be responsible for this apparent change. We will check the modelling years and setup for the two instances referred to.
9. We have noted your request for traffic figures for local roads, both current and predicted. As the model is under-going an iteration of development and the forecasting results are subject to change (including taking account of induced traffic effects), we are not currently releasing any more information other than what we have released in the consultation brochure. However, this issue will be examined and looked at as part of the Traffic Assessment Report which will be produced as part of the DCO application.
10. In relation to discussions around the 'de-trunking' of the existing A27 into a local road, preliminary discussions have taken place with West Sussex County Council, the South Downs National Park Authority and Arun District Council to explore the opportunities presented by the de-trunking. The intention is to hold more detailed workshops with these parties to develop the opportunities and agree priorities for delivery.
11. In relation to Old A27 de-trunking at Yapton Lane and whether Shellbridge Rd will remain left / east only turn, in the current design Shellbridge Road can only turn left to travel eastbound on the existing A27 – this is maintaining the current arrangement.
12. In relation to the date of the latest bat surveys and sharing the results, bat surveys have been ongoing throughout the preliminary design phase and the survey information is in the process of being finalised. This data can be shared once collation is complete and we will advise as soon as possible of a timeframe for this.

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

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

Yours sincerely



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Senior Project Manger, A27 Arundel Bypass
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