

Emailed to: A27ArundelBypass@highwaysengland.co.uk

24 October 2019

Dear Sirs

TfSE Response to the A27 Arundel Bypass Further Consultation

Transport for the South East welcomes the opportunity to respond to the A27 Arundel Bypass further consultation.

Transport for the South East (TfSE) is an emerging Sub-national Transport Body (STB) which is being established in line with provisions of the Local Transport Act 2008 (as amended). As a STB, TfSE's principal role is to facilitate sustainable economic growth through the development of its transport strategy which will identify the transport infrastructure required to deliver additional housing and employment space across the region.

TfSE provides a single voice across its geography on the transport interventions needed to support growth. The South East is crucial to the UK economy and is the nation's international gateway for people and business. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

Our Economic Connectivity Review (ECR) published in 2018 provided a detailed analysis of the underlying socioeconomic conditions of the area and showed the key roles that the transport network and its strategic corridors have in driving economic growth in the South East and the UK. The A27 was identified as one of the key strategic corridors where the evidence suggests that economic investment in transport infrastructure should be focussed to generate maximum future return.

The A27 is the only major east-west trunk road south of the M25 and links a number of the cities and ports that are critical to the UK economy. Our consultation draft Transport Strategy published earlier this month has built upon the evidence and analysis conducted in the ECR and confirms the A27 as a key orbital transport corridor across our area. Our draft Strategy recognises that sections of single carriageway road limit capacity and highlights that there are significant areas of congestion on this corridor. Our draft Strategy further identifies that the poor performance of this corridor represents a significant barrier to fostering sustainable growth along the South Coast.

The South East has a varied and highly valued natural environment, parts of which are also designated due to the quality of the environment, and this helps make the area an attractive place to live, work and visit. Our draft Strategy strongly supports economic growth, but not at any cost, and is clear that any intervention in the area's transport networks must ensure that the environment is protected and where possible enhanced.



0300 3309474

tfse@eastsussex.gov.uk

transportforthesoutheast.org.uk

Transport for the South East, County Hall,
St. Anne's Crescent, Lewes, BN7 1UE

The South East is a popular location for leisure walking and cycling, and our strategy suggests that there is scope to expand the infrastructure to encourage more sustainable forms of transport, particularly for more local journeys.

The stated objectives of the A27 Arundel Bypass scheme are aligned with the TfSE vision, goals and priorities set out in our Transport Strategy, and therefore TfSE supports the need for intervention on the A27 at Arundel to address the current congestion issue and to remove the constraint to future economic growth. However, we consider that it is not within our remit to comment upon any particular route option. We would expect that in developing the scheme, the highest standards of design are employed that will provide a long term solution that delivers potential economic benefits and successfully mitigate its environmental impacts.

We consider that in accordance with Government policy every effort must be made to ensure that biodiversity net gain is achieved through this project, and we would therefore expect that a high quality package of environmental mitigation measures is developed and delivered as part of the scheme.

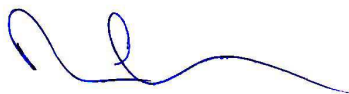
We also consider that there are opportunities to provide enhanced infrastructure and provision for non-motorised users and that these should be included in the design of the preferred route.

We note that although £100-£250 million has been allocated for the A27 Arundel Bypass through the Road Investment Strategy only two of the six options are considered broadly deliverable within this budget. The delivery and budget for major highway improvements in or near environmentally designated areas should reflect a need for the highest standard of design, including environmental mitigation. Although this cannot come at any cost, it is considered that the design and budget for the Arundel bypass scheme should be determined by what is needed to fully deliver on Highway England's strategic objectives, rather than just what is affordable within the current budget.

This is an officer response. The TfSE Shadow Partnership Board meets on 11 December 2019 to consider the draft response and a further iteration of the response may follow.

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,



Rupert Clubb
Lead Officer, Transport for the South East



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