



Arundel Bypass Neighbourhood Committee

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16th December 2015

To: John O'Brien
Cabinet Member for Highways and Transport
West Sussex County Council

Cc: Louise Goldsmith, WSCC; Andrew Tyrie MP; Nick Herbert MP;
Cllr Derek Whittington; Cllr Norman Dingemans

Dear John

Chichester Northern Bypass option

The Arundel Bypass Neighbourhood Committee supports 'Chichester Deserves Better' in rejecting a Northern bypass of Chichester.

The appearance of the Northern bypass plan, with few or no junctions, makes it clear that the priority of Highways England is a huge increase in fast through traffic – the 'Expressway' scheme. The creation of this bypass would put much greater pressure on points further East – Arundel, Worthing-Lancing, east of Lewes – to accommodate this traffic with new bypasses, plans for which have existed for a long time and which are resisted by local people and environmental organisations. The new Chichester bypass itself, and these additional bypasses, would be extremely damaging to the fragile and nationally important landscape of the South Downs National Park.

- One likely effect would be rejection of a part online, lower speed-limit scheme at Arundel, which is (or should be) still among the A27 Feasibility Study's options, and increased pressure for an offline bypass through the South Downs National Park south-west of Arundel.
- Another effect would be likely to be revival of the Downland bypass schemes at Worthing (at present rejected by the Feasibility Study) where the National Park is only 3 miles wide.
- Another effect would be likely to be revival of the schemes for a new dual carriageway east of Lewes parallel to the present A27.

The 'Expressway' scheme for the A27 is also wholly inconsistent with the need to accommodate local traffic movements to the east of Chichester, as



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exemplified by the present HE requirement for 4 sets of traffic lights on the A27 at Fontwell, associated with the Dandara development granted planning permission this month.

The thinking behind Expressway-oriented scheme elements such as the Chichester Northern Bypass option is neither coherent nor up to date. The 'South Downs Local Plan – Preferred Options' document of September 2015 makes it clear (p. 29) that 'natural capital, ecosystems services and the multiple benefits nature provides have been...consistently undervalued or neglected in traditional economic analysis'. WSCC's traditional support for new and faster roads, in spite of its duty to cooperate with the National Park, has not up to now demonstrated understanding of the value of the countryside to a 'vibrant, healthy and productive living and working community' (SDLP, p. 31, quoting the 'National Park Vision and Circular', 2010). Here is an opportunity to change that perception.

West Sussex County Council's historic support for new roads within West Sussex, such as that proposed at Arundel, is being used by this Government to increase pressure for its Expressway scheme which is actually against the interests of West Sussex as a whole. ABNC hopes that WSCC can revise its concept of a successful and productive community so as to exclude the option of an 'Expressway' damaging the SDNP. For these reasons we ask it to reject the 'Northern bypass' of Chichester.

Emma Tristram, Secretary