

Mr. Paul Marshall
Leader of the Council

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Peter Mumford
Executive Director, Major Projects
Highways England
By Email

Dear Peter,

Re: A27 Arundel Bypass – Ford Road Non-Motorised User Facilities

The West Sussex Transport Plan (2011-26) identifies improvements to the A27 at Chichester, Arundel, Worthing & Lancing as the Council's highest priority for transport and also aims to encourage an increase in the use of sustainable modes of transport.

To support the aim to increase walking and cycling, the County Council is working with local authorities to develop Local Cycling and Walking Infrastructure Plans to coordinate ambitions for new infrastructure across the County. In Arun, an Active Travel Study is currently being led by Arun District Council, but involving the County Council, which aims to coordinate the ambitions for the Arun area. Furthermore, the County Council working together with Coast to Capital LEP, recently invested a new section of shared path on A259 between Clymping and Flansham which forms part of National Cycle Network Route 2. The County Council is keen to continue working with strategic partners, including Highways England, to deliver these ambitions in the future.

The A27 Arundel Bypass scheme has the potential to enhance facilities for Non-Motorised Users (NMUs). The Government's RIS1 stated that; "*we will also develop sustainable transport measures at Arundel, Worthing, Lancing and east of Lewes*". However, the options published for consultation in 2019 only included limited facilities for NMUs which the County Council considered were unlikely to achieve the Government's ambition.

In its response to Highways England's consultation on options, the County Council requested that the design of the preferred route include new facilities for NMUs on the bypassed section of A27; a link between Arundel and Ford; a link between Crossbush and the planned A284 Lyminster Bypass; and a link along the River Arun. It is disappointing that the preferred route does not yet include any of these facilities, but it is acknowledged that detailed design issues such as this will be discussed with key stakeholders imminently.

The feasibility of a cycle facility on Ford Road connecting Arundel to Ford Station and onto National Cycle Network Route 2 was investigated by Highways England in 2019/20 as part of its Designated Funds programme. The scheme would provide a connection between Arundel, Ford and Clymping linking existing communities and strategic developments. The scheme was estimated to cost £3.84m and an initial appraisal concluded the scheme would provide medium value for money due largely to potential for accident benefits. However, the appraisal did not take into account the potential for cumulative benefits associated with A27 Arundel Bypass scheme or benefits associated with planned development which have the potential to improve the outcome of the value for money assessment. There also appears to be strong local support for the scheme which should reduce delivery risks.

Following completion of Highways England's feasibility study, the Government published new guidance on the design of cycle infrastructure (LTN 1/20) so the design of the Ford Road cycle facility would need to be revised to ensure it complies with latest guidance. Therefore, I urge Highways England to undertake further work on this scheme to develop the design so that it is compliant with latest design guidance. I would welcome your views on including the Ford Road cycle facility within the scope of the A27 Arundel Bypass project or another Highways England delivery programme, if this would be more appropriate.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Paul Marshall', written in a cursive style.

Paul Marshall

Leader

West Sussex County Council