



**THE HIGHWAYS ACT 1980, THE ACQUISITION OF LAND ACT 1981, THE
HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994 AND THE
COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

PUBLIC INQUIRY INTO

**THE WEST SUSSEX COUNTY COUNCIL (A284 LYMINSTER BYPASS
(NORTH))**

COMPULSORY PURCHASE ORDER 2020

and

**THE WEST SUSSEX COUNTY COUNCIL (A284 LYMINSTER BYPASS
(NORTH) CLASSIFIED ROAD)**

(SIDE ROADS) ORDER 2020

SUMMARY PROOF OF EVIDENCE

OF

GUY PERFECT

FOR

WEST SUSSEX COUNTY COUNCIL

ON TRANSPORT PLANNING MATTERS

DFT REFERENCE: NATTRAN/SE/HAO/229

July 2021

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1. INTRODUCTION

- 1.1. My name is Guy Parfect and I currently hold the position of Senior Planner at West Sussex County Council ("the Council"), working in the Transport Planning and Policy team.
- 1.2. I have been a member of the Chartered Institution of Logistics and Transport since 2006 and I hold a BSc (Hons) Degree in Transport Management and Planning obtained in 1989 along with a Diploma in Industrial Studies (DIS).
- 1.3. I have worked for the Council as a permanent employee since November 1990 within the field of transport planning and traffic modelling. In all I have over 30 years of experience in the field of transport planning.
- 1.4. I have been the client lead for transport forecasting on this A284 Lyminster Bypass Scheme ("**the Scheme**") and the neighbouring A259 scheme. I was also the Council's technical advisor on the Arun Local Plan transport evidence base study.
- 1.5. I have also had previous involvement in the scheme in the early 1990's when the Lyminster Bypass and the Worthing Road and Roundstone Bypass dualling schemes were approved by the Council.
- 1.6. I am familiar with the Statement of Reasons and Statement of Case submitted by the Council in connection with the promotion of The West Sussex County Council (A284 Lyminster Bypass (North)) Compulsory Purchase Order 2020 and The West Sussex County Council (A284 Lyminster Bypass (North) Classified Road) (Side Roads) Order 2020 ("the Orders") and I produce this evidence to explain and describe the Scheme to which the Order relates.
- 1.7. I can confirm that the contents of my proof of evidence are my professional opinion and are true to the best of my knowledge and belief and are gained from either my own direct involvement or my colleagues' direct knowledge.

2. SCOPE OF EVIDENCE

- 2.1. My evidence complements that provided by other members of the project team. My evidence will cover:
 - Background to the Scheme (section 3)
 - Need for the Scheme (section 4)
 - Traffic modelling (section 5)
 - Planning policy position (section 6)

3. BACKGROUND TO THE SCHEME

- 3.1. The A284 forms a principal access to Littlehampton and Rustington. It links to Arundel and to the national Strategic Road Network at the A27.

- 3.2. The need for improvements on the A284, complementing improvements on the A259 corridor, has been identified in policy for at least 30 years. The County Council approved the proposed A284 Lyminster Bypass and Fitzalan Link, in September 1992.
- 3.3. The proposed route of the A284 Lyminster Bypass was first safeguarded in the Arun District Local Plan 2003 and the route continues to be safeguarded in the current Arun Local Plan.
- 3.4. The scheme is also closely associated with the North Littlehampton strategic development which was consented in 2011.
- 3.5. The Scheme connects to the Lyminster Bypass (South) scheme, then into the A259 coastal road at Worthing Road in Littlehampton. The Lyminster Bypass (South) began construction in January 2020 and is due to be completed in Autumn 2021.
- 3.6. The A259 Littlehampton Corridor Improvements, widening that road are being constructed, due to complete in January 2023. These schemes have been planned in parallel as they complement each other.
- 3.7. The existing infrastructure deficit in Arun is considered by local businesses to contribute to poor economic performance. The Arun Local Plan (2011-2031) states that most of Littlehampton suffers from above average levels of deprivation.
- 3.8. The Arun Local Plan allocates 1000 dwellings in greater Littlehampton and a further 3350 dwellings in the area between Yapton and Angmering.
- 3.9. At Littlehampton there are four large residential consents, which will generate traffic on the A284. These account for 2015 dwellings, of which 1092 were completed by March 2021
- 3.10. The Local Plan includes Strategic Employment Land Allocations totalling 3.5ha north of Littlehampton. Previous non-residential consents at these strategic sites total 13000sqm B1 office plus 11235sqm in class A, C and D uses.
- 3.11. The policy to develop the Lyminster Bypass scheme was supported by the Arun District Local Development Framework transport study in 2008/09. The southern section was established to be delivered by developers for the North Littlehampton strategic development in February 2011.
- 3.12. Strategic transport modelling, undertaken for the Arun Local Plan between 2012 and 2016, included the Scheme as mitigation for the two strategic developments in Littlehampton.

4. NEED FOR THE SCHEME

- 4.1. The A284 corridor is of critical importance to Littlehampton and Rustington. The section proposed to be bypassed is narrow with sharp bends and passes through a busy railway level crossing. As a result, the road suffers from congestion and delay, which makes Littlehampton a less attractive location for homes and jobs. This also leads to short-cutting along unsuitable local roads.

- 4.2. The road passes through residential areas at Lyminster village, including a conservation area and past listed assets, and at Wick. Pedestrian and cycling facilities along the route are poor.
- 4.3. Forecasting shows without the Scheme road network performance will be significantly impaired. The Scheme is essential to protect the village of Lyminster, Mill Road and the existing A284 into Littlehampton from the negative environmental and safety impacts of intensive through traffic.
- 4.4. The scheme contributes to strategic objectives for the Arun Local Plan as well as objectives that align with the strategic aims of West Sussex County Council and Coast to Capital LEP.
- 4.5. The Lyminster Bypass Transport Business Case forecasts benefits worth £118m, including £3m of safety benefits. When compared to the current scheme cost of £21.364m, this shows that the scheme would provide a very high level of value for money.

5. TRAFFIC MODELLING

- 5.1. The East Arun Transport Model, was built in 2013-14 for the testing and appraisal of both the Scheme and the nearby A259 Littlehampton Corridor Improvement scheme.
- 5.2. This was used firstly to inform the Transport Business Case and later updated to support the planning application for the Scheme.
- 5.3. **Forecasted Outcomes:**
 - 5.3.1. The Scheme is expected to have significant benefits for journey time reductions and reliability, savings in injury accidents and casualties, local economic growth, allowing planned housing to meet needs, providing connectivity for pedestrians and cyclists.
 - 5.3.2. The Scheme is forecasted to lead to journey time reductions along the A284 between the A27 and Littlehampton of between 20% and 30% compared to the existing route without the scheme.
 - 5.3.3. The proposed Scheme alignment saves approximately 0.6km from a journey between the A27 and Littlehampton town centre. This provides vehicle operating cost savings of £11.083M over the assessment period.
 - 5.3.4. At the A27/A284 Crossbush junction, modest reductions in congestion are shown in 2034 on some arms with others unchanged.
 - 5.3.5. At the A259/A284 Wick junction, reductions in congestion occur of between 8% and 17%. At the A259/Lyminster Bypass (South) junction there are modest increases.
 - 5.3.6. The main reductions in delay from the Scheme are from bypassing the extensive queuing for the Lyminster Road level crossing.

- 5.3.7. Traffic flows through Lyminster reduce by between -750 and -1170 PCU/hr in the 2034 peak forecasts. At Wick the flows reduce by between -302 and -907 PCU/hr in 2034.
- 5.3.8. These reductions are expected to benefit pedestrians, cyclists and residents on the routes described.

5.4. A27 Arundel Bypass Forecasting

- 5.4.1. Highways England have recently been progressing a scheme for an A27 Arundel Bypass. Their traffic forecasting shows increases on the new A284 route between Crossbush and Littlehampton. However, the forecasted 2041 traffic flow on the A284 south of A27 remains within capacity.
- 5.4.2. The A284 would be in a much poorer position to accommodate flow increases from the A27 if the Lyminster Bypass (North) scheme was not completed prior to the A27 Arundel Bypass.

6. THE PLANNING POLICY POSITION

- 6.1. The Scheme meets national and local planning policy and key transport policies and objectives from:
 - National Planning Policy Framework
 - The West Sussex Transport Plan 2011 – 2026
 - Arun District Council Local Plan
 - The Arun District Council Infrastructure Delivery Plan

6.2. Planning Permission

- 6.2.1. The Council granted planning permission for the Scheme in 2019 and issued the decision notice on 9 May 2019.
- 6.2.2. Highways England, Arun District Council, Littlehampton Town Council and Lyminster and Crossbush Parish Council supported the application.

7. CONCLUSION

- 7.1.1. The Scheme meets key national and local planning and policy objectives.
- 7.1.2. The Scheme would complete a new route connecting Littlehampton to the A27, removing intrusive through traffic from Lyminster and Wick, bypassing the congested level crossing at Wick.
- 7.1.3. The Scheme forecasting shows reduced journey times, queuing and delays as well as significant accident reductions.
- 7.1.4. The Transport Business Case shows that the Scheme continues to demonstrate a very high level of value for money.

- 7.1.5. Changes to planned development in the local area since the TBC was completed do not materially change the overall outcome.
- 7.1.6. On the basis of the evidence provided in my proof of evidence and the proofs of evidence of my colleagues, I contend that it has been demonstrated that the public interest case for the scheme is compelling from a transport planning point of view.