

Emailed to:A27ArundelBypass@highwaysengland.co.uk

4 March 2022

Dear Sirs,

Transport for the South East (TfSE) response to National Highways A27 Arundel bypass consultation

I am writing to you as Technical Lead for [Transport for the South East](#) (TfSE) in response to the consultation on the A27 Arundel Bypass consultation.

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Partnership Board, which is its decision-making body, along with representatives from the region's five Local Enterprise Partnerships, district and borough authorities, protected landscapes, National Highways, Network Rail and Transport for London.

TfSE provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

In 2020 TfSE published a thirty-year transport strategy for the South East that sets out an ambitious 2050 vision for the area. We are currently undertaking a programme of area studies to identify multimodal packages of interventions that will be needed to deliver the transport strategy. The outputs from the area studies will be brought together in a draft Strategic Investment Plan (SIP) that we are planning to publish for consultation in June 2022.

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 transport strategy identified the A27 as a key orbital transport corridor across our area that suffers from significant levels of congestion at various points. The poor performance of both the road and rail links on this corridor represent a significant barrier to fostering sustainable growth along the South Coast.

The strategic vision set out in our emerging Outer Orbital area study, envisages that by the year 2050, the two conurbations along the South Coast of Solent/South Hampshire and Brighton and Hove/Sussex Coast will be served by world class urban mass transit systems and will be an attractive environment for active travel. Both conurbations will be joined together by high quality rail and highway



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infrastructure that are sensitive to the area's outstanding natural and historic environment. This will deliver sustainable and equitable economic growth for the area's residents and businesses. Improving the A27 at Arundel will be key to achieving this vision and therefore TfSE support the need for the scheme.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised. We are therefore pleased that our comments in response to your 2019 consultation have been taken on board. In particular, we welcome the focus given to addressing the environmental challenges and your objective to deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design. We also welcome the objective to improve accessibility for all users to local services and facilities and the provision of replacement and improved pedestrian, cycling and horse-riding routes within the scheme proposals.

Our previous response in 2019 referred to the sufficiency of the scheme budget at that time. Whilst we note that your consultation material makes no reference to the budget, we would reiterate our view that the budget will need to be sufficient to deliver the scheme and mitigate negative impacts on communities and the environment.

This is an officer response. The TfSE Shadow Partnership Board next meets on 21 March 2022 when it will consider this response. A further iteration of it may follow after that meeting.

Yours faithfully,

p.p. 

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Transport for the South East



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