

Appendix 1: Description of Arundel Bypass Option B from the A27 Feasibility Study Report prepared by Parsons Brinckerhoff February 2015 for the Highways Agency, Report 3 of 3. It conflates descriptions of two routes as if they were one.

'Option B - Bypass (longer to avoid SDNP)

'5.2.11 Option B (longer to avoid SDNP) consists of a total length of 6.0km of new dual carriageway. From the east, the alignment of Option B is the same as for Option A, up to where the proposed alignment crosses Ford Road.

'5.2.12 From Ford Road the proposed route continues on a straight alignment for a further 600m (approximately), passing over Tortington Lane via a new bridge, before turning slightly to the **east** for approximately 800m to a new bridge over Binsted Lane. To the west of Binsted Lane, the proposed route curves northwards for approximately 700m and runs in a broadly straight alignment for 1.3km to a new junction on the existing A27 route. In this final section, the route passes over Spinningwheel, Old Scotland Lane and Binsted Lane (north), all of which are via new overbridges.

'5.2.13 The proposed bypass would terminate at the western end via a new junction with the existing A27, approximately 0.8km to the east of the Yapton Lane junction. At this stage it has been assumed that the proposed junction would be an at-grade roundabout as this would be consistent with the types of junctions elsewhere on the A27 route. The proposed junction would have 3 arms with A27 (west) to / from Chichester, former A27 (east) for local access to Arundel, and A27 (east), the proposed Arundel Bypass.

'5.2.14 Option B reduces the impact on the South Downs National Park compared to Option A, as the proposed alignment of Option B avoids Tortington Common and Lake Copse, whereas Option A passes through Tortington Common.

'5.2.15 The two alignments are the same until the west of the proposed bridge over Binsted Lane. In the alternative layout the alignment curves round and continues broadly straight in a north westerly direction where it meets the existing A27 carriageway to the west of Little Dane's Wood and to the north of Walberton, at location of the existing A27 / Yapton Lane junction.

'5.2.16 The existing A27 route would be de-trunked and downgraded, as per Option A, providing similar opportunities to reduce severance and improve conditions for cyclists and buses.'

[end of description of Option B]